

START OF TRANSCRIPT

[00:00:30] OKAY,  
[00:00:32] THIS IS COMMISSIONER PETER STEINBRUECK RECONVENING  
[00:00:33] THE REGULAR MEETING OF OCTOBER 27TH 2020.  
[00:00:35] THE TIME IS NOW 12:01.  
[00:00:41] WE'RE MEETING REMOTELY VIA TEAMS TO COMPLY WITH THE  
[00:00:43] GOVERNOR SAFE START STAY HEALTHY ORDER IN ACCORDANCE  
[00:00:47] WITH PROCLAMATION 2028. PRESENT WITH ME TODAY ARE  
[00:00:51] COMMISSIONERS, LET'S SEE. WELL, I'M NOT SURE WHO. I WILL ASK  
[00:00:55] THE CLERK TO DO THE ROLL CALL OF ALL COMMISSIONERS TO ENSURE  
[00:00:58] EVERYONE IS ON THE LINE. I'LL TAKE CARE OF THAT. WE'LL BEGIN  
[00:01:01] WITH COMMISSIONER BOWMAN. PRESENT. THANK YOU. COMMISSIONER  
[00:01:05] CALKINS.  
[00:01:07] PRESENT. THANK YOU. COMMISSIONER CHO. PRESENT. THANK YOU.  
[00:01:11] COMMISSIONER FELLEMAN.  
[00:01:14] COMMISSIONER STEINBRUECK, I THINK WE HAVE EVERYBODY BUT  
[00:01:18] COMMISSIONER FELLEMAN. OKAY. WELL, HOPE HE'LL BE JOINING US  
[00:01:21] SOON AND EXPECT HE WELL. TODAY'S MEETING IS  
[00:01:24] STRUCTURED FOR OUR VIRTUAL FORMAT. WE'VE MADE SPECIAL  
[00:01:27] ARRANGEMENTS TO PROVIDE FOR REMOTE PARTICIPATION FOR ALL  
[00:01:30] OUR STAFF AND COMMISSIONERS. LATER WE WILL BE TAKING PUBLIC  
[00:01:33] COMMENT FROM PEOPLE WHO ARE PARTICIPATING BY TEAMS AND WHO  
[00:01:37] HAVE SIGNED UP TO SPEAK AND WE WILL ALSO HAVE A SUMMARY FROM  
[00:01:40] THE CLERK ON THE WRITTEN COMMENTS THAT WE RECEIVED.  
[00:01:43] PLEASE NOTE THAT ALL VOTES TODAY WILL BE TAKEN  
[00:01:45] BY ROLL CALL METHOD SINCE ALL COMMISSIONERS ARE PARTICIPATING  
[00:01:48] REMOTELY. THAT MEANS FOR EACH VOTE, THE CLERK WILL CALL EACH  
[00:01:52] COMMISSIONERS' NAME. COMMISSIONERS ON THE TEAMS  
[00:01:55] CALL WILL MAKE SURE THEY ARE UNMUTED AND THEN ANSWER YAY OR  
[00:01:58] NAY, YES OR NO. BECAUSE COMMISSIONERS ON THE LINE ARE  
[00:02:01] NOT FULLY IN CONTROL OF THE SOUND WE WILL TAKE ALL VOTES  
[00:02:03] TODAY IN THIS MANNER INCLUDING OUR CONSENT AGENDA. TO BE  
[00:02:07] EQUITABLE,  
[00:02:11] WE WILL ALLOW EACH COMMISSIONER TO SPEAK IN TURN AND WAIT TO  
[00:02:15] BE RECOGNIZED BEFORE SPEAKING AS MUCH AS POSSIBLE.  
[00:02:19] WE BEGIN TODAY'S MEETING BY ACKNOWLEDGING THE INDIGENOUS  
[00:02:22] PEOPLES OF THE DUWAMISH AND COASTAL SALISH WHO HAVE  
[00:02:26] STEWARDED THESE BEAUTIFUL LANDS AND WATER SINCE TIME IMMEMORIAL  
[00:02:30] WE MUST COMMIT TO DOING THE SAME FOR THE PLANET AND FOR  
[00:02:33] GENERATIONS TO COME. THIS MEETING IS BEING DIGITALLY  
[00:02:36] RECORDED AND MAY BE VIEWED OR HEARD IT ANYTIME ON THE PORT'S  
[00:02:39] WEBSITE AND BE RE-BROADCAST BY KING COUNTY TELEVISION.  
[00:02:44] NOW PLEASE STAND OR JOIN US FOR THE PLEDGE OF ALLEGIANCE.  
[00:02:48] THERE'S OUR FLAG. I PLEDGE ALLEGIANCE TO THE FLAG OF THE  
[00:02:52] UNITED STATES OF AMERICA AND TO THE REPUBLIC FOR WHICH IT  
[00:02:55] STANDS ONE NATION UNDER GOD INDIVISIBLE WITH LIBERTY AND  
[00:03:00] JUSTICE FOR ALL.  
[00:03:04] NEXT ITEM OF BUSINESS IS THE APPROVAL OF THE AGENDA. CLERK,  
[00:03:07] PLEASE UNMUTE THE COMMISSIONERS. COMMISSIONERS ON THE LINE,  
[00:03:10] PLEASE UNMUTE YOURSELVES.  
[00:03:12] I'M GOING TO ASK EACH COMMISSIONER IN TURN IF THEY  
[00:03:14] HAVE ANY MOTIONS TO REARRANGE THE ORDERS OF THE DAY. AND IF  
[00:03:17] YOU DO, I WILL ASK FOR A SECOND IF IT'S NEEDED. PLEASE RESPOND  
[00:03:21] WHEN YOU'RE CALLED. IF YOU HAVE NO CHANGES JUST SAY NO.  
[00:03:24] CLERK? THANK YOU. BEGINNING WITH COMMISSIONER BOWMAN. NO CHANGES  
[00:03:29] TO THE AGENDA. ALTHOUGH I DID WANT TO PULL SOMETHING OFF  
[00:03:31] CONSENT. OKAY. THANK YOU. COMMISSIONER CALKINS.  
[00:03:39] NOPE.  
[00:03:41] THANK YOU. COMMISSIONER CHO, ANY CHANGES TO THE AGENDA TODAY?  
[00:03:44] NONE.  
[00:03:46] THANK YOU. COMMISSIONER FELLEMAN ARE YOU WITH US?  
[00:03:53] OKAY. STILL MISSING.

[00:03:57] OKAY, SO WE HAVE NO CHANGES THAT I'M HEARING FOR THE AGENDA  
[00:04:01] TODAY ASIDE OF COMMISSIONER BOWMAN'S PULL FROM THE CONSENT.  
[00:04:04] OKAY, VERY GOOD COMMISSIONERS. THE QUESTION IS NOW ON APPROVAL  
[00:04:08] OF THE AGENDA. PLEASE SAY YES OR NO KNOW WHEN YOUR NAME IS  
[00:04:11] CALLED. BEGINNING WITH COMMISSIONER BOWMAN. APPROVED.  
[00:04:16] THANK YOU. COMMISSIONER CALKINS.  
[00:04:19] APPROVED. THANK YOU. COMMISSIONER CHO. APPROVED.  
[00:04:24] THANK YOU COMMISSIONER FELLEMAN.  
[00:04:28] COMMISSIONER STEINBREUCK,  
[00:04:31] FOR APPROVAL OF THE AGENDA.  
[00:04:36] COMMISSIONER STEINBREUCK FOR APPROVAL OF THE AGENDA. YES.  
[00:04:39] WE HAVE FOUR YESES.  
[00:04:42] I JUST WANTED TO NOTE THAT WE  
[00:04:48] STILL DON'T HAVE COMMISSIONER FELLEMAN. YEAH, OKAY FOR THE  
[00:04:51] RECORD. WAIT. I SEE HIM ADDED HERE. COMMISSIONER FELLEMAN, WE  
[00:04:54] WERE CALLING FOR ANY CHANGES TO THE AGENDA AND THEN APPROVAL OF  
[00:04:57] THE AGENDA. DO YOU HAVE ANY CHANGES? NONE AT THIS  
[00:05:01] TIME. THANK YOU. THANK YOU. OKAY, VERY GOOD. ALL RIGHT,  
[00:05:05] THANKS. LET'S MOVE NOW TO THE EXECUTIVE DIRECTOR'S REPORT  
[00:05:08] DIRECTOR METRUCK.  
[00:05:10] GOOD AFTERNOON COMMISSIONERS. A FEW QUICK ANNOUNCEMENTS I'D  
[00:05:15] LIKE TO SHARE TODAY. REGARDING THE PANDEMIC, IT IS IMPORTANT  
[00:05:19] TO REALIZE THAT IT STILL CONTINUES AND STILL  
[00:05:21] CONTINUES TO IMPACTS US. PUBLIC HEALTH IS  
[00:05:24] REPORTING GROWING COMMUNITY SPREAD OF THE VIRUS IN KING  
[00:05:28] COUNTY, THE STATE OF WASHINGTON, AND THE UNITED STATES. HERE ARE  
[00:05:31] THE PORT TO SEATTLE WE ARE SEEING INCREASED NOTIFICATIONS  
[00:05:34] FROM CONTRACTORS AND TENANTS. THE FOLLOWING METRICS WERE  
[00:05:37] PROVIDED TO YOU FOR YOUR AWARENESS. WE HAVE 22  
[00:05:41] PORT OF SEATTLE EMPLOYEES THAT HAVE TESTED POSITIVE SINCE THE  
[00:05:43] BEGINNING OF THE PANDEMIC. THE PORT OF SEATTLE IS CURRENTLY  
[00:05:46] MONITORING 20 EMPLOYEES WHO ARE UNDER QUARANTINE FOR SIGNS OR  
[00:05:50] SYMPTOMS OF ILLNESS OR HAVE EXPERIENCED AN EXPOSURE TO A  
[00:05:53] CONFIRMED INDIVIDUAL WITH COVID-19 VIRUS. 87  
[00:05:58] CONTRACTORS AND TENANTS HAVE REPORTED POSITIVE COVID-19--  
[00:06:02] [CELL PHONE DISTRACTION]  
[00:06:27] PARDON THE INTERRUPTION, EXECUTIVE DIRECTOR.  
[00:06:30] PLEASE CONTINUE.  
[00:06:32] SO I WILL CONTINUE. 18 OF THE 87 REPORTS FOR TENANTS AND  
[00:06:37] CONTRACTORS HAVE OCCURRED IN THE MONTH OF OCTOBER AND 17  
[00:06:40] OF THE REPORTS HAVE OCCURRED IN THE MONTH OF SEPTEMBER.  
[00:06:44] THESE MONTHLY TOTALS ARE ABOVE THE AVERAGE MONTHLY  
[00:06:48] TOTAL, WHICH IS 10. JUST TO SHOW THAT THESE ARE INCREASING, WE'RE  
[00:06:51] REFLECTING THE SAME THINGS AT THE PORT THAT WE'RE SEEING IN  
[00:06:54] THE COMMUNITY. WE CONTINUE TO PARTNER WITH KING COUNTY PUBLIC  
[00:06:57] HEALTH, PORT EMPLOYEES, AND CONTRACTOR AND TENANTS AS WE  
[00:07:01] IDENTIFY AND CONTINUE TO MITIGATE THE POTENTIAL SPREAD  
[00:07:03] OF THE VIRUS AT PORT FACILITIES. WITH COVID-19  
[00:07:07] CONTINUING TO HAVE AN IMPACT ON OUR OPERATIONS AND WAY OF LIFE,  
[00:07:10] IT'S IMPORTANT THAT WE RECOGNIZE KEY MILESTONES ON A  
[00:07:14] ROAD TO RECOVERY. AT SEATTLE-TACOMA INTERNATIONAL  
[00:07:17] AIRPORT EARLIER THIS MONTH, FOR THE FIRST TIME SINCE MID-MARCH,  
[00:07:21] US AIRPORTS SAW MORE THAN ONE MILLION  
[00:07:26] PASSENGERS SCREENED IN A DAY FOR THE NATION. WE CONTINUE TO  
[00:07:30] BE ENCOURAGED BY THE GRADUAL INCREASE IN THE NUMBER  
[00:07:32] OF PASSENGERS AT THE AIRPORT AND SOON ANTICIPATE EXCEEDING  
[00:07:37] 25 THOUSAND PEOPLE PER DAY THROUGH THE TSA CHECKPOINTS  
[00:07:40] AT SEATTLE-TACOMA INTERNATIONAL AIRPORT. THIS IS  
[00:07:43] COMPARED TO A LOW OF AROUND 2700 PEOPLE PER DAY IN APRIL.  
[00:07:47] ANOTHER POSITIVE SIGN IS THAT POPULAR DESTINATIONS, LIKE  
[00:07:51] HAWAII, CAN NOW BE ACCESSED WITH PROOF OF A NEGATIVE COVID TEST  
[00:07:54] AND A 14 DAY QUARANTINE CAN BE AVOIDED. DEVELOPMENTS LIKE THIS  
[00:07:59] HAVE PROMPTED CUSTOMERS TO ASK ABOUT THE ABILITY OF COVID

[00:08:02] TESTING SERVICES AT THE AIRPORT. AVIATION MANAGING DIRECTOR  
[00:08:06] LANCE LITTLE AND HIS FLY HEALTHY AT SEA TEAM ARE EXPLORING THE  
[00:08:10] OPTIONS FOR SUCH SERVICES INCLUDING A PILOT PROGRAM THAT  
[00:08:13] WE HOPE TO HAVE MORE INFORMATION ABOUT THAT IN THE  
[00:08:15] FUTURE. HEALTH AND SAFETY REMAIN OUR TOP PRIORITY HERE AT  
[00:08:19] THE PORT. SANITATION, MASKS AND SOCIAL DISTANCING EFFORTS  
[00:08:23] REMAIN IN EFFECT AND ARE THE KEY TO OUR LAYERED STRATEGY OF  
[00:08:27] KEEPING HEALTHY.  
[00:08:29] LASTLY, WE HOSTED A CLEAN FUEL FORUM AND  
[00:08:35] WEBINAR LAST WEEK WHERE WE FORMALLY RELEASED AN ANALYSIS  
[00:08:37] FROM WASHINGTON STATE UNIVERSITY SHOWING THAT THE  
[00:08:40] PACIFIC NORTHWEST FOREST AND LANDFILL WASTE COULD  
[00:08:43] FUEL OVER 10% OF FLIGHTS AT SEATTLE-TACOMA INTERNATIONAL  
[00:08:46] AIRPORT. COMMISSIONERS FELLEMAN AND CALKINS AND BIZ LEVETT  
[00:08:52] OUR SENIOR DIRECTOR OF ENVIRONMENTAL SUSTAINABILITY  
[00:08:54] MODERATED THE WEBINAR TO RELEASE THE WASHINGTON STATE  
[00:08:58] REPORT DEVELOPED IN COOPERATION WITH THE PORT.  
[00:09:00] MORE THAN  
[00:09:02] 100 ATTENDEES TUNED IN TO HEAR ABOUT INDUSTRY DEVELOPMENTS,  
[00:09:05] ECONOMIC SCENARIOS, AND ECONOMIC DEVELOPMENT POTENTIAL FOR LOW  
[00:09:09] CARBON AND RENEWABLE DEVELOPMENT IN WASHINGTON STATE.  
[00:09:12] THREE YEARS AGO THE PORT MADE A LOW CARBON FUEL STANDARD ITS  
[00:09:15] TOP POLICY PRIORITY. CATASTROPHIC WILDFIRES, GROWING  
[00:09:19] CLIMATE CRISIS, AS WELL AS INEQUITY FURTHER REVEALED BY  
[00:09:22] COVID-19 MAKE IT MORE URGENT THAT WE REDUCE POLLUTION AND  
[00:09:25] GENERATE CLEAN ENERGY DEVELOPMENT OPPORTUNITIES NOW.  
[00:09:29] KUDOS TO THE TEAM FROM EXTERNAL RELATIONS, ENVIRONMENT, AND  
[00:09:33] COMMISSION STAFF. ESPECIALLY KATHY REUTER AND ERIC FITCH FOR  
[00:09:36] THE SUCCESSFUL EVENT AND CONTINUED EFFORTS IN THIS ARENA.  
[00:09:40] MOVING TO TODAY'S COMMISSION MEETING. I'D LIKE TO HIGHLIGHT A  
[00:09:44] FEW ITEMS. ITEM 6C ON THE CONSENT AGENDA IS A REQUEST TO  
[00:09:47] APPROVE A SETTLEMENT AGREEMENT TO RESOLVE LITIGATION. THIS  
[00:09:50] RELATES TO AN AUGUST 6TH, 2018 INJURY THAT OCCURRED ON A PORT  
[00:09:55] OF SEATTLE OWNED AND OPERATED SHUTTLE BUS AT  
[00:09:58] SEATTLE-TACOMA INTERNATIONAL AIRPORT. COMMISSIONERS, THIS  
[00:10:02] WAS AN UNFORTUNATE AND RARE OCCURRENCE THAT WAS  
[00:10:04] INCONSISTENT WITH THE EXTENSIVE TRAINING THAT WE PROVIDE AND  
[00:10:07] EMPHASIZE FOR OUR EMPLOYEES. THE PORT HAS RE-EMPHASIZED  
[00:10:11] SAFETY PROTOCOLS FOR ALL DRIVERS AND HAS RETROFITTED OUR  
[00:10:14] SHUTTLE BUSES TO INCLUDE MORE SAFETY FEATURES. OUR SHUTTLE BUS  
[00:10:18] DRIVERS. [PHONE INTERRUPTION]  
[00:10:21] WORKING ON IT. I THINK WE SEEM TO BE OKAY.  
[00:10:29] OUR SHUTTLE BUSS DRIVERS PROVIDE A  
[00:10:33] COURTESY RIDE TO MORE THAN 5 MILLION CUSTOMERS A YEAR. SAFETY  
[00:10:36] IS THEIR TOP PRIORITY. SAFE ACCESS FOR ALL CONTINUES TO BE  
[00:10:41] OUR GOAL FOR THE PORT. WE APPRECIATE THE CLARITY OF YOUR  
[00:10:44] VISION FOR SEA TO BE THE MOST ACCESSIBLE AIRPORT IN NORTH  
[00:10:47] AMERICA AND ASK FOR YOUR APPROVAL OF THIS LITIGATION  
[00:10:51] SETTLEMENT. ITEM 7A IS THE CULMINATION OF OF THE  
[00:10:55] INCREDIBLE PARKS WANT INCREDIBLE NAMES PROJECT. THIS  
[00:10:58] IS A ONE-OF-A-KIND COMMUNITY ENGAGEMENT PROJECT THAT HAS  
[00:11:02] HELPED THE PORT RENAME SIX PORT OWNED PUBLIC ACCESS SITES  
[00:11:05] ALONG THE DUWAMISH RIVER. EACH OF THE NEW NAMES REFLECT THE  
[00:11:08] CULTURAL, HISTORICAL AND ENVIRONMENTAL SIGNIFICANCE OF  
[00:11:11] THESE AREAS AND WE'RE EAGER TO LEARN MORE ABOUT THE PROCESS  
[00:11:14] WITH FOLKS THAT HAVE BEEN A PART OF IT. I'D LIKE TO EXTEND  
[00:11:17] A SPECIAL THANK YOU TO THE PROJECT'S REVIEW COMMITTEE  
[00:11:19] MEMBERS AND THOUSANDS OF COMMUNITY MEMBERS THAT  
[00:11:21] PARTICIPATED SINCE  
[00:11:23] WE LAUNCHED THIS PROJECT THIS SUMMER. FINALLY ITEM 7B IS  
[00:11:28] A BRIEFING ON OUR TAX LEVY AND DRAFT PLAN TO FINANCE. THE  
[00:11:31] RECOMMENDATION THAT YOU WILL HEAR ABOUT DURING THIS BRIEFING  
[00:11:34] IS A RESULT OF THE MANY LONG HOURS WE HAVE SPENT IN

[00:11:37] VIRTUAL RETREATS MEETINGS, STUDY SESSIONS, AND EVEN MORE LONG  
[00:11:41] HOURS PUT IN BY THE STAFF IN PREPARATION FOR THOSE EVENTS.  
[00:11:44] WE HOSTED TWO VIRTUAL OPEN HOUSES AND HAD 40 EXTERNAL  
[00:11:47] PARTICIPANTS FOR OUR AVIATION AND 49 FOR OUR  
[00:11:52] MARITIME AND ECONOMIC DEVELOPMENT FOCUSED EVENTS.  
[00:11:56] MANY FROM THE PORT TUNED IN AS WELL. THE LONG  
[00:12:01] HOURS WE SPENT REVIEWING, LISTENING, ANALYZING AND  
[00:12:03] PRIORITIZING OUR INVESTMENTS USING THE GUIDING PRINCIPLES  
[00:12:06] THAT THE COMMISSION PROVIDED AT THE ONSET OF THIS PANDEMIC.  
[00:12:12] THERE'S STILL A LOT OF UNCERTAINTY AS WE MOVE FORWARD  
[00:12:14] IN THE BUDGETING PROCESS, BUT THE FINANCIAL PLAN THAT YOU'LL  
[00:12:17] HEAR TODAY WILL HELP US WEATHER THE STORM. I WANT TO  
[00:12:21] THANK ALL OF THE STAFF WHO HELPED GET US TO THIS POINT.  
[00:12:25] THIS HAS JUST TURNED INTO AN EXTRAORDINARY  
[00:12:28] BUDGET YEAR. EXTRAORDINARY BUDGET YEAR. I'LL  
[00:12:32] I'LL HAVE MORE TO SAY ABOUT THIS WHEN THE BRIEFING COMES UP  
[00:12:36] IN THE AGENDA. COMMISSIONERS, THIS CONCLUDES MY REMARKS.  
[00:12:42] COMMISSIONER STEINBREUCK, YOU'RE MUTED.  
[00:12:46] OKAY, THERE WE GO. SORRY. THANKS VERY MUCH FOR THAT  
[00:12:50] UPDATE AND REPORT EXECUTIVE DIRECTOR METRUCK. I JUST WANT  
[00:12:54] TO ADD A WORD OR TWO REGARDING THE TRAGIC ACCIDENT THAT  
[00:12:58] OCCURRED INVOLVING A DRIVER AND A SHUTTLE SERVICE. THE  
[00:13:03] INDIVIDUAL SUFFERED GREATLY AND FOR THAT WERE DEEPLY DEEPLY  
[00:13:08] SORRY AND WE WILL RECOMMIT AND WORK HARDER TO ENSURE INCIDENTS  
[00:13:13] LIKE THIS DON'T HAPPEN AGAIN AND TAKE EVERY POSSIBLE  
[00:13:16] SAFETY MEASURE THAT WE CAN TO ENSURE THAT OCCURS IN THE  
[00:13:20] FUTURE. SO WE ARE MAKING  
[00:13:23] PROGRESS IN IMPROVING THE TRAVELER EXPERIENCE,  
[00:13:26] PARTICULARLY WITH THOSE WITH DIFFERENT NEEDS AND ABILITIES.  
[00:13:31] AND AGAIN, WE'RE DEEPLY SORRY ABOUT WHAT OCCURRED THERE AND  
[00:13:36] WISH THE INDIVIDUAL WELL IN THEIR RECOVERY. THAT SAID I'D  
[00:13:41] LIKE TO NOW ASK THAT OUR POLICY DIRECTOR AARON PRITCHARD REPORT  
[00:13:46] OUT ON ANY COMMITTEES THAT HAVE OCCURRED SINCE THE LAST  
[00:13:49] MEETING. THANKS COMMISSIONERS, EXECUTIVE DIRECTOR. OUR LAST  
[00:13:55] COMMITTEE MEETING WE HAD WAS THE WATERFRONT AND INDUSTRIAL  
[00:13:58] LANDS COMMITTEE CONVENED BY COMMISSIONERS BOWMAN AND  
[00:14:00] STEINBREUCK ON OCTOBER 22ND TO DISCUSS THE WEST SEATTLE BRIDGE  
[00:14:04] AND THE MAYOR'S INDUSTRIAL LANDS AND MARITIME STRATEGY  
[00:14:07] GROUP. THE BRIEFING ON THE WEST SEATTLE BRIDGE RESULTED IN A  
[00:14:11] RECOMMENDATION TO THE COMMISSION TO INCLUDE A WEST  
[00:14:14] SEATTLE BRIEFING ON NOVEMBER 3RD NWSA PUBLIC MEETING TO  
[00:14:19] GATHER DIRECTION FROM THE MANAGING MEMBERS SO STAFF CAN  
[00:14:21] FINALIZE THE BASIS OF A UNIFIED NWSA NORTHWEST SEAPORT ALLIANCE  
[00:14:26] POLICY POSITION TO COMMUNICATE TO MAYOR DURKIN AND OTHERS AT  
[00:14:29] THE CITY OF SEATTLE. THE OTHER ITEM WE COVERED WAS ON THE  
[00:14:33] MAYOR'S INDUSTRIAL LANDS AND MARITIME STRATEGY GROUP  
[00:14:37] WHERE THE  
[00:14:40] COMMITTEE RECOMMENDED CONTINUING TO ENGAGE WITH THE  
[00:14:43] MAYOR'S STRATEGY GROUP WITH CERTAIN CONDITIONS INCLUDING A  
[00:14:47] CLEAR REORIENTATION OF THE PROCESS TOWARDS  
[00:14:51] THE DEVELOPMENT OF A ROBUST MARITIME STRATEGY AS WELL AS A  
[00:14:54] FIRM ASSURANCE THAT THE PROCESS WILL NOT CONSIDER UP ZONES ON  
[00:14:57] OF INDUSTRIAL LAND. THE OTHER COMMITTEE MEETING  
[00:15:02] WE HAD. RIGHT ON. [LAUGHTER] THE OTHER COMMITTEE MEETING WE  
[00:15:06] HAD WAS THE ARTBOARD AND COMMISSIONERS BOWMAN AND  
[00:15:08] STEINBREUCK ALSO  
[00:15:09] REPRESENTED THE COMMISSION AT THE ARTS AND CULTURE BOARD ON  
[00:15:12] OCTOBER 22ND. THE BODY PROVIDED GUIDANCE ON THE RELOCATION OF  
[00:15:16] THE CLEARING, A BRONZE PIECE FORMING A WALL BETWEEN BAGGAGE  
[00:15:19] CLAIM IN THE GINAMARIE LINDSAY HALL AND THE LANDING AT THE  
[00:15:21] CENTRAL COLLINS CONCOURSE. THE RECEIVED UPDATES ON THE  
[00:15:24] RESTORATION, THE PLANNED RELOCATION OF THE HIGHWIRE  
[00:15:27] FROM D CONCOURSE, AND THERE'S ALSO EXCITING

[00:15:31] DEVELOPMENTS AS WE SEE AN INSTALLATION OF THE NORTH'S  
[00:15:34] SKYLIGHT PHASE 2 ART INCLUDING THE BOUNDARY BY JOHN GRADE.  
[00:15:40] AND INSTALLATION WILL BEGIN ON NOVEMBER 4TH OF PIECES BY NED  
[00:15:44] ZON AND MARCELA ZACHARIAS IN THE INTERNATIONAL ARRIVALS  
[00:15:48] FACILITY. OUR NEXT COMMITTEE MEETINGS WILL BE THE AVIATION  
[00:15:51] COMMITTEE ON OCTOBER 29TH. WE'LL BE LOOKING AT THE ALASKA  
[00:15:55] PROPOSALS FOR A ZONE SIX AND SEVEN AND ALSO THE FLY HEALTHY  
[00:15:59] UPDATE. FINALLY THE BIOMETRIC SPECIAL COMMITTEE WILL HAVE A  
[00:16:03] PUBLIC MEETING ON NOVEMBER 6TH. THAT CONCLUDES MY REMARKS.  
[00:16:06] THANK YOU. THANK YOU VERY MUCH, AARON PRITCHARD.  
[00:16:10] WE'RE NOW ON TO THE NEXT ITEM ON OUR AGENDA, WHICH IS  
[00:16:14] PUBLIC COMMENT WITH THOSE WHO HAVE SIGNED UP. WRITTEN  
[00:16:20] MATERIALS PROVIDED TO THE CLERK  
[00:16:23] WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE CLERK HAS A  
[00:16:27] LIST OF THOSE PREPARED TO SPEAK. AS THE CLERK CLOSE YOUR NAME  
[00:16:29] WE WILL OPEN THE LINE AND COMMENTERS WILL HAVE TO UNMUTE  
[00:16:32] THEMSELVES THEN PLEASE REPEAT YOUR NAME FOR THE RECORD. IF  
[00:16:36] YOU'RE ON THE TEAMS MEETING AND ARE ALSO STREAMING THE MEETING  
[00:16:40] PLEASE MUTE THE VIDEO STREAM TO AVOID FEEDBACK. ALSO NOTE THAT  
[00:16:45] THERE MAY BE A SHORT TIME LAG ON THE VIDEO STREAM. COMMENT  
[00:16:49] TIME WILL BE LIMITED TO TWO MINUTES PER PERSON. CLERK,  
[00:16:51] PLEASE CALL THE FIRST SPEAKER.  
[00:16:54] THANK YOU, AND YOU'LL NOTICE OUR TIMER LOOKS A LITTLE  
[00:16:56] DIFFERENT THIS WEEK. IT'S NOT JUST MY FACE AND MY PHONE SO  
[00:17:00] HOPEFULLY THAT IS HELPFUL FOR ALL. OUR FIRST SPEAKER IS  
[00:17:04] JC HARRIS. FANCY. [LAUGHTER]  
[00:17:08] YOU CAN THANK ALLISON THIESSEN IN OEDI FOR THAT RECOMMENDATION.  
[00:17:15] JC, GOOD AFTERNOON COMMISSIONERS. HELLO TO YOU.  
[00:17:18] JC HARRIS, CITY OF DES MOINES. TWO THINGS. PLEASE MAKE THE RAW  
[00:17:19] DATA FOR NOISE MONITORS PUBLIC. WE DO NOT NEED A NEW FANGLED  
[00:17:34] WEBSITE OR ANY OTHER INTERFACE. YOU CAN JUST MAKE IT AVAILABLE  
[00:17:39] BY PUBLIC REQUEST AND THAT I THINK WOULD SATISFY THE NEEDS  
[00:17:46] OF THE FOUR OR FIVE PEOPLE WHO ARE INTERESTED. THAT SHOULD  
[00:17:48] INCLUDE THE AUDIO  
[00:17:50] AND THE SECOND BY SECOND DATABASE. AGAIN FOR THE  
[00:17:56] UMPTEENTH TIME, THESE ARE OPEN SOURCE AND SO THERE SHOULD NOT  
[00:18:01] BE ANY CONTROVERSY ABOUT THAT SINCE YOU'VE ALREADY AGREED TO  
[00:18:05] DO IT. AND IT'S BEEN A WHILE. THE SECOND THING. REGARDING  
[00:18:10] THE PORT PACKAGES, FROM WHAT I CAN TELL OF THE PROPOSED BUDGET  
[00:18:14] I AM VERY PLEASED TO SEE THAT YOU HAVE  
[00:18:18] MOVED FORWARD WITH THE ACCELERATED PROGRAM. GOOD, BUT  
[00:18:25] MY CONCERN IS THAT IN THE MEETINGS I'VE HAD WITH YOUR STAFF I HAVE  
[00:18:29] NOT GOTTEN A GREAT SENSE THAT THE PROGRAM IS ACTUALLY  
[00:18:33] BEING STOOD UP. SO WHETHER WE'RE TALKING ABOUT NEW  
[00:18:37] PACKAGES OR UPDATES, THERE'S GOT TO BE A SYSTEM IN PLACE  
[00:18:42] THAT MAKES IT POSSIBLE.  
[00:18:46] I JUST WANT TO YOU KNOW, TELL YOU THAT YOU SHOULD CONSIDER AT  
[00:18:51] LEAST A FEW UPDATES BECAUSE OF THE SEVERITY OF THESE HOMES'  
[00:18:57] SITUATION. WHETHER YOU'RE TALKING NEW OR EXISTING  
[00:19:01] PROJECTS, THESE ARE ALL PEOPLE WHO HAVE BEEN WAITING A LONG  
[00:19:06] TIME AND IT WOULD GO A LONG WAY TO SHOWING YOUR SINCERITY FOR  
[00:19:11] THE COMMUNITY TO AT LEAST WORK ON A COUPLE OF EXISTING  
[00:19:16] STRUCTURES GIVEN THAT THEY DID NOT GET WHAT THEY WERE  
[00:19:20] PROMISED. I THINK I'M IN UNDER TWO MINUTES. THANK YOU  
[00:19:24] COMMISSIONERS. THANK YOU JC. WILL DEFINITELY FOLLOW UP ON  
[00:19:28] YOUR REQUEST. NEXT SPEAKER, PLEASE.  
[00:19:34] YES, THE NEXT SPEAKER IS BERNADINE LUNDT.  
[00:19:48] BERNADINE, I SEE YOU. I THINK I SEE YOUR NUMBER.  
[00:19:54] ARE YOU THERE?  
[00:20:02] OKAY, LET'S GO TO THE NEXT AND MAYBE WE'LL RETURN TO  
[00:20:05] BERNADINE. YEP. WE CAN DO THAT. DAVID GOEBLE.  
[00:20:11] OKAY. CAN YOU SEE ME AND HEAR ME?  
[00:20:14] I CAN HEAR YOU. AND YEP, WE CAN SEE YOU. ALL RIGHT? OKAY, THIS

[00:20:18] DAVID GOEBAL, PRESIDENT OF VASHON FAIR SKIES.  
[00:20:23] AND TOUCHING AGAIN  
[00:20:26] ON MONITOR NUMBER 12. I'VE AN  
[00:20:30] ANALOGY THAT MIGHT BE INTERESTING TO THOSE PEOPLE WHO  
[00:20:33] HAVE AN INTEREST IN MARINE MAMMAL FEEDING PATTERNS. SO  
[00:20:37] BLUE WHALES ARE THE LARGEST ANIMAL EVER KNOWN TO BE  
[00:20:40] EXISTENT. THEY CAN WEIGH UP TO 190 TONS. NOW IMAGINE  
[00:20:44] THAT YOU ARE STUDYING THE BLUE WHALES DIET,  
[00:20:47] BUT THE RULES ALLOW YOU TO EXCLUDE ANY FOOD ORGANISM THAT  
[00:20:50] WEIGHS LESS THAN SAY AN OUNCE AS AN ALLOWED APPROXIMATION  
[00:20:53] JUST TO MAKE THE PROJECT EASIER. YOU'D COME TO THE AMAZING  
[00:20:57] CONCLUSION THAT BLUE WHALES, THE LARGEST ANIMALS EVER TO EXIST  
[00:21:00] ON EARTH, LIVES WITHOUT CONSUMING ANY FOOD AND THE  
[00:21:04] REASON IS BECAUSE THEY SUBSIST ENTIRELY ON KRILL WHICH WEIGH  
[00:21:09] LESS THAN A TENTH OF AN OUNCE EACH. SO HAVING THAT RULE  
[00:21:12] ALLOWING YOU TO EXCLUDE SMALL THINGS CAN MAKE A BIG  
[00:21:14] DIFFERENCE. SO IN THE CASE OF MONITOR NUMBER 12 PICKING A  
[00:21:17] RANDOM DAY IN DECEMBER, DECEMBER 5TH, IT REGISTERED 77 EVENTS.  
[00:21:22] ALMOST ALL ARRIVALS ON 16 LEFT, WHICH IT WAS DESIGNED FOR AND  
[00:21:25] ACTUALLY DOES A RELATIVELY OKAY JOB AT. THAT'S THE ONE  
[00:21:27] WHERE IT'S NEAR. HOWEVER, 532 ARRIVALS LANDED ON 16 RIGHT  
[00:21:33] WHICH IS MORE DISTANT AND WERE INTENTIONALLY EXCLUDED FROM THE  
[00:21:36] CALCULATION BECAUSE EACH OF THOSE ARRIVALS BY THEMSELVES  
[00:21:39] WAS A MUCH LOWER AMPLITUDE EVENT. AND THE LOGARITHMIC  
[00:21:42] NATURE OF THE CALCULATION JUST MAKES IT THAT MUCH SMALLER.  
[00:21:45] HOWEVER, JUST AS WITH WHALES AND KRILL, IF YOU HAVE ENOUGH  
[00:21:49] OF A SMALL THING IT CAN .MAKE A DIFFERENCE IN AGGREGATE OR AS A  
[00:21:54] BAND DEPECHE MODE SAID FOR THOSE FANS EVERYTHING COUNTS IN  
[00:21:57] LARGE AMOUNTS. TAKING INTO ACCOUNT THESE 532 INTENTIONALLY  
[00:22:01] EXCLUDED LOWER INTENSITY OVERFLIGHTS, THE LEQ VALUE FOR  
[00:22:05] THAT DAY, DECEMBER 5TH, FROM MONITOR NUMBER 12 GOES FROM  
[00:22:08] APPROXIMATELY 53.4 TO APPROXIMATELY 56.7  
[00:22:14] DECIBELS. THAT'S APPROXIMATELY DOUBLING OF INTENSITY. SO IT'S  
[00:22:17] OFF BY A FACTOR OF 2 IN INTENSITY, NOT DECIBELS,  
[00:22:20] INTENSITY.  
[00:22:22] AND THERE IS AN  
[00:22:24] APPROXIMATION WHICH ALLOWS YOU TO EXCLUDE. WELL,  
[00:22:28] I'M SUBMITTING A WRITTEN TESTIMONY AS  
[00:22:30] WELL WHICH WILL HAVE ALL THESE DETAILS INCLUDING A REGULATION  
[00:22:33] THAT KIND OF ALLOWS YOU TO EXCLUDE THESE. HOWEVER, IT'S  
[00:22:37] NOT WHAT YOU SHOULD DO, IT'S WHAT YOU'RE ALLOWED TO DO.  
[00:22:42] THANK YOU. THANK YOU. OKAY. THAT WAS AN EXCELLENT POP CULTURE REFERENCE AND  
[00:22:50] AMAZING ANALOGY AS A FAN OF ANALOGIES.  
[00:22:54] THANK YOU. ALL RIGHT. OUR NEXT SPEAKER, I'LL GO BACK TO  
[00:22:58] BERNADINE LUND.  
[00:23:08] ALL RIGHT, BERNARDINE. I SEE YOU UNMUTED OR MIGHT HAVE JUST  
[00:23:11] MUTED AGAIN.  
[00:23:15] CAN YOU HEAR ME? YES.  
[00:23:19] CAN YOU HEAR ME? YES WE CAN BERNARDINE. THANK YOU.  
[00:23:22] OH, THANK YOU. I'M NO GOOD AT THIS NEW TECHNOLOGY.  
[00:23:28] AT THE TWO CAPITAL INVESTMENT PLANS SPECIAL STUDY  
[00:23:32] SESSIONS IN THE PAST SEVERAL WEEKS THE PLAN WAS LAID OUT TO  
[00:23:36] SPEND 3.3 BILLION DOLLARS ON CAPITAL IMPROVEMENTS OVER THE  
[00:23:39] NEXT FIVE YEARS TO QUOTE ENSURE THE AIRPORT CONTINUES TO  
[00:23:44] OPERATE SAFELY AND EFFICIENTLY MEETING REGULATORY  
[00:23:47] ENVIRONMENTAL AND COMMUNITY RESPONSIBILITY. IT WAS  
[00:23:51] ALSO STATED THAT PROMOTING HEALTH AND SAFETY OF EVERYONE  
[00:23:54] AT THE AIRPORT WAS A TOP PRIORITY. AND TODAY THERE'S A  
[00:23:58] PROPOSAL TO CONTINUE WITH THE PREVIOUSLY PROPOSED 3%  
[00:24:02] INCREASE IN THE PORT DISTRICT TAX LEVY WHICH WILL BRING IN  
[00:24:05] ABOUT 78 MILLION DOLLARS. IT SEEMS UNREASONABLE THAT THE  
[00:24:10] PORT PLANS TO SPEND SO MUCH MONEY OVER THE NEXT FIVE YEARS  
[00:24:14] ON CAPITAL INVESTMENTS BUT DOES NOT INCLUDE MONEY TO HELP

[00:24:17] PROTECT THE HEALTH OF LOCAL RESIDENTS .THIS MAKES IT SEEM  
[00:24:21] LIKE YOU'RE LIVING IN A BUBBLE NOT AWARE OF THE HEALTH IMPACTS  
[00:24:24] OF EMISSIONS AND NOISE. AND I KNOW THAT'S NOT TRUE. PLEASE  
[00:24:29] TAKE STEPS TO PROTECT LOCAL RESIDENTS. YOU COULD FOR  
[00:24:32] EXAMPLE USE ONE TENTH OF ONE PERCENT OF THE THIRTY THREE  
[00:24:36] BILLION DOLLARS, WHICH WOULD BE 33 MILLION OVER THE NEXT YEAR  
[00:24:40] TO PROVIDE AIR PURIFIERS TO LOCAL HOMES AND SCHOOLS THAT  
[00:24:43] NEED THEM AND INCLUDE MONIES FOR REPLACEMENT FILTERS EVERY  
[00:24:47] SIX MONTHS. THIS FALLS WELL WITHIN THE 78 MILLION YOU WILL RECEIVE  
[00:24:52] FROM THE TAX LEVY IN THE NEXT YEAR. PLEASE ALSO MOVE FORWARD  
[00:24:57] ON REPLACING AND UPDATING THE PORT PACKAGES THAT HAVE FAILED  
[00:25:01] AND PROVIDE NEW PACKAGES WHEN REQUESTED. DON'T WAIT ANOTHER  
[00:25:05] SEVERAL YEARS TO FIX THE PROBLEM THAT SHOULD HAVE BEEN  
[00:25:07] FIXED YEARS AGO. IT'S IMPORTANT TO ME TO KEEP THE HEALTH OF  
[00:25:11] LOCAL RESIDENTS FROM DETERIORATING DUE TO AIRCRAFT  
[00:25:15] EMISSIONS AND NOISE AND MORE IMPORTANT THAN IMPROVING THE  
[00:25:18] EXPERIENCE OF TRAVELERS GOING THROUGH THE  
[00:25:21] AIRPORT. I HOPE THAT'S MORE IMPORTANT TO YOU, TOO. AND  
[00:25:27] THAT'S IT. THANK YOU. THANK YOU BERNADINE, AND NEXT SPEAKER,  
[00:25:33] PLEASE. YES. NEXT IS RANDY FEARTS.  
[00:25:39] AFTERNOON COMMISSIONERS. MY NAME IS RANDY FEARTS. I'M THE  
[00:25:42] DIRECTOR OF AIRPORT AFFAIRS FOR ALASKA AIRLINES. I WANT TO  
[00:25:45] START MY COMMENTS BY THANKING THE PORT OF SEATTLE FOR ITS  
[00:25:48] ONGOING WORK WITH ALASKA AIRLINES AND THE OTHER CARRIERS  
[00:25:50] AT SEA-TAC TO ADDRESS CONCERNS REGARDING THE 2020 AIRLINE  
[00:25:54] SETTLEMENT. DURING THIS TIME OF SHARED CRISIS WE APPRECIATE  
[00:25:58] THE PORT'S EFFORTS TO REALIGN A SETTLEMENT AS WE ALL WORK  
[00:26:01] TOGETHER TO MAINTAIN JOBS AND FUEL ECONOMIC RECOVERY FOR THE  
[00:26:05] AIRPORT IN OUR REGION. I WOULD LIKE TO THANK AIRPORT MANAGING  
[00:26:08] DIRECTOR LANCE LITTLE AND DIRECTOR OF AVIATION FINANCE  
[00:26:11] AND BUDGET BORGEN ANDERSON AND THEIR TEAMS FOR WORKING WITH US  
[00:26:14] TO TACKLE THIS DILEMMA. WE KNOW THERE'S STILL WORK TO BE DONE  
[00:26:17] IN THIS ISSUE BUT WANT TO EXPRESS OUR THANKS FOR THE PARTNERSHIP  
[00:26:20] TO DATE. CONSISTENT WITH OUR PRIOR PRACTICE, ALASKA AIRLINES  
[00:26:24] IS ALSO PLEASED TO SUBMIT COMMENTS REGARDING THE 2021  
[00:26:27] BUDGET. AS WE LOOK AHEAD TO THE COVID-19 RECOVERY AND  
[00:26:30] SPECIFICALLY TO THE 2021 BUDGET, WE'RE CONCERNED ABOUT  
[00:26:33] THE RATE INCREASE IN THE AIRFIELD OR LANDING FEE. WHILE  
[00:26:37] SOME PROGRESS HAS BEEN MADE ON THIS ISSUE, AIRLINES ARE STILL  
[00:26:40] FACING A 14 PERCENT RATE INCREASE IN LANDING FEES NEXT  
[00:26:43] YEAR. LANDING FEE IMPACTS ALL USERS THE AIRPORT EQUALLY  
[00:26:47] ON A PRORATED BASIS INCLUDING DOMESTIC,  
[00:26:50] INTERNATIONAL, AND CARGO CARRIERS. ALASKA AIRLINES  
[00:26:53] BELIEVES THAT SUCH A SHARP GROWTH IN LANDING FEES AT THE  
[00:26:57] SAME TIME WE'RE TRYING TO RECOVER AND BRING OUR SERVICE  
[00:27:00] BACK TO PRE COVID LEVELS WILL BE A SIGNIFICANT DETERRENT AND  
[00:27:04] WILL HARM THOSE RECOVERY EFFORTS. THE MORE  
[00:27:07] REASONABLE THE LANDING FEES, THE GREATER THE POSSIBILITY THAT  
[00:27:10] AIRLINES CAN PUT FULL SERVICE BACK AT THE AIRPORT MORE  
[00:27:12] QUICKLY.  
[00:27:14] WE BELIEVE THE PORT OF SEATTLE SHOULD ALLOCATE MORE PASSENGER  
[00:27:16] FACILITY CHARGE REVENUE AND ANY REMAINING CARES ACT FUNDING THE  
[00:27:20] LANDING FEE COST CENTER AS IT BENEFITS ALL CARRIERS AT THE  
[00:27:23] AIRPORT.  
[00:27:24] AGAIN, THE MORE CARRIERS THAT BENEFIT, THE GREATER LIKELIHOOD  
[00:27:28] OF BRINGING BACK FLIGHTS FAST TO THE AIRPORT AND IN TURN BRING  
[00:27:31] IN MORE PASSENGERS TO BENEFIT ALL THE AIRPORT'S  
[00:27:33] CONCESSIONAIRES, THE AIRPORT, AND ALL THE AIRLINES. THEREFORE  
[00:27:37] ALASKA AIRLINES KINDLY ASK THE PORT TO CONSIDER REDUCING NEXT  
[00:27:41] YEAR'S LANDING FEES TO BENEFIT AND FUEL RECOVERY FOR  
[00:27:44] EVERYONE. THANK YOU FOR LISTENING TO OUR CONCERNS. WE  
[00:27:46] LOOK FORWARD TO OUR CONTINUED PARTNERSHIP IN 2021 AND BEYOND.  
[00:27:50] THANK YOU RANDY.

[00:27:52] NEXT SPEAKER, PLEASE.  
[00:27:55] YES. NEXT IS LAURA GIBBONS.  
[00:27:59] LAURA?  
[00:28:05] THIS IS LAURA GIBBON, SEATTLE RESIDENT AND A VOLUNTEER MEMBER  
[00:28:08] OF THE AVIATION TEAM OF 360 SEATTLE, A GROUP THAT WORKS FOR  
[00:28:12] CLIMATE JUSTICE AND YOU'VE HEARD FROM ME BEFORE. IN YOUR  
[00:28:16] LAST MEETING, YOU PASSED A RESOLUTION THAT SAID TO  
[00:28:21] EXAMINE PORT OPERATIONS AND POLICIES FOR SOURCES OF RACIAL  
[00:28:24] BIAS AND DISCRIMINATION AND TO DEVELOP PROGRAMS AND POLICY  
[00:28:28] ELIMINATING INEQUITY IN ALL ASPECTS OF THE ORGANIZATION.  
[00:28:32] ONCE AGAIN, I'M IMPRESSED WITH THE PORT AS IT INCORPORATES  
[00:28:35] SOCIAL JUSTICE AND ENVIRONMENTAL SUSTAINABILITY IN  
[00:28:38] ITS INTERNAL OPERATIONS. AND ONCE AGAIN, I'M GOING TO ASK  
[00:28:43] YOU TO THINK MORE BROADLY. I'D LIKE YOU TO READ THE MANY  
[00:28:46] REFERENCES I'VE CITED IN THE  
[00:28:47] WRITTEN VERSION OF THIS SO YOU  
[00:28:49] CAN UNDERSTAND THE IMPACT OF YOUR PLANNING. CONTINUED GROWTH  
[00:28:53] OF AVIATION PROMOTES DISPROPORTIONATELY HIGH HUMAN  
[00:28:56] HEALTH EFFECTS ON PEOPLE OF COLOR AND THOSE WITH LOW INCOME.  
[00:28:59] DUE TO THE HIGHER PROPORTION OF PEOPLE OF COLOR AND LOW  
[00:29:03] INCOME RESIDENTS WHO LIVES NEAR AIRPORTS. AND I'VE GOT SEVEN  
[00:29:06] REFERENCES ON THE HEALTH EFFECTS AND TWO ON WHO LIVE  
[00:29:10] NEAR AIRPORTS. ON A BROADER SCALE CLIMATE CHANGE IS ALREADY  
[00:29:14] HAVING A DISPROPORTIONATE EFFECT ON PEOPLE OF COLOR AND  
[00:29:17] LOW-INCOME COMMUNITIES, AND I'VE GOT FOUR REFERENCES FOR  
[00:29:20] THAT. SO IF YOU REALLY CARE ABOUT SOCIAL JUSTICE AND  
[00:29:23] ENVIRONMENTAL SUSTAINABILITY, AND I THINK YOU DO YOU WILL  
[00:29:28] CANCEL YOUR PLANS TO EXPAND FLIGHT CAPABILITY AT SEA-TAC.  
[00:29:33] THAT'S ALL THANK YOU. OKAY. THANK YOU LAURA.  
[00:29:37] LAUREN?  
[00:29:38] NEXT IS JORDAN VAN VHOST.  
[00:29:45] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK.  
[00:29:47] MY NAME IS JORDAN VAN VHOST AND I'M A MEMBER OF SEATTLE  
[00:29:51] CRUISE CONTROL WHICH CONTINUES TO OPPOSE ANY FURTHER EXPANSION  
[00:29:55] OF THE CRUISE SHIP INDUSTRY IN SEATTLE. FIRST, I WANT TO  
[00:29:59] RECOGNIZE THE PORT'S SYMBOLIC ACT OF GOODWILL BY RENAMING  
[00:30:03] SEVERAL PARKS IN HONOR OF THE DUWAMISH TRIBE AND THEIR  
[00:30:06] CULTURAL HISTORY. MAY IT LEAD TO MORE ACTS OF RECONCILIATION  
[00:30:11] WITH THE DUWAMISH AND DEEPER COMMITMENTS TO ENVIRONMENTAL  
[00:30:14] SUSTAINABILITY BRINGING THE PORT INTO  
[00:30:17] ALIGNMENT WITH THE WISDOM OF THE NATIVE PEOPLE WHO  
[00:30:19] UNDERSTAND HOW TO LIVE IN CONNECTION WITH MOTHER EARTH  
[00:30:23] WITHOUT BEING CONSUMED BY THE GREED OF INDUSTRIAL EXPANSION.  
[00:30:27] I ALSO EMPATHIZE WITH YOUR POSITION AS PUBLIC SERVANTS WHO  
[00:30:32] MUST GRAPPLE WITH THE AFTERMATH OF COVID-19 DEVASTATING EFFECTS  
[00:30:36] ON OUR REGIONAL ECONOMY DOING YOUR BEST TO PROVIDE EMPLOYMENT  
[00:30:39] FOR PEOPLE WHO ARE STRUGGLING TO PAY FOR HOUSING AND PUT FOOD  
[00:30:43] ON THE TABLE OR KEEP SMALL BUSINESSES OPEN. BUT THE WINDS  
[00:30:47] OF CHANGE ARE RISING. THIS ECONOMY BUILT ON FOSSIL FUEL  
[00:30:51] INTENSIVE TRAVEL CANNOT SURVIVE MUCH LONGER AND  
[00:30:54] MEANWHILE CLIMATE CHANGE CONTINUES USHERING IN ITS TOLL  
[00:30:58] OF SUFFERING AND DEATHS WITH NEW FIRES IN CALIFORNIA,  
[00:31:02] HURRICANE ZETA TO STRIKE THE GULF COAST IN DAYS, AND REFUGEES  
[00:31:06] WORLDWIDE FLEEING DROUGHT-STRICKEN AREAS IN THE  
[00:31:09] HIGHEST NUMBERS SINCE WORLD WAR II. WHEN A CRUISE SHIP  
[00:31:13] LEAVES SEATTLE FOR ALASKA IT IS DISINGENUOUS TO STOP  
[00:31:17] COUNTING THE EMISSIONS AT THE CANADIAN BORDER. AS BILL  
[00:31:21] MCKIBBEN HAS SAID, PHYSICS DON'T LIE. THE ATMOSPHERE OF THE  
[00:31:25] EARTH IS COUNTING THOSE CO2 MOLECULES, EVEN IF WE PRETEND  
[00:31:29] NOT TO SEE THEM. THANK YOU FOR LISTENING.  
[00:31:34] THANK YOU. JORDAN. NEXT SPEAKER, PLEASE. YES. NEXT IS  
[00:31:39] HEREG GITA.  
[00:31:46] AND I REMEMBER YOU NEED TO PRESS STAR SIX TO UNMUTE YOUR



[00:31:49] DEVICE.  
[00:32:06] ARE YOU WITH US?  
[00:32:11] ALL RIGHT. I WILL GO TO THE NEXT SPEAKER AND THEN GO BACK  
[00:32:14] TO HEREGG. BISOU, ARE YOU ON THE LINE?  
[00:32:20] YES, I AM. PERFECT.  
[00:32:22] YOU CAN GO AHEAD WHENEVER YOU'RE READY.  
[00:32:24] I'M ON THE LINE. CAN YOU HEAR ME?  
[00:32:27] YES, WE CAN.  
[00:32:30] OKAY. THANK YOU VERY MUCH COMMISSIONERS. THIS IS MY THIRD  
[00:32:35] TESTIMONY AND THANK YOU VERY MUCH FOR GIVING ME THE  
[00:32:39] OPPORTUNITY TO TESTIFY AGAIN. I'M GLAD I'M JOINED BY MY  
[00:32:44] COLLEAGUES WHO ARE FED UP WITH WHAT IS HAPPENING AT THE  
[00:32:47] AIRPORT BY COMPANIES. AS I SAID BEFORE, I'M ONE OF THE  
[00:32:53] WORKERS WHO WERE LAID OFF DURING THE FIRST ROUND OF COVID  
[00:32:57] TRIGGERED PLAYOFFS. I'M GRATEFUL THAT THE US CONGRESS AND  
[00:33:02] GOVERNMENT MADE MONEY AVAILABLE FOR EMPLOYEES OF THE AIRLINE  
[00:33:06] INDUSTRY TO STAY ON PAYROLL EXCEPT THOSE CONTRACTING COMPANIES  
[00:33:11] SUCH AS MY EMPLOYER, PROSPECT AIRPORT SERVICES.  
[00:33:15] I WAS LAID OFF WITH NO PRIOR NOTICE AT ALL. I UNDERSTAND THE  
[00:33:20] DIRE SITUATION, BUT I DON'T UNDERSTAND WHY AFTER RECEIVING  
[00:33:24] 73 MILLION TAXPAYERS MONEY, THE COMPANY STILL DID NOT CALL ME  
[00:33:30] AND MANY OF MY COLLEAGUES BACK TO WORK. I ALSO SUSPECT  
[00:33:35] THAT THE COMPANY IS HOLDING ON TO THE MONEY AS ITS OWN PROFIT  
[00:33:39] BECAUSE, AS PER THE INFORMATION I RECEIVED, NO ONE OF MY  
[00:33:44] COLLEAGUES WERE PAID. THIS MONEY WAS  
[00:33:49] SPECIFICALLY MEANT TO KEEP WORKERS LIKE ME ON PAYROLL. G2  
[00:33:55] FOR EXAMPLE MADE PAYMENT OF SMALL AMOUNT OF MONEY TO ITS  
[00:33:59] EMPLOYEES WHO ARE STILL WORKING. AIRLINE WORKERS RECEIVED A GOOD  
[00:34:04] AMOUNT I WAS TOLD. I CAME FROM ETHIOPIA IN AFRICA.  
[00:34:10] THINGS LIKE THIS HAPPEN ONLY IN PLACES LIKE MY COUNTRY WHERE CORRUPTION IS  
[00:34:16] RAMPANT AND ACCOUNTABILITY IS NOT EXISTING. LITERALLY. I  
[00:34:22] CANNOT IN MY WILDEST THOUGHTS THINK THAT THINGS LIKE THIS HAPPEN IN  
[00:34:27] THE UNITED STATES OF AMERICA. MY QUESTION TO YOU. YOUR  
[00:34:32] EXCELLENCY, TODAY IS DID YOU RECEIVE ANY PALPABLE  
[00:34:36] EXPLANATION FROM THE COMPANIES THAT RECEIVED THE CARES ACT  
[00:34:41] MONEY? WHERE DID THEY KEEP THE MONEY. THEY KEPT IT IF  
[00:34:47] THEY DID NOT PAY IT OUT TO THE WORKERS. HOW LONG WILL YOU KEEP  
[00:34:51] QUIET WHEN THINGS HAPPEN IN YOUR OWN BACKYARD. THANK YOU  
[00:34:56] VERY MUCH.  
[00:35:00] COMMISSIONER STEINBREUCK, I MUTED YOU. THERE WAS SOME BACKGROUND NOISE.  
[00:35:03] THANK YOU LAUREN. NEXT SPEAKER, PLEASE. YES. NEXT IS  
[00:35:08] EVAN CURTIS.  
[00:35:20] EVAN CURTIS, JUST A REMINDER IF YOU'RE ON THE PHONE, YOU'LL  
[00:35:22] NEED A PRESS STAR SIX TO UNMUTE.  
[00:35:27] EVAN CURTIS IS PRESENT. CAN YOU HEAR ME. YES, WE CAN THANK YOU.  
[00:35:31] THERE WE GO. THANK YOU VERY MUCH COMMISSIONERS FOR GIVING  
[00:35:33] ME A CHANCE TO SHARE WITH YOU. AND THANK YOU BIZU, THAT WAS  
[00:35:36] ELOQUENT. I AM JOINED TODAY BY MANY OF MY CO-WORKERS WHO WORK  
[00:35:40] FOR PROSPECT INTERNATIONAL AIRPORT SERVICES. AND AGAIN,  
[00:35:44] WE'RE PRESENTING BEFORE YOU THE SITUATION WE FIND OURSELVES IN.  
[00:35:48] WHERE INDEED 73 MILLION DOLLARS WORTH OF CARES ACT MONEY HAS  
[00:35:52] NOT REACHED ANY OF THE EMPLOYEES FOR THAT COMPANY AND  
[00:35:56] WE ALL TROUBLED AND CONFUSED MAYBE WITH LACK OF  
[00:36:00] ACCOUNTABILITY BECAUSE MANY OF US FOUND OURSELVES IN A  
[00:36:03] POSITION WHERE WE WERE LAID OFF WHEN OUR UNDERSTANDING OF THE  
[00:36:06] MONEY THAT WAS FEDERALLY GRANTED TO OUR COMPANY WAS TO  
[00:36:09] PREVENT US FROM BEING LAID OFF. RECENTLY I'VE COME BACK TO  
[00:36:14] WORK AND WHILE THAT IS A RELIEF, THE AMOUNT OF HOURS I'M WORKING  
[00:36:18] ARE VERY LOW AND THAT ONLY HAS IMPACTED WHATEVER STATE HELP  
[00:36:23] I'VE HAD FROM UNEMPLOYMENT AS WELL. NOW I FIND MYSELF IN A  
[00:36:26] POSITION WHERE I HAVE JUST ABOUT ENOUGH MONEY TO MAKE RENT  
[00:36:29] AND LEFTOVER SOMEWHERE BETWEEN 100 OR 200 DOLLARS FOR A MONTH  
[00:36:34] TO PAY FOR GASOLINE, TO PAY FOR GROCERIES, SO ON AND SO FORTH,

[00:36:37] AND I'M STILL STRUCK BY THE COVID SITUATION. I'M STILL  
[00:36:41] CONFUSED AS TO WHAT'S HAPPENING. I'M STILL FRUSTRATED  
[00:36:44] AND FEEL TRAPPED MAYBE. AND IN OUR INTEREST OF WANTING TO  
[00:36:49] PARTNER WITH PORT OF SEATTLE AND SERVE YOU BEST, PLEASE  
[00:36:53] PLEASE PLEASE WE'RE ASKING WOULD YOU PLEASE STEP IN AND  
[00:36:56] SPEAK TO PROSPECT INTERNATIONAL AIRPORT SERVICES AND ENCOURAGE  
[00:37:01] SOME FORM OF ACCOUNTABILITY ON THE FEDERAL MONEY THAT WAS  
[00:37:04] GRANTED. THANK YOU VERY MUCH. THAT'S ALL I HAVE TO SHARE AND  
[00:37:08] THANK YOU FOR TAKING THE TIME TO LISTEN TO US.  
[00:37:11] THANK YOU.  
[00:37:13] NEXT SPEAKER. YES. THE NEXT SPEAKER I HAVE IS  
[00:37:17] MARILYN FINLEY.  
[00:37:19] MARILYN, ARE YOU ON THE LINE? NOT ALL OF THESE  
[00:37:23] INDIVIDUALS  
[00:37:25] CHECKED IN, WERE ABLE TO CHECK IN THIS MORNING. SO YEAH.  
[00:37:32] I WILL GO NEXT TO GLENDA. MARZAN.  
[00:37:41] GLENDA ARE YOU ON THE PHONE?  
[00:37:49] ALRIGHT NEXT IS SHIRLEY DOHERTY.  
[00:38:04] OKAY, AND AZIS PONTE.  
[00:38:16] ALL RIGHT, AND THEN I WILL GO BACK TO HEREGG GITA ONE MORE  
[00:38:20] TIME BECAUSE I CAN SEE THEIR PHONE NUMBER STILL  
[00:38:23] DISPLAYED. SO IF YOU ARE ON THE  
[00:38:27] PHONE, PLEASE PRESS STAR SIX TO UNMUTE YOURSELF SO THAT YOU CAN  
[00:38:32] BE HEARD.  
[00:38:47] OKAY, I'M NOT SEEING ANY MOVEMENT ON THAT. WE HAVE ONE  
[00:38:49] MORE SPEAKER WHO'S JOINED US VIA DESKTOP. SO I WILL CALL  
[00:38:51] THEM AND THEN I WILL GO ONE MORE TIME BACK TO THE OTHER  
[00:38:55] INDIVIDUALS. THANK YOU LAUREN. YEP, ROSARIO MEDINA.  
[00:39:06] HELLO, CAN YOU HEAR ME? YES, WE CAN. OKAY, PERFECT. HELLO. MY  
[00:39:11] NAME IS ROSARIO MEDINA I WAS PART OF THE  
[00:39:13] NAMING REVIEW COMMITTEE. THE PUBLIC NOMINATED THOUSANDS OF  
[00:39:17] NAMES AND TOOK PART IN THE VOTING PROCESS TO GET US HERE  
[00:39:20] TODAY. I SPOKE TO CONCORD ELEMENTARY SCHOOL TEACHERS FROM  
[00:39:24] SOUTH PARK WHO INFORMED ME THE STUDENTS HAVE BEEN VERY EAGER  
[00:39:27] TO HEAR THE RESULTS ALONG WITH MANY DUWAMISH VALLEY GROUPS AND  
[00:39:31] THOSE ACROSS THE CITY, ALL WHO ENJOY THESE PARKS. THE PARK  
[00:39:35] DEAREST TO ME IS T107 WHERE I CO-COORDINATED RESTORATION  
[00:39:39] EVENTS IN THE PAST, ENJOYED THE EQUAL TOUR BY THE DRAMA SCHLONG  
[00:39:43] HOUSE AND CULTURAL CENTER STAFF, AND ENJOYED SEATTLE'S ONLY  
[00:39:46] RIVER ALONG THE SHORE ON HISTORICALLY AND CULTURALLY  
[00:39:49] IMPORTANT DUWAMISH TRIBAL TERRITORY. I'M EXCITED TO HAVE  
[00:39:53] THE NAMES ANNOUNCED AND FEEL THAT THE COMMITTEE VOTED ALONG  
[00:39:56] WITH THE PEOPLE AND ECHOED THEIR VOICE. I WAS HONORED TO TAKE  
[00:40:00] PART IN THIS COMMITTEE TO REPRESENT THE MANY GROUPS I AM  
[00:40:03] INVOLVED IN. THANK YOU FOR ALLOWING THE PUBLIC TO VOTE FOR  
[00:40:07] NAMES THAT TRULY REPRESENT THEM. I HOPE WE CAN RENAME MORE  
[00:40:10] PARKS AGAIN. TAKE CARE. THANK YOU. IT'S WONDERFUL TO HEAR.  
[00:40:18] LAUREN, YOU WANT TO RUN THROUGH THE LIST THOSE  
[00:40:21] NOT SPOKEN? YES, I WILL GO THROUGH ONE MORE TIME.  
[00:40:27] I HAVE SOME HEREGG GITA?  
[00:40:37] OKAY, MARILYN FINLEY?  
[00:40:47] GLENDA MARZAN?  
[00:40:55] SHIRLEY DAUGHERTY?  
[00:41:02] AND THEN AS AZIS FONTE. ONE MORE TIME.  
[00:41:08] ANY OF THOSE INDIVIDUALS IF YOU ARE STILL ON THE LINE,  
[00:41:11] PLEASE PRESS STAR SIX TO UNMUTE SO WE CAN HEAR YOUR TESTIMONY.  
[00:41:21] ALL RIGHT. IT LOOKS LIKE THAT IS ALL WE'RE GOING TO DO FOR  
[00:41:25] THE DAY. WELL, VERY GOOD. THANK YOU TO ALL OF OUR COMMENTERS  
[00:41:29] TODAY. WE REALLY APPRECIATE HEARING FROM YOU AND WE WILL  
[00:41:33] TRY TO BE AS RESPONSIVE AS WE POSSIBLY CAN TO ISSUES THAT  
[00:41:36] HAVE BEEN RAISED AND HEARD TODAY. THANK YOU. AND I WOULD  
[00:41:39] NOW LIKE TO ASK THE CLERK TO SUMMARIZE WRITTEN COMMENTS  
[00:41:43] RECEIVED. THANK YOU. MR. COMMISSION PRESIDENT, MEMBERS OF

[00:41:47] THE COMMISSION. WE RECEIVED FIVE WRITTEN COMMENTS TODAY  
[00:41:50] BEFORE THE DEADLINE. IT'S MY UNDERSTANDING THAT WE HAVE AT  
[00:41:53] LEAST ONE OTHER THAT HAS COME THROUGH THAT I'LL DISTRIBUTE TO  
[00:41:56] YOU VIA YOUR EMAIL AS SOON AS THIS MEETING CONCLUDES TODAY.  
[00:42:00] THE OTHER FIVE COMMENTS WERE SENT OUT VIA EMAIL EARLIER. TWO  
[00:42:04] OF OUR FIVE SPEAKERS THAT SPOKE TODAY SUBMITTED WRITTEN  
[00:42:08] COMMENTS. AND THEN IN ADDITION WE RECEIVED A WRITTEN COMMENT  
[00:42:11] FROM SARAH SHIVLEY, VOLUNTEER MEMBER OF THE AVIATION TEAM OF  
[00:42:15] 360 SEATTLE AND SHE REFERENCES THE PORT'S 2021 LEGISLATIVE  
[00:42:19] AGENDA AND SPEAKS AGAINST CONTINUED DEPLOYMENT OF  
[00:42:22] AVIATION BIOFUELS AND IN SUPPORT OF REDUCING AVIATION  
[00:42:25] EMISSIONS. WE HAVE DAVID KEITH WHO SPEAKS TO THE PORT'S 2021  
[00:42:31] LEGISLATIVE AGENDA REGARDING THE PORT SUPPORT FOR A GAS TAX  
[00:42:35] INCREASE. HE ECHOES THE SUPPORT AND URGES THE PORT TO SUPPORT  
[00:42:40] AN INCREASE ON THE TAX FOR AVIATION AND JET FUEL.  
[00:42:44] WE WE ALSO HAVE A WRITTEN COMMENTS SUBMITTED BY MR.  
[00:42:47] TYRELL HEADLAND WHO COMMENTS ON AGENDA ITEM 9A AND CO2  
[00:42:51] EMISSIONS FROM AVIATION ENCOURAGING THAT THE PORT  
[00:42:55] SUSTAINABLE AIRPORT MASTER PLAN ADDRESSES INCREASED AVIATION  
[00:42:58] ACTIVITY AS THE LARGEST DRIVER OF EMISSIONS. AND THAT CONCLUDES  
[00:43:02] OUR WRITTEN COMMENTS THAT WE'VE RECEIVED TODAY.  
[00:43:06] VERY GOOD. THANK YOU VERY MUCH. AGAIN. THANKS TO ALL OF OUR  
[00:43:09] PUBLIC COMMENTERS. WE APPRECIATE YOUR EFFORTS TO GET  
[00:43:12] THROUGH THIS TECHNOLOGICAL CHALLENGE WE'RE IN THESE DAYS. AT ANY RATE. LET'S  
[00:43:17] MOVE ON NOW TO THE NEXT ITEM, WHICH IS NUMBER ITEM NUMBER 6,  
[00:43:21] WHICH IS OUR UNANIMOUS CONSENT CALENDAR.  
[00:43:27] AT THIS TIME,  
[00:43:30] WE WILL CONSIDER A MOTION TO APPROVE THE CONSENT CALENDAR  
[00:43:34] COVERING ITEM 6A 6B C D E AND F AND I KNOW OF NO MOTIONS TO  
[00:43:41] AMEND BUT I HEARD A COMMENT EARLIER THAT MIGHT SUGGEST  
[00:43:44] THERE ARE SOME POSSIBLE AMENDMENT HERE FROM ONE OF OUR  
[00:43:46] COMMISSIONERS. HI COMMISSIONER STEINBREUCK, STEPHANIE BOWMAN  
[00:43:50] HERE. I WAS GOING TO PULL ITEM 6C ABOUT THE LITIGATION  
[00:43:55] SETTLEMENT, BUT YOU ADDRESSED IT VERY ELOQUENTLY AS DID MR.  
[00:43:58] METRUCK. AND SO I JUST WANTED TO MAKE SURE THAT THE PUBLIC  
[00:44:01] HAD TRANSPARENCY TO IT. THANK YOU FOR ADDRESSING IT.  
[00:44:04] I'LL MAKE A MOTION TO APPROVE THE CONSENT  
[00:44:07] CALENDAR AS PRESENTED. THANKS  
[00:44:12] COMMISSIONER. I'LL SECOND. IT'S BEEN MOVED AND SECONDED. CLERK. PLEASE CALL THE  
[00:44:17] ROLL ON THE MOTION TO APPROVE THE CONSENT AGENDA. THANK YOU.  
[00:44:22] BEGINNING WITH COMMISSIONER BOWMAN. APPROVED. THANK YOU.  
[00:44:26] COMMISSIONER CALKINS. AYE. THANK YOU. COMMISSIONER CHO.  
[00:44:30] AYE. THANK YOU. COMMISSIONER FELLEMAN. AYE.  
[00:44:34] THANK YOU. COMMISSIONER STEINBREUCK. AYE. THANK YOU. YOU  
[00:44:38] HAVE UNANIMOUS APPROVAL OF THE CONSENT AGENDA. VERY GOOD.  
[00:44:42] THANK YOU ALL AND WE ARE NOW ON TO ITEM 7, WHICH IS THE SPECIAL  
[00:44:46] ORDERS SEGMENT OF OUR MEETING. CLERK HART, PLEASE READ THE NEXT  
[00:44:50] ITEM INTO THE RECORD. THANK YOU. THAT IS ITEM 7A, AUTHORIZATION  
[00:44:56] FOR THE EXECUTIVE DIRECTOR TO ADOPT THE NEW NAMES FOR SIX PORT-OWNED  
[00:45:00] PUBLIC ACCESS AND HABITAT SITES ALONG THE DUWAMISH RIVER AS  
[00:45:04] DETERMINED THROUGH THE COMMUNITY ENGAGEMENT PROJECT  
[00:45:06] INCREDIBLE PARKS WANT INCREDIBLE NAMES.  
[00:45:12] OKAY, EXECUTIVE DIRECTOR?  
[00:45:16] COMMISSIONERS, EARLIER THIS YEAR WE ANNOUNCED AN EXCITING  
[00:45:19] PARTNERSHIP WITH SEATTLE PARKS FOUNDATION TO HELP OUR STAFF  
[00:45:22] DESIGN THE COMMUNITY ENGAGEMENT PROJECT TO RENAME 6  
[00:45:25] PORT OWNED PUBLIC ACCESS SITES ALONG THE DUWAMISH RIVER. THE  
[00:45:30] RESULTING INCREDIBLE PARKS WANT INCREDIBLE NAMES CAMPAIGN  
[00:45:33] RESPONDED TO A LONG-STANDING COMMUNITY DESIRE FOR THE PORT  
[00:45:36] TO FOSTER GREATER CONNECTION AND STEWARDSHIP OF THE DUWAMISH  
[00:45:39] RIVER IN PARTNERSHIP WITH ITS SURROUNDING COMMUNITIES. THE  
[00:45:42] PUBLIC RESPONSE WAS OVERWHELMINGLY  
[00:45:45] POSITIVE. ALL OF OUR WORK HAS BROUGHT US TO TODAY WHERE THE

[00:45:49] PORT AND SEATTLE PARKS FOUNDATION ARE THRILLED TO  
[00:45:52] ANNOUNCE THE NEW COMMUNITY SOURCE NAMES FOR EACH  
[00:45:55] OF THE DUWAMISH RIVER PARKS. AT THIS POINT I'M GOING TO TURN  
[00:45:58] IT OVER TO CHRISTINA BILLINGSLEY, SENIOR PROGRAM  
[00:46:01] MANAGER FOR ENVIRONMENTAL MANAGEMENT TO HELP US  
[00:46:03] WITH THE ANNOUNCEMENT TODAY AND WE HAVE A NUMBER OF  
[00:46:06] SPEAKERS. SO CHRISTINA WILL HELP US WITH THAT. BUT FIRST  
[00:46:09] I WANT TO HEAR THE DRUM ROLL. [LAUGHTER]  
[00:46:15] IT'S AN EXCITING MOMENT. CHRISTINA.  
[00:46:19] IT'S A VERY EXCITING MOMENT. THANK YOU SO MUCH FOR THE FOR  
[00:46:21] THE WARM INTRODUCTION EXECUTIVE DIRECTOR METRUCK. AND  
[00:46:24] TO OUR COMMISSIONERS, THANKS FOR YOUR TIME TODAY. IT'S A  
[00:46:26] PLEASURE TO BE HERE. MY NAME IS CHRISTINA BILLINGSLEY. I'M  
[00:46:29] SENIOR PROGRAM MANAGER FOR ENVIRONMENTAL ENGAGEMENT AND THE  
[00:46:32] EXTERNAL RELATIONS DEPARTMENT AT THE PORT. I'M HERE TODAY TO  
[00:46:34] SHARE WITH YOU THE OUTCOMES OF A TRULY UNIQUE COMMUNITY  
[00:46:37] ENGAGEMENT PROJECT THAT WAS A LABOR OF LOVE FOR  
[00:46:39] MANY STAKEHOLDERS. TODAY YOU'LL BE HEARING FROM JUST A FEW OF  
[00:46:44] THE THOUSANDS OF PEOPLE WHO ENGAGED WITH THIS PROJECT AND  
[00:46:46] TO BEGIN WITH AND GET US STARTED I WANTED TO TURN IT  
[00:46:49] OVER TO STEPHANIE JONES STEBBINS, DIRECTOR OF OUR MARITIME DIVISION  
[00:46:52] AT THE PORT TO GET US STARTED. THANK YOU CHRISTINA.  
[00:46:57] THESE PARKS HAVE BEEN A SMALL BUT IMPORTANT PART OF THE  
[00:47:01] MARITIME PORTFOLIO FOR MANY YEARS AND I ESPECIALLY WANT TO  
[00:47:05] RECOGNIZE THE MARINE MAINTENANCE TEAM AND MARITIME  
[00:47:08] ENVIRONMENTAL TEAM THAT HAVE BEEN OUT THERE TAKING GREAT  
[00:47:11] CARE OF THESE PARKS AND DOING WONDERFUL WORK THERE FOR MANY  
[00:47:15] YEARS UNFETTERED, REALLY, BY THOSE OF US AT PIER 69. SO THIS  
[00:47:22] HAS BEEN I THINK A REALLY WONDERFUL OPPORTUNITY TO GIVE  
[00:47:25] THESE PARKS SOME NAMES THAT REALLY REPRESENT HOW WONDERFUL  
[00:47:31] THEY ARE. I THINK MUCH BETTER THAN THE TERMINAL NAMES  
[00:47:34] THAT THEY HAVE RIGHT NOW. THIS IS ONE IMPORTANT STEP IN OUR  
[00:47:38] ONGOING EFFORT TO REALLY CENTER THE COMMUNITY AS WE LOOK AT THE  
[00:47:44] OVERALL MANAGEMENT OF THESE PARKS, SO I'M JUST REALLY  
[00:47:47] DELIGHTED WITH THIS PROCESS. I'M GOING TO TURN IT BACK TO  
[00:47:50] CHRISTINA AND THANKS SO MUCH. OH DON'T RUN INTO THE  
[00:47:55] DOCK THERE STEPHANIE. THAT'S ABOUT JUST AHEAD OF YOU.  
[00:48:00] I'M IN MY TUGBOAT READY TO ASSIST YOU, COMMISSIONER.  
[00:48:03] [LAUGHTER] ALRIGHT. THANK YOU SO MUCH STEPHANIE. THE  
[00:48:08] INCREDIBLE PARKS WANT INCREDIBLE NAME IS PROJECT WAS  
[00:48:10] INSPIRED BY OUR COMMUNITY. OVER THE YEARS WE'VE HEARD  
[00:48:13] LONG-STANDING QUESTIONS ABOUT HOW AND WHY OUR PARKS HAVE BEEN  
[00:48:17] NAMED AFTER OLD TERMINALS OR STREET ENDS WHEN COMMITTEE  
[00:48:20] MEMBERS HAVE HAD SUCH RICHER EXPERIENCES, MEMORIES AND  
[00:48:23] CONNECTIONS TO THESE SITES THAN WHAT THESE NAMES HAVE  
[00:48:26] CONVEYED. SOME INTIMATELY KNOW THE PLANTS AND WILDLIFE ON EACH  
[00:48:30] OF THESE SITES. THEY SPEND COUNTLESS HOURS VOLUNTEERING  
[00:48:33] DURING THE HABITAT RESTORATION EFFORTS IN ORDER TO  
[00:48:36] HELP FIGHT CLIMATE CHANGE. OTHERS TEACH THE NEXT  
[00:48:39] GENERATION WHAT AND HOW TO FISH FOR THEIR FAMILY'S DINNER.  
[00:48:43] THAT'S USING OUR PARK SHORELINES AS THE CLASSROOM.  
[00:48:47] MANY OTHERS VISIT THESE SITES AND THESE HIDDEN GEMS AS A  
[00:48:50] PLACE OF REFUGE AND PEACE IN THE MIDDLE OF A DIFFICULT WORK WEEK.  
[00:48:54] TODAY OUR COMMUNITY PARTNERS WILL EXPLAIN OUR PROCESS FOR  
[00:48:57] RENAMING THESE SIX PARKS TO NEW BEAUTIFUL COMMUNITY SOURCE  
[00:49:01] NAMES. THEY WILL ALSO ANNOUNCE THESE NEW NAMES FOR THE FIRST  
[00:49:04] TIME IN PUBLIC AND ENCOURAGE COMMISSIONERS TO CONSIDER  
[00:49:08] ADOPTION OF MOTION 2020-20. PLEASE HOLD ALL QUESTIONS FOR  
[00:49:13] OUR PANELISTS UNTIL AFTER ALL SIX NAMES HAVE BEEN REVEALED  
[00:49:16] AND FOR THOSE THAT WOULD LIKE MORE SPECIFIC  
[00:49:19] INFORMATION ABOUT THE PROJECT, THE PROCESS, AND OUR COMMUNITY  
[00:49:22] PARTNERS INVOLVED, PLEASE VISIT [WWW.NAMEINCREDIBLEPARKS.ORG](http://WWW.NAMEINCREDIBLEPARKS.ORG)  
[00:49:28] AND WITHOUT FURTHER ADO I'D LIKE TO INTRODUCE GEORGE LEE

[00:49:30] AND MICHELLE BENATTIA FROM THE SEATTLE PARKS FOUNDATION TO  
[00:49:33] KICK US OFF.  
[00:49:48] GEORGE YOU'RE MUTED. YOU'LL NEED TO UNMUTE YOURSELF. OKAY. THERE  
[00:49:53] WE GO. PERFECT.  
[00:49:55] GO AHEAD. YOU CAN ADVANCE TO THE NEXT SLIDE.  
[00:50:01] YEAH.  
[00:50:03] OKAY. IT'S A PLEASURE TO BE HERE. MY NAME IS GEORGE LEE.  
[00:50:08] I'M WITH THE SEATTLE PARKS FOUNDATION. AND NOW HERE'S  
[00:50:11] MICHELLE. AND I'M MICHELLE BENATUA. I'M THE SENIOR MANAGER FOR  
[00:50:15] COMMUNITY PARTNERSHIPS AND PLANNING AT THE SEATTLE PARKS  
[00:50:17] FOUNDATION.  
[00:50:19] GO AHEAD AND NEXT SLIDE.  
[00:50:23] LAUREN I'M NOT SEEING THAT SLIDE PROJECTING.  
[00:50:28] I'M NOT SURE WHAT OTHER PEOPLE ARE SEEING.  
[00:50:32] THERE WE GO.  
[00:50:38] GREAT. THANK YOU. YEAH, AND THANK YOU TO THE PORT OF  
[00:50:41] SEATTLE COMMISSIONERS FOR THIS OPPORTUNITY FOR SEATTLE PARKS  
[00:50:44] FOUNDATION, WHICH FISCALLY SPONSORS OVER 80 COMMUNITY  
[00:50:47] GROUPS THROUGHOUT SEATTLE TO CO-DESIGN THIS EQUITABLE PUBLIC  
[00:50:51] ENGAGEMENT AND DECISION MAKING PROCESS. WE WORKED TO MAKE SURE  
[00:50:55] IT WOULD HIGHLIGHT THE CULTURAL AND ENVIRONMENTAL IMPORTANCE OF  
[00:50:58] THE RIVER AND AMPLIFY COMMUNITY EXPERIENCES AND STORIES ABOUT  
[00:51:02] THESE PLACES. FROM WORKING IN THE DUWAMISH VALLEY IN  
[00:51:05] DIFFERENT CAPACITIES FOR THE PAST 10 YEARS, I KNOW COMMUNITY  
[00:51:09] MEMBERS REALLY VALUE THE RIVER AND THE PUBLIC ACCESS LOCATION  
[00:51:13] ALONG ITS BANKS AND THAT RENAMING HAS BEEN AN IMPORTANT  
[00:51:16] PRIORITY. SO WE SEE THIS NAMING PROCESS AS JUST THE START OF  
[00:51:20] MANY NEW PARTNERSHIPS. NEXT SLIDE.  
[00:51:29] SO A CRUCIAL PART OF THIS PROJECT WAS THE TEAM OF REVIEW  
[00:51:33] COMMITTEE MEMBERS WHO ADVISED AND LENT THEIR EXPERTISE AN  
[00:51:36] IN-DEPTH KNOWLEDGE TO SHAPE THIS PUBLIC PROCESS. EACH MEMBER  
[00:51:40] HAS MULTIPLE CONNECTIONS TO THESE PLACES, MULTIPLE  
[00:51:43] RELATIONSHIPS WITH THE COMMUNITIES NEARBY, AND  
[00:51:46] EXPERTISE ABOUT THE CULTURAL AND ECOLOGICAL SIGNIFICANCE OF  
[00:51:50] EACH SITE. IT WAS SUCH A JOY AND I LEARNED SO MUCH BY  
[00:51:53] WORKING WITH MAGDALENA ANGEL- CANO, ROSARIO MARIA MEDINA,  
[00:51:59] WARREN KING GEORGE, DENNIS WEWARCH, SHARON LEISHMAN,  
[00:52:04] BJ CUMMINGS, GEORGE BLOMBERG, ALL GRANT, AND THE MANY OTHERS WHO  
[00:52:08] WORKED BEHIND THE SCENES CONTRIBUTING THEIR STORIES AND  
[00:52:11] ADVICE ABOUT THIS PROJECT. EVERYONE'S CONTRIBUTION AND  
[00:52:15] TENACITY AND ABILITY TO WORK TOGETHER WHILE REMOTE AND OVER  
[00:52:19] THE SCREEN HAS REALLY BEEN A BRIGHT SPOT DURING THESE PAST  
[00:52:22] SEVEN MONTHS. NEXT SLIDE, PLEASE.  
[00:52:28] OKAY, THANK YOU MICHELLE. YEAH, THANK YOU. IT'S BEEN AN  
[00:52:32] HONOR TO WORK ON THIS PROJECT. THERE'S A LOT OF INFO ON THIS  
[00:52:37] SLIDE, BUT LET'S JUST FOCUS HERE ON THE IMAGE ON THE RIGHT,  
[00:52:40] THE PROJECT PROCESS. SO EARLY IN THE YEAR, MARCH THROUGH JULY, WE  
[00:52:46] DID PLANNING AND DESIGN OF THE PROCESS AND THEN OVER THE  
[00:52:51] SUMMER WE COLLECTED PUBLIC NAME NOMINATIONS THROUGH THE  
[00:52:54] WEBSITE. AND THEN WE MOVED INTO THIS FALL WITH THE NAME  
[00:53:00] SCORING AND SELECTION. AT EACH ONE OF THOSE PHASES WE HAD  
[00:53:03] PUBLIC INPUT AND THEN WE HAVE THE STAKEHOLDER REVIEW  
[00:53:06] COMMITTEE BE INVOLVED. SO IF WE COULD GO TO THE NEXT SLIDE.  
[00:53:12] SO THIS SLIDE SHOWS US SOME STATISTICS AND IMAGES FROM OUR  
[00:53:16] ENGAGEMENT AND OUTLINES WHAT MADE US SUCCESSFUL, BUT I'D  
[00:53:20] LIKE TO FOCUS ON THREE KEY ACTIONS THAT WERE MOST  
[00:53:23] IMPORTANT. SO WE DID EARLY CONSULTATION AND COORDINATION  
[00:53:28] WITH AN EMPHASIS ON RESEARCHING CENSUS TRACT DATA SURROUNDING  
[00:53:32] EACH SITE TO LEARN ABOUT POTENTIAL PARK USERS WE NEEDED  
[00:53:36] TO REACH. WE CONSULTED TRIBAL COMMUNITIES AND THEIR  
[00:53:39] RELATIONSHIPS TO EACH PARK SITE AND THE RIVER, AND WE CONDUCTED  
[00:53:43] COMMUNITY-BASED ORGANIZATION OUTREACH AND DIALOGUE WITH  
[00:53:46] OTHER AGENCIES TO LEARN ON THE GROUND USERS SUCH AS

[00:53:50] SUBSISTENCE FISHERS THAT MIGHT NOT LIVE IN THE AREA BUT USE  
[00:53:54] THE PARKS AND HOW TO REACH THEM. SECONDLY, WE REALLY FOCUS  
[00:53:58] ON ACCESSIBLE COMMUNICATIONS. SO THERE WERE A LOT OF FACTORS  
[00:54:02] GOING ON DURING COVID-19 AND WE SOUGHT TO TO WORK WITH THEM AS  
[00:54:08] BEST WE COULD WITH DIGITAL LITERACY, AGE-APPROPRIATE  
[00:54:12] OUTREACH, MULTILINGUAL SURVEYS, AND OTHER MATERIALS. AND LASTLY WE  
[00:54:16] HAD A DIRECT INFLUENCE FROM THE PUBLIC WITH HUGE NUMBERS OF  
[00:54:22] PARTICIPATION. WITH OVER TWELVE THOUSAND UNIQUE VISITORS TO THE  
[00:54:27] WEBSITE, 3500 PUBLIC NOMINATIONS RECEIVED, AND ALMOST 1,600  
[00:54:32] PUBLIC RANKING SURVEYS COMPLETED.  
[00:54:36] NEXT SLIDE.  
[00:54:40] SO THIS SLIDE IS JUST A SIMPLE REMINDER OF THE  
[00:54:43] CRITERIA WE'VE USED THROUGHOUT THE PROCESS TO GUIDE IT. IT WAS  
[00:54:47] DEVELOPED USING INPUT FROM KEY PARK STAKEHOLDERS INCLUDING  
[00:54:51] LOCAL COMMUNITY ORGANIZATIONS, THE REVIEW COMMITTEE, AND PORT  
[00:54:54] LEADERSHIP. SO NOW I WOULD LIKE TO INTRODUCE TWO OF THE  
[00:54:59] INCREDIBLE STAKEHOLDER REVIEW COMMITTEE MEMBERS. NEXT SLIDE.  
[00:55:05] WARREN KINGGEORGE AND SHARON LEISHMAN. GO AHEAD WARREN.  
[00:55:14] GOOD AFTERNOON COMMISSIONERS. THANK YOU FOR YOUR TIME. MY  
[00:55:19] NAME IS WARREN KING GEORGE. I'M AN ENROLLED MEMBER OF THE  
[00:55:22] MUCKLESHOOT INDIAN TRIBE.  
[00:55:25] I ALSO HAVE FAMILY TIES TO THE  
[00:55:28] NORTHERN END OF PUGET SOUND  
[00:55:31] FROM THE UPPER SKAGIT TRIBE ON MY LATE MOTHER'S SIDE.  
[00:55:36] I WANT TO SAY THAT THIS WAS A UNIQUE COLLABORATION OF  
[00:55:41] DIVERSE CULTURAL BACKGROUNDS AND PERSPECTIVES AND I CONSIDER  
[00:55:47] IT A GREAT HONOR TO BE ABLE TO BE A PART OF THIS NEW  
[00:55:51] SYSTEM THAT WE NOW HAVE CREATED TO WORK WITH ONE ANOTHER  
[00:55:57] DURING THESE REALLY TRYING TIMES AND I CERTAINLY  
[00:56:00] APPRECIATE ALL THE CREATIVITY THAT CHRISTINA AND LEE HAVE  
[00:56:04] PROVIDED US TO MAKE THIS PROJECT WORK. SO JUST I'M  
[00:56:10] THANKFUL AND GRATEFUL FOR THIS OPPORTUNITY.  
[00:56:16] GREAT.  
[00:56:18] THANK YOU WARREN.  
[00:56:20] NEXT SLIDE.  
[00:56:23] SHARON, CAN YOU UNMUTE YOURSELF? CERTAINLY. THANK YOU. HELLO, I'M  
[00:56:30] SHARON LISHMAN, MANAGER FOR THE DUWAMISH ALIVE COALITION, A  
[00:56:34] COLLABORATIVE GROUP OF LOCAL ORGANIZATIONS WORKING TO  
[00:56:38] IMPROVE THE ENVIRONMENTAL HEALTH OF THE DUWAMISH  
[00:56:41] WATERSHED WHICH HAVE BEEN HONORED TO HELP STEWARD MANY OF  
[00:56:45] THESE IMPORTANT SITES OVER THE YEARS. YOU KNOW, GIVING THEM  
[00:56:49] MEANINGFUL NAMES WHICH REFLECT THEIR SIGNIFICANCE HONORS OUR  
[00:56:53] PAST BUT ALSO OUR FUTURE AND WE ARE VERY VERY GRATEFUL FOR THIS  
[00:56:59] OPPORTUNITY AND WARREN I'LL TURN IT BACK TO YOU.  
[00:57:08] THANK YOU, SHARON.  
[00:57:10] TODAY AFTER MANY MONTHS OF WORKING TOGETHER WITH OUR  
[00:57:12] COMMUNITIES, THE PORT, AND THE SEATTLE PARKS FOUNDATION WE  
[00:57:16] HAVE THE GREAT HONOR OF ANNOUNCING THE NEW NAMES FOR  
[00:57:19] THE SIX BEAUTIFUL PARKS ALONG THE DUWAMISH RIVER.  
[00:57:24] THERE ARE FOUR PARKS WITH CHOSEN LUSHOOTSEED NAMES AND  
[00:57:28] TWO CHOSEN ENGLISH NAMES. I WILL BEGIN WITH THE LUSHOOTSEED  
[00:57:31] NAMES SO THAT ALL OF US CAN LEARN HOW THE NEW NAMES SOUND.  
[00:57:35] MY COLLEAGUE SHARON WILL REPEAT IT TO SHOW ALL OF US THAT  
[00:57:41] ARE NOT FAMILIAR WITH THE LUSHOOTSEED THAT THESE  
[00:57:44] NAMES [INAUDIBLE]  
[00:57:47] FOR ALL OF US TO ENJOY AND CONNECT WITH. LET'S BEGIN WITH  
[00:57:50] THE FIRST PARK.  
[00:57:55] TERMINAL 105 PARK.  
[00:57:59] NEXT SLIDE.  
[00:58:05] THIS PARK FROM THIS DAY FORWARD WILL BE KNOWN AS TOOLALT  
[00:58:11] VILLAGE PARK AND SHORELINE HABITAT.  
[00:58:16] TOOLALT VILLAGE PARK AND SHORELIKE HABITAT.  
[00:58:17] NEXT SLIDE.

[00:58:30] TERMINAL 107.  
[00:58:32] FROM THIS DAY FORWARD TERMINAL 107 PARK. NEXT SLIDE.  
[00:58:43] FROM THIS DAY FORWARD THIS PARK WILL NOW BE KNOWN AS  
[00:58:48] HAAPOOS VILLAGE PARK AND SHORELINE HABITAT.  
[00:58:53] HAAPOOS VILLAGE PARK AND SHORELINE HABITAT. NEXT SLIDE.  
[00:59:02] TERMINAL 108 PARK. NEXT SLIDE.  
[00:59:14] FROM THIS DAY FORWARD THIS PARK WILL BE KNOWN AS SBAGWAH  
[00:59:19] PARK AND SHORELINE HABITAT.  
[00:59:23] SBAGWAH PARK SHORELINE HABITAT. NEXT SLIDE.  
[00:59:37] 8TH AVENUE SOUTH STREET END PARK. NEXT SLIDE.  
[00:59:49] FROM THIS DAY FORWARD  
[00:59:52] THIS PART SHALL BE KNOWN AS TATHTATHOOTSEED PARK AND  
[00:59:56] SHORELINE HABITAT.  
[00:59:59] TATHTATHOOTSEED PARK AND SHORELINE HABITAT. NEXT SLIDE.  
[01:00:10] NOW FOR THE LAST TWO PARKS, HAVE CHOSEN ENGLISH NAMES, I WILL  
[01:00:17] INTRODUCE THE NAMES IN ENGLISH AND WARREN WILL OFFER THE  
[01:00:21] LUSHOOTSEED TRANSLATION. SIGNAGE AT THE PARKS WILL ALSO INCLUDE  
[01:00:26] THE LUSHOOTSEED TRANSLATION OF THIS ENGLISH NAME. SO  
[01:00:30] WITHOUT FURTHER ADO, TERMINAL 117 WILL NOW BE KNOWN AS.  
[01:00:38] NEXT SLIDE.  
[01:00:44] DUWAMISH RIVER PEOPLE'S PARK AND SHORELINE HABITAT.  
[01:00:51] [LUSHOOTSEED TRANSLATION]  
[01:01:02] NEXT SLIDE.  
[01:01:12] AND FINALLY, I'D LIKE TO INTRODUCE YOU TO THE NEW NAME  
[01:01:16] FOR TURNING BASIN NUMBER 3. NEXT SLIDE.  
[01:01:23] SALMON COVE PARK AND SHORELINE HABITAT.  
[01:01:35] [LUSHOOTSEED TRANSLATION]  
[01:01:46] THANK YOU SO MUCH, WARREN AND SHARON, FOR REVEALING THESE NEW  
[01:01:49] PARK NAMES TO THE COMMISSION AND TO THE PUBLIC TODAY.  
[01:01:52] NOW A ROUND OF APPLAUSE. [APPLAUSE]  
[01:01:59] AS YOU CAN SEE AND VISIT, THIS IS A NEW MAP OF THE PORT OF  
[01:02:02] SEATTLE'S PARKS AND SHORELINE HABITAT AREAS ALONG THE  
[01:02:05] DUWAMISH RIVER. THANK YOU VERY MUCH TO SHARON AND TO WARREN  
[01:02:08] FOR SHARING THESE NEW NAMES AND MODELING HOW WE CAN PRONOUNCE  
[01:02:11] THEM USING THE INDIGENOUS LANGUAGE OF THIS AREA,  
[01:02:13] LUSHOOTSEED. THE SELECTION OF THESE NEW NAMES FOR THESE  
[01:02:17] PUBLIC PARKS OFFERS A GREAT WAY FOR ALL OF US TO LEARN MORE  
[01:02:20] ABOUT THE COAST SALISH COMMUNITIES PAST AND PRESENT  
[01:02:23] AND THEIR CONNECTION TO THE DUWAMISH RIVER. EACH OF THESE  
[01:02:26] NEW NAMES BRINGS US BACK TO THE REFLECT ON THE CULTURAL,  
[01:02:29] HISTORICAL, AND ENVIRONMENTAL IMPORTANCE OF THESE SITES.  
[01:02:32] THANK YOU FOR SERVING ON THE REVIEW COMMITTEE AND FOR YOUR  
[01:02:34] HARD WORK THROUGHOUT THIS PROCESS.  
[01:02:39] AND THIS IS SHARON, WE WANT TO GIVE A VERY SPECIAL  
[01:02:43] THANK YOU TO THE PORT OF COMMISSIONERS. WE GREATLY  
[01:02:46] APPRECIATE THE THOUGHTFUL AND INCLUSIVENESS OF THE  
[01:02:52] COMMITTEE, THE PORT OF SEATTLE, AND SEATTLE PARK FOUNDATION'S  
[01:02:56] EFFORTS FOR THIS PROJECT. HAVING SUCH A HIGH LEVEL OF INTEREST  
[01:03:00] AND ENGAGEMENT FROM SO MANY OF OUR COMMUNITIES MADE THIS A  
[01:03:03] VERY SPECIAL EXPERIENCE OF SHARING KNOWLEDGE, PERSPECTIVES,  
[01:03:08] AND INSIGHTS FOR A DEEPER UNDERSTANDING OF THESE SPECIAL  
[01:03:12] PLACES AND OUR CONNECTION TO THEM. THANK YOU SO MUCH FOR  
[01:03:17] THIS OPPORTUNITY.  
[01:03:19] SURE, AND THANK YOU VERY MUCH FOR THOSE WARM WORDS, AND WE'RE  
[01:03:23] SO GRATEFUL FOR THE WORK OF STAFF PARTICULARLY, CHRISTINA  
[01:03:27] BILLINGSLEY AND ALL OF OUR ENVIRONMENTAL PROGRAM STAFF AND  
[01:03:32] TO ALL OF THE INCREDIBLY ENGAGED PARTICIPANTS  
[01:03:37] INVOLVED IN THIS. IT'S TRULY A REMARKABLE RESULT HERE AND  
[01:03:40] PROCESS. SO WITH THAT WE HAVE A VERY TWO VERY SPECIAL GUESTS IN  
[01:03:45] ADDITION TO THOSE WHO ALREADY PRESENTED AND I WOULD LIKE TO  
[01:03:49] NOW INVITE JOLENE HAAS, A BOARD MEMBER OF THE DUWAMISH TRIBAL  
[01:03:53] COUNCIL AND THE DUWAMISH LONGHOUSE DIRECTOR AND CECILE  
[01:03:58] HANSEN CO- CHAIRWOMAN OF THE DUWAMISH TRIBAL COUNCIL. I

[01:04:01] MIGHT ALSO ADD, GREAT GREAT GRAND NIECE OF CHIEF SEATTLE  
[01:04:08] ACCORDING TO HER MOTHER. AND SO WITH THAT  
[01:04:14] THEY WOULD LIKE TO SAY A FEW WORDS ABOUT THIS EFFORT AND  
[01:04:17] ALSO WE WILL INVITE ANY OTHER NATIVE PARTICIPANTS WHO  
[01:04:21] MAY BE ONLINE TO SAY A FEW WORDS. SO I'LL TURN IT NOW TO  
[01:04:24] JOLENE.  
[01:04:29] IS JOLENE ON THE LINE?  
[01:04:34] OKAY. LET ME CHECK.  
[01:04:48] I AM NOT SEEING THEM. AND CECILE?  
[01:04:54] I KNOW WE HAD CECILE EARLIER.  
[01:04:58] YES, CECILE IS THERE. LET'S TURN NOW TO THE  
[01:05:03] CHAIRWOMAN OF THE DUWAMISH TRIBAL COUNCIL, CECILE HANSEN.  
[01:05:12] IT LOOKS AS  
[01:05:14] THOUGH CECILE IS UNMUTED.  
[01:05:21] CECILE ARE YOU ABLE TO SPEAK?  
[01:05:25] BE HEARD.  
[01:05:36] LET'S THEN TURN TO COMMISSIONERS AND IF WE CAN  
[01:05:42] REGAIN CECILE AND JOLENE'S CONNECTIONS, WE CAN  
[01:05:46] RETURN TO THEM. SOUNDS GOOD COMMISSIONER. WE'LL BEGIN WITH  
[01:05:50] COMMISSIONER BOWMAN FOR ANY COMMENTS THAT SHE MAY HAVE.  
[01:05:57] HI, I JUST WANTED TO QUICKLY THANK THE STAFF AND EVERYBODY  
[01:06:01] IN THE COMMUNITY THAT PARTICIPATED.  
[01:06:04] I REALLY THINK THAT THE PROCESS THAT YOU ALL CREATED FOR  
[01:06:08] REACHING OUT AND GETTING INPUT ON THESE PROPERTIES WAS  
[01:06:13] ABSOLUTELY JUST CRITICAL.  
[01:06:16] OVER THE YEARS I'VE ALWAYS KIND OF WONDERED WHY THEY JUST  
[01:06:19] HAD THESE GENERIC TERMINAL NAMES THAT NOBODY ELSE IN THE  
[01:06:22] COMMUNITY REALLY HAD AN IDEA OF WHAT THEY WERE AND IT CERTAINLY  
[01:06:24] DIDN'T SPEAK TO THE HISTORICAL AND CULTURAL SIGNIFICANCE OF  
[01:06:28] THE LAND AND SO. THE NAMES ARE INCREDIBLE. CHRISTINA, I CAN'T  
[01:06:33] THANK YOU ENOUGH. I KNOW THAT WE ALL SHARE THAT SENTIMENT.  
[01:06:36] YOU'VE JUST BEEN AN INCREDIBLE LEADER FOR THE PORT IN REACHING  
[01:06:39] INTO THE COMMUNITY AND HAVING THEM BECOME MORE ENGAGED WITH  
[01:06:42] THE PORT. I HOPE THAT THIS IS A NEW WAY THAT WE CAN GET  
[01:06:47] COMMUNITY INPUT ON NOT JUST PARKS BUT ALL OF THE THINGS  
[01:06:49] THAT WE WORK ON. BUT JUST REALLY INCREDIBLE. AND LAST THING I'D  
[01:06:52] ADD TO THAT. I WAS RAISED IN HAWAII. AND THE  
[01:06:58] CULTURAL SIGNIFICANCE OF THE INDIGENOUS PEOPLE IS CORE TO  
[01:07:03] HOW THE COMMUNITY NEEDS TO RELATE TO ONE ANOTHER. AND I  
[01:07:05] REALLY APPRECIATE THAT WE START ALL OF OUR MEETINGS  
[01:07:08] RECOGNIZING THE IMPORTANCE OF THE DUWAMISH AND IT FEELS AS  
[01:07:10] THOUGH THIS IS ANOTHER STEP TOWARDS RECOGNIZING THEIR  
[01:07:14] SIGNIFICANCE TO OUR COMMUNITY AND HONORING IT EVERY DAY. SO I  
[01:07:17] JUST WANT TO SAY THANK YOU TO EVERYBODY INVOLVED.  
[01:07:21] COMMISSIONER BOWMAN, THANK YOU. COMMISSIONER CALKINS.  
[01:07:26] THANK YOU. I ALSO WANT TO OFFER MY THANKS FOR EVERYONE WHO  
[01:07:30] PARTICIPATED IN THIS PROCESS. I THINK OF THIS AS ONE OF A  
[01:07:35] NUMBER OF STEPS TOWARDS  
[01:07:38] RECTIFYING SOME OF THE HISTORICAL INEQUITIES THAT  
[01:07:42] OCCURRED ALONG THE DUWAMISH RIVER BUT ALSO AS AN  
[01:07:44] OPPORTUNITY TO TAKE FUTURE STEPS TOWARDS REACTIVATING A  
[01:07:50] LOT OF THESE GREEN SPACES AND PUBLIC SPACES AND I WAS  
[01:07:53] THRILLED TO HAVE THE CHANCE TO MEET WITH JOLENE AND A FEW  
[01:07:56] OTHER MEMBERS OF THE DUWAMISH RECENTLY TO HEAR ABOUT SOME OF  
[01:07:59] THEIR ASPIRATIONS FOR THESE AREAS AND IT'S EXCITING TO  
[01:08:02] THINK ABOUT WHERE WE COULD GO FROM HERE CREATING  
[01:08:05] OPPORTUNITIES TO DRAW THE COMMUNITY TOGETHER AND NOT  
[01:08:08] JUST TRIBAL COMMUNITY MEMBERS, BUT COMMUNITY MEMBERS FROM UP  
[01:08:12] AND DOWN THE RIVER REPRESENTING LOTS OF DIFFERENT ETHNICITIES.  
[01:08:14] AND SO I'M EXCITED FOR THIS FIRST STEP AND I LOOK FORWARD  
[01:08:19] TO HOW THE PORT CAN SUPPORT CONTINUING ENGAGEMENT WITH  
[01:08:22] COMMUNITIES ALONG THE RIVER. SO, THANK YOU ALL SO MUCH.  
[01:08:27] THANK YOU COMMISSIONER CALKINS. MOVING TO COMMISSIONER CHO.



[01:08:31] YEAH, I THINK I JUST WANT TO ECHO THE SENTIMENTS OF MY  
[01:08:34] COLLEAGUES AND EVERYTHING THAT THEY'VE SAID. I THINK I WANT TO  
[01:08:37] COMMEND CHRISTINA AND THE TEAM IN SUCH A TREMENDOUS  
[01:08:40] PROCESS.  
[01:08:42] I REALLY APPRECIATE HOW WE'RE INCLUSIVE TRIBES AND OTHER  
[01:08:48] MEMBERS OF OUR COMMUNITY.  
[01:08:52] COMMISSIONER CHO, HANG ON ONE MOMENT. WE'RE GETTING FEEDBACK  
[01:08:54] AND I'M GOING TO TRY AND IDENTIFY WHERE THAT'S COMING  
[01:08:56] FROM.  
[01:09:02] HE HAS A PHONE NUMBER. HANG ON. I'M GOING TO MUTE THEM. THERE  
[01:09:06] WE GO.  
[01:09:08] ALL RIGHT, WE'RE GOOD.  
[01:09:12] ALL RIGHT, I LOST MY TRAIN OF THOUGHT.  
[01:09:16] I JUST YOU KNOW, I JUST THINK THAT WE DID AN EXCELLENT  
[01:09:18] JOB AND I AGREE WITH STEPHANIE THAT THIS IS A MODEL GOING  
[01:09:21] FORWARD FOR HOW WE SHOULD BE RECEIVING INPUT ON FUTURE  
[01:09:26] PROJECTS BEYOND JUST NAMING PARKS. AND SO I LOOK FORWARD TO  
[01:09:28] SEEING HOW WE APPLY THIS METHOD AND THE SYSTEM TO OTHER AREAS  
[01:09:33] OF THE PORT. I ALSO HAD THE OPPORTUNITY TO GO VISIT THE  
[01:09:37] DUWAMISH LONGHOUSE AND CULTURE CENTER, AND IT WAS VERY  
[01:09:40] ENLIGHTENING FOR ME. I REALLY APPRECIATE THE HOSPITALITY AND  
[01:09:44] AND ALL THE EDUCATION THAT I GOT  
[01:09:47] ON THE HISTORY OF OUR TRIBAL COMMUNITIES, AND SO I VERY MUCH  
[01:09:52] LOOK FORWARD TO CONTINUING TO WORK WITH THOSE COMMUNITIES IN  
[01:09:57] MANY OTHER ASPECTS. SO, THANK YOU AGAIN.  
[01:10:00] THANK YOU. COMMISSIONER CHO. COMMISSIONER FELLEMAN FOR YOUR  
[01:10:02] COMMENTS.  
[01:10:07] THANK YOU. DON'T NEED TO PILE ON ANY FURTHER BUT IT JUST IS SUCH  
[01:10:11] A CLEAR INDICATION WHEN THE PORT REACHES OUT TO THE  
[01:10:14] COMMUNITY AND THOUGHTFUL AND OPEN-MINDED WAY. HOW GREAT THE  
[01:10:18] COMMUNITY COMES BACK AND WORKS WITH US. IT'S OBVIOUSLY GOT TO  
[01:10:22] BE A TWO-WAY STREET TO CONTINUE HAVING A PRODUCTIVE WORKING  
[01:10:26] RELATIONSHIP WITH OUR NEIGHBORS AND WHAT THE PORT STAFF DID  
[01:10:30] WITH THIS SITUATION, THIS PARTICULAR EXAMPLE, IS SO  
[01:10:34] EXTRAORDINARY AND I THINK REALLY PUTS US ON A REALLY  
[01:10:38] POSITIVE PATH FOR MANY FUTURE ENGAGEMENTS. AND I JUST CAN'T  
[01:10:42] TELL YOU HOW MUCH I'M APPRECIATIVE OF BOTH OF THE  
[01:10:45] PORT STAFF AND OF THE COMMUNITY'S WILLINGNESS TO  
[01:10:48] PARTICIPATE. IT HAD EVERY OPPORTUNITY AND EVERY CHANCE OF  
[01:10:51] BEING A TRAIN WRECK. NAMES ARE VERY IMPORTANT TO PEOPLE AND  
[01:10:55] CERTAINLY TO TRIBAL COUNTRY AND THE FACT THAT WE'VE COME UP  
[01:11:00] WITH SUCH A COMMUNITY AGREEMENT IS A SPECTACULAR EXAMPLE OF  
[01:11:06] WHAT TRUE PORT COMMUNITY ENGAGEMENT NEEDS TO BE SO.  
[01:11:10] THANK YOU AGAIN. THANK YOU, COMMISSIONER FELLEMAN.  
[01:11:13] COMMISSIONER STEINBREUCK, WOULD WE LIKE TO TRY TO GO BACK TO  
[01:11:17] CECILIA? LET'S SEE IF WE HAVE CECILE AND JOLENE  
[01:11:21] THE DUWAMISH TRIBAL COUNCIL ONLINE.  
[01:11:28] LAUREN? YEAH, I SEE THAT THEY ARE UNMUTED. ARE YOU THERE?  
[01:11:34] I WOULD LIKE TOO INVITE JOLENE HAAS  
[01:11:38] AND CECILE HANSEN TO SPEAK IF YOU'RE HEARING US.  
[01:11:43] OKAY, I KNOW THEY'RE THERE. THEY'RE WAVING.  
[01:11:45] SO THEY NEED TO UNMUTE. THEY ARE CURRENTLY  
[01:11:49] DISPLAYED AS BEING UNMUTED. CAN YOU HEAR  
[01:11:53] ME? YES. [APPLAUSE]  
[01:11:57] OKAY. THANK YOU. I'M SORRY. CECILE STEPPED OUT. WE ARE  
[01:12:01] A LITTLE SAD THAT YOU DIDN'T HEAR HER SPEAK THE FIRST  
[01:12:04] TIME AND SHE HAD TO RUN TO AN APPOINTMENT. SO I WILL  
[01:12:10] READ THE STATEMENT THAT SHE WANTED TO  
[01:12:13] READ TO YOU. AND IT SAYS: WE WOULD LIKE TO SAY TO THE PEOPLE  
[01:12:18] WATCHING AND LISTENING AND TO THOSE WHO PARTICIPATED IN THE  
[01:12:22] VOTING AND SCORING PROCESS, THANK YOU. YOU ALL PLAYED A  
[01:12:26] PART IN MAKING TODAY A REALITY FOR THE DUWAMISH. ACTIVATING  
[01:12:31] THESE PLACE NAMES WILL CREATE A NEW ERA OF UNDERSTANDING THE

[01:12:35] INDIGENOUS COMMUNITIES, OUR HISTORY, AND OUR CONNECTION TO  
[01:12:39] THE LAND AND WE PRAY THAT IT WILL CREATE AN OPPORTUNITY  
[01:12:43] TO HEAL OUR RELATIONSHIP WITH ONE ANOTHER AS INDIAN PEOPLE  
[01:12:48] AND TO THE CITIZENS OF THE CITY OF SEATTLE. SO THANK YOU SO  
[01:12:53] MUCH AND I APPRECIATE ALL THE GOOD WORK THAT WAS PUT IN BY  
[01:12:56] THE PARKS FOUNDATION. PORT OF SEATTLE, CHRISTINA AND  
[01:13:02] EVERYBODY. SO, THANK YOU.  
[01:13:06] OKAY, JOLENE AND CECILE. THANK YOU SO MUCH FOR YOUR CONTINUING  
[01:13:13] CONTRIBUTIONS TO CULTURE AND LIFE OF OUR CITY AND FOR YOUR  
[01:13:17] PARTICIPATION TODAY. THIS PROCESS HAS BEEN NOTHING SHORT  
[01:13:22] OF TRULY REMARKABLE IN TERMS OF THE PUBLIC ENGAGEMENT AND  
[01:13:27] COMMUNITY OUTREACH. THIS IS REALLY A  
[01:13:30] COMMUNITY LEAD PROCESS I THINK THAT HAS RESULTED IN RENAMING.  
[01:13:36] SEATTLE, THE CITY, IS I THINK THE ONLY CITY IN THE UNITED  
[01:13:42] STATES NAMED AFTER A NATIVE AMERICAN CHIEF.  
[01:13:46] WE DON'T RECOGNIZE NEARLY ENOUGH  
[01:13:51] THOSE WHO CAME BEFORE AND WHO STEWARDED THESE AMAZING LANDS.  
[01:13:57] AND SO THIS IS A VERY GOOD START AT RESTORING OUR CULTURAL  
[01:14:03] CONNECTIONS TO THE PAST AND AS OTHERS HAVE SAID SO ELOQUENTLY  
[01:14:09] TO SHARE WITH FUTURE GENERATIONS  
[01:14:13] THE DEEPER MEANING AND SIGNIFICANCE OF SEATTLE'S ONLY  
[01:14:16] RIVER OF WHICH THESE PARKS, THESE SIX PARKS, ARE TREASURES.  
[01:14:22] EACH AND EVERY ONE OF THEM EMBEDDED IN THE COMMUNITIES OF  
[01:14:26] TODAY AND THE FUTURE AND HOPEFULLY THIS WILL LEAD US AS  
[01:14:31] CHAIRWOMAN HANSEN HAS SAID IN HER STATEMENT TO GREATER  
[01:14:36] UNDERSTANDING, RESPECT, APPRECIATION AND HEALING THAT  
[01:14:41] WE KNOW IS NECESSARY. SO WITH THAT, I WILL JUST AGAIN ADD MY  
[01:14:46] THANKS ON BEHALF OF THE PORT OF SEATTLE AND THE SEATTLE PORT  
[01:14:50] COMMISSION, AND MY COLLEAGUES. THANK YOU SO MUCH FOR THIS  
[01:14:54] INCREDIBLE WORK. IT'S TRULY INSPIRING. WITH THAT, I WILL  
[01:14:58] MAKE THE MOTION.  
[01:15:01] I WILL MOVE THE MOTION TO APPROVE ITEM 7A. AND IS THERE A  
[01:15:05] SECOND? SECOND.  
[01:15:08] OKAY, COMMISSIONER CHO HAS SECONDED. THE MOTION HAS  
[01:15:14] BEEN MADE AND SECONDED. CLERK, PLEASE CALL THE ROLL. THANK YOU.  
[01:15:18] BEGINNING WITH COMMISSIONER BOWMAN. AYE. THANK YOU.  
[01:15:23] COMMISSIONER CALKINS. AYE. THANK YOU. COMMISSIONER CHO. AYE. THANK YOU.  
[01:15:29] COMMISSIONER FELLEMAN. AYE. THANK YOU. COMMISSIONER  
[01:15:32] STEINBREUCK. YES.  
[01:15:35] THANK YOU. THAT MOTION PASSES WITHOUT OBJECTION. THE MOTION  
[01:15:39] PASSES. THANK YOU ALL AGAIN. HAVE A GREAT DAY.  
[01:15:43] ON TO THE NEXT, CLERK PLEASE READ THE NEXT ITEM INTO THE RECORD.  
[01:15:46] ABSOLUTELY. THAT IS ITEM  
[01:15:50] 7B, BRIEFING ON THE TAX LEVY DRAFT PLAN OF FINANCE FOR 2021  
[01:15:55] THROUGH 2025.  
[01:16:02] PRESENTING?  
[01:16:04] COMMISSIONER, I'LL GO AHEAD AND INTRODUCE ELIZABETH MORRISON.  
[01:16:08] COMMISSIONERS EACH YEAR WE PROVIDE AN UPDATED  
[01:16:12] DRAFT PLAN OF FINANCE THAT DESCRIBES THE CAPACITY TO FUND  
[01:16:16] PROJECTS BASED ON THE PROJECTED AVAILABLE RESOURCES. THIS PLAN  
[01:16:19] ALSO PROVIDES INFORMATION ON THE USES OF THE TAX LEVY, ON THE  
[01:16:22] FUNDING SOURCES AVAILABLE TO SUPPORT CAPITAL INVESTMENT, AND  
[01:16:26] AND RECOMMENDS A 2021 TAX LEVY AMOUNT. AS YOU HAVE LEARNED  
[01:16:31] THROUGH OUR MANY BUDGET BRIEFINGS AND STUDY SESSIONS  
[01:16:34] THIS YEAR, THE COVID-19 PANDEMIC HAS CAUSED MUCH UNCERTAINTY IN  
[01:16:37] OUR BUDGETING PROCESS AND HAS FORCED US TO REPRIORITIZE, DEFER  
[01:16:43] OR ACCELERATE MANY ITEMS IN OUR CAPITAL INVESTMENT PLAN. TAKING  
[01:16:47] INTO ACCOUNT OUR PRINCIPLES AND PRIORITIES, THE PROPOSED 3% TAX  
[01:16:51] LEVY INCREASE PRESENTED IN THIS BRIEFING REFLECTS OUR CURRENT  
[01:16:55] THINKING ON A PLAN OF FINANCE FOR THESE CAPITAL INVESTMENTS  
[01:16:58] TAKING ALL THE CONSIDERATIONS INTO ACCOUNT. PRESENTING THIS  
[01:17:02] AFTERNOON IS ELIZABETH MORRISON, DIRECTOR OF CORPORATE FINANCE.  
[01:17:05] ELIZABETH?

[01:17:07] GOOD AFTERNOON. I APOLOGIZE, I DON'T THINK THIS ITEM WILL BE  
[01:17:11] AS INSPIRING AS THE LAST ONE. THAT WAS A  
[01:17:14] WONDERFUL WONDERFUL ITEM TO TO OBSERVE.  
[01:17:19] I THINK THERE'S A PRESENTATION. THANK YOU SO MUCH. I'LL BEGIN  
[01:17:23] BY THANKING SCOTT BERTRAM AND HIS STAFF FOR ALL THE GOOD  
[01:17:28] WORK THEY PROVIDED TO THIS PRESENTATION. THERE IS AN  
[01:17:31] ENORMOUS AMOUNT OF DETAILS THAT GO INTO THE TAX LEVY AND  
[01:17:36] THE PLAN OF FINANCE AND WERE SUPPORTED BY ALL THE OTHER  
[01:17:40] FINANCE TEAMS AS WELL AS OUR PARTNERS AT THE NORTHWEST  
[01:17:45] SEAPORT ALLIANCE. I'LL BE COVERING THREE TOPICS TODAY.  
[01:17:49] I'LL BEGIN WITH A POLICY RECOMMENDATION AND THEN WE'LL  
[01:17:55] HAVE A PLAN OF FINANCE DISCUSSION FOR BOTH THE AIRPORT AND NON-AIRPORT  
[01:17:59] AND THEN FOLLOW UP WITH THE TAX LEVY. SO IF YOU COULD  
[01:18:03] ADVANCE TWO SLIDES, PLEASE.  
[01:18:08] AND THE NEXT SLIDE, PLEASE. THANK YOU.  
[01:18:11] THE POLICY RECOMMENDATION IS REALLY THE  
[01:18:14] CULMINATION OF SOME PRIOR DISCUSSIONS WE'VE BEEN HAVING  
[01:18:17] OVER THE LAST FEW MONTHS IN THE WAKE OF THE  
[01:18:22] PANDEMIC BEGINNING IN JUNE WHEN WE HAD A RETREAT AND LAID OUT  
[01:18:28] THREE DIFFERENT SCENARIOS FOR POSSIBLE OUTCOMES IN 2020 AND  
[01:18:33] 2021 AND NOTED THE PRESSURE ON THE PORT'S OPERATING FUNDS AS A  
[01:18:39] RESULT OF THE NEGATIVE CASH FLOW. AND IN JULY WE MADE A  
[01:18:43] RECOMMENDATION TO INCREASE THE MINIMUM BALANCE OF THE GENERAL  
[01:18:48] FUND AND TWO WEEKS AGO IN THE AIRPORT PRESENTATION THEY MADE  
[01:18:52] A SIMILAR RECOMMENDATION FOR THE AIRPORT DEVELOPMENT FUND.  
[01:18:57] NEXT SLIDE PLEASE.  
[01:19:03] FINANCIAL POLICIES ARE IMPORTANT FOR TWO REASONS: FIRST  
[01:19:06] AND FOREMOST IS PRUDENT FINANCIAL MANAGEMENT. IT REALLY  
[01:19:11] ALLOWS US TO BE FINANCIALLY SUSTAINABLE AND ACHIEVE THE  
[01:19:16] PORT'S OBJECTIVES.  
[01:19:18] THE TERM WE SOMETIMES USE IS WE HAVE TO DO WELL TO DO  
[01:19:24] GOOD.  
[01:19:25] IT ALSO PROMOTES THE STEWARDSHIP OF PUBLIC RESOURCES  
[01:19:30] AND PROVIDES FLEXIBILITY TO WITHSTAND ADVERSE  
[01:19:33] CIRCUMSTANCES. SO IT'S REALLY A RISK MANAGEMENT TOOL. THE  
[01:19:37] SECONDARY PURPOSE IS THE PORT'S ACCESS TO CAPITAL. BY HAVING  
[01:19:42] GOOD POLICIES AND ADHERING TO THEM, WE HAVE GOOD CREDIT  
[01:19:47] RATINGS, AND WE ARE ABLE TO RAISE MONEY IN THE CAPITAL  
[01:19:50] MARKETS. NEXT SLIDE, PLEASE.  
[01:19:59] WE WOULD LIKE TO TALK ABOUT THE MINIMUM OPERATING FUND BALANCE  
[01:20:03] TARGETS. THAT WILL BE THE RECOMMENDATION TODAY, TO CHANGE  
[01:20:07] THOSE TARGETS. THE PORT HAS TWO PRIMARY OPERATING FUNDS THAT  
[01:20:12] RECEIVE AND DISPERSE CASH. THE FIRST AND PRIMARY OPERATING  
[01:20:16] FUND IS THE GENERAL FUND. IT CAN BE USED FOR ANY PORT  
[01:20:18] PURPOSES AND MANY TRANSACTIONS FLOW IN AND OUT OF THIS FUND.  
[01:20:23] IT'S USED FOR THE NON AIRPORT BUSINESSES AS WELL AS FOR THE PORT OVERALL.  
[01:20:27] THE AIRPORT DEVELOPMENT FUND IS SIMILARLY BROAD  
[01:20:32] OPERATING FUND BUT IT'S RESTRICTED FOR AIRPORT USE  
[01:20:36] ONLY. SO WHILE THE GENERAL FUND CAN SUPPORT THE AIRPORT, THE ADF  
[01:20:41] CANNOT SUPPORT THE NON AIRPORT BUSINESSES.  
[01:20:45] WE ESTABLISH A MINIMUM TARGET FOR THE BALANCE AS A CUSHION  
[01:20:50] AGAINST ADVERSE CIRCUMSTANCES LIKE WE'RE EXPERIENCING NOW  
[01:20:53] WITH NEGATIVE CASH FLOWS. THIS POLICY WORKS CLOSELY WITH THE  
[01:21:00] POLICIES RELATED TO CASH FLOW MARGINS AND THE PRIMARY  
[01:21:04] METRIC WE USE FOR CASH FLOW MARGIN IS DEBT SERVICE  
[01:21:07] COVERAGE. IT'S THAT EXCESS CASH FLOW AFTER WE'VE PAID OUR DEBT  
[01:21:12] SERVICE AND IT'S USUALLY REPRESENTED AS A RATIO OF DEBT  
[01:21:15] SERVICE COVERAGE. SO WHERE YOU HAVE A STRONG CASH FLOW, YOU  
[01:21:19] MIGHT NOT NEED AS MUCH OF A CASH ON HAND CUSHION. WHERE YOUR  
[01:21:24] CASH FLOW IS NARROWER, THEN YOU WOULD WANT TO HAVE A STRONG  
[01:21:28] CASH CUSHION. NEXT SLIDE, PLEASE.  
[01:21:35] THE EXISTING POLICY WAS DEVELOPED IN 2005 TO BE A  
[01:21:41] CUSHION AGAINST UNANTICIPATED FINANCIAL STRESSES. AND WE

[01:21:47] ESTABLISH THIS POLICY ON A PORT WIDE BASIS. SO PORT WIDE WE HAD  
[01:21:52] WANT NINE MONTHS OF OPERATING AND MAINTENANCE EXPENSE IN THE  
[01:21:57] COMBINATION OF THOSE TWO PRIMARY FUNDS. FIFTEEN YEARS AGO THE  
[01:22:02] FUNDS WERE A LITTLE BIT MORE SIMILAR IN SIZE, OUR  
[01:22:06] OPERATIONS WERE A LITTLE BIT DIFFERENT, OUR BALANCE SHEET  
[01:22:11] WAS A LITTLE BIT DIFFERENT BUT WE DECIDED TO ACHIEVE THAT NINE  
[01:22:16] MONTHS BY KEEPING SIX MONTHS IN THE GENERAL FUND AND  
[01:22:20] 10 MONTHS IN THE AIRPORT DEVELOPMENT FUND. AND THE  
[01:22:24] REASON FOR THAT DIFFERENCE IS BECAUSE OF THE DIFFERENT CASH  
[01:22:27] FLOW MARGINS OR DEBT SERVICE COVERAGE. THE AIRPORT OPERATES  
[01:22:31] ON A NARROWER CASH FLOW MARGIN AND SO HAS ALWAYS DATED A HIGHER  
[01:22:36] FUND BALANCE.  
[01:22:38] NEXT SLIDE, PLEASE.  
[01:22:43] ONE DRIVER FOR RECOMMENDING A CHANGE NOW IS THE LESSONS WE'RE  
[01:22:46] LEARNING FROM THE PANDEMIC. WE HAD A CUSHION THAT WAS WAS  
[01:22:53] REASONABLE FOR NORMAL STRESSES, BUT WE ARE EXPERIENCING A VERY  
[01:22:58] SIGNIFICANT STRESS RIGHT NOW AND WE COULD SEE EARLY ON THAT  
[01:23:02] THERE WERE TWO THINGS THAT WERE HELPING US. FOR THE GENERAL  
[01:23:06] FUND IT WAS STARTING THE YEAR ABOVE THAT MINIMUM BALANCE AND  
[01:23:11] FOR THE ADF, IT WAS THE SUPPORT WE'VE GOTTEN FROM THE CARES  
[01:23:15] ACT. SO WE DID A WHAT-IF ANALYSIS ON BOTH OF THOSE  
[01:23:19] FUNDS. SO THE GRAPH ON THE LEFT SHOWS THE GENERAL FUND. THE  
[01:23:25] LINE, THE SLASH LINE IS THE SIX-MONTH O&M TARGET AND THE  
[01:23:31] LIGHT BLUE BAR IS THE ACTUAL FUND BALANCE AT THE BEGINNING  
[01:23:36] OF 2020. SO A LITTLE OVER A HUNDRED AND FIFTY MILLION  
[01:23:39] DOLLARS. AND BECAUSE WE HAVE NEGATIVE CASH FLOW, WE WILL SEE  
[01:23:44] THAT BALANCE DROP BY THE END OF THIS YEAR AND AGAIN BY THE END  
[01:23:48] OF  
[01:23:49] NEXT YEAR. SO WE DID A WHAT-IF ANALYSIS. IF WE HAD STARTED THE  
[01:23:53] YEAR JUST AT THAT SIX-MONTH MINIMUM, WHERE WOULD WE BE? AND  
[01:23:58] WE ACTUALLY WOULD NOT HAVE BEEN ABLE TO GET THROUGH NEXT YEAR  
[01:24:02] WITH THAT MINIMUM BALANCE WHICH TELLS US THAT WE PROBABLY NEED  
[01:24:07] TO HAVE SOMETHING A LITTLE MORE ROBUST TO SUPPORT THE GENERAL  
[01:24:12] FUND. AND I'LL NOTE THAT THESE BALANCES INCLUDE THE ADDITION  
[01:24:17] OF 25 MILLION FROM AN ENVIRONMENTAL SETTLEMENT, WHICH  
[01:24:20] IS A ONE-TIME INFUSION THAT WE WOULDN'T ORDINARILY BE ABLE TO  
[01:24:25] COUNT ON.  
[01:24:28] SO SIMILAR STORY WITH THE AIRPORT DEVELOPMENT FUND. WE  
[01:24:31] STARTED RIGHT AT THE MINIMUM AND WE DID THE WHAT IF.  
[01:24:36] IF WE HAD NOT HAD THE CARES GRANT WHICH HAS ADDED AND WILL  
[01:24:40] CONTINUE TO ADD IN 2021 FUNDS BACK TO THE ADF, IF WE DIDN'T  
[01:24:46] HAVE THAT THEN WE WOULD SEE A DROP TO A VERY LOW BALANCE  
[01:24:52] IN 2020 WITH A LITTLE BIT OF A OF A REBUILD IN 2021 AS WE  
[01:24:57] EXPECT TRAFFIC TO TO PICK UP. SO AT 2020 THAT BALANCE WOULD HAVE  
[01:25:03] BEEN JUST ABOUT THREE MONTHS OF O&M WITH NO ACCOUNTING FOR  
[01:25:09] THE DEBT SERVICE, WHICH IS ALSO PAID FROM THE FUNDS.  
[01:25:13] NEXT SLIDE PLEASE.  
[01:25:18] SO DEBT SERVICE IS AN IMPORTANT COMPONENT WHEN WE LOOK AT CASH  
[01:25:22] BALANCES BECAUSE IN ADDITION TO O&M WE MAKE OUR DEBT SERVICE  
[01:25:27] PAYMENTS FROM THOSE FUNDS.  
[01:25:31] USUALLY WE HAVE ENOUGH CASH FLOW THAT THAT WILL COVER THE  
[01:25:35] DEBT SERVICE AS WELL AS THE O&M BUT IN THESE CIRCUMSTANCES WERE  
[01:25:40] ACTUALLY SEEING NEGATIVE CASH FLOW AFTER WE HAVE ACCOUNTED  
[01:25:43] FOR THE PAYMENT OF DEBT SERVICE. AND YOU CAN SEE HOW  
[01:25:48] DEBT SERVICE HAS CHANGED OVER TIME. SO IN THIS GRAPH THE DARK  
[01:25:54] GREEN BARS REPRESENT THE AMOUNT OF O&M IN 2004 WHEN WE FIRST  
[01:26:02] LOOKED AT ADOPTING THIS POLICY OF THE NINE  
[01:26:06] MONTHS O&M FOR THE TOTAL PORT. AND THEN IN 2019  
[01:26:12] WHERE WE WERE WITH OUR O&M. AND YOU SEE THE O&M HAS GROWN BUT  
[01:26:18] OF COURSE THE TARGET WOULD ALSO GROW TO ACCOUNT FOR THAT NINE  
[01:26:22] MONTHS AND THE TARGET IN 2004 AND 2019 ARE THE LIGHT GREEN  
[01:26:27] BARS. BUT IF WE ADD ON TOP OF THE O&M THE DEBT SERVICE, WHICH  
[01:26:32] IS THE BLUE PORTION, YOU CAN SEE THAT

[01:26:35] DEBT SERVICE HAS GROWN EVEN MORE THAN O&M. AND AS A  
[01:26:41] PERCENTAGE OF THE TARGET, TAKES  
[01:26:44] MUCH MORE OF IT SO THAT IN  
[01:26:46] 2004 THE COMBINATION OF DEBT SERVICE AND O&M COULD BE IT WAS  
[01:26:53] THE TARGET WOULD PROVIDE MORE THAN SIX MONTHS FOR THAT  
[01:26:56] COMBINATION. NOW THAT NINE MONTHS TARGET PROVIDES LESS  
[01:27:00] THAN SIX MONTHS. AND SO THAT'S ANOTHER CONSIDERATION IN  
[01:27:04] LOOKING AT AN APPROPRIATE MINIMUM BALANCE TARGET.  
[01:27:10] NEXT SLIDE PLEASE.  
[01:27:14] ONCE WE IDENTIFY THAT WE WANTED TO INCREASE THE MINIMUM TARGET  
[01:27:20] BALANCES WE LOOKED AT WHAT WOULD BE APPROPRIATE LEVELS AND  
[01:27:25] HOW TO MEASURE THEM. WE EMBARKED ON THE SAME  
[01:27:29] DEVELOPMENT PROCESS THAT WE TYPICALLY UNDERTAKE WITH A  
[01:27:32] POLICY RECOMMENDATION, WE REVIEWED BEST PRACTICES, WE DID  
[01:27:37] RESEARCH, WE TALK TO PEER AIRPORTS AND SEAPORTS, AND  
[01:27:41] LOOKED AT INVESTOR REPORTS, AND WE ANALYZED PORT DATA,  
[01:27:47] WHICH I JUST SHARED WITH YOU.  
[01:27:50] THERE ARE A COUPLE OF METRICS THAT CAN BE USED FOR O&M. THE MOST  
[01:27:53] COMMON IS DAYS CASH OR MONTHS CASH AS BASED ON O&M. AND  
[01:28:00] THAT'S COMMON IN BUSINESSES, IT'S COMMON IN GOVERNMENT. IT'S  
[01:28:03] EASY TO UNDERSTAND AND PERHAPS BEST OF ALL IT'S VERY  
[01:28:07] TRANSPARENT BECAUSE IT'S EASY TO SEE WHAT THE PORT'S O&M IS AND  
[01:28:12] FOR THE PUBLIC AND FOR INVESTORS TO THEN UNDERSTAND  
[01:28:17] WHAT THE TARGET BALANCES WOULD BE.  
[01:28:20] WE ALSO HAVE WHAT'S CALLED LIQUIDITY COVERAGE OR CASH  
[01:28:24] COVERAGE. THAT IS CASH RELATED TO DEBT SERVICE. AND THAT'S  
[01:28:29] COMMONLY USED BY RATING AGENCIES. SO WE LOOKED AT THAT  
[01:28:33] BUT WE DON'T RECOMMEND THAT AS THE PRIMARY METRIC FOR  
[01:28:37] CALCULATING BECAUSE OF THE BENEFITS OF--  
[01:28:43] YOU'RE BREAKING UP. I DON'T KNOW WHAT THE PROBLEM IS.  
[01:28:48] CAN YOU HEAR ME NOW?  
[01:28:50] YES.  
[01:28:52] I THINK IT'S ON YOUR END PETER.  
[01:28:56] OKAY.  
[01:28:59] GOOD. CONTINUE, PLEASE.  
[01:29:02] ALL RIGHT. I'LL MOVE TO THE NEXT SLIDE.  
[01:29:08] SO THE RECOMMENDATIONS BY STAFF ARE THAT THE MINIMUM TARGET FOR  
[01:29:13] THE GENERAL FUND BE INCREASED TO 12 MONTHS OF O&M AND THE  
[01:29:18] AIRPORT DEVELOPMENT FUND BE INCREASED TO EIGHT MONTHS OF  
[01:29:21] O&M BECAUSE OF THE CURRENT LOW BALANCE IN THE ADF THAT  
[01:29:26] WILL TAKE A FEW YEARS TO BUILD UP TO THAT LEVEL, BUT WE WOULD  
[01:29:30] LIKE TO BEGIN NOW AND TARGET THAT FOR 2025.  
[01:29:39] ALL RIGHT, I'LL MOVE ON NOW TO THE DRAFT PLAN OF FINANCE AND--  
[01:29:44] CAN WE HAVE SOME QUESTIONS BEFORE YOU MOVE ON?  
[01:29:47] SURE.  
[01:29:50] LET'S PAUSE HERE AND TAKE COMMISSIONER QUESTIONS WITH  
[01:29:52] ROLL CALL ORDER. THANK YOU. BEGINNING WITH COMMISSIONER  
[01:29:55] BOWMAN. GREAT ELIZABETH. THANK YOU FOR THIS PRESENTATION. AND  
[01:29:59] I APOLOGIZE. I DIDN'T MEAN TO INTERRUPT. I JUST WANTED TO  
[01:30:02] GIVE A CHANCE TO COMMENT ON SOME OF THIS. FIRST OF ALL, CAN  
[01:30:06] YOU JUST WHAT IS HELP ME UNDERSTAND ON THIS LAST SLIDE  
[01:30:10] RECOMMENDED CHANGES UNDER THE GENERAL FUND  
[01:30:15] INCREASED MINIMUM BALANCE TO 12-MONTH EFFECTIVE IMMEDIATELY  
[01:30:17] SINCE SURPLUS CASH IS AVAILABLE. CAN YOU EXPLAIN  
[01:30:21] THAT?  
[01:30:26] JUST ONE SLIDE BACK. YEAH. YEAH. THERE YOU  
[01:30:31] GO. GREAT. THANK YOU.  
[01:30:34] SO BECAUSE WE BEGAN 2020 WELL ABOVE THE MINIMUM TARGET WE  
[01:30:39] HAVE THAT CASH AVAILABLE NOW WE HAVE THE 12 MONTHS O&M AND  
[01:30:45] SO WE CAN ACHIEVE THAT TARGET BY MANAGING THE USE  
[01:30:51] OF THOSE FUNDS. AND WE ARE PROJECTING THAT BY 2022 WE  
[01:30:56] WILL HAVE POSITIVE CASH FLOW. SO IT'S REALLY A MATTER OF  
[01:30:59] MANAGING THROUGH THE REST OF THIS YEAR, THE REST OF NEXT YEAR

[01:31:03] WITH THE BUDGET CUTS THAT WE DID FOR 2020 AND  
[01:31:08] WE'RE ALSO DOING IN 2021. WE SHOULD BE ABLE TO END  
[01:31:14] 2021 WITH THAT 12 MONTHS O&M.  
[01:31:19] RIGHT, AND SO YOU DON'T HAVE TO DO IT NOW, BUT AND THEN ON  
[01:31:23] SLIDE NUMBER EIGHT IF YOU COULD PROVIDE AT AND HOPEFULLY  
[01:31:28] SOON A LITTLE BIT MORE HISTORICAL CONTEXT. WE SORT OF  
[01:31:32] JUMPED FROM 2004 OBLIGATIONS 15 YEARS IN ADVANCE TO 2019. AND I  
[01:31:39] THINK IT WOULD BE HELPFUL FOR THE PUBLIC AND FOR TRANSPARENCY  
[01:31:43] TO UNDERSTAND HOW WE MOVED FROM A LARGER PORTION OF O&M AND  
[01:31:49] A SMALLER PORTION OF DEBT SERVICE TO NOW AS YOU SAID, YOU  
[01:31:53] KNOW ROUGHLY EQUAL GIVE OR TAKE. IT'S NOT QUITE EQUAL. AND SO ON  
[01:31:58] THAT, ON SLIDE NUMBER EIGHT, COULD YOU ILLUMINATE WHAT  
[01:32:02] COMPRISES WHAT PROJECTS WE TOOK UP DEBT SERVICE FOR?  
[01:32:08] YES, AND PERHAPS IT WOULD HELP TO PROVIDE A LITTLE BIT MORE  
[01:32:11] CONTEXT. IN 2005 THE POLICY CHANGE WAS REALLY DRIVEN BY THE CHANGE  
[01:32:19] AT THE AIRPORT FROM GOING FROM A RESIDUAL AGREEMENT WITH  
[01:32:24] THE AIRLINES TO THE KIND OF AGREEMENT THEY HAVE NOW AND  
[01:32:29] REDUCING THE DEBT SERVICE COVERAGE THAT THE AIRPORT SOUGHT  
[01:32:33] FROM 1.35 TIMES TO ONE POINT TWO FIVE TIMES WHICH THEN  
[01:32:38] ALLOWS THEM TO USE MORE DEBT TO FINANCE THE CAPITAL PROJECTS.  
[01:32:44] AND SO IN 2005, WE ANTICIPATED THAT WE WOULD NEED A  
[01:32:50] HIGHER FUND BALANCE. I THINK THAT IN 2004 THE TARGET  
[01:32:54] BALANCE WAS 40 MILLION IN THE AIRPORT DEVELOPMENT FUND  
[01:32:58] AND WE WOULD NEED A HIGHER FUND BALANCE  
[01:33:01] BECAUSE WE WOULD BE BRINGING ON MORE DEBT. AND THAT IS IN FACT  
[01:33:05] WHAT'S HAPPENED.  
[01:33:08] OKAY, CAN WE CONTINUE WITH THE ROLL CALL? YES.  
[01:33:14] MOVING TO COMMISSIONER CALKINS.  
[01:33:17] I HAVE NO QUESTIONS AT THIS TIME. THANK YOU. COMMISSIONER  
[01:33:19] CHO.  
[01:33:21] NO QUESTIONS AT THIS TIME. THANK YOU. THANK YOU.  
[01:33:24] COMMISSIONER FELLEMAN, ANY QUESTIONS FROM YOU?  
[01:33:28] I THINK PROBABLY WE CAN BRING THEM UP AS WE GO FURTHER INTO  
[01:33:33] THE PROGRAM. THANK YOU COMMISSIONER STEINBREUCK. I'M  
[01:33:36] GOOD FOR NOW. THANKS, PLEASE CONTINUE.  
[01:33:43] ALRIGHT, LET'S MOVE TO SLIDE 12, PLEASE.  
[01:33:48] THANK YOU.  
[01:33:50] WE PROVIDE THE DRAFT PLAN OF FINANCE EACH YEAR TO INFORM THE  
[01:33:54] BUDGET PROCESS AND THE PORT'S LONG-TERM CAPITAL INVESTMENT  
[01:33:58] DECISIONS. WE DEVELOP IT BASED ON DETAILED FORECASTS OF OUR  
[01:34:04] OPERATIONS AS WELL AS THE FORECAST FOR CAPITAL SPENDING.  
[01:34:10] AND WE DEVELOP THE PLAN WITHIN THE FINANCIAL TARGETS  
[01:34:14] SPECIFICALLY THE FUND BALANCES AND THE DEBT SERVICE COVERAGE.  
[01:34:17] AND THESE REALLY ARE THE GUARD RAILS THAT ALLOW US TO DEVELOP  
[01:34:22] A SUSTAINABLE PLAN.  
[01:34:24] NEXT SLIDE PLEASE.  
[01:34:29] THE MECHANICS OF DEVELOPING THIS PLAN, IT'S THE SAME AS  
[01:34:33] WE'VE DONE IN OTHER YEARS, BUT BUT OF COURSE THERE'S AN  
[01:34:37] UNDERCURRENT THAT IS VERY DIFFERENT THIS YEAR. AND I KNOW  
[01:34:42] I'M TIRED OF TALKING ABOUT HOW UNCERTAIN EVERYTHING IS AND I'M  
[01:34:46] SURE EVERYONE'S TIRED OF HEARING HOW UNCERTAIN IT IS  
[01:34:49] BUT IT CONTINUES TO BE THE REALITY WITH WHICH WE HAVE  
[01:34:54] TO OPERATE. SO BACK IN JUNE WE PROVIDED THREE SCENARIOS. WE BELIEVE  
[01:35:01] THAT ANY OF THEM IS EQUALLY LIKELY TO BE THE OUTCOME FOR  
[01:35:07] THIS YEAR, NEXT YEAR. AND FOR THE PURPOSES OF THE BUDGET AND  
[01:35:13] THEREFORE FOR THE FIVE-YEAR FORECAST, WE CHOSE THE MIDDLE  
[01:35:17] SCENARIO WHICH ANTICIPATES AND ADVERSE OUTCOME, BUT NOT THE  
[01:35:21] WORST OUTCOME. AND THIS SCENARIO ALLOWS US SOME FLEXIBILITY TO  
[01:35:26] MAKE COURSE CORRECTIONS  
[01:35:30] TO THE UPSIDE OR THE DOWNSIDE. SO WHILE WE MAY SEE NUMBERS  
[01:35:34] THAT ARE ROUNDED TO THE NEAREST THOUSAND, IT LOOKS LIKE  
[01:35:39] THERE'S A GREAT DEAL OF PRECISION. THERE'S ALSO JUST A  
[01:35:43] LOT OF UNCERTAINTY.

[01:35:46] AND AS YOU'VE HEARD BEFORE, WE'RE IN AN ENVIRONMENT WHERE  
[01:35:50] THE RISK OF OPTIMISM IS GREATER THAN THE RISK OF PESSIMISM. SO  
[01:35:54] WE ARE WORKING WITH A SCENARIO THAT WE THINK IS  
[01:36:00] REASONABLE UNDER THESE CIRCUMSTANCES.  
[01:36:04] AND THE TARGETS THAT WE ARE DEVELOPING THE PLAN IN, SAME AS  
[01:36:10] LAST YEAR WITH THE EXCEPTION OF THE MINIMUM FUND BALANCE. SO WE  
[01:36:13] ARE USING THESE NEW RECOMMENDED TARGETS FOR DEVELOPING THE PLAN  
[01:36:17] TO ADD SOME ADDITIONAL RESILIENCY TO THE PLAN.  
[01:36:24] NEXT SLIDE PLEASE.  
[01:36:31] THE PLAN OF FINANCE IS REALLY TWO SEPARATE PLANS BECAUSE OF  
[01:36:34] THE VERY DIFFERENT OPERATIONS FOR THE AIRPORT AND THE NON  
[01:36:37] AIRPORT BUSINESSES. THE AIRPORT IS SELF-SUSTAINING AND RELIES  
[01:36:43] PRIMARILY ON ITS OWN OPERATING CASH AND THE ABILITY TO  
[01:36:47] LEVERAGE THAT INTO REVENUE BONDS. AND IT HAS COMMUNITY FUNDING  
[01:36:53] SOURCES IN THE FORM OF AIRPORT GRANTS AND PASSENGER FACILITY  
[01:36:57] CHARGES AND CUSTOMER FACILITY CHARGES.  
[01:37:00] AND THE FUNDS CAN ONLY BE USED FOR AIRPORT PURPOSES. THE  
[01:37:06] NON AIRPORT BUSINESSES, THERE ARE REALLY THREE, THE MARITIME,  
[01:37:10] ECONOMIC DEVELOPMENT, AND THE PORT'S PARTICIPATION IN THE  
[01:37:14] NORTHWEST SEAPORT ALLIANCE. AND HERE WE HAVE A COMBINATION OF  
[01:37:19] BOTH THE OPERATING CASH FLOWS FROM REVENUES, AFTER THE  
[01:37:24] PAYMENT OF DEBT SERVICE OF COURSE, AND THE TAX LEVY AFTER  
[01:37:28] THE PAYMENT OF GENERAL OBLIGATION BONDS.  
[01:37:33] NEXT SLIDE PLEASE.  
[01:37:38] SO WE'LL BEGIN WITH THE AIRPORT. NEXT SLIDE, PLEASE.  
[01:37:46] TWO WEEKS AGO AIRPORT STAFF PROVIDED THE DETAILS OF THEIR  
[01:37:50] PROPOSED CAPITAL PLAN SO I WON'T GO INTO THOSE DETAILS  
[01:37:55] HERE. I WILL NOTE THAT FOR THE PURPOSES OF DEVELOPING A  
[01:38:00] FUNDING PLAN, WE'VE ADDED 30 MILLION OF ALLOCATED CENTRAL  
[01:38:05] SERVICES  
[01:38:07] TO THE AIRPORT CIP. SO THE TOTAL FUNDING NEED IS THREE  
[01:38:13] POINT THREE THREE. EIGHT POINT SIX BILLION.  
[01:38:18] NEXT SLIDE PLEASE.  
[01:38:24] THAT PLAN IS FUNDED BY A COMBINATION OF RESOURCES.  
[01:38:29] NOTABLY THOUGH THE PRIMARY RESOURCE FOR THE NEXT FIVE  
[01:38:33] YEARS WILL BE REVENUE BONDS AND YOU CAN SEE THAT THERE IS A  
[01:38:37] PORTION OF EXISTING REVENUE BOND PROCEEDS FROM ISSUANCE IN  
[01:38:42] 2019.  
[01:38:44] AND WE ARE EXPECTING TO ISSUE 2.8 BILLION OF NEW BONDS OVER  
[01:38:49] THE NEXT FIVE YEARS. AND THAT WILL BE IN INCREMENTS AS THE  
[01:38:53] FUNDING IS NEEDED. THERE IS SOME OPERATING CASH BUT LESS THAN WE  
[01:38:58] WOULD TYPICALLY SEE AT THE AIRPORT BECAUSE OF THE STRESSES  
[01:39:02] ON CASH FLOW THAT THE AIRPORT IS EXPERIENCING. THE  
[01:39:07] AIRPORT'S ALWAYS BEEN SUCCESSFUL IN GETTING SOME GOOD  
[01:39:10] GRANT FUNDING AND THERE ARE PASSENGER FACILITY CHARGES AND  
[01:39:15] CUSTOMER FACILITY CHARGES THAT ARE AVAILABLE. I'LL NOTE THAT  
[01:39:19] THOSE ARE THE AMOUNTS THAT ARE AVAILABLE  
[01:39:22] AFTER THE PAYMENT OF DEBT SERVICE. SO FOR BOTH PFCS AND  
[01:39:26] CFCS, THE BULK OF THE COLLECTIONS GO TO PAY DEBT  
[01:39:30] SERVICE FOR CFCS. SOME ARE APPLIED TO OPERATIONS AND  
[01:39:35] MAINTENANCE AS WELL. AND SO WHAT'S LEFT IS AVAILABLE FOR  
[01:39:40] PAY AS YOU GO CAPITAL SPENDING.  
[01:39:44] NEXT SLIDE PLEASE.  
[01:39:47] I'LL MOVE TO THE NON AIRPORT BUSINESSES. NEXT SLIDE.  
[01:39:55] THIS SHOWS THE FULL PICTURE OF THE NON AIRPORT CIP. BACK ON  
[01:40:01] OCTOBER 13TH MARITIME AND ECONOMIC DEVELOPMENT PROVIDED  
[01:40:05] THEIR CIP DETAILS, THE 312 MILLION DOLLARS. IN ADDITION TO  
[01:40:12] THAT, WE HAVE THE PORT'S SHARE OF THE NORTHWEST SEAPORT  
[01:40:16] ALLIANCE CIP, WHICH YOU WILL BE GOING THROUGH WITH WITH A LION  
[01:40:21] STAFF TOMORROW, AND THEN WE HAVE A GROUP OF PROJECTS THAT ARE  
[01:40:28] RELATED TO THE ALLIANCE FACILITIES, BUT THEY ARE A  
[01:40:31] HUNDRED PERCENT PORT OBLIGATIONS AND THE BIG  
[01:40:34] PROJECTS THERE ARE THE CHANNEL DEEPENING FOR THE EAST

[01:40:38] AND WEST WATERWAY.  
[01:40:41] AND THERE IS ALSO AN ALLOCATED PORTION OF THE CENTRAL SERVICES  
[01:40:45] CIP.  
[01:40:47] NEXT SLIDE PLEASE.  
[01:40:52] THIS GRAPH WAS PROVIDED BY MARITIME AND ECONOMIC  
[01:40:56] DEVELOPMENT TWO WEEKS AGO, BUT I THOUGHT IT WAS WORTH  
[01:40:59] REPEATING BECAUSE IT ILLUSTRATES THE ITERATIVE  
[01:41:02] PROCESS WE GO THROUGH IN DEVELOPING BOTH THE CIP AND THE  
[01:41:06] FUNDING PLAN. SO BACK IN JUNE THE TWO OPERATING DIVISIONS MET  
[01:41:11] AND PUT TOGETHER A CIP. I WOULD CALL IT SOMETHING OF AN  
[01:41:16] UNCONSTRAINED CIP. IT'S IF THEY COULD DO EVERYTHING  
[01:41:22] THAT WAS IMPORTANT TO DO TO DRIVE THEIR BUSINESS PLANS,  
[01:41:27] THEN THAT WOULD HAVE BEEN THE 531 MILLION. THE CORPORATE  
[01:41:32] FINANCE TEAM DOES AN AFFORDABILITY ANALYSIS AND WE  
[01:41:36] COME UP WITH THE FUNDING THAT IS POTENTIALLY AVAILABLE FOR  
[01:41:42] THAT PLAN. WE DO THAT IN THE SUMMER WHEN WE'RE DEALING WITH  
[01:41:46] VERY PRELIMINARY INFORMATION AND WE CAME UP WITH A NUMBER OF  
[01:41:50] 378 MILLION. OR EXCUSE ME, 387 MILLION AND AND THAT WENT BACK  
[01:41:57] TO THE MARITIME AND ECONOMIC DEVELOPMENT SO THEY COULD  
[01:42:01] REVISE THEIR CIP AND THEY MADE A NUMBER OF CHANGES TO  
[01:42:04] ACCOMMODATE THAT AFFORDABILITY. SINCE THEN WE HAVE BEEN  
[01:42:09] UPDATING THE FUNDING ANALYSIS WITH MORE REFINED  
[01:42:14] INFORMATION PARTICULARLY RELATED TO THE OPERATING  
[01:42:18] FORECAST FROM THE OPERATING DIVISIONS AND FROM THE  
[01:42:21] ALLIANCE AND WE HAVE ABOUT 312 MILLION THAT WE'VE DESIGNATED  
[01:42:28] FOR MARITIME AND ECONOMIC DEVELOPMENT. ONE OF THE  
[01:42:32] KEY ASSUMPTIONS IN THIS ITERATIVE PROCESS IS THAT THE  
[01:42:35] ALLIANCE CIP IS FULLY FUNDED BECAUSE THERE'S NO  
[01:42:39] DIRECT CONNECTION BETWEEN OUR CAPITAL DEVELOPMENT WORK AND  
[01:42:43] THE ALLIANCE CAPITAL DEVELOPMENT WORK. WE MAKE THE  
[01:42:47] SIMPLIFYING ASSUMPTION THAT THEIR CIP IS FULLY FUNDED.  
[01:42:53] NEXT SLIDE PLEASE.  
[01:43:01] THE FUNDING PLAN FOR THE NON AIRPORT CIP WILL RELY VERY  
[01:43:06] HEAVILY ON THE TAX LEVY AND GEO BONDS AND 80% WILL COME FROM  
[01:43:11] THAT COMBINATION OF THE TAX LEVY, THE HARBOR DEVELOPMENT  
[01:43:14] FUND WHICH IS A SUB FUND OF THE TAX LEVY SPECIFICALLY TO PAY  
[01:43:19] FOR THE TERMINAL 5 PROJECT, AND GEO BONDS. THERE IS SOME  
[01:43:24] OPERATING CASH THAT CAN BE APPLIED FOR THE PAYMENT  
[01:43:29] OF CAPITAL PROJECTS AND WE HAVE SOME GRANTS, BOTH FOR THE  
[01:43:37] ALLIANCE PROJECTS AND FOR SOME PORT PROJECTS. AND I'LL NOTE  
[01:43:41] THAT THAT 15 MILLION IS A PRETTY SIGNIFICANT AMOUNT OF  
[01:43:44] GRANT FUNDING FOR FOR OUR NON AIRPORT BUSINESSES. SO KUDO TO  
[01:43:49] STAFF WHO HAVE DONE SUCH A GREAT JOB IN SECURING GRANT  
[01:43:52] FUNDS FOR OUR NON AIRPORT BUSINESSES.  
[01:43:58] NEXT SLIDE PLEASE.  
[01:44:04] THIS CHART ILLUSTRATES THE SIGNIFICANT CHANGE WE'VE SEEN  
[01:44:08] WITH THE NON AIRPORT FUNDING OVER THE LAST YEAR. THE FIRST  
[01:44:14] COLUMN IS THE 2020-2024 PLAN OF FINANCE. SO DIFFERENT SET OF  
[01:44:19] YEARS BUT SOME SIMILARITIES. AND THEN THE RIGHT HAND COLUMN  
[01:44:27] IS THE CURRENT PLAN. SO I'LL START AT THE BOTTOM. YOU CAN SEE  
[01:44:31] THAT FUNDING HAS DECREASED FROM SIX HUNDRED SEVENTY NINE  
[01:44:36] MILLION TO 549 MILLION, A DROP OF A HUNDRED AND THIRTY  
[01:44:40] MILLION OF CAPACITY. AND THAT'S DUE TO A DROP OF OVER  
[01:44:48] 200 MILLION IN REVENUE BASED RESOURCES IN THE FORM OF CASH  
[01:44:54] AND REVENUE BONDS. YOU CAN SEE THAT IN THE CHANGE FROM 332  
[01:44:59] MILLION IN LAST YEAR'S PLAN OF FINANCE TO ONLY A HUNDRED AND  
[01:45:03] TEN MILLION IN THIS YEAR'S. AND THE BIGGEST CHANGE  
[01:45:07] IS THE INABILITY TO ISSUE REVENUE BONDS.  
[01:45:11] IT'S PARTLY OFFSET BY INCREASED USE OF THE TAX LEVY AND  
[01:45:17] PARTICULARLY THE INCREASED USE OF GEO BONDS. SO THIS PLAN DOES  
[01:45:21] ASSUME THAT WE ARE MAXIMIZING OUR USE OF GEO BONDS TO FUND  
[01:45:26] THE CAPITAL PLAN.  
[01:45:29] NEXT SLIDE PLEASE.



[01:45:35] SO SOME TAKEAWAYS  
[01:45:37] FOR THIS PLAN OF FINANCE.  
[01:45:41] AGAIN, THE REVENUE FORECAST IS HIGHLY UNCERTAIN AND SO I  
[01:45:44] THINK WE HAVE TO ALWAYS KEEP THAT IN MIND AND BE PREPARED  
[01:45:48] FOR POTENTIAL COURSE CORRECTIONS. THE CAPITAL  
[01:45:53] FUNDING FROM REVENUE IS VERY LIMITED AND SO THERE ISN'T ANY  
[01:45:58] CAPACITY FOR NEW REVENUE BONDS FOR THE NON AIRPORT AND A  
[01:46:01] GREATER RELIANCE ON REVENUE BONDS BY THE AIRPORT.  
[01:46:05] MARITIME AND ECONOMIC DEVELOPMENT CIP WILL REQUIRE  
[01:46:09] SIGNIFICANT DEFERRALS IN ORDER TO MEET THAT 312 MILLION  
[01:46:14] CONSTRAINED FUNDING CAPACITY. AND WE'VE ASSUMED THAT THE  
[01:46:19] NORTHWEST SEAPORT ALLIANCE CIP IS FULLY FUNDED.  
[01:46:23] BY THE NEXT YEAR, THE REVENUE FORECAST MAY BE SIGNIFICANTLY  
[01:46:27] DIFFERENT. HOPEFULLY FOR THE BETTER.  
[01:46:31] CONTRAST TO THAT UNCERTAINTY WITH REVENUES THE TAX LEVY  
[01:46:35] PROVIDES A STABLE FUNDING SOURCE AND WE CAN USE  
[01:46:41] IT TO PROVIDE A LOT OF FUNDING THROUGH THE USE OF GEO BONDS.  
[01:46:45] SO WE GET EXTRA LEVERAGE BY USING GEO BONDS AND WE ARE  
[01:46:51] EXPECTING TO ISSUE  
[01:46:54] 283 MILLION OF BONDS. THAT COMBINED WITH THE CASH WILL  
[01:46:59] FUND 303 MILLION OF SPECIFICALLY IDENTIFIED  
[01:47:03] PROJECTS. WE HAVE THE HARBOR DEVELOPMENT FUND WHICH WILL  
[01:47:07] PROVIDE 57 MILLION OF T5 FUNDING. AND THEN WE HAVE 79  
[01:47:13] MILLION IN PROJECTS THAT WE'LL NEED TO SHIFT TO THE TAX LEVY.  
[01:47:18] AND I'D LIKE TO JUST EXPLAIN THAT A LITTLE BIT. NORMALLY WE  
[01:47:22] PROVIDE A VERY SPECIFIC LIST OF PROJECTS TO BE TAX LEVY FUNDED.  
[01:47:26] AND WE HAVE FOR THE 303 MILLION.  
[01:47:29] BUT BECAUSE OF THE GREAT UNCERTAINTY IN THIS PLAN, THE  
[01:47:34] FUTURE PROJECTS, AND THESE ARE PROJECTS THAT ARE IN  
[01:47:38] THE CIP BUT ARE CURRENTLY TAGGED TO THE GENERAL FUND. IF  
[01:47:41] THIS PLAN PLAYS OUT,  
[01:47:45] WHICH IS HIGHLY UNCERTAIN, THEN WE WOULD NEED TO MOVE SOME OF  
[01:47:49] THOSE PROJECTS, 79 MILLION WORTH, TO TAX LEVY FUNDING. WE ARE NOT  
[01:47:53] RECOMMENDING THAT WE DO THAT TODAY BECAUSE OF THE  
[01:47:57] UNCERTAINTY. SO NEXT YEAR WHEN WE'RE REVIEWING THE PLAN AGAIN,  
[01:48:01] WE MAY HAVE PROJECTS THAT WE WILL RECOMMEND MOVING TO  
[01:48:06] THE TAX LEVY.  
[01:48:08] AND I'D LIKE TO ALSO NOTE THAT WE DO LOOK BEYOND THE CURRENT  
[01:48:14] FIVE-YEAR PERIOD. AND LOOKING OUT TO 2026 WE DO HAVE SOME  
[01:48:19] ADDITIONAL FUNDING CAPACITY IN THOSE YEARS AND COMMISSIONER  
[01:48:24] BOWMAN RAISED THIS QUESTION AT THE LAST MEETING ABOUT WHAT  
[01:48:28] HAPPENS IN THE FUTURE? IT'S A VERY IMPORTANT QUESTION THIS  
[01:48:31] YEAR PARTICULARLY BECAUSE WE ARE MOVING A NUMBER OF OUR KEY  
[01:48:36] PROJECTS OUT INTO THE FUTURE. AND BECAUSE WE HAVE A DROP IN  
[01:48:41] THE EXISTING GEO BOND DEBT SERVICE IN AFTER 2026, THERE IS  
[01:48:46] CAPACITY TO FUND THOSE PROJECTS. WHAT WE MIGHT NOT HAVE IS AS  
[01:48:51] MUCH CAPACITY TO FUND ANY NEW PROJECTS THAT MIGHT COME UP IN  
[01:48:54] THE INTERIM.  
[01:48:59] NEXT SLIDE.  
[01:49:06] [INAUDIBLE] I WOULD SAY  
[01:49:09] BEFORE WE MOVE TO THE TAX LEVY. OKAY, LET'S DO THAT THEN  
[01:49:12] ANSWER QUESTIONS. OKAY VERY QUICKLY. THIS IS A LOOK AT THE  
[01:49:17] DEBT SERVICE COVERAGE FORECAST. AS I MENTIONED, DEBT SERVICE  
[01:49:20] COVERAGE IS OUR PRIMARY CASH FLOW RATIO. I'LL NOTE THAT  
[01:49:25] THESE COVERAGE LEVELS ARE LOWER THAN WHAT WE HAD FORECASTED  
[01:49:31] LAST YEAR WHERE WE ARE SEEING COVERAGE LEVELS OF 1.7 TO 1.8,  
[01:49:37] THESE ARE NOW AS LOW AS 1 POINT 3. I THINK THEY ARE STILL  
[01:49:42] REASONABLE TO SUPPORT A SOLID CREDIT RATING AND ACCESS TO  
[01:49:46] CAPITAL, BUT NOT AS STRONG AS WE WOULD LIKE. NEXT SLIDE, PLEASE.  
[01:49:54] SO I'LL WRAP UP THIS SECTION BY FLAGGING THE INITIATIVES THAT  
[01:49:59] WE ARE LOOKING AT FOR 2021. WE EXPECT TO ISSUE REVENUE BONDS  
[01:50:05] TO SUPPORT AIRPORT PROJECTS. WE HAVE SOME BONDS THAT ARE  
[01:50:10] ELIGIBLE FOR REFUNDING AND SHOULD GENERATE DEBT SERVICE

[01:50:14] SAVINGS. WE'RE MONITORING SOME OTHER BONDS THAT MAY BE  
[01:50:18] REFUNDABLE FOR SAVINGS. SO THAT'S PART OF OUR ONGOING DEBT  
[01:50:23] MANAGEMENT PROGRAM.  
[01:50:24] AND THEN WE ALSO HAVE SOME LETTERS OF CREDIT THAT  
[01:50:28] SUPPORT VARIABLE RATE DEBT THAT WE WILL BE RENEWING NEXT YEAR.  
[01:50:36] I'LL PAUSE BEFORE WE MOVE TO THE TAX LEVY. LET'S TAKE ROLL ON  
[01:50:40] COMMISSIONER QUESTIONS AT THIS POINT. THANK YOU. BEGINNING WITH  
[01:50:44] COMMISSIONER BOWMAN. THANK YOU ELIZABETH CAN YOU HELP  
[01:50:49] ILLUMINATE HOW THE STAFF DETERMINED THE LEVEL OF  
[01:50:52] RESERVES? I HAVE THREE QUESTIONS. THAT'S MY FIRST ONE.  
[01:50:58] YES, ABSOLUTELY. IT IS A BIT OF ART RATHER THAN SCIENCE  
[01:51:04] BUT WE DID LOOK AT WHAT OTHER PORTS AND AIRPORTS ARE DOING,  
[01:51:08] WHAT KINDS OF LEVELS THEY ARE MAINTAINING AND WHAT THEIR  
[01:51:12] TARGETS ARE. SO THAT WAS PART OF THE INFORMATION. WE LOOKED  
[01:51:16] AT WHAT RATING AGENCIES LOOK AT. THEY LOOK AT BOTH DAYS O&M  
[01:51:23] AND THEY LOOK AT WHAT IS CALLED THE CASH COVERAGE, THE  
[01:51:28] RATIO OF CASH TO DEBT SERVICE. AND SO KIND OF PUTTING ALL  
[01:51:33] THOSE PIECES TOGETHER AS WELL AS OUR OWN  
[01:51:39] EXPERIENCE WITH HOW OUR CASH HAS WORKED FOR US.  
[01:51:46] THAT INFORMED THE RECOMMENDATION.  
[01:51:51] AND THEN FOLLOWING THAT, SO AT THE END OF THE DAY, CORRECT  
[01:51:56] ME IF I MISUNDERSTOOD THIS. HAVE WE ALREADY ACHIEVED THE  
[01:52:02] 12-MONTH RESERVED FOR THE NON AIRPORT FUND BALANCE? YES.  
[01:52:08] OKAY, AND THAT'S PRIMARILY FUNDED THROUGH THE TAX LEVY AND  
[01:52:13] GEO BONDS. CORRECT?  
[01:52:15] NO. WELL, NO, SORRY. I SAID THAT WRONG.  
[01:52:19] THAT'S RIGHT. THAT'S RIGHT. THE TAX LEVY FUND IS A  
[01:52:24] SEPARATE FUND WITHOUT ANY MINIMUM TARGET BALANCE BECAUSE  
[01:52:28] WE DON'T PLAN TO HOLD ON ONE. BUT  
[01:52:34] JUST TO BE CLEAR, WE'VE ALREADY HIT  
[01:52:37] THAT. OUR MARK. WE'VE ALREADY HIT THE 12-MONTH BALANCED. AND  
[01:52:41] THEN ON THE AIRPORT RECOMMENDATION FOR 18 MONTHS  
[01:52:46] COVERAGE OF O&M, WOULD THAT RESULT IN. HELP ME UNDERSTAND  
[01:52:51] HOW THAT WOULD. WHAT THE RESULT WOULD BE IN TERMS OF  
[01:52:55] WOULD PROJECTS BE DELAYED IN ORDER TO DO THAT TO HIT THAT  
[01:52:59] RESERVE? HELP ME UNDERSTAND THE MECHANICS.  
[01:53:04] YEAH, SO THE AIRPORT USES BOTH CASH AND DEBT TO FUND  
[01:53:10] PROJECTS. ANYTHING THAT IS CHARGED TO THE AIRLINE'S IS  
[01:53:16] CHARGED IN A SIMILAR WAY. SO WE WOULD INCLUDE THE DEBT SERVICE  
[01:53:21] PAYMENT IN ANY AIRLINE RATES AND CHARGES. IF WE  
[01:53:27] USE CASH, WE INCLUDE AN AMORTIZATION CHARGE WHICH IS  
[01:53:32] DESIGNED TO MIMIC WHAT A DEBT SERVICE WOULD BE SO THAT  
[01:53:37] FROM AN AIRLINE PERSPECTIVE, THEY ARE  
[01:53:40] INDIFFERENT BETWEEN DEBT AND CASH. AND FROM THE PORT'S  
[01:53:44] PERSPECTIVE, YOU KNOW, WE CAN THEN MAKE THOSE  
[01:53:50] DECISIONS AS APPROPRIATE AND WE'VE TYPICALLY USED THE CASH  
[01:53:54] FOR THINGS LIKE SHORT-LIVED PROJECTS WHERE LONG-TERM DEBT  
[01:53:58] MIGHT NOT BE AS AS SUITABLE. SO IN THIS CASE, WE WOULD BE  
[01:54:03] SHIFTING TO MORE DEBT AND LESS CASH SO THAT WE CAN BUILD  
[01:54:08] UP THAT CASH RESERVE.  
[01:54:12] I JUST WANT TO MAKE A FINAL POINT. SO  
[01:54:15] I'M JUST SENSITIVE TO  
[01:54:19] THE TESTIMONY EARLIER TODAY AND WE'VE HEARD THESE SENTIMENTS  
[01:54:23] OVER THE LAST COUPLE OF MONTHS ABOUT  
[01:54:26] THE RATES AND CHARGES FOR THE AIRLINES. AND IN OUR LAST  
[01:54:30] MEETING, I REALLY APPRECIATE, BORGEN DID AN EXCELLENT JOB  
[01:54:33] OF CALLING OUT, YOU KNOW, WE'RE GOING TO HAVE A PRETTY LARGE  
[01:54:36] INCREASE NEXT YEAR AS SOME OF OUR MAJOR PROJECTS COME ONLINE  
[01:54:40] LIKE THE INTERNATIONAL RIVALS FACILITY. AND CLEARLY THE  
[01:54:44] AIRLINES ARE STILL IN A PRECARIOUS SITUATION  
[01:54:49] FOR THE FORESEEABLE FUTURE. SO I JUST WANTED TO HIGHLIGHT  
[01:54:53] THOSE CONCERNS AND THAT AND WANTED TO UNDERSTAND FROM YOUR  
[01:54:57] POINT OF VIEW HOW GETTING TO THAT 18-MONTH FUN BALANCE MIGHT

[01:55:03] TAKE THOSE THINGS INTO CONSIDERATION.  
[01:55:06] YES, AND THIS IS PART OF THE CONVERSATIONS WITH THE  
[01:55:10] AIRLINES. THIS INFORMATION HAS BEEN IN THE PRESENTATION  
[01:55:15] SIMILAR TO WHAT WAS SHARED TWO WEEKS AGO ON THE  
[01:55:19] RECOMMENDATIONS FOR THE CIP, THE O&M, AND THIS INCREASE IN  
[01:55:24] FUND BALANCE AND THERE'S BEEN NO NEGATIVE  
[01:55:28] FEEDBACK. AND AS I NOTED FROM THE AIRLINE'S PERSPECTIVE,  
[01:55:34] IF THEY PAY DEBT SERVICE OR THEY PAY AN AMORTIZATION  
[01:55:38] PAYMENT, YOU KNOW, IT'S THE SAME. YEAH, IT SHOULD BE  
[01:55:43] RELATIVELY THE SAME.  
[01:55:46] THANK YOU.  
[01:55:49] THANK YOU. COMMISSIONER BOWMAN. MOVING TO COMMISSIONER CALKINS  
[01:55:51] FOR ANY QUESTIONS.  
[01:55:53] NUMB RIGHT NOW. THANK YOU. COMMISSIONER CHO.  
[01:56:02] COMMISSIONER CHO FOR ANY QUESTIONS.  
[01:56:04] YOU'RE MUTED.  
[01:56:09] I WAS JUST SAYING HOW I APPRECIATE THIS PRESENTATION. I  
[01:56:12] THINK IT'S TERRIFIC. COULD YOU REMIND ME ELIZABETH REAL QUICK  
[01:56:16] HOW OFTEN DOES OUR CREDIT RATING GET REVIEWED FOR BONDING  
[01:56:20] PURPOSES?  
[01:56:22] WE HAVE IT REVIEWED IN DETAIL EVERY TIME WE ISSUE BONDS. IN  
[01:56:28] ADDITION TO THAT, THE RATING AGENCIES DO ANNUAL SURVEILLANCE  
[01:56:32] OF OUR CREDIT. SO THEY REVIEW US AT LEAST ONCE A YEAR. AND IF  
[01:56:38] THEY FEEL THAT THERE'S A REASON TO CHANGE THE CREDIT RATING, YOU  
[01:56:42] CAN DO THAT AT ANY TIME. AND HAS THERE BEEN ANY CHATTER  
[01:56:46] OR UPDATES TO CREDIT RATINGS AS A RESULT OF COVID AND THE  
[01:56:51] DECLINE AND FLIGHTS AND ACTIVITY AT THE AIRPORT?  
[01:56:56] YES, AND THE RATING AGENCIES HAVE APPROACHED IT SOMEWHAT  
[01:57:00] DIFFERENTLY. FOR EXAMPLE MOODY'S IMMEDIATELY PUT ALL  
[01:57:04] AIRPORTS ON NEGATIVE OUTLOOK, WHICH MEANS THAT  
[01:57:09] THEY'RE MONITORING US AND THEY MAY CHOOSE TO TAKE SOME KIND OF  
[01:57:14] RATING ACTION. STANDARD & POORS HAS ACTUALLY BEEN REVIEWING  
[01:57:19] CLUSTERS OF AIRPORTS AND HAS DOWNGRADED MANY OF THEM  
[01:57:23] INCLUDING SOME OF THE TOP AIRPORTS IN THE COUNTRY, DFW  
[01:57:30] THE WASHINGTON AIRPORTS, WASHINGTON DC AIRPORTS.  
[01:57:34] SO THEY'VE TAKEN A MORE PESSIMISTIC VIEW OF THE  
[01:57:38] AIRPORT BUSINESS.  
[01:57:40] AND IS MY UNDERSTANDING CORRECT THAT LIKE MOST OTHER  
[01:57:45] UNDERWRITING AND DEBT ISSUANCES, IF OUR RATING WERE TO GO  
[01:57:50] DOWN THEN WE WOULD HAVE GUARANTEE A HIGHER INTEREST  
[01:57:54] RATE OR DIVIDEND OR RETURN ON THIS BOND PAYMENTS IN ORDER FOR  
[01:57:56] US TO BE ABLE TO GO AND ISSUE THOSE BONDS?  
[01:58:01] USUALLY A LOWER CREDIT RATING MEANS A HIGHER INTEREST  
[01:58:05] PAYMENT, YES. OKAY. ALL RIGHT. THANK YOU.  
[01:58:10] THANK YOU. COMMISSIONER CHO. MOVING TO COMMISSIONER FELLEMAN.  
[01:58:20] SORRY, I  
[01:58:23] WANTED TO THANK YOU AGAIN FOR  
[01:58:27] CLARIFYING MANY OF THESE THINGS. SO MY UNDERSTANDING IS  
[01:58:29] THAT PART OF THE WAY IN WHICH WE WERE ABLE TO DO THE  
[01:58:32] BELT-TIGHTENING THAT ALLOWS US TO MOVE FORWARD AT ALL HAD TO  
[01:58:37] DO WITH REDUCING THE CONTINGENCIES FOR INDIVIDUAL  
[01:58:41] PROJECTS, RIGHT?  
[01:58:44] AND  
[01:58:48] WAIT, HOLD ON.  
[01:58:51] COMMISSIONER STEINBREUCK HAS ASKED ME TO  
[01:58:55] TAKE ON THIS MOMENT WHILE HE TAKES A BREAK SO THAT WAS PART  
[01:59:11] OF ME. SO I TRY TO KEEP MY TRAIN OF THOUGHT SO PART OF THE  
[01:59:17] BELT TIGHTENING IS ASSOCIATED WITH REDUCING THE CONTINGENCIES  
[01:59:23] ON SOME OF OUR PROJECTS IS THAT TRUE?  
[01:59:26] YOU'RE CORRECT THAT WE DID REDUCE THE CIP RESERVE  
[01:59:31] FOR THE MARITIME AND ECONOMIC DEVELOPMENT  
[01:59:35] DIVISIONS. SO NOT SO MUCH INDIVIDUAL PROJECTS, THE  
[01:59:39] CONTINGENCIES IN THOSE, BUT THE OVERALL RESERVE THAT'S USED TO

[01:59:46] PROVIDE SOME EXTRA RESOURCES IF A NEW PROJECT COMES ALONG OR  
[01:59:52] PROJECT IS HAS COST ESTIMATE INCREASES THE RESERVE  
[01:59:59] CAN ABSORB THOSE CHANGES. SO WE HAVE A SMALLER RESERVE AT THIS  
[02:00:04] TIME. IS THAT THE STRATEGIC RESERVE OR IS THAT  
[02:00:07] SEPARATE? IS THERE A DIFFERENT RESERVE?  
[02:00:11] THAT IS THE NORMAL RESERVE THAT WE ALWAYS CARRY IN THE CIP. THE  
[02:00:15] TOTAL FOR MARITIME AND ECONOMIC DEVELOPMENT IS 27  
[02:00:20] MILLION. SO LESS THAN TEN PERCENT OF THEIR TOTAL CIP. THE  
[02:00:25] STRATEGIC RESERVE WAS SOMETHING THAT WE HAD RECOMMENDED ONE  
[02:00:31] YEAR, I THINK THAT WAS MAYBE IN 2018 OR 2019, AND IT WAS TO  
[02:00:38] PROVIDE FUNDING FOR SOME ANTICIPATED OBLIGATIONS WHERE  
[02:00:44] THE AMOUNT OF THE OBLIGATIONS, THE TIMING, AND EVEN WHETHER  
[02:00:47] THEY WOULD ACTUALLY COME TO FRUITION WAS UNKNOWN, BUT IF  
[02:00:51] THEY DID IT WOULD BE A LEGAL OBLIGATION OF THE PORT SO THERE  
[02:00:55] WAS NO DISCRETION.  
[02:00:57] SO RIGHT NOW WHAT'S IN OUR STRATEGIC RESERVE? WE DON'T HAVE  
[02:01:02] ONE. WE DON'T USUALLY HAVE A STRATEGIC RESERVE UNLESS THAT'S  
[02:01:07] SOMETHING THAT IS IMPORTANT IN THAT PARTICULAR YEAR. WELL, I'M  
[02:01:13] JUST I'M CONCERNED THAT WITH A REDUCED CONTINGENCY OVERALL  
[02:01:20] AND THE TERM THAT YOU USE WHAT WAS IT? I THINK YOU SAID  
[02:01:24] UNCERTAINTY ABOUT THOUSAND TIMES LIKE E WE ALL ARE [LAUGHTER]  
[02:01:28] SAYING RIGHT. IT'S JUST I'M JUST REALLY CONCERNED THAT  
[02:01:31] THERE'S. USUALLY WE'RE WORRIED ABOUT INDIVIDUAL PROJECTS GOING  
[02:01:35] SIDEWAYS, RUNNING OVER, WHATEVER BUT NOW WE'RE LOOKING AT LIKE  
[02:01:38] THESE, YOU KNOW THE NUMBERS ON COVID RIGHT NOW ARE SO BAD.  
[02:01:43] WE'RE ESTIMATING OUR REVENUES BASED ON A 25%  
[02:01:46] CRUISE SEASON, RIGHT? SO WE'RE BACK WERE BANKING ON 25% OF THE  
[02:01:51] CRUISE, YOU KNOW AT THE SAME TIME. WE'RE LOOKING AT FAST  
[02:01:54] TESTING GOING ON. I MEAN, THERE'S JUST.  
[02:01:58] OUR REVENUES ARE IN THE BALANCE, RIGHT AND  
[02:02:03] OBVIOUSLY THE REASON WHY WE'RE DOING AS WELL AS WE DID WAS  
[02:02:06] BECAUSE OF LAST YEAR'S FINANCIAL MANAGEMENT. SO,  
[02:02:12] SO WHEN YOU SAY WE'RE TAKING A MIDDLE PATH RIGHT YOU'RE SAYING  
[02:02:16] OUR ESTIMATES OF OUR REVENUES AND CHALLENGES ARE  
[02:02:22] NOT THE WORST NOT THE BEST RIGHT. BUT AT THE SAME TIME  
[02:02:26] WE'RE SAYING IT'S EASIER TO BE OVERLY OPTIMISTIC.  
[02:02:30] SO I MEAN. WOULD YOU NOT THINK THAT THIS WOULDN'T BE A GOOD  
[02:02:33] TIME TO HAVE SOMETHING IN A STRATEGIC RESERVE?  
[02:02:38] I THINK THERE ARE TWO WAYS THAT NEW NEEDS CAN BE  
[02:02:44] ADDRESSED. SO IF THERE IS SOMETHING THAT COMES UP  
[02:02:47] MID-YEAR THAT THE PORT WANTS TO FUND THEN WE WOULD EVALUATE  
[02:02:54] WHERE WE ARE, WHAT OUR FUNDING CAPACITY IS, WE COULD UPDATE  
[02:02:58] THIS ANALYSIS AND SEE ARE WE ACTUALLY TRACKING BETTER OR  
[02:03:03] WORSE TO THIS PLAN? AND IT MAY INVOLVE SOME CHANGE TO  
[02:03:10] OTHER FUNDING. SO IT MAY BE DEPENDENT ON THE AMOUNT  
[02:03:16] THAT'S INVOLVED. IT COULD MEAN SHIFTING MORE PROJECTS OUT INTO  
[02:03:21] THE FUTURE TO ACCOMMODATE IT. THE ALTERNATIVE WOULD BE TO ADD  
[02:03:26] A RESERVE NOW AND TO MAKE THOSE DECISIONS ABOUT SHIFTING MORE  
[02:03:31] PROJECTS OUT. BECAUSE WE ARE, THE THE CIP FOR MARITIME AND  
[02:03:36] ECONOMIC DEVELOPMENT, 312 MILLION IS THE MAXIMUM  
[02:03:41] THAT WE THINK IS REASONABLY AFFORDABLE IN THIS CURRENT PLAN  
[02:03:46] WITH THIS MIDDLE ADVERSE SCENARIO. AND SO WE  
[02:03:52] WOULD NEED TO CUT THEIR FUNDING, THEIR CIP, IN ORDER TO  
[02:03:57] ACCOMMODATE A STRATEGIC RESERVE. OR IT WOULD MEAN SOME  
[02:04:02] OTHER BUDGET CUTS OR MORE SIGNIFICANT TAX LEVY INCREASE  
[02:04:07] OR SOMETHING ALONG THOSE LINES TO ACCOMMODATE AT THIS JUNCTURE.  
[02:04:11] BECAUSE OF THE UNCERTAINTY, MY RECOMMENDATION WOULD BE TO  
[02:04:17] SEE IF SOMETHING COMES ALONG. I THINK WE HAVE ENOUGH RESILIENCY  
[02:04:22] IN OUR PLAN THAT WE WOULD FIND HOW TO ACCOMMODATE  
[02:04:27] IT. IT COULD MEAN MAKING SOME DIFFICULT CHOICES NEXT YEAR  
[02:04:32] BUT THEN  
[02:04:36] THAT'S ONE WAY OF APPROACHING IT VERSUS TRYING TO MAKE THOSE  
[02:04:39] CHOICES NOW WITH THE UNCERTAINTY THAT WE CURRENTLY

[02:04:43] SEE. THIS IS A  
[02:04:47] TAX LEVY CONVERSATION. SO MY THINKING IS NOT SO MUCH OH WE  
[02:04:52] CAN HAVE AN OPPORTUNITY TO TAKE ON ANOTHER PROJECT. MY CONCERN  
[02:04:56] IS NOT JUST THAT  
[02:04:59] IN ADDITION TO LIKE BUILDING AT T-91 UPLANDS, WHICH IS  
[02:05:03] OUR BIG GOAL, IT IS LIKE A LIQUEFACTION ZONE SO WE'RE  
[02:05:07] GONNA HAVE TO BUILD AN EXTRA BIG FOUNDATION ON THAT AND IS  
[02:05:10] ALWAYS CHANCES OF RUNNING INTO POLLUTION AND PROJECTS  
[02:05:15] NOTORIOUSLY IN INDUSTRIAL AREAS COST MORE THAN YOU WOULD  
[02:05:18] EXPECT. SO IN ADDITION TO THAT IS JUST THE POTENTIAL CRIPPLING  
[02:05:23] FUNCTIONS ON OUR REVENUE STREAM. AND SO IT'S SORT OF  
[02:05:27] LIKE NOT LIKE, OH, THERE'S NEW OPPORTUNITIES. THERE ARE TO ME  
[02:05:30] THERE ARE COMPOUNDING CHALLENGES. AND IN THE  
[02:05:34] DISCUSSION OF THE TEXT, I JUST YOU KNOW, I'M  
[02:05:37] JUST WONDERING WHETHER IF WE HAD SOMETHING IN THE BANK AND  
[02:05:41] NEXT YEAR. IT TURNED, THAT OVER THE YEAR, IT TURNS OUT WE  
[02:05:43] DIDN'T NEED IT, WE WOULDN'T NECESSARILY NEED TO DO A TAX  
[02:05:47] LEVY INCREASE THE FOLLOWING YEAR DEPENDING ON HOW ROSIE  
[02:05:51] THINGS WERE RIGHT. SO WE CAN ALWAYS MODIFY OUR DECISION  
[02:05:55] ABOUT WHETHER TO RAISE THE LEVY OR WHAT OR REDUCE IT IN  
[02:06:01] THE FOLLOWING YEAR. WHAT YOU'RE SUGGESTING IS SORT OF SWEAT OUT,  
[02:06:05] WHATEVER HARDSHIP WE MIGHT RUN INTO THIS YEAR AND THEN MAKE  
[02:06:09] THE DECISION NEXT YEAR. AND I'M THINKING PERHAPS WE SHOULD DO  
[02:06:13] IT THE VICE VERSA. BUT UM, THIS CONVERSATION, I THINK WE'LL  
[02:06:18] COME UP WITH IT WITH THIS NEXT PART OF OUR DISCUSSION.  
[02:06:22] IF I COULD JUST ADD TO THAT CONVERSATION, COMMISSIONER.  
[02:06:25] I REALLY APPRECIATE YOUR HOW DO WE ADDRESS THE  
[02:06:30] UNCERTAINTY GOING FORWARD AND I THINK ELIZABETH KIND OF WALKED  
[02:06:33] OVER THE OPTIONS THAT WE HAVE AND ESPECIALLY IT'S YOU KNOW,  
[02:06:37] IT'S WEATHER THEM AT THE TIME AND THEN FIGURE OUT A PLAN  
[02:06:39] WHEN THE KNOWN IS OF HOW WE RESPOND TO THAT. BUT I  
[02:06:43] DO APPRECIATE YOUR INTEREST IN DOING THAT. BUT I  
[02:06:46] ALSO WILL REFLECT BACK ON YOU MENTIONED A STRATEGIC RESERVE.  
[02:06:49] WE DID LOOK AT THE RESERVES AND ELIZABETH DID SOME GREAT  
[02:06:52] ANALYSIS IF WE ALL RECALL THAT COMING OUT OF THE 2019 BUDGET  
[02:06:56] LOOKING AT RESERVES AND CONTINGENCIES AND HOW WE  
[02:06:59] RATIONALIZE THOSE ACROSS OUR APPROACH. SO THIS IS CONSISTENT  
[02:07:03] WITH THAT RATIONALIZATION GOING FORWARD OF  
[02:07:07] MINIMIZING LIKE  
[02:07:10] UNDESIGNATED POCKETS OF RESERVES THAT WEREN'T  
[02:07:12] CALCULATED INTO PROJECTS AND OTHER FINANCIAL POLICIES. SO WE  
[02:07:16] HAVE THOUGHT ABOUT THIS AND BUT I DO APPRECIATE YOUR  
[02:07:19] CONCERNS ABOUT HOW DO YOU MANAGE THE UNKNOWN AND THIS IS  
[02:07:22] OUR PROPOSAL. THIS IS MY PROPOSAL FOR MANAGING THE  
[02:07:25] UNKNOWN. I APPRECIATE THAT BUT IT'S ALSO TRUE THAT WE ARE MORE  
[02:07:29] DEPENDENT ON THE TAX LEVY NOW FOR OUR BOND RATING EVEN MORE  
[02:07:33] THAN NORMAL RIGHT? AND SO IT'S ONE OF THE THINGS I'VE  
[02:07:37] ALWAYS TRIED TO IN TERMS OF TRYING TO ARTICULATE TO THE  
[02:07:40] PUBLIC WHAT THE LEVY REALLY BUYS THEM. ALL OF US.  
[02:07:44] IT'S NOT JUST THE ABSOLUTE REVENUE RIGHT? IT'S  
[02:07:47] THE BOND RATING, WHAT YOU'RE ABLE TO HOW MUCH YOU'RE ABLE TO  
[02:07:50] GET LOANS ON. AND SO IS THERE REALLY ANY WAY FOR YOU TO BE  
[02:07:54] ABLE TO  
[02:07:56] ENUMERATE WHAT WOULD BE THE DIFFERENCES IF WE DIDN'T HAVE  
[02:08:00] THE LEVY JUST FROM HOW MUCH MONEY WOULD COST US ON TOP  
[02:08:04] OF WHAT THE REVENUE OF THE LEVY IS? BECAUSE THOSE THINGS I THINK  
[02:08:07] ARE  
[02:08:09] HARDER TO ENUMERATE OR ARTICULATE.  
[02:08:17] YOU'RE ABSOLUTELY RIGHT. THE THE TAX LEVY IS A SIGNIFICANT  
[02:08:23] CREDIT POSITIVE AS THE RATING AGENCIES SAY IN HOW THEY  
[02:08:27] EVALUATE US. BECAUSE IT IS SUCH A STABLE FUNDING SOURCE, AND  
[02:08:32] IT'S NOT DEPENDENT ON OUR BUSINESSES.  
[02:08:37] WITHOUT THE TAX LEVY I THINK OUR NON AIRPORT BUSINESSES

[02:08:44] WOULD SEE A SIGNIFICANT CONTRACTION BECAUSE WE SIMPLY  
[02:08:48] WOULDN'T HAVE THE REVENUES TO SUPPORT THEM. AND EVEN OUTSIDE  
[02:08:54] OF COVID, THE REVENUES ARE NARROW ENOUGH THAT WE  
[02:08:59] WOULD NOT BE ABLE TO PURSUE THE KINDS OF INVESTMENTS IN THE  
[02:09:03] REGION THAT WE'VE BEEN ABLE TO ACHIEVE AND PLAN TO ACHIEVE.  
[02:09:12] THAT'S WHY OUR CAPITAL  
[02:09:15] CAN BE PATIENT, RIGHT? THAT'S WHY WE CAN MAKE THESE  
[02:09:17] LONGER-TERM INVESTMENTS THAT NO BUSINESS WOULD PROBABLY BE IN  
[02:09:21] THE BUSINESS OF DOING. YOU KNOW HUNDREDS OF MILLIONS OF DOLLARS  
[02:09:24] FOR DOCKS, RIGHT? THESE ARE THE THINGS THAT I THINK NEED TO BE,  
[02:09:28] THE PUBLIC NEEDS TO BE HELPED TO UNDERSTAND. YEAH, I THINK  
[02:09:33] DIRECTOR METRUCK WANTS TO ANSWER PART OF THE QUESTION  
[02:09:36] HERE.  
[02:09:38] AND YOU HEAR ME? WE CAN'T HEAR YOU. THAT WAS YEAH. THANKS,  
[02:09:41] THAT WAS THE PART I JUST ADDED ABOUT.  
[02:09:43] THE OKAY. OKAY, FINE. AND FELLEMAN, YOU'RE FINISHED FOR  
[02:09:49] NOW? OKAY. OKAY. COMMISSIONER STEINBREUCK, COMMISSIONER  
[02:09:53] BOWMAN ALSO HAS ANOTHER FOLLOW-UP QUESTION, BUT YOU  
[02:09:56] HAVE TO SPEAK FIRST. I'M FINE. I'LL WAIT. ALL RIGHT, THANKS.  
[02:10:00] AND WE CAN GO BACK TO YOU COMMISSIONER BOWMAN. I HAVE TWO  
[02:10:03] QUESTIONS GENERAL IN NATURE. FIRST OF ALL THE GEOBOND  
[02:10:09] FUNDING SOURCES ARE PRIMARILY THE LEVY BUT THEY'RE ALSO  
[02:10:13] SOURCED BY REVENUES. IS THAT NOT RIGHT? WE USE SOME OF  
[02:10:18] OUR REVENUES TO FUND THE GEO BONDS? OR IS IT ENTIRELY LEVY  
[02:10:22] FUNDED? IT'S ENTIRELY LEVY FUNDED. YEAH, SO IT SHOULD BE  
[02:10:27] CLEAR THAT THERE AREN'T TWO DIFFERENT SOURCES. THERE'S ONE  
[02:10:30] WHICH IS THE LEVY. GEO BONDS ARE SUBORDINATE TO THE LEVY  
[02:10:35] AND FUNDED THROUGH OUR GUARANTEED LEVY FUNDING OVER  
[02:10:41] TIME. IS THAT CORRECT? THE GEO BONDS? YES. YES. I JUST WANT TO  
[02:10:46] MAKE THAT CLEAR. SO AND WHAT CONTRIBUTION IS MADE BY ANY OF  
[02:10:51] OUR LINES OF BUSINESS REVENUES TO GEO BOND FUNDING?  
[02:10:58] ANY OR IS IT ENTIRELY LEVY?  
[02:11:01] LEVY PAYS A HUNDRED PERCENT OF THE GEO BOND DEBT SERVICE. WE  
[02:11:06] DO HAVE REVENUE BOND DEBT SERVICE. YEAH, THAT'S SEPARATE.  
[02:11:10] EXACTLY AND THE REVENUES FROM THE BUSINESSES  
[02:11:14] PAY THAT DEBT SERVICE. AND THAT'S FOR CAPITAL CORRECT?  
[02:11:18] AND DO YOU KNOW WHAT? SO THAT'S ABOUT 20% OF OUR TOTAL  
[02:11:22] CAPITAL FUNDING IS REVENUE SUPPORTED?  
[02:11:25] THAT'S WHERE I WAS GOING WITH THAT. OKAY, SO YOU GOT 80  
[02:11:29] KNOCKED OUT FOR LEVY. OKAY, JUST TO PUT THINGS IN  
[02:11:32] ORDER HERE IS WHAT I WAS SEEKING. THE OTHER QUESTION HAS  
[02:11:36] TO DO WITH SEAPORT ALLIANCE CAPITAL PLAN. WE HAVE A  
[02:11:41] WORKING NUMBER I THINK THAT IS BASICALLY GIVEN TO US DURING AT  
[02:11:46] THIS TIME AND I'M GOING TO ASK FOR CONFIRMATION OF THIS FROM  
[02:11:49] DIRECTOR METRUCK, BUT TO WHAT EXTENT DO WE HAVE ANY  
[02:11:53] NEGOTIATED PROCESS AND THE ABILITY TO PRIORITIZE OUR OTHER  
[02:11:58] CAPITAL PROJECTS THAT ARE NOT ALLIANCE PROJECTS. IN OTHER  
[02:12:03] WORDS DO WE JUST ACCEPT WHATEVER COMES FROM THE  
[02:12:06] ALLIANCE? AND WE HAVEN'T APPROVED THE FIVE-YEAR CIP  
[02:12:09] YET FOR THIS COMING YEAR. SO MAYBE METRUCK COULD  
[02:12:14] RESPOND TO THAT. ARE WE JUST LOCKED IN OR IS THERE ANY  
[02:12:17] OPPORTUNITY TO NEGOTIATE THAT?  
[02:12:20] BECAUSE IT AFFECTS OUR OTHER PROJECTS. YEAH, WE DID.  
[02:12:22] COMMISSIONER, YOU ARE RIGHT IN THAT AND THAT IS NOT CURRENTLY  
[02:12:25] OUR PRACTICE. WE DON'T NEGOTIATE WITH THAT. OUR  
[02:12:28] FIRST PAYMENT GOES TO  
[02:12:31] THE SEAPORT ALLIANCE. THAT'S OUR PRESENT PRACTICE. SO  
[02:12:35] THAT'S A VERY IMPORTANT POINT IS THAT ALL OTHER PORT OF  
[02:12:40] SEATTLE CIP PROJECTS ARE SUBORDINATE TO THE ALLIANCE CIP.  
[02:12:48] AND AGAIN, IT HASN'T BEEN APPROVED YET SO BUT YOU'RE  
[02:12:51] USING A WORKING NUMBER FROM THE ALLIANCE PRESUMABLY THAT'S A  
[02:12:55] DRAFT NUMBER. THAT IS THAT IS CORRECT.  
[02:12:59] I JUST THOUGHT WE SHOULD POINT THAT OUT. BECAUSE IT'S

[02:13:02] YEAH, I MEAN, OBVIOUSLY WE HAVE A VOICE AS HOMEPORT MEMBERS TO  
[02:13:08] REVIEW THE SEAPORT CIP, BUT MY POINT HERE IS THAT WE NEED TO  
[02:13:14] CONSIDER ALL OF OUR PROJECTS AND WHAT WE'RE CAPABLE OF  
[02:13:18] CARRYING  
[02:13:20] AND LET OUR HOMEPORT PRIORITIES ALSO, YOU KNOW HAVE EQUAL  
[02:13:24] FOOTING.  
[02:13:26] THAT'S ALL IS MY POINT THERE. THANKS COMMISSIONER. AND  
[02:13:29] JUST TO ADD TO THAT, AS ELIZABETH TALKED ABOUT IS  
[02:13:32] THAT NUMBER WENT FROM 387 DOWN TO 312. I THINK ADDITIONAL  
[02:13:35] INFORMATION FROM THE SEAPORT ALLIANCE HELPED INFORM THAT  
[02:13:40] TARGET. IS THAT CORRECT, ELIZABETH? YES.  
[02:13:45] OKAY, FINE. I CAN TURN IT BACK TO THE CLERK FOR ANY ADDITIONAL  
[02:13:50] COMMISSIONER QUESTIONS OR COMMENTS. WE'VE BEEN THROUGH  
[02:13:53] THE ROLE. COMMISSIONER BOWMAN, DID YOU HAVE A FOLLOW-UP?  
[02:13:58] I THINK I'M JUST GOING TO GO. AND I THINK WE'VE GOT A LITTLE  
[02:14:01] BIT MORE OF THE PRESENTATION? YEAH.  
[02:14:09] OKAY, I'LL GO AHEAD AND WAIT. SO LET'S CONTINUE. OKAY.  
[02:14:14] ALL RIGHT MOVING TO SLIDE 27.  
[02:14:20] WASHINGTON PORTS ARE PERMITTED TO LEVY A TAX ON PROPERTY  
[02:14:24] WITHIN THE PORT'S DISTRICT. THIS IS UNUSUAL FOR PORTS. MOST  
[02:14:28] OTHER STATES DON'T HAVE THIS THIS BENEFIT. THE LEVY  
[02:14:34] DOLLAR AMOUNT IS APPROVED ANNUALLY BY THE COMMISSION AND  
[02:14:37] IS PART OF THE BUDGET PROCESS. THE PORT MAY LEVY AN AMOUNT UP  
[02:14:42] TO ITS MAXIMUM. SO IT DOESN'T HAVE TO LEVY THE MAXIMUM, BUT  
[02:14:46] IT CAN LEVY UP TO THAT AMOUNT. FOR 2021, WE ESTIMATE THE  
[02:14:51] MAXIMUM TAX LEVY TO BE A HUNDRED AND EIGHT MILLION. 2020  
[02:14:56] THE TAX LEVY WAS SEVENTY SIX POINT FOUR MILLION AND THE  
[02:14:59] PROPOSED LEVY FOR 2021 IS SEVENTY EIGHT POINT SEVEN  
[02:15:03] MILLION.  
[02:15:05] AND THAT REPRESENTS A THREE PERCENT INCREASE WHICH IS  
[02:15:08] CONSISTENT WITH THE PLAN THAT THE COMMISSION ADOPTED IN 2018  
[02:15:14] TO RETAIN THE PURCHASING POWER NEEDED TO INVEST IN THE  
[02:15:20] WATERFRONT AND MARITIME INDUSTRIES.  
[02:15:23] NEXT SLIDE PLEASE.  
[02:15:31] THE LEVY IS USED FOR A VARIETY OF IMPORTANT INVESTMENTS  
[02:15:36] INCLUDING MARITIME INFRASTRUCTURE, ENVIRONMENTAL  
[02:15:40] SUSTAINABILITY, REGIONAL TRANSPORTATION MOBILITY AND  
[02:15:45] VARIOUS COMMUNITY SUPPORT PROGRAMS.  
[02:15:49] NEXT SLIDE PLEASE.  
[02:15:54] THIS GRAPH SHOWS SOME OF THE HISTORY OF THE TAX LEVY AND IT  
[02:15:58] GOES BACK TO 2008 AT WHICH TIME THE PORT BEGAN TO EITHER HOLD  
[02:16:04] FLAT OR DECREASE THE TAX LEVY. AND THAT RESULTED IN A  
[02:16:10] REDUCTION IN PURCHASING POWER AND YOU CAN SEE THE DIFFERENCE  
[02:16:14] BETWEEN THE ACTUAL LEVY IN THE BLUE LINE AND THE  
[02:16:17] INFLATION-ADJUSTED LEVY IN THE GREEN LINE AT THE BOTTOM. WE'VE  
[02:16:22] ALWAYS BEEN BELOW THE MAXIMUM THAT THE PORT COULD TAX.  
[02:16:28] THE 3% THAT WAS PART OF THE PLAN TO FIVE YEARS OF 3%  
[02:16:36] BEGINNING IN 2019 IS BASED ON THE INFLATION  
[02:16:42] COMPONENT. AND LAST YEAR CPI WAS 2.2% BUT A CONSTRUCTION  
[02:16:49] INFLATION WAS 5.5%.  
[02:16:53] THIS PLAN IS REVIEWED ANNUALLY BECAUSE THE LEVY IS SET ANNUALLY  
[02:16:58] AND SO THERE'S OPPORTUNITY TO MAKE ADJUSTMENTS UP OR DOWN  
[02:17:02] DEPENDING ON CIRCUMSTANCES.  
[02:17:06] NEXT SLIDE, PLEASE.  
[02:17:10] TRANSLATING THIS INTO THE IMPACTS FOR A TAXPAYER WE SEE  
[02:17:16] THAT THE TAX LEVY IN 2020 WAS THE 76.4. WE'RE RECOMMENDING A  
[02:17:22] 2.3 MILLION DOLLAR OR 3% INCREASE TO SEVENTY EIGHT POINT  
[02:17:27] SEVEN MILLION.  
[02:17:29] THIS TRANSLATES INTO A LEVY RATE JUST A LITTLE BIT ABOVE  
[02:17:33] LAST YEAR'S RATE. BOTH ABOUT 12 CENTS PER THOUSAND  
[02:17:37] DOLLARS OF ASSESSED VALUE. THE MEDIAN HOME VALUE IN KING  
[02:17:42] COUNTY PER THE ASSESSOR'S OFFICE WAS SIX HUNDRED THOUSAND THIS  
[02:17:46] YEAR AND WE'VE USED THAT SAME AMOUNT FOR 2021. AND THAT

[02:17:52] MEANS THAT THE MEDIAN HOMEOWNER WOULD BE PAYING THE PORT AN  
[02:17:58] ADDITIONAL DOLLAR 58 IN 2021 COMPARED TO WHAT THEY WOULD  
[02:18:04] HAVE PAID THE PORT IN 2020. ELIZABETH, CAN YOU EXPLAIN WHY  
[02:18:10] YOU ANTICIPATE NO GROWTH IN ASSESSED VALUE?  
[02:18:15] USUALLY WE DO ASSUME THAT THERE IS SOME GROWTH IN THE  
[02:18:21] MEDIAN HOME VALUE. WE RECEIVE UPDATES FROM THE COUNTY  
[02:18:25] WEEKLY AT THIS POINT WITH THEIR NUMBER FOR ASSESSED  
[02:18:31] VALUE, WHICH INCLUDES NEW CONSTRUCTION. AND WHAT WE'RE  
[02:18:34] SEEING IS THAT A LARGE COMPONENT OF THE INCREASE IN  
[02:18:38] ASSESSED VALUE FOR 2021 RELATIVE TO 2020 IS DUE TO NEW  
[02:18:43] CONSTRUCTION RATHER THAN NOT AS MUCH AN INCREASE IN THE  
[02:18:48] VALUE OF EXISTING CONSTRUCTION. THERE IS SOME INCREASE AND IT'S  
[02:18:53] ENTIRELY POSSIBLE THAT THE MEDIAN HOME VALUE THAT THE  
[02:18:56] COUNTY  
[02:18:58] CALCULATES NEXT YEAR WILL BE SOMEWHAT HIGHER. BUT THIS YEAR  
[02:19:03] IN PARTICULAR WAS A LITTLE DIFFICULT TO TRY AND MAKE AN  
[02:19:05] EDUCATED GUESS ABOUT WHAT THAT INCREASE IN MEDIAN HOME VALUE  
[02:19:10] WOULD BE. AND SO WE JUST USED THAT SAME DOLLAR AMOUNT.  
[02:19:15] IS THERE, SINCE IT'S AN ABSOLUTE DOLLAR VALUE, IF THERE'S AN  
[02:19:20] INCREASE IN HOUSING STOCK WOULDN'T THAT DIMINISH THE  
[02:19:23] AMOUNT PER HOUSEHOLD?  
[02:19:26] WELL, BECAUSE THE THE PORT SETS THE DOLLAR AMOUNT OF THE LEVY,  
[02:19:31] IF THE ASSESSED VALUE GOES UP FOR WHATEVER REASON EITHER  
[02:19:34] EXISTING CONSTRUCTION OR NEW CONSTRUCTION, THE LEVY RATE  
[02:19:38] GOES DOWN. SO IF THAT LEVY RATE GOES DOWN BECAUSE ASSESS VALUE  
[02:19:43] GOES UP AND THE MEDIAN HOME VALUE ALSO GOES UP THEN THE  
[02:19:48] DOLLAR AMOUNT THE MEDIAN HOMEOWNER PAYS IS ABOUT THE  
[02:19:51] SAME. OKAY AND LET'S TRY TO GET TO THE END OF THE  
[02:19:56] PRESENTATION BEFORE COMMISSIONERS START TO CUT IN  
[02:19:59] IF WE CAN. SORRY COMMISSIONER STEINBREUCK. MY BAD. THANKS.  
[02:20:03] NEXT SLIDE, PLEASE.  
[02:20:10] THIS SHOWS IN AGGREGATE THE AMOUNT OF TAX THAT THE PORT  
[02:20:15] COLLECTS RELATIVE TO KING COUNTY TAXES. SO IT'S ONLY ONE  
[02:20:20] POINT TWO PERCENT OF TOTAL TAXES COLLECTED IN KING COUNTY.  
[02:20:25] AND AGAIN FOR THE MEDIAN HOMEOWNER THAT PAYS ABOUT 6,000  
[02:20:31] IN PROPERTY TAXES PER YEAR IN KING COUNTY, 72 GOES TO  
[02:20:38] THE PORT.  
[02:20:41] NEXT SLIDE PLEASE.  
[02:20:47] REVIEWING WHERE WE ARE IN 2020 WE BEGAN THE YEAR WITH 15  
[02:20:52] MILLION IN THE FUND THAT ROLLED OVER FROM THE PREVIOUS YEAR. WE  
[02:20:58] COLLECTED SEVENTY SIX POINT FOUR MILLION AND THEN HAD SOME  
[02:21:02] SMALL ADDITIONS WITH REIMBURSEMENTS AND INTEREST  
[02:21:05] EARNINGS. SO THE TOTAL RESOURCES AVAILABLE IN THE TAX  
[02:21:09] LEVY WAS NINETY TWO POINT SIX MILLION. OF THAT, 39.8  
[02:21:16] WENT TO PAY GEO BOND DEBT SERVICE. AND THEN WE HAD SOME  
[02:21:21] ENVIRONMENTAL REMEDIATION EXPENSE AND COMMUNITY PROGRAMS.  
[02:21:27] I'LL HAVE MORE DETAIL ON THAT IN THE IN A SUBSEQUENT  
[02:21:31] SLIDE. AND WE HAD OUR MEMBERSHIP EQUITY PAYMENT TO THE ALLIANCE  
[02:21:35] OF 5.5 MILLION AND CAPITAL INVESTMENTS OF 18 POINT THREE  
[02:21:40] MILLION. SO WE ARE EXPECTING THAT WE'LL HAVE AN EIGHT MILLION  
[02:21:44] DOLLAR BALANCE AT THE YEAR AND THAT WILL ROLL INTO THE 2021  
[02:21:50] AVAILABLE TAX LEVY. IN ADDITION TO THE TAX LEVY, WE ALSO HAVE  
[02:21:55] THE HARBOR DEVELOPMENT FUND AND THE TRANSPORTATION  
[02:21:58] INFRASTRUCTURE FUND. THOSE WERE SET UP WITH TAX LEVY DOLLARS  
[02:22:01] THE FIRST TWO PAY FOR TERMINAL 5 REDEVELOPMENT AND THE  
[02:22:06] TRANSPORTATION INFRASTRUCTURE FUND TO PAY FOR THE PORT'S  
[02:22:11] CONTRIBUTIONS TO REGIONAL MOBILITY.  
[02:22:15] NEXT SLIDE PLEASE.  
[02:22:21] THIS IS A FIVE-YEAR LOOK FOR THE 2021 TO 2025 PERIOD OF THE  
[02:22:26] SOURCES AND USES OF THE TAX LEVY. SO YOU CAN SEE THE EIGHT  
[02:22:29] MILLION THAT WERE EXPECTING AT THE END OF THIS YEAR ROLLING  
[02:22:33] FORWARD INTO 2021. THE TAX LEVY COLLECTION OVER FIVE YEARS  
[02:22:38] ASSUMES A 3% INCREASE IN 21, 22 AND 23, BUT NO INCREASE IN 24



[02:22:47] OR 25.  
[02:22:49] WE ARE EXPECTING SOME ADDITIONAL RECEIPTS FROM  
[02:22:52] ENVIRONMENTAL REIMBURSEMENTS. AND I'D LIKE TO TALK A LITTLE  
[02:22:57] BIT ABOUT THE 30 MILLION TRANSFER FROM THE  
[02:22:59] TRANSPORTATION INFRASTRUCTURE FUND. SO THAT FUND WAS SET UP  
[02:23:03] TO FULLY FUND THE OBLIGATIONS THAT THE PORT HAS WITH REGIONAL  
[02:23:08] PARTNERS ,THE STATE, THE CITY TO FUND TRANSPORTATION PROJECTS.  
[02:23:13] BUT SOME OF THAT SPENDING DOESN'T ACTUALLY OCCUR UNTIL  
[02:23:17] 2026. SO STAFF IS RECOMMENDING THAT 30 MILLION FROM THAT FUND  
[02:23:23] BE REPLACED INTO THE TAX LEVY FUND TO HELP WITH SHORT-TERM  
[02:23:27] FUNDING NEEDS. AND THEN IN 2026, WE WILL BEGIN TO REIMBURSE THE  
[02:23:34] TRANSPORTATION INFRASTRUCTURE WITH WHATEVER IS NEEDED TO  
[02:23:38] FULFILL THOSE OBLIGATIONS IN THE LATER YEARS.  
[02:23:42] SO THE USES OF THE TAX LEVY. DEBT SERVICE AND THIS INCLUDES BOTH  
[02:23:46] THE EXISTING GEO BOND DEBT SERVICE AND NEW DEBT SERVICE  
[02:23:50] FROM THE 283 MILLION OF GEO BONDS THAT I MENTIONED EARLIER.  
[02:23:56] AND THEN THERE WILL BE CASH FOR DIRECTLY FUNDING CAPITAL  
[02:24:02] PROJECTS IN ADDITION TO THE THE 283 MILLION OF GEO BONDS.  
[02:24:10] AND THAT LEAVES US WITH VERY LITTLE FUN BALANCE.  
[02:24:17] NEXT SLIDE PLEASE.  
[02:24:26] I'M TRYING TO GET THAT TO MOVE FORWARD.  
[02:24:29] THERE WE GO.  
[02:24:31] THANKS. THIS PROVIDES A LITTLE MORE DETAIL ON THE CAPITAL  
[02:24:35] INVESTMENTS. UP AT THE TOP YOU CAN SEE THAT HUNDRED MILLION OF  
[02:24:40] CASH FROM THE TAX LEVY THAT'S APPLIED TO CAPITAL INVESTMENTS.  
[02:24:44] AND 283 MILLION OF GEO BONDS. THAT WILL FUND SEVERAL PROJECTS.  
[02:24:52] ENVIRONMENTAL AND COMMUNITY PROJECTS LIKE T-117 AND SHORE  
[02:24:58] POWER. WE HAVE A NUMBER OF INVESTMENTS IN FISHING AND  
[02:25:01] MARITIME INDUSTRIES. AND THEN WE ALSO HAVE ABOUT A HUNDRED  
[02:25:06] AND 31 MILLION OF ALLIANCE PROJECTS AND THE  
[02:25:11] CHANNEL DEEPENING. SO THE T5 AND NORTH HARBOUR PROJECTS AND THEN  
[02:25:16] THE 79 MILLION OF UNSPECIFIED INVESTMENTS THAT I NOTED BEFORE  
[02:25:20] PROJECTS CURRENTLY  
[02:25:22] SCHEDULED FOR THE GENERAL FUND BUT THAT MIGHT NEED TO MOVE  
[02:25:26] OVER TO THE TAX LEVY FUND IF WE DO IN FACT  
[02:25:31] SEE THIS ADVERSE SCENARIO PLAY OUT OVER THE NEXT FIVE YEARS.  
[02:25:39] NEXT SLIDE PLEASE.  
[02:25:46] THIS SHOWS THE NON-CAPITAL  
[02:25:49] USES OF THE TAX LEVY. THE GEO BOND DEBT SERVICE IS THE  
[02:25:53] LARGEST USE OF THE TAX LEVY. WE ALSO ARE EXPECTING ABOUT 70  
[02:25:58] MILLION OF ENVIRONMENTAL EXPENSES. AND WE HAVE A SMALL  
[02:26:04] AMOUNT FOR THE PIER 86 PUBLIC EXPENSE, THE FISHING PIER FOR A  
[02:26:09] MILLION DOLLARS WOULD BE THE PORT'S SHARE. WE HAVE ANOTHER  
[02:26:14] 10.5 MILLION OF EQUITY CONTRIBUTION TO THE ALLIANCE IN  
[02:26:20] THE NEXT FIVE YEARS. AND THE REST ARE THE COMMUNITY  
[02:26:24] INVESTMENTS THAT THE PORT MAKES. AND THIS WAS DETAILED IN A  
[02:26:30] PRESENTATION IN SEPTEMBER AND THERE'S MORE DETAIL IN THE  
[02:26:34] APPENDIX ON THESE AS WELL. SO THERE'S A VARIETY OF  
[02:26:39] INITIATIVES THAT THE PORT HAS TO SUPPORT THE COMMUNITY.  
[02:26:46] NEXT SLIDE PLEASE.  
[02:26:50] SO IN SUMMARY, THE TAX LEVY IS A VERY IMPORTANT RESOURCE FOR  
[02:26:55] ACHIEVING THE PORT'S GOALS BOTH DIRECTLY AND AS COMMISSIONER  
[02:26:59] FELLEMAN POINTED OUT IN SUPPORTING THE PORT'S OVERALL  
[02:27:03] STRONG CREDIT. IT PROVIDES FINANCIAL STABILITY DURING A  
[02:27:08] TIME OF UNPRECEDENTED UNCERTAINTY AND OUR LOSS OF  
[02:27:13] REVENUES THAT WE'VE BEEN EXPERIENCING WILL REQUIRE  
[02:27:17] GREATER USE OF THE TAX LEVY IN THE NEAR TERM IN ORDER TO SUPPORT  
[02:27:21] THE PORT'S MISSION.  
[02:27:23] THE 3% INCREASE WILL HELP US MAINTAIN PURCHASING POWER IN  
[02:27:29] ORDER TO ACHIEVE THAT.  
[02:27:34] THAT CONCLUDES MY PRESENTATION. THERE ARE A NUMBER OF APPENDIX  
[02:27:38] SLIDES THAT PROVIDE MORE DETAIL AND I'M HAPPY TO ADDRESS ANY OF  
[02:27:43] THOSE. OKAY, LET'S DO ROLL CALL NOW ON COMMISSIONER QUESTIONS.

[02:27:48] THANK YOU. BEGINNING WITH COMMISSIONER BOWMAN.  
[02:27:53] GREAT. THANK YOU ELIZABETH. JUST IN TERMS OF THE CAPITAL  
[02:27:59] INVESTMENTS, I DON'T MEAN TO PUT YOU ON THE SPOT, COULD  
[02:28:02] SOMEBODY I'M LOOKING AT THE APPENDIX, WHICH IS SLIDE 48.  
[02:28:08] IS THE T46 CRUISE TERMINAL WHICH IS NOW ON HOLD  
[02:28:15] FOR A BIT. IS THAT CONSIDERED A PROJECT THAT WOULD BE FUNDED?  
[02:28:21] THAT WOULD POTENTIALLY BE ONE OF THAT 79 MILLION DOLLARS OF  
[02:28:25] PROJECTS THAT MIGHT MOVE INTO THE TAX LEVY IF  
[02:28:30] WE DON'T SEE THE REVENUES TO SUPPORT IT. SO THERE'S ALSO  
[02:28:37] OTHER CRUISE INVESTMENTS, GANGWAY AND COVID MITIGATION  
[02:28:46] MEASURES AND REC BOATING. THOSE ARE THE PROJECTS THAT WOULD  
[02:28:51] TYPICALLY BE FUNDED WITH THE GENERAL FUND AND DEPENDING ON  
[02:28:55] HOW THE NEXT YEAR PLAYS OUT, THOSE MAY NEED TO MOVE INTO THE  
[02:29:00] TAX LEVY FOR FUNDING.  
[02:29:04] THANK YOU. I THINK IT WOULD BE REALLY IMPORTANT TO BE  
[02:29:07] ABLE TO ILLUMINATE THOSE. I UNDERSTAND THAT  
[02:29:11] THIS IS JUST A DRAFT AND STAFF IS CONSIDERING THIS BUT I  
[02:29:16] DON'T RECALL US EVER  
[02:29:19] IN MY TIME ON THE COMMISSION AND CORRECT ME IF  
[02:29:22] I'M WRONG. I JUST DON'T RECALL US EVER MOVING THOSE  
[02:29:26] PROJECTS FROM THE GENERAL FUND OVER TO THE TAX LEVY TO THAT  
[02:29:30] EXTENT. AM I INCORRECT IN THAT? YOU'RE ABSOLUTELY CORRECT.  
[02:29:36] IT'S A PRETTY IT'S A SUBSTANTIAL SHIFT OF POLICY.  
[02:29:41] AND I GUESS WHERE I WOULD REALLY WANT TO CALL OUT FOR MY  
[02:29:46] COLLEAGUES AND FOR. I JUST I THINK WE NEED TO HAVE  
[02:29:48] TRANSPARENCY ABOUT WHAT IS INCLUDED IN THAT.  
[02:29:53] BECAUSE TWO THINGS, NUMBER ONE, IT WOULD MEAN THAT THERE'S A  
[02:29:57] VERY GOOD CHANCE THAT THE TAX WILL BE WOULD FUND A NEW CRUISE  
[02:30:01] TERMINAL MOVING FORWARD AND I THINK THAT'S A MAJOR POLICY  
[02:30:05] QUESTION. NUMBER 2 WE DON'T HAVE A SOLID PLAN TO FINANCE  
[02:30:12] THAT I'VE SEEN YET FOR THE CRUISE TERMINAL PAST 2025. AND  
[02:30:18] SO BECAUSE WE DO OUR CIPS AND FIVE-YEAR BUCKET, SO THAT  
[02:30:22] ACTUALLY GOING TO BE MY NEXT QUESTION. IS ELIZABETH HELP ME  
[02:30:25] UNDERSTAND.  
[02:30:27] IN THE PORT WORLD, WE'VE ALWAYS DONE FIVE-YEAR CIP. IS  
[02:30:31] THERE ANY REASON WHY WE COULDN'T GO TO AN EIGHT YEAR OR  
[02:30:34] A TEN YEAR? WHAT AM I MISSING?  
[02:30:38] YOU'RE RIGHT. THAT IS THE THAT IS THE STANDARD, IS A FIVE-YEAR  
[02:30:43] PLAN. WE LOOK AT 10 YEARS, BUT BECAUSE EVEN IN A  
[02:30:51] NORMAL YEAR THAT TEN TO FIVE-YEAR PERIOD IS SO  
[02:30:56] UNKNOWN. IN FACT, THE SEAPORT ALLIANCE DOESN'T EVEN  
[02:31:01] DO FORECAST BEYOND FIVE YEARS FOR THEIR OPERATING FORCAST.  
[02:31:07] SO WE DON'T GENERALLY  
[02:31:11] TALK ABOUT THAT. THE FIVE YEARS IS A GOOD MARKER BECAUSE  
[02:31:16] THERE'S ENOUGH ABILITY TO LOOK AHEAD FIVE YEARS WHILE STILL  
[02:31:21] MAINTAINING  
[02:31:25] ENOUGH RUNWAY TO MAKE CHANGES AS WE MOVE THROUGH THOSE FIVE  
[02:31:31] YEARS. SO THAT'S WHY IT'S A REASONABLE TIMEFRAME. WE  
[02:31:35] ABSOLUTELY CAN PROVIDE ANY AMOUNT OF YEARS THAT WOULD BE  
[02:31:40] HELPFUL. JUST THE FURTHER OUT YOU GO, THE LESS RELIABLE  
[02:31:45] THE INFORMATION. AND TO BE FAIR, I JUST WANT TO MAKE  
[02:31:49] SURE THAT I'M CLEAR. I'M NOT AT LOOKING AT A FIVE-YEAR PLAN OF  
[02:31:52] FINANCE, BUT I THINK THAT WE NEED TO HAVE GREATER  
[02:31:56] TRANSPARENCY ABOUT WHAT A POTENTIAL 10 YEAR CAPITAL  
[02:32:00] INVESTMENT PROGRAM WOULD BE. AND SO NOW THAT WE'VE MOVED A  
[02:32:04] COUPLE OF BIG PROJECTS PARTICULARLY THE T46 CRUISE  
[02:32:08] OUT SEVERAL YEARS  
[02:32:11] THAT THAT WILL GO INTO THE NEXT. I MEAN, WE HAVE A  
[02:32:15] ROLLING FIVE-YEAR CIP, BUT IT WILL BE 2027 2028 UNTIL THAT  
[02:32:22] PROJECT IS LIKELY TO COME TRULY ONLINE.  
[02:32:27] THERE'S A GREAT DEAL OF UNCERTAINTY. AND SO I HAVE AS I  
[02:32:30] MENTIONED BEFORE GRAVE CONCERNS ABOUT CONTINUING TO INCLUDE IT  
[02:32:35] IN THIS FIVE-YEAR CIP AND A FIVE-YEAR PLAN OF FINANCE

[02:32:40] WHEN THERE'S GREAT UNCERTAINTY ABOUT THAT PROJECT AT THIS  
[02:32:44] MOMENT. BECAUSE ESSENTIALLY WE'RE COLLECTING PROPERTY TAX  
[02:32:48] REVENUE IN ORDER TO SUPPORT A PROJECT THAT WE'RE VERY  
[02:32:52] SOME OF US ARE UNCERTAIN ABOUT.  
[02:32:55] I DON'T MEAN TO SPEAK FOR THE PORT. I KNOW THAT  
[02:32:58] THERE'S A VARYING DEGREE OF OPINIONS BOTH FROM STAFF AND  
[02:33:02] FROM COMMISSIONERS ABOUT WHETHER OR NOT WE WOULD BE,  
[02:33:05] WHERE THAT PROJECT MIGHT END UP GIVEN  
[02:33:08] ONCE WE SEE WHAT 2021 LOOKS LIKE IN TERMS OF THE CRUISE  
[02:33:13] LINES ABILITY TO REBOUND.  
[02:33:16] SO.  
[02:33:18] THANK YOU. BUT I GUESS WHERE I'M ASKING IS  
[02:33:23] IT'S NOT ON PLAN OF FINANCE. SO  
[02:33:26] PLEASE DON'T GET ME WRONG. WHAT I GUESS I'M LOOKING FOR IS  
[02:33:30] A LONGER HORIZON FOR THE CAPITAL IMPROVEMENT PLAN SO  
[02:33:35] COMMISSIONERS CAN REALLY SEE WHAT THAT LOOKS LIKE IN  
[02:33:39] THE OUTER YEARS OF WHAT WE WOULD NEED TO SPEND. BECAUSE  
[02:33:43] THIS PLAN RIGHT NOW CALLS FOR US NOT TO CONTINUE WITH A 3%  
[02:33:49] TAX LEVY INCREASE AFTER 2023. THERE'S NO WAY THAT WE CAN FUND  
[02:33:54] A CRUISE SHIP TERMINAL UNLESS WE CONTINUE THE TAX LEVY  
[02:33:57] INCREASE. IT'S JUST NOT GOING TO BE POSSIBLE. SO LET'S JUST  
[02:34:00] BE HONEST ABOUT WHAT WE'RE DOING IS IF WE'RE GOING TO  
[02:34:03] CONTINUE THIS AND WE'RE GOING TO CONTINUE. AND THAT'S FINE TO  
[02:34:06] HAVE THAT DEBATE ABOUT WHETHER WE PEG A TAX LEVY INCREASE TO  
[02:34:09] THE CIP OR WHETHER WE YOU KNOW, WHATEVER IT IS. AGAIN THERE'S  
[02:34:14] VARYING OPINIONS ABOUT WHETHER WE SHOULD IT SHOULD CONTINUE  
[02:34:18] EVERY YEAR OR NOT OR WE VOTE ON IT EVERY YEAR. BUT I THINK WE  
[02:34:23] JUST NEED TO BE TRANSPARENT ABOUT THE FACT THAT WE WOULD  
[02:34:27] HAVE TROUBLE FUNDING SOME OF THESE PROJECTS PAST 2023  
[02:34:32] WITHOUT A CONTINUATION OF AN INCREASE IN THE TAX LEVY.  
[02:34:36] WE CAN CERTAINLY PROVIDE THE FULL TEN YEAR CIP. WE DO  
[02:34:40] REGULARLY MAINTAIN THAT INFORMATION. AND AS I NOTED  
[02:34:45] EARLIER IN THE PRESENTATION BECAUSE WE HAVE A DROP OFF IN  
[02:34:49] GEO DEBT SERVICE IN 2026 THERE IS CAPACITY FOR ADDITIONAL  
[02:34:55] FUNDING IN THAT PERIOD THAT WOULD NOT NECESSARILY REQUIRE  
[02:34:58] AN INCREASE IN THE TAX LEVY. BUT I THINK THAT DOESN'T ADDRESS  
[02:35:02] THE POLICY QUESTION THAT YOU RAISED ABOUT HOW WE FUND  
[02:35:06] CERTAIN PROJECTS. SO IN LAST YEARS PLAN OF FINANCE WE HAD  
[02:35:10] ABOUT HALF OF OUR FUNDING COMING FROM THE TAX LEVY AND  
[02:35:12] HALF FROM REVENUES. NOW, WE ARE ANTICIPATING 80% FROM THE TAX  
[02:35:17] LEVY AND SO  
[02:35:19] THAT DOES. YOU KNOW. THAT IS REALLY  
[02:35:23] A POLICY QUESTION ABOUT HOW WE USE THAT TAX LEVY FOR PROJECTS  
[02:35:28] THAT DON'T TYPICALLY USE THE TAX LEVY. THAT WAS A GREAT WAY  
[02:35:31] TO SYNTHESIZE IT. THANK YOU ELIZABETH. I APPRECIATE THAT.  
[02:35:36] LET'S CONTINUE.  
[02:35:38] THANK YOU. CONTINUING WITH COMMISSIONER CALKINS.  
[02:35:41] REALLY GREAT POINTS BY COMMISSIONER BOWMAN. I  
[02:35:43] APPRECIATE THE REMINDER TO MAKE SURE THAT BIG QUESTIONS LIKE  
[02:35:48] THIS ARE DISCUSSED IN A PUBLIC MANNER. SO THAT PARTICULARLY  
[02:35:52] AROUND THE USE OF THE TAX LEVY, YOU KNOW, I THINK THIS IS VERY  
[02:35:57] GOOD PLANNING AND I ALSO WANT TO RECOGNIZE THAT OVER THE NEXT  
[02:36:03] SIX TO 12 MONTHS MANY OF WHAT WE'RE TREATING AS  
[02:36:09] VARIABLES IN HERE ARE GOING TO BECOME  
[02:36:11] NO LONGER VARIABLES, ARE GOING TO BE A FIXED NUMBER. WE'RE  
[02:36:14] GOING TO KNOW FOR INSTANCE WHAT HAPPENED WITH THE 2021  
[02:36:19] CRUISE SEASON. IF WE HIT OUR BUDGET THAT WILL TELL US  
[02:36:23] SOMETHING. YOU KNOW, IF IT'S 25% OF 2019 NUMBERS THAT'S  
[02:36:26] GOING TO TELL US SOMETHING. IF WE EXCEED THAT AND THE INDUSTRY  
[02:36:31] IS DEMONSTRATED THAT THEY CAN DO IT SAFELY AND SUCCESSFULLY  
[02:36:34] THEN I THINK OUR SCENARIOS WILL LOOK OVERLY PESSIMISTIC AND  
[02:36:37] WE'LL BE ABLE TO REVISE UPWARD AS WE WORK ON A 2022 BUDGET. IF  
[02:36:42] FOR WHATEVER REASON THEY WERE UNABLE TO PULL OFF A CRUISE

[02:36:46] SEASON IN 2021 THAT'S GOING TO TELL US A WHOLE LOT TOO AND  
[02:36:51] WILL OBVIOUSLY REQUIRE US TO MAKE REALLY SIGNIFICANT CHANGES  
[02:36:54] TO THE THREE AND FIVE-YEAR OUTLOOKS. AND SO I'M  
[02:36:59] REALLY APPRECIATIVE OF THE WORK THAT'S BEEN DONE TO COME TO  
[02:37:01] PRECISION ON 2021. I ALSO RECOGNIZE THAT  
[02:37:07] EDUCATED GUESSES HAVE BEEN MADE AROUND THE OUT YEARS. BUT I  
[02:37:11] DON'T WANT US TO PUT THE CART BEFORE THE HORSE AND TRY  
[02:37:14] TO MAKE DECISIONS ABOUT 2024 AND 2025 UNTIL WE HAVE SEEN  
[02:37:20] WHAT THE FUTURE HOLDS FOR US. AND WE DO HAVE. WE CAN BE  
[02:37:24] PRUDENT AND REASONABLY PLAN WITHOUT HAVING TO REALLY ANCHOR  
[02:37:30] SOMETHING FOR YEARS IN WHICH WE'RE STILL WAITING ON CRITICAL  
[02:37:32] DATA. SO, THANK YOU ELIZABETH.  
[02:37:36] THANK YOU. COMMISSIONER CALKINS. MOVING TO COMMISSIONER CHO.  
[02:37:39] NO QUESTIONS AT THIS TIME. THANK YOU. THANK YOU.  
[02:37:44] COMMISSIONER FELLEMAN.  
[02:37:47] ELIZABETH AS ALWAYS YOU'VE PROVIDED US WITH TREMENDOUS  
[02:37:51] AMOUNT OF INFORMATION CLEARLY AND SUCCINCTLY. SO THANK YOU. I  
[02:37:56] HAVE NO MORE QUESTIONS AT THIS TIME. THANK YOU. COMMISSIONER  
[02:37:59] STEINBREUCK. YES. I HAVE TWO OR THREE. THIS IS STARTING TO  
[02:38:04] SOUND A LITTLE BIT MORE LIKE A STUDY SESSION, WHICH IS FINE  
[02:38:07] PROVIDED WE HAVE THE TIME FOR IT, BUT I I DO THINK THIS  
[02:38:11] DISCUSSION AND PRESENTATION RAISES QUESTIONS FOR ME  
[02:38:14] REGARDING FINANCIAL POLICIES THAT ENSURE PRINCIPLES THAT  
[02:38:18] GUIDE OUR CAPITAL FUNDING IN PARTICULAR.  
[02:38:22] WE ARE FORTUNATE TO HAVE, AS ELIZABETH SAYS, FINANCIAL  
[02:38:26] RESILIENCY IN THAT WE HAVE MULTIPLE OPTIONS. WE CAN TRADE  
[02:38:30] OFF AT TIMES, SWAP OUT AND REPLACE. WE'RE AT A PERIOD OF  
[02:38:36] VERY LOW INTEREST RATES AS WE HAVE BEEN FOR SOME TIME  
[02:38:40] WHICH MAKES ME WONDER WHY WE WOULD EVEN USE CASH DIRECTLY  
[02:38:45] FOR CAPITAL PROJECTS AS A QUESTION AROUND FINANCIAL  
[02:38:49] POLICY RATHER THAN FINANCING. AND I WOULD ALSO QUESTION  
[02:38:56] WHAT OUR POLICY IS REGARDING THE USE OF LEVY FUNDS THAT  
[02:39:00] DIRECTLY SUPPORT ENTERPRISE BUSINESSES SUCH AS CRUISE. AND  
[02:39:06] THAT MEANS LESS FOR INFRASTRUCTURE THAT I THINK IS  
[02:39:12] AS A MATTER OF PUBLIC POLICY AND TAX LEVY USE  
[02:39:17] WE SHOULD BE FOCUSING OUR PRIORITIES FOR USE OF THE LEVY  
[02:39:20] FUND I THINK IN AREAS THAT ARE NOT DIRECT SUBSIDIES IF YOU  
[02:39:26] CAN CALL IT THAT TO ENTERPRISE BUSINESS LINES. I THINK  
[02:39:30] WORKFORCE DEVELOPMENT, ECONOMIC DEVELOPMENT IS LEGITIMATE,  
[02:39:33] INFRASTRUCTURE IMPROVEMENTS, THE THINGS LIKE DREDGING IS  
[02:39:38] PART OF OUR SEAPORT INFRASTRUCTURE. THOSE KINDS OF  
[02:39:42] THINGS, BUT I WOULD DRAW THE LINE THERE AND I WOULD ALSO ASK  
[02:39:46] WHY WE WOULD, AND I'M SORRY THROW ALL THIS OUT AT ONCE ,BUT  
[02:39:50] WHY WE WOULD NOT JUST USE REVENUE BONDS TO FUND A CRUISE  
[02:39:55] TERMINAL IF THE  
[02:39:59] RISK IS LOW AND THE EXPECTED RATE OF RETURN SUPPORTS IT,  
[02:40:06] I CAN'T SEE USING LEVY FUNDS FOR THAT. I COULD SEE A  
[02:40:09] TEMPORARY USE THAT IS THEN SUPPLANTED WITH REVENUE  
[02:40:13] BONDS, BUT THAT REALLY DOESN'T SIT WELL WITH ME IN THAT  
[02:40:18] PARTICULAR EXAMPLE.  
[02:40:22] I WONDER ABOUT OUR FINANCIAL POLICIES. I DON'T KNOW WHEN WE  
[02:40:24] HAVE DISCUSSIONS AND REVIEWS OF WHAT THOSE ARE BUT MANY OF  
[02:40:28] THESE TOPICS I THINK AND COMMENTS HEARING FROM  
[02:40:31] COMMISSIONERS SUGGEST THAT, YOU KNOW, THESE ARE ISSUES MATTERS  
[02:40:36] OF FINANCIAL POLICY BECAUSE THERE ARE CHOICES HERE AND  
[02:40:40] OPTIONS. IF YOU CARE TO RESPOND TO ANY OF THAT ELIZABETH.  
[02:40:45] CERTAINLY. [LAUGHTER]  
[02:40:48] WITH RESPECT TO THE CRUISE TERMINAL WHILE WE DO HAVE SOME  
[02:40:52] EXPECTED SPENDING ON THAT FACILITY LATER IN THIS PERIOD,  
[02:40:58] MOST OF IT WOULD BE IN 2026 AND BEYOND AND THERE WOULD BE  
[02:41:04] OPPORTUNITY TO THEN EVALUATE WHETHER THAT  
[02:41:09] PROJECT SHOULD MOVE FORWARD AND WHETHER IT CAN BE SUPPORTED  
[02:41:14] WITH REVENUE BONDS AT THAT TIME. SO THAT WILL BE A FUTURE

[02:41:19] DISCUSSION. AS YOU NOTED A LOT DEPENDS ON ON WHAT HAPPENS IN  
[02:41:22] 2021, AND WE'LL SEE THAT OUT. AND ON THE RECORD,  
[02:41:27] I WOULD JUST SAY MY PERSONAL VIEW IS WE  
[02:41:30] SHOULD BE LOOKING TO REVENUE BONDS FOR THESE KINDS OF  
[02:41:33] PROJECTS AND NOT TAX LEVY.  
[02:41:36] AS A MATTER OF POLICY. SO.  
[02:41:39] THERE IS ACTUALLY IN THE PRESENTATION ON SLIDE 50  
[02:41:45] THE CURRENT CRITERIA FOR TAX LEVY FUNDING. I'M SORRY. WHAT  
[02:41:50] SLIDE NUMBER? SLIDE 50. OKAY.  
[02:41:56] AS WE'RE SWITCHING TO THE SLIDES  
[02:41:59] IF I CAN JUST ADD, COMMISSIONER, INJUST TO SAY IS  
[02:42:03] THAT FOR THE FOR THE PURPOSES OF THE CIP, THERE IS NO CRUISE  
[02:42:06] FUNDING SCHEDULED FOR 2021 AND 22. SO THERE ISN'T ANY. WE AREN'T  
[02:42:13] COLLECTING FUNDS THAT ARE THEN BEING APPLIED TOWARDS THOSE  
[02:42:15] PROJECTS. BECAUSE OF THE UNCERTAINTY THAT COMMISSIONER  
[02:42:18] BOWMAN AND OTHERS SPOKE ABOUT, WE ARE LOOKING AT THAT. IS IT  
[02:42:22] STILL. IT'S ONE OF THE MORE PROMISING REVENUE SOURCES  
[02:42:25] FOR US GOING FORWARD. EXACTLY MY POINT. WHY EVEN TALK ABOUT LEVY FUNDING  
[02:42:30] FOR SOMETHING THAT APPEARS TO BE A HIGH RATE OF RETURN ON  
[02:42:35] THE INVESTMENT. AND WHY WOULD WE USE CASH ALSO FOR CAPITAL  
[02:42:39] PROJECTS WHEN WE SHOULD BE FINANCING?  
[02:42:44] COMMISSIONER STEINBREUCK, NUMBER ONE. I WANT TO SAY  
[02:42:47] I TOTALLY APPRECIATE AND SUPPORT WHAT YOU'RE SAYING  
[02:42:52] ABOUT TAKING A STRONGER LOOK AT HAVING A STRONGER FINANCIAL  
[02:42:56] POLICY AND QUITE FRANKLY THAT COMES FROM THE COMMISSION. AND  
[02:42:59] WE TALKED ABOUT THIS TWO YEARS AGO WHEN THIS FIRST STRATEGIC  
[02:43:03] INVESTMENT FIVE-YEAR CIP WAS PROPOSED. AND YOU KNOW, WE NEED  
[02:43:08] TO FOLLOW UP ON ON REVIEWING THOSE DECISIONS ABOUT WHAT IS  
[02:43:13] FUNDED FROM THE TAX LEVY AND WHAT IS NOT. AND PHILOSOPHICALLY  
[02:43:17] I AGREE WITH YOU A HUNDRED PERCENT. I GUESS MY. I DON'T  
[02:43:20] MEAN TO IT HAIRS BUT IT'S IMPORTANT. IS THAT STEVE WHILE  
[02:43:24] YOU ARE ACCURATE THAT WE WOULDN'T SPEND SIGNIFICANTLY ON  
[02:43:29] THE TERMINAL 46 CRUISE TERMINAL FOR ANOTHER TWO YEARS, IT IS  
[02:43:33] PREDICATED ON A LEVY INCREASE FOR THE NEXT THREE YEARS. AND  
[02:43:38] SO TO THE EXTENT THAT MONEY ROLLS OVER AS YOU JUST, AS WE  
[02:43:42] SAW FROM THE EARLIER SLIDE WHERE 15 MILLION ROLLED OVER TO GIVE  
[02:43:45] US A FUND BALANCE AND THEN WE'RE GOING TO HAVE EIGHT POINT  
[02:43:48] 1 MILLION LEFT OVER THIS YEAR. IT ROLLS OVER. SO IT DOES  
[02:43:52] ACTUALLY IMPACT THE LEVY. YOU KNOW, AND SO IF WE WERE, IT'S  
[02:43:57] IMPORTANT TO CALL THAT OUT AND SAY OH NO. WELL, THAT'S JUST 2  
[02:44:01] YEARS DOWN THE ROAD. WE CAN MAKE THAT DECISION. YES WE CAN  
[02:44:04] BUT WE'RE COLLECTING TAX LEVY DOLLARS ANTICIPATING THAT WE'RE  
[02:44:08] GOING TO SPEND THAT ON THAT PROJECT IN TWO YEARS.  
[02:44:19] OKAY.  
[02:44:22] JUST TO CLARIFY AND LOOK AT THAT AND WE'RE NOT PROPOSING  
[02:44:26] TO SPEND TAX LEVY FUNDS ON THE CRUISE TERMINAL. OF  
[02:44:30] COURSE. IT WAS. ANYWAYS, WE NEED TO CLARIFY THAT. OKAY, I THINK  
[02:44:34] WELL.  
[02:44:36] POINT IS NOTED HERE. COMMENTS FROM COMMISSIONERS HAVING BEEN  
[02:44:41] MADE, WE CAN CONTINUE.  
[02:44:48] ARE WE DONE NOW WITH OUR BRIEFING?  
[02:44:53] I'LL JUST MAKE ONE CLARIFICATION TO YOUR POINT  
[02:44:55] ABOUT USING REVENUE BONDS RATHER THAN CASH.  
[02:45:00] YOU'RE RIGHT. INTEREST RATES ARE VERY LOW. HOWEVER,  
[02:45:03] THE PORT DOES NOT HAVE THE CAPACITY TO ISSUE REVENUE BONDS  
[02:45:07] FOR NON AIRPORT PROJECTS. WE JUST DON'T HAVE THE REVENUE  
[02:45:12] CASH FLOW COVERAGE TO SUPPORT REVENUE BOND ISSUANCE. I DIDN'T  
[02:45:16] KNOW THAT. THANK YOU.  
[02:45:19] COMMISSIONERS. ONE MORE OPPORTUNITY TO WEIGH IN HERE  
[02:45:23] COMMENT IF YOU'D LIKE BEFORE WE MOVE ON TO THE NEXT ITEM IN  
[02:45:27] OUR AGENDA. I SEE NO ADDITIONAL  
[02:45:32] HANDS RAISED, COMMISSIONER. THANK YOU VERY MUCH ELIZABETH.  
[02:45:38] LOTS OF ISSUES AND QUESTIONS TO CONTINUE THIS DISCUSSION. GOOD.

[02:45:42] THANK YOU. THANK YOU.  
[02:45:46] SURE. ALL RIGHT. SO, LET ME SEE WHAT NEXT ITEM ON THE AGENDA.  
[02:45:54] CLERK. THANK YOU. WE ARE ON ITEM 8A. I'LL GO AHEAD AND READ  
[02:45:59] THAT INTO THE RECORD. THAT IS AUTHORIZATION FOR THE EXECUTIVE  
[02:46:03] DIRECTOR TO SET 2021 MARINE STORM WATER UTILITY RATES WITH  
[02:46:07] AN INCREASE OF 3%. AND I'M GOING TO HAND THIS OFF TO VICE CHAIR  
[02:46:13] FELLEMAN. AND I'LL BE BACK IN FIVE MINUTES. OKAY. THANK YOU.  
[02:46:19] ALRIGHT COMMISSIONER FELLEMAN. YOU AVAILABLE. I AM HERE. OKAY.  
[02:46:24] THANK YOU BOSS. COMMISSIONERS THE PORT FORMED ITS OWN UTILITY  
[02:46:30] IN 2014 AS A WAY TO MORE QUICKLY AND EXTENSIVELY IMPROVE  
[02:46:34] OUR SERVICES, FACILITIES, SYSTEMS AND PROGRAMS FOR SERVICE WATER  
[02:46:38] AND STORM WATER MANAGEMENT AND POLLUTION CONTROL. THIS RATE  
[02:46:42] INCREASE REFLECTS COVID-19 IMPACTS AND  
[02:46:46] THIS IS STILL SIGNIFICANTLY LESS THAN THE RATE INCREASE  
[02:46:49] PROPOSED BY THE CITY FOR ITS CUSTOMERS. ALL REVENUES  
[02:46:52] COLLECTED BY THE UTILITY WILL BE SPENT ON ACTIVITIES TO IMPROVE  
[02:46:55] THE QUALITY OF ELLIOTT BAY IN PUGET SOUND. THE PRESENTERS ARE  
[02:46:59] SANDRA KILROY, DIRECTOR MARITIME ENVIRONMENT SUSTAINABILITY  
[02:47:03] SURNEE DAKOTALA, UTILITY PROGRAM MANAGER.  
[02:47:08] PRESENTING. THANK YOU, EXECUTIVE DIRECTOR. GOOD  
[02:47:15] AFTERNOON COMMISSIONERS. AS PART OF THE PORT'S MARINE STORM  
[02:47:19] WATER UTILITY, THE COMMISSION DOES APPROVE THE UTILITY RATES  
[02:47:23] ON AN ANNUAL BASIS. SO TODAY WE ARE ASKING FOR YOUR APPROVAL OF  
[02:47:28] THE 2021 STORMWATER UTILITY RATE. AND AS EXECUTIVE DIRECTOR  
[02:47:34] METRUCK MENTIONED, THESE RATES ARE LOWER THAN WE HAD  
[02:47:38] ANTICIPATED A YEAR AGO. AS WE'VE BEEN DISCUSSING DURING  
[02:47:42] THIS MEETING, A LOT HAS CHANGED. THEY'RE LOWER IN PART DUE TO  
[02:47:46] LESS SPENDING IN 2020 AS WELL AS OUR DESIRE TO MINIMIZE THE  
[02:47:51] FINANCIAL IMPACT TO TENANTS AND THE BUSINESS UNITS GIVEN THE  
[02:47:54] CURRENT ECONOMIC SITUATION. SO WE HAVE A BRIEF PRESENTATION  
[02:47:58] FOR YOU TODAY. JUST COVERING SOME HIGHLIGHTS, THE 2021  
[02:48:02] PROPOSED BUDGET, AND THE 2021 PROPOSED RATE. I RECOMMEND WE  
[02:48:07] GO THROUGH THE WHOLE PRESENTATION AND THEN JUST  
[02:48:10] OPEN IT UP AT THE END FOR ALL QUESTIONS IF POSSIBLE/ WITH ME  
[02:48:15] TODAY WE HAVE CERINI PENDA KOTLA. HE'S THE UTILITY  
[02:48:19] OPERATIONS MANAGER AND WILL BE GIVING THE MAJORITY OF THE  
[02:48:22] PRESENTATION AND WE ALSO HAVE JANE DUAL WHO'S THE UTILITY  
[02:48:26] MANAGER AVAILABLE FOR ADDITIONAL QUESTIONS. SO NEXT  
[02:48:31] SLIDE.  
[02:48:33] I WILL KICK IT OFF WITH JUST A FEW HIGHLIGHTS OF THE PAST WORK.  
[02:48:38] IN 2019, AT THE VERY END OF THE YEAR, WE COMPLETED CONDITIONS  
[02:48:44] ASSESSMENT FOR THE FULL SYSTEM. STORM WATER SYSTEM. THAT WAS A  
[02:48:48] SIGNIFICANT ACCOMPLISHMENT AND IN THIS YEAR, WE'VE BEEN  
[02:48:52] ANALYZING THAT DATA IN TERMS OF THE CONDITIONS OF OUR SYSTEM  
[02:48:56] AND PREPARING FOR MAINTENANCE. BOTH A BETTER MAINTENANCE  
[02:49:03] PROGRAM AND SCHEDULE FOR REPAIRS IN THE FUTURE.  
[02:49:08] 2020 WAS ALSO THE FIRST YEAR THAT WE HAVE COVERED ALL  
[02:49:12] STORMWATER MUNICIPAL REGULATORY REQUIREMENTS IN THE UTILITY  
[02:49:16] BUDGET. THIS WAS A GOAL, AN ORIGINAL GOAL OF ESTABLISHING  
[02:49:20] THE UTILITY FIVE YEARS AGO AND THIS IS THE FIRST YEAR WE'VE  
[02:49:24] ACHIEVED THAT. SO THAT SAVES  
[02:49:27] PORT EXPENSE FUNDS. SINCE THE BEGINNING AND INCLUDING THIS  
[02:49:33] YEAR WE'VE DONE 60 URGENT REPAIRS AND 21 TIDE GATES TO  
[02:49:38] REDUCE SAFETY HAZARDS AND IMPROVE WATER QUALITY.  
[02:49:42] AS MENTIONED, TENANT FEES CONTINUE TO BE SIGNIFICANTLY  
[02:49:45] LOWER THAN WHAT WE HAD SEEN UNDER THE CITY OF SEATTLE'S  
[02:49:50] UTILITY. AND THEN THIS YEAR WE STARTED A PROCESS FOR DOING  
[02:49:54] STRATEGIC PLANNING FOR THE FUTURE, THE DEVELOPMENT OF A  
[02:49:58] FIVE-YEAR STRATEGIC PLAN. WE HAVE SURVEYED AND INTERVIEWED  
[02:50:03] CUSTOMERS, TENANTS, EXTERNAL STAKEHOLDERS, WE'VE HELD  
[02:50:07] WORKSHOPS WITH PORT EMPLOYEES AND THE DIFFERENT BUSINESS  
[02:50:12] UNITS TO REALLY START IDENTIFYING WHAT NEEDS AND  
[02:50:15] INTERESTS OUR CUSTOMERS AND EMPLOYEES HAVE OVER THE NEXT

[02:50:22] FIVE YEARS. SO IN 2021, WE WILL BE PULLING THIS ALL TOGETHER  
[02:50:27] IN A FIVE YEAR STRATEGIC PLAN FOR THE UTILITY. SO WE LOOK  
[02:50:31] FORWARD TO SHARING THAT WITH YOU IN 2021. I WILL GO TO THE NEXT  
[02:50:36] SLIDE AND THEN I'M GOING TO PASS THE MIC TO CERINI. THANKS.  
[02:50:43] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE  
[02:50:46] DIRECTOR METRUCK. MY NAME IS SURYA PANDU KOTLA. I'M THE  
[02:50:48] STORM WATER UTILITY PROGRAM MANAGER AT THE PORT. SO  
[02:50:52] CONTINUING WITH THE HIGHLIGHTS HERE. THIS LIGHT TOUCHES ON  
[02:50:56] SOME INNOVATIONS THAT WE HAVE DISCUSSED IN PREVIOUS YEARS. SO  
[02:50:59] WE ADDED SIGNAGE AT THE TERMINAL 86 CENTENNIAL  
[02:51:03] PARK BIO RETENTION FACILITY AKA RAIN GARDEN, WHICH IS SHOWN ON  
[02:51:08] THE LEFT OF THE SLIDE AND ALSO AT TERMINAL 102 FOR THE OYSTER  
[02:51:12] SHELL BARRELS AND  
[02:51:15] OUR TWO SPLASH BOXES WHICH ARE LOCATED AT MICK AND HORTON  
[02:51:18] STREET. AND THAT IS TO EXPLAIN TO THE  
[02:51:24] PUBLIC WHAT THE BENEFITS OF THESE FACILITIES ARE WITH  
[02:51:26] POLLUTION REDUCTION AND IMPROVED WATER QUALITY.  
[02:51:29] ADDITIONALLY THERE'S A QR CODE. WHICH IS ON THE BOTTOM LEFT OF  
[02:51:33] THAT PICTURE THAT PROVIDES TRANSLATIONS INTO MULTIPLE  
[02:51:37] LANGUAGES. ADDITIONALLY, WE SET UP A DEMONSTRATION WITH THE  
[02:51:40] ENVIRONMENTAL COALITION OF SOUTH SEATTLE OR ECOS AT A  
[02:51:45] LOCATION IN GEORGETOWN. THIS WAS IN THE BEFORE TIME, BEFORE  
[02:51:48] COVID TO SHOW HOW TO MAKE AN OYSTER SHELL BARREL SO THAT  
[02:51:52] OTHERS CAN INSTALL THAT TYPE OF ASSET AT THEIR FACILITY FOR  
[02:51:58] BENEFIT FOR WATER QUALITY TO THE GREATER REGION. THE PICTURE  
[02:52:02] ON THE RIGHT IS ACTUALLY A FLYER THAT WAS CREATED WITH  
[02:52:05] STEP-BY-STEP INSTRUCTIONS WITH THE PERSON DOING THE WORK IN  
[02:52:10] THE PICTURES IS OUR STORM WATER UTILITY CREW CHIEF WHO HAS DONE  
[02:52:13] THE MAINTENANCE. NEXT SLIDE, PLEASE.  
[02:52:19] SO FOR COVID IMPACTS, WE STOPPED FIELDWORK IN MARCH WITH  
[02:52:23] THE INITIAL SHELTER-IN-PLACE ORDER  
[02:52:26] EVENTUALLY TRANSITIONING TO A SKELETON CREW OF ONE WEEK ON  
[02:52:31] ONE WEEK OFF THROUGH THE END OF MAY BEFORE THE FULL CREWS  
[02:52:35] RETURNED IN JUNE. WE ALSO REDUCED OUR LEVEL OF SERVICE AS  
[02:52:41] SHOWN IN THE SECOND BULLET ON THE SLIDE THERE. BUT THE KEY  
[02:52:45] POINT IS THAT WE MAINTAINED A LEVEL OF SERVICE TO COMPLETE  
[02:52:47] ALL THE REQUIRED WORK NEEDED TO MEET REGULATIONS. WE ALSO  
[02:52:52] DEFERRED ONE CAPITAL PROJECT, THE FINAL YEAR OF THE [INAUDIBLE]  
[02:52:56] PROJECT IN 2020 AND I'LL TOUCH ON THAT MORE IN A MINUTE. NEXT  
[02:53:00] SLIDE, PLEASE.  
[02:53:04] SO HERE WE HAVE THE  
[02:53:07] DETAIL OF THE OPERATING BUDGET FOR THE UTILITY AND THIS IS THE  
[02:53:10] SAME SLIDE THAT'S IN THE MARITIME FINANCE SLIDE DECK. SO  
[02:53:15] HOPEFULLY WE'VE SEEN IT BEFORE. SO THE LAST. I'LL JUST  
[02:53:18] KEEP TO THE LAST COLUMN IN THE MIDDLE SECTION WHICH SHOWS THE  
[02:53:21] 2021 PROPOSED BUDGET AND THAT HAS A LINE ITEM FOR TOTAL  
[02:53:27] REVENUE OF 6.4 MILLION WITH OUR PROPOSED RATE CHANGE AND  
[02:53:35] EXPENSES OF 5.9 MILLION. NEXT SLIDE, PLEASE.  
[02:53:40] SO THIS SLIDE SUMMARIZES MORE OF THE KEY POINTS OF THE  
[02:53:45] PROPOSED BUDGET. SO FIRST ON THE LEFT WE HAVE THE CAPITAL  
[02:53:47] BUDGET.  
[02:53:49] AND THAT INCLUDES THE FINAL YEAR OF THE T18 OUTFALL RENEWAL  
[02:53:53] AND REPLACEMENT PROJECT AND LBA THAT'S OUT OF REDUCE SCOPE FOR  
[02:53:57] A NUMBER OF REASONS, INCLUDING SOME OPERATIONAL IMPACTS TO THE  
[02:53:59] TENANT.  
[02:54:01] WE ALSO ARE PLANNING TO MOVE TO MOBILE INSPECTION PLATFORM  
[02:54:05] FOR REGULATORY INSPECTIONS FROM A MOSTLY PAPER-BASED PROCESS  
[02:54:09] RIGHT NOW AND THEN A PURCHASE OF A GROUT TRUCK WHICH IS OUR  
[02:54:13] TO CONNECT RENTALS REPAIRS, BUT WHICH WORKS IN CONJUNCTION WITH  
[02:54:16] OUR CCTV TRUCK, SO ESSENTIALLY INCREMENTALLY IMPROVE THOSE  
[02:54:21] PROCESSES.  
[02:54:23] THEN ALSO ON THE RIGHT SIDE OF THE SLIDE HERE, WE HAVE THE  
[02:54:26] MAINTENANCE BUDGET. SO THAT INCLUDES ALL THE REQUIRED

[02:54:29] REGULATORY WORK FOR OUR MUNICIPAL PROPERTIES AND  
[02:54:32] ADDITIONALLY THE ADDING BACK THE LEVEL OF SERVICE THAT  
[02:54:35] WAS REDUCED IN 2020 DUE TO COVID WHICH WAS THE SECOND POINT THE DOCKING  
[02:54:40] PLAZA CLEANING. SO ESSENTIALLY WE ARE PROPOSING TO  
[02:54:44] PROVIDE THE SAME LEVEL OF SERVICE IN 2021 AS THE ORIGINAL  
[02:54:49] 2020 BUDGET. NEXT SLIDE, PLEASE.  
[02:54:54] SO THE UTILITY RECOMMENDS A RATE INCREASE OF 3% FOR 2021  
[02:54:59] AND THIS RECOMMENDATION IS GUIDED BY FEEDBACK FROM THE  
[02:55:03] UTILITIES ADVISORY GROUP WHICH INCLUDES PORT AND SEAPORT  
[02:55:07] ALLIANCE OPERATIONS LEADERS AND PORT FINANCE LEADERS. THE RATE  
[02:55:11] CHANGE IS LOWER THAN THE ORIGINAL PRE COVID FORECAST,  
[02:55:14] WHICH WAS A 8.2%. THIS IS DUE TO THE UNDERSPENDING IN 2020 PLUS  
[02:55:21] THE CAPITAL DEFERRAL WHICH ADDED TO OUR CASH RESERVER AND THAT'S  
[02:55:25] BECAUSE THE UTILITY OPERATES ON A COST RECOVERY MODEL WITH THE  
[02:55:28] RATE SET TO RECOVER COSTS OF OPERATIONS. AND SINCE THE  
[02:55:31] UTILITY FUNDS CAN ONLY BE SPENT ON THE STORMWATER PROGRAM UNDER  
[02:55:34] SPENDING ON THE BUDGET IN 2020 ADDED TO THE CASH BALANCE,  
[02:55:38] WHICH IS ALLOWING US TO PROCEED WITH THE LOWER RATE CHANGE IN  
[02:55:40] 2021.  
[02:55:42] THE MAIN CRITERIA THAT WERE CONSIDERED FOR THE RATE ARE  
[02:55:45] LISTED ON THE SLIDE ON THE BOTTOM OF THE PAGE AND THEY  
[02:55:47] REMAIN UNCHANGED FROM PREVIOUS YEARS, BUT IT'S MEET OUR LRP  
[02:55:51] AND CHARTER RESPONSIBILITIES, ADD TO OUR ASSET MANAGEMENT  
[02:55:56] OR ASSET MANAGEMENT OF OUR STORMWATER INFRASTRUCTURE, AND  
[02:55:59] THEN TO BUILD A RESERVE BY 2023. NEXT SLIDE, PLEASE.  
[02:56:07] SO THIS SLIDE SHOWS THE RATE COMPARISON TO THE CITY FOR ONE  
[02:56:10] RATE CATEGORY AND THAT'S THE VERY HEAVY WHICH IS THE HIGHEST  
[02:56:13] IMPERVIOUS SURFACE. AND THEREFORE THE HIGHEST COST  
[02:56:16] RATE. SO THE CITY RATE PATH IS SHOWN ON THE TOP IN BLUE AND  
[02:56:19] THE PORT PATH IS SHOWN BELOW IN GREEN. SO THE NUMBERS LISTED ON  
[02:56:23] THE SIDE IS THE  
[02:56:28] PERCENTAGE BELOW THAT THE PORT RATE IS COMPARED TO THE  
[02:56:31] CITY FOR THIS PARTICULAR CATEGORY. SO BASICALLY THAT WE  
[02:56:35] CONTINUE TO BE UNDER THE CITY RATES FOR THIS  
[02:56:39] PARTICULAR CATEGORY, WHICH TENANTS APPRECIATE.  
[02:56:42] NEXT SLIDE, PLEASE.  
[02:56:45] AND THEN TO ILLUSTRATE THE IMPACT OF THE PROPOSED RATE  
[02:56:46] CHANGE ON OUR TENANTS, WE HAVE TWO EXAMPLES. THE EXAMPLE ON THE  
[02:56:51] LEFT IS FOR A SMALL COMMERCIAL TENANT AT THE MAIN  
[02:56:55] BUILDING OF FISHERMAN'S TERMINAL. AND WITH 3% IT ADDS 77  
[02:56:59] CENTS PER MONTH ON A 25 PLUS DOLLAR BILL. FOR A LARGE  
[02:57:04] INDUSTRIAL TENANT ON THE RIGHT SHOWN ON THE RIGHT FOR A  
[02:57:07] CONTAINER TERMINAL WE HAVE ABOUT IMPACT OF JUST ABOUT \$700  
[02:57:12] PER MONTH ON A 23 THOUSAND DOLLAR BILL PER MONTH AND THEN  
[02:57:16] CUSTOMER NOTIFICATIONS ARE [INAUDIBLE] OF UTILITY RATE  
[02:57:20] CHANGES ARE INCLUDED WITH NOTIFICATIONS OF ALL THE OTHER  
[02:57:23] RATE CHANGES THROUGHOUT THE CITY IN A LETTER WITH THE  
[02:57:26] DECEMBER INVOICES TO ALL TENANTS. NEXT SLIDE PLEASE.  
[02:57:32] AND THEN FINALLY HERE WE HAVE THE PROPOSED RATE STRUCTURE  
[02:57:35] ACROSS ALL THE RATE CATEGORIES WITH A COMPARISON TO THE CITY.  
[02:57:38] SO AGAIN, THE RIGHT CATEGORIES ARE BASED ON IMPERVIOUS AREA OF  
[02:57:42] THE FACILITY WITH MORE IMPERVIOUS SURFACE HAVING A  
[02:57:46] HIGHER COST DUE TO THE INCREASED IMPACT ON STORM  
[02:57:49] WATER. SO PER THE UTILITY CHARTER THE FIVE RATE  
[02:57:53] CATEGORIES THAT WE HAVE ARE THE SAME AS THE CITY AND ARE  
[02:57:56] SIMILAR ACROSS THE INDUSTRY. SO  
[02:58:00] THE CITY RATES ARE LISTED IN THE LEFT, THE PORT IN THE MIDDLE  
[02:58:04] AND ON AVERAGE THE PORT RATES ARE 21 AND A QUARTER PERCENT  
[02:58:08] LOWER THAN THE CITY BUT THE PERCENTAGES VARY ACROSS THE  
[02:58:11] DIFFERENT CATEGORIES, WHICH IS SHOWN ON THE RIGHT HAND COLUMN  
[02:58:14] OF THE SCREEN. SO THE THREE PERCENT INCREASE THAT WE WERE  
[02:58:17] ASKING FOR YOUR APPROVAL TODAY WOULD RESULT IN THIS RATE  
[02:58:20] STRUCTURE SHOWN ON THE SCREEN. NEXT SLIDE, PLEASE.



[02:58:25] AND WITH THAT WE ARE HAPPY TO ANSWER ANY QUESTIONS THAT YOU  
[02:58:27] MAY HAVE.  
[02:58:30] OKAY, LET'S GO WITH THE ROUND OF QUESTIONS. CLERK?  
[02:58:34] BEGINNING WITH COMMISSIONER BOWMAN. BELIEVE IT OR NOT I  
[02:58:37] DON'T ACTUALLY HAVE ANY QUESTIONS ON THIS ONE AND I  
[02:58:40] WANT TO JUST COMPLIMENT THE STAFF FOR ALL OF THEIR WORK ON  
[02:58:43] THE UTILITY OVER THE YEARS. YOU GUYS HAVE REALLY MANAGED  
[02:58:47] UTILITY VERY WELL. IT'S CLEARLY DOING A GREAT JOB IN  
[02:58:51] REINVESTING IN OUR ASSETS AND  
[02:58:55] STEPHANIE JONES STEBBINS, I REMEMBER WHEN WE FIRST  
[02:58:59] CREATED THE UTILITY SIX YEARS AGO I THINK IT WAS AND THERE  
[02:59:04] WAS A LITTLE BIT OF CONTROVERSY ABOUT IT, BUT IT'S CERTAINLY  
[02:59:07] BEEN A GREAT DECISION. AND YEAH JUST BIG COMPLIMENTS TO THE  
[02:59:10] STAFF AND NO ISSUES WITH THE RATE INCREASE. WE JUST CONTINUE  
[02:59:14] TO HAVE A LOWER RATE THAN THE CITY OF SEATTLE AND REINVEST  
[02:59:17] THE MONEY WELL. SO GREAT JOB GUYS. THANKS.  
[02:59:21] MOVING TO COMMISSIONER CALKINS.  
[02:59:25] NO QUESTIONS FOR ME. THANK YOU. COMMISSIONER CHO. NO  
[02:59:30] QUESTIONS. THANK YOU. THANK YOU. COMMISSIONER FELLEMAN.  
[02:59:34] WELL, I THANK YOU SO MUCH FOR PROVIDING THE PERSPECTIVE AND  
[02:59:38] THE VISIBILITY ON THIS ASPECT OF OUR BUDGET. I THINK IT'S  
[02:59:42] IMPORTANT WE ALWAYS HEAR ABOUT OUR COMPETITIVE DISADVANTAGES  
[02:59:45] WITH CANADA AND THIS IS ONE OF THE THINGS THAT. CANADA  
[02:59:49] DOESN'T HAVE MUCH OF A STORM WATER POLICY AT ALL. ALTHOUGH  
[02:59:53] IT'S CONSIDERED BEAUTIFUL BRITISH COLUMBIA.  
[02:59:56] BUT IN FACT, IN FACT, ALL THE AGENCIES AND SCIENTISTS HAVE  
[03:00:02] FOUND THAT STORM WATER IS THE SINGLE BIGGEST IMPACT OF PUGET  
[03:00:05] SOUND WATER QUALITY THERE IS AND THIS IS A REGULATORY  
[03:00:10] REQUIREMENT UNFORTUNATELY THAT HAS SOME EXPENSE. BUT GREATLY TO  
[03:00:15] TO YOUR CREDIT AS COMMISSIONER BOWMAN POINTED OUT  
[03:00:19] IT IS YOU KNOW THAT IT'S THAT IT'S COMPETITIVE WITH THE CITY  
[03:00:23] AND BETTER THAN THE CITY IS FANTASTIC. BUT THE REINVESTMENT  
[03:00:28] PART OF THE USE OF THOSE FUNDS IS WHAT I THINK REALLY  
[03:00:33] IS PROBABLY WHAT KEEPS THE INDUSTRY, YOU KNOW, WILLING TO  
[03:00:38] CONTINUE TO INVEST BECAUSE THIS IS ULTIMATELY GOING BACK INTO  
[03:00:42] THE NEED RATHER THAN INTO THE CITY BUDGET AND I THINK THE  
[03:00:47] VALUE OF THE UTILITY CONTINUES TO BE DEMONSTRATED. THE IMPORTANCE  
[03:00:51] OF STORM WATER ONLY CONTINUES TO INCREASE AND I THINK IT'S  
[03:00:55] VERY IMPORTANT FOR THE BROADER PUBLIC TO KNOW THAT WHILE  
[03:00:59] STORMWATER IS OFTEN A CONTROVERSIAL ISSUE WITH THE  
[03:01:01] CHALLENGES OF MEETING STANDARDS WHEN YOU'RE RIGHT  
[03:01:04] OVER THE WATER LIKE WE ARE ,WE ARE DEDICATED TO ADDRESSING  
[03:01:08] THIS ISSUE AND THANK YOU SO MUCH FOR STAFFS WORK TO  
[03:01:13] CONTINUE TO MAKE THIS PROGRESS. AND I CERTAINLY WOULD BE HAPPY  
[03:01:17] TO MOVE APPROVAL OF THIS BUDGET ITEM.  
[03:01:22] WELL, LET'S. LET'S WAIT UNTIL COMMENTS ARE COMPLETED. THEN  
[03:01:25] I'LL ASK FOR A MOTION. WE ARE CONCLUDING WITH YOUR COMMENTS  
[03:01:29] COMMISSIONER. THANK YOU.  
[03:01:31] I CONSIDER OUR STORMWATER UTILITY A REAL BRIGHT LIGHT IN  
[03:01:36] WHAT SERVICES WE CAN PROVIDE IN THE INTEREST OF WATER  
[03:01:41] QUALITY AND CONTROLLING STORMWATER RUNOFF. AND WE HAVE A  
[03:01:46] WHOLE LOT OF SURFACE AREA THAT REQUIRES THAT LEVEL OF  
[03:01:50] TREATMENT.  
[03:01:52] I'M PARTICULARLY PLEASED THAT THE LEADERSHIP THAT THE PORT  
[03:01:55] HAS TAKEN BOTH  
[03:01:58] ON THE DOCKS AND OUR OTHER PROPERTIES AND AT  
[03:02:02] SEA-TAC AIRPORT, THE ONLY SALMON SAFE AIRPORT OF ITS KIND  
[03:02:06] IN THE COUNTRY IS MY UNDERSTANDING. SO I'M GRATEFUL  
[03:02:09] FOR THIS AND THIS SEEMS LIKE A MODEST INCREASE THAT IS PRUDENT  
[03:02:14] AND REASONABLE. I WOULD LIKE TO ASK HOWEVER WHAT HAVE CUSTOMERS  
[03:02:19] SAID ABOUT THE INCREASE? DID YOU GIVE US A REPORT OUT ON? I  
[03:02:23] KNOW YOU HAVE A RATE ADVISORY PANEL, WHAT AGAIN, IF I COULD  
[03:02:27] JUST HEAR WHAT HAS BEEN SAID FROM OUR CUSTOMERS ON THE RATE

[03:02:31] INCREASE. SO THANK YOU. THE ADVISORY PANEL CONSISTS OF  
[03:02:37] LEADERSHIP FROM THE SEAPORT ALLIANCE  
[03:02:40] WHO REPRESENT OF COURSE THEIR OWN OPERATIONS AS WELL AS  
[03:02:45] HAVING INSIGHT FROM THE TENANTS AND THEN THE PORT OF SEATTLE  
[03:02:50] LEADERSHIP WITH THE SAME. WE HAVE ECONOMIC  
[03:02:53] DEVELOPMENT SPEAKING ON BEHALF OF THE TENANTS AND THEN THE  
[03:02:57] MARITIME OPERATION. SO ALL OF THE LEADERSHIP SUPPORTED THE  
[03:03:02] THREE PERCENT INCREASE. ONE OF THE FACTORS THAT WAS DISCUSSED  
[03:03:06] IS WANTING TO HAVE A MODEST INCREASE IN THIS YEAR, BUT HAVE  
[03:03:12] MORE OF A FLAT RATE PROJECTION FOR THE NEXT FOUR YEARS. AND THE  
[03:03:18] THREE PERCENT THIS YEAR COMBINED WITH PROJECTED 4.6  
[03:03:23] PERCENT AND THE OUT YEARS WAS  
[03:03:26] DEEMED VERY REASONABLE AND PREDICTABLE FOR THE TENANTS. IN  
[03:03:31] COMPARISON TO THE COUNTIES COMBINED SEWER OVERFLOW  
[03:03:35] PROBLEM, WHICH I THINK HAS BEEN UNDER COURT ORDER FOR DECADES  
[03:03:40] TO CLEAN UP, THIS IS AGAIN A REAL BRIGHT LIGHT AND I  
[03:03:44] WISH THAT WE COULD DO BETTER. AND I HOPE THAT OUR CLEAN WATER  
[03:03:48] THAT WE'RE DISCHARGING DOESN'T JUST GET MASSIVELY DILUTED WITH THE  
[03:03:52] COMBINED SEWER OVERFLOWS ALL OVER THAT ARE DISCHARGING TOXIC  
[03:03:56] RUNOFF FROM THE STREETS. JUST A COMMENTARY. NO NEED TO RESPOND  
[03:04:01] TO THAT. IF THERE ARE NO FURTHER QUESTIONS OR COMMENTS. ONE  
[03:04:06] QUESTION, MR. STEINBREUCK. THANK YOU SANDY FOR CALLING OUT  
[03:04:10] COMMISSIONER STEINBREUCK TO YOUR QUESTION ABOUT WHAT DO THE  
[03:04:13] CUSTOMERS THINK. I THINK IF WE. I DID NOT REALIZE THAT OUR RATE  
[03:04:17] ADVISORY COMMITTEE WAS, ESSENTIALLY, PLEASE CORRECT ME  
[03:04:20] IF I MISUNDERSTOOD, IT'S ESSENTIALLY MADE UP OF STAFF  
[03:04:23] CORRECT? FROM THE PORT OF SEATTLE AND THE SEAPORT  
[03:04:25] ALLIANCE? CORRECT, CORRECT. THE MANAGING DIRECTORS RIGHT? AND I  
[03:04:31] APPRECIATE ALL OF YOUR EXPERTISE. I WOULD STRONGLY  
[03:04:36] ENCOURAGE AND ASK YOU TO THINK ABOUT INCLUDING SOME ACTUAL  
[03:04:39] RATE PAYERS ON THAT COMMITTEE. IT DOESN'T. JUST ONE OR TWO. I  
[03:04:44] MEAN, I APPRECIATE THAT YOU ALL REACH OUT AND SEAPORT ALLIANCE  
[03:04:47] DOES TO TALK TO OUR CUSTOMERS. BUT A RATE ADVISORY COMMITTEE  
[03:04:50] WOULD GIVE ONE THE IMPRESSION THAT  
[03:04:53] THAT CUSTOMERS OR TENANTS ARE INVOLVED. AND I THINK IT'S  
[03:04:56] REALLY IMPORTANT FOR TRANSPARENCY TO HAVE THEIR  
[03:04:59] DIRECT INPUT. SO THANK YOU. I SUPPORT THAT AS WELL. SHOULD BE  
[03:05:03] INDUSTRY THERE. SO THANK YOU. WE HAVE A STORY TO TELL SO LET'S JUST  
[03:05:08] BRING THEM IN EARLY. YEAH. THANK YOU. AND THAT'S A  
[03:05:11] GREAT THING FOR US TO CONSIDER AS PART OF OUR STRATEGIC PLAN  
[03:05:13] MOVING FORWARD. SO THANK YOU. THANK YOU. GREAT POINT COMMISSIONER BOWMAN.  
[03:05:17] OKAY. I WILL CALL FOR A MOTION AT THIS TIME.  
[03:05:23] SO MOVED. IT'S BEEN MOVED. IS THERE A SECOND? SECONDED. SO IT'S BEEN  
[03:05:28] MOVED AND SECONDED. WILL THE CLERK CALL THE ROLL ON THE  
[03:05:31] MOTION. YES, BEGINNING WITH COMMISSIONER BOWMAN. AYE. THANK  
[03:05:36] YOU. COMMISSIONER CALKINS.  
[03:05:39] ATE. THANK YOU. COMMISSIONER CHO. AYE. THANK YOU. COMMISSIONER  
[03:05:44] FELLEMAN. AYE. THANK YOU. COMMISSIONER STEINBREUCK. YES.  
[03:05:48] THIS MISSION PASSES WITHOUT OBJECTION. OH, VERY GOOD. WE  
[03:05:53] ARE NOW AT THE AGENDA ITEM 8B AND WE'RE ONLY A HALF AN HOUR  
[03:05:58] BEHIND OUR ESTIMATED TIME SCHEDULE. SO WE'RE DOING PRETTY  
[03:06:01] WELL. SO I'D LIKE TO ASK THE CLERK TO READ THE ITEM INTO THE  
[03:06:06] RECORD. THANK YOU. THIS IS ITEM 8B, ADOPTION OF RESOLUTION  
[03:06:11] NUMBER 3778, A RESOLUTION OF THE PORT OF SEATTLE COMMISSION  
[03:06:15] AMENDING RESOLUTION NUMBERS 3761, 3742, 3744, AND 3754  
[03:06:22] REGARDING BYLAWS GOVERNING THE ORGANIZATION AND TRANSACTION OF  
[03:06:25] BUSINESS AT THE PORT OF SEATTLE COMMISSION.  
[03:06:28] SO AS AS THE SPONSOR OF THIS BYLAWS AMENDMENT RESOLUTION,  
[03:06:34] I'M VERY HAPPY THAT WE ARE HOPEFULLY BRINGING  
[03:06:37] THIS TO A CONCLUSION FAIRLY SOON. THIS WORK BEGAN OVER A  
[03:06:43] YEAR AGO BY OUR PREVIOUS CLERK AND THE UPDATE  
[03:06:49] IS REQUIRED EVERY THREE YEARS BY OUR BYLAWS AND REFLECTS THE  
[03:06:55] PORT'S VALUES OF CONTINUOUS PROCESS IMPROVEMENT. AND I

[03:06:58] THINK THERE ARE A LOT OF GREAT STRIDES IN THESE SET OF  
[03:07:03] AMENDMENTS THAT HAVE BEEN WORKED CAREFULLY THROUGH EACH  
[03:07:06] COMMISSIONERS INVOLVEMENT AND AND ACTIVE ENGAGEMENT AND FOR  
[03:07:10] THAT I THANK YOU ALL. AND THAT'S REALLY ALL ABOUT COMING  
[03:07:13] TOGETHER OVER AN AGREED TO SET OF RULES AND PROCEDURES THAT WE  
[03:07:18] CAN LIVE BY.  
[03:07:20] AND I THINK AGAIN THAT THIS IS FURTHERING THAT PROCESS  
[03:07:25] IMPROVEMENT. MICHELLE, OUR CLERK IS GOING TO PRESENT TO US  
[03:07:29] REGARDING THE AMENDMENTS PROPOSED. SHE WILL GO INTO SOME  
[03:07:32] DETAIL.  
[03:07:34] THERE IS A PROPOSED PACKAGE OF RECENT AMENDMENTS, I THINK  
[03:07:39] FOUR, THAT SHE HAS RECOMMENDED BE  
[03:07:44] MOVED AS A SINGLE KIND OF OMNIBUS AMENDMENT TO THE  
[03:07:48] ORIGINAL PROPOSED RESOLUTION. SO AGAIN AS SPONSOR,  
[03:07:53] I'M PLEASED TO SEE THIS IMPORTANT DOCUMENT AMENDED TO  
[03:07:56] BRING INCREASED CLARITY, TRANSPARENCY, OPENNESS AND ORDER  
[03:08:01] TO THE PROCESSES AND PROCEDURES OF THE COMMISSION'S  
[03:08:05] BODY. WITH THAT, CLERK HART.  
[03:08:08] THANK YOU MR. COMMISSION PRESIDENT, MEMBERS OF THE  
[03:08:11] COMMISSION. MR. EXECUTIVE DIRECTOR. FOR THE RECORD, MY  
[03:08:14] NAME IS MICHELLE HART, COMMISSION CLERK. ON BEHALF OF  
[03:08:17] THE COMMISSION OFFICE WE ARE PLEASED TODAY TO BRING YOU THE  
[03:08:19] 2020 COMMISSION BYLAWS AND RULES OF PROCEDURE AMENDING  
[03:08:22] RESOLUTION 3778. AS A NOTED BY THE COMMISSION PRESIDENT, THE  
[03:08:27] REVIEW STARTED IN FEBRUARY OF THIS YEAR AND WAS SET ASIDE DUE  
[03:08:31] TO THE ONSET OF THE PANDEMIC IN MARCH. IT WAS LAID ON THE  
[03:08:34] TABLE AT THAT TIME WHERE IT DIED ON THE TABLE. IT WAS NOT  
[03:08:37] BROUGHT BACK. THIS IS THAT PACKAGE COMING BACK FORWARD YOU  
[03:08:41] NOW AT THIS TIME. AND BEFORE WE GO INTO THE SHORT PRESENTATION,  
[03:08:44] I WANT TO TAKE A MOMENT TO THANK ALL OF THE COMMISSION  
[03:08:48] OFFICE STAFF WHO HAVE WORKED WITH ME ON THIS PACKAGE  
[03:08:51] INCLUDING THE PREVIOUS COMMISSION CLERK. I THANK YOU  
[03:08:55] TO OUR LEGAL DEPARTMENT FOR THEIR FULL REVIEW OF THE  
[03:08:57] PACKAGE AND I THANK YOU TO COMMISSIONER STEINBREUCK FOR  
[03:09:00] HIS SPONSORSHIP.  
[03:09:02] GO AHEAD LAUREN WITH THE NEXT SLIDE.  
[03:09:07] SO THE QUICK PRESENTATION WILL JUST TALK ABOUT WHAT IS  
[03:09:10] PROPOSED AND WHY AND THEN KEY AREAS OF CHANGE. NEXT SLIDE.  
[03:09:18] THE PACKET AMENDMENT CONTAINS SEVERAL TECHNICAL AND GRAMMATICAL  
[03:09:22] AMENDMENTS. THESE ARE THROUGHOUT THE DOCUMENT AND  
[03:09:26] THEY REORGANIZE SENTENCE STRUCTURE FOR READABILITY,  
[03:09:29] NEUTRALIZED GENDER LANGUAGE, AND SIMPLIFIES LANGUAGE. AS WELL WE  
[03:09:33] HAVE 27 SUBSTANTIVE AMENDMENTS THAT HAVE BEEN PROPOSED IN THE  
[03:09:36] BASE PACKAGE AND THESE PROVIDE PROCESS CLARIFICATIONS AND  
[03:09:40] PROCESS CHANGES. THE REVIEW IS REQUIRED EVERY THREE YEARS.  
[03:09:44] NEXT SLIDE LAUREN. FOR THE PURPOSES OF LOOKING AT  
[03:09:48] TRANSPARENCY AND OUR POLICY AND PROCESSES FOR THE BYLAWS,  
[03:09:52] PREDICTABILITY, FLEXIBILITY, STRUCTURE AND ORGANIZATION, AND  
[03:09:56] THEN OF COURSE ACCURACY TO ENSURE THAT WE'RE CONSISTENT  
[03:09:58] WITH STATE LAW AND PORT POLICY., PARLIAMENTARY PROCEDURE, AND  
[03:10:02] PRACTICE OF THE COMMISSION. THE PORT IS COMMITTED TO CONTINUOUS  
[03:10:06] PROCESS IMPROVEMENT AND REVIEWING THE GOVERNING  
[03:10:08] DOCUMENTS OF THE COMMISSION REFLECTS THE GOAL OF CONTINUOUS  
[03:10:11] IMPROVEMENT.  
[03:10:13] SO MOVING TO KEY AREAS OF CHANGE WITH RESPECT TO MEETING  
[03:10:17] PROCEDURES. THE AUGUST AND NOVEMBER MEETINGS ARE  
[03:10:21] BEING PROPOSED TO BE HELD THE THIRD TUESDAY. THIS MOVES THE  
[03:10:24] SECOND MEETING OF THESE MONTHS TO THE THIRD TUESDAY. AS WELL  
[03:10:29] THERE IS A PROPOSAL TO CHANGE THE EXECUTIVE SESSION START  
[03:10:32] TIME FROM 11 O'CLOCK TO 10:30 A.M. AND THEN CHANGES TO  
[03:10:37] THE AGENDA ORDER OF BUSINESS TO FLATTEN OUT THE AGENDA  
[03:10:40] STRUCTURE ALLOWING FOR BETTER PRIORITIZATION OF ITEMS THAT  
[03:10:43] ARE COMING BEFORE YOU. NEXT SLIDE.

[03:10:49] CONTINUING WITH OTHER AREAS OF CHANGE FOR MEETING PROCEDURE.  
[03:10:53] PUBLIC COMMENT IS MADE TO BE PORT SPECIFIC. THIS IS NOT  
[03:10:57] MEETING SPECIFIC TO THE ITEMS THAT ARE BEFORE YOU ON YOUR  
[03:11:00] AGENDA THE TIME BUT RATHER THE CONDUCT OF PORT SPECIFIC ITEMS.  
[03:11:04] AND THEN RENAMING FORMAL MOTIONS  
[03:11:09] TO GIVE THEM A BETTER DISTINCTION AND THE USE OF THE  
[03:11:12] WORD MOTION AS IT RELATES TO EVERYDAY PROCEDURAL MOTIONS  
[03:11:16] BEING COMPARED WITH MOTIONS THAT HAVE A LONGER-TERM  
[03:11:19] OBJECTIVE. THESE WOULD NOW BE CALLED ORDERS IF THE AMENDMENT  
[03:11:22] PASSES. NEXT SLIDE.  
[03:11:26] SHIFTING OVER TO GENERAL PROCEDURAL CHANGES THAT ARE  
[03:11:29] PROPOSED. NOTIFICATION OF MEDIA PUBLICATIONS TO THE PRESIDENT  
[03:11:34] IN ADVANCE OF PUBLICATION. THIS IS A COURTESY PROVISION  
[03:11:38] FOR 24 HOURS IN ADVANCE OF A PUBLICATION TO ALLOW THE  
[03:11:42] COMMISSION PRESIDENT TO HAVE A COPY OF THAT FOR HIS  
[03:11:45] INFORMATION AS COMMISSION SPOKESPERSON. AND THEN ORDER  
[03:11:49] AND DECORUM RULES RELATED TO ORDERLY CONDUCT AND PUBLIC  
[03:11:52] MEETINGS. NEXT SLIDE.  
[03:11:57] AND THERE IS AS WELL TRAVEL AUTHORIZATION PROVISION THAT  
[03:12:00] HAS BEEN PROPOSED IN THE BASE PACKAGE. THIS IS BASED ON PORT  
[03:12:03] POLICY AC2 FOR TRAVEL AUTHORIZATION, WHICH  
[03:12:07] ESSENTIALLY SAYS THAT THE COMMISSION PRESIDENT GIVES THE  
[03:12:11] ADMINISTRATIVE APPROVAL FOR DOMESTIC TRAVEL AND THE FULL  
[03:12:14] COMMISSION GIVES THE ADMINISTRATIVE APPROVAL FOR  
[03:12:17] INTERNATIONAL TRAVEL. THERE IS A PROVISION IN THE BYLAWS THAT  
[03:12:23] CURRENTLY REQUIRES A TWO-THIRDS VOTE FOR  
[03:12:28] AMENDMENTS THAT HAVE NOT BEEN TIMELY FILED  
[03:12:31] 24 HOURS IN ADVANCE OF A MEETING. THE PROPOSAL HERE IS  
[03:12:35] TO RESTORE THE MAJORITY VOTE REQUIREMENT FOR AMENDMENTS  
[03:12:39] MOVED ON THE DAY OF A MEETING. HOWEVER, WE ARE MAKING THE  
[03:12:44] DISTINCTION THAT IF THEY ARE MOVED FROM THE FLOOR THAT THEY  
[03:12:47] MUST BE IN WRITING AT THAT TIME IN ORDER TO PROPERLY PLACE  
[03:12:50] THESE AMENDMENTS SO THAT WE CAN ACCOUNT FOR THEM AND DISCUSS  
[03:12:54] THEM AND ACTUALLY BE ABLE TO  
[03:12:57] ADDRESS ANY LEGAL ISSUES THAT MIGHT COME FORWARD WITH  
[03:13:00] AMENDMENTS FROM THE FLOOR, THIS TYPE OF THING. AND THEN  
[03:13:04] ABSTENTIONS. THERE IS A CONFLICT THAT CURRENTLY EXISTS IN THE  
[03:13:08] BYLAWS AND THIS AMENDMENT WOULD REMOVE THAT CONFLICT  
[03:13:12] REQUIRING ALL MEMBERS TO VOTE ON QUESTIONS PUT BEFORE THEM.  
[03:13:16] NEXT SLIDE, PLEASE.  
[03:13:20] AND THEN WITH RESPECT TO COMMITTEES, THIS BODY HAS TAKEN  
[03:13:23] GREAT EFFORT OVER THE COURSE OF THE LAST COUPLE OF YEARS TO  
[03:13:26] MORE FORMALIZE THEIR COMMITTEES AND THE CHANGES HERE IN THIS  
[03:13:30] BASE PACKAGE MORE MOVE OPERATIONAL PROCEDURES FROM THE  
[03:13:34] COMMISSION'S BYLAWS AND RULES OF PROCEDURE TO WHERE THEY  
[03:13:37] BELONG MORE APPROPRIATELY IN COMMITTEE CHARTERS AND WORK  
[03:13:40] PLANS. THE BASE PACKAGE REQUIRES THAT WORK PLANS  
[03:13:45] BE RELATED TO COMMISSION PRIORITIES AND YEAR-END  
[03:13:49] REPORTING FOR STANDING COMMITTEES IS PROVIDED. AND THEN THERE IS  
[03:13:53] ALSO A PROVISION FOR A TWO CONSECUTIVE YEAR  
[03:13:58] LIMITATION ON COMMITTEE TERM SERVICE WITH A WAIVER PROVISION  
[03:14:02] TO REQUEST A WAIVER FROM THE COMMISSION SHOULD A  
[03:14:06] COMMISSIONER WISH TO CONTINUE THEIR SERVICE BEYOND TWO  
[03:14:08] CONSECUTIVE YEARS WITHOUT ONE YEAR LAPSE IN BETWEEN. NEXT  
[03:14:12] SLIDE.  
[03:14:16] AND THEN AS WE TALK ABOUT NEXT STEPS, WE'LL BE MOVING THE MAIN  
[03:14:19] MOTION TODAY TO ADOPT RESOLUTION 3778 ADDRESSING  
[03:14:23] ANY ADDITIONAL AMENDMENTS THAT HAVE BEEN PROPOSED AND PASSING  
[03:14:26] THE MOTION AS AMENDED IF NEEDED. I HAVE GONE AHEAD AND  
[03:14:31] BUILT IN THE FOUR ADDITIONAL AMENDMENTS THAT WE HAVE  
[03:14:34] RECEIVED INTO THIS PRESENTATION. I APOLOGIZE FOR  
[03:14:37] THE NEXT FEW SLIDES. THEY ARE TEXT HEAVY DUE TO THE NATURE OF  
[03:14:41] THE AMENDMENTS. HOWEVER IN ORDER FOR THE PUBLIC TO BE ABLE

[03:14:44] TO THE AMENDMENTS THAT ARE PROPOSED AS WELL AS THE  
[03:14:47] COMMISSIONERS GO AHEAD AND GO TO THE NEXT SLIDE, LAUREN. THANK  
[03:14:50] YOU.  
[03:14:52] AMENDMENT NUMBER ONE. THIS IS AN AMENDMENT PROPOSED BY  
[03:14:56] COMMISSIONER BOWMAN AND IT IS THAT TRAVEL AUTHORIZATION  
[03:14:59] POLICY THAT I DISCUSSED A FEW MINUTES AGO. HER AMENDMENT AND  
[03:15:04] SHE CAN CERTAINLY SPEAK TO IT MORE AND WE HAVE THE AMENDMENTS  
[03:15:06] MOVED ON THE FLOOR IS TO REQUIRE THAT THE COMMISSION AS  
[03:15:13] THEY DEVELOP THEIR ANNUAL WORK PLAN DISCUSS THE TRAVEL BUDGET  
[03:15:16] THAT PRIORITIZES EDUCATIONAL OPPORTUNITIES SPECIFIC TO THE  
[03:15:19] PORT OR OPPORTUNITIES THAT ADVANCE INTERESTS OF THE PORT  
[03:15:23] AND ARE APPLICABLE TO PORT LINES OF BUSINESSES. THIS IS AN  
[03:15:27] AMENDMENT TO ARTICLE 3, OFFICERS SECTION 5H WHICH IS DUTIES OF  
[03:15:32] THE PRESIDENT, TRAVEL COORDINATION AND FOR PLACEMENT  
[03:15:36] OF THIS AMENDMENT. THIS IS ON PAGE 8 OF RESOLUTION 3778.  
[03:15:41] NEXT SLIDE.  
[03:15:44] CONTINUING WITH AMENDMENT. NUMBER ONE. AGAIN, THIS MORE  
[03:15:49] RECOGNIZES THE ADMINISTRATIVE AUTHORIZATION.  
[03:15:54] I'M SORRY. THERE'S A BIT OF FEEDBACK.  
[03:15:58] OKAY, I'LL FIND WHERE THAT'S COMING FROM. THANK YOU, LAUREN.  
[03:16:02] CONTINUING, THIS JUST BASICALLY AGAIN MORE RECOGNIZES THE  
[03:16:06] ADMINISTRATIVE REASONING FOR THIS PARTICULAR PROVISION,  
[03:16:10] WHICH IS THE ACCOUNTING ACT OF SIGN OFF. SO THAT IS WHAT THIS  
[03:16:14] AMENDMENT DOES FOR THE PURPOSES OF EXECUTING ADMINISTRATIVE  
[03:16:17] APPROVAL FOR THE ACCOUNTING DIVISION AS PART OF  
[03:16:21] COMMISSIONER BOWMAN'S AMENDMENT. NEXT SLIDE.  
[03:16:25] AMENDMENT NUMBER ONE CONTINUES THEN ALSO AS WELL TO MAKE THAT  
[03:16:29] SAME CORRESPONDING AMENDMENT FOR INTERNATIONAL TRAVEL  
[03:16:32] ACKNOWLEDGING THE ADMINISTRATIVE APPROVAL  
[03:16:35] SIGN-OFF PROCESS. NEXT SLIDE.  
[03:16:40] AND THEN THIS IS THE END OF AMENDMENT NUMBER 1 WHICH IS THE  
[03:16:44] PROVISION ADDED HERE THAT MEMBERS OF THE COMMISSION SHALL  
[03:16:47] BE ACCOUNTABLE TO EACH OTHER AND TO THE PUBLIC REGARDING THE  
[03:16:51] USE OF THE COMMISSION'S TRAVEL BUDGET AND SHALL REPORT ON  
[03:16:54] TRAVEL ACTIVITIES AND BENEFITS DERIVED BY THE MEMBERS AND THE  
[03:16:57] PORT FROM TIME TO TIME AS NEEDED OR AS OTHERWISE  
[03:17:00] REQUESTED BY A MAJORITY OF THE COMMISSION. AND THEN THE  
[03:17:03] STRICKEN LANGUAGE DIRECTLY BELOW IT AGAIN  
[03:17:08] FOR THE AMENDMENTS THAT OCCURRED PREVIOUSLY AS WE WE'RE REVIEWING  
[03:17:12] THESE SLIDES, IT REMOVES KIND OF THE SUBJECTIVITY WITH  
[03:17:16] RESPECT TO THE PROVISION AND SQUARELY PLACES IT ON  
[03:17:20] ADMINISTRATIVE APPROVAL. NEXT SLIDE.  
[03:17:25] MOVING TO AMENDMENT NUMBER TWO, THIS AMENDMENT IS ALSO PROPOSED  
[03:17:28] BY COMMISSIONER BOWMAN. AND THIS IS THE AMENDMENT FOR THE  
[03:17:31] TIMELY FILING OF AMENDMENTS FOR YOUR BUSINESS MEETINGS, 24 HOURS  
[03:17:36] IN ADVANCE OF THE MEETING CONVENING. COMMISSIONER BOWMAN  
[03:17:40] IS AMENDMENT IS PROPOSING 48 HOURS AS OPPOSED TO 24 AND SHE  
[03:17:44] CAN SPEAK TO HER RATIONALE. BUT AGAIN, I BELIEVE THAT IS TO  
[03:17:47] ALLOW THE COMMISSIONERS ADDITIONAL TIME AND  
[03:17:50] REVIEW OF AMENDMENTS THAT MIGHT BE COMING FORWARD BEFORE THEM.  
[03:17:53] NEXT SLIDE. LAUREN.  
[03:17:56] THANK YOU .AMENDMENT NUMBER 3, THE AMENDMENT IS PROPOSED TO  
[03:18:00] BRING THE BYLAWS PROVISION IN HARMONY AND IN CONCERT WITH THE  
[03:18:04] RCW GOVERNING THE PORT AS A PUBLIC AGENCY. THIS AMENDMENT I  
[03:18:09] AM PUTTING FORWARD ADMINISTRATIVELY. IT'S AN AMENDMENT TO  
[03:18:12] ARTICLE IV(4)(A), REGULAR MEETINGS AND FOR PLACEMENT.  
[03:18:17] AGAIN PAGE 13 OF THE RESOLUTION. TO GIVE A LITTLE BIT OF CONTEXT  
[03:18:22] TO THIS ADMINISTRATIVE AMENDMENT, IN 2008 THE  
[03:18:27] COMMISSION'S BYLAWS FOR THIS PARTICULAR MEETING PROVISION  
[03:18:31] ACTUALLY READ IN CONCERT WITH THE RCW AND SOMETIME BETWEEN  
[03:18:36] 2008 AND 2009 THAT LANGUAGE CHANGED FROM ON THE NEXT  
[03:18:41] BUSINESS DAY TO AS SOON AS POSSIBLE THEREAFTER, AND I WANT  
[03:18:45] TO BE ABLE TO EXPLAIN THE PROVISION JUST BRIEFLY. THE

[03:18:49] PROVISION IN ITSELF EXISTS FOR THE COMMISSION TO SET THEIR  
[03:18:54] REGULAR BUSINESS MEETINGS. SO FOR US, WE FALL ON  
[03:18:59] THE SECOND AND FOURTH TUESDAY, OF COURSE, AND THE PROVISION  
[03:19:03] ALLOWS IN THE RCW FOR GOVERNING BODIES TO SET THEIR REGULAR  
[03:19:08] MEETING SCHEDULE IN THIS WAY AND PROVIDES  
[03:19:12] SORT OF GUIDANCE THERE ON IF FOR SOME REASON A REGULAR  
[03:19:15] MEETING SCHEDULE DOESN'T ADDRESS MEETINGS THAT FALL ON A  
[03:19:18] HOLIDAY, THEN THE LANGUAGE AND THE RCW DEFAULTS TO ON THE NEXT  
[03:19:22] BUSINESS DAY.  
[03:19:24] SO IF WE COULD MOVE TO THE NEXT SLIDE LAUREN.  
[03:19:28] WE WOULD THEN BE RESTORING IT, THIS IS THE RCW LANGUAGE,  
[03:19:32] RESTORING THE MEETING PROVISION TO BE SPECIFIC TO  
[03:19:35] REGULAR MEETINGS. THE LANGUAGE AS IT CURRENTLY STANDS ACTUALLY  
[03:19:40] MIXES REGULAR MEETINGS WITH SPECIAL MEETINGS. RESTORING THE  
[03:19:44] PROVISION TO THE RCW TO OUR GOVERNING, YOU KNOW, AUTHORITY  
[03:19:49] ESSENTIALLY WILL ALLOW US THEN TO HAVE A REGULAR MEETING ON  
[03:19:53] THE SCHEDULE FOR THE NEXT BUSINESS DAY AFTER A HOLIDAY.  
[03:19:57] AND IF FOR SOME REASON THE COMMISSION WISHES TO  
[03:19:59] NOT HOLD A MEETING ON THAT DAY, THEY WOULD SIMPLY CALL IT,  
[03:20:04] CANCEL IT, AND RESCHEDULE IT AS A SPECIAL MEETING FOR A  
[03:20:06] DIFFERENT DAY.  
[03:20:08] AND THEN MOVING ON TO AMENDMENT NUMBER FOUR, NEXT SLIDE. FOR  
[03:20:13] AMENDMENT NUMBER 4, THIS IS AN AMENDMENT THAT HAS BEEN  
[03:20:16] PROPOSED BY COMMISSIONER FELLEMAN. THE AMENDMENT IS  
[03:20:19] MOVED TO REFLECT THE CURRENT  
[03:20:23] DUAL REPORTING NATURE OF THE INTERNAL AUDIT DIRECTOR. SO  
[03:20:27] ESSENTIALLY THIS IS CODIFYING THE FUNCTION AS IT EXISTS. THE  
[03:20:31] INTERNAL AUDIT DIRECTOR CURRENTLY REPORTS FUNCTIONALLY  
[03:20:34] TO THE COMMISSION DELEGATED THROUGH TO THE AUDIT COMMITTEE  
[03:20:37] AND ADMINISTRATIVELY TO THE EXECUTIVE DIRECTOR. SO THE  
[03:20:42] AMENDMENT REPLACEMENT IS ARTICLE 2 SECTION 10. THIS IS IN  
[03:20:47] REVIEW OF STAFFING REPORTING TO BOTH THE COMMISSION AND THE  
[03:20:50] EXECUTIVE DIRECTOR, WHICH ARE CALLED DUAL REPORTS. THIS  
[03:20:54] APPEARS ON PAGE 6 OF THE RESOLUTION. NEXT SLIDE, PLEASE.  
[03:21:00] AND THIS IS HOW THE LANGUAGE WOULD APPEAR IN THE AMENDMENT  
[03:21:04] FOR THE PURPOSES OF THE COMMISSION AND THE PUBLIC. IT  
[03:21:09] ADDS THE LAST SENTENCE FOR THE PURPOSES OF THIS SECTION "THE  
[03:21:12] INTERNAL AUDIT DIRECTOR REPORTS FUNCTIONALLY TO THE COMMISSION  
[03:21:15] DELEGATED THROUGH TO THE AUDIT COMMITTEE AND ADMINISTRATIVELY  
[03:21:18] TO THE EXECUTIVE DIRECTOR" JUST TO AGAIN ACKNOWLEDGE THE  
[03:21:22] CURRENT RELATIONSHIP THAT EXISTS. AND THERE IS A  
[03:21:26] CORRESPONDING PIECE TO THIS AMENDMENT AND AGAIN  
[03:21:28] COMMISSIONER FELLEMAN CAN SPEAK TO IT WHEN WE GET THESE  
[03:21:31] AMENDMENTS ON THE FLOOR. NEXT SLIDE.  
[03:21:35] THAT CORRESPONDING PIECE IS THAT THE MOTION FURTHER DIRECTS  
[03:21:39] THE EXECUTIVE DIRECTOR THROUGH THE HUMAN RESOURCES DEPARTMENT  
[03:21:42] TO BRING FORWARD A CORRESPONDING AMENDMENT TO THE  
[03:21:45] SALARIES AND BENEFITS RESOLUTION OF THE PORT FOR THE  
[03:21:48] POSITION OF INTERNAL AUDIT DIRECTOR TO REFLECT THAT THE  
[03:21:51] AUDIT COMMITTEE WILL PROVIDE DIRECT INPUT TO THE EXECUTIVE  
[03:21:54] DIRECTOR INTO THE REVIEW OF THE INTERNAL AUDIT DIRECTOR AND  
[03:21:58] THAT THE INTERNAL AUDIT DIRECTOR WILL HAVE DIRECT  
[03:22:01] ACCOUNTABILITY TO BOTH THE COMMISSION DELEGATED THROUGH TO  
[03:22:04] THE AUDIT COMMITTEE AND TO THE EXECUTIVE DIRECTOR. MAKING A  
[03:22:08] SUBSEQUENT AMENDMENT IN THIS REGARD WOULD BRING THE SALARIES  
[03:22:11] AND BENEFITS RESOLUTION DESCRIPTION OF THE INTERNAL  
[03:22:13] AUDIT DIRECTOR'S POSITION MORE IN LINE WITH THE OTHER TWO DUAL  
[03:22:17] REPORTS THAT CURRENTLY EXISTS. SO JUST TO AGAIN FOR CLARITY  
[03:22:22] PURPOSES, THIS AMENDMENT DIRECTS A SUBSEQUENT AMENDMENT TO THE  
[03:22:28] SALARIES AND BENEFITS RESOLUTION, WHICH SPECIFICALLY  
[03:22:31] TALKS ABOUT THE INTERNAL AUDIT DIRECTOR'S POSITION AND HOW  
[03:22:35] IT IS ACTUALLY DESCRIBED IN THE SALARIES AND BENEFITS  
[03:22:37] RESOLUTION.

[03:22:40] MOVING TO THE NEXT SLIDE.  
[03:22:44] SO FOR THE PURPOSES OF WHAT WE'RE DOING HERE TODAY, A  
[03:22:47] COUPLE POINTS OF CLARITY BEFORE WE BEGIN ON DEBATE. THE BASE  
[03:22:50] PACKAGE AMENDMENT AGAIN INCLUDES ALL THE TECHNICAL AND  
[03:22:53] SUBSTANTIVE AMENDMENTS AS PROPOSED TO BE MOVED AS ONE  
[03:22:57] COMPLETE MOTION. YOUR MOTION TO ADOPT RESOLUTION 3778  
[03:23:01] WOULD ADOPT THE BASE PACKAGE. MY RECOMMENDATION AS NOTED BY  
[03:23:05] COMMISSIONER STEINBREUCK EARLIER TODAY IS TO ALSO MOVE  
[03:23:09] THE FOUR AMENDMENTS THAT WE JUST DISCUSSED AS ONE SEPARATE  
[03:23:13] AMENDMENT PACKAGE. WITH ALL FOUR OF THOSE AMENDMENTS INCLUDED.  
[03:23:17] ONCE THEY ARE ON THE FLOOR, WE CAN HAVE ALL OF THE MEMBERS  
[03:23:22] SPEAK TO THEIR RESPECTIVE AMENDMENTS. AND IF FOR ANY  
[03:23:25] REASON WHATSOEVER, WE NEED TO DIVIDE THE QUESTION TO REMOVE  
[03:23:29] ONE OF THOSE AMENDMENTS AND TALK ABOUT THAT AMENDMENT  
[03:23:31] INDIVIDUALLY MORE IN DEPTH, WE CAN CERTAINLY DO THAT AT THAT  
[03:23:35] TIME. NEXT SLIDE.  
[03:23:39] AND THAT CONCLUDES MY PRESENTATION. I'M HAPPY TO TAKE  
[03:23:41] ANY QUESTIONS AT THIS TIME. BEFORE WE OPEN FOR QUESTIONS I  
[03:23:46] JUST WANT TO SAY YOU'VE DONE INCREDIBLE WORK, CLERK HART. IT  
[03:23:51] WAS THROWN AT YOU AS A NEW CLERK AT THE PORT. YOU HAD TO  
[03:23:56] TAKE THIS ON AS ONE AS YOUR BIG FIRST TASKS, BUT YOU HAVE  
[03:24:01] INCREDIBLE MUNICIPAL EXPERIENCE CLERKING THAT I THINK WAS  
[03:24:05] BROUGHT TO BEAR HERE AND I WOULD JUST ADD THAT THE PUBLIC IS THE  
[03:24:09] REAL BENEFICIARY HERE. WHILE THIS MAY SEEM INTERNAL TO OUR  
[03:24:14] WORKINGS AND GOING ON, IT'S REALLY THE PUBLIC THAT'S A  
[03:24:17] BENEFICIARY AND HAS A VERY VALUABLE COMPONENT THERE. I  
[03:24:20] KNOW THAT EVERY COMMISSIONER HAS HAD AN OPPORTUNITY TO  
[03:24:23] REVIEW AND RESPOND AND TO PUT THEIR OWN  
[03:24:27] FINGERPRINTS ON THIS AND I'M GRATEFUL FOR THAT AS WELL. SO  
[03:24:30] LET'S OPEN IT UP TO COMMISSIONER COMMENTS.  
[03:24:36] WOULD YOU LIKE ME TO CALL THE ROLL? YEAH. WE  
[03:24:39] WILL START WITH COMMISSIONER COMMISSIONER BOWMAN. THANK YOU.  
[03:24:44] I JUST WANT TO ECHO MY THANKS OF MICHELLE AND HER STAFF AND  
[03:24:49] TALKING WITH ALL OF US AND GETTING OUR INPUT AND REALLY  
[03:24:53] HAVING AN EAGLE EYE ON THIS PROCESS. SO I AM HAPPY TO MOVE  
[03:24:57] FORWARD AS INTRODUCED. THANK YOU. AND THANK YOU AS WELL  
[03:25:02] COMMISSIONER STEINBREUCK. I APPRECIATE THE COMMENT.  
[03:25:06] NEXT TO COMMISSIONER CALKINS.  
[03:25:09] ANY QUESTIONS?  
[03:25:12] I THINK I'M GOING TO HOLD COMMENTS AND UNTIL WE BEGIN TO  
[03:25:16] ADDRESS SOME OF THE SPECIFIC AMENDMENTS.  
[03:25:21] THANK YOU.  
[03:25:24] COMMISSIONER CHO. NO GENERAL QUESTIONS. THANK YOU MICHELLE  
[03:25:28] FOR TACKLING THIS. I REMEMBER WHEN I FIRST CAME IN THE  
[03:25:30] COMMISSION AND OUR PREVIOUS CLERK TRIED TO GET THIS THROUGH.  
[03:25:33] I THINK YOU HIT THE GROUND RUNNING AND I APPRECIATE ALL  
[03:25:36] THE EFFORT YOU PUT INTO IT. THANK YOU.  
[03:25:39] AND COMMISSIONER FELLEMAN.  
[03:25:46] IS COMMISSIONER FELLEMAN STILL ON THE LINE?  
[03:25:55] IT CAN'T BE THAT BORING COMMISSIONER. [LAUGHTER]  
[03:26:00] YOU CAN HEAR ME NOW? YES WE CAN.  
[03:26:04] ALL RIGHT. THANK YOU. YOU DID A GOOD JOB OF MUTING ME.  
[03:26:08] SO ANYWAY, JUST MICHELLE, YOUR YOUR SPIRIT AND YOUR DUE  
[03:26:12] DILIGENCE MAKING SOMETHING THAT COULD BE ALMOST AS FUN AS  
[03:26:15] WATCHING PAINT DRY  
[03:26:18] IS REALLY A VALUABLE EXPERIENCE. HELPING US TO  
[03:26:21] UNDERSTAND THE SUBSTANCE OF THE CHANGE AS WELL AS BEING VERY  
[03:26:26] OPEN TO MAKING WHAT WE WANT TO GET DONE LEGALLY AND  
[03:26:31] APPROPRIATELY POSSIBLE. SO JUST THANK YOU AGAIN. THANK YOU.  
[03:26:40] COMMISSIONER STEINBREUCK, AT THIS POINT IN TIME WE CAN MOVE THE  
[03:26:44] MAIN MOTION ON THE FLOOR AND THEN THUS BEGIN DEBATE. I WILL  
[03:26:48] ENTERTAIN A MOTION AND A SECOND TO RESOLUTION 3778.  
[03:26:55] SO MOVED.

[03:26:57] IS THERE A SECOND?  
[03:26:59] SECOND. OKAY. IT'S BEEN MOVED AND SECONDED.  
[03:27:04] THANK YOU. AND THEN AT THIS TIME IF WE COULD GET THE  
[03:27:08] AMENDMENT PACKAGE, AMENDMENTS ONE THROUGH FOUR, ON THE FLOOR  
[03:27:11] AS WELL. I'LL ASK FOR A MOTION TO AMEND THE MAIN MOTION. WE'LL NEED A  
[03:27:16] SECOND TO ADOPT AMENDMENTS ONE THROUGH FOUR AS A PACKAGE  
[03:27:19] AMENDMENT TO RESOLUTION 3778. SO MOVED.  
[03:27:24] SECONDED. GOOD. IT'S BEEN MOVED AND SECONDED. I  
[03:27:30] WAS JUST GOING TO SAY AT THIS TIME WE'RE OPEN FOR DEBATE ON  
[03:27:34] THE PACKAGE OF AMENDMENTS AS WELL AS THE MAIN MOTION. LET'S  
[03:27:39] FOCUS ON THE PACKAGE OF AMENDMENTS AT THIS TIME.  
[03:27:43] ALL RIGHT. AND WOULD YOU LIKE ME TO GO THROUGH ROLL AGAIN,  
[03:27:45] COMMISSIONER STEINBREUCK? YES, PLEASE. WE CAN NOW WRITE TO THE  
[03:27:49] AMENDMENTS PACKAGE I SHOULD SAY. YES. COMMISSIONER  
[03:27:54] BOWMAN.  
[03:27:56] I HAVE NO NO ISSUES TO DEBATE. JUST MAYBE FOR GREATER  
[03:28:01] TRANSPARENCY ABOUT THE TWO AMENDMENTS THAT I PROPOSED.  
[03:28:05] NUMBER ONE ON THE TRAVEL WAS I KNOW THAT THIS IS IN THE SPIRIT  
[03:28:08] OF HOW WE OPERATE AS COLLEAGUES AND PROVIDING TRANSPARENCY TO  
[03:28:12] THE PUBLIC ABOUT WHERE WE GO ON THE PORT'S BEHALF. I JUST THINK  
[03:28:16] IT'S IMPORTANT TO CALL OUT A PRIORITIZATION OF TRAVEL THAT  
[03:28:21] PRIORITISES CURRENT LINES OF BUSINESS. AS  
[03:28:26] ANYBODY THAT'S WATCHED OUR COMMISSION MEETINGS KNOWS AND  
[03:28:28] HOPEFULLY UNDERSTANDS BY NOW IT'S AN INCREDIBLY COMPLEX  
[03:28:33] SET OF BUSINESSES. BETWEEN THE AIRPORT, THE MARINE CARGO  
[03:28:37] TERMINALS, AND CRUISE TO SAY THE LEAST AND SO IT TAKES  
[03:28:41] COMMISSIONERS A COUPLE OF YEARS TO REALLY START TO UNDERSTAND  
[03:28:44] THOSE LINES OF BUSINESS AND I THINK WE ALL BENEFIT AND THE  
[03:28:47] PUBLIC DOES MOST IMPORTANTLY FROM OUR INCREASED KNOWLEDGE  
[03:28:51] AND RELATIONSHIPS WITHIN THOSE. SO I THINK THE MORE THAT WE CAN  
[03:28:56] TAKE THE OPPORTUNITY TO UNDERSTAND WHERE THOSE  
[03:28:59] INDUSTRIES ARE GOING AND REPORT BACK TO THE PUBLIC ABOUT WHAT  
[03:29:02] WE'VE LEARNED THAT IS THE SPIRIT OF THOSE AMENDMENTS. AND  
[03:29:06] THEN REGARDING THE 48 HOURS IN TERMS OF AMENDMENTS TO MOTIONS  
[03:29:12] THAT COME BEFORE THE COMMISSION, IT'S JUST AGAIN TO  
[03:29:14] PROVIDE A LITTLE BIT MORE TRANSPARENCY AND GIVE US A  
[03:29:18] LITTLE BIT MORE TIME TO WORK ON THINGS TOGETHER. THAT'S IT.  
[03:29:23] ALL RIGHT. THANK YOU. AND NEXT WE WILL GO TO COMMISSIONER  
[03:29:26] CALKINS.  
[03:29:28] ANY QUESTIONS ABOUT AMENDMENTS?  
[03:29:33] NO, I MEAN I THINK THIS HAS BEEN AN EXCELLENT PROCESS. ON  
[03:29:37] THE AMENDMENTS IN PARTICULAR I AM CURIOUS TO HEAR KIND  
[03:29:41] OF WHETHER WE'VE GOT THE VOTES ON ALL OF THEM. I HOPE WE DO  
[03:29:47] BECAUSE I THINK THEY'RE REALLY WELL WRITTEN AND THEY CLEAN UP  
[03:29:51] PARTS OF THE BYLAWS THAT WERE SOMEWHAT UNCLEAR POSSIBLY IN  
[03:29:55] CONFLICT. I KNOW THERE HAS BEEN ROBUST DISCUSSION AROUND THE  
[03:30:01] RELATED TO ABSTENTIONS. AND SO IF THERE ARE OTHERS WHO INTEND TO  
[03:30:10] COMMENT ON THAT, I'D BE INTERESTED IN THAT  
[03:30:12] CONVERSATION.  
[03:30:15] I THINK IT'S SOMETHING THAT I'VE SPENT  
[03:30:18] A FAIR BIT OF TIME ALMOST PHILOSOPHICALLY THINKING TRYING  
[03:30:22] [INAUDIBLE] AND SO FAR I HAVE  
[03:30:26] NOT BEEN ABLE TO COME UP WITH ONE WHERE A SIMPLE UP DOWN VOTE  
[03:30:29] OR RECUSAL WOULDN'T BE ENOUGH, BUT I AM CURIOUS TO HEAR OTHERS'  
[03:30:32] OPINIONS ON THIS.  
[03:30:37] ALL RIGHT.  
[03:30:40] WITH THAT WE'LL MOVE ON TO COMMISSIONER CHO.  
[03:30:46] SORRY, NO, I DON'T HAVE ANY. WELL, ACTUALLY I SHOULD ASK IS  
[03:30:50] THE TERM LIMIT  
[03:30:53] WE'RE PUTTING INTO THE RULES RETROACTIVE?  
[03:30:58] TERM LIMITS FOR THE COMMITTEE TERMS? NO, NOT RETROACTIVE. IT  
[03:31:02] WOULD BE EFFECTIVE UPON ADOPTION OF THIS RESOLUTION.  
[03:31:06] OKAY. THANK YOU. THAT'S ALL I HAD.



[03:31:09] ALL RIGHT, THEN MOVING TO COMMISSIONER FELLEMAN.  
[03:31:14] THANK YOU. I JUST WOULD LIKE TO SUPPORT ALL THE AMENDMENTS. I  
[03:31:18] JUST LIKE TO CLARIFY THE REASON FOR BEING EXPLICIT THAT  
[03:31:23] THE  
[03:31:25] AUDIT DIRECTOR IS A DUAL REPORT IS JUST THAT THEIR ROLE FOR THE  
[03:31:30] COMMISSION, ITS ROLE IS ESSENTIAL FOR PROVIDING THAT  
[03:31:34] OVERSIGHT AND GETTING INTO THE DETAILS WITH DIRECTION FROM THE  
[03:31:39] AUDIT COMMITTEE THROUGH THE COMMISSION AND THAT SOMETIMES  
[03:31:43] THAT VERY ROLE CAN BE CHALLENGING AND  
[03:31:48] TO MAKE IT CLEAR THAT WE BOTH DO THE EVALUATION OF THE  
[03:31:54] WORK OF THIS PERSON IS I THINK VERY IMPORTANT THAT THEY  
[03:31:58] FEEL SUPPORTED TO CONTINUE TO DO INVESTIGATIONS THAT  
[03:32:02] SOMETIMES MIGHT BE CHALLENGING.  
[03:32:07] ALL RIGHT. THANK YOU COMMISSIONER FELLEMAN. AND THEN  
[03:32:09] COMMISSIONER STEINBREUCK. I HAVE NO ADDITIONAL COMMENTS ON  
[03:32:12] THE AMENDMENTS.  
[03:32:17] IT SOUNDS LIKE AT THIS TIME WE CAN WE HAVE A COUPLE OF  
[03:32:21] DIFFERENT OPTIONS, COMMISSION PRESIDENT. WE CAN RUN THROUGH  
[03:32:24] ONE MORE TIME FOR ANY OTHER COMMENTS OR QUESTIONS OR WE CAN  
[03:32:28] GO FOR A VOTE ON AMENDMENTS ONE THROUGH FOUR AT THIS TIME. I  
[03:32:32] WOULD LIKE TO PROPOSE THAT WE VOTE NOW ON AMENDMENTS ONE  
[03:32:35] THROUGH FOUR AND GET ON WITH IT.  
[03:32:38] RIGHT.  
[03:32:40] NO SIR, NO HANDS UP. OKAY.  
[03:32:46] ALRIGHT, SO ON  
[03:32:47] THE VOTE OF  
[03:32:49] APPROVING AMENDMENTS ONE  
[03:32:51] THROUGH FOUR, IS THAT THE QUESTION IN FRONT OF US? THAT IS  
[03:32:56] THE PRIMARY AMENDMENT QUESTIONS ONE THROUGH FOUR AND I THINK I  
[03:32:59] JUST HEARD COMMISSIONER FELLEMAN.  
[03:33:03] OKAY. NO, I DIDN'T SAY ANYTHING. I'M GOOD. THANK YOU.  
[03:33:11] IT'S ALREADY BEEN MOVED AND SECONDED. YES FOR THE  
[03:33:15] PRIMARY AMENDMENT. LET'S DO THE ROLL CALL THEN.  
[03:33:18] YES. ALL RIGHT. STARTING WITH COMMISSIONER BOWMAN. AYE.  
[03:33:21] COMMISSIONER CALKINS. AYE.  
[03:33:28] COMMISSIONER CHO. AYE. COMMISSIONER FELLEMAN. AYE.  
[03:33:34] COMMISSIONER STEINBREUCK. YES. ALL RIGHT. THERE ARE FIVE YEAS ON THE  
[03:33:41] QUESTION OF AMENDMENTS ONE THROUGH FOUR. THE AMENDMENT  
[03:33:44] PASSES. THANK YOU, COMMISSIONER STEINBREUCK. WE ARE NOW AT THE  
[03:33:47] MAIN MOTION AS AMENDED. YES. AND AT THIS POINT WE COULD TAKE  
[03:33:51] ADDITIONAL COMMENT ON THE MAIN MOTION AS AMENDED. CLERK. PLEASE  
[03:33:55] CALL THE ROLL. AM I CALLING THE ROLL FOR QUESTIONS? YES, FOR  
[03:34:00] COMMENT QUESTIONS. OKAY COMMISSIONER BOWMAN. NO  
[03:34:04] FURTHER COMMENTS. THANK YOU. COMMISSIONER CALKINS.  
[03:34:09] NONE FOR ME EITHER. COMMISSIONER CHO. I'M GOOD. THANK YOU.  
[03:34:14] COMMISSIONER FELLEMAN.  
[03:34:17] NO FURTHER QUESTIONS. AND COMMISSIONER STEINBREUCK. JUST  
[03:34:21] UNDER ONE AMENDMENT REGARDING COMMITTEE ROTATION. I DON'T  
[03:34:28] THINK I NEED TO ARTICULATE THE RATIONALE FOR THAT. IT SHOULD  
[03:34:31] BE OBVIOUS AS TO WHY WE WANT TO HAVE SOME ROTATION FROM TIME TO  
[03:34:38] TIME AND THAT IT'S NOT INTENDED TO YOU KNOW TO BE RESPONSIVE TO  
[03:34:42] ANY ONE COMMITTEE OR COMMISSIONER AT THIS TIME, BUT  
[03:34:46] IT IS A MATTER OF PRINCIPLE THAT I THINK WE BENEFIT  
[03:34:50] COLLECTIVELY BY ALL OF US SHARING IN ALL AREAS OF POLICY  
[03:34:55] AND GOVERNANCE AT THE PORT. AND WE LEARN FROM EACH OTHER. SOME  
[03:34:59] OF US HAVE EXPERTISE  
[03:35:02] IN SOME AREAS THAT OTHERS LACK. BUT WE'RE ALL BASICALLY  
[03:35:07] GENERALIST WHEN IT COMES TO THE BUSINESS OF THE PORT AND ITS  
[03:35:10] MISSION AND IT'S.  
[03:35:14] KNOWLEDGE IS EVER INCREASING THE LONGER YOU  
[03:35:18] STAY AND WORK. SO I JUST WANTED TO POINT THAT OUT. A QUESTION  
[03:35:22] WAS RAISED REGARDING RETROACTIVITY. AND I DON'T  
[03:35:26] THINK THAT WAS A TOPIC THAT WAS EVER CONSIDERED IN THE CRAFTING

[03:35:29] OF THIS ROTATION PROVISION.  
[03:35:33] THAT IS CORRECT, COMMISSIONER STEINBREUCK. IT WAS NOT ACTUALLY  
[03:35:36] CONTEMPLATED WHEN WE CRAFTED THE  
[03:35:39] PROVISION BUT AGAIN THE ENTIRE RESOLUTION AND ALL OF THE  
[03:35:43] AMENDMENTS ARE EFFECTIVE AS OF THE DATE OF ADOPTION OF THIS  
[03:35:46] RESOLUTION. AND THAT MAKES TOTAL SENSE. AND I THINK IDEALLY WE  
[03:35:50] HAVE A COLLECTIVE, SHARED, COLLABORATIVE PROCESS AS  
[03:35:55] OPPOSED TO A DICTATORIAL ONE. WE NEVER WANT TO HAVE THAT. BUT  
[03:36:00] SO, YOU KNOW, THESE THINGS CAN BE WORKED OUT, YOU KNOW. COLLEGIALLY  
[03:36:04] AND SHOULD BE, I THINK, AS WE PREPARE FOR THE COMING YEAR AND  
[03:36:10] EACH TIME WE CONSIDER, YOU KNOW ASSIGNMENTS THERE, BUT IT'S NOT  
[03:36:15] FOR THE PRESIDENT TO DICTATE, YOU KNOW WHO SERVES ON WHAT  
[03:36:18] COMMITTEE BUT TO RATHER LEAD THE COLLABORATIVE PROCESS THAT  
[03:36:22] HOPEFULLY WE CAN ALL SUPPORT WITH REGARD TO THOSE  
[03:36:25] ASSIGNMENTS. SO THAT'S ALL I WANT TO SAY ABOUT THAT.  
[03:36:31] THANK YOU.  
[03:36:33] THE MAIN MOTION AS AMENDED IS BEFORE US. OKAY.  
[03:36:38] ALL RIGHT, SO WE WILL GO BY ROLL CALL ONE MORE TIME AND  
[03:36:41] STARTING WITH COMMISSIONER BOWMAN  
[03:36:45] FOR THE APPROVAL OF THE MAIN MOTION AS AMENDED. RIGHT, AYE.  
[03:36:50] COMMISSIONER CALKINS.  
[03:36:57] SORRY, I'M NOT SO QUICK ON MY UNMUTE. AYE.  
[03:37:02] COMMISSIONER CHO. AYE.  
[03:37:04] COMMISSIONER FELLEMAN. AYE.  
[03:37:07] AND COMMISSIONER STEINBREUCK. YES. THERE ARE  
[03:37:12] FIVE YEAS. THE MOTION AS AMENDED PASSES. OKAY, SO WE  
[03:37:18] HAVE A NEW SET OF BYLAWS AGAIN. THANKS TO ALL FOR THEIR HARD  
[03:37:24] WORK AND HEAVY LIFTING ESPECIALLY TO MICHELLE OUR  
[03:37:29] MUNICIPAL PORT CLERK. IT HAS I THINK RESULTED IN A VERY  
[03:37:35] POSITIVE OUTCOME THAT I'M VERY PLEASED. SO, THANK YOU ALL.  
[03:37:40] WITH THAT WE CAN MOVE ON TO OUR FINAL ITEM ON THE AGENDA, WHICH  
[03:37:44] THE CLERK WILL READ INTO THE RECORD. THANK YOU. THAT IS ITEM  
[03:37:50] 9A THE DRAFT STATE LEGISLATIVE AGENDA FOR 2021. OKAY, DIRECTOR  
[03:37:57] METRUCK. COMMISSIONERS, STAFF HAS WORKED WITH YOU AND THE STAFF  
[03:38:01] ACROSS THE PORT TO DRAFT AN AGENDA THAT WILL GUIDE OUR  
[03:38:04] EFFORTS DURING THE 2021 STATE LEGISLATIVE SESSION. WE LOOK  
[03:38:07] FORWARD TO YOUR FEEDBACK. THE PRESENTERS ARE ERIC FITCH,  
[03:38:10] MANAGER STATE GOVERNMENT RELATIONS AND TREND HOUSE  
[03:38:13] CONTRACT LOBBYISTS. I'LL TURN IT OVER TO ERIC TO KICK US OFF.  
[03:38:18] THANK YOU, EXECUTIVE DIRECTOR METRUCK AND MEMBERS OF THE  
[03:38:24] COMMISSION. ALWAYS A PLEASURE TO BE BEFORE YOU. BEFORE I BEGIN I  
[03:38:29] WANT TO MAKE SURE I SEE TRENT OUR CONTRACT LOBBYIST HAS  
[03:38:32] JOINED US. I WANT TO MAKE SURE HE'S ABLE TO SPEAK AS WELL. LAUREN  
[03:38:36] IS HE ON THE SCREEN? MUTED? I SEE HIM AND EVERYBODY CAN  
[03:38:41] UNMUTE THEMSELVES. IT LOOKS LIKE HE IS. TRENT,  
[03:38:44] ARE YOU THERE? I AM. THANK YOU. ALL RIGHT.  
[03:38:48] SO JUST I KNOW WE'RE LAST ON THE AGENDA. I'LL DISPENSE WITH  
[03:38:53] THE SORT OF STANDARD PREAMBLE. THIS IS PART OF OUR REGULAR  
[03:38:55] ANNUAL UPDATE TO THE STATE LEGISLATIVE AGENDA WITH AN EYE  
[03:38:58] TOWARD THE 2021 SESSION, OF COURSE HAPPENING IN A VERY  
[03:39:01] ABNORMAL TIME, HENCE, YOU'LL SEE PRIMARILY CHANGES TO THE  
[03:39:06] PRIORITY AGENDA ITEMS SECTION THAT REFLECT OUR RECOMMENDATION  
[03:39:09] AND I THINK THE STANDARD CONVENTION ON MOST PUBLIC  
[03:39:13] ENTITIES AND PRIVATE ENTITIES TO UPDATE THEIR AGENDAS TO  
[03:39:15] REFLECT THE URGENT NEED FOR A STATEWIDE ECONOMIC RECOVERY  
[03:39:19] AND RESPONSE TO THE GLOBAL PANDEMIC AND THE WORLDWIDE CALL  
[03:39:22] FOR SOCIAL JUSTICE. SO BEFORE WE TURN TO THE SPECIFICS OF THE  
[03:39:28] AGENDA, I WANT TRENT TO BEGIN WITH A BRIEF OLYMPIA PREVIEW.  
[03:39:33] LAUREN IF YOU COULD MOVE TO SLIDE TWO I'LL HAND IT TO TRENT  
[03:39:37] TO TAKE US TOWARD THE 2021 SESSION, RIGHT? THANK YOU ERIC,  
[03:39:42] COMMISSION PRESIDENT STEINBREUCK, EXECUTIVE DIRECTOR  
[03:39:45] METRUCK, COMMISSIONERS. TRENT HOUSE, I'M THE LOBBYIST FOR THE  
[03:39:49] PORT OF SEATTLE. GREAT TO BE BEFORE YOU TODAY. ERIC HAS

[03:39:52] ASKED THAT I PROVIDE A FEW THOUGHTS TO YOU ABOUT THE  
[03:39:55] UPCOMING SESSION.  
[03:39:58] WITHOUT A SURPRISE I'M SURE TO THIS GROUP OLYMPIA WILL BE  
[03:40:01] STRUGGLING WITH TAX COLLECTIONS AND BUDGET SHORTFALLS IN THE  
[03:40:05] 2021 SESSION. THIS IS A LONG HUNDRED AND FIVE DAY SESSION IN  
[03:40:09] WHICH THEY WILL NEED TO DRAFT BOTH NEW OPERATING AND CAPITAL  
[03:40:14] BUDGETS AS WELL AS A NEW TRANSPORTATION BUDGET.  
[03:40:17] SOME GOOD NEWS IN SOME OF ALL OF THIS THE MOST RECENT FORECAST  
[03:40:22] FROM THE STATE, WHILE IT STILL SHOWS A PRETTY SIGNIFICANT  
[03:40:26] DEFICIT, HAS CUT THEIR DEFICIT IN HALF. SO BACK IN JUNE WHEN  
[03:40:31] THE ECONOMIC FORECAST COUNCIL INITIALLY MET AND LOOKED AT THE  
[03:40:34] TAX RECEIPTS GIVEN THE COVID PANDEMIC, THEY ESTIMATED THAT  
[03:40:38] BETWEEN NOW AND THE END OF 2023 FISCAL YEAR, THE STATE  
[03:40:43] OF WASHINGTON WOULD BE SHORT ABOUT 8.8  
[03:40:47] BILLION DOLLARS.  
[03:40:49] A STAGGERING NUMBER NOT ONE THAT I'VE HEARD IN MY 25 YEARS  
[03:40:53] IN OLYMPIA. FORTUNATELY, THE SEPTEMBER FORECAST WAS UPDATED.  
[03:40:58] THAT NUMBER WAS CUT IN HALF TO ABOUT 4.5 BILLION DOLLARS.  
[03:41:02] THERE WAS SOME CAVEATS WITH THAT IN THAT THEY SUGGESTED  
[03:41:06] THAT SOME OF THAT ECONOMIC GROWTH COULD HAVE BEEN BECAUSE  
[03:41:09] OF THE FEDERAL STIMULUS PROGRAMS AND WITHOUT ACTION BY  
[03:41:13] THE FEDERAL GOVERNMENT RECENTLY ON A SECOND ROUND OF FEDERAL  
[03:41:16] STIMULUS, THERE IS SOME CONCERN THAT THAT NUMBER MAY START TO  
[03:41:19] CREEP BACK UP. BUT AT THE MOMENT 4.5 BILLION DOLLAR SHORTFALL.  
[03:41:24] THE OTHER BIG QUESTION FOR THE 2021 SESSION IS GOING TO BE HOW  
[03:41:27] THEY WILL MEET. THERE IS A LOT OF CONCERN ABOUT WHETHER OR NOT  
[03:41:31] THEY CAN MEET IN PUBLIC SAFELY. AND THEREFORE IT WOULD APPEAR  
[03:41:35] AS THOUGH THEY'RE TAKING EVERY EFFORT THEY CAN TO MAKE THE 21  
[03:41:39] SESSION A VIRTUAL SESSION. THERE'S SOME TECHNOLOGY  
[03:41:42] CHALLENGES WITH THAT WHEN WE NEED TO DO FLOOR VOTES AND  
[03:41:45] AMENDMENTS. SOMETHING THE COMMISSION'S VERY FAMILIAR WITH.  
[03:41:48] UM THAT SAID THEY WILL PROBABLY COME TO TOWN OR AT LEAST THE  
[03:41:52] PLAN IS AT THIS POINT IS TO COME TO TOWN, PASS SOME RULES THAT WOULD  
[03:41:57] ALLOW THEM THEN TO CONDUCT THEIR BUSINESS VIRTUALLY. THEY  
[03:42:00] WILL PROBABLY CONDUCT AS MANY PUBLIC HEARINGS AND ONE-ON-ONE  
[03:42:05] CONSTITUENT MEETINGS AND LOBBYISTS MEETINGS VIRTUALLY.  
[03:42:09] AND THEN THERE'S STILL SOME DEBATE ABOUT WHETHER OR NOT  
[03:42:11] THEY CAN DO VIRTUAL FLOOR VOTES. SO THEY'RE STILL WORKING  
[03:42:15] THROUGH THAT PROCESS AND WILL KEEP YOU UPDATED ON THAT  
[03:42:19] PROGRESS AS WE GET CLOSER TO THE SESSION. AND THEN FINALLY,  
[03:42:22] OF COURSE ALL OF THIS HINGES A BIT ON WHAT HAPPENS A WEEK FROM  
[03:42:26] TODAY WHEN WE HAVE OUR GENERAL ELECTION AND CLEARLY WHOEVER  
[03:42:32] THOSE LAWMAKERS ARE AFTER THE VOTERS HAVE  
[03:42:36] SENT IN THEIR BALLOTS WILL BE THE PEOPLE MAKING THE DECISIONS  
[03:42:39] AROUND OUR LEGISLATIVE AGENDA. SO WE'VE BEEN GETTING READY TO  
[03:42:45] REACH OUT TO LAWMAKERS AND HAVE THOSE CONVERSATIONS FOLLOWING  
[03:42:47] THE NOVEMBER ELECTION. WITH THAT ERIC, BE HAPPY TO CHAT ABOUT ANYTHING  
[03:42:51] ELSE OR ANSWER ANY QUESTIONS OR BACK OVER HERE. YEAH, THAT'S  
[03:42:54] GREAT. AND I ASKED RENT TO BE BRIEFED ON THE ELECTION  
[03:42:58] OUTCOMES PORTION BECAUSE WE'RE BACK BEFORE YOU ON NOVEMBER  
[03:43:00] 17TH TO ASK FOR ADOPTION OF THIS AGENDA. AND THEREFORE  
[03:43:03] THAT'LL GIVE US A CHANCE TO TALK A BIT MORE ABOUT WHAT THE  
[03:43:06] OUTLOOK IS FOLLOWING THE RESULTS OF THE NOVEMBER 3RD  
[03:43:09] ELECTION. SO I'M EAGER TO JUMP INTO THE ACTUAL CONTENT. I'LL  
[03:43:13] JUST BRIEFLY NOTE AS YOU ALL KNOW THAT THIS AGENDA IS  
[03:43:16] INTENDED TO TAKE WHAT PROGRESS YOU MADE LAST SESSION, UPDATE IT  
[03:43:19] ALSO TO REFLECT ONGOING WORK WE HAVE AND THEN ISSUES THAT WE  
[03:43:23] SUGGEST MIGHT COME BEFORE THE LEGISLATURE WHICH WE WANT TO  
[03:43:28] ENGAGE ON. AND THEN OF COURSE AS I MENTIONED, WE'VE UPDATED  
[03:43:31] THE AGENDA TO REFLECT THE CRITICAL FOCUS ACROSS THE BOARD  
[03:43:34] ON COVID-19 AND SOCIAL INJUSTICE. LAUREN, WOULD YOU GO  
[03:43:38] TO SLIDE THREE, PLEASE?  
[03:43:42] YOU ALL HAVE SEEN THIS IN VARIOUS FORMS. THIS IS OUR

[03:43:44] UPDATED PRIORITY AGENDA ITEMS SECTION. SO REMEMBER WE HAVE  
[03:43:47] OUR PRIORITY ISSUE AREAS, WHICH I'LL SPEND LESS TIME  
[03:43:51] ON LATER. THOSE ARE OUR KIND OF CATALOG OF ITEMS. THESE ARE OUR  
[03:43:54] TOP PRIORITY ITEMS, THE THINGS THAT WE'LL BE BRINGING UP WITH  
[03:43:57] LEGISLATORS IN OUR MEETINGS, WHICH YOU'LL ALL ENGAGE WITH AS  
[03:44:01] WE TURN TOWARDS SESSION.  
[03:44:04] RIGHT AT THE TOP YOU SEE BROAD-BASED, INCLUSIVE, AND  
[03:44:07] EQUITABLE STATEWIDE RECOVERY. THIS IS INTENDED TO NOTE THAT  
[03:44:12] EVERYONE WILL BE FOCUSED ON THIS. WE HAVE PRIORITIES WITHIN  
[03:44:15] THIS AGENDA ITEM, BUT ALSO WE WANT TO NOTE THAT OUR PRIORITY  
[03:44:18] IS THAT RECOVERY BE UNDERTAKEN IN A FASHION THAT IS CONSISTENT  
[03:44:24] WITH THE PORT'S VALUES ,THE VALUES THAT YOU ALL HAVE LAID  
[03:44:26] OUT ACKNOWLEDGING THE DISPARATE IMPACTS OF COVID-19 TO  
[03:44:29] HISTORICALLY UNDERSERVED COMMUNITIES AND THE PURSUIT  
[03:44:31] FOR EQUITY THAT WE HAVE IMBUED INTO ALL OF OUR WORK HERE.  
[03:44:34] SPECIFICALLY WITHIN THIS STATEWIDE ECONOMIC RECOVERY  
[03:44:38] AGENDA ITEM, WE CALL OUT THE NEED FOR A STATEWIDE  
[03:44:40] TRANSPORTATION REVENUE PACKAGE. TRANSPORTATION INVESTMENT GROWS  
[03:44:44] JOBS, PUTS PEOPLE BACK TO WORK, AND KEEPS THE ECONOMY  
[03:44:46] COMPETITIVE. WE QUITE CLEARLY NOTE HERE THE NEED FOR STATE  
[03:44:51] PARTNERSHIP ON THE WEST SEATTLE BRIDGE. WE ALSO NOTE THE PUGET  
[03:44:54] SOUND GATEWAY PROGRAM AS A CRITICAL TRANSPORTATION  
[03:44:58] INVESTMENT FROM 2015 THAT SHOULD BE CONTINUED. AND WE  
[03:45:01] ALSO NOTE THE IMPACT ON TRANSIT AGENCIES FROM COVID-19  
[03:45:04] AND THE NEED FOR A TRANSPORTATION REVENUE PACKAGE  
[03:45:06] TO ADDRESS NOT JUST HIGHWAY PROJECTS BUT MULTIMODAL  
[03:45:09] PROJECTS THAT HELP KEEP SINGLE-OCCUPANCY VEHICLES OFF  
[03:45:12] THE ROAD AND KEEP OUR FREIGHT MOVING QUICKLY. PROGRESSIVE  
[03:45:15] CLIMATE ACTION HAS LONG BEEN A PRIORITY FOR THIS COMMISSION.  
[03:45:18] THE LOW CARBON FUEL STANDARD HAS BEEN OUR TOP PRIORITY FOR  
[03:45:20] SEVERAL YEARS. IT REMAINS A TOP PRIORITY, ESPECIALLY AS WE  
[03:45:24] PRIORITIZE TRANSPORTATION INVESTMENT. PRICE ON CARBON WE  
[03:45:28] EXPECT WILL BE USED AND PROMOTED BY SOME TO RAISE FUNDS  
[03:45:31] FOR TRANSPORTATION PROJECTS AND WE BELIEVE IT SHOULD BE PAIRED  
[03:45:35] WITH A LOW CARBON FUEL STANDARD TO BEGIN THE PROCESS OF  
[03:45:37] ADDRESSING OUR STATE'S CARBON EMISSIONS. THIS IS IS LONG  
[03:45:41] OVERDUE. I KNOW YOU ALL AGREE FROM AN ENVIRONMENTAL  
[03:45:43] SUSTAINABILITY PERSPECTIVE. BUT ALSO WE BELIEVE THAT ENACTING  
[03:45:47] PROGRESSIVE CLIMATE ACTION, LIKE A LOW CARBON FUEL STANDARD  
[03:45:50] WILL SPUR INVESTMENT IN NEW ECONOMY PUTTING OUR STATE BACK  
[03:45:53] TO WORK AND AND PUTTING US ON A PATH TOWARD LONG-TERM  
[03:45:56] COMPETITIVENESS. BEYOND TRANSPORTATION THOUGH I WANTED  
[03:45:59] TO ALSO NOTE THAT WE WANT TO RECOMMEND TO YOU ALL THAT THIS  
[03:46:02] AGENDA INCLUDE LANGUAGE SUPPORTING WHAT MIGHT COME  
[03:46:05] FORWARD FROM VARIOUS SECTORS AS CONSENSUS ECONOMIC RELIEF. WE  
[03:46:11] SPOKE LAST WEEK, COMMISSIONER CALKINS AND I WERE ON AN AIRPORT TOUR WITH  
[03:46:14] LISA BROWN FROM THE DEPARTMENT OF COMMERCE. I KNOW SENATOR  
[03:46:16] DAVID FROST WHO'S THE CHAIR OF THE SPECIAL COMMITTEE ON  
[03:46:19] ECONOMIC RECOVERY PRESENTED IT ON THE PUGET SOUND ECONOMIC  
[03:46:22] SUMMIT A FEW MONTHS AGO. WE WANT TO BE PREPARED TO BE  
[03:46:25] NIMBLE AND PARTNER WITH THEM ON PROPOSALS THAT MAY COME  
[03:46:29] FORWARD. SO IT MAY BE THAT BY NOVEMBER 17TH WE CAN  
[03:46:32] PRESENT MORE CLARITY. BUT THIS RESPONSE IN RELIEF IS REALLY  
[03:46:35] INTENDED TO SUGGEST WE WANT TO BE THERE TO PARTNER WHEN THE  
[03:46:40] TIME COMES AND WHEN THOSE PROPOSALS COME FORWARD AND I'VE  
[03:46:42] CALLED OUT A COUPLE OF POTENTIAL  
[03:46:45] POLICY PROPOSALS THAT MIGHT BE INCLUDED THERE. NEXT  
[03:46:48] SLIDE.  
[03:46:50] AND BEFORE MOVING ON TO OUR PRIORITY ISSUE AREAS, I'LL ROUND OUT  
[03:46:57] THE AGENDA ITEMS SECTION. AGAIN, THESE ARE OUR TOP PRIORITY  
[03:46:59] ITEMS WITH THE NOTE ABOUT EQUITY AND COMMUNITY FOCUS. AS I  
[03:47:03] NOTE HERE, WE ARE NOT JUST DEALING WITH THE COVID-19  
[03:47:07] PANDEMIC, BUT WITH THE GLOBAL ESPECIALLY FOCUSED IN THE U.S.

[03:47:11] CALL FOR SOCIAL JUSTICE, AND WE HAVE BEGUN OUR OWN WORK ON  
[03:47:17] POLICE REFORM AT THE PORT AND COMMISSIONER STEINBREUCK  
[03:47:20] SPOKE WITH STATE REPRESENTATIVE JESSE JOHNSON AND OTHER MEMBERS  
[03:47:24] OF THE LEGISLATURE I KNOW ARE WORKING ON DEVELOPING A PACKAGE  
[03:47:28] OF POTENTIAL POLICE REFORM AND ACCOUNTABILITY MEASURES. WE  
[03:47:31] BELIEVE THAT MOST OF THE VALUES ARTICULATED THEIR ARTICULATE  
[03:47:34] OR MIRROR WHAT WE'RE WORKING ON HERE AT THE PORT. SO WE'VE  
[03:47:37] PUT THIS IN OUR AGENDA SO THAT WE CAN STAND READY TO  
[03:47:39] PARTNER WITH MEMBERS OF THE LEGISLATURE IN ADVANCING THAT  
[03:47:42] PRIORITY IN OLYMPIA. PUBLIC CONTRACTING AND GRANT-MAKING. I  
[03:47:47] JUST WANTED TO NOTE THAT THIS COMMISSION HAS LONG BEEN ON THE  
[03:47:49] RECORD OF SUPPORTING THE REPEAL OF I 200. WE GOT VERY CLOSE LAST  
[03:47:54] YEAR, HOWEVER INITIATIVE 1000 WHICH REPEALED THAT POLICY WAS  
[03:47:57] WAS THEN OVERTURNED AT THE BALLOT BY REFERENDUM 88. SO FOR  
[03:48:02] THAT REASON, WE ARE GOING TO CONTINUE WORK WITH LAWMAKERS AND  
[03:48:05] PURSUE CREATIVE WAYS TO ADDRESS PUBLIC CONTRACTING AND  
[03:48:08] GRANT-MAKING THAT GIVES US THE POWER TO BETTER PARTNER WITH  
[03:48:11] UNDERSERVED COMMUNITIES. AND FINALLY THE LAST ONE HERE  
[03:48:14] SHOULD LOOK FAMILIAR TO YOU ALL. SIMILARLY TO LAST YEAR WE'RE  
[03:48:18] GOING TO PURSUE LEGISLATIVE CHANGES THAT MAKE IT EASIER FOR  
[03:48:20] US TO MAKE GRANTS TO NONPROFITS FOR SMALL PUBLIC IMPROVEMENT  
[03:48:24] AND PARK PROJECTS. THE LEGISLATION THAT'S REFERENCED  
[03:48:28] HERE WOULD REDUCE THE REQUIRED  
[03:48:30] LOCAL MATCH FOR COMMUNITY IMPROVEMENT PROGRAMS. WE THINK  
[03:48:33] THAT THIS FITS WITH THE ECONOMIC RESPONSE AND RECOVERY  
[03:48:38] IN THAT THERE MAY BE LOCAL GOVERNMENTS WHO FACE BUDGET  
[03:48:41] PRESSURES AND NO LONGER CAN FUND COMMUNITY PROJECTS AND WE  
[03:48:45] STILL HAVE OUR GRANT PROGRAMS IN PLACE THAT WE WOULD LIKE TO  
[03:48:48] BETTER BE ABLE TO SPEND FUNDS THROUGH THE SOUTH KING COUNTY  
[03:48:52] FUND IN THE AIRPORT COMMUNITY ECOLOGY FUND WHICH THAT  
[03:48:54] PROVISION WOULD MAKE POSSIBLE. I NOTE MY ABHORRENT TYPO THERE  
[03:49:00] REDUCED LOCAL MATCH. SO I WILL FIX THAT BEFORE I BRING THIS TO  
[03:49:03] YOU FOR ADOPTION. AND BEFORE TURNING TO THE PRIORITY  
[03:49:07] ISSUE AREAS I WANT TO PAUSE AND SEE IF I GET ANY QUESTIONS  
[03:49:11] OR FEEDBACK ON THIS PORTION BEFORE MOVING FORWARD.  
[03:49:16] I CAN RUN THROUGH THE ROLL. YEAH, WOULD YOU PLEASE?  
[03:49:20] THANK YOU. BEGINNING WITH COMMISSIONER BOWMAN.  
[03:49:29] COMMISSIONER BOWMAN FOR QUESTIONS OR COMMENTS?  
[03:49:35] WE'LL COME BACK. MOVING TO COMMISSIONER CALKINS.  
[03:49:41] MAYBE I SHOULD PAUSE UNTIL THE END OF THE AND JUST TAKE  
[03:49:44] ALL THE QUESTIONS AT THE END. WOULD THAT BE EASIER? I HAVEN'T  
[03:49:47] PRESENTED IN THIS FORMAT BEFORE.  
[03:49:50] WELL, LET'S GO AHEAD AND FINISH RUNNING THROUGH THE ROLE. OKAY.  
[03:49:53] COMMISSIONER CALKINS?  
[03:49:55] I'M SORRY, WAS THAT YOU?  
[03:49:57] YEAH, I WAS JUST SAYING I'M HAPPY TO WAIT UNTIL THE END.  
[03:50:01] YEAH. ALL RIGHT. DO WE WANT TO JUST HOLD UNTIL THE END  
[03:50:06] COMMISSIONER STEINBREUCK OR DO WE WANT TO CONTINUE WITH THE  
[03:50:08] ROLL? WELL FINISH UP SINCE WE'RE HALFWAY THROUGH.  
[03:50:11] WANT TO BE FAIR TO EVERYONE. THANK YOU. I'M GOING TO GO  
[03:50:15] BACK TO COMMISSIONER BOWMAN.  
[03:50:18] I'M HERE. SORRY. I WAS GRABBING A GLASS OF WATER. I DON'T HAVE  
[03:50:21] ANY QUESTIONS. THANK YOU COMMISSIONER CHO.  
[03:50:28] NOT FOR ME. THANK YOU. COMMISSIONER FELLEMAN.  
[03:50:33] I AM NOT LOOKING AT THE FULLER LIST OF PRIORITIES, BUT I KNOW  
[03:50:39] THAT THEY WILL BE A MULTI AGENCY PRIORITY THIS YEAR TO  
[03:50:44] GET FUNDING FOR OUR QUIET SOUND INITIATIVE FOR THE KILLER  
[03:50:48] WHALES AND QUIETING OF BIG SHIPS. AND SO I KNOW WE HAVE  
[03:50:53] PUT MONEY INTO THE BUDGET FOR NEXT YEAR AND I'M HOPING THAT  
[03:50:57] WE WILL BE ABLE TO LEVERAGE THOSE FUNDS TO  
[03:51:00] GENERATE MATCHING FUNDS. ALREADY SPOKE TO THE GOVERNOR AND  
[03:51:03] LEGISLATORS ABOUT IT. AND SO I JUST DON'T KNOW IF YOU COULD  
[03:51:07] HAVE PUT IT IN THE ACTUAL LIST OF PRIORITIES. IT'S YEAH, AND I

[03:51:12] WILL MAKE REFERENCE TO THAT LATER IN THE ENERGY AND  
[03:51:15] ENVIRONMENT SECTION. IT IS. WE'VE UPDATED THAT SECTION TO REFLECT  
[03:51:18] THE UNDERWATER NOISE QUIET SOUND WORK. SO THANK YOU FOR  
[03:51:22] THAT.  
[03:51:23] THANK YOU, AND THEN COMMISSIONER STEINBREUCK. I'M  
[03:51:26] GOOD FOR NOW. THANKS. THANK YOU. PLEASE CONTINUE. ALL  
[03:51:30] RIGHT, THANK YOU. I SHOULD HAVE CALLED THAT OUT IN ADVANCE. NEXT  
[03:51:34] SLIDE LAUREN.  
[03:51:36] SO AS I MENTIONED THIS TAKES US INTO THE SORT OF CATALOG OF  
[03:51:41] POSITIONS, PRIORITY ISSUE AREAS SECTION. THIS ISSUE AREA, QUALITY  
[03:51:45] JOBS AND SMALL BUSINESS, LARGELY IS UNCHANGED FROM LAST YEAR.  
[03:51:48] HOWEVER, I DID WORK WITH THE PORT'S OFFICE OF EQUITY  
[03:51:51] DIVERSITY AND INCLUSION, UPDATED SOME OF THE LANGUAGE IN THE  
[03:51:54] SECTION TO REFLECT THE WORKFORCE DEVELOPMENT POLICY  
[03:51:57] DIRECTIVE, WHICH THE COMMISSION ADOPTED IN JUNE. THAT INCLUDES A  
[03:52:01] DEFINITION OF WHAT IS MEANT BY PORT RELATED INDUSTRIES AND  
[03:52:04] ACKNOWLEDGEMENT OF THE IMPORTANCE OF ADVOCATING NOT  
[03:52:06] JUST FOR STATE PARTNERSHIP AND APPRENTICESHIP,  
[03:52:08] BUT ALSO PRE-APPRENTICESHIP EMPHASIZING THE IMPORTANCE OF  
[03:52:11] PROMOTING A CULTURE OF RESPECT AND INCLUSION IN ADDITION TO  
[03:52:14] PROTECTING BASIC LABOR STANDARDS. AND THEN MULTIPLE  
[03:52:18] COMMISSIONERS, I WANTED TO NOTE, HAD EMPHASIZED OUR REDOUBLED  
[03:52:21] EFFORTS ON TOURISM PROMOTION AS AN IMMEDIATE MEANS OF ECONOMIC  
[03:52:24] DEVELOPMENT. AND FOR THAT REASON WHILE IT HAD PREVIOUSLY  
[03:52:27] BEEN REFERENCED UNDER OUR GENERAL SUPPORT FOR REAL  
[03:52:30] ECONOMIC DEVELOPMENT INITIATIVES AS A WHOLE, I'VE NOW  
[03:52:33] SPECIFICALLY CALLED OUT OUR INTERESTED IN PARTNERING WITH THE  
[03:52:37] STATE ON TOURISM PROMOTION. NEXT SLIDE.  
[03:52:41] THE MAIN THINGS TO NOTE ON SLIDE SIX AS WE GO THERE.  
[03:52:50] SORRY, THE POWERPOINT SEEMS TO BE HAVING. MICHELLE. COULD YOU GIVE UP  
[03:52:55] CONTROL?  
[03:52:57] OH, THERE WE GO.  
[03:52:59] OKAY, SO NO CHANGES ON THIS SLIDE, BUT I'LL NOTE THE  
[03:53:03] CONTINUED EMPHASIS ON THE REPEAL OF INITIATIVE 200,  
[03:53:06] ESPECIALLY AS SO MANY PUBLIC ENTITIES SEEK TO ADDRESS  
[03:53:09] SYSTEMIC RACISM IN OUR OWN WORK. AND THE MENTION HERE OF  
[03:53:13] CONTRACTING FLEXIBILITY REFERS TO OUR PUSH ALL THE WAY  
[03:53:16] BACK SINCE 2016 AND BEFORE TO AMEND SOME PUBLIC AND  
[03:53:20] PROVISIONS TO GIVE US BETTER FLEXIBILITY TO PURSUE  
[03:53:22] PARTNERSHIPS WITH SMALL MINORITY AND WOMEN-OWNED  
[03:53:25] BUSINESS ENTERPRISES. THAT REMAINS A PRIORITY AND WE HOPE  
[03:53:28] IT CAN BE ADDRESSED THIS SESSION. THE NEXT SLIDE, LAUREN  
[03:53:32] AND MICHELLE, IS ANOTHER BIG CHANGE TO THE AGENDA THAT  
[03:53:36] REFERS TO SOMETHING WE EXPECT TO SEE HAPPEN THIS SESSION. WE  
[03:53:39] DO KNOW AND WE'VE DISCUSSED WITH ALL OF YOU THAT THERE IS  
[03:53:41] LIKELY TO BE A PUSH FOR A TRANSPORTATION REVENUE PACKAGE.  
[03:53:44] AS I SAID IN OUR ONE-ON-ONE MEETINGS,  
[03:53:47] TYPICALLY LEGISLATORS WANT TO KNOW HOW YOU THINK THE MONEY  
[03:53:49] OUGHT TO BE RAISED. HOW YOU THINK IT OUGHT TO BE SPENT. WHAT  
[03:53:52] YOU SEE IN FRONT OF YOU IS OUR RECOMMENDED POSITION ON THOSE  
[03:53:56] TWO QUESTIONS. WE'VE TALKED BEFORE ABOUT A PRICE ON CARBON.  
[03:54:00] WE ARE ESSENTIALLY AGNOSTIC HERE AS TO WHETHER THAT'S  
[03:54:03] ACHIEVED THROUGH A CARBON FEE OR CAP-AND-TRADE PROGRAM. WE  
[03:54:06] WOULD LIKE TO SEE A PRICE ON CARBON AS ONE REVENUE RAISER  
[03:54:08] FOR TRANSPORTATION. ROAD USAGE CHARGE IS SOMETHING THAT'S LONG  
[03:54:12] BEEN DISCUSSED AS A USER FEE MODEL TO EVENTUALLY REPLACE THE  
[03:54:15] GAS TAX. SO WE WOULD SUPPORT SEEING THAT COME ONLINE WITH  
[03:54:19] WITH A GAS TAX INCREASE TO POTENTIALLY BRIDGE UNTIL THE  
[03:54:22] ROAD USES CHARGE IS FULLY READY TO IMPLEMENT. THE GAS TAX IS  
[03:54:25] REGRESSIVE AS MANY HAVE NOTED. ROAD USAGE CHARGES EXPECTED TO  
[03:54:29] BE LESS SO. AND THEN ON THE INVESTMENT SIDE, WEST SEATTLE  
[03:54:32] BRIDGE, AGAIN TOP PRIORITY. CONTINUED SUPPORT FOR CRITICAL  
[03:54:35] FREIGHT ROUTES, LIKE THE PUGET SOUND GATEWAY. I MENTIONED

[03:54:38] BEFORE. INVESTMENTS IN TRANSIT, A PORT SPECIFIC GRANT PROGRAM HAS  
[03:54:42] BEEN INCLUDED BY TRANSPORTATION CHAIRS IN PRIOR DRAFT  
[03:54:46] TRANSPORTATION POLICY A REVENUE PACKAGES, AND WE'D LIKE TO IT  
[03:54:49] MAINTAINED SO THAT PORT PROJECTS DON'T  
[03:54:52] COMPETE WITH HIGHWAY PROJECTS FOR LIMITED FUNDING. AND THEN  
[03:54:55] THE FINAL BULLET SUGGESTS THE NEED TO PRIORITIZE FREIGHT AND  
[03:54:58] ALONGSIDE PASSENGER TRAVEL INVESTMENTS TO PROMOTE ECONOMIC  
[03:55:02] COMPETITIVENESS. SO THERE YOU HAVE THE STAFF RECOMMENDATIONS  
[03:55:06] FOR A TRANSPORTATION REVENUE PACKAGE. NEXT SLIDE,  
[03:55:09] PLEASE.  
[03:55:11] IN THE NEXT COUPLE OF SLIDES I WANTED TO JUST CALL OUT A  
[03:55:15] COUPLE THINGS YOU WON'T HAVE SEEN BUT THEY'RE NOT NEW. I'VE  
[03:55:17] MOVED EXPORT COMPETITIVENESS AND LAND USE INTO THE  
[03:55:20] TRANSPORTATION AND COMPETITIVENESS SIDE. THEY'VE  
[03:55:23] ALL BEEN IN PRIOR LEGISLATIVE AGENDAS. THEY REMAIN PRIORITIES  
[03:55:26] FOR US. WE WILL DEFINITELY CONTINUE TO SEEK STATE  
[03:55:29] PARTNERSHIP ON EXPORT PROMOTION, ESPECIALLY WITH THE  
[03:55:32] DEPARTMENT OF COMMERCE AND WE WILL CONTINUE MONITORING  
[03:55:36] PROPOSALS TO THE GROWTH MANAGEMENT ACT TO ENSURE THAT  
[03:55:39] WE CONTINUE TO PROTECT CRITICAL INDUSTRIAL LANDS AND THE TRADE  
[03:55:42] GATEWAYS THAT THEY SUPPORT. SO  
[03:55:45] LAUREN OR MICHELLE IF YOU COULD ADVANCE IT ONE MORE SLIDE. AS  
[03:55:49] YOU CAN SEE HERE, THE PRIORITIES THAT YOU ADOPTED  
[03:55:53] LAST YEAR UNCHANGED. AND ONE MORE SLIDE  
[03:55:56] TO SEE WHERE WE'VE PUT LAND USE NOW AS PART OF THIS  
[03:56:00] TRANSPORTATION AND COMPETITIVENESS ISSUE AREA  
[03:56:03] WHERE I DO THINK IT FITS. NOW, NEXT SLIDE LAUREN.  
[03:56:09] HERE'S THE ENERGY AND ENVIRONMENT ISSUE AREA. SIMILAR  
[03:56:11] TO TRANSPORTATION AND COMPETITIVENESS, IT'S ALMOST  
[03:56:13] ENTIRELY UNCHANGED FROM PRIOR YEARS. YOU SHOULD RECOGNIZE OUR  
[03:56:18] EMPHASIS ON LOW CARBON FUELS, ON THE HEALTH OF THE MOLD AND TOXIC  
[03:56:21] CONTROL ACT, ENVIRONMENTAL CLEANUP PROGRAM, ON THE  
[03:56:24] CONTINUED NEED TO PROMOTE BUILDING ENERGY EFFICIENCY. THE  
[03:56:27] MAIN UPDATE YOU'LL SEE THEN IS UNDER THE PUGET SOUND HEALTH  
[03:56:29] BULLET AND THIS IS WHERE WE NOTE THE NEED FOR PARTNERSHIP  
[03:56:32] ON UNDERWATER NOISE. SO COMMISSIONER FELLEMAN, I KNOW  
[03:56:35] YOU'VE DONE A LOT OF WORK IN THIS AREA AND TRENT AND I WILL  
[03:56:37] PLAN TO HAVE CONVERSATIONS WITH PARTNER AGENCIES IN OLYMPIA  
[03:56:40] ABOUT ENSURING THAT THEY CAN COME TO THE TABLE WITH US ON  
[03:56:44] THAT CRITICAL NEED. AND THEN FINALLY  
[03:56:49] IF YOU'LL MOVE TO THE NEXT SLIDE.  
[03:56:53] YOU'LL SEE OUR STANDARD  
[03:56:56] AVIATION FUELS HERE ON SLIDE 12. AND OF COURSE MARITIME BLUE  
[03:57:00] AS WE ALL CONTINUE TO DISCUSS THE MEANS OF ACHIEVING  
[03:57:03] MARITIME DECARBONIZATION.  
[03:57:06] AND THEN NEXT SLIDE, PLEASE.  
[03:57:09] THE FINAL TWO SLIDES ARE THE TAX GOVERNANCE AND TECHNOLOGY  
[03:57:14] ISSUE AREA. I'LL JUST CALL OUT A COUPLE THINGS HERE. OF COURSE  
[03:57:18] BROADBAND HAS BEEN RAISED WITH ME BY SEVERAL  
[03:57:21] COMMISSIONERS. I'VE ASKED JAMES THOMPSON AT WPPA WHO'S SORT OF  
[03:57:25] THE SUBJECT MATTER EXPERT ON PORTS AND BROADBAND TO BE  
[03:57:29] PREPARED TO COME SPEAK WITH THE COMMISSIONERS ABOUT THEIR  
[03:57:32] INTEREST IN BROADBAND. IT WILL REMAIN ON AN ISSUE THAT WE  
[03:57:35] TRACK IN THE LEGISLATURE. AND NEXT SLIDE, LAUREN. THERE'S ONE  
[03:57:39] NEW ITEM ON HERE REFERRING TO SOME STAFF INTEREST IN MAKING  
[03:57:43] SMALL CHANGES TO HOW PUBLIC ENTITIES DISPERSE  
[03:57:47] BELONGINGS LEFT IN LOST AND FOUND. THE BIG QUESTION THERE  
[03:57:50] TO GET TO COMMENTS EARLIER WITH LIMITED TIME IN A  
[03:57:53] VIRTUAL SESSION IT MAY BE THAT THE THERE'S AN ATTEMPT TO LIMIT  
[03:57:56] THE UNIVERSE OF BILLS TO THOSE THAT ARE DIRECTLY TIED TO  
[03:57:59] COVID-19 ECONOMIC RECOVERY AND SOCIAL JUSTICE. SO THIS MAY BE  
[03:58:03] SOMETHING THAT WE HAVE TO BEGIN TALKING ABOUT THIS SESSION  
[03:58:05] AND THEN MOVE FORWARD AND LATER SESSIONS, BUT WE'RE GOING TO

[03:58:08] BEGIN THOSE CONVERSATIONS. AND NOW TO NEXT STEPS AND QUESTIONS.  
[03:58:13] LAUREN, IF YOU'LL. ONE MORE. THANK YOU. SO TODAY WE'RE HERE  
[03:58:16] BRIEFING YOU IN PUBLIC SESSION. BETWEEN NOW AND NOVEMBER 17TH  
[03:58:21] WE WILL INCORPORATE ANY FEEDBACK WE RECEIVE FROM YOU  
[03:58:23] ALL AND OBVIOUSLY FROM OUR CONSTITUENT DEPARTMENTS AS WELL.  
[03:58:27] ON NOVEMBER 17TH WE WILL APPEAR BEFORE YOU AND SEEKING  
[03:58:30] COMMISSION ADOPTION.  
[03:58:32] BEGINNING PRETTY MUCH THAT WEEK THROUGH DECEMBER, ONCE THE  
[03:58:34] LEGISLATORS HAVE HAD A WEEK OR SO TO RECOVER FROM THE  
[03:58:37] ELECTION WE WILL BE BRINGING YOU ALL OUT TO MEETINGS, WELL  
[03:58:41] VIRTUAL MEETINGS WITH LEGISLATORS, INCLUDING A  
[03:58:46] LOW CARBON FUEL STANDARD, ON THE TRANSPORTATION REVENUE PACKAGE,  
[03:58:49] ON ANY NUMBER OF ISSUES RELATED TO STATEWIDE ECONOMIC RECOVERY  
[03:58:52] SO THAT OUR KEY LEGISLATORS KNOW WHERE WE STAND AS WE GO  
[03:58:56] INTO SESSION. AND THEN OF COURSE, JANUARY 11TH, 2021 IS  
[03:59:00] THE FIRST DAY OF THE STATE LEGISLATIVE SESSION FOR 2021. I  
[03:59:04] WILL NOW PAUSE AND STAND FOR QUESTIONS AND TRENT AND I ARE  
[03:59:09] BOTH AVAILABLE FOR QUESTIONS. THANKS.  
[03:59:13] CLERK HART, LET'S DO THE ROLL CALL. THANK YOU. BEGINNING WITH  
[03:59:16] COMMISSIONER BOWMAN.  
[03:59:20] THANK YOU, ERIC. THANKS AGAIN FOR THE REALLY COMPREHENSIVE  
[03:59:24] AGENDA. AND AS YOU SAID, IT'S REALLY BASED ON THINGS WE'VE  
[03:59:27] DONE IN PREVIOUS YEARS.  
[03:59:30] I APPRECIATE THE ENORMOUS TASK AHEAD OF YOU  
[03:59:34] MOVING THIS FORWARD THIS YEAR. SO WE'RE HERE AS A RESOURCE.  
[03:59:38] SO, PLEASE LET US KNOW WHAT WE CAN DO TO HELP. THANK YOU.  
[03:59:43] THANK YOU.  
[03:59:45] MOVING TO COMMISSIONER CALKINS.  
[03:59:49] THANKS, MICHELLE, ERIC AND TRENT. THANK YOU SO MUCH. WE'VE  
[03:59:54] BEEN SPEAKING THROUGHOUT THE YEAR ABOUT  
[03:59:58] THE CHANGE TO THIS LEGISLATIVE AGENDA AS LIFE HAS THROWN US SO  
[04:00:02] MANY CURVEBALLS THIS YEAR FOR SURE. I'M REALLY PLEASED TO SEE  
[04:00:05] THE EMPHASIS ON ECONOMIC RECOVERY. I THINK THAT IS OUR  
[04:00:09] PRINCIPAL MISSION AS AN ECONOMIC DEVELOPMENT AGENCY IN  
[04:00:12] THIS COMING PERIOD AND SO BEING REALLY ATTUNED TO WHAT THE  
[04:00:16] STATE'S INTENDING TO DO THROUGH LEGISLATURE WILL HELP US I  
[04:00:20] THINK TO RESPOND NIMBLY TO THEIR STRATEGY. AND ALSO I  
[04:00:27] THINK PARTICULARLY WITH REGARD TO COVID I THINK THAT FAIRLY  
[04:00:32] NOVEL TOPIC OF BROADBAND IS GIVEN A LOT OF NEW INTEREST  
[04:00:38] BECAUSE OF THE OBVIOUS NEED FOR OUR STUDENTS TO BE ABLE TO  
[04:00:41] ACCESS BROADBAND IN THEIR HOMES, FOR OUR TEACHERS AND OTHER  
[04:00:44] ESSENTIAL WORKERS WHO CAN WORK FROM HOME TO BE ABLE TO HAVE  
[04:00:47] ACCESS TO HIGH-QUALITY INTERNET FROM HOME. I THINK IT'S  
[04:00:51] VIRTUALLY CONSENSUS NOW THAT HIGH QUALITY INTERNET IS A  
[04:00:55] UTILITY FOR US. WE NEED IT FOR SO MANY THINGS. WE NEED IT FOR  
[04:00:58] OUR TELEHEALTH APPOINTMENTS. WE NEED IT FOR OUR CHILDREN'S  
[04:01:01] EDUCATION. YOU NEED TO BE ABLE TO SUCCESSFULLY INNOVATE IN  
[04:01:03] BUSINESS. AND SO  
[04:01:05] TO THE EXTENT THAT PORTS CAN HELP PLAY A ROLE IN THAT I  
[04:01:07] THINK WE STAND READY AND I SAY THAT NOT JUST AS A PORT OF  
[04:01:10] SEATTLE COMMISSIONER, BUT ALSO AS A  
[04:01:13] MEMBER OF THE EXECUTIVE COMMITTEE OF THE WASHINGTON  
[04:01:15] PUBLIC PORTS ASSOCIATION. AND SO I ALSO WANT TO MENTION THAT  
[04:01:21] I AM REALLY PLEASED WITH THE WORK YOU GUYS ARE DOING TO KEEP  
[04:01:27] TRACK OF THE ISSUES THAT MAY IMPACT OUR GROUND  
[04:01:30] TRANSPORTATION ACCESS PLAN AT THE AIRPORT WHICH WHILE IT HAS  
[04:01:34] BEEN SLOW DOWN A LITTLE BIT AS A RESULT OF COVID, IT IS STILL  
[04:01:36] SOMETHING THAT IS A REALLY HIGH PRIORITY FOR US. SO THAT'S  
[04:01:39] EVERYTHING FROM QUESTIONS AROUND THE COMPENSATION OF GIG  
[04:01:44] WORKERS IN OUR ECONOMY, TO OUR ABILITY TO LEVY AN ACCESS FEE  
[04:01:48] IF NECESSARY ON VEHICLES COMING AND GOING ACCESSING OUR  
[04:01:53] FACILITY, TO A WHOLE HOST OF OTHER THINGS RELATED TO  
[04:01:56] SUSTAINABILITY. AND FINALLY, I'M ONE OF THE COMMISSIONERS



[04:02:03] WORKING WITH THE TASK FORCE ON POLICE ACCOUNTABILITY. I'M  
[04:02:07] REALLY PLEASED TO HEAR THAT WE ARE ON TOP OF THE EFFORTS AT  
[04:02:11] THE STATE LEVEL TO ADDRESS SOME OF THE LOOPHOLES AND MISSING  
[04:02:16] PIECES AND IMPROVEMENTS TO POLICE. ABILITY AND I THINK  
[04:02:21] WE'RE GOING TO HAVE OUR OWN. WE'VE ALREADY BEEN ENGAGED IN  
[04:02:26] CONVERSATIONS WITH KEY LEGISLATORS ABOUT THAT. BUT I  
[04:02:29] THINK THERE WILL BE SOME ADDITIONAL FINDINGS THAT COME  
[04:02:31] OUT OF THE ACCOUNTABILITY TASK FORCE THAT WE PUT TOGETHER  
[04:02:35] FOR THIS YEAR AND NEXT. SO I THANK YOU AGAIN SO MUCH. VERY  
[04:02:39] GOOD. THANK YOU AND I'LL JUST NOTE THAT YEAH, I INTEND TO  
[04:02:42] GET YOU AND COMMISSIONER STEINBREUCK IN FRONT OF. THERE'S A WHOLE GROUP  
[04:02:45] OF LEGISLATORS IN THE HOUSE AND SENATE WORKING ON THOSE POLICE  
[04:02:47] REFORMS AND ACCOUNTABILITY. SO THAT WILL BE ON OUR LIST OF  
[04:02:50] MEETINGS BETWEEN NOW AND JANUARY.  
[04:02:54] THANK YOU, AND THEN MOVING TO COMMISSIONER CHO. I DON'T HAVE  
[04:02:58] TOO MUCH TO ADD OR ASK. I'M GOING TO KIND OF LOOK OVER  
[04:03:01] THIS A LITTLE MORE THOROUGHLY BETWEEN NOW AND  
[04:03:06] WHEN WE ADOPT THEM, I APPRECIATE ALL THE WORK YOU'VE  
[04:03:09] DONE ON THEM. THANKS. THANKS. THANK YOU. COMMISSIONER  
[04:03:13] FELLEMAN.  
[04:03:16] AS ALWAYS ERIC, YOU'RE ABLE TO ARTICULATE AND I APPRECIATE YOUR CHARACTERISATION OF THIS AGENDA. VERY  
MUCH APPRECIATE YOU  
[04:03:46] ACTUALLY GET BACK TO PROMOTING TOURISM. HOPEFULLY  
[04:03:49] NOT TOO DISTANT IN THE FUTURE. IN REGARDS TO BROADBAND,  
[04:03:55] I WAS ON THIS NAVIGATING SUSTAINABILITY PROGRAM THAT  
[04:04:01] WAS ORGANIZED WITH  
[04:04:03] YOU KNOW, WITH A COUPLE OF GOVERNORS AND IN  
[04:04:07] MAKING THE RECOMMENDATIONS OF THAT REPORT, WHICH SHOULD COME  
[04:04:09] OUT VERY SOON,  
[04:04:12] IS THIS ISSUE THAT. I HAD TO ACTUALLY REALLY  
[04:04:15] PUSH TO MAKE THE CASE THAT SEEMS SO OBVIOUS THAT RYAN WAS  
[04:04:19] ABLE TO ARTICULATE SO WELL, BUT IT WAS REALLY KIND OF  
[04:04:22] INTERESTING THAT  
[04:04:24] BUILDING BACK BETTER AND IT WASN'T  
[04:04:27] EVEN SEEN AS LIKE A TOP PRIORITY. AND IT SEEMS SO  
[04:04:31] FUNDAMENTAL TO SO MANY THINGS THAT ARE NECESSARY FOR  
[04:04:34] RECOVERY. BUT THE ONE THING IS LIKE  
[04:04:39] THAT THE NEED IS LIKE NOW AND AND LAYING FIBER AND THINGS  
[04:04:44] LIKE THAT IS NOT ONLY  
[04:04:47] EXPENSIVE, IT TAKES SOME TIME. ONE OF THE THINGS I'VE  
[04:04:51] BEEN PURSUING IS LOOKING AT WAYS IN WHICH WE CAN GET  
[04:04:54] GREATER PENETRATION WITH MOBILE HOTSPOTS AND  
[04:04:59] FOR EXAMPLE  
[04:05:01] FOR STUDENTS THAT ARE ON LOW INCOME SUBSIDIZED MEAL PROGRAMS  
[04:05:07] THAT THEY GET TO TAKE HOME A MIFI, WHICH IS THE FIRST TIME  
[04:05:11] I'VE EVER HEARD OF THIS, BUT YOU KNOW A PERSONAL WI-FI.  
[04:05:17] I THINK IT MUST BE SOME SORT OF AN EXTENDER, BUT  
[04:05:20] I WAS TRYING TO HOPEFULLY  
[04:05:24] EXPLORING OUR ABILITY FOR US TO USE OUR REAL ESTATE TO  
[04:05:28] MAYBE TO BE ABLE TO HAVE SOME ANTENNAS TO HAVE SOME ABILITY  
[04:05:32] TO HAVE GREATER PENETRATION INTO AT LEAST KING COUNTY  
[04:05:37] AS PART OF THE CLEAR PART OF ESSENTIAL COMPONENT OF  
[04:05:41] ECONOMIC DEVELOPMENT. SO I JUST WOULD LIKE YOU TO EXPLORE  
[04:05:46] BEYOND JUST  
[04:05:49] BROADBAND FIBER TO LOOK AT ALL THESE OTHER WAYS OF GETTING  
[04:05:53] INTERNET TO KIDS THIS YEAR.  
[04:05:58] GREAT. THANK YOU. I MENTIONED TODAY THE  
[04:06:01] COMMISSION INTEREST IN BROADBAND AFTER WE DID OUR  
[04:06:03] ONE-ON-ONE. SO I WILL CHECK BACK IN WITH HIM AND I DO  
[04:06:07] THINK THAT THE OBSERVATION THAT MANY OF THESE LAWMAKERS WILL BE  
[04:06:10] PARTICIPATING VIRTUALLY IN SESSION. YOU KNOW, THERE WAS AN  
[04:06:13] OLD SORT OF ADAGE IN DC THAT US SENATORS CARED ABOUT  
[04:06:17] WHAT FLIGHTS HAD DIRECT ACCESS TO DCA BECAUSE THAT WAS HOW

[04:06:19] THEY GOT HOME AND AND THIS IS JUST A SORT OF MODERN  
[04:06:22] EQUIVALENT OF THAT BECAUSE ONCE PEOPLE HAVE TROUBLE ACCESSING  
[04:06:25] THEIR VIRTUAL COMMITTEE MEETINGS THEY'LL CARE A TON  
[04:06:28] ABOUT BROADBAND ACCESS. SO THANK YOU FOR THAT. I'LL BE  
[04:06:31] SURE TO FOLLOW UP YOU ALL ON THOSE ISSUES. AND LIKE I SAID,  
[04:06:34] HOPEFULLY GET JAMES THOMPSON FROM WPPA TO GIVE US A KIND  
[04:06:37] OF A LAY OF THE LAND ON THAT. SO THANK YOU FOR THAT. THANK  
[04:06:41] YOU. AND THEN MOVING TO COMMISSIONER STEINBREUCK. YEAH  
[04:06:44] ON THE LAST TOPIC. I THINK WE NEED TO HAVE A WHOLE LOT MORE  
[04:06:47] COMMISSION DISCUSSION WHEN WE CONSIDER UNDERTAKING WHOLE NEW  
[04:06:51] LINES OF UTILITY DEVELOPMENT. THERE'S  
[04:06:58] LOTS OF AREAS I THINK WE'RE THE PORT'S MISSION MAY SUPPORT  
[04:07:03] EXPLORATION INTO INNOVATION AND DEVELOPMENT OF NEW  
[04:07:11] POTENTIAL UTILITIES BUSINESS LINES ETC. SO I WOULD PREFER  
[04:07:16] THAT BE IN THE BROADER  
[04:07:18] CONTEXT BECAUSE I DON'T BELIEVE WE'VE HAD NEARLY  
[04:07:21] ENOUGH DISCUSSION AS TO HOW MUCH OF A PRIORITY THAT IS AT  
[04:07:26] THE PORT  
[04:07:28] TO BE ACTIVELY LOBBYING FOR IT. WE HAD ONE BRIEFING ON THE PART OF  
[04:07:36] A RESEARCHER A COUPLE OF YEARS AGO. AND THAT WAS THE  
[04:07:41] LAST TIME I HEARD ANYTHING ABOUT THE SUBJECT AND IT WASN'T  
[04:07:44] REALLY ENCOURAGING IN FACT, AS A THE NOTION OF A PUBLIC  
[04:07:48] BROADBAND UTILITY. SO I WOULD JUST EXPRESS A NOTE OF CAUTION  
[04:07:52] THERE ABOUT INVESTING A LOT OF RESOURCE BEFORE WE HAVE A  
[04:07:56] COLLECTIVE, YOU KNOW OF POSITION ON THAT. I  
[04:08:00] CAN I JUST CLARIFY? YEAH, SURE. SO  
[04:08:03] RIGHT NOW IT'S INCLUSION OUR AGENDA IS INTENDED TO GIVE  
[04:08:07] US, TO GIVE YOU, THE FLEXIBILITY TO ADVOCATE AT THE STATE LEVEL.  
[04:08:09] SO FOR EXAMPLE WHEN THE GOVERNOR FORMED A BROADBAND  
[04:08:13] OFFICE, IT WAS SOMETHING THAT WE EXPRESSED SUPPORT FOR IN  
[04:08:16] CONVERSATIONS WITH LEGISLATORS. A SEPARATE ISSUE  
[04:08:20] WOULD BE THE PORT'S ACTUAL INVOLVEMENT OR INVESTMENT IN  
[04:08:23] IT, WHICH IS MORE LIKE WHAT WE WERE RECEIVING A  
[04:08:25] BRIEFING ON BACK IN 2018. SO POINT WELL TAKEN.  
[04:08:30] AND IT'LL I'M SURE BE SUBJECT TO FUTURE DISCUSSION. I KNOW  
[04:08:34] THAT THERE ARE HUGE CHALLENGES. WE HAD DELVED INTO THIS AT  
[04:08:38] THE CITY WHEN I WAS ON THE COUNCIL HERE YEARS AGO AND WE  
[04:08:42] FOLLOWED THE ACTIVITIES OF THE CITY OF TACOMA  
[04:08:46] WHICH MORE OR LESS FAILED IN REGARDS TO A VIABLE PUBLIC  
[04:08:52] UTILITY UNDER BROADBAND. SO THERE'S LOTS OF ISSUES. OKAY  
[04:08:56] WHEN I WANTED TO ACTUALLY BRING UP TWO OTHER TOPICS AND IF I  
[04:09:00] WASN'T PAYING CLOSE ENOUGH ATTENTION, PLEASE EXCUSE ME,  
[04:09:03] BUT I DIDN'T HEAR ANY MENTION OF GMA. THERE IS WORK UNDERWAY  
[04:09:07] GROWTH MANAGEMENT ACT. THERE'S BEEN EXTENSIVE STUDY, I THINK  
[04:09:11] [INAUDIBLE] CENTER AT THE UW INVOLVED IN IT. AND THERE MAY  
[04:09:17] BE SOMETHING THERE TO MAKE SOME SIGNIFICANT CHANGES TO GMA  
[04:09:25] INCLUDING I THINK AN EMPHASIS ON, MORE EMPHASIS ON, DENSITY,  
[04:09:31] LAND USE, AND AFFORDABLE HOUSING, BUT I THINK THAT'S  
[04:09:35] SOMETHING WE ABSOLUTELY HAVE TO KEEP AN EYE ON. THERE'S BEEN  
[04:09:38] ALSO FROM TIME TO TIME EFFORTS TO UNDO GROWTH  
[04:09:43] MANAGEMENT ACT ON THE PART OF PROPERTY AND DEVELOPMENT  
[04:09:47] INTERESTS. SO I WOULD BE CONCERNED BECAUSE IT OFFERS  
[04:09:51] CONSIDERABLE  
[04:09:54] DEGREE OF  
[04:09:56] COMPREHENSIVE PLAN LAND USE PROTECTION FOR OUR  
[04:09:59] MANUFACTURING INDUSTRIAL CENTERS IN PARTICULAR AND I  
[04:10:03] DON'T WANT TO SEE US  
[04:10:05] GETTING YOU KNOW, A SIDELINE ATTACK THERE THROUGH A GMA REFORM.  
[04:10:12] COULDN'T AGREE MORE. CAN I RESPOND TO THAT? SO LAUREN  
[04:10:17] IF YOU COULD MOVE IT BACK TO SLIDE 10, SO I DID KIND OF  
[04:10:20] BREEZE THROUGH THIS BECAUSE LAND USE USED TO BE ON OUR  
[04:10:23] TOP PRIORITY ITEMS PAGE. IT WAS, AS I DESCRIBED, A MATTER OF  
[04:10:26] EXISTENTIAL IMPORTANCE. I MOVE D IT TO BACK TO THE TRANSPORTATION

[04:10:29] AND COMPETITIVENESS AREA. IT'S STILL A PRIORITY JUST  
[04:10:33] WITH THE UPDATE TO THE FRONT PAGE REFLECTING COVID-19. I  
[04:10:36] MOVED IT BACK. IT'S STILL SOMETHING I FOCUS ON PARTLY  
[04:10:40] JUST TO REMIND AND GETTING THE CITY OF SEATTLE, OF COURSE, BUT  
[04:10:42] ALSO DOWN IN OLYMPIA. YOU'RE RIGHT. THERE IS A REVIEW GOING  
[04:10:45] ON RIGHT NOW. STAFF FROM THE PUBLIC PORTS ASSOCIATION ARE  
[04:10:48] ATTENDING THOSE MEETINGS AND BRIEFING SOME OF US RELATIVELY  
[04:10:51] REGULARLY. SO ABSOLUTELY. GLAD YOU MENTIONED IT. IT REMAINS A  
[04:10:55] MATTER OF PRIORITY FOR ME, FOR US AND FOR OUR ENGAGEMENT WITH  
[04:10:58] LEGISLATORS. SO THANK YOU FOR MENTIONING. WE CAN FOLLOW UP  
[04:11:01] MORE ON THAT AND GIVEN WHAT WE'VE HEARD EARLIER TODAY ON  
[04:11:04] THE, YOU KNOW, THE IMPORTANCE OF OUR MANUFACTURING INDUSTRIAL  
[04:11:08] CENTERS IN TERMS OF LOW VACANCY, HIGH DEMAND, SUSTAINABLE  
[04:11:14] EMPLOYMENT, HIGH-PAYING JOBS, ALL THOSE  
[04:11:17] THINGS, ARE REASONS FOR US TO BE ON GUARD THERE.  
[04:11:20] THE OTHER SUBJECT WAS AIRPORT WORK THAT I THINK  
[04:11:25] THERE IS A DATE COMING UP. DECISION TO MAKE. YEAH THE  
[04:11:31] COMMISSION ON A SIGHTING A SECOND REGIONAL AIRPORT.  
[04:11:35] THAT SHOULD BE ON OUR LIST AS WELL TO MONITOR CLOSELY. I  
[04:11:39] DON'T KNOW WHAT OUR ROLE WILL OR COULD MAY BE IN THAT BUT I  
[04:11:43] DON'T KNOW THAT WE'LL BE STANDING BACK SILENTLY EITHER.  
[04:11:45] I COULD SHARE A BRIEF UPDATE ACTUALLY, AND  
[04:11:48] I'M GLAD. I'LL BE VERY QUICK AND LAUREN IF YOU GO BACK ONE MORE  
[04:11:52] SLIDE TO NINE ACTUALLY. SO COORDINATED APPROACH TO  
[04:11:55] REGIONAL TRANSPORTATION PLANNING INCLUDING AVIATION  
[04:11:58] PLANNING IS LANGUAGE THAT I RECOMMEND INCLUDING IN THE  
[04:12:01] AGENDA TWO YEARS AGO BECAUSE WE SENATORS KAISER AND  
[04:12:05] REPRESENTATIVE ORWALL WERE GOING TO OPPOSE THE CONVENING  
[04:12:07] OF THIS COMMERCIAL AVIATION COORDINATING  
[04:12:11] COMMISSION, EXCUSE ME. IT'S WORK IS UNDERWAY, JEFFREY BROWN  
[04:12:14] SITS ON THE PANEL REPRESENTING THE PORT AS A SORT OF A  
[04:12:17] TECHNICAL ADVISOR.  
[04:12:19] AND CLAIRE GALLAGHER AND I ARE STAFFING HIM. WE DO EXPECT AND  
[04:12:23] I'M GLAD YOU MENTIONED IT. THERE IS EXPECTED TO BE  
[04:12:26] A BILL THIS SESSION TO EXTEND THE DEADLINE. THAT  
[04:12:30] COMMITTEE WAS SUPPOSED TO RECOMMEND SIX SITES TO THE  
[04:12:32] LEGISLATURE IN JANUARY OF 2021. HOWEVER, THEY'RE GOING TO SEEK  
[04:12:36] AN EXTENSION OF THAT TIMELINE.  
[04:12:40] YEAH, IT'S A TOUGH PROCESS. THERE ARE MAKING GOOD  
[04:12:43] HEADWAY. WE'RE LEARNING A LOT. BUT THEY DEFINITELY  
[04:12:46] ARE ENCOUNTERING SOME CHALLENGES. SO I THINK IT'S  
[04:12:50] LIKELY THAT I'LL COME BACK AND DISCUSS WITH EACH OF YOU  
[04:12:53] WHETHER OR NOT THIS PROPOSED EXTENDED TIMELINE FITS WITH OUR  
[04:12:57] STATE LEGISLATIVE AGENDA. WE DO WANT TO SEE YOU KNOW, YOU  
[04:13:00] THE COMMISSION EXPRESSED SUPPORT FOR THIS BECAUSE WE  
[04:13:02] UNDERSTAND THE DEMANDS ON THIS REGION FOR TRANSPORTATION  
[04:13:05] FACILITIES AND WANTED TO SEE THE STATE ENGAGE IN THAT  
[04:13:08] CONVERSATION AND I THINK THAT REMAINS MY RECOMMENDED POSITION  
[04:13:12] FOR YOU. IT'S A MATTER OF WHAT'S ACTUALLY IN THE BILL  
[04:13:15] WHEN WE SEE IT AND WHETHER IT IS SOMETHING THAT WE WOULD  
[04:13:18] SUPPORT. SO I THINK WE'LL HAVE A ADDITIONAL CONVERSATIONS  
[04:13:21] ONCE STAFF HAVE MORE DETAILS ABOUT WHAT WOULD BE IN THAT  
[04:13:25] BILL. WELL, EXCELLENT. AND LASTLY ON THE SUBJECT OF ON  
[04:13:29] THIS FRAME HERE ON THIS SLIDE. RESILIENCE. THIS ONE I  
[04:13:34] THINK CAN BE INTERPRETED IN DIFFERENT WAYS.  
[04:13:39] BUT WHEN I SPEAK ABOUT RESILIENCY IT'S ABOUT PROTECTION OF  
[04:13:43] OUR CRITICAL INFRASTRUCTURE  
[04:13:48] WITH REGARD TO CLIMATE CHANGE  
[04:13:52] AND IT'S A RESPONSE TO UNSTOPPABLE OR  
[04:13:59] POTENTIAL  
[04:14:01] DAMAGE IF YOU WILL  
[04:14:03] BY CLIMATE CHANGE TO OUR CRITICAL INFRASTRUCTURE. AND  
[04:14:09] FROM THAT STANDPOINT, I THINK NOT NEARLY ENOUGH IS

[04:14:13] OCCURRING THERE. THIS WOULD TAKE, YOU KNOW, TAKE IT. BEYOND  
[04:14:17] CODES BUT BASICALLY IT'S HAZARD MITIGATION.  
[04:14:22] THAT'S HOW I USE THE TERM IN REFERENCE TO THE PORT'S  
[04:14:26] CRITICAL INFRASTRUCTURE. AND PORTS ALL OVER THE COUNTRY ARE  
[04:14:29] ALL HIGHLY VULNERABLE  
[04:14:32] TO WHETHER IT BE EARTHQUAKE, FIRE, WIND, KING WAVES,  
[04:14:36] YOU KNOW, ALL OF THOSE THINGS.  
[04:14:42] FLOODING.  
[04:14:44] AND I THINK THIS IS AN AREA THAT REALLY, AS TIME GOES ON  
[04:14:48] IN OUR FIGHT, YOU KNOW TO PROTECT AGAINST CLIMATE CHANGE,  
[04:14:52] THIS IS A VERY IMPORTANT AREA THAT I THINK THE LEGISLATURE  
[04:14:57] NEEDS TO UNDERSTAND BETTER AS WELL.  
[04:15:00] WELL, VERY GOOD. THANK YOU FOR CALLING THAT OUT. I'M SOMEWHAT  
[04:15:03] ACUTELY PUT IT IN BOTH THE TRANSPORTATION AND THE ENERGY  
[04:15:06] ENVIRONMENT. THAT'S GOOD.  
[04:15:10] YEAH, AND IT WAS PRIORITIZED BY BY SOME MEMBERS OF OUR MARITIME  
[04:15:13] AND AVIATION ENVIRONMENTAL TEAM WHO I WOULD SAY THINK ABOUT IT  
[04:15:15] IN EXACTLY THE SAME YOU DO. IT'S NOT SOMETHING THAT WE HAVE  
[04:15:19] A PROPOSAL WE'RE ADVANCING IN OLYMPIA BUT SOMETHING THAT  
[04:15:22] WE'RE PREPARED FOR OTHERS TO ADVANCE AND WE WOULD BE ABLE TO  
[04:15:24] STAND WITH THEM. SO THANK YOU FOR COMING OUT. WE GOT SOME  
[04:15:28] FUNDING TO SUPPORT, YOU KNOW, I CLIMATE RESILIENCY, YOU KNOW  
[04:15:35] ASSESSMENT OF OUR CRITICAL INFRASTRUCTURE FROM THE AIRPORT  
[04:15:38] TO THE SEAPORT. YOU KNOW TO TO START TO MOVE IN THE DIRECTION  
[04:15:43] OF MITIGATING THOSE POTENTIAL HAZARDS. BUT IT STARTS WITH AN  
[04:15:48] ASSESSMENT AND WE'VE BEEN SLOW TO STEP UP THERE AND COMMIT  
[04:15:53] RESOURCES TO IT. I KNOW IT'S SPOKEN A LOT ABOUT  
[04:15:57] AND EVERYBODY'S AWARE OF IT THESE DAYS BUT NOT MUCH HAS  
[04:16:01] HAPPENED IN MY THREE YEARS HERE. SO,  
[04:16:05] OKAY. MAY I HAVE A QUICK WORD?  
[04:16:11] I REALLY APPRECIATE YOUR REITERATING THIS POINT MANY TIMES.  
[04:16:14] AND I THINK WOULD BE VERY VALUABLE FOR US TO MAYBE GET A  
[04:16:18] PRESENTATION FROM EITHER THE U-DUB CLIMATE IMPACTS GROUP BUT  
[04:16:22] THEN. AND YOU KNOW I KNOW THE CITY AND THE COUNTY HAS  
[04:16:26] DONE SOME WORK. I WOULD LIKE TO SEE I'D LIKE TO SEE IT KIND OF  
[04:16:32] LIKE PIECED TOGETHER A LITTLE BIT. MAYBE USE THAT TO DIRECT A  
[04:16:35] MORE FOCUSED EFFORT BY THE PORT. BASED ON SOME OF.  
[04:16:40] THEY KEEP ON UPDATING THE SEA LEVEL RISE ESTIMATES. SO I THINK  
[04:16:45] WE COULD REALLY BENEFIT FROM LOOKING AT OUR BRETHERN  
[04:16:49] AGENCIES AND THEN MOVING FORWARD WITH SOME BETTER  
[04:16:52] SPECIFICITY. AND IF I COULD JUST GO WITH A COUPLE MORE OF  
[04:16:55] THE THINGS. ONE WAS THE PSRC CAME OUT WITH THEIR DRAFT  
[04:16:59] RECOMMENDATION OF LIKE SIX AIRPORTS, RIGHT? I MEAN, SO WE  
[04:17:02] ALREADY HAVE. NO.  
[04:17:07] THE PSRC STUDY IS NOT RECOMMENDED SITES. IT'S NOT  
[04:17:11] RECOMMENDING SITES. AGAIN THE PSRC, AND I AM NOT THE  
[04:17:16] STAFF SUPPORT ON THAT BUT IT IS NOT INTENDED TO. I KNOW THERE  
[04:17:20] WAS REPORTING WHICH SUGGESTED THAT IT WAS. IT WAS EVALUATING  
[04:17:23] AIR SPACE BASED ON WHERE DIFFERENT AIRPORTS ARE ALREADY  
[04:17:26] LOCATED. BUT JOSH BROWN, THE EXECUTIVE DIRECTOR HAS BEEN  
[04:17:29] VERY CLEAR THAT IT IS NOT A SITING STUDY. IT WILL NOT  
[04:17:31] RECOMMEND SITES. THAT'S EXACTLY RIGHT ERIC THAT WAS BROUGHT UP AT THE MEETING I ATTENDED LAST  
[04:17:39] WEEK AND IT IS A POINT OF CONFUSION PSARC IS DOING A  
[04:17:46] BASELINE STUDY THAT THEY WERE COMMISSIONED TO DO TO LOOK AT  
[04:17:50] AIR CAPACITY IN THE REGION AND WITH NO  
[04:17:54] NO PARTICULAR BIAS AS TO OR INTENT TO RECOMMEND CERTAIN  
[04:18:01] LOCATIONS OVER OTHERS. AND LIKEWISE IT WAS NOT AN  
[04:18:04] ENVIRONMENTAL STUDY EITHER. IT WAS NOT TO DO AN ENVIRONMENTAL  
[04:18:08] ASSESSMENT AND THOSE ARE TWO MISCONCEPTIONS ABOUT THAT  
[04:18:11] BASELINE. THANK YOU, YEAH, THAT'S BEEN MISUNDERSTOOD  
[04:18:17] IN THE LAST WEEK OR SO.  
[04:18:19] BUT OBVIOUSLY AIR CAPACITY IS ONE OF THE VARIABLES THAT HAS  
[04:18:23] TO GO INTO THE ANALYSIS. SO ANYWAY, IT CERTAINLY CREATES

[04:18:27] CIRCLES. IT DRAWS ATTENTION TO CERTAIN AREAS. IT'S NOT. I WOULD  
[04:18:32] STAND CORRECTED. IT'S NOT A RECOMMENDATION, BUT IT'S  
[04:18:34] CERTAINLY FOCUSES THE ATTENTION. AND FINALLY ERIC. WHERE ARE WE  
[04:18:38] AT WITH THE DISCUSSIONS ABOUT CEPA UPDATES? IS THIS SOMETHING  
[04:18:43] THAT WPPA IS CONTINUING TO PURSUE AND WHAT IF ANYTHING ARE  
[04:18:47] YOU HEARING GOING ON IN OLYMPIA IN THAT REGARD?  
[04:18:49] YOU KNOW. I'M SORRY, I SHOULD HAVE COME PREPARED WITH  
[04:18:53] AN ANSWER TO THAT QUESTION. I KNOW THAT THERE WAS BUDGET  
[04:18:54] FUNDING THAT WAS GIVEN I BELIEVE TO A ECOLOGY TO CONVENE  
[04:18:57] A STAKEHOLDER PROCESS THAT WAS MEANT AS MAYBE KIND OF A MIDDLE  
[04:19:00] GROUND ON WHAT WPPA HAD BEEN PURSUING.  
[04:19:04] I DON'T KNOW WHERE THAT STANDS. I'M AFRAID. SO LET ME  
[04:19:07] GET BACK TO YOU. I'LL TALK TO WPPA AND TRY TO  
[04:19:11] GET BACK TO YOU BY THE TIME I COME BEFORE YOU ON THE 17TH  
[04:19:13] WITH AN ANSWER TO THAT QUESTION.  
[04:19:15] DOES RYAN HAVE ANY UPDATE ON THAT?  
[04:19:20] I WOULD BE SURPRISED IF IT HAD GONE TO THE EXECUTIVE COMMITTEE  
[04:19:22] LEVEL BUT IF COMMISSIONER CALKINS KNOWS MORE I COULD LET  
[04:19:26] HIM SAY. I THOUGHT HE WAS ON THE LEG COMMITTEE.  
[04:19:33] FOR THE SEAPORT ALLIANCE OR FOR WPPA? A LEGE COMMITTEE IS.  
[04:19:38] NO, HE SERVES ON THE EXECUTIVE COMMITTEE AND  
[04:19:42] COMMISSIONER FELLEMAN WAS ASKING WHETHER THERE'D BEEN  
[04:19:44] ANY DISCUSSION OF THE POTENTIAL FOR AMENDMENTS  
[04:19:47] TO THE CEPA. AND I DON'T BELIEVE THE EXECUTIVE COMMITTEE  
[04:19:51] HAS CONSIDERED THAT. NO.  
[04:19:55] SO I'LL PLAN TO GET YOU AN UPDATE THROUGH WPPA STAFF.  
[04:20:01] THANK YOU.  
[04:20:16] LIKE I SAID, I BELIEVE THAT ITS  
[04:20:18] CURRENTLY THE SUBJECT OF A STAKEHOLDER  
[04:20:21] PROCESS BEING LED BY ECOLOGY. IT WAS FUNDED DURING THE LAST  
[04:20:23] SESSION, BUT I REALLY DON'T KNOW SO I'M GOING TO HAVE TO  
[04:20:25] GET BACK TO YOU WITH MORE DETAILS ON THAT.  
[04:20:29] AND THEN COMMISSIONER STEINBREUCK WE DO HAVE  
[04:20:32] EXECUTIVE DIRECTOR METRUCK WOULD LIKE TO MAKE A COMMENT.  
[04:20:34] OKAY, LET ME MENTION THAT COMMISSIONER BOWMAN HAS LEFT  
[04:20:38] THE MEETING.  
[04:20:39] OKAY DIRECTOR  
[04:20:44] METRUCK? COMMISSIONERS, I JUST WANT TO ADD ON YOU WERE  
[04:20:47] DISCUSSING. WE HAVE DONE A CRITICAL INFRASTRUCTURE  
[04:20:50] ASSESSMENT FOR CLIMATE CHANGE. THAT HAS BEEN DONE FOR ALL  
[04:20:54] OF OUR INFRASTRUCTURE BOTH AT THE AIRPORT AND THE MARITIME AS  
[04:20:58] WELL. SO WE CAN TALK ABOUT THAT. AS FAR AS THE RESILIENCE,  
[04:21:03] COMMISSIONER STEINBREUCK,  
[04:21:05] WE'VE HAD THESE DISCUSSIONS ABOUT THE OVERALL ASSESSMENTS  
[04:21:08] FOR ALL THINGS. WE'LL BE GLAD TO TO THE COMMISSIONERS ABOUT THAT.  
[04:21:11] THAT EXISTS. THAT'S NOT SOMETHING THAT NEEDS TO  
[04:21:14] BE DONE. WE CAN ALWAYS LOOK AT THAT IN LIGHT OF NEW  
[04:21:17] INFORMATION, BUT WE HAVE DONE THOSE ASSESSMENTS FOR OUR  
[04:21:20] CRITICAL INFRASTRUCTURE.  
[04:21:23] THANK YOU FOR SAYING THAT. I KNEW SOMEBODY KNEW MORE THAN I  
[04:21:25] DID ABOUT THAT, BUT THANKS FOR JUMPING IN. [LAUGHTER]  
[04:21:32] COMMISSIONER STEINBREUCK, DO YOU HAVE ANY FURTHER  
[04:21:37] COMMENTS AT THIS TIME? I DO NOT. THANK YOU VERY MUCH. THANK YOU AS  
[04:21:44] ALWAYS FOR THE FEEDBACK. WE'LL BE BACK BEFORE YOU ON THE 17TH. IT'S NOT A SNOWBALL.  
[04:21:50] THE LEGISLATIVE AGENDA IS MORE LIKE A ROCK THAT COLLECTS NO  
[04:21:53] MOSS. YEAH, WE BUILD ON THE PAST, BUT WE  
[04:21:59] ARE NIMBLE AND WE'RE LOOKING TO THE FUTURE. WE'RE  
[04:22:03] NOT JUST ACCUMULATING MORE AND MORE, YOU KNOW, THINGS TO TAKE  
[04:22:07] ON THAT WITHOUT AN EYE TO YOU KNOW, WHAT OUR PRIORITIES ARE.  
[04:22:11] SO I THINK THAT'S THE IMPORTANT VETTING PROCESS THAT IS  
[04:22:15] OCCURRING NOW WITH THE HELP OF YOU GUYS AND YOUR EXPERTISE.  
[04:22:18] I'M GOING TO CONSIDER THAT A BOB DYLAN REFERENCE.  
[04:22:21] [LAUGHTER]

[04:22:23] OKAY. I THINK WE CAN WRAP THIS UP FOR NOW. WE'LL LOOK FORWARD  
[04:22:26] TO YOUR COMING BACK WITH THE WITH THE RECOMMENDED PACKAGE  
[04:22:30] THERE. AND THE CONTINUED WORK WAS COMMISSIONERS AND STAFF. SO  
[04:22:35] THANK YOU. OKAY,  
[04:22:37] THE LAST ITEM OF THE AGENDA IS ANY COMMISSIONER REPORTS OR  
[04:22:41] STAFF REPORTS. ANY NEW BUSINESS.  
[04:22:45] HEARING NONE, I'LL PAUSE FOR A SECOND OR TWO. ANYBODY HAVE  
[04:22:50] ANYTHING TO UPDATE US ON. OKAY. I THINK WE'RE ALL KIND OF A  
[04:22:56] LITTLE WARY AT THIS POINT HAVING BEEN AT THIS SINCE 9:30  
[04:23:00] THIS MORNING. SO THANK YOU ALL VERY MUCH. GREAT DAY. LOTS OF  
[04:23:05] WONDERFUL GOOD DISCUSSION AND DEBATE AND LOTS OF NEW  
[04:23:09] INFORMATION AND KNOWLEDGE GET GLEANED FROM OUR FINANCIAL  
[04:23:14] PRESENTATION. AND ALL IN ALL A GREAT DAY. SO WITH THAT I THINK  
[04:23:20] WE CAN ADJOURN THIS MEETING NOW AT 4:24. HAVE A GOOD EVENING.  
[04:23:27] GREAT LONG DAY. THANK YOU. YES. THANK YOU. GOOD MEETING. [LAUGHTER]  
[04:23:31] THANKS COMMISSIONERS. OKAY. ALL RIGHT. EXCELLENT.

END OF TRANSCRIPT