

START OF TRANSCRIPT

[00:00:28] GOOD MORNING. THIS IS COMMISSION  
[00:00:30] PRESIDENT FRED FELLEMAN, CONVENING THE REGULAR MEETING OF MAY 25 TH 2021.  
[00:00:35] THE TIME IS 10 30. WE'RE MEETING REMOTELY TODAY VIA TEAMS TO COMPLY WITH  
[00:00:40] THE SENATE CONCURRENT RESOLUTION 8402 AND IN ACCORDANCE WITH THE GOVERNOR  
[00:00:45] INSLEE'S PROCLAMATION 2028. PRESENT TO MEET WITH ME TODAY. OUR COMMISSIONERS  
[00:00:50] BOWMAN, CALKINS, CHO, STEINBRUECK, WHO ARE CURRENTLY GATHERED IN THE  
[00:00:53] EXECUTIVE SESSION LINE AWAITING THE PUBLIC OPENING OF THE PUBLIC MEETING.  
[00:00:58] WE'LL IMMEDIATELY RECESS INTO THE EXECUTIVE SESSION TO DISCUSS TWO ITEMS  
[00:01:02] REGARDING LITIGATION OR POTENTIAL LITIGATION OR LEGAL RISK.  
[00:01:07] PER RCW 42.30.110 1-I. FOR APPROXIMATELY 25 MINUTES  
[00:01:13] FOR EACH TOPIC AND WE'LL  
[00:01:16] RECONVENE INTO PUBLIC SESSION AT NOON.  
[00:01:21] WE'LL NOW GO INTO EXECUTIVE SESSION.  
[00:01:24] THANK YOU AND WE'LL SEE YOU AT NOON.  
[00:01:31] ALRIGHT. WELCOME BACK. THIS IS COMMISSION PRESIDENT FRED FELLEMAN.  
[00:01:35] RECONVENING THE REGULAR MEETING OF MAY 25th 2021. THE TIME NOW IS 12:02.  
[00:01:41] WE'RE MEETING REMOTELY TODAY VIA TEAMS TO COMPLY WITH THE SENATE CONCURRENT  
[00:01:46] RESOLUTION 84-02 AND IN ACCORDANCE WITH GOVERNOR INSLEE'S PROCLAMATION 20-28.  
[00:01:51] PRESENT WITH ME TODAY ARE COMMISSIONERS  
[00:01:53] BOWMAN, CALKINS CHO AND COMMISSIONER STEINBRUECK SHOULD BE JOINING US SHORTLY.  
[00:02:00] I'LL ALSO CHECK. I'D LIKE TO ASK THE  
[00:02:03] CLERK TO DO A ROLL CALL OF ALL COMMISSIONERS TO ENSURE EVERYONE IS ON  
[00:02:06] THE LINE. CLERK HART, THANK YOU. BEGINNING WITH COMMISSIONER BOWMAN, I AM  
[00:02:13] PRESENT. THANK YOU. COMMISSIONER CALKINS. I'M HERE  
[00:02:19] TOO THANK YOU. COMMISSIONER CHO PRESENT. THANK YOU. COMMISSIONER STEINBREUCK AND  
[00:02:26] COMMISSIONER FELLEMAN PRESENT. THANK YOU. WE HAVE A FULL COMMISSION HERE WITH  
[00:02:32] THE EXCEPTION OF COMMISSIONERS STEINBRUECK, WHO SHOULD BE JOINING US SHORTLY. THANK  
[00:02:36] YOU. TODAY'S MEETING IS STRUCTURED FOR OUR VIRTUAL FORMAT. WE'VE MADE SPECIAL  
[00:02:41] ARRANGEMENTS TO PROVIDE FOR REMOTE PARTICIPATION FOR ALL OF OUR STAFF AND  
[00:02:45] COMMISSIONERS. LATER, WE'LL BE TAKING PUBLIC COMMENT FROM PEOPLE WHO ARE  
[00:02:48] PARTICIPATING BY TEAMS AND WHO HAVE SIGNED UP TO SPEAK. ALL VOTES TODAY WILL  
[00:02:53] BE TAKEN BY THE ROLL CALL METHOD. SINCE ALL COMMISSIONERS ARE PARTICIPATING  
[00:02:57] REMOTELY, THAT MEANS FOR EACH VOTE THE CLERK WILL CALL EACH COMMISSIONERS NAME.  
[00:03:01] COMMISSIONERS ON THE TEAM'S CALL WILL MAKE SURE THEY'RE UNMUTED AND THEN ANSWER  
[00:03:06] YAY OR NAY. BECAUSE COMMISSIONERS ARE ON THE LINE, ARE NOT FULLY IN CONTROL OF THEIR  
[00:03:10] SOUND. WE'LL TAKE ALL VOTES TODAY IN THIS MANNER, INCLUDING OUR CONSENT  
[00:03:14] AGENDA, TO BE EQUITABLE. WE'LL ASK ALL COMMISSIONERS TO SPEAK IN TURN AND WAIT  
[00:03:19] TO BE RECOGNIZED BEFORE SPEAKING AS MUCH AS POSSIBLE. WE'RE MEETING ON THE  
[00:03:24] ANCESTRAL LANDS OF THE WATERS OF THE CO SALISH, PEOPLE WITH WHOM WE SHARE A  
[00:03:28] COMMITMENT TO STEWARD THESE NATURAL RESOURCES FOR FUTURE GENERATIONS. AND  
[00:03:33] THIS MEETING IS BEING DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME  
[00:03:38] ON THE PORT'S WEBSITE AND MAY BE REBROADCAST BY KING COUNTY TELEVISION.  
[00:03:42] PLEASE STAND OR JOIN US FOR THE PLEDGE OF ALLEGIANCE. AND VERY  
[00:03:52] GOOD. I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED  
[00:03:57] STATES OF AMERICA AND TO THE REPUBLIC FOR WHICH IT STANDS. ONE NATION UNDER  
[00:04:02] GOD INDIVISIBLE WITH LIBERTY AND JUSTICE FOR ALL. OKAY,  
[00:04:08] JUST A NOTE THAT COMMISSIONER STEINBRUECK HAS JOINED US. WELCOME, COMMISSIONER  
[00:04:13] STEINBRUECK. OKAY, SO WE'RE MOVING ON TO ITEM THREE, APPROVAL OF THE AGENDA.  
[00:04:19] COMMISSIONERS, PLEASE UNMUTE YOURSELF.  
[00:04:21] I'M GOING TO ASK EACH COMMISSIONER IN  
[00:04:23] TURN IF THEY HAVE ANY MOTIONS TO REARRANGE THE ORDERS OF THE DAY. AND IF  
[00:04:28] YOU DO, I WILL ASK FOR A SECOND. PLEASE RESPOND WHEN THE CLERK CALLS YOUR NAME  
[00:04:33] AND IF NO CHANGES ARE REQUESTED, JUST SAY NONE.  
[00:04:42] I'LL GO AHEAD AND CALL THAT ROLL, PLEASE. THANK YOU. BEGINNING WITH  
[00:04:46] COMMISSIONERS STEINBRUECK TODAY FOR CHANGES TO THE AGENDA. NO, NO CHANGES. THANK  
[00:04:52] YOU, COMMISSIONER CHO. NONE FOR ME. THANK YOU, COMMISSIONER CALKINS, NONE.  
[00:04:58] THANK YOU, COMMISSIONER BOWMAN, NO CHANGE. THANK YOU. COMMISSIONER FELLEMAN,  
[00:05:03] I'D LIKE TO PULL ITEM 11 B FROM THE AGENDA AND RESCHEDULE IT TO A FUTURE  
[00:05:08] MEETING. I'M MAKING THIS MOTION AS THE MEETING AGENDA TODAY APPEARS TO BE VERY  
[00:05:13] LENGTHY AND THIS ITEM IS NOT TIME SENSITIVE. IT IS THE LEGISLATIVE REVIEW  
[00:05:18] WHICH WILL OCCUR AFTER OUR EXTENSIVE ECONOMIC REVIEW DEBATE. AND I THINK WE

[00:05:25] COULD HAVE A BETTER ATTENTION AND THEN TALK TO THE FEDERAL AGENDA THAT FOLLOWS  
[00:05:29] AT A TIME WHEN WE'RE MORE FRESH SHALL SAY, IS THERE A SECOND TO MY MOTION?  
[00:05:35] A SECOND. THANK YOU, CLERK HART,  
[00:05:39] WOULD YOU PLEASE CALL THE ROLL? THANK YOU. THIS IS FOR REMOVAL OF ITEM 11 B TO  
[00:05:44] BE RESCHEDULED AT A FUTURE DATE BEGINNING WITH COMMISSIONER STEINBRUECK.  
[00:05:47] YES, I AGREE. THANK YOU,  
[00:05:50] COMMISSIONER CHO. AYE THANK YOU, COMMISSIONER CALKINS. AYE. THANK YOU,  
[00:05:56] COMMISSIONER BOWMAN. AYE. THANK YOU, COMMISSIONER FELLEMAN, AYE, THANK YOU.  
[00:06:02] THERE ARE FIVE YESES AND ZERO NOS FOR THIS  
[00:06:04] MOTION. THE MOTION PASSES. SO, COMMISSIONERS, THE QUESTION IS NOW  
[00:06:09] BEFORE US THE APPROVAL OF THE AGENDA AS AMENDED. PLEASE SAY YES OR NO WHEN YOUR  
[00:06:13] NAME IS CALLED AND CLERK HART, PLEASE CALL THE ROLL BEGINNING WITH  
[00:06:17] COMMISSIONER STEINBRUECK. YES, THANK YOU, COMMISSIONER CHO AYE. THANK YOU,  
[00:06:22] COMMISSIONER CALKINS. AYE. THANK YOU, COMMISSIONER BOWMAN. AYE. THANK YOU,  
[00:06:28] COMMISSIONER FELLEMAN, YES, THANK YOU. YOU HAVE FIVE YESES AND ZERO  
[00:06:34] NOS FOR THIS ITEM. OKAY, SO THE AGENDA, AS AMENDED, IS APPROVED. NOW,  
[00:06:39] WE'RE UP TO ITEM FOUR SPECIAL ORDERS OF THE DAY, FOR WHICH THERE ARE TWO  
[00:06:43] SCHEDULED. SO LET'S GO DIRECTLY TO THE CLERK TO READ THE FIRST ITEM INTO THE  
[00:06:48] RECORD. WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM TO  
[00:06:52] CLERK HART. SO WE WILL BEGIN WITH ITEM FOUR A. THIS IS THE  
[00:06:58] EXTERNAL PRESENTATION FROM THE WASHINGTON STATE DEPARTMENT OF  
[00:07:00] TRANSPORTATION COMMERCIAL AVIATION COORDINATING COMMISSION UPDATE REGARDING  
[00:07:04] THE NEW REGIONAL AIRPORT ANALYSIS AND SYSTEM CAPACITY NEEDS.  
[00:07:10] COMMISSIONERS, GOOD AFTERNOON. SINCE THIS INFORMATION IN THE PRESENTATION IS  
[00:07:15] LARGELY MANAGED BY THE STATE, WE FELT IT WAS APPROPRIATE TO HAVE THE REPORT UNDER  
[00:07:19] SPECIAL ORDERS. EARLIER THIS YEAR, COMMISSIONER STEINBRUECK REQUESTED AN  
[00:07:22] UPDATE ON THE WORK OF THE COMMERCIAL AVIATION COORDINATING COMMISSION. SINCE  
[00:07:27] STAFF FROM THE AVIATION TEAM AT THE WASHINGTON STATE DEPARTMENT OF  
[00:07:30] TRANSPORTATION WERE TASKED WITH PROVIDING STAFF SUPPORT FOR COORDINATING  
[00:07:34] AND ADMINISTRATING THE COMMISSION, WE ASKED WSDOT TO PROVIDE THE UPDATE.  
[00:07:38] JEFFREY BROWN, CHIEF OPERATING OFFICER FOR SEA REPRESENTED THE PORT OF SEATTLE  
[00:07:43] ON THE COMMISSION. HE WILL PROVIDE SOME BACKGROUND AND INTRODUCE OUR GUEST  
[00:07:46] SPEAKER THIS AFTERNOON. JEFFREY. OKAY. THANK YOU, STEVE. GOOD AFTERNOON,  
[00:07:52] STEVE. GOOD AFTERNOON. COMMISSIONERS, AS STEVE SAID, MY NAME IS JEFFREY BROWN. I'M THE  
[00:07:56] AVIATION CHIEF OPERATING OFFICER AT A TACOMA INTERNATIONAL AIRPORT. AS STEVE  
[00:08:02] SAID, OUR URGENGE HERE IN RESPONSE TO REQUESTS FROM THE COMMISSION TO PREVENT  
[00:08:07] UPDATE ON THE CACC, I CONTACT THE WSDOT STAFF TO PROVIDE UPDATE, WHICH WILL BE  
[00:08:12] DONE TODAY. AS A REMINDER, THE COMMERCIAL AVIATION COORDINATING  
[00:08:16] COMMISSION WAS CREATED BY THE LEGISLATURE IN JULY OF 2019 FOR THE  
[00:08:21] PURPOSES OF IDENTIFYING A LOCATION FOR A NEW PRIMARY COMMERCIAL AVIATION FACILITY  
[00:08:26] IN THE STATE OF WASHINGTON. ALSO, AS A REMINDER, PRIOR TO THAT PASSAGE OF THAT  
[00:08:31] DEAL ON FEBRUARY 12 2019, THE PORT OF SEATTLE COMMISSIONERS PASSED A MOTION  
[00:08:36] SUPPORTING THE CREATION OF THAT COMMISSION. IN SEPTEMBER 2019,  
[00:08:43] I WAS SELECTED TO SERVE ON THE CACC REPRESENTATIVE OF THE PORT OF SEATTLE.  
[00:08:47] IN THAT CAPACITY, I PROVIDE TECHNICAL PERSPECTIVE ON THE TYPE OF FACILITIES  
[00:08:53] NEEDED OPERATE A PRIMARY COMMERCIAL FACILITY IN THE STATE OF WASHINGTON.  
[00:08:58] ALSO, I PROVIDE SOME GUIDANCE AND SOME PERSPECTIVE ON THE WORK INVOLVED IN THE  
[00:09:04] DAY TO DAY OPERATIONS OF A PRIMARY COMMERCIAL SERVICE AIRPORT. TODAY WITH  
[00:09:10] ME, I HAVE DAVID PAKISTAN, DIRECTOR OF THE WSDOT AVIATION DIVISION AND ALSO  
[00:09:16] THE CHAIR OF THE CACC, ALONG WITH WARREN HENDERSON, VICE CHAIRMAN OF THE CACC.  
[00:09:22] AND THEY WILL PROVIDE AN UPDATE TO YOU ON THE WORK OF THE CACC TO DATE. AND BY  
[00:09:26] ANSWERING THE QUESTIONS YOU MAY HAVE, IF YOU HAVE NO OTHER QUESTIONS FOR ME,  
[00:09:31] IF YOU HAVE NO QUESTIONS FOR ME, I WILL NOT TURN OVER DAVID AND WARREN.  
[00:09:35] ALRIGHT, DAVID. WELL,  
[00:09:39] THANK YOU, JEFFREY. AND THERE WE GO. THERE THE SLIDES. WE APPRECIATE THE  
[00:09:43] INTRODUCTION AND WARREN AND I ARE HERE HAPPY TO BE HERE DAY TO TALK TO THE COMMISSION.  
[00:09:48] AND OTHER PEOPLE OF THE PUBLIC THAT ARE TUNED IN ABOUT THE COMMISSION'S WORK.  
[00:09:53] THERE'S A LOT GOING ON WITHIN JUST A WORLD OF AVIATION, AND THIS IS KIND OF A  
[00:09:58] SMALL PART OF THINGS THAT WE HAVE GOING NATIONWIDE. SO I'LL TALK THROUGH AND  
[00:10:03] PROVIDE AN UPDATE ABOUT THE COMMISSION'S WORK AND THEN WE'LL BE HAPPY TO ANSWER  
[00:10:07] ANY QUESTIONS THAT ANYONE HAS. NEXT SLIDE, PLEASE.  
[00:10:12] SO THE COMMISSION CAME ABOUT AS A RESULT  
[00:10:16] OF REALLY A CAPACITY ISSUE THAT WE WILL REACH SOMEWHERE AROUND THE YEAR

[00:10:22] 2027 OR BEYOND WITH SEATTLE TACOMA INTERNATIONAL AIRPORT. SO  
[00:10:29] LEGISLATORS ASKED THAT A COMMISSION BE FORMED TO TAKE A LOOK AT CAPACITY NOT  
[00:10:35] ONLY WITHIN THE PUGET SOUND AREA BUT ACROSS THE STATE TO SEE HOW WE COULD  
[00:10:39] MEET THE CAPACITY DEMANDS IN THE OUTYEARS FOR COMMERCIAL AIR SERVICE.  
[00:10:45] AIR CARGO OPERATIONS GENERAL AVIATION. THE  
[00:10:49] BASIC REQUIREMENTS OF THE COMMISSION ARE TO PROVIDE A RECOMMENDED SHORTLIST OF NO  
[00:10:57] MORE THAN SIX AIRPORTS BY FEBRUARY 15 TH OF 2022. IDENTIFY THE TWO TOP  
[00:11:03] AIRPORTS THAT COULD HELP ME DEMAND BY SEPTEMBER 15 TH OF 2022. AND THEN  
[00:11:09] FINALLY TO IDENTIFY A SINGLE PREFERRED LOCATION BY FEBRUARY 15 TH OF 2023,  
[00:11:15] REQUIRING A 60% MAJORITY VOTE. AND IT'S IMPORTANT TO NOTE THAT THE COMMISSION IS  
[00:11:21] COMPRISED RIGHT NOW 25 MEMBERS, 11 OF WHICH ARE VOTING MEMBERS. THE REMAINDER  
[00:11:28] OF THE MEMBERS ARE NON VOTING MEMBERS, AND THE DATES HAVE CHANGED AS WELL.  
[00:11:33] ORIGINALLY, THE DATE FOR PROVIDING A SINGLE PREFERRED LOCATION WAS SET AT  
[00:11:40] JANUARY 1ST OF 2022.  
[00:11:43] BECAUSE OF WHAT WE'VE EXPERIENCED WITH A  
[00:11:45] PANDEMIC UNKNOWNNS WITH AIR TRAVEL AND THE ABILITY TO CONDUCT WHAT WE CONSIDER  
[00:11:52] MEANINGFUL OUTREACH TO THE PUBLIC, WE REQUESTED THAT DATE TO BE PUSHED OUT TO  
[00:11:56] 2024. THERE WAS LEGISLATION THAT WAS IN PLAY THAT WOULD DO SO. THE LEGISLATION  
[00:12:02] DID NOT PASS, SO A PROVISIO HAS ALLOWED US TO PUSH THE DATE OUT TO 2023.  
[00:12:09] CURRENTLY, THE WORK OF THE COMMISSION  
[00:12:12] HAS TO INCLUDE A LOOK AT THE FEASIBILITY FOR CONSTRUCTING A COMMERCIAL FACILITY  
[00:12:17] IN THAT LOCATION AND THEN THE POTENTIAL ENVIRONMENTAL, COMMUNITY, ECONOMIC  
[00:12:21] BENEFITS OR IMPACTS OF DOING SO. THAT WE HAVE TO DEVELOP A TIMELINE FOR AN  
[00:12:28] ADDITIONAL COMMERCIAL AVIATION FACILITY THAT'S COMPLETED AND FUNCTIONAL BY  
[00:12:32] 2040. BUT WE ALSO HAVE TO LOOK AT LONG RANGE COMMERCIAL FACILITY  
[00:12:38] RECOMMENDATIONS AGAIN, NOT ONLY FOR PUGET SOUND AREA BUT ACROSS THE STATE  
[00:12:43] FOR AIR PASSENGER SERVICE, AIR CARGO OPERATIONS AND GENERAL AVIATION. AND  
[00:12:48] WHAT'S IMPORTANT TO NOTE IS THIS COULD BE EXPANSION OF EXISTING FACILITIES TO  
[00:12:54] MEET THE DEMAND, OR IT COULD INCLUDE A NEW AIRPORT SOMEWHERE TO MEET THE  
[00:13:01] DEMAND. AND THEN THE FINAL REPORT IS DUE IN FEBRUARY OF 2023.  
[00:13:06] ALSO IMPORTANT TO NOTE IS THERE'S  
[00:13:10] A LOT OF ESTIMATES OUT THERE ABOUT HOW AIRLINE INDUSTRY IS GOING TO RECOVER  
[00:13:17] POSTPANDEMIC, BUT NOTHING IS CERTAIN AT THIS POINT. THERE'S A LOT OF  
[00:13:22] QUESTIONS IN REGARDS TO HOW BUSINESS TRAVEL IN GENERAL WILL RETURN. I THINK  
[00:13:27] THE EXPECTATION OVERALL IS THAT AT SOME POINT WE'RE GOING TO HIT THAT CAPACITY  
[00:13:32] MARK THAT AIR TRAVEL WILL RETURN AND WE'LL SEE LEVELS BEYOND WHAT WE SAW AT  
[00:13:38] THE HEIGHT OF OUR TRAVEL IN 2019. NEXT SLIDE, PLEASE.  
[00:13:45] THE COMMISSION ALSO WORKS UNDER FOUR GUIDING PRINCIPLES, AND NONE OF THESE  
[00:13:52] ARE IN PRIORITY OVER ONE OR THE OTHER. WE BELIEVE THAT ALL OF THESE ARE IMPORTANT  
[00:13:57] AND ALL REQUIRE CONSIDERATION IN REGARDS TO THE COMMISSION MAKING  
[00:14:01] RECOMMENDATIONS. THE FIRST IS ENVIRONMENTAL RESPONSIBILITY. WE KNOW  
[00:14:06] THAT TRANSPORTATION CAUSES IMPACTS TO OUR ENVIRONMENT. SO WHAT IS  
[00:14:13] IT THAT WE CAN RECOMMEND THAT WOULD LOOK AT A SUSTAINABLE SYSTEM IN THE YEARS TO  
[00:14:18] COME? AND HOW DO WE ADDRESS THE ISSUES IN THE IMPACTS TO THE ENVIRONMENT?  
[00:14:22] WHAT'S THE ECONOMIC FEASIBILITY OF  
[00:14:25] BUILDING A FACILITY? CAN WE AFFORD WHAT THE COMMISSION I MIGHT RECOMMEND?  
[00:14:31] SOCIAL EQUITY. HOW DO WE ENSURE THAT UNDER REPRESENTATIVE PEOPLE HAVE A VOICE  
[00:14:36] IN WHAT GOING TO HAPPEN IN THE COMMISSION? MEMBERS TAKE THAT INTO  
[00:14:42] CONSIDERATION WHEN THEY MAKE THE RECOMMENDATIONS. AND FINALLY, WHAT'S THE  
[00:14:45] PUBLIC BENEFIT, YOU KNOW, IS WHAT IS BEING RECOMMENDED, BENEFITING THE  
[00:14:49] GREATER GOOD OVER ONE INDIVIDUAL. NEXT SLIDE PLEASE.  
[00:14:56] SO IN 2020 OF DECEMBER, THE CACC IN 20 DECEMBER, THE CACC MADE SOME  
[00:15:04] RECOMMENDATIONS THE FIRST WAS AN INITIAL LIST OF SIX AIRPORTS LOOKING AT EXISTING  
[00:15:10] FACILITIES THAT COULD ADDRESS COMMAND DEMAND. AND WE LOOKED AT ARLINGTON  
[00:15:16] MUNICIPAL AIRPORT, BREMERTON NATIONAL AIRPORT, SNOHOMISH COUNTY AIRPORT,  
[00:15:22] PAINE FIELD, SANDERSON FIELD, SHELTON, TACOMA NARROWS AIRPORT, GIG HARBOR, AND ED  
[00:15:29] CARLSON MEMORIAL FIELD IN SOUTH LEWIS COUNTY. THOSE WERE SIX AIRPORTS THAT  
[00:15:35] WERE NARROWED DOWN TO SAY THESE AIRPORTS COULD ADDRESS SOME OF THE DEMAND.  
[00:15:41] AGAIN, LOOKING AT A PASSENGER SERVICE  
[00:15:43] AIR CARGO OPERATIONS IN GENERAL AVIATION, WHAT WE DECIDED AS A  
[00:15:48] COMMISSION WAS GIVEN THE UNKNOWNNS WITH THE FUTURE OF NOT ONLY HOW AVIATION WILL  
[00:15:56] RETURN POSTPANDEMIC, BUT UNKNOWNNS WITH HOW TECHNOLOGY WILL EVOLVE. WE  
[00:16:02] DECIDED THAT THE BEST COURSE OF ACTION AND THE MOST RESILIENT WAS TO LOOK AT A

[00:16:07] PHASED IMPLEMENTATION TO MEET NEAR TERM DEMAND UTILIZING 2 TO 3 EXISTING  
[00:16:12] AIRPORTS WHILE WE PURSUE A LARGER AIRPORT SITE TO MEET ALL OF THE DEMAN.  
[00:16:19] AGAIN, WE DID REQUEST FOR LEGISLATION TO ADJUST THE TIMELINE FROM 2022 TO 2024.  
[00:16:25] IT IS POSSIBLE THAT IN THE NEXT LEGISLATIVE SESSION THAT THAT BILL WILL  
[00:16:29] BE REINTRODUCED AND THAT 2024 DATE WILL BE RECONSIDERED, BUT THAT  
[00:16:35] REMAINS TO BE SEEN. ONE OF THE RECOMMENDATIONS TO ADDRESS GENERAL  
[00:16:40] AVIATION CAPACITY WAS TO CONTINUE A PROGRAM THAT'S BEEN HIGHLY SUCCESSFUL  
[00:16:45] CALLED THE COMMUNITY AVIATION REVITALIZATION BOARD.  
[00:16:50] AND WHAT THAT DOES IS IT PROVIDES LOW INTEREST LOANS TO AIRPORTS TO PURSUE  
[00:16:57] REVENUE PRODUCING PROJECTS, WHICH IS  
[00:17:01] SOMETHING THE FAA TYPICALLY DOES NOT ALLOW FOR THE BENEFIT OF. THAT IS IT  
[00:17:05] ALLOWS OUR SMALLER AIRPORTS TO GO AFTER CONSTRUCTION OF HANGERS TO ADD CAPACITY.  
[00:17:10] AND THE REASON IT'S GOT A BENEFIT  
[00:17:13] TOWARDS SO AVIATION FURTHERING THE DEVELOPMENT AND USE OF SUSTAINABLE  
[00:17:19] AVIATION FUEL ACROSS THE STATE. SO WE KNOW ANYTHING COMING OFF OF AN ASSEMBLY  
[00:17:24] LINE TODAY, WHETHER IT'S BOEING, AIRBUS, ETC, THAT'S AN AIRLINER IS  
[00:17:30] GOING TO BE IN THE USE FOR THE NEXT 20 TO POTENTIALLY NEXT 30 YEARS.  
[00:17:35] SO IN ADDRESSING THE IMPACTS OF THE ENVIRONMENT, WE BELIEVE THAT SUSTAINABLE  
[00:17:40] AVIATION FUEL IS ONE OF THOSE THINGS THAT WOULD DRASTICALLY REDUCE EMISSIONS  
[00:17:46] AND IS A BRIDGING STRATEGY AS WE LOOK TO THE ADVENT OF NEW TECHNOLOGY.  
[00:17:53] THAT'S ON THE VERGE, WHICH I'LL TALK A  
[00:17:54] LITTLE BIT ABOUT. AND IN RESPECT TO THAT, WE STARTED AN ELECTRIC  
[00:18:01] AIRCRAFT WORKING GROUP WITHIN THE STATE A COUPLE OF YEARS AGO THAT HAS EVOLVED  
[00:18:06] AND THAT WORK CONTINUES. WE PRODUCED A REPORT IN NOVEMBER OF LAST YEAR THAT  
[00:18:12] LOOKED AT THE POTENTIAL FOR ELECTRIC AIRCRAFT IN THE STATE. SO THE THOUGHT  
[00:18:17] HERE IS WHEN WE'RE THINKING ABOUT BUILDING A FACILITY FOR ADDING TO  
[00:18:22] FACILITIES, THAT WORK MIGHT BE 20 TO 30 YEARS DOWN THE ROAD AS WELL. SO WE HAVE  
[00:18:27] TO CONSIDER HOW AVIATION IS GOING TO EVOLVE AND HOW THAT MIGHT IMPACT OUR  
[00:18:33] THOUGHTS AND RECOMMENDATIONS REGARDING CAPACITY. NEXT SLIDE, PLEASE.  
[00:18:38] SO THE CURRENT SITUATION IS THAT PHASE ONE IS  
[00:18:46] NOW COMPLETE. THAT WAS THE 2020 REPORT, AND THE CACC OFFERED THE FOLLOWING  
[00:18:51] GERNERAL CONCLUSIONS. AGAIN, THE MOST RESILIENT PATH IS TO PURSUE BOTH A LARGE  
[00:18:56] NEW AIRPORT AND EXPAND OR IMPROVE EXISTING AIRPORTS. WE KNOW THAT LOOKING  
[00:19:01] AT A SINGLE LARGE COMMERCIAL AIRPORT, YOU HAVE TO ADDRESS PHYSICAL  
[00:19:06] REQUIREMENTS. YOU HAVE TO UNDERSTAND THE PUBLIC SENTIMENT IN TERMS OF WHETHER OR  
[00:19:10] NOT THEY SUPPORT IT. THE SIZE IS IMPORTANT. WE BELIEVE AN AIRPORT THE  
[00:19:15] SIZE THE SEATAC, WOULD REQUIRE ABOUT 4,600 ACRES TO DO IT PROPERLY.  
[00:19:19] THE LOCATION NEEDS TO BE ABLE TO SUPPORT  
[00:19:23] THE POPULATION AND THE INDUSTRY THAT WOULD FLOW TO AND FROM THAT  
[00:19:29] AIRPORT. AND IT NEEDS TO BE SOMETHING THAT'S MULTIMODAL ACCESSIBLE. WE COULD  
[00:19:34] BUILD AN AIRPORT OFF IN THE HINTERLAND SOMEWHERE. BUT IF YOU CAN'T GET TO THE  
[00:19:39] AIRPORT READILY TO AND FROM IN AN EASY FASHION, YOU'RE KIND OF BUILDING AN  
[00:19:44] AIRPORT TO NOWHERE. AND FINALLY, IS THERE SPONSOR AN AIRLINE INTEREST IN IT?  
[00:19:50] AND IT REALLY REQUIRES BOTH THE AIRPORT SPONSOR OR THE OWNER AND THE AIRLINE  
[00:19:56] AIRLINES TO SUPPORT WHATEVER RECOMMENDATIONS YOU MAKE. THE COMMISSION  
[00:20:02] MUST CONSIDER GENERAL AVIATION NEEDS AS WELL AS AIR PASSENGER SERVICE AND AIR  
[00:20:07] TARGET. AND THIS IS AN IMPORTANT CONSIDERATION BECAUSE SOME OF THE THINGS  
[00:20:11] THAT COULD BE RECOMMENDED MAY HAVE AN IMPACT ON CERTAIN USERS AT AN AIRPORT.  
[00:20:17] SO, FOR INSTANCE, IF WE SAY, HEY, WE  
[00:20:20] RECOMMEND YOU ADD CAPACITY OF X IF THERE'S A LARGE GENERAL AVIATION  
[00:20:25] CAPACITY AT THAT, IF THERE'S A LARGE GENERAL AVIATION PRESENCE THAT THEY  
[00:20:31] AIRPORT, THAT COULD PUT STRESS ON JUST  
[00:20:35] THE AMOUNT OF LAND TO HOUSE GENERAL AVIATION. SO WE MIGHT HAVE TO FIND THOSE  
[00:20:40] USES A NEW HOME. AND THEN FINALLY, PUBLIC INVOLVEMENT IS CRITICAL IN THIS  
[00:20:44] PROCESS. AND IT'S ONE OF THE REASONS THAT WE SAID, HEY, WE REALLY NEED TO  
[00:20:48] TAKE A PAUSE AND PUSH THE TIMELINE OUT BECAUSE WE WANT PUBLIC INVOLVEMENT  
[00:20:52] THROUGHOUT THE ENTIRE PROCESS. NEXT SLIDE PLEASE,  
[00:20:59] AND LEADING UP TO THE LAST MEETING THAT WE JUST HAD IN APRIL,  
[00:21:05] WE PROVIDED A WHITE PAPER. AND INSIDE OF THE WHITE PAPER, IT WAS MEANT TO  
[00:21:11] INFORM COMMISSION MEMBERS ON A NUMBER OF THINGS THAT WERE TAKING PLACE IN THE  
[00:21:15] PLANNING PROCESS AND TO GET THEIR FEEDBACK ON WHAT THEY THOUGHT ABOUT.  
[00:21:20] THE POTENTIAL WAS REALLY FOR THE SIX AIRPORTS THAT WE SPOKE ABOUT EARLIER.  
[00:21:26] WE ALSO WANT TO TALK ABOUT ADDITIONAL



[00:21:29] OPPORTUNITIES FOR MEETING CAPACITY ACROSS WASHINGTON STATE. SO THERE'S  
[00:21:34] OTHER OPPORTUNITIES WITHIN WITHIN PUGET SOUND AREA THAT PROBABLY COULD BE  
[00:21:39] CONSIDERED, AND THERE'S OTHER OPPORTUNITIES WITH WASHINGTON STATE.  
[00:21:44] SO WE LOOK AT THE AIRPORT SYSTEM TRULY AS A SYSTEM. SO ARE THERE WAYS  
[00:21:50] THAT WE COULD RELIEVE SOME OF THE FUTURE STRESS THAT MIGHT BE INCURRED AT SEATAC  
[00:21:56] IN REGARDS TO CAPACITY AND SPREAD THAT OUT TO OTHER PLACES WITHIN THE STATE?  
[00:22:00] AND THAT'S THE REASON YOU REALLY HAVE TO  
[00:22:03] TAKE A REALLY HOLISTIC LOOK AT WHAT OTHER AIRPORTS COULD DO TO PROVIDE  
[00:22:07] SERVICES. AND THEN FINALLY, WE HAVE TO LOOK AT A GREENFIELD SITE IN ORDER TO  
[00:22:13] CONSIDER THE CAPACITY TO MEAN TO THE FUTURE. NEXT SLIDE.  
[00:22:18] SO THE COMMISSION MEMBERS PROVIDED FEEDBACK  
[00:22:23] ON THE LIST OF SIX AIRPORTS THAT I  
[00:22:27] MENTIONED BEFORE. AND I BELIEVE THAT'S IN THE SLIDE COMING UP. NEXT SLIDE,  
[00:22:30] PLEASE. SO THIS IS WHAT THE COMMISSION MEMBERS THOUGHT  
[00:22:38] ABOUT THE POTENTIAL FOR EACH ONE OF THE SIX AIRPORTS. THE AIRPORT THAT ROSE TO  
[00:22:43] THE TOP WAS PAINE FIELD IN REGARDS TO ITS ABILITY TO POTENTIALLY EXPAND TO  
[00:22:50] PROVIDE ADDITIONAL AIR PASSENGER SERVICE, AS WELL AS PROVIDE ADDITIONAL  
[00:22:55] AIR CARGO CAPABILITY. NEXT IN LINE WAS PAINE FIELD IN BREMERTON. IN REGARDS TO  
[00:23:02] ADDRESSING JUST AIR CARGO IN GENERAL, BOTH OF THOSE FARED  
[00:23:09] BETTER THAN THE OTHER SIX IN TERMS OF BEING ABLE TO MEET AIR CARGO CAPACITY.  
[00:23:14] ALTHOUGH THERE ARE ISSUES WITH ANY  
[00:23:16] AIRFIELD THAT WE LOOK AT IN THE STATE, THERE WOULD BE OTHER THINGS THAT WOULD  
[00:23:20] PROBABLY HAVE TO BE ACCOMPLISHED IN ORDER TO ACCOMMODATE DIFFERENT THINGS.  
[00:23:23] AND FINALLY, GENERAL AVIATION. AND THAT'S FROM TOP TO BOTTOM RANKED  
[00:23:29] BREMERTON, ARLINGTON, TACOMA NARROWS, SANDERSON FIELD, SOUTH LEWIS COUNTY, AND  
[00:23:34] THEN FINALLY, PAINE FIELD FOR ACCOMMODATING ADDITIONAL GENERAL  
[00:23:38] AVIATION CAPACITY. AND WHAT'S IMPORTANT IN ALL OF THIS, FROM WHAT WE'VE LEARNED  
[00:23:45] FROM INDUSTRY, IS THAT ANYTHING THAT'S OUTSIDE OF AN HOUR'S TRAVEL FOR EITHER  
[00:23:52] PEOPLE COMING TO AND FROM AN AIRPORT FOR AIR PASSENGER SERVICE OR AN HOUR FROM  
[00:23:58] THE AIRPORT, FOR AIR CARGO OPERATIONS TO DELIVER CARGO FROM THE AIRPORT OR TO  
[00:24:04] GET CARGO TO AN AIRPORT. ANYTHING OUT OF THAT HOUR DRIVE TIME REALLY DOESN'T  
[00:24:11] FACILITATE THEIR NEEDS. SO THAT REALLY KIND OF DRAWS A CIRCLE AROUND THE  
[00:24:16] MAJORITY OF THE POPULATION WITHIN THE STATE AND WHERE OF AN AIRPORT COULD BE  
[00:24:22] SITED. IF WE'RE LOOKING AT A GREENFIELD SITE. NEXT SLIDE, PLEASE.  
[00:24:27] SO THE SUMMARY OF THE WHITE PAPER,  
[00:24:31] PAINE FIELD HAS THE POTENTIAL TO ACCOMMODATE ADDITIONAL AIR PASSENGER  
[00:24:35] SERVICE AND AIR CARGO. AND AGAIN, THIS IS FEEDBACK FROM COMMISSION MEMBERS.  
[00:24:38] BREMERTON HAS BEEN SEEN AS HAVING POTENTIAL FOR EXPANSION TO ACCOMMODATE AIR CARGO.  
[00:24:43] ALL OF THE PRELIMINARY SITES HAVE  
[00:24:46] POTENTIAL FOR EXPANSION TO ACCOMMODATE GENERAL AVIATION. AND THEN FINALLY,  
[00:24:51] SEVERAL EXISTING AIRPORTS ACROSS THE STATE HAVE POTENTIAL TO ACCOMMODATE  
[00:24:54] ADDITIONAL AIR PASSENGER SERVICE OR CARGO AND OR GENERAL AVIATION.  
[00:24:59] NEXT SLIDE.  
[00:25:03] WHAT WE KNOW FROM THE PUBLIC. SO WE HAVE  
[00:25:06] BEEN TAKING PUBLIC FEEDBACK. WE RECENTLY SENT A SURVEY OUT THROUGH COMMUNICATIONS  
[00:25:13] FIRM PRR TO THE SIX DIFFERENT PRELIMINARY AIRPORTS. AND FROM THAT  
[00:25:19] FEEDBACK, THE FEELINGS REALLY ARE MIXED DEPENDING ON WHERE SOMEONE LIVES.  
[00:25:24] BUT WHAT WE DO KNOW IS PEOPLE GENERALLY  
[00:25:28] HAVE PROVIDED COMMENTS IN REGARDS TO THE FACT THAT THE COMMISSION NEEDS TO  
[00:25:34] ADDRESS NOISE AND THEY NEED TO CONSIDER THE EMISSIONS AND PUBLIC HEALTH CONCERNS  
[00:25:38] FOR SITING AN AIRPORT OR EXPANDING OPERATIONS AT ANY ONE PLACE. THERE'S A  
[00:25:43] DESIRE FOR MORE PUBLIC ENGAGEMENT WITH COMMUNITIES INVOLVED. AND AS THE  
[00:25:47] COMMISSION PROGRESSES TO SOLIDIFY SIX AND THEN THE WORKING OUR WAY TO TWO,  
[00:25:54] AND THEN FINALLY TO ONE, THERE WILL BE INCREASED OPPORTUNITIES FOR PUBLIC  
[00:25:58] ENGAGEMENT. AND I SHOULD SAY THAT THIS IS KIND OF PHASE ONE IN A LONG PROCESS.  
[00:26:04] SO THE COMMISSION WILL MAKE RECOMMENDATIONS AND THERE'S  
[00:26:07] OPPORTUNITIES THROUGHOUT FOR PUBLIC ENGAGEMENT. THEN THE COMMISSION WILL  
[00:26:12] TAKE THOSE RECOMMENDATIONS TO THE LEGISLATORS. SO THERE'LL BE ANOTHER  
[00:26:16] OPPORTUNITY FOR THE PUBLIC TO PROVIDE INPUT TO OUR LEGISLATORS IN THE STATE.  
[00:26:21] AND THEN THE FAA PROCESS KICKS IN. SO  
[00:26:24] WHEN THE FAA DOES THEIR WORK, THERE ARE OPPORTUNITIES ONCE AGAIN FOR PUBLIC  
[00:26:29] INVOLVEMENT. AND THEN FINALLY, THE ONGOING SURVEY THAT I MENTIONED, ONCE WE  
[00:26:35] HAVE THE RESULTS BACK FROM THAT SURVEY, WILL MAKE THOSE AVAILABLE TO BOTH OUR

[00:26:38] COMMISSION MEMBERS ON AND ON THE CACC'S WEBSITE. NEXT SLIDE, PLEASE.  
[00:26:44] SO NEXT STEPS, WE'RE GOING TO TAKE THE CURRENT FEEDBACK  
[00:26:52] AND ONGOING PROJECTS, AND WE'RE GOING TO COME UP WITH A DELTA. SO OUT OF THAT  
[00:26:58] DELTA, THERE'S A LOT OF THINGS THAT ARE GOING TO PROVIDE THE COMMISSION  
[00:27:04] MEMBERS ON AN ESTIMATE AS TO WHERE DEMAND WILL BE IF WE EXECUTE  
[00:27:12] ALL THE PROJECTS THAT ARE ON AIRPORT MASTER PLANS, IF WE LOOK AT HOW WE CAN  
[00:27:17] CHANGE HOW SERVICES PROVIDED ACROSS THE STATE, SOME ESTIMATES ABOUT HOW  
[00:27:23] PASSENGER SERVICE WILL RETURN. AND THEN FINALLY, PROBABLY THE HARDEST ONE OF ALL  
[00:27:27] IS HOW DO YOU INCLUDE EMERGING AERONAUTICS TECHNOLOGY INTO THE DELTA  
[00:27:34] AND THE IMPACTS OF HOW THAT TECHNOLOGY WILL IMPACT DEMAND IN THE LONG RUN?  
[00:27:41] WE'RE GOING TO ANALYZE THE FEEDBACK, AS  
[00:27:44] I MENTIONED, AS A RESULT OF THE PUBLIC ENGAGEMENT SURVEY, AND WE'LL PROVIDE  
[00:27:48] THAT TO COMMISSION MEMBERS AND PUT IT ON OUR WEBSITE. MOST IMPORTANTLY, WE'RE  
[00:27:53] GOING TO EXECUTE THE GUIDANCE THAT IS IN THE LEGISLATIVE SESSION IN REGARDS TO  
[00:27:57] THE TIMELINE CHANGE. WE ARE GOING TO HAVE A WEBINAR ON THE  
[00:28:04] FIFTEENTH OF JUNE WHICH WILL DISCUSS EMERGING AVIATION TECHNOLOGY. AND AGAIN,  
[00:28:10] THIS IS MEANT TO INFORM COMMISSION MEMBERS ON WHAT IS POSSIBLE WITH THINGS  
[00:28:15] THAT ARE UNDER CERTIFICATION AND ALL THE THINGS WE'VE HEARD ABOUT ELECTRIC  
[00:28:19] AIRCRAFT, HYDROGEN FUEL CELL TECHNOLOGY, ELECTRIC VERTICAL TAKEOFF AND LANDING  
[00:28:25] AIRCRAFT, ETC. HOW DOES THAT IMPACT AVIATION IN WASHINGTON STATE?  
[00:28:30] THE COMMISSION INTENDS TO HOLD AN AUGUST  
[00:28:34] WEBINAR, AND IT WILL BE CENTERED ON AND IT'S SPLIT INTO TWO PARTS. SO WE'LL HAVE  
[00:28:39] A WEBINAR THAT'S FOCUSED ON PUBLIC HEALTH AND THE ENVIRONMENT, AND THEN  
[00:28:43] WE'LL HAVE OUR OFFICIAL COMMISSION MEETING THAT WILL FOLLOW THAT. AND THEN  
[00:28:50] FINALLY, PART OF WHY WE REQUESTED THE EXTENSION OF THE TIMELINE IS TO TAKE  
[00:28:56] ADVANTAGE OF THE WASHINGTON AVIATION SYSTEM PLAN, WHICH IS DUE TO BE UPDATED  
[00:29:01] STARTING IN THE FALL, REALLY OF A FALL THIS YEAR. SO WHAT THE SYSTEM PLAN WILL  
[00:29:07] DO FOR US IS WE'LL USE THE TECHNICAL EXPERTS THAT THE CONSULTANTS THAT ARE  
[00:29:13] DOING THAT WORK FOR US TO LOOK AT POTENTIAL GREENFIELD SITES AND TO HELP  
[00:29:18] US LOOK AT CONSIDERATIONS FOR EMERGING TECHNOLOGY. NEXT SLIDE.  
[00:29:28] AND THAT'S THE BULK OF OUR UPDATES  
[00:29:31] EITHER WARREN OR I WOULD BE HAPPY TO TAKE QUESTIONS FROM MEMBERS OF THE COMMISSION.  
[00:29:39] VERY GOOD. THANK YOU. THANK YOU VERY MUCH. SO CLERK HART.  
[00:29:46] I'VE GOT A WE DO HAVE AN ECHO.  
[00:29:50] LET ME JUST SOMEBODY WHO'S NOT MUTED IS  
[00:29:53] ECHOING. LET ME LOOK AT THAT. QUICK. QUICKLY. IT WENT AWAY. OKAY. WE WILL  
[00:29:58] START THE ROUTE FOR QUESTIONS BEGINNING WITH COMMISSIONERS .STEINBRUECK BUT I  
[00:30:03] HAVEN'T HAD THE OPPORTUNITY TO GO FIRST LIKE THIS FOR A LONG TIME. NOW, FIRST OF  
[00:30:08] ALL, THANK THE MEMBERS OF THE COMMISSION OF THE CACC AND YOUR STAFF FOR THIS  
[00:30:14] PRESENTATION TODAY. I'M GRATIFIED THAT WE CAN HAVE THIS UPDATE, AND I THINK  
[00:30:19] IT'S VERY IMPORTANT THAT THE PORT OF SEATTLE CLOSELY TRACKS THE WORK HERE AND  
[00:30:25] WHERE WE CAN BE HELPFUL AND OFFER ADVICE BASED ON OUR EXPERIENCE WHEN  
[00:30:32] OPERATING THE LARGEST REGIONAL AIRPORT IN THE FIVE STATE REGION. I THINK THAT  
[00:30:37] WOULD BE EVERYONE'S INTEREST, BUT I'D LIKE TO ASK A TWO PART QUESTION HERE.  
[00:30:43] WHAT IS NOT BEING DISCUSSED OR MENTIONED  
[00:30:46] IS ANY CONSIDERATION OF A TRANSPORTATION DEMAND MANAGEMENT OPTION OR APPROACH TO  
[00:30:54] THIS. WE USE THAT ROUTINELY AND EXTENSIVELY FOR GROUND TRANSPORTATION  
[00:31:00] AND FOR CONGESTION MANAGEMENT AND FOR REDUCING TRIPS AND SO FORTH. THAT NEVER  
[00:31:07] SEEMS TO BE BROUGHT UP IN THE CONTEXT OF COMMERCIAL AVIATION.  
[00:31:11] AND I GUESS I WOULD ASK, WHY NOT?  
[00:31:15] DO WE JUST RESPOND TO AN ENDLESS, EVER  
[00:31:18] EXPANDING DEMAND? I KNOW ALSO THAT IT'S BASED A LOT ON THE POPULATION  
[00:31:24] GROWTH HERE, WHICH IS EXPECTED TO ADD ANOTHER MILLION, I THINK, BY 2035 IN  
[00:31:30] KING COUNTY ALONE. THE OTHER THOUGHT IS, AND WHAT ABOUT ALTERNATIVE MODE OPTIONS?  
[00:31:37] IT COULD BE A LONG WAY OUT BEFORE ALTERNATIVE FUELS COME INTO FULL PLAY,  
[00:31:44] THOUGH. OUR GOAL IS 2027 AND THAT WILL BE A 10% MIX FOR A 50% REDUCTION IN  
[00:31:49] GREENHOUSE GASES, PRESUMABLY, BUT THAT'S STILL QUITE A WAYS OUT AND STILL A LOT  
[00:31:55] OF UNCERTAINTIES. THERE ARE OTHER TYPES OF MODES, SUCH AS HIGH CAPACITY RAIL.  
[00:32:01] I, FOR ONE, DON'T THINK THAT WILL EVER BE ESTABLISHED TO  
[00:32:07] THE EXTENT THAT CAN SERVE THE FIVE STATE REGION FOR SHORT DISTANCE, THE DOMESTIC  
[00:32:13] FLIGHTS THAT ARE CURRENTLY PROVIDING THAT WE'RE NOT GOING TO HAVE THE FUNDS  
[00:32:16] OR THE RESOURCES OR THE REAL CAPACITY TO BUILD HIGH CAPACITY EVERYWHERE TO BOISE  
[00:32:23] TO SPOKANE. AND THEN THERE'S OTHER MODES, SUCH AS OTHER FUEL MODES,

[00:32:30] SUCH AS ELECTRIC PLANES, THAT COULD SIGNIFICANTLY REDUCE THE ENVIRONMENTAL  
[00:32:35] IMPACT. SO THAT'S KIND OF MY TWO PART QUESTION. THERE NOT A TRANSPORTATION  
[00:32:40] DEMAND MANAGEMENT LOOK AT THIS AND A CONSIDERATION OF OTHER MODES, AT LEAST  
[00:32:46] FOR THE DOMESTIC FLIGHTS IN THE REGIONAL AREA. COMMISSIONER, I THINK THOSE ARE  
[00:32:53] GREAT QUESTIONS. AND THE FIRST ONE IN REGARDS TO DEMAND. THE COMMISSION HAS  
[00:32:57] TALKED ABOUT DEMAND MANAGEMENT IN TERMS OF, YOU KNOW, DO WE WANT TO POTENTIALLY  
[00:33:03] LOOK AT MEETING NOT 100% OF THE DEMAND OUT IN 2040 OR 2050? OR COULD WE MEET  
[00:33:10] 50% OF DEMAND OR 75% OF THE DEMAND. IF THE TRUTH OF REALITY IS IF  
[00:33:20] WE ONLY SERVICE OR ONLY PROVIDE ENOUGH CAPACITY FOR WHERE WE STAND TODAY  
[00:33:26] OR IN THE NEXT FEW YEARS, THE DEMAND SYSTEM WILL KIND OF WORK ITS WAY OUT  
[00:33:33] BECAUSE WE'RE ONLY GOING TO GET SOME MORE FLIGHTS IN AND OUT OF THE STATE.  
[00:33:37] SO IT'S A BUILD IT AND THEY WILL COME OR DON'T BUILD IT AND THEY'LL GO SOMEWHERE  
[00:33:42] ELSE OR WILL BE REALLY STRAINED IN TERMS OF OUR ABILITY TO FUNCTION AFFECTIVELY.  
[00:33:49] AND THAT'S WHERE WE HAVE TO LOOK AT THE  
[00:33:50] IMPACTS THERE ARE ECONOMIC IMPACTS, OBVIOUSLY, TO NOT MEETING DEMAND AS THE  
[00:33:56] POPULATION GROWS AND COMPANIES WANT TO COME TO WASHINGTON STATE, ETC.  
[00:34:02] IT'S A VERY TOUGH QUANDARY THAT WE FIND OURSELVES IN, BECAUSE YOU'RE RIGHT.  
[00:34:07] THERE ARE NO NEAR TERM SOLUTIONS RIGHT NOW THAT WOULD ADDRESS EMISSIONS AND  
[00:34:13] NOISE CONCERNS. SO ONCE AGAIN, HOW DO YOU EXPAND AVIATION CAPACITY WHILE YOU  
[00:34:20] ADDRESS THOSE CONCERNS? SO WE HAVE A LOT OF DISCUSSIONS ABOUT HOW DO WE DO THIS  
[00:34:24] AND HOW DO WE DO IT RESPONSIBLY, AND THAT KIND OF GETS TO YOUR NEXT  
[00:34:29] QUESTION, WHICH IS TRANSPORTATION MODES OR OPTIONS? ARE THERE OTHER OPTIONS?  
[00:34:34] WELL, ONE OF THE BIG OPTIONS THAT WE'RE CURRENTLY LOOKING AT, AND THIS IS HOW  
[00:34:38] WE'RE TRYING TO FIGURE OUT HOW IT FITS INTO AND TO DEMAND IS THERE IS A LOT OF  
[00:34:46] INVESTMENTS BEING MADE IN ELECTRIC AIRCRAFT RIGHT NOW. SO THE QUESTION IS  
[00:34:51] WHETHER OR NOT ELECTRIC AIRCRAFT, WHETHER OR NOT THEY ARE VIABLE TO MOVE  
[00:34:57] PEOPLE WITHIN THE STATE AND EVEN IN NEARBY STATES AND REGIONAL CAPACITY.  
[00:35:03] AND WOULD THAT HAVE AN IMPACT ON DEMAND?  
[00:35:06] WE THINK IT WOULD, BUT WE'RE JUST NOT SURE WHEN WE'RE GOING TO SEE CERTIFIED  
[00:35:12] AIRCRAFT FOR USE WITHIN THE STATE WITH OUR OWN STATE. RIGHT NOW, WE HAVE  
[00:35:17] ELECTRIC AIRCRAFT COMPANIES OFFERING WE HAVE MAG EX PRODUCING ELECTRIC MOTORS.  
[00:35:24] WE HAVE AVIATION THAT AT THE ARLINGTON AIRPORT RIGHT NOW THAT'S TRYING TO  
[00:35:29] PRODUCE THE FIRST ALL ELECTRIC NINE PASSENGER AIRCRAFT, WHAT'S REFERRED TO  
[00:35:34] AS ALICE. SO IF THOSE THINGS COME TO FRUITION, WE HAVE TO FIGURE OUT WHAT THE  
[00:35:40] IMPACT IS. AND I THINK THAT'S OUR GREATEST OPPORTUNITY IN THE NEAR TERM,  
[00:35:44] WHICH ADDRESSES BOTH NOISE AND POLLUTION OR EMISSIONS. OKAY. THANKS VERY MUCH.  
[00:35:50] FOR SURE. THANK YOU, DAVID, FOR YOUR EXPENSES RESPONSE. WE ACTUALLY HAVE 10  
[00:35:54] MINUTES SCHEDULED FOR THE REST OF THIS SESSION. SO MY COLLEAGUES, I HOPE YOU  
[00:35:59] WILL KEEP YOUR QUESTIONS CONCISE AS WELL AS YOUR ANSWERS. THANK YOU. MY ANSWER  
[00:36:04] SHORT. COMMISSIONER, WE WILL MOVE ON TO COMMISSIONER CHO. YEAH. DAVID, THANKS  
[00:36:10] FOR YOUR PRESENTATION. I JUST WANTED CLARIFICATION ON HOW THE SIX SITES WERE  
[00:36:14] ARRIVED TOO, ON SLIDE EIGHT OF YOUR PRESENTATION. YOU HAVE THESE METRICS  
[00:36:18] HERE, IT LOOKS LIKE, IS THAT WHAT WAS USED TO RATE THE SIX, OR WAS IT A VOTE  
[00:36:22] LIKE A SUBJECTIVE VOTE BY EACH OF THE COMMISSIONER? I'M CURIOUS HOW YOU ARRIVE  
[00:36:27] TO SIX. THERE WERE OTHER SELECTIVE CRITERIA, BUT THOSE THAT YOU SAW ON  
[00:36:34] THERE WERE INCLUDED AS A PART OF IT. WE STARTED WITH A VERY LONG LIST OF  
[00:36:40] AIRPORTS AND NARROWED IT DOWN BASED SO DISTANCE FROM THE POPULATION BASE,  
[00:36:48] SPONSOR SUPPORT, AIRLINE SUPPORT SIZE, GEOGRAPHIC LOCATIONS,  
[00:36:55] AND A NUMBER OF THINGS. SO AS WE NARROWED IT DOWN, THE COMMISSION  
[00:36:59] PROVIDED INITIAL INPUT ON THOSE TO SAY, YES, WE AGREE THAT THESE SIX AIRPORTS  
[00:37:05] PROBABLY HAVE THE MOST POTENTIAL. OKAY. SO THE COMMISSION MEMBERS DID VOTE.  
[00:37:10] THEY DIDN'T VOTE, BUT THE ONLY VOTE THAT'S REQUIRED IS FOR THE SINGLE  
[00:37:15] PREFERRED. SO THE COMMISSIONERS PROVIDED THIS THEIR INPUT. SO THE  
[00:37:21] OVERALL INPUT WAS IN FAVOR OF THOSE SIX AIRPORTS. OKAY. SO IT WAS A METRIC SPACE  
[00:37:26] IS WHAT WE'RE SAYING. YES, IT WAS. OKAY. AND THE SECOND QUESTION IS, YOU  
[00:37:30] MENTIONED REAL BRIEFLY INTERMODAL TRANSPORTATION, AND YOU ALSO MENTIONED  
[00:37:35] THE IMPORTANCE OF HAVING IT WITHIN ONE HOUR DISTANCE OF TRAVEL FOR TRAVELERS.  
[00:37:41] RIGHT. MY QUESTION IS HOW MUCH OF BUILDING OUT A CURRENTLY NOT EXISTING  
[00:37:48] INTERMODAL INFRASTRUCTURE WAS TAKING INTO ACCOUNT FOR THIS NEW AIRPORT.  
[00:37:54] SO BUILDING YOU'RE SAYING SOMETHING LIKE BUILDING IN A GREEN FIELD SITE THAT  
[00:37:58] DOESN'T CURRENTLY HAVE INTERMODAL CONNECTIONS? YEAH. FOR INSTANCE, IF WE  
[00:38:02] WERE TO PUT LIGHT RAIL THAT GOES DOWN TO A CERTAIN SITE, I'M THINKING OF MOSES  
[00:38:06] LAKE AND PUTTING A HIGH SPEED TRAIN BETWEEN THE CITY SO THAT YOU HAVE AN

[00:38:11] HOUR COMMUTE. IF YOU'VE BEEN TO LONDON OR IF YOU'VE BEEN TO HONG KONG, SEOUL,  
[00:38:17] SOUTH KOREA, YOU SEE THESE INTERMODAL TRANSPORTATIONS AT TAKING TO THE  
[00:38:21] AIRPORT. I'M JUST WONDERING IF THIS WAS TAKEN INTO ACCOUNT. IT HAS BEEN  
[00:38:26] DISCUSSED. SO ESPECIALLY WITH THE OPTIONS OF HIGH SPEED RAIL,  
[00:38:31] OF HIGH SPEED RAIL WERE TO COME TO FRUITION WITHIN THE STATE. THAT COULD  
[00:38:36] OBVIOUSLY CHANGE THE DYNAMICS ON THE LOCATION OF WHERE THE AIRPORT WOULD HAVE  
[00:38:41] TO BE. SO YOU COULD LOOK AT A WIDER AREA IN TERMS OF SITING A NEW GREENFIELD  
[00:38:47] SITE. BUT AT THE CORE OF IT, THOUGH, WE HAVE CONSISTENTLY  
[00:38:54] LOOKED AT WHAT WAS THERE FOR MULTIMODAL CONNECTIONS AND WHAT WOULD BE NEEDED.  
[00:39:00] SO THAT GOES INTO SOME OF THAT CALCULUS  
[00:39:02] IN TERMS OF DETERMINING WHAT'S THE COST OF DOING WHAT WE'RE RECOMMENDING, IF IT  
[00:39:08] NEEDS A HIGHWAY, IF IT NEEDS RAIL, IF IT NEEDS TRANSIT, ETC. BUT YES, WE HAVE  
[00:39:14] CONSIDERED IT. I GUESS THE POINT THAT I'M TRYING TO GET YOU HERE IS THAT I  
[00:39:18] THINK THERE MIGHT BE SOME AIRPORTS THAT DON'T HAVE THE TRANSPORTATION  
[00:39:21] INFRASTRUCTURE AND MIGHT NOT FALL WITHIN THESE METRICS SQUARELY. BUT IT'S A  
[00:39:28] CHICKEN OR EGG QUESTION IN MY MIND. AND, YOU KNOW, KIND OF WHAT PETER WAS ALLUDED  
[00:39:32] TO IF YOU BUILD IT, IF YOU BUILD IT, THEY WILL COME MENTALITY. I IMAGINE THAT  
[00:39:37] IF WE WERE TO THINK ABOUT SUPPLEMENTING CERTAIN SITES WITH INFRASTRUCTURE. SO I  
[00:39:45] GUESS IF WE WERE TO MAKE RECOMMENDATION, IF THIS COMMISSION WERE TO MAKE  
[00:39:50] RECOMMENDATIONS ON CERTAIN AIRPORTS WITH AN ASTERISK. RIGHT. WITH A CAVEAT THAT  
[00:39:56] XYZ INFRASTRUCTURE IS ALSO SUPPLEMENTED WITH THAT AIRPORT, I WONDER IF WE MIGHT  
[00:40:04] END UP WITH A COMPLETELY DIFFERENT LIST OF AIRPORTS. WELL, AGAIN, REMEMBER THAT  
[00:40:09] THE SIX ARE JUST EXISTING AIRPORTS RIGHT NOW. THE TECHNICAL WORK THAT WILL BE  
[00:40:15] DONE IN THE AVIATION SYSTEM PLAN UPDATE, THEY WILL LOOK AT TRUE GREENFIELD SITES,  
[00:40:19] AND AS A PART OF THAT, THEY WILL DO EXACTLY WHAT YOU'RE SAYING.  
[00:40:22] COMMISSIONERS, THEY'LL SAY. ALL RIGHT. YES, YOU COULD BUILD IT HERE, BUT YOU'RE  
[00:40:26] GOING TO NEED X, Y, AND Z IN ADDITION TO JUST THE LAND AND THE AIRPORT ITSELF.  
[00:40:31] OKAY. GOT IT. THANK YOU SO MUCH. YOU'RE  
[00:40:33] WELCOME. THANK YOU, COMMISSIONER. TO MOVING TO COMMISSIONER CALKINS.  
[00:40:37] THANK YOU, DAVID, FOR THE PRESENTATION.  
[00:40:40] I'M CURIOUS ABOUT WHETHER THERE WAS  
[00:40:42] CONSIDERATION OF EXISTING METROPOLITAN AREAS THAT ARE MAYBE 20 OR 40 YEARS  
[00:40:49] AHEAD OF US IN TERMS OF GROWTH, AND LOOKING AT HOW THEY ACCOMMODATED  
[00:40:53] INCREASING AVIATION DEMAND THAT WOULD NO LONGER FIT AT THEIR PRINCIPAL AIRPORTS,  
[00:40:58] I THINK OF LIKE HEATHROW GATWICK HERE AND MIDWAY. DID WE LOOK AT ANY OF THOSE  
[00:41:05] POTENTIALLY ANALOGOUS SITUATION, SEE WHICH ONES ARGUABLY WORKED WELL AND  
[00:41:11] MAYBE USE THOSE AS MODELS FOR CONSIDERATIONS ABOUT HOW FAR APART DO  
[00:41:16] THEY NEED TO BE? HOW DO YOU MITIGATE THE COMMUNITIES IN WHICH THAT SECOND  
[00:41:23] AIRPORT BEGINS TO GROW? THAT KIND OF QUESTION. YEAH, WE DID. SO WE ESPECIALLY  
[00:41:29] LOOKED AT SOME OF THE AIRPORT SYSTEMS THEY HAVE IN FLORIDA, IN AROUND MIAMI.  
[00:41:36] YOU LOOKED IN CALIFORNIA AS WELL. OF  
[00:41:38] COURSE, WE LOOKED AT THE MOST NEAR TERM LARGE AIRPORT, PROBABLY IN THE UNITED  
[00:41:43] STATES RIGHT NOW WAS DENVER INTERNATIONAL, WHICH IS A LITTLE  
[00:41:46] DIFFERENT FROM WHAT YOU'RE TALKING ABOUT. BUT WE LOOKED AT THAT AS WELL,  
[00:41:50] AND IT'S LOOKING AT HOW MUCH ONE OF THOSE AIRPORTS COULD PROVIDE  
[00:41:56] IN TERMS OF THE OVERALL DELTA THAT I WAS TALKING ABOUT. SO A LOT OF THOSE  
[00:42:01] AIRPORTS HAVE A MAIN AIRPORT OR A HUB AIRPORT, AND THEN THEY HAVE  
[00:42:07] SATELLITE AIRPORTS THAT HAVE SEPARATE FUNCTIONS THAT PROVIDE, LIKE A REGIONAL  
[00:42:11] SERVICE OR A NATIONAL SERVICE, AS OPPOSED TO INTERNATIONAL SERVICE. SO WE  
[00:42:15] HAVE CONSIDERED THAT. AND I'LL TELL YOU A LOT OF THIS WORK. THE BASIS  
[00:42:21] WAS DONE BACK IN 1993 FROM THE FLIGHT PLAN STUDY. AND WHAT THE FLIGHT PLAN  
[00:42:27] STUDY SAID WAS THE FIRST RECOMMENDATION WAS TO BUILD A THIRD RUNWAY AT SEATAC.  
[00:42:35] THE SECOND RECOMMENDATION WAS TO ESTABLISH AIR SERVICE AT PAINE FIELD.  
[00:42:42] AND THAT'S BEEN DONE. THE THIRD  
[00:42:45] RECOMMENDATION WAS, LET'S LOCATE AN AIRPORT TO THE SOUTH, WHICH GETS AT THAT  
[00:42:50] KIND OF COMMENT YOU'RE MAKING. SO THAT'S ONE OF THE THINGS THAT THE COMMISSION  
[00:42:56] STARTED LOOKING AT ALMOST IMMEDIATELY WAS OKAY. COULD WE LOOK AT SOMETHING  
[00:43:00] THAT'S TO THE SOUTH IN SAY, THE OLYMPIA AREA?  
[00:43:09] THANK YOU. COMMISSIONER CALKINS MOVING TO COMMISSIONER BOWMAN. HI. THANK YOU  
[00:43:15] FOR THE PRESENTATION. I REALLY APPRECIATE IT. I HAVE A COUPLE OF  
[00:43:19] QUESTIONS, AND MY INTERNET WAS A LITTLE SKETCHY. SO I APOLOGIZE IF I'M REPEATING  
[00:43:24] ONE OF THE QUESTIONS FROM ONE OF MY COLLEAGUES. TWO THINGS WE WERE JUST  
[00:43:29] TOUCHING ON THE POINT THAT I WAS ABOUT TO MAKE TO THE EXTENT THAT THE



[00:43:32] COMMISSION, YOUR COMMISSION, HAD LOOKED AT THE POSSIBILITY OF MORE OF A REGIONAL  
[00:43:37] AIRPORT SYSTEM AS OPPOSED TO WHERE IT'S SIMILAR TO WHAT WHAT THEY HAVE IN  
[00:43:43] CALIFORNIA. SO YOU'VE GOT, FOR EXAMPLE, LONG BEACH AND JOHN WAYNE AND THE  
[00:43:47] SMALLER AIRPORTS THAT OPERATE AROUND MORE OF THE HUB OF LAX. SO I'D LOVE TO  
[00:43:53] LEARN A LITTLE BIT MORE ABOUT THAT. AND THEN IN ADDITION TO THAT, IT'S NOTHING  
[00:43:57] THAT YOU'VE BROUGHT UP. BUT I WOULD JUST ADVOCATE FOR AS THESE CONVERSATIONS MOVE  
[00:44:01] FORWARD, REALLY THINKING ABOUT A REGIONAL AIRPORT AUTHORITY AS ONE OF  
[00:44:07] THE FOLKS THAT LED THE EFFORT TO BRING THE PORT OF SEATTLE AND TACOMA TOGETHER  
[00:44:11] ON THE SEAPORT SIDE TO REDUCE THE COMPETITION AND BETTER INVEST THE  
[00:44:15] PUBLIC'S ASSETS. I AM CONCERNED THAT LONG TERM, IF WE HAVE INDIVIDUAL  
[00:44:21] AIRPORTS COMPETING AGAINST ONE ANOTHER FOR CARGO, WHETHER IT'S PASSENGERS OR  
[00:44:26] AIR CARGO, THAT REALLY WOULDN'T BE A GREAT INVESTMENT OF THE PUBLIC'S  
[00:44:30] RESOURCES. SO WONDERING IF YOU WOULD TACKLE THAT AS WELL? AND THEN MY THIRD  
[00:44:34] QUESTION, IF YOU HAVE A CHANCE TO ANSWER IT, YOU SORT OF REFERRED TO AIR CARGO,  
[00:44:38] THOUGH, AND THIS IS NOT A CRITICISM, BUT AS THOUGH IT WERE A MONOLITH AND IT  
[00:44:42] REALLY ISN'T. THERE'S AIR CARGO THAT IS, FOR EXAMPLE, THE DHL, THE FEDEX CARGO.  
[00:44:48] AND THEN THERE'S SOME SUBSTANTIAL AIR  
[00:44:51] CARGO THAT ARE HIGH VALUE COMMODITY AGRICULTURAL PRODUCTS LIKE OUR CHERRIES.  
[00:44:57] AND WHERE THOSE, I THINK CERTAINLY COULD BE LOOKED AT. I KNOW THE PORT OF MOSES  
[00:45:02] LAKE WAS ONE OF THE WHEN I DID MY WORK WITH THE COMMISSION. PORT OF MOSES LAKE  
[00:45:07] WAS ONE OF THE AREAS THAT WE LOOKED AT FOR INVESTING MORE RESOURCES TO HANDLE  
[00:45:12] SOME OF THE AGRICULTURAL AIR CARGO PRODUCTS. AGAIN, THAT'S ONLY A PORTION  
[00:45:16] OF WHAT IS OUT THERE. AND THE OTHER AIR CARGO DOES NEED TO BE SOMEWHAT NEAR A  
[00:45:22] POPULATION BASE. OTHERWISE IT'S NOT ECONOMICALLY FEASIBLE, BECAUSE THEN  
[00:45:27] YOU'RE TRACKING THE CAR, GO BACK AND FORTH FROM WAREHOUSES AT A POINT WHERE  
[00:45:30] IT DOESN'T MAKE ANY SENSE. SO SORRY. THERE'S THREE BIG THINGS. IF YOU HAVE  
[00:45:34] THE OPPORTUNITY TO TOUCH ON ANY OF THEM, MIGHT APPRECIATE IT, IF NOT JUST AN IOU.  
[00:45:39] SURE, CHRIS, I'LL BE BRIEF, BUT I THINK  
[00:45:42] I CAN GET IT. ALL THREE OF THEM FIRST WAS AIR CARGO. YOU KNOW, MAYBE I  
[00:45:46] MISREPRESENTED THAT. BUT THE BOTTOM LINE WITH AIR CARGO IS THAT WE HAVE THE SAME  
[00:45:52] KIND OF DILEMMA WITH AIR CARGO THAT WE HAVE WITH PASSENGERS. SO THE DEMAND IS  
[00:45:57] ALMOST EQUAL. WE'RE GOING TO SEE DOUBLE THE DEMAND BASED ON PROJECTIONS FOR AIR  
[00:46:02] PASSENGER SERVICE. AND WE'RE ALSO GOING TO SEE DOUBLE THE DEMAND FOR AIR CARGO  
[00:46:07] OPERATIONS. AND YOU'RE RIGHT. THERE ARE SOME THINGS THAT CAN GO TO OTHER PLACES.  
[00:46:13] I WAS A MEMBER OF THE JOINT AIR CARGO  
[00:46:15] STUDY WHEN IT WAS CONDUCTED, SO I SAT ON THAT. AND MOSES LAKE HAS STARTED  
[00:46:21] DOING SOME OF THESE THINGS, AND THEY ARE KIND OF UPPING THEIR GAME TO FACILITATE  
[00:46:25] ADDITIONAL AIR CARGO. BUT THE BOTTOM LINE IS THAT CARGO GOES TO WHERE THE  
[00:46:30] PEOPLE NEED IT, SO IT'S GOING TO FOLLOW THE BULK OF THE POPULATION. THAT'S WHAT  
[00:46:36] MAKES IT KIND OF TRICKY. SO YOUR SECOND POINT ABOUT THE REGIONAL AIRPORT  
[00:46:42] AUTHORITY, WE HAVE DISCUSSED THAT. SO THERE ARE DIFFERENT MODELS FOR AN  
[00:46:48] AIRPORT SPONSOR. SO AT SOME POINT IT COULD BE RECOMMENDED THAT, HEY, NOT ONLY  
[00:46:54] DO WE RECOMMEND AIRPORT Z, BUT WE ALSO RECOMMEND THE ESTABLISHMENT OF REGIONAL  
[00:47:00] AIRPORT AUTHORITY. AND THERE'S ONE MEMBER THAT HAS DISCUSSED THAT ON THE  
[00:47:04] NUMBER OF CASES WITH THE COMMISSION MEMBERS. THE LAST POINT ABOUT THE  
[00:47:09] REGIONAL AIRPORT IS WE HAVE REALLY LOOKED AT THAT, AND WE'RE ASKING THE  
[00:47:16] CONSULTANTS, WHOEVER SELECTED FOR THE  
[00:47:20] AIRPORT SYSTEM PLAN UPDATES TO TAKE A DEEPER DIVE, TO SAY, ALL  
[00:47:27] RIGHT. IF WE WERE TO DO MORE ON A REGIONAL BASIS, EITHER TO DO POINT TO  
[00:47:32] POINT SERVICE THAT DID NOT GO THROUGH SEATAC OR TO GO FROM, SAY,  
[00:47:38] YAKIMA PORTLAND OR YAKIMA SOMEWHERE ELSE, HOW DOES THAT IMPACT DEMAND WITHIN  
[00:47:44] THE STATE? LOOKING AT REGIONALLY? AND AGAIN, IF YOU GO BACK TO WHAT I TALKED  
[00:47:48] ABOUT IN TERMS OF ELECTRIC AIRCRAFT, THAT ALSO PLAYS INTO THAT WHOLE REGIONAL  
[00:47:53] ASPECT FOR AVIATION, IT WOULD BE GREAT TO GO ON A FLIGHT IN PORT  
[00:48:00] ANGELES AND FLY TO WALLA WALLA ON THE ELECTRIC AIRCRAFT AT HALF THE COST.  
[00:48:07] THAT'S THE KIND OF FUTURE THAT WE HAVE  
[00:48:09] TO CONSIDER, I THINK. THANK YOU. THAT WAS ACTUALLY EXACTLY WHERE I WAS  
[00:48:15] GOING WITH THAT. I'VE BEEN INVOLVED AS WELL WITH THE ELECTRIC AIRCRAFT FUTURE.  
[00:48:19] AND THEN THINKING ABOUT THE UTILITIES  
[00:48:22] THAT WOULD BE NEEDED AT THOSE PARTICULAR AIRPORTS IS SOMETHING THAT HAS TO REALLY  
[00:48:26] BE CONSIDERED UPFRONT. BUT PLANNING WHAT THOSE ROUTES ARE, MAKING THOSE  
[00:48:30] INVESTMENTS IN THE UTILITIES AND INFRASTRUCTURE. SO I'M GLAD TO HEAR THAT  
[00:48:34] YOU'RE THINKING ABOUT IT. THAT'S WONDERFUL. WE HAVE. AND TO YOUR POINT

[00:48:38] ABOUT ELECTRIC AIRCRAFT INFRASTRUCTURE, THERE IS A BILL IN CONGRESS RIGHT NOW  
[00:48:43] THAT WOULD HELP AIRPORTS ACROSS THE NATION ADDRESS INFRASTRUCTURE THAT WOULD  
[00:48:50] BE REQUIRED TO FACILITATE ALL THIS EMERGING TECHNOLOGY. THANK YOU.  
[00:48:54] THANK YOU COMMISSIONER BOWMAN. MOVING TO COMMISSIONER FELLEMAN. HI. THANK YOU  
[00:49:00] VERY MUCH, DAVID, FOR YOUR WEALTH OF INFORMATION AND PRESENTATION.  
[00:49:05] IF YOU KNEW OF AN AIRPORT THAT WAS  
[00:49:09] WITHIN AN HOUR OF SEATAC THAT HAD ACCESS TO THE GREAT INFRASTRUCTURE  
[00:49:17] OF THE KENT WAREHOUSE FACILITIES, WAS EXISTING AIRPORT WITH ROOM TO  
[00:49:25] ADD A RUNWAY THAT THE COMMUNITY WAS ALREADY EXPOSED TO HEAVY TRAFFIC,  
[00:49:34] AIR NOISE AND WAS IN CLOSE PROXIMITY TO EXPANDING POPULATION CENTER. WOULDNT  
[00:49:42] YOU THINK THAT WOULD BE A GREAT OPPORTUNITY? I WOULD  
[00:49:47] SAY IT MIGHT PROVIDE AN OPPORTUNITY, COMMISSIONER. BUT THE FEEDBACK THAT  
[00:49:51] WE'VE RECEIVED FROM THE PUBLIC ON SOME OF THESE EXISTING AIRPORTS IS THEY DO  
[00:49:57] SOME DON'T NECESSARILY WANT COMMERCIAL SERVICE. AND SO THAT WHEN I GO BACK TO  
[00:50:03] THAT TWO PART REQUIREMENT OF HAVING A WILLING AIRPORT SPONSOR AND THE  
[00:50:08] AIRLINES, IT REALLY HAS TO BE BOTH TEAMED UP TOGETHER BECAUSE THEY ARE THE  
[00:50:13] ONES THAT ARE ULTIMATELY GOING TO EXECUTE WHATEVER IS RECOMMENDED BY THE  
[00:50:17] COMMISSION. I DON'T DISAGREE WITH WHAT YOU'RE SAYING, BUT I THINK SOME OF THOSE  
[00:50:21] WILL BE VERY DIFFICULT FOR US TO MAKE A RECOMMENDATION BASED ON  
[00:50:28] SOME OF THE FEEDBACK THAT WE RECEIVED FROM EITHER THE SPONSORS, THE AIRLINES  
[00:50:32] OR THE PUBLIC. WELL, WHEN YOU SAY SPONSORS, YOU MEAN THE AIRPORT OWNER.  
[00:50:37] OKAY. SO WE DO UNDERSTAND THAT THE AIRLINES DON'T WANT CONNECTING  
[00:50:43] FLIGHTS. THEY DON'T WANT TO GO ANYWHERE THEY WANT TO EXPAND IN PLACE. THAT IS  
[00:50:46] PREFERRED. NUMBER 1, 1 OF THE THINGS ABOUT THIS HYPOTHETICAL AIRPORT OF THE  
[00:50:52] SOUTH IS THAT IT IS COMPLETELY OWNED AND OPERATED BY THE FEDERAL GOVERNMENT. SO  
[00:50:58] THEY GO WHERE THEY'RE TOLD. AND SO WHETHER OR NOT THEY WANT TO GO, THEY CAN  
[00:51:03] GO. AND IN FACT, THERE ARE SEVERAL AIRPORTS AROUND THE COUNTRY, QUITE A FEW  
[00:51:06] THAT SHARE MILITARY BASE WITH A COMMERCIAL AIR. AND IN FACT,  
[00:51:13] JUST EVEN TAKING AIR CARGO OUT OF SOME OF THE ADDING TO THAT MIX WITH, YOU  
[00:51:20] KNOW, NOT HAVING TO HAVE ALL THE TRAFFIC ASSOCIATED WITH PASSENGERS COULD BE AN  
[00:51:24] INTERIM THING. BUT IN FACT, THIS HYPOTHETICAL AIRPORT WAS COMPLETELY  
[00:51:29] NEVER PUT ON THE SCHEDULE FOR CONSIDERATION. SO PERHAPS YOU CAN TELL  
[00:51:33] ME WHY THAT IS. SO IF YOU'RE REFERRING TO MCCORD, MCCORD WAS CONSIDERED, AND  
[00:51:38] THERE WAS A LOT OF INPUT FROM THE CONGRESSIONAL DELEGATION, PLUS PIERCE  
[00:51:43] COUNTY, PLUS THE SURROUNDING CITIES THAT REQUESTED THE COMMISSION NOT CONSIDER  
[00:51:48] MCCORD. AND THERE IS A REQUIREMENT WITHIN THE LEGISLATION THAT DIRECTS THE  
[00:51:54] COMMISSION THAT THE RECOMMENDATIONS CANNOT INTERFERE WITH MILITARY  
[00:52:00] OPERATIONS. SO IT WAS A LITTLE BIT IT WAS LOOKED AT, COMMISSIONER. THERE WERE  
[00:52:04] SOME COMMISSION MEMBERS THAT BELIEVED IT WAS A GOOD IDEA, BUT WE VEERED AWAY FROM  
[00:52:10] THAT, MAINLY BASED ON FROM THE INPUT THAT WE RECEIVED ON ALL THREE OF THOSE  
[00:52:14] LEVELS, FROM THE MILITARY, FROM CONGRESSIONAL MEMBERS AND FROM THE  
[00:52:18] COMMUNITY MEMBERS AS WELL. SO THAT'S WHY I JUST WANT TO DWELL ON THIS MUCH  
[00:52:21] LONGER. BUT NO COMMUNITY IS GOING TO EMBRACE THIS, RIGHT? SO LET'S JUST GET  
[00:52:25] OVER THAT, RIGHT. NOBODY WANTS AN AIRPORT SITED IN THE BACKGROUND.  
[00:52:29] CREATING A GREEN FIELD SEEMS TO BE ALL BUT IMPOSSIBLE IN MY HUMBLE EXPERIENCE  
[00:52:35] HERE. SO DON'T EXPECT ANY PLACE TO EMBRACE YOUR IDEA. OR NEED, I SHOULD  
[00:52:42] SAY. AND I UNDERSTAND, THOUGH, THAT MY UNDERSTANDING WAS THAT THIS WAS JUST  
[00:52:48] TAKEN OFF THE TABLE, YOU KNOW, REALLY, WITHOUT A THOROUGH REVIEW, I THOUGHT IT  
[00:52:53] WAS ALMOST PRECLUDED FROM BEING ACTIVELY CONSIDERED. SO THAT'S NOT THE CASE. IT  
[00:52:59] WAS DEFINITELY CONSIDERED, COMMISSIONER. AND THERE WERE QUITE A FEW  
[00:53:02] DISCUSSIONS IN COMMISSION MEETINGS ABOUT IT AS WELL AS OUTSIDE AS WE RECEIVED  
[00:53:09] INPUT FROM TO WRITTEN LETTERS FROM CONGRESSMAN ADDRESSING THE POTENTIAL  
[00:53:15] FOR IT. YEAH, I KNOW, DENNY HEX IS NOT JUST NO, HELL NO. BUT THE IDEA,  
[00:53:19] THOUGH, THAT IF YOU JUST TOOK THE POLITICS OUT OF IT FOR A MOMENT AND JUST  
[00:53:23] LOOKED AT THE PHYSICAL LOCATION CAPACITY. AND THE FACT IS, LIKE I SAID,  
[00:53:29] OTHER AIRPORTS SHARE SPACE, SO IT DOES NOT PRECLUDE THE OPERATION OF A MILITARY  
[00:53:33] BASE IF IT WERE TO BE SHARED, ALTHOUGH MILITARY BASES CAN BE MOVED TO MOSES  
[00:53:37] LAKE AS WELL. BUT I'M JUST SAYING FROM A PHYSICAL LOGISTICAL CAPACITY DOES NOT  
[00:53:43] JBLM FILL MOST OF THE BOXES THAT YOU'RE LOOKING FOR. I WOULD SAY  
[00:53:51] THAT THE THERE ARE SOME THERE WERE IT DOES FILL A LOT  
[00:53:58] OF THE REQUIREMENTS, BUT IT HAS ITS OWN CONSTRAINTS AS WELL IN TERMS OF  
[00:54:03] EXPANSION. AND MCCORD IS RIGHT NEXT TO FORT LEWIS. SO AGAIN,  
[00:54:11] I GO BACK TO THE IMPACTS OF TRYING TO EXPAND SOMETHING LIKE MCCORD FIELD HAS

[00:54:16] AN IMPACT ON MILITARY OPERATIONS, SO THAT HAS TO BE TAKEN INTO CONSIDERATION  
[00:54:22] BY THE COMMISSION MEMBERS. VERY GOOD. THANK YOU, MR COMMISSION PRESIDENT. MR  
[00:54:27] BROWN HAD HIS HAND UP A LITTLE WHILE AGO. I'M SORRY, JEFFREY. I GO FOR IT.  
[00:54:32] NO, THAT'S FINE. I THINK DAVID ANSWERED  
[00:54:34] THE QUESTION. BUT DAVID, ALSO, THERE IS A RESTRICTION. AND THE BILL THAT SAYS  
[00:54:38] THE TWO RESTRICTIONS, 1 CANNOT BE AN A COUNTY OF 2,000,000 OR MORE, WHICH IS  
[00:54:42] KING COUNTY, AND IT CANNOT BE ADJACENT TO A MILITARY BASE. RIGHT.  
[00:54:47] THE FIRST ONE IS CORRECT. IT'S NOT ADJACENT TO THE MILITARY BASE. I THINK  
[00:54:52] IT IS MORE YOU CAN CORRECT ME. I'M WRONG. I CANNOT INTERFERE WITH MILITARY  
[00:54:57] OPERATIONS, WITH THE MISSION, WITH THE MISSION OF THE MILITARY. THAT'S CORRECT.  
[00:55:02] RIGHT. AND, OF COURSE, WHERE THERE'S A WILL, THERE'S A WAY TO ACCOMMODATE. AND  
[00:55:07] AS I SAID, A HALF DOZEN OTHER STATES HAVE THE COLOCATION OF THESE FACILITIES.  
[00:55:13] BUT, YOU KNOW, THANK YOU SO MUCH, MR  
[00:55:14] HENDRICKSON. AND I DO APPRECIATE YOU TAKING THE TIME AND ENTERTAINING THIS  
[00:55:19] VERY THOROUGH CONVERSATION. SO I  
[00:55:23] APPRECIATE ONCE AGAIN, IF THERE'S ANY CLOSING COMMENTS YOU'D LIKE TO MAKE.  
[00:55:27] YOU KNOW, WE REALLY APPRECIATE THE OPPORTUNITY. THIS ISN'T AN EASY PROBLEM TO  
[00:55:32] SOLVE, AND WE REALLY HAVE TO LOOK AT THE FUTURE AND HOW AVIATION IMPACTS OUR  
[00:55:39] STATE. WARREN, DO YOU HAVE ANYTHING TO INPUT? IT'S JUST ABSOLUTELY A PLEASURE  
[00:55:44] TO HAVE THIS AUDIENCE. AND THE TYPES OF QUESTIONS AND THE ISSUES THAT YOU  
[00:55:48] BROUGHT TO THE TWO OF US, ESPECIALLY THAT DAVID ANSWERED SO WELL, ARE EXACTLY  
[00:55:53] THE CONVERSATIONS WE HAVE ON THE COMMISSION POINTED FOCUSED AND EXACTLY  
[00:55:57] HIGHLIGHT ALL THE ISSUES. AND THE DILEMMAS THAT FACE IS TOUGH DECISION.  
[00:56:01] BUT THE RIGHT PEOPLE ARE REALLY AT THE  
[00:56:03] TABLE TO MAKE THIS DECISION AS BEST AS POSSIBLE. SO THANK YOU. THANK YOU SO  
[00:56:08] MUCH, MR HENDRICKSON. AND WITH THAT CLERK HART, PLEASE READ THE NEXT ITEM  
[00:56:12] INTO THE RECORD. AN EXECUTIVE DIRECTOR METRUCK WILL THEN INTRODUCE THE ITEM.  
[00:56:16] THANK YOU. THIS IS ITEM FOUR B, THE  
[00:56:19] JUNETEENTH PROCLAMATION FOR ALL PORT EMPLOYEES.  
[00:56:23] COMMISSIONERS. THIS PROCLAMATION BUILDS ON THE ACTION YOU TOOK LAST NOVEMBER TO  
[00:56:28] ENDORSE DESIGNATION OF JUNETEENTH AS A PORT HOLIDAY FOR NONREPRESENTATIVE  
[00:56:32] EMPLOYEES. SINCE THAT TIME, I'VE CONSIDERED THE ISSUE FURTHER AND DECIDED  
[00:56:36] TO EXTEND THE BENEFIT TO ALL EMPLOYEES REPRESENTED TO NONREPRESENTED. THE  
[00:56:40] RECOGNITION OF JUNETEENTH AND SUPPORT HOLIDAYS A SIGNIFICANT WAY WE CAN  
[00:56:43] CELEBRATE FREEDOM HELPED CREATE A CULTURE OF BELONGING IN A MORE EQUITABLE,  
[00:56:48] ANTI-RACIST PORT CULTURE. I SUPPORT THE ADOPTION OF THIS AMENDED PROCLAMATION.  
[00:56:57] THANK YOU, EXECUTIVE DIRECTOR. MY NAME IS AARON PRICHARD. I'M THE POLICY  
[00:57:01] DIRECTOR FOR THE COMMISSION OFFICE. I'M HERE TO ANSWER ANY QUESTIONS THAT THEY  
[00:57:05] MAY COME UP. I WILL TURN THIS OVER TO, I BELIEVE COMMISSIONER BOWMAN, AT THIS  
[00:57:10] POINT. HELLO. I WOULD LIKE TO MOVE MY AMENDMENT. I'D LIKE TO MOVE TO AMEND  
[00:57:16] SOMETHING PREVIOUSLY ADOPTED TO THE NOVEMBER 17 2020 COMMISSION  
[00:57:21] PROCLAMATION. ADOPTING JUNETEENTH IS AN OFFICIAL PORT HOLIDAY. AMENDING THE  
[00:57:25] PROCLAMATION TO NOTE ITS APPLICABILITY TO ALL PORT EMPLOYEES. THE AMENDED  
[00:57:29] PROCLAMATION IS CONTAINED IN YOUR MEETING PACKET AND SIMPLY REPLACES THE  
[00:57:33] PHRASE NONREPRESENTED EMPLOYEES WITH ALL PORT EMPLOYEES. I HAVE A SECOND.  
[00:57:39] THANK YOU. THAT MOTION HAS BEEN MOVED AND SECONDED  
[00:57:49] MR. COMMISSION PRESIDENT,  
[00:57:52] IS THERE ANY DISCUSSION ON THE MOTION?  
[00:57:55] PLEASE DO. AND OKAY, SO,  
[00:57:59] YES, AN OPPORTUNITY FOR DISCUSSION WITH THE MOTION HAVING BEEN MADE. AND  
[00:58:03] SECONDED, DO YOU WANT TO GO THROUGH THE JUST A SHOW OF HANDS.  
[00:58:09] OTHERWISE WE'LL MOVE ON TO THE MAIN  
[00:58:12] VOTE. I'M NOT SEEING ANY HANDS. WILL CALL THE ROLL FOR THE MAIN VOTE, MR.  
[00:58:16] COMMISSION PRESIDENT, BEGINNING WITH COMMISSIONER STEINBRUECK. YES. THANK YOU,  
[00:58:21] COMMISSIONER CHO. AYE THANK YOU, COMMISSIONER CALKINS. AYE. THANK YOU,  
[00:58:27] COMMISSIONER BOWMAN. AYE. THANK YOU, COMMISSIONER FELLEMAN. AYE. THANK YOU.  
[00:58:33] THERE ARE FIVE YESES AND ZERO NOS FOR THIS MOTION. THE MOTION PASSES.  
[00:58:39] VERY GOOD. THANK YOU SO MUCH. AND WE'LL NOW MOVE ON TO, I BELIEVE. YES.  
[00:58:47] I'M SORRY. SEEING NO FURTHER DISCUSSION,  
[00:58:50] WE HAD THIS DONE. SO NEXT ON THE AGENDA IS THE EXECUTIVE DIRECTORS REPORT. BUT  
[00:58:55] BEFORE THAT, I WOULD LIKE TO OFFER DELMAS WHITTAKER A CHANCE TO OUR  
[00:59:01] DIRECTOR OF THE BIG BLACKS IN GOVERNMENT REG, ERG, IF HE WOULD LIKE  
[00:59:08] TO SAY SOME WORDS AS I WOULD PROCEED WITH MY OPENING COMMENTS. YOU CAN

[00:59:14] RECOGNITION OF THIS TRAGIC ANNUAL FIRST ANNIVERSARY MURDER OF MR FLOYD. ARE YOU  
[00:59:21] AVAILABLE? YES, I AM COMMISSION PRESIDENT. THANK YOU VERY  
[00:59:27] MUCH. COMMISSIONERS. EXECUTIVE DIRECTOR METRUCK, THANK YOU VERY MUCH FOR THIS  
[00:59:32] MOMENT. I EARLIER SENT A MESSAGE OUT TO OUR MEMBERSHIP AND OUR ERG MEMBERS.  
[00:59:39] AND I'D LIKE TO TAKE THIS MOMENT TO  
[00:59:41] SHARE THAT WITH YOU. TODAY MARKS THE FIRST ANNIVERSARY OF THE TRAGIC MURDER  
[00:59:47] OF GEORGE FLOYD. THERE'S SENSELESS DEATH SPARKED OUTRAGE AND SOCIAL ACTIVISM FOR  
[00:59:54] THE PORT OF SEATTLE. 2020 CAN BE DESCRIBED AS A YEAR OF SOCIAL RECKONING,  
[01:00:01] BEGINNING WITH THE EXECUTIVE DIRECTORS TOWN HALL IN WHICH MYSELF, LANCE  
[01:00:08] LITTLE. OUR EXECUTIVE SPONSOR, KINNEY LYLES, OUR MEDIA PRESS PRESIDENT,  
[01:00:13] CONTRIBUTED, AND THE PORT ADOPTING BLACK LIVES MATTERS MANTRA  
[01:00:21] AND LOGO IN BOTH THE INTERNAL AND EXTERNAL SOCIAL MEDIA MESSAGING, THE  
[01:00:27] PORT OF SEATTLE COMMISSIONS, ACKNOWLEDGMENT OF BLACK LIVES MATTER AND  
[01:00:31] WHAT WE'VE TALKED ABOUT TODAY BECOMING A PAID HOLIDAY FOR ALL EMPLOYEES.  
[01:00:37] FURTHERMORE, THE BANISHMENT OF THE USE  
[01:00:41] OF MACULAR NECK RESTRAINTS BY THE PORT POLICE AND THE CREATION OF THE  
[01:00:48] COMMISSION TASK FORCE FOR POLICING AND CIVIL RIGHTS. THE ADOPTION OF THE PORT  
[01:00:53] OF SEATTLE EQUITY MOTION BY COMMISSIONER CHO AND SUBSEQUENTLY REQUIRING THE  
[01:01:01] OFFICE OF EQUITY DIVERSITY AND INCLUSION TO CONDUCT CAUCUSING AROUND ALL RACES.  
[01:01:07] AND THE SUPERVISORY EQUITY TRAINING THAT WAS PROVIDED ACROSS THE ORGANIZATION.  
[01:01:13] AND THE LAUNCHING OF OUR OWN EQUITY  
[01:01:16] SURVEY. AND FINALLY, THE EXECUTIVE DIRECTOR ALLOWING FOR THE RAISING OF THE  
[01:01:24] JUNETEENTH FLAGS AT ALL OF OUR FACILITIES HAS BEEN JUST AN AMAZING FIRST STEP.  
[01:01:30] AS WE PRAY FOR THE FAMILIES OF GEORGE  
[01:01:34] FLOYD AND REFLECT ON THE STATE OF OUR COMMUNITY, WE MUST CONTINUE TO STRIVE TO  
[01:01:40] REPAIR THE DAMAGE, HEAL THE WOUNDS AND BUILD A BETTER COMMUNITY. WE MUST RISE  
[01:01:46] ABOVE NOT ONLY AS PORT EMPLOYEES, BUT AS MEMBERS OF THIS GREATER COMMUNITY. WE  
[01:01:52] MUST STAND TOGETHER IN SOLIDARITY TO BUILD A BETTER AND BRIGHTER COMMUNITY.  
[01:01:57] OUR ERGS HAVE ADOPTED A SLOGAN, WE SHOW UP. HOPEFULLY EVERYONE THAT'S HEARING  
[01:02:04] THIS STATEMENT WILL SHOW UP TO RAISE SOLIDARITY AND REPAIR OUR COUNTRY.  
[01:02:12] SO THANK YOU VERY MUCH FOR THIS TIME.  
[01:02:14] THANK YOU VERY MUCH FOR THE PROCLAMATION. AND I LOOK FORWARD TO  
[01:02:19] CONTINUING THIS WORK. SO THANK YOU, COMMISSION PRESIDENT, THANK YOU, DELMAS,  
[01:02:24] FOR YOUR LEADERSHIP AND THIS RECOGNIZING THIS VERY IMPORTANT DAY, I'D LIKE TO  
[01:02:29] HAVE A COUPLE OF MOMENTS AS WELL, AND THEN I'LL PASS THIS ON TO EXECUTIVE  
[01:02:34] METRUCK. SO I'D JUST LIKE TO BEGIN AS WELL TO RECOGNIZE THAT TODAY DOES MARK  
[01:02:39] THIS ONE YEAR TRAGEDY OF THE MURDER OF GEORGE FLOYD. AND WHILE HIS DEATH WAS  
[01:02:43] GRUESOME AND COMPLETELY AVOIDABLE, THE TRAGEDY DOES SERVE TO ELEVATE THE  
[01:02:48] NEED FOR SOCIAL JUSTICE WHERE WE LIVE AROUND THE WORLD. AND THOUGH  
[01:02:53] TRAGICALLY BLACK LIVES MATTER MOVEMENT HAS SINCE MADE SO MUCH PROGRESS TO  
[01:02:57] ELEVATE THIS EXISTENCE OF RACISM HOW IS THIS SO DIFFERENT THAN WHAT YOURS IS. EXCUSE ME.  
[01:03:03] I AM SO SORRY. HANG ON A SECOND. I'LL FIND OUT WHO THAT IS. APOLOGIES,  
[01:03:07] COMMISSION, COMMISSION PRESIDENT, LET ME LOOK THROUGH THE LIST REALLY QUICKLY. I  
[01:03:11] JUST MUTED THEM. THANK YOU. AUBREE. PLEASE CONTINUE. WELL, THE BLACK LIVES  
[01:03:17] MATTER HAS DONE SO MUCH TO ELEVATE THE EXISTENCE OF RACIAL HATE. THE FACT IS  
[01:03:22] THIS MONTH'S RECOGNITION OF ASIAN PACIFIC HERITAGE HAS BEEN MARRED BY THE  
[01:03:26] HATE DIRECTED TOWARDS THE AAPI COMMUNITY. I'D ALSO LIKE TO RECOGNIZE  
[01:03:31] THAT MEMORIAL DAY WEEKEND IS BEFORE US AND MY DAD USED TO REPEATEDLY TELL MY  
[01:03:35] FAMILY HOW LUCKY HE WAS TO BE ALIVE AFTER HAVING FOUGHT IN WORLD WAR II.  
[01:03:39] WELL, THERE ARE VERY FEW VETERANS FROM  
[01:03:41] THE PURPORTED GREAT GENERATION STILL ALIVE THEIR SACRIFICE THOSE THAT  
[01:03:45] FOLLOWED SHOULD NEVER BE FORGOTTEN. ONE POSITIVE SCAR LEFT ON MANY OF US LUCKY  
[01:03:50] TO HAVE BEEN CALLED THE HAVING THEM CALL THEIR PARENTS BEYOND THE IMPORTANCE OF  
[01:03:54] PUBLIC SERVICE IS A SENSE THAT RESOURCES ARE NOT UNLIMITED. JUST AS PENNIES WERE  
[01:03:59] MADE OF STEEL WHEN COPPER WAS IN SHORT SUPPLY IN 1943, LEAVING THE LIGHTS ON  
[01:04:04] OR WATER RUNNING IS NOT BEING AN ENVIRONMENTALIST, JUST BEING WASTEFUL.  
[01:04:08] AND LOOKING FORWARD TO NEXT WEEK JUNE  
[01:04:11] BEING ORCAA MONTH IS OF POIGNANT TO ME, GIVEN THE PRESENCE OF THE SOUTHERN  
[01:04:15] RESIDENT KILLER WELL COMMUNITY. IT IS WHAT BROUGHT ME HERE IN 1980 AND SERVES  
[01:04:19] AS A PRIMARY MOTIVATION FOR MY PUBLIC SERVICE. AND I CONTINUE TO RELISH THE  
[01:04:24] FACT THAT THEY STILL EVEN EXIST DESPITE CAPTURES OF THE AQUARIUM TRADE,  
[01:04:28] DEPLETED SALMON STOCKS, POLLUTION AND ANTHROPOGENIC DISTURBANCE. THE CONTINUED  
[01:04:34] EXISTENCE OF THE 75 REMAINING INDIVIDUALS WHOSE MATRIARCHS LIVE WITH



[01:04:38] AND EVEN SHARE THEIR PREY WITH ADULT OFFSPRING OF BOTH SEXES IS TESTAMENT  
[01:04:43] THAT IN UNITY THERE IS STRENGTH. THEIR COOPERATION PROVIDES A STARK LESSON THAT  
[01:04:47] WE NEED TO PUT OUR PETTY DIFFERENCES ASIDE IF WE'RE GOING TO HAVE THE  
[01:04:51] PRIVILEGE OF COEXISTING WITH A FELLOW INTELLIGENT MAMMAL 30,000,000  
[01:04:55] EVOLUTIONARY YEARS OUR SENIOR, AND IF WE ARE TO PRESERVE THE LIKELIHOOD OF OUR  
[01:04:59] OWN EXISTENCE INTO THE FUTURE. WE ALL HAVE MUCH TO LEARN FROM THEIR  
[01:05:03] PERSEVERANCE. I'D LIKE TO NOW INVITE EXECUTIVE METRUCK TO GET HIS REPORT.  
[01:05:13] THANK YOU, MR PRESIDENT. I WOULD ALSO LIKE TO BEGIN MY REMARKS BY  
[01:05:18] ACKNOWLEDGING TODAY IS THE ONE YEAR ANNIVERSARY OF GEORGE FLOYD'S DEATH.  
[01:05:22] THE DEATH OF GEORGE FLOYD IS ONE DEATH  
[01:05:25] AMONG MANY IN A LONG HISTORY OF UNJUST SYSTEMIC RACISM IN VIOLENCE AGAINST  
[01:05:30] AFRICAN AMERICANS IN OUR COUNTRY. THIS MOMENT, OUR NATION'S HISTORY IS  
[01:05:34] RECOGNIZED AS A TURNING POINT IN THE MODERN CIVIL RIGHTS MOVEMENT. IN A  
[01:05:37] MODERN MENTAL EVENT FOR THE RACIAL RECKONING OF THE PAST YEAR,  
[01:05:42] BLACK LIVES MATTER.  
[01:05:45] THE PORT IS COMMITTED TO BECOMING A MODEL FOR EQUITY, DIVERSITY AND  
[01:05:49] INCLUSION. AND SINCE THAT TIME, YOU HAVE TAKEN SEVERAL MOTIONS ON THESE EQUITY  
[01:05:56] EFFORTS. DELMAS DID A VERY GOOD JOB OF WALKING THROUGH ALL THE  
[01:06:01] ACTIONS TAKEN FOR SO IN THE INTEREST OF TIME, I WON'T WALK THROUGH ALL OF THOSE.  
[01:06:06] BUT THERE'S A LOT OF ACTIONS THAT WE'RE  
[01:06:08] UNDERTAKING. AND AT THIS TIME, I WANT TO TAKE A MOMENT TO EXPRESS MY GRATITUDE  
[01:06:13] AND THANKS FOR THE INCREDIBLE LEADERSHIP OF REPORTS CHAPTER, BLACKS IN GOVERNMENT  
[01:06:17] AND BIGGEST PRESIDENT DELMAS WHITTAKER FOR HIS INDIVIDUAL LEADERSHIP. WORKING  
[01:06:22] TIRELESSLY DURING THE PAST YEAR, BIG HAS PLAYED A VITAL ROLE IN HELPING  
[01:06:25] OUR ORGANIZATION ADVANCE RACIAL EQUITY AND BOTH OUR POLICIES AND OUR CULTURE.  
[01:06:30] WE'VE COME A LONG WAY IN A SHORT PERIOD OF TIME, BUT WE STILL HAVE A LOT OF WORK  
[01:06:35] TO DO. AND THAT'S OBVIOUS FOR US WITH THE EFFORTS THAT WERE OUTLAID BY DELMAS.  
[01:06:40] PART OF OUR EQUITY ASSESSMENT IS GETTING EMPLOYEE FEEDBACK, AND I WANT TO TAKE  
[01:06:44] THIS OPPORTUNITY TO ENCOURAGE ALL EMPLOYEES TO TAKE THE EQUITY SURVEY IF  
[01:06:47] THEY HAVEN'T ALREADY. IT'S IMPORTANT TO HEAR THE FEEDBACK FROM EVERYONE. I'D  
[01:06:53] ALSO LIKE TO MOVE ON AND TO ACKNOWLEDGE, LIKE THE PRESIDENT DID THE UPCOMING  
[01:06:56] MEMORIAL DAY HOLIDAY NEXT MONDAY. THIS IS MORE THAN JUST A LONG WEEKEND OR OUR  
[01:07:02] MARKER FOR THE BEGINNING OF SUMMER. I WANT TO EXPRESS MY GRATITUDE TO ALL THE  
[01:07:06] PORT STAFF WHO HAVE SERVED IN THE MILITARY FOR RISKING THEIR LIVES AND  
[01:07:09] SERVICE OF OUR COUNTRY. AND I'M LOOKING AT DELMAS WHITTAKER, A PROUD VETERAN  
[01:07:13] HERE THIS AFTERNOON, MEMORIAL DAY WAS ESTABLISHED AS FEDERAL HOLIDAY TO PAUSE.  
[01:07:18] TO TAKE TIME TO HONOR THE MEN AND WOMEN  
[01:07:21] WHO DIED WHILE SERVING THE UNITED STATES ARMED FORCES. THEIR SACRIFICE WILL NEVER  
[01:07:26] BE FORGOTTEN. OUR MILITARY VETERANS AT THE PORT OR MVP PORT EMPLOYEE  
[01:07:32] RESOURCE GROUP WILL BE HOLDING AN EVENT AT NOON TOMORROW, MAY 26, WHERE A  
[01:07:37] COMMISSIONER CHO WILL BE ONE OF THE GUEST SPEAKERS. HE WILL BE JOINED BY  
[01:07:40] ALFIE ALVERADO RAMOS, THE DIRECTOR FOR WASHINGTON STATE DEPARTMENT OF VETERANS  
[01:07:45] AFFAIRS. TURNING TO OTHER UPDATES IN OUR FIGHT AGAINST THE COVID VIRUS,  
[01:07:52] COVID 19 VIRAL ACTIVITY IN THE STATE OF WASHINGTON AND IN KING COUNTY CONTINUES  
[01:07:57] TO TREND DOWNWARD IS DEMONSTRATED BY DECREASES AND POSITIVE COVID TEST  
[01:08:01] HOSPITALIZATION AND RESULTING FATALITIES. EVEN WITH THE IMPROVEMENT OF  
[01:08:06] KEY DATA POINTS, KING COUNTY METRICS ARE STILL HIGHER THAN THE SUMMER OF 2020.  
[01:08:11] THIS HAS LED KING COUNTY PUBLIC HEALTH TO ISSUE A MASS DIRECTIVE STRONGLY  
[01:08:15] RECOMMENDING THE CONTINUED USE MASKS AND SOCIAL DISTANCING AND ALL INDOOR PUBLIC  
[01:08:20] SPACES, LABOR AND INDUSTRIES. UPDATED COVID 19 DIRECTIVE FOR WASHINGTON STATE  
[01:08:26] EMPLOYERS ALLOWS, WHICH ALLOWS FOR RELAXATION OF MASKS AT WORK SITES WHERE  
[01:08:32] EMPLOYEES TEST OR PROVE THEY ARE FULLY VACCINATED. THE PORT IS REVIEWING  
[01:08:36] THIS NEW DIRECTIVE AND ITS POTENTIAL APPLICATION ACROSS THE DIFFERENT  
[01:08:39] BUSINESS UNITS. IN ADDITION, THE TRANSMISSION SECURITY ADMINISTRATION HAS  
[01:08:44] ISSUED A DIRECTIVE REQUIRING FACE MASKS IN OUR NATION'S DOMESTIC NETWORK OF  
[01:08:48] AIRPORTS. THIS EXTENDS TO PASSENGERS AND CREW MEMBERS CALLING ABOARD AIRPLANES.  
[01:08:52] OPERATED BY DOMESTIC BY OPERATED BY  
[01:08:55] DOMESTIC AND FOREIGN CARRIERS WITHIN TOWARD INBOUND FLIGHTS. THE UNITED  
[01:08:59] STATES PORTS OF ENTRY AND SURFACE TRANSPORTATION MODES, INCLUDING  
[01:09:03] PASSENGER RAIL, BUS SYSTEMS AND OVER THE ROAD BUS COMPANIES. SEATTLE TACOMA  
[01:09:08] INTERNATIONAL AIRPORT MUST COMPLY WITH THE TSA FEDERAL MASS REQUIREMENT.  
[01:09:12] THEREFORE, THE PORT IS CONTINUING ITS MASK POLICY AS WELL AS ALL COVID 19  
[01:09:17] MITIGATION STRATEGIES TO PROVIDE A LAYERED APPROACH IN ENSURING THE SAFE

[01:09:21] WORK ENVIRONMENT FOR EMPLOYEES, STAKEHOLDERS, TENANTS AND CUSTOMERS.  
[01:09:25] WE'LL CONTINUE TO EVALUATE RECOMMENDATIONS AND GUIDANCE AS WE  
[01:09:29] RECEIVE IT. VACCINATION RATES IN THE STATE OF WASHINGTON REVEAL 48.8%  
[01:09:35] OF RESIDENTS 16 YEARS OF AGE AND OLDER ARE FULLY VACCINATED. VACCINATION RATES  
[01:09:40] IN SEATTLE KING COUNTY VALIDATE THAT 56.5% OF RESIDENTS ARE FULLY VACCINATED  
[01:09:45] AND 70.8% OF RESIDENTS HAVE RECEIVED AT LEAST ONE DOSE OF A COVID 19 VACCINE.  
[01:09:51] AS VACCINE RATES INCREASE, VIRAL ACTIVITIES SHOULD DECLINE WITH A RENEWED  
[01:09:56] HOPE OF OPENING WASHINGTON AND KING COUNTY BY JUNE 30 TH.  
[01:10:00] MOVING ON TO CRUISE WITH A PROGRESS BEING MADE ON THE VACCINE FRONT,  
[01:10:04] MOMENTUM BUILDS TOWARDS CRUISE SHIPS RETURNING TO OUR HARBOR. LAST WEEK, THE  
[01:10:09] TOURISM THE ALASKA TOURISM RECOVERY ACT PASSED THE HOUSE OF REPRESENTATIVES,  
[01:10:13] AND YESTERDAY PRESIDENT BIDEN SIGNED THE ACT. THE ALASKAN TOURISM RECOVERY  
[01:10:19] ACT TEMPORARILY WAVES THE PASSENGER VESSELS SERVICE ACT REGARDING CRUISES IS  
[01:10:23] UNTIL FEBRUARY 2022 TO ALLOW FOR DIRECT SAILINGS AND VESSELS BETWEEN SEATTLE,  
[01:10:28] TACOMA OR THE SEATTLE AND ALASKA WITHOUT A STOP IN A FOREIGN PORT THIS SEASON.  
[01:10:33] I'D LIKE TO PUBLICLY THANK OUR  
[01:10:35] CONGRESSIONAL DELEGATION, PARTICULARLY SENATOR CANTWELL, FOR THEIR LEADERSHIP  
[01:10:39] IN MAKING THIS HAPPEN. HOLLAND AMERICA AND PRINCESS CRUISE LINES OFFICIALLY  
[01:10:44] ANNOUNCED ALASKA CRUISES IS LEAVING FOR SEATTLE STARTING IN LATE JULY.  
[01:10:51] ACCORDINGLY, THE PORT IS PREPARING FOR  
[01:10:54] THE SAFE RESUMPTION OF CRUISE HAS BEEN THE CASE SINCE THE PANDEMIC. THE HEALTH  
[01:10:59] AND SAFETY OF THE COMMUNITY, PASSENGERS, CREW AND STAFF REMAIN  
[01:11:02] PARAMOUNT. WE LAUNCHED OUR CRUISE HEALTHY LANDING PAGE ON OUR PORT WEBSITE  
[01:11:08] LAST FRIDAY. THERE THE PUBLIC CAN KEEP UP ON IMPORTANT INFORMATION ABOUT THE  
[01:11:12] SAFE RESUMPTION OF CRUISE. WE'RE WORKING WITH CRUISE LINES, THE WASHINGTON STATE  
[01:11:16] DEPARTMENT OF HEALTH AND PUBLIC HEALTH, SEATTLE KING COUNTY AND PORT AGREEMENT,  
[01:11:21] WHICH WILL DEFINE PROTOCOLS TO PROTECT PUBLIC HEALTH AND SAFETY DURING THESE  
[01:11:24] CRUISE OPERATIONS. THERE WERE COVID VACCINE, TESTING, MASK REQUIREMENTS, AND  
[01:11:29] OTHER ACTIONS TO PREVENT THE SPREAD OF COVID 19, AS WELL AS RESPONSE PLANS. IF  
[01:11:33] COVID 19 INFECTIONS DO OCCUR I JUST WANT TO POINT OUT THAT THIS STRATEGY OF  
[01:11:39] PREVENTION AND THEN THE STRATEGIES FOR RESPONSE IS SOMETHING THAT I'VE KNOWN  
[01:11:43] AND FAMILIAR WITH THROUGHOUT MY TIME WITH THE COAST GUARD AS A WAY TO  
[01:11:47] APPROACH PUBLIC HEALTH RISKS. CRUISE LINES MUST HAVE AGREEMENTS IN PLACE WITH  
[01:11:51] LOCAL PROVIDERS FOR BOTH TREATMENT AND QUARANTINING PASSENGERS. IF NECESSARY,  
[01:11:55] THE CDC MUST REVIEW AND APPROVE THESE AGREEMENTS. WE WILL CONTINUE TO WORK  
[01:12:00] WITH THE CRUISE LINES AND PUBLIC HEALTH OFFICIALS ON AN AGREEMENT TO ENSURE  
[01:12:04] SAFETY AND HEALTH MEASURES ARE IN PLACE THAT VISITORS IN THE COMMUNITY ARE AWARE  
[01:12:08] AND HAVE CONFIDENCE IN THOSE HEALTH AND SAFETY MEASURES. WE APPRECIATE THE  
[01:12:13] EFFORTS OF THE STATE AND LOCAL GOVERNMENTS, CRUISE LINES AND LOCAL  
[01:12:16] TOURISM ORGANIZATIONS TO KEEP EVERYONE FOCUSED ON THE SAME GOAL OF A SAFE  
[01:12:20] RESTART TO CRUISING OPERATIONS THAT SUPPORTS APPROXIMATELY 5,500 JOBS AND  
[01:12:26] GENERATES NEARLY 900,000,000 DOLLARS IN LOCAL BUSINESS ANNUALLY.  
[01:12:33] IN OTHER NEWS, THE CITY OF SEATTLE  
[01:12:35] ANNOUNCED LAST WEEK THAT THEY HAVE SELECTED KRAMER NORTH AMERICA AS THE  
[01:12:39] GENERAL CONTRACTOR CONSTRUCTION MANAGER FOR THE WEST SEATTLE HIGH AND LOW BRIDGE  
[01:12:44] REHABILITATION PROJECT. WE APPLAUD THE CITY ON REACHING THIS SIGNIFICANT  
[01:12:48] MILESTONE. THE PORT IN NORTHWEST SEAPORT ALLIANCE REMAIN ENGAGED WITH THE CITY  
[01:12:52] AND OTHER STAKEHOLDERS ON THE DESIGN AND CONSTRUCTION OF THIS CRITICAL PROJECT.  
[01:12:56] MOVING TODAY'S COMMISSION MEETING, I  
[01:12:59] LIKE TO HIGHLIGHT A FEW ITEMS ON TODAY'S CONSENT AGENDA ARE TWO, IDIQ CONTRACTS  
[01:13:04] FOR THE PUBLIC'S BENEFIT. IDIQ STANDS FOR INDEFINITE DELIVERY. INDEFINITE  
[01:13:09] QUANTITY. THESE TYPES OF CONTRACTS PROVIDE US WITH THE FLEXIBILITY AND  
[01:13:13] TECHNICAL EXPERTISE NEEDED TO MEET THE DEMANDS OF OUR CAPITAL PROGRAMS.  
[01:13:17] ALTHOUGH THE ACTIONS ON TODAY'S AGENDA  
[01:13:19] SPECIFIED CONTRACT AMOUNTS, AND IT'S IMPORTANT KNOW THAT FUNDING FOR THIS WORK  
[01:13:24] WILL BE REQUESTED IN EACH SUBSEQUENT PROJECT AUTHORIZATION. THE CONTRACTS WE  
[01:13:27] ARE REQUESTING AUTHORIZATION FOR TODAY WILL PROVIDE PROJECT MANAGEMENT,  
[01:13:31] PROJECT CONTROLS, MECHANICAL AND ELECTRICAL SUPPORT. ALL RIGHT.  
[01:13:37] ALSO ON OUR AGENDA TODAY'S, THE TERMINAL 106 GROUND LEAVES WITH TREMEL CROWE  
[01:13:41] NORTHWEST. UPON COMPLETION, THIS BUILDING WILL BE THE LARGEST SINGLE  
[01:13:45] INDUSTRIAL BUILDING TO BE BUILT IN THE CLOSE IN SEATTLE MARKET. I'LL HAVE MORE  
[01:13:49] TO SAY ABOUT THIS ITEM DURING THE MEETING. WE ALSO HAVE THE FIRST QUARTER  
[01:13:53] 2021 FINANCIAL PERFORMANCE BRIEFING FOR UNFINISHED BUSINESS. I'M GLAD I'M HERE

[01:13:58] FOR THE PRESENTATION SINCE IT WAS DEFERRED FROM OUR LAST MEETING WHEN I  
[01:14:01] WASN'T PRESENT. ANOTHER NOTEWORTHY ITEM IS THE EQUITABLE RECOVERY PANEL WITH  
[01:14:06] REPRESENTATION FROM WASHINGTON STATE KING COUNTY IN THE CITY OF SEATTLE.  
[01:14:10] COMMISSIONERS, THIS CONCLUDES MY REMARKS.  
[01:14:16] YOU'RE MUTED, SIR. I GUESS  
[01:14:22] I HAVE NEVER DONE THIS BEFORE. THANK YOU, EXECUTIVE METRUCK, FOR THAT REPORT.  
[01:14:26] I NEED TO MAKE SURE THAT I DIDN'T MISSPEAK  
[01:14:28] IN LIFE STATEMENT THAT WITH REGARDS TO THE MURDER OF GEORGE FLOYD, THAT THIS  
[01:14:32] WAS COMPLETELY AVOIDABLE AND UNNECESSARILY GRUESOME. AND I HAD NO  
[01:14:39] INTENTION TO SAY THAT IT WAS SOMEHOW UNAVOIDABLE. SO I THINK I'M JUST MAKING  
[01:14:46] IT LESS CLEAR. I WILL MOVE ON NOW.  
[01:14:49] ARE THERE ANY COMMITTEE REPORTS MR. PRICHARD?  
[01:14:55] GOOD AFTERNOON. I'M AARON PRITCHARD, COMMISSION POLICY MANAGER, W CHIEF  
[01:15:01] STAFF. JUST QUICK UPDATE, COMMISSIONER STEINBRUECK AND FELLEMAN CONVENED THE ENERGY  
[01:15:05] AND SUSTAINABILITY COMMITTEE ON MAY 18 TH AND RECEIVE A BRIEFING ON THE  
[01:15:10] MARITIME CLEAN AIR ACTION, AN IMPLEMENTATION PLAN THAT WILL BE BRIEF  
[01:15:15] TO THE ENTIRE COMMISSION NOW ON NOVEMBER NINE TH. RECOMMENDATIONS INCLUDED HAVING  
[01:15:19] A FULL COMMISSION BRIEFING ON THE BIDEN ADMINISTRATION PRIORITIES AND FEDERAL  
[01:15:24] LEGISLATIVE FOCUS AND TO DEVELOP OUTCOME SO WE CAN SHOW SOME ACCOMPLISHMENTS FOR  
[01:15:28] THE COMMITTEE BY THE END OF THE YEAR TIED TO PUBLIC JOBS, CREATED GREEN JOBS  
[01:15:32] AND CARBON REDUCTION. THE NEXT UPCOMING COMMITTEE MEETING IS EQUITY AND  
[01:15:36] WORKFORCE DEVELOPMENT ON JUNE 7TH AND THAT INCLUDES MY REPORT. THANK YOU.  
[01:15:41] THANK YOU. AARON. THE COMMISSION WILL NOW ACCEPT GENERAL COMMENT FROM THE PUBLIC  
[01:15:47] FOR THOSE WHO SIGNED UP TO SPEAK ON ITEMS RELATED TO THE PORT. WRITTEN  
[01:15:51] MATERIALS PROVIDED TO THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE  
[01:15:55] CLERK HAS A LIST OF THOSE PREPARED TO SPEAK AS THE CLERK CALLS YOUR NAME.  
[01:15:59] WE'LL OPEN THE LINE AND COMMENTERS WILL HAVE TO UNMUTE THEMSELVES. THEN PLEASE  
[01:16:04] REPEAT YOUR NAME FOR THE RECORD, IF YOU'RE ON A TEAM MEETING AND ARE ALSO  
[01:16:09] STREAMING THE MEETING, PLEASE MUTE THE VIDEO TO AVOID FEEDBACK. PLEASE NOTE,  
[01:16:13] THERE WILL BE A SHORT TIME LAG ON THE VIDEO. COMMENT TIME WILL BE LIMITED TO  
[01:16:17] TWO MINUTES PER PERSON. CLERK HART, PLEASE CALL THE FIRST SPEAKER. THANK  
[01:16:22] YOU, MR COMMISSIONER. PRESIDENT, OUR FIRST SPEAKER IS JOHN BUSH.  
[01:16:29] GOOD AFTERNOON AND THANKS FOR THE OPPORTUNITY TO PROVIDE COMMENT AT  
[01:16:33] TODAY'S MEETING. MY NAME IS JOHN BOUCHER AND I'M THE VICE PRESIDENT OF TOURISM.  
[01:16:37] VISIT SEATTLE COMMISSIONERS. I KNOW MANY OF YOU ARE FAMILIAR WITH OUR  
[01:16:41] ORGANIZATION, BUT FOR THE GOOD OF THE AUDIENCE, VISIT SEATTLE IS SEATTLE AND  
[01:16:45] KING COUNTY OFFICIAL DESTINATION MARKETING ORGANIZATION. WE PROMOTE THIS  
[01:16:49] REGION TO AUDIENCES ACROSS THE COUNTRY AND ALL OVER THE WORLD, TARGETING  
[01:16:53] LEISURE VISITORS, TRAVEL, TRADE, MEETING PLANNERS AND MEET JUST TO NAME A  
[01:16:57] FEW. FIRST, I JUST WANTED TO THANK EXECUTIVE DIRECTOR METRUCK, THE PORT  
[01:17:01] LEADERSHIP TEAM AND THE COMMISSION FOR YOUR LEADERSHIP THROUGHOUT THE PANDEMIC.  
[01:17:04] SPEAKING FROM A TOURISM PERSPECTIVE,  
[01:17:06] THE SUPPORT YOU HAVE PROVIDED OUR INDUSTRY AND ALL THE SMALL BUSINESSES  
[01:17:10] THAT MAKE UP THAT INDUSTRY HAS BEEN TREMENDOUS AND I THINK SPEAKS TO THE  
[01:17:14] CRITICAL ROLE THE PORT PLAYS IN OUR LOCAL ECONOMY. TODAY, I'D LIKE TO SPEAK  
[01:17:18] ON BEHALF OF OUR ORGANIZATIONS 800 PLUS PARTNER BUSINESSES, AN OVERWHELMING  
[01:17:22] MAJORITY OF WHICH ARE SMALL BUSINESSES, AND THEY'VE BEEN DEVASTATED BY THE  
[01:17:26] PANDEMIC FOR WELL OVER A YEAR. OUR REGIONS, TRAVEL AND TOURISM INDUSTRY  
[01:17:30] HAVE BEEN AWAITING THE RESUMPTION OF TRAVEL IN EARNEST. AND YESTERDAY SIGNING  
[01:17:34] OF THE ALASKA TOURS AND RESTORATION ACT BY PRESIDENT BIDEN WAS YET ANOTHER  
[01:17:38] RECENT SIGN OF OPTIMISM FOR OUR DESTINATION, AND WE COULDN'T BE MORE  
[01:17:41] SUPPORTIVE. EVOLVE YOUR EFFORTS TO RESUME ALASKA BOUND CRUISES FROM SEATTLE  
[01:17:46] THIS SUMMER. FROM RESEARCH ASSOCIATED WITH THE 2019 CRUISE SEASON, WE KNOW  
[01:17:50] THAT THREE QUARTERS OF CRUISE PASSENGERS OVERNIGHT IN SEATTLE BEFORE OR AFTER  
[01:17:55] THEIR CRUISE THAN EACH PARTY SPENT OVER 650 DOLLARS WHILE IT'S THROWING THE  
[01:17:59] DESTINATION AND THIS IS ECONOMIC IMPACT THAT'S FELT ACROSS OUR REGION. AND  
[01:18:03] FRANKLY, I'D SAY ACROSS OUR STATE DIRECTLY IMPACTING IN SUPPORTING SMALL  
[01:18:07] BUSINESSES THAT ARE SUCH A UNIQUE AND IMPORTANT PART OF OUR DESTINATION  
[01:18:11] EXPERIENCE. SO FROM OUR LOCAL AND TOURISM ECONOMY AND ITS RELIANCE ON  
[01:18:17] CRUISE AND PARTICULARLY IN 2021 MORE THAN EVER, THAT ECONOMIC IMPACT AND  
[01:18:23] VISITATION WILL BE ABSOLUTELY CRITICAL TO OUR DESTINATION RECOVERY. AND I JUST  
[01:18:27] WANTED TO SAY THAT YOU DO HAVE OUR SUPPORT FROM VISIT SEATTLE AND OUT OF  
[01:18:31] OUR TOURISM AND HOSPITALITY INDUSTRY TO DO WHATEVER WE CAN TO ENSURE A SAFE AND

[01:18:35] SUCCESSFUL SEASON. THANK YOU FOR YOUR TIME. THANK YOU, JOHN. CLERK HART,  
[01:18:40] NEXT SPEAKER, PLEASE. YES. OUR NEXT SPEAKER IS PEGGY PRINCE.  
[01:18:51] PEGGY, IF YOU'RE ON THE LINE ON THE PHONE, JOINING US AT STAR SIX TO UNMUTE,  
[01:19:02] WE'LL COME BACK TO PEGGY. DID I HEAR HER?  
[01:19:05] PEGGY, ARE YOU ON THE LINE?  
[01:19:10] OKAY, WE'LL COME BACK TO PEGGY AND MOVE ON TO IRIS AMMAN,  
[01:19:18] IRIS. ARE YOU ON THE LINE?  
[01:19:23] YES, I AM. CAN YOU HEAR ME? WE CAN. IRIS. THANK YOU. THANK YOU. GOOD  
[01:19:29] AFTERNOON, COMMISSIONERS. MY NAME IS IRIS ANTMAN AND I'M WITH SEATTLE CRUISE  
[01:19:34] CONTROL HERE TO COMMENT ON YOUR ANNOUNCEMENT OF RESTARTING SEATTLE TO  
[01:19:38] ALASKA CRUISES IN JULY. WE UNDERSTAND THAT YOUR MISSION IS TO PROVIDE ECONOMIC  
[01:19:43] GROWTH TO OUR REGION AND TO PROVIDE ENVIRONMENTAL SUSTAINABILITY, AND WE  
[01:19:48] APPRECIATE THE EFFORTS YOU'VE MADE, INCLUDING SHORE POWER AND SOLAR PANELS.  
[01:19:53] THESE IMPROVEMENTS HELP, BUT REPRESENT A  
[01:19:55] FRACTION OF THE TOTAL GREENHOUSE GAS EMISSION FROM CRUISING AND AIR TRAVEL.  
[01:20:00] WE UNDERSTAND THAT AFTER A YEAR OF  
[01:20:03] STAYING AT HOME, PEOPLE WANT TO TRAVEL, AND AFTER A YEAR OF ECONOMIC DOWNTURN  
[01:20:07] DUE TO THE PANDEMIC, THE PORT WANTS TO RETURN TO BUSINESS AS USUAL. WHAT WE  
[01:20:13] DON'T UNDERSTAND IS HOW YOU AND CRUISERS CAN DELIBERATELY TURN AWAY FROM THE  
[01:20:18] ENORMITY OF THE CLIMATE CRISIS. MAYBE THE CASUAL CRUISER HASN'T THOUGHT ABOUT  
[01:20:23] THE NEGATIVE CLIMATE IMPACTS AND DOES NOT YET UNDERSTAND THEM, BUT YOU  
[01:20:27] CERTAINLY DO. I'M NOT GOING TO SPEAK TO THE AIR AND WATER POLLUTION OR THE NOISE  
[01:20:32] POLLUTION OR THE NEGATIVE IMPACT ON LOCAL COMMUNITIES OR THE FLAGRANT  
[01:20:36] DISREGARD OF THEIR LABOR PRACTICES FOR CREW ON SHIPS OR THE FLAGS OF  
[01:20:40] CONVENIENCE CRUISE SHIPS SAIL UNDER TO AVOID PAYING TAXES AND LOCAL  
[01:20:44] JURISDICTIONS. WHAT I WILL SPEAK TO IS THE SPIRITUAL CRISIS WE ARE FACING WHERE  
[01:20:50] BUSINESS AS USUAL CONTINUES TO GUIDE THE PRINCIPLE OF PROFIT OVER PEOPLE AT THE  
[01:20:55] EXPENSE OF ALL OF OUR LIVES. EVEN IF CRUISING IN THE TIME OF COVID IS SAFE  
[01:21:00] AND THAT'S DEBATABLE, IT IS NO LONGER ETHICAL OR MORAL. THE END OF RESPONSIBLE  
[01:21:05] FOSSIL FUEL USE IS HERE. YOU CAN CONTINUE TO IGNORE THIS REALITY AT THE  
[01:21:10] PERIL OF OUR WORLD, OR YOU CAN TURN TOWARDS THE REAL WORK THAT'S NEEDED TO  
[01:21:14] TRANSFORM HOW WE LIVE AND PLAY TOGETHER ON THIS ONE SMALL BLUE PLANET. PLEASE  
[01:21:19] TAKE THIS SERIOUSLY AND BEGIN THE WORK OF CHANGING HOW AND WHY YOU DO BUSINESS.  
[01:21:24] I DO NOT THINK IT'S HYPERBOLE TO SAY THAT IF YOU YOUR DAILY WORK AND  
[01:21:28] DECISIONS ARE NOT MADE WITH WISE DISCERNMENT, WITH LOVE AND CARE FOR  
[01:21:33] YOURSELVES AND FOR ALL OF US. IT WILL LEAD TO OUR DESTRUCTION. THANK YOU.  
[01:21:38] THANK YOU, IRIS. CLERK HART, NEXT  
[01:21:41] SPEAKER, PLEASE. YES. OUR NEXT SPEAKER IS BOB DONAGHAN. HI.  
[01:21:47] THIS IS BOB DONAGHAN FROM THE SEATTLE HISTORIC WATERFRONT ASSOCIATION. WE  
[01:21:53] REPRESENT THE 45 BUSINESSES FROM PIONEER SQUARE TO PIER 70 AND AN ADDITIONAL 60  
[01:22:00] NONPROFIT AND RESIDENTS ALONG THE WATERFRONT. WE WANT TO THANK THE PORT  
[01:22:05] FOR SUPPORTING THE ALASKA DELEGATION, AND WE WANT TO THANK MARIA CANTWELL  
[01:22:10] FOR WORKING SO HARD TO GET THE EXEMPTION TO THE PASSENGER VESSEL SERVICE ACT.  
[01:22:14] YOU MAY KNOW FROM OUR TRACKING THAT IN  
[01:22:17] 2019, WE SERVED SIX AND A HALF MILLION CUSTOMERS ALONG SEATTLE'S WATERFRONT.  
[01:22:23] AND IN 2020 WITH CORONA AND NO CRUISE  
[01:22:26] SHIPS, WE SERVED ONLY ONE AND A HALF MILLION CUSTOMERS ON THE WATERFRONT. WE  
[01:22:32] KNOW THAT CRUISERS TEND TO COME OF THEM TWO DAYS EARLY OR STAY TWO DAYS LATE AND  
[01:22:38] DO ALL THE FUN STUFF THERE IS TO DO IN SEATTLE, LIKE VISITING THE SEATTLE ART  
[01:22:42] MUSEUM, STAYING IN DOWNTOWN HOTELS, WATCHING THE SEATTLE AT THE SEATTLE  
[01:22:47] AQUARIUM, AND VISITING ALL THE ATTRACTIONS IN DOWNTOWN. WE LOVE THE  
[01:22:53] GREENINESS OF THE INDUSTRY. WE WANT TO THANK MARIA AND ESPECIALLY ERIC  
[01:22:57] SEINFELD FROM THE PORT. AND IF WE HAD ONE REQUEST, IT WOULD BE THAT YOU WOULD  
[01:23:02] ACCELERATE THE DEVELOPMENT OF THE CRUISE TERMINAL AT 46.  
[01:23:08] THANKS. THANK YOU, BOB.  
[01:23:12] CLERK HART, NEXT SPEAKER, YES. I JUST  
[01:23:16] WANT TO NOTE FOR THE RECORD THAT COMMISSIONER BOWMAN HAD TO STEP OUT.  
[01:23:19] SHE HAS ADVISED THAT SHE WILL BE AWAY FOR ABOUT 20 MINUTES BEFORE RECONVENING.  
[01:23:24] FOR THE RECORD, OUR NEXT SPEAKER, I'M  
[01:23:26] ACTUALLY GOING TO GO BACK AND CALL PEGGY PRINCE IN CASE SHE IS ON THE LINE.  
[01:23:31] PEGGY STAR SIX TO MUTE.  
[01:23:36] WE'LL MOVE NOW TO JORDAN AND HE MAY HAVE  
[01:23:39] DROPPED OFF THE CALL. JORDAN, ARE YOU STILL WITH US? WAS IT MICHAEL FOSTER?



[01:23:45] NEXT? JORDAN DAVIS?  
[01:23:48] YES. WHO'S SPEAKING?  
[01:23:51] GOOD AFTERNOON. GOOD AFTERNOON, COMMISSIONERS. MY NAME IS JORDAN VAN  
[01:23:55] VOS, AND I'M A VOLUNTEER WITH A GROUP, SEATTLE CRUISE CONTROL. WITH PASSAGE OF  
[01:24:00] THE ALASKA TOURISM RECOVERY ACT IN THE PORT OF SEATTLE STATED INTENTIONS TO  
[01:24:05] PRIORITIZE A SAFE RETURN TO THE CRUISE SHIP BUSINESS, I'M ASKING YOU TO LET GO  
[01:24:11] OF GEOLOGICAL FANTASIES ABOUT ANY RETURN TO BUSINESS AS USUAL. THERE IS NO SUCH  
[01:24:17] THING AS A SAFE RETURN TO CRUISING OR A SAFE INCREASE IN AIR TRAFFIC VOLUMES AT  
[01:24:23] SEATAC ELSEWHERE. EARLIER THIS YEAR, THE PLANET TASKED ANOTHER SOBERING  
[01:24:28] MILESTONE EXCEEDING 420 PARTS PER MILLION CO2 IN THE ATMOSPHERE FOR THE  
[01:24:34] FIRST TIME IN THE LAST 3,000,000 YEARS, WHEN SEA LEVELS WERE AT LEAST 50 FEET  
[01:24:38] HIGHER. THERE'S NO DEBATE THAT WE ARE IN A CLIMATE EMERGENCY. THE ONLY DEBATE IS  
[01:24:43] HOW WE WILL RESPOND. THERE IS NO TIME FOR EMERGING TECHNOLOGY TO SAVE US.  
[01:24:48] MUCH OF THE WEST IS AGAIN EXPERIENCING  
[01:24:50] RECORD DROUGHT WITH THE THREAT OF EPIC WILDFIRES LOOMING AGAIN. AND NOAH  
[01:24:55] PREDICTING ANOTHER BUSY ATLANTIC HURRICANE SEASON. THE THREAT FROM COVID  
[01:24:59] MAY BE RECEDING, BUT ATMOSPHERIC CO2 TO CONTINUE TO RISE DUE TO THE BURNING OF  
[01:25:04] FOSSIL FUELS. I WAS ENCOURAGED TO READ ABOUT YOUR SUPPORT FOR AN INITIATIVE TO  
[01:25:09] PROMOTE LOCAL TOURISM. THIS IS THE RESPONSIBLE COURSE THAT OUR LEADERS NEED  
[01:25:14] TO BE GUIDING US ON. CRUISE TRAVEL IS A FIRST WORLD LEISURE ACTIVITY THAT  
[01:25:19] INVOLVES MASSIVE AIR AND WATER POLLUTION, DEPLORABLE LABOR PRACTICES,  
[01:25:24] ADVERSE IMPACTS ON OTHERS AND MARINE LIFE, AND A GIGANTIC CARBON PER CAPITA  
[01:25:30] CARBON FOOTPRINT THAT MOCKS ANY CONVERSATION ON GLOBAL EQUITY SETTING.  
[01:25:35] THE DEVELOPMENT OF SHORE POWER INFRASTRUCTURE AS EVIDENCE THAT THE PORT  
[01:25:38] IS DOING ITS PART TO ADDRESS THE CLIMATE EMERGENCY IS DISINGENUOUS WHEN THIS  
[01:25:43] REPRESENTS LESS THAN 1% OF CRUISE EMISSIONS. PLEASE ADJUST THE COURSE  
[01:25:49] COURSE IN ORDER TO HELP HEAL OUR WORLD BEFORE IT IS TOO LATE. THANK YOU. THANK  
[01:25:54] YOU, JORDAN. NEXT UP, CLERK HART. YES. OUR NEXT SPEAKER IS NOW MICHAEL FOSTER.  
[01:26:04] MICHAEL FOSTER, IF YOU'RE ON THE LINE,  
[01:26:07] IF YOU'RE CALLING IN BY THE TELEPHONE, STAR SIX TO UNMUTE,  
[01:26:15] WE'LL COME BACK AND CALL MICHAEL.  
[01:26:17] MOVING TO ALEXANDER YARANEVA.  
[01:26:21] ALEXANDER, GOOD AFTERNOON,  
[01:26:24] COMMISSIONERS. MY NAME IS ALEXANDER YARANEVA AND I'M THE ECONOMIC DEVELOPMENT MANAGER  
[01:26:28] FOR THE CITY OF SEATAC. WE ARE EXCITED ABOUT THE ECONOMIC ACTIVITY THAT'S  
[01:26:34] ASSOCIATED WITH THE RESTART OF THE CRUISE SEASON AND THE SIGNING OF THE  
[01:26:39] ALASKA TOURS RESTORATION ACT. THE CRUISE INDUSTRY IS A SIGNIFICANT ECONOMIC  
[01:26:43] DRIVER FOR THE GREATER SEATTLE REGION AND THE CITY OF SEATAC ECONOMY. THE CITY  
[01:26:48] OF SEATAC BENEFITS GREATLY FROM SERVING CRUISE SHIP PASSENGER TRAVELERS. AND  
[01:26:53] ACCORDING TO THE 2019 ALASKA CRUISE PASSENGER SURVEY THAT WAS MENTIONED  
[01:26:57] EARLIER TODAY AS WELL BY THE MCDOWELL GROUP, ABOUT 85% OF THE CRUISE SHIP  
[01:27:02] PASSENGERS ARRIVED BY ERROR IN LARGE PART THROUGH THE STACK AIRPORT, WHICH IS  
[01:27:09] SITUATED IN THE CITY OF SEATAC AND ABOUT 26%. SO ABOUT A QUARTER OF THE PEOPLE  
[01:27:14] WHO COME THROUGH AND GO ON CRUISES ALSO STAY NEAR THE AIRPORT BEFORE AND OR  
[01:27:20] AFTER THEIR CRUISE. THEREFORE, WE DO HAVE A STRONG HOSPITALITY CLUSTER IN THE  
[01:27:27] CITY OF SEATAC, WITH ABOUT 6,000 HOTEL ROOMS IN THE CITY AND MORE THAN  
[01:27:33] 50 FOOD AND RESTAURANT ESTABLISHMENT A SIGNIFICANT INDUSTRY FOR THE CITY SEATAC  
[01:27:40] AND OUR BUSINESSES DO WELL TO SUPPORT AND CAPTURE THE BUSINESS OPPORTUNITY  
[01:27:45] HERE. SO WE ARE VERY GRATEFUL FOR THE SUPPORT THE PORT OF SEATTLE HAS HAD OR  
[01:27:51] PROVIDED TO THE RESTART OF THE CRUISE SEASON. AND WE LOOK FORWARD TO SERVING  
[01:27:55] THE PEOPLE WHO COME THROUGH HERE AND HAPPY TO SUPPORT IN ANY OTHER WAY TO  
[01:28:01] MAKE SURE THAT THE VISITORS TO OUR CITY AND TO THE AIRPORT HAVE THE BEST  
[01:28:04] EXPERIENCE POSSIBLE WITH OUR PARTNERS HERE. THANK YOU. THANK YOU,  
[01:28:10] ALEXANDER. NEXT UP, CLERK HART, YES. HANG ON, LET ME RESET THE CLOCK  
[01:28:16] HERE. JUST NOT COOPERATING WITH ME. THERE WE GO. OUR NEXT SPEAKER IS ERIC ROTH  
[01:28:26] ERIC, IF YOU'RE ON THE PHONE, STAR SIX  
[01:28:29] TO UNMUTE. CAN YOU HEAR ME NOW? WE CAN. YEAH. ALRIGHT. GOOD  
[01:28:35] AFTERNOON, COMMISSIONERS. MY NAME IS ERIC ROTH COMMENTING ON THE RESTART  
[01:28:38] CRUISES. WHEN I KAYAK THROUGH OUR WATERS, I'M HUMBLLED AND AMAZED BY THE  
[01:28:44] BEAUTY OF THIS PLACE WE CALL HOME. I'VE WATCHED GREAT BLUE HERONS AT KARTIK  
[01:28:48] PARK, CHILDREN SPOTTING BALD EAGLES ON ALKAI VOCAL SEA LIONS AT GOLDEN GARDENS.  
[01:28:53] I PADDLED WITH DOLPHINS TO BLAKE ISLAND AND WITNESS ORCA ON THE FERRY FROM  
[01:28:58] VASHON. THE PLACE WE LIVE IN IS MAGICAL. I LOVE IT. AND I KNOW YOU DO, TOO. AS

[01:29:03] COMMISSIONERS, WE RELY ON YOU TO STEWARD AND PROTECT IT WISELY. BUT THE CRUISE  
[01:29:10] COMPANIES WHO PARK THEIR MASSIVE VESSELS IN OUR PORTS DON'T LOVE THIS PLACE LIKE  
[01:29:14] YOU OR I. INSTEAD, THEY BELCH TOXIC EMISSIONS WITHOUT REGARD FOR OUR  
[01:29:19] NEIGHBORS ON THE DIRTIEST. FUEL NOT FOR AN ESSENTIAL SERVICE, BUT FOR LUXURY.  
[01:29:24] AND TO AVOID PAYING TAXES, LABOR PROTECTIONS, ENVIRONMENTAL REGULATIONS.  
[01:29:28] CRUISES FLY FOREIGN FLAGS. ANALYZING FEDERAL DATA, FRIENDS OF THE EARTH  
[01:29:33] CONCLUDED CRUISE SHIPS STUMP MORE THAN 1,000,000,000 GALLONS OF RAW SEWAGE AND  
[01:29:38] FECAL MATTER OFF OUR COAST. SIMPLY PUT CRUISE COMPANIES OFFSHORE THEIR PROFITS  
[01:29:44] AND IMPORT POLLUTION. MOREOVER, THE CRUISE INDUSTRY EXPLOITS WORKERS.  
[01:29:49] WHEN THE PANDEMIC WAS OBVIOUSLY CIRCLING  
[01:29:52] THE GLOBE, THEY IRRESPONSIBLY SET SALE ONLY TO LEAVE THOUSANDS OF WORKERS  
[01:29:56] STRANDED AT SEA, AWAY FROM THEIR FAMILIES WITHOUT PAYING SOME WORKERS,  
[01:29:59] EVEN TAKING THEIR OWN LIVES OUT OF DESPERATION. IF YOU TRULY CARE ABOUT  
[01:30:04] WORKERS, IF YOU TRULY CARE ABOUT HEALTH, IF YOU TRULY LOVE OUR SOUND, YOU'D STOP  
[01:30:10] THESE LUXURY CRUISES FROM RESTARTING. I IMPLORE YOU. DON'T ROLL OUT A RED CARPET  
[01:30:16] FOR THESE CRUISE COMPANIES WHO COULDN'T CARE LESS ABOUT OUR COMMUNITIES. THANK  
[01:30:20] YOU. THANK YOU, ERIC. CLERK HART OR NEXT SPEAKER, PLEASE.  
[01:30:26] YES, OUR NEXT STICKER IS AMARA DOOLEY,  
[01:30:33] MY NAME IS AMARA DOOLEY. I'M A DOCTOR AND A  
[01:30:37] MEMBER OF WASHINGTON PHYSICIAN FOR SOCIAL RESPONSIBILITY. YOUR FINANCIAL  
[01:30:42] PERFORMANCE REPORT ADDRESSES REVENUE FROM CRUISE SHIPS, BUT I'M HERE TO SPEAK  
[01:30:46] INSTEAD ON THE PUBLIC HEALTH EFFECTS OF THESE CRUISE SHIPS. THE RETURN OF THESE  
[01:30:50] SHIPS WILL INCREASE THE USE OF HEAVY FUELS RICH IN SULFUR ASH FORMING METALS,  
[01:30:56] FUEL THAT SEND SMALL PARTICULATE MATTER NOT JUST INTO THE PORT, BUT THE CITY  
[01:31:00] BEYOND PARTICULATE MATTER FOR WHICH THERE IS NO KNOWN SAFE LEVEL. NOW, THE  
[01:31:05] COMMISSIONERS SPEAK OF BEING THE GREENEST PORT IN THE COUNTRY, BUT THE  
[01:31:09] FIRST SENTENCE ON THIS GREEN STATEMENT IS THAT THE PORT IS PROUD TO BE THE  
[01:31:13] LARGEST AND FASTEST GROWING CRUISE MARKET. YOU CAN'T SEE GROWTH AND AT THE  
[01:31:18] SAME TIME, CREATE A SUSTAINABLE ENVIRONMENT. THOSE GOALS ARE  
[01:31:22] INCOMPATIBLE. WE'RE HUNG UP ON THIS SHORT TERM IDEA OF GROWTH AND  
[01:31:28] BEING IT GREEN OR BALANCED OR SUSTAINABLE OR WHATEVER WORDS YOU COME  
[01:31:32] UP WITH DOES NOT MAKE IT. OUR FIRST GOLD SHOULD BE CLEAN AIR, WATER AND THE  
[01:31:36] HEALTH OF PEOPLE. AND WITH REVENUE AND GROWTH FOLLOWING FROM THAT AND PLUGGING  
[01:31:41] IN CRUISE VESSELS WILL DEFINITELY LOWER THE EMISSIONS SLIGHTLY, BUT IT WILL NOT  
[01:31:44] ELIMINATE THEM. WE DIDN'T PREPARE FOR THE PANDEMIC, WHICH IS WHY I SAW MY  
[01:31:49] COLLEAGUES END UP IN INTENSIVE CARE LAST SPRING. AND LET'S NOT MAKE THE SAME  
[01:31:54] MISTAKE BY NOT PREPARING FOR A WORSENING CLIMATE CRISIS, HALF OF GLOBAL  
[01:31:59] EMISSIONS ARE FROM JUST 10% OF THE POPULATION AND THAT INCLUDES PEOPLE  
[01:32:03] FLYING HERE TO BOARD CRUISE SHIPS. THE GOOD NEWS IS THAT PORT ACTIVITY  
[01:32:09] SHOULD NOT COME AT THE EXPENSE OF PUBLIC HEALTH. THANK YOU.  
[01:32:14] THANK YOU VERY MUCH. AMARA. CAN I HAVE THE NEXT SPEAKER, PLEASE? CLERK HART.  
[01:32:20] OUR NEXT SPEAKER IS CHARLOTTE WELL.  
[01:32:26] MISS WELL, IF YOU'RE ON THE PHONE, IT STARTS TO UNMUTE. CAN YOU HEAR ME NOW?  
[01:32:32] WE CAN. YES. OKAY. THANK YOU FOR ENABLING CITIZENS TO VIEW THE PORT  
[01:32:37] COMMISSION MEETINGS AND FOR US TO PARTICIPATE IN THE COMFORT OF OUR HOMES.  
[01:32:41] I HOPE THIS ACCESS CONTINUES WHEN WE ARE  
[01:32:43] ABLE TO MEET IN PERSON. I THOUGHT WE WERE GOING TO HAVE ANOTHER YEAR FOR  
[01:32:48] CRUISE COMPANIES TO SCRAP SHIPS AND DOWNSIZE THE CRUISE SHIP INDUSTRY. I  
[01:32:51] DON'T BELIEVE THESE FOREIGN FLAGSHIPS CONTRIBUTE TO THE ECONOMY NEARLY AS MUCH  
[01:32:56] AS THEY COST TAXPAYERS. EVERYBODY PAYS FOR INFRASTRUCTURE AND VERY FEW BENEFIT.  
[01:33:01] THIS WAS MADE APPARENT AS SEATAC HAD TO  
[01:33:04] PAY FOR PORTS THAT WERE NOT DOING MUCH BUSINESS IN 2020. I WAS SURPRISED  
[01:33:09] WHEN I READ THAT CRUISES COULD RESUME IN JULY AND I'M VERY DISAPPOINTED AND SIT  
[01:33:13] UNDER CANTWELL'S ACTIONS. I'M TELLING FRIENDS AND FAMILY IN TEXAS THAT IF THEY  
[01:33:19] ARE PLANNING AN ALASKAN CRUISE, DO NOT TELL ME BECAUSE I WILL SHAME THEM AND  
[01:33:23] GIVE A MULTITUDE OF REASONS FROM A PUBLIC HEALTH TO SOCIAL JUSTICE TO  
[01:33:27] POLLUTION AS TO WHY THEY SHOULD FIND ANOTHER WAY TO VACATION AND ENJOY LIFE.  
[01:33:32] I TOOK AN ALASKAN CRUISE FROM SEATTLE IN 2006. I'VE SEEN THE AMOUNT OF POLLUTION  
[01:33:41] PIER. WE CRUISE WITH AT LEAST FOUR SHIPS FOLLOWING EACH OTHER FOR A WEEK AND TOOK  
[01:33:47] TURNS AT THE DOCKS. THE OTHER SHIPS WERE BIGGER THAN OUR HOLLAND AMERICA SHIP.  
[01:33:51] AT THE END OF THE CRUISE, WE WERE GIVEN  
[01:33:53] A PAPER TELLING US HOW MUCH DESALINATED WATER WE HAD USED, THE ENERGY USE, AND I  
[01:33:58] COULD ALWAYS SEE THE STACK BELTING BLACK BUNKER OIL FUEL. THE GLOBAL PANDEMIC

[01:34:04] CONTINUES. I REMEMBER THAT I BECAME EXTREMELY ILL ON THE LAST CRUISE, EVEN  
[01:34:08] THOUGH I SLATHERED DOWN WITH PUREL NUMEROUS TIMES PER DAY AND NOW REFER TO  
[01:34:13] CRUISE SHIPS AS GERM FACTORIES. AND THAT WAS BEFORE THE 2020 PANDEMIC. IT SEEMS  
[01:34:18] LIKE A REALLY BAD IDEA TO START CRUISES DURING A WORLDWIDE PANDEMIC.  
[01:34:23] THE ECONOMIC IMPACT FOR COMMUNITIES FROM  
[01:34:26] CRUISE SHIPS HAVE BEEN FOUND TO BE HIGHLY INFLATED BY NUMEROUS STUDIES. WE  
[01:34:30] CAME 12 PEOPLE STRAIGHT IN AND WE WENT TO THE CRUISE AND THEN WE LEFT SPENT  
[01:34:36] VERY LITTLE MONEY. THANK YOU. THANK YOU. CHARLOTTE CLERK HART,  
[01:34:42] OUR NEXT SPEAKER, PLEASE. OUR NEXT SPEAKER IS ANN KRAKER.  
[01:34:48] THANK YOU. THIS IS ANNE KRAKER FROM  
[01:34:52] DES MOINES ENVIRONMENTALIST AND MEMBER OF 350 SEATTLE AVIATION.  
[01:34:57] SOME QUESTIONS FOR YOU, WHY IS THE PORT  
[01:35:00] OF SEATTLE AS AN AGENCY WHO SERVES THE PUBLIC OF WASHINGTON STATE, NOT ON BOARD  
[01:35:06] WITH TACKLING REDUCTION OF CARBON EMISSIONS OR PART OF THE START OF THE  
[01:35:11] END OF THE FOSSIL FUEL ERA. WORKING ON EMISSIONS FROM ON THE GROUND PORT  
[01:35:16] OPERATIONS, WHICH COME IN AT MOST 5% OF THE TOTAL EMISSIONS PRODUCED BY THE  
[01:35:20] OPERATIONS OF FLYING AND SHIPPING, IS NOT ADDRESSING THE PROBLEM. WITH 80% OF  
[01:35:25] AVIATION EMISSIONS COMING FROM ON ROUTE, WHY DOES THE PORT OF SEATTLE CONTINUE TO  
[01:35:30] DO EVERYTHING POSSIBLE TO SUPPORT THE FULL RETURN AND GROWTH BEYOND OF ALL AIR  
[01:35:35] AND SHIPPING LAPSES DURING THE PANDEMIC WITHOUT FIGURING IN THOSE CARBON  
[01:35:40] EMISSIONS? THE TEMPORARY AND MOSTLY NON-LOCAL AND LOW PAYING JOBS SUPPORTED  
[01:35:45] BY THE MASS OF CRUISE SHIPS OPERATIONS ARE JUST A SCREEN FOR KEEPING THE STATUS  
[01:35:50] QUO FOSSIL FUEL ERA. RELIANCE ON CRUISE IS NOT CRITICAL TO RECOVERY OF  
[01:35:55] OUR GREEN ECONOMY. WHAT STUDIES HAVE BEEN DONE REGARDING MONEY BROUGHT TO THE  
[01:35:59] DOWNTOWN BUSINESSES BY LOCAL TOURISM, FROM OUR OWN RESIDENCES, RESIDENTS AND  
[01:36:04] THEIR OWN VISITORS, OR STUDIES DONE ON THE DESTRUCTION OF NON DIRECTLY  
[01:36:09] BENEFITING BUSINESSES? AND WHY DOES THE PORT OF SEATTLE STILL SERVE FOR-PROFIT  
[01:36:15] AIRLINES AND FOR-PROFIT BUSINESSES, FIRST AND FOREMOST, TO ACCOMMODATE THE  
[01:36:20] SMALL PERCENTAGE OF THE PUBLIC FOR NONESSENTIAL FLYING AT THE EXPENSE OF  
[01:36:25] THE MUCH LARGER PERCENTAGE OF NON FLYERS AND OF ALL OF OUR NATURAL HABITAT? IN  
[01:36:30] OTHER WORDS, HOW CAN YOU INTERPRET MEETING DEMAND WITH SUCH A ONE SIDED AND  
[01:36:36] INEQUITABLE PERSPECTIVE TO THE MAJORITY OF THE PUBLIC. THE WORLD, OUR NATION,  
[01:36:41] OUR STATE AND OUR COUNTY ARE ALL ON PATH TO FIGURING OUT TOTAL EMISSIONS AND THE  
[01:36:46] QUICKEST AND MOST EQUITABLE PATH TO REDUCTION. THE PORT OF SEATTLE IS NOT.  
[01:36:51] THANK YOU. THANK YOU. CLERK HART, OUR NEXT SPEAKER, PLEASE.  
[01:36:57] OUR NEXT SPEAKER IS MARK NETHERLAND.  
[01:37:01] THANK YOU AND GOOD AFTERNOON, COMMISSIONERS. MY NAME IS MARK  
[01:37:05] NETHERLAND. I AM MANAGING DIRECTOR WITH TRAMMEL CROW COMPANY AND I WANT TO SAY  
[01:37:09] JUST A FEW WORDS ABOUT OUR COMPANY AND THE TERMINAL 106 PROJECT. TREMMEL CROW COMPANY  
[01:37:14] WAS FOUNDED IN 1948 AND WE HAVE DEVELOPED OVER 590,000,000 SQUARE FEET  
[01:37:20] NATIONALLY. OUR SEATTLE OFFICE ALONE HAS DEVELOPED 1.9 BILLION OF COMMERCIAL  
[01:37:24] PROPERTIES SINCE 2014. IN 2019 WE WORK WITH THE PORT TO DEVELOP DES MOINES CREEK  
[01:37:30] NORTH 450,000 SQUARE FOOT INDUSTRIAL PROJECT ON PORT PROPERTY IN SEATAC.  
[01:37:36] TERMINAL 106 IS A UNIQUE SITE AND AN OPPORTUNITY. UNIQUE SITE AND  
[01:37:41] OPPORTUNITY. WE COULDN'T BE MORE EXCITED ABOUT DELIVERING A SUPERIOR OUTCOME FOR  
[01:37:45] ALL INVOLVED. IT'S AN OPPORTUNITY TO PUT THE PROPERTY BACK INTO PRODUCTIVE USE  
[01:37:49] AND GENERATE ECONOMIC BENEFITS FOR THE COMMUNITY. THE STRATEGIC BUILDING  
[01:37:54] LOCATION SHORTENS THE DISTANCE FOR POTENTIAL END USERS SUCH AS  
[01:37:57] MANUFACTURERS AND LOGISTIC PROVIDERS TO THEIR FINAL DESTINATION, CUTTING TIME,  
[01:38:01] COST, ENERGY AND EMISSIONS. THE PROJECT IS INNOVATED AND THAT IT IS MULTI STORY.  
[01:38:08] THIS MAXIMIZES THE BENEFITS OF THE  
[01:38:10] LOCATION BY INCREASING THE BUILDING SQUARE FOOTAGE. SUSTAINABILITY IS VERY  
[01:38:15] IMPORTANT TO US AND WE WILL BE INCORPORATING MANY SUSTAINABLE FEATURES  
[01:38:18] INTO THE PROJECT. WE HAVE ALSO AGREED TO DEVELOP GOALS FOR THE PARTICIPATION OF  
[01:38:23] WOMEN AND MINORITY BUSINESS ENTERPRISES IN BOTH THE DESIGN AND CONSTRUCTION  
[01:38:27] PHASES OF THE PROJECT, AND WE HAVE COMMITTED TO USE APPRENTICESHIPS AND PAY  
[01:38:32] PREVAILING WAGE FOR THIS PROJECT. WITH THE PORT AND NORTHWEST SEAPORT ALLIANCES  
[01:38:36] INPUT AND CONCURRENCE, WE WILL ALSO DEVELOP A MARKETING PLAN THAT  
[01:38:39] SPECIFICALLY TARGETS COMPANIES THAT CREATES JOBS AND SUPPORTS YOUR GATEWAYS.  
[01:38:44] FINALLY, I JUST WANT TO KNOW THAT WE ARE  
[01:38:46] HIGHLY MOTIVATED AND INCENTIVIZED TO ACQUIRE THE NECESSARY ENTITLEMENTS AND  
[01:38:50] PERMITS AND BEGIN DEMOLITION AND CONSTRUCTION AS SOON AS POSSIBLE. WE ARE  
[01:38:54] READY TO GET TO WORK. THANK YOU. THANK YOU. MARK. LOOK FORWARD TO HEARING MORE

[01:39:00] ABOUT THAT LATER IN THE AGENDA. CLAIRE CART, THE NEXT SPEAKER, PLEASE? YES.  
[01:39:05] OUR NEXT SPEAKER IS JOHN LANE.  
[01:39:09] GOOD AFTERNOON. I'M JOHN LANE. I'M THE  
[01:39:12] DIRECTOR OF LOCAL GOVERNMENT AFFAIRS FOR THE WASHINGTON HOSPITALITY ASSOCIATION.  
[01:39:15] ALSO REPRESENT THE SEATTLE HOTEL ASSOCIATION AND THE SEATTLE RESTAURANT  
[01:39:20] ALLIANCE. AND WE ARE IN SUPPORT OF RESUMING THE CRUISE SEASON. WE'RE AFRAID  
[01:39:25] THAT WAS GOING TO BE LOST AGAIN THIS YEAR. THE HOSPITALITY COMMUNITY  
[01:39:30] IS THE STATE'S LARGEST EMPLOYER AND WAS THE MOST IMPACTED OVER THE PAST 15  
[01:39:37] MONTHS, PARTICULARLY IF YOU LOOK AT THE DOWNTOWN SEATTLE CORE WHERE WE HAD A  
[01:39:42] HOTEL, IN SOME CASES, RUNNING IN SINGLE DIGIT OCCUPANCIES. AND IN OTHER CASES,  
[01:39:49] THERE IS A SIGNIFICANT OF OUR HOTELS THAT ACTUALLY CLOSED DURING THIS PERIOD.  
[01:39:53] SEATTLE HAS HAD SOME OF THE LOWEST  
[01:39:56] OCCUPANCY RATES ON THE WEST COAST AND THE COMPARABLE MARKET OVER THIS PAST  
[01:40:01] YEAR. SO THE RETURN OF THE CRUISE SEASON PRESENTS AN OPPORTUNITY TO BRING BACK  
[01:40:06] MANY JOBS TO THE HOSPITALITY INDUSTRY IN SEATTLE AND THE DOWNTOWN CORE AND  
[01:40:11] IMPACTS NOT JUST HOTEL, BUT ALSO THE RESTAURANTS AND OTHER HOSPITALITY  
[01:40:16] ACTIVITIES THAT INDIVIDUALS WILL ACCESS WHILE HERE IN TOWN. AND AS  
[01:40:22] MENTIONED, IT'S NOT JUST A SEATTLE ISSUE. THE SAME PEOPLE WHO ARE COMING  
[01:40:26] FOR THE CRUISES ARE EXPLORING OTHER PARTS OF OUR REGION AS WELL, WHICH IS  
[01:40:30] IMPORTANT TO YOU HOSPITALITY BUSINESSES OUTSIDE OF THE DOWNTOWN CORE. SO WE'RE  
[01:40:36] VERY EXCITED ABOUT THIS AND WANT TO THANK THE COMMISSION FOR ITS WORK.  
[01:40:40] THANK YOU.  
[01:40:48] I'M SORRY. THE NEXT UP AFTER OUR NEXT PIER IS STACEY OAKS.  
[01:40:56] THANK YOU. SO IF  
[01:41:02] YOU'RE ON THE TELEPHONE, IT STAR 6 TO UNMUTE.  
[01:41:08] HI, CAN YOU HEAR ME? WE CAN THANK YOU.  
[01:41:12] GREAT. THANKS SO MUCH. YEAH. MY NAME IS STACEY OAKS AND I'M AN ORGANIZER WITH  
[01:41:16] 350 SEATTLE. I USED TO SWIM IN LAKE WASHINGTON IN PUGET SOUND WHEN I WAS  
[01:41:20] GROWING UP. I DID A LOT OF BLUE TARP CAMPING IN THE SUMMERS AND EXPLORED TIDE  
[01:41:25] POOLS ALONG THE COAST, FINDING CLAMS STARFISH SAND DOLLARS. BUT TODAY THERE'S  
[01:41:29] SIGNS THAT OUR BEACHES SAYING THE WATER ISN'T SAFE. THERE'S A WEEKS AT A TIME  
[01:41:32] DURING THE SUMMER WITHOUT EVEN A LIGHT DRIZZLE. AND THE ACIDITY OF OUR OCEAN  
[01:41:35] CREATES AN ENVIRONMENT WHERE SHELLFISH HAVE A HARD TIME FORMING THEIR SHELLS  
[01:41:39] AND WALK DOWN THE BEACH FOR MILES WITHOUT SEEING THE LIFE FAMILIAR FROM  
[01:41:42] JUST A FEW DECADES AGO. IF SCIENCE TELLS US WE HAVE LESS THAN A DECADE TO BREAK  
[01:41:47] OUR FOSSIL FUEL ADDICTION TO AVOID LOSING ALL WE LOVE AND THREATENING OUR  
[01:41:50] VERY EXISTENCE, THEN COMMON SENSE TELLS US WE SHOULD BE INVESTING IN THINGS THAT  
[01:41:54] DECREASE CURRENT FOSSIL FUEL ROUTE, NOT EXPAND IT, ESPECIALLY LEISURE ACTIVITIES  
[01:41:59] LIKE CRUISE SHIPS. KICKING OUR BAD HABITS WOULD ALSO DIRECTLY IMPROVE  
[01:42:03] PUBLIC HEALTH. THE EMISSIONS FROM CRUISE SHIPS CONTAINING CARCINOGENS TOXINS, IN  
[01:42:07] PARTICULAR MATTER, SHIP STUMPING, GARBAGE, HUMAN WASTE, AND EVEN ENGINE  
[01:42:10] WAS STRAIGHT INTO THE WATER. ARE WE REALLY A CITY IN A COUNTY SO DESPERATE  
[01:42:14] FOR MONEY THAT WE ACCEPT SOME CASH IN EXCHANGE FOR THE HEALTH OF COMMUNITIES,  
[01:42:18] THE HEALTH OF OUR WATER AND OUR VERY CHANCES OF HUMAN SURVIVAL, OR ARE WE  
[01:42:22] JUST ADDICTED? NOT SURE HOW TO TAKE THAT FIRST STEP. I'D HOPE DURING THE LAST  
[01:42:26] YEAR OF CRUISE SOBRIETY THAT WE WOULD TAKE THE OPPORTUNITY TO RETHINK WHAT  
[01:42:29] KIND OF TOUR TO INVEST IN THAT THE PUBLIC HEALTH CRISIS MIGHT BREAK US FREE  
[01:42:33] OF OUR TOXIC HABITS THAT PUT PROFITS OF THE FEW ABOVE THE HEALTH AND SAFETY OF  
[01:42:37] THE MANY. BUT HERE WE ARE, RELAPSING WHILE THE PANDEMIC CONTINUES TO KILL  
[01:42:41] THOUSANDS EACH DAY. COMMISSIONERS, WE NEED YOU TO STOP ENABLING THE HARM. WE  
[01:42:45] NEED YOU TO SET ASIDE THE IDEA THAT IF THERE IS A DEMAND, WE NEED TO FILL IT.  
[01:42:48] SIMPLY HAVING A DESIRE FOR SOMETHING DOES NOT MEAN IT'S A GOOD IDEA,  
[01:42:52] ESPECIALLY WHEN THE ACTIVITY CAUSES HARM TO OURSELVES AND OUR RELATIVES. WE NEED  
[01:42:56] YOU TO IGNORE THE CONVENIENT LIES ABOUT JOB CREATION AND ECONOMIC GROWTH FOR OUR  
[01:43:00] REGION ONLY BEING POSSIBLE THROUGH HARMFUL VENTURES LIKE MASSIVE CRUISE  
[01:43:03] SHIPS. THESE COMFORTING LIES AND EXCUSES HELP THE ADDICT SLEEP AT NIGHT. HELP THE  
[01:43:07] ADDICT IGNORE HEARTFELT, PLEASE FROM THEIR RELATIVES TO STOP THE HARM.  
[01:43:10] PLEASE CONSIDER THE COMMENTS TODAY ABOUT EXPANSION AS AN INTERVENTION.  
[01:43:16] THANK YOU, STACEY.  
[01:43:18] CLERK HART, WE HAVE MICHAEL FOSTER AND PEGGY PRINCE. STILL, I'M GOING TO GO  
[01:43:25] BACK TO PEGGY PRINCE. PEGGY IF YOU'RE ON THE LINE.  
[01:43:32] I'M NOT HEARING FROM PEGGY MOVING TO MICHAEL FOSTER. I'M MICHAEL FOSTER,  
[01:43:39] AND I'M HERE TO ANNOUNCE TODAY THAT I AM NOT RUNNING FOR PORT COMMISSIONER, YOU



[01:43:45] HAVE AN IMPOSSIBLE JOB. ON THE ANNIVERSARY OF GEORGE FLOYD'S MURDER, I'D  
[01:43:52] LIKE TO SAY THAT BLACK LIVES CANNOT MATTER TO THE PORT IN SEATTLE UNTIL  
[01:43:58] ULTRA ULTRA FINE PARTICLES AND CRUISE SHIP AND SHIPPING PARTICLES MATTER.  
[01:44:05] WE ARE TAKING BLACK LIVES WITH PORT ACTIVITY. YOU KNOW,  
[01:44:12] THE DIFFICULTY IS THAT YOU'RE PAID NOT TO LISTEN TO YOUR OWN INSTINCTS FOR  
[01:44:17] SURVIVAL. YOU'RE PAID NOT TO LISTEN TO THE THINGS THAT AREN'T PAID FOR.  
[01:44:26] YOU KNOW, YOU HAVE A CHOICE BETWEEN  
[01:44:28] EXPAND AND MEETING DEMAND OR MEETING THE DEMAND FOR THE CONDITIONS  
[01:44:35] FOR LIFE. THE IEA INTERNATIONAL ENERGY AGENCY REPORT THAT  
[01:44:41] CAME OUT THIS MONTH. IT'S VERY CLEAR YOU NEED TO READ IT IF YOU HAVEN'T. THE  
[01:44:47] PATHWAY TO NET 0 2050 IS NARROW, BUT STILL ACHIEVABLE. IF GOVERNMENT ACT NOW,  
[01:44:52] THAT MEANS 4,000,000,000,000 DOLLARS A YEAR OF INVESTMENTS, NO NEW EXPLORATION,  
[01:44:57] DRILLING OR MINING AND NO NEW INFRASTRUCTURE. AND THIS MEANS PORTS AND  
[01:45:03] AIRFIELDS. AND IF WE DON'T DO THAT AND WE'RE NOT, IT MEANS OF 95% ENDEMIC SPECIES  
[01:45:10] GO EXTINCT THIS CENTURY. COVID PROVED THAT WE'VE NEVER TAKEN CLIMATE SERIOUSLY  
[01:45:17] AS AN EMERGENCY. SO I JUST LIKE TO OFFER TO HELP YOU AS A VOLUNTEER TO CREATE  
[01:45:25] THE EXTREMELY CREATIVE SOLUTIONS THAT ARE GOING TO BE NECESSARY IN THE NEAR  
[01:45:31] TERM TO ALLOW OUR KIDS TO SURVIVE THIS CENTURY. IF YOU DON'T WANT ME TO  
[01:45:38] VOLUNTEER FOR YOU, I WILL VOLUNTEER AGAINST YOU.  
[01:45:43] WELL, THANK YOU, MICHAEL. I THINK THAT  
[01:45:46] CONCLUDES OUR ORAL COMMENTS. CLERK HART, CAN YOU SUMMARIZE OUR WRITTEN ONES?  
[01:45:52] YES. MR. COMMISSION PRESIDENT. MEMBERS  
[01:45:54] OF THE COMMISSION. THIS MEETING IS RUNNING QUITE LATE TODAY. WE HAVE 12  
[01:45:57] WRITTEN COMMENTS BEFORE US. THEY HAVE ALL BEEN DISTRIBUTED TO YOU IN ADVANCE.  
[01:46:02] WOULD YOU LIKE TO DISPENSE WITH THE READING OF THE SUMMARY TODAY SO WE CAN  
[01:46:06] CONTINUE ON WITH OUR BUSINESS MEETING, OR WOULD YOU LIKE ME TO READ THESE INTO  
[01:46:10] THE RECORD? I THINK. HAVE THEY BEEN PRIMARILY ASSOCIATED WITH CRUISE?  
[01:46:16] THE CONTENT IS THE. YES, PRIMARILY. WE HAVE SOME OTHER ONES THERE. BUT AGAIN,  
[01:46:21] THEY EVOLVE AND DISTRIBUTED TO YOU IN ADVANCE. AND THEY ARE PART OF THE RECORD  
[01:46:24] FOR THIS MEETING. SO THEY WILL BE INCORPORATED WITH OUR MINUTES FROM THE  
[01:46:28] MEETING. OKAY. VERY GOOD. THANK YOU. WERE GOING ON TO THE CONSENT AGENDA,  
[01:46:34] MR. COMMISSION PRESIDENT, I WOULD ASK IF THERE'S ANY OBJECTION TO THAT FROM THE  
[01:46:38] REST OF YOUR MEMBERS. I'M SORRY. PLEASE SHOW OF HANDS IF THERE'S ANY CONCERN  
[01:46:43] WITH THAT DECISION TO MOVE FORWARD WITHOUT READING THE COMMENTS SEEING  
[01:46:49] NONE. I'D LIKE TO MOVE ON TO THE CONSENT AGENDA. CONSIDERED ROUTINE AND WILL BE  
[01:46:54] ADOPTED BY ONE MOTION. ITEMS REMOVED FROM THE CONSENT AGENDA WILL BE  
[01:46:57] CONSIDERED SEPARATELY IMMEDIATELY AFTER ADOPTION OF THE REMAINING CONSENT ITEMS.  
[01:47:02] WE'VE HEARD NO ITEMS TO BE PULLED TODAY.  
[01:47:05] AT THIS TIME, THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE CONSENT AGENDA  
[01:47:09] COVERING ITEMS EIGHT A THROUGH EIGHT F  
[01:47:13] SO MOVED. DO I HAVE A SECOND SECOND?  
[01:47:21] THANK YOU. THE MOTION HAS BEEN MOVED AND SECONDED COMMISSIONERS, PLEASE SAY YES  
[01:47:26] OR NO WHEN YOUR NAME IS CALLED FOR APPROVAL OF THE CONSENT AGENDA BEGINNING  
[01:47:30] WITH COMMISSIONERS STEINBRUECK. YES. THANK YOU, COMMISSIONER CHO. AYE.  
[01:47:37] THANK YOU, COMMISSIONER CALKINS. AYE. THANK YOU, COMMISSIONER BOWMAN.  
[01:47:43] OH, I'M SORRY. COMMISSIONER BOWMAN IS  
[01:47:45] NOT PRESENT AT THE MEETING OF THE TIME, COMMISSIONER FELLEMAN. YES, THANK YOU.  
[01:47:50] THAT IT'S. FOUR YESES AND ZERO NOS. OKAY, SO THE MOTION PASSES.  
[01:47:55] SO WE WILL NOW MOVE PAST THE CONSENT AGENDA TO UNFINISHED BUSINESS.  
[01:48:02] DO WE HAVE A PRESENTATION TO CARRY FORWARD FROM THE LAST MEETING?  
[01:48:07] YEAH. LET ME GO AHEAD AND READ THIS ITEM  
[01:48:10] INTO THE RECORD AND THEN WE CAN HEAR FROM EXECUTIVE DIRECTOR METRUCK. SO THIS  
[01:48:15] IS ITEM NINE A. THIS IS QUARTER 1 2021. FINANCIAL PERFORMANCE BRIEFING.  
[01:48:24] COMMISSIONERS, DESPITE A VERY  
[01:48:27] CHALLENGING YEAR WITH SIGNIFICANT DISRUPTION TO OUR BUSINESSES, ARE  
[01:48:31] PROACTIVE AND SOLID FINANCIAL ACTIONS FROM THE EARLY STAGES OF THE PANDEMIC  
[01:48:35] AND HELPED US MANAGE STEADILY THROUGH THE CRISIS. AS YOU'LL HEAR IN THE  
[01:48:39] PRESENTATION, WE'RE GENERALLY TRACKING WELL AGAINST THE REVISED 2021  
[01:48:45] BUDGET. THE STEPS WE TOOK IN 2020, COMBINED WITH THE DEVELOPMENT OF OUR  
[01:48:48] 2021 BUDGET, HAVE POSITIONED AS A SOLID FOOTING FOR 2021. ALSO, THE AIRPORT IS  
[01:48:55] BENEFITING FROM SUBSTANTIAL FEDERAL RELIEF FUNDING, WHICH ALLOWS US TO  
[01:49:00] PROVIDE FINANCIAL RELIEF TO OUR AIRLINE AND NON AIRLINE TENANTS. HOWEVER, WE  
[01:49:04] NEED TO ACKNOWLEDGE THAT MUCH UNCERTAINTY CONTINUES TO EXIST AS WE GO

[01:49:08] THROUGH THE REST OF THE YEAR, SO WE NEED TO CONTINUE TO TOTALLY MANAGE AGAINST  
[01:49:12] OUR FINANCIAL PLAN MOVING FORWARD FOR THE REST OF 2021. WITH THAT, I'M GOING  
[01:49:16] TO TURN IT OVER TO DAN THOMAS, OUR CHIEF FINANCIAL OFFICER, AND AS WELL AS  
[01:49:21] MICHAEL TONG, DIRECTOR OF CORPORATE BUDGET ORGAN ANDERSON, DIRECTOR AVIATION  
[01:49:25] FINANCE AND BUDGET. AND KELLY ZUPAN, DIRECTOR OF MARITIME FINANCE. DAN,  
[01:49:30] THANK YOU, STEVE. GOOD AFTERNOON, COMMISSIONERS. COULD WE GET THE  
[01:49:34] PRESENTATION UP ON SCREEN, PLEASE, IF YOU GO TO THE FIRST SLIDE. SO JUST  
[01:49:41] BY WAY OF A QUICK INTRODUCTION, STEVE MENTIONED MUCH OF THIS THAT WE OBVIOUSLY  
[01:49:46] ARE CONTINUING TO BE IMPACTED BY THE PANDEMIC. THINGS ARE LOOKING BRIGHTER.  
[01:49:52] HOWEVER, AS YOU MENTIONED, THE FEDERAL RELIEF FUNDS HAVE REALLY SUPPORTED THE  
[01:49:58] AIRPORT, SEEING US THROUGH THE FINANCIAL CHALLENGES. THE FOURTH BULLET ABOUT  
[01:50:05] CRUISE IS A LITTLE BIT DATED. THIS WAS PREPARED FOR A FEW WEEKS AGO, BUT YOU  
[01:50:08] HEARD THE NEWS THAT NOW WE ARE RESTARTING CRUISE AND THAT AS STEVE  
[01:50:13] MENTIONED, WE ARE CLOSELY TRACKING WITH OUR BUDGET THIS YEAR. AND CERTAINLY WITH  
[01:50:19] THE RESTARTED CRUISE, WE HOPE TO BE CLOSE TO OUR CONSERVATIVELY BUDGETED 25%  
[01:50:25] TRAFFIC COMPARED TO WHAT WOULD HAVE BEEN NORMAL. SO WE'RE HOPING WE CAN ACTUALLY  
[01:50:29] ACHIEVE THAT LEVEL OF REVENUE. I DID WANT TO MENTION ONE AIRPORT. YOU'LL SEE  
[01:50:34] WHAT APPEARS TO BE A TREND OF AIRPORT REVENUES BEING BELOW BUDGET.  
[01:50:40] AND I WANTED TO JUST MENTION THAT REALLY REFLECTS THE IMPACT OF THE MOST RECENT  
[01:50:45] ROUNDS OF FEDERAL STIMULUS BOARDING WILL GO INTO MORE DETAIL, BUT AT BUDGET TIME,  
[01:50:50] WE DIDN'T KNOW ABOUT THEIR MORE RECENT STIMULUS BILLS. SO AS THOSE MONIES ARE  
[01:50:55] APPLIED THIS YEAR, THEY WILL HAVE THE EFFECT OF LOOKING LIKE AIRPORT REVENUES  
[01:51:00] ARE BELOW BUDGET BECAUSE AS YOU KNOW, AERONAUTICAL REVENUES ARE BASED ON COST  
[01:51:04] RECOVERY. SO THOSE FUNDS ARE APPLIED TO PAY FOR COSTS THAT THE AIRLINES WOULD  
[01:51:09] OTHERWISE HAVE PAID. AIRLINE REVENUES WILL BE LOWER THAN WHAT WE BUDGETED.  
[01:51:14] AND SIMILARLY, ON THE NON AERONAUTICAL  
[01:51:16] SIDE, AS THOSE FUNDS ARE APPLIED FOR A TENANT RELIEF TO WAIVE RENT FOR TENANTS,  
[01:51:23] NON AERONAUTICAL REVENUES WILL ALSO BE  
[01:51:26] LOWER THAN BUDGETED BECAUSE THE FEDERAL STIMULUS FUNDS ARE THEN BOOKED AS NON  
[01:51:30] OPERATING REVENUES. SO THAT'S GOING TO GIVE THE APPEARANCE THAT WERE BELOW  
[01:51:36] OUR BUDGET, BUT IN ACTUALITY, WE'RE ACTUALLY TRENDING QUITE WELL. SO WITH  
[01:51:41] THAT, I WILL ASK WORKING TO PROCEED WITH THE AIRPORT SECTION.  
[01:51:47] THANK YOU. DAN. LIKE TO START BY TAKING A LOOK AT OUR PASSENGER LEVELS. AND  
[01:51:53] INDEED, THE PASSENGER GROWTH IS REBOUNDING. AND YOU CAN SEE ON A MONTHLY  
[01:51:58] BASIS WE'RE HAVING A STEADY IMPROVEMENT COMPARED TO 2019 BY  
[01:52:06] THE END OF THE YEAR. WE'RE NOW EXPECTING TO BE BELOW 2019.  
[01:52:12] AND THE GOOD NEWS IS THAT'S AN 84%  
[01:52:16] GROWTH PUT IN THE CONTEXT THOUGH, THIS REALLY REFLECTS THE FACT THAT THINGS  
[01:52:21] HAVE GONE DOWN AND NOW THEY'VE GONE BACK UP A LITTLE BIT COMPARED TO WHAT WE  
[01:52:24] THOUGHT AT BUDGET TIME. IN THE GREEN BOX IN THE MIDDLE OF THE CHART, I SHOW OUR  
[01:52:28] ASSUMPTION WHEN WE PUT TOGETHER OUR 2021 BUDGET DOWN 30%. THEN IN DECEMBER,  
[01:52:33] THE FORECAST WAS MODIFIED WITH A MORE PESSIMISTIC VIEW TO THE POINT WOULD BE  
[01:52:39] DOWN 34%. AND WITH THIS LATEST UPDATE, WE'RE DOWN 29%. AND I GUESS I'D LIKE TO  
[01:52:45] ONCE AGAIN ACKNOWLEDGE MICHAEL DALLINGER AND THE BUSINESS INTELLIGENCE TEAM FOR  
[01:52:51] PROVIDING US WITH REALLY GOOD, SOLID FORECASTS. NEXT SLIDE, PLEASE.  
[01:52:57] THIS SLIDE LOOKS AT OUR TRAFFIC ON  
[01:53:00] A MONTHLY BASIS FOR 2019, 2020 AND 2021, AND YOU CAN SEE THE STEADY  
[01:53:07] IMPROVEMENT. THE BLUE BAR IS 2021, THE RED BAR IS 2020 AND THE BROWN BAR  
[01:53:14] IS 2019. I THINK THE KEY MESSAGE HERE IS WE'RE MOVING UP QUICKLY AND BY  
[01:53:20] SEPTEMBER OF THIS YEAR AND THROUGH THE END OF THE YEAR WILL BE WITHIN 10% OF  
[01:53:26] 2019, WHICH IS GOOD NEWS. NEXT SLIDE, PLEASE. SO AS  
[01:53:34] DAN INDICATED UNDERSTANDING THE AIRPORT FINANCIAL RESULTS, ONE HAS TO UNDERSTAND  
[01:53:39] WHAT'S GOING ON WITH THE GRANTS. AND IN THE RIGHT SIDE I'VE LISTED SOME OF THE  
[01:53:45] NEW GRANT MONEY THAT WE WILL HAVE THIS YEAR THAT WE DID NOT ANTICIPATE, AND WE  
[01:53:50] PUT TOGETHER OUR BUDGET AND THAT'S 37 MILLIONS FOR THE CHRYSLER GRANTS OR THE  
[01:53:55] SECOND ROUND OF FEDERAL RELIEF, WHICH CAME THROUGH IN LATE DECEMBER. AND WE  
[01:53:59] STILL THINK OUR ESTIMATE FOR THE APA OR THE THIRD ROUND OF FEDERAL RELEASE THAT  
[01:54:04] CAME THROUGH IN MARCH, IT WOULD BE ABOUT 154,000,000 BETWEEN THOSE TWO.  
[01:54:09] THERE WAS ALSO SOME PASS THROUGH MONEY  
[01:54:11] THAT WILL GO DIRECTLY TO OUR CONCESSIONAIRES,  
[01:54:14] AND THAT'S 27,000,000. AND THAT'S  
[01:54:16] A LITTLE OVER 5,000,000 FROM CRRSAA AND THE REMAINDER FROM ARPA. WE DO  
[01:54:23] NOT ANTICIPATE USING ALL OF THIS FEDERAL RELIEF IN 2021. OUR CURRENT THINKING IS

[01:54:29] THAT WE WILL DEFER 75,000,000 TO THE FUTURE, WHICH WILL GIVE US  
[01:54:35] FLEXIBILITY NEXT YEAR TO MANAGE COSTS OR UNFORESEEN CONDITIONS AS PART OF THE  
[01:54:41] RECOVERY. SO GOING BACK TO THE NUMBERS HERE AS DAN INDICATED WE'RE LOOKING AT  
[01:54:47] SOME BIG NEGATIVE VARIANCES ON OUR REVENUE SIDE, AND ACTUALLY BOTH OF THOSE  
[01:54:52] ARE IN FACT, DUE TO THE APPLICATION OF THE GRANTS. YOU CAN SEE DOWN BELOW.  
[01:54:58] WE'VE ADDED A LITTLE SECTION BELOW NET OPERATING INCOME OR NOI THAT FOCUSES ON  
[01:55:03] THE FEDERAL RELIEF. SO OUR THINKING RIGHT NOW IS THAT WE'LL USE 161,000,000  
[01:55:08] DOLLARS THIS YEAR, AND THEN WE'LL HAVE THE DIRECT PASS THROUGH THAT I INDICATED  
[01:55:12] FOR THE CONCESSIONNAIRES. SO THOSE WILL SHOW UP AS NON OPERATING REVENUES AND  
[01:55:17] OUR OPERATING REVENUES ARE REDUCED. BUT YOU CAN SEE THE NOI AFTER FEDERAL  
[01:55:22] RELIEF, WE'RE OVER 50,000,000 DOLLARS POSITIVE, SO WE'RE IN MUCH GREATER SHAPE  
[01:55:27] THAN WE WOULD HAVE BEEN IN THE ABSENCE OF THIS ADDITIONAL RELIEF. SOME OF OUR  
[01:55:32] KEY MEASURES BELOW OUR COST PER EMPLOYMENT OR CPE WILL BE LOWER BECAUSE  
[01:55:37] OUR AIRLINE COSTS ARE LOWER AND THE DEBT SERVICE COVERAGE AND I'LL SHOW IN A  
[01:55:41] FUTURE SLIDE WHAT'S GOING ON HERE. BUT THIS IS QUITE A BIT ENHANCED AND IT HAS  
[01:55:45] TO DO WITH HOW WE APPLY THE GRANTS TO PAY DEBT SERVICE. AND THE GOOD NEWS IS  
[01:55:50] WE THINK WE'LL BE ON TRACK TO ACHIEVING OUR INCREASED CASH TARGET OR ADF  
[01:55:55] BALANCE. THIS FIGURE HERE 340,000,000 REPRESENTS 12 MONTHS OF OPERATING AND  
[01:56:00] MAINTENANCE COSTS AND CAPITAL SPENDING IS RIGHT ON TRACK. NEXT SLIDE, PLEASE.  
[01:56:09] ALRIGHT, QUICKLY, YEAR TO DATE ON THE EXPENSE SIDE, WE'RE A LITTLE BIT BELOW  
[01:56:14] BUDGET. I THINK THE REAL MESSAGE IS ON THE NEXT SLIDE, WHICH IS THE FORECAST.  
[01:56:18] LET'S SLIDE FORWARD, PLEASE. ALL RIGHT.  
[01:56:21] SO FROM A FORECASTING STANDPOINT, WE ARE ANTICIPATING RIGHT NOW TO BE OVER BUDGET  
[01:56:26] AND THAT'S DUE TO A FEW THINGS HERE, WE TYPICALLY DON'T BUDGET FOR SNOW REMOVAL  
[01:56:32] COSTS. AND WE DID HAVE A SNOW EVENT EARLIER THIS YEAR AND THAT WE INCURRED  
[01:56:37] COST OVER 2,000,000 DOLLARS. SECONDLY, WE HAD A WATER MAIN BREAK THAT WE HAD TO  
[01:56:42] FIX AND THAT WAS FAIRLY EXPENSIVE. AND THE THIRD MAJOR DRIVER IS WE ARE GOING  
[01:56:47] TO BE ADDING SOME EXPENSE RESOURCES IN OUR PROJECT MANAGEMENT GROUP TO SUPPORT  
[01:56:52] THE ADR PROGRAM AND SOME OF THE DELAYS THAT HAVE HAPPENED AT THE NORTH  
[01:56:56] SATELLITE BECAUSE WE WANT TO REALLY GET THOSE CONCESSIONNAIRES UP AND GOING AS SOON  
[01:57:01] AS POSSIBLE. SO WE'RE STILL MANAGING THIS, BUT THESE ARE SOME OF THE TRENDS  
[01:57:05] WE SEE. BUT OVERALL THIS WOULD STILL BE LESS THAN 1% OVER BUDGET. NEXT SLIDE, PLEASE.  
[01:57:13] DAN INDICATED THAT OUR AERONAUTICAL REVENUES ARE REALLY COST RECOVERY AND  
[01:57:19] THAT'S TRUE FOR THE FIRST FOUR OF THE COLUMNS, THE AIRFIELD MOVEMENT AREA,  
[01:57:23] THE APRON AREA, TERMINAL RENTS AND FEDERAL INSPECTION SERVICES. THESE ARE  
[01:57:27] MAJOR COST CENTERS. AIRFIELD COMMERCIAL AREA IS COMPENSATORY. SO IT'S NOT. BUT  
[01:57:33] YOU CAN SEE BY APPLYING GRANTS, WE ARE ABLE TO REDUCE COSTS ACROSS THE BOARD.  
[01:57:39] AND I'LL SHOW WHAT'S REALLY GOING ON IN THE NEXT SLIDE, PLEASE.  
[01:57:43] SO HERE WE CAN SEE THAT WE ARE MANAGING THE DEBT  
[01:57:48] SERVICE AND OUR ONM COST DOWN BY THE APPLICATION OF GRANTS. AND THIS IS THE  
[01:57:53] PORTION THAT WOULD BE APPLIED TO THE AERONAUTICAL COST CENTER. SO OVER  
[01:57:57] 100,000,000 WE'LL GO TO REDUCING DEBT SERVICE AND 18,000,000 DOLLARS TO REDUCE  
[01:58:02] OPERATING AND MAINTENANCE COST, WHICH DIRECTLY REDUCES THE REVENUE  
[01:58:07] REQUIREMENT. AND BECAUSE OF THIS, WE'VE BEEN WORKING WITH THE AIRLINES. WE'VE  
[01:58:11] HAD TWO MEETINGS IN THE LAST COUPLE OF WEEKS AND WE'RE PROPOSING A MIDYEAR RATE  
[01:58:15] REDUCTION THAT WILL GO INTO EFFECT JULY ONE. SO WE'RE PASSING ON THE BENEFITS OF  
[01:58:21] THIS FEDERAL RELIEF TO THE AIRLINES MIDYEAR, JUST AS MANY OF THE CONCESSIONNAIRES  
[01:58:27] WILL SEE DIRECT RELIEF COMING THROUGH IN THE NEXT FEW MONTHS HERE.  
[01:58:32] NEXT SLIDE, PLEASE. SO WHAT WE WANT TO EMPHASIZE IS THAT OUR NON  
[01:58:38] AERONAUTICAL REVENUES ARE ACTUALLY DOING BETTER THEN PLAN BETTER THAN BUDGET FROM  
[01:58:44] A TRUE BUSINESS PERFORMANCE. BUT WITH THE FEDERAL GRANTS, IT WILL GIVE THE  
[01:58:49] APPEARANCE THAT WE ARE RUNNING A NEGATIVE VARIANCE. SO JUST KEEP THIS IN  
[01:58:53] MIND AS WE LOOK AT THE NEXT SLIDE, BECAUSE I'M ADJUSTING FOR THIS.  
[01:58:57] NEXT SLIDE PLEASE. SO HERE WE SEE OUR  
[01:59:00] MAJOR BUSINESS UNITS FOR THE NON AERONAUTICAL SIDE, AND YOU CAN SEE  
[01:59:04] PUBLIC PARKING IS ACTUALLY DOING QUITE A BIT BETTER THAN PLANNED AS WE STARTED TO  
[01:59:09] SEE THIS LAST YEAR AND WE'RE SEEING IT CONTINUE THIS YEAR. RENTAL CARS IS A  
[01:59:14] SIMILAR STORY, BUT ALSO AUGMENTED BY THE FACT THAT THE RENTAL CAR COMPANIES HAVE  
[01:59:19] HAD A REAL CAR SHORTAGE, WHICH HAS GIVEN THEM QUITE A BIT OF PRICING POWER. AND  
[01:59:25] OUR CONCESSION REVENUE, THEREFORE HAS BEEN GOING UP WITH THEIR REVENUE  
[01:59:30] INCREASES. EVERYTHING ELSE IS HOLDING REASONABLY CLOSE TO BUDGET. NEXT SLIDE  
[01:59:35] PLEASE. I WANTED TO GIVE YOU JUST A QUICK UPDATE ON THE STATUS OF SOME OF  
[01:59:40] THE DEFERRED RENT PROGRAMS ON THE NON AERONAUTICAL SIDE, AND YOU CAN SEE IN

[01:59:45] RED WHAT IS STILL OUTSTANDING COMPARED TO WHAT WAS ORIGINALLY DEFERRED. AND  
[01:59:49] THERE'S ABOUT 30% LEFT, A LITTLE OVER 5,000,000 DOLLARS, MOSTLY IN AIRPORT  
[01:59:54] DINING AND RETAIL BECAUSE THEY WERE GIVEN THE EXTENDED REPAYMENT PLANS.  
[01:59:59] NEXT SLIDE PLEASE. I MENTIONED  
[02:00:03] BEFORE THE DEBT SERVICE COVERAGE IS A REALLY IMPORTANT TARGET FOR US, AND THE  
[02:00:08] APPLICATION OF THESE GRANTS REALLY BOOSTS THE BOTTOM LINE, AND YOU CAN SEE  
[02:00:14] IN YELLOW DOWN BELOW THE APPLICATION OF TOTAL 143. WHAT I SHOWED YOU BEFORE WAS  
[02:00:20] JUST THE AMOUNT THAT WAS GOING TO THE AERONAUTICAL SIDE. WE'RE ALSO APPLYING  
[02:00:23] SOME OF THE NON AERONAUTICAL SIDE, AND THIS EFFECTIVELY REDUCES THE DEBT  
[02:00:27] SERVICE FOR THIS CALCULATION, AND THAT'S WHAT INCREASES THE DEBT SERVICE COVERAGE  
[02:00:32] CALCULATION SO MUCH. SO THE GRANTS ARE VERY USEFUL HERE. NEXT SLIDE PLEASE.  
[02:00:38] AND THIS IS JUST THE SUMMARY OF ALL THE  
[02:00:41] GRANTS, ALL THE THREE FEDERAL RELIEF PROGRAMS, AND WE USED 147,000,000  
[02:00:48] LAST YEAR. WE'RE PLANNING RIGHT NOW ON 188,000,000 FOR THIS YEAR WITH THE  
[02:00:53] REMAINDER FOR THE FUTURE. AND THIS IS SOMETHING WE'LL BE MONITORING CAREFULLY,  
[02:00:57] AND WE'LL HAVE THE OPTION TO MOVE MONEY IN OR OUT OF 2021 DEPENDING ON HOW  
[02:01:04] THINGS PLAY OUT THE REMAINDER OF THE YEAR. IN SUMMARY, WE'RE GETTING IN TOTAL  
[02:01:09] OVER 400,000,000 DOLLARS OF GRANT, YOU MIGHT SAY, WELL, HOW DOES THAT COMPARE  
[02:01:13] TO OUR LOST REVENUE AND THE BOX IN THE BOTTOM? I TOOK A LOOK AT OUR 2019  
[02:01:18] FORECAST PRE COVID AND SAY, WHAT WERE WE EXPECTING IN 2020 THROUGH 2022?  
[02:01:25] AND WE WILL PROBABLY HAVE LOST ABOUT 650,000,000 OF REVENUES AND SOME OF THAT  
[02:01:31] WE REDUCED COST, SO IT HASN'T ALL BEEN LOST. BUT THE GRANTS HAVE BEEN EXTREMELY  
[02:01:36] HELPFUL, BUT THEY DO NOT MAKE US COMPLETELY FULL. NEXT SLIDE PLEASE. I  
[02:01:43] INDICATED IN OUR CAPITAL BUDGET IS ON TRACK, AND HERE YOU CAN SEE IT BROKEN  
[02:01:47] OUT BY OUR MAJOR PROGRAMS, THE NORTH SATELLITE INTERNATIONAL ARRIVALS  
[02:01:51] FACILITY, THE CHECK BAGGAGE OPTIMIZATION PROGRAM, AND THE AIRFIELD PAVEMENT. AND  
[02:01:57] PRETTY MUCH EVERYTHING IS LINING UP PRETTY DARN WELL. SO FOR FIRST QUARTER,  
[02:02:02] OUR ESTIMATE IS THAT WE WILL BE AT 95% OF OUR BUDGET, WHICH WOULD BE ONE OF OUR  
[02:02:06] BETTER YEARS. NEXT SLIDE PLEASE. CASH. THAT'S BEEN A REALLY IMPORTANT MEASURE  
[02:02:13] OF OUR WELL BEING OVER THE LAST COUPLE OF YEARS. AND THIS INDICATES THAT WE ARE  
[02:02:18] ENTERING THE LOWER POINT FOR THE YEAR FOR US AS WE HAVE BEEN WITHHOLDING SOME  
[02:02:24] GRANT CLAIMS, JUST TO MAKE SURE WE UNDERSTOOD HOW THE YEAR WAS PLAYING OUT  
[02:02:29] AND THEN WE CAN TARGET THE GRANTS IN THE BEST LOCATION. SO AS WE START MAKING THE  
[02:02:33] GRANT CLAIMS, WE'LL SEE OUR CASH BALANCES BUILD AND ALSO AS TRAFFIC BUILDS.  
[02:02:38] THIS SUMMER WE'LL SEE AN INCREASE IN THE  
[02:02:40] NON AERONAUTICAL REVENUE. SO THIS WILL ALL BE HELPFUL AND WE'LL CURRENTLY ON  
[02:02:46] TRACK TO ACHIEVE OUR TARGET OF 340,000,000 DOLLARS. YEAR ENDING  
[02:02:50] BALANCE. NEXT SLIDE, PLEASE. AND WITH THAT, I'LL PASS IT ON TO KELLY.  
[02:03:01] GOOD AFTERNOON, COMMISSIONERS. AND  
[02:03:04] EXECUTIVE DIRECTOR METRUCK. WE WILL SPEND THE NEXT DOZEN OR SO SLIDES GOING OVER  
[02:03:09] THE SEAPORT DIVISIONS, INCLUDING MARITIME STORM WATER UTILITY JOINT  
[02:03:14] VENTURE WITH THE NORTHWEST SEAPORT ALLIANCE AND ECONOMIC DEVELOPMENT.  
[02:03:17] MARITIME AND ECONOMIC DEVELOPMENT MANAGING DIRECTOR STEPHANIE JONES  
[02:03:21] STEVENS AND DAVE MCFADDEN ARE WITH US AS WELL AND MAY ADD SOME ADDITIONAL  
[02:03:26] PERSPECTIVE. WE WILL START WITH A FULL ROLL UP OF THE SEAPORT DIVISIONS.  
[02:03:32] THE KEY NUMBER ON THIS SLIDE IS THE  
[02:03:34] FORECASTED OPERATING INCOME VARIANCE OF 300 AND 49,000 OR FAVORABLE TO BUDGET.  
[02:03:40] MOST OF THE BUSINESSES ARE TRACKING  
[02:03:43] FAVORABLE TO BUDGET, BUT GIVEN SOME UNCERTAINTY IN CRUISE AND THE PORT  
[02:03:47] ALLIANCE, WE WILL CONTINUE WITH AUSTERITY MEASURES IN PLACE FOR 2021.  
[02:03:51] WE WILL BE GOING OVER EACH OF THESE GROUPS IN THE COMING SLIDES. SO PLEASE  
[02:03:56] LET US KNOW IF YOU NEED A PAUSE FOR QUESTIONS. NEXT SLIDE, PLEASE.  
[02:04:02] NEXT SLIDE,  
[02:04:06] STARTING WITH THE MARITIME DIVISION.  
[02:04:08] NET OPERATING INCOME IS CURRENTLY  
[02:04:10] FORECASTED FAVORABLE TO BUDGET BY 600,000 DOLLARS WITH SOME EXPENSE  
[02:04:17] SAVINGS FROM MAINTENANCE ALLOCATIONS AND REDUCTION PLAN FOR EXTERNAL AFFAIRS.  
[02:04:22] THE GREEN TERMINAL IS EXPECTED TO  
[02:04:24] CONTINUE STRONG PERFORMANCE AND THE OTHER MARITIME BUSINESSES ARE COMING IN  
[02:04:29] AS PLANNED. WE ARE HOLDING THE BUDGET FOR CRUISE AS IT CONTINUES TO EVOLVE.  
[02:04:34] STEPHANIE, WOULD YOU LIKE TO WEIGH IN ON THE CRUISE FORECAST?  
[02:04:40] WELL, THANK YOU SO MUCH, KELLY. JUST ONE SHORT FOLLOW UP.  
[02:04:47] THEY'RE STILL CERTAINLY UNCERTAINTY



[02:04:49] ABOUT WHAT THE CRUISE SEASON WILL LOOK LIKE THIS YEAR. WE ARE AT THIS POINT  
[02:04:56] WITH WHAT WE'RE ANTICIPATING NOW, WHICH IS ABOUT ONE ABOUT 1 TRIP FROM EACH OF  
[02:05:03] OUR LINES. IT'S STARTING IN LATE JULY, RUNNING THROUGH LATE  
[02:05:10] SEPTEMBER, EARLY OCTOBER, IT LOOKS LIKE AND AS WELL, THERE WILL BE REDUCED  
[02:05:15] CAPACITY RIGHT NOW. IT LOOKS LIKE WE WILL BE REMARKABLY CLOSE TO WHAT WE  
[02:05:21] PREDICTED LAST YEAR AT ABOUT THIS TIME  
[02:05:24] DURING OUR BUDGET PROCESS. SO AS I SAID, THERE IS STILL UNCERTAINTY, BUT AT THIS  
[02:05:29] POINT, OUR BUDGET FORECAST STILL SEEMS ABOUT RIGHT.  
[02:05:35] GREAT. THANKS, STEPHANIE.  
[02:05:39] AND UNLESS THE COMMISSION HAS ANY  
[02:05:42] QUESTIONS, WE'LL MOVE ON TO THE NEXT SLIDE, PLEASE. I HAVE A QUICK QUESTION  
[02:05:46] IF THAT'S OKAY WITH REGARDS TO THE GREEN TERMINAL. SURE.  
[02:05:51] THE 300,000 DOLLARS, I GUESS  
[02:05:56] YOU CAN CALL IT A SURPLUS AND A 52% INCREASE IN GREEN VOLUME IS PRETTY  
[02:06:03] SIGNIFICANT. ARE WE EXPECTING THAT TO BE SUSTAINABLE, OR IS THIS REALLY A KNEE  
[02:06:07] JERK REACTION TO COVID? THIS IS ACTUALLY CONSISTENT WITH OUR YEARS, I THINK.  
[02:06:15] 2016 TO 2018. WHEN THE TARIFFS CAME IN, WE SAW THE GRAIN  
[02:06:21] TERMINAL VOLUMES SHRINK DRASTICALLY, SO WE'RE REBOUNDED. THEY WERE LOOKING FOR  
[02:06:26] OTHER ALTERNATIVES FOR FEEDSTOCK AND BRAZIL AND SOME OF THE OTHER COUNTRIES  
[02:06:31] WEREN'T ABLE TO PROVIDE ASIA WITH THAT SAME VOLUME OF FEEDSTOCK. AND SO THEY'RE  
[02:06:37] CONTINUING TO USE OUR PRODUCT AGAIN AND RESUMING SORT OF HISTORIC TRENDS ON  
[02:06:41] THERE. OKAY. SO THIS IS ACTUALLY A RESULT OF FAVORABLE TRADE POLICY?  
[02:06:47] YES. AND WE SPOKE WITH LOUIS DRIVES, WHO MANAGES THE TERMINAL AND THEY EXPECT  
[02:06:53] THIS TREND TO CONTINUE THROUGHOUT THE YEAR. AGAIN, THAT'S EXCELLENT.  
[02:06:58] ALRIGHT, NEXT TIME.  
[02:07:02] SO ON THIS PARDON PREVIOUS SLIDE.  
[02:07:06] I'M SORRY. SORRY. AT. SO FOR  
[02:07:09] THIS SLIDE, A YEAR TO DATE REVENUE AND EXPENSES ARE TRACKING BETTER THAN 2020  
[02:07:14] WITH RETURN AGAIN OF GREEN VOLUMES TO PRE TARIFF REVENUES OR PRE TARIFF  
[02:07:19] LEVELS. ONE THING TO NOTE IS THE 4,000,000 DOLLARS LEASE REVENUE AT PIER  
[02:07:24] 66 FROM NORWEGIAN CRUISE LINES WAS BUDGETED EQUALLY THROUGHOUT THE YEAR,  
[02:07:28] BUT THE ACTUAL INVOICE WON'T APPEAR UNTIL THE SEPTEMBER OCTOBER TIME FRAME.  
[02:07:32] AND THAT'S WHAT'S DRIVING THE YEAR TO  
[02:07:34] DATE NEGATIVE REVENUE VARIANCE. BUT AGAIN, WE EXPECT TO CATCH UP AND MAYBE  
[02:07:39] EVEN GET AHEAD TOWARDS THE END OF THE YEAR. A NEXT SLIDE, PLEASE.  
[02:07:45] OKAY. STORM WATER UTILITY IS TRACKING THE BUDGET. YEAR TO DATE EXPENSES ARE  
[02:07:50] SLIGHTLY UNDER DUE TO SOME COVID DELAYS, BUT WE EXPECT TO MAKE MOST OF THAT UP  
[02:07:54] OVER THE LATTER HALF OF THE YEAR. THE NEXT SLIDE,  
[02:08:02] THE SEAPORT ALLIANCE OPERATING INCOME IN Q-1 WAS HIGHER THAN BUDGET,  
[02:08:06] LEADING TO INCREASES IN DISTRIBUTABLE INCOME TO THE  
[02:08:10] PORT OF SEATTLE. MOST OF THAT'S DUE. CARGO VOLUMES ARE UP FROM 2020. AND THEN  
[02:08:16] THERE ARE A LOT OF EXPENSE SAVINGS AS WELL. NEXT SLIDE, PLEASE.  
[02:08:23] HERE YOU SEE THE CONSOLIDATED JOINT  
[02:08:26] VENTURE, WHICH INCLUDES BOTH THE SEAPORT ALLIANCE AND SOME OF THE COSTS AND  
[02:08:32] REVENUES THAT ARE ON THE ALLIANCE PROPERTIES BUT ARE SEPARATE FROM THE  
[02:08:38] SEAPORT ALLIANCE. AND YOU CAN SEE AGAIN HERE. THE JOINT VENTURE DISTRIBUTABLE  
[02:08:44] INCOME IS 700 AND 75,000 DOLLARS FAVORABLE TO BUDGET AND OUR  
[02:08:51] TOTAL OPERATING INCOME, 736,000 FAVORABLE BUDGET. MOST OF THIS, AGAIN IS  
[02:08:55] FROM EXPENSE SAVINGS AT THE PORT ALLIANCE AND INCREASED CARGO VOLUMES.  
[02:09:02] SO UNLESS THERE ANY OTHER QUESTIONS,  
[02:09:06] WE'LL MOVE ON TO THE ECONOMIC DEVELOPMENT DIVISION.  
[02:09:11] MR. COMMISSIONER PRESIDENT, WOULD YOU LIKE TO TAKE QUESTIONS AT THIS TIME OR  
[02:09:16] KEEP GOING? WELL, DO WE HAVE A SHOW OF HANDS IF THERE'S FOLKS THAT HAVE  
[02:09:20] QUESTIONS AT THIS TIME? I DO NOT SEE ANY. I JUST TELL YOU JUST SAID IN TERMS  
[02:09:28] OF THE SEAPORT ALLIANCE THAT IT WAS BOTH A COMBINATION OF REDUCED EXPENSES AND  
[02:09:32] INCREASED VOLUME, RIGHT. THAT'S THE BEST OF BOTH WORLDS, RIGHT? YES. SO FAR.  
[02:09:39] SO A LOT OF IT IS. A LOT  
[02:09:43] OF THE COSTS HAVE BEEN ASSOCIATED WITH ALSO REDUCING THE PORT COSTS FROM BOTH  
[02:09:49] THE PORT AS WELL IN THERE. BUT YEAH, THAT'S DEFINITELY LOOKING FAVORABLE  
[02:09:55] COMPARED TO LAST YEAR. I KNOW THERE ARE SEVERAL THINGS IN PLAY THAT YOU GUYS ARE  
[02:09:59] MORE PRIVY TO THAN I AM THERE WITH FIVE, FOR SURE UP INTO THIS POINT.  
[02:10:05] THAT'S GOOD TO KNOW, BUT WE HAVE STILL A  
[02:10:08] LOT OF SHOVELS TO KEEP IN THE GROUND, SO JUST THANK YOU FOR THAT.

[02:10:13] ALRIGHT. NEXT SLIDE. OKAY. NEXT SLIDE HERE  
[02:10:22] YOU'LL SEE NET OPERATING INCOME FORECAST  
[02:10:24] TO ABOUT 250,000 DOLLARS BELOW BUDGET DRIVEN BY A CHANGE IN THE MAINTENANCE  
[02:10:30] ALLOCATION POLICY. REVENUES AT THE CONFERENCE AND EVENT CENTER HAD A TOUGH  
[02:10:34] Q-1 OVER THE WINTER, BUT ARE SEEING SOME OPTIMISM WITH INCREASED LEVEL OF  
[02:10:39] PLANNED BOOKINGS THE BACK HALF OF THE YEAR. WE WOULD ALSO LIKE TO NOTE THE  
[02:10:44] SUCCESS OF THE TENANT RENT DEFERRAL PROGRAM. NO MAJOR DELINQUENCIES IN ABOUT  
[02:10:48] HALF THE EXECUTED AGREEMENTS HAVE PAID US BACK. NEXT SLIDE, PLEASE.  
[02:10:58] AGAIN, THIS WAS A CHALLENGING Q-1  
[02:11:01] FOR BELL HARBOR CONFERENCE CENTER REVENUES, BUT LEASING REVENUE HAS HELD  
[02:11:07] UP AND WE ARE ABLE TO CLOSE THE NET OPERATING INCOME GAP WITH SOME EXPENSE  
[02:11:12] SAVINGS. THIS IS THE END OF THE SEAPORT PRESENTATIONS OVERALL PERFORMING WELL,  
[02:11:19] BUT CONTINUING TIGHT CONTROL OF COST FOR THE REST OF THE YEAR. ANY QUESTIONS?  
[02:11:25] I DON'T SEE ANY HANDS CURRENTLY RAISE, MR COMMISSIONER. GOING FORWARD  
[02:11:33] INTO FORECAST FROM WHAT I UNDERSTAND RIGHT NOW WITH THE PORT WITH THE  
[02:11:38] CONTAINER BUSINESS, YOU KNOW, THERE'S TONS OF VOLUME, BUT WE'RE ACTUALLY BEING  
[02:11:44] CONGESTED BY THE VOLUME, SO I DON'T THINK THERE'LL BE ANY SHORTAGE OF  
[02:11:48] SUPPLY. THE QUESTION IS WHETHER IT CAN BE PROCESSED, BUT FROM WHAT I  
[02:11:53] UNDERSTAND, IT'S GOING TO BE LIKE THIS TILL THE END OF THE YEAR. SO ONE'S GOING  
[02:11:57] TO BE INTERESTING TO SEE HOW THAT PANS OUT. BUT ARE THERE OTHER IN  
[02:12:03] TERMS OF THE ACTUAL FORECAST FROM THIS POINT FORWARD? I WOULD IMAGINE THAT  
[02:12:08] FOLKS ARE ANXIOUS TO GET OUT ON THE WATER AT THE MARINAS, BUT ARE THERE  
[02:12:14] OTHER LIKE, YOU KNOW, AND YOU'RE SAYING THAT WE'RE BASICALLY LOOKING AT A  
[02:12:19] RECOVERY IN GRAIN FROM REBOUNDED FROM TARIFFS, BUT THAT'S  
[02:12:26] LIKELY TO BE SUSTAINED, BUT NOT FURTHER GROWING? YES, IT WILL. I CAN'T  
[02:12:32] FORESEE QUITE WHAT NEXT YEAR IS GOING TO BE, BUT THIS YEAR WE'RE EXPECTING THIS.  
[02:12:36] WE WERE OVER BUDGET Q-1, AND WE'RE  
[02:12:39] EXPECTING THAT TO CONTINUE. AND PROBABLY EVEN SINCE THIS FORECAST CAME OUT, IT'S  
[02:12:45] PROBABLY EVEN GOING TO BE FAVORABLE TO THAT. AS WE GO FORWARD THE MARINA,  
[02:12:51] WE ARE HEARING THAT THERE'S A LOT OF DEMAND IN THE MARINA, PARTICULARLY AT  
[02:12:55] SHELL SHOLE. SO I THINK THOSE ARE DOING WELL. AND I SAID ALL THE BUSINESSES  
[02:13:00] ARE HOLDING UP. IT'S JUST A QUESTION HOLDING UP QUITE WELL SO FAR. IT'S  
[02:13:04] CONFERENCE AND EVENTS AND THE CRUISE BUSINESS ARE THE ONES MORE DIRECTLY  
[02:13:09] IMPACTED BY THE PANDEMIC, AND THEY'RE HOPING FOR RECOVERY. I KNOW WHAT THE  
[02:13:17] CONFERENCE AND EVENT CENTER IS. THEY'RE REALLY HOPING TO GET ONTO THE NEXT PHASE  
[02:13:21] IN JUNE. AND IF THAT COMES TO PLAY, THERE'S A LOT OF UP DEMAND FOR BOOKINGS  
[02:13:27] OUT THERE AS WELL. I JUST WANT TO POINT THAT THERE IS SOME CONCERN ALSO ABOUT  
[02:13:31] THE BULK CARGO UNIT TRAINS. THERE'S A REAL PROBLEM ABOUT THE DYSFUNCTION OF  
[02:13:37] THE INTERMODAL WORK ON THE RAIL, AND I THINK THAT'S STARTING TO AFFECT OUR BULK  
[02:13:44] COMMODITIES. AND I JUST SAW THE LATEST THING IS THAT THERE'S NOT ENOUGH  
[02:13:47] PALETTES STACK THINGS ON INTO THE WOOD SUPPLY. SO ANYWAY, I MEAN, I DON'T  
[02:13:52] THINK THERE'S ANY SHORTAGE OF DEMAND AND SUPPLY THE QUESTIONS WHETHER WE CAN GET  
[02:13:56] IT THERE FROM HERE. I THINK THAT'S JUST LIKE THE PROBLEM WHERE ALL OVER THE FACT  
[02:14:00] THAT THE INTERMODAL WORLD IS IN BAD SHAPE. BUT ANYWAY, THANK YOU. I JUST  
[02:14:04] WANTED TO SEE IF THERE'S ANY OTHER FORECAST THOUGHTS. MOVING ON.  
[02:14:13] GOOD AFTERNOON, COMMISSIONER. EXECUTIVE ROUTE METRUCK FOR CENTRAL SERVICES.  
[02:14:19] WE ANTICIPATE ANTICIPATING OUR FINANCIAL WILL BE STRONG COMPARED TO THE BUDGET.  
[02:14:27] AND AS YOU CAN SEE HERE ON THE LEFT HAND  
[02:14:29] SIDE, ON THE REVENUE SIDE, WE ARE FORECASTING A 948,000,000  
[02:14:34] FAVOR BUDGET REMUS MANY DUE TO THE POLICE BUDGETED FOR ITS REVENUE  
[02:14:41] FROM THE POLICE DEPARTMENT. ON THE EXPENSES SIDE, WE ARE ANTICIPATING 1  
[02:14:47] 6,000,000 FAVORABLE TO THE BUDGET, MAYBE DUE TO LOWER PAYROLL AND ALSO  
[02:14:53] LOWER OUTSIDE SERVICES. ON THE RIGHT HAND SIDE IS A FEW BUSINESS HIGHLIGHTS  
[02:15:00] AND I WANT TO POINT OUT THAT YOU CAN FIND A LITTLE BIT MORE FROM THE [inaudible 02:15:05]  
[02:15:05] IN YOUR PACKAGE. SO HERE I WOULD LIKE TO JUST HIGHLIGHT THAT THE PORT  
[02:15:10] FINALLY THE AWARDED 14 SOUTH KING COUNTY FUND MEMENTO GRANTS TO THE SIX  
[02:15:18] HIGHLIGHT CITIES AFTER MORE THAN TWO YEARS OF HOWEVER BY OUR INTERNAL STAFF  
[02:15:24] AND QUITE A LOT OF EXTENSIVE COMMUNITY AND EXTERNAL STAKEHOLDER ENGAGEMENT.  
[02:15:29] AND YOUR SUPPORT IS ALSO WORTH TO POINT OUT THAT THIS SUPPORT CITY OF SEATTLE  
[02:15:36] AND SOUND TRANSIT AGREED TO JOINT 1.7,000,000 TO SUPPORT CONSTRUCTION  
[02:15:42] WORKERS, TRAINING, BASEMENT AND OTHER SERVICES, ESPECIALLY THE COMMUNITY OF  
[02:15:48] DISADVANTAGES, COMMUNITY AND COMMUNITY OF COLORS.  
[02:15:53] NEXT SLIDE PLEASE.

[02:15:59] SO HERE'S THE YEAR TO DATE NUMBER AND I WON'T AGAIN MUCH  
[02:16:07] DETAIL OTHER THAN JUST POINTING OUT TWO NUMBERS HERE HIGHLIGHTED FOR YOU. ON THE  
[02:16:13] EXPENSE SIDE, WE ARE 2.6 MILLION FAVORABLE TO THE BUDGET AND  
[02:16:20] ALSO ALMOST 2,000,000 LOWER THAN 2020 AT THE SAME TIME LAST YEAR. SO A PRETTY  
[02:16:28] GOOD NUMBER HERE, MAYBE DUE TO AGAINST THE PAYROLL AND OUTSIDE SERVICES.  
[02:16:33] NEXT SLIDE, PLEASE.  
[02:16:36] SO I'M MOVING TO PORT WIDE.  
[02:16:41] ALEX IN. YES, THANK YOU. SO FOR  
[02:16:45] THE FIRST QUARTER TOTAL OPERATING REVENUES 27,000,000 FACE UNAVAILABLE TO  
[02:16:51] THE BUDGET I MAY NEED DUE TO NOT GROUP [inaudible 02:16:58] ON THE  
[02:16:59] EXPENSES SIDE THE 6.5 MILLION FAVORABLE TO THE BUDGET AND ALSO  
[02:17:06] 8.7 MILLION LOWER THAN LAST YEAR. AND THE MAIN REASON IS THAT  
[02:17:13] ESPECIALLY WANT TO POINT OUT, THAT COMPARED TO THE SAME TIME LAST YEAR BECAUSE WE HAVE  
[02:17:18] IMPLEMENTED A NUMBER OF THOSE BUDGET REDUCTION MEASURES AS WELL AS WE HAVE A  
[02:17:23] PORT WIDE 167 POSITION THAT HAVE BEEN [inaudible 02:17:29] OR ELIMINATED  
[02:17:30] DURING THE LAST YEAR. SO THAT'S SAVING IN THE PAYROLL SIDE.  
[02:17:35] AND SLIDE PLEASE. SO FOR  
[02:17:43] THE FULL YEAR, WE ARE FORECASTING  
[02:17:47] 90,000,000 UNFAVORABLE TO THE BUDGET.  
[02:17:50] BUT IT'S VERY IMPORTANT TO POINT OUT THAT 190,000,000 OF THAT IS DUE  
[02:17:55] TO THE FEDERAL BELIEF IT FROM FOR THE AIRPORT AS MORGAN MENTIONED  
[02:18:02] A LITTLE BIT EARLIER. ALSO, ON THE EXPENSES SIDE, WE ARE FORECASTING  
[02:18:07] 1,800,000 UNFAVORABLE TO THE BUDGET AND 16,000,000 HIGHER THAN 2020.  
[02:18:14] BUT IT'S VERY IMPORTANT TO POINT OUT  
[02:18:17] THAT THE PORT GOT A 17,200,000 STATE PENSION CREDIT LAST YEAR. SO IF WE  
[02:18:25] ADJUSTED FOR THE 1,700,000 PENSION CREDIT, THE OPERATING EXPENSES WOULD  
[02:18:32] HAVE BEEN 700,000 FAVORABLE OR BELOW THE 2020 ACTUAL.  
[02:18:39] SO THAT'S CUT OVERALL  
[02:18:44] FORECAST FOR THE YEARS. SO THE EXPENSES SIDE, WE ARE MANAGE IT QUITE WELL.  
[02:18:51] NEXT SLIDE, PLEASE.  
[02:18:54] AND THIS IS THE PORT WIDE CAPITAL SPENDING. THE TOTAL CAPITAL SPENDING FOR  
[02:19:00] THE FIRST QUARTER IS CLOSE TO 100,000,000. AND FOR THE FULL YEAR WE  
[02:19:06] EXPECT TO SPEND A TOTAL OF OVER 500,000,000 OR ABOUT 95% OF THE  
[02:19:12] BUDGET THIS YEAR. SO THAT CONCUR REPRESENTATION. I SHOULD NOTE THAT THERE  
[02:19:18] IS SOME MORE SLIDE IN THE APPENDIX IN THIS PACKAGE, AND THEN WE'LL FIND MORE  
[02:19:23] DETAIL IF YOU WANT TO. AND ALSO THERE'S SOME MORE INFORMATION THAT BIT AND BE  
[02:19:28] PUT IN YOUR PACKAGE AS WELL. SO WITH THAT THAT OUR PRESENTATION  
[02:19:33] WOULD BE VERY HAPPY TO ANSWER ANY SORT OF QUESTIONS THAT YOU MAY HAVE. WELL,  
[02:19:39] THANK YOU. MICHAEL. DAN BORGAN KELLY, QUITE THE WRAP UP, AND I WILL ENTERTAIN  
[02:19:46] QUESTIONS FROM MY COLLEAGUES. I'LL START THE ROLE WITH COMMISSIONERS STEINBREUCK.  
[02:19:51] THANK YOU FOR THAT MOST INTERESTING AND INFORMATIVE PRESENTATION. I HAVE  
[02:19:58] TO ABSORB ALL THIS, BUT IT LOOKS LIKE THINGS ARE MOVING VERY MUCH IN THE RIGHT  
[02:20:04] DIRECTION AND MORE POSITIVE FINANCIAL STATUS IN THE RIGHT DIRECTION. SO THAT'S  
[02:20:09] THE GOOD NEWS HERE. THANK YOU VERY MUCH FOR ALL YOUR WORK PUTTING THIS TOGETHER.  
[02:20:13] THANK YOU, COMMISSIONER. MOVING TO COMMISSIONER CHO. NOTHING  
[02:20:20] ON CIRCULAR SERVICES THANKYOU. THANK YOU. ANY QUESTIONS IN GENERAL?  
[02:20:24] COMMISSIONER, I DID  
[02:20:28] HAVE A QUESTION GOING BACK TO THE NON AERONAUTICAL TENANT RENT DEFER STATUS  
[02:20:34] SLIGHT. I'M SORRY, I THINK I DIDN'T CATCH THE CHANCE TO TO ASK THAT  
[02:20:37] QUESTION. BUT IF YOU LOOK AT THIS, I LIKE THEIR TEAM. FOR THOSE WHO ARE  
[02:20:41] FOLLOWING BORGAN, I'M WONDERING IF THIS SLIDE HERE IS ESPECIALLY ON THE ADR SIDE.  
[02:20:48] DOES THIS ALREADY TAKE INTO ACCOUNT THE CONCESSION RELIEF GRANTS THAT IS ON THE  
[02:20:54] NEXT SLIDE? ACTUALLY, IT'S TWO DIFFERENT THINGS. THIS HAS TO DO WITH THE DEFERRED  
[02:21:01] RENT. AS PART OF THAT, THE PORT APPROVED AS PART OF OUR OWN PROGRAMS, THE FEDERAL  
[02:21:07] RELIEF WILL COME IN DIFFERENTLY AND REALLY DISPLACE REVENUE, MEANING WILL  
[02:21:12] COLLECT THE MONEY FROM THE FEDERAL GOVERNMENT, NOT FROM THE TENANTS. SO  
[02:21:16] THAT'S NOT A DEFERRAL PER SE. IT'S JUST A REPLACEMENT. BUT IT WOULD RELIEVE THE  
[02:21:22] OUTSTANDING BALANCE. CORRECT? NO, IT WOULD BE TWO DIFFERENT THINGS.  
[02:21:28] OKAY, SO EVEN IF WE RECEIVE THE RELIEF  
[02:21:32] GRANTS FOR THE ADR, THE ADR TENANTS WOULD STILL HAVE AN OUTSTANDING  
[02:21:38] BALANCE YEAH. AND I THINK THAT'S ACTUALLY THE WAY THEY WANT IT. SO THAT  
[02:21:44] WAY THEY CAN MAINTAIN THE DEFERRAL FOR AS LONG AS POSSIBLE, BUT GET THE  
[02:21:50] IMMEDIATE RENT RELIEF FROM FEDERAL GOVERNMENT.

[02:21:56] OKAY. SO I GUESS THE QUESTION HERE  
[02:22:00] THAT I'M ASKING IS BETWEEN LET'S JUST LOOK AT THE ADR BAR BETWEEN THE GRAY BAR  
[02:22:06] AND THE RED BAR. THAT THAT DIFFERENCE THAT YOU'RE SAYING THAT DOES  
[02:22:12] NOT ACCOUNT FOR THE FEDERAL RELIEF, CORRECT. THAT'S JUST WHAT'S BEEN REPAID  
[02:22:17] SO FAR. OKAY. GOT IT. THANK YOU. THANK YOU. COMMISSIONER CHO COMMISSIONER  
[02:22:23] CALKINS. YES. STAY ON BORGAN. AND I'VE  
[02:22:25] GOT A QUESTION FOR YOU, TOO. AGAIN, MY QUESTION IS BORGAN SHOWED THE DIFFERENCE  
[02:22:32] BETWEEN WHAT WE ANTICIPATED AT 650,000,000 AND WHAT CAME IN AT 410,  
[02:22:37] WHICH IS A REDUCTION IN CASH OF SORRY, 650,000,000 IN LOST REVENUE.  
[02:22:44] 410 IN GRANTS. SO 240,000,000 DOLLAR DELTA THERE. HOW MUCH LOWER WERE  
[02:22:52] OUR EXPENSES? IN OTHER WORDS, DID WE MAKE UP FOR THAT LOSS IN CASH WITH IN  
[02:22:58] PART BY A SIGNIFICANT REDUCTION EXPENSES? I IMAGINE SOME OF THOSE ARE  
[02:23:02] VARIABLE COSTS ASSOCIATED WITH HIGHER REVENUE. SO I WOULD HAVE JUST  
[02:23:06] DISAPPEARED ON THEIR OWN. BUT YOU HAVE YOU CALCULATED THAT THE SHORT ANSWER IS  
[02:23:12] NO, NOT SPECIFICALLY. IT IS A LITTLE MORE COMPLEX IF OUR COST REDUCTION  
[02:23:18] EFFORTS ACTUALLY REDUCE THE REVENUE REQUIREMENT AS WELL. SO THESE THINGS  
[02:23:23] KIND OF WORK IN TANDEM. AND WHAT I WAS TRYING TO DO IS JUST SHOW THAT COMPARED  
[02:23:28] TO WHERE WE THOUGHT WE WERE, WHERE THE FEDERAL GRANTS HAVE NOT MADE US  
[02:23:34] COMPLETELY WHOLE. BUT FROM A PURELY CASH FLOW STANDPOINT, OBVIOUSLY, WE'VE  
[02:23:39] BEEN ABLE TO PUT SOME PROCEDURES AND POLICIES IN PLACE TO BUILD OUR CASH  
[02:23:44] LEVEL BACK UP. AND THAT'S REALLY THE IMPORTANT MEASURE. AND THAT'S BEEN A KEY  
[02:23:49] PART OF HOW WE CHOOSE TO USE THE FEDERAL GRANTS. WHEN WE USE THE FEDERAL GRANTS  
[02:23:54] TO REDUCE AERONAUTICAL COST, WE DON'T ACTUALLY KEEP ANYTHING WHEN WE USE IT.  
[02:23:58] ON THE NON AERONAUTICAL SIDE, WE ACTUALLY BUILD OUR CASH BALANCE BACK UP.  
[02:24:02] SO AS WE'VE BEEN LOOKING AT GRANT USE  
[02:24:04] PLAN ALTERNATIVES, WE'VE BEEN REALLY TRYING TO STRIKE A BALANCE BETWEEN OUR  
[02:24:09] OWN INTERESTS IN BUILDING UP OUR CASH BALANCE AND ALSO MANAGING AIRLINE COSTS.  
[02:24:14] AND THEN HAVE WE NEEDED AT THE OUTSET OF THE PANDEMIC, WE  
[02:24:21] AUTHORIZE THE ACCESSING, I BELIEVE, IS 150,000,000 DOLLAR CREDIT FACILITY.  
[02:24:27] HAVE WE HAD TO ACCESS THAT AT ALL? I DON'T BELIEVE SO. BUT I'M GOING TO DEFER  
[02:24:32] TO DAN ON THAT ONE. YEAH, COMMISSIONER. WE HAVE NOT ACCESSED THAT.  
[02:24:37] WE HAVE NOT HAD TO ACCESS THAT THE COMMERCIAL PAPER MARKETS ARE NOW  
[02:24:41] FUNCTIONING NORMALLY. SO WE HAVE EASIER ACCESS TO OUR CP PROGRAM. SO WE HAVE NOT  
[02:24:47] HAD TO ACCESS THAT LINE OF CREDIT. AND IS THERE A POINT AT WHICH WILL MAKE  
[02:24:51] SENSE TO CLOSE THAT OUT, OR IS THE ONGOING COST OF THAT SO LOW THAT IT'S NOMINAL?  
[02:24:57] NO, IT'S A RELATIVELY LOW COST. BUT TO  
[02:25:00] CLOSE IT EARLY, THERE WILL BE SOME PENALTIES. GOT IT. OKAY. AND THEN BORGAN,  
[02:25:06] I THINK I ASKED YOU THIS IN A BRIEF THING MAYBE A MONTH OR SO AGO. BUT I'M  
[02:25:10] JUST WONDERING, IS THERE ANY RISK THAT WE WOULD LOSE BECAUSE IT'S THE  
[02:25:16] ARPA AND CARES AND OTHER SORTS OF FUNDS ARE A REIMBURSEMENT FOR EXPENSES.  
[02:25:22] ESSENTIALLY, WE SHOW RECEIPTS AND THEN THEY REIMBURSE US. IS THERE ANY RISK  
[02:25:27] THAT WE WILL LOSE A PORTION OF THE AMOUNT THAT YOU'VE INDICATED ON HERE IS  
[02:25:32] AVAILABLE TO US IN THOSE THREE RELIEF PACKAGES? I DON'T BELIEVE SO. I BELIEVE  
[02:25:37] THERE'S A FOUR YEAR WINDOW TO USE THE MONEY. AND BY THE END OF THIS YEAR,  
[02:25:42] WE'LL HAVE USED ALL OF CARES AND ALL OF CRSSA THE FIRST TWO RELIEF PACKAGES  
[02:25:47] AND WILL BE DIPPING INTO THE THIRD. SO I DO NOT FORESEE THAT BEING A PROBLEM.  
[02:25:51] OKAY. THANK YOU. THANK YOU.  
[02:25:54] COMMISSIONER CALKINS. COMMISSIONER BOWMAN, THANK YOU.  
[02:25:59] I DON'T REALLY HAVE ANY QUESTIONS.  
[02:26:01] WE'VE COVERED A LOT HERE. I REALLY  
[02:26:03] APPRECIATE ALL OF THE INFORMATION. I THINK I'M MORE INTERESTED IN WHICH WE  
[02:26:06] DON'T NEED TO DISCUSS RIGHT NOW IS SORT OF WHERE WE'RE GOING FOR THE REST OF THE  
[02:26:10] YEAR. AND I KNOW WE'VE GOT A BUDGET RETREAT COMING UP HERE, BELIEVE IT'S  
[02:26:14] NEXT WEEK OR THE WEEK AFTER, WHERE WE'RE GOING TO HAVE THE ABILITY TO REALLY KIND  
[02:26:18] OF FOCUS ON WHAT THE 2022 BUDGET LOOKS LIKE. BUT I GUESS WHERE I'M HOPING BASED  
[02:26:24] ON THIS INFORMATION AND OUR BUDGET RETREAT, THIS STAFF CAN COME FORWARD AT  
[02:26:27] THAT TIME AND REALLY THINK ABOUT WHAT ARE THE BIG TICKET ITEMS, SORT OF THE  
[02:26:31] OUTLIERS THAT WE ALL NEED TO BE AWARE OF. SO OBVIOUSLY, WITH THIS FEDERAL  
[02:26:37] FUNDING, IT'S GOOD NEWS FOR ALL OF US, ESPECIALLY FOR OUR TENANTS THAT HAVE  
[02:26:42] BEEN HURTING. BUT WE NOW NEED TO FIGURE OUT WHAT THE NEW NORMAL IS. AND ARE WE  
[02:26:46] TRULY EXPECTING THINGS ARE GOING TO COME BACK TO THE LEVEL THAT THEY WERE IN?  
[02:26:50] 2022, BACK TO THE 2019 LEVELS.  
[02:26:53] SO I THINK I'M JUST MORE INTERESTED IN



[02:26:55] THAT THAN THANK YOU FOR ALL OF THIS INFORMATION TODAY. THANK YOU.  
[02:27:00] COMMISSIONER BOWMAN MOVING TO COMMISSIONER FELLEMAN?  
[02:27:04] YES. THANK YOU. I WAS JUST LOOKING AT THE AIRPORT ACTIVITY, AND IT SEEMS LIKE  
[02:27:10] THE CARGO IS THE BRIGHT LIGHT THERE, AS IT SEEMS IN THE CONTAINER  
[02:27:17] BUSINESS, THAT IT'S ACTUALLY 17% YEAR TO DATE IMPROVEMENT FROM 2020, BUT BUT  
[02:27:25] BETWEEN 19 AND 20, IT WENT UP AND THEN 21 IT'S UP AGAIN.  
[02:27:31] IS THAT AGAIN, LOOKING AT THE FORECAST,  
[02:27:35] BOTH IN TERMS OF THE LANDED WEIGHT AS WELL AS THE CARGO TONNAGE,  
[02:27:41] THESE ARE THE BRIGHT LIGHTS IN THE AERONAUTICAL REVENUE SIDE. IS THERE ANY  
[02:27:47] INSIGHTS ON THAT? IS THAT, AGAIN, JUST LIKE THE E COMMERCE SURGE THAT'S  
[02:27:51] OCCURRING ON THE MARINE SIDE? WELL, THERE'S NO QUESTION THAT THERE'S A  
[02:27:56] TREMENDOUS AMOUNT OF PEOPLE ORDERING THINGS AND HAVING IT DELIVERED QUICKLY,  
[02:28:01] AND THAT HAS INCREASED CARGO. I THINK LAST YEAR WE WERE JUST SLIGHTLY  
[02:28:05] POSITIVE. ONE THING THAT'S IMPORTANT TO REMEMBER, THOUGH, IS THE AIRPORT,  
[02:28:10] SURPRISINGLY, MAYBE DOESN'T ACTUALLY GET A LOT OF REVENUE FROM CARGO LANDED WEIGHT  
[02:28:18] CARGO CARRIERS AND THE LANDING FEES THEY  
[02:28:21] PAY. THAT GOES TO REDUCE THE OVERALL REVENUE REQUIREMENTS. SO, IN EFFECT,  
[02:28:25] THE MORE CARGO LANDED WEIGHT, MEANING THE AIRCRAFT. IT JUST REDUCES THE  
[02:28:30] LANDING FEE FOR EVERYBODY ACROSS THE BOARD. WHERE WE DO GET FEES IS FROM  
[02:28:35] EITHER RENTING SPACE OR LAND AND SOMETIMES OVERNIGHT PARKING. AND THAT'S  
[02:28:42] A NICE LITTLE BIT. BUT THAT'S NOT ONE OF THE PRIMARY REVENUE SOURCES OF THE  
[02:28:47] AIRPORT BY ANY STRETCH. SO HOW DO YOU BREAK OUT? HOW DOES BELLY CARGO  
[02:28:54] BELLY CARGO JUST ADD TO LANDED WEIGHT AGAIN? IT DOESN'T.  
[02:28:59] THAT'S NOT A PROBLEM. IS THIS THE WAY ALL AIRPORTS DO BUSINESS? IT SEEMS LIKE  
[02:29:03] THERE'S SERIOUS WEAR AND TEAR ON THE AIRFIELD AND THINGS LIKE THAT. YEAH.  
[02:29:08] WELL, I MEAN, THAT'S WHAT A LANDING FEE IS. WE USE LANDING FEE REVENUES AND WE  
[02:29:13] CAN REINVEST IT IN OUR AIRFIELD PAYMENT PROGRAM, THINGS LIKE THAT. BUT JUST TO  
[02:29:17] BE CLEAR, WHEN WE CHARGE AN AIRLINE OR AN AIRCRAFT BASED ON ITS LANDED WEIGHT,  
[02:29:23] IT'S THE MAXIMUM LANDED WEIGHT FOR THAT AIRCRAFT. WE DON'T WEIGH EACH AIRCRAFT.  
[02:29:26] OKAY. SO IT'S A STANDARD FOR A PARTICULAR AIRCRAFT,  
[02:29:32] MUCH EASIER TO CALCULATE THAT WAY.  
[02:29:34] THANK YOU VERY MUCH. OKAY. I APPRECIATE THE BUT THAT DOES SEEM LIKE CARGO.  
[02:29:39] WELL, IT'S A POSITIVE LINE. IT DOESN'T  
[02:29:41] HAVE MUCH. BOTTOM LINE, CORRECT. I MEAN, IT SUPPORTS THE ECONOMY. IT'S IMPORTANT  
[02:29:47] FOR THE REGION. IT JUST DOESN'T HAPPEN TO BE A STRONG REVENUE SOURCE FOR THE  
[02:29:52] AIRPORT. VERY GOOD. DO WE HAVE ANY OTHER QUESTIONS? I DO  
[02:29:59] NOT SEE ANY OTHER HANDS, MR. COMMISSION PRESIDENT. OKAY, THEN I THINK WE ARE  
[02:30:04] COMING TO KNOW THE NEW BUSINESS PART OF OUR AGENDA WHERE WE HAVE SOME VERY  
[02:30:09] EXCITING NEW NEWS. WOULD YOU READ THAT INTO THE RECORD? YES,  
[02:30:14] ABSOLUTELY. THIS IS ITEM 10, A AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[02:30:19] TO EXECUTE A GRAND LEASE WITH TRAMMEL CROW NORTHWEST DEVELOPMENT TO DEVELOP A  
[02:30:23] MULTISTORY MARITIME RELATED LIGHT INDUSTRIAL WAREHOUSE FACILITY IN THE  
[02:30:27] CITY OF SEATTLE AT TERMINAL 106 FOR OUR PROJECT COST OF 2,750,000 DOLLARS AND  
[02:30:33] 3,100,000 DOLLARS IN INITIAL ANNUAL REVENUE.  
[02:30:40] COMMISSIONERS, OUR NEXT ITEM INVOLVES  
[02:30:42] REDEVELOPMENT OF OUR TERMINAL 106 PROPERTY. THIS PROJECT WILL CREATE NEW  
[02:30:47] JOBS, ADVANCED WORKFORCE DEVELOPMENT AND SUPPORT ADVERSITY AND CONTRACTING  
[02:30:50] PROGRAM. THROUGH A PARTNERSHIP WITH TREMMEL CROW, WE WILL REPLACE A  
[02:30:54] DILAPIDATED WAREHOUSE WITH A NEW FACILITY THAT CAN SUPPORT A LOGISTICS  
[02:30:58] AND MARITIME INDUSTRIES TREMORS 700,000 SQUARE FOOT, TWO STORY WAREHOUSE PLAN  
[02:31:04] FOR THE SITE WILL BE THE LARGEST SINGLE INDUSTRIAL BUILDING TO BE BUILT IN THE  
[02:31:08] CLOSE IN IN SEATTLE. MARKET PRESENTERS ARE DAVE MCFADDEN, MANAGING DIRECTOR,  
[02:31:13] ECONOMIC DEVELOPMENT DIVISION. KIRA LISE, DIRECTOR, REAL ESTATE DEVELOPMENT IN.  
[02:31:19] DANIEL HEIGHT OF MANAGER, REAL ESTATE DEVELOPMENT.  
[02:31:24] GOOD AFTERNOON. COMMISSIONER IS AND  
[02:31:27] EXECUTIVE DIRECTOR. METRUCK, CAN I GET THE SLIDE PRESENTATION GOING?  
[02:31:31] THIS IS A REALLY EXCITING DAY FOR US.  
[02:31:34] WE'VE BEEN AT THE PORT MYSELF FOR ALMOST  
[02:31:37] SIX YEARS, AND THIS IS THE LARGEST REAL ESTATE DEVELOPMENT DEAL WE HAVE BROUGHT  
[02:31:42] TO YOU FOR APPROVAL. AND IT'S SIGNIFICANT, AS STEVE MENTIONED AND  
[02:31:47] OTHERS MENTIONED, THIS REALLY TURNS AN OLD ASSET INTO SOMETHING NEW AND VITAL  
[02:31:53] FOR US GOING FORWARD. AND I WANT TO TURN IT OVER TO KIRA TO GO INTO THE DETAILS  
[02:31:59] HERE. BUT BEFORE I DO, I JUST PROVIDE SOME KUDOS. DANIEL ALHADEFF WAS

[02:32:05] INSTRUMENTAL IN GETTING THIS OFF THE GROUND. KIRA BROUGHT IT HOME. SHE DIDN'T  
[02:32:11] START THIS, SHE WAS HIRED, AND THEN SHE SUCCESSFULLY NEGOTIATED THIS LEASE. WE  
[02:32:15] GOT A LOT OF HELP FROM LEGAL, INCLUDING JOHN MCLAUGHLIN AND MANY OTHERS,  
[02:32:22] AS WELL AS OUR ENVIRONMENTAL TEAM. THIS WAS TRULY EVERYBODY ACROSS THE PORT  
[02:32:26] WORKING TOGETHER. AND SO WITH THAT, I'M HAPPY TO TURN IT OFF TO KIRA. AND WE ARE  
[02:32:31] ASKING YOU AT THIS POINT TO AUTHORIZE THIS GROUND LEASE AS WELL AS THE  
[02:32:36] ASSOCIATED EASEMENT FOR THE REDEVELOPMENT OF THIS TERMINAL, SIR.  
[02:32:41] THANKS, STEVE. AND THANKS, STEVE.  
[02:32:44] COMMISSIONERS, WE'RE PLEASED TO BRING THIS GROUND LEASE AGREEMENT AND AN  
[02:32:49] ASSOCIATED EASEMENT FOR THE REDEVELOPMENT OF 2 6 BETWEEN TREMOR AND  
[02:32:53] THE PORT OF SEATTLE. NEXT SLIDE, PLEASE. JUST A LITTLE  
[02:32:58] DISCUSSION ABOUT THE PROPERTY. AND THIS IS PART OF A LARGER PARCEL THAT IS OWNED  
[02:33:05] BY THE PORT OF SEATTLE. SOME OF IT UNDER AGREEMENT IN OUR NORTHWEST SEAPORT  
[02:33:10] ALLIANCE AGREEMENT AND UNDER LEASE ON THE WATER SIDE TO CON GLOBAL, A CARGO  
[02:33:14] FACILITY. THERE ARE OTHER SMALLER TENANTS, INCLUDING THE CUSTOMS AND  
[02:33:19] BORDER PATROL FACILITY AT BUILDING W TWO AND SOME OTHER BUILDING LEASES, BUT THE  
[02:33:24] MAJORITY OF THE PROPERTY IS HELD BY THE OLDER WAREHOUSE T-106. IT'S BEEN  
[02:33:30] VACANT FOR A NUMBER OF YEARS. I'VE SEEN IN THE NORTH SIDE OF THIS SLIDE.  
[02:33:36] YOU'LL SEE THAT THE SITE WE WILL BE DISCUSSING INCLUDES THE THE  
[02:33:44] WESTERLY BOUNDARY, WHICH IS DEPICTED BY A DOTTED LINE JUST NEXT TO THE CON  
[02:33:49] GLOBAL SITE JUST FOR REFERENCE. AND THIS IS A PROPERTY THAT'S LOCATED IN THE SODO  
[02:33:55] COMMUNITY ALONG EAST MARGINAL WAY, ALONG WITH SOUTH OF THE WEST SEATTLE  
[02:34:00] BRIDGE. AND THE ASH GROVE CEMENT PLANT IS ITS NEIGHBOR. WE CAN GO TO THE NEXT  
[02:34:06] SLIDE. SO WE ARE TALKING ABOUT A GROUND LEASE TO THE  
[02:34:14] TRAMMEL CROW COMPANY AND THE ENTITY THAT THEY'VE DERIVED FOR THIS PROJECT.  
[02:34:18] BUT IT WAS PART OF A COMPETITIVE RFP  
[02:34:21] PROCESS THAT SENT A REQUEST FOR PROPOSALS TO 30 OR MORE QUALIFIED  
[02:34:28] REAL ESTATE DEVELOPERS IN THE AREA. A SHORT LIST WAS THERE BY DESIGN,  
[02:34:34] AND THEN TRAMMEL CROW BECAME THE PREFERRED DEVELOPER FOR NEGOTIATION  
[02:34:39] PURPOSES. WE'VE HAD A PREVIOUS RELATIONSHIP IN THE NEAR TERM WITH  
[02:34:43] TRAMMEL CROW. THEY DEVELOPED A WAREHOUSE FACILITY AT DES MOINES CREEK NORTH  
[02:34:47] THAT'S UNDER LEASE RIGHT NOW TO AMAZON AND OTHERS. SO WE HAVE A GREAT  
[02:34:53] PARTNER IN TRAMMEL CROW, A LOT OF EXPERIENCE, SOME OF IT DIRECTLY WITH THE  
[02:34:58] PORT, AND THEY ARE IN THE NATIONAL DEVELOPER. I'M NEW TO THE PORT. I'VE  
[02:35:02] WORKED WITH TRAMMEL CROW IN EVERY MARKET, INCLUDING PITTSBURGH IN PORTLAND, SO  
[02:35:06] HAVE A GREAT EXPERIENCE WITH WORKING WITH THEM. NEXT SLIDE.  
[02:35:14] PARTNERSHIP WILL BRING BACK OUT THE 700 PLUS SQUARE FEET, TWO STORY FACILITY.  
[02:35:21] FOR THOSE OF YOU THAT HAVE BEEN FOLLOWING AT HOME. IT'S SOMEWHAT SIMILAR  
[02:35:25] TO THE GEORGETOWN CROSSING PROJECT, WHICH WILL SHOW YOU THAT IS JUST IN THE  
[02:35:31] SAME NEIGHBORHOOD. THAT'S A THREE STORY FACILITY, 590,000 SQUARE FEET.  
[02:35:36] THIS IS LARGER. THE PROLOG  
[02:35:40] GEORGETOWN CROSSING PROJECT WAS THE MARQUEE INDUSTRIAL ROUTE NATIONALLY.  
[02:35:46] SO WE'RE EAGER TO BE IN ON THE STATE OF  
[02:35:49] THE ART AND CAPTURE THE MARKET MOMENTUM THAT WE'VE BEEN SEEING IN THE CLOSE IN  
[02:35:53] MARKET IN SEATTLE WITH THIS PROJECT AND HAVE A TERRIFIC DEVELOPER TO WORK WITH.  
[02:36:00] YOU'LL SEE THAT THERE'S A TRUCK RAMP  
[02:36:03] THAT GETS TRUCKS UP TO THE SECOND STORY, SIMILAR TO WHAT YOU SEE IN THE  
[02:36:09] GEORGETOWN CROSSING, SIMILAR TYPES OF TRUCKS. WE EXPECT THIS TO BE A LOGISTICS  
[02:36:14] ECOMMERCE FIRST MILE FACILITY. NEXT.  
[02:36:19] [inaudible 02:36:22]  
[02:36:22] WHEN WE FIRST CONCEIVED OF MARKETING  
[02:36:26] T 106, OUR APPROACH WAS TO MAXIMIZE TRANSLOAD AND SUPPLY CHAIN BENEFITS AND  
[02:36:32] MEET THE COMPETITIVE DEMANDS OF THE SEATTLE INDUSTRIAL MARKETPLACE TO  
[02:36:36] ENHANCE OUR LOGISTICS AND MARITIME PORTFOLIO. WE THINK THIS PRODUCT  
[02:36:41] ACTUALLY MEETS THE MARK. IT WILL SUPPORT REGIONAL LOGISTICS AND MARITIME  
[02:36:46] MANUFACTURING INDUSTRIES WITH COMMERCIAL, HIGH QUALITY WAREHOUSING  
[02:36:51] FACILITIES THAT COULD SUPPORT BETWEEN 650 AND 1,200 JOBS.  
[02:36:56] PROBABLY THE BIGGEST BENEFIT TO THE PORT  
[02:36:58] OF SEATTLE AND ITS MARITIME OPERATIONS AND CAPITAL PROJECTS IS THE ENORMOUS  
[02:37:02] AMOUNT OF INCOME THAT IS DERIVED FROM A RELATIVELY LOW COST INVESTMENT. THE  
[02:37:06] DEVELOPER WILL COMMIT TO OUR PREVAILING WAGE AND APPRENTICESHIP UTILIZATION  
[02:37:13] AND DIVERSITY AND CONTRACTING GOALS, AS THEY DID WITH OUR PROJECT SEVERAL  
[02:37:20] YEARS AGO. AND IT INTENDS TO ALSO WITH THE REDEVELOPMENT, PROTECT THE

[02:37:26] INDUSTRIAL LANDS FOR INDUSTRIAL USES AND ENHANCE FREE MOBILITY. NEXT SLIDE, PLEASE.  
[02:37:36] INDEED, THE MARKET HAS BEEN INCREDIBLY STRONG FOR INDUSTRIAL DEVELOPMENT IN THE  
[02:37:41] PUGET SOUND. IN PARTICULAR. THIS IS PROBABLY AMONG THE THREE TOP MARKETS FOR  
[02:37:45] INDUSTRIAL DEVELOPMENT IN THE UNITED STATES OF AMERICA RIGHT NOW. SO YOU CAN  
[02:37:49] JUST SEE WHAT THE TREND LINES AND FORECAST SHOW IN THE  
[02:37:54] CLOSE END MARKET. THERE'S ACTUALLY NO END FOR THIS KIND OF DEVELOPMENT. SO IT  
[02:37:58] IS A UNIQUE PRODUCT EAGERLY AWAITED ON ALL SIDES OF THE MARKET, FROM THE TENANT  
[02:38:03] SIDE TO THE DEVELOPER SIDE. SO WE'RE ENCOURAGED BY THESE NUMBERS AND THESE  
[02:38:08] FORECASTS. EVEN WITH THE CHANGING DIRECTION OF COVID RELIEF,  
[02:38:13] CONSUMERS ARE CERTAINLY STILL POISED TO BE BUYING THINGS. THIS WAS EARLIER TO  
[02:38:19] COMMENTED ON IN THE CARGO CAPACITY FOR THE AIRPORT. NEXT SLIDE, PLEASE. SO  
[02:38:25] HERE'S THE NITTY GRITTY. AND AGAIN, HAPPY TO TAKE QUESTIONS ON THE FINANCIAL  
[02:38:31] SUMMARY. THE PORTION THAT WOULD BE UNDER THIS GROUND LEASE IS ABOUT 15 ACRES.  
[02:38:36] THE TOTAL PROPOSED BUILDING SQUARE FEET  
[02:38:39] IS ACTUALLY ABOVE THE 700,000 DOLLARS 700,000 SQUARE FEET MARK ON TWO STORIES  
[02:38:47] WITH AN ANTICIPATED STABILIZED ANNUAL INCOME TO THE QUARTER OF 3.5 MILLION  
[02:38:52] DOLLARS. THERE'S RELATIVELY LOW COST BASIS. THE PORT IS OWNED THIS FACILITY  
[02:38:57] FOR A NUMBER OF YEARS. BUT ONE OF THE IMPORTANT ASPECTS OF THIS PROJECT IS  
[02:39:02] THAT TRAMMEL CROW WILL BE HANDLING THE DISMANTLING OF THE CURRENT WAREHOUSE AND  
[02:39:09] COPING WITH ANY REMEDIATION THAT MAY BE NEEDED BEFORE BUILDING A NEW FACILITY.  
[02:39:15] WE COULDN'T ANTICIPATE EXACTLY WHAT  
[02:39:18] THOSE REMEDIATION NEEDS ARE, AND IT IS NOT PART OF A SUPERFUND SITE OR  
[02:39:22] OTHERWISE DESIGNATED AS AN ENVIRONMENTAL  
[02:39:26] LIKELY PLACE FOR ENVIRONMENTAL HAZARDS TO OCCUR. BUT WE HAD TO RECOGNIZE WHERE  
[02:39:31] THIS FACILITY FITS. AND AS DAVE MENTIONED, WE WORK CLOSELY WITH OUR  
[02:39:36] ENVIRONMENTAL TEAM AND ENVIRONMENTAL ATTORNEYS TO ARRIVE AT A BASIS WHERE THE  
[02:39:42] TRAMMEL CROW CORPORATION, IN THE PROCESS OF DOING THIS DEVELOPMENT, WILL DO ANY  
[02:39:46] DIRECTORY MEDIATION AND INSULATE LIABILITY FOR THAT TO SOME EXTENT TO THE  
[02:39:53] PORT. IN DEFERENCE TO THAT, WE WILL OFFER THEM A 2.5 MILLION DOLLAR  
[02:39:59] REMEDIATION CREDIT THAT WILL ACTUALLY JUST BE BURNED OFF AS RENT ACCRUE UNDER  
[02:40:04] THE GROUND LEASE. WE'RE NOT ACTUALLY PAYING THEM 2.5 MILLION DOLLARS, BUT  
[02:40:08] JUST RECOGNIZING THE ENVIRONMENTAL LIABILITY THAT THEY MAY ENCOUNTER IN  
[02:40:14] DOING THE CONSTRUCTION TO SPEND A SMALL AMOUNT OF MONEY ON FEASIBILITY AND DUE  
[02:40:18] DILIGENCE COSTS. BUT THE OUTCOME FOR THIS PROJECT IS QUITE HIGH, WITH THE NET  
[02:40:24] PRESENT VALUE OF CASH FLOWS ANTICIPATED AT 71,000,000 IN AN INTERNAL RATE OF  
[02:40:28] RETURN OF 12% IN A VERY BRIEF PAYBACK PERIOD. NEXT SLIDE, PLEASE.  
[02:40:37] IF COMMISSION MOVES FORWARD THE AUTHORIZATION OF THIS GROUND LEASE AND  
[02:40:42] ASSOCIATED EASEMENT TODAY, WE ANTICIPATE UP TO A TWO YEAR INTERVAL OF PERMITTING  
[02:40:48] AND DUE DILIGENCE ON THE PORT TRAMMEL CROW, WHICH THE PORT WILL SUPPORT.  
[02:40:53] THEY CAN COMMENCE EARLIER IF THEIR  
[02:40:56] PERMITTING IS DONE EARLIER, SOMEWHAT DEPENDENT ON THE PROJECTS. MOVE THROUGH  
[02:41:02] PERMITTING CONTROLS AT THE CITY OF SEATTLE. ONCE THEY HAVE COMPLETED  
[02:41:07] THEIR DUE DILIGENCE AND THEY WILL COMMENCE THE LEASE, BEGIN DEMO  
[02:41:14] AND CONSTRUCTION. THERE'S AN INTERVAL OF CONSTRUCTION RENT, AND THEN ONCE THE  
[02:41:19] PROJECT IS COMPLETED, FULL RENT WILL COMMENCE. THERE IS A DIFFERENTIAL THERE  
[02:41:25] HERE'S ROUGHLY THE TIMELINES WITH THE POSSIBILITY THAT IF THEY COMMENCE  
[02:41:29] EARLIER, AS EVERYONE IS EAGER FOR THEM TO DO THAT, THAT THE  
[02:41:35] FULL RECOMMENCEMENT WOULD HAPPEN EARLIER AS WELL AS THE CONSTRUCTION. NEXT SLIDE,  
[02:41:40] PLEASE. SO IN SUM, WE'RE ASKING FOR COMMISSION  
[02:41:48] AUTHORIZATION TO EXECUTE A GROUND LEASE AND ASSOCIATED EASEMENT WITH TRAMMEL CROW  
[02:41:53] FOR THE REDEVELOPMENT OF THE TERMINAL 106 WAREHOUSE, THE FACILITIES THAT WILL  
[02:41:57] SUPPORT LOGISTICS IN MARITIME. AND WE SHOULD SEE A BUILDING THERE  
[02:42:02] SUBSTANTIALLY COMPLETE BY THE END OF Q 4 2024. SO WITH THAT, I'M OPEN TO ANSWER  
[02:42:08] ANY QUESTIONS YOU MAY HAVE ON THIS PROJECT. CLERK HART  
[02:42:13] WILL YOU CALL THE ROLL. ABSOLUTELY. BEGINNING WITH COMMISSIONER STEINBRUECK FOR  
[02:42:18] QUESTIONS. YEAH. I WANT TO VOICE MY STRONG SUPPORT AND ENTHUSIASM FOR THIS  
[02:42:23] PROJECT. THIS IS ONE OF THE BEST OUTCOMES THAT I'VE SEEN IN A LONG TIME.  
[02:42:27] WITH REGARD TO OUR REAL ESTATE DIVISION  
[02:42:30] AND DEVELOPMENT OBJECTIVES, I CAN'T THINK OF ANOTHER PROJECT IN RECENT TIMES  
[02:42:37] THIS LARGE AND THIS IMPORTANT TO INDUSTRIAL LOGISTICS. THE ONLY ONE  
[02:42:44] THAT I KNOW OF THAT COMES CLOSE IS THE PRO LOGIS, WHICH WAS NOT OUR PROJECT,  
[02:42:48] THE GEORGETOWN CROSSROADS PROJECT. THAT ONE WAS 590,000 SQUARE FEET ON THREE  
[02:42:54] LEVELS. THIS IS 750. UP TO A MILLION, PERHAPS, I DON'T KNOW, BUT 750.

[02:43:00] 50,000 SQUARE FEET. THAT'S HUGE. AND IT SENDS A SIGNAL. THIS IS MY  
[02:43:07] COMMENTARY HERE. THIS PROJECT SENDS A SIGNAL TO ALL THOSE SKEPTICS WHO SAY  
[02:43:13] THAT INDUSTRIAL IS DYING IN SEATTLE. IT IS NOT DYING. IT IS ALIVE AND WELL BOTH  
[02:43:19] IN INNER BAY AND IN THE DUWAMIS, AND WE NEED THIS KIND OF DEVELOPMENT.  
[02:43:24] IT'S NOT REAL GLAMOROUS, OF COURSE,  
[02:43:27] IT'S A GREAT BIG BOX. A BIG, BIG ONE IS AS BIG AS SOME OF DOWNTOWN'S LARGEST  
[02:43:32] SKYSCRAPERS IN SQUARE FOOTAGE. THAT'S TRUE, BUT IT'S NOT GLAMOROUS.  
[02:43:38] AND NO, IT'S NOT ADDING HOUSING.  
[02:43:41] EVERYBODY WANTS HOUSING ON OUR INDUSTRIAL LANDS RIGHT NOW AND HAVE BEEN  
[02:43:46] FOR NOT EVERYBODY. BUT THAT'S BEEN A THRUST OF SOME INTERESTS, SO CALLED  
[02:43:52] URBANIST GOALS FOR DENSIFICATION OF THE CITY. THERE'S LOTS OF PLACES TO PUT  
[02:43:57] HOUSING, VERY FEW PLACES FOR A PROJECT THIS LARGE AND FOR THIS PURPOSE UNDER  
[02:44:03] THIS LAND USE LAW. THE TEAM FOR HAVING PULLED THIS TOGETHER, I DID DO MY DUE  
[02:44:10] DILIGENCE WITH YOU IN A PREVIOUS BRIEFING AND FELT VERY SATISFIED THAT  
[02:44:15] YOU COVERED ALL THE BASES FROM POTENTIAL HAZARDOUS MATERIALS ON SITE AND LIMITING  
[02:44:20] OUR LIABILITY. THERE FINANCIAL RISK IN THE PROJECT, THE LEASE TERMS, THE MARKET  
[02:44:26] MARKET RATE IN TERMS OF THE LEASE AND AS LANDLORD OF THE PROPERTY. I JUST THINK  
[02:44:33] THIS IS A REALLY TERRIFIC OUTCOME, AND I THINK IT'LL BODE WELL FOR INNER BAY AS  
[02:44:39] WELL, WHERE WE ARE ACTUALLY THE DEVELOPER. I THINK I DON'T KNOW IF  
[02:44:43] THAT'S THE PLAN OR IF WE'LL PUT THAT OUT, BUT THAT'S A PROJECT THAT WE'RE  
[02:44:48] LEADING RIGHT NOW WITH WHAT, 100,000 SQUARE FEET, MUCH TALLER THAN THIS ONE.  
[02:44:54] CLEARLY, WE NEED A VARIETY OF INDUSTRIAL SPACES THAT SERVE AND SUPPORT OUR ENTIRE  
[02:45:00] MARITIME INDUSTRIAL COMPLEX, IF YOU WILL, FROM BALLARD, INNER BAY TO  
[02:45:07] DUWAMISH, IT'S ALL INTERCONNECTED WITH THE SERVICES WITH THE WAREHOUSING,  
[02:45:11] LOGISTICS, TRUCKING DEPOTS AND LIGHT MANUFACTURER. AND I HOPE TO SEE  
[02:45:18] MORE DIVERSITY AND MANUFACTURING AS WELL. A SMALL MANUFACTURERS, STARTUPS,  
[02:45:23] INNOVATORS, HYBRID TYPES OF BUSINESSES THAT DO MANUFACTURING,  
[02:45:29] RESEARCH AND DEVELOPMENT AND SALES ALL IN ONE. I THINK WE'RE GOING TO BE SEEING  
[02:45:33] MORE OF THAT. I GUESS I ONLY HAVE ONE QUESTION FOR YOU, HAVE YOU EVER  
[02:45:39] SEEN ANYTHING QUITE AS BIG AS THIS IN RECENT TIMES? THIS TYPE OF PURPOSE?  
[02:45:45] YEAH. I THINK I WANT TO BE CAUTIOUS, BUT I DO BELIEVE IT WILL BE. THE BIGGEST  
[02:45:51] SINGLE FACILITY IN THE SEATTLE IS THE MARKET IN DECADES, IF NOT EVER. IT'S  
[02:45:55] IMPRESSIVE. THAT'S REALLY IMPRESSIVE. THAT SHOWS CONFIDENCE THAT THEY'RE  
[02:46:02] WILLING TO DO THIS ALSO. AND CONFIDENCE AND FAITH IN THE FUTURE.  
[02:46:06] YEAH. THE REDIRECTION OF THE SUPPLY  
[02:46:10] CHAIN OVER THE LAST SEVERAL YEARS HAS ALLOWED THESE CLOSE END PRODUCTS TO BE  
[02:46:15] SO IMPORTANT TO CITIES THROUGHOUT NORTH AMERICA, AND THEY'RE HARD TO DO. THE  
[02:46:19] PORT OF SEATTLE COMMISSION BEING AHEAD OF THE CURVE AND NOTING IT HAD THESE  
[02:46:25] ASSETS AND WANTED TO PUT IN THE PLAY, REALLY MAKE THIS WORK. SO IT IS A  
[02:46:28] PARTNERSHIP, INCLUDING THE COMMISSIONERS THAT'S TRY THIS ONE. LAST COMMENT WITH  
[02:46:33] REGARD TO GROWTH MANAGEMENT AND GROWTH MANAGEMENT KIND OF POLICY AND PRACTICE  
[02:46:39] HERE, IT IS GOOD THAT WE CAN ACCOMMODATE BUILDINGS WITH THIS KIND OF USE HERE,  
[02:46:43] CLOSE IN TO THE AREAS THAT THEY SERVE, AS OPPOSED TO PUTTING THEM OUT IN GREEN  
[02:46:49] FIELDS IN THE OUTSET, WHICH IS WHAT SOME PEOPLE WOULD LIKE TO DO, SEND THEM OUT  
[02:46:53] SOMEWHERE ELSE. BUT THAT'S JUST EXACERBATES TRANSPORTATION. IT DESTROYS  
[02:46:58] LAND, GREENFIELD LANDS AND ALL THE REST. SO IT'S REALLY GOOD THAT WE CAN  
[02:47:03] CENTER THESE KINDS OF USES IN THE CITY LIKE THIS. THAT'S ALL, SIR. THANK YOU,  
[02:47:10] COMMISSIONER. STEINBRUECK MOVING TO COMMISSIONER CHO. I THINK PETER COVERED  
[02:47:15] IT AS COMMENDED TEAM FOR THIS GREAT STRATEGIC INITIATIVE.  
[02:47:21] AND I THINK THAT TO ECHO PETER SENTIMENTS, PRESERVING INDUSTRIAL LAND,  
[02:47:25] BUT ALSO SHOWING THE COMMUNITY THAT THEY'RE STILL WORKING WATERFRONT AND A  
[02:47:31] LOT OF NEED FOR INDUSTRIAL SPACE IS REALLY GOOD. THIS IS A GREAT EXAMPLE.  
[02:47:36] AND SO THANK YOU FOR ALL YOUR HARD WORK AND PUTTING THIS DEAL TOGETHER. THANK  
[02:47:41] YOU TO OUR PARTNERS, TRAMMEL CROW, IS IT? YEAH.  
[02:47:47] REALLY EXCITED TO ONE DAY GO IN  
[02:47:51] AND SEE THIS WAREHOUSE. YEAH. THANK YOU, COMMISSIONER. THANK YOU.  
[02:47:56] COMMISSIONER CHO MOVING TO COMMISSIONER CALKINS.  
[02:48:08] COMMISSIONER CALKINS FOR COMMENTS, QUESTIONS OF STAFF. DOES THAT  
[02:48:14] WORK NOW? YES. OKAY. GREAT. THE THING THAT WE COVERED IN THE BRIEFING THAT I  
[02:48:19] THINK WOULD BE IMPORTANT TO TALK ABOUT IN PUBLIC, TOO, IS JUST THIS IS A VERY  
[02:48:23] LONG TERM LEASE, 50 YEARS OF POTENTIAL OPTION. AND SO WE WANT TO MAKE SURE  
[02:48:28] WE'RE BUILDING IT FOR WHAT WE'LL NEED IN THE BEST OF OUR ANTICIPATED EDUCATED  
[02:48:33] GUESS, NOT JUST NEXT YEAR, BUT IN 20 YEARS, 40 YEARS, ET CETERA. AND SO ONE



[02:48:38] OF THE THINGS THAT I'M HOPING THAT TRAMMEL CROW, AS THE TENANT ON THIS  
[02:48:44] PROJECT, WILL REALLY CONSIDER IS HOW DO WE BUILD A FACILITY THAT SERVES A POST  
[02:48:49] FOSSIL FUEL ECONOMY? WE KNOW THAT ONE OF THE MAJOR, IF NOT THE MOST IMPORTANT  
[02:48:54] TENANT, AND A LOT OF DISTRIBUTION CENTERS AROUND HERE IS ALREADY COMMITTED  
[02:48:58] TO GOING ALL ELECTRIC IN THEIR VEHICLE FLEET BY 2040, I BELIEVE SO. IF THEY  
[02:49:04] BUILD A BUILDING THAT CAN'T CHARGE TRUCKS, IT MAY BE OBSOLETE BEFORE THEY  
[02:49:08] KNOW IT. SO I REALLY HOPE THAT TRAMMEL CROW WILL THINK ABOUT WHAT DO WE NEED TO  
[02:49:14] PUT IN NOW, WHETHER THAT'S POWER SUPPLY OR THE HOOKUPS IN THE BUILDING SO THAT  
[02:49:19] THEY CAN ATTRACT THE TENANT OF 2040, NOT JUST THE TENANT OF 2022. 2023.  
[02:49:26] THAT'S ALL I'VE GOT. YEAH. I WONDER TRAMMEL CROW'S MARK MIDLAND IS STILL ON  
[02:49:33] THE LINE THAT CAN TALK TO THAT STILL HERE. YEAH. HI, KARA.  
[02:49:40] STILL HERE. CAN YOU HEAR ME? YES. COMMISSIONER CALKINS, IT'S A GREAT  
[02:49:44] QUESTION. AND THAT'S SOMETHING THAT CERTAINLY WE LOOK AT AS INVESTORS IS  
[02:49:49] WHAT WE CALL FUTURE PROOFING THE BUILDING. AND SO THAT IS VERY MUCH ON  
[02:49:54] OUR MINDS, JUST AS LONG TERM INVESTORS AND LOOKING TO THE FUTURE FOR TENANTS,  
[02:50:00] THAT IS CERTAINLY ON OUR MIND. AND AS YOU'VE NOTED, THAT IS CERTAINLY THE WAY  
[02:50:04] THINGS ARE MOVING. SO POWER TO THE BUILDING WILL BE A HUGE COMPONENT AS  
[02:50:08] WE'RE KIND OF WORKING THROUGH FINAL DESIGN. BUT YOU HAVE. OUR ASSURANCE IS  
[02:50:12] THAT WE AS MUCH AS ANYONE WANTS TO MAKE SURE THAT THIS THING IS VIABLE FOR THE  
[02:50:17] LONG TERM NATURE OF THE LEASE. THANKS. THANK YOU, COMMISSIONER. COMMISSON BOWMAN,  
[02:50:26] THANK YOU. AGAIN, I APPRECIATE THE PRESENTATION AND SUPPORT THE PROJECT AT  
[02:50:30] LARGE. THE QUESTIONS THAT I DO HAVE, THOUGH I DON'T THINK I SAW THEM IN THE  
[02:50:35] PRESENTATION. I WAS CURIOUS AS TO WHETHER THIS BUILDING IS BEING  
[02:50:40] CONSTRUCTED. IS THERE A COMMUNITY WORKFORCE AGREEMENT THAT'S BEEN  
[02:50:44] CONTEMPLATED ON THIS PROJECT? AND WE HAVE THOSE ON OUR PORT OF SEATTLE  
[02:50:49] PROJECTS. BUT OBVIOUSLY THIS IS A GROUND LEASE. AND THEN IF YOU COULD  
[02:50:52] TALK A LITTLE BIT ABOUT THE APPRENTICE AND PRE APPRENTICE, AND THEN ALSO I  
[02:50:57] NOTICED THAT THERE'S A COMMITMENT TO PREVAILING WAGE. BUT HOW MIGHT THAT IF  
[02:51:02] THERE'S NOT A COMMUNITY WORKFORCE AGREEMENT, HOW WOULD THAT BE REGULATED  
[02:51:07] OR MAKE SURE THAT THOSE THINGS ARE IN PLACE? BECAUSE WE KNOW SOMETIMES THERE'S  
[02:51:11] ISSUES, NOT INTENTIONAL, BUT WHERE SOME SUBCONTRACTORS AREN'T PAYING PREVAILING  
[02:51:17] WAGE. SO CAN YOU HELP ANSWER SOME OF THOSE QUESTIONS? HAPPY TO ANSWER THOSE  
[02:51:21] QUESTIONS. THANKS. WE DO NOT HAVE A COMMUNITY WORKFORCE AGREEMENT IN PLACE  
[02:51:26] ON THIS PROJECT. WE SAT DOWN AND TALKED TO TRAMMEL CROW ABOUT THIS. WE PROVIDED  
[02:51:31] ENCOURAGEMENT TO CONSIDER A PROJECT LABOR AGREEMENT. BUT BASED ON  
[02:51:38] THE EXPERIENCE THEY HAD AT SEATAC AND THE SUCCESS OF  
[02:51:44] THAT PROJECT AND THE SMOOTH CONSTRUCTION, THEY FELT LIKE THEY COULD  
[02:51:51] PROMOTE LABOR HARMONY ON THE T-106  
[02:51:54] PROJECT. FOR THE REST OF IT, THEIR EXPERIENCE ON THE SEATAC PROJECT.  
[02:52:00] THEY FILED THE DAVID WITH LABOR AND  
[02:52:02] INDUSTRIES TO SHOW THAT THEIR SUBS AND CONTRACTOR WILL PAY PREVAILING WAGE.  
[02:52:08] WE ALSO MONITOR APPRENTICESHIP  
[02:52:10] UTILIZATION AND HAVE FOR THE LAST TWO GROUND LEASE PROJECTS THAT WE'VE  
[02:52:14] ADMINISTERED. SO WE HAVE THE MECHANISMS IN PLACE TO BOTH, I THINK,  
[02:52:20] MONITOR THE WAGES, MONITOR THE APPRENTICESHIP UTILIZATION, AND MAKE  
[02:52:25] SURE THAT WE ARE FOLLOWING OUR CONSTRUCTION POLICY. THANK YOU,  
[02:52:30] DAVE. I APPRECIATE THAT. SO IF I'M HEARING YOU PROPERLY, OUR STAFF IS GOING  
[02:52:36] TO TAKE RESPONSIBILITY FOR MONITORING THE APPRENTICE AND PRE APPRENTICE.  
[02:52:40] OKAY. THAT'S RIGHT. WE HIRE A SEPARATE  
[02:52:43] CONTRACTOR WHO WILL MONITOR THE LIFE OF THE PROJECT FROM START TO FINISH. OKAY.  
[02:52:48] THANK YOU. WELL, I APPRECIATE THE DIFFERENCE. THERE'S A DIFFERENCE BETWEEN  
[02:52:51] FOR ANYBODY'S WATCHING A PLA AND A CWA, AND ONE OF THE BIG BENEFITS OF A  
[02:52:56] COMMUNITY WORKFORCE AGREEMENT IS HIRING WORKERS FROM THE AREA. AND I GUESS  
[02:53:01] BECAUSE I LIVE IN SOUTH SEATTLE AND I UNDERSTAND THIS AREA REALLY WELL, AND  
[02:53:04] I'D LOVE TO HAVE THAT'S WHAT YOU GET OUT OF THE COMMUNITY WORKFORCE AGREEMENT.  
[02:53:09] THINGS LIKE PRIORITY HIRE THAT WE'RE HIRING THE WORKERS FROM THE MOST  
[02:53:13] DISADVANTAGED ZIP CODES IN OUR AREA, ONE OF WHICH IS WHERE THIS PROJECT IS  
[02:53:18] BEING BUILT. SO IF SOMEBODY COULD SPEAK TO THAT, I'D APPRECIATE IT.  
[02:53:23] YES, WE HAVE NO COMMUNITY WORK FORCE  
[02:53:26] AGREEMENT ANTICIPATED FOR THIS. BUT DULY NOTED,  
[02:53:32] I DON'T BELIEVE WE COULD HAVE A COMMUNITY WORKFORCE AGREEMENT WITHOUT A  
[02:53:36] PROJECT LABOR AGREEMENT. SO, AGAIN, WHAT WE DID IN OUR AIRPORT PROJECTS IS  
[02:53:41] WE MADE SURE THAT THEY WERE PAYING PREVAILING WAGES, AND THEN WE'RE

[02:53:46] PROVIDING APPRENTICESHIP OPPORTUNITIES, AND WE MONITORED BOTH OF THOSE EVERY  
[02:53:50] STEP OF THE WAY. AND THOSE ARE GREAT. PLEASE DON'T GET ME WRONG. EITHER, TWO  
[02:53:54] LEGS OF THE STOOL, THE THIRD ONE, AS WE'RE COMING OUT OF THIS RECOVERY, AND  
[02:53:59] WE'RE JUST ABOUT TO HAVE THE NEXT PRESENTATION IS ABOUT ALL OF THE WORK  
[02:54:04] THAT WE'VE DONE TALKING TO COMMUNITY ABOUT INEQUITABLE RECOVERY. AND AT THE  
[02:54:08] FRONT AND CENTER OF THAT ARE COMMUNITIES OF COLOR THAT ARE LOOKING FOR  
[02:54:12] OPPORTUNITIES. AND I KNOW I APPRECIATE THE COMMITMENT OF PREVAILING WAGE. I  
[02:54:17] APPRECIATE THAT VERY MUCH AND THE COMMITMENT TO APPRENTICE AND PRE  
[02:54:21] APPRENTICE. BUT I WANT TO MAKE SURE THAT THOSE THINGS ARE HAPPENING FOR WORKERS  
[02:54:24] THAT ARE IN WASHINGTON STATE, NOT WORKERS COMING FROM IDAHO. SO THAT'S  
[02:54:30] MARK, I DON'T KNOW IF YOU HAVE A COMMENT. YEAH. COMMISSIONER BOWMAN,  
[02:54:34] TO JUST TOUCH ON THAT. SO IF NOT, I JUST WANTED TO MAKE SURE THAT WE'RE THINKING  
[02:54:38] ABOUT THESE THINGS AS WE'RE MOVING FORWARD. THIS IS OBVIOUSLY A GREAT  
[02:54:42] OPPORTUNITY FOR JOBS, SO I'M EXCITED ABOUT IT. I'M EXCITED ABOUT THE PROJECT.  
[02:54:46] I JUST WANT TO MAKE SURE THAT THE FOLKS IN OUR COMMUNITY THAT ARE LOOKING FOR  
[02:54:50] WORK ARE THE ONES FIRST IN LINE TO BE ABLE TO WORK ON A PROJECT LIKE THIS.  
[02:54:58] MARK, I DON'T KNOW IF YOU HAVE A COMMENT. YEAH. COMMISSIONER BOWMAN,  
[02:55:03] I CAN JUST SAY THAT FOR ALL OUR INDUSTRIAL PROJECTS, AND MOST OF THE  
[02:55:06] STUFF, FRANKLY, THAT'S DONE IN AND AROUND THE SEATTLE AREA IS USED IS USING  
[02:55:12] LOCAL LABOR IN CONTRACTORS, CERTAINLY INSIDE THE STATE OF WASHINGTON AND MORE  
[02:55:18] LIKELY EVEN CLOSER IN AS WE'RE GOING THROUGH THE PROJECTS. SO I THINK  
[02:55:24] UNDERSTAND YOUR CONCERN, BUT I DON'T THINK THAT WILL BE AN ISSUE WITH THIS  
[02:55:28] PROJECT. IT CERTAINLY HASN'T WITH OUR OTHER PROJECTS. OKAY. WELL,  
[02:55:33] MAYBE THERE'S A WAY THAT WE CAN MONITOR THAT AS WE'RE MOVING FORWARD. AND THE  
[02:55:37] REASON I BRING IT UP, I WAS OVER THE HOLIDAYS BACK AT THE END OF THE YEAR, I  
[02:55:42] WAS COMING THROUGH A SMALL AIRPORT IN CALIFORNIA AND ACTUALLY MET AN IRON  
[02:55:46] WORKER THAT LIVES IN CALIFORNIA, BUT WAS WORKING ON THE KEY ARENA PROJECT BECAUSE  
[02:55:52] WE JUST DON'T HAVE ENOUGH IRON WORKERS IN THE AREA. AND SO THAT'S A LITTLE BIT  
[02:55:57] OF A DIFFERENT PROBLEM. BUT I WAS SURPRISED TO HEAR HOW MANY WORKERS WERE  
[02:56:00] COMING FROM OUT OF STATE TO WORK ON SOME OF THESE BIG PROJECTS. THAT IN AND OF  
[02:56:05] ITSELF COULD POTENTIALLY BE A DIFFERENT PROBLEM IF WE DON'T HAVE ENOUGH WORKERS.  
[02:56:09] BUT WHEN WE DO AGAIN, I THINK THIS COMMISSION HAS BEEN PRETTY SOLAR IN ITS  
[02:56:14] COMMITMENT TO WANTING TO PROVIDE JOBS FOR OUR RESIDENTS THAT LIVE OUT HERE.  
[02:56:18] SO I JUST WANTED TO MAKE SURE WE'RE ALL ON THE SAME PAGE ABOUT THAT. THANK YOU.  
[02:56:22] WE'LL EXPLORE WAYS TO MONITOR THAT, IF THAT'S POSSIBLE, TO LET YOU KNOW. OH,  
[02:56:27] THAT'D BE GREAT. THANK YOU. KARA, I APPRECIATE THAT. THANK YOU.  
[02:56:31] COMMISSIONER BOWMAN. COMMISSIONER FELLEMAN BACK TO YOU. WELL, THANK YOU.  
[02:56:35] AND IT IS A VERY EXCITING PROPOSAL AND PROJECT TO GO FORWARD. I JUST CAN'T HELP  
[02:56:42] BUT LOOK AT THE THE VAST IMPERVIOUS SURFACE THAT IT REPRESENTS. AND NOW I  
[02:56:48] KNOW IT'S BEING BUILT IN AN INDUSTRIAL AREA THAT IS GOT VERY LITTLE PLACES FOR  
[02:56:53] THINGS TO ABSORB TO BEGIN WITH. AND I WAS JUST WONDERING, IS THE ACTUAL  
[02:56:58] FOOTPRINT OF THIS THE SAME SIZE AS THE BUILDING IS BEING RUN DOWN AND JUST  
[02:57:03] MULTIPLE STORIES BECAUSE IT'S USING THE SAME FOOTING? RIGHT? MORE OR LESS.  
[02:57:09] MARK, YOU HAVE IT'S MORE OR LESS THE SAME. YEAH. COMMERCIAL TELLING THEM THE  
[02:57:15] EXISTING FOOTPRINT, I BELIEVE, IS JUST OVER 550,000 SQUARE FEET OF THE EXISTING  
[02:57:21] BUILDING. SO THE ACTUAL FOOTPRINT OF THE BUILDING ITSELF WILL BE SLIGHTLY SMALLER  
[02:57:25] TO GIVE ROOM FOR SOME TRUCK COURTS IN THE BACK. IT IS THE TWO STORY NATURE  
[02:57:29] THAT GETS GETS THE ADDITIONAL SQUARE FOOTAGE SO YOU CAN THINK ABOUT IT IS  
[02:57:34] ROUGHLY TO 350,000 SQUARE FOOT BUILDING STACKED ON TOP OF EACH OTHER WAY OF  
[02:57:40] LOOKING AT IT, WHICH UNTO ITSELF IS A GREAT THING. AND THE WHOLE IDEA IS A  
[02:57:44] NOVELLY, WONDERFUL USE OF LAND. I'M JUST WONDERING, LIKE I SEE HERE LOOKS LIKE  
[02:57:49] THERE'S A LITTLE SLIVER OF NON BUILT PROPERTY TOWARDS THE WEST FOR  
[02:57:57] TOWARDS THE RIVER. IS THERE ANY PLACE TO PUT SOME SORT OF RETENTION  
[02:58:05] OR ANY KIND OF GROUND PENETRATION IN THIS PROJECT AT ALL? NOT REALLY,  
[02:58:14] FRED. THE BUILDING IS CAPTURING MOST OF THE BUILDABLE AREA FOR THE  
[02:58:21] NEW PROJECT. SO WHAT IS THAT SPACE TOWARDS THE CON GLOBAL?  
[02:58:29] IS THAT TRAVELING?  
[02:58:34] THAT'S WHERE THE TRUCKS ARE SPINNING AROUND? YEAH, VERY GOOD.  
[02:58:39] AND SO WITH ALL THAT VAST ROOF,  
[02:58:43] NO SOLAR CELLS OR ANY SORT OF GREEN ROOFING.  
[02:58:49] MARK, YOU WITH A COMMENT? NO,  
[02:58:54] ACTUALLY THAT ROOF WILL BE SOLAR READY  
[02:58:57] ROOF DESIGN FOR INSTALLATION OF PHOTOVOLTAIC PANELS. SO WE'RE MAKING

[02:59:02] ACCOMMODATIONS FOR THAT. EXCELLENT. ALRIGHT. WELL THEN IF THERE'S NO  
[02:59:09] FURTHER DISCUSSION, LESS COMMISSION STEINBRUECK, DO I SEE YOUR HAND?  
[02:59:14] I ALWAYS APPRECIATE THAT GOAL OF GETTING MORE SOLAR UP. I THINK YOU'RE GOING TO  
[02:59:20] HAVE TO JOIN THE CITY COUNCIL CLAN THERE FILMING AND PASS LAWS THAT REQUIRE IT.  
[02:59:27] NOW, I TRIED TO GET GREEN ROUTES ON EVERY  
[02:59:29] NEW BUILDING. WE HAD SOME SUCCESS DOWNTOWN, BUT, YOU KNOW, IT'S A BIG  
[02:59:34] THING TO TAKE ON, BUT IT'S THE RIGHT THING IN THE LONG TERM, SO I APPRECIATE  
[02:59:38] THAT THEY'RE SETTING UP, YOU KNOW, PLANS FOR THE POTENTIAL HOOK UP IN THE  
[02:59:42] FUTURE. I ALSO JUST WANT TO ECHO COMMISSIONER BOWMAN COMMENTS, WHICH I  
[02:59:47] THOUGHT WERE EXCELLENT. I DID ASK THEM QUESTIONS ABOUT IS THIS ANY DIFFERENT  
[02:59:50] WITH OUR OTHER CAPITAL PROJECTS REGARDING PROJECT LABOR AGREEMENTS,  
[02:59:55] APPRENTICESHIP UTILIZATION, PREVAILING WAGE, ET CETERA. BUT SHE MADE  
[03:00:00] A GOOD POINT ALSO ABOUT LOCAL HIRE AND THE PRIORITY HIRE UNDER A COMMUNITY  
[03:00:08] WORKFORCE. I THINK THIS IS A GREAT COMPANY THAT IS GOING TO DO THE RIGHT  
[03:00:12] THING HERE. LET'S SEE, THERE WAS ONE MORE THING HERE. I FORGOT WHAT IT WAS.  
[03:00:18] SO I THINK, YEAH, I KNOW WHAT IT WAS.  
[03:00:21] KNOW HOW MANY JOBS ARE ASSOCIATED WITH  
[03:00:23] THIS PROJECT, BOTH CONSTRUCTION AND LONG TERM. I ASSUME THEY'LL BE FAMILY WAGE  
[03:00:28] JOBS, MARK. SO ON THE CONSTRUCTION SIDE, I DON'T KNOW IF  
[03:00:35] I'VE CODED THAT I HAVE BETWEEN 650 ON 1,200 HUNDRED WHEN IT'S STABILIZED AS A  
[03:00:41] POTENTIAL. WE DON'T KNOW EXACTLY WHO THE SUB TENANTS ARE, SO IT'S HARD TO  
[03:00:45] PROJECT. MARK, DO YOU HAVE ANY THOUGHTS ON A CONSTRUCTION? WHAT LABOR. I KNOW WE  
[03:00:50] HAD GATHERED THAT DATA. I DON'T WANT TO MISSPEAK ON THE RECORD. I KNOW WE HAD  
[03:00:54] GATHERED THAT DATA OR WHEN WE HAD SUBMITTED RFP, SO THAT'S SOMETHING WE  
[03:00:59] COULD FOLLOW UP WITH. WELL, IT'S JUST GOOD TO KNOW. ALWAYS. THANK YOU.  
[03:01:05] WELL, THANK YOU, MARK, FOR HELPING FILL IN THE QUESTIONS. LISA AND KIRA AND  
[03:01:11] DAVE FOR YOUR DUE DILIGENCE AND PULLING UP SUCH A BIG PROJECT AND MAKING US ALL  
[03:01:17] PROUD. THERE'S NO FURTHER QUESTIONS. IS THERE A MOTION IN A SECOND TO APPROVE  
[03:01:22] ITEM 10 A? I MOVED TO APPROVE SECOND SECOND. OKAY. YOU'LL FIGURE OUT WHO DID  
[03:01:29] THIS SECTION THERE FOR EACH OTHER TO APPROVE THIS ONE. INITIATE TO  
[03:01:33] COMMISSIONER CHO. THAT'S WHO I HEARD FIRST. ALL RIGHT, GOOD. JUMP FALL.  
[03:01:37] OKAY. IF THERE IS NO FURTHER DISCUSSION ON THE MOTION, PLEASE, IF YOU WANT TO,  
[03:01:43] LET'S JUST GO TO A VOTE ON THE MOTION BEGINNING WITH COMMISSIONERS IN BROOK.  
[03:01:48] YES. THANK YOU, COMMISSIONER CHO. AYE.. THANK YOU, COMMISSIONER CALKINS.  
[03:01:55] AYE THANK YOU, COMMISSIONER BOWMAN. AYE THANK YOU, COMMISSIONER ELEMAN.  
[03:02:01] ALRIGHT, THANK YOU. YOU HAVE FIVE YESES  
[03:02:04] AND ZERO NOS FOR THIS MOTION. THEN THE MOTION PASSES. SO NOW THANK  
[03:02:11] YOU AGAIN. WE'RE EAGER TO GET STARTED. I KNOW MARK AND I COULDN'T WAIT TO GET  
[03:02:16] TO PERMITTING AS SOON AS POSSIBLE. SO HOPEFULLY WE'LL HAVE A CLEAR GLIDE PATH  
[03:02:21] IN A SHORT CONSTRUCTION WILL BE UP AND RUNNING NO TIME. OKAY,  
[03:02:26] SO WE'RE RUNNING ABOUT A HALF AN HOUR LATE. I'M GLAD WE PULLED THE LAST ITEM  
[03:02:33] ON THE AGENDA, BUT NOW WE'RE ON TO ITEM 11 PRESENTATIONS AND STAFF REPORTS.  
[03:02:38] GO AHEAD AND READ THAT INTO THE  
[03:02:41] RECORD. PLEASE READ IT INTO THE RECORD AND THEN A METRUCK. INTRODUCE IT. THIS IS  
[03:02:47] ITEM 11 A IS THE EQUITABLE RECOVERY PANEL BRIEFING,  
[03:02:53] COMMISSIONERS. I RECOVER. IT CONTINUE TO BE OUR FOCUS AS WE PLAN FOR OUR 20 AS WE  
[03:02:59] CONTINUE THROUGH 2021 AND THEN INTO OUR 2022 BUDGET PLANNING. THIS BRIEFING  
[03:03:05] WILL COVER WITH PRESENTATIONS FROM WHAT ARE SOME OF OUR CITY, COUNTY AND STATE  
[03:03:10] PARTNERS DOING IN THAT REGARD, AS WELL AS TIE IN SOME OF THE OTHER REGIONAL  
[03:03:14] EFFORTS YOU'VE HEARD ABOUT EARLIER THIS YEAR IN ORDER TO GIVE YOU A FULLER PICTURE  
[03:03:18] AS WE GO AHEAD AND OUR PLANNING FOR 2022 AND BEYOND. SO WITH THAT, I'M  
[03:03:22] GOING TO TURN IT OVER TO DAVE MCFADDEN TO INTRODUCE OUR PANEL AND TO PRESENT.  
[03:03:28] THANK YOU, DAVE. YEAH,  
[03:03:31] HERE I AM AGAIN. GOOD AFTERNOON, COMMISSIONERS. EXECUTIVE DIRECTOR  
[03:03:35] METRUCK. LET'S GET THE DECK GOING. THIS IS REALLY A FOLLOW UP BRIEFING TO THE  
[03:03:41] BRIEFING YOU HAD FROM FEBRUARY FEATURING GREATER SEATTLE PARTNERS, THE WORKFORCE  
[03:03:47] DEVELOPMENT COUNCIL AND THE WASHINGTON TOURISM ALLIANCE. WE'LL SPEND A MOMENT  
[03:03:51] PROVIDING UPDATES ON WHAT'S HAPPENED WITH THEIR PLANS OR INITIATIVES SINCE  
[03:03:57] THEY SPOKE TO US IN FEBRUARY. BUT REALLY, WE'RE GOING TO TURN OUR  
[03:04:02] ATTENTION TO OUR GUESTS WHO HAVE JOINED US AND HEAR ABOUT THEIR RECOVERY  
[03:04:08] INVESTMENTS AND INITIATIVES. AND WE'LL START WITH PAMELA BANKS. SHE'S THE CITY  
[03:04:13] OF SEATTLE'S DIRECTORY RECOVERY AND EQUITABLE INVESTMENT, AND SHE'S ALSO AN  
[03:04:18] INTERIM DIRECTOR OF THE OFFICE OF ECONOMIC DEVELOPMENT. SHE'LL BE FOLLOWED

[03:04:22] BY ASHTON ALLISON AND KATE BECKER FROM KING COUNTY EXECUTIVE OFFICE OFFERS.  
[03:04:28] ASHTON IS DIRECTOR OF ECONOMIC DEVELOPMENT RECOVERY, AND KATE IS  
[03:04:33] CREATIVE ECONOMY DIRECTOR. FINALLY, CHRIS GREEN IS JOINING US. SHE'S  
[03:04:37] ASSISTANT DIRECTOR WITH THE WASHINGTON DEPARTMENT OF COMMERCE, AND HE'LL  
[03:04:40] OUTLINE SOME OF THE STATE'S RECOVERY INITIATIVES. SO WITH THAT, WE'RE GOING  
[03:04:44] TO START WITH A QUICK CONNECT DOTS PRESENTATION FROM ME AND BOOKTS TO JUST  
[03:04:50] PROVIDE YOU UPDATES, AND THEN WE'RE GOING TO GO RIGHT TO PAM, AND THE FORMAT  
[03:04:53] WILL BE WE'LL HEAR A SPEAKER, THEN YOU'LL BE ABLE TO GO IN AND ASK  
[03:04:58] QUESTIONS SIMILAR TO OUR FEBRUARY SESSION. NEXT SLIDE, PLEASE. SO I  
[03:05:04] FEEL THE STAKES ARE INCREDIBLY HIGH AND I AM NOT ALONE. A LOT OF FOLKS LOOK  
[03:05:09] ACROSS THE COUNTRY AND FEEL LIKE THE DECISIONS WE'RE GOING TO MAKE ABOUT WHAT  
[03:05:13] TYPE OF RECOVERY ARE PIVOTAL THIS YEAR AND NEXT, WILL WE JUST ENJOY A BRIEF  
[03:05:18] STIMULUS OR TRULY SEE A NEW TRAJECTORY OF INCLUSIVE ECONOMIC GROWTH? AND SO THE  
[03:05:24] QUESTION I THINK WE NEED TO BE ASKING OURSELVES IS WHICH PLACES WILL MERELY  
[03:05:29] SPEND THEIR MONEY AND WHICH PLACES WILL INVEST IT. AND I'M HOPING WE ARE LEADING  
[03:05:33] A CHARGE TOWARDS AN INVESTMENT PLATFORM THAT RAISES OUR BOATS EXCELLENTLY ACROSS  
[03:05:39] KING COUNTY. NEXT SLIDE. SO THE FIRST PERSON PEOPLE YOU HEARD FROM WAS  
[03:05:45] GREATER SEATTLE PARTNERS, WHO PUT IN A REGIONAL THREE COUNTY EQUITABLE RECOVERY  
[03:05:50] PLAN TOGETHER. THEY REALLY THINK DID A GREAT JOB OF CREATING A CASE FOR  
[03:05:56] EQUITABLE RECOVERY, BASICALLY SAYING THERE'S NOT ENOUGH GOOD JOBS OR  
[03:06:00] SUCCESSFUL BUSINESSES, ESPECIALLY IF YOU'RE WITHIN THE BIPOC COMMUNITY. WE  
[03:06:06] ARE FAILING TO REALIZE THE POTENTIAL OF OUR TALENT POOL. AND SO AS YOU COMPARE  
[03:06:13] THE SEATTLE METRO AREA TO OTHER AREAS, WE CLEARLY HAVE A GAP. AND AS MUCH  
[03:06:20] AS WE THOUGHT WE WERE GOING ALONG STRONG UNTIL COVID CAME ALONG, THE PANDEMIC  
[03:06:25] REVEALED A REALLY PREEXISTING CRISIS IN GREATER SEATTLE, A CRISIS OF INCLUSIVITY  
[03:06:31] AND EQUITY. NEXT SLIDE. SO AS THEY PUT THE FRAMEWORK TOGETHER, THEY  
[03:06:37] CAME UP WITH A NUMBER OF DIFFERENT RECOVERY INITIATIVES. THEY DIDN'T  
[03:06:40] PROVIDE A LOT OF DETAILS OR SPECIFICS AROUND THAT. THEY'RE HOPING THAT A NEWLY  
[03:06:45] FORMING GROUP, PARTNER FOR PROSPERITY, WILL BE A BACKBONE GROUP THAT WILL HELP  
[03:06:51] PROVIDE THE MEAT TO THE BONES OF THESE IDEAS AND HELP MOVING THEM FORWARD.  
[03:06:56] THIS GROUP WILL INCLUDE RESEARCH  
[03:06:58] EXPERTISE, CERTAINLY KEY INDUSTRY INPUT, BUT ALSO AT PROJECT MANAGERS AND REALLY  
[03:07:04] SOME OF THE CORE PARTNERS THAT ARE STARTING TO STEP TO THIS TABLE INCLUDE  
[03:07:08] URBAN LEAGUE, THE SEATTLE CHAMBER INDUSTRY ASSOCIATIONS. WE HAVE BEEN, AT  
[03:07:13] LEAST IN THAT CONVERSATION, ALONG WITH THE PUGET SOUND REGIONAL COUNCIL AND THE  
[03:07:18] WORKFORCE DEVELOPMENT COUNCIL. SO THIS GROUP IS NOW TAKING THESE  
[03:07:22] RESPONSIBILITIES FORWARD TO GET INTO THE SPECIFICS AND THRIVE SOME OF THESE  
[03:07:26] EQUITABLE ECONOMIC DEVELOPMENT INITIATIVES FORWARD. NEXT SLIDE.  
[03:07:34] I'D ACTUALLY GO BACK TO THE LAST SLIDE.  
[03:07:36] EXCUSE ME. I KNOW THAT YOU ALL HEARD ABOUT BRIAN MCCALLEN'S DEPARTURE, AND I  
[03:07:42] THINK THAT DOES THROW A LITTLE QUESTION MARK INTO WELL, WHERE ARE THE NEXT STEPS  
[03:07:46] AND WHO'S GOING TO BE THE PERSON IN THE CENTER OF THIS RING? CHAMPION THE THINGS  
[03:07:50] WE NEED TO DO. I FEEL THAT GREATER SEATTLE PARTNERS HAS A GREAT LEADERSHIP  
[03:07:55] QUOTIENT AROUND THE TABLE AND CAN CARRY THIS WORK ON. BUT WE WILL MISS BRIAN IN  
[03:08:00] THE MIDDLE. AND THERE ARE EVEN QUESTIONS IN MY MIND ABOUT HOW FAST WHAT SHAPE AND  
[03:08:06] FORM THIS WILL TAKE GOING FORWARD. SO MORE TO COME ON UPDATES FROM THE WASHINGTON  
[03:08:11] TOURISM ALLIANCE. THEY ARE WELL DOWN THE NEXT SLIDE, PLEASE. THEY'RE TAKING A  
[03:08:17] REGIONAL APPROACH RIGHT NOW. THEY'RE WORKING WITH THE DIFFERENT REGIONS  
[03:08:21] AROUND THE STATE, OFFERING TECHNICAL SYSTEMS, REALLY BUILDING CAPACITY,  
[03:08:26] MAKING SURE WE HAVE A LEVEL PLAYING FIELD FOR TOURISM PROMOTION AND THAT  
[03:08:29] WE'RE READY TO RECEIVE TOURISTS AND TRAVELS IN ALL PARTS OF THE STATE AND  
[03:08:33] CAN TAKE ADVANTAGE OF THAT. WE'RE A CONTRIBUTOR TO THIS. THIS IS FEATURES  
[03:08:38] AGAIN, A LOT OF WORKSHOPS, BUT THE FOLKS ATTENDING THE WORKSHOPS CAN GET GRANTS  
[03:08:42] FROM THE TA TO IMPLEMENT THEIR INITIATIVES. A LOT OF TEAM BUILDING HERE  
[03:08:48] ACROSS THE STATE TO RE STITCH OUR TOURISM DESTINATION ORGANIZATIONS BACK  
[03:08:54] TOGETHER. THEY WERE HIT HARD LAST YEAR, AND SO I THINK THIS IS REALLY IMPORTANT  
[03:08:58] TO REESTABLISH THE FOUNDATION FOR SUCCESS HERE. NEXT SLIDE.  
[03:09:04] THE OTHER THINGS THEY GOT IN MOTION IS REALLY THE BEGINNING OF A TRAVEL  
[03:09:08] PUBLICITY PROGRAM, REALLY TRYING TO GET THAT EARNED MEDIA. THE PUBLIC RELATIONS  
[03:09:13] THAT BOLSTERS TRAVEL FROM THE US AND CANADIAN AIR MARKETS WERE IN THE MIDDLE  
[03:09:19] OF IMPLEMENTING THAT. THAT WILL CONTINUE. WE'RE ALSO STARTING TO GET  
[03:09:23] BACK IN THE SALES CHANNELS. ATTENDING TRADE SHOWS IS ON THE HORIZON. SO WE'RE  
[03:09:30] STIRRING IT UP, SAYING WASHINGTON IS TWO REOPENING FOR THAT VISITOR EXPERIENCE.



[03:09:36] WHAT'S REALLY STILL ON HOLD IS THAT MULTI MEDIA ADVERTISING CAMPAIGN NOT  
[03:09:42] QUITE HOT ENOUGH, NOT QUITE HEALTHY ENOUGH TO BEGIN DOING THAT, BUT WE'RE  
[03:09:46] POISED READY TO GO. AND WITH SIGNALS ANYWAY, THAT WASHINGS REOPENING, I DON'T  
[03:09:53] SENSE THAT WILL BE TOO FAR IN THE FUTURE BEFORE WE WANT TO START MAKING  
[03:09:57] INVESTMENTS THERE. SO WITH THAT, I THINK THE NEXT SLIDE, I'M GOING TO TURN IT  
[03:10:02] OVER TO BOOKTA. THANK YOU, DAVE. GOOD AFTERNOON, COMMISSIONERS.  
[03:10:08] GOOD AFTERNOON. EXECUTIVE DIRECTOR METRUCK, THIS IS BOOKTA GHEISAR, DIRECTOR OF  
[03:10:12] OFFICE OF EQUITY, DIVERSITY AND INCLUSION, I JUST WANTED TO GIVE YOU A  
[03:10:18] BIT OF AN UPDATE ABOUT WORKFORCE DEVELOPMENT COUNCIL AND SOME OF THE  
[03:10:24] PROGRESS THEY'VE MADE ON THEIR EQUITABLE  
[03:10:27] ECONOMIC RECOVERY EFFORTS. SINCE MARIE CAROSA'S BRIEFING A COUPLE OF MONTHS  
[03:10:33] AGO, WDC IS LEVERAGING FEDERAL DOLLARS FROM THE ECONOMIC RECOVERY  
[03:10:39] DOLLARS AND ALSO 1,000,000 FROM JP MORGAN TO SUPPORT THE IMPLEMENTATION OF  
[03:10:46] THE REGIONAL PLAN. THEY ARE ALSO REALLY BEING VERY THOUGHTFUL IN GETTING  
[03:10:53] A LOT MORE COMMUNITY INPUT INTO THE REGIONAL PLAN. THEY ARE DOING AN  
[03:10:59] IMMIGRANT AND REFUGEE SUMMIT COMING UP ON MAY 26 TH, GETTING A LOT OF INPUT  
[03:11:05] FROM ORGANIZATIONS SERVING IMMIGRANT COMMUNITIES AS WELL AS COMMUNITY  
[03:11:09] LEADERS. THEY'RE ALSO SPECIFICALLY LEADING SUMMIT ON THE TECHNOLOGY SECTOR,  
[03:11:16] LOOKING AT THE ISSUES OF REPRESENTATION FROM BIPOC COMMUNITY IN TECHNOLOGY  
[03:11:23] SECTOR AND HOW THEY WANT TO GET INPUT FROM THE COMMUNITY ABOUT GROWING THE  
[03:11:30] BIPOC POPULATION IN TECHNOLOGY. NEXT SLIDE, PLEASE. PLEASE.  
[03:11:36] I KNOW THAT THERE'S A LOT OF WORDS AND  
[03:11:40] NUMBERS ON THIS SLIDE. IT'S A LOT, BUT I WANTED TO SHARE WITH YOU THAT THE  
[03:11:46] FOUR PILLARS THAT GSB AND WDC PRESENT IN THEIR FRAMEWORK AS  
[03:11:54] METRICS FOR PROGRESS AND ECONOMIC RECOVERY, THE OUT OF WORK, THE LOW WAGE  
[03:12:00] WORKERS, THE UNDEREMPLOYED AND THE MISSING ENTREPRENEURS. I HAVE BEEN HARD  
[03:12:06] AT WORK IN PARTNERSHIP WITH THE WORKFORCE TEAM AND DAVE MACFADDEN'S TEAM  
[03:12:11] AND HIMSELF AND REALLY TRACKING OUR DATA TO LOOK AT SOME OF WHAT WE HAVE  
[03:12:18] ACCOMPLISHED IN 2020 AND SOME OF WHAT WE ARE PLANNING TO ACCOMPLISH  
[03:12:26] AND THE RESULTS THAT WE PLAN TO SEE THIS YEAR. SO I DON'T WANT TO REVIEW EVERY  
[03:12:31] ONE OF THESE LINES BECAUSE I KNOW WE HAVE AMAZING SPEAKERS THAT YOU'RE  
[03:12:35] WAITING TO HEAR FROM, BUT I THINK SOME OF WHAT IS REALLY IMPORTANT TO NOTE HERE  
[03:12:40] IS THAT YOU CAN SEE THAT THE SIGNIFICANT EFFORTS IN BRINGING PEOPLE INTO ENTRY  
[03:12:48] LEVEL POSITIONS AT THE PORT, FOR EXAMPLE, ON THIS PAGE WITH PORT JOBS ON  
[03:12:53] THE FIRST LINE AND THEN IN LOW WAGE ARE EFFORTS TO MOVE PEOPLE UP TO UPSCALE  
[03:13:00] PROVIDE TRAINING EFFORTS. AND I THINK THIS IS A REALLY GREAT FOR WORK TO LOOK  
[03:13:05] AT THE EQUITY ON OUR SPENDING IN OUR INVESTMENTS, TO LOOK AT HOW MUCH ARE WE  
[03:13:13] PUTTING EFFORTS INTO MOVING PEOPLE INTO, BY THE WAY, LOW WAGE, BY THE DEFINITION  
[03:13:19] OF GSP AND THE BROOKINGS INSTITUTE IS AT 18 DOLLARS AND UNDER EMPLOYED IS 25  
[03:13:25] DOLLARS. OUR EFFORTS TO MOVE PEOPLE UP THROUGH THE PIPELINES AND  
[03:13:31] THE CONSTRUCTION WORKER AND OUTREACH, TRAINING AND RETENTION. THESE ARE THE  
[03:13:37] NUMBERS THAT YOU SEE. HERE ARE THE  
[03:13:39] CONTRACTS WITH URBAN LEAGUE AND NEW AND IRON WORKERS AND THE ROUTE MARITIME  
[03:13:44] COLLABORATIVE, THE INTERNSHIPS PLACE WHERE YOUNG PEOPLE IN MARITIME CAREERS.  
[03:13:49] THAT'S 90% BIPOC. I KNOW YOU RECENTLY HAD A BRIEFING ON OUR WINES  
[03:13:57] AND THE STATUS OF OUR WMBE, SO I WON'T GET INTO THAT. NEXT SLIDE, PLEASE. I  
[03:14:03] THIS IS JUST THE CONTINUATION OF THESE FOUR PILLARS ON HOW I'M LOOKING AT IT,  
[03:14:09] WITH OUR TEAMS AS PRIORITY HIGHER, AN APPRENTICESHIP UTILIZATION.  
[03:14:15] YOU CAN SEE THERE'S A LOT MORE DOCUMENTATION THAT WE HAVE THAT'S BEHIND  
[03:14:21] ALL OF THESE NUMBERS. BUT WHAT I THINK IS REALLY INTERESTING TO NOTE IS THAT 30  
[03:14:28] PROJECTS ON APPRENTICESHIP UTILIZATION IS PRODUCING THE NUMBERS THAT WE WANT TO  
[03:14:34] SEE AND THE NUMBER OF PEOPLE OF COLOR AND WOMEN IN APPRENTICESHIP POSITIONS.  
[03:14:39] AND THE THREE PROJECTS ON PRIORITY HIRE, CERTAINLY WHERE I SEE SOME ROOM FOR US  
[03:14:45] TO GROW. AND BELOW IN THE APPRENTICESHIPS AND INTERNSHIPS ARE THE  
[03:14:51] APPRENTICESHIPS THAT, FOR EXAMPLE, ARE IN MARITIME AND AVIATION MAINTENANCE  
[03:14:58] INSIDE THE PORT, THE HIGH SCHOOL  
[03:15:01] INTERNS. AND THEN OUR AMAZING NEW OPPORTUNITY YOUTH INITIATIVE, WHICH WE  
[03:15:07] ARE DOING AGAIN THIS SUMMER. AND LAST YEAR WE WERE ABLE TO ENGAGE 196  
[03:15:13] YOUTH IN TRAINING PROGRAMS. NEXT SLIDE, PLEASE.  
[03:15:20] I'LL JUST CLOSE BY SAYING THAT FOR ME, AS I TRACK THESE NUMBERS WITH THE HELP  
[03:15:28] OF ALL OF OUR PORT TEAM AND HAVE BEEN IN CONVERSATIONS WITH DAVE MCFADDEN, AND THESE  
[03:15:33] ARE THE THREE IMPORTANT QUESTIONS THAT JUMP OUT AT ME AND THAT I WOULD LIKE TO  
[03:15:39] STAY ENGAGED WITH STEVE AND ALL OF YOU COMMISSIONERS AS WE GO INTO OUR

[03:15:44] BUDGETING PROCESS. CERTAINLY. ONE QUESTION IS, HOW CAN WE CONTINUE TO DO  
[03:15:49] THE GREAT WORK THAT WE'RE DOING TO CONTRIBUTE TO THE REGIONAL ECONOMIC  
[03:15:54] RECOVERY? SOME OF THE EXAMPLES THAT GSP AND WDC POINT TO IS INCREASED GOALS AND  
[03:16:01] TARGETS FOR CAREER PATHWAYS, APPRENTICESHIPS AND MORE WMBE  
[03:16:05] CONTRACTS. HOW DO WE REALLY ENHANCE SOME OF WHAT WE'RE DOING?  
[03:16:11] ENHANCE APPRENTICESHIPS INTERNSHIP OPPORTUNITIES WITH THE FOCUS ON GSP  
[03:16:17] INITIATIVE ON EARN AND LEARN STRATEGIES, WHICH WE'RE DOING A LOT MORE OF IN  
[03:16:23] WORKFORCE DEVELOPMENT, OF COURSE, FOR PEOPLE TO BE ABLE TO GET A STIPEND AS  
[03:16:28] THEY ARE EARNING CREDIT. AND THEN THE LAST QUESTION IS, WHAT MORE CAN THE PORT  
[03:16:32] BE DOING TO CONTRIBUTE TO ECONOMIC RECOVERY, WHICH IS GSP?  
[03:16:38] AND THEIR FINAL PRESENTATION HAS A LOT  
[03:16:41] OF OPPORTUNITIES FOR PARTNERSHIP THAT WE'LL CONTINUE TO LOOK AT. SO THANK YOU.  
[03:16:46] I KNOW THAT I'M GOING THROUGH THIS VERY QUICKLY, BUT I'LL SHARE ALL OF THESE  
[03:16:49] DATA WITH YOU, AND I'LL TURN IT OVER TO DAVE MCFADDEN.  
[03:16:54] AND I GUESS THE REASON I RAISED MY HAND IS THAT THE TREMENDOUS PUBLIC COMMENT  
[03:17:00] I'VE GOT A SPEAKER THAT'S GOING TO RUN OUT OF TIME HERE. SO COMMISSIONER FILM  
[03:17:05] AND I WOULD APPRECIATE IF WE TURN THE MIC AND THE PRESENTATION RIGHT OVER TO  
[03:17:09] PAMELA BANKS THIS TIME. AND I THINK WE'RE GOING TO HAVE TO HAVE HER SPEAK.  
[03:17:13] AND WE'RE GLAD WE GOT TO NOT BE ABLE TO HAVE TIME TO DO A Q AND A WITH HER  
[03:17:18] APOLOGIES. WE LOST SOME TIME WITH ME. OKAY. MY PLEASURE TO BRING PAMELA INTO  
[03:17:26] IT AND WILL USE THE TIME AND SHE HAS AVAILABLE. WE REALLY GREATLY APPRECIATE  
[03:17:31] YOU JOINING US TODAY. AND I THINK OUR CLERK HAS YOUR DECK ALL READY TO GO.  
[03:17:36] AND IF WE COULD JUST SPEND A FEW MOMENTS LEARNING A LITTLE MORE ABOUT WHAT YOU'RE  
[03:17:40] DOING AT CITY HALL, THAT WOULD BE WONDERFUL. AND THANK YOU. THANK YOU,  
[03:17:45] DAVID. THANK YOU, COMMISSIONERS, FOR HAVING ME TODAY. THIS IS SUCH AN  
[03:17:49] IMPORTANT TOPIC FOR ME. I PUSHED MY NEXT APPOINTMENT TO 3:45. SO I HAVE A UNTIL 3:45 HEARTSTOP.  
[03:17:55] OKAY, BECAUSE I ACTUALLY DID WANT TO BEFORE I START,  
[03:17:58] LIKE DAVE SAID, I WAS HIRED TO BE THE RECOVERY AND EQUAL INVESTMENT DIRECTOR  
[03:18:04] FOR THE CITY OF SEATTLE, WHICH WAS A NEW POSITION TO WORK ON THE RECOVERY  
[03:18:09] OF OUR PHENOMENAL CITY AFTER COVID AND THEN HAVE THE OPPORTUNITY TO JUMP IN TO  
[03:18:15] BE THE INTERIM DIRECTOR OF THE OFFICE OF ECONOMIC DEVELOPMENT, WHICH I WANTED TO  
[03:18:21] SAY I WAS SO EXCITED THAT I GOT TO HEAR ABOUT THIS INDUSTRIAL MARITIME PROJECT  
[03:18:26] WITH TRAMMEL CROW. I WANT YOU TO KNOW AS THE OED DIRECTOR, THAT IS A KEY INDUSTRY  
[03:18:32] FOR THE SEATTLE AREA, AND IT'S A GROWTH INDUSTRY AS FAR AS JOBS. SO TO SEE THIS  
[03:18:38] DEVELOPMENT HAPPENED ON INDUSTRIAL MANS, THE CITY HAS BEEN IN A YEAR LONG PROCESS  
[03:18:43] AROUND EIS TO PRESERVE INDUSTRIAL, ASK FOR PROJECTS LIKE THIS. AND I JUST  
[03:18:48] WANT TO CONGRATULATE AND THANK THE PORT OF SEATTLE FOR THIS PARTNERSHIP. IT'S  
[03:18:53] GOING TO REALLY ENHANCE WHAT GOES ON IN THIS AREA AROUND ECONOMIC DEVELOPMENT.  
[03:18:59] AND I ALSO WANTED TO THANK MY  
[03:19:01] COMMISSIONERS, DEFINITELY BOWMAN, FOR BRINGING UP AND SPEAKING TO THE  
[03:19:04] IMPORTANCE OF HIRING PEOPLE IN OUR LOCAL ECONOMY, BUT ESPECIALLY PEOPLE THAT HAVE  
[03:19:10] BEEN MARGINALIZED. AND I HAVE NOT HAD THE OPPORTUNITY TO GET INTO LIVING WAGE  
[03:19:16] CAREERS IS WHAT YOU CALL THEM NOW. AND AGAIN, THANK YOU FOR FOCUSING ON THAT  
[03:19:21] BECAUSE IT GETS SO LOST WHEN WE DO MAJOR PROJECTS LIKE THIS. AND WE'RE HIRING  
[03:19:25] PEOPLE FROM OUTSIDE OF STATE WHEN WE HAVE PEOPLE THAT ARE TRAINED, SITTING IN  
[03:19:30] OUR PRE APPRENTICESHIP PROGRAMS OR WAITING TO GET IT INTO A APPRENTICESHIP PROGRAM  
[03:19:34] AND THE LIKE. AND AS THE FORMER SEAL OF THE URBAN LEAGUE, THEY GOT INTO THAT. SO AGAIN,  
[03:19:40] THANK YOU FOR SEATTLE COMMISSIONERS, YOUR STAFF FOR BEING ON TOP OF THOSE  
[03:19:45] ISSUES. NOW ONTO EQUITY RECOVERY, THE CITY OF SEATTLE. NEXT SLIDE,  
[03:19:50] PLEASE. AS YOU CAN SEE, OUR FOCUS TO  
[03:19:57] RECOVER FROM COVID EXASPERATED HUGE  
[03:20:01] NUMBERS OF INEQUITIES THAT ALREADY WERE PRESENT IN OUR COMMUNITY, BUT  
[03:20:04] DISPROPORTIONATE IMPACTED OUR SMALL BUSINESSES IN OUR WORK IS PARTICULARLY  
[03:20:09] OUR BLACK AND INDIGENOUS AND PEOPLE OF COLOR COMMUNITIES. OUR EQUAL RECOVERY  
[03:20:14] EFFORTS ARE AIMED TO BUILD A THRIVING CITY WITH AN INCLUSIVE ECONOMY WHILE  
[03:20:19] ALSO IMPLEMENTING INTENTIONAL STRATEGIES THAT MEET THE VERY NEEDS OF OUR  
[03:20:22] NEIGHBORHOODS AND OUR COMMUNITIES. AND WE TALK ABOUT INTENTIONAL STRATEGIES.  
[03:20:26] WE'RE SPECIFICALLY TALKING ABOUT WAYS IN STRATEGIES AND PROCEDURES OR POLICIES  
[03:20:32] THAT WE CAN THAT WE CAN SET UP THAT ADDRESS SYSTEMIC RACISM. AND THAT IS A  
[03:20:39] KEY TO OUR ECHO COVID. WE DON'T WANT TO BUILD BACK THE SAME AS WE WERE IN 2019.  
[03:20:46] WE NEED TO BUILD BACK BETTER. AND IN ORDER TO DO THAT, WE HAVE TO ADDRESS  
[03:20:49] SYSTEMIC RACISM AND POLICY PROCEDURES THAT WERE EXPOSED. THAT EXASPERATED WHAT  
[03:20:56] COVID HAS DONE TO BLACK AND INDGINOUS AND PEOPLE OF COLOR COMMUNITIES. SO OUR ECHO

[03:21:01] RECOVERY EFFORT IS READY INTO ECONOMIC RECOVERY AND COMMUNITY RESILIENCE DOING  
[03:21:08] ALL THIS WORK THROUGH A RACE AND SOCIAL JUSTICE LENS. NEXT SLIDE, PLEASE.  
[03:21:15] WE HAVE THREE RECOVERY TIME FRAMES AND WE FOCUSED ORIGINALLY ON  
[03:21:22] RECOVERY, LOOKING AT STRATEGIES THAT WE COULD IMMEDIATELY DO THAT  
[03:21:29] WOULD ADDRESS INITIATIVES AND REOPENING OF THE BUSINESS COMMUNITY. THESE WERE A  
[03:21:35] LITTLE SHORT TERM STRATEGIES BECAUSE THERE WEREN'T PEOPLE VACCINATED. AND SO  
[03:21:40] WE HAD SET UP A SMALL BUSINESS PROGRAM THAT FOCUSED ON STABILIZATION. SO WE  
[03:21:45] GAVE OUT OVER 1 400 STABILIZATION GRANTS IN 2020 OUR NEAR TERM STRATEGIES.  
[03:21:51] WE'RE FOCUSED ON COORDINATING WHAT A NEW  
[03:21:54] NORMAL WOULD LOOK LIKE. WE COULDN'T REALLY START IMPLEMENTING YOUR TRIP  
[03:21:58] STRATEGY. SO WE HAD MASS VACCINATIONS AND WE'RE ON THE WAY TO THAT GOAL.  
[03:22:03] THE MAYOR TOLD US TODAY THAT WE ARE  
[03:22:06] SEATTLE AND TWO OTHER CITIES. SHE WOULDN'T SAY WHAT THEY WERE ARE TIED FOR  
[03:22:10] THE MOST VACCINATED PEOPLE IN THE COUNTRY. AND THEN OUR LONG TERM  
[03:22:14] STRATEGIES, WHERE ARE TO ADDRESS MULTI YEAR ISSUES THAT WE DON'T KNOW THE  
[03:22:20] LASTING IMPACT OF COVID ONE COMMUNITIES AND THE CHANGING NATURE OF OFFICE WORK.  
[03:22:25] BUT WHAT I FIND VERY FASCINATING IS I WAS GIVEN THIS PRESENTATION OUT AND I  
[03:22:29] WAS TALKING ABOUT DOWNTOWN RECOVERY SPECIFICALLY AND MENTIONED THAT WE WERE  
[03:22:34] VERY CONCERNED ABOUT HAVING THIS HUGE NUMBER OF OFFICE SPACE AND THAT WE  
[03:22:38] DIDN'T THINK THAT WE START SEEING LEASE UPS FOR THREE TO 5 YEARS. AND THEN  
[03:22:44] I HAD A COUPLE COMMERCIAL REAL ESTATE DEVELOPERS CALL ME AND TELL ME, NO,  
[03:22:49] YOU'RE WRONG. THEY'RE SIGNING 10 YEAR LEASES ON OF SPACE DOWNTOWN. AND THEN TO  
[03:22:54] HEAR YOUR PRESENTATION AROUND TRAMMEL CROW WITH THIS 50 YEAR PROJECT. SO WE'RE  
[03:22:58] VERY EXCITED THAT OUR LONG TERM STRATEGIES ARE LOOKING TO BENEFIT IT  
[03:23:02] QUICKER THAN WE HAD ANTICIPATED. SO THE RECOVERY TIME FRAMES ARE GOING TO SHIFT.  
[03:23:07] LIKE I SAID, AROUND VACCINATIONS AND  
[03:23:09] WHATNOT REOPENING. BUT I THINK WE'RE ON A REALLY GOOD PATH. AND IT'S REALLY  
[03:23:13] EXCITED TO HEAR ABOUT LIKE I SAID, THAT TRAMMEL CROW PROJECT NEXT SLIDE PLEASE OUR  
[03:23:21] POTENTIAL REVENUE STREAMS. WE CANNOT HAVE AN EQUITY COVID UNLESS WE WORK  
[03:23:27] WITH OUR PARTNERS AND COMMUNITY TO LEVERAGE ALL OUR AVAILABLE RESOURCES.  
[03:23:32] SO WE IN SEATTLE, ARE REALLOCATING CITY RESOURCES TO FOCUS ON EQUITY  
[03:23:37] RECOVERY. I HAVE SHIFTED THE ENTIRE WORKFORCE IN THE OPPOSITE ECONOMIC  
[03:23:42] DEVELOPMENT FOR THE NEXT 18 MONTHS. MY ENTIRE STAFF WILL FOCUS ON RECOVERY FOR  
[03:23:47] DOWNTOWN EFFORT. SO OUR DEPARTMENT IS LEADING THE EFFORT FOR THE CITY ON  
[03:23:52] ECONOMIC RECOVERY. WE ARE GETTING FEDERAL STIMULUS DOLLARS. WE ARE IN  
[03:23:59] NEGOTIATION WITH OUR CITY COUNCIL RIGHT NOW ON HOW THOSE DOLLARS WILL BE  
[03:24:03] ALLOCATED. WE ARE LOOKING AT THE PHILANTHROPIC COMMUNITY TO SUPPORT AND  
[03:24:08] SUPPLEMENT THESE INVESTMENTS. AS YOU'RE AWARE, THE CITY OF SEATTLE HAS  
[03:24:14] 100,000,000 DOLLARS, WHAT WE CALL AN EQUITY INVESTMENT COMMUNITY FUND THAT'S  
[03:24:18] GOING TO FOCUS ON BIOP COMMUNITY. AND THEN WE LOOK AT PUBLIC PRIVATE  
[03:24:22] PARTNERSHIPS. WE ARE WORKING WITH THE DOWNTOWN SEATTLE ASSOCIATION AND ABOUT  
[03:24:26] 32 OTHER EXTERNAL STAKEHOLDERS. THAT OUR FOCUS ON THE DOWNTOWN COMMUNITY ON  
[03:24:33] REACTIVATING AND ENHANCING WHAT'S GOING ON DOWNTOWN, BRINGING OFFICE WORKERS  
[03:24:38] BACK. TALK MORE ABOUT THAT LATER. SO ALL THOSE TYPES OF INVESTMENTS,  
[03:24:43] WE'LL CREATE A MORE ECHO RECOVERY FOR OUR CITY. AND I'M REALLY EXCITED AND  
[03:24:49] LOOKING FORWARD TO WORK WITH DAVE AND HIS TEAM ON HOW THE PORT OF SEATTLE IN  
[03:24:53] THE CITY OF SEATTLE CAN WORK TOGETHER AND SUPPORT THIS EFFORT. NEXT SLIDE,  
[03:24:58] PLEASE. AGAIN, OUR ECONOMIC RECOVERY EFFORTS BRINGS OUR  
[03:25:04] GOVERNMENT, COMMUNITY, BUSINESSES, PHILANTHROPY AND NONPROFITS TOGETHER TO  
[03:25:08] REVITALIZE THE ECONOMIC AGE, THE CITY AND FOSTER INNOVATION AND THE CREATIVE  
[03:25:13] INDUSTRIES, CULTURE AND RETAIL. SO AS YOU'RE AWARE, WE LOOK AT THE DOWNTOWN  
[03:25:18] SEATTLE BUSINESS CORE AS THE HEARTBEAT OR THE ECONOMIC ENGINE OF OUR CITY. IT  
[03:25:22] PRODUCES OVER 47% OF THE TAX BASE OF THE CITY BUDGET OVER 2,000,000,000  
[03:25:30] DOLLARS. IN ORDER TO KEEP OUR CITY OPERATING. WE'RE GOING TO DO THIS  
[03:25:33] ECONOMIC RECOVERY EFFORTS THROUGH NEIGHBORHOOD AND FOCUSES IN OUR  
[03:25:38] NEIGHBORHOOD AND DOWNTOWN THROUGH PUBLIC SPACE ACTIVATION AND THE COMMERCIAL  
[03:25:44] SPACE ACTIVATION, AND THEN ENHANCE OUR WORK WITH SMALL BUSINESSES WITH DIRECT  
[03:25:48] FUNDING AND TECHNICAL ASSISTANCE. AND SO WE'RE DOING A VARIETY OF THINGS WITH  
[03:25:52] THIS EXTERNAL STAKEHOLDER GROUP THAT IS FOCUSED ON DOWNTOWN AND THEN A SEPARATE,  
[03:26:01] SEPARATE STRATEGIES THAT ARE FOCUSED SPECIFICALLY ON THE NEIGHBORHOODS  
[03:26:05] THROUGHOUT THE CITY. NEXT SLIDE, PLEASE. SO THE SECOND PILLAR  
[03:26:12] IS COMMUNITY RESILIENCE. AGAIN, ENSURING THAT CITY AND OUR PARTNERS ARE  
[03:26:16] INVESTING IN OUR COMMUNITIES THAT ALL SEATTLITES HAVE ACCESS TO OPPORTUNITY.

[03:26:20] AND ONE OF THOSE STRATEGIES, AGAIN,  
[03:26:22] ACCESS TO OPPORTUNITY IS ENSURE THAT WE ARE PREPARING A WORKFORCE THAT IS  
[03:26:29] PREPARED AND READY TO TAKE ON JOBS AND BEING ABLE TO FOCUS ON WORKFORCE THAT WE  
[03:26:37] CAN DO RETRAINING AND THE LIKE FOR WORKERS THAT WERE IN LOW WAGE JOBS. WE  
[03:26:44] WANT TO ENSURE THAT WE INVEST IN OUR COMMUNITIES AND THE NEIGHBORHOOD,  
[03:26:48] BUSINESS DISTRICTS AND SMALL BUSINESS TO ENSURE THAT THEY HAVE THE OPPORTUNITY TO  
[03:26:55] REOPEN AND RESTRUCTURE AND GROW.  
[03:26:58] AND THEN WE HAVE A CONTINUED RESPONSE AS WE MOVE FORWARD. AS WE KNOW ONE OF OUR  
[03:27:03] FUNDING CYCLES IS TWO YEARS. AND SO WE WILL BE DOING THIS WORK ALL THE WAY  
[03:27:08] FOCUSED ON THROUGH 2024. NEXT SLIDE, PLEASE.  
[03:27:19] SO AGAIN, OUR DOWNTOWN REVITALIZATION  
[03:27:22] EFFORTS ARE FOCUSED ON WORKING WITH OUR EXTERNAL PARTNERS, BRINGING DOWNTOWN  
[03:27:28] SEATTLE BACK TO LIFE. OUR GROUP IS FOCUSING ON IMPROVING SAFETY, ENSURING  
[03:27:33] THAT KEY INFRASTRUCTURE PROJECTS MOVE FORWARD, THE COMPLETION OF CLIMATE  
[03:27:37] PLEDGE ARENA, THE CONVENTION CENTER, THE DOWNTOWN WATERFRONT. WE WANT TO  
[03:27:42] ENSURE THAT OUR WORKERS, OUR VISITORS OR RESTAURANTS AND OUR CUSTOMERS ARE COMING  
[03:27:46] BACK TO DOWNTOWN, AND WE WANT TO CREATE ROOM FOR INNOVATION AND CREATIVITY IN  
[03:27:51] THE ARTS, CULTURE AND RETAIL. SO WE ARE PLANNING A SERIES OF WE HAVEN'T NAMED IT  
[03:27:57] YET, BUT IT'S COME BACK FUN PLAY DOWNTOWN WORK DOWNTOWN IN JULY.  
[03:28:03] IN SEPTEMBER, THERE'S GOING TO BE A  
[03:28:05] COUPLE OF WEEKS THAT ARE DEDICATED INTO BRINGING SEATTLE AND TOURISM BACK TO THE  
[03:28:11] DOWNTOWN BUSINESS CORE. AGAIN, WE'LL BE WORKING WITH YOU WANT TO SEE HOW THE  
[03:28:17] PORT OF SEATTLE CAN JUMP START OR COME AND WORK WITH US AROUND THOSE TWO WEEKS  
[03:28:22] TO BRING PEOPLE BACK INTO THE DOWNTOWN BUSINESS CORE. NEXT SLIDE, PLEASE.  
[03:28:29] AGAIN, OUR DOWNTOWN [inaudible] STRATEGIES HAVE GUIDING PRINCIPLES. I TALKED ABOUT  
[03:28:35] THE ECONOMIC ENGINE OF SEATTLE. OUR TASKS, BASICALLY ARE TO LOOK AT WAYS WE  
[03:28:40] CAN ACTIVATE THESE NEIGHBORHOODS. AND SO WE HAVE DEFINED DOWNTOWN SEATTLE AS THE  
[03:28:45] SEATTLE CENTER CLIMATE PLEDGE ARENA SOUTH LAKE UNION ALL THE WAY TO THE STADIUM  
[03:28:50] DISTRICT, FROM THE WATERFRONT TO THE CONVENTION CENTER. AGAIN,  
[03:28:55] THESE STAKEHOLDERS ARE WORKING ON ACTIVATION AND PROGRAMMING IN EACH OF  
[03:29:00] THESE NEIGHBORHOODS. WE WILL BE HAVING A MARKETING PLAN, BEAUTIFICATION PLAN,  
[03:29:04] AGAIN, FOCUSED ON WORKFORCE DEVELOPMENT TO ENSURE THAT THE BIPOC COMMUNITY AND  
[03:29:11] THE HOSPITALITY TOURISM INDUSTRY THAT THOSE FOLKS THAT WERE LAID OFF. AND IT'S  
[03:29:18] GOING TO TAKE A LITTLE WHILE FOR IT TO GET BACK UP THERE, THAT THEY HAVE  
[03:29:22] OPPORTUNITIES TO GET INTO LIVING WAGE CAREERS OR RETRAINING. AND THEN AGAIN,  
[03:29:27] ADDRESS EMPTY COMMERCIAL AND OFFICE SPACE ON GROUND FLOOR. WE ARE COMING UP  
[03:29:32] WITH SOME REALLY CREATIVE IDEAS FOR THAT SPACE. SO WE HAVE OUR DEPARTMENTS  
[03:29:36] LOOKING AT TEMPORARY USE PERMITS AND JUST REALLY TRYING TO GET CREATIVE TO  
[03:29:42] ENSURE THAT WE HAVE EYES ON THE GROUND AND THAT PEOPLE ARE COMING BACK DOWNTOWN  
[03:29:47] SEATTLE. IN ADDITION, WE ARE LOOKING AT THE ARTS AND CULTURAL, SPORTS,  
[03:29:52] ENTERTAINMENT INDUSTRY. THAT INDUSTRY HAS BEEN HIT EXTREMELY HARD. THEY WERE  
[03:29:56] ONE OF THE FIRST PEOPLE WHO SHUT DOWN THE VENUES, AND THEY'RE GOING TO BE THE  
[03:30:00] LAST TO OPEN UP. SO DEVELOPING STRATEGIES AND TO ENSURE THAT THAT  
[03:30:06] INDUSTRY COMES BACK STRONG. AND AGAIN, IT'S VERY IMPORTANT TO THE CITY OF  
[03:30:12] SEATTLE AND THAT ALL THESE STRATEGIES DEPEND ON [inaudible] WIDE SCALE  
[03:30:17] VACCINATION THE NEXT SLIDE FROM THE FINDING. SO AGAIN,  
[03:30:24] WE ARE WORKING FOR THE NEIGHBORHOOD SPECIFIC STRATEGIES. WE ARE WORKING IN  
[03:30:29] INDIVIDUAL NEIGHBORHOODS ACROSS THE CITY, THE OFFICE ECONOMIC DEVELOPMENT.  
[03:30:33] WE HAVE A LOT OF DATA WHERE WE HAVE DEFINED WHAT WE CALL OUR EQUITY  
[03:30:38] NEIGHBORHOODS. WE LOOKED AT THESE NEIGHBORHOODS AND DOCUMENT THE  
[03:30:45] DEVASTATING IMPACT THAT THE END ACROSS THAT ROSE UP DURING COVID. AND SO WE  
[03:30:51] KNOW WHAT NEIGHBORHOODS GOT HIT HARDEST AND ARE GOING TO DEFINITELY WORK WITH  
[03:30:55] THE KEY STAKEHOLDER GROUPS IN THOSE NEIGHBORHOODS. WE ARE WORKING WITH OUR  
[03:30:59] SMALL BUSINESS ADVISORY COUNCIL. WE HAVE CREATED THESE EQUITY DISTRICT  
[03:31:03] NEIGHBORHOODS AND TO WORK WITH BIPOC BUSINESS OWNERS. WE ARE WORKING WITH THE  
[03:31:08] BIAS AND IN THE NEIGHBORHOOD COMMUNITY GROUPS THROUGHOUT SEATTLE ON SIMILAR  
[03:31:12] STRATEGIES THAT WE'RE WORKING IN DOWNTOWN. SO WE HAVE A FOCUS ON THE  
[03:31:15] ENTIRE CITY. AND I BELIEVE THAT'S MY LAST SLIDE. AND I KNOW I TALKED REALLY  
[03:31:20] FAST, BUT I WANTED TO GIVE YOU ALL TIME TO ASK ME QUESTIONS. WELL, THANK YOU,  
[03:31:25] PAMELA. I JUST WANT TO WONDER WHAT YOU DO WITH ALL YOUR FREE TIME.  
[03:31:30] WELL, IT'S VERY INTERESTING, ACTUALLY, WORKING FROM  
[03:31:36] ATLANTA. I'M ACTUALLY MOVING BACK TO SEATTLE, SO I'VE BEEN FLYING.  
[03:31:40] SO I'VE BEEN IN THE AIR FORCE SEATTLE.



[03:31:43] I LOVE OUR SEATTLE AIRPORT IN ATLANTA.  
[03:31:45] VERY EFFICIENT. SO I'M IN SEATTLE TWO  
[03:31:47] WEEKS. I'M HOME IN ATLANTA A WEEK AND THEN BACK TO SEATTLE. AND THEN I WILL BE  
[03:31:51] MOVING BACK TO SEATTLE FULL TIME IN AUGUST, AS I DO A LOT OF WORK  
[03:31:56] ON THE PLANE. IT SOUNDS LIKE YOU'RE IN CONTINUOUS MOTION. SO THANK YOU SO MUCH.  
[03:32:01] COULD WE TAKE SOME TIME OF YOURS BEFORE YOU HAVE TO RUN OFF TO A QUESTION?  
[03:32:06] ABSOLUTELY. DAVE, COULD YOU ACTUALLY,  
[03:32:11] I'M GOING TO HAND IT BACK TO MICHELLE JUST TO GO INTO THE COMMISSIONERS.  
[03:32:14] THANK YOU. BEGINNING WITH COMMISSIONERS STEINBRUECK, I THINK  
[03:32:21] PETER COMMISSION, STEINBRUECK HAD TO TAKE A QUICK BREAK. A COMMISSIONER CHO.  
[03:32:29] YEAH. THANK YOU SO MUCH FOR JOINING US  
[03:32:32] TODAY AND FOR YOUR PRESENTATION ON THE CITY'S EFFORTS. I WOULD LOVE TO  
[03:32:38] HEAR FROM YOU IN YOUR PERSPECTIVE ON HOW YOU FEEL, LIKE HOW YOU FEEL THE PORT OF  
[03:32:42] SEATTLE COULD UNIQUELY CONTRIBUTE TO THE CITY'S EFFORTS AND GET YOUR THOUGHTS ON  
[03:32:48] WHERE WE CAN CONTRIBUTE TO AND WE'LL JUST WORK TOGETHER A PARTNER ON THIS  
[03:32:54] RECOVERY EFFORT. THANK YOU FOR THAT. DAVID AND I TALKED A LITTLE BIT ABOUT  
[03:32:57] THAT EARLIER ON. ONE OF THE WAYS IS DEFINITELY THESE ACTIVATION WEEKS THAT  
[03:33:02] WE'RE GOING TO DO IN JULY AND SEPTEMBER, AND PROBABLY BECAUSE JULY IS RIGHT  
[03:33:08] AROUND THE CORNER. BUT I DON'T KNOW HOW YOU GUYS ARE FRAMING COMING BACK TO  
[03:33:13] WORK, BUT I KNOW IN THE CITY OF SEATTLE THAT WE ARE GOING THROUGH THIS POLICY  
[03:33:18] WHERE THERE WERE ABOUT 350,000 OFFICE WORKERS IN DOWNTOWN SEATTLE PRIOR TO  
[03:33:24] COVID. APPARENTLY THERE'S ABOUT 15% OF THAT NUMBER WORKING. AND I HAD ASKED DSA  
[03:33:31] AND THE CHAMBER WHAT WOULD BE A GREAT NUMBER THAT WE WOULD WANT TO WHAT WOULD  
[03:33:35] BE SUCCESS THIS YEAR? AND THEY SAID GETTING ABOUT 30% OF THAT 350 BACK.  
[03:33:41] SO WE WANT TO TRYING TO ENSURE THAT WE  
[03:33:43] HAVE AT LEAST 100,000 PEOPLE BACK WORKING IN THE DOWNTOWN BUSINESS CORE,  
[03:33:47] THAT WOULD BE SUCCESS. SO I DON'T KNOW HOW IF YOU ALL ARE PLANNING OR ARE YOU  
[03:33:51] GUYS IN THE PROCESS OF LOOKING AT HOW YOU BRING YOUR WORKERS BACK? IN  
[03:33:55] ADDITION, WE'RE GOING TO DO A BIG SALMON HOMECOMING IN SEPTEMBER,  
[03:34:01] SUPPORT THAT. AND I WOULD LOVE FOR THE PORT TO BE A PART OF THAT AS WELL.  
[03:34:06] WE'RE GOING TO BE DOING SOME WATERFRONT  
[03:34:10] CONCERTS AT 62. SO AS MUCH AS YOU CAN GET INVOLVED IN THE WATERFRONT  
[03:34:17] ACTIVITIES, THAT WOULD REALLY HELP US  
[03:34:20] AND REALLY WE SUPPORT CRUISE INDUSTRY COMING BACK. MY HUSBAND IS A GRAMMY  
[03:34:26] AWARD WINNING JAZZ GUITARIST, AND ALL OF OUR WORK STOPPED FOR IN THE LAST 16  
[03:34:30] MONTHS. SO THE BIGGEST THING THAT HE HAS COMING UP IN 2020 IS A TWO  
[03:34:37] WEEK CRUISE. SO WE REALLY WANT TO ENCOURAGE THE CRUISE INDUSTRY TO COME  
[03:34:42] BACK. IT'S VITAL TO THE ENTERTAINMENT INDUSTRY, ESPECIALLY TO THE ECONOMIC  
[03:34:47] RECOVERY OF MY HOUSEHOLD. AND THE WORKFORCE DEVELOPMENT PIECE, I HAVE TO  
[03:34:52] SAY, IS VERY IMPORTANT THAT WE ARE ENSURING IT. I'M SO HAPPY TO HEAR THAT  
[03:34:55] YOU ALL ARE WORKING WITH THE URBAN [inaudible] POLICY. SEATTLE REALM WORKFORCE.  
[03:34:59] WE HAVE SO MANY FOLKS AND YOUNG PEOPLE, BUT REALLY WORKFORCE TRAINING AND REALLY  
[03:35:05] GETTING PEOPLE INVOLVED IN THAT INDUSTRIAL MARITIME INDUSTRY. I HAVE  
[03:35:09] LEARNED SO MUCH ABOUT THAT INDUSTRY IN MY LAST TWO MONTHS AS THE OED DIRECTOR  
[03:35:14] AND FOLLOWING THIS EIS AND COUNCIL MEMBER COMMISSIONER PETER STEINBRUECK, IN  
[03:35:20] PEOPLE WANT TO BUILD HOUSING ON INDUSTRIAL LAND. AND I'M GOING TO GO ON  
[03:35:24] THE RECORD, NO, WE NEED INDUSTRIAL, A MARITIME MANUFACTURING ON INDUSTRIAL.  
[03:35:30] AND IF YOU TALK TO FOLKS IN THE UNION  
[03:35:32] AND PEOPLE THAT ARE IN THAT INDUSTRY, THEY DON'T WANT TO LIVE WHERE THEY WORK.  
[03:35:35] WE DON'T WANT PEOPLE REALLY THINK ABOUT IT. DO YOU WANT TO HEAR THE TRAINS? DO  
[03:35:39] YOU WANT TO HEAR THE TRAIN? SO LET'S GET REAL PEOPLE. WE NEED HOUSING, BUT WE  
[03:35:43] DON'T NEED IT ON INDUSTRIAL. NEW YORK TIME. MY AND SUPPORT THAT EIS PROCESS  
[03:35:47] FOR THAT WOULD BE GREAT. THAT IS EXCELLENT. IT SOUNDS LIKE WE'RE ALIGNED  
[03:35:51] ON A LOT OF THINGS. AND I THINK THAT WAS ONE OF THE BIGGEST LESSONS AND TAKEAWAYS  
[03:35:54] FROM COVID 19 IS THAT WE DON'T WANT TO LIVE WHERE WE WORK. SO DEFINITELY.  
[03:36:01] THANK YOU, COMMISSIONER. CHO MOVE TO COMMISSIONER CALKINS.  
[03:36:06] YEAH. THANK YOU. AND THANK YOU, PAMELA, FOR COMING TO SPEAK WITH US TODAY. IT  
[03:36:11] REALLY IS GREAT TO HEAR YOUR REALLY GLOBAL PERSPECTIVE ON WORKFORCE AND  
[03:36:17] ECONOMIC RECOVERY PERSPECTIVES FROM THE CITY OF SEATTLE. YOU'VE JUST BEEN  
[03:36:21] TALKING ABOUT A PARTICULAR PASSION OF MINE, WHICH IS WORKFORCE DEVELOPMENT AND  
[03:36:25] FOCUSED ON THOSE AREAS WHERE EITHER FOLKS HAVE BEEN HISTORICALLY FURTHEST  
[03:36:30] FROM EDUCATIONAL JUSTICE OR COMMUNITIES THAT HAVE NOT HAD ACCESS TO IT. WE TALK  
[03:36:35] A LOT ABOUT HOW IF KIDS CAN'T SEE A CAREER, THEY CAN'T BE IN THAT CAREER.

[03:36:39] AND SO WE'VE BEEN SPENDING A LOT OF TIME WORKING ON THROUGH THINGS LIKE THE  
[03:36:43] MARITIME COLLABORATIVE, THE INTERNSHIP PROGRAM THAT COMMISSIONER BOWMAN HAS  
[03:36:48] REALLY SPEARHEADED. HOW DO WE GET KIDS THINKING ABOUT THESE CAREERS WELL BEFORE  
[03:36:53] THAT TIME WHEN WE NEED TO HIRE THEM,  
[03:36:55] BECAUSE IT REALLY TAKES A DECADE TO GET PEOPLE PREPPED FOR THIS. SO I WANT TO  
[03:37:01] CONTINUE TO EXPLORE WAYS THAT THE PORT, THE CITY, THE COUNTY, THE STATE CAN POOL  
[03:37:07] OUR EFFORTS TOWARDS WORKFORCE DEVELOPMENT, PARTICULARLY FOCUSED ON  
[03:37:10] YOUNG WOMEN AND YOUNG PEOPLE OF COLOR, TO GET INTO THESE CAREERS. AND I ALSO  
[03:37:15] THINK WE NEED TO REINVIGORATE THE PRESTIGE AROUND TRADES CAREERS THAT WE  
[03:37:20] HAVE A PROBLEM WHEN ONE OF THE HURDLES TO GETTING PEOPLE INTO THESE CAREERS  
[03:37:25] THAT ARE BETTER PAYING, MORE STABLE, THEIR FUTURE PROOF IN SO MANY WAYS THAT  
[03:37:32] CAREERS THAT YOU MIGHT PURSUE WITH BACHELOR LAUREATE EDUCATION ARE NOT. WE WANT KIDS  
[03:37:39] MOVING INTO THOSE CAREERS IN MARITIME AND CONSTRUCTION ARE TWO OF THE BEST  
[03:37:42] EXAMPLES. AND NOW, AS WE EXPAND CAREERS IN THE GREEN ECONOMY THAT ARE MUCH THE  
[03:37:48] SAME WAY. SO I HOPE ON A STEP AT THE STAFF LEVEL AND BETWEEN ELECTEDS, WE ARE  
[03:37:52] THINKING ALL THE TIME ABOUT HOW DO WE COORDINATE OUR EFFORTS? BECAUSE I THINK  
[03:37:58] WE CAN DO A LOT MORE TOGETHER. AND WE HAVE GREAT EXAMPLES. I THINK OF A NEW  
[03:38:02] APPRENTICESHIP PROGRAM OR PRE APPRENTICESHIP PROGRAM THROUGH THE  
[03:38:06] TRADES. THAT IS SOMETHING WHEN I THINK ABOUT THE IDEA THAT SOME VERSION  
[03:38:12] OF THE AMERICAN JOBS PLAN IS GOING TO PASS THAT'S GREAT NEWS. AND THEN MY  
[03:38:16] FIRST THOUGHT, THE ONE THAT KEEPS ME UP AT NIGHT IS NOW HOW ARE WE GOING TO GET  
[03:38:19] THE SKILLED WORK READY TO BUILD ALL THOSE BRIDGES TO REINFORCE ALL THE PORT,  
[03:38:24] TO CREATE THAT NEXT GENERATION OF GREEN JOBS? WE GOT TO GET THE TRAINING  
[03:38:27] PROGRAMS GOING RIGHT NOW. SO THANK YOU AGAIN. I'M REALLY LOOKING FORWARD TO  
[03:38:31] WORKING WITH THE CITY AND ADVANCING THESE PROGRAMS. I WANT TO THANK YOU FOR  
[03:38:37] THAT. AND I THINK THAT YOUR HIGH SCHOOL INTERNSHIP PROGRAM IS RIGHT ON TARGET.  
[03:38:42] SO WE ARE LOOKING AT WORKFORCE  
[03:38:45] DEVELOPMENT THROUGH THE SEATTLE PROMISE PROGRAM. SO WE ARE FOCUSING ON  
[03:38:50] INTERNSHIPS FOR SEATTLE PROMISE STUDENTS BECAUSE, LIKE YOU SAID, YOU DON'T NEED  
[03:38:54] TO GET A BA DEGREE TO GO INTO CONSTRUCTION. I KNOW YOU NEED SOME TYPE  
[03:38:58] OF DEGREE TO GO INTO THEM INDUSTRIAL MARITIME, BUT WE NEED TO FOCUS ON THOSE  
[03:39:03] YOUNG PEOPLE AND WORKING WITH OUR COMMUNITY COLLEGE SYSTEM. I THINK THAT  
[03:39:07] THAT'S OUR BEST BET. AND SO, AGAIN, THAT INTERNSHIP PROGRAM YOU HAVE IS  
[03:39:11] AMAZING. I LOVE TO HEAR ABOUT THAT BECAUSE I WANT TO GET THE YOUNG PEOPLE.  
[03:39:15] LIKE YOU SAID, IT'S A 10 YEAR PROCESS.  
[03:39:17] SO WE GET THEM IN MIDDLE SCHOOL AND  
[03:39:20] START TRAINING THEM UP TO LOOK INTO THOSE INDUSTRIES. SO THANK YOU FOR THAT  
[03:39:25] COOPERATION, PARTICIPATION IN PARTNERSHIP WITH US TO. AND I DO WANT TO  
[03:39:29] GIVE A SHOUT OUT TO SARAH SHEER, WHO IS IN YOUR DEPARTMENT, WHO HAS BEEN AN  
[03:39:33] EXTRAORDINARY LIAISON BETWEEN MARITIME AND INDUSTRY AND THE CITY OF SEATTLE.  
[03:39:38] AND I CAN'T PASS UP THE OPPORTUNITY TO TALK  
[03:39:43] ABOUT MARITIME HIGH SCHOOL, WHICH SHE HAS BEEN A HUGE BOOSTER FOR, AND IS ONE  
[03:39:47] OF THOSE EXAMPLES OF A PROJECT THAT IS GOING TO GET KIDS INTO THESE FUTURE  
[03:39:51] PROOF CAREERS IN THE TRADES IN PARTICULAR. YEAH. I WAS GLAD TO SEE THAT  
[03:39:55] COME AFTER AVIATION HIGH SCHOOL. THAT'S AMAZING. SO, AGAIN, KUDOS TO THE PORT  
[03:40:00] FOR THAT. THANK YOU. COMMISSIONER CALKINS. COMMISSIONER BOWMAN. HI,  
[03:40:05] PAMELA. THANK YOU FOR YOUR PRESENTATION. GOOD TO SEE YOU. AND THANK YOU FOR  
[03:40:11] LETTING ME SERVE ON THE REVITALIZATION COMMITTEE. IT'S BEEN GREAT. I'M ON THE  
[03:40:14] MARKETING COMMITTEE, AND OUR TEAM IS DOING A LOT. AND TO COMMISSIONER CHO  
[03:40:19] QUESTION, YOU HAVE THE PORT COMMITMENT TO HELP WITH REACTIVATING, PARTICULARLY  
[03:40:23] THE WATERFRONT. BUT LET'S CONNECT THE WATERFRONT WITH DOWNTOWN AT THE  
[03:40:27] DIFFERENT NEIGHBORHOODS, AS OUR MARKETING COMMITTEE IS PUTTING TOGETHER  
[03:40:31] SOME IDEAS TO FEED UP TO THE LARGER GROUP. IT WAS REALLY WHY I JOINED THE  
[03:40:35] COMMITTEE. I WANTED TO MAKE SURE THAT THE PORT, QUITE FRANKLY, OWNS ABOUT A  
[03:40:39] THIRD OF THE DOWNTOWN WATERFRONT. AND WE WANTED TO MAKE SURE THAT WE WERE PART OF  
[03:40:43] THE RECOVERY EFFORTS. SO COUNT US IN. WE'RE THERE 100%. BUT BLESS YOU FOR ALL  
[03:40:49] THE WORK THAT YOU'RE DOING IT. SO IT'S A BIG TASK. IT REALLY IS. I APPRECIATE THE  
[03:40:53] STORY YOU TOLD THIS MORNING ABOUT HELPING OUT THAT THE NEW ETHIOPIAN  
[03:40:57] COFFEE SHOP. AND I KNOW HOW HARD THAT IS. YOU TALKED ABOUT HOW YOU HELP THEM  
[03:41:02] GET THEIR BUSINESS LICENSE AND JUMP THROUGH THE HOOP. AND WE REALLY NEED  
[03:41:05] PEOPLE WITH YOUR COMMITMENT. SO THANK YOU FOR THAT. THANK YOU. I WOULD LOVE TO  
[03:41:10] FIGURE OUT A WAY TO GET PORT INFORMATION OR JUST THE INDUSTRIAL JUST REALLY PORT  
[03:41:15] IN MARITIME INFORMATION TO THE NEIGHBORHOOD BUSINESS STITCHES. I DON'T

[03:41:19] KNOW HOW WE CAN CONNECT, BUT THAT'S ONE THING THAT I REALLY WOULD LIKE TO WORK  
[03:41:23] WITH YOUR STAFF ON IT. IF A NEIGHBORHOOD BUSINESS DISTRICT IS GOING TO DO COME SHOP  
[03:41:28] THIS DAY IN RAINIER BEACH AREA IS LIKE, WHAT WE COULD DO TO KIND OF ADVERTISE OR  
[03:41:35] SHOW WHAT THE PORT DOES IS I KNOW A LOT OF PEOPLE DO NOT UNDERSTAND THE  
[03:41:39] CONNECTION BETWEEN THE AIRPORT AND THE PORT AND ALL THAT YOU GUYS DO. AND SO  
[03:41:43] THAT'S SOMETHING THAT WE WANT TO THINK ABOUT IS WE'RE MARKETING OUR RECOVERY  
[03:41:48] EFFORTS, AND THAT'S SOMETHING THAT I DEFINITELY WANT TO WORK WITH YOUR STAFF.  
[03:41:52] SO THANK YOU AGAIN, COMMISSIONER STEPHANIE, I REALLY APPRECIATE THAT.  
[03:41:55] THANK YOU. THANK YOU. COMMISSIONER BOWMAN, IS COMMISSIONER STEINBRUECK BACK  
[03:42:00] ON THE LINE WITH US? MOVING TO COMMISSIONER FELLEMAN. I THOUGHT YOU  
[03:42:06] WERE COMING BACK FOR, BUT THANK YOU, PAMELA. I JOINED THE CHORUS OF YOUR FAN  
[03:42:12] CLUB. I DO I DO WANT TO FOLLOW UP FURTHER ON THE CONNECTING  
[03:42:18] TO THE WATERFRONT. OUR WATERFRONT, LIKE A LOT OF CITY WATERFRONT, BECOME REALLY  
[03:42:24] TARGETED FOR TOURISM, WHICH WE ARE IN THAT BUSINESS. BUT WITH ALL THE  
[03:42:29] INVESTMENT THAT'S GOING INTO RECONNECTING THE CITY TO THE WATERFRONT,  
[03:42:33] IT'S MORE OF A YEAR ROUND THING AND MORE OF THAT CONNECTIVITY THAT,  
[03:42:39] IN FACT, THE WHOLE WATERFRONT  
[03:42:41] DEVELOPMENT PLAN. WE WERE ALL, LIKE, WATCHING THE VIADUCT COME DOWN WITH GREAT  
[03:42:46] ANTICIPATION AND DISRUPTION. BUT NOW WE'RE GETTING INTO THE VISION THING.  
[03:42:51] AND I THINK THERE'S A REALLY A HUGE  
[03:42:53] OPPORTUNITY TO REALLY EXCITE PEOPLE BY THAT. AND, YOU KNOW, I'M STILL TRYING TO  
[03:42:57] GET MY HEAD AROUND. WHAT IS IT GOING TO LOOK LIKE? AND THEY COULD REALLY BE,  
[03:43:01] YOU KNOW, A GREAT DEMONSTRATION OR DOG AND PONY SHOW OF SORTS THAT WOULD REALLY  
[03:43:06] GET YOU ENVISION THIS HERE. AND OBVIOUSLY, ONE OF THE KEY LANDMARKS WILL  
[03:43:13] BE THE REVITALIZED AQUARIUM. AND WE'VE TALKED TO SOME OF THE FOLKS AT THE  
[03:43:18] AQUARIUM WHERE, LIKE, WHEN YOU TALK ABOUT YOU LOOKING OUT OVER ELLIOTT BAY, MAYBE  
[03:43:23] LOOKING FOR WHALES, BUT YOU GOT THESE CRANES STICKING UP IN YOUR HEAD. WELL,  
[03:43:28] WHAT DO THEY DO? AND I WAS REALLY HOPING THAT WE CAN REALLY INTEGRATE IT'S  
[03:43:35] SIGNAGE AND INTERPRETIVE THINGS, NOT JUST HAVING, LIKE, BEAUTY AND THE BEAST.  
[03:43:39] WE SHOULD SEE BEAUTY IN THE RUST.  
[03:43:44] I JUST MADE THAT UP, ACTUALLY.  
[03:43:48] BUT HONESTLY, THERE'S A GROWING OPPORTUNITY FOR APPRECIATION.  
[03:43:53] AND OBVIOUSLY, ONCE YOU'RE NOT ALIENATED  
[03:43:56] FROM IT, CAN YOU THINK ABOUT, WELL, MAYBE I COULD WORK THERE THERE, TOO,  
[03:44:00] BUT IT'S REALLY, I THINK, A CONSCIENTIOUS EFFORT TO LOOK AT THE  
[03:44:04] WATERFRONT FOR RESIDENTS AND HOW TO GET FOLKS DOWN THERE ON THEIR OWN.  
[03:44:11] AND IT'S ALWAYS GOOD TO SHOW YOUR  
[03:44:14] VISITORS THE WATERFRONT. BUT I DO BELIEVE THAT THE REVITALIZATION FOR THE  
[03:44:19] DOWNTOWN WILL BE WHEN PEOPLE FEEL LIKE THE WATERFRONT IS THEIRS, TOO. I THANK  
[03:44:25] YOU FOR THAT, COMMISSIONER PIER. I TELL YOU, THE FIRST VISIT THAT I CAME TO  
[03:44:29] SEATTLE, IT ACTUALLY WAS A SUNNY SATURDAY, AND I ACTUALLY CAUGHT LITE RAIL  
[03:44:34] INTO TOWN. AND I WENT AND BOUGHT MY LUNCH AND SAT AT PIER 62 AND HAD LUNCH.  
[03:44:40] AND I TELL YOU, BECAUSE I WORKED IN THE NICKELS ADMINISTRATION WHEN THEY TALKED  
[03:44:43] ABOUT THAT VIADUCT COMING DOWN AND TO BE AWAY FOR THREE YEARS AND THEN COME BACK,  
[03:44:47] I GET CHILLS TALKING ABOUT THIS TO SIT THERE AND LISTEN TO THE QUIETNESS BEING  
[03:44:52] ON THAT PROPERTY. IT REALLY BROUGHT TEARS TO MY EYES. SO THAT CONNECTIVITY  
[03:44:57] PIECE ABOUT HOW WE GET LOCAL PEOPLE AND THIS IS EVEN LOCAL PEOPLE TO GO TO THE  
[03:45:01] PIKE PLACE MARKET. I MEAN, I'M A DOWNTOWN SHOPPER. I LIVED IN A CENTRAL  
[03:45:05] DISTRICT. I'M GOING TO BE RELOCATING TO COLUMBIA CITY, BUT I SHOP AND DO  
[03:45:11] EVERYTHING DOWNTOWN. SO I'M ONE OF THOSE PEOPLE. THAT THAT'S WHY I'M SUCH A BIG  
[03:45:16] CHEERLEADER DOWNTOWN COMING BACK, I WANT TO BE ABLE TO COME BACK DOWNTOWN AND NOT  
[03:45:20] SEEING TINTS ON THE SIDEWALKS AND FEEL SAFE. SO I THINK THAT'S ONE OF THE ONE  
[03:45:26] OF THE GREATEST CHALLENGES FOR SEATTLE IS AS THAT WATERFRONT GETS BUILT UP.  
[03:45:31] THAT IS NOT A TOURIST. IT'S NOT A TOUR.  
[03:45:34] WELL, IT'S A TOURIST DESTINATION, BUT IT'S ALSO A DESTINATION FOR PEOPLE THAT  
[03:45:37] LIVE HERE BECAUSE IT SURE IS GOING TO BE ONE OF MY FAVORITE ONES, ESPECIALLY WHEN  
[03:45:41] THOSE CONCERTS GET STARTED. SO AGAIN, I WANT TO THANK YOU ALL FOR HAVING ME.  
[03:45:45] IF YOU HAVE FURTHER QUESTIONS, DAVE  
[03:45:47] KNOWS HOW TO REACH OUT. I'D LOVE TO COME BACK AND TOUCH BASE WITH YOU ALL AGAIN  
[03:45:50] LATER IN THE FOLLOW, OR MAYBE RIGHT BEFORE WE START THIS ACTIVATION WEEKS  
[03:45:55] AND AGAIN, LOOK FORWARD TO WORKING WITH YOU AND HAVE A GREAT REST OF YOUR DAY.  
[03:45:59] THANKS AGAIN FOR HAVING ME THANK YOU SO MUCH. THANK YOU.  
[03:46:03] I APPRECIATE IT. MR. COMMISSION PRESIDENT, BEFORE WE CONTINUE TO THE NEXT SEGMENT,

[03:46:07] I JUST WANT TO DO A TIME CHECK AND LET EVERYBODY KNOW WE ARE AT 3:45. GREAT.  
[03:46:12] SO, DAVE, WE HAVE CHRIS AND THEN WHO ELSE IS LEFT? WE'VE GOT TWO MORE  
[03:46:17] PRESENTATIONS. RIGHT. OKAY. AND CHRIS GREENS NEXT UP. NOPE. I'M GOING TO  
[03:46:23] INTRODUCE ASHTON ALLISON AND KATE BECKER FROM KING COUNTY. AND SO IF THEY COULD STEP  
[03:46:30] UP TO THE DIE AND WE'LL GET YOUR SLIDE DECK READY AND WE'LL JUMP RIGHT INTO IT.  
[03:46:36] EXCELLENT. WELL, THANK YOU, DAVE. CAN  
[03:46:38] YOU ALL HEAR ME? OKAY. WE HEAR YOU. ACTUALLY. YESES. WELL, ON BEHALF OF  
[03:46:44] KING COUNTY EXECUTIVE CONSTANTINE AND THE COUNTY SENIOR LEADERSHIP TEAM,  
[03:46:49] THANK YOU, DAVE, BOOKTA AND COMMISSIONERS FOR INVITING US TO SPEAK TODAY. FOR  
[03:46:54] THOSE WHO I HAVEN'T HAD THE OPPORTUNITY TO MEET BEFORE, I'M ASHTON ALLISON,  
[03:46:57] ECONOMIC DEVELOPMENT AND RECOVERY DIRECTOR FOR THE KING COUNTY EXECUTIVE  
[03:47:01] OFFICE. AND IN ADDITION, TO BEING THE CENTRAL ECONOMIC DEVELOPMENT COORDINATOR  
[03:47:06] AT THE COUNTY. I ALSO STAFF EXECUTIVE CONSTANTINE ON THE THE WORKFORCE  
[03:47:10] DEVELOPMENT COUNCIL THAT'S BEEN MENTIONED SEVERAL TIMES ALREADY. AND I'M  
[03:47:14] ALSO INVOLVED IN OUR LOCAL AND REGIONAL WORKFORCE SYSTEMS AND VERY MUCH  
[03:47:20] APPRECIATE THE PORT PARTNERSHIP ON OUR WORKFORCE INITIATIVES. AND I'M VERY GLAD  
[03:47:24] TO BE HERE TODAY WITH MY COLLEAGUE IN THE EXACT OFFICE, KATE BECKER, CREATIVE  
[03:47:29] ECONOMY AND RECOVERY DIRECTOR, WHO I BELIEVE IS COUNTY'S FIRST ECONOMIC OR  
[03:47:34] CREATIVE ECONOMY STRATEGIST AND LAUNCHED OUR FIRST CREATIVE ECONOMY INITIATIVE.  
[03:47:39] KATE, WOULD YOU LIKE TO TO SAY A FEW INTRO WORDS? YES. HELLO, COMMISSIONERS.  
[03:47:44] SO HAPPY TO BE HERE WITH YOU. THANK YOU FOR HAVING US WE'RE ABSOLUTELY DELIGHTED  
[03:47:49] TO TALK WITH YOU AND EXPLORE POTENTIAL PARTNERSHIPS.  
[03:47:55] GREAT. SO WE WILL GO TO THE NEXT  
[03:47:59] SLIDE. WE'RE REALLY EXCITED TO BE HERE. AS I MENTIONED, TO CO PRESENT THE  
[03:48:03] COUNTY'S EQUITABLE ECONOMIC RECOVERY STRATEGIC PLAN, WHICH IS EMBEDDED IN THE  
[03:48:08] ECONOMIC RECOVERY EXECUTIVE PRIORITY, WHICH KATE AND I ARE CO LEADING. THE  
[03:48:13] EXECUTIVE PRIORITIES ARE A SET OF IMPORTANT INITIATIVES THAT EXECUTIVE  
[03:48:17] CONSTANTINE HAS SET FORTH AS PART OF HIS AGENDA. AND AS CO-LEADS, KATE AND I  
[03:48:24] ARE RESPONSIBLE FOR SHEPHERDING AND TRACKING THIS BODY OF WORK COUNTY WIDE  
[03:48:28] WITH COLLEAGUES ACROSS DEPARTMENTS THAT TOUCH ECONOMIC AND WORKFORCE DEVELOPMENT  
[03:48:33] AND RECOVERY AND IN CONJUNCTION WITH SEVERAL OF OUR EXTERNAL PARTNERS. THIS  
[03:48:38] PRIORITY REPRESENTS THE BLENDING OF WHAT WAS IN PRE COVID TIMES LONG, LONG AGO,  
[03:48:43] SEPARATE ECONOMIC DEVELOPMENT AND CREATIVE ECONOMY PRIMARIES. SO MOVING  
[03:48:47] FORWARD, THEY WILL BE COORDINATED TOGETHER. WE'LL MOVE QUICKLY. I KNOW WE  
[03:48:52] HAVE SOME TIME CONSTRAINTS, BUT UNDERSTAND THERE WILL BE AN OPPORTUNITY  
[03:48:55] TO ANSWER QUESTIONS AT THE END AND JUST WANT TO SAY BEFORE WE DIE FULLY IN, WE  
[03:49:00] CAN'T OVEREMPHASIZE THE OBVIOUS, REALLY, AND THAT THIS IS A HUGE AND NEW  
[03:49:04] BODY OF WORK, NOT ONLY FOR THE COUNTY BUT FOR OUR LOCAL AND REGIONAL PARTNERS  
[03:49:07] IN OUR NATION AS A WHOLE. THIS IS NO ORDINARY ECONOMIC PROCESSION. THIS IS A  
[03:49:13] ONCE IN A CENTURY, PANDEMIC INDUCED ECONOMIC CRISIS THAT IS POISED TO AFFECT  
[03:49:19] GENERATIONS OF OUR KING COUNTY RESIDENTS AND CHANGE OUR REGION FOREVER.  
[03:49:24] AND ALSO, COINCIDENTALLY, THERE'S A PANDEMIC SIZED OPPORTUNITY HERE TO TO  
[03:49:31] WORK FOR OUR BENEFIT. SO IT'S JUST REALLY BEEN VERY ENCOURAGING FOR US TO  
[03:49:36] SEE OUR PARTNERS LIKE THE PORT STEP UP AND COME TOGETHER TO WORK IN UNISON AND  
[03:49:41] ACKNOWLEDGE THAT THIS MEETING IS CERTAINLY A REFLECTION OF THAT SPIRIT.  
[03:49:45] KATE AND I ARE PART OF A SMALL BUT  
[03:49:48] SCRAPPY CORE ECONOMIC DEVELOPMENT TEAM OF THREE OF THE COUNTY AND CO-LEAD AN  
[03:49:53] ECONOMIC RECOVERY TASK FORCE OF ABOUT EIGHT FOLKS FROM DIFFERENT DEPARTMENTS  
[03:49:57] WHOSE FUNCTIONS BLEED INTO THE ECON RECOVERY WORKSPACE. AND THIS I  
[03:50:04] WILL SAY THIS SLIDE IS FRESH OFF THE DIGITAL PRESSES OF THE EXECUTIVE  
[03:50:08] OFFICES, COMMUNICATION SHOP. IN FACT, YOU ALL MAY BE THE FIRST TO SEE IT, I'M  
[03:50:11] NOT SURE, BUT THIS IS THE NEW KING COUNTY EQUITABLE RECOVERY BRAND, WHICH  
[03:50:16] EMBODIES THAT SAME SPIRIT THAT I JUST MENTIONED OF COLLABORATION, PARTNERSHIP  
[03:50:20] AND ALIGNMENT. AND YOU'LL PROBABLY BE SEEING THIS MORE OFTEN. NEXT SLIDE,  
[03:50:24] PLEASE. AND I'LL TURN IT OVER TO KATE. TALK MORE ABOUT THE NEW KING COUNTY  
[03:50:30] CREATIVE BRAND. SO THIS LOOKS A TYPICAL FROM OUR USUAL KING COUNTY BRAND, BUT  
[03:50:37] THAT IS BECAUSE WE WANTED TO RESONATE WITH THE PEOPLE WE'RE WORKING ON BEHALF  
[03:50:41] OF. IN APRIL OF 2019, EXECUTIVE CONSTANTINE HIRED ME TO LAUNCH  
[03:50:47] THE COUNTY'S FIRST CREATIVE ECONOMY INITIATIVE. IT'S A NEW BODY OF WORK FOR  
[03:50:51] THE COUNTY, AS ASHTON REFERENCE. BUT YOU ALL MAY KNOW THE EXEC IS A HUGE FAN OF THE  
[03:50:58] CREATIVE ECONOMY OF ALL THINGS ARTS AND CULTURE, AND HE IS NOT SHY ABOUT THAT AT  
[03:51:03] ALL. SO HE LITERALLY LURED ME FROM THE CITY WHERE I WAS LEADING THE CITY OF  
[03:51:08] SEATTLE'S CREATIVE ECONOMY STRATEGY, LEADING THE OPPOSITE FILM MUSIC



[03:51:12] NIGHTLIFE AND SPECIAL EVENTS TO COME OVER TO THE COUNTY AND LAUNCH A NEW  
[03:51:16] INITIATIVE THERE. AND THEN LESS THAN A YEAR LATER, THE PANDEMIC HIT. BUT WE  
[03:51:20] WERE SUCCESSFUL IN LAUNCHING OUR FILM INITIATIVE IN THE FALL OF 2019 AND  
[03:51:25] WE ARE REALLY CENTERING OUR WORK IN EQUITABLE FILM AND MUSIC PRODUCTION.  
[03:51:31] THAT IS THE CENTER OF OUR CREATIVE  
[03:51:33] ECONOMY STRATEGY IS KEEPING PEOPLE, INCLUDING THOSE WHO HAVE BEEN  
[03:51:38] HISTORICALLY MARGINALIZED OR DISENFRANCHISED, WORKING IN OUR CREATIVE  
[03:51:43] ECONOMY. SO WHEN WE SAY CREATIVE ECONOMY, WHAT ARE WE TALKING ABOUT?  
[03:51:46] WE'RE TALKING ABOUT ARTISTS, OF COURSE, BUT WE'RE ALSO TALKING ABOUT WORKING  
[03:51:50] CREATIVE, THE PROFESSIONALS WHO WORK IN THE PRODUCTION INDUSTRY, SMALL  
[03:51:54] BUSINESSES, INDIVIDUAL CREATIVE WORKERS, AS WELL AS THE LARGE ARTS AND CULTURE  
[03:52:00] ORGANIZATIONS WHO ARE OUR MAJOR EMPLOYERS OF THE CULTURAL WORKERS IN OUR  
[03:52:06] REGION. SO THAT'S WHAT WE'RE TALKING ABOUT WHEN WE SAY A CREATIVE ECONOMY.  
[03:52:10] AND I'LL TALK MORE ABOUT THIS AS WE MOVE THROUGH OUR SLIDES. NEXT SLIDE, PLEASE.  
[03:52:17] ALRIGHT. WE WILL START WITH A QUICK  
[03:52:20] SNAPSHOT AND TIME OF THE COUNTY'S CURRENT COVID INDUCED ECONOMIC IMPACT  
[03:52:24] ACROSS ALL SECTORS. AND I SAY QUICKLY, I'LL SAY I'LL MOVE VERY QUICKLY AND THEN  
[03:52:29] I WANT TO HAND IT OFF TO KATE TO TALK MORE SPECIFICALLY ABOUT CREATIVE ECONOMY  
[03:52:32] IMPACT. ON THIS SLIDE, YOU'LL IMMEDIATELY SEE A LOT OF DOWN ARROWS,  
[03:52:37] WHICH I WON'T COME AS A SURPRISE TO INTERVIEW. AND I DOUBT THAT THE TERM  
[03:52:42] SOBERING AND UNPRECEDENTED HAVE CROSSED YOUR PATH OVER THE LAST 15 MONTHS,  
[03:52:47] BUT THEY'RE VERY ACCURATE IN DESCRIBING WHAT WE'VE BEEN THROUGH. THIS PANDEMIC  
[03:52:52] IMPACT HAS BEEN UNLIKE ANYTHING WE'VE SEEN IN PREVIOUS RECESSIONS. AND LIKE I  
[03:52:56] SAID, I WON'T READ THESE LINE BY LINE, BUT I JUST WANT TO POINT OUT A FEW  
[03:53:00] HIGHLIGHTS. AND NUMBER ONE, THAT IS, WE'VE SEEN LOSSES IN ALMOST EVERY  
[03:53:05] CATEGORY AND UNEMPLOYMENT IN EMPLOYMENT IN PARTICULAR HAS SEEN THE WORST  
[03:53:10] DECLINES THEN THE DEPTH OF THE GREAT RECESSION. ALTHOUGH WE'VE SEEN  
[03:53:15] SIGNIFICANT GAINS IN MANY SECTORS SINCE THEN, WE'RE NOT BACK TO 2019 LEVELS.  
[03:53:19] NUMBER TWO, THE MOST IMPORTANT POINT I  
[03:53:21] WANT TO MAKE IS THAT YOU'VE LIKELY BEEN HEARING AND AS WE'VE HEARD ON THIS  
[03:53:25] PRESENTATION, BUT IN TERMS OF JOB IMPACTS, LOW AGE AND BIPOC WORKERS ARE  
[03:53:30] BEARING THE BRUNT OF THIS CRISIS, AND THAT IS VERIFIED IN UNEMPLOYMENT CLAIMS  
[03:53:36] WHICH CONFIRM THESE DISPROPORTIONATE  
[03:53:38] IMPACTS ACROSS POPULATIONS. THERE IS ONE BRIGHT SPOT, BUT IT'S KIND OF A DOUBLE  
[03:53:43] EDGED SWORD FOR THOSE OF US WHO OWN HOMES IN THAT HOME VALUES HAVE  
[03:53:48] CONTINUED TO RISE. AND WHILE THAT'S A GOOD THING IN TERMS OF EQUITY, IT  
[03:53:52] CONTINUES TO PUT MORE PRESSURE ON OUR HOUSING AFFORDABILITY ISSUES. AND ON  
[03:53:57] THAT LAST BULLET, I'LL JUST MENTION THAT AROUND 60% OF JOB LOSSES ARE  
[03:54:02] CONCENTRATED IN THREE SECTORS, WITH ABOUT A LITTLE OVER 35% OF THOSE TOTAL  
[03:54:06] LOSSES IN LEISURE AND HOSPITALITY AND ALONE, WHILE MOST SECTORS HAVE SEEN  
[03:54:11] DECLINES OF AT LEAST 6%. NEXT SLIDE, PLEASE. SO OUR  
[03:54:17] CREATIVE ECONOMY, IN FACT, IS SIGNIFICANT NOT ONLY BECAUSE OF THE  
[03:54:21] NUMBER OF JOBS AND BUSINESSES INVOLVED, BUT ALSO BECAUSE OF ITS RELATIVITY TO  
[03:54:25] TOURISM, OUR REGIONAL BRAND, ALL OF THAT. SO THESE FIRST TWO STATISTICS ARE  
[03:54:31] STATEWIDE, AND THE BULK OF WASHINGTON'S CREATIVE ECONOMY IS INDEED  
[03:54:37] CENTERED IN KING COUNTY. BUT OUR CREATIVE ECONOMY WAS 8.4% OF OUR GSP  
[03:54:43] PRIOR TO COVID AND SIGNIFICANT LOSSES ACROSS THE STATE, BUT WITH THE  
[03:54:49] VAST MAJORITY OF THEM BEING HERE IN KING COUNTY. SO WE HAVE SOME STATS FROM KING  
[03:54:57] COUNTY AS WELL THAT ARE AS FRESH AS LAST MONTH, BUT YOU CAN SEE THEM RIGHT THERE.  
[03:55:02] I DON'T NEED TO READ THEM TO YOU, BUT  
[03:55:04] YOU CAN SEE THAT A LOT OF FOLKS ARE STILL OUT OF WORK, A LOT OF BUSINESSES  
[03:55:07] ARE STILL DOWN, AND OUR PERFORMING ARTS SECTOR AND OUR LIVE MUSIC SECTOR ARE  
[03:55:13] STILL ALMOST FULLY SHUT. VERY FEW OF THEM HAVE OPENED AT ALL. YOU MAY HAVE  
[03:55:19] HEARD A LOT OF TALK ABOUT THE SHUTTERED VENUE OPERATORS GRANT, WHICH WAS HUGE.  
[03:55:23] IT PAST LAST DECEMBER WITH 16,000,000,000 DOLLARS TO HELP GET OUR  
[03:55:27] SHUTTERED VENUES BACK OPENED. NOT ONE DOLLAR HAS BEEN ADMINISTERED YET. THERE  
[03:55:33] ARE CHALLENGES WITH THE FUNDING OF THAT PROGRAM. THE SBA IS OVERSEEING IT.  
[03:55:38] THEY'RE ALSO OVERSEEING THE RESTAURANT REVITALIZATION FUND, AND THEY ARE INDEED  
[03:55:43] ALLOCATING FUNDS FROM THE RESTAURANT REVITALIZATION FUND, WHICH ONLY PASSED  
[03:55:48] LAST MONTH. BUT THE SHUTTERED VENUE OPERATORS GRANT PASSED ON DECEMBER 21ST,  
[03:55:52] AND NO ONE IN THE COUNTRY HAS RECEIVED ONE DOLLAR YET. IT REMAINS A  
[03:55:57] VERY CHALLENGED SECTOR, AND IT EMPLOYS A WHOLE LOT OF PEOPLE. CERTAINLY WE'RE  
[03:56:02] HEARING FROM FOLKS IN THE PERFORMING ARTS SECTOR THAT ONE OF THEIR CHALLENGES

[03:56:06] IS SKILLED WORKERS AND BRINGING BACK SKILLED WORKERS AND WHETHER THOSE  
[03:56:10] WORKERS ARE STILL EVEN AVAILABLE TO THEM AFTER 14 MONTHS OF THE MANY CHALLENGES  
[03:56:16] THEY'RE WORKING OR THEY'RE DEALING WITH RIGHT NOW. NEXT SLIDE, PLEASE.  
[03:56:21] SO IN TERMS OF OVERALL ECONOMIC RECOVERY  
[03:56:24] OUTLOOK, AS I MENTIONED, EMPLOYMENT IS RECOVERED, BUT NOT TO 2019 LEVELS.  
[03:56:31] AS YOU ALL KNOW, AND AS HAS BEEN  
[03:56:33] MENTIONED, GOVERNMENT INTERVENTION IS SIGNIFICANT ON THE FEDERAL, STATE AND  
[03:56:37] LOCAL LEVELS. WE'LL TALK MORE ABOUT THAT IN HERE IN A MOMENT. IT COMES AS NO  
[03:56:42] SURPRISE THAT THIS KIND OF ECONOMIC SHOCK WILL LIKELY TAKE MULTIPLE YEARS,  
[03:56:47] AND WE HAVE SEEN AND UNEVEN RECOVERY.  
[03:56:51] WHILE THERE HAVE BEEN CERTAIN INDUSTRY SECTORS THAT HAVE SEARCHED TWO IN PAST  
[03:56:56] 2019 LEVELS. OVERALL, MANY HAVE DECLINED. NEXT SLIDE, PLEASE.  
[03:57:05] SO THIS SLIDE SUMMARIZES KING  
[03:57:09] COUNTY'S COVID RECOVERY RESPONSE TO DATE, WHICH INCLUDES ALL OF THE ITEMS  
[03:57:14] YOU SEE HERE AS WE SPEAK. IN FACT, IT MAY HAVE ALREADY HAPPENED. I'M NOT SURE.  
[03:57:19] I DON'T KNOW IF CASE WATCHING OR ANY OF YOU ARE WATCHING ALONG ON KING COUNTY  
[03:57:22] TV, BUT THE COUNTY COUNCIL IS POISED TO PASS WHAT WILL BE THE LARGEST  
[03:57:26] SUPPLEMENTAL BUDGET IN COUNTY HISTORY, ENTITLED COVID7. THIS BUDGET IS  
[03:57:31] AROUND 630,000,000 DOLLARS PROPOSED FROM THE EXECUTIVE CONSTANTINE, WHICH  
[03:57:37] INCLUDES 337,000,000 FROM THE RESCUE ACT AS WELL AS 247,000,000 IN STATE AND FEMA  
[03:57:43] FUNDS AND THEN 16,000,000 FROM THE COUNTY'S GENERAL FUND. THE BALANCE OF  
[03:57:48] THE RESCUE ACT FUNDS ARE EXPECTED TO BE INCLUDED IN SUBSEQUENT SUPPLEMENTAL  
[03:57:52] BUDGETS LATER THIS YEAR. IN FACT, THE COVID EIGHT BUDGET IS ALREADY IN  
[03:57:57] CONVERSATIONS ABOUT THAT EXECUTIVE CONSTANTINE SPENDING PROPOSAL INCLUDES  
[03:58:03] THREE KEY PRIORITIES WHICH ARE CONTINUING AND EXPANDING THE PUBLIC  
[03:58:07] HEALTH RESPONSE, WHICH IS APPROXIMATELY 42% OF THE ABOVE MENTIONED BUDGET.  
[03:58:12] COMMUNITY SUPPORTS, WHICH IS  
[03:58:14] APPROXIMATELY 33% JOBS IN ECONOMIC RECOVERY AND JOBS AND ECONOMIC RECOVERY,  
[03:58:19] WHICH IS APPROXIMATELY 22% IN THE BALANCE IS ADMINISTRATIVE AND OTHER COSTS.  
[03:58:26] OF THAT, THE ECONOMIC RECOVERY BREAKDOWN  
[03:58:29] IS APPROXIMATELY 92,000,000 AND I WON'T GO INTO TOO MUCH DETAIL HERE, BUT ABOUT  
[03:58:34] 25,000,000 OF THAT IS FOR A BIPOC BUSINESS AND ECONOMIC RESILIENTLY  
[03:58:38] RESILIENCY FUND THAT CAME OUT OF THE COUNTY'S RACISM AS A PUBLIC HEALTH  
[03:58:43] CRISIS EFFORT IN PROCLAMATION THAT WAS MADE DURING THE SOCIAL UNREST. THESE  
[03:58:49] FUNDS WILL BE ALLOCATED THROUGH A COMMUNITY LED PROCESS AND WILL INVEST IN  
[03:58:52] ECONOMIC OPPORTUNITIES FOR RESIDENTS WHO ARE BLACK, INDIGENOUS AND PEOPLE OF  
[03:58:56] COLOR COMMUNITIES. 20,000,000 WILL BE TO SUPPORT ORGANIZATION TO THE CREATIVE  
[03:59:02] ECONOMY WHICH WAS HIT HARDEST, AS KATE MENTIONED BY COVID RELATED RESTRICTIONS.  
[03:59:06] AND THESE FUNDS WILL HELP COMMUNITY, ARTS, CULTURAL AND SCIENCE INSTITUTIONS  
[03:59:11] RESUME OPERATIONS AND KEEP PEOPLE IN THEIR JOBS. APPROXIMATELY 10,000,000  
[03:59:15] WILL GO TO FUND NEW CONSTRUCTION, APPRENTICESHIP AND JOB TRAINING PROGRAMS  
[03:59:18] THAT SUPPORT CITIES, SCHOOL DISTRICTS AND COLLEGES, CREATING LOCAL HIRE  
[03:59:22] PROGRAMS IN UNDERSERVED AREAS THROUGHOUT KING COUNTY. 4,000,000. APPROXIMATELY  
[03:59:28] WILL BE PROVIDED AS STARTUP FUNDING FOR STATEWIDE BEHAVIORAL  
[03:59:36] HEALTH APPRENTICESHIP PROGRAM TO HELP TACKLE CHRONIC WORKFORCE ISSUES WHICH  
[03:59:40] WERE A BIG ISSUE PRE PANDEMIC AND HAVE ONLY BEEN EXACERBATED BY THE CURRENT  
[03:59:45] PANDEMIC, ESPECIALLY AMONG BIPOC COMMUNITIES AND LGBT PLUS COMMUNITIES.  
[03:59:51] 9,000,000 WILL CONTINUE SMALL BUSINESS GRANTS. 9,000,000 WILL BE TO CONTINUE  
[03:59:57] SMALL BUSINESS GRANTS AND UNINCORPORATED KING COUNTY AND ALSO REDUCING A BACKLOG  
[04:00:02] OF PERMITS IN THE DEPARTMENT OF LOCAL SERVICES, WHICH SERVES UNINCORPORATED  
[04:00:05] KING COUNTY. 10,000,000 WILL BE FOR FOUR CULTURES ARTS RECOVERY FUND AND THEN A  
[04:00:11] MILLION TO CREATE ECONOMIC PATHWAYS FOR YOUTH AND YOUNG ADULTS INVOLVED IN GUN  
[04:00:15] VIOLENCE. THERE'S ALSO THE KING COUNTY JOBS PROGRAM AT APPROXIMATELY  
[04:00:19] 40,000,000, WHICH IS A NEW PROGRAM THAT WILL CREATE OVER 400 NEW TEMPORARY JOBS  
[04:00:25] AND RECRUIT PEOPLE TO FILL THEM FROM COUNTY SHELTER OR EMERGENCY AND  
[04:00:29] SUPPORTED HOUSING PROGRAMS. OKAY, NEXT SLIDE, PLEASE.  
[04:00:36] ALRIGHT, SO HAPPY TO TELL YOU THAT THE  
[04:00:40] COUNCIL DID JUST PASS COVID SEVEN. SO I GOT A TEXT SAYING THAT IT HAD PASSED.  
[04:00:45] SO THESE ARE REALLY OUR PRIORITIES IN ECONOMIC RECOVERY. DAVE, I SAW YOU  
[04:00:51] GIVING US A HAND SIGNAL. DOES THAT MEAN KEEP MOVING A LITTLE TIME REMINDER?  
[04:00:55] GUYS, IF YOU COULD KIND OF SURFACE, I  
[04:00:57] THINK WE'VE GOT SOME QUESTIONS FOR YOU, BUT I DIDN'T WANT TO JUST DISRUPT RIGHT  
[04:01:01] IN THE MIDDLE OF YOUR PRESENTATION. I WAS JUST GIVING YOU A TIME REMINDER.

[04:01:04] OKAY. ALL RIGHT. SO HERE OUR EXECUTIVE CONSTANTINE AND KING COUNTY  
[04:01:10] ECONOMIC RECOVERY PRIORITIES. SO EQUITABLE ECONOMIC DEVELOPMENT,  
[04:01:15] OBVIOUSLY. CREATIVE ECONOMY STRATEGY. OUR UNINCORPORATED KING COUNTY STRATEGY  
[04:01:21] IS ONE THAT HAS MUCH FOCUS ON IT RIGHT NOW AS WE ARE REALLY TRYING TO PROVIDE  
[04:01:27] ADEQUATE SUPPORT AND TECHNICAL ASSISTANCE TO SMALL BUSINESSES  
[04:01:30] THROUGHOUT UNINCORPORATED KING COUNTY WHO HAVE BEEN SO CHALLENGED DURING THE  
[04:01:34] PANDEMIC. I'M GOING TO LEAVE IT AT THAT AND CONTINUE MOVING ON TO OUR NEXT  
[04:01:40] SLIDE. YEAH, THESE SHOULD GO VERY QUICKLY. WE JUST  
[04:01:45] WANTED TO MAKE SURE AS WE WERE BUILDING OUR STRATEGIC PLAN AND EXECUTIVE  
[04:01:48] PRIORITY, AS WE MENTIONED BEFORE, THAT WE CLOSELY ADHERED TO KING COUNTY IS  
[04:01:51] TRUE NORTH, WHICH IS MAKING KING COUNTY A WELCOMING COMMUNITY WHERE EVERY PERSON  
[04:01:56] CAN THRIVE AND FEEL VERY CONFIDENT THAT WE HAVE HONORED THAT SPIRIT. NEXT SLIDE.  
[04:02:03] AND SO OUR OVERALL ECONOMIC RECOVERY GOAL IS TO REBUILD AN ANTIRACIST  
[04:02:08] EQUITABLE RESILIENT AND SUSTAINABLE REGIONAL ECONOMY. NEXT SLIDE, PLEASE.  
[04:02:18] SO NOW I WANT TO JUST QUICKLY INTRODUCE OUR STRATEGIC FRAMEWORK.  
[04:02:23] WELL, THESE ARE VERY DIFFICULT TIMES FOR  
[04:02:26] MANY PEOPLE TO CHALLENGE REPRESENTS OPPORTUNITY, AS I MENTIONED. AND SO THIS  
[04:02:31] PRIORITY SEIZES UPON THESE OPPORTUNITIES WHILE HONORING KING COUNTY'S TRUE  
[04:02:35] NORTH. NUMBER ONE, TO EXPAND ACCESS TO LIVING WAGE, HIGH DEMAND JOBS FOR  
[04:02:41] BIPOC COMMUNITIES, THUS NARROWING WHITE AND BIPOC WEALTH, EMPLOYMENT AND WAGE  
[04:02:46] GAPS. NUMBER TWO, ATTRACT A NEW HIGH QUALITY EMPLOYERS AND COUNTIES  
[04:02:51] UNDERSERVED COMMUNITIES, AND MOST IMPORTANTLY, RETAIN THE COUNTY'S HIGH  
[04:02:55] QUALITY EMPLOYERS THAT PAY LIVING WAGES AND SHARE KING COUNTY VALUES OF RACHEL  
[04:02:59] EQUITY, ENVIRONMENTAL SUSTAINABILITY AND WORKERS RIGHTS. NEXT SLIDE.  
[04:03:06] AND SO WE ALSO INTEND TO PROTECT AND RETAIN THE CREATIVE HOSPITALITY AND  
[04:03:11] TOURISM INDUSTRIES AND BUILD A MORE EQUITABLE CREATIVE ECONOMY FOR BIPOC  
[04:03:16] COMMUNITIES. I'M HAPPY TO TALK ABOUT THAT AT LENGTH WITH YOU ALL. I DON'T  
[04:03:19] KNOW IF TIME WILL ALLOW AND LEVERAGE OUR RELATIONSHIPS WITH PARTNER ORGANIZATIONS  
[04:03:25] TO COORDINATE IN ADVANCED WORKFORCE DEVELOPMENT, ECONOMIC DEVELOPMENT IN  
[04:03:28] ECONOMIC RECOVERY EFFORTS. NEXT SLIDE, PLEASE. SO THESE NEXT TWO SLIDES  
[04:03:36] JUST HIGHLIGHT SOME OF THE CRITICAL ACTIONS AND ACCOMPLISHMENTS WE'VE TAKEN  
[04:03:39] IN A LITTLE MORE DEPTH IN THE ECONOMIC RECOVERY AND WORKFORCE DEVELOPMENT  
[04:03:43] SPACE. FOR TIME SAKE. WE WON'T GO INTO TOO MUCH DETAIL HERE. I'LL JUST HIT ON A  
[04:03:47] FEW OF THEM. OKAY. DO YOU WANT TO START WITH NUMBER ONE? I SURE DO. HARBOR  
[04:03:52] ISLAND STUDIOS IS IN PORT COUNTRY, SO I WANT TO BE SURE TO TALK WITH YOU ABOUT  
[04:03:58] THAT. WE HAD A 117,000 SQUARE FOOT WAREHOUSE OWNED BY KING COUNTY.  
[04:04:03] TECHNICALLY, SOLID WASTE THAT HAS NOT HAD A BETTER ALTERNATE USE FOR 18 YEARS.  
[04:04:09] AND IT WAS SO INTERESTING TO HEAR COMMISSIONER BOWMAN TALK ABOUT MEETING  
[04:04:14] SOMEONE IN THE AIRPORT WHO WAS AN IRON WORKER WHO WAS BEING IMPORTED HERE,  
[04:04:20] WE'VE BEEN EXPORTING OUR FILM TALENT FOR YEARS TO OTHER REGIONS, AND WE KNOW WE  
[04:04:26] HAVE HEARD FROM THE FILM INDUSTRY FOR SEVERAL DECADES NOW THE IMPORTANCE OF  
[04:04:30] HAVING A FILM PRODUCTION FACILITY. AND SO WE HAVE LAUNCHED ONE. THERE IS AN  
[04:04:33] EPISODIC PRODUCTION WORKING IN THERE RIGHT NOW. YOU CAN SEE THE JOBS THAT ARE  
[04:04:37] UP THERE AND THOSE ARE UNION FAMILY WAGE JOBS. SO I JUST WANT TO MAKE SURE YOU  
[04:04:44] ALL KNOW ABOUT THAT BECAUSE IT'S AN EXCITING OPPORTUNITY. AND OF THE FUNDING  
[04:04:48] THAT ASHTON WAS REFERENCING IN THE COVID SEVEN BUDGET THAT JUST PASSED A FEW  
[04:04:52] MINUTES AGO, THERE IS 3,000,000 DOLLARS FOR HARBOR ISLAND STUDIO DEVELOPMENT.  
[04:04:57] SO JUST WANTED TO TOUCH ON THAT WHILE WE'RE HERE, THE REST OF THEM YOU CAN SEE  
[04:05:01] IN THE SLIDESHOW UNLESS YOU'RE GOING TO EXPOUND UPON THE ASHTON, JUST HIGHLIGHT  
[04:05:06] THE NEXT TO TWO AND 3 AS THINGS THAT I OVERSEE AS BOOKTA AS WELL KNOWN. AND  
[04:05:12] SOME OF YOU ARE AWARE WE HAVE A TRANSFORMATION VISION AND ARE GOING TO  
[04:05:16] COMPLETE THE LOCAL WORKFORCE FOR TRANSFORMATION VERY SOON NEXT MONTH.  
[04:05:21] ACTUALLY, WE HOPE TO GET A VOTE FROM THE BOARD, WHICH IS A REALLY INTEGRAL  
[04:05:26] TRANSFORMATION TO ALLOW FOR MORE STRATEGY, MORE POLICY ON THE LOCAL  
[04:05:31] WORKFORCE DEVELOPMENT BOARD, AND MINIMIZING THE COMPLIANCE AND FIDUCIARY  
[04:05:35] RESPONSIBILITIES, WHICH THIS BOARD TENDS TO GET BOGGED DOWN INTO A SMALLER  
[04:05:39] COMMITTEE. SO THAT'S EXCITING. ALSO EXCITING IS A REDESIGNATION AND JUST A  
[04:05:44] REFRESHING OF SORTS OF THE ASSOCIATE DEVELOPMENT ORGANIZATION, WHICH IS A  
[04:05:47] PRIMARY PARTNER OF OURS THAT THE EXECUTIVE DESIGNATES AND PARTNERS WITH  
[04:05:52] THE WASHINGTON DEPARTMENT OF COMMERCE AND OUR ECOSYSTEM PARTNERS TO CONDUCT  
[04:05:57] BUSINESS RETENTION AND EXPANDING, HAVE BEEN WORKING CLOSELY WITH DAVE AND  
[04:06:01] BOOKTA ON THAT AND LOOK FORWARD TO A CONTINUED PARTNERSHIP. I THINK WE CAN GO  
[04:06:06] TO THE NEXT SLIDE, AND THIS IS JUST SOME MORE IN DEPTH. WE WON'T GO THROUGH THE

[04:06:10] LINE BY LINE, BUT SOME OF THE ACCOMPLISHMENTS OVER THE LAST 15 PLUS  
[04:06:15] MONTHS AND IN TERMS OF OPPORTUNITIES, JUST ON  
[04:06:22] BEHALF OF OUR SENIOR LEADERSHIP TEAM, THE EXECUTIVE, WE REALLY APPRECIATE YOUR  
[04:06:27] ONGOING PARTNERSHIP. THANK YOU FOR THIS SENSE OF REGIONALISM THAT WE ALL HAVE  
[04:06:34] AND WORKING TOGETHER AS ONE. I CAN'T THANK YOU ENOUGH FOR THAT. AS I  
[04:06:38] MENTIONED, THE ADO PARTNERSHIP WITH DAVE AND THE ECONOMIC DEVELOPMENT GRANT  
[04:06:43] PARTNERSHIP AND HIS CONVENING OF THE KING COUNTY CITIES. AND KATE.  
[04:06:50] YES. FUTURE DEVELOPMENT OF HARBOR ISLAND STUDIOS WOULD LOVE TO HAVE SOME  
[04:06:54] CONVERSATION WITH YOU ALL ABOUT THAT RIGHT NOW. ONE OF THE THINGS THAT WE ARE  
[04:06:59] REALLY LOOKING FOR IS SOME SORT OF PARKING SOLUTION. AND IF ANYONE HAS  
[04:07:04] IDEAS ON THAT, I WELCOME YOU TO CONTACT ME INDIVIDUALLY IF THAT MAKES SENSE.  
[04:07:09] AND ALSO, I KNOW THE PORT OWNS A LOT OF  
[04:07:11] REAL ESTATE. FILM PRODUCTION IS ALWAYS LOOKING FOR SPACE TO PRODUCE IN NOW HAVE  
[04:07:17] AN OFFICIAL SOUND STAGE, BUT MANY THINGS CAN BE PRODUCED IN A WAREHOUSE OR AN  
[04:07:21] EMPTY BUILDING. AND SO I WOULD LOVE TO STAY IN TOUCH WITH YOU ABOUT THAT AS WE  
[04:07:25] MOVE FORWARD AS WELL. AND APPRENTICESHIPS ARE IN THE PIPELINE FOR  
[04:07:30] THE SOUND STAGE DOWN THE ROAD. WOULD BE HAPPY TO TALK WITH THE PORT ABOUT  
[04:07:34] WHETHER THERE'S ANY OPPORTUNITY THAT INTERESTS YOU THERE. NEXT SLIDE,  
[04:07:39] PLEASE. YEAH. THAT WOULD JUST EXPAND ON WHAT KATE SAID. WE WOULD BE VERY  
[04:07:45] INTERESTED AS WE LOOK AT OUR OWN INVENTORY AND STRATEGIC ASSETS AS A  
[04:07:49] COUNTY, WHICH ARE BEST AS ARE THE PORT, AND THINK CREATIVELY ABOUT HOW WE MIGHT  
[04:07:54] REPURPOSE AND RE ADAPT THOSE ASSETS TO SERVE OUR ECONOMIC RECOVERY PRIORITIES.  
[04:07:59] WE WOULD WELCOME ANY CONVERSATIONS TO THAT END AGAIN. THANK YOU. AND WE'LL  
[04:08:05] TAKE TIME FOR QUESTIONS NOW. THANK YOU, ASTON. AND KATE AND I'M GOING TO TURN IT  
[04:08:09] BACK OVER TO MICHELLE QUESTIONS. THANK YOU. BEGINNING WITH COMMISSIONER  
[04:08:13] STEINBRUECK. YEAH. I APOLOGIZE. I HAD TO STEP OUT. I WILL TRY TO FOLLOW UP WITH  
[04:08:18] SOME OF THE PRESENTATIONS THAT I HAD TO MESS, BUT I'LL PASS ON THE QUESTIONS.  
[04:08:23] THANK YOU. THANK YOU, SIR. COMMISSIONER  
[04:08:25] CHO, I'LL PASS AS WELL. THANK YOU. COMMISSIONER CALKINS.  
[04:08:31] YEAH. THANKS FOR THE PRESENTATION. SOMETHING YOU SAID, KATE KIND  
[04:08:38] OF REMINDED ME OF A QUESTION I'VE ALWAYS HAD, WHICH IS WE'VE GOT THIS FILM  
[04:08:44] PRODUCTION STUDIO THAT YOU GUYS INITIATED, WHICH I THINK IS TREMENDOUS.  
[04:08:47] IT'S A GREAT OPPORTUNITY TO OPEN UP  
[04:08:49] OPPORTUNITIES FOR A CREATIVE COMMUNITY HERE AND USE AND OTHERWISE UNDERUTILIZED  
[04:08:54] FACILITY. I WILL SAY WE WOULD LOVE THAT LAND FOR PORT OPPORTUNITIES. AND SO IT'S  
[04:09:00] MOMENTS LIKE THIS WHEN I THINK, BOY, WOULDN'T IT BE NICE FOR SOUND TRANSIT,  
[04:09:04] THE CITY OF SEATTLE, KING COUNTY, THE PORT, THE STATE TO ALL SIT DOWN AND SAY,  
[04:09:09] HEY, WE'VE ALL GOT SOME PROPERTIES THAT MAYBE DON'T FIT SQUARELY WITHIN OUR OWN  
[04:09:14] PORTFOLIO, BUT MIGHT MAKE SENSE FOR ANOTHER PUBLIC AGENCY AND THINK ABOUT A  
[04:09:18] LAND SWAP OF SOME SORT WHERE WE MIGHT BE ABLE TO USE A PROPERTY ON T 18, BUT  
[04:09:23] MIGHT HAVE ANOTHER AREA THAT WOULD MAKE MORE SENSE FOR CITY OR COUNTY OR SOUND  
[04:09:29] TRANSIT. AND SO JUST KNOW THAT AS YOU MENTIONED, THE NEED FOR MORE SPACE. WE  
[04:09:34] TOO ARE ALWAYS LOOKING FOR SPACES THAT ARE APPROPRIATE FOR US, TOO. SO THAT  
[04:09:38] KIND OF CREATIVE USE OF PUBLICLY OWNED ASSETS IN A WAY THAT'S OPTIMIZED.  
[04:09:46] THANKS FOR YOUR PRESENTATION. THANK YOU. THANK YOU, COMMISSIONER CALKINS.  
[04:09:51] COMMISSIONER BOWMAN, GREAT. THANK YOU.  
[04:09:53] AND YOU ALL COVERED SO MUCH. THERE'S JUST A LOT OF MATERIAL THERE, SO THANK  
[04:09:57] YOU. AND I'M SORRY IT WAS AT THE END OF THE MEETING, BUT PLEASE KNOW THAT WE'RE  
[04:10:01] ALL PAYING CLOSE ATTENTION AT ONE THING YOU DIDN'T MENTION. I JUST WANTED TO  
[04:10:04] BECAUSE I'VE HEARD YOU TALK ABOUT THE APPRENTICESHIP OPPORTUNITIES AS WELL.  
[04:10:08] JUST FOR FOLKS TO REMEMBER, THERE ARE ALSO CARPENTERS, ELECTRICIANS,  
[04:10:13] ALL OF THAT. I'VE HEARD YOUR PRESENTATION BEFORE, SO I JUST WANTED TO  
[04:10:17] CALL THAT OUT. IT'S NOT JUST THE CREATIVE CLASS, WHICH IS VERY IMPORTANT,  
[04:10:21] BUT ALSO A LOT OF OTHER CAREER OPPORTUNITIES RELATED TO THAT.  
[04:10:25] COMMISSIONER CALKINS, I LOVE THE IDEA OF  
[04:10:28] PARTNERING WITH OTHER AGENCIES AND SITTING DOWN AND THINKING ABOUT SOME  
[04:10:31] SORT OF A LAND SWAP. I HAD SOMEWHAT OF A SIMILAR IDEA EARLIER IN THE WEEK, SO WE  
[04:10:37] SHOULD ALL TALK. BUT THANK YOU AGAIN, AS WE TALKED ABOUT EARLIER, WHEN PAMELA  
[04:10:41] IS ON THE PHONE, REALLY JUST APPRECIATE HOW MUCH WORK THE CITY IS PUT IN. AND  
[04:10:45] YOU GUYS ARE JUST DOING THE YEOMAN'S WORK OF TRYING TO HELP THIS  
[04:10:48] REVITALIZATION HAPPEN, AND SO JUST COUNT US AS PARTNERS. I KNOW THAT THERE'S  
[04:10:53] TIMES WHEN PEOPLE JUST THINK ABOUT US AS MARITIME IN THE AIRPORT, BUT WE REALLY  
[04:10:58] ARE, AS WE SAID IN THE BEGINNING OF THE MEETING ABOUT TOURISM AS WELL, AND



[04:11:02] MAKING SURE THAT WE'VE GOT AN ACTIVE WATERFRONT TIED TO THE DOWNTOWN, THAT  
[04:11:07] OUR STREETS ARE SAFE. WE CARE ABOUT THESE THINGS AS MUCH AS ANY OTHER  
[04:11:11] ORGANIZATION IN THE CITY. SO I JUST WANT TO THANK YOU FOR YOUR WORK.  
[04:11:16] THANK YOU, COMMISSIONER.BOWMAN.  
[04:11:19] COMMISSIONER FELLEMAN. THANK YOU AGAIN. I HAD A COUPLE OF QUESTIONS ABOUT WHEN  
[04:11:27] YOU TALKED ABOUT UNINCORPORATED KING COUNTY. ONE OF THE THINGS WHEN YOU GET  
[04:11:32] ELECTED TO A STATE COUNTY WIDE OFFICE, YOU HAVE TO ALLOW LET ME SEE ALL THESE  
[04:11:36] CORNERS OF THIS COUNTY. IT'S PRETTY MASSIVE. AND THEN I SAW THAT IT'S LIKE  
[04:11:40] IT INCLUDES PORTIONS OF THE ALPINE LAKES WILDERNESS. WHO WOULD HAVE THOUGHT THAT  
[04:11:46] WE HAVE WILDERNESS PROPERTY INSIDE KING COUNTY? AT LEAST I DIDN'T. AND SO I'VE  
[04:11:51] ALWAYS THOUGHT THAT FROM WELL, I'M REALLY PURSUING ECOTOURISM TYPE  
[04:11:57] OPPORTUNITIES AND THAT IT'S REALLY THE THE UNINCORPORATED PART OF THE COUNTY  
[04:12:01] WHERE IT REALLY HAS THE OPPORTUNITY SMALL BUSINESSES TO POTENTIALLY BE  
[04:12:05] GATEWAYS TO SOME OF THESE PLACES AND HAVE A THERE ARE REI SET UP IN ISSAQUAH  
[04:12:11] OR THINGS LIKE THAT. THAT WOULDN'T BE THAT SMALLER BUSINESS. BUT HAVE YOU  
[04:12:15] LOOKED INTO EXPLORED THE I KNOW YOU HAD EXCUSE ME, BUT YOU HAD DONE THIS  
[04:12:21] SUBSTANTIAL TOURISM GRANT TO THE SOUTH SOUND ALLIANCE, RIGHT? IT WAS LIKE  
[04:12:26] 5,000,000 DOLLARS OR SOMETHING LIKE THAT. AND I WAS WONDERING, HAVE YOU YOUR  
[04:12:31] TOURISM PROGRAM IS REALLY WHAT I'M INTERESTED IN AND WHETHER YOU'VE LOOKED  
[04:12:34] INTO THE THE ECO SIDE OF THE TOURISM BUSINESS?  
[04:12:41] WELL, WE DID INDEED AWARD TOURISM FUNDS EARLY ON IN THE PANDEMIC BECAUSE WE  
[04:12:47] NEEDED TO WELL, FOR OBVIOUS REASONS, THE INDUSTRY WAS SO HARD HIT, AND THAT  
[04:12:51] IS ACTUALLY PART OF A KING COUNTY ECOSYSTEM THAT FUNDS FOR CULTURE FOR  
[04:12:57] CULTURE IS FUNDED BY A HEADS AND BEDS TAX. IF THERE IS NO TOURISM, THERE'S NO  
[04:13:00] ONE STAYING IN HOTELS, AND THEN THERE IS NO FUNDING FOR ARTS AND CULTURE. SO  
[04:13:04] THERE'S A WHOLE ECOSYSTEM THERE THAT WE WERE VERY INTENTIONAL ABOUT. AND I'M  
[04:13:09] SORRY TO SAY WE DIDN'T DO 5,000,000 DOLLARS TO THE SOUTHSIDE REGIONAL  
[04:13:12] TOURISM AGENCY, BUT WE DID DO 2,000,000 DOLLARS EARLY ON TO THE SOUTHSIDE  
[04:13:17] REGIONAL TOURISM AGENCY. AND ECOTOURISM IS NOT SOMETHING THAT WE'VE BEEN KEENLY  
[04:13:22] FOCUSED ON, TO BE QUITE HONEST. BUT IT DOES SEEM LIKE THERE'S TREMENDOUS  
[04:13:26] OPPORTUNITY THERE. AND OUR UNINCORPORATED KING COUNTY WORK HAS  
[04:13:29] REALLY BEEN FOCUSED ON SMALL BUSINESS STABILIZATION AND RETENTION RIGHT NOW.  
[04:13:35] BUT TAKING YOUR THOUGHTS INTO CONSIDERATION, COMMISSIONER, THANK YOU.  
[04:13:39] I KNOW DOW WAS THE CHAMPION OF THAT BUS  
[04:13:43] TO THE RIGHT, A TRAILHEAD DIRECT. IT IS RELAUNCHED. IT IS UP AND RUNNING AGAIN.  
[04:13:49] AND THE WHOLE PURPOSE OF THAT IS FOR FOLKS WHO DON'T HAVE EASY TRANSPORTATION  
[04:13:53] TO GET OUT TO NATURE. THAT'S THE GOAL. AND SO WE DO INDEED FUND THAT PROGRAM.  
[04:13:58] I SEE A GREAT OPPORTUNITY THERE.  
[04:14:01] ALSO, WE'RE GOING TO HAVE A STEADY SESSION COMING UP JUST BROADLY. I SEE  
[04:14:07] MANY, MANY OPPORTUNITIES FOR THE COUNTY AND THE PORT TO DO MORE WORK TOGETHER.  
[04:14:10] SO THE LAND COLLABORATION IS CERTAINLY ONE OF THEM. AND WE'RE LOOKING I MEAN,  
[04:14:14] I WAS LOOKING AT THERE'S LIKE A CHECKER BOARD OF COUNTY PROPERTY ALONG THE  
[04:14:18] DUWAMISH THAT WE COULD EASILY TRY TO PIECE TOGETHER SOME STUFF. BUT THE  
[04:14:25] SEE, NOW I'M JUMPING AROUND ALL THIS PLACES. I'M LOSING MY TRACK. THE OTHER  
[04:14:32] OPPORTUNITIES IS LIKE GETTING BETTER BUS SERVICE TO SEATAC. I MEAN, IT'S JUST  
[04:14:38] INCREDIBLE TO ME THAT WE HAVE THIS HUGE TRANSPORTATION CENTER THAT IS SO POORLY  
[04:14:44] SERVED BY MASS TRANSIT AND THAT THERE'S, YOU KNOW, AGAIN, GETTING PEOPLE  
[04:14:50] FROM THE AIRPORT TO DOWNTOWN WITHOUT NEEDING CARS. AND CERTAINLY SOUND  
[04:14:55] TRANSIT IS A REALLY A LOT OF STOPS. AND SO DIRECT BUS SERVICE IS  
[04:15:01] SOMETHING THAT I KNOW WOULD BE A HUGE POINT OF COLLABORATION. IT WAS  
[04:15:09] TOWARDS THE END OF THE DAY. SO I'M  
[04:15:11] STAMMERING A LITTLE BIT HERE. WE ARE EMBARKING UPON A STUDY LOOKING AT  
[04:15:16] SUSTAINABLE AVIATION FUELS. TOGETHER. WE'RE USING YOUR MUNICIPAL SOLID WASTE  
[04:15:20] FROM CEDAR HILLS, WHICH WE'RE VERY MUCH EXCITED ABOUT DOING THAT. AND THAT  
[04:15:25] BRINGS ME TO THE OTHER PLACE WHERE I KNOW YOU'VE HAD AIRPORT PROJECTS AS A  
[04:15:30] GENERAL CATEGORY IN SOME OF YOUR ECONOMIC RECOVERY EFFORTS. AND I WAS  
[04:15:36] JUST WONDERING, COULD YOU SHARE WITH US SOME OF THE THINGS THAT ARE GOING ON?  
[04:15:39] IT KING COUNTY INTERNATIONAL.  
[04:15:42] YEAH. SO I CAN SPEAK A LITTLE BIT TO  
[04:15:46] THAT. AND THE KIND OF THE BOTTOM LINE, THEY ARE IN PROCESS. SO THE KING COUNTY  
[04:15:52] INTERNATIONAL AIRPORT. SO TOM PARROT, WHO IS THE EXECUTIVE DIRECTOR, IS ON OUR  
[04:15:58] ECONOMIC RECOVERY PRIORITY TEAM. AND SO WE ARE WORKING CLOSELY WITH HIM ON SOME  
[04:16:05] BUSINESS RETENTION EXPANSION, TENANT RELATIONS EFFORTS THERE.

[04:16:10] AND ALSO HOW WE CAN POTENTIALLY  
[04:16:14] JUST LIKE I MENTIONED EARLIER, WITH ADAPTIVE REUSE OR LEVERAGING THAT  
[04:16:20] ASSET, HOW CAN WE LEVERAGE IT TOWARDS SPECIFIC ECONOMIC RECOVERY OUTCOME? SO I  
[04:16:25] WOULD SAY IT'S MORE IN PROCESS. WE ARE ALSO REVITALIZING THE KING COUNTY  
[04:16:32] AIR SPACE ALLIANCE AND HAVE PUT IN THIS IS A SUB LINE ITEM TO WHAT I MENTIONED  
[04:16:37] EARLIER 250,000 DOLLARS PROPOSAL IN THE COVID SEVEN BUDGET, WHICH I HEARD  
[04:16:43] WAS JUST APPROVED TO DO A COMPETITIVE ANALYSIS OF THE COUNTY WIDE COMPETITIVE  
[04:16:48] ANALYSIS THAT WOULD INCLUDE A SUPPLY CHAIN MAPPING EXERCISE, WHICH IS BADLY  
[04:16:53] NEEDED. THE LAST ONE WAS DONE BACK IN 2012 AS PART OF THE KING COUNTY  
[04:16:58] AIR SPACE ALLIANCE. SO THE EXECUTIVE HAS EXPRESSED INTEREST IN THAT. AND THERE  
[04:17:02] ARE SEVERAL OTHER YOUTH WORKFORCE INITIATIVES THAT ARE ASSOCIATED WITH KING  
[04:17:07] COUNTY AIR SPACE ALLIANCE THAT WE'LL BE LOOKING AT TO GET RE LAUNCHED AS WELL.  
[04:17:11] AND THAT'S GREAT. THERE'S LIKE YOUTH  
[04:17:14] CONSERVATION CORE TYPE PROGRAMS, I THINK, AT THE COUNTY LEVEL AS WELL. AND  
[04:17:18] THAT'S SOMETHING THAT WE'RE DOING A LOT OF WORK IN THE DUWAMISH DEALING WITH,  
[04:17:22] LIKE DIRT CORE AND THESE OTHER VERY POPULAR SOUNDING NAMES. BUT ANYWAY, I'M  
[04:17:26] REALLY HAPPY TO HEAR THE BROAD RANGE OF THINGS THAT YOU FOLKS ARE UP TO. AND I  
[04:17:32] THINK IT WAS A GREAT OPPORTUNITY TO FIND WAYS IN WHICH WE CAN IDENTIFY FUTURE  
[04:17:36] COLLABORATIONS. SO THANKS SO MUCH FOR TAKING THE TIME TO BE WITH US TODAY.  
[04:17:40] AND I THINK UNLESS IT'S ANY FURTHER QUESTIONS, DAVE,  
[04:17:45] NO, I'M SORRY.  
[04:17:48] AND I APPRECIATE THE COMMISSION'S  
[04:17:52] PATIENCE. I THINK THIS IS IMPORTANT STUFF. AND I'VE BEEN ON YOUR LISTENING  
[04:17:56] TOURS, AND I THINK THERE'S A LOT OF THINGS THAT WE COULD PARTNER WITH, BUT  
[04:18:01] THERE'S A LOT OF PARTNERS THAT WE CAN ALIGN WITH TO GLAD BRIDGE WHAT WE'RE  
[04:18:05] TRYING TO DO. AND I THINK THIS IS AN IMPORTANT TIME WE'RE SPENDING TOGETHER  
[04:18:10] WITH OUR BIGGEST GOVERNMENT PARTNERS WITH, FRANKLY, A LOT OF BUDGET RESOURCES  
[04:18:15] THAT I THINK WE CAN REALLY PARTNER TOGETHER AND DRIVE EQUITABLE RECOVERY.  
[04:18:20] SO, AGAIN, APPRECIATE THE PATIENCE.  
[04:18:22] THIS IS THE LAST SPEAKER, CHRIS GREEN.  
[04:18:24] HE'S OUR ASSISTANT DIRECTOR WITH THE WASHINGTON DEPARTMENT OF COMMERCE. I CAN  
[04:18:29] OUTLINE SOME OF THEIR INITIATIVES. ONE LAST ROUND OF QUESTIONS, AND I PROMISE  
[04:18:33] WE'RE DONE. MR MCCAIN AND MR COMMISSION PRESIDENT BEFORE WE CONTINUE, I JUST  
[04:18:37] WANT TO NOTE FOR THE RECORD, THAT COMMISSIONER BOWMAN HAD TO LEAVE THIS  
[04:18:40] MEETING. VERY GOOD. BUT WE HAVE COMMISSIONER STEINBRUECK BACK, SO  
[04:18:45] THEY'RE JUST TRADING PLACES. AND I TALK TO CHRIS READY TO GO. HEY, DAVE,  
[04:18:52] THANKS A LOT. COMMISSION PRESIDENT FELLEMAN, THANK YOU. AND TO YOUR CO COMMISSIONERS.  
[04:18:55] THANKS FOR HAVING US AND TO EXECUTIVE DIRECTOR METRUCK. IT'S GREAT TO BE HERE.  
[04:18:59] I'LL TRY TO MOVE SOMEWHAT QUICKLY AND SEE IF THERE'S A COUPLE OF QUESTIONS.  
[04:19:03] SO PLEASE GO TO THE NEXT SLIDE.  
[04:19:05] THIS IS JUST A REMINDER ABOUT THE BREADTH AND DEPTH OF HOW MUCH DIFFERENT  
[04:19:10] WORK COMMERCE DOES. SO WE'VE GOT OUR HANDS IN A LOT OF DIFFERENT ACTIVITIES.  
[04:19:14] I'LL MOSTLY BE TALKING ABOUT BUSINESS ASSISTANCE TODAY, NEXT SLIDE. SO  
[04:19:21] OVERALL, AS WE THOUGHT ABOUT RECOVERY, THESE KIND OF CORE TENANTS HAVE BEEN THE  
[04:19:26] THINGS THAT THE STATE HAS FOCUSED IN AND AROUND. AND I'LL TOUCH ON SOME OF THESE  
[04:19:30] THINGS THROUGHOUT THE DECK TODAY. BUT IF FOLKS HAVE SEEN US PRESENT FOR THE LAST  
[04:19:34] YEAR OR SO, THESE ARE THE KINDS OF THINGS WE'VE BEEN TALKING ABOUT. I THINK  
[04:19:37] THEY MATCH A LOT OF THINGS. WE'VE HEARD OTHER FOLKS TALK ABOUT NEXT SLIDE.  
[04:19:42] AND THIS IS JUST A BRIEF. YOU GUYS HAVE  
[04:19:45] SEEN THINGS LIKE THIS BEFORE, BUT YOU CAN SEE THIS IS A NATIONAL LOOK. THIS IS  
[04:19:49] THE DEPTH OF THE DROP IN GDP AND Q TWO LAST YEAR AND THE REBOUND IN Q THREE.  
[04:19:55] SO LOTS OF VOLATILITY ON THINGS WE'VE  
[04:19:58] EVER SEEN BEFORE. I THINK YOU'VE SEEN THINGS LIKE THIS. NEXT SLIDE.  
[04:20:04] ONE OF THE THINGS THE TWO SLIDES AGO  
[04:20:07] I MENTIONED IS FOCUS ON DATA. ONE OF THE THINGS THAT THE STATE DID WAS TO CREATE  
[04:20:12] THIS WASHINGTON RECOVERY DASHBOARD. SO THIS SLIDE HERE, IT'S ACTUALLY YOU CAN  
[04:20:16] FIND THAT ON COMMERCE WI GOV, AND YOU CAN LOOK AT A WHOLE HOST OF DIFFERENT  
[04:20:21] METRICS. YOU CAN PLAY WITH THE DATA. YOU CAN TOGGLE TIMELINES BACK AND FORTH.  
[04:20:25] THIS IS JUST AN EXAMPLE OF WHERE  
[04:20:27] WASHINGTON IS RIGHT NOW COMPARED TO JUST A HANDFUL OF OTHER STATES IN THE UNITED  
[04:20:31] STATES IN TERMS OF EMPLOYMENT DECLINE SINCE THE BEGINNING OF THE RECESSION.  
[04:20:35] SO YOU SEE THE BIG DROP, YOU SEE THINGS  
[04:20:37] BEGIN TO REBOUND, AND WASHINGTON IS NOW WE'RE NOW BETTER OFF THAN WE WERE AT THE

[04:20:41] DEEPEST POINT OF THE GREAT RECESSION, AND WE'RE ON PAR WITH THE NATIONAL  
[04:20:45] AVERAGE IN PLACES LIKE TEXAS AND NEW YORK. NEXT SLIDE,  
[04:20:49] AGAIN FROM OUR DASHBOARD HERE, THIS IS  
[04:20:53] JUST ANOTHER EXAMPLE OF SOME DATA, AND ANYBODY CAN LOOK AT THE INTENTION WAS  
[04:20:56] FOR THIS TO BE A PUBLIC ASSET THAT FOLKS CAN USE. AND WE'RE GLAD TO SEE THAT MANY  
[04:21:00] FOLKS ARE. BUT IF YOU LOOK ON THE FAR RIGHT COLUMN IS THE MOST REMAIN HERE.  
[04:21:05] LEISURE AND HOSPITALITY STILL HAS THE  
[04:21:08] DEEPEST IMPACT IN TERMS OF EMPLOYMENT FROM THE BEGINNING OF THE RECESSION  
[04:21:12] UNTIL NOW. AND IF YOU LOOKED AT THIS SAME CHART, I DON'T KNOW. 6 OR 8  
[04:21:16] MONTHS AGO, MOST OF THOSE NUMBERS WOULD BE DOUBLE DIGITS ON THE FAR RIGHT SIDE  
[04:21:19] IN THE NEGATIVE. SO THINGS HAVE IMPROVED A LITTLE BIT, SPECIFICALLY ON  
[04:21:22] MANUFACTURING. NO SURPRISE. STILL WAYS TO GO WITH LEISURE AND HOSPITALITY.  
[04:21:27] NEXT SLIDE.  
[04:21:30] AND AGAIN, ANOTHER ONE I'LL BRUSH PAST.  
[04:21:32] I THINK YOU ALL HAVE SEEN THINGS LIKE  
[04:21:34] THIS. THIS IS A NATIONAL DATA SET THAT WE GET. THIS IS BROKEN DOWN BY  
[04:21:37] WASHINGTON, BUT IT GIVES YOU AN IDEA OF THE NUMBER OR PERCENT OF SMALL  
[04:21:41] BUSINESSES IN A COUPLE OF DIFFERENT CATEGORIES THAT HAVE HAD AT LEAST SOME  
[04:21:46] CLOSURE OR HAVE HAD NO TRANSACTIONS FOR SOME PERIOD OF TIME. SO I THINK THE  
[04:21:50] SMALL BUSINESS PART OF THIS RECESSION STILL IS THE MOST IMPACTFUL BASED ON THE  
[04:21:54] DATA WE SEE. NEXT SLIDE, SO WHERE ARE WE DONE AND WHERE ARE WE GOING?  
[04:22:00] WHAT I'LL SPEND A LITTLE BIT OF TIME ON  
[04:22:02] NOW DURING THE LAST YEAR. THESE ARE THE KINDS OF THINGS THAT THE DEPARTMENT  
[04:22:07] OF COMMERCE HAS INVESTED MONEY. AND, OF COURSE, WE GOT A LOT OF THIS THROUGH THE  
[04:22:10] CARES ACT. INITIALLY, A LOT OF FUNDING WENT OUT TO HOUSING AND TRIBES AND LOCAL  
[04:22:15] GOVERNMENTS, AND THE FOLKS ON MY TEAM WORKED A LOT ON GETTING GRANTS OUT TO  
[04:22:18] SMALL BUSINESSES. ALL OF THIS WENT OUT MOSTLY LAST YEAR AND A LITTLE BIT AT THE  
[04:22:24] BEGINNING OF THIS YEAR, AND WE'VE GOT SOME MORE TO DO. NEXT SLIDE, SO THESE  
[04:22:30] ARE THINGS THAT ARE CURRENTLY UNDER WHITE. WE GOT SOME ADDITIONAL FUNDING  
[04:22:34] FROM THE LEGISLATURE IN AN EARLY ACTION BILL. HOUSE BILL 1368 AGAIN, A LOT  
[04:22:39] INVESTED INTO HOUSING AND RENT ASSISTANCE. AND ON THE BUSINESS SIDE,  
[04:22:43] WE'RE IN THE MIDDLE OF DISPERSING FUNDS RELATED TO THIS 283,000,000 IN A VARIETY  
[04:22:49] OF PROGRAMS. ABOUT 240 OF THAT WAS DIRECTLY FOR SMALL BUSINESS GRANTS.  
[04:22:54] AGAIN, AND I THINK WE'VE GOT ABOUT 85% OF THAT NUMBER INTO BANK ACCOUNTS WITH  
[04:23:00] BUSINESSES, AND WE'RE JUST TRYING TO GET THE LAST HANDFUL THEIR FUNDS.  
[04:23:04] NEXT SLIDE,  
[04:23:10] SO THIS JUST GIVES YOU A BREAKDOWN.  
[04:23:14] AND THERE'S MORE INFORMATION ON OUR WEBSITE IF ANYBODY'S INTERESTED ABOUT  
[04:23:17] THE KIND OF VOLUME OF GRANTS. SO WE DISTRIBUTED THROUGH THE FIRST FOUR ROUNDS.  
[04:23:24] THE ROUND FOUR ACTUALLY IS WHAT WE'RE DOING RIGHT NOW. ONE OF THOSE ROUNDS IS  
[04:23:28] RESILIENCY GRANT ROUND IN GREEN THAT WAS FOCUSED ON MINORITY OWNED BUSINESSES.  
[04:23:34] WE WORKED A LOT WITH THE NETWORK OF RESILIENCY PARTNERS. WE HAVE A SPECIAL  
[04:23:38] ROUND OF TARGET JUST TO THAT AUDIENCE, AND WE WILL SOON HAVE SOME MORE.  
[04:23:42] THERE'LL BE ANOTHER BAR ON THIS CHART THAT EXPLAINS WHERE THE 240,000,000  
[04:23:46] DOLLARS WENT. WE'LL PROBABLY END UP FINDING SOMEWHERE AROUND 10,000 GRANTS  
[04:23:51] OR SO IN THIS NEXT ROUND. WE HAVEN'T QUITE DONE THE REPORTING ON THAT YET.  
[04:23:55] AND SOME FOLKS MAY HAVE ALSO NOTICED  
[04:23:57] THAT IN THE FINAL LEGISLATIVE BUDGET ACTION BILL, WE WERE AWARDED ANOTHER  
[04:24:01] 50,000,000 DOLLARS FEDERAL FUNDS FOR ANOTHER SMALL BUSINESS GRANT PROGRAM.  
[04:24:06] THERE ARE SOME ADDITIONAL PARAMETERS  
[04:24:07] AROUND THAT. WE'LL BE FOCUSING SOME OF THAT MONEY ON THE CREATIVE  
[04:24:11] SECTOR. AND SO THOSE PROGRAMS HAVEN'T BEEN DEVELOPED YET, BUT THOSE ARE THINGS  
[04:24:15] THAT WE'RE PLANNING TO DO OVER THE NEXT SEVERAL MONTHS. NEXT SLIDE,  
[04:24:20] SO IN TERMS OF MORE BROADLY, LIKE WHAT  
[04:24:23] ARE SOME OF THE OTHER THINGS AS WE GET THROUGH THIS PERIOD WITH SMALL BUSINESS  
[04:24:27] GRANTS, WHICH HAS TAKEN UP A LOT OF OUR TIME, WHAT ARE THE OTHER THINGS WE  
[04:24:30] INTEND TO DO TO CONTINUE WORKING ON RECOVERY AND THINKING ABOUT EQUITY? SO  
[04:24:34] I'LL SPEND A COUPLE OF MINUTES ON THE NEXT SUBJECTS HERE. NEXT SLIDE ON  
[04:24:40] INTERNATIONAL REPRESENTATION. WE'VE BEEN  
[04:24:43] REALLY GRATEFUL TO BE ABLE TO WORK WITH THE PORT WITH FOLKS LIKE CARENZA BLACK  
[04:24:46] AND DAVE MCFADDEN AS WE THINK ABOUT WHAT'S THE STRATEGY? HOW ARE WE  
[04:24:49] ENGAGING? HOW DO WE THINK ABOUT THE REPRESENTATION THAT THE PORT HAS OR THE  
[04:24:53] STATE HAS OR THE DEPARTMENT OF AGRICULTURE HAS IN SOME OF THESE PLACES?

[04:24:57] WE HAVE BEEN ABLE TO, THROUGH THE  
[04:24:59] PANDEMIC, EXPAND SOME OF THE OFFICE PRESENCES THAT THE STATE HAS IN SOME  
[04:25:03] MARKETS. SO KOREA AND JAPAN, TAIWAN AND CHINA AND CANADA WILL HAVE SOME  
[04:25:09] PERMANENT PRESENCE NOW AND ARE HANDLING BOTH EXPORT ASSISTANCE FOR SMALL  
[04:25:14] BUSINESSES, BUT ALSO INBOUND FOREIGN DIRECT INVESTMENT PROCUREMENT OF LEADS.  
[04:25:17] AND SO WE'RE DOING SOME WORK THERE. WE  
[04:25:19] HAVE SOME ONE OFF CONTRACTS AND A HANDFUL OF OTHER MARKETS ON TRADE, BUT  
[04:25:22] WE'RE LOOKING TO CONTINUE TO GROW THAT AS PART OF OUR INTERNATIONAL STRATEGY,  
[04:25:26] AND AGAIN, APPRECIATE THE SUPPORT AND PARTNERSHIP WITH THE PORT ON THESE NEXT  
[04:25:31] SLIDE. SO IN ADDITION TO OUR GLOBAL FOCUS IN INTERNATIONAL TRADE,  
[04:25:37] ALWAYS A BIG, INTERESTING TOPIC FOR WASHINGTON STATE. WE'RE HOPING THAT WE  
[04:25:42] CAN ALSO CULTIVATE A MORE INNOVATIVE MANUFACTURING SECTOR IN THIS STATE. AND  
[04:25:47] THERE'S A COUPLE OF THINGS THAT ARE GOING TO COME UP THAT WE'RE GOING TO BE  
[04:25:50] WORKING ON. ONE IS THE EDA AWARDED AS SOME FUNDS LAST YEAR, AND PART OF THAT  
[04:25:56] AWARD WAS TO DEVELOP SOME INDUSTRY CLUSTER DEVELOPMENT INITIATIVES. SO VERY  
[04:26:01] MUCH. THIS PROGRAM THAT WE'RE ABOUT TO LAUNCH IS INSPIRED BY MARITIME BLUE.  
[04:26:07] AND AGAIN, THE PARTNERSHIP WITH THE PORT AND THE PORT LEADERSHIP THERE WITH  
[04:26:10] COMMERCE. I THINK IT'S BEEN SO SUCCESSFUL. WE WANT TO SEE IF THERE'S A  
[04:26:14] CHANCE FOR MORE OF THOSE KINDS OF THINGS TO HAPPEN ACROSS THE STATE. SO IN THE  
[04:26:17] NEXT FEW WEEKS HERE OR SOON, I THINK WE'VE ACTUALLY ALREADY PUT SOME  
[04:26:21] INFORMATION ON OUR WEBSITE FOR A SORT OF A COMMUNITY ENGAGEMENT PROCESS. THIS  
[04:26:26] WILL RESULT IN SOME FEEDBACK TO THE STATE WILL LAUNCH AN RFP PROCESS FOR  
[04:26:30] THIS, PROBABLY IN JULY. AND WHAT WE HOPE TO DO IS AWARD BETWEEN 4 AND 8  
[04:26:36] EMERGING CLUSTERS, SOME PLANNING AND STRATEGIC FUNDS TO SEE IF THEY MAY BE  
[04:26:40] ABLE TO BEGIN SOMETHING LIKE MARITIME BLUE OR SOMETHING DIFFERENT. WE'RE  
[04:26:44] WORKING CLOSELY WITH LOTS OF FOLKS AND INDUSTRY ASSOCIATIONS ACROSS THE STATE  
[04:26:48] AND THE UNIVERSITIES AND COLLEGES AND ASSOCIATE DEVELOPMENT ORGANIZATIONS, OF  
[04:26:52] COURSE. AND WE'RE GOING TO TRY THIS AND SEE IF THIS WILL HELP A LITTLE BIT. THE  
[04:26:56] OTHER TWO ELEMENTS HERE THAT I THINK COME INTO PLAY ARE SOME INVESTMENT THE  
[04:27:00] STATE HAS JUST MADE THROUGH HOUSE BILL 1170 TO CREATE A MANUFACTURING  
[04:27:03] INNOVATION COUNCIL. THERE WAS SOME GRANT MONEY AWARDED TO THE DEPARTMENT, SO WE  
[04:27:07] MAY HAVE SOME ADDITIONAL DOLLARS TO INVEST IN PILOT PROJECTS OR ADDITIONAL  
[04:27:11] SUPPORT FOR THESE CLUSTERS ONCE THEY GET UP AND RUNNING. BUT A BIGGER ISSUE FOR  
[04:27:16] US RIGHT NOW IS TRACKING SOME OF THE WORK IN CONGRESS THROUGH THE ENDLESS  
[04:27:20] FRONTIERS ACT. OUR TEAM HAS BEEN WORKING WITH SENATOR COUNSEL'S OFFICE, WHO'S  
[04:27:23] BEEN A REAL LEADER HERE, AS WELL AS SENATOR SCHUMER'S OFFICE A LITTLE BIT AS  
[04:27:27] THEY DEVELOPED THAT POLICY A LITTLE FURTHER. I KNOW THE HOUSE IS NOW TAKING  
[04:27:31] THAT UP AND CONSIDERING IT AS WELL, BUT THERE MAY BE ANOTHER UP TO  
[04:27:34] 100,000,000,000 DOLLARS THAT IS AVAILABLE NATIONWIDE DEVOTED TO THIS  
[04:27:38] ENDEAVOR, DEVOTED TO INCREASING INNOVATION AND TRYING TO GROW THE JOBS  
[04:27:43] OF THE FUTURE REALLY IN TO COMPETE WITH THE OTHER NATIONS IN THE WORLD THAT ARE  
[04:27:46] SPENDING A LOT IN THESE AREAS. AND SO WE'RE EXCITED TO LAUNCH THIS PROGRAM.  
[04:27:49] IT IS SOMEWHAT NEW, BUT WE THINK WE HAVE  
[04:27:51] A GOOD PARADIGM AND LOOKING AT THE SUCCESS OF MARITIME BELOW TO SEE IF WE  
[04:27:54] CAN RECREATE THAT IN SOME OTHER INDUSTRIES. NEXT SLIDE.  
[04:27:58] SO WE MENTIONED EQUITY, AND THERE'S BEEN A LOT OF FANATIC INTEREST IN EQUITY.  
[04:28:03] COMMERCE HAS PRIOR TO COVID ABOUT A YEAR BEFORE COVID OR SO  
[04:28:08] STARTED THIS INITIATIVE, THE SMALL BUSINESS RESILIENCY NETWORK. AND THERE  
[04:28:12] HAVE BEEN OTHER INITIATIVES. WE HAVE HAD A MINORITY BUSINESS ROUND TABLE AT TIMES  
[04:28:16] IN OTHER WAYS THAT WE ENGAGE. BUT THE POINT OF US LAUNCHING THIS INITIATIVE  
[04:28:20] HERE WAS TO THINK ABOUT A DIFFERENT COMMUNICATION METHOD FOR HOW WE DELIVER  
[04:28:26] PROGRAMS AND HOW WE THINK ABOUT BUSINESS SUCCESS AND GROWING BUSINESSES AND  
[04:28:29] THINKING ABOUT MINORITY BUSINESS OWNERSHIP AND TRYING TO GET BETTER AT  
[04:28:33] SOME OF THOSE THINGS. THE POINT OF THIS NETWORK IS TO HAVE A GROUP OF FOLKS THAT  
[04:28:38] WE CAN CONSULT WITH. HOPEFULLY WE'RE COLLABORATIVELY WITH, BUT MOST  
[04:28:42] IMPORTANTLY, HAVE TRUSTED MESSENGERS AS PART OF OUR PARTNERSHIP NETWORK TO TRY  
[04:28:47] TO DELIVER PROGRAMMATIC RESOURCES. AND SO WE'LL BE LAUNCHING SOME NEW PROGRAMS.  
[04:28:51] WE'VE BEEN DOING LOTS OF SMALL BUSINESS  
[04:28:54] GRANT WORK. WE HAVE SOME MORE THINGS COMING UP, A LOAN AND FINANCING PROGRAMS  
[04:28:58] THAT I'LL MENTION IN A MINUTE. BUT OUR HOPE, THOUGH, IS IF WE CAN DO TWO THINGS  
[04:29:03] WITH THIS NETWORK IS ASK THEM TO HELP US GET THE MESSAGE OUT TO THEIR COMMUNITIES  
[04:29:08] TO MAKE SURE THAT EVERYBODY'S GOT THE SAME AMOUNT OF ACCESS. AND WE CAN MEET  
[04:29:12] PEOPLE WHERE THEY ARE AND WE CAN TRANSLATE THINGS AND HAVE SOME MORE ONE



[04:29:15] ON ONE TECHNICAL ASSISTANCE. THEN WE'LL BE ABLE TO SORT OF FULLY REALIZE THE  
[04:29:19] POTENTIAL OF THE ECONOMY. THIS IS SORT OF DOWN THE ROAD A BIT HERE. BUT IF  
[04:29:25] WE'VE GOT MORE FOLKS THAT HAVE AN OPPORTUNITY TO GROW THEIR BUSINESS. AND  
[04:29:29] SO THIS HAS BEEN SOMETHING WE'VE BEEN WORKING ON QUITE A BIT, WE'VE KIND OF  
[04:29:32] BOOTSTRAPPED IT TO BEGIN WITH. WE'VE GOT ABOUT 30 ORGANIZATIONS THAT ARE A PART  
[04:29:36] OF THIS NETWORK RIGHT NOW. AND THE LEGISLATURE GAVE US A NICE ENDORSEMENT  
[04:29:40] BY FULLY FUNDING THIS PROGRAM FOR THE NEXT BIENNIUM. WE'RE REALLY GRATEFUL TO  
[04:29:44] THEM FOR LEANING INTO THIS, AND WE'RE LOOKING FORWARD TO CONTINUING THIS WORK  
[04:29:48] THAT WILL HELP ALL OF THE PROGRAMMATIC OFFERINGS OF COMMERCE AND BUSINESS  
[04:29:52] DEVELOPMENT. NEXT SLIDE, PLEASE. I THINK FOR TIME I'LL JUST SKIP A LITTLE  
[04:29:58] DATA ON THE RESILIENCY NETWORK I JUST MENTIONED, BUT I'LL GO TO THE NEXT  
[04:30:02] SLIDE. SO THIS IS I THINK THE LAST POINT I WANTED TO MAKE HERE, AND THIS IS ABOUT  
[04:30:08] THE NEXT STAGE OF RECOVERY. SO WE'VE DONE LOTS OF LIQUIDITY AND SMALL  
[04:30:11] BUSINESS GRANTS TO GET OUT THERE. I THINK THAT WAS REALLY IMPORTANT. I THINK  
[04:30:14] IT'S SOMETHING WE DIDN'T HAVE 12 YEARS AGO DURING THE RECESSION. SO WITH THE  
[04:30:18] SBA'S HELP AND ALL THE OTHER MONEY AND ACCOUNTING IN THE CITY, THAT HAS BEEN A  
[04:30:22] REALLY GOOD THING. WE'RE NOW LOOKING AT WHAT COMES NEXT WHEN WE CAN'T CONTINUE  
[04:30:26] TO GIVE GRANTS OUT. HOW DO WE GET LIQUIDITY FOR BUSINESSES? AND SO ONE OF  
[04:30:31] THE THINGS WE DID AS A STATE BACK IN DECEMBER WAS SEED THIS FUND. IT'S NOW  
[04:30:36] CALLED THE WASHINGTON SMALL BUSINESS FLEX FUND. BUT THE STATE USED FEDERAL  
[04:30:39] DOLLARS AND SEEDED THIS FUND WITH 30,000,000 DOLLARS. WHAT THAT DOES IS  
[04:30:43] ACT AS A LOAN LOSS RESERVE TO DERISK OTHER INVESTMENT INTO A FUND. WE'RE NOW  
[04:30:48] AT THE STAGE WHERE WE'RE SOLICITING INVESTMENT FROM LARGE BANKS. WE HAVE  
[04:30:51] SOME ANNOUNCEMENTS WE'LL BE ABLE TO MAKE VERY SOON ABOUT BANKS THAT HAVE  
[04:30:54] COMMITTED BIG DOLLARS TO THIS. BUT WHAT WE THINK WE'LL HAVE IS A FUND OVERALL,  
[04:30:58] THAT'S ABOUT 100,000,000 DOLLARS. WHAT WE'LL DO NEXT WITH WITH THAT FUND IS  
[04:31:03] WORK WITH LOCAL PARTNERS, WORK WITH CDFIS, TRIBAL CDFIS, OR OTHER CDFIS THAT ARE  
[04:31:08] EMBEDDED IN COMMUNITIES THAT HAVE AN EYE TOWARD AND A THOUGHT TOWARD EQUITY. AND  
[04:31:13] WHEN THEY THINK ABOUT LOANS AND WHEN THEY THINK ABOUT THEIR CLIENTELE TO GET  
[04:31:17] THOSE FUNDS OUT, I THINK DIFFERENT OR WERE UNIQUE. IT'S GOING TO BE UNIQUE  
[04:31:21] ABOUT THIS PROGRAM IS WE'LL BE ABLE TO OFFER FUNDS, AND THESE ARE MICRO, NOT  
[04:31:25] QUITE A LITTLE LARGER THAN MICRO, ABOUT 100 TO 150,000 DOLLARS LOANS WITH VERY  
[04:31:31] FAVORABLE TERMS, PROBABLY UNDER THREE AND A HALF PERCENT, AND PROBABLY SOME  
[04:31:37] FEATURES LIKE DEFERRED PAYMENTS OR NO INTEREST PAYMENTS FOR SIX MONTHS OR A  
[04:31:41] YEAR. BECAUSE WE'VE GOT SUCH A BIG LOAN LOSS RESERVE, IT'S VERY ATTRACTIVE TO  
[04:31:44] BANKS TO INVEST IN THIS KIND OF A PROGRAM, IN FACT, SO MUCH SO THAT WE MAY  
[04:31:48] NEED TO TURN SOME FOLKS AWAY AT THE END OF THIS BECAUSE OF THE INTEREST. THIS  
[04:31:51] WILL BE A REALLY EFFECTIVE TOOL, AGAIN, THAT SOMEBODY LIKE MYSELF OR OTHERS THAT  
[04:31:55] HAVE BEEN AN ECONOMIC DEBIT IN A LONG TIME. REMEMBER, THIS WAS VERY DIFFICULT.  
[04:31:58] THIS WAS A VERY DIFFICULT PART OF THE LAST RECESSION. WE DIDN'T HAVE VERY MANY  
[04:32:02] OF THESE KINDS OF TOOLS WHEN LIQUIDITY WAS AT A PREMIUM. SO WE'RE EXCITED TO BE  
[04:32:07] ABLE TO ROLL THIS OUT. AND AGAIN, WE'LL HAVE SOME ANNOUNCEMENTS ABOUT THIS BEING  
[04:32:10] AVAILABLE. I THINK IN THE NEXT FEW WEEKS YOU'LL START TO SEE THIS. AND WE'LL HAVE  
[04:32:14] SOME MORE ANNOUNCEMENTS ABOUT THIS. THE LAST THING I'LL SAY JUST ABOUT THIS PART  
[04:32:18] AND OTHERS AS WE THINK ABOUT THE IMPACT OF THE FEDERAL GOVERNMENT AND SOME OF  
[04:32:22] THE DECISIONS THEY'RE ABOUT TO MAKE, UNDERSTANDING INFRASTRUCTURE OR THOSE  
[04:32:25] BIG THINGS THAT THEY'RE UNDERTAKING RIGHT NOW. ONE THING THEY DID DO IN THE  
[04:32:29] ARPA BILL IS CREATE A REAUTHORIZATION OF THE STATE SMALL BUSINESS CREDIT  
[04:32:34] INITIATIVE. SO SOME FOLKS MAY BE AWARE OF THAT THE STATE GOT SOME MONEY FROM  
[04:32:37] THAT ABOUT 12 YEARS AGO OR SO IN THE LAST RECESSION. THEY REAUTHORIZED IT IN  
[04:32:41] A MUCH BIGGER WAY. I THINK LAST TIME OUR UNIT GOT ABOUT IS PROBABLY UNDER  
[04:32:46] 20,000,000 DOLLARS. THIS TIME IT'S BEEN TO REAUTHORIZE THAT 10,000,000,000  
[04:32:51] DOLLARS. THE STATE, WE BELIEVE, IS ELIGIBLE FOR ABOUT 124,000,000 DOLLARS.  
[04:32:56] SO WHAT WE'LL DO WITH THAT, I TAKE THAT  
[04:32:59] AND TRY TO INVEST THAT INTO THE VEHICLES THAT WILL END UP BEING IN LIQUIDITY  
[04:33:02] PRODUCTS FOR SMALL BUSINESSES. AGAIN, IT COULD BE SOMETHING LIKE THE FLEX  
[04:33:06] FUND. WE HAVEN'T QUITE GOTTEN THERE YET OR SOME OTHER PROGRAMS WITH LOCAL CDFIS OR  
[04:33:10] TRIBAL CDFIS. THE POINT, THOUGH, BEING VERY SIMILAR TO THE THRUST OF THE FLEX  
[04:33:14] FUND THAT'S ON THIS SLIDE HERE. WHAT ARE THE OTHER METHODS TO GET LIQUIDITY TO  
[04:33:18] BUSINESSES, SPECIFICALLY DISADVANTAGE OR HISTORICALLY DISADVANTAGED BUSINESSES  
[04:33:22] THAT DIDN'T HAVE IT BEFORE? SO THAT'S A BIG CHUNK OF INVESTMENT THE FEDERAL  
[04:33:25] GOVERNMENT'S MADE. WE'RE LOOKING FORWARD TO DEVELOPING THAT FURTHER, AND I'LL  
[04:33:30] STOP THERE. I THINK THAT'S MY LAST SLIDE. I'M HAPPY TO ANSWER QUESTIONS,

[04:33:33] AND I'M SORRY TO KEEP IT BRIEF, BUT I KNOW WE'RE A LITTLE OVER TIME HERE.  
[04:33:36] THANK YOU SO MUCH. VERY GOOD  
[04:33:39] INFORMATION. AND I'M GOING TO TURN IT BACK OVER TO MICHELLE. THANK YOU, DAVE.  
[04:33:44] WE'LL BEGIN WITH COMMISSIONER STEINBRUECK FOR QUESTIONS. I'M JUST GOING TO  
[04:33:48] SAY THANK YOU GIVEN THE LATENESS OF THE DAY. I'LL JUST LEAVE IT AT THAT. BUT  
[04:33:52] IT'S A LOT OF GREAT INFORMATION, AND I APPRECIATE THE PRESENTATION. THANK YOU.  
[04:33:59] THANK YOU. YOU, SIR. THANK YOU, COMMISSIONER. COMMISSIONER CHO. YEAH.  
[04:34:04] THANKS, CHRIS. JUST DO A QUICK QUESTION WITH REGARDS TO THE FLEX ON WHAT'S THE  
[04:34:07] TIMELINE ON THAT. AT WHAT POINT WILL BUSINESSES BE ABLE TO APPLY FOR THAT,  
[04:34:11] DO YOU THINK? SO WE'RE WORKING ON I DON'T WANT TO GET AHEAD OF OURSELVES.  
[04:34:15] WE'RE WORKING ON SOME PR, LIKE A LAUNCH EVENT, LIKE WE HAVE A DATE  
[04:34:21] THAT WE'VE GOT SET. WE'RE JUST WAITING FOR A COUPLE OF BANKS TO SAY YES, SO  
[04:34:24] THEY CAN BE ON THE STAGE WITH US AND THE GOVERNOR AND FOLKS. SO WITHOUT SAYING  
[04:34:30] DATE, I THINK IT WILL BE LESS THAN EIGHT WEEKS AND THEN OTHER COMMUNITY BASED  
[04:34:35] LENDERS. SO I JUST WANT TO UNDERSTAND HOW THIS WORKS.  
[04:34:42] THE THE BANKS WILL USE THE COMMUNITY BASED LENDERS AS A CONDUIT FOR  
[04:34:48] DISTRIBUTION OF THOSE FUNDS. OR HOW WILL THE MORE OR LESS SO WHAT  
[04:34:53] WE'RE ASKING BANKS TO DO IS INVEST INTO THIS DECIDED FUND. SO WE'VE SEEN IT WITH  
[04:34:57] A 30,000,000 RANKING BANKS AT WHAT THEY CALL CLASS A CAPITAL INTO THAT FUND.  
[04:35:01] WHAT WE'LL END UP WITH IS ABOUT  
[04:35:02] 100,000,000 DOLLARS POT OF FUNDS MIGHT BE YOU'RE EXACTLY RIGHT. THE CONDUIT  
[04:35:07] THEN THE ACTUAL SERVICE PROVIDER AND THE UNDERWRITER OF THOSE LOANS WILL BE  
[04:35:11] COMMUNITY BASED BANK CDFIS, MOSTLY CDFIS WHAT WE THINK. AND WE'VE GOT SEVERAL  
[04:35:15] PARTNERS THAT HAVE ALREADY SIGNED ON TO DO THIS WORK WITH THAT. OKAY. SO THE  
[04:35:19] COMMUNITY LENDERS WILL BE DOING AND WRITING STUFF AS WELL, AND THERE MAY BE  
[04:35:23] A CREDIT UNION HERE THERE. THERE'S SOME FINER POINTS THAT WORK OUT, BUT WE'RE  
[04:35:26] REALLY FOCUSED ON THE COMMUNITY BASED LENDERS. OKAY. I GUESS THE REASON I ASK  
[04:35:30] IS BECAUSE SOME OF THESE SMALL MINORITY OWNED BUSINESSES ARE NOT REALLY  
[04:35:33] TRADITIONAL OR AS WELL ESTABLISHED. AND SO SOMETIMES THEY HAVE TROUBLE WITH KIND  
[04:35:39] OF THE MORE ESTABLISHED INSTITUTIONS AND GETTING LOANS. IT'S BEEN ONE OF THE  
[04:35:43] BIGGEST BARRIERS. I THINK DURING THIS COVID PANDEMIC IS SOME OF THE MINORITY  
[04:35:47] ON BUSINESSES, LIKE THEY HAVE, LIKE, BOOKKEEPING ISSUES AND OR DON'T  
[04:35:51] UNDERSTAND THE LARGER LENDING INSTITUTIONS. AND SO IT'S GOOD TO HEAR  
[04:35:55] THAT THE COMMUNITY BASED LENDERS ARE THE ONES KIND OF INTERFACING WITH THAT FIX.  
[04:36:00] AND I THINK JUST TO ADD TO THAT. THANKS  
[04:36:02] FOR THOSE COMMENTS. WE LEARNED A LOT ABOUT THAT THIS LAST YEAR AS WE WERE  
[04:36:07] TRYING TO GIVE GRANTS OUT RIGHT. AND ASKING PEOPLE FOR TAX RETURNS AND  
[04:36:10] THINGS. AND HERE WHEN I TALK ABOUT THIS FLEX FUND, AND THEN WE TALK ABOUT THE  
[04:36:14] FEDERAL MONEY, SO MONEY THAT MAY COME IN, WE BELIEVE WE'LL BE ABLE TO DEVOTE  
[04:36:19] QUITE A FEW RESOURCES TO SOME MORE TECHNICAL ASSISTANCE. AND SO THE SEATTLE  
[04:36:22] CHAMBER HAS BEEN WORKING ON THIS WITH US AND THINKING ABOUT HOW MIGHT YOU HAVE  
[04:36:26] WEBINARS OR SEMINARS ON ACCOUNTING AND LEGAL AND ACCESS TO CAPITAL IN SEVERAL  
[04:36:31] DIFFERENT LANGUAGES? HOW DO YOU HAVE EXPERTS AND THOSE THINGS COME AND DO  
[04:36:34] THOSE? SO WE DO NEED SOME MORE WORK ON THAT IN THAT NOTE AND CDFIS, I THINK,  
[04:36:39] WILL BE ABLE TO HELP US. BUT THE LARGER POINT, I THINK YOU MAY DO THE MOST  
[04:36:43] SALIENT WHERE YOU FOLKS HAVE A TRUSTING RELATIONSHIP. HOW DO WE FIND THAT AND  
[04:36:48] THEN TRY TO USE THAT AS THE CONDUIT. SO I HOPE WE'LL HAVE SOME SUCCESS. AND I  
[04:36:51] WOULD LOVE TO PARTNER WITH YOU ON GETTING THIS OUT. I THINK SOME OF EVEN  
[04:36:55] OUR AIRPORT ADR TENANTS MIGHT BE INTERESTED IN APPLYING FOR THIS. SO  
[04:37:00] LET'S MAKE SURE OUR PEOPLE ARE COORDINATING ON THE ROLL OUT. WELL DO  
[04:37:05] FAIR ENOUGH. THANK YOU, COMMISSIONER. TIME MOVING TO COMMISSIONER CALKINS.  
[04:37:10] HEY, CHRIS. THANKS FOR THE PRESENTATION  
[04:37:13] TODAY. YEAH. THIS IS ALL REALLY FUN FOR ME TO HEAR AS SOMEBODY WHOSE  
[04:37:20] SIDE HUSTLE IS WORKING FOR VENTURES AS A CONTRACT CONSULTANT, WORKING WITH A  
[04:37:24] BUNCH OF THESE THE VERY BUSINESSES THAT YOU'RE TRYING TO TARGET. AND I'LL TELL  
[04:37:28] YOU, IN MY EXPERIENCE WITH THESE CLIENTS, YOU'VE IDENTIFIED SOME OF THE  
[04:37:32] ISSUES THAT COME UP, THE BARRIERS BASED ON LANGUAGE, THE BARRIERS BASED ON  
[04:37:38] THE REGULATORY AND COMPLIANCE CHALLENGES FOR ANY MICRO BUSINESS. AND  
[04:37:44] SO ANYTHING THAT CAN BE DONE TO HELP NAVIGATE THOSE THINGS, EITHER WITH A  
[04:37:48] TRUSTED NAVIGATOR LIKE THE SMALL BUSINESS RESILIENCY NETWORK YOU  
[04:37:53] MENTIONED, OR PARTICULARLY IN THE AREAS WHERE IT'S AN ONGOING SKILL THAT AN  
[04:37:59] ENTREPRENEUR NEEDS TO HAVE, LIKE ACCOUNTING, DOING THE CAPACITY BUILDING  
[04:38:03] SO THAT WE'RE TEACHING A PERSON TO FISH RATHER THAN GIVING THEM A FISH,

[04:38:08] SOMETHING THAT I WAS PLEASED TO SEE AS I WAS WRITING NOTES ON SLIDE 10 ABOUT THE  
[04:38:13] SMALL BUSINESS GRANTS, WHAT'S COME UP AGAIN AND AGAIN IN MY EXPERIENCES,  
[04:38:19] FOLKS DON'T MEET SOME CRITERIA IN SOME  
[04:38:22] OF THE ROUNDS. AND ONE OF THOSE IS THEY ACTUALLY REGISTERED THEIR BUSINESS AFTER  
[04:38:26] THE APPLICABLE DATE. AND IN PART, THAT WAS BECAUSE WE HAD A NUMBER OF PEOPLE IN  
[04:38:31] EITHER THE GRAY ECONOMY OR THEY WERE DOING SOME SORT OF GIG WORK AND SHIFTED  
[04:38:36] BECAUSE THAT GIG WORK DRIED UP AND STARTED THEIR ON COTTAGE BUSINESS,  
[04:38:40] WHATEVER IT MIGHT HAVE BEEN. AND SO SEEING A FLEX ON THE NOTE I WROTE TO  
[04:38:45] MYSELF WAS START UP GRANTS. WE'RE ACTUALLY AT A PHASE NOW WHERE A LOT OF  
[04:38:49] FOLKS WHO ARE ELIGIBLE FOR THE COMMERCE GRANTS THAT YOU GUYS HAVE BEEN  
[04:38:53] DISTRIBUTING HAVE GOTTEN THEM. AND THAT'S KUDOS TO YOU. IT HAS BEEN,  
[04:38:57] SURPRISINGLY, IN SPITE OF ALL THE CHALLENGES OF TRYING TO STAND UP A  
[04:39:01] PROGRAM LIKE THIS IN A PANDEMIC, YOU GUYS HAVE PULLED IT OFF REALLY WELL.  
[04:39:07] BUT NOW WE'RE STARTING TO SEE THAT THE  
[04:39:09] FOLKS WHO HAVE FALLEN THROUGH THE CRACKS ARE THOSE THAT MAYBE BECAUSE OF THAT CUT  
[04:39:12] OFF DATE HAVE NOT BEEN ELIGIBLE. AND SO MAYBE SHIFTING FROM SORT OF LOSS OF  
[04:39:17] BUSINESS TO NOW A STARTUP GRANT PHASE THROUGH SOMETHING LIKE THE FLEX FUND  
[04:39:21] WOULD BE GREAT. AND THEN THE OTHER THING, I WOULD REALLY THERE'S TWO OTHER  
[04:39:25] POINTS THAT COME UP AGAIN AND AGAIN AND AGAIN WITH OUR ENTREPRENEURS. ONE IS HOW  
[04:39:30] DO WE ADDRESS CHILD CARE FOR THESE ENTREPRENEURS AT THE SAME TIME? AND I  
[04:39:34] KNOW THAT THE FAIR START FOR KIDS ACT IS A BIG STEP, AND WE'RE NOW MOVING INTO  
[04:39:39] IMPLEMENTATION OF THAT, AND THAT'S GOING TO HELP. BUT I'M REALLY INTERESTED IN  
[04:39:43] LEARNING HOW THE PORT OF SEATTLE AND OTHER PUBLIC AGENCIES CAN LEAN INTO  
[04:39:47] THOSE EFFORTS TO ENSURE THAT WE HAVE THE CHILD CARE RESOURCES FOR WORKERS,  
[04:39:53] ENTREPRENEURS, YOU NAME IT. THAT IS ABSOLUTELY A BARRIER TO GENERATING  
[04:39:58] INCOME FOR FAMILIES, HONESTLY. AND FINALLY, PLEASE TO SEE HOW MUCH THOUGHT  
[04:40:03] IS BEING PUT INTO ENGAGING WMBE BUSINESS OWNERS. THAT IS CLEARLY AN AREA  
[04:40:08] WHERE THE PANDEMIC HIT HARDER, AND SO DEVOTING RESOURCES TO THEM WILL ENSURE A  
[04:40:14] MORE RAPID AND EQUITABLE RECOVERY. AND I CAN'T LET YOU GO, CHRIS, WITHOUT  
[04:40:18] MENTIONING THAT. I'M REALLY LOOKING FORWARD TO WORKING WITH YOU ON OFFSHORE  
[04:40:22] ENERGY TO I THINK I'VE ENJOYED OUR CONVERSATIONS. I THINK WE'RE GOING TO  
[04:40:26] HAVE MANY MORE ON THAT NOTE. YOU'RE GOING TO GET SICK OF ME, I THINK. WELL,  
[04:40:30] MAYBE NOT, BUT WE'LL SEE YOU GET SICK OF IT FIRST. AND I THINK WE ARE SYMPATICO  
[04:40:35] ON THOSE OTHER POINTS YOU MENTIONED. WE HEAR SIMILAR THINGS. AND SO WE'RE DOING  
[04:40:39] SOME LISTENING AND LEARNING ABOUT WHAT DO WE DO TO TRY TO MAKE SURE THE FOLKS  
[04:40:44] THAT MISSED THE LAST ROUND FOR SOME SORT OF CRITERION MAYBE HAVE ACCESS TO THE  
[04:40:48] NEXT THING. AND SO THOSE ARE ALL TAKEN POINT. SO THANK YOU. THANKS, CHRIS.  
[04:40:52] THANK YOU. COMMISSIONER CALKINS, COMMISSIONER FELLEMAN, HI, CHRIS. I GET TO PLAY  
[04:40:58] CLEAN UP HERE. SO I JUST HAVE FIVE QUESTIONS. NO, I'M KIDDING.  
[04:41:04] THE ONE THING THAT STRUCK ME AS INTERESTING WAS HAVING BEEN ON THE BOARD  
[04:41:09] OF MARITIME BLUE AND ALL THE GOOD WORK THAT YOU DID TO SPAWN THAT ENTITY THAT  
[04:41:14] YOU SAY YOU'RE LOOKING AT TO CREATE OTHER CLUSTERS ARE THINGS LIKE THE  
[04:41:20] ELECTRIFIED AIRPLANES AND THINGS LIKE THAT THAT ARE OBVIOUSLY THERE'S A  
[04:41:24] CLUSTER FORMING HERE. I URGE YOU NOT TO DO THE SPACE CLUSTER, BECAUSE I THINK  
[04:41:28] WHEN YOU WANT TO PUT THINGS IN SPACE IS THE FIRST INDICATION THAT YOU'RE MAKING  
[04:41:32] TOO MUCH MONEY. SO I DON'T THINK THEY'RE GOING TO NEED ANY HELP AT THIS POINT.  
[04:41:37] OF ALL THE CLUSTERS TO SUPPORT, I THINK  
[04:41:39] THEY'LL DO FINE, BUT HONESTLY, BUT THE STARTUP MENTALITY OF FOLKS THAT ARE  
[04:41:44] ELECTRIFYING AIRCRAFT. THAT'S VERY COOL. I'M JUST WONDERING, ARE YOU BEING  
[04:41:48] APPROACHED FOR ENTITIES LIKE WAY MARITIME BLUE WAS TRYING TO SEE? WE  
[04:41:54] SAW THIS NEED AND WE STITCH TOGETHER THIS ENDEMIC EXPERTISE, OR IS THIS JUST,  
[04:42:00] LIKE AN IDEA THAT YOU'RE SORT OF SHOPPING AROUND? ARE YOU BEING  
[04:42:04] APPROACHED? YEAH. WE'RE BEING APPROACHED. EVERY ONE OF THESE HAS A  
[04:42:09] DIFFERENT JOURNEY A LITTLE BIT, AND EVERYONE HAS SOME HAVE SORT OF VERY  
[04:42:14] DISAGGREGATED ASSETS AROUND THE STATE IN THESE PLACES. AND IT ALSO KIND OF  
[04:42:18] MATTERS IF YOU HAVE GOOD LEADERS. I THINK MARITIME BLUE CAME AT THE RIGHT  
[04:42:22] TIME WHERE WE HAD, I THINK, GOOD LEADERS. AND I'M NOT INCLUDING MYSELF IN  
[04:42:25] THAT CATEGORY, BUT I JUST MEAN, WE HAD SOME FOLKS THAT HAD A RESOURCE AND A  
[04:42:29] VISION AND A LITTLE BIT OF A DRIVE TO MAKE THOSE THINGS HAPPEN. AND THE  
[04:42:34] ECONOMICS POUR OUT. IT WAS A GLOBALLY IN DEMAND THING THAT WAS VERY SCALABLE,  
[04:42:40] AND IT WAS IN HIGH DEMAND, A CASE IN POINT, THE MEMBERSHIP OF THE BOARD AT  
[04:42:44] PRESENT. AND SO THAT CAME IN AT THE RIGHT TIME. I THINK WHAT WE'RE NOTICING,  
[04:42:50] THOUGH, AROUND THE WORLD IS FOLKS HAVE USED THIS MODEL MUCH MORE EFFECTIVELY

[04:42:54] THAN WE HAVE IN THE UNITED STATES. AND THERE'S SOME REASONS FOR THAT.  
[04:42:57] GOVERNMENTS HERE INVEST LESS THAN THESE  
[04:42:59] THINGS IN EUROPE. THEY INVEST A LOT. YOU PAY HIGHER TAXES, BUT THE GOVERNMENT  
[04:43:03] SPENDS ON R & D. AND SO WHAT CAN WE DO TO ENGENDER MORE ACTIVITY LIKE THAT IF  
[04:43:09] THERE'S AN APPETITE FOR IT? THESE GRANTS THAT WILL GO OUT ARE 250 TO 500,000  
[04:43:14] DOLLARS. THIS WILL HELP FOR SOME PLANNING. THIS WILL HELP FOR SOME  
[04:43:16] STRATEGY. THAT'S KIND OF WHERE MARITIME BLUE STARTED WITH A LITTLE BIT OF  
[04:43:19] BOOTSTRAPPING. WHAT WE ARE SEEING, THOUGH, FROM THE FEDERAL GOVERNMENT IN  
[04:43:23] THE ENDLESS FRONTIER ACT BILL THAT I MENTIONED THAT'S BEING DISCUSSED IS  
[04:43:27] POSSIBLE VERY LARGE SCALE INVESTMENTS IN SOME INDUSTRY VERTICAL TECHNOLOGIES.  
[04:43:32] AND SO WHAT SHOULD WASHINGTON STATE BE  
[04:43:35] DOING TO MAKE SURE ABOUT THE FOREFRONT OF THOSE KINDS OF OPPORTUNITIES? SO YOU  
[04:43:39] MENTIONED AVIATION ADVANCED ENERGY PROPULSION SYSTEMS IN AVIATION IS A  
[04:43:44] REALLY BIG DEAL RIGHT NOW. BATTERY IS VERY IMPORTANT. WE'RE TALKING TO LOTS OF  
[04:43:47] FOLKS ABOUT MUNICIPAL WASTE OF BIODIESEL AND HYDROGEN AND FUEL CELLS. RIGHT. SO,  
[04:43:52] YOU KNOW, I KNOW, YOU KNOW, ALL OF THESE THINGS QUITE WELL. THAT'S SOMETHING WE  
[04:43:55] HAVE AN ADVANTAGE IN BECAUSE OF OUR ENERGY STORAGE CAPABILITY AND OUR  
[04:43:59] PRODUCTION. SO THAT'S AN INTERESTING ONE. SPACE IS INTERESTING TO ME TO YOU A  
[04:44:03] BIT BECAUSE OF LOW EARTH ORBIT SATELLITES, MAYBE NOT NECESSARILY  
[04:44:06] ROCKETS, ALTHOUGH WE DO MAKE SOME OF THOSE IN R&D YOU CAN BUILD A LOT OF THE  
[04:44:11] OTHER THINGS THAT GO ALONG WITH IT. AND IT'S A REALLY NICE THING TO HAVE AND  
[04:44:14] PAIR WITH THE COMMERCIAL AIR SPACE SUPPLY CHAIN. WHAT YOU NEED SOME  
[04:44:18] DIVERSITY. SO WE'LL SEE. I THINK WHAT WE'LL END UP WITH IS WE'RE DOING A LOT  
[04:44:22] OF WORK RIGHT NOW TO KIND OF SEE WHAT'S OUT THERE. THERE WILL BE A COMPETITIVE  
[04:44:25] PROCESS. WE'LL REVIEW THESE THINGS AND SEE, HEY, WHICH ONES OF THESE THINGS  
[04:44:28] MAKE THE MOST SENSE TO INVEST MONEY IN NOW? BUT WE ARE BEING APPROACHED BY  
[04:44:32] FOLKS. I WILL SAY THE MODEL IS CLUSTER MODEL LIKE MARITIME BLUE HAS. IT'S NOT  
[04:44:37] SOMETHING THAT IS AS WELL KNOWN AS ANY OTHER SORT OF BUSINESS MODEL OR LIKE A  
[04:44:43] SWAT ANALYSIS. SO THINGS YOU LEARN IN BUSINESS SCHOOL, WE ARE TRYING TO ADAPT  
[04:44:47] SOMETHING THAT HAS WORKED VERY WELL IN OTHER PLACES AND SEE IF IT CAN WORK  
[04:44:51] HERE. THAT'S A LONG ANSWER TO YOUR QUESTION. THANK YOU, CHRIS. AND I WAS  
[04:44:55] BEING ONLY PARTIALLY FACETIOUS ABOUT THE SPACE PROGRAM. IT'S JUST WHEN YOU TALK  
[04:45:01] ABOUT GEO ORBITAL SATELLITES AND STUFF, I WANT THEM LOOKING DOWN. I WANT TO KNOW  
[04:45:07] WE WANT TO HAVE OCEAN SCIENCE BEING USED WITH SATELLITES. AND I JUST KEEP  
[04:45:13] LANCING. WE KNOW THERE'S INTELLIGENT LIFE THERE, BUT WE'RE GOING TO MARS,  
[04:45:16] RIGHT. SO THAT'S MY LITTLE BIAS. BUT CERTAINLY WE HAVE THE ECOSYSTEM OF THAT  
[04:45:22] AERONAUTICAL TECHNOLOGY AND STUFF. SO THANK YOU SO MUCH. I MEAN, IT'S REALLY  
[04:45:26] GREAT TO SEE ALL THE GREAT THINGS THE STATE IS UP TO. YOU'LL BE SURE TO BE  
[04:45:30] HEARING MORE OF US, DEFINITELY. AND THEN. SO THANK YOU FOR TAKING THE TIME.  
[04:45:36] HERE WE ARE AT QUARTER TO FIVE ON A SUNNY, BEAUTIFUL DAY. I WILL PASS  
[04:45:42] IT BACK TO DAVE, UNLESS ANYBODY ELSE HAS ANY FURTHER QUESTIONS FOR CHRIS. THANK  
[04:45:48] YOU. THANK YOU. THAT WRAPS UP OUR PRESENTATIONS. I HOPE THAT PLANTS SOME  
[04:45:53] GOOD SEEDS FOR A RETREAT. BOTH OF THESE, I THINK, HAVE BEEN REALLY INFORMED ABOUT  
[04:45:58] WHAT OUR PARTNERS ARE DOING AND SOME OF THE REGIONAL EQUITABLE RECOVERY PLANS.  
[04:46:01] SO I APPRECIATE AGAIN YOUR PATIENCE  
[04:46:04] TODAY IS WE ABSORB ALL THIS GOOD DETAIL AND COMMIT TO WORKING WITH THESE PEOPLE  
[04:46:09] ACTIVELY GOING FORWARD. THANK YOU. ALRIGHT. WELL, THANK YOU, DAVE, FOR  
[04:46:13] PULLING THAT ALL TOGETHER WAS QUITE ENLIGHTENING. AND SO COMMISSIONERS THAT  
[04:46:19] CONCLUDES OUR SCHEDULED BUSINESS ITEMS FOR TODAY. ARE THERE ANY MOTIONS  
[04:46:23] RELATING TO COMMITTEE REFERRALS OR ANY CLOSING REMARKS? AND I SHOULD REALLY  
[04:46:27] HAVE PASSED THIS TO STEVE FOR ANYTHING THAT YOU MAY WANT TO CONCLUDE WITH. I  
[04:46:32] MEAN, I DON'T KNOW WHETHER YOU WERE WANTING TO POP IN SOME QUESTIONS ALONG  
[04:46:36] ALL THESE PRESENTATIONS, BUT WOULD YOU LIKE TO LEAVE SOME PARTING WORDS WITH  
[04:46:40] US? WELL, JUST THAT I APPRECIATE YOU. I KNOW IT WAS A LOT OF CONTENT. IT WAS  
[04:46:43] PACKED IN THERE, BUT I REALLY THOUGHT IT WAS WORTHWHILE HEARING SOME OF THOSE  
[04:46:47] INITIATIVES AS WE LOOK AT HOW WE HEAR THAT FROM THE COMMISSIONERS TO HOW TO  
[04:46:51] LEVERAGE THOSE EFFORTS AROUND US, ESPECIALLY ON EQUATOR ECONOMIC RECOVERY.  
[04:46:55] AND I THINK GETTING THAT BIG PICTURE  
[04:46:57] THIS WILL HELP US PUT IT WITH THE OTHER PRESENTATIONS AND ESPECIALLY AS WE  
[04:47:03] GO INTO THE BUDGET STICKING FORWARD. SO I APPRECIATE THE COMMISSIONERS TIME ON  
[04:47:06] THIS AND AND BASICALLY MOVING THROUGH THAT TODAY, EVEN THOUGH IT WAS AT THE  
[04:47:12] END OF THE DAY AND THAT IT IS LATE. SO I APPRECIATE YOUR TIME AND YOUR ATTENTION  
[04:47:18] ON THIS AND THE REST OF THE ITEMS TODAY TOO, ACTUALLY RELATIVELY SHORT. BUT WE



[04:47:23] HAD SOME MILESTONES AND DID SOME IMPORTANT THINGS TODAY. THANK YOU. VERY  
[04:47:27] GOOD. SO, CLERK HART, IF YOU WOULD GO ONCE AROUND THE ROOM SO WE CAN CLOSE IT  
[04:47:33] OUT WITH EVERYBODY HAVING A CHANCE FOR THEIR TWO CENTS, WELL DO BEGINNING WITH  
[04:47:38] COMMISSIONER STEINBRUECK. I ACTUALLY DO HAVE A LITTLE VERY NICE LITTLE STORY TO  
[04:47:44] SHARE. THE CAME THROUGH EMAIL TODAY. A CONSTITUENT WROTE ABOUT A GOOD  
[04:47:50] SAMARITAN PORT OF POLICE OFFICER OFFICER GONZALEZ AT SEAPORT SEAPORT TIME.  
[04:47:57] I'M GETTING DINGY THIS AFTERNOON AT  
[04:48:01] SEATAC AIRPORT. SHE WAS TAKING AN 88 YEAR OLD MOTHER TO DROP  
[04:48:09] OFF FOR HER FLIGHT AND SHE WAS WHEELCHAIR BOUND AT THE ALASKA  
[04:48:18] DEPARTURE DRIVE UP. YOU'RE NOT ALLOWED TO STAND YOUR VEHICLE, AS YOU KNOW.  
[04:48:22] WELL, SO SHE DIDN'T KNOW WHAT TO DO.  
[04:48:25] SHE DIDN'T WANT TO LEAVE THE 88 YEAR OLD GRANDMOTHER IN A CAR AND SHE DIDN'T  
[04:48:31] SEE ANYBODY THERE TO HELP AS FAR AS THE SKY CAPS AND WAS STRANDED, BASICALLY.  
[04:48:36] SO THE OFFICER NOTICED. AND RATHER  
[04:48:40] THAN YELLING AT HER TO GET MOVING, HE OFFERED ASSISTANCE AND HE GOT A CART AND  
[04:48:46] HE HELPED WITH THE BAGS AND SUITCASES AND HE ASSISTED HER IN HER WHEELCHAIR.  
[04:48:53] AND THEN HE ESCORTED HER TO THE  
[04:48:56] TICKETING AND IT WENT, AS SHE SAID, SO SMOOTHLY. AND SHE TRULY APPRECIATED  
[04:49:03] THE KINDNESS OF OFFICER GONZALEZ. THE WORLD IS A BETTER PLACE FOR HIM. I JUST  
[04:49:10] WANTED TO SHARE THAT. THANK YOU, COMMISSIONERS SABRE. THAT IS A  
[04:49:15] HEARTFELT, WONDERFUL TESTIMONY. MOVING TO COMMISSIONER CHO. NO,  
[04:49:22] I THINK THE ONLY THING I'LL SAY IS THAT THE LAST WEEK OF API HERITAGE MONTH.  
[04:49:26] FOR THE LAST TIME, WE REMIND EVERYONE TO CELEBRATE ASIAN AMERICAN HISTORY.  
[04:49:32] THAT'S IT. THANK YOU, COMMISSIONER. TO COMMISSIONER CALKINS.  
[04:49:37] NOTHING FOR ME. THANK YOU. THANK YOU,  
[04:49:41] COMMISSIONER BOWMAN. I'M SORRY, COMMISSIONER FELLEMAN. ALRIGHT. THANK  
[04:49:46] YOU. I GUESS I JUST WOULD LIKE TO NOTE THAT WE HAD A GREAT MARITIME BREAKFAST  
[04:49:51] PRESENTATION ON ON FRIDAY AND IT WAS ACTUALLY SANDWICHED BETWEEN THE  
[04:49:58] ANNOUNCEMENT OF THE CRUISE RESUMPTION AND THE FOLLOWING DAY OF MARITIME DAY.  
[04:50:03] SO IT WAS QUITE THE SALTY MOMENT IN TIME  
[04:50:06] AND ONLY TO BE CAPPED OFF BY THE OP ED THAT STEVE AND I AUTHORED THAT RAN IN  
[04:50:12] MONDAY SEATTLE TIME. SO FOR ALL THE PEOPLE THAT ARE STILL LISTENING WITH  
[04:50:16] THOUSANDS THAT ARE AROUND, IT REALLY WAS A WONDERFUL EXPERIENCE WORKING WITH PORT  
[04:50:20] STAFF, PULLING TOGETHER WHAT I THOUGHT WAS A VERY GOOD PARTING, LOOKING TO THE  
[04:50:25] FUTURE OF WHAT IS INFRASTRUCTURE. AND WE CERTAINLY GOT AN EAR FULL OF THE HUMAN  
[04:50:29] INFRASTRUCTURE THAT WE HAVE TO WORK WITH IN THE REGION. THANK YOU ALL FOR SHARING  
[04:50:36] YOUR INSIGHTS. AND UNLESS THERE'S ANYTHING ELSE, I'D BE HAPPY TO CALL THIS  
[04:50:42] MEETING A DAY. IS THERE ANY FINAL WORDS HERE? OKAY. HEARING NO FURTHER COMMENTS,  
[04:50:49] NO FURTHER BUSINESS. IF THERE IS NO OBJECTION, WE ARE NOW ADJOURNED AT 4:51.  
[04:50:56] THANK YOU. THANK YOU, EVERYONE. GOOD MEETING.  
[04:51:05] THANKS, COMMISSIONERS. THANKS, COMMISSIONERS. THANKS SO.

END OF TRANSCRIPT