

START OF TRANSCRIPT

[00:00:30] GOOD AFTERNOON. THIS IS COMMISSION PRESIDENT PETER STEINBRUECK RECONVENING THE
[00:00:35] REGULAR MEETING OF MAY 26TH 2020. THE TIME IS NOW APPROXIMATELY 12:03 P.M. WE ARE
[00:00:43] MEETING REMOTELY VIA SKYPE TO COMPLY WITH THE GOVERNOR'S STAY-AT-HOME ORDER AND IN
[00:00:48] ACCORDANCE WITH PROCLAMATION 2028. PRESENT WITH ME TODAY ARE COMMISSIONERS BOWMAN, CALKINS
[00:00:55] CHO, AND FELLEMAN. I WILL ASK WE DO A ROLL CALL OF ALL COMMISSIONERS TO ENSURE
[00:01:00] EVERYONE IS PRESENT AND ON THE LINE. BEGINNING WITH
[00:01:07] COMMISSIONER BOWMAN? I'M HERE. THANK YOU. COMMISSIONER CHO?
[00:01:17] HERE. COMMISSIONER CALKINS? HERE. COMMISSIONER
[00:01:23] FELLEMAN? HERE. GREAT. TODAY'S MEETING IS ORGANIZED THE SAME AS OUR OTHER VIRTUAL MEETINGS.
[00:01:30] WE HAVE MADE SPECIAL ARRANGEMENTS TO PROVIDE FOR REMOTE PARTICIPATION FOR ALL OF
[00:01:36] OUR STAFF AND COMMISSIONERS. LATER WE WILL BE TAKING PUBLIC COMMENT FROM PEOPLE WHO ARE
[00:01:41] PARTICIPATING BY SKYPE AND WHO HAVE SIGNED UP TO SPEAK. ALSO, PLEASE NOTE THAT ALL VOTES
[00:01:47] TODAY WILL BE TAKEN BY ROLL CALL METHOD SINCE ALL COMMISSIONERS ARE PARTICIPATING
[00:01:52] REMOTELY.
[00:01:53] THAT MEANS FOR EACH VOTE I WILL CALL EACH COMMISSIONER'S NAME. COMMISSIONERS ON THE SKYPE
[00:01:58] CALL WILL HAVE TO UNMUTE THEMSELVES AND THEN ANSWER YES OR NO. BECAUSE COMMISSIONERS ON
[00:02:05] THE LINE ARE NOT FULLY IN CONTROL OF THE SOUND, WE WILL TAKE ALL VOTES TODAY IN THIS
[00:02:10] MANNER INCLUDING OUR CONSENT AGENDA.
[00:02:14] TO BE EQUITABLE, WE WILL ASK ALL COMMISSIONERS TO SPEAK IN TURN AND WAIT TO BE RECOGNIZED
[00:02:19] BEFORE SPEAKING AS MUCH AS POSSIBLE.
[00:02:23] SO WE BEGIN TODAY'S MEETING BY ACKNOWLEDGING THE INDIGENOUS PEOPLES OF THE DUWAMISH AND
[00:02:29] COASTAL SALISH WHO HAVE STEWARDED THESE BEAUTIFUL LANDS AND WATERS SINCE TIME
[00:02:34] IMMEMORIAL. WE MUST COMMIT TO DOING THE SAME FOR THE PLANET FOR GENERATIONS TO COME.
[00:02:42] THIS MEETING IS BEING DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S
[00:02:47] WEBSITE AND MAY BE REBROADCAST BY KING COUNTY TELEVISION. ALTHOUGH IT MAY LOOK A LITTLE
[00:02:53] DIFFERENT, PLEASE STAND NOW AND JOIN ME FOR THE PLEDGE OF ALLEGIANCE.
[00:03:00] I PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA AND TO THE REPUBLIC FOR
[00:03:07] WHICH IT STANDS ONE NATION UNDER GOD INDIVISIBLE WITH LIBERTY AND JUSTICE FOR ALL.
[00:03:17] ITEM NUMBER THREE.
[00:03:21] THE NEXT ITEM OF BUSINESS IS THE APPROVAL OF THE AGENDA. I'LL TURN IT OVER NOW TO EXECUTIVE
[00:03:27] DIRECTOR STEVE METRUCK TO GIVE A LITTLE INSIGHT ON THE PROCESS TO DETERMINE THE AGENDA IN
[00:03:32] FRONT OF US.
[00:03:34] COMMISSIONERS. GOOD AFTERNOON. IN RESPONSE TO THE GOVERNOR'S STAY HOME STAY HEALTHY ORDER
[00:03:40] AND PROCLAMATION 2028 REGARDING THE OPEN PUBLIC MEETINGS ACT, I'VE DIRECTED STAFF TO
[00:03:45] CAREFULLY ANALYZE AND REVIEW EACH OF THE ITEMS PROPOSED FOR TODAY'S AGENDA TO DETERMINE
[00:03:49] WHETHER OR NOT THEY ARE NECESSARY AND ROUTINE. WE BELIEVE THE ITEMS BEFORE YOU
[00:03:54] TODAY RELATE TO MATTERS OF ROUTINE PORT BUSINESS AND ARE URGENT AND WILL BE
[00:03:59] DETRIMENTALLY AFFECTED BY SIGNIFICANT DELAY AND ARE NECESSARY TO PORT OPERATIONS.
[00:04:04] ITEMS THAT DO NOT MEET THE NECESSARY ROUTINE CRITERIA HAVE BEEN DEFERRED TO LATER MEETINGS.
[00:04:09] I URGE APPROVAL OF TODAY'S AGENDA.
[00:04:13] WE'RE NOW AT THE ORDER OF THE APPROVAL OF THE AGENDA. CLERK, PLEASE UNMUTE THE
[00:04:18] COMMISSIONERS. COMMISSIONERS ONLINE, PLEASE UNMUTE YOURSELVES. I'M GOING TO ASK
[00:04:23] EACH COMMISSIONER IN TURN IF THEY HAVE ANY MOTIONS TO REARRANGE THE ORDERS OF THE
[00:04:27] DAY. IF YOU DO I WILL ASK FOR A SECOND IF IT'S NEEDED. PLEASE RESPOND WHEN I CALL YOU.
[00:04:33] IF YOU HAVE NO CHANGES JUST SAY NONE. COMMISSIONER BOWMAN? NONE. COMMISSIONER CALKINS?
[00:04:44] NO CHANGES. COMMISSIONER CHO?
[00:04:56] COMMISSIONER CHO ANY CHANGES TO THE ORDER OF THE AGENDA? NO. COMMISSIONER
[00:05:00] FELLEMAN? NO. COMMISSIONER STEINBREUCK? NONE.
[00:05:16] THE QUESTION NOW IS ON THE APPROVAL OF THE AGENDA. PLEASE SAY YES OR NO WHEN YOUR NAME IS
[00:05:19] CALLED. COMMISSIONER BOWMAN? AYE. COMMISSIONER CALKINS?
[00:05:28] I HIT THE WRONG BUTTON.
[00:05:32] I'LL CYCLE THROUGH THE REST. COMMISSIONER CHO? AYE.
[00:05:35] COMMISSIONER FELLEMAN. AYE. COMMISSIONER STEINBREUCK. AYE. AND BACK TO COMMISSIONER
[00:05:45] CALKINS. MAY TAKE A SECOND.
[00:05:58] PLEASE UNMUTE.
[00:06:00] HE GOT ACCIDENTALLY REMOVED FROM. YEAH. GIVE ME A MOMENT. OKAY, WILL DO.
[00:06:27] YEP, THERE HE IS. ALRIGHT
[00:06:31] COMMISSIONER CALKINS. ARE YOU BACK WITH US?
[00:06:35] YES, CAN YOU HEAR ME? YES. THANK YOU. WE NEED A YAY OR A NAY ON APPROVAL OF
[00:06:42] THE AGENDA. I WAS JUST ABOUT TO SAY YEAH, AND THEN I THINK LAUREN KICKED ME OUT FOR MY
[00:06:49] TERRIBLE QUARANTINE HAIRCUT. [LAUGHTER]

[00:06:51] I'M BACK.
[00:06:53] I'M A YAY ON APPROVAL.
[00:06:56] FOR SOME REASON I CAN'T TURN ON MY VIDEO. LIKELY STORY. [LAUGHTER]
[00:07:04] IT'S VERY BOWL LIKE.
[00:07:08] SO THERE ARE FIVE YEAS ON THE APPROVAL OF THE AGENDA. IT IS APPROVED.
[00:07:14] NEXT ITEM CLERK.
[00:07:18] THE NEXT ITEM IS THE EXECUTIVE DIRECTOR'S REPORT.
[00:07:23] GOOD AFTERNOON COMMISSIONERS. WE CONTINUE TO BE OCCUPIED WITH MANY TOPICS RELATED TO COVID-19
[00:07:28] SAFETY ISSUES AND ECONOMIC RECOVERY. AS WE ENTER THE LAST WEEK OF MAY, WE'RE MAKING
[00:07:34] PROGRESS IN SOME KEY AREAS, BUT ARE REMINDED THAT THIS REMAINS A MARATHON AND WE'RE STILL IN
[00:07:39] THE EARLY MODELS OF THAT MARATHON. THROUGHOUT THE PORT, WE ARE MOVING FORWARD ON A WIDE
[00:07:44] RANGE OF ACTIONS TO STEP UP HEALTH AND SAFETY MEASURES TO PROTECT OUR EMPLOYEES AND THE
[00:07:49] PUBLIC. WE HAVE A GREAT TEAM OF DEDICATED PROFESSIONALS HERE AT THE PORT. OUR FRONTLINE WORKERS
[00:07:54] EVEN UNDER THESE DIFFICULT CIRCUMSTANCES THEY CONTINUE TO DO GREAT WORK. TO START I WOULD
[00:08:00] LIKE TO GIVE YOU SOME BRIEF HIGHLIGHTS ON THE STATUS OF THE COVID-19 PANDEMIC HERE IN
[00:08:04] WASHINGTON, IN THE PORT, STATEWIDE. THERE ARE A HUNDRED NINETEEN, OVER A HUNDRED
[00:08:09] NINETEEN THOUSAND CASES AND 1044 DEATHS. KING COUNTY REPORTS 7818 CASES WITH 540 DEATHS. AT THE
[00:08:19] PORT 21 EMPLOYEES ARE IN QUARANTINE. WE HAVE SEVEN POSITIVE CASES. ACTIVITY AT
[00:08:25] SEATTLE-TACOMA INTERNATIONAL AIRPORT REMAINS VERY LOW. ALTHOUGH THERE IS A SMALL
[00:08:29] UPWARD TREND IN THE NUMBERS. BETWEEN MAY 15TH AND MAY 21ST WE SAW A FORTY FOUR THOUSAND
[00:08:35] FIVE HUNDRED AND THIRTY THREE PASSENGERS PASS THROUGH THE CHECKPOINTS THAT. COMPARES TO
[00:08:40] THIRTY SIX THOUSAND SEVEN HUNDRED AND EIGHTY EIGHT PASSENGERS THE WEEK BEFORE.
[00:08:44] THESE ARE NUMBERS WE HAVE NOT SEEN THIS LOW IN 53 YEARS. NATIONWIDE, AIRPORT CHECKPOINT
[00:08:50] VOLUMES WERE UP 35.4 PERCENT OVER THE PREVIOUS WEEK.
[00:08:56] TURNING TO HEALTH AND SAFETY ACTIVITIES, I'M VERY HAPPY TO REPORT OUR NEW FACE COVERING
[00:09:00] REQUIREMENT AT SEA HAS BEEN EMBRACED BY BOTH OUR EMPLOYEES AND THE PUBLIC. ON MAY
[00:09:07] 18TH, WE IMPLEMENTED NEW RULES MANDATING THAT TRAVELERS, PORT EMPLOYEES, AND OTHERS
[00:09:12] WORKING IN PUBLIC SPACES AT SEA-TAC MUST WEAR CLOTH FACE COVERINGS. THE VAST MAJORITY OF
[00:09:18] PEOPLE HAD ALREADY BEGUN USING FACE COVERINGS WHEN OUR RULE TOOK EFFECT. OUR APPROACH HAS
[00:09:24] BEEN TO USE EDUCATION AND ENCOURAGEMENT FOR TRAVELERS RATHER THAN STRICT ENFORCEMENT
[00:09:29] AND COMPLIANCE HAS BEEN VERY HIGH. WE IN THE AIRLINES ARE PROVIDING MASKS TO PEOPLE WHO
[00:09:33] DO NOT BRING THEIR OWN. OUR COMMUNICATIONS TEAM DID A GREAT JOB GETTING
[00:09:38] THE WORD OUT THROUGH THE PRESS AND SOCIAL MEDIA ABOUT THESE REQUIREMENTS. THE AIRPORT
[00:09:43] OPERATIONS TEAM AND OUR POLICE DEPARTMENT HAVE MADE IT WORK.
[00:09:47] AT THE AIRPORT, YOU'LL SEE MORE AND MORE PERMANENT SIGNAGE AND HEAR PUBLIC MESSAGES REMINDING
[00:09:51] TRAVELERS ABOUT FACE COVERINGS AND PHYSICAL DISTANCING. THIS IS STILL A
[00:09:56] WORK IN PROGRESS. WE'LL CONTINUE TO SEE IMPROVEMENTS IN THE COMING WEEKS.
[00:10:02] AT OUR LAST MEETING, COMMISSIONERS TOOK AN IMPORTANT STEP TOWARD PROTECTING THE
[00:10:05] HEALTH OF TRAVELERS. COMMISSIONERS DIRECTED STAFF TO BEGIN WORK ON A SYSTEM OF
[00:10:09] TEMPERATURE CHECKS FOR PASSENGERS AT THE AIRPORT BOTH ARRIVING AND DEPARTING. SINCE
[00:10:14] YOUR ACTION STAFF HAS BEEN TALKING WITH STAKEHOLDERS AND WORKING THROUGH WHAT SUCH
[00:10:18] A SYSTEM WOULD LOOK LIKE. WE HAVE PURCHASED TWO DEVICES TO MEASURE TEMPERATURES OF
[00:10:22] PASSENGERS WHICH WILL ARRIVE IN THE NEXT FEW DAYS. AS YOU CAN IMAGINE, THIS IS A VERY COMPLEX
[00:10:27] TASKS FROM A LEGAL AND REGULATORY STANDPOINT
[00:10:31] AND WE ARE COMMITTED TO DELIVERING A SYSTEM AS SOON AS POSSIBLE. WE REPORTED TO THE
[00:10:36] AVIATION COMMITTEE LAST WEEK AND WILL HAVE A FURTHER STATUS UPDATE TO YOU
[00:10:42] ON JUNE 9TH.
[00:10:44] WE'RE CONTINUING OUR ANALYSIS OF THE IMPACT OF REVENUE LOSS DUE TO THE REDUCTION OF
[00:10:48] AIR TRAVEL AND DELAY OF CRUISE SEASON. THIS WILL ALSO BE A TIME TO BEGIN DISCUSSIONS ABOUT
[00:10:52] THE DEVELOPMENT OF THE 2021 BUDGET AT PORT ACTIONS TO SUPPORT REGIONAL ECONOMIC
[00:10:57] RECOVERY. I CAN ALSO REPORT THAT WE ARE WELL ALONG OUR SAFE RETURN PLANNING FOR A PHASED
[00:11:02] RETURN TO PORT EMPLOYEES TO USUAL JOB SITES STARTING JUNE 1ST. WE'RE BALANCING THE RETURN
[00:11:08] TO ENSURE ESSENTIAL WORK IS BEING DONE IN A MANNER THAT PROTECTS THE HEALTH AND SAFETY
[00:11:12] OF OUR EMPLOYEES. TO SUPPORT THAT EFFORT, I'VE APPROVED A CONTINUATION OF TELEWORKING FOR
[00:11:17] EMPLOYEES THROUGH AUGUST 31ST.
[00:11:21] WE HAVE ALL BEEN AWARE OF THE TERRIBLE TOLL THE DROP IN AIR TRAVEL HAS TAKEN ON PORT
[00:11:26] BUSINESSES AS WELL AS BUSINESSES THROUGHOUT THE PORT. THE COMMISSION HAS BEEN
[00:11:30] RESPONSIVE AND RESPONSIBLE AUTHORIZING ME TO OFFER RELIEF AND ASSISTANCE
[00:11:37] TO BUSINESSES THAT ARE STRUGGLING TO SURVIVE THE CHALLENGES OF THE COVID-19
[00:11:41] TRAVEL RESTRICTIONS. ESPECIALLY HARD HIT ARE THE AIRPORT DINING AND RETAIL BUSINESSES
[00:11:46] MANY HAVE BEEN FORCED TO CLOSE THEIR OPERATIONS AND CURTAIL HOURS. MORE THAN 1,000 EMPLOYEES
[00:11:50] HAVE BEEN LAID OFF OR FURLOUGHED.
[00:11:53] WE HAVE APPROVED SOME LIMITED DEFERRALS EARLIER AND MANY OF THE SMALL MINORITY AND

[00:11:58] WOMEN-OWNED BUSINESSES SAID THEY NEEDED ADDITIONAL ASSISTANCE TO SURVIVE THE
[00:12:01] CRISIS. IT IS IMPORTANT FOR THE PORT THAT BUSINESSES ARE READY AND ABLE TO SERVE THE
[00:12:06] PUBLIC WHEN THE ECONOMY REBOUNDS AND AIR TRAVEL INCREASES. TO THIS END, AIRPORT
[00:12:11] STAFF LED BY AVIATION MANAGING DIRECTOR LANCE LYTTLE AND SENIOR MANAGER AIRPORT RETAIL
[00:12:18] AND DINING DON HUNTER HAVE DEVELOPED MEASURES THAT WILL OFFER ADR TENANTS RELIEF TO
[00:12:22] STAY IN BUSINESS IN THESE CHALLENGING TIMES. AMONG THE MEASURES FOR ADDITIONAL RELIEF
[00:12:26] ARE EXTENSION ON PAYBACK TIME FOR DEFERRALS APPROVED EARLIER, EXTENDED LEASES BY THREE YEARS
[00:12:32] TO ALLOW BUSINESSES TO RECOVER THEIR LOSSES, ELIMINATING THE MINIMUM ANNUAL GUARANTEE
[00:12:36] PAYMENTS FOR THIS YEAR WITH A PROMISE TO REVIEW THEM IN THE COMING YEAR.
[00:12:41] THE LEASE EXTENSIONS IN QUESTION OF COURSE WILL REQUIRE COMMISSION APPROVAL. I WILL
[00:12:46] BRING BEFORE YOU A PROPOSAL TO SPEED THROUGH APPROVAL PROCESS SO WE CAN GET
[00:12:50] RELIEF IN THE HANDS OF THE TENANTS AS SOON AS POSSIBLE. THANKS TO LANCE'S ADR TEAM AS
[00:12:55] WELL AS THE SMALL BUSINESS OWNERS FOR THEIR HARD WORK AND COOPERATION THAT MADE THIS
[00:12:59] AGREEMENT POSSIBLE. TURNING TO TODAY'S AGENDA THERE ARE TWO ITEMS I'D LIKE TO HIGHLIGHT. THE
[00:13:05] FIRST IS THE OPPORTUNITY MOTION. THE RIPPLE EFFECTS OF THE COVID-19 PANDEMIC HAVE BEEN
[00:13:10] FELT THROUGHOUT OUR COMMUNITY AND THE PORT HAS A RESPONSIBILITY WITHIN OUR
[00:13:14] AUTHORITIES TO STEP UP WAS A PARTNER TO ADDRESS THESE IMPACTS. TODAY YOU'LL CONSIDER
[00:13:18] A MOTION SPONSORED BY COMMISSIONER BOWMAN SEEKING TO ADDRESS THE NEED OF
[00:13:22] EMPLOYMENT FOR YOUNG PEOPLE THIS SUMMER. COMMISSIONER BOWMAN'S MOTION CALLS ON US
[00:13:27] TO INVESTIGATE NEW SHORT-TERM EMPLOYMENT OPPORTUNITIES FOR YOUNG PEOPLE WITH EXISTING
[00:13:31] PROGRAMS AND CAPITAL PROJECTS THAT CAN BE IMPLEMENTED IN THE COMING MONTHS. I APPLAUD THIS
[00:13:36] EFFORT AND LOOK FORWARD TO WORKING ON THIS. I ALSO WANT TO HIGHLIGHT ANOTHER ITEM
[00:13:40] ON YOUR AGENDA TODAY. ITEM 8A IS AN INTRODUCTION OF A RESOLUTION MAKING SLIGHT
[00:13:46] MODIFICATIONS TO OUR CENTURY AGENDA, WHICH WAS ADOPTED IN 2012. THIS DIRECTIVE IS A
[00:13:51] COMBINATION OF TWO YEARS OF WORK AND PLANNING ON THE PART OF THE EXECUTIVE LEADERSHIP
[00:13:56] TEAM AND STRATEGIC INITIATIVES TO ENSURE THE CENTURY AGENDA REMAINS AN AGILE AND ENDURING
[00:14:01] DOCUMENT FOR YEARS TO COME. ONCE PASSED, THE DIRECTIVE WILL SIMPLIFY AND ALIGN OUR EFFORTS
[00:14:05] AROUND PLANNING FOR COVID-19 RECOVERY AND WILL CREATE NEEDED FLEXIBILITY AND
[00:14:11] IMPORTANT STRATEGIC PLANNING EFFORTS
[00:14:15] AS WELL AS PROVIDING NEEDED TRANSPARENCY FOR PLANNING AND BUDGET PROCESSES THROUGH
[00:14:19] KEY PERFORMANCE INDICATORS OR KPIS.
[00:14:22] I WANT TO CLOSE MY REPORT WITH WITH THANKS TO THE INCREDIBLE EMPLOYEES HERE
[00:14:26] AT THE PORT OF SEATTLE. EVERY DAY THEY SHOW THEIR COMMITMENT TO THE COMMUNITY DELIVERING
[00:14:30] SERVICES TO THE PUBLIC AND TO THE PORT UNDER VERY DIFFICULT CIRCUMSTANCES. THE COMMISSION
[00:14:35] AND THE PUBLIC CAN BE VERY PROUD OF THIS ORGANIZATION. I KNOW I AM.
[00:14:39] THANK YOU COMMISSIONER, EXCUSE ME, EXECUTIVE DIRECTOR METRUCK. COUPLE OF QUICK QUESTIONS ON THE
[00:14:46] HEALTH AND SAFETY MEASURES AND FACIAL COVERINGS AT SEA-TAC. ARE ALL AIRLINES NOW REQUIRING FACE
[00:14:55] COVERINGS IN ORDER TO BOARD THE PLANES AND TRAVEL?
[00:15:01] I BELIEVE SO, THAT ALL AIRLINES
[00:15:05] REQUIRE THEM AT THIS TIME. THAT'S IMPORTANT FOR OUR LISTENERS AND TRAVELERS TO
[00:15:09] KNOW THAT. WHAT ABOUT ARRIVING PASSENGERS? IS IT ASSUMED THAT THEY WILL HAVE FACIAL
[00:15:17] COVERINGS TO MEET THE AIRPORT'S REQUIREMENTS? DO WE HAVE PROVISIONS FOR THOSE WHO
[00:15:25] DON'T HAVE THEM? YES, BOTH. THE AIRLINES AND OUR EMPLOYEES WILL BE
[00:15:31] EQUIPPED WITH MASKS. ON THE ONES ARRIVING FROM INCOMING FLIGHTS THEY WILL BE TOLD THAT,
[00:15:36] ANNOUNCEMENTS BY THE AIRLINES, THAT THEY ARE REQUIRED TO BE WEARING THEM WITHIN THE
[00:15:41] TERMINAL WHEN THEY ARRIVE AT SEA-TAC. VERY GOOD AND WHILE WE WORK ON THE ADR RELIEF PROGRAM
[00:15:47] I THINK THAT WE ALL FEEL SOME SENSE OF RELIEF THAT WE HAVE REALLY WORKED HARD TO
[00:15:54] COME UP WITH SOME WORKABLE RELIEF EFFORTS WITH REGARD TO ENSURING OUR TENANTS' VIABILITY
[00:16:02] AND CONTINUED VIABILITY AT SEA-TAC AND TO THE FUTURE. I'LL OPEN THIS UP IF ANY
[00:16:09] COMMISSIONERS HAVE QUESTIONS OR COMMENTS FOR THE EXECUTIVE DIRECTOR.
[00:16:14] OKAY.
[00:16:16] LET'S HEAR FROM NOW COMMISSION POLICY MANAGER AARON PRITCHARD WHO HAS SOME COMMITTEE
[00:16:23] UPDATES.
[00:16:26] THANK YOU COMMISSIONERS AND EXECUTIVE DIRECTOR. AARON PRITCHARD.
[00:16:30] WE HAD TWO COMMITTEE MEETINGS LAST WEEK, ONE WAS THE AVIATION COMMITTEE. COMMISSIONERS CHO AND
[00:16:35] CALKINS CONVENED THAT COMMITTEE ON MAY 21ST TO DISCUSS THE UPDATES ON OUR FLY HEALTHY AT
[00:16:40] SEA, WHICH ARE SOME OF THE THINGS WE'RE JUST SPEAKING ABOUT REGARDING US GETTING OUR
[00:16:45] TRAVELERS CONFIDENT AT THE AIRPORT. THERE WAS A ROBUST LEGAL CONVERSATION AROUND
[00:16:50] TEMPERATURE SCREENINGS AS WELL AS CONVERSATIONS AROUND FACIAL COVERING IMPLEMENTATIONS,
[00:16:54] FEDERAL AND STATE ADVOCACY, TERMINAL INSTALLATION REGARDING SIGNAGE, THICK PLASTIC
[00:17:01] PROTECTION, AND ALSO SOME OF THE COMMUNICATIONS ACTIVITIES WE'RE UNDERTAKEN TO LET TRAVELERS
[00:17:06] KNOW WHAT IMPROVEMENTS WERE MAKING AT THE AIRPORT.
[00:17:11] AT OUR LAST COMMISSION MEETING THE COMMISSIONERS PASSED A MOTION DIRECTING SOME ACTION ON

[00:17:15] TEMPERATURE SCREENINGS AND THAT REPORT IS DUE BACK TO THE COMMISSION ON JUNE 9TH. THE
[00:17:21] COMMITTEE'S GOING TO CHECK IN WITH LANCE LITTLE AND HIS TEAM IN THE NEXT WEEK OR SO TO CHECK
[00:17:26] WHAT PROGRESS HAS BEEN MADE. THERE WAS DISCUSSION AROUND POTENTIAL FOR A STUDY SESSION
[00:17:30] ON JUNE 9TH OR WHETHER A MEMO WILL BE A SUFFICIENT AT THAT TIME DEPENDING ON THE
[00:17:36] PROGRESS THAT HAS BEEN MADE. I DON'T KNOW IF COMMISSIONERS CALKINS OR CHO WANT TO CHIME
[00:17:41] IN HERE? I'LL START WITH COMMISSIONER CALKINS. I'VE SENT YOU AN UNMUTE PROMPT. YOU HAVE
[00:17:47] ANYTHING?
[00:17:52] SORRY, NOTHING TO ADD.
[00:17:57] COMMISSIONER CALKINS?
[00:18:04] LET ME TRY AND SEND YOUR UNMUTE PROMPT AGAIN.
[00:18:16] I CAN MOVE ON TO THE NEXT ONE AND WE CAN COME BACK TO HIM. EQUITY AND WORKFORCE
[00:18:20] DEVELOPMENT COMMITTEE. COMMISSIONERS BOWMAN AND CHO CONVENED THIS COMMITTEE ON MAY
[00:18:24] 20TH IN PARTICULAR TO DISCUSS THE WORKFORCE DEVELOPMENT POLICY DIRECTIVE
[00:18:29] AND THE OPPORTUNITY MOTION THAT WE'LL BE REVIEWING TODAY. THE COMMITTEE SUPPORTED THE
[00:18:33] RECOMMENDATION FOR 221'S FOR COMMISSIONERS ON THE WORKFORCE DEVELOPMENT POLICY
[00:18:38] DIRECTIVE, WHICH IS CURRENTLY SET FOR JUNE 23RD FOR INTRODUCTION AND JULY 14TH FOR
[00:18:44] ADOPTION. ONE OF KEY MESSAGES IS THAT THE WORKFORCE POLICY DIRECTIVE IS NEEDED AT THIS
[00:18:50] TIME TO UNDERPIN THE PORT'S AUTHORITY TO IMPLEMENT THE SOUTH KING COUNTY FUND AND THE
[00:18:54] OPPORTUNITY MOTION AND ALL OUR OTHER WORKFORCE DEVELOPMENT PROGRAMS.
[00:18:59] WE ALSO DISCUSSED THE OPPORTUNITY MOTION WHICH WILL BE INTRODUCED TODAY AND
[00:19:05] COULD HAVE SOME DISCUSSION AT THE JUNE FOURTH RETREAT AND ANY REPORT ON THAT PROGRESS WILL BE
[00:19:12] DUE BACK TO THE COMMISSION ALSO ON JUNE 9TH. THE OPPORTUNITY
[00:19:17] MOTION DIRECTS IMPLEMENTATION BEGIN JULY FIRST. HOWEVER, THE COMMITTEE DID AGREE THAT THERE
[00:19:22] WILL NEED TO BE SOME FLEXIBILITY AS CONTRACTS ARE EXECUTED IN SUPPORT OF THE
[00:19:26] OPPORTUNITY MOTION.
[00:19:30] THAT CONCLUDES MY REPORT. OKAY, ARE THERE ANY COMMENTS FROM COMMISSIONERS?
[00:19:35] COMMISSIONER. CALKINS WAS ABLE
[00:19:43] TO JOIN US.
[00:19:45] AGAIN, HANG ON. LET ME TO GET THE UNMUTE PROMPT. COMMISSIONER CALKINS? SORRY ABOUT
[00:19:51] THAT. ABOUT HALFWAY THROUGH AARON'S PRESENTATION MY SKYPE APP CLOSED ON ME AGAIN. SO I
[00:19:57] MISSED THE LAST PORTION OF IT AND JUST GOT BACK ON AS AARON YOU WERE ASKING ME TO CHIME IN
[00:20:04] BUT I WAS MUTED AT THE TIME. SO YEAH, I DON'T HAVE
[00:20:12] ANYTHING TO ADD TO
[00:20:15] YOUR REPORT OTHER THAN TO SAY THAT I THINK WE'VE MADE REALLY SIGNIFICANT PROGRESS IN
[00:20:20] THE LAST JUST WEEK. AND EXECUTIVE DIRECTOR METRUCK MENTIONED A COUPLE OF THE BIG
[00:20:27] STEPS THAT HAVE BEEN TAKEN ALREADY ON SOME OF THE HEALTH SCREENING QUESTIONS AND OTHER
[00:20:30] AREAS IN TERMS OF
[00:20:33] PUBLIC SAFETY AND PUBLIC HEALTH PROTOCOLS AT THE AIRPORT. SO I'LL LEAVE IT AT THAT. THANKS.
[00:20:39] COMMISSIONER STEINBREUCK WERE
[00:20:43] YOU WANTING TO GIVE EACH COMMISSIONER A CHANCE TO ASK A QUESTION THAT YOU WOULD LIKE TO
[00:20:49] RESPOND TO ANY OF THE COMMENTS? THAT WOULD BE FINE. BUT IF NOT, WE'LL MOVE ON TO PUBLIC
[00:20:53] COMMENT. OKAY. LOOKS LIKE COMMISSIONER FELLEMAN DID HAVE A QUESTION FOR AARON.
[00:21:00] COMMISSIONER FELLEMAN YOU ARE MUTED. HANG ON.
[00:21:05] HOW ABOUT NOW?
[00:21:08] THANK YOU ERIN. I WAS INQUIRING AS TO
[00:21:13] THAT YOU WERE SUGGESTING THAT THE WORKFORCE DEVELOPMENT MOTION SOMEHOW WAS REQUIRED IN
[00:21:21] ORDER TO FULFILL THE
[00:21:24] IMPLEMENTATION OF THE OPPORTUNITY FUND AND SOUTH KING COUNTY FUND? IS THERE SOME
[00:21:29] SORT OF PRECURSOR AUTHORIZATION?
[00:21:33] YEAH, THE RCW THAT GIVES THE PORT THE AUTHORITY TO ACT UNDER OUR WORKFORCE DEVELOPMENT
[00:21:39] POWERS IS NESTED UNDER BASICALLY OUR ECONOMIC DEVELOPMENT POWERS. AND IN THAT
[00:21:44] RCW IT SAYS THAT THE PORT SHALL PASS A RESOLUTION TO SUPPORT THE IMPLEMENTATIONS OF
[00:21:50] THESE TYPES OF PROGRAMS. WE'VE BEEN OPERATING UNDER A MOTION AND I THINK WITH THE UPDATES TO
[00:21:55] THE RCW THAT HAPPENED LAST YEAR TO EXPAND THE PORT'S POWERS IN THIS AREA, THE RESOLUTION HAS
[00:22:02] BECOME ALL THE MORE PRESSING AND SO THAT'S WHAT UNDERPINS OUR AUTHORITY.
[00:22:06] BY MOVING FORWARD NOW THIS WILL GIVE US OUR CLEAR AUTHORITY TO MOVE
[00:22:11] FORWARD WITH THE VARIOUS PROGRAMS THAT WE ARE UNDERTAKING.
[00:22:16] SO I'M JUST WONDERING SHOULD THE
[00:22:22] OPPORTUNITY MOTION JUST BE A RESOLUTION OR IS THE OTHER JUST GLOBAL AND WOULD
[00:22:26] APPLY TO EVERYTHING WE DO? THE SECOND CHOICE. THE WORKFORCE POLICY DIRECTIVE WILL CREATE
[00:22:32] THAT SORT OF MORE GLOBAL STATEMENT AROUND OUR AUTHORITY. THE OPPORTUNITY MOTION IS
[00:22:39] FINE AS A MOTION BECAUSE IT'S A TIME-LIMITED TYPE OF PROGRAM THAT IS EXPECTED TO END
[00:22:46] AFTER SAY A HUNDRED TWENTY DAYS. UNDER A POLICY DIRECTIVE, WE EXPECT THAT TO LAST

[00:22:49] INDEFINITELY. VERY GOOD. THANK YOU FOR THE CLARIFICATION. ANY OTHER
[00:22:57] QUESTIONS OR COMMENTS FOR OUR POLICY DIRECTOR? OKAY. LET'S MOVE ON TO PUBLIC COMMENT. THE
[00:23:04] COMMISSION WILL NOW ACCEPT PUBLIC COMMENT FROM THOSE WHO HAVE SIGNED UP. WRITTEN
[00:23:09] MATERIALS PROVIDED TO THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE CLERK HAS A
[00:23:14] LIST OF THOSE PREPARED TO SPEAK. AS THE CLERK CALLS YOUR NAME WE WILL OPEN THE LINE AND
[00:23:19] COMMENTERS WILL HAVE TO UNMUTE THEMSELVES THEN PLEASE REPEAT YOUR NAME FOR THE RECORD. IF
[00:23:25] YOU ARE ON THE SKYPE MEETING AND ARE STREAMING THE MEETING. PLEASE MUTE THE VIDEO STREAM TO
[00:23:31] AVOID FEEDBACK.
[00:23:33] PLEASE NOTE. THERE IS A NEARLY THREE MINUTE LAG ON THE VIDEO STREAM. COMMENT TIME WILL BE
[00:23:39] LIMITED TO TWO MINUTES PER PERSON. CLERK. PLEASE CALL THE FIRST SPEAKER.
[00:23:45] THE FIRST PERSON THAT I HAVE ON MY LIST TODAY IS DEBBIE WAGNER. SO DEBBIE WAGNER, PLEASE PRESS
[00:23:49] STAR SIX TO UNMUTE YOURSELF, RESTATE YOUR NAME, AND THEN YOU MAY BEGIN.
[00:24:04] HELLO THIS IS DEBBIE WAGNER. CAN YOU HEAR ME? YES, WE CAN.
[00:24:09] I WAS INSTRUCTED TO PRESS STAR SIX TO UNMUTE BUT I HAVE NOT BEEN MUTED FROM THE
[00:24:16] PREVIOUS ANNOUNCEMENT. SO THAT MUTED ME AGAIN, AND THEN I NEEDED TO UNMUTE AGAIN. SO I'M
[00:24:22] JUST LETTING YOU KNOW SO THAT WHEN YOU INSTRUCT PEOPLE THAT ARE NOT MUTED TO UNMUTE THE
[00:24:28] THEY'LL HAVE TO DO IT TWICE.
[00:24:31] OKAY, YOU MAY BEGIN.
[00:24:34] ALRIGHT, SO MY COMMENTS TODAY OR ABOUT HONESTY. I WANTED TO LET THE PORT COMMISSIONERS KNOW
[00:24:42] THAT THERE IS NO HONEST REPORTING ANYWHERE
[00:24:47] IN THE U.S. ABOUT CLIMATE IMPACT OF CARBON DIOXIDE FROM AVIATION SECTOR. THE FAA AND THE
[00:24:57] EPA IN THEIR NEWEST MODEL ALLOWS THIS FIGURE TO BE TRUNCATED. SO RATHER THAN
[00:25:03] REPORTING FROM FUEL PUMPS, ONLY A SMALL PORTION OF THE LANDING TAKE OFF CYCLE IS USED WHICH
[00:25:10] LEAVES ABOUT 90% OF THE CARBON DIOXIDE GREENHOUSE GAS EMISSION IMPACT HIDDEN. SO I WAS
[00:25:21] GRACEFULLY BY FRED FELLEMAN APPOINTED TO THE SUSTAINABILITY COMMITTEE IN 2015-2016 AND THE
[00:25:33] ONE THING THAT I ASKED FOR WAS THAT THE PORT, EVEN THOUGH THESE ARE KEPT HIDDEN
[00:25:40] NATIONALLY AND INTERNATIONALLY, WAS TO REPORT OUT IN OUR VERY CLIMATE CONSCIOUS REGION WHAT
[00:25:47] IS THE TRUTH OF THE IMPACT FROM FUEL PUMPS AT SEA-TAC.
[00:25:54] SO ALL OTHER SECTORS OF TRANSPORTATION HAVE TO REPORT FROM FUEL PUMPS EXCEPT
[00:25:59] AVIATION. THEY CAN USE THE GROUND LEVEL IMPACT OF CO2. [MICROPHONE CUTS OUT]
[00:26:10] WE LOST HER. YEP, HANG ON.
[00:26:14] DEBBIE YOU MAY HAVE. I PAUSED THE TIME. I WAS MUTED BY THE MODERATOR. I'M SORRY.
[00:26:21] I DON'T KNOW WHAT'S GOING ON WITH MY SKYPE. APOLOGIES. YOU MAY CONTINUE.
[00:26:27] OKAY. SO WHAT I WANTED TO POINT OUT WAS THAT ALL GROUND TRANSPORTATION IN KING COUNTY
[00:26:33] REPORTS FROM FUEL PUMP EXCEPT SEATAC AIRPORT. AND IF YOU ARE HONEST AND TRANSPARENT YOU'LL
[00:26:40] LET PEOPLE KNOW THAT THE CO2 IMPACT IS 6 MILLION METRIC TONS AND CLIMBING RAPIDLY FROM
[00:26:46] SEA-TAC AIRPORT, WHICH IS CLIMBING UP TO BE AN EQUAL TO A COAL-FIRED POWER PLANT. AND
[00:26:53] THIS IS IN THE MIDDLE OF A NEIGHBORHOOD WHERE WE HAVE PREDOMINANTLY
[00:26:58] ENVIRONMENTAL JUSTICE GROUPS THAT ARE MORE PRONE TO THE DISADVANTAGES OF THIS KIND OF
[00:27:04] IMPACT AND THE CITY IS SPENDING A LOT OF MONEY TO REDUCE CLIMATE WHILE THE AIRPORT SEES
[00:27:10] NO TOMORROW IN THIS. AS YOU READJUST POST COVID, I SUGGEST THAT YOU BE HONEST IN YOUR
[00:27:18] RECORDING AND WORK ON REAL SOLUTIONS TO THIS.
[00:27:26] THANK YOU. THANK YOU.
[00:27:30] NEXT ON MY LIST. I HAVE SARAH SHIFTLY.
[00:27:35] SARAH YOU WILL NEED TO PRESS STAR SIX TO UNMUTE YOURSELF.
[00:27:48] CAN YOU HEAR ME NOW? YES, WE CAN.
[00:27:52] MY NAME IS SARAH SWIFTLY. I LIVE IN SOUTH SEATTLE AND I'M PROVIDING TESTIMONY ON AGENDA
[00:27:57] ITEM 8 DAY REGARDING THE CENTURY AGENDA.
[00:28:01] MR. METRUCK'S MEMO STATES THE CENTURY AGENDA NEEDS TO BE AGILE AND ADAPT TO THE CHANGING
[00:28:08] CLIMATE OF OUR REGION. THE MOST CRITICAL CHANGE OUR REGION HAS SEEN IN RECENT YEARS IS THE
[00:28:13] MOUNTAIN CLIMATE CRISIS AND THE NEED TO DRASTICALLY REDUCE GREENHOUSE GAS EMISSIONS.
[00:28:19] ACCORDING TO KING COUNTY'S MOST RECENT GREENHOUSE GAS EMISSION INVENTOR,Y EMISSIONS FROM
[00:28:24] AVIATION FUEL PUMPS, PRIMARILY AT SEA-TAC, MADE UP A QUARTER OF THE COUNTY'S EMISSIONS IN 2017
[00:28:32] BEFORE CONSIDERING THE AVIATION EMISSIONS HAVE A TWO TO FOUR TIMES GREATER WARMING IMPACT
[00:28:37] THAN ON THE GROUND EMISSIONS. THE PORT OF SEATTLE MUST TAKE RESPONSIBILITY FOR AND REDUCE
[00:28:43] THESE EMISSIONS AND HAS A GREAT OPPORTUNITY TO DO SO IN THE WAKE OF
[00:28:48] OPERATIONS POST COVID. MR. METRUCK'S MEMO ALSO EXPLAINS THAT THE 2020 CENTURY AGENDA
[00:28:56] POLICY DIRECTIVES ESTABLISHES A GOAL OF BEING A MODEL OF EQUITY. HOW CAN THE PORT OF
[00:29:01] SEATTLE DO THIS IF IT CONTINUES TO BLINDLY IGNORE THE DISPROPORTIONATE HARM SEATAC
[00:29:06] OPERATIONS HAS ON COMMUNITIES OF COLOR AND LOW-INCOME FOLKS IN THE FORM OF HEALTH DESTROYING
[00:29:12] AIR AND NOISE POLLUTION? BEFORE ANYTHING IS CODIFIED THE CENTURY AGENDA SHOULD BE
[00:29:17] MODIFIED TO REQUIRE FULL ACCOUNTING FOR ALL GREENHOUSE GAS EMISSIONS ATTRIBUTABLE TO
[00:29:22] SEATAC OPERATIONS, INCLUDING ALL EMISSIONS FROM FUEL PUMPS.

[00:29:28] IT SHOULD ALSO MEASURE AND ACCOUNT FOR THE DISPROPORTIONATE HARM SEA-TAC
[00:29:31] AIRPORT OPERATIONS HAVE ON IMPACTED COMMUNITIES AND THE CENTURY AGENDA SHOULD ESTABLISH
[00:29:37] A GOAL TO MEANINGFULLY REDUCE SEATAC EMISSIONS INCLUDING PRIMARILY EMISSIONS FROM FUEL
[00:29:42] PUMPS. FINALLY. I ASK THAT THE PORT OF SEATTLE STOP DECEPTIVELY GREENWASHING IT'S
[00:29:48] ACTIVITY AND RELYING ON LORES OF ECONOMIC GROWTH AND JOB CREATION TO DIVERT ATTENTION
[00:29:53] FROM THE MASSIVE CLIMATE POLLUTION AND ENVIRONMENTAL INJUSTICES THAT SEATAC
[00:29:58] AIRPORT OPERATIONS ARE CAUSING. THANK YOU.
[00:30:04] OKAY NEXT SPEAKER, PLEASE. YES, NEXT I HAVE IT KATHY CASEY AND KATHY HAS JOINED US VIA
[00:30:10] DESKTOP. SO I'M GOING TO HAVE TO GET HER THE UNMUTE PROMPT. GIVE ME ONE MOMENT.
[00:30:18] OKAY, KATHY, YOU SHOULD BE ABLE TO UNMUTE YOURSELF NOW.
[00:30:21] YES, CAN YOU HEAR ME? YES, WE CAN. THANK YOU.
[00:30:25] THANK YOU COMMISSIONERS, PORT EXECUTIVES, AND ADR STAFF. MY NAME IS KATHY CASEY IN THE
[00:30:30] INTEREST OF TIME EFFICIENCY I'M OFFERING THIS TESTIMONY ON BEHALF OF ALL 22 BUSINESS
[00:30:35] MEMBERS OF THE SBAAC SMALL BUSINESS AIRPORT ACTION COMMITTEE. FOR THE RECORD WE
[00:30:42] WILL SUBMIT A COPY OF THIS TESTIMONY WITH THE NAMES OF ALL MEMBERS INCLUDED. THE RELIEF
[00:30:48] PLAN THE PORT STAFF IS PRESENTING TODAY HAS THE SUPPORT
[00:30:51] OF THE SBA AC AND OUR APPRECIATION FOR
[00:30:53] THAT PROPOSAL. ON THE APRIL 28 COMMISSION MEETING, MANY OF OUR MEMBERS EXPRESSED CONCERNS
[00:30:59] ABOUT COVID'S IMPACT ON THE VIABILITY OF THE ADR CONCESSION PROGRAM PARTICULARLY FOR SMALL
[00:31:05] WOMEN AND MINORITY OWNED BUSINESSES. WE APPRECIATE YOUR LISTENING AND TAKING OUR
[00:31:11] CONCERNS TO HEART. SINCE THAT MEETING WE HAVE HAD MANY FOLLOW-UP DISCUSSIONS WITH MOST
[00:31:15] OF YOU AND PARTICIPATED IN SEVERAL WORKING MEETINGS WITH LANCE LITTLE AND DON HUNTER.
[00:31:22] THESE MEETINGS HELPED CLARIFY CHALLENGES ALL PARTIES FACE AND TO UNCOVER SHORTFALLS IN SOME
[00:31:28] OF THE OPERATING AGREEMENTS AND NORMS THAT HAD BEEN ESTABLISHED OVER THE YEARS. WE HOPE OUR
[00:31:33] EFFORTS AND INPUT WERE A POSITIVE CONTRIBUTION TO THIS PROCESS AND SET THE EXAMPLE FOR
[00:31:38] FUTURE COLLABORATION. WHILE THE SOLUTION BEFORE YOU DOES NOT PROVIDE FOR EVERYTHING WE
[00:31:43] BELIEVE IS NECESSARY, PARTICULARLY IN THE AREA OF ACTUAL RENT RELIEF, WE
[00:31:48] UNDERSTAND THE PORT HAS TO BALANCE MANY COMPETING DEMANDS. ONCE TRAVEL RESTRICTIONS ARE
[00:31:53] LIFTED AND WE HAVE INSIGHT INTO WHAT THE NEW NORMAL LOOKS LIKE AND HOW IT WILL IMPACT OUR
[00:31:57] OPERATIONS, WE HOPE WE CAN CONTINUE OUR DIALOGUE AND COLLABORATION TO ADDRESS THE
[00:32:03] CHALLENGES WE FACE. THANK YOU FOR YOUR LEADERSHIP AND CONCERN EXPRESSED THROUGHOUT THIS
[00:32:08] PROCESS. THANK YOU.
[00:32:11] THANK YOU KATHY. AND THANKS FOR ALL OF THE SBAAC MEMBERS WHO PARTICIPATED POSITIVELY
[00:32:19] IN THIS DIALOGUE.
[00:32:21] NEXT SPEAKER, PLEASE. NEXT WE HAVE JORDAN VAN VHOST.
[00:32:32] CAN YOU HEAR ME? YES, WE CAN.
[00:32:36] GOOD AFTERNOON COMMISSIONERS AND STAFF. MY NAME IS JORDAN VANVHOST. LAST WEEK MY
[00:32:40] COLLEAGUES LAUNCHED A WEBSITE SEATTLE CRUISE CONTROL DOT ORG. I INVITE YOU AND ALL MEMBERS
[00:32:46] OF THE PUBLIC TO VISIT OUR PAGE AND LEARN MORE ABOUT WHY WE FEEL SO STRONGLY ABOUT STOPPING
[00:32:51] CRUISE SHIP EXPANSION IN SEATTLE. THERE ARE SO MANY REASONS WHY THE T46 EXPANSION
[00:32:57] PROJECT IS NOT IN OUR REGION'S BEST INTERESTS. CLIMATE, PUBLIC HEALTH, MARINE ECOLOGY, ADVERSE
[00:33:03] IMPACTS ON COASTAL COMMUNITIES, AND UNETHICAL BUSINESS PRACTICES ON THE PART
[00:33:08] OF CRUISE CORPORATIONS. AMIDST ALL THE IMPORTANT ATTENTION GIVEN TO COVID-19, IT'S
[00:33:13] IMPORTANT TO NOT LOSE SIGHT OF THE CLIMATE EMERGENCY WHICH IN THE END MAY BE FAR MORE DEADLY
[00:33:17] TO ALL OF US. LAST WEEK CYCLONE, AMFAN, THE MOST POWERFUL TYPHOON EVER RECORDED IN THE
[00:33:23] BAY OF BENGAL STRUCK INDIA AND BANGLADESH. OVER 100 WERE KILLED. AT LEAST A HALF
[00:33:28] MILLION PEOPLE LOST THEIR HOMES. DAMAGE WAS ESTIMATED AT 13 BILLION DOLLARS. ONE MAN.
[00:33:34] DESCRIBED IT AS, " I'VE NEVER SEEN SUCH A CYCLONE IN MY LIFE. IT SEEMED LIKE THE END OF THE
[00:33:38] WORLD." ONCE AGAIN, THE GLOBAL SOUTH SUFFERS THE IMPACTS THAT WE IN THE GLOBAL NORTH ARE MOST
[00:33:44] RESPONSIBLE FOR. A FEW DAYS AGO THE TEMPERATURE WAS 86 DEGREES IN THE ARCTIC, 40 DEGREES ABOVE
[00:33:50] NORMAL. THE WARNING SIGNS ARE ALL AROUND US. ELECTRIFYING THE WATERFRONT AND SO FORTH CAN'T
[00:33:55] JUSTIFY CONTINUING TO INVEST IN A NON-ESSENTIAL INDUSTRY WITH SUCH A HIGH GREENHOUSE GAS
[00:34:01] FOOTPRINT. PLEASE CANCEL T46. FINALLY. I'D LIKE TO POINT OUT THAT THE TERM GLOBAL SOUTH
[00:34:07] ISN'T EXCLUSIVELY GEOGRAPHICAL IN MEANING BUT USED TO HIGHLIGHT SPACES AND PEOPLE
[00:34:12] NEGATIVELY IMPACTED BY CONTEMPORARY CAPITALIST GLOBALIZATION, WHICH IS THE
[00:34:16] BACKDROP FOR THE CRUISE INDUSTRY. THERE ARE MEMBERS OF THE GLOBAL SOUTH CAMPED IN TENTS
[00:34:20] UNDER HIGHWAY 99 OFF-RAMPS ACROSS THE STREET FROM T46. THANK YOU.
[00:34:27] NEXT SPEAKER, PLEASE.
[00:34:30] NEXT I HAVE SUE LENANDER.
[00:34:35] SUE, YOU WILL NEED TO PRESS STAR SIX TO UNMUTE YOUR PHONE.
[00:34:51] SO ARE YOU ON THE LINE?
[00:35:02] JOHN VEDOE.
[00:35:13] HI,

[00:35:14] I'M JOHN VEDOE.
[00:35:17] FORMER PCO FOR THE 48TH DISTRICT A MEMBER THE BOARD OF THE PHINNEY RIDGE
[00:35:26] COMMUNITY COUNCIL AND
[00:35:30] COMMENT IS AT
[00:35:35] PORT OF SEATTLE.
[00:35:39] I'M GETTING A LOT OF ECHO. YEAH, WE ARE AS WELL.
[00:35:45] IF THERE ARE OTHER COMMENTERS THAT ARE ON THE LINE THAT HAVE ALREADY SPOKEN, PLEASE MUTE
[00:35:49] YOURSELF. I DON'T WANT TO ACCIDENTALLY MUTE JOHN. I CAN'T. THE NUMBERS JUST SHOW UP AS
[00:35:54] NUMBERS NOT NAMES.
[00:35:57] SO IF YOU HAVE ALREADY SPOKEN, OR IF YOUR NAME IS NOT JOHN, PLEASE MUTE YOUR PHONE BY
[00:36:02] PRESSING STAR 6.
[00:36:07] SO I WOULD ASK THAT THE PORT OF SEATTLE PLAN FOR A FUTURE THAT DOESN'T INCLUDE LEISURE TRAVEL
[00:36:17] EITHER BY
[00:36:19] THE
[00:36:22] AIR OR BY SEA.
[00:36:25] WE'VE SEEN IN
[00:36:28] THIS PANDEMIC THAT PEOPLE ARE ABLE TO LIVE WITHOUT IT AND WHILE
[00:36:38] WE DON'T EXPECT TO SHUT IT DOWN ALL AT ONCE, CERTAINLY THERE'S NO GOOD REASON TO INVEST IN AND
[00:36:44] MAKE INVESTMENTS BETTING ON THE INCREASE IN LEISURE TRAVEL.
[00:36:52] SO.
[00:36:55] A PRUDENT PLAN FOR THE PORT WOULD BE TO LOOK AT
[00:37:02] EXPANDING FACILITIES THAT SUPPORT TRANSPORTATION OF OUR
[00:37:11] NEEDS.
[00:37:14] IMPORTING
[00:37:16] MATERIALS AND FOOD. EXPORTING OUR PRODUCTS.
[00:37:20] AND TO
[00:37:25] WIND DOWN
[00:37:27] OUR USE OF AIR TRANSPORTATION
[00:37:32] AS WE SEE THE IMPACTS OF GLOBAL WARMING
[00:37:39] RAVAGE
[00:37:42] NATIONS AND TERRITORIES CLOSER AND CLOSER TO HOME. SO THANK YOU FOR YOUR TIME
[00:37:49] COMMISSIONERS.
[00:37:54] THANK YOU. COMMISSIONER STEINBREUCK. I'M GOING TO GIVE YOU AN UNMUTE PROMPT. I MUTED
[00:37:59] THE ROOM JUST IN CASE THE ECHO WAS COMING FROM THERE. SEEMS LIKE WE GOT THAT SORTED OUT.
[00:38:05] NEXT ON THE LIST. I HAVE MICHAEL FOSTER.
[00:38:12] MICHAEL YOU WILL NEED A PRESS STAR SIX TO UNMUTE YOURSELF AND THEN RESTATE YOUR NAME.
[00:38:19] OKAY, I'M MICHAEL FOSTER AND I'M ACTUALLY HERE WITH SUE LENANDER. SHE COULDN'T BE
[00:38:25] HEARD EARLIER. CAN SHE SPEAK NOW?
[00:38:28] YES, WE WOULD CALL FOR HER AGAIN AT THE END. BUT IF YOU'D LIKE HER TO GO BEFORE YOU WE
[00:38:34] CAN DO THAT AS WELL. SURE. HI, I'M SUE LENANDER. I'M A MEDICAL ASSISTANT AT SEATTLE CHILDREN'S
[00:38:41] HOSPITAL AND I'M TESTIFYING AGAINST THE CRUISE SHIP TERMINAL.
[00:38:46] I'M HERE BEFORE YOU REPRESENTING YOUR CHILDREN, YOUR GRANDCHILDREN, YOUR NIECES
[00:38:52] YOUR NEPHEWS, AND ASKING THAT THEIR HEALTH AND WHAT IS BEST FOR THEIR LIVES BE PRIORITIZED
[00:38:58] OVER BUSINESS AS USUAL.
[00:39:01] YOUR CHILDREN AND OURS ARE GOING TO PAY THE PRICE OF THE DECISIONS YOU MAKE IN 2020 FOR
[00:39:07] THE REST OF THEIR LIVES WITH THEIR HEALTH AND THE QUALITY OF THEIR LIVES.
[00:39:12] YOU ARE INTELLIGENT PEOPLE.
[00:39:15] YOU KNOW THAT OUR KIDS ARE GOING TO HAVE A CHANCE ONLY IF WE
[00:39:22] AND YOU, DO YOUR PORT JOBS
[00:39:25] AND CAN BE IN SERVICE TO THE CHILDREN AND NOT TO CORPORATE PROFIT.
[00:39:31] YOUR JOB IS TO HELP US TRANSITION OFF OF OIL, COAL, AND GAS IMMEDIATELY.
[00:39:38] EITHER YOU DECIDE TO USE YOUR POWER AND YOUR PRIVILEGE IN SERVICE TO OUR CHILDREN OR TAKE
[00:39:44] THE RESPONSIBILITY THAT YOU ARE MAKING A CHOICE TO END THE LIFE, AS WE KNOW IT, ON YOUR
[00:39:49] CHILDREN'S PLANET. THANK YOU.
[00:39:55] THANK YOU, AND THEN WE WILL HEAR FROM MICHAEL FOSTER.
[00:40:00] OKAY. THANKS. I'M MICHAEL FOSTER. I'M SPEAKING ON CENTURY AGENDA 8A. I HAD PREVIOUSLY
[00:40:08] TESTIFIED ABOUT REWRITING THE CHARTER. THIS IS ABOUT AS CLOSE AS WE'LL GET TO THAT ANYTIME
[00:40:14] SOON I BET. I WANT TO THANK THE COMMISSIONERS FOR LOOKING OUT FOR THE TENANTS AND WORKERS AND
[00:40:20] THE HEALTH AND SAFETY OF PEOPLE IN OUR COMMUNITY DURING THIS CRISIS.
[00:40:25] AND I FEEL LIKE THE CENTURY AGENDA IS A PLACE WHERE YOU'RE REALLY TRYING TO FOCUS A LENS
[00:40:30] ON JUSTICE. HOWEVER GOALS ONE, TWO, AND THREE PRECLUDE ANY POSSIBILITY OF ACCOMPLISHING
[00:40:38] GOALS FOUR, FIVE, AND SIX.
[00:40:40] THERE IS NO WAY TO DO BOTH ECONOMIC GROWTH AND EXPANSION WHILE WE ARE USING FOSSIL FUEL

[00:40:48] BURNING MACHINES TO ACCOMPLISH THAT.
[00:40:52] SO YEAH, I FEEL FOR YOU. YOU HAVE A VERY HARD JOB. LIKE A TOBACCO COMPANY EXECUTIVE,
[00:40:57] OR A BAR OWNER, OR A GUN SHOW COORDINATOR TRYING TO STOP ANY NEW HARM AND STILL GROW YOUR
[00:41:07] BUSINESS.
[00:41:09] THE DIFFERENCE IS THAT WITH THOSE COMPANIES, TOBACCO AND BARS AND GUNS, IF THEY STOP
[00:41:15] BUSINESS, THE HARM ENDS. WITH CLIMATE THE HARM CONTINUES AND GROWS WORSE.
[00:41:23] THESE ARE IRREVERSIBLE CHANGES. COVID HAS GIVEN YOU A GIFT, A RESPITE, CLEAN SKIES, CLEAN
[00:41:31] WATERS FOR A MOMENT. I SUGGEST THAT YOU LOOK INTO BUYING A CRUISE SHIP REAL CHEAP AND
[00:41:40] HOUSING HOMELESS PEOPLE IN IT AS SOON AS POSSIBLE BECAUSE MORTGAGE FORECLOSURES ARE GOING
[00:41:45] TO BE SPIKING THIS YEAR AND OUR FAMILIES ARE GOING TO NEED IT. I'LL SEND OTHER SUGGESTIONS TO
[00:41:52] YOU, BUT I WANTED TO MAKE SURE THAT YOU UNDERSTAND YOU HAVE BEEN GIVEN A GIFT AND IF THERE
[00:41:58] IS EVER A TIME TO INNOVATE AND BE RESPONSIBLE TO THE WOMEN AND MINORITIES AND THE PEOPLE IN
[00:42:04] THE COMMUNITIES ALL ALONG THE FLIGHT PATH AND ALL NEAR PUGET SOUND, THIS IS YOUR MOMENT.
[00:42:14] ALL RIGHT. THANK YOU MICHAEL. AND THE FINAL COMMENT THAT I HAVE FOR TODAY IS LAURA GIBBONS.
[00:42:24] LAURA IF YOU ARE ON THE LINE, PLEASE PRESS STAR SIX TO UNMUTE YOURSELF.
[00:42:44] LAURA GIBBONS?
[00:42:53] THIS IS LAURA GIBBONS, A MEMBER OF THE 350 SEATTLE AVIATION TEAM. I'M THRILLED THAT THE
[00:42:58] PORT HAS A GOAL IN THEIR CENTURY AGENDA TO QUOTE BE THE GREENEST AND MOST
[00:43:02] ENERGY-EFFICIENT PORT IN NORTH AMERICA.
[00:43:06] AND THE WORK THAT HAS BEEN DONE FOR SCOPES ONE AND TWO AROUND SEA-TAC IS REALLY QUITE
[00:43:12] IMPRESSIVE. HOWEVER, FOR SCOPE THREE JUST COMPARING OURSELVES TO OTHER AIRPORTS IS NOT GOING
[00:43:17] TO BE ENOUGH. UNCHECKED INCREASE IN AVIATION MEANS TO THOSE NUMBERS WILL BE STEADILY RISING
[00:43:23] MAKING IT COMPLETELY IMPOSSIBLE TO MEET CLIMATE GOALS. FURTHERMORE AS EARLIER
[00:43:28] COMMENTERS MENTIONED, SCOPE THREE ONLY CONSIDERS THE CLIMATE IMPACTS OF AIRCRAFT
[00:43:33] DURING APPROACH, TAKEOFF, AND CLIMB OUT, NOT THE CARBON AND OTHER HARMFUL IMPACTS OF ALL
[00:43:39] THE FUEL THAT IS PUMPED AND UPLOADED AT SEA-TAC.
[00:43:44] THIS IS CALLED THE CENTURY AGENDA AND HUMANS WON'T BE AROUND FOR ANOTHER CENTURY IF
[00:43:48] WE KEEP THIS UP. SO I URGE YOU TO REVISE THE CENTURY AGENDA GOALS TO REFLECT THE REALITIES
[00:43:53] OF AVIATION AND CLIMATE CHANGE. THANK YOU VERY MUCH.
[00:43:59] ALL RIGHT. THANK YOU AND COMMISSIONER STEINBREUCK. I HAD TO MUTE THE ROOM EARLIER AND
[00:44:04] YOU SHOULD HAVE RECEIVED AN UNMUTE PROMPT.
[00:44:08] THERE HOW'S THAT? PERFECT. THANK YOU.
[00:44:13] THANK YOU. THAT CONCLUDES THE PUBLIC COMMENTERS. WE DID RECEIVE THREE ADDITIONAL
[00:44:20] WRITTEN COMMENTS REGARDING OUR AGENDA TODAY AND TWO OF THE TOPICS WRITTEN ABOUT WERE THE
[00:44:26] CENTURY AGENDA GOALS AND ONE WAS ABOUT AIRPORT CARBON EMISSIONS AND COMMISSIONERS
[00:44:33] SHOULD HAVE THOSE IN THEIR IN THEIR FOLDERS. OKAY WITH THAT HEARING NO FURTHER PUBLIC
[00:44:40] TESTIMONY, WE'LL NOW ADVANCE A UNANIMOUS CONSENT AGENDA, ITEM NUMBER 6.
[00:44:55] OKAY.
[00:44:58] OKAY, I THINK IT'S UP TO ME TO. [LAUGHTER]
[00:45:02] AND BY THE WAY, THANKS TO OUR COMMENTERS. WE KNOW IT'S A STRUGGLE TO GET THROUGH TO US
[00:45:07] UNDER THE VIRTUAL COMMUNICATION SYSTEM THAT WERE UNDER RIGHT NOW AND THE LACK OF OPEN PUBLIC
[00:45:14] MEETINGS UNDER THE GOVERNOR'S ORDER, BUT WE REALLY DO APPRECIATE HEARING FROM
[00:45:18] YOU. SO WITH THAT, ITEMS ON THE CONSENT CALENDAR ARE CONSIDERED ROUTINE AND WILL BE ADOPTED BY
[00:45:25] ONE MOTION. ITEMS ALREADY REMOVED FROM THE CONSENT CALENDAR WILL BE CONSIDERED SEPARATELY.
[00:45:31] I DON'T BELIEVE THERE ARE ANY ITEMS REMOVED FROM THE CONSENT ACTUALLY. ITEM 6B WAS REMOVED
[00:45:37] PRIOR TO PUBLICATION. AT THIS TIME THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE THE CONSENT
[00:45:42] CALENDAR COVERING ITEM 6A, 6C AND 6D.
[00:45:48] COMMISSIONERS, PLEASE SAY YES OR NO WHEN YOUR NAME IS CALLED.
[00:45:55] DO WE HAVE A MOTION AND SECOND TO APPROVE THE CONSENT AGENDA? SO MOVED. SECONDED. ALRIGHT.
[00:46:01] COMMISSIONER BOWMAN? AYE. COMMISSIONER CALKINS? AYE. COMMISSIONER CHO? AYE.
[00:46:12] COMMISSIONER FELLEMAN? AYE. COMMISSIONER STEINBREUCK? AYE.
[00:46:19] THERE ARE FIVE YEAS AND 0 NAYS. THE MOTION PASSES.
[00:46:27] ON TO THE NEXT ITEM OF THE AGENDA.
[00:46:34] THIS IS ITEM 7A, MOTION 2020-12, A MOTION OF THE PORT OF SEATTLE COMMISSION
[00:46:40] TO EXPLORE SHORT-TERM EMPLOYMENT OPPORTUNITIES THAT ENHANCE THE MISSION OF THE PORT
[00:46:45] OF SEATTLE AND SUPPORT ECONOMIC RECOVERY FOR THE RESIDENTS OF KING COUNTY FROM THE COVID-19
[00:46:51] PANDEMIC. EXECUTIVE DIRECTOR METRIC? COMMISSIONERS, WE'VE HEARD LOUD AND CLEAR THE ROLE
[00:46:58] THE PORT CAN PLAY IN ASSISTING THE ECONOMIC RECOVERY EFFORTS OF THE REGION. THIS
[00:47:03] MOTION EXPLORES SHORT-TERM EMPLOYMENT OPPORTUNITIES AS ONE COMPONENT OF OUR
[00:47:07] RECOVERY EFFORTS. PRESENTER IS AARON PRITCHARD.
[00:47:13] OUR POLICY DIRECTOR AARON PRITCHARD.
[00:47:16] GOOD AFTERNOON EXECUTIVE DIRECTOR AND COMMISSIONERS. TODAY I BRING BEFORE YOU THE
[00:47:20] OPPORTUNITY MOTION, WHICH IS INTENDED TO CREATE SHORT-TERM

[00:47:25] JOB OPPORTUNITIES FOR THE YOUTH IN OUR COMMUNITY. THERE ARE SIX MAIN ELEMENTS TO THE MOTION. ONE
[00:47:30] IS THAT THESE OPPORTUNITIES WILL SUPPORT THE PORT'S MISSION, WILL ADVANCE OUR PROJECTS
[00:47:36] CURRENTLY UNDERWAY,
[00:47:38] WILL COMMENCE BY JULY 1ST 2020,
[00:47:41] WILL BE MY HEARINGS GOVERNOR JAY INSLEE SAFE START WASHINGTON PHASED REOPENING,
[00:47:48] ACHIEVE SUBSTANTIAL COMPLETION AND OR PROGRESS WITHIN 90 TO 120 DAYS, AND BE PERFORMED BY
[00:47:54] YOUTH FROM 16 TO 24 YEARS OF AGE WITHOUT SPECIALIZED SKILLS.
[00:48:00] THE MOTION ALSO IDENTIFIES KICK STARTING THIS PROGRAM BY JULY 1ST, AND I KNOW THERE IS
[00:48:05] SUBSTANTIAL WORK THAT IS BEING LED BY THE OFFICE OF EQUITY DIVERSITY AND INCLUSION, OUR
[00:48:09] CENTRAL PROCUREMENT OFFICE AND THE LEGAL TEAM TO POSITION THE PORT
[00:48:14] TO REACH THIS GOAL. IT IS AN AMBITIOUS GOAL, BUT I BELIEVE WE HAVE THE RESOURCES NECESSARY TO
[00:48:19] REACH IT. WE DID DISCUSS IN THE COMMITTEE AS I MENTIONED EARLIER THAT THERE WILL BE A
[00:48:24] NEED FOR SOME FLEXIBILITY ON THAT JULY FIRST DATE AS WE TRY TO GET ALL OF THE
[00:48:28] CONTRACTS WE NEED IN PLACE TO MAKE THIS HAPPEN.
[00:48:32] THE PRIMARY UNKNOWN ELEMENT THAT I DID WANT TO HIGHLIGHT THAT WILL IMPACT THE
[00:48:36] ABILITY TO GET YOUTH TO WORK IS A STATE OF THE GOVERNOR'S PHASED REOPENING
[00:48:40] CALLED SAFE START WASHINGTON. AS WE KNOW, KING COUNTY IS NOT
[00:48:45] CURRENTLY ELIGIBLE TO ADVANCE TO PHASE TWO. IN A QUICK REVIEW OF THE PHASED
[00:48:51] REOPENING, I'D NOTE THAT ONE TYPE OF SIMILAR WORK THAT WE HAVE CONSIDERED IS THE
[00:48:57] OUTDOOR MAINTENANCE INDUSTRY. TO GET THAT RUNNING, YOU CAN DO THAT IN PHASE 1. THERE WAS A
[00:49:03] FIVE PAGE 19 POINT SET OF REQUIREMENTS. NOT A SIMPLE UNDERTAKING WITH YOUTH. IT
[00:49:09] INCLUDED SOCIAL DISTANCING, MASKING, PRE-TRAINING, HAND WASHING. THERE'S A LOT OF
[00:49:14] ELEMENTS THAT ARE NECESSARY TO GET IT RUNNING. WE HAVE A LOT OF EXPERIENCE DOING THAT WITH OUR
[00:49:18] OWN CONSTRUCTION PROJECTS BUT THIS IS A LITTLE BIT DIFFERENT NATURE. SO I WANT TO
[00:49:23] THANK THE TEAM THAT'S WORKING ON THIS.
[00:49:26] I KNOW THAT ONE OF THE PRIMARY ELEMENTS HERE WILL BE TO IDENTIFY
[00:49:31] PROJECTS AND PROGRAMS THAT ALIGN WITH THE PORT'S MISSION INCLUDING THE CREATION OF THE
[00:49:34] SHORT-TERM EMPLOYMENT EMPHASIZING THIS AGE GROUP THAT WILL PROVIDE
[00:49:38] MATERIAL BENEFIT TO THE PORT AS IT LOOKS TO MAINTAIN PRESERVE AND ENHANCE THE ASSETS AND
[00:49:43] PROGRAMS OF STATEWIDE SIGNIFICANCE THAT ARE NECESSARY TO WASHINGTON STATE'S ECONOMIC
[00:49:47] RECOVERY IN 2020.
[00:49:50] I CAN TURN IT OVER TO COMMISSIONERS. I KNOW WE HAVE ONE POTENTIAL AMENDMENT TODAY,
[00:49:55] BUT ALSO BOOKDHA MAY WANT TO SAY SOMETHING ABOUT HER PROGRESS OR IF COMMISSIONERS
[00:50:01] HAVE QUESTIONS.
[00:50:04] ALL RIGHT. DO WE WANT TO HEAR FROM OUR PRESENTERS?
[00:50:09] BOOKDHA? YES, I'M HERE. THANK YOU COMMISSIONER. THANK YOU, AARON
[00:50:13] PRITCHARD.
[00:50:15] YOU'VE
[00:50:17] SHARED MOST OF THE BACKGROUND. THE OFFICE OF EQUITY AND OFFICE OF WORKFORCE DEVELOPMENT OF
[00:50:22] VERY EXCITED TO LEAD THIS EFFORT. AND OF COURSE REALLY MINDFUL OF THE SAFETY ORDERS
[00:50:31] THAT WE MUST ABIDE BY AND WE ARE QUICKLY WORKING WITH THE DIRECTION THAT WE GOT FROM THE
[00:50:39] COMMITTEE MEETING, THE EQUITY AND WORKFORCE DEVELOPMENT COMMITTEE MEETING WITH
[00:50:43] COMMISSIONER BOWMAN AND COMMISSIONER CHO. WE RECEIVED A LOT OF GREAT
[00:50:47] FEEDBACK AND WE'RE IDENTIFYING LEAD ORGANIZATIONS IN EACH CLUSTER OF WORK SUCH AS ART,
[00:50:56] ENVIRONMENT, AND OUTDOOR RECREATION, CONSTRUCTION, WHO WE HAVE CURRENT CONTRACTS WITH AND
[00:51:04] ALSO IDENTIFYING OTHER PARTNERS IN THE COMMUNITY. THANK YOU FOR THIS OPPORTUNITY AND THANK YOU
[00:51:09] FOR REALLY THE IMPACT, THE POSITIVE IMPACT, THAT YOU ARE INTENDING TO BRING TO
[00:51:15] COMMUNITIES IN KING COUNTY. WE'RE REALLY EXCITED TO PARTNER WITH YOU ON THIS EFFORT.
[00:51:22] VERY GOOD. ARE THERE ANY OTHER PRESENTERS ON THIS? OKAY, LET'S GO TO COMMISSIONERS.
[00:51:28] THANK YOU BOODKHA.
[00:51:35] COMMISSIONER BOWMAN? GREAT. THANK YOU SO MUCH. SO FIRST OF ALL, I JUST WANT TO COMPLIMENT
[00:51:43] THE STAFF AND PARTICULARLY AARON PRITCHARD FOR ALL OF HIS WORK IN HELPING DRAFT THIS AND
[00:51:48] SOCIALIZE IT AMONGST THE REST OF MY COLLEAGUES. I JUST WANTED TO TAKE A QUICK STEP BACK AND
[00:51:54] FOCUS ON THE WHY ABOUT WHY THIS MOTION IS COMING FORWARD TODAY AND IT MIGHT SEEM IN SOME
[00:52:01] RESPECTS COUNTERINTUITIVE. WHY WOULD THE PORT OF SEATTLE BE LEANING IN TO FIND NEW
[00:52:07] EMPLOYMENT OPPORTUNITIES? AND THE REASON IS BECAUSE WE CAN. AND THE REASON IS BECAUSE IT'S
[00:52:13] ESSENTIAL. I WANT TO. COMPLIMENT. OUR STAFF HAS DONE A TREMENDOUS JOB
[00:52:19] STARTING WITH MR. METRUCK OF KEEPING EVERYBODY THAT WE HAVE AT THE PORT OF SEATTLE ON STAFF
[00:52:25] CURRENTLY. LANCE LITTLE AND HIS TEAM DON HUNTER HAVE DONE A TREMENDOUS
[00:52:30] JOB OF WORKING WITH OUR TENANTS AT THE AIRPORT TO HELP THEM WEATHER THIS STORM. AND WE
[00:52:37] ALL KNOW DOZENS, IF NOT IN SOME CASES HUNDREDS, OF EMPLOYEES HAVE BEEN LAID OFF IN MULTIPLE
[00:52:42] INDUSTRIES. THE ONE AREA WHERE NOBODY SEEMS TO HAVE BEEN FOCUSED ON ARE THOSE PEOPLE
[00:52:48] THAT MAY NOT HAVE BEEN LAID OFF BECAUSE THEY DON'T CURRENTLY HAVE A JOB. BUT UNFORTUNATELY,

[00:52:53] THEY'RE NOT LIKELY TO FIND ONE IN THIS ECONOMIC ENVIRONMENT. AND THOSE ARE YOUTH 16 TO 24. AS
[00:53:01] WE SEE. OVER 200,000 PEOPLE LAID OFF JUST IN KING COUNTY ALONE, WE KNOW THAT IT'S GOING
[00:53:07] TO BE EVEN MORE CHALLENGING FOR THEM TO FIND ANY EMPLOYMENT WHATSOEVER. FOR YEARS I'VE BEEN
[00:53:13] ON THE PORT COMMISSION. I'VE BEEN A BIG PROPONENT OF TRYING TO INCREASE YOUTH EMPLOYMENT THROUGH
[00:53:17] OUR INTERNSHIP PROGRAM AND I REALLY WANT TO COMPLIMENT OUR STAFF, AND BRYN WILSON, FOR THE
[00:53:24] WORK THAT SHE'S DONE. THIS IS NOT THE SAME EFFORT, HOWEVER. THIS IS JUST SHORT-TERM
[00:53:29] EMPLOYMENT TO GET OPPORTUNITY AND QUITE FRANKLY SOME CASH INTO THE POCKETS OF YOUTH THAT
[00:53:35] ARE NOT GOING TO HAVE ANY OTHER OPPORTUNITY IN FRONT OF THEM. I HOPE THAT OTHER PUBLIC AGENCIES
[00:53:41] CAN LOOK AT WHAT THE PORT OF SEATTLE IS DOING AND DO SOMETHING SIMILAR. BUT UNLESS
[00:53:46] WE LEAN IN AND START FINDING AND CREATING THOSE EMPLOYMENT OPPORTUNITIES, OUR ECONOMIC
[00:53:52] RECOVERY IS GOING TO CONTINUE TO STAGNATE. AND SO I URGE MY COLLEAGUES TO SUPPORT THIS. I
[00:53:59] REALLY APPRECIATE ALL OF THEIR FEEDBACK OVER THE LAST COUPLE OF WEEKS. I KNOW THAT THERE'S
[00:54:05] AN AMENDMENT COMING FORWARD AND I FULLY SUPPORT THAT.
[00:54:08] AND AGAIN, THANK YOU SO MUCH TO EVERYBODY THAT'S HELPED MOVE THIS FORWARD AND I REALLY LOOK
[00:54:13] FORWARD TO HOPEFULLY THIS PASSING AND HAVING THE STAFF COME BACK IN A FEW WEEKS AND
[00:54:18] REPORTING BACK ON THE DIFFERENT AGENCIES WITH WHOM WE CAN PARTNER AND CREATE THESE
[00:54:23] EMPLOYMENT OPPORTUNITIES. THANK YOU.
[00:54:32] COMMISSIONER COMMENTS? PLEASE UNMUTE YOUR MICS AND WE'LL GET TO THE AMENDMENT AFTER WE
[00:54:36] HAVE A FIRST ROUND OF COMMISSIONER COMMENTS ON THE MAIN MOTION.
[00:54:41] COMMISSIONER CALKINS, ARE YOU WITH US?
[00:54:45] I THINK HE MIGHT BE TRYING TO REJOIN.
[00:54:49] LET'S MAYBE GO TO COMMISSIONER CHO?
[00:54:55] NOTHING MUCH TO ADD. JUST WANT TO COMPLIMENT EVERYONE ON THE GREAT WORK. I WANT TO THANK
[00:54:59] STEPHANIE FOR INITIATING THIS. I THINK THIS IS GREAT AND I'M LOOKING FORWARD TO SUPPORTING
[00:55:03] IT.
[00:55:07] COMMISSIONER STEINBRUECK DID YOU WANT TO MAKE A COMMENT BEFORE THE
[00:55:12] AMENDMENT? JUST ALSO ADD MY THANKS TO COMMISSIONER BOWMAN, EXECUTIVE DIRECTOR
[00:55:24] METRUCK AND OUR PORT STAFF FOR WORKING WITH US THROUGH THIS MOTION.
[00:55:27] INITIALLY IT PROPOSES TO UNDERTAKE A REVIEW OF CURRENT PROGRAMS FOR POSSIBLE EXPANSION
[00:55:36] TO ADDRESS THE HIGH NUMBERS OF UNEMPLOYED YOUTH IN THE UNITED STATES. SOMEWHERE
[00:55:42] AROUND 30% UNEMPLOYMENT
[00:55:46] IS THAT THE LEVEL THAT IT IS NOW. TWICE WHAT THAT IS I THINK ON THE NATIONAL LEVEL EVEN
[00:55:50] THOUGH THAT'S VERY HIGH AS WELL. SO THIS IS CLEARLY ONE AREA WHERE OUR MOST
[00:55:56] VULNERABLE MEMBERS OF OUR SOCIETY ARE STRUGGLING AND AS THE SUMMER MONTHS COME, IT'LL BE
[00:56:03] EVEN MORE ACUTE IT'S EXPECTED. AND SO I THINK THIS IS VERY TIMELY, VERY PURPOSEFUL, AND I
[00:56:10] VERY MUCH APPRECIATE THE CAN-DO ATTITUDE THAT IS IMPLICIT IN THIS. SO WITH THAT,
[00:56:15] I THINK IF THERE ARE NO OTHER COMMISSIONER COMMENTS, WE CAN GO ONTO THE PROPOSED
[00:56:19] AMENDMENT BY COMMISSIONER FELLMAN, WHICH IS THE SUM OF MINOR AMENDMENTS I BELIEVE TO
[00:56:25] SOME OF THE TEXT.
[00:56:30] WELL THANK YOU. I WANTED TO COMMENT TO THE
[00:56:34] TO THE BEEF OF THE MOTION FIRST.
[00:56:38] I'VE SPENT A CONSIDERABLE AMOUNT OF TIME LOOKING TO OPPORTUNITIES FOR YOUTH
[00:56:43] EMPLOYMENT ACKNOWLEDGING THE FACT THAT
[00:56:47] DUE TO SOCIAL DISTANCING RESTRICTIONS THAT OUTDOOR ACTIVITIES WILL BE THE MOST
[00:56:53] FEASIBLE IN THE NEAR TERM FOR BROADEST AREA. AND OFTEN TIMES I'VE SAID SINCE
[00:57:01] I'VE BEEN HERE THAT WHENEVER WE HAVE A CLEAN UP RESTORATION PROJECT WE'RE OFTEN
[00:57:06] SEEING IT AS AN OBLIGATION OR LIABILITY THAT COSTS MONEY AND I'M ONLY SAYING, BUT HOW MANY
[00:57:13] JOBS DID IT CREATE? AND THAT THE RESTORATION TECHNIQUES, ARE VALUABLE
[00:57:19] TRAINING AND THAT WE HAVE TREMENDOUS AMOUNTS OF FUTURE OBLIGATIONS AND OPPORTUNITIES
[00:57:25] TO BOTH IMPROVE SALMON HABITAT ON THE DUWAMISH OR OTHER SUCH THINGS TO DO. AND
[00:57:31] SO THE RESTORATION ECONOMY I SEE AS BEING PART OF THE JOBS OF THE FUTURE AND I'VE
[00:57:39] BEEN CONTACT WITH FOLKS AT WIRING 9, FOLKS AT DNR, AND WDFW AND IT'S
[00:57:47] IMPORTANT THAT STAFF KNOW AND I'VE BEEN SHARING WITH STAFF THAT THERE ARE THESE
[00:57:51] QUOTE-UNQUOTE SHOVEL-READY PROJECTS TO GO FORWARD. THE PRIMARY
[00:57:57] REASON FOR MY MOTION WAS TO ACKNOWLEDGE THE FACT THAT
[00:58:02] RATHER THAN CREATING NEW PROGRAMS AND REQUIRING ADDITIONAL ADMINISTRATIVE
[00:58:08] OBLIGATIONS ON STAFF, WHAT MY INTENT WAS IN DOING THIS BACKGROUND RESEARCH WAS TO
[00:58:15] IDENTIFY PROGRAMS THAT ARE CURRENTLY UNDERWAY THAT, WITH AN
[00:58:20] APPROPRIATION COMING FROM THE COMMISSION, WE COULD BASICALLY HAVE MORE PEOPLE CLIP INTO THE
[00:58:26] PROGRAM WHETHER IT BE THE PUGET SOUND CORPS, THE VETERANS CORPS, THE CONSERVATION CORPS.
[00:58:33] SO REALLY I JUST WANTED TO EXPRESS THE FACT THAT WHILE
[00:58:38] THIS COULD BE SEEN AS MORE WORK, ITS WORK FOR THAT AGE GROUP, WHICH ALSO VERY MUCH IS THE
[00:58:45] SERVICE EMPLOYEES. THE FOLKS THAT ARE WORKING IN THE RESTAURANTS AND

[00:58:50] THE BARS THAT HAD JOBS THAT WERE SOME OF THE MOST HIT BY THAT. SO LIKE I SAID, THE
[00:58:55] PRIMARY GOAL HERE IS NOT
[00:58:58] TO ASSERT THE FACT THAT THIS IS A MORE STAFF WORK OTHER THAN CUTTING SOME
[00:59:04] CONTRACTS THAT ALREADY HOPEFULLY EXIST WITHIN THE
[00:59:09] PORT PARTNERSHIP AND THE COMMUNITY.
[00:59:12] OKAY THANK YOU. SO COMMISSIONER FELLEMAN, WOULD YOU LIKE TO INTRODUCE YOUR PROPOSED
[00:59:16] AMENDMENT TO THE MAIN MOTION?
[00:59:20] WALK US THROUGH THAT? OR WAS THAT PARTIALLY AN ADDRESS OF YOUR AMENDMENT?
[00:59:25] THANK YOU. I COULD POINT OUT THAT THERE'S A JUST AS A COUPLE OF
[00:59:30] SMALL THINGS. ONE IN THE FIRST PARAGRAPH I WANT TO MAKE SURE WE'RE TALKING ABOUT-- NOT
[00:59:34] JUST FOCUSED ON PORT INFRASTRUCTURE AND PHYSICAL ASSETS. I WANT TO
[00:59:42] MAKE SURE WE'RE ALSO TALKING ABOUT PORT OPERATIONS. SO I INSERT THE WORD OPERATIONS. IN
[00:59:48] THE SECOND PARAGRAPH I POINT TO THE NEED TO HAVE LIKE I SAID. THIS RESTORATION WORK IS ALSO
[00:59:54] TRAINING FOR FUTURE JOBS. I REPLACE THE WORD FENCE LINE COMMUNITIES WITH NEAR PORT
[01:00:02] COMMUNITIES. I FIND WE SHOULDN'T BE FENCED BETWEEN OUR COMMUNITIES. WE'RE NEIGHBORS.
[01:00:09] THE OTHERS ARE JUST SOME GRAMMATICAL STUFF. BUT THE
[01:00:15] FIRST BULLET REFERS TO WHAT I WAS PRIMARILY CONCERNED ABOUT. THAT IT SUPPORTS THE PORT'S
[01:00:20] MISSIONS BUT AT MINIMUM, SUPPORTS ADDITIONAL STAFF TIME.
[01:00:32] THE FOURTH THE LAST PARAGRAPH REFERS TO
[01:00:39] IT WAS LOOKING ORIGINALLY TO
[01:00:42] PROGRAMS FOCUSED ON STATEWIDE SIGNIFICANCE AND
[01:00:47] I JUST TALKED ABOUT LOCAL, REGIONAL, AS WELL AS STATEWIDE BECAUSE WE HAVE ALL SORTS OF
[01:00:52] PARTNERS IN THE COMMUNITY THAT CAN BENEFIT FROM THIS INFUSION OF A WORKFORCE NO MATTER HOW
[01:00:58] TEMPORARY. OKAY. SO WOULD YOU LIKE TO MAKE A MOTION? SO I MOVE TO INTRODUCE
[01:01:07] AMENDMENT A TO MOTION 7A. IF I MAY, WE NEED TO MOVE AND SECOND THE
[01:01:16] ORIGINAL MOTION AND THEN THE AMENDMENT.
[01:01:29] I'D LIKE TO I'D LIKE TO MAKE A MOTION FOR ADOPTION. AND I WILL SECOND.
[01:01:34] CLERK, PLEASE CALL THE ROLL. SO NOW WE WOULD INTRODUCE THE MOTION AND DO
[01:01:44] A MOVE AND SECOND FOR THE AMENDMENT.
[01:01:56] IS THERE A MOTION FOR THE AMENDMENT AS PROPOSED BY FELLEMAN? SO MOVED.
[01:02:02] IS THERE A SECOND PLEASE? SECOND.
[01:02:06] PLEASE CALL THE ROLL ON THE AMENDMENT MOTION.
[01:02:11] COMMISSIONER BOWMAN? AYE.
[01:02:14] COMMISSIONER CALKINS? AYE.
[01:02:18] COMMISSIONER CHO? AYE.
[01:02:22] COMMISSIONER FELLEMAN? AYE.
[01:02:25] COMMISSIONER STEINBRUECK? AYE. ALL RIGHT
[01:02:29] OKAY SO THE AMENDMENT TO MOTION 2020-12 PASSES FIVE-0.
[01:02:49] OKAY, LET'S LET'S TAKE A VOTE NOW ON THE AMENDED MAIN MOTION. SO THIS IS VOTE TO APPROVE
[01:02:58] MOTION 2020-12 AS AMENDED. COMMISSIONER BOWMAN? AYE. COMMISSIONER CALKINS? AYE.
[01:03:08] COMMISSIONER CHO? AYE. COMMISSIONER FELLEMAN? AYE. AND COMMISSIONER
[01:03:15] STEINBREUCK? AYE.
[01:03:18] THAT IS FIVE AYES AND 0 NAYS. THE MOTION PASSES AS AMENDED. THIS IS EXECUTIVE DIRECTOR.
[01:03:42] CAN I JUST MAKE A COMMENT ON THIS BEFORE WE MOVE ON? OF COURSE.
[01:03:47] I JUST WANT TO SAY THAT WE LOOK FORWARD TO WORKING ON THIS AND STAFF IS
[01:03:53] ALREADY WORKING ON THIS AS I MENTIONED AND REPORTING BACK ON JUNE 9TH ABOUT
[01:03:59] WHAT'S THE POSSIBILITY AND WHAT WE CAN DO IN THIS MANNER THAT HAS BEEN ALLOWED BY THE
[01:04:03] COMMISSIONERS INCLUDING SOME IDEA OF THE CAPACITY WE HAVE TO DO THAT AS WELL. SO
[01:04:08] LOOK FORWARD TO GETTING BACK TO YOU ON JUNE 9TH, OKAY.
[01:04:13] THANK YOU. JUNE 9TH. WE'LL LOOK FORWARD TO THAT. SO NEXT ITEM IS ITEM 8A. INTRODUCTION OF
[01:04:23] RESOLUTION NUMBER 3775 A RESOLUTION OF THE PORT OF SEATTLE COMMISSION ESTABLISHING
[01:04:29] THE CENTURY AGENDA POLICY DIRECTIVE TO CODIFY GOALS THAT WILL GUIDE THE STRATEGIC
[01:04:35] PLANNING, BUDGET, AND RESOURCE ALLOCATION THROUGHOUT THE PORT OF SEATTLE.
[01:04:40] EXECUTIVE DIRECTOR METRUCK. COMMISSIONERS, THIS DIRECTIVE IS A CULMINATION OF TWO YEARS
[01:04:46] OF WORK AND PLANNING ON THE PART OF THE EXECUTIVE LEADERSHIP TEAM AND OUR OFFICE
[01:04:50] OF STRATEGIC INITIATIVES IN COLLABORATION WITH COMMISSION TO ENSURE THAT THE CENTURY
[01:04:55] AGENDA REMAINS RELEVANT AND ENDURING FOR YEARS TO COME. IT ALSO HELPS US TO BE MORE AGILE.
[01:05:00] OF COURSE, WE'RE EXPERIENCING THIS TODAY AS WE HAVE TO ADJUST OUR 2020 PLANS
[01:05:06] AND LIGHT OF THE COVID-19 AND THIS REALLY IS THE BEGINNING OF THAT PROCESS
[01:05:10] FOR US AS WE AS WE AMENDED CENTURY AGENDA. THIS ISN'T THE END. THIS IS PART OF
[01:05:18] THE PROCESS AS WE GO FORWARD. IN THE BRIEF PRESENTERS ARE ERIN BURNETT AND VERONICA VALDEZ.
[01:05:26] PLEASE UNMUTE OUR PRESENTERS. PRESENTERS, PLEASE UNMUTE YOURSELF AS WELL AND THEN
[01:05:30] WE'LL HOLD OFF ON COMMISSIONER COMMENT UNTIL THE PRESENTATION IS COMPLETE.

[01:05:36] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. I'M VERONICA VALDAS, COMMISSION
[01:05:42] SPECIALIST AT THE PORT OF SEATTLE. COMMISSIONERS, TODAY I'M JOINED BY ERIN BURNETT,
[01:05:47] STRATEGIC PLANNING PROGRAM MANAGER FOR THE PORT. WE ARE HERE TODAY TO INTRODUCE
[01:05:51] RESOLUTION. NUMBER THREE SEVEN FIVE, A RESOLUTION OF THE PORT OF SEATTLE COMMISSION
[01:05:57] ESTABLISHING THE CENTURY AGENDA POLICY DIRECTIVE. AS MENTIONED, THIS POLICY DIRECTIVE WILL
[01:06:03] CODIFY THE CENTURY AGENDA GOALS THAT WILL GUIDE THE STRATEGIC PLANNING BUDGET AND RESOURCE
[01:06:08] ALLOCATION THROUGHOUT THE PORT OF SEATTLE. IT ALSO OUTLINES THE PROCESS BY WHICH THE
[01:06:13] COMMISSIONERS, THE EXECUTIVE DIRECTOR, THE EXECUTIVE LEADERSHIP TEAM, AND PORT
[01:06:18] EMPLOYEES DEVELOP AND WORK TOWARDS ACHIEVING THE CENTURY AGENDA GOALS.
[01:06:24] LAUREN, CAN YOU PLEASE UPLOAD THE SLIDES AND PUT THAT IN PRESENTATION MODE, PLEASE?
[01:06:34] YES. DOING SO NOW. YOU SHOULD BE ABLE TO SEE THE PRESENTATION MOMENTARILY. GREAT, THANK YOU.
[01:06:38] NEXT SLIDE PLEASE.
[01:06:44] COMMISSIONERS, JUST TO REFRESH YOUR MEMORY. IN 2018, AT THE DIRECTION OF THE COMMISSION, THE
[01:06:50] OFFICE OF STRATEGIC INITIATIVES CONDUCTED A THOROUGH REVIEW OF THE CENTURY AGENDA AND IN 2019
[01:06:56] MET WITH EXECUTIVE DIRECTOR, EXECUTIVE LEADERSHIP TEAM, AND OTHER STAFF ACROSS THE PORT.
[01:07:04] THEY FOUND THAT THE CENTURY AGENDA AS IT STANDS TODAY IS, NUMBER ONE, OUT OF ALIGNMENT
[01:07:09] WITH CURRENT PORT GOALS AND INITIATIVES. FOR EXAMPLE, THE PORT SEATTLE HAS ESTABLISHED A
[01:07:14] NEW OFFICE OF EQUITY, DIVERSITY, AND INCLUSION AND THE CURRENT CENTURY AGENDA DID NOT INCLUDE
[01:07:20] EQUITY, DIVERSITY, AND INCLUSION AS A FOCUS FOR THE PORT.
[01:07:25] ANOTHER ITEM THAT THEY FOUND WAS THAT THE CENTURY AGENDA WAS TOO RIGID TO ALLOW FOR
[01:07:30] DISRUPTION OR SHIFTS IN PRIORITIES. FOR EXAMPLE, ONE OF THE
[01:07:37] OBJECTIVES INCLUDED GRILL SEAPORT ANNUAL CONTAINER VOLUME TO MORE THAN 6 MILLION TEU'S.
[01:07:43] THIS IS TOO RIGID AS AN OBJECTIVE AND DOES NOT ALLOW FOR CONSIDERATION OF THE
[01:07:47] CURRENT ENVIRONMENT. HOW DO WE KNOW IF THIS IS TOO LOW OR TOO HIGH?
[01:07:52] AND LASTLY, THEY FOUND THAT THE CENTURY AGENDA WAS MEASURED BY INEFFECTIVE KEY PERFORMANCE
[01:07:58] INDICATORS, KPI'S. CURRENTLY THE STAFF IS TRACKING 67 KPI'S AND COMMISSIONERS, YOU HAVE ASKED
[01:08:06] MANY TIMES ARE WE REACHING OUR GOALS? DO WE ACTUALLY ADD MORE JOBS TO THE REGION? THIS REALLY
[01:08:12] SPEAKS TO WHY. WHY ARE WE DOING THIS RIGHT NOW? WE DO NEED A CENTURY AGENDA THAT ALIGNS
[01:08:17] COMMISSION, PORT PRIORITIES, BUSINESS PLANNING, AND RESPONSE TO THE SHIFTING REGIONAL
[01:08:23] LANDSCAPE. WE NEED THIS MORE MORE THAN EVER ESPECIALLY WITH OUR CURRENT ENVIRONMENT. AS
[01:08:28] ONE OF OUR PUBLIC COMMENTERS MENTIONED, THIS IS AN OPPORTUNITY TO ACT. NEXT SLIDE
[01:08:33] PLEASE, LAUREN.
[01:08:39] THIS IS JUST ANOTHER WAY OF VIEWING THE GAPS THAT EXIST UNDER OUR CURRENT CENTURY
[01:08:44] AGENDA. IF YOU LOOK AT IT AS A PYRAMID WITH GOALS AT THE TOP AND BUSINESS PLANNING TOWARDS
[01:08:49] THE BASE, YOU CAN SEE HOW THERE IS A GAP AND HOW THAT GAP CAN AFFECT THE REST OF THE PYRAMID
[01:08:54] AND THE REST OF THE PORT OF SEATTLE. NEXT SLIDE, PLEASE LAUREN.
[01:09:02] AND HERE IS HOW THE POLICY DIRECTIVE WITH THAT ADDITIONAL CENTURY AGENDA GOALS WOULD
[01:09:07] FILL IN THE GAPS THAT CURRENTLY EXIST.
[01:09:10] WE'LL GO INTO MORE DETAILS AS THE SLIDES GO FORWARD. NEXT SLIDE, PLEASE, LAUREN.
[01:09:17] AND JUST TO REITERATE, THE CENTURY AGENDA POLICY DIRECTIVE CREATES NEW NEEDED ALIGNMENT
[01:09:23] AND CLARITY NOT NEW PRIORITIES. IT DOES NOT CHANGE OR ADJUST CURRENT PRIORITIES OR
[01:09:29] ACTIVITIES, INSTEAD THEY CREATE A MORE ACCURATE AND ENDURING REPRESENTATION OF THEIR INTENT,
[01:09:34] OUR PRIORITIES, AND ACTIONS.
[01:09:37] IT ALSO DIRECTS SUPPORT STAFF TO CREATE NEW, ENDURING, AND RELEVANT KEY KPI'S TO KEEP THE
[01:09:43] PORT ACCOUNTABLE TO ITS GOALS. I WILL NOW TURN IT OVER TO ERIN TO GO INTO SOME DETAIL
[01:09:49] AS TO THE POLICY DIRECTIVE ITSELF.
[01:09:53] HI EVERYONE. I'M ERIN BURNETT HERE, OFFICE OF STRATEGIC INITIATIVES.
[01:09:59] THANK YOU VERY MUCH FOR CONSIDERING TODAY. CAN I LOOK AT THE NEXT SLIDE,
[01:10:03] PLEASE?
[01:10:09] THIS IS THE SUMMARY OF WHAT THE CENTURY AGENDA POLICY DIRECTIVE WILL DO ON THE
[01:10:13] HIGHEST LEVELS. IT'S BASICALLY GOT THREE BIG ELEMENTS. THOSE ARE: UPDATING
[01:10:18] THE GOALS TO REFLECT OUR EXISTING PRIORITIES, CREATING THAT VERTICAL ALIGNMENT THAT'S
[01:10:23] NECESSARY FOR BUSINESS PLANNING AND EVALUATION OF OURSELVES AGAINST THE CENTURY AGENDA, AND
[01:10:29] ALSO THE KPI'S THAT WOULD PROVIDE THAT OVERSIGHT OVER TIME. SO FIRSTLY WE'RE GOING TO
[01:10:34] GO THROUGH THIS ONE BY ONE. THE UPDATED GOALS ESSENTIALLY WOULD MODIFY GOAL THREE TO READ THAT
[01:10:40] WE WILL RESPONSIBLY INVEST IN THE ECONOMIC GROWTH OF THE REGION AND ITS COMMUNITIES.
[01:10:44] WE'LL GET DEEPER INTO WHAT EXACTLY THAT MEANS FURTHER IN LATER SLIDES.
[01:10:49] BECOMING A MODEL FOR EQUITY, DIVERSITY, AND INCLUSION, WHICH IS ALREADY A FOCUS OF THE PORT
[01:10:54] AND HAS BEEN ONE OF OUR FOCUSES FOR A WHILE. AND THEN BEING A HIGHLY EFFECTIVE
[01:10:58] PUBLIC AGENCY, WHICH IS SOMETHING WE ALWAYS STRIVE TOWARDS BUT WAS NOT A PART OF
[01:11:03] THE OVERARCHING GOALS OF THE PORT AND WE BELIEVE THAT IT SHOULD BE.
[01:11:06] CAN WE GO TO THE NEXT SLIDE, PLEASE?
[01:11:11] SO IN ORDER, THIS IS WHAT THESE GOALS WOULD ESSENTIALLY DO. GOAL THREE AND ITS MODIFICATION

[01:11:17] WOULD ESSENTIALLY ESTABLISH A LONG-TERM COMMITMENT TO SUPPORTING THE ECONOMIC HEALTH
[01:11:21] OF THE REGION. THAT MEANS THAT ALL OF OUR COVID RECOVERY AND RESPONSE
[01:11:26] EFFORTS COULD BE VERTICALLY ALIGNED UNDERNEATH OUR BIGGEST AND MOST IMPORTANT GOALS
[01:11:31] AS WELL AS GIVE US THE FLEXIBILITY TO RESPOND IF THERE IS EVER ANOTHER, GOD
[01:11:35] FORBID, ISSUE THAT WOULD CREATE A SITUATION WHERE THE PORT NEEDED TO RESPOND AND NEEDED TO
[01:11:41] PIVOT. IT DOES NOT LEAVE BEHIND ITS PRIOR PRIORITIES .SO WIMBE'S, SBE'S, WORKFORCE
[01:11:47] DEVELOPMENT, THOSE ARE ALL STILL INCLUDED. PROMOTION OF INDUSTRIAL LAND USE, CAREER
[01:11:52] CONNECTED LEARNING, ALL OF THESE THINGS NOW FIT WELL UNDERNEATH THIS GOAL AS IT WOULD BE
[01:11:57] MODIFIED, IF THE COMMISSION SAW FIT TO MOVE IT FORWARD.
[01:12:03] GOLD 5 WOULD BE TO BECOME A MODEL OF EDI. SO BECOMING A MODEL OF EDI HAS BEEN OUR
[01:12:09] OBJECTIVE FOR QUITE SOME TIME. IT'S WHY WE HAVE AN OFFICE OF EDI, IT'S WHY WE HAVE DEDICATED
[01:12:14] AS MUCH TIME, EFFORT, AND ENERGY AS WE HAVE INTO SUPPORTING WMBE'S, INTO MAKING SURE THAT
[01:12:19] THE PORT OF SEATTLE IS SEEN AND IS USING ITS INFLUENCES IN THE BEST WAYS POSSIBLE TO TRY TO
[01:12:24] BREAK DOWN BARRIERS. SO THIS IS JUST ENSURING THAT THAT GOAL, WHICH IS ALREADY A PART OF OUR
[01:12:29] OUR ETHOS, IS A PART OF OUR BIG GOALS, OUR BIG OVERARCHING ASPIRATIONAL GOALS. GOALS 6
[01:12:35] WOULD BE TO BE A HIGHLY EFFECTIVE PUBLIC AGENCY. THIS IS SOMETHING WE ALWAYS WORK
[01:12:41] TOWARDS AS A PORT, ALTHOUGH THE LAST CENTURY AGENDA DID NOT HAVE ANY INFORMATION AS FAR AS
[01:12:47] OUR DEDICATION TO SAFETY, SECURITY, INNOVATION, ON TIME ON BUDGET DELIVERY OF CAPITAL
[01:12:53] IMPROVEMENT, CUSTOMER SERVICE. THESE ARE THINGS THAT WE VALUE THAT WE NEED TO HAVE REFLECTED
[01:12:57] IN OUR OVERARCHING GOALS. CAN WE SEE THE NEXT SLIDE PLEASE?
[01:13:02] OKAY SO THIS PROVIDES A STRUCTURE. WHEN I SAY THIS I MEAN THE DIRECTIVE WE NEED. A
[01:13:07] STRUCTURE BY WHICH WE CAN SAY WHAT ARE WE GOING TO MOVE TOWARDS? OUR GOALS, OUR
[01:13:13] OBJECTIVES, OUR ANNUAL BUSINESS PLANNING. WHO'S GOING TO CREATE THESE GOALS AND OBJECTIVES?
[01:13:17] WHO'S GOING TO REVIEW THEM, APPROVE THEM, EVALUATE THEM, WHEN? THIS STRUCTURE WOULD
[01:13:22] CREATE THE ACCOUNTABILITY LOOP THAT WE NEED IN ORDER TO ENSURE THAT OUR CENTURY AGENDA GOALS
[01:13:27] ARE BEING MOVED TOWARDS IN A RESPONSIBLE WAY TO ENSURE THAT THE COMMISSION HAS VISIBILITY
[01:13:32] INTO WHAT IT IS THAT WE ARE DOING TO MOVE TOWARDS OUR OVERARCHING GOALS AND IT
[01:13:36] PROVIDES THOSE KPIS AND THE TARGETS THAT ARE NECESSARY TO MAKE SURE THAT THOSE GOALS ARE
[01:13:40] BEING MET AND WORKED TOWARDS ON AN ANNUAL BASIS. SO THIS STRUCTURE WILL
[01:13:46] ALLOW US TO HAVE THE EVALUATION AND APPROVAL NECESSARY TO MAKE SURE OUR CENTURY AGENDA
[01:13:51] GOALS ARE ENDURING AND THAT THEY CAN PIVOT WHENEVER IS NECESSARY.
[01:13:56] THE NEXT SLIDE PLEASE.
[01:14:02] SO THIS IS THE ALIGNMENT THAT WE HAVE BEEN SPEAKING ABOUT, THAT EXECUTIVE DIRECTOR METRUCK
[01:14:06] SPOKE ABOUT, THAT VERONICA SPOKE ABOUT. THIS ALIGNMENT IS ABSOLUTELY ESSENTIAL FOR
[01:14:11] ENSURING THAT OUR STRATEGIC GOALS ARE BEING MET IN A RESPONSIBLE WAY AND A LINEAR
[01:14:16] FASHION. SO THIS IS AN EXAMPLE OF WHAT WE COULD SEE UNDERNEATH A REVISED CENTURY AGENDA. WE
[01:14:22] WILL BE ABLE TO SAY THAT EACH OF OUR GOALS, EACH OF OUR OBJECTIVES, ALL OF OUR STRATEGIC
[01:14:27] PLANS, AND OUR BUDGET ALLOCATIONS ARE ALIGNED UNDERNEATH THE CENTURY AGENDA
[01:14:32] AND THAT ALL OF OUR ACTIVITIES ARE SERVING THE PURPOSES THE COMMISSION IS SETTING FOR US IN
[01:14:38] OUR CENTURY AGENDA GOALS.
[01:14:40] NEXT SLIDE.
[01:14:44] SO THIS IS THE FINAL ELEMENT WHICH IS THOSE KEY PERFORMANCE INDICATORS. I BELIEVE THIS IS A
[01:14:48] PLACE WHERE WE CAN SHOW NOT JUST OURSELVES AND THE COMMISSION BUT ALSO THE
[01:14:52] COMMUNITY HOW IT IS THAT WE'RE DOING AND MOVING TOWARDS THE GOALS IN BEING THE GREENEST
[01:14:56] PORT, IN BEING A PREMIER INTERNATIONAL LOGISTICS HUB. KEY PERFORMANCE INDICATORS ARE
[01:15:01] EXACTLY THAT: KEY. SO IF WE CAN HAVE CENTURY AGENDA GOALS AND KPI'S THAT ARE BETTER ALIGNED
[01:15:07] AND MORE USEFUL, THEN WE ARE SETTING OURSELVES UP FOR SUCCESS. CURRENTLY WHAT
[01:15:11] YOU'RE LOOKING AT NOW IS THE WAY THAT WE REVIEW INFORMATION WHICH IS ESSENTIALLY TO SAY ARE
[01:15:16] WE ON TRACK, IN PROGRESS, OR OFF TRACK. THAT DOESN'T GIVE THE COMMISSION WHAT THEY NEED TO BE
[01:15:21] ABLE TO SAY: WELL IF WE'RE MOVING OFF TRACK, HOW DO WE CORRECT THAT? WELL IF WE ARE
[01:15:25] REACHING A LITTLE, WHAT'S OUR NEXT ONE? SO WHAT WE NEED IS BETTER KEY PERFORMANCE
[01:15:29] INDICATORS THAT ARE MORE USEFUL TO GIVE US A BETTER VIEW OF HOW WE'RE DOING AGAINST OUR CA GOALS
[01:15:34] NEXT SLIDE.
[01:15:37] SO AGAIN, THIS IS SAMPLE DATA. WE'LL BE WORKING WITH, ASSUMING WE MOVE IT FORWARD, WE'LL BE
[01:15:42] WORKING WITH EACH OF THE DIVISIONS AND COE'S TO REALLY PINPOINT WHAT THOSE KEY
[01:15:46] PERFORMS CONFORMANCE INDICATORS ARE AND SHOULD BE OVER TIME. BUT THIS IS WHAT WE WOULD BE ABLE
[01:15:51] TO DO WITH BETTER KPIS THAT ARE BETTER ALIGNED AND GIVE US MORE ACTIONABLE INTELLIGENCE, THAT'S
[01:15:57] WHAT WE'RE LOOKING FOR. WE'RE LOOKING FOR REVIEWING OVER TIME HOW WE ARE PERFORMING AGAINST
[01:16:02] OUR GOALS SO THAT WE CAN SEE WHEN WE UNDERPERFORM, OR WHEN WE'RE REACHING A GOAL FASTER
[01:16:06] THAN IS NECESSARY, WE CAN PIVOT AND ENSURE THAT OUR GOALS STAY AGILE AS DOES THE PORT.
[01:16:12] NEXT SLIDE PLEASE.
[01:16:16] SO AGAIN THIS IS A SAMPLE. WE WOULD BE WORKING, AS I SAID BEFORE, TO PINPOINT EXACTLY WHAT
[01:16:21] THESE WOULD BE IF THIS MOVES FORWARD PROBABLY BY THE END OF THE YEAR I'M HOPING. BUT THIS IS

[01:16:28] ESSENTIALLY WHAT WE WOULD HAVE IS KPIS THAT WOULD BE DEvised AND SET BY THE
[01:16:34] ELT AND BY THE EXECUTIVE DIRECTOR BUT THEY WILL BE REVIEWED ON A CONSISTENT BASIS
[01:16:39] BY THE COMMISSION SO THAT THEY COULD SEE HOW WE DOING ON OUR TARGETS, WHAT ARE OUR TARGETS
[01:16:44] LOOK LIKE, CAN WE EXPLAIN ANY DIP IN OUR PERFORMANCE, ANYTHING THAT WE WOULD NEED
[01:16:48] TO HELP US GET TO OUR GOALS FASTER OR MORE EFFICIENTLY. THIS PROVIDES THAT
[01:16:53] FEEDBACK LOOP AND IT PROVIDES AN ACCOUNTABILITY THAT HAS NOT BEEN SEEN BEFORE. THIS
[01:16:57] POLICY DIRECTIVE WOULD MAKE THAT MOVE FORWARD.
[01:17:00] SO I BELIEVE THAT IS THE LAST SLIDE THAT WE HAVE. VERONICA, DID YOU WANT TO
[01:17:09] PICK UP WHERE WE LEFT OFF? DO WE WANT TO?
[01:17:16] THANK YOU. JUST ONE LAST THING. WE ARE SCHEDULED FOR THE PROPOSED ADOPTION OF THIS
[01:17:21] POLICY DIRECTIVE AT THE NEXT COMMISSION MEETING ON JUNE 9TH SO WE DO APPRECIATE ANY
[01:17:27] FEEDBACK. ANY QUESTIONS YOU HAVE, COMMISSIONERS, WE'RE HAPPY TO ANSWER THEM.
[01:17:31] FIRST OF ALL, THANKS SO MUCH FOR THIS TERRIFIC WORK, VERONICA
[01:17:38] AND ALL THE STAFF HAVE SUPPORTED THIS EFFORT. THERE'S A LITTLE BIT OF
[01:17:44] CONFUSION I SENSE OUT THERE AS TO THIS BEING THE FIRST AND THE LAST UNDERTAKING WITH REGARD TO
[01:17:50] OUR CENTURY AGENDA. AND I KNOW THAT'S NOT TRUE AND YOU'VE GIVEN US SOME INDICATION OF
[01:17:54] WHAT MORE IS TO COME IN YOUR PRESENTATION. COULD YOU TELL US A LITTLE BIT ABOUT
[01:18:00] WHAT MORE IS TO COME AND WHEN WE EXPECT TO GET THIS WORK COMPLETED?
[01:18:08] ABSOLUTELY. THIS IS JUST STEP ONE. WHAT YOU'RE SAYING IS
[01:18:11] EXACTLY CORRECT. THIS IS STEP ONE OF A POTENTIALLY TWO TO THREE STEP PROCESS WHERE
[01:18:16] WE SET THE GOAL. SETTING THESE GOALS, THE BIG OVERARCHING ASPIRATIONAL GOALS OF THE PORT,
[01:18:23] GETTING THOSE IN BETTER ALIGNMENT WITH OUR ACTIVITIES MEANS THAT WE ARE NOW ABLE,
[01:18:27] SHOULD WE MOVE THIS FORWARD, TO REALLY DIG INTO THOSE OBJECTIVES. THE OBJECTIVES
[01:18:32] PORTION OF THIS IS REALLY WHERE THE RUBBER MEETS THE ROAD. IT'S HOW EACH OF THE DIVISIONS AND
[01:18:37] COE'S ARE GOING TO MOVE TOWARDS BEING THE GREENEST PORT. THIS IS THE PLACE WHERE THE COMMISSION
[01:18:43] WOULD HAVE AN ABILITY TO REVIEW WHAT IT IS THAT WE'VE PULLED TOGETHER.
[01:18:48] THERE'S A DRAFT WHICH IS ACTUALLY INCLUDED IN THE PRESENTATION HERE. AND THAT
[01:18:51] THAT'S WHAT SPARKED THE CONFUSION. THERE IS A DRAFT OF SOME PROPOSED OBJECTIVES
[01:18:57] THAT HAS BEEN REVIEWED AND LOOKED AT BY THE ELT THUS FAR AND WOULD CONTINUE TO
[01:19:02] BE LOOKED AT IN LIGHT OF COVID IN THE NEXT SEVERAL WEEKS. WE COULD HAVE
[01:19:09] ACTIVES BEFORE THE COMMISSION AS EARLY AS JUNE IF TIME PERMITS
[01:19:15] IF THAT'S WHAT YOU WERE LOOKING FOR. SO THE REVIEW IS HAPPENING. WE'RE READY FOR IT.
[01:19:21] AND HOPEFULLY THAT WOULD HAPPEN OVER THE COURSE OF THE NEXT COUPLE OF MONTHS BECAUSE IN
[01:19:25] ESSENCE WE WOULD LOVE TO HAVE THESE APPROVED, THE OBJECTIVES. NOT THE GOALS, BUT THE
[01:19:28] OBJECTIVES APPROVED IN TIME FOR 2021 BUSINESS PLANNING BECAUSE THESE DO ACTUALLY DICTATE HOW
[01:19:35] ALL THE DIVISIONS AND COE'S PLAN THEIR TWO-YEAR, FIVE-YEAR, THREE-YEAR OBJECTIVES. SO IF WE
[01:19:41] CAN GET THIS DONE BY THEN, WE ALLOW THEM TO ALIGN THEMSELVES MUCH BETTER UNDER THE NEW CA
[01:19:47] GOALS AND BE ABLE TO PIVOT UNDER COVID AND ANY OTHER DISRUPTION THAT MIGHT TAKE
[01:19:51] PLACE. SO VERY SOON. OKAY, AND I EXPECT THAT THERE WILL BE OPPORTUNITIES IN THE FUTURE FOR
[01:19:57] PUBLIC COMMENT REGARDING SOME OF THE SPECIFICS HERE AND WE WILL BE RECEIVING THOSE
[01:20:07] COMMENTS TO HELP INFORM THE PROCESS. I CAN TELL YOU THAT A LOT OF THIS, JUST SO THAT
[01:20:13] YOU'RE AWARE AND THAT EVERYONE. IS AWARE, A LOT OF THESE CHANGES ARE NOT NECESSARILY CHANGES TO
[01:20:17] OUR GOALS. THEY ARE SIMPLY A REITERATION OR A REFRAMING OF GOALS THAT WE HAVE ALREADY BEEN
[01:20:23] MOVING TOWARDS. THE CENTURY CENTURY HAVING BEEN PASSED IN 2012, THAT SEVEN YEARS
[01:20:28] HAS SEEN TREMENDOUS CHANGE ESPECIALLY IN THE PUGET SOUND AND AT THE PORT. SO WHAT WE HAVE
[01:20:33] DONE OVER TIME THROUGH VARIOUS IRECTIVES AND MOTIONS IS WE'VE BEEN EVOLVING.
[01:20:40] BUT THE CENTURY AGENDA HASN'T. SO THIS IS PLAYING A LITTLE BIT OF CATCH UP. THERE HAS BEEN
[01:20:45] SEVERAL PUBLIC COMMENTS AND PUBLIC INPUT CONCERN THAT'S BEEN FOLDED INTO WHAT WE WILL
[01:20:50] PRESENT TO YOU WITH AS FAR AS OBJECTIVES. ALL RIGHT, THANKS. LET'S OPEN IT UP
[01:20:54] NOW FOR COMMISSIONER COMMENT. WILL YOU UNMUTE YOUR MICS COMMISSIONERS AND I'LL ASK THE
[01:21:01] CLERK TO GO THROUGH INDIVIDUALLY HERE COMMISSION COMMENTS. CERTAINLY COMMISSIONER
[01:21:07] BOWMAN? GREAT. THANK YOU. I WANT TO THANK THE STAFF FOR THEIR WORK ON THIS. I KNOW
[01:21:13] WE HAVE A LOT OF URGENT AND PRESSING PRIORITIES IN FRONT OF US AND I'M APPRECIATIVE THAT
[01:21:20] THIS WORK HAS CONTINUED DESPITE THAT. I DID WANT TO KIND OF COMMENT ON THE FACT THAT THIS
[01:21:25] AS I THINK YOU STARTED TO SAY MARIN, IT'S AN ITERATIVE PROCESS WITH THE CENTURY
[01:21:32] AGENDA. I FIRMLY BELIEVE THAT WHILE IT IS A GUIDING LIGHT FOR US, GIVEN COVID, THAT IT'S
[01:21:42] CRITICAL FOR EVERYBODY AT THE PORT TO TAKE THIS OPPORTUNITY TO THINK ABOUT, RADICALLY
[01:21:49] RETHINK HOW WE DO BUSINESS AND QUESTION OUR UNDERLYING ASSUMPTIONS
[01:21:56] ABOUT THE AIRPORT, OUR UNDERLYING ASSUMPTIONS ABOUT OUR MARINE CARGO, ABOUT
[01:22:02] OUR CRUISE BUSINESS, ABOUT FISHING, ABOUT ECONOMIC DEVELOPMENT, ALL OF OUR MAJOR
[01:22:08] LINES OF BUSINESS, EVERYTHING THAT WE DO. AND SO I APPRECIATE THE WORK THAT'S BEEN DONE AND I
[01:22:14] SUPPORT THESE REVISIONS, BUT I I WAS JUST A LITTLE CONCERNED ABOUT THE COMMENT
[01:22:19] THAT THIS WILL THEN HELP GUIDE THE BUDGETS AND PLANNING FOR THE NEXT TWO YEARS. I FIRMLY

[01:22:25] BELIEVE THAT WE ARE IN UNCHARTERED TERRITORY
[01:22:30] ESPECIALLY CONSIDERING THE ENORMOUS REVENUE DECLINES THAT WE'VE SEEN IN THESE DIFFERENT
[01:22:34] LINES OF BUSINESS. SO I JUST DON'T WANT TO GIVE THE IMPRESSION THAT BY PASSING
[01:22:41] THESE CHANGES TODAY, THAT FOLKS CAN GO OFF AND RUNNING BASED ON OLD ASSUMPTIONS. I DON'T THINK
[01:22:47] THAT'S AT ALL WHAT YOU MEANT, BUT I JUST FEEL IT'S IMPORTANT TO CLARIFY THAT AND SO AGAIN,
[01:22:53] THE CENTURY AGENDA HAS BEEN OUR SORT OF GUIDING PRINCIPLES, BUT THE WORK UNDERNEATH IT,
[01:22:59] REALLY LOOKING AT THE ASSUMPTIONS FOR EVERYTHING THAT WE DO NEEDS TO HAPPEN. SO,
[01:23:05] THANK YOU.
[01:23:06] OKAY THANK YOU.
[01:23:09] COMMISSIONER CALKINS.
[01:23:15] HEY CAN YOU HEAR ME? WE HEAR YOU.
[01:23:18] I'VE HAD SOME EXTRAORDINARY TECHNICAL CHALLENGES TODAY BUT I THINK I'M NAVIGATING IT.
[01:23:24] JUST WANT TO SAY THANKS TO MARIN AND OTHERS FOR ALL THE WORK THAT'S BEEN PUT INTO THIS.
[01:23:29] I DO THINK THIS IS ONE OF THOSE SITUATIONS IN WHICH WE ARE
[01:23:34] AS MARIN MENTIONED ALIGNING THE THE INCREMENTAL REFORMS THAT HAVE HAPPENED OVER THE LAST
[01:23:41] SEVEN YEARS FROM THE ORIGINAL PASSAGE OF THE CENTURY AGENDA TO WHERE WE ARE TODAY AND SAYING
[01:23:46] LET'S MAKE SURE THAT THE CENTURY AGENDA REFLECTS THE DE-FACTO OPERATIONS OF THE PORT IN A
[01:23:52] REALLY POSITIVE WAY. SO I THINK THAT'S GREAT. AND I ALSO THINK
[01:23:57] COMMISSIONER BOWMAN RAISES A REALLY IMPORTANT POINT WHICH IS THIS PROVIDES THE GOAL
[01:24:02] SETTING AND NOW WE NEED TO DO THE REALLY HARD WORK AT THE STAFF LEVEL OF ALIGNING OUR
[01:24:07] TACTICS TO THOSE GOALS AND THAT'S REALLY WHAT WE'RE GOING TO BE WORKING ON AND WHAT WE'LL
[01:24:13] BE REVIEWING OVER THE NEXT FEW MONTHS IS THROUGH THE BUDGETING PROCESS AND OTHER
[01:24:17] STEPS THAT WE DO AS PART OF OUR BUSINESS PLAN. SO I APPRECIATE THIS RETHINKING AND I THINK
[01:24:23] SIGNIFICANT IMPROVEMENT AS WE REFINE IT AND AGAIN THANKS FOR ALL THE WORK.
[01:24:31] COMMISSIONER CHO?
[01:24:38] SORRY IT TOOK ME A MINUTE TO UNMUTE.
[01:24:41] I JUST WANT TO ECHO THE SENTIMENTS THAT I THINK THIS IS REALLY TIMELY AND I THINK
[01:24:45] THERE'S BEEN A LOT OF THOUGHT THAT HAS BEEN PUT INTO THIS AND I REALLY APPRECIATE ALL THE
[01:24:49] WORK. I'M REALLY LOOKING FORWARD TO SEE HOW WE CAN TACKLE THE REFORMED CENTURY AGENDA PLUS
[01:24:57] COVID SO THANK YOU.
[01:25:01] COMMISSIONER FELLEMAN?
[01:25:04] THANK YOU I WAS DULY IMPRESSED BY THE BRIEFING I GOT PREVIOUSLY AND HOW MUCH WORK
[01:25:11] HAS BEEN DONE TO REALLY ALIGN A LOT OF WHAT WE'VE BEEN DOING AND TO PUT IT
[01:25:18] IN WRITING. I'M THE ONLY COMMISSIONER THAT WAS INVOLVED WITH THE ORIGINAL CENTURY
[01:25:22] AGENDA DEVELOPMENT AS AN EXTERNAL PARTICIPANT AND I WILL TELL YOU THAT THERE WAS QUITE A
[01:25:28] BIT OF PUBLIC INPUT INTO THAT LENGTHY PROCESS AND I WOULD NOT SUGGEST THAT WE NEED
[01:25:36] TO GO THROUGH QUITE AS AN EXTENSIVE PROCESS BUT THAT
[01:25:41] LIKE COMMISSIONER BOWMAN SAID THE
[01:25:44] CHANCE TO SOMEWHAT RETHINK SOME ASSUMPTIONS WOULD BE WELL ADVISED AND THE OPPORTUNITIES
[01:25:51] FOR INNOVATION, I WOULD
[01:25:55] EMBRACE THE OPPORTUNITY TO GET SOME ADDITIONAL PUBLIC INPUT ON THAT
[01:26:00] PROCESS AND CERTAINLY WE'VE GOTTEN UNSOLICITED EMAILS FROM BOTH ELECTEDS AND
[01:26:06] MEMBERS OF THE PUBLIC AND SO I WOULD ENCOURAGE YOU TO THINK OF SOME CONTAINED WAY OF
[01:26:13] ACCEPTING PUBLIC INPUT ON THE PROCESS. THE PLACE WHERE I AM STILL SOMEWHAT UNCERTAIN.
[01:26:20] WHILE THE BROAD GOALS ARE PRETTY APPLE PIE AND HARD TO ARGUE WITH, THE KPI
[01:26:28] DEVELOPMENT AND SOME OF THE NEAR-TERM TACTICS, I UNDERSTAND THAT
[01:26:34] IT'S WRITTEN THAT THE COMMISSION SHALL REVIEW AND THE EXECUTIVE COMMITTEE SHALL
[01:26:39] INTRODUCED.
[01:26:42] WHAT YOU MEASURE IS HOW YOU DETERMINE SUCCESS AND I
[01:26:49] SEE THAT AS BEING
[01:26:51] ONE OF THE DYNAMICS THAT REALLY NEEDS TO BE
[01:26:55] WORKED OUT IN TERMS OF WHAT IS REALLY THE BOTTOM LINE FOR THE COMMISSION TO FEEL
[01:27:01] THAT WE'RE MAKING PROGRESS TOWARDS THAT GOAL. I UNDERSTAND THERE ARE CERTAIN
[01:27:06] THINGS THAT ARE ONLY FEASIBLE TO MEASURE BUT I CAN SEE AN OPPORTUNITY THERE FOR A HEALTHY
[01:27:12] DIALOGUE AS TO REALLY WHAT ARE THE BEST TERMS OF MEASURING THESE GOALS AND AT THE SAME
[01:27:20] TIME, YOU KNOW AT THE FIRST BLUSH HERE, TAKING A HARD LOOK AT THOSE GOALS IN THE FIRST
[01:27:25] PLACE. YOU SAID THAT THIS IS A FIRST READING SO JUNE 9TH WOULD BE THE ADOPTION? THAT
[01:27:31] IS CORRECT. AND CLEARLY THE BUDGET IS WHERE THE RUBBER HITS THE ROAD BUT I AM.
[01:27:39] THAT'S PRETTY TIGHT. I MEAN GIVEN THE FACT STAFF HAS BEEN WORKING ON THIS FOR TWO YEARS
[01:27:44] AND WE SAID A LONG TIME AGO YES THIS NEEDS REFRESHING,
[01:27:49] STAFF PUT TWO YEARS INTO IT AND THEN WE HAVE WHAT, A MONTH? NOT EVEN? TO WORK
[01:27:58] IT? SO IT STRIKES ME AS, FOR SUCH A FUNDAMENTAL FOUNDATIONAL DOCUMENT THAT THAT'S PRETTY
[01:28:04] TIGHT. AND NOW I APPRECIATE THE FACT THAT IT'S IMPORTANT TO EMBRACE INTO THE BUDGET BUT IT

[01:28:09] REALLY DOES NOT ALLOW FOR
[01:28:13] MUCH PUBLIC INPUT, NO LESS REALLY MUCH COMMISSION. SO I URGE YOU TO LOOK AT THAT.
[01:28:20] AGAIN, I FELT THE BRIEFING WAS VERY THOROUGH, BUT IT DIDN'T REALLY GIVE ME THE
[01:28:24] OPPORTUNITY TO GET A LITTLE BIT MORE INTO THE WEEDS.
[01:28:29] AGAIN. A LOT OF IT HAVING TO DO AT THE TEIRS BELOW THE BROADER GOAL SETTING.
[01:28:37] SO MAY I?
[01:28:39] PLEASE, MARIN.
[01:28:43] YEAH. SO HERE'S WHAT'S GOING ON HERE. WE'RE JUST LOOKING AT THE GOALS TODAY. SO THAT WE CAN
[01:28:48] BRING TO YOU THE OBJECTIVES WHERE YOU REALLY CAN DO EXACTLY WHAT IT IS THAT YOU'RE
[01:28:52] DESCRIBING. WE WANT THAT. THIS DIRECTIVE ACTUALLY PROVIDES THE STRUCTURE OF FOR DOING EXACTLY
[01:28:58] WHAT YOU ARE SUGGESTING WHICH IS PROVIDING VISIBILITY INTO HOW ARE WE
[01:29:03] GOING TO GET THERE? YOU'RE SAYING THAT WE BE THE GREENEST PORT, BE A MODEL FOR EDI, BUT
[01:29:08] HOW ARE YOU GOING TO DO IT? AND WHAT WE'RE INVITING HERE AND CREATING HERE IS THE SPACE AND
[01:29:12] OPPORTUNITY FOR THE COMMISSION TO REALLY DIG INTO THE OBJECTIVES, REALLY DIG INTO
[01:29:16] THOSE KPI'S AND SAY ARE THESE KPIS OUR CANARIES IN THE COAL MINE THAT LET US KNOW WHETHER OR
[01:29:21] NOT WE'RE GETTING WHERE WE NEED TO GO? HOW OFTEN AM I GOING TO SEE THEM? HOW AM I GOING TO
[01:29:25] JUDGE WHETHER OR NOT YOU'RE REACHING TARGETS THAT WE HAVE DISCUSSED AND REVIEWED BEFORE
[01:29:29] HAND? SO THAT THOSE ARE STEPS TWO AND THREE AND THOSE ARE ARGUABLY THE MOST IMPORTANT
[01:29:34] ONES AND THEY ARE STILL COMING. SO PLEASE DON'T FEEL AS THOUGH THIS IS "OKAY. HEY, WE'RE NOW
[01:29:39] PASSING ALL OF OUR GOALS AND OBJECTIVES AND KPIS." WE'RE NOT. THIS IS JUST STEP ONE SO THAT
[01:29:44] WE CAN DO ALL OF THOSE THINGS IN AN ALIGNED AND STRUCTURED FASHION SO GOING FORWARD THE
[01:29:49] COMMISSION HAS THAT VISIBILITY. THEY CAN SEE WHAT THE KPIS ARE, THEY CAN SEE WHETHER OR
[01:29:54] NOT THE OBJECTIVES THAT ARE BEING STRIVING TOWARDS BY THE DIVISIONS AND COE'S ARE ACTUALLY
[01:30:00] WELL ALIGNED WITH THE GOALS THAT YOU'VE SET IN THE CENTURY AGENDA GOALS THAT YOU WOULD BE
[01:30:03] POTENTIALLY PASSING ON JUNE 9. SO NEXT STEPS VERY MUCH ADDRESS WHAT YOUR
[01:30:10] CONCERNS ARE. I APPRECIATE THAT. I JUST SAW THE MOTION
[01:30:15] WITH THE BRIEFING DOCUMENT AS BEING MUCH MORE COMPLETE, A COMPREHENSIVE
[01:30:19] DOCUMENT. SO I APPRECIATE THE FACT THAT THAT IS GOING TO BE MORE ITERATIVE. I'M ALSO A
[01:30:24] BIT OF A NITPICKER ABOUT THE LANGUAGE FOR THE GOALS. I'VE ALWAYS THOUGHT IT WAS
[01:30:29] KIND OF WEIRD BEING THE GREENEST PORT, IT'S A VERY COLLOQUIAL TERM. BUT
[01:30:33] WE ALL KNOW WHAT IT MEANS. BUT ALSO BEING A MODEL FOR EDI. I MEAN A MODEL WELL,
[01:30:40] RELATIVE TO WHAT? I MEAN AGAIN,
[01:30:46] IF THIS IS GOING TO BE A FOUNDATIONAL DOCUMENT, I REALLY WANT TO LOOK AT THOSE WORDS.
[01:30:52] AGAIN, THE CONCEPTS ARE ALL PRETTY CLEAR. BUT THESE ARE SORT OF THINGS THAT GET
[01:30:58] REPRINTED A BUNCH OF TIMES AND I JUST WANT THEM TO BE AS CONCISE AND ARTICULATE AS THEY
[01:31:04] CAN BE. I THINK THE CAPTURED OF THE SPIRIT IS THERE.
[01:31:10] AGAIN THE BULLETS THAT YOU HAD UNDERNEATH THOSE GOALS BETWEEN JOB CREATION
[01:31:18] AND EDI, OBVIOUSLY WMBE IS IN BOTH.THERE'S CERTAIN PLACES WHERE.
[01:31:25] I DON'T KNOW HOW MUCH YOU WOULD PUT THOSE EXAMPLES UNDER EACH OF THOSE COLUMNS AS.
[01:31:33] AGAIN IT'S REALLY JUST A FINER SCRUB THAT I'D LIKE TO SPEND A LITTLE BIT MORE TIME WITH BUT
[01:31:41] THAT'S REALLY WHERE THE PUBLIC INPUT REALLY IS THE MOST RELEVANT. THEY'RE NOT GOING
[01:31:47] TO GET INTO KPI'S. AGAIN, MAYBE IT'D JUST BE AN ELECTRONIC SOLICITATION
[01:31:54] WHICH IS SEEMS LIKE ALL WE CAN BE DOING THESE DAYS BUT TO LOOK AT THOSE GOALS
[01:32:00] AND GET SOME FEEDBACK BEFORE WE LAY HANDS ON IT AND CALL IT GOOD.
[01:32:05] OKAY.
[01:32:07] I'D LIKE TO ADD SOME COMMENTS HERE AS WELL AGAIN MUCH THANKS TO MARIN AND OUR SUPPORT
[01:32:14] STAFF FROM THE WORK ON THIS.
[01:32:17] I SHOULD REMIND COMMISSIONERS THAT WE FIRST DISCUSSED THIS IN JANUARY AT OUR COMMISSION
[01:32:22] RETREAT. SPECIFICALLY THESE GOALS ARE THE ESTABLISHED GOALS AND WE DISCUSSED SOME OF THE
[01:32:29] CHANGES THAT ARE REFLECTED HERE. SO IT'S BEEN OVER FIVE MONTHS THAT THIS HAS BEEN AT
[01:32:35] LEAST IN THE DISCUSSION MODE AND THERE HAVE BEEN BRIEFINGS WITH COMMISSIONERS AND STAFF I
[01:32:41] THINK AT LEAST TWO OR THREE SINCE THEN. SO THIS IS NOT SOMETHING THAT'S JUST BEING
[01:32:46] POPPED OUT OF A HAT. IT'S AT THE HIGHEST LEVEL. IF WE CAN'T AGREE ON THESE SIX SPECIFIC
[01:32:53] GOALS AT THE HIGHEST LEVEL, WE CAN'T MOVE FORWARD.
[01:32:58] SO I AM COMFORTABLE WITH THE WORK THAT HAS GONE INTO THIS, WITH THE REVIEW. I DO WANT TO
[01:33:04] HEAR MORE PUBLIC COMMENT ON THE SPECIFIC OBJECTIVES AND STRATEGIES.
[01:33:10] SOME OF THE MORE SPECIFIC,
[01:33:15] MEASURABLE,
[01:33:17] KPI'S IF YOU WILL. AND THEY NEED TO REFLECT THESE GOALS. SO
[01:33:25] THAT'S WHERE THERE'S ROOM FOR SOME MORE WORK I THINK AND MORE DETAILED ATTENTION. I DO THINK
[01:33:30] THAT THERE IS, TO COMMISSIONER FELLEMAN'S POINT ABOUT USING WORDS APPROPRIATELY AND
[01:33:36] PRECISELY I THINK THAT'S VERY IMPORTANT AND TO NOT LEAVE A LOT OF AMBIGUITY ABOUT THAT AND
[01:33:44] SO I DEFINE FOR MYSELF FOR EXAMPLE RESPONSIBLE INVESTMENT UNDER GOAL 3 MEANING NOT

[01:33:51] RECKLESS INVESTMENT, MEANING INVESTMENT IS INFORMED BY OUR COLLECTIVE VALUES AROUND SOCIAL
[01:33:56] EQUITY, ENVIRONMENTAL STEWARDSHIP, AND ECONOMIC FISCAL RESPONSIBILITY. THAT'S WHAT TO
[01:34:03] ME RESPONSIBLE INVESTMENT MEANS. UNDER BEING HIGHLY EFFECTIVE, PEOPLE CAN
[01:34:10] INTERPRET A LOT OF THINGS FROM THAT IN TERMS OF GOAL NUMBER 6 AND FOR ME THAT MEANS
[01:34:17] ACTUALLY DELIVERING ON THE RESULTS. DELIVERING THE RESULTS THAT WE WANT TO SEE
[01:34:23] THAT WE SET OBJECTIVES FOR AND STRATEGIES TO CARRY OUT. THAT'S BEING HIGHLY EFFECTIVE AND IT
[01:34:29] MEANS BEING HIGHLY ACCOUNTABLE AT THE SAME TIME TO THE PUBLIC THAT WE SERVE AND
[01:34:34] BEING TRANSPARENT. SO THOSE ARE JUST MY VIEWS OF SOME OF THE LANGUAGE THERE BUT I THINK IT'S
[01:34:40] GOOD, HIGH-LEVEL LANGUAGE. THIS IS NOT A BIBLE, BUT IT IS A KIND OF LIVING CHARTER I THINK THAT
[01:34:48] VERY FEW IF ANY OTHER LEVELS OF GOVERNMENT HAVE EVER UNEVEN UNDERTAKEN TO ADVANCE AND SET
[01:34:56] LONG TERM GOALS FOR HOW THE PUBLIC IS TO BE SERVED AND I THINK THAT'S REALLY
[01:35:04] ADMIRABLE. I THOUGHT SO WHEN IT FIRST CAME OUT COMMISSIONER FELLEMAN AND THANK YOU FOR YOUR
[01:35:08] EARLY WORK AND YOUR CITIZEN ACTIVISM IN HELPING CRAFT THE ORIGINAL CENTURY
[01:35:15] AGENDA. THAT SAID, IT IS TIME FOR A REFRESHER. I DON'T THINK THIS SHOULD BE A
[01:35:20] WHOLESALE, THROW IT ALL OUT AND START OVER AGAIN. THERE'S TOO MUCH HERE THAT IS OF VALUE THAT
[01:35:29] REFLECTS A LOT OF PUBLIC ENGAGEMENT AND A LOT OF PROCESS. WE DO NEED TO BE INFORMED BY
[01:35:34] COVID. WE DON'T KNOW THE LONG-TERM IMPACTS OF COVID. WE SENSE IT'S MONUMENTAL BUT WE
[01:35:41] ARE IN THE MIDDLE OF IT RIGHT NOW AND IT'S GOING TO BE DIFFICULT TO PREDICT THE FUTURE
[01:35:47] IN EVEN SEVERAL, FEW YEARS AHEAD HERE. BUT WE DO NEED TO BE MINDFUL THAT WE'RE IN A CHANGED
[01:35:54] WORLD FUNDAMENTALLY AS A RESULT OF THE PANDEMIC. CAN I JUST CLARIFY SOMETHING? I WAS NOT
[01:36:01] SUGGESTING A WHOLESALE REWRITE. BUT THE
[01:36:05] THE POINT THAT YOU JUST MADE THOUGH IS WORTHY OF PONDERING I THINK.
[01:36:11] THAT WE'VE BEEN WORKING TOWARDS A GOAL BASED ON CERTAIN
[01:36:17] EXPECTATIONS OF STABILITY, GROWTH CURVES THAT WE ARE FAMILIAR WITH, LOOKING AT
[01:36:23] HISTORY AS SOMEWHAT OF A PREDICTION OF THE FUTURE, AND AND WE REALLY ARE AT THIS
[01:36:28] MOMENT NOT ABLE TO DO THAT. AND TO ME THAT SPEAKS TO THE QUESTION OF DO
[01:36:36] WE HAVE SOME SHORT-TERM GOALS FIRST?
[01:36:44] THE OVERALL GOALS, I'M NOT TAKING ISSUE WITH AT ALL. I JUST THINK THAT THERE
[01:36:49] IS SOMETHING, BECAUSE IT IS FOUNDATIONAL, IS WORTHY OF PUBLIC INPUT. LIKE I SAID, NOT A
[01:36:57] REWRITE. JUST TAKING SOME OPPORTUNITY TO LET PEOPLE HEAR THIS AND QUITE FRANKLY THE
[01:37:03] FEEDBACK I'VE HEARD IS VERY GOOD. WE SHOULD GIVE THE PUBLIC AN OPPORTUNITY TO BE
[01:37:08] ENCOURAGING OR SUPPORTIVE EVERY ONCE IN A WHILE. SO AGAIN IT'S NOT A REWRITE. I AM
[01:37:15] WONDERING THOUGH BECAUSE OF COVID
[01:37:19] WHETHER WE LOOK AT KIND OF MAYBE A NEAR-TERM AND A LONGER-TERM STRATEGY BUILT IN
[01:37:25] RIGHT NOW.
[01:37:27] CLEARLY THERE'S A LOT OF INTEREST AND A LOT OF ENGAGEMENT AND I THINK WE CAN DO ONE THING,
[01:37:33] TO INTRODUCE THE MOTION TODAY SO THAT WE CAN CONTINUE THAT ENGAGEMENT.
[01:37:40] ARE THERE ANY OTHER COMMENTS OR QUESTIONS FOR OUR PRESENTERS BEFORE WE TAKE
[01:37:45] CALL FOR A MOTION?
[01:37:48] SO EXECUTIVE DIRECTOR METRUCK HAD A COMMENT THAT HE WANTED TO MAKE.
[01:37:56] DIRECTOR METRUCK, PLEASE. EXCELLENT DISCUSSION TODAY.
[01:37:57] I APPRECIATE THE INPUT FROM THE COMMISSIONERS ON THIS. AS WE
[01:38:02] WERE MENTIONING, THE THINGS THAT WE'RE TALKING ABOUT TODAY, THE
[01:38:05] CHANGING TO THE GOALS, IS PUTTING IN PLACE MINOR CHANGES.
[01:38:12] BUT THESE ARE ENDURING AND I BELIEVE THAT THEY CAN BE ADAPTABLE. THESE
[01:38:17] ENDURING GOALS, WE CAN FIND THE FLEXIBILITY TO ALIGN UNDERNEATH THEM IN THE
[01:38:22] WORK THAT WE HAVE BEFORE US, AND THE WORK TO COME. AND I TAKE ALL THE COMMENTS WE'VE
[01:38:27] TOUCH AND UPON, ESPECIALLY COMMISSIONER BOWMAN TALKING ABOUT WHAT DOES THIS
[01:38:30] MEAN? WHAT IS THE POST COVID WORLD? WHAT DOES IT LOOK LIKE IN THOSE CHANGING ENVIRONMENTS?
[01:38:35] I THINK THAT THE STAFF IS ALREADY UNDERTAKING THAT, TRYING TO UNDERSTAND THAT, AND
[01:38:39] DIGESTING WHAT IS THE CHANGE IN MARKETS? WHAT IS THE CHANGE OF WHERE WE WANT TO GO? BUT I
[01:38:43] THINK WHAT WE'LL PROVE OUT IN OUR NEW PROCESS IS THAT WE WERE ABLE TO COME BACK YOU WITH
[01:38:48] THE FLEXIBILITY. IF WE MAKE THE REVISION TO THESE GOALS, IF THAT'S WHAT THE
[01:38:52] COMMISSION CHOOSES TO ADOPT, WHICH IS MY HIGH RECOMMENDATION IS
[01:38:57] THAT WE CAN ADAPT THAT WORK AND IT CAN BE ADAPTABLE GOING FORWARD IN A POST COVID
[01:39:01] ENVIRONMENT AND COME BACK TO YOU WITH THAT FLEXIBILITY, THAT NIMBLENESS TO
[01:39:07] BE MOVING ACROSS THAT AND SEEING HOW WE NEED TO CHANGE IN EACH OF THOSE BUSINESS LINES,
[01:39:11] COMMISSIONER BOWMAN KIND OF MARCHED THROUGH THEM AND HOW WE CAN ALIGN THAT GOING FORWARD
[01:39:16] IN OUR GOALS FOR 2020 AND BEYOND AS WE MOVE INTO OUR
[01:39:21] BUDGETING PROCESS FOR 2021. VERY GOOD. THANK YOU DIRECTOR METRUCK. IS
[01:39:27] THERE A MOTION TO INTRODUCE RESOLUTION THREE SEVEN SEVEN FIVE?
[01:39:33] SO MOVED. IS THERE A SECOND? SECOND.
[01:39:37] CLERK PLEASE

[01:39:39] CALL THE ROLL ON COMMISSIONERS. ALRIGHT, COMMISSIONER BOWMAN? AYE. COMMISSIONER CALKINS? AYE.
[01:39:48] COMMISSIONER CHO? AYE.
[01:39:50] COMMISSIONER FELLEMAN? AYE.
[01:39:54] COMMISSIONER STEINBRUECK? YES. YOU HAVE FIVE AYE'S AND ZERO NAY'S. MOTION PASSES.
[01:40:04] ITEM 8B
[01:40:06] ITEM 8B IS THE INDUSTRIAL DEVELOPMENT CORPORATION: APPROVAL OF MINUTES, DESIGNATION
[01:40:13] OF OFFICERS, AND ANNUAL REPORT FOR 2019.
[01:40:18] COMMISSION WILL NOW RECESS TO CONDUCT AN ANNUAL MEETING OF THE INDUSTRIAL DEVELOPMENT
[01:40:24] CORPORATION OF THE PORT OF SEATTLE THE TIME IS APPROXIMATELY 1:47 P.M.
[01:40:33] THE IDC IS A SPECIAL CORPORATION MAINTAINED BY THE PORT OF SEATTLE FOR THE
[01:40:39] ECONOMIC DEVELOPMENT PURPOSES DEFINED BY THE STATE LAW AND CORPORATION'S CHARTER. IT
[01:40:46] HAS BEEN SEVERAL YEARS SINCE THERE WAS NEW INVESTMENT ACTIVITY IN THE IDC, WE HOLD
[01:40:52] THIS MEETING TO RECEIVE AN ANNUAL REPORT, CONFIRM OFFICERS AND APPROVE MINUTES.
[01:41:00] DURING THIS MEETING COMMISSIONERS WILL BE ACTING AS DIRECTORS OF THE CORPORATION. SO
[01:41:05] PUT ON YOUR HATS. EXECUTIVE DIRECTOR METRUCK.
[01:41:09] COMMISSIONERS, AS YOU KNOW, AND FOR THE BENEFIT OF THE PUBLIC, THE IDC IS A
[01:41:14] SPECIAL-PURPOSE GOVERNMENT WITH LIMITED POWERS WHICH WAS ESTABLISHED TO FACILITATE
[01:41:19] INDUSTRIAL EXPANSION THROUGH TAX-EXEMPT FINANCING. THINK OF IT AS A FINANCING SUBSIDIARY.
[01:41:25] THERE WAS NO IDC FINANCING IN 2019. TO WALK US THROUGH THIS IS SCOTT BERTRAM,
[01:41:31] THE MANAGER OF CORPORATE FINANCIAL ANALYSIS. SCOTT?
[01:41:35] GOOD AFTERNOON. CAN EVERYBODY HEAR ME OKAY? YES.
[01:41:40] WONDERFUL. THERE'S TWO ITEMS TO BEGIN WITH. TWO ACTION ITEMS.
[01:41:46] THE FIRST ITEM OF BUSINESS IS THE APPROVAL OF THE PROPOSED MINUTES OF LAST YEAR'S MEETING
[01:41:51] WHICH TOOK PLACE ON MARCH 26TH 2019. THOSE DRAFT MINUTES HAVE BEEN CIRCULATED TO THE BOARD
[01:41:58] AND APPROVED MINUTES WILL BE POSTED TO THE PORT'S WEBSITE.
[01:42:09] IS THERE A MOTION? YEAH YOU'LL NEED TO HAVE A MOTION FOR THIS. WE NEED A MOTION AND
[01:42:16] A SECOND. CORRECT.
[01:42:18] SO MOVED.
[01:42:23] WAITING FOR A SECOND. SECOND. OKAY IT'S BEEN MOVED AND SECONDED.
[01:42:29] ALRIGHT COMMISSIONER BOWMAN? AYE. COMMISSIONER CALKINS? AYE.
[01:42:36] COMMISSIONER CHO? AYE. COMMISSIONER FELLEMAN? AYE. COMMISSIONER STEINBREUCK? YES.
[01:42:48] THAT IS FIVE AYES. WE WILL NOW.
[01:43:00] RIGHT THE SECOND ITEM OF BUSINESS IS THE APPROVAL OF THE IDC'S BOARD OF
[01:43:04] DIRECTORS FOR 2020. IN ACCORDANCE WITH THE IDC BYLAWS, THE OFFICERS OF THE IDC ARE THE
[01:43:10] SAME AS THE OFFICERS OF THE PORT.
[01:43:14] THAT'S PRETTY STRAIGHTFORWARD.
[01:43:17] I'LL ACCEPT A MOTION TO CONFIRM THE IDC OFFICERS FOR THIS YEAR. IS THERE A MOTION?
[01:43:23] SO MOVED.
[01:43:25] SECOND? SECOND. COMMISSIONERS PLEASE SAY YES OR NO WHEN YOUR NAME IS CALLED. COMMISSIONER
[01:43:32] BOWMAN? AYE. COMMISSIONER CALKINS? AYE.
[01:43:38] COMMISSIONER CHO? AYE.
[01:43:41] COMMISSIONER FELLEMAN? AYE.
[01:43:44] AND COMMISSIONER STEINBRUECK? YES.
[01:43:47] YOU HAVE FIVE AYE'S.
[01:43:51] MOTION CARRIES.
[01:43:54] ANY QUESTIONS AT THIS POINT? [SILENCE]
[01:44:11] DO WE HAVE A PRESENTER ON THIS?
[01:44:14] THERE'S NO FORMAL PRESENTATION. WE'VE ATTACHED THE 2019 ANNUAL REPORT WHICH YOU ALL
[01:44:20] HAVE RECEIVED WHICH HAS ALSO BEEN POSTED FOR THE GENERAL PUBLIC. IT
[01:44:25] CONTAINS ALL THE BACKGROUND INFORMATION ON IDC AS WELL AS IT'S 2019 LIMITED
[01:44:30] FINANCIAL ACTIVITY. SO I'M HAPPY TO ANSWER QUESTIONS THAT YOU MAY HAVE BUT THERE'S NO FORMAL
[01:44:34] PRESENTATION ON THIS. SO LET'S MOVE FORWARD WITH ANY COMMISSIONER QUESTIONS OR
[01:44:39] COMMENTS AT THIS TIME.
[01:44:42] HEARING NONE?
[01:44:45] SHOULD WE GO THROUGH EACH INDIVIDUAL COMMISSIONER GIVEN THE NATURE OF THE MEETING?
[01:44:47] LET'S MAKE SURE EVERYONE HAS AN OPPORTUNITY. THANKS, LAUREN.
[01:45:02] COMMISSIONER CHO? NOTHING. COMMISSIONER FELLEMAN? I THINK IT'S WORTHY FOR THE PUBLIC
[01:45:27] WE'RE CALLING A SPECIAL SESSION,
[01:45:31] HAVING TO VOTE, AND NOBODY KNOWS WHAT WE'RE TALKING ABOUT. [LAUGHTER]
[01:45:35] SURE. I'M HAPPY TO ADD A LITTLE COLOR THERE IF THAT'S HELPFUL. THE PORT'S IDC WAS
[01:45:41] ESTABLISHED BACK IN 1982 TO FACILITATE INDUSTRIAL DEVELOPMENT IN KING COUNTY BY
[01:45:46] EFFECTIVELY PROVIDING A FINANCING VEHICLE THROUGH WHICH A PRIVATE COMPANY COULD ACCESS
[01:45:52] THE TAX-EXEMPT MUNICIPAL MARKET WHICH IS EFFECTIVELY WHAT THE PORT DOES WHEN IT ISSUES BONDS

[01:45:57] FOR OUR OWN PROJECTS. SO THE IDC ITSELF IS A CONDUIT. THE IDC DOES NOT
[01:46:03] ACTUALLY LEND ANY MONEY NOR DOES THE PORT. ALL DEBT THAT WOULD BE ISSUED BY A
[01:46:10] BUSINESS THROUGH THE IDC IS NON RECOURSE TO THE PORT AND TO THE IDC. SO
[01:46:17] IN THE REPORT THERE'S A NOTE THAT PRIOR TO 1986 THIS FINANCING VEHICLE WAS A LITTLE
[01:46:24] BIT MORE ROBUST IN THAT MANY MORE PROJECTS WERE ALLOWABLE UNDER FEDERAL LAW. SINCE THAT
[01:46:31] TAX REFORM ACT IN 1986, THE TYPES OF PROJECTS AND FACILITIES THAT WOULD OTHERWISE
[01:46:37] QUALIFY FOR TAX EXEMPT FINANCING GREATLY DIMINISHED AND AS A RESULT THE PORT'S
[01:46:43] IDC'S, AND REALLY IDC'S IN GENERAL, BECAUSE THE PORT'S IDC ISN'T THE ONLY SORT OF THE ONLY
[01:46:48] GAME IN TOWN, THESE IDC'S HAVE SEEN VERY LITTLE IN THE WAY OF NEW FINANCING. THE PORT'S
[01:46:55] IDC HAD I THINK 15 PROJECTS THAT IT HELPED FINANCE
[01:47:01] BETWEEN 1982 AND 86. BUT SINCE THEN THERE'S ONLY BEEN TWO. AND AS OF YEAR END 2019, THERE ARE
[01:47:09] ONLY TWO COMPANIES WITH OUTSTANDING DEBT THAT HAVE BEEN FUNDED THROUGH THE IDC WITH A
[01:47:15] FINAL MATURITY IN 2030. IS THAT HELPFUL?
[01:47:22] COMMISSIONER FELLEMAN, I APPRECIATE YOUR ASKING THAT QUESTION.
[01:47:26] THIS IS AN OBSCURE AREA OF SOME OF
[01:47:30] OUR DUTIES HERE AND THE HATS WE WEAR AS PORT COMMISSIONERS. I THINK IT'S CLEAR THAT IT IS A
[01:47:37] FINANCIAL FINANCING TOOL THAT UTILIZES DEBT. AND THE TYPES OF PROGRAMS OR PROJECTS
[01:47:45] THAT WE CAN FINANCE IS HIGHLY RESTRICTED AND IT HAS NOT BEEN UTILIZED IN RECENT YEARS.
[01:47:52] IS THAT CORRECT SCOTT? THAT'S ACCURATE. CAN YOU TELL US WHAT THE LIMITATIONS OF
[01:47:58] THIS FINANCIAL TOOL EXACTLY ARE? BROADLY SPEAKING FOR A PROJECT TO QUALIFY IT WOULD HAVE TO
[01:48:07] MEET FEDERAL LAW. SO THE SAME FEDERAL REGULATIONS THAT COVER THE PORT'S TAX-EXEMPT
[01:48:15] BOND FINANCING. IT HAS TO
[01:48:19] MEET STATE LAW, RCW AND ALSO HAS TO COMPLY WITH PORT POLICY. I LOOK IT AS A VENN DIAGRAM
[01:48:25] DIAGRAM WHERE YOU HAVE TO FIND THE SWEET SPOT RIGHT IN BETWEEN
[01:48:29] WHERE IT QUALIFIES FOR ALL THREE OF THOSE. WE DID SOME RESEARCH
[01:48:37] A FEW YEARS AGO ON WHAT ARE THE TYPES OF PROJECTS THAT MIGHT QUALIFY. IT'S
[01:48:41] TRANSPORTATION, SOLID WASTE DISPOSAL, THERE'S SMALL MANUFACTURING.
[01:48:47] THOSE WERE THE THREE BUCKETS BROADLY THAT WOULD QUALIFY UNDER BOTH
[01:48:52] FEDERAL IRS TAX CODE AND THE IDC STATUTE.
[01:48:57] BUT THAT'S ONLY PART OF IT. PART OF IT IS WHICH PROJECTS QUALIFY. THOSE HAVE
[01:49:02] BEEN GREATLY REDUCED. THERE'S ALSO THE PART ABOUT DOES IT MAKE SENSE FOR THE
[01:49:07] PRIVATE BUSINESS TO USE AN IDC, OR SPECIFICALLY, THE PORT'S IDC.
[01:49:12] LOOKING AT THE INTEREST RATE ENVIRONMENT, IT IS REALLY A STRONG BENEFIT
[01:49:17] FOR THEM TO USE THE IDC IN THAT
[01:49:21] RIGHT NOW ARE SO LOW THAT
[01:49:25] THERE IS A REAL STRONG BENEFIT FOR THEM TO PURSUE THAT OPTION BECAUSE IT
[01:49:28] DOES COME WITH CERTAIN COSTS, TOO. DISCLOSURE COSTS, OTHER THINGS. SO IN GENERAL
[01:49:37] THE TWO PROJECTS AS A GOOD EXAMPLE THAT ARE CURRENTLY
[01:49:42] OUTSTANDING, CROWLEY HAD DONE SOME DOCK IMPROVEMENTS AT T-16, T-17 I BELIEVE AND THEN
[01:49:50] WE HAVE THE DELTA HANGAR OUT AT THE AIRPORT WHICH IS ACTUALLY CONSTRUCTED BY NORTHWEST BEFORE
[01:49:55] IT WAS
[01:49:57] MERGED WITH WITH DELTA.
[01:50:00] THOSE ARE THE TWO THAT ARE CURRENTLY OUTSTANDING. AS I SAID BEFORE IDC'S
[01:50:06] IN GENERAL, THESE COMPANIES ARE AWARE OF THEM IT'S JUST HOW
[01:50:15] LUCRATIVE THEY REALLY ARE IS
[01:50:19] THE ISSUE. THERE'S NOT A LOT OF BENEFIT AT THIS TIME. THINGS MAY CHANGE.
[01:50:24] THERE COULD BE CHANGES IN REGULATIONS IN THE FUTURE, YOU COULD HAVE, I DON'T
[01:50:28] KNOW IN THE NEAR TERM, BUT YOU COULD HAVE RISING RATES WHERE ALL OF A SUDDEN THAT TAX
[01:50:31] EXEMPTION REALLY DOES LOOK APPEALING. THERE COULD BE OTHER THINGS. SO WE KEEP AN EYE
[01:50:37] ON IT IN THAT SENSE.
[01:50:42] JUST A HYPOTHETICAL HERE. I THINK IT'S IMPORTANT TO
[01:50:47] UNDERSTAND WHAT THIS CAN BE USED FOR AND WHAT CAN'T. I WOULD THROW OUT SOME EXAMPLES
[01:50:54] AND ASK IF YOU COULD RESPOND WITH WHETHER THEY WOULD BE WITHIN THE RANGE OF POTENTIAL
[01:51:01] PROJECTS. LET'S SAY BROADBAND IF WE WANT TO DEVELOP BROADBAND AS A UTILITY. WHAT IF WE WANTED TO
[01:51:07] DO A SOLAR ARRAY TO ADD POWER TO THE TO THE ELECTRIC GRID? WHAT ABOUT SHORE POWER TO THE
[01:51:14] CENTRAL WATERFRONT? WHAT ABOUT SUSTAINABLE FUELS DEVELOPMENT FOR SUPPLYING AVIATION?
[01:51:21] ANY PLAUSIBLE AREAS FOR--
[01:51:25] POSSIBLY. I THINK WHAT I WOULD RECOMMEND IS IF YOU HAVE SPECIFICS IN MIND THAT WE COULD
[01:51:29] MAYBE FOLLOW UP WITH YOU. AS YOU CAN IMAGINE, SOME OF THE TAX
[01:51:34] CODE ISN'T EXACTLY BLACK AND WHITE AND SO WE TYPICALLY LOOP IN LEGAL BOTH INSIDE AND
[01:51:41] EXTERNAL BOND COUNSEL TO LOOK AT THE FACTS AND CIRCUMSTANCES SURROUNDING EACH
[01:51:46] POTENTIAL USE AND WEIGH IN ON THAT MANNER.
[01:51:51] ALL RIGHT. ANY OTHER QUESTIONS OR COMMENTS?

[01:51:55] OKAY.
[01:51:57] INTERESTING TOPIC HERE TO BRIEFLY COVER. HEARING NONE, LET US MOVE ON
[01:52:06] BACK TO OUR REGULAR COMMISSION AGENDA.
[01:52:09] HEARING NO FURTHER BUSINESS OF TO PORT OF SEATTLE INDUSTRIAL DEVELOPMENT
[01:52:12] CORPORATION, THE IDC ANNUAL
[01:52:15] MEETING IS NOW ADJOURNED. THE TIME IS 1:55
[01:52:20] P.M. AND THE PORT OF SEATTLE COMMISSION MEETING IS NOW RECONVENED.
[01:52:26] AND WE WILL MOVE ON TO THE NEXT ITEM OF BUSINESS WHICH IS--.
[01:52:31] ITEM 8C IS AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO ONE, EXECUTE A CONTRACT FOR
[01:52:39] ARCHITECTURE AND ENGINEERING DESIGN SERVICES IN THE AMOUNT NOT TO EXCEED 6
[01:52:44] MILLION TWO HUNDRED THOUSAND DOLLARS; TWO, TO UTILIZE A
[01:52:48] GENERAL CONTRACTOR CONSTRUCTION MANAGER
[01:52:52] AND TO ADVERTISE AND EXECUTE A GC CM CONSTRUCTION CONTRACT FOR PRE-CONSTRUCTION SERVICES; AND
[01:53:01] THREE, USE PORT CREWS FOR PRE-CONSTRUCTION ACTIVITIES FOR THE
[01:53:08] C1 BUILDING EXPANSION PROJECT AT SEATTLE TACOMA INTERNATIONAL AIRPORT IN AN AMOUNT NOT TO
[01:53:14] EXCEED 10 MILLION EIGHT HUNDRED THOUSAND DOLLARS OF A TOTAL ESTIMATED PROJECT COST OF 340
[01:53:20] MILLION DOLLARS.
[01:53:23] DIRECTOR METRUCK. COMMISSIONERS, YOU LAST RECEIVED A BRIEFING ON THIS ITEM AT THE
[01:53:28] MARCH 10TH COMMISSION MEETING. THIS PROJECT WAS AUTHORIZED TO MOVE FORWARD
[01:53:33] AS PART OF THE CAPITAL IMPROVEMENT PLAN MOTION PASSED IN APRIL. UPON COMPLETION, THIS
[01:53:38] PROJECT WILL PROVIDE NEW AIRPORT DINING AND RETAIL OPTIONS, PREMIUM CLUB SPACES,
[01:53:43] NEW OFFICE SPACE FOR TENANTS. PRESENTERS ARE JAMES JENNINGS, ADAM OLSON, AND HEATHER MUNDANE
[01:53:49] AS THEY PRESENT THIS, THEY WILL TALK ABOUT THE CHANGES IN THE POST COVID WORLD AS WE LOOKED
[01:53:54] AT THIS GOING FORWARD. SO WITH THAT I'LL TURN IT OVER TO JAMES.
[01:54:00] ALL RIGHT. THANK YOU COMMISSIONERS, EXECUTIVE DIRECTOR METRUCK. MY NAME IS
[01:54:04] JAMES JENNINGS. I'M THE DIRECTOR OF AVIATION BUSINESS AND PROPERTIES. PRESENTING WITH ME
[01:54:08] TODAY IS ADAM OLSON AND HEATHER MUNDEN FROM OUR PROJECT MANAGEMENT AND ENGINEERING
[01:54:13] TEAMS. WE ARE HERE TODAY TO REQUEST COMMISSION APPROVED TEN POINT EIGHT MILLION DOLLARS IN
[01:54:17] INCREMENTAL DESIGN AND GCM AUTHORIZATION FOR THE CONTINUED DEVELOPMENT OF THE C1 BUILDING
[01:54:23] PROJECT.
[01:54:26] AS STEVE INDICATED WE RECENTLY BRIEFED COMMISSION IN MARCH RIGHT
[01:54:32] BEFORE THE EMERGENT COVID 19 OUTBREAK. AT THAT TIME WE INDICATED WE INTENDED TO RETURN
[01:54:37] SOON TO REQUEST FULL DESIGN AND GCM PROCUREMENT FOR THIS PROJECT. NO SURPRISE WITH THE
[01:54:44] COVID 19 OUTBREAK, WE'VE TAKEN SOME ADDITIONAL TIME TO RETHINK OUR APPROACH AND MAKE SURE WE
[01:54:49] HAD A SOLID JUSTIFICATION AND PLAN TO MOVE FORWARD. THE KEY PART OF THAT PLAN WAS TO CHECK
[01:54:55] IN WITH SOME OF OUR AIRLINE PARTNERS. IT'S IMPORTANT TO REMEMBER HOWEVER THAT THE COSTS
[01:55:00] FOR THIS PROJECT ARE NOT GOING TO HIT THE AIRLINE RATE BASE UNTIL YEARS DOWN THE ROAD.
[01:55:05] BUT WE HAVE WORKED VERY HARD TO POSITION OURSELVES AND OUR AIRLINE
[01:55:11] PARTNERS TO HAVE SUPPORT FOR THIS IMPORTANT FUTURE PROJECT.
[01:55:15] THOSE AIRLINE CONVERSATIONS CHANGED TWO KEY THINGS: WE'VE DELAYED OUR INCLUSION OF THIS
[01:55:21] PROJECT IN THE MOST RECENT MII BALLOT THAT'S THE MAJORITY INTEREST VOTE THAT'S
[01:55:26] CURRENTLY PART OF THE SIGNATORY LEASE AND OPERATING AGREEMENT. THIS MII VOTE IS NOT REQUIRED
[01:55:32] UNTIL CONSTRUCTION AUTHORIZATION. ADDITIONALLY WE DECREASED THE ORIGINAL ASK TO
[01:55:38] COMMISSION TODAY. ORIGINALLY THE FULL ASK WAS GOING TO BE UPWARDS OF SEVENTY TWO MILLION
[01:55:44] DOLLARS WHEREAS TODAY WE'RE TAKING AN INCREMENTAL APPROACH IN REQUESTING TEN POINT EIGHT
[01:55:49] MILLION DOLLARS.
[01:55:51] THIS DECREASE COMMISSION REQUEST REPRESENTS AN INCREMENTAL APPROACH TO KEEP THE PROJECT
[01:55:56] MOVING FORWARD WHILE NOT COMMITTING TO THE ENTIRETY OF THE DESIGN GCM AUTHORIZATION.
[01:56:02] ALASKA AIRLINES WORKED WITH US TO DEVELOP THIS INCREMENTAL APPROACH AND ARE IN SUPPORT OF
[01:56:06] OUR COMMISSION REQUEST TODAY. ALSO SINCE WE LAST CAME TO COMMISSION IN MARCH, THE STATE
[01:56:11] ENVIRONMENTAL POLICY ACT, SEPA CAME OUT WITH A DETERMINATION OF NON SIGNIFICANCE FOR THIS C1
[01:56:17] PROJECT. THIS IS AN IMPORTANT POSITIVE MILESTONE TO KEEP THIS CRITICAL ON TRACK.
[01:56:25] I WILL HAND IT OVER TO ADAM OLSEN.
[01:56:33] ADAM YOU SHOULD BE UNMUTED.
[01:56:40] LET ME MUTE AND SEND THE PROMPT AGAIN.
[01:56:45] THERE WE GO I THINK. YOU CAN HEAR ME NOW? YES WE CAN. THANK YOU VERY MUCH. GOOD AFTERNOON
[01:56:50] COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. MY NAME IS ADAM OLSEN, PROJECT MANAGER
[01:56:54] WITH THE AVIATION PROJECT MANAGEMENT GROUP.
[01:57:05] [INAUDIBLE]
[01:57:09] THE AUTHORIZATION THAT WE'RE REQUESTING TODAY WILL ALLOW PORT STAFF TO MOVE FORWARD WITH
[01:57:14] SEVERAL ELEMENTS OF OUR DESIGN. WE WILL BE ABLE TO PROCURE A
[01:57:16] DESIGN FIRM, DEVELOP ARCHITECTURAL
[01:57:19] CONCEPTS, DEVELOPED 30% DESIGN DOCUMENTS, DEVELOP SUSTAINABILITY OPTIONS, AND

[01:57:24] PROCURE A GCM THAT WE'LL PERFORM PRE-CONSTRUCTION SERVICES. THESE ARE SUBSTANTIAL MILESTONES THAT
[01:57:30] WILL ALLOW THE PROJECT TO MOVE FORWARD WITHOUT OVER COMMITTING CAPITAL IN THIS TIME OF
[01:57:34] ECONOMIC UNCERTAINTY. IF I COULD ASK FOR THE NEXT SLIDE PLEASE.
[01:57:42] GREAT THANK YOU. THE FIRST SLIDE IS A HIGH-LEVEL OVERVIEW OF THE C1 BUILDING EXPANSION SCOPE. WE
[01:57:48] WILL BE ADDING TWO FLOORS OF NEW ADR LOCATIONS, CONSTRUCTING NEW LEASABLE OFFICE SPACE, AND
[01:57:54] WE WILL HAVE THE ABILITY TO CONSTRUCT TWO NEW PREMIUM LOUNGES.
[01:57:58] NEXT SLIDE PLEASE.
[01:58:02] I WANTED TO SPEAK BRIEFLY TODAY ABOUT OUR DESIGN APPROACH FOR THE C1 BUILDING SINCE IT IS
[01:58:07] SUCH A LARGE PROJECT. SO AT THIS POINT THE PROJECT TEAM HAS CREATED A PROJECT DEFINITION
[01:58:12] DOCUMENT OR PDD. A PDD IS A SCOPE OF WORK THAT HAS BEEN REVIEWED
[01:58:14] AND VETTED BY INTERNAL STAKEHOLDERS
[01:58:17] SUCH AS OPERATIONS, MAINTENANCE, FACILITIES, AND INFRASTRUCTURE. A PD IS A DOCUMENT
[01:58:22] THAT IS THE FOUNDATION THAT THE DESIGNER THAT WE HIRE AFTER THIS AUTHORIZATION WILL BUILD
[01:58:26] ON TO DEVELOP OUR FINAL PROJECT DESIGN.
[01:58:29] IN ADDITION TO THE PDD, THE C1 PROJECT IS GOING TO BE DESIGNED TO BUDGET. THIS WILL BE
[01:58:34] ACCOMPLISHED WITH INTERNAL DISCIPLINE TO PREVENT SCOPE CREEP BY HIRING A DESIGN TEAM
[01:58:38] THAT HAS EXPERIENCE ADJUSTING DESIGN SCOPE TO MEET PROJECT BUDGET AND BY USING GCM TO BACK
[01:58:44] CHECK REPORT ESTIMATES AND SCHEDULE
[01:58:50] AT EACH MAJOR MILESTONE.
[01:58:52] DURING OUR DESIGN PROCUREMENT, THE PROJECT TEAM WILL BE ASKING PROPOSERS TO BRING INNOVATIVE
[01:58:56] IDEAS FOR THE DESIGN AND SUSTAINABILITY TO THE PORT'S SELECTION TEAM.
[01:59:01] NEXT SLIDE PLEASE.
[01:59:06] C1 FOLLOWS THE NEW REQUIREMENT THAT LARGE PROJECTS
[01:59:08] PERFORM AN INDEPENDENT ESTIMATE.
[01:59:10] THE PROJECT TEAM HAD THE INDEPENDENT ESTIMATOR PROVIDE THEIR OWN CONSTRUCTION ESTIMATE
[01:59:14] BASED ON THE SCOPE OF WORK OUTLINED IN THE PDD DOCUMENT. THE RESULTS WERE VERY POSITIVE
[01:59:19] WITH THE TWO ESTIMATES BEING WITHIN 10% OF EACH OTHER.
[01:59:23] NEXT SLIDE PLEASE.
[01:59:27] SO THIS IS A SLIDE I THINK THE COMMISSION IS PROBABLY FAMILIAR WITH. THIS IS THE CONE
[01:59:31] OF CERTAINTY. THIS JUST ILLUSTRATES GRAPHICALLY WHERE WE'RE AT IN OUR PROCESS TODAY
[01:59:36] AND HOW CERTAIN WE ARE WITH OUR PRICING.
[01:59:41] NEXT SLIDE PLEASE.
[01:59:45] C1 IS GOING TO BE THE FIRST PROJECT TO GO THROUGH THE SPARK PROCESS. IT'S ALSO THE FIRST
[01:59:49] PROJECT TO BE IDENTIFIED AS A TIER 3 PROJECT. THAT MEANS THIS PROJECT WILL INCORPORATE A HIGH
[01:59:54] LEVEL OF SUSTAINABILITY. THIS AUTHORIZATION WILL ALLOW THE PROJECT TEAM TO DEVELOP
[01:59:59] SUSTAINABILITY OPTIONS FOR THE COMMISSION'S SUSTAINABILITY COMMITTEE TO REVIEW AND PROVIDE
[02:00:03] INPUT AND DIRECTION ON. WE ANTICIPATE RETURNING TO
[02:00:08] THIS COMMITTEE AT 30% WITH OPTIONS BOTH FOR SUSTAINABILITY AND FOR
[02:00:14] TOTAL COST OWNERSHIP.
[02:00:17] NEXT SLIDE. AND AT THIS POINT I'M GOING TO TURN THE PRESENTATION OVER TO HEATHER
[02:00:22] FOR ADDITIONAL DETAILS.
[02:00:28] LET ME GET HEATHER UNMUTED.
[02:00:35] HEATHER, YOU DID YOU RECEIVE AN UNMUTE PROMPT?
[02:00:39] GOT IT. THANK YOU.
[02:00:42] THANK YOU AND THANK YOU ADAM AND JJ. GOOD AFTERNOON. MY NAME IS HEATHER MUNDUN. I AM A
[02:00:47] CONSTRUCTION MANAGER IN ENGINEERING. AS PREVIOUSLY MENTIONED, THIS AUTHORIZATION
[02:00:52] ALLOWS FOR THE PROCUREMENT OF A GCCM AND FUNDING FOR THE PRE-CONSTRUCTION PHASE. THAT
[02:00:58] INCLUDES SURVEYING EXISTING CONDITIONS, PROVIDING EARLY SCHEDULES AND ESTIMATES. WE ALSO
[02:01:04] HAVE THE ACTIONS TO UTILIZE AN MCCM AND ECCM FOR THE MECHANICAL AND ELECTRICAL
[02:01:10] SCOPES FOR THIS PROJECT. NEXT SLIDE PLEASE.
[02:01:17] THERE ARE A VARIETY OF BENEFITS ASSOCIATED WITH THE USE OF GCM. THIS PROJECT WILL HAVE THE GCM
[02:01:24] TEAM WORKING HAND-IN-HAND WITH THE DESIGN TEAM AND PORT. THE GCCM WILL BRING VALUABLE
[02:01:30] EXPERTISE AND COLLABORATION ON SCHEDULE, PHASING, DESIGN, AND COST ESTIMATION THAT WILL HELP
[02:01:36] US MAINTAIN THE BUDGET. ADDITIONALLY, THE USE OF ECCM AND MCCM CAN ALLOW EARLY DESIGN
[02:01:43] INPUT ON THE CATEGORY ELECTRICAL SCOPE WHICH CAN ALSO HELP IN MAINTAINING THE BUDGET.
[02:01:50] NEXT SLIDE ACTUALLY CONCLUDES THE PRESENTATION. THANK YOU FOR YOUR TIME. ARE
[02:01:55] THERE ANY QUESTIONS?
[02:01:59] LET'S MOVE ON TO THE COMMISSIONER QUESTIONS.
[02:02:03] STARTING WITH COMMISSIONER BOWMAN.
[02:02:07] GREAT. THANK YOU.
[02:02:09] MY QUESTION I'VE GOT SEVERAL. FIRST ONE FOR JJ. YOU
[02:02:16] SAID THAT YOU HAD SPOKEN WITH THE AIRLINES BUT YOU DIDN'T SAY WHAT THEY SAID. WHAT DID THEY
[02:02:20] SAY ABOUT THIS PROJECT? HAPPY TO SHARE ABOUT THAT. AS YOU CAN

[02:02:25] IMAGINE IN THE CURRENT ECONOMIC CLIMATE ALL OF OUR CARRIERS ARE VERY CAUTIOUS
[02:02:31] ABOUT SPENDING AND IN THEIR MINDS ARE FOCUSED ON SHORT TERM NOT THINKING FIVE
[02:02:39] AND SIX YEARS DOWN THE ROAD. SO THERE WAS SOME RECOGNITIONS THAT THE NEED
[02:02:46] PRECOVID WAS THERE AND IS THERE AND IN SOME SENSE THAT DEMAND AT THE AIRPORT HAS
[02:02:55] EXCEEDED THE CAPACITY WE HAVE. SO WE HAVE A LITTLE BIT OF AN OPPORTUNITY TO PLAY
[02:02:59] CATCH-UP AND SO THAT'S REALLY WHAT THIS IS, IS AN OPPORTUNITY TO PROGRESS THIS PROJECT SO
[02:03:05] THAT BY THE TIME WE'RE ABLE TO GET IT IN PLACE, THE DEMAND WILL BE THERE AGAIN. BUT NO
[02:03:13] DOUBT THE FEEDBACK WAS LET'S SPEND WHAT WE NEED TO TO KEEP THE PROJECT
[02:03:19] MOVING WHILE THE FUTURE BEGINS TO BECOME CLEAR AND SO THAT'S ESSENTIALLY WHAT WE DID. WE
[02:03:25] REFINED OUR ASKED TO REQUEST JUST AN INCREMENTAL PORTION TO KEEP US MOVING. AS THE WE GET
[02:03:33] SIX MONTHS, NINE MONTHS DOWN THE ROAD WE CAN BETTER UNDERSTAND DOES IT MAKE SENSE
[02:03:38] TO CONTINUE DESIGN AND GO ON FROM THERE.
[02:03:43] SO TO GET MORE SPECIFIC, THE MAJOR CARRIERS ARE SUPPORTIVE OF THIS REQUEST
[02:03:51] COMING FORWARD TODAY?
[02:03:53] THE OFFICIAL REQUEST ASKED US TO REMOVE IT FROM
[02:04:00] FROM THE MII BALLOT JUST BECAUSE OF THE TIMING AND IN SO DOING WE HAD SOME COLLABORATION
[02:04:06] WITH ALASKA AIRLINES. IT'S PREDOMINANTLY WITH THEIR AIRLINE TECHNICAL
[02:04:10] REPRESENTATIVE TO BASICALLY REFINE AND DETERMINE WHAT A MORE INCREMENTAL APPROACH MIGHT
[02:04:17] BE. SO WE'VE HAD THREE BRIEFINGS AT THE AAA C WITH TWO OF THOSE
[02:04:25] PRIOR TO COVID AND THERE WAS GENERAL SUPPORT FOR THE PROJECT. AGAIN MOST RECENTLY
[02:04:32] THE THE COST SENSITIVITIES OF ALL THE AIRLINES ARE TOP OF MIND AND A POINT THAT ANY COSTS
[02:04:39] ASSOCIATED WITH THIS PROJECT WON'T ACTUALLY IMPACT THE CARRIER'S UNTIL THE
[02:04:45] THE PROJECT IS CONSTRUCTED MANY YEARS DOWN THE ROAD.
[02:04:49] SO TWO OTHER QUESTIONS: WHAT IS THE ESTIMATED CONSTRUCTION COMPLETION AT THIS POINT?
[02:04:57] ADAM, RESPOND TO THAT. SO I CAN TAKE THAT. SO RIGHT NOW THE ESTIMATED
[02:05:02] CONSTRUCTION COMPLETION IS 2027. HOWEVER I WILL SAY THAT WE ARE GOING TO BE WORKING WITH THE
[02:05:06] GCM TO PULL THAT IN WE BELIEVE SIGNIFICANTLY. IT IS AN OCCUPIED BUILDING SO WE KIND OF HAVE TO
[02:05:11] MOVE PEOPLE AROUND AS WE BUILD. THAT'S EXTENDS THE DURATION BUT WE'RE
[02:05:16] HOPEFUL THAT WE CAN GET SOME INNOVATION FROM THE GCM TO BRING THAT IN.
[02:05:20] OKAY AND THEN JUST TWO MORE QUESTIONS. ALL THE COMMISSIONERS HAVE BEEN ASKING
[02:05:25] OF ALMOST ALL THE PROJECTS. TO WHAT EXTENT DO YOU BELIEVE THAT THE PROJECT BUDGET
[02:05:32] NOW REFLECTS WHAT I WOULD CALL THE COVID PREMIUM IN TERMS OF
[02:05:39] THE CONTRACTORS HAVING TO MAKE SIGNIFICANT ADJUSTMENTS TO THE CONSTRUCTION SITE: HEALTH AND
[02:05:45] SAFETY FOR THEIR WORKERS.
[02:05:50] HAVE WE FACTORED THAT INTO THIS PROJECT? SO WE HAVE NOT CHANGED THE PROJECT BUDGET SINCE WE
[02:05:56] INTERNALLY GOT APPROVAL. I WILL SAY THAT WE ARE FAR ENOUGH OUT RIGHT NOW THAT A
[02:06:02] LOT OF ITEMS CAN CHANGE EITHER WAY. SO I HAVE NOT ADDED AN ADDITIONAL LINE ITEM
[02:06:08] FOR THAT. I DO THINK WE WILL HAVE TIME FOR THAT BUT I WOULD ALSO BE HOPEFUL THAT BY THE
[02:06:13] TIME WE ARE READY TO BUILD THIS THAT THOSE IMPACTS WOULD BE MUCH MORE MINIMAL THAN WHAT WE
[02:06:17] WOULD SEE TODAY. YEAH I'LL JUST JUST ADD. WE'RE IN
[02:06:23] THAT EARLY DESIGN STAGE AT THIS POINT AND THERE'S SEVERAL THINGS GOING FORWARD
[02:06:28] THAT COULD HAPPEN. DEMAND FOR CONSTRUCTION IN OUR REGION MAY BE CHANGING,
[02:06:36] AS YOU INDICATE THE COSTS ASSOCIATED WITH CONSTRUCTION IN THE NEW
[02:06:41] ENVIRONMENT MAY BE CHANGING. THAT'S REALLY WHY WE SHOW THAT KIND OF CERTAINTY THAT THERE'S
[02:06:46] STILL SOME UNKNOWNNS ASSOCIATED WITH THE THE TOTAL PROJECT SCOPE AND
[02:06:51] RIGHT NOW WE WHAT WE DETERMINED IS IT'S A VIABLE PROJECT THAT WE WANT
[02:06:58] TO CONTINUE TO PROGRESS AND HOPEFULLY AS WE GET A LITTLE BIT FURTHER DOWN THE ROAD SOME
[02:07:03] OF THOSE DETAILS WILL BEGIN TO BE CLEAR AND WE CAN BETTER REFINE AND TIGHTEN UP WHAT THE
[02:07:09] PROJECT BUDGET ULTIMATELY WILL BE. OKAY I JUST TWO MORE COMMENTS AND THEN I'LL PASS IT
[02:07:14] OFF TO MY COLLEAGUES. SO FIRST I JUST WANTED TO COMMENT. JJ, IN ONE OF YOUR OWN IN REMARKS YOU
[02:07:20] SAID THAT THE AIRLINES WERE ONLY LOOKING AT THE NEAR TERM AND WEREN'T THINKING ABOUT THE
[02:07:24] FUTURE. QUITE FRANKLY I DON'T THINK THAT THAT'S ACCURATE. I THINK THEY'RE VERY MUCH
[02:07:29] THINKING ABOUT WHAT'S GOING TO HAPPEN TO THREE, FIVE YEARS FROM NOW AND WHETHER THEY CAN
[02:07:33] SURVIVE.
[02:07:35] AND THEN SECOND THIS GOES TO MY COMMENT EARLIER IN THE MEETING ABOUT CHALLENGING ALL OF OUR
[02:07:40] ASSUMPTIONS.
[02:07:42] STEVE I WILL SUPPORT THIS PROJECT MOVING FORWARD AT THIS STAGE RIGHT NOW. BUT I AM URGING
[02:07:48] YOU TO TAKE A HARD LOOK AND BRING BEFORE THE COMMISSION THE ENTIRE PLAN FOR THE AIRPORT.
[02:07:54] BECAUSE IT CANT BE BROUGHT TO US
[02:08:00] PIECEMEAL. THINGS HAVE CHANGED AND EVERYBODY IN THE AIRLINE INDUSTRY FROM THE BOEING
[02:08:07] CORPORATION TO THE CEOS OF THE AIRLINES ALL HAVE BEEN SAYING PUBLICLY THAT THEY ANTICIPATE
[02:08:14] THAT IT WILL TAKE THREE, FIVE, MAYBE SEVEN YEARS FOR AIR TRAFFIC TO RETURN TO 2019 LEVELS
[02:08:21] IF IT EVEN DOES. AND SO I'M URGING YOU TO RECONSIDER OUR UNDERLYING ASSUMPTIONS. I AM ALL

[02:08:29] FOR JUMPING FORWARD ON A PROJECT IF WE CAN GET AHEAD OF IT
[02:08:36] AND I HAVE ALWAYS BEEN VERY SUPPORTIVE OF THE C1. IT'S AN INTERESTING PROJECT. IT ADDS
[02:08:41] A LOT OF NEW AND DIFFERENT CAPACITY TO THE AIRPORT AND IT'S DONE VERY CREATIVELY SO
[02:08:47] KUDOS TO THE STAFF. THIS ISN'T ABOUT THE PROJECT ITSELF BUT I'M ASKING YOU TO
[02:08:52] REALLY CONSIDER RESPONDING TO THE CONDITIONS IN FRONT OF US AND JUST TESTING THE
[02:08:58] ASSUMPTIONS. IS THIS IT THE SAME PROJECT THAT WE THOUGHT IT WAS BACK IN JANUARY? SO AGAIN I'LL
[02:09:05] SUPPORT THIS MOVING FORWARD BUT STEVE I VERY MUCH EXPECT THAT AS WE GO THROUGH THE BUDGET
[02:09:09] PROCESS THAT YOU'RE TAKING A HARD LOOK AT ALL OF THE PROJECTS THROUGHOUT THE PORT
[02:09:14] BUT IN PARTICULAR AT THE AIRPORT WHICH HAS BEEN HIT HARDEST BY THE SITUATION.
[02:09:20] THANK YOU.
[02:09:22] COMMISSIONER BOWMAN, I JUST WANT TO ACKNOWLEDGE THAT I HEAR YOU ON THAT IN THAT SINCE
[02:09:26] WE CAN'T BE MAKING EYE CONTACT THAT I DO HEAR YOU. AND AS WE LOOK
[02:09:31] AT THAT, WE HAVE BEEN LOOKING AT THAT, BUT TO GET BACK TO YOU WITH THAT AS WE CONSIDER
[02:09:35] OUR COMPETE VIEW OF ALL THE PROJECTS THAT ARE ONGOING AT THE PORT INCLUDING
[02:09:39] AVIATION.
[02:09:42] OKAY I'D LIKE TO HEAR FROM OTHER COMMISSIONERS. COMMISSIONER CALKINS?
[02:09:49] ALL RIGHT SO I'VE GOT A FEW QUESTIONS AS WELL. AND I APPRECIATE THE STAFF'S
[02:09:56] CALLING AN AUDIBLE AND MOVING FROM SIGNIFICANTLY HIGHER AUTHORIZATION REQUEST TO A
[02:10:03] REQUEST THAT ALLOWS FOR THE DESIGN TO CONTINUE BUT DOES NOT
[02:10:08] CREATE SUCH A HUGE SUNK COST LINE THAT IT BECOMES DIFFICULT FOR US TO ULTIMATELY DECIDE
[02:10:14] THAT IT MAY NOT BE WISE TO MOVE FORWARD WITH.
[02:10:19] SO WHEN I WAS READING THROUGH THE SUPPORTING DOCUMENTS I WAS RECALLING EARLY
[02:10:26] ON IN MY TERM A PRESENTATION ABOUT OUR ADR PROGRAM AND NON AERONAUTICAL REVENUES AND IT
[02:10:34] BEING EMPHASIZED THAT COMPARED TO OUR PEER AIRPORT,S WE LAG IN TERMS OF SPENDING PER PASSENGER.
[02:10:42] I DON'T REMEMBER EXACTLY WHAT THE METRIC WAS BUT THAT'S IN PART BECAUSE RELATIVE
[02:10:47] TO THE NUMBER OF PASSENGERS WE HAVE COMING THROUGH THE TERMINAL,
[02:10:50] WE HAVE A SMALLER AMOUNT OF RETAIL
[02:10:52] SPACE. SO EVEN WERE WE TO NOT RETURN TO 2019 LEVELS FOR A FEW YEARS OR EVEN
[02:11:02] APPROACHING THAT LET'S SAY IN 2027 WHEN THIS FACILITY IS TO OPEN, I THINK AT
[02:11:08] THAT LEVEL WE WILL CAPTURE A SIGNIFICANTLY INCREASED AMOUNT OF REVENUE FOR TENANTS AND
[02:11:18] THEREFORE THE PORT BY OPENING A FACILITY LIKE THIS.
[02:11:23] I AGREE WITH COMMISSIONER BOWMAN THAT BEFORE WE MAKE ANY FINAL DECISION ON THIS WE NEED
[02:11:28] TO UNDERSTAND WHERE THE COMMERCIAL AVIATION INDUSTRY IS HEADED IN THE NEXT FIVE TO
[02:11:34] SEVEN YEARS AND SO I THINK THIS BALANCED APPROACH, A SMALLER AUTHORIZATION TO ALLOW THE
[02:11:39] PROJECT TO CONTINUE, BUT NOT ONE THAT THAT ESSENTIALLY SETS THE COURSE IS A WISE IDEA. I WANTED
[02:11:48] TO ASK OUR PRESENTERS SO THE PAYBACK PERIOD ON THIS IS ESTIMATED RIGHT NOW IN ABOUT 14
[02:11:55] YEARS FROM THE DATE OF OPENING.
[02:11:58] IS THAT ALTERED BY
[02:12:01] THE SIGNIFICANT DROP-OFF IN THE SHORT-TERM OF PASSENGERS? AND FURTHERMORE,
[02:12:09] BEYOND THAT 14 YEARS, WHAT IS THE ESTIMATED USABLE LIFESPAN OF THIS BUILDING?
[02:12:15] SO I'LL DO MY BEST TO RESPOND TO THAT COMMISSIONER CALKINS.
[02:12:21] THE BUSINESS CASE WAS BASED ON A VERY CONSERVATIVE FORECAST OBVIOUSLY PRE-COVID.
[02:12:30] THE ANTICIPATED LEVEL OF ACTIVITY AT THE TIME OF OPENING, THERE
[02:12:36] WERE ASSUMPTIONS IN PLACE. THE REALITY IS THAT THE FINANCIAL
[02:12:43] VIABILITY OF THIS PROJECT IS VERY STRONG AND SO BACK TO YOUR POINT ABOUT THE DEFICIENCY OF
[02:12:49] AIRPORT AND DINING RETAIL SPACE. WE DID A STUDY A NUMBER OF YEARS AGO BEFORE THE
[02:12:56] LAST COUPLE OF YEARS OF SIGNIFICANT GROWTH AND WE DETERMINED AT THAT TIME WE WERE
[02:13:02] 30,000 SQUARE FEET SHORT IN WHAT WAS SUSTAINABLE, OR OUR DEMAND OR ACTIVITY COULD
[02:13:09] JUSTIFY IN THE C AND D CONCOURSE AREA. AND THOSE OF YOU THAT HAVE TRAVELED THROUGH
[02:13:15] SEATAC PRE-COVID REALIZE THAT IF YOU TRY TO GET A CUP OF COFFEE OR A SANDWICH
[02:13:23] ON CONCOURSE C AT THE BEACHES CHEESE, OFTEN THE LINES WERE LONG AND MANY
[02:13:31] PEOPLE WALK AWAY. SO THE REVENUE THAT WE
[02:13:37] HAVE BEEN LEAVING ON THE TABLE HAS BEEN SIGNIFICANT.
[02:13:42] SO THIS REALLY IS DESIGNED TO MEET DEMAND AT THE 2019- 2020 LEVEL. IN FACT THAT'S ONE OF THE
[02:13:51] THE REQUIREMENTS IN ORDER TO SEGREGATE THIS PROJECT FROM OUR SAMP PROJECTS AGAINST SAMP FOR
[02:13:59] THE FUTURE, THIS PROJECT IS FOR TODAY. AND IN FACT WE HAD TO GO THROUGH A FAIRLY EXHAUSTIVE
[02:14:04] EXERCISE TO VALIDATE THAT THE DEMAND FOR THIS PROJECT ACTUALLY WAS CURRENT SO IF WE
[02:14:11] ANTICIPATE GETTING BACK TO THE PRE COVID LEVELS, THIS PROJECT IS VERY VIABLE. BACK TO
[02:14:18] YOUR QUESTION ABOUT THE LONG-TERM ASSET LIFE. I BELIEVE TYPICALLY FOR A BUILDING OF
[02:14:24] THIS TYPE WE CARRY ABOUT A 50-YEAR ASSET LIFE. BUT I WOULD NEED TO CHECK BACK WITH OUR
[02:14:28] FINANCE AND ACCOUNTING FOLKS TO TO CONFIRM THAT. AND THEN JUST FINALLY TO COMMENT ON ANOTHER
[02:14:36] PART OF THIS PROJECT THAT I THINK OUR PASSENGERS WILL APPRECIATE IS THAT THERE'S
[02:14:42] ASPECTS OF IT, INCLUDING A POST SECURITY MEDITATION ROOM, A NURSING MOTHERS ROOM, ADDITIONAL

[02:14:47] RESTROOMS, AND THEN OF COURSE LOTS MORE SPACE FOR JUST SIMPLY CIRCULATING WHEN YOU'RE AT THE
[02:14:52] AIRPORT. SO I THINK BY AND LARGE SHOULD WE SEE A RETURN TO PASSENGER NUMBERS COMMENSURATE
[02:15:00] WITH WHAT WE SAW IN LATE 20 TEENS THEN THIS IS
[02:15:05] VERY LIKELY TO BE A PROJECT THAT THE COMMISSION WILL AUTHORIZE IN THE FUTURE.
[02:15:10] THANK YOU.
[02:15:12] COMMISSIONER CHO.
[02:15:17] I DON'T HAVE MUCH TO ADD. [INAUDIBLE] COMMISSIONER FELLEMAN?
[02:15:32] ALL RIGHT. THANK YOU.
[02:15:36] ONE OF THE THINGS THAT
[02:15:39] I UNDERSTOOD THAT WAS ORIGINALLY THIS WAS ONE OF THE FIRST PROJECTS THAT
[02:15:43] WE WERE GOING TO GO THROUGH THE WHOLE SUSTAINABILITY
[02:15:45] MATRIX TO REVIEW HOW TO BUILD SUCH A LONG-LASTING NEW TERMINAL
[02:15:55] IN THE HIGHEST ENVIRONMENTAL STANDARDS GIVEN THAT THIS IS ONE OF THE PLACES WHERE WE CAN
[02:15:59] REALLY CONTROL OUR GREEN GAS EMISSIONS COMPLETELY WITHIN PORT AUTHORITY.
[02:16:06] I KNOW DUE TO
[02:16:08] HIRING FREEZES AND STUFF LIKE THAT THE
[02:16:12] FULL BUILD-OUT OF OUR CENTER FOR EXCELLENCE IS BEING AT LEAST TEMPORARILY DELAYED.
[02:16:19] HOWEVER I WAS ENCOURAGED BY GETTING A SECOND BRIEFING ON THIS PROJECT TO LEARN THAT
[02:16:26] A LOT OF THESE DESIGN ELEMENTS ARE BEING
[02:16:30] INCORPORATED WITH IN-HOUSE TALENT TO EMBRACE THE GOALS OF THE COMMISSION AS WE'VE
[02:16:37] ARTICULATED IN OUR GREENHOUSE GAS REDUCTION AMBITIONS. AND I JUST WANT TO MAKE SURE THAT AS
[02:16:44] WE PROGRESS WITH THIS PROJECT GIVEN THE UNCERTAINTIES WE'VE ALL ARTICULATED THAT COST
[02:16:51] SAVINGS ARE NOT GOING TO BE ACHIEVED BY ERODING SOME OF THOSE AFOREMENTIONED
[02:16:56] ESTABLISHED GOALS. AND SO WHILE WE HAVE OF CHALLENGES OF UNCERTAINTY INTO THE FUTURE AT
[02:17:03] THIS POINT
[02:17:05] WHICH MAY LEAD TO ATTEMPTS AT BELT-TIGHTENING, I WANT TO MAKE SURE THAT THOSE
[02:17:11] CONSIDERATIONS FOR THIS PROJECT DO NOT INCLUDE REDUCTIONS IN THESE IMPORTANT GREENHOUSE GAS
[02:17:18] REDUCTION EFFORTS. WHICH WE'RE NEVER GOING TO GET BACK UNLESS WE INVEST INTO THEM NOW.
[02:17:26] SO COMMISSIONER I'LL SPEAK TO THAT A LITTLE BIT. NO DOUBT A PROJECT OF THIS SCALE
[02:17:32] AND COST AND THE ENVIRONMENT AND THE ROAD THAT WE SEE AHEAD,
[02:17:37] NO DOUBT THERE WILL LIKELY BE SOME COMPETING PRIORITIES. I GUESS US AS STAFF, WHAT WE
[02:17:42] CAN COMMIT TO, IS THAT AS WE FURTHER DEVELOP THE DESIGN AND UNDERSTAND WHAT TRADE-OFFS
[02:17:48] THERE ARE, SPECIFICALLY IN REGARDS TO THE ENVIRONMENTAL COMPONENTS, WE NO DOUBT WILL
[02:17:53] MAKE THAT VISIBLE TO OUR SO THAT YOU CAN HELP GUIDE US AND MAKE THOSE THOSE KEY DECISIONS.
[02:18:00] AS ADAM INDICATED, WE'VE STRATEGICALLY POSITIONED
[02:18:05] OURSELVES TO TRY AND MAINTAIN A CERTAIN COST FOR THIS BUDGET FOR THIS PROJECT. THAT'S ALWAYS
[02:18:12] GOING TO BE DIFFICULT TO MANAGE AS WE MANAGE THAT SCOPE. BUT SPECIFIC TO THE ENVIRONMENTAL
[02:18:18] COMPONENTS, NO DOUBT WE HAVE THE VEHICLE OF THE THE SPARK COMMITTEE AND THE VISIBILITY
[02:18:23] ASSOCIATED WITH THAT AND THAT WILL BE A GOOD VALUABLE TOOL TO MAKE SURE THAT WE HAVE THE
[02:18:29] RIGHT SCOPE DEVELOPED TO MAINTAIN THOSE ENVIRONMENTAL STRATEGIES.
[02:18:36] IF YOU DON'T MIND, I'D LIKE TO ADD. ONE OF THE THINGS WE'LL BE LOOKING AT ALSO IS THE
[02:18:39] TOTAL COST OF OWNERSHIP. SO IT MAY BE THAT WE COME BACK TO THE COMMISSION AND SAY
[02:18:44] HEY IF YOU GUYS AUTHORIZE AN ADDITIONAL MILLION DOLLARS WE THINK WE CAN SAVE ON
[02:18:50] THE LONGEVITY THROUGH SUSTAINABILITY INITIATIVES, 5 MILLION AS AN EXAMPLE. SO WE'LL
[02:18:54] BE LOOKING AT THE LONG-TERM INVESTMENT AS WELL NOT JUST THE UPFRONT.
[02:18:59] I'LL JUST ADD ONE MORE THING. THESE THIS TEN POINT EIGHT MILLION DOLLARS INCLUDES
[02:19:05] SOME STUDIES AND SOME SUPPORT REALLY TO HELP US FIGURE OUT SOME OF THOSE ENVIRONMENTAL
[02:19:10] PROJECTS SCOPES AND ELEMENTS AND HOW THEY MIGHT BENEFIT THE PROJECT. SO THAT'S ONE OF THE
[02:19:15] KEY COMPONENTS THAT WILL BE DEVELOPED IN THE FRONT WORK.
[02:19:20] THANK YOU FOR THE REASSURANCE.
[02:19:24] I HAVE A COUPLE OF QUESTIONS. THIS IS
[02:19:29] ON THE PATH OF BEING A NEXT LARGEST CAPITAL PROJECT AT SEA-TAC I THINK WITH REGARD TO
[02:19:36] WHAT WE HAVE CURRENTLY UNDERWAY
[02:19:39] AT 340 MILLION, THE ESTIMATED EVENTUAL COST. AND WE'RE NOT APPROVING THAT NOW
[02:19:46] BUT WE ARE HEADING DOWN A PATH HERE AND I UNDERSTAND THAT THIS
[02:19:52] PROGRAM WAS DEVELOPED THROUGH THE PROJECT DEFINITION
[02:19:58] PROCESS, THE PDP, AND THAT THE SCOPE WAS DETERMINED THROUGH THAT PROCESS AND I ALSO AM
[02:20:05] GUESSING THAT WAS PRE-COVID. THE SCOPE, SPECIFICALLY THE BUILDING PROGRAM ITSELF,
[02:20:12] WAS DEVELOPED THROUGH THAT INTERNAL STAFF PROCESS.
[02:20:18] AND MY QUESTION HERE IS HOW FIXED IS THAT SCOPE AT THIS POINT? AND HOW SHOULD IT
[02:20:25] BE INFORMED BY THE NEW POST COVID ENVIRONMENT THAT WE'RE WORKING UNDER AND WITH
[02:20:33] THE UNCERTAINTIES THAT WE HAVE BEFORE US IN THAT REGARD? AND I'LL JUST GIVE AN EXAMPLE. THIS
[02:20:38] THIS PROJECT IS AN AIRPORT EXPANSION PROJECT.

[02:20:43] IT WOULD EXPAND AIRPORT DINING AND RETAIL. THE DINING AND RETAIL SMALL BUSINESSES,
[02:20:49] SOME OF ARE SAYING WELL WE'RE ADDING TOO MUCH IN DINING AND RETAIL. IT'S NOT SUSTAINABLE
[02:20:55] FINANCIALLY. AND IT WON'T BE IF WE CONTINUE TO ADD MORE CONCESSIONS AT THE AIRPORT.
[02:21:03] OBVIOUSLY THERE ARE OTHER FACTORS IN THERE BUT IF WE'RE DOING THIS
[02:21:07] FOR THE PRESENT, AS YOU SAY, TO MEET CURRENT DEMAND,
[02:21:12] I GUESS I WOULD ASK HOW THAT'S BEING INFORMED BY THE NEW ENVIRONMENT WE'RE IN? IT ALSO
[02:21:17] PROPOSES TO EXPAND LEASE OFFICE SPACE ETC AND SO MY OTHER QUESTION IS AND I THINK MEMBERS
[02:21:26] OF THE PUBLIC WOULD LIKE TO UNDERSTAND BETTER WHY THIS IS NOT A PROJECT UNDER THE SAMP
[02:21:31] MASTER PLAN FOR 2027, EVEN THOUGH THAT'S THE DELIVERY DATE?
[02:21:37] AND AS IT'S AN EXPANSION PROJECT?
[02:21:41] SO I WILL ADDRESS THE PDD QUESTIONS AND THEN MAYBE JJ CAN PICK UP ON THE BUSINESS SIDE.
[02:21:53] SO THE PDB IS NOT MEANT TO BE OVERLY PRESCRIPTIVE, IT'S MEANT TO HELP US FIND SCOPE GAPS. SO
[02:22:00] WE'RE LOOKING AT MAJOR INFRASTRUCTURE: DO WE HAVE ENOUGH SEWER? IS THERE ANY
[02:22:03] ELECTRICAL ISSUE THAT WOULD MEAN THAT WE HAVE TO CREATE A NEW ELECTRICAL
[02:22:08] ROOM THAT WE DON'T KNOW ABOUT? REALLY BIG HITS TO THE PROJECT BUDGET THAT WE WOULDN'T BE ABLE
[02:22:11] TO FORESEE. WE'RE ALSO TRYING TO SET EXPECTATIONS ON WHAT WE'RE BUILDING. SO FOR INSTANCE I'M
[02:22:17] BUILDING FOUR ADDITIONAL FLOORS, I'M NOT BUILDING A NEW JET BRIDGE. SO
[02:22:21] SOMEONE ELSE CAN DO THAT. SO WE'RE LIMITING THE SCOPE IN THAT WAY. THE FINAL LAYOUT, THE
[02:22:25] FINISHES, HOW WE SET THINGS UP TO MAYBE BE MORE RESPONSIVE TO A POST COVID ENVIRONMENT ARE
[02:22:32] STILL ON THE TABLE AND WOULD BE FLUSHED OUT DURING [INAUDIBLE]. THAT'S WHEN WE WOULD DIVE INTO
[02:22:35] THOSE TYPES OF SMALLER ISSUES. WE'RE REALLY LOOKING WITH THE PDD TO MAKE SURE THAT
[02:22:39] WE HAVEN'T MISSED ANYTHING BIG SO THAT I WOULD HAVE TO COME BACK HERE AND ASK YOU FOR
[02:22:43] MORE MONEY BECAUSE I DIDN'T DO MY JOB RIGHT.
[02:22:47] YEAH AND I'LL SPEAK ABOUT YOUR OTHER QUESTION. SO I THINK THE FEEDBACK WE'RE GETTING IN
[02:22:54] REGARDS TO THE ADR LEVELS IS REALLY IN THE CURRENT ENVIRONMENT WHERE THE ACTIVITY
[02:23:00] LEVELS OF PASSENGERS OR SO LOW THAT THERE'S NOT ENOUGH PASSENGERS TO JUSTIFY IN KEEPING
[02:23:07] EVEN THE UNITS OPEN.
[02:23:10] I'VE CONFIRMED HERE WITH OUR AIRPORT DINING AND RETAIL SENIOR MANAGER THAT
[02:23:15] ONCE WE GET BACK TO NORMAL 2019 LEVELS THAT NO DOUBT THE NEED FOR THIS ADDITIONAL ADR IS
[02:23:23] VIABLE AND VALID. AND FROM A CUSTOMER SERVICE STANDPOINT AS WELL AS A NON AERONAUTICAL
[02:23:28] REVENUE STANDPOINT IS GOING TO BE CRITICAL TO OUR VIABILITY FOR THE AIRPORT
[02:23:35] TO BE ABLE TO MAINTAIN A STRONG FINANCIAL POSITION GOING FORWARD. IN FACT
[02:23:41] ESPECIALLY IN LIGHT OF THE VARIABILITY OF THE PARADIGMS ON THE LAND SIDE WITH TNCS, RENTAL
[02:23:47] CARS, AND WHATNOT IN THE TERMINAL, THIS TYPE OF AN INVESTMENT WHEN WE KNOW PEOPLE
[02:23:53] ARE GOING TO BE TRAVELING AND NEEDING FOOD AND BEVERAGE AND WHATNOT. IT'S ONE OF OUR VIABLE
[02:24:01] NON AERONAUTICAL REVENUE BUSINESSES. THIS IS A KEY INVESTMENT INTO THE FUTURE.
[02:24:08] IS IT POSSIBLE TO ADDRESS THE QUESTION I HAVE WITH REGARD TO SAMP AND WHY EVEN THOUGH THIS IS
[02:24:14] AN EXPANSION PROJECT DOESN'T FALL UNDER THE
[02:24:19] PARAMETER OF FUTURE PROJECTS, FUTURE DEMAND. YEAH ABSOLUTELY COMMISSIONER. THAT'S SOMETHING
[02:24:26] THAT WE WE WRESTLED WITH AND GRAPPLD WITH
[02:24:30] SIGNIFICANTLY TO TRY. WE HAD TO CONVINCED OURSELVES AND AGAIN THE DIFFERENTIATOR WAS THAT
[02:24:38] THE DEMAND FOR THIS SPACE OR THIS FACILITY WAS TO RESPOND TO AN EXISTING DEFICIENCY.
[02:24:46] A DEFICIENCY IN OFFICE SPACE, A DEFICIENCY IN AIRPORT AND DINING RETAIL, FOOD AND BEVERAGE
[02:24:51] DEMAND, A DEFICIENCY IN LOUNGE PRODUCTS. AS WE DEFINED, THE
[02:24:59] PROGRAM EXISTED IN 2019 AND THEREFORE IT WAS NOT ASSOCIATED WITH FUTURE DEMAND AND
[02:25:09] WE DID NOT NEED TO JUSTIFY BASED ON FUTURE DEMAND BUT THE VIABILITY WAS TODAY.
[02:25:15] SO THAT'S A KEY COMPONENT IN SEGREGATING OUT THIS PROJECT WITH THE SEPA.
[02:25:22] THAT WAS ONE OF THE KEY COMPONENTS THAT WE HAD TO DISCUSS WITH OUR ENVIRONMENTAL
[02:25:27] TEAM AND FAA IN ORDER FOR US TO MOVE FORWARD ON THAT INDEPENDENT ENVIRONMENTAL
[02:25:35] ANALYSIS. AND THEN ONE MORE POINT IN REGARDS TO JUST HAVING ADDITIONAL SPACE ESPECIALLY AS
[02:25:40] WE THINK ABOUT A POST-COVID ENVIRONMENT. WE HAVE A VERY TIGHT, SMALL-SCALE
[02:25:47] AIRPORT ESPECIALLY IF YOU LOOK AT THE PUBLIC SPACE AND SO ANOTHER REAL POSITIVE IS
[02:25:52] CREATING MORE PUBLIC AREA FOR PEOPLE TO ROAM, TO HAVE SOCIAL DISTANCING. AGAIN IF YOU,
[02:25:59] PRE-COVID, WALK DOWN THE HORIZON AREA IN CONCOURSE C DURING THE PEAK, IT'S VERY DIFFICULT TO
[02:26:06] WALK THROUGH LET ALONE WAIT FOR YOUR AIRPLANE. SO HAVING THIS ADDITIONAL SPACE IS
[02:26:11] GOING TO BE KEY JUST FROM A CUSTOMER SERVICE LEVEL AS WELL AS A SOCIAL DISTANCING
[02:26:17] FACTOR IN THE FUTURE.
[02:26:20] OKAY.
[02:26:21] LET'S TAKE ONE MORE ROUND IF THERE ARE ADDITIONAL QUESTIONS OR COMMENTS FROM COMMISSIONERS
[02:26:26] BEFORE WE MOVE TO A VOTE.
[02:26:31] OKAY COMMISSIONER BOWMAN?
[02:26:34] GREAT I'M JUST GOING TO TRY AND EMPHASIZE THIS BUT I HAVE A QUESTION THAT EMPHASIZES A POINT
[02:26:39] SO JJ, I APOLOGIZE, I'M NOT AS FAMILIAR WITH THE AIRPORT DINING RETAIL COMPONENT OF THIS

[02:26:46] BUT JUST ON THE DINING COMPONENT CAN YOU REMIND ME WHAT YOU WERE ANTICIPATING IN
[02:26:52] TERMS OF ARE THEY TAKE OUT? OR SIT DOWN RESTAURANTS? HAS THAT BEEN DETERMINED YET? YEAH GOOD
[02:26:58] GOOD QUESTION. SO RIGHT NOW WE'VE ESSENTIALLY DEVELOPED THE PROGRAM AND SO YOU CAN
[02:27:04] THINK OF IT AS A BLOCK DIAGRAM AND WE'VE WORKED VERY CLOSELY WITH DAWN HUNTER AND OUR AIRPORT
[02:27:09] DINING AND RETAIL TEAM AND SHE'S ESSENTIALLY DEVELOPED KIND OF THE
[02:27:16] SPLIT BETWEEN SIT DOWN, AND FAST CASUAL, AND RETAIL, AND KIOSK. NO DOUBT WE WOULD
[02:27:24] ANTICIPATE SEEING A BLEND OF EACH OF THOSE THINGS. MY FOLLOW-UP TO THAT IS THAT
[02:27:30] AND I'M JUST NOT GOING TO GIVE UP ON THIS AND I'M JUST GOING TO ASK THAT IN EVERY
[02:27:34] SINGLE PROJECT IF YOU CAN COME TO US AND JUST LET US KNOW YOU'VE THOUGHT THROUGH WHAT THE
[02:27:40] EFFECTS MIGHT BE. BUT I'LL TAKE AS AN EXAMPLE: SIT DOWN DINING. THEY'RE LOOKING AT MOVING
[02:27:46] FORWARD IT COULD BE AT 50% CAPACITY. COMMISSIONER FELLEMAN AND I HAVE BEEN
[02:27:52] INVOLVED AT A VERY HIGH LEVEL WITH THE TOURISM AND HOSPITALITY INDUSTRY STATEWIDE
[02:27:58] AND LOOKING AT THEIR RESPONSE TO COVID. THEY'RE ANTICIPATING THAT THERE COULD BE 60%
[02:28:03] RESTAURANTS IN WASHINGTON STATE CLOSED BY THE END OF THE YEAR. THEY CANNOT OPERATE AT 50%
[02:28:09] CAPACITY. AND SO I'M JUST ASKING THAT AS EVERY PROJECT LIKE THIS COMES FORWARD THAT YOU GUYS
[02:28:15] COME TO US AND YOU'VE THOUGHT THROUGH THE NEW REALITY. AND YOU
[02:28:22] MIGHT COME TO THE SAME CONCLUSION, YES WE STILL NEED TO DO IT BUT WE JUST REALLY NEED
[02:28:27] TO SEE THAT THESE THINGS HAVE ACTUALLY BEEN CONSIDERED IN THE DESIGN.
[02:28:33] AS COMMISSIONER CALKINS SAID EARLIER,
[02:28:37] THIS FEELS LIKE A DECENT STEP FORWARD. I'M A LITTLE CONCERNED ABOUT GOING TO 30% DESIGN
[02:28:43] JUST IN THE FACT THAT I KNOW THAT ONCE WE'VE GONE TO 30% DESIGN IT'S ALMOST IMPOSSIBLE
[02:28:47] FOR US TO WALK AWAY FROM A PROJECT BECAUSE OF THE SUNK COST. BUT MOVING FORWARD WE JUST
[02:28:53] REALLY NEED TO BE INFORMED THAT YOU HAVE ACTUALLY THOUGHT THROUGH EACH OF THE ELEMENTS. IS
[02:28:58] THERE THE SAME DEMAND FOR THE LOUNGES THAT WE ANTICIPATED? IS THERE THE SAME FOR THE DINING
[02:29:04] THAT WE ANTICIPATED? IS THERE THE SAME DEMAND FOR THE OFFICE SPACE? COMMERCIAL OFFICE SPACE
[02:29:10] IS WIDELY ANTICIPATED TO TANK THIS YEAR AND IS THERE
[02:29:16] GOING TO STILL BE THAT SAME NEED OR IS TELEWORKING THE NEW NORMAL? SO AGAIN JUST ASKING
[02:29:21] THAT AS YOU PROCEED THROUGH THIS PROJECT AND OTHERS THAT EACH OF THOSE ELEMENTS AND
[02:29:26] ASSUMPTIONS ARE CHALLENGED. THANK YOU. YEAH WE APPRECIATE THAT COMMISSIONER. THANK YOU. NO
[02:29:32] DOUBT AS WE ARE ABLE TO GET SOME RESOURCES TO SPEND SOME TIME TO THINK THROUGH THIS.
[02:29:39] NO DOUBT THE THE COVID, THE NEW PARADIGM, WILL BE PROMINENT IN OUR THINKING. IN FACT,
[02:29:46] ONE COULD SAY THAT AS YOU INDICATED WE NEED TWICE AS MUCH RESTAURANT SPACE AS WHAT WE
[02:29:51] WERE PLANNING FOR AND THE REALITY IS 2027 IS QUITE A WAYS DOWN THE ROAD AND
[02:30:00] DESIGN OF THIS SCALE IS GOING TO TAKE SOME TIME BUT I THINK THIS INCREMENTAL APPROACH
[02:30:06] IS GOING TO GIVE US A NICE STOPPING POINT TO BE ABLE TO ESSENTIALLY DO SOME WORK,
[02:30:12] VALIDATE OUR ASSUMPTIONS, AND WORK THROUGH SOME CONCEPTS AND THEN COME BACK AND CHECK IN AND
[02:30:18] I THINK THAT WILL BE THE OPPORTUNITY FOR US TO BASICALLY CONVEY OR AT LEAST EXPLAIN HOW
[02:30:25] WE REVISITED THE PROGRAM AND HOW IT MIGHT HAVE CHANGED.
[02:30:30] OKAY.
[02:30:33] COMMISSIONER CALKINS?
[02:30:38] NO MORE COMMENTS FOR ME. WE'LL CONTINUE DOWN THE LINE HERE. COMMISSIONER CHO?
[02:30:45] NO, NO MORE COMMENTS FOR ME.
[02:30:48] COMMISSIONER FELLEMAN.
[02:30:54] AT 30% DESIGN IS WHEN WE'RE SUPPOSED TO HAVE THIS PROJECT COME BACK TO THE ENERGY AND
[02:30:59] SUSTAINABILITY COMMITTEE FOR DESIGN REVIEW? YES SIR. SO WHEN WHEN DO YOU EXPECT THAT TO BE?
[02:31:09] WELL DEPENDS ON THE PROCUREMENT. I SHOULD HAVE BEEN READY TO ANSWER THAT
[02:31:14] BUT IT'LL BE 2021. I BELIEVE ITS Q3 2021.
[02:31:23] OKAY GREAT. AND SO AT THAT POINT YOU WILL HAVE DESIGN ALTERNATIVES AND
[02:31:28] THINGS LIKE THAT AND YOUR FULL COST OF OWNERSHIP, THOSE SORT OF
[02:31:35] THINGS? YES SIR. WE'LL BE WORKING WITH ENVIRONMENTAL TO CREATE A MATRIX OR SOME SORT OF
[02:31:40] ANALYSIS ON DIFFERENT OPTIONS. SOME OF THEM WILL BE WITHIN BUDGET SOME OF THEM MIGHT BE
[02:31:44] OUTSIDE OF THE BUDGET. BUT TO YOUR CONCERN, WE WANT TO
[02:31:48] MAKE SURE WE PUT EVERYTHING ON THE TABLE AND COME TO THE COMMITTEE FOR DIRECTION JUST
[02:31:51] TO SEE WHAT THE APPETITE IS AND WHAT'S BEST FOR THE PORT IN THE LONG RUN NOT JUST FOR TODAY.
[02:31:57] THANK YOU.
[02:31:59] ALL RIGHT I THINK WE ARE READY FOR A MOTION.
[02:32:04] IS THERE A MOTION TO ADOPT?
[02:32:08] DID EXECUTIVE METRUCK HAVE SOMETHING TO SAY FIRST? HE DID. YES. I JUST SENT THE PROMPT.
[02:32:14] YEAH. THANKS. THANKS COMMISSIONERS. AGAIN LOTS OF GOOD QUESTIONS HERE ABOUT THE
[02:32:18] FUTURE AND ABOUT HOW WE'RE LOOKING AT THAT AND HOW WE'RE CONSIDERING THAT GOING INTO
[02:32:23] THIS LONG TIME FRAME. OBVIOUSLY HEARD FROM JJ FROM THE TIME YOU PUT
[02:32:27] INTO SERVICE A LOT OF THINGS WILL CHANGE BUT WE DO NEED TO LOOK TO MAKE SURE THAT WE'RE
[02:32:32] TAKING THOSE INTO CONSIDERATION NOW AS WE ARE MAKING THOSE INVESTMENTS NOW. AND THE OTHER

[02:32:37] THING I DO WANT TO MENTION TOO IS THAT JUST COMMUNICATING WITH STAFF.
[02:32:43] COMMISSIONER STEINBRUECK WAS ASKING SPECIFICALLY ABOUT THE SAMP SO WE'LL GET BACK TO YOU
[02:32:48] ON THAT, SPECIFICALLY THE RELATIONSHIP TO THE SAMP IS A DIFFERENT QUESTION. I
[02:32:53] DON'T KNOW IF THAT WAS COMPLETELY ANSWERED. I DON'T THINK SO.
[02:32:57] ALRIGHT. OKAY.
[02:33:00] IS THERE A MOTION TO ADOPT?
[02:33:05] SO MOVED. IT'S BEEN MOVED AND IS THERE A SECOND? SECOND. IT'S BEEN MOVED AND SECONDED.
[02:33:12] CLERK PLEASE CALL THE ROLL. OKAY COMMISSIONER BOWMAN. AYE. COMMISSIONER CALKINS. AYE.
[02:33:20] COMMISSIONER CHO. AYE.
[02:33:22] COMMISSIONER FELLEMAN. AYE.
[02:33:27] COMMISSIONER STEINBRUECK. YES. YOU HAVE FIVE AYE'S AND 0 NAY'S. MOTION PASSES.
[02:33:37] ONTO ITEM 9: PRESENTATIONS, REPORTS, AND STAFF BRIEFINGS. I KNOW OF NONE
[02:33:44] COMMISSIONERS, ARE THERE ANY FURTHER COMMENT OR MOTIONS RELATED TO COMMITTEE REFERRALS?
[02:33:50] WOULD YOU LIKE ME TO GO THROUGH THE ROLL?
[02:33:53] SURE OKAY COMMISSIONER BOWMAN?
[02:33:58] NO FURTHER COMMENTS OR REFERRALS OR ANYTHING ELSE. THANK YOU. COMMISSIONER CALKINS?
[02:34:03] NONE FOR ME EITHER. COMMISSIONER CHO?
[02:34:16] [INAUDIBLE]
[02:34:21] COMMISSIONER FELLEMAN?
[02:34:25] TWO QUICK THINGS. ONE IS AS COMMISSIONER BOWMAN MENTIONED WE'RE PARTICIPATING
[02:34:29] IN THIS REVIEW OF TOURISM OPPORTUNITIES AS AN ECONOMIC STIMULUS.
[02:34:36] AND SO I JUST WANT TO MAKE SURE THAT AS WE REVIEW THIS OPPORTUNITY MOTION
[02:34:45] THAT THAT WORK BE LOOKED AT IN CONTEXT AND NOT JUST, AS WE WERE TALKING ABOUT,
[02:34:51] RESTORATION AND OTHER PROJECTS. THAT THE
[02:34:55] TIME FRAME FOR TOURISM, IF WE'RE GOING TO GET INVOLVED WITH IT, IS SORT OF YESTERDAY.
[02:35:00] IT'S OBVIOUSLY LATE BUT GIVEN THAT A LOT OF PEOPLE HAVE JUST MADE LAST-MINUTE
[02:35:05] CHANGE OF PLANS. MEMORIAL DAY IS THE KICKOFF. PEOPLE ARE GOING TO
[02:35:10] START MAKING NEW PLANS FOR MOST LIKELY ROAD TRIPS AND OUTDOOR RECREATIONAL
[02:35:18] OPPORTUNITIES AND IF WE'RE GOING TO BE PART OF THAT AS AN ECONOMIC RECOVERY, WE HAVE TO
[02:35:24] MAKE DECISIONS ABOUT THAT SOONER THAN LATER. AND THEN ONE OF THE
[02:35:30] ADVANTAGES OF DOING THIS LATER, NOT THAT WE HAD ANY CONTROL OVER IT, WAS THAT A
[02:35:35] LARGE PART OF OUR TOURISM ECONOMY IS IN THE PEAK SUMMER. AND TO THE
[02:35:42] DEGREE THAT WE COULD BE HELPING PROMOTE THE SHOULDER SEASONS INTO THE FALL OBVIOUSLY
[02:35:48] THIS I THINK WILL HELP US IN THE FUTURE IN OUR TOURISM PROMOTION. THAT IT'S NOT JUST AN
[02:35:53] AUGUST SEASON.
[02:35:56] HAVING SAID THAT, THE ONLY OTHER COMMENT I WANTED TO MAKE
[02:36:00] IS REFLECTING BACK AGAIN ON THE VALUE OF SOLICITING SOME PUBLIC COMMENT ON OUR CENTURY AGENDA.
[02:36:09] OBVIOUSLY IT OPENS US UP TO CRITICISM AS WE'VE ALREADY STARTED THE HEAR AND THAT'S WHY
[02:36:15] WE MAKE THE BIG BUCKS. WE HAVE TO BE PREPARED FOR THAT. [LAUGHTER] BUT THE
[02:36:20] FACT IS THAT WE OFTEN ARE
[02:36:24] REFLECTING ON HOW NOBODY KNOWS ALL THE GREAT STUFF THAT WE DO. WHAT IS THE
[02:36:29] PORT OF SEATTLE ANYWAY? AND I SEE SOMETHING AS FUNDAMENTAL AS THE CENTURY AGENDA AS A GOOD
[02:36:35] OPPORTUNITY FOR US TO EXPLAIN OURSELVES. AGAIN, WE'LL RECEIVE POSITIVE AND NEGATIVE FEEDBACK
[02:36:43] BUT I THINK IT'S SOMEWHAT OF A OBLIGATION, ALSO A REAL OPPORTUNITY, TO HELP ARTICULATE
[02:36:49] THE VISION OF THE PORT AND THE ROLE THAT WE PLAY ESPECIALLY NOW IN THIS TIME OF ECONOMIC
[02:36:55] RECOVERY.
[02:37:02] I DON'T KNOW IF YOU'VE BEEN MUTED OR IF YOU'RE FINISHED. [LAUGHTER]
[02:37:05] THAT WAS IT. [LAUGHTER] HEARING NO FUTHER COMMENTS?
[02:37:15] LAST CALL? WE ARE ADJOURNED NOW AT 2:47 P.M.
[02:37:20] THANK YOU ALL. HAVE A GOOD AFTERNOON.
[02:37:24] THANK YOU.

END OF TRANSCRIPT