

START OF TRANSCRIPT

[00:00:27] ALRIGHT. THIS IS COMMISSION PRESIDENT
[00:00:30] FRED FELLEMAN CONVENING THE SPECIAL
[00:00:32] MEETING OF JUNE 8, 2021. THE TIME IS 11:30.
[00:00:35] WE'RE MEETING REMOTELY TODAY VIA
[00:00:37] TEAMS TO COMPLY WITH THE SENATE TO
[00:00:39] CURRENT RESOLUTION 8402 AND IN
[00:00:42] ACCORDANCE WITH GOVERNOR INSLEE'S
[00:00:44] PROCLAMATION. 2028. PRESENT WITH ME
[00:00:47] TODAY ARE COMMISSIONERS BOWMAN,
[00:00:49] CALKINS, CHO, AND STEINBRUECK WHO ARE
[00:00:51] CURRENTLY GATHERED IN THE EXECUTIVE LINE
[00:00:53] SESSION ROOM AWAITING THE OPENING OF THE
[00:00:56] PUBLIC MEETING. WE'LL IMMEDIATELY RECESS
[00:00:59] INTO THE EXECUTIVE SESSION TO DISCUSS
[00:01:00] ONE ITEM REGARDING LITIGATION OR
[00:01:03] POTENTIAL LITIGATION OR LEGAL RISK.
[00:01:05] PER RCW 42.30.110 1 SUB I
[00:01:10] FOR APPROXIMATELY 25 MINUTES AND
[00:01:13] WE'LL RECONVENE INTO PUBLIC SESSION AT
[00:01:15] NOON. WILL NOW GO TO THE EXECUTIVE
[00:01:17] SESSION. THANK YOU.
[00:01:23] THIS IS COMMISSION PRESIDENT FRED
[00:01:25] FELLEMAN. RECONVENING THE SPECIAL MEETING
[00:01:27] OF JUNE 8, 2021. THE TIME NOW
[00:01:31] IS 12:30. WE'RE MEETING REMOTELY TODAY BY
[00:01:34] A TEAM TO COMPLY WITH THE SENATE
[00:01:36] CONCURRENT RESOLUTION 8402 AND IN
[00:01:39] ACCORDANCE WITH GOVERNOR INSLEE'S
[00:01:41] PROCLAMATION 2028. PRESENT WITH ME
[00:01:44] TODAY ARE COMMISSIONERS BOWMAN CALKINS
[00:01:46] CHO, AND STEINBRUECK. I'LL ASK CLERK TO DO
[00:01:49] A ROLL CALL OF ALL COMMISSIONERS TO
[00:01:50] ENSURE EVERYONE IS ON THE LINE. CLERK
[00:01:52] HART, THANK YOU. GOOD AFTERNOON,
[00:01:54] EVERYONE. BEGINNING WITH COMMISSIONER
[00:01:56] BOWMAN PRESENT. THANK YOU, COMMISSIONER
[00:01:59] CALKINS.
[00:02:04] THANK YOU. I DO KNOW ABOUT YOUR DELAY,
[00:02:07] COMMISSIONER CALKINS, SO I DO TRY TO
[00:02:08] WAIT. COMMISSIONER CHO PRESENT.
[00:02:11] THANK YOU. COMMISSIONER STEINBRUECK HERE.
[00:02:14] THANK YOU, COMMISSIONER FELLEMAN PRESENT.
[00:02:17] THANK YOU. WE HAVE ALL COMMISSIONERS AND
[00:02:19] ATTENDANCE TODAY. THANK YOU. TODAY'S
[00:02:22] MEETING IS STRUCTURED FOR OUR VIRTUAL
[00:02:24] FORMAT. WE'VE MADE SPECIAL ARRANGEMENTS
[00:02:26] TO PROVIDE FOR REMOTE PARTICIPATION FOR
[00:02:29] ALL OF OUR STAFF AND COMMISSIONERS.
[00:02:31] LATER, WE'LL TAKE PUBLIC COMMENT FROM
[00:02:33] PEOPLE WHO ARE PARTICIPATING BY TEAMS
[00:02:35] AND WHO HAVE SIGNED UP TO SPEAK. ALL
[00:02:37] VOTES TODAY WILL BE TAKEN BY ROLL CALL
[00:02:39] METHOD. SINCE ALL COMMISSIONERS ARE
[00:02:41] PARTICIPATING REMOTELY, THAT MEANS FOR
[00:02:43] EACH VOTE THE CLERK WILL CALL EACH
[00:02:45] COMMISSIONERS NAME. COMMISSIONERS ON THE
[00:02:47] TEAMS CALL WILL MAKE SURE THEY'RE UNMUTED
[00:02:49] AND THEN ANSWER YAY OR NAY, BECAUSE
[00:02:52] COMMISSIONERS ON THE LINE ARE NOT FULLY
[00:02:54] IN CONTROL OF THEIR SOUND. WE'LL TAKE
[00:02:56] ALL VOTES TODAY IN THIS MANNER,

[00:02:57] INCLUDING OUR CONSENT AGENDA TO BE
[00:03:00] EQUITABLE. WE'LL ASK ALL COMMISSIONERS
[00:03:02] TO SPEAK IN TURN AND WAIT TO BE
[00:03:03] RECOGNIZED BEFORE SPEAKING AS MUCH AS
[00:03:05] POSSIBLE. NOT SURE WE SHOULD REALLY SAY
[00:03:08] THAT ANYMORE, BUT WE'LL TRY TO COMPLY
[00:03:10] WITH THAT. WE ARE MEETING ON THE
[00:03:12] ANCESTRAL GROUNDS AND WATERS OF THE
[00:03:14] COSALISH, PEOPLE WITH WHOM WE SHARE A
[00:03:15] COMMITMENT TO STEWARD THESE NATURAL
[00:03:17] RESOURCES FOR FUTURE GENERATIONS. THIS
[00:03:20] MEETING IS BEING DIGITALLY RECORDED AND
[00:03:22] MAY BE VIEWED AND HEARD AT ANY TIME ON
[00:03:25] THE PORT WEBSITE AND MAY BE REBROADCAST
[00:03:28] BY KING COUNTY TELEVISION. PLEASE STAND
[00:03:30] OR JOIN US FOR THE PLEDGE OF ALLEGIANCE.
[00:03:35] I PLEDGE ALLEGIANCE TO THE FLAG OF
[00:03:39] THE UNITED STATES OF AMERICA AND TO THE
[00:03:41] REPUBLIC FOR WHICH IT STANDS. ONE NATION
[00:03:43] UNDER GOD INDIVISIBLE WITH LIBERTY AND
[00:03:46] JUSTICE FOR ALL.
[00:03:48] THE FIRST ITEM ON TODAY'S BUSINESS IS
[00:03:52] THE APPROVAL OF THE AGENDA.
[00:03:54] COMMISSIONERS, PLEASE UNMUTE YOURSELVES
[00:03:56] I'M GOING TO ASK EACH COMMISSIONER IN
[00:03:58] TURN IF THEY HAVE ANY MOTIONS TO
[00:04:00] REARRANGE THE ORDERS OF THE DAY. AND IF
[00:04:02] YOU DO, I'LL ASK FOR A SECOND. PLEASE
[00:04:04] RESPOND WHEN THE CLERK CALLS YOUR NAME.
[00:04:06] IF YOU HAVE NO CHANGES, JUST SAY NONE.
[00:04:08] CLERK HART, PLEASE CALL THE ROLL. THANK
[00:04:11] YOU. BEGINNING TO THE AGENDA FOR CHANGES
[00:04:14] TO THE AGENDA, BEGINNING WITH
[00:04:15] COMMISSIONER BOWMAN. NO CHANGES. THANK
[00:04:18] YOU, COMMISSIONER CALKINS. NONE FOR ME.
[00:04:20] THANK YOU, COMMISSIONER CHO. NONE FOR
[00:04:23] ME. THANK YOU, COMMISSIONER STEINBRUECK.
[00:04:26] NO CHANGES. THANK YOU, COMMISSIONER.
[00:04:28] FELLEMAN, NONE FOR ME. THANK YOU.
[00:04:31] OKAY, SO NOW THE COMMISSIONER IS THE
[00:04:34] QUESTION BEFORE US IS THE APPROVAL OF
[00:04:36] THE AGENDA? PLEASE SAY YES OR NO.
[00:04:41] CALL THE ROLL. THANK YOU. I'M SORRY.
[00:04:45] YEAH, WE'RE HAVING SOME SOUND ISSUES.
[00:04:47] THANK YOU FOR THE SECOND FOR THE ROLL
[00:04:50] CALL ON APPROVAL OF THE AGENDA AS
[00:04:51] PRESENTED BEGINNING WITH COMMISSIONER
[00:04:53] BOWMAN. AYE. THANK YOU, COMMISSIONER
[00:04:55] CALKINS. AYE. THANK YOU, COMMISSIONER CHO.
[00:04:59] AYE. THANK YOU, COMMISSIONER STEINBREUCK.
[00:05:01] YES. THANK YOU, COMMISSIONER FELLEMAN.
[00:05:04] YES. THANK YOU. YOU HAVE FIVE YESSES AND
[00:05:06] ZERO NOS FOR THIS ITEM. SO THE MOTION
[00:05:10] PASSES. OKAY, SO IN OPENING
[00:05:13] THIS SESSION, I WOULD JUST LIKE TO
[00:05:15] ACKNOWLEDGE THE FACT THAT HAVING BEEN
[00:05:17] PRESIDENT ALMOST HALF A YEAR NOW HAVE
[00:05:19] BECOME ACUTELY AWARE THAT THERE'S MANY
[00:05:20] DAYS AND MONTHS OF THE YEAR, BUT
[00:05:22] DESIGNATED TO RECOGNIZE THE IMPORTANCE
[00:05:24] OF PEOPLE IN THE EVENTS THAT HAVE SHAPED
[00:05:26] US AS A COUNTRY. AND JUNE IS NO
[00:05:28] EXCEPTION. SO WITHOUT THE LABORING EACH

[00:05:30] ONE AS A REPRESENTATIVE OF A PUBLICLY
[00:05:32] ELECTED BODY, I FEEL LIKE IT'S IMPORTANT
[00:05:34] THAT WE HIGHLIGHT THE FOLLOWING THAT ON
[00:05:36] JUNE 1ST 1921, THE TULSA MASSACRE WAS
[00:05:39] THE WORST DAY OF RACIAL VIOLENCE IN THE
[00:05:41] UNITED STATES, WITH 35 BLOCKS OF WALL
[00:05:44] BLACK WALL STREET AND UNTOLD LIVES LOST.
[00:05:47] ON JUNE 19 1865, KNOWN AS JUNETEENTH
[00:05:50] OR FREEDOM DAY, CELEBRATES THE
[00:05:53] ABOLISHMENT OF SLAVERY IN TEXAS WHILE
[00:05:55] THE EMANCIPATION PROCLAMATION WAS MADE
[00:05:57] TWO AND A HALF YEARS EARLIER AND THE
[00:05:59] THIRTEENTH AMENDMENT WAS PASSED IN
[00:06:01] NOVEMBER OF THAT YEAR, ABOLISHING
[00:06:04] SLAVERY. NATIONALLY, THE ELEVATION OF
[00:06:06] PUBLIC AWARENESS OF THESE SIGNIFICANT
[00:06:08] EVENTS IS EVIDENCE OF THE EFFECTIVENESS
[00:06:10] OF THE BLACK LIVES MATTER MOVEMENT. THE
[00:06:12] PORT AND STATE NOW RECOGNIZED JUNETEENTH
[00:06:14] AS A PAID HOLIDAY FOR ITS EMPLOYEES AND
[00:06:17] STATE PARKS ARE OPEN FREE TO THE PUBLIC
[00:06:19] ON JUNE 28 TH, 1969 THE STONEWALL
[00:06:22] UPRISING IN GRENICH VILLAGE IS
[00:06:24] COMMEMORATED BY GAY PRIDE MONTH. THIS
[00:06:27] YEAR IS THE 40 TH ANNIVERSARY SINCE HIV
[00:06:29] WAS IDENTIFIED AS CAUSING AIDS. WHILE
[00:06:31] THERE'S STILL NO VACCINE, THOSE YEARS OF
[00:06:34] RESEARCH SUBSTANTIALLY CONTRIBUTED TO
[00:06:35] THE SPEED WE WERE ABLE TO DEVELOP A
[00:06:38] VACCINE FOR THE CORONAVIRUS. BUT
[00:06:40] WORLDWIDE NOW THERE'S BEEN 3.7 MILLION
[00:06:42] COVID DEATHS. WELL, 34.7 MILLION
[00:06:46] PEOPLE HAVE DIED FROM AIDS SINCE ITS
[00:06:48] IDENTIFICATION. CLEARLY, SIMILAR EFFORTS
[00:06:50] HAVE TO BE MADE TO DO WHAT WE'VE DONE
[00:06:52] WITH COVID ON JUNE 5TH, THE UN
[00:06:55] RECOGNIZES WORLD ENVIRONMENT DAY, WHICH
[00:06:56] PAKISTAN HOSTED THIS YEAR TO ELEVATE THE
[00:06:59] IMPORTANCE OF THE ENVIRONMENT IN
[00:07:00] PEOPLE'S LIVES. THE EXTENT OF THAT
[00:07:02] IMPACT ON THE ENVIRONMENT HAS BEEN
[00:07:04] RECENTLY UPDATED WITH DOCUMENTATION THAT
[00:07:07] CO2 LEVELS IN THE ATMOSPHERE REACHED
[00:07:09] 419 PARTS PER MILLION, THE HIGHEST IN
[00:07:12] 4,000,000 YEARS. EVEN THE SHUTDOWN OF
[00:07:14] THE GLOBAL ECONOMY HAS BARELY HAD AN
[00:07:16] IMPACT ON THE CO TWO LEVELS, AND IT
[00:07:18] RECENTLY JUST REACHED 125 DEGREES IN THE
[00:07:21] MIDDLE EAST. FINALLY, I'D LIKE TO
[00:07:23] CONCLUDE BY ACKNOWLEDGING THAT TODAY'S
[00:07:25] WORLD OCEANS DAY, ESTABLISHED AT THE
[00:07:27] EARTH SUMMIT IN RIO IN 1992, THIS
[00:07:30] YEAR'S THEME IS LIVES AND LIVELIHOODS.
[00:07:32] THE SO CALLED BLUE ECONOMY IS EXPECTED
[00:07:34] TO DOUBLE BY 2030 TO 3,000,000,000,000
[00:07:37] DOLLARS. THE OCEAN'S BIOLOGICAL VALUE AS
[00:07:39] A CARBON SINK, HAVING ABSORBED 30% OF
[00:07:42] OUR CARBON EMISSIONS, NO LESS, ITS
[00:07:43] ECOLOGICAL WEALTH I LED THE GROUP I USED
[00:07:46] TO WORK FOR IN THE 1990S, FOUNDED
[00:07:48] BY TED DANCE AND TO COIN THE EXPRESSION
[00:07:50] THE OCEANS GAVE US LIFE. IT'S TIME WE
[00:07:52] RETURN THE FAVOR. WELL, I'M SURE I

[00:07:54] MISSED PLENTY OF OTHER THINGS WORTHY OF
[00:07:57] ACKNOWLEDGING. I'LL NOW TURN THE FLOOR
[00:07:59] OVER TO EXECUTIVE METRUCK FOR HIS REPORT.
[00:08:01] STEVE. PRESIDENT,
[00:08:05] THANK YOU, COMMISSIONERS. GOOD
[00:08:07] AFTERNOON. I'M VERY PLEASED TO BEGIN MY
[00:08:09] REPORT WITH POSITIVE NEWS ABOUT THE
[00:08:11] REBOUND AND PASSENGER ACTIVITY AT
[00:08:14] SEATTLE TACOMA INTERNATIONAL AIRPORT.
[00:08:17] OVER THE MEMORIAL DAY WEEKEND, WE SAW
[00:08:18] MORE THAN 44,000 PASSENGERS PASSED THROUGH
[00:08:21] THE AIRPORT CHECKPOINTS LAST FRIDAY,
[00:08:24] 39,000 PASSENGERS CAME THROUGH THE
[00:08:26] CHECKPOINTS. WE WILL SEE 38,000 PASSENGERS
[00:08:29] OR MORE EACH DAY IN THE COMING FEW
[00:08:31] WEEKS. THIS IS GOOD NEWS, OBVIOUSLY,
[00:08:33] FOR THE PORT AND FOR AIRLINE PARTNERS.
[00:08:36] AIRLINES ARE SEEING SIGNIFICANT
[00:08:38] INCREASES IN THEIR OPERATIONS AND
[00:08:40] PASSENGER LOAD FACTORS, MEANING MORE
[00:08:42] BUSINESS FOR THE AIRPORTS, RETAIL AND
[00:08:44] DINING ESTABLISHMENTS. IT'S ALSO A VERY
[00:08:46] WELCOME NEWS FOR OUR REGION'S ECONOMIC
[00:08:49] RECOVERY. THE INCREASE IN PASSENGERS IS
[00:08:51] VERY TIMELY AS WE ARE GETTING CLOSER TO
[00:08:53] THE FULL OPENING OF OUR NORTH SATELLITE
[00:08:56] IMPROVEMENTS. WE OPEN TWO GATES IN LATE
[00:08:58] MAY AND WILL OPEN ANOTHER 10 GATES AT
[00:09:00] THE END OF JUNE. THE NORTH SATELLITE
[00:09:02] WILL BE AN ATTRACTIVE NEW DESTINATION
[00:09:04] WITH WONDERFUL DESIGN, GREAT ART AND
[00:09:06] MANY NEW FOOD AND BEVERAGE OFFERINGS.
[00:09:08] EVEN THOUGH WE ARE WELCOMING MANY MORE
[00:09:11] PASSENGERS, WE ARE NOT RELAXING OUR
[00:09:13] EFFORTS TO PROTECT THE HEALTH AND SAFETY
[00:09:14] OF THE TRAVELING PUBLIC, OUR EMPLOYEES
[00:09:17] AND EVERYONE WHO WORKS AT THE AIRPORT.
[00:09:19] YOU WILL HEAR MUCH MORE ABOUT THE COMING
[00:09:21] SUMMER SEASON AT THE AIRPORT. FOR
[00:09:24] MANAGING DIRECTOR LANCE LYTTLE AT YOUR
[00:09:26] JUNE 22ND MEETING ON THE COVID FRONT,
[00:09:29] WE ARE SEEING THAT THE HARD WORK OF OUR
[00:09:31] COMMUNITY AND FIGHTING THE VIRUS IS
[00:09:33] PAYING OFF. HERE IN KING COUNTY AND
[00:09:35] THROUGHOUT WASHINGTON, COVID 19 POSITIVE
[00:09:38] CASES, HOSPITALIZATIONS AND FATALITIES
[00:09:40] ARE TURNING DOWN IN THE STATE. IN IN
[00:09:43] KING COUNTY. IN FACT, KING COUNTY IS
[00:09:45] REPORTING THAT 73% OF RESIDENTS WERE
[00:09:48] ARE VACCINATED AND WE WILL REACH FULL
[00:09:51] IMMUNITY WITHIN THE NEXT TWO WEEKS.
[00:09:54] GOVERNOR INSLEE ANNOUNCED THAT THE STATE
[00:09:56] WILL REOPEN ON JUNE 30 TH, EVEN IF
[00:09:58] VACCINATION RATES DO NOT REACH 70% FOR
[00:10:01] THE ENTIRE STATE. WE ANTICIPATE MORE
[00:10:03] GUIDANCE ON THIS REOPENING AND WHAT IT
[00:10:05] MEANS FOR THE PORT OR IN OUR OPERATIONS,
[00:10:09] AND AS COMMISSIONER FELLEMAN MENTIONED
[00:10:12] EVERY JUNE, THE PORT JOINS IN. THE
[00:10:14] NATIONAL CELEBRATION OF PRIDE IS A WAY
[00:10:16] TO COMMEMORATE THE INCREDIBLE IMPACT
[00:10:18] THAT THE LGBTQIA PLUS COMMUNITY HAS
[00:10:23] ON OUR COUNTRY'S HISTORY, CULTURE AND

[00:10:24] POLICIES.
[00:10:27] OUR RECOGNITION OF PRIDE MONTH REFLECTS
[00:10:30] THE PORT COMMITMENT TO EQUITY AND
[00:10:31] INCLUSION AND ALL THAT WE DO HERE AT THE
[00:10:33] PORT. OUR PORT WIDE PRIDE EMPLOYEE
[00:10:35] RESOURCE GROUP IS MARKING THIS MONTH OF
[00:10:38] CELEBRATION BY SPOTLIGHT AND KEY FIGURES
[00:10:40] IN THE ADVANCEMENT OF LGBTQI A
[00:10:44] PLUS CIVIL RIGHTS. I ENCOURAGE ALL PORT
[00:10:47] EMPLOYEES TO VISIT OUR COMPASS PAGE TO
[00:10:49] LEARN MORE ABOUT THESE VALUABLE
[00:10:50] CONTRIBUTIONS. I ALSO WANT TO NOTE THAT
[00:10:54] JUNE IS ORCA ACTION MONTH THE TIME FOR US
[00:10:56] TO CELEBRATE OUR REGION'S MOST ICONIC
[00:10:58] MARINE MAMMAL, THE SOUTHERN RESONANT
[00:11:01] ORCA. THE PORT IS ACTIVELY ENGAGED IN
[00:11:03] SEVERAL ORCA CONSERVATION EFFORTS
[00:11:04] THROUGH OUR INVESTMENTS IN HABIT
[00:11:06] RESTORATION, STORMWATER MANAGEMENT,
[00:11:08] SEDIMENT CLEANUPS. IN BOLDER AWARENESS.
[00:11:10] WE'RE ALSO HELPING TO STAND UP THE QUIET
[00:11:12] SOUND UNDERWATER NOISE REDUCTION
[00:11:14] PROGRAM, WHICH IS FULLY FUNDED THANKS TO
[00:11:16] A RECENT STATE AND FEDERAL
[00:11:17] APPROPRIATIONS AS WELL AS THE 100,000
[00:11:20] DOLLARS IN SEED FUNDING THAT WAS
[00:11:22] AUTHORIZED BY THE COMMISSION LAST YEAR
[00:11:24] AND USED AS A MATCHING CHALLENGE.
[00:11:27] THANKS TO COMMISSION PRESIDENT FRED
[00:11:29] FELLEMAN AND ALL COMMISSIONERS FOR YOUR
[00:11:30] SUPPORT OF THOSE EFFORTS. [inaudible 00:11:33]
[00:11:33] HOUSE THAT MARITIME BLUE AND IS EXPECTED
[00:11:35] TO BE FULLY UP AND RUNNING BY THE END OF
[00:11:37] THE YEAR. THIS IS A GREAT PARTNERSHIP
[00:11:39] INVOLVING THE PORT. THE NORTHWEST SEA
[00:11:41] PORT ALLIANCE, STATE AND FEDERAL
[00:11:42] AGENCIES, THE MARITIME INDUSTRY IN THE
[00:11:44] CANADIAN ECHO PROGRAM. ALSO, IN THE
[00:11:47] RECONDITION OF ORCA ACTION MONTH, WE
[00:11:49] HAVE EXPANDED OUR SUPPORT OF THE OCEAN
[00:11:51] WISE WHALE REPORT ALERT SYSTEM THAT
[00:11:54] TAKES ORCA SITINGS DATA IN ALERTS
[00:11:56] COMMERCIAL VESSEL VESSEL OPERATORS. AS
[00:11:59] COMMISSION, AS PRESIDENT FELLEMAN ALSO
[00:12:01] NOTED, TODAY MARKS WORLD OCEAN DAY AND
[00:12:04] ITS THEME OF THE OCEAN LIFE AND
[00:12:07] LIVELIHOODS. THE THEME IS IN KEEPING
[00:12:09] WITH OUR CENTURY AGENDA SUSTAINABILITY
[00:12:11] GOAL AND WAS REFLECTED IN OUR WORK TO
[00:12:13] PROTECT THE MARINE ENVIRONMENT. THIS
[00:12:14] SUPPORT SUSTAINABLE FISHERIES. LAST YEAR
[00:12:17] WE BECAME THE FIRST PORT TO JOIN THE
[00:12:19] INTERNATIONAL LINES TO COMBAT OCEAN OF
[00:12:21] SONIFICATION. NEXT MONTH, YOU'LL RECEIVE
[00:12:23] A BRIEFING ON THE STATUS OF OUR
[00:12:25] DEVELOPMENT OF THE PORT OCEAN
[00:12:28] ACIDIFICATION ACTION PLAN. THESE ACTIONS
[00:12:30] ARE IMPORTANT EXAMPLES OF OUR COMMITMENT
[00:12:32] TO THE ENVIRONMENT. ANOTHER EXAMPLE IS
[00:12:35] AN ITEM ON YOUR AGENDA LATER TODAY TO
[00:12:37] TAKE THE NEXT STEP IN THE DESIGN OF THE
[00:12:39] CLEANUP OF A LOWER DUWAMISH WATERWAY
[00:12:40] SUPER FUND SITE. IN OTHER ACTIONS,

[00:12:43] I ALSO WANT TO MAKE NOTE OF A LETTER
[00:12:45] SIGNED BY COMMISSIONERS FELLEMAN AND
[00:12:47] COMMISSIONER DICK MARZANO WITH THE PORT OF
[00:12:49] TACOMA TO THE U S DELEGATION REGARDING
[00:12:52] THE UPCOMING MEETING OF THE MARINE
[00:12:54] ENVIRONMENTAL PROTECTION COMMITTEE OF
[00:12:56] THE INTERNATIONAL MARITIME ORGANIZATION.
[00:12:58] THE LETTER CALLS FOR THE ADOPTION OF
[00:13:00] CLEAR GUIDELINES ON OUR SHORT TERM
[00:13:02] GREENHOUSE GAS REDUCTION MEASURES AT THE
[00:13:04] UPCOMING MPC MEETING. IN ADDITION,
[00:13:07] WE SUPPORTED AN INCREASED FOCUS BY THE
[00:13:09] IMO ON REDUCING UNDERWATER NOISE FROM
[00:13:12] INTERNATIONAL SHIPS TO FURTHER ADVANCE
[00:13:15] OUR ENVIRONMENTAL WORK. IT'S IMPORTANT
[00:13:16] THAT WE HAVE A STRONG TEAM PLACE HERE AT
[00:13:18] THE PORT WITH THAT, AND I'M PLEASED TO
[00:13:21] ANNOUNCE THAT SANDY KILROY HAS ACCEPTED
[00:13:23] THE POSITION AS A SENIOR DIRECTOR OF THE
[00:13:25] ENVIRONMENT, SUSTAINABILITY AND
[00:13:27] ENGINEERING. SANDY HAS BEEN THE PORT
[00:13:29] WITH THE PORT OF SEATTLE AS A DIRECTOR
[00:13:31] OF MARITIME ENVIRONMENT AND
[00:13:32] SUSTAINABILITY SINCE 2018. THIS YEAR,
[00:13:35] SANDY PLAYED A LEADERSHIP ROLE IN THE
[00:13:37] DEVELOPMENT OF NORTHWEST CLEAN PORTS
[00:13:39] CLEAN AIR STRATEGY.
[00:13:42] SANDY HAS OVER 30 YEARS OF EXPERIENCE IN
[00:13:45] THE ENVIRONMENTAL FIELD. PRIOR TO COMING
[00:13:47] TO THE PORT, SHE WAS ASSISTANT DIRECTOR
[00:13:49] AT KING COUNTY WASTE TREATMENT DIVISION.
[00:13:51] SHE WILL LEAD A TEAM KNOWN FOR ITS
[00:13:54] TRANSFORMATIONAL LEADERSHIP IN THE
[00:13:55] ENVIRONMENT, SUSTAINABILITY AND
[00:13:57] ENGINEERING FIELDS. I'M LOOKING FORWARD
[00:13:59] TO HAVING SANDY JOIN OUR LEADERSHIP TEAM
[00:14:01] AND BRING US TO EVEN GREATER HEIGHTS IN
[00:14:03] OUR WORK ACROSS THE PORT. I ALSO WANT TO
[00:14:05] THANK ARLEN [inaudible] , WHO'S BEEN ACTING
[00:14:07] AS THE INTERIM SENIOR DIRECTOR FOR THE
[00:14:09] PAST SEVEN WEEKS. TURNING TO TODAY'S
[00:14:12] COMMISSION MEETING, I WOULD LIKE TO
[00:14:14] HIGHLIGHT A FEW ITEMS. ON OUR
[00:14:19] CONSENT AGENDA. WE HAVE A MAINTENANCE
[00:14:20] CONTRACT FOR OUR COMPRESSED NATURAL GAS
[00:14:22] FUELING STATION. THIS CONTRACT IS AN
[00:14:25] ENABLING ACTION THAT SUPPORTS OUR GOALS
[00:14:27] TO INCREASE USE OF RENEWABLE GAS. ITEM
[00:14:30] 10 A IS A REQUEST RELATED TO OUR EFFORTS
[00:14:32] LAUNCH OF LIMITED CRUISE SEASON THIS
[00:14:34] YEAR. A REQUEST THAT YOU AUTHORIZE ME TO
[00:14:37] FINALIZE AND SIGN PORT AGREEMENTS THAT
[00:14:39] AMEND LEASES UNDER THE CENTER FOR
[00:14:41] DISEASE CONTROL FRAMEWORK FOR
[00:14:43] CONDITIONAL CREW SAILING ORDERS. WE
[00:14:45] BELIEVE THE ECONOMIC BENEFITS OF EVEN A
[00:14:49] LIMITED CRUISE SEASON WILL CONTRIBUTE
[00:14:51] SIGNIFICANTLY TOWARD OUR REGION'S
[00:14:52] ECONOMIC RECOVERY. WITH THE RECENT
[00:14:55] PASSAGE OF THE ALASKA TOURISM RECOVERY
[00:14:57] ACT. IN ADDITIONAL GUIDANCE FROM CENTERS
[00:14:59] FOR DISEASE CONTROL, MOMENTUM IS
[00:15:01] BUILDING TOWARDS A 2021 CRUISE SEASON,

[00:15:04] EVEN THOUGH IT WILL BE SIGNIFICANTLY
[00:15:05] REDUCED FROM PAST SEASONS BEFORE ANY
[00:15:08] SHIPS CAN SAIL. THE CDC IS REQUIRING
[00:15:10] COMPREHENSIVE PORT AGREEMENTS BE IN
[00:15:12] PLACE PROTECTING THE HEALTH AND SAFETY
[00:15:14] PASSENGERS THROUGH AND IN THE COMMUNITY.
[00:15:17] THESE ARE BINDING AGREEMENTS BETWEEN THE
[00:15:19] INDIVIDUAL CRUISE LINES, THE PORT AND
[00:15:22] LOCAL PUBLIC HEALTH AGENCIES AND ARE
[00:15:24] SUBJECT TO FINAL ACCEPTANCE BY THE CDC.
[00:15:26] THESE AGREEMENTS WILL COVER PROTECTIONS
[00:15:28] TO PREVENT THE SPREAD OF COVID ONTO THE
[00:15:31] VESSELS AND INTO THE COMMUNITY. THEY
[00:15:34] WILL ALSO REQUIRE PREPLANNING MEASURES
[00:15:36] TO ADDRESS AN OUTBREAK IF ONE SHOULD
[00:15:38] OCCUR. THE PROPOSED ACTION TODAY IS ONLY
[00:15:40] ONE STEP IN THAT PROCESS. WE'RE
[00:15:42] CURRENTLY DEVELOPING THOSE AGREEMENTS
[00:15:44] WITH CRUISE LINES AND LOCAL HEALTH
[00:15:45] AGENCIES AT OUR NEXT MEETING WILL
[00:15:47] PROVIDE YOU MORE INFORMATION ABOUT THESE
[00:15:49] AGREEMENTS AND OUR PLANS FOR THE 2021
[00:15:51] SEASON. I WANT TO REPEAT THAT OUR FOCUS
[00:15:54] AND PRIORITY WILL CONTINUE TO BE ON THE
[00:15:56] PROTECTION AND THE HEALTH AND SAFETY OF
[00:15:58] THE PASSENGERS, CREW, AND THE COMMUNITY.
[00:16:01] COMMISSIONERS, THIS CONCLUDES MY
[00:16:03] REMARKS. THANK YOU FOR THAT REPORT.
[00:16:06] EXECUTIVE DIRECTOR METRUCK ARE THERE ANY
[00:16:09] COMMITTEE REPORTS? MR PRICHARD?
[00:16:12] THANK YOU. COMMISSION PRESIDENT GETS TO
[00:16:14] DO A FEW REPORTS. SO COMMISSIONER
[00:16:18] CHO AND CALKINS CONVENED THE EQUITY AND
[00:16:19] WORKFORCE DEVELOPMENT COMMITTEE ON JUNE 7TH.
[00:16:22] THE COMMISSIONERS REVIEWED THE
[00:16:23] EQUITY INDEX AND DISCUSSED THE CONTENT
[00:16:25] STRUCTURE AND POTENTIAL USES OF THE
[00:16:27] INDEX. THE COMMITTEE RECOMMENDED THAT
[00:16:29] ALL COMMISSIONERS GET BRIEFED ON THE
[00:16:30] EQUITY INDEX AND TO PROVIDE THE NEED
[00:16:33] CONTEXT TO UNDERSTAND HOW THE MAP AND
[00:16:35] HOW IT WILL BE USED. AND I'LL KNOW THAT
[00:16:36] THERE ALSO BE A PUBLIC BRIEFING EXPECTED
[00:16:38] TO BE ON AUGUST 10 TH ON THE EQUITY
[00:16:40] INDEX. ON ANOTHER SUBJECT,
[00:16:43] RECOMMENDATION, PER THE OCTOBER 2020
[00:16:46] COMMISSION ORDER TO THE OFFICE OF
[00:16:48] EQUITY. THE OFFICE OF EQUITY IS
[00:16:49] PROCEEDING WITH CREATING A COMMUNITY
[00:16:51] ADVISORY BOARD TO PROCURE THE PORT IS
[00:16:53] ACCOUNTABLE TO THE PUBLIC AND HOW THE
[00:16:55] PORT INTEGRATES EQUITY PRINCIPLES INTO
[00:16:57] THE PORT WORK. THE MOTIONS LANGUAGE
[00:16:59] ASSERTS THAT THE COMMUNITY ADVISORY
[00:17:00] BOARD SHOW USING THE EQUITY INDEX WORK
[00:17:03] WITH OADI TO INFORM THE USE, REPORT
[00:17:05] RECESSES AND INVESTMENTS, INFORM THE
[00:17:07] INVESTMENT ASSESSMENT PROCESS AND
[00:17:09] PROVIDE POLICY RECOMMENDATIONS. THE PORT
[00:17:11] ON ADDRESSING INEQUITIES AND ADVISED
[00:17:13] PORT LEADERSHIP ON IMPLEMENTATION OF
[00:17:15] INTERNAL AND EXTERNAL PORT EQUITY
[00:17:17] EFFORTS. THE COMMITTEE RECOMMENDED THAT

[00:17:19] THE OEDAI OFFICE OF EQUITY DIVERSITY
[00:17:23] INCLUSION, IDENTIFY THE BOARD NUMBERS
[00:17:25] AND DELIVER TO THE EXECUTIVE FOR
[00:17:26] CONSIDERATION FOR UPCOMING MEETINGS.
[00:17:30] COMMISSIONERS STEINBRUECK AND BOWMAN
[00:17:31] WILL PARTICIPATE ON THE ARTS AND CULTURE
[00:17:33] BOARD ON JUNE 10 TH AND AGAIN NEXT WEEK.
[00:17:35] THE COMMISSIONERS CHO AND CALKINS, WILL
[00:17:37] CONVENE THE EQUITY WORKFORCE DEVELOPMENT
[00:17:39] COMMITTEE ON JUNE 15 TH TO DISCUSS HOW
[00:17:41] THE COMMITTEE ADVISORY BOARD MEMBERS
[00:17:44] WILL BE SELECTED WITH A PRE ADVISORY
[00:17:46] BOARD COMMITTEE DEVELOPED BY OAEDI. AND
[00:17:49] FINALLY, COMMISSIONERS BOWMAN AND SHOW
[00:17:51] WILL CONVENE THE AUDIT COMMITTEE ON JUNE
[00:17:52] 17 TH. THANK YOU. THANK YOU,
[00:17:56] MR PRICHARD. ARE THERE ANY FOLLOW UP
[00:17:57] QUESTIONS FOR AARON REGARDING THESE
[00:17:59] COMMITTEES? CLERK HART, PLEASE CALL THE
[00:18:02] ROLL. THANK YOU. BEGINNING WITH
[00:18:03] COMMISSIONER BOWMAN. NO QUESTIONS.
[00:18:06] THANK YOU. THANK YOU, COMMISSIONER
[00:18:08] CALKINS. NONE FOR ME.
[00:18:10] THANK YOU, COMMISSIONER CHO. NO FOR ME
[00:18:13] EITHER. THANK YOU. THANK YOU.
[00:18:14] COMMISSIONERS STEINBRUECK, NO QUESTIONS.
[00:18:17] THANK YOU. THANK YOU, COMMISSIONER
[00:18:19] FELLEMAN, I HAVE NO FURTHER QUESTIONS
[00:18:21] EITHER. THE COMMISSION WILL NOW ACCEPT
[00:18:24] GENERAL COMMENTS FROM THE PUBLIC FOR
[00:18:26] THOSE WHO SIGNED UP TO SPEAK ON ITEMS
[00:18:29] RELATED TO THE PORT. WRITTEN MATERIALS
[00:18:32] PROVIDED TO THE CLERK WILL BE INCLUDED
[00:18:33] IN TODAY'S MEETING RECORD. THE CLERK HAS
[00:18:35] A LIST OF THOSE PREPARED TO SPEAK AS THE
[00:18:37] PORT CALLS YOUR NAME. WE'LL OPEN THE
[00:18:39] LINE AND COMMENTERS WILL HAVE TO UNMUTE
[00:18:41] THEMSELVES. THEN PLEASE REPEAT YOUR NAME
[00:18:44] FOR THE RECORD. IF YOU'RE ON THE TEAM
[00:18:46] MEETING AND ARE ALSO STREAMING THE
[00:18:48] MEETING, PLEASE MUTE THE VIDEO STREAM TO
[00:18:50] AVOID FEEDBACK. PLEASE NOTE THAT THERE
[00:18:52] WILL BE A SHORT TIME LAG ON THE VIDEO
[00:18:54] STREAM. COMMENTARY TIME WILL BE LIMITED TO
[00:18:56] TWO MINUTES PER PERSON AND IT LOOKS LIKE
[00:18:58] WE HAVE ABOUT 2-4-6-7 PEOPLE OR
[00:19:02] MAYBE SIX WITH 1 WHO JUST DROPPED OUT
[00:19:05] CLERK HEART. PLEASE CALL THE FIRST SPEAKER.
[00:19:07] THANK YOU. OUR FIRST SPEAKER IS NEIL AND
[00:19:10] MR. ANDERSON WAS NOT AVAILABLE FOR CHECK
[00:19:12] IN EARLIER, SO I AM NOT SURE IF HE'S ON
[00:19:14] THE LINE. MR. ANDERSON, IF YOU'RE ON THE LINE?
[00:19:19] OKAY, WE WILL MOVE TO MARK EVERTON.
[00:19:24] HELLO. CAN YOU HEAR ME? WE CAN
[00:19:27] WONDERFUL. I'M MARK EVERSON. I'M THE CEO
[00:19:30] OF THE SEATTLE SOUTH SIDE REGIONAL
[00:19:32] TOURISM AUTHORITY, AND I AM JUST
[00:19:35] BEGINNING MY FOURTH WEEK. SO I'VE BEEN
[00:19:37] HERE LESS THAN A MONTH, AND I'M HERE
[00:19:39] TODAY BASED ON AN INVITATION TO SPEAK
[00:19:41] REGARDING YOUR ITEM 10 A THE RETURN OF
[00:19:45] THE CRUISE SHIPS FOR A MODIFIED THOUSAND
[00:19:47] AND 21 SEASON. IN MY FIRST SEVERAL

[00:19:50] WEEKS, I'VE HAD AN OPPORTUNITY TO MEET
[00:19:53] WITH SOME OF OUR HOTELIERS. AND FOR
[00:19:54] THOSE OF YOU THAT ARE NOT FAMILIAR WITH
[00:19:56] SEATTLE SOUTH SIDE, WE'RE THE SECOND
[00:19:58] LARGEST DMO IN THE STATE OF WASHINGTON.
[00:20:01] RELATIVE TO HOTEL SIZE, WE HAVE 60
[00:20:03] HOTELS ENCOMPASSING 9000 HOTEL ROOMS.
[00:20:06] AND AS I'VE TALKED TO THEM THE HOTEL
[00:20:09] YEARS, I'VE ASKED THEM, WHAT ARE YOUR
[00:20:10] THREE TOP ITEMS THAT ARE KEEPING YOU
[00:20:12] AWAKE AT NIGHT? THE FIRST IS RETURN TO
[00:20:15] NORMALCY, AND WE UNDERSTAND THAT THAT
[00:20:16] WILL BE OCCURRING ON JUNE 30 TH. THE
[00:20:19] SECOND ITEM TROUBLING THEM IS STAFFING
[00:20:21] AND GETTING PEOPLE BACK TO WORK AND
[00:20:23] GETTING THE RIGHT PEOPLE BACK TO WORK.
[00:20:25] AND SO THEY'RE STRUGGLING TO DO THAT AND
[00:20:26] ARE DOING IT THROUGH JOB FAIRS. AND THE
[00:20:28] THIRD ITEM, WHICH SURPRISED ME WAS THE
[00:20:30] RETURN OF CRUISING AND THE CRUISE SHIPS
[00:20:33] RETURNING TO THE PORT OF SEATTLE. AND AS
[00:20:35] YOU'RE WELL AWARE, WE'VE SEEN A DRAMATIC
[00:20:38] GROWTH IN CRUISING FROM 99 TO 2019. WE
[00:20:41] WENT FROM A LITTLE UNDER 10,000 PASSENGERS
[00:20:43] TO OVER 1,200,000. THIS IS A
[00:20:46] SIGNIFICANT ECONOMIC EFFECT FOR US AND
[00:20:49] GENERATES ROUGHLY ABOUT 22,000,000
[00:20:51] DOLLARS WORTH OF LODGING REVENUE IN THE
[00:20:54] SEATTLE SOUTH SIDE AREA. AND I THINK THE
[00:20:56] OTHER KEY STATISTICS THAT I'VE BEEN ABLE
[00:20:58] TO GLEAN WAS THAT ABOUT 54% OF CRUISE
[00:21:01] PASSENGERS HAVE INDICATED THAT THEY ARE
[00:21:03] LIKELY OR HIGHLY LIKELY TO RETURN TO THE
[00:21:06] SEATTLE AREA IN THE NEXT FIVE YEARS. SO
[00:21:08] THIS REALLY ISN'T A ONE AND DONE TYPE OF
[00:21:11] SITUATION, BUT IT'S SOMETHING THAT WE
[00:21:12] CAN SEE CONTINUED ECONOMIC BENEFIT
[00:21:16] FROM HAVING PEOPLE COMING TO SEATTLE
[00:21:21] AS AN EMBARKMENT POINT FOR THEIR CRUISES.
[00:21:24] SO THANK YOU VERY MUCH, AND I ENCOURAGE
[00:21:26] YOU TO SUPPORT THE CRUISE INDUSTRY.
[00:21:27] THANK YOU VERY MUCH, MARK. I APPRECIATE
[00:21:30] YOUR COMMENTS. AND DAVID, YOU WERE ABLE
[00:21:33] TO SHARE THE PORT NEXT UP, PLEASE. YES.
[00:21:36] OUR NEXT SPEAKER IS TIM KUNAHOME.
[00:21:41] TIM, HELLO AND
[00:21:44] HAPPY WORLD OCEAN DAY. MY NAME IS TIM KUNAHOME
[00:21:47] AND I'M THE DIRECTOR OF PUBLIC
[00:21:48] RELATIONS AND STRATEGIC PARTNERSHIPS FOR
[00:21:50] THE SEATTLE AQUARIUM. THE SEATTLE
[00:21:52] AQUARIUM SUPPORTS THE RESTART OF THE
[00:21:53] 2021 CRUISE SEASON HERE IN SEATTLE.
[00:21:56] THIS MUCH NEEDED BOOST TO LOCAL TOURISM
[00:21:58] IS CRITICAL FOR THE HEALTH AND WELFARE
[00:21:59] OF THE WATERFRONT, THE SEATTLE AQUARIUM
[00:22:02] AND OUR REGION AS A WHOLE. IN 2019,
[00:22:05] SEATTLE HAD MORE THAN 6,500,000
[00:22:06] VISITORS TO THE WATERFRONT AND NEARLY
[00:22:08] 1,000,000 GUESTS PURCHASED TICKETS TO
[00:22:10] VISIT THE SEATTLE AQUARIUM. IN 2020
[00:22:13] WITH COVID 19 IMPACTS AND NO CRUISE
[00:22:15] SEASON, WE SAW LESS THAN 1,200,000
[00:22:18] VISITORS TO THE WATERFRONT. OVERALL, A

[00:22:19] MASSIVE DECLINE. THIS WAS A DEVASTATING
[00:22:22] BLOW TO OUR BUSINESS AND THE ENTIRE
[00:22:24] REGION. THE SEATTLE AQUARIUM WAS CLOSED
[00:22:26] FOR MORE THAN 200 DAYS THROUGH PARTS OF
[00:22:27] 2020 AND 2021 AND WE ARE STILL
[00:22:30] IMPACTED AS MANY OTHERS ARE TOO.
[00:22:32] BRINGING BACK THE CRUISE SEASON IN 2021
[00:22:34] IS A CRITICAL STEP TO HELP OUR ECONOMY
[00:22:36] TURN THE CORNER AS WE ALL REACH TOWARDS
[00:22:39] RECOVERY AT OUR NEW NORMAL. AS YOU KNOW,
[00:22:41] EACH TIME A CRUISE SHIP DOCKS HERE IN
[00:22:43] SEATTLE, I INVEST ABOUT 4,000,000
[00:22:44] DOLLARS IN OUR LOCAL ECONOMY AND BOOST
[00:22:46] BUSINESS. ABOUT 70% OF CRUISE PASSENGERS
[00:22:49] EXTEND THEIR STAY IN SEATTLE BY TWO
[00:22:51] DAYS, EITHER PRE OR POST CRUISE DOING
[00:22:53] THINGS LIKE SHOPPING, DINING AND
[00:22:55] VISITING ATTRACTIONS AROUND TOWN. PLUS
[00:22:57] ALMOST ALMOST EVERY CRUISE PASSENGER
[00:22:59] FLIES THROUGH SEATAC AIRPORT TO MAKE
[00:23:01] THIS CONNECTION. ALSO AN IMPORTANT
[00:23:03] DEVELOPMENT IS THE ABILITY FOR CRUISE
[00:23:05] SHIPS TO USE SHORE POWER WHEN THEY ARE
[00:23:06] AT DOCK. SHORE POWER IS COMING THIS
[00:23:09] SEASON APPEARS 66 AND ALLOWS CRUISE
[00:23:11] SHIPS TO BE MORE GREEN FOR OUR LOCAL
[00:23:13] WATERS, AND IT'S A NECESSARY STEP IN
[00:23:14] PROTECTING OUR MARINE ENVIRONMENT IN
[00:23:16] AREA. THE AQUARIUM WATCHDOGS VERY
[00:23:19] CLOSELY. IN SHORT, THE SEATTLE AQUARIUM
[00:23:21] SUPPORT THE EFFORTS TO RETAIN AND GROW
[00:23:23] THE CRUISE SHIP BUSINESS HERE IN
[00:23:24] SEATTLE, AND WE SUPPORT THE PLANS TO
[00:23:26] ACCELERATE THE CRUISE TERMINAL AT
[00:23:28] TERMINAL 46 FOR ADDED GROWTH OF THIS
[00:23:30] INDUSTRY WHILE STRIVING FOR THE MOST
[00:23:32] ENVIRONMENTALLY FRIENDLY PRACTICES
[00:23:34] POSSIBLE. I APPLAUD YOUR EFFORT TO
[00:23:36] BECOME THE GREENEST PART OF THE NATION.
[00:23:38] THANK YOU VERY MUCH FOR YOUR TIME.
[00:23:39] THANK YOU VERY MUCH, TIM. NEXT SPEAKER,
[00:23:43] PLEASE. THAT'S OUR NEXT SPEAKER IS IRIS
[00:23:46] ANTMAN. HI THERE.
[00:23:51] THIS IS IRIS ANTMAN. THANK YOU.
[00:23:54] GOOD AFTERNOON, EVERYBODY. I'M SORT OF
[00:23:57] BLOWN AWAY BY THE PREVIOUS COMMENTS, AS
[00:23:59] WELL AS THE DISCONNECT
[00:24:02] BETWEEN STATED GOALS FROM COMMISSIONERS
[00:24:05] AND WHAT THE ACTIVITIES ACTUALLY
[00:24:07] REPRESENT. I'M GLAD THAT WE'RE
[00:24:11] ALL HERE TODAY BECAUSE WE'VE SURVIVED
[00:24:12] THE COVID PANDEMIC SO FAR WE'VE HAD
[00:24:16] ACCESS TO THE VACCINE. HOW LUCKY WE ARE
[00:24:18] IN THIS COUNTRY AND IN THE CITY. I CAN
[00:24:21] SEE FRIENDS AGAIN, HAVE DINNER WITH THEM
[00:24:23] INDOORS. NO MASKS, COMPLETE WITH HUGS.
[00:24:25] REALLY MIRACULOUS. AFTER A YEAR OF NOT
[00:24:29] SEEING PEOPLE IN THIS WAY,
[00:24:31] RETURNING TO SOME SEMBLANCE OF NORMALCY
[00:24:34] IS CERTAINLY IMPORTANT. BUT IF YOU THINK
[00:24:36] ON JUNE 30 TH WHEN THE STATE OPENS THAT
[00:24:39] WE'RE GOING TO BE NORMAL, I THINK THAT'S
[00:24:42] A FALLACY CERTAINLY NOT GOING TO BE

[00:24:45] NORMAL FOR PEOPLE WHO ARE SUFFERING FROM
[00:24:48] OUR NOT ONLY THE PANDEMIC BUT FROM OUR
[00:24:51] WORSENING CLIMATE AND ENVIRONMENT AND
[00:24:55] AIR POLLUTION. AND TO TO THINK
[00:25:00] THAT INCREASE IN CRUISING IS HELPFUL
[00:25:03] WHEN YOU LOOK AT THE STATISTICS AND I
[00:25:06] APPLAUD ALL THE EFFORTS THE PORT HAS
[00:25:08] MADE TO SHORE POWER AND TO BECOME A BIT
[00:25:11] GREENER. BUT THOSE TWO THINGS CANNOT
[00:25:15] LIVE TOGETHER. IT'S STANDING IN
[00:25:18] HEARTBREAKING TO SEE HOW MANY OF US
[00:25:20] CONTINUE TO LOOK AWAY FROM THE CLIMATE
[00:25:23] AND ENVIRONMENTAL DISASTER THAT'S HERE
[00:25:27] JUST RESUME TRAVEL AS USUAL, AS IF
[00:25:30] BURNING FOSSIL FUELS FUELS IS NOT A
[00:25:33] PROBLEM OR THAT WE DON'T HAVE TO
[00:25:34] CONSIDER THE CONSEQUENCES OF AND TAKE
[00:25:36] RESPONSIBILITY FOR OUR ACTIONS. ALL THE
[00:25:39] FANCY WORDS DON'T TAKE AWAY FROM WHAT
[00:25:41] THE CRUISE SHIPS ARE ACTUALLY DOING NOT
[00:25:44] ONLY TO OUR LOCAL ENVIRONMENT BUT TO THE
[00:25:46] WORLDWIDE ENVIRONMENT. AND WE ARE
[00:25:48] RESPONSIBLE FOR EVERYONE AND EVERYTHING
[00:25:51] WE TELL OURSELVES. SOMEBODY ELSE CAN
[00:25:54] WORRY ABOUT THE CLIMATE. I DESERVE THIS
[00:25:56] LUXURY AND I CAN AFFORD IT. ALRIGHT,
[00:25:59] PLEASE WRAP UP, PLEASE. I DIDN'T
[00:26:02] REALIZE MY TWO MINUTES HAD GONE BY. I
[00:26:06] JUST REALLY WANT YOU TO PLEASE TAKE TO
[00:26:08] HEART WHAT YOU'RE SAYING AND WHAT YOU'RE
[00:26:12] DOING AND THEY DON'T MATCH UP. THANK
[00:26:15] YOU. THANK YOU. IRIS. NEXT, PLEASE.
[00:26:19] YES. OUR NEXT SPEAKER IS PEGGY PRINCE.
[00:26:21] HELLO.
[00:26:29] I'M PEGGY PRINCE. I'M A FOUNDING MEMBER
[00:26:32] OF SEATTLE CRUISE CONTROL AND I'M DEEPLY
[00:26:35] CONFLICTED ABOUT THE PANDEMIC ENDING. I
[00:26:38] LIKED ONE ASPECT THAT'S THE PORT WHERE
[00:26:41] WE FORBID HUGE CRUISE SHIPS FROM
[00:26:43] POLLUTING OUR PORT AND AIR AND SEAS THE
[00:26:47] CDC CLOSED CRUISING FOR HEALTH REASONS.
[00:26:50] YET THERE ARE OTHER REASONS FOR LIMITING
[00:26:51] CRUISING, REASONS THAT ARE LONGER
[00:26:54] LASTING THAN COVID 19 AND EVEN MORE
[00:26:56] THREATENING TO OUR WAY OF LIFE. I'M
[00:26:59] TALKING ABOUT GREENHOUSE GASES AND
[00:27:00] CRUISE SHIPS EMIT LARGE QUANTITIES OF
[00:27:03] THEM THREE TO 4 TIMES AS MUCH PER
[00:27:06] PASSENGER AS AIRLINE TRAVEL. THAT'S
[00:27:08] ACCORDING TO THE INTERNATIONAL COUNCIL
[00:27:09] ON CLEAN TRANSPORTATION. PLUS
[00:27:11] PASSENGERS. FLIGHTS IN AND OUT OF
[00:27:13] SEATTLE EXHAUST FROM THEIR DIRTY DIESEL
[00:27:16] ENGINES CONTRIBUTES TO ACID RAIN,
[00:27:18] HABITAT DESTRUCTION AND CLIMATE CHANGE.
[00:27:21] PLEASE CONSIDER THAT WHEN YOU SIGN THE
[00:27:24] RESTART ORDER TODAY. IF YOU REALLY WANT
[00:27:27] SEATTLE TO BE THE GREENEST PORT ON THE
[00:27:29] WEST COAST, YOU COULD LIMIT PLEASURE
[00:27:31] TRAFFIC TO FEWER AND SMALLER SHIPS AND
[00:27:33] YOU COULD HELP SEATTLE'S HOTELS, THE
[00:27:36] AQUARIUM AND THE HARBORSIDE MERCHANTS
[00:27:38] TRANSITION AWAY FROM DEPENDENCE ON

[00:27:40] SHORTTERM VISITORS BOARDING CRUISE SHIPS
[00:27:43] DURING COVID. WE GOT ALONG WITHOUT
[00:27:46] CRUISE LONG AFTER COVID. LET'S KEEP
[00:27:48] PROTECTING OUR PLANET THAT WAY. THANK
[00:27:50] YOU. THANK YOU, PEGGY. JUST TO
[00:27:54] CLARIFY, WE'RE NOT SIGNING AN AGREEMENT
[00:27:56] TODAY, BUT OUR FINAL SPEAKER, PLEASE.
[00:27:59] THANK YOU. OUR FINAL SPEAKER IS JOHN
[00:28:01] FRICK.
[00:28:05] GOOD DAY, COMMISSIONERS AND EXECUTIVE
[00:28:08] DIRECTOR METRUCK. MY NAME IS JOHN FRIKY.
[00:28:11] I AM THE VICE PRESIDENT OF OPERATIONS
[00:28:13] PREMIER AIR PORT SUBTLE, PREVIOUSLY
[00:28:16] KNOWN AS CAPITAL AIRPORT AIRPORT
[00:28:17] SHUTTLE. WE APPLAUD THE PORT OF SEATTLE
[00:28:21] AND I'M SPEAKING TO THE SPECIAL STUDY
[00:28:23] SESSION HELD EARLIER THIS MORNING
[00:28:25] REGARDING GROUND TRANSPORTATION SEATAC
[00:28:28] AIRPORT. WE APPLAUD THE PORT
[00:28:32] OF SEATTLE AND CREATING AND IMPLEMENTING
[00:28:35] A GROUND TRANSPORTATION ACCESS PLAN FOR
[00:28:37] CURRENT AND FUTURE PLANNING OF GROUND
[00:28:39] TRANSPORTATION AT SEATAC AIRPORT. HE
[00:28:41] COVID PANDEMICS CHANGING ECONOMIC AND
[00:28:43] SOCIAL PATTERNS HAVE DIRECTLY IMPACTED
[00:28:46] MANY ASPECTS OF THE TRAVELERS GROUND
[00:28:47] TRANSPORTATION INDUSTRY SINCE THE
[00:28:49] INCEPTION OF THE GTAP IN 2017 IN 2018.
[00:28:53] OUR GROUND TRANSPORTATION COMPANY,
[00:28:55] PREMIER AIRPORT SHUTTLE, IS NOW
[00:28:57] SERVICING SEATAC INTERNATIONAL AIRPORT
[00:28:59] PASSENGERS WITH DOOR TO DOOR, SHARED AND
[00:29:01] PRIVATE VAN SERVICE THROUGHOUT THE
[00:29:03] GREATER CENTRAL AND SOUTH PUGET SOUND
[00:29:05] REGION. ADDITIONALLY, WE WILL PROVIDE
[00:29:08] SCHEDULED SERVICE BETWEEN SEATAC, THE
[00:29:10] CRUISE SHIP PIERS IN DOWNTOWN SEATTLE
[00:29:12] HOTELS. WE PREVIOUSLY OPERATED BETWEEN
[00:29:14] SEATAC AIRPORT IN THE SOUTH PUGET SOUND
[00:29:17] AREA FOR THE PAST 49 YEARS AND RECENTLY
[00:29:19] EXPANDED IN JANUARY 21 TO THE
[00:29:23] LARGER REGION OF THE CENTRAL PUGET SOUND
[00:29:25] AREA. WE ARE REQUESTING THE PORT TO WORK
[00:29:28] WITH US IN CREATING AN EQUITABLE
[00:29:30] OPPORTUNITY TO PROVIDE OUR SERVICES TO
[00:29:32] THE TRAVELING PUBLIC. PORT OF SEATTLE.
[00:29:34] RESOLUTION NUMBER 3759, MAKES
[00:29:37] COMMITMENTS TO PROVIDE QUALITY CUSTOMER
[00:29:40] SERVICE, REDUCING CONGESTION AND
[00:29:41] MINIMIZING ENVIRONMENTAL IMPACT, AND
[00:29:43] DISCOURAGE THE USE OF PRIVATE VEHICLES,
[00:29:45] AND PROMOTE HIGHER OCCUPANCY
[00:29:46] TRANSPORTATION MODES.
[00:29:49] ACCORDING TO THE TOP 10 STRATEGIES OF
[00:29:52] THE GTAP, DOOR TO DOOR ADVANCE AND
[00:29:54] AIRPORTERS THAT COMPRISE 5% OF THE PAST
[00:29:57] YEAR TRAVEL MODE FROM THE STEADY RESULTS
[00:29:59] ARE COMPLETELY LEFT OUT OF THE PLAN.
[00:30:01] THE 1% TRAVEL MODE OF PUBLIC TRANSIT AND
[00:30:05] TNCS ARE THE MAJOR COMPONENTS OF THIS
[00:30:07] PLAN. THE OPERATIONS OF DOORTODOOR VANS
[00:30:10] AND AIRPORTER SHOULD BE GIVEN MORE
[00:30:11] CONSIDERATION IN FUTURE DEVELOPMENT OF

[00:30:14] THE TGAP BY PORT STAFF AND COMMISSIONERS.
[00:30:16] AND WE LOOK FORWARD TO CREATING A
[00:30:18] PRODUCTIVE WORKING RELATIONSHIP WITH THE
[00:30:20] PORT OF SEATTLE IN PROVIDING EFFICIENT,
[00:30:22] COST EFFECTIVE AND HIGHER OCCUPANCY
[00:30:24] GROUND TRANSPORTATION OPTIONS FOR THE
[00:30:26] TRAVELING PUBLIC. THANK YOU SO MUCH. I
[00:30:29] REALLY APPRECIATE IT. THANK YOU FOR
[00:30:31] SITTING THROUGH TWO SESSIONS NOW. OKAY,
[00:30:34] SO WE'LL NOW MOVE ON TO HEARING NO
[00:30:37] FURTHER. CLERK HART. DID YOU
[00:30:40] WANT TO TRY THE FIRST ONE AGAIN? YES.
[00:30:42] THANK YOU. COMMISSION PRESIDENT, I'LL
[00:30:43] CALL FOR NEIL ANDERSON ONE MORE TIME.
[00:30:49] THANK YOU. COMMISSION PRESIDENT, I
[00:30:51] BELIEVE WE CAN MOVE ON TO WRITTEN PLEASE
[00:30:54] SUMMARIZE THEM FOR US. THANK YOU. SO WE
[00:30:57] HAVE RECEIVED SIX WRITTEN COMMENTS
[00:30:59] TODAY. THEY HAVE ALL BEEN DISTRIBUTED TO
[00:31:01] YOU IN ADVANCE OF THE MEETING AND ARE
[00:31:03] PART OF THE MEETING RECORD. OUR FIRST
[00:31:05] WRITTEN COMMENT IS RECEIVED FROM ROSE
[00:31:07] MARY MOORE, WHO WRITES AN OPPOSITION TO
[00:31:09] THE RESTARTING OF CRUISE SHIPS AND ASKS
[00:31:12] THAT SHIPS NOT BE ALLOWED TO RETURN
[00:31:15] WITHOUT IMPOSING RESTRICTIONS ON
[00:31:17] GREENHOUSE GAS EMISSIONS. SHE PROVIDES
[00:31:20] POINTS OF CONSIDERATION FOR THE
[00:31:21] COMMISSION'S INFORMATION. THE NEXT
[00:31:23] WRITTEN COMMENT RECEIVED IS FROM BARBARA
[00:31:26] AUSTIN, WHO ALSO WRITES AN OPPOSITION TO
[00:31:29] CRUISE RESTART AND THE EFFECTS ON HEALTH
[00:31:31] AND THE ENVIRONMENT. LISA DEAL WRITES IN
[00:31:34] OPPOSITION TO THE RESTART OF CRUISE AT
[00:31:36] THE END OF JULY AND SPEAKS TO CLIMATE
[00:31:40] AND HEALTH EFFECTS RESULTING FROM CRUISE
[00:31:41] OPERATIONS. SHE ALSO SPEAKS IN
[00:31:43] OPPOSITION TO BUILDING AN ADDITIONAL
[00:31:45] CRUISE SHIP TERMINAL AND ENCOURAGE IS
[00:31:47] SWEEPING ENVIRONMENTAL AND HUMAN RIGHTS
[00:31:49] CHANGES. LAURA GIBBONS RIGHTS
[00:31:51] SUMMARIZING HER WRITTEN TESTIMONY,
[00:31:54] WHICH HIGHLIGHTS SOME OF THE MATERIALS
[00:31:56] FROM THE BUDGET RETREAT, ASKS WHAT THE
[00:31:58] PORT PLAN IS TO MEET THE CLIMATE CHANGE
[00:32:00] AND AIR QUALITY CONCERNS RAISED BY
[00:32:02] COMMUNITY GROUPS, AND POINTS OUT THAT A
[00:32:05] REDUCTION IN AVIATION WOULD ADDRESS MANY
[00:32:07] OF THEM. NOMWE MAXWELL WRITES
[00:32:10] TO ENCOURAGE COMMISSIONERS TO ISSUE A
[00:32:13] RESOLUTION OR ORDER WITHDRAWING THE
[00:32:14] STAMP NEAR TERM PROPOSAL FOR A LOT L06
[00:32:17] AND REFERENCES A CITIZENS PETITION WITH
[00:32:19] PUBLIC COMMENTS ON THE PROPOSAL. THE
[00:32:21] WEBSITE FOR THE PETITION IS PROVIDED IN
[00:32:23] THE WRITTEN MATERIALS SHE SUBMITTED,
[00:32:25] AND OUR FINAL WRITTEN COMMENT WAS
[00:32:28] RECEIVED FROM MR JOHN FRIKY, WHO
[00:32:30] SUBMITTED WRITTEN COMMENTS AND SUPPORT
[00:32:31] OF HIS SPOKEN COMMENTS TODAY, AND THAT
[00:32:33] CONCLUDES THE WRITTEN CORRESPONDENCE
[00:32:35] RECEIVED PRIOR TO TODAY'S MEETING. IF
[00:32:37] ADDITIONAL CORRESPONDENCE DURING THE

[00:32:39] MEETING THAT WILL AS WELL BE DISTRIBUTED
[00:32:41] AT THE CONCLUSION OF THE MEETING TODAY
[00:32:43] AND BE INCLUDED AS PART OF THE PUBLIC
[00:32:44] RECORD. THANK YOU, CLERK HART,
[00:32:48] THE ITEMS ON THE CONSENT AGENDA WILL NOW
[00:32:50] MOVE TO THEY'RE CONSIDERED ROUTINE AND
[00:32:53] WILL BE ADOPTED BY ONE MOTION. ITEMS
[00:32:56] REMOVED FROM THE CONSENT AGENDA WILL BE
[00:32:58] CONSIDERED SEPARATELY IMMEDIATELY
[00:32:59] FOLLOWING ADOPTION OF THE REMAINING
[00:33:01] CONSENT AGENDA ITEMS. WE'VE HEARD NO
[00:33:04] ITEMS TO BE PULLED TODAY, AND AT
[00:33:07] THIS TIME THE CHAIR WILL ENTERTAIN A
[00:33:08] MOTION TO APPROVE THE CONSENT AGENDA
[00:33:11] COVERING ITEMS 8-A THROUGH 8-H.
[00:33:14] DO I HAVE A MOTION SO
[00:33:23] THE MOTION HAS BEEN MADE? AND SECONDED,
[00:33:27] COMMISSIONERS, PLEASE SAY YES OR NO WHEN
[00:33:29] YOUR NAME IS CALLED. FOR APPROVAL OF THE
[00:33:32] CONSENT AT THE BEGINNING WITH
[00:33:33] COMMISSIONER BOWMA. AYE. THANK YOU,
[00:33:36] COMMISSIONER CALKINS. AYE. THANK YOU,
[00:33:39] COMMISSIONER CHO. AYE. THANK YOU,
[00:33:42] COMMISSIONER STEINBRUECK. YES, THANK
[00:33:45] YOU, COMMISSIONER FELLEMAN. YES,
[00:33:48] THANK YOU. YOU HAVE FIVE YESSSES AND ZERO
[00:33:50] NOS FOR THIS ITEM. VERY GOOD, NOW MOVING
[00:33:53] ON TO NEW BUSINESS, MR. COMMISSIONER.
[00:33:55] PRESIDENT, THAT MOTION PASSES. OH, THAT
[00:33:58] MOTION DID PASS INDEED. THANK YOU.
[00:34:01] WE'RE GOING TO MOVE ON TO NEW BUSINESS
[00:34:04] SECTION OF THE AGENDA. THIRD PART,
[00:34:06] PLEASE READ THE FIRST ITEM INTO THE
[00:34:07] RECORD AND THEN WE'LL HEAR FROM
[00:34:08] EXECUTIVE METRUCK FOR THE INTRODUCTION TO
[00:34:10] THE ITEM. THANK YOU. THAT IS AGENDA ITEM
[00:34:13] 10-A AUTHORIZATION FOR THE EXECUTIVE
[00:34:16] DIRECTOR TO FINALIZE AND SIGN PORT
[00:34:17] AGREEMENTS UNDER THE CENTER FOR DISEASE
[00:34:19] CONTROL FRAMEWORK FOR CONDITIONAL
[00:34:21] SAILING ORDER AND AMEN LEASES RELATING
[00:34:23] TO PORT CRUISE FACILITIES TO INCORPORATE
[00:34:25] SUCH PORT AGREEMENTS.
[00:34:29] COMMISSIONERS, AS I MENTIONED EARLIER,
[00:34:31] THE CBC IS REQUIRING THAT COMPREHENSIVE
[00:34:33] PORT AGREEMENTS BE IN PLACE PROTECTING
[00:34:35] THE HEALTH AND SAFETY OF PASSENGERS,
[00:34:37] CREW IN THE COMMUNITY BEFORE CRUISE
[00:34:40] SHIPS CAN BEGIN OPERATIONS. THESE WILL
[00:34:42] BE BINDING AGREEMENTS BETWEEN THE PORT,
[00:34:44] INDIVIDUAL CRUISE LINES AND STATE AND
[00:34:46] LOCAL PUBLIC HEALTH AGENCIES. THE ACTION
[00:34:49] TODAY IS ONLY ONE STEP IN THAT PROCESS.
[00:34:51] I'M REQUESTING THAT YOU AUTHORIZE ME TO
[00:34:53] FINALIZE AND SIGN THE PORT AGREEMENTS
[00:34:55] WITH THESE STAKEHOLDERS. AT OUR NEXT
[00:34:57] MEETING, WE WILL PROVIDE YOU MORE
[00:34:59] INFORMATION ABOUT THESE AGREEMENTS AND
[00:35:00] OUR PLANS FOR THE 2021 CRUISE SEASON.
[00:35:03] PRESENTERS TODAY ARE STEPHANIE JOHN
[00:35:05] STEVENS, MANAGING DIRECTOR FOR MARITIME,
[00:35:08] AND DR JOHN LYNCH, WHO STEPHANIE WILL
[00:35:11] INTRODUCE. SO THAT WILL TURN OVER TO

[00:35:13] STEPHANIE JOAN-STEBBENS. THANK YOU.
[00:35:17] THANK YOU, STEVE. WE'RE TODAY
[00:35:21] REQUESTING WE CAN AUTHORIZE
[00:35:25] EXECUTIVE DIRECTOR METRUCK TO SIGN PORT
[00:35:27] AGREEMENTS CONSISTENT WITH CDC
[00:35:29] CONDITIONAL SALE ORDER AND TO
[00:35:31] INCORPORATE THE PROVISIONS OF THOSE PORT
[00:35:33] AGREEMENTS INTO APPLICABLE LEASES.
[00:35:35] SINCE THE CDC ISSUE IT'S CONDITIONAL
[00:35:38] SAIL ORDER GUIDANCE SEVERAL WEEKS AGO,
[00:35:41] WE HAVE BEEN WORKING WITH STATE AND
[00:35:42] LOCAL HEALTH DEPARTMENTS AS WELL AS
[00:35:44] CRUISE LINES, TO DEVELOP THESE
[00:35:45] AGREEMENTS. OUR EFFORTS DURING THIS TIME
[00:35:48] HAVE FOCUSED ON FULFILLING OUR
[00:35:50] COMMITMENT TO PROTECT THE HEALTH AND
[00:35:51] SAFETY OF OUR COMMUNITY, OUR CRUISE
[00:35:53] PASSENGERS OUR CREW AND OTHER FOLKS
[00:35:56] ASSOCIATED WITH CRUISE OPERATIONS.
[00:35:58] THESE AGREEMENTS WILL BE SIGNED BY THE
[00:36:01] PORT, BY EACH CRUISE LINE, AND ALSO BY
[00:36:05] THE STATE, BY THE WASHINGTON STATE
[00:36:07] DEPARTMENT OF PUBLIC HEALTH AND PUBLIC
[00:36:10] HEALTH SEATTLE, KING COUNTY THERE'S
[00:36:13] BEEN NEWS LATELY ABOUT DIFFERENT EVENTS
[00:36:15] HAPPENING AROUND THE COUNTRY, BUT I WANT
[00:36:17] YOU TO KNOW THAT WE ARE COMMITTED TO
[00:36:19] SIGNING THE PORT AGREEMENTS WITH EACH
[00:36:21] CRUISE LINE. REGARDLESS OF WHAT
[00:36:22] DECISIONS ARE ULTIMATELY MADE EITHER IN
[00:36:25] THE PORT SYSTEM OR BY CRUISE LINES
[00:36:28] THEMSELVES, THEY REALLY ARE PLEDGED TO
[00:36:31] THE COMMUNITY TO PROTECT PUBLIC HEALTH.
[00:36:34] THESE AGREEMENTS WILL COVER PROTECTIONS
[00:36:37] TO PREVENT THE SPREAD OF COVID AND WILL
[00:36:40] ALSO REQUIRE PRE PLANNING MEASURES TO
[00:36:43] ADDRESS MEASURES TO AN OUTBREAK DO
[00:36:47] OCCUR. THEY REQUIRE CRUISE LINES TO
[00:36:50] PROVIDE TRANSPORTATION, QUARANTINE AND
[00:36:52] HOSPITALIZATION OF AFFECTED CREW AND
[00:36:54] PASSENGERS. THEY ALSO DETAIL OUR
[00:36:56] RESPONSIBILITIES AS WELL AS THAT OF OUR
[00:36:59] TERMINAL OPERATOR. AND JUST A NOTE ON
[00:37:02] THAT THE TERMINAL OPERATOR WILL BE
[00:37:04] IMPLEMENTING MANY OF THE PORT
[00:37:06] RESPONSIBILITIES. THEY WILL NOT BE A
[00:37:08] SIGNATORY TO THE AGREEMENT. PER CDC
[00:37:13] OUTLINE. HOWEVER, THE AGREEMENT WILL BE
[00:37:15] INCORPORATED INTO THAT LEASE ONCE THE
[00:37:17] AGREEMENT IS COMPLETE. THERE'S A COUPLE
[00:37:20] OF THE ELEMENTS THAT ARE ACTUALLY IN THE
[00:37:23] PORT AGREEMENT I'D LIKE TO SHARE TO GIVE
[00:37:25] YOU A FLAVOR FOR HOW COMPREHENSIVE THESE
[00:37:27] ARE. IT WILL COVER EMBARKATION
[00:37:31] AND DISEMBARKATION PROCEDURES,
[00:37:33] INCLUDING SCREENING, TESTING AND SOCIAL
[00:37:36] DISTANCING. WILL INCLUDE EMERGENCY
[00:37:39] RESPONSE PLANS FOR VARIOUS SCENARIOS.
[00:37:41] WILL INCLUDE VACCINATION COMPONENTS AND
[00:37:44] STRATEGIES. WILL INCLUDE PROCEDURES FOR
[00:37:47] ROUTINE TESTING AND SYMPTOM MONITORING
[00:37:50] OF VESSEL, CREW AND PASSENGERS, AS WELL
[00:37:53] AS TERMINAL PERSONNEL WHO ARE EXPECTED

[00:37:55] TO INTERACT WITH PASSENGERS. WILL
[00:37:57] INCLUDE PROCEDURES FOR ROUTINE AND
[00:38:00] OUTBREAK LEVEL CLEANING FOR GATHERING
[00:38:02] AREAS AND TRANSPORTATION VEHICLE. WE'LL
[00:38:05] INCLUDE REPORTING REQUIREMENTS OF COVID
[00:38:08] 19 CASES DURING VOYAGES. AND THEN
[00:38:10] FINALLY, AS I NOTED, IT WILL INCLUDE
[00:38:13] CRUISE LINE AGREEMENTS TO PROVIDE
[00:38:15] HOUSING AND HOSPITALIZATION OF ANYBODY
[00:38:17] AFFECTED FROM PASSENGERS AFFECTED BY
[00:38:21] COVID, AS WELL AS MEDICAL
[00:38:23] TRANSPORTATION. AND I WANT TO EMPHASIZE
[00:38:25] THAT ALL OF THESE PROVISIONS MUST BE
[00:38:28] APPROVED BY OUR STATE AND LOCAL PUBLIC
[00:38:31] HEALTH AGENCIES BEFORE THEY SIGN THEM.
[00:38:33] SO WE ARE THAT IS AT THE FOREFRONT
[00:38:37] OF OUR MIND. AND I WANT TO ADD THAT IN
[00:38:40] ADDITION TO THOSE PUBLIC HEALTH EXPERTS
[00:38:43] AND THE PORT OF SEATTLE PUBLIC HEALTH
[00:38:46] EXPERTS THAT ARE ON OUR STAFF, WE HAVE
[00:38:50] ALSO HIRED DR JOHN LIMBS TO WORK WITH US
[00:38:53] AND ADVISE US ON THESE PLANS. IT WAS
[00:38:55] REALLY CRITICAL THAT WE ARE THINKING
[00:38:57] THROUGH WITH PUBLIC HEALTH AT THE AS
[00:39:00] WE THINK THROUGH ALL OF OUR OPERATIONS,
[00:39:02] REALLY, THAT IS A FOUNDATION. AND I'M
[00:39:05] GOING TO INVITE DR LYNCH TO SPEAK. BUT
[00:39:07] FIRST, I'D LIKE TO SHARE A FEW OF HIS
[00:39:10] CREDENTIALS. DR LYNCH IS WITH
[00:39:14] UW MEDICINE AND HARBORVIEW MEDICAL
[00:39:16] CENTER. HE IS AN ASSOCIATE PROFESSOR
[00:39:19] WITH THE DEPARTMENT OF MEDICINE, THE
[00:39:20] DIVISION OF ALLERGY AND INFECTIOUS
[00:39:23] DISEASES, THE MEDICAL DIRECTOR OF THE HMC
[00:39:27] INFECTION PREVENTION AND CONTROL, THE
[00:39:30] MEDICAL DIRECTOR OF THE AGENCY EMPLOYEE
[00:39:32] HEALTH AND MEDICAL DIRECTOR OF HMC
[00:39:36] INTO ANTIMICROBIAL STEWARD PROGRAM.
[00:39:40] SO I THOUGHT MY EMAIL SIGNATURE WAS LONG
[00:39:44] BUT VERY IMPRESSIVE CREDENTIALS. AND
[00:39:45] WE'RE VERY FORTUNATE TO HAVE DR LINT TO
[00:39:48] ADVISE US. AND I'D LIKE TO INVITE DR
[00:39:50] LYNCH TO SAY A FEW WORDS THANK YOU,
[00:39:53] STEPHANIE. AND GOOD AFTERNOON. DIRECTOR
[00:39:56] METRUCK AND COMMISSIONERS. AS MENTIONED,
[00:39:59] MY NAME IS JOHN LYNCH. I'M AN INFECTIOUS
[00:40:01] DISEASE DOCTOR. I AM WORKING WITH THE
[00:40:03] PORT OF SEATTLE HAVE BEEN ACTUALLY FOR
[00:40:05] THE LAST SIX MONTHS OR SO INITIALLY WITH
[00:40:07] THE SEATAC TEAM AND WORKING WITH THEIR
[00:40:09] SUCCESSFUL SORT OF RELAUNCH OF
[00:40:11] INTRODUCING PASSENGERS INTO THE TERMINAL
[00:40:13] THAT DIRECTOR METRUCK MENTIONED AND
[00:40:16] NOW WORKING WITH THE MARITIME TEAM.
[00:40:18] I'VE BEEN PRESENT ON ALL OF THE MEETINGS
[00:40:21] OVER THE LAST MONTH WITH THE MARITIME
[00:40:24] TEAM WITH DEPARTMENT OF HEALTH AS WELL
[00:40:26] AS PUBLIC HEALTH AT KING COUNTY AND
[00:40:28] OTHER REPRESENTATIVES ON THOSE
[00:40:30] DISCUSSIONS. I HAVE MADE TOURS OF PIER
[00:40:33] 66 AND 91, WALKING THROUGH THE ENTIRE
[00:40:36] FACILITIES AND REVIEWING ALL OF THE
[00:40:38] PLANS AND PROTOCOLS THAT HAVE BEEN

[00:40:40] PRESENTED AND DISCUSSED. WE HAVE USED A
[00:40:43] MITIGATION APPROACH USING AN ACCEPTED
[00:40:45] FRAMEWORK REFERRED TO AS THE HIERARCHY
[00:40:48] OF CONTROLS THAT IS USED IN MANY, MANY
[00:40:50] OCCUPATIONAL SETTINGS IN ORDER TO
[00:40:52] PREVENT HARM TO PEOPLE IN THOSE
[00:40:55] SETTINGS, REGARDLESS OF WHETHER THEIR
[00:40:56] EMPLOYEES OR PASSENGERS OR HAVE OTHER
[00:40:59] ROLES. AS MENTIONED BY STEPHANIE, THERE
[00:41:02] IS MANY, MANY LAYERS IN TERMS OF THE
[00:41:04] APPROACH THAT THE TEAM IS USING TO
[00:41:06] PROTECT PEOPLE WHO ARE EITHER WORKING OR
[00:41:09] MOVING THROUGH ANY OF THE PORT AREAS
[00:41:11] BEFORE THEY GET ON INTO THE PORT TRANSIT
[00:41:15] AREAS ONTO THE CRUISE BOATS AND THEN
[00:41:17] BACK OUT. SOME OF THE KEY THINGS, AS
[00:41:20] MENTIONED, ARE VACCINATION REQUIREMENTS
[00:41:22] FOR BOTH EMPLOYEES AND PASSENGERS, THE
[00:41:25] NUMBER OF PASSENGERS COMING THROUGH THE
[00:41:26] FACILITIES, METERING OF PASSENGERS AS
[00:41:29] THEY MOVE THROUGH. SO INSTEAD OF HAVING
[00:41:32] LARGE BOLUSES CONTROLLING THAT, A LOT
[00:41:33] MORE TESTING, PARTICULARLY UNBACK STATED
[00:41:36] INDIVIDUALS, INCREASED VENTILATION AND
[00:41:39] FILTRATION UP TO BASICALLY HOSPITAL
[00:41:42] LEVEL FILTRATION UNITS IN EACH OF THESE
[00:41:44] PURE FACILITIES, PASSENGER MOVEMENT,
[00:41:48] INCLUDING SEPARATION OF PEOPLE
[00:41:49] DISEMBARKING AND EMBARKING, AND KEEPING
[00:41:52] THEM COMPLETELY SEPARATED FROM EACH
[00:41:53] OTHER. AS MENTIONED, CLEANING IN
[00:41:55] DIFFERENT SCENARIOS AND ONGOING MASKING
[00:41:58] IN THESE AREAS. AS I'VE WORKED THROUGH
[00:42:00] THIS AND THROUGH A LOT OF MY EXPERIENCE,
[00:42:01] PARTICULARLY OVER THE LAST YEAR, BUT
[00:42:03] OVER THE LAST DECADE OF PANDEMIC
[00:42:05] PREPAREDNESS AND RESPONSE, I FEEL VERY
[00:42:08] CONFIDENT THAT THE TEAM HAS PUT INTO
[00:42:09] PLACE THE APPROPRIATE MITIGATION TOOLS
[00:42:13] TO KEEP THE PORT SAFE FOR EVERYONE IN
[00:42:16] THOSE FOOTPRINTS, TO MAXIMIZE THE SAFETY
[00:42:19] OF THE CRUISE SHIPS THEMSELVES. I THINK
[00:42:22] THIS IS THE RIGHT DECISION FOR THE PORT,
[00:42:24] FOR THE PEOPLE WORK THERE AND ALSO FOR
[00:42:26] THE CITY. THANK YOU.
[00:42:30] THANK YOU, DR LYNCH.
[00:42:33] STEPHANIE, DO YOU HAVE SOME MORE TO GO?
[00:42:37] NO. IT COMPLETES OUR PRESENTATION.
[00:42:40] WE ASK FOR YOU TO AUTHORIZE EXECUTIVE
[00:42:43] DIRECTOR METRUCK TO MOVE FORWARD WITH THE
[00:42:46] AGREEMENT. THANK YOU. AND, STEVE,
[00:42:49] WOULD YOU LIKE TO SAY ANYTHING FURTHER?
[00:42:51] NO. COMMISSIONERS, I JUST WANT TO LET
[00:42:54] YOU KNOW WE JUST WANTED TO GIVE YOU AN
[00:42:56] OUTLINE OF ALL THE PROCEDURES THAT WE'RE
[00:42:58] GOING THROUGH. THIS IS AN EXTENDED
[00:43:00] PROCESS AND WE APPRECIATE DR LYNCHES
[00:43:02] CONSULTING WITH US, BUT WORKING CLOSELY
[00:43:04] WITH PUBLIC HEALTH OFFICIALS AT
[00:43:07] THE STATE AND THE COUNTY AND CITY LEVEL
[00:43:10] MOVING FORWARD. SO WITH THE FOCUS ON
[00:43:12] THAT, MAKING SURE THAT WE'RE CHECKING
[00:43:14] ALL THE BOXES TO COMPLIANCE WITH THE CDC

[00:43:17] AND THINKING THIS THROUGH AS WE GO
[00:43:19] FORWARD. SO I APPRECIATE YOUR SUPPORT
[00:43:21] FOR THIS AUTHORIZATION OF THIS
[00:43:23] AUTHORITY. THANK YOU. THANK YOU VERY
[00:43:25] MUCH. AND REALLY THANK YOU VERY MUCH FOR
[00:43:28] DR LYNCH FOR JOINING US TODAY. I MUST
[00:43:30] SAY HAVING HAVING YOUR OVERSIGHT OF THE
[00:43:32] EFFORT INCREASES OUR CONFIDENCE
[00:43:34] CONSIDERABLY. I DON'T KNOW WITH ALL
[00:43:36] THOSE TITLES WHAT YOU DO WITH YOUR SPARE
[00:43:37] TIME, BUT I'LL SPARE YOU THAT QUESTION
[00:43:40] ANYWAY. COMMISSIONERS, PLEASE UNMUTE
[00:43:42] YOURSELVES TO QUESTIONS AND COMMENTS OF
[00:43:44] THE STAFF AND PRESENTERS WILL REMAIN
[00:43:47] AUDIBLE. CLERK HART, PLEASE CALL THE
[00:43:48] ROLL. THANK YOU. BEGINNING WITH
[00:43:50] COMMISSIONER BOWMAN. HI. THANK YOU. I
[00:43:53] THINK MY ONLY COMMENT IS I APPRECIATE MR
[00:43:57] DOCTOR LYNCH'S PRESENTATION. I REALLY
[00:44:00] THINK AT THE END OF THE DAY NO, I THINK
[00:44:02] AT THE END OF THE DAY, HOWEVER, THE
[00:44:04] DECISION NEEDS TO REALLY COME FROM OUR
[00:44:06] STATE DEPARTMENT OF HEALTH IN KING COUNTY.
[00:44:08] DEPARTMENT OF HEALTH, ABOUT WHEN IS THE
[00:44:10] APPROPRIATE TIME TO RESTART CRUISE.
[00:44:13] DOCTOR LYNCH, THANK YOU SO MUCH FOR
[00:44:15] BEING HERE TODAY. BUT I KNOW THAT GIVEN
[00:44:17] THE WAY THAT PANDEMIC HAS GONE AND THE
[00:44:19] PUBLIC'S RELIANCE UPON OUR PUBLIC HEALTH
[00:44:21] DEPARTMENTS, THAT FOR ME IS REALLY SEE,
[00:44:24] AT THE END OF THE DAY, I AM WILLING TO
[00:44:26] GIVE THIS AUTHORITY TO YOU TO MOVE
[00:44:29] FORWARD WITH THE AGREEMENTS, BUT WITH
[00:44:31] THE UNDERSTANDING, VERY PUBLIC
[00:44:33] UNDERSTANDING THAT IT IS AFTER WE HAVE
[00:44:35] AGREEMENT FROM KING COUNTY IN THE STATE
[00:44:38] PUBLIC HEALTH DEPARTMENT ABOUT MOVING
[00:44:40] FORWARD SAFELY. WE'VE TALKED ABOUT THIS
[00:44:43] MANY, MANY TIMES. I BELIEVE WE'RE ON THE
[00:44:44] SAME PAGE, BUT I JUST WANT TO BE REALLY
[00:44:46] CLEAR ABOUT WHAT MY POSITION IS. THEY
[00:44:48] HAVE TO SIGN OFF ON CRUISE BEFORE WE
[00:44:50] RESTART THIS INDUSTRY IN SEATTLE. THANK
[00:44:53] YOU. YEAH, OF COURSE. COMMISSIONER, LET
[00:44:56] ME JUST JUMP IN THERE AND SAYING THEY
[00:44:57] HAVE BEEN PART OF THESE DISCUSSIONS AS WE
[00:45:00] LOOK AT THESE AGREEMENTS AND ABSOLUTELY
[00:45:02] THEY ARE. THESE AGREEMENTS AREN'T IN
[00:45:04] PLACE UNTIL THEY SIGN THEM.
[00:45:07] THANK YOU, COMMISSIONER BOWMAN. MOVING
[00:45:10] TO COMMISSIONER CALKINS.
[00:45:13] YEAH. THANK YOU FOR THE PRESENTATION.
[00:45:14] I'VE ENJOYED THE BRIEFINGS TO GET A BIT
[00:45:17] MORE UNDERSTANDING OF JUST THE LEVEL TO
[00:45:20] WHICH STAFF AND EXTERNAL PARTNERS,
[00:45:24] INDUSTRY, COUNTY AND STATE PUBLIC HEALTH
[00:45:28] AUTHORITIES HAVE BEEN INVOLVED IN
[00:45:31] CREATING A PATHWAY TO A SAFE RESTART.
[00:45:34] IT'S PARTICULARLY NOTABLE THAT I THINK
[00:45:37] THIS IS A MUCH MORE AGGRESSIVE APPROACH
[00:45:40] TO PUBLIC HEALTH AND SAFETY THAN WE'VE
[00:45:42] SEEN IN PIER PORTS AND OTHER PLACES IN
[00:45:44] THE COUNTRY. I THINK WE ARE TAKING

[00:45:45] ADDITIONAL STEPS AND WE SHOULD BE PROUD
[00:45:47] OF THAT. SO THANKS FOR ALL THE WORK ON
[00:45:49] THIS, AND I WILL GO TO AUTHORIZE US
[00:45:52] THANK YOU, COMMISSIONER CALKINS. TOM
[00:45:55] ECHO. YEAH. TO COMMISSIONER CALKINS
[00:45:58] POINT. I'D LOVE TO GET SOME SOME
[00:46:01] THOUGHTS FROM STEPHANIE AND DR LYNCH ON
[00:46:04] HOW OUR AGREEMENT AND OUR APPROACH
[00:46:08] HAS KIND OF EXCEEDED THE INDUSTRY
[00:46:10] STANDARD AND OR HAS BEEN RECEIVED BY THE
[00:46:12] INDUSTRY. STEPHANIE, I THINK IN OUR
[00:46:14] BRIEFING GOOD MENTIONED THAT SEVERAL
[00:46:16] PORTS HAVE ACTUALLY REACHED OUT TO US
[00:46:19] FOR HELP AND FOR GUIDANCE.
[00:46:22] CURIOUS FOR THE SAKE OF THE PUBLIC,
[00:46:25] LISTENING TO TALK A LITTLE MORE ABOUT
[00:46:29] HOW WE'RE SETTING A STANDARD FOR THE
[00:46:30] INDUSTRY. WELL, I CAN
[00:46:34] TELL YOU THAT JUST THIS MORNING IN THE
[00:46:36] SEATTLE TIMES, IT WAS A HEADLINE AT ONE
[00:46:38] OF OUR CRUISE LINE DUE
[00:46:42] TO, I THINK ISSUES IN FLORIDA
[00:46:45] AND CONCERNS ABOUT REQUIRING VACCINE
[00:46:48] HAVE DECIDED THAT THIS IS THE ONLY PLACE
[00:46:52] IN THE COUNTRY WHERE VACCINES WILL BE
[00:46:54] REQUIRED FROM THEIR SHIP SAILING. SO I
[00:46:57] SEE THAT AS AN EXAMPLE, ALONG WITH
[00:47:00] THE PORT IN ALASKA, THE PORT OF SEATTLE
[00:47:03] HAS REALLY KEPT THAT AT THE FOREFRONT OF
[00:47:07] OUR REQUIREMENTS. I ALSO KNOW
[00:47:11] THAT AS WE HAVE LOOKED AT THE WHOLE
[00:47:14] LAYER OF REQUIREMENTS, AS DR
[00:47:18] LINT DESCRIBED, THAT'S REALLY A MODEL.
[00:47:24] GREAT. THANK YOU SO MUCH. THANK YOU,
[00:47:27] COMMISSIONER CHO COMMISSIONER
[00:47:28] STEINBRUECK. YEAH. I APPRECIATE DIRECTOR
[00:47:33] STEPHANIE JOANN-STEBBENS WORK ON THIS AND
[00:47:36] THE STAFF THAT HAVE BROUGHT THIS TO US.
[00:47:39] I MOSTLY QUESTIONING WHO
[00:47:43] TAKES RESPONSIBILITY FOR VERIFYING
[00:47:47] THE SAFE RETURN TO CRUISE BY OUR SIGNING
[00:47:50] THIS AGREEMENT. IS THE PORT ACCEPTING
[00:47:53] RESPONSIBILITY OR CERTIFYING THAT THE
[00:47:58] RETURN IS SAFE? OR IS THAT, AS
[00:48:01] COMMISSIONER BOWMAN HAS REFERENCED, NOT
[00:48:05] OUR DETERMINATION, BUT THE STATE AND
[00:48:08] CDC, WHO EXACTLY IS
[00:48:13] TAKING THE RESPONSIBILITY TO CERTIFY THE
[00:48:16] SAFE RETURN TO CRUISE?
[00:48:19] IN THE RECOVERY AND THE COVID RECOVERY
[00:48:22] PERIOD, THE CENTERS
[00:48:25] FOR DISEASE CONTROL HAS LAID OUT A
[00:48:27] CONDITIONAL SAIL ORDER THAT LAYS OUT THE
[00:48:32] DETERMINATION OF WHAT ENTAILS IF THEY
[00:48:35] RETURN TO CRUISE. AND OUR PUBLIC HEALTH
[00:48:37] AGENCIES LOCALLY NEED TO BE COMFORTABLE.
[00:48:41] THAT WHAT THE CRUISE
[00:48:44] LINES OPERATIONS AS WELL AS WHAT THE
[00:48:47] PORT IS PROPOSING AS OUR OPERATIONS MEET
[00:48:50] THOSE STANDARDS FROM A LOCAL
[00:48:53] PERSPECTIVE. AND I COULD CERTAINLY ASK
[00:48:56] OUR ATTORNEY, RYAN STAMFORD, TO SPEAK
[00:48:58] FURTHER TO THAT IF YOU WOULD LIKE. BUT I

[00:49:01] WOULD SAY IT IS DEFINITELY PUBLIC HEALTH
[00:49:03] THAT IS INDICATING IT SAFE. I WANT TO BE
[00:49:07] ASSURED THAT IN NO WAY DOES OUR
[00:49:11] APPROVAL OF THE THIS AGREEMENT
[00:49:17] INDICATE THAT WE ARE VERIFYING
[00:49:20] THE SAFE RETURN TO CRUISE. OTHERWISE, I
[00:49:23] CAN'T AGREE TO IT UNLESS THAT
[00:49:26] RESPONSIBILITY LIES WITH BOTH THE CRUISE
[00:49:32] PEOPLE AND A PUBLIC HEALTH AND CDC.
[00:49:37] COMMISSIONER, LET ME SPEAK A LITTLE BIT.
[00:49:40] NOT TO THIS IS THAT THIS IS NOT A
[00:49:43] CERTIFICATION. THESE AGREEMENTS ARE NOT
[00:49:45] CERTIFICATIONS OF THIS. THESE ARE
[00:49:48] MEASURES AND FRAMEWORKS PUT INTO PLACE.
[00:49:50] AND AS YOU SEE, THERE'S THE PREVENTION
[00:49:53] SIDE, THEN RESPONSE THAT IT DOES. SO
[00:49:55] THERE'S NOT A CERTIFICATION PROCESS
[00:49:57] INVOLVED IN THIS, BUT AN AGREEMENT AMONG
[00:49:59] THE PARTIES IN ORDER TO CARRY OUT THESE
[00:50:01] MEASURES THAT ARE DEEMED TO BE
[00:50:03] PROTECTIVE AGAINST THE INTRODUCTION AND
[00:50:06] THE RESPONSE TO THE VIRUS. SO I'LL
[00:50:10] BE GLAD TO LET A LAWYER A COMMENT ON
[00:50:12] THIS, BUT THESE ARE NOT CERTIFICATION
[00:50:14] MEASURES IN THAT, BUT APPROVAL OF THESE
[00:50:18] MEASURES PUT INTO PLACE. YEAH. AND WELL,
[00:50:21] I DON'T WANT TO HAVE IT AS AN INFERRED
[00:50:23] CERTIFICATION EITHER OR SIGNAL OR
[00:50:26] COMMUNICATE THAT I INFERRED THAT WE ARE
[00:50:30] CERTIFYING SAFE RETURN FOR ME, JUST NOT
[00:50:34] HAVING NO EXPERTISE WHATSOEVER CLAIMING
[00:50:36] ANY THE SINGLE MOST IMPORTANT ASPECT OF
[00:50:39] THIS IS THE CRUISE INDUSTRY THEMSELVES
[00:50:43] ARE REQUIRED VACCINATION, AS I
[00:50:45] UNDERSTAND IT, OF ALL PASSENGERS HERE AT
[00:50:48] OUR PORT, THERE MUST BE PROOF
[00:50:52] OF VACCINATION, WHICH ISN'T NECESSARILY
[00:50:55] ENSURING AN ABSOLUTE SAFE
[00:51:00] RETURN, BUT CERTAINLY GOES A LONG WAY.
[00:51:03] AND THEN, OF COURSE, IT'S THEIR OWN THE
[00:51:09] CRUISE STAFF AND EMPLOYEES AS WELL.
[00:51:13] BUT I JUST THINK WE HAVE TO BE
[00:51:16] ABSOLUTELY CLEAR ABOUT THAT, THAT WE'RE
[00:51:18] NOT ASSUMING ANY RESPONSIBILITY FOR
[00:51:22] THE SAFE RETURN. WE'RE SIMPLY
[00:51:26] ACKNOWLEDGING THE GUIDELINES AND
[00:51:30] PROVISIONS OF PUBLIC HEALTH AND CDC AND
[00:51:35] PASSING THAT ON TO CRUISE
[00:51:39] TO REOPEN THE SEASON,
[00:51:42] IF THAT'S CORRECT. WELL,
[00:51:46] THERE'S THIS RESPONSIBILITIES ARE IN THE
[00:51:48] ROOM. WHO CAN SPEAK TO THIS? WELL, I
[00:51:51] THINK WHAT WE'RE LINING TO THESE ARE
[00:51:53] AGREEMENTS OR ACTIONS TO TAKE ON EACH
[00:51:55] PARTY. AND, STEPHANIE, I'M SORRY TO JUMP
[00:51:56] IN HERE, BUT GO AHEAD, FEEL FREE. YOU
[00:51:58] AND RYAN IS THAT THESE ARE ACTIONS FOR
[00:52:00] EACH OF THE PARTIES WITH ACTIONS
[00:52:03] REQUIRED, WHICH ARE THE CRUISE LINE AND
[00:52:05] ON SOME RESPONSIBILITIES FOR THE PORT,
[00:52:07] WE HAVE RESPONSIBILITIES THAT WE AGREE
[00:52:10] TO FOLLOW AND THEN THROUGH OUR CONTRACTS
[00:52:12] WITH WITH OUR TERMINAL MANAGERS AS WELL.

[00:52:15] IS THAT YOUR UNDERSTANDING, STEPHANIE?
[00:52:18] THAT IS FOR US. PETE GRAMELS,
[00:52:22] GENERAL COUNSEL, AND MAYBE ASK BRIAN
[00:52:24] STAMPER, THE LAWYER HAS BEEN WORKING ON
[00:52:26] THIS, TOO AND LARGE A LITTLE BIT, JUST
[00:52:27] IN TERMS OF DESCRIBING THE FRAMEWORK.
[00:52:29] BUT I THINK THE FRAMEWORK IS ESSENTIALLY
[00:52:32] AN OPERATIONAL PLAN THAT WE'RE AGREEING
[00:52:34] TO, APPROVED BY THE CDC EVENTUALLY,
[00:52:37] WHEN IT ISSUES, IT'S SAILING ORDERS.
[00:52:40] BRIAN, DID YOU THINK TO ADD TO THAT, I
[00:52:44] THINK I AGREE WITH WHAT YOU AND STEVE
[00:52:46] AND STEPHANIE HAVE LAID OUT HERE, THAT
[00:52:49] THE PORT OF SEATTLE IS ONE OF THE 4
[00:52:52] SIGNATORIES TO THE AGREEMENT. AND
[00:52:56] EXHIBIT ONE TO THAT AGREEMENT DOES HAVE
[00:52:59] RESPONSIBILITIES FOR THE PORT OF SEATTLE
[00:53:01] AND OUR CRUISE TERMINAL OPERATOR.
[00:53:04] OTHER EXHIBITS ARE PUT TOGETHER WITH
[00:53:08] RESPONSIBILITIES FOR THE CRUISE LINE,
[00:53:10] AND THE CRUISE LINES ARE RESPONSIBLE FOR
[00:53:13] MONITORING AND COMPLIANCE WITH THE
[00:53:15] AGREEMENT. SO THESE AGREEMENTS HAVE BEEN
[00:53:19] DRAFTED AND NEGOTIATED IN ORDER TO
[00:53:22] MITIGATE THE RISK TO THE PORT OF
[00:53:25] SEATTLE, TO THE PUBLIC AND TWO
[00:53:28] PASSENGERS. AND IT'S NOT THE PORT
[00:53:31] THAT DETERMINE WHAT THE PROTOCOLS AND
[00:53:34] PROCEDURES WOULD BE. WE HAD NO ROLE
[00:53:38] IN THAT. CORRECT. THE CRUISE LINES HAVE
[00:53:41] PUT TOGETHER THEIR EXHIBITS AND
[00:53:44] ROUTED THOSE THROUGH THE HEALTH
[00:53:47] AUTHORITIES WHO ARE REVIEWING THOSE.
[00:53:50] CORRECT. OKAY. THANK YOU.
[00:53:54] THANK YOU. COMMISSIONER STEINBRUECK,
[00:53:55] MOVING TO COMMISSIONER FELLEMAN,
[00:53:59] YOU'RE MUTED, SIR.
[00:54:04] NOT ON THIS SUBJECT I'M NOT. I'M STEVE
[00:54:10] AND I GO WAY BACK ON THIS. SO I JUST A
[00:54:13] COUPLE OF THINGS AND TO ADJUST. SO SOME
[00:54:16] OF THE THINGS THAT MAYBE WE'RE GOING
[00:54:18] ABOVE AND BEYOND THE ISSUE WITH
[00:54:22] THE FACT THAT WE'RE A LANDLORD PORT,
[00:54:25] AND IT'S THE CRUISE TERMINAL OPERATOR
[00:54:28] WHO'S ACTUALLY ULTIMATELY GOING TO
[00:54:30] IMPLEMENT THOSE PROTOCOLS OF THE PORT
[00:54:33] AGREEMENT. AND SO THEY ARE NOT FORMAL
[00:54:37] SIGNATORIES TO THE PORT AGREEMENT.
[00:54:40] BUT WHAT YOU SAID WAS NEWS TO ME THAT
[00:54:44] YOU ARE PUTTING THESE AGREEMENTS INTO
[00:54:46] THEIR LEASE, IF THAT'S IN THEIR LEASE
[00:54:49] AGREEMENT. SO DO WE HAVE WHAT AN ANNUAL
[00:54:51] LEASE WITH THEM, OR DO WE HAVE TO REOPEN
[00:54:53] THEIR LEASE IN ORDER TO INSERT THAT? SO
[00:54:56] THAT WOULD MAKE IT BINDING ON THEM TO
[00:54:58] COMPLY? RYAN, I MIGHT
[00:55:01] ASK YOU TO SPEAK TO THAT AGAIN.
[00:55:05] SURE. WE ANTICIPATE AN
[00:55:09] AMENDMENT TO RELEVANT LEASES TO
[00:55:12] INCORPORATE THE PROVISIONS THAT APPLY
[00:55:17] TO THE CRUISE TERMINAL OPERATORS THROUGH
[00:55:19] THEIR LEASE. ALRIGHT. SO AS FAR AS I'M
[00:55:22] CONCERNED, THAT'S A REQUIREMENT FOR

[00:55:25] SIGNING OFF ON THE ON THE ASSIGNMENT TO
[00:55:30] FOR EXECUTIVE METRUCK TO SIGN OFF ON THE
[00:55:33] THING, BECAUSE CLEARLY OTHERWISE
[00:55:35] SOMEBODY COULD SUGGEST, WELL, THIS
[00:55:37] INFECTION OCCURRED BECAUSE THIS PERSON
[00:55:39] STOOD TOO CLOSE TO THAT PERSON ON THE
[00:55:41] LINE AND SNEEZED OR WHATEVER. AND THEN
[00:55:44] ALL OF A SUDDEN IT'S BECAUSE WE DIDN'T
[00:55:47] HAVE THE APPROPRIATE SPACING IN THE
[00:55:48] TERMINAL, WHICH WE'RE NOT DIRECTLY DOING
[00:55:51] THAT, THEN, IS ATTRIBUTED TO THE PORT
[00:55:53] UNLESS THESE GUYS ARE OBLIGATED TO
[00:55:56] UPHOLD THOSE STANDARDS THAT WE ALL AGREE
[00:55:58] TO THE STANDARDS, BUT IT, YOU KNOW,
[00:56:00] TRUST BUT VERIFY OR HOLD ACCOUNTABLE.
[00:56:04] AND SO THAT TO ME, IS FUNDAMENTAL.
[00:56:07] AND I REALLY APPRECIATE YOU CAME UP WITH
[00:56:09] THIS IDEA GIVEN THE FACT THAT THE CDC
[00:56:11] DID NOT REQUIRE THE TERMINAL OPERATORS
[00:56:14] TO BE ON BOARD. SO I SEE THAT AS
[00:56:17] EXCEEDING NATIONAL STANDARDS. I THINK
[00:56:20] FOR A CLARIFICATION THOUGH, WE ARE NOT
[00:56:23] REQUIRING VACCINATIONS. I MEAN,
[00:56:26] THE VARIATION WE ARE NOT OPPOSING THE USE
[00:56:29] OF VACCINATIONS LIKE THEY ARE IN
[00:56:31] FLORIDA, ALASKA AND TEXAS OR NOT
[00:56:35] ASSERTING THAT WE CAN'T DO THAT. AND IN
[00:56:38] FACT, CRUISE LINES THAT WANT TO HAVE
[00:56:40] KIDS ON BOARD ARE GOING TO USE A LOWER
[00:56:44] RATE OF INOCULATION BECAUSE
[00:56:48] THE 12 AND UNDER ARE NOT APPROVED FOR
[00:56:50] IT. SO. BUT THIS IS NOTHING TO DO WITH
[00:56:52] OUR REQUIREMENTS.
[00:56:55] LET ME SPEAK FOR THANK YOU FOR THAT.
[00:56:58] AND I MEANT TO COMMENT ON WHEN COMMISSIONER
[00:57:02] STEINBRUECK SPOKE. THANK YOU. OF THE
[00:57:04] CRUISE LINES THAT ARE INTENDING TO CALL
[00:57:07] HERE THIS SUMMER, ALL BUT
[00:57:10] ONE WILL HAVE CREW AND PASSENGERS,
[00:57:14] ALL VACCINATED. ESSENTIALLY ALL
[00:57:16] VACCINATED. WE DO HAVE A CRUISE LINE
[00:57:19] THAT IS PROPOSING THAT A
[00:57:24] CAP NUMBER OF CHILDREN
[00:57:27] BE ALLOWED, AND THAT WOULD BE CAPPED AT
[00:57:30] 5% OF THE MAXIMUM
[00:57:37] CAPACITY OF THE VESSEL. SO IT WOULD
[00:57:38] STILL BE A RELATIVELY SMALL NUMBER. BUT
[00:57:40] AS YOU KNOW, FAMILY CRUISES ARE A
[00:57:45] BIG PART OF THE FOLKS WHO WANT TO GO TO
[00:57:47] ALASKA WOULD BE A PRETTY LIMITED NUMBER
[00:57:50] THIS YEAR ABOUT OF ONE VESSEL.
[00:57:55] BUT THERE IS THAT ONE
[00:57:58] EXCEPTION TO THE FULL VACCINATION. BUT
[00:58:00] AGAIN, THERE ARE ACTUALLY ADDITIONAL
[00:58:03] STANDARDS REQUIRED. AND THAT IS
[00:58:06] ALL PIER, THE CDC AND PUBLIC HEALTH
[00:58:10] GUIDELINES AGAIN, BUT ALL OF THE OTHER
[00:58:13] VESSELS WOULD BE AS OUR CURRENT
[00:58:17] UNDERSTANDING, FULLY VACCINATED. YEAH.
[00:58:21] THANK YOU FOR THAT. AND THE POINT
[00:58:24] I WAS REALLY TRYING TO DISTINGUISH IS
[00:58:26] THAT THIS IS NOT OUR REQUIREMENT. IT'S
[00:58:28] NOT LIKE CRUISE LINES ARE COMING HERE

[00:58:30] BECAUSE WE REQUIRE A VACCINATION. IN
[00:58:31] FACT, THE ONE LINE THAT'S GOING TO DO
[00:58:33] THIS HAS TO DO A CONDITIONAL SAIL ORDER,
[00:58:35] THEY HAVE TO DEMONSTRATE THEY DO IT.
[00:58:37] AND THAT THE HOOP THAT IF YOU COMPLETELY
[00:58:40] VACCINATE, YOU DON'T HAVE TO DO THAT.
[00:58:42] THEY'RE CHOOSING TO GO THAT ALTERNATE
[00:58:44] ROUTE, WHICH IS, AGAIN, ALL CDC
[00:58:46] REQUIREMENTS, NOT ANYTHING TO DO WITH
[00:58:48] THE PORT OF SEATTLE. ALRIGHT. SO QUITE
[00:58:50] FRANKLY, IF IT HAD ANYTHING TO WITH THE
[00:58:52] PORT OF SETTLE, I'D SAY EVERYBODY SHOULD
[00:58:53] GET VACCINATED AND THE KIDS GO NEXT
[00:58:55] YEAR, BUT THAT WE'RE NOT DOING THAT.
[00:58:58] THE FINAL THING IS GETTING BACK TO THE
[00:59:00] TRUST AND VERIFY COMPONENT IS OKAY WHEN
[00:59:03] THEY GO ON BOARD. RIGHT. SO, AGAIN,
[00:59:06] IF INDEED, AN OUTBREAK OCCURS, DID IT
[00:59:09] OCCUR IN THE TERMINAL THAT OCCUR WAITING
[00:59:11] FOR A CAB? DID IT OCCUR ON THE SHIP?
[00:59:13] AND SO CDC HAS PROTOCOLS ON BOARD THE
[00:59:16] VESSEL. BUT THE VESSEL IS A FOREIGN
[00:59:19] FLAGSHIP THAT, YOU KNOW, ONCE IT'S AT
[00:59:22] SAIL, WE HAVE VERY LITTLE IN THE WAY OF
[00:59:24] JURISDICTION, EVEN WHEN IT'S AT THE
[00:59:26] DOCK. SO WHAT IS THE WAY IN WHICH WE
[00:59:29] COULD GIVE CONFIDENCE TO THE PASSENGERS,
[00:59:31] AS WELL AS TO OUR SURROUNDING
[00:59:33] COMMUNITIES, THAT THESE PROTOCOLS WILL
[00:59:35] ACTUALLY BE UPHELD ONCE ON BOARD?
[00:59:39] WELL, I WOULD SAY THAT THE THE
[00:59:45] PROTOCOLS THAT ARE PUT IN PLACE. WHAT I
[00:59:47] SEE HERE, I WILL TELL YOU FROM THE
[00:59:49] CRUISE LINES, IS MAKING COVID VERY
[00:59:53] SERIOUSLY. THE IMPACT FROM THE BEGINNING
[00:59:56] OF COVID ARE ON
[01:00:01] CRUISE SHIPS ARE CERTAINLY LESSONS
[01:00:04] LEARNED. AND WHAT I HEAR IS THEY
[01:00:10] KNOW THAT THEIR PASSENGERS WANT TO FEEL
[01:00:12] SAFE. THAT IS THE GREATEST INCENTIVE,
[01:00:15] BOTH FROM A VACCINATION PERSPECTIVE AS
[01:00:18] WELL AS FROM A PROTOCOL PERSPECTIVE,
[01:00:21] WHEN EVEN VESSELS THAT
[01:00:24] ARE NOT REQUIRING VACCINATIONS,
[01:00:27] THE FOLKS SIGNING UP TO CRUISE ARE MORE
[01:00:31] THAN THIS IS WHAT I READ IN THE PAPER.
[01:00:33] THE CAVEAT HAS REPORTED MORE THAN 90%
[01:00:37] VACCINATED. SO THIS IS AN EXPECTATION OF
[01:00:40] PASSENGERS. AND I THINK VIEWED AS A VERY
[01:00:43] IMPORTANT PART OF RESTARTING CRUISE. STEPHANIE
[01:00:47] MAY I JUMP IN REALLY QUICKLY. YEAH. JUST
[01:00:49] ONE OTHER THING THAT'S IMPORTANT,
[01:00:51] COMMISSIONERFELLEMAN, IS THAT THE CRUISE SHIP
[01:00:54] COMPANIES THEMSELVES ARE RESPONSIBLE FOR
[01:00:57] SETTING ASIDE HOTEL SPACE FOR ISOLATION.
[01:01:01] SO IF THERE IS AN EXPOSURE, THEY ARE
[01:01:03] RESPONSIBLE FOR THAT SPACE. IF SOMEONE
[01:01:05] BECOMES POSITIVE, THEY ARE RESPONSIBLE
[01:01:07] FOR THE QUARANTINE SPACE. THEY HAVE TO
[01:01:09] BOOK HOTEL ROOMS FOR THIS OR OTHER
[01:01:11] SPACES. THEY ARE ALSO RESPONSIBLE FOR
[01:01:13] CONTRACTING WITH LOCAL HOSPITALS SHOULD
[01:01:16] SOMEONE EVER NEED TO BE HOSPITALIZED FOR

[01:01:18] ONE OF THEIR SHIPS. AND THERE ARE
[01:01:19] DISCRETE AGREEMENTS AROUND HOW EVEN
[01:01:22] SOMEONE WOULD BE TRANSPORTED SO THAT IT
[01:01:24] DOESN'T IMPACT PUBLIC HEALTH OR OUR
[01:01:27] PARAMEDICS OR THE FIREFIGHTERS
[01:01:28] THEMSELVES. AND SO THEY'RE ON THE HOOK
[01:01:31] FOR EACH ONE OF THOSE. AND RECOGNIZING
[01:01:33] THAT THERE WAS SOME SORT OF LARGER
[01:01:34] EXPOSURE OR OUTBREAK EVENT, THAT SHIP IS
[01:01:37] PROBABLY GOING TO BE THE PLACE WHERE
[01:01:39] THEY'RE GOING TO HAVE TO KEEP PEOPLE AND
[01:01:40] IT'S GOING TO BE OFFLINE. SO THE
[01:01:42] DOWNSIDE TO THIS FOR THEM ARE ENORMOUS.
[01:01:45] I THINK EVERYONE WILL NEVER FORGET THE
[01:01:49] TERM DIAMOND PRINCESS EVER AGAIN. AND
[01:01:52] THAT'S REALLY I THINK THE THING IS,
[01:01:53] STEPHANIE MENTIONED IS HANGING OVER
[01:01:56] THEM. AND SO I THINK THE DRIVE
[01:02:00] TO MAKE SURE THEY DO THIS RIGHT IS
[01:02:01] PRETTY PROFOUND. AND I THINK THE PORT IS
[01:02:04] MAKING ALL THE RIGHT DECISIONS IN TERMS
[01:02:06] OF THE AGREEMENTS. EXECUTIVE METRUCK.
[01:02:10] YEAH. IF I CAN JUST ADD TO THAT
[01:02:12] CONVERSATION. THANKS, DOCTOR. AND I
[01:02:13] THINK THE INCENTIVES ARE THERE. AND I
[01:02:15] THINK ANOTHER BIG PART OF THIS IS SAYING
[01:02:17] HOW IT'S THE LAYERED SYSTEM OF THIS,
[01:02:19] TOO, THAT THE DR. LYNCH POINTED OUT AND
[01:02:21] THAT IS LAYERED WITHIN THIS IS THAT YOU
[01:02:23] HAVE THE VACCINES AND THEN YOU HAVE
[01:02:25] PRACTICES ON DIFFERENT THINGS, TOO. AND
[01:02:27] THEN YOU HAVE THE PROCEDURES IF
[01:02:29] SOMETHING DOES TAKE IF A VIRUS DOES GET
[01:02:31] ON BOARD BECAUSE THEY'RE PERNICIOUS FOR
[01:02:34] SURE, THESE VIRUSES OF THAT. BUT IT'S
[01:02:37] THE LAYERED DEFENSES THAT WE'RE
[01:02:39] IMPLEMENTING AT THE AIRPORT IN OTHER
[01:02:41] PLACES. THAT'S PART OF THE KEY TO THIS
[01:02:43] IS IT'S LAID OUT AS WELL. THE VACCINES
[01:02:45] IS NOT THE ONLY SHOT ON THIS. THERE'S A
[01:02:48] BUNCH OF DIFFERENT THINGS HERE TO
[01:02:50] PROTECT. WE HAVE TO LAYER THOSE.
[01:02:52] THEY'RE NOT GUARANTEED. AND THAT'S WHY
[01:02:55] WE WENT THROUGH THE MEASURES IN THE
[01:02:57] CRUISE LINES THEMSELVES HAVE TO BE
[01:02:59] PREPARED IF IT DOES GET TRACTION SOMEHOW
[01:03:02] FOOTING SOMEHOW. SO IT'S A COMPREHENSIVE
[01:03:04] APPROACH, IN MY OPINION, LOOKING AT WHAT
[01:03:06] THE CDC IS LAID UP. AND I APPRECIATE
[01:03:09] THAT. AND THE HIGH VACCINATION RATE
[01:03:10] ALONE IS A VERY STRONG INDICATOR. BUT,
[01:03:14] YOU KNOW, WE'VE SEEN IN RESTAURANTS,
[01:03:15] WE'VE SEEN IN SITUATIONS WHERE YOU HAVE
[01:03:17] A CUSTOMER WHO JUST BECOMES BELLIGERENT,
[01:03:20] DOES NOT WANT TO ABIDE BY MASK WEARING
[01:03:23] PROTOCOLS OR WHATEVER. NOW YOU'RE
[01:03:25] DEALING WITH A STEWARD AGAINST THE
[01:03:28] CUSTOMER. YOU'RE NOT DEALING WITH A
[01:03:30] CORPORATE POLICY. THERE ARE SITUATIONS
[01:03:32] WHERE IT CAN BE JUST KIND OF DIFFICULT
[01:03:35] TO ENFORCE. AND I KNOW ON THE
[01:03:37] ENVIRONMENTAL FRONT, THE LIKE IN ALASKA,
[01:03:40] THEY HAVE SEA RANGERS, THEY HAVE FOLKS

[01:03:42] THAT BOARD THE VESSEL TO MAKE SURE.
[01:03:44] WELL, WE KNOW WHAT THE LAWS ARE. WE KNOW
[01:03:45] WHAT THE PROTOCOLS ARE, BUT, YOU KNOW,
[01:03:48] VERIFY IT. SO IS THERE ANY THOUGHT FOOT
[01:03:52] ABOUT HAVING AN OBSERVER?
[01:03:56] SO THERE WILL BE
[01:03:59] THAT IS THE IDEA OF THE OF
[01:04:03] THE SIMULATED CRUISES, RIGHT. IS THAT
[01:04:06] YOU WOULD HAVE OBSERVERS.
[01:04:08] BUT IF A VESSEL IS FAILING
[01:04:12] WITH FULLY VACCINATED PASSENGER AND CREW,
[01:04:15] THEY ARE NOT REQUIRED TO HAVE
[01:04:18] STIMULATION CRUISES. WE KNOW THERE
[01:04:21] MIGHT BE CALLED TEXT CRUISES,
[01:04:25] WHICH WOULD KIND OF BE SIMILAR, BUT NOT
[01:04:27] REQUIRED BY THE CDC THAT ARE BEING
[01:04:31] CONSIDERED. WE ARE PUTTING INTO OUR PORT
[01:04:38] AGREEMENT, WHICH IS ACTUALLY TO RESPOND
[01:04:42] TO COMMISSIONER CHO QUESTION EARLIER
[01:04:44] REQUIREMENT FOR A COMPLIANCE OFFICER,
[01:04:47] WHICH I THINK IS A RESPONSIBLE
[01:04:52] PARTY. IT WOULD NOT BE A THIRD PARTY
[01:04:54] OBSERVER, AS YOU DESCRIBE,
[01:04:55] COMMISSIONER, BUT IT WOULD BE A
[01:04:58] RESPONSIBLE PARTY IDENTIFIED. SO THAT
[01:05:01] WOULD BE A CRUISE EMPLOYEES PERSON
[01:05:04] DEDICATED TO BEING, LIKE, THE
[01:05:05] ENFORCEMENT OR THE COMPLIANCE OFFICER.
[01:05:08] CORRECT. ALRIGHT. AND SO THANK
[01:05:12] YOU FOR ADDRESSING ALL THOSE QUESTIONS.
[01:05:16] DO WE HAVE ANY OTHER FURTHER
[01:05:20] DISCUSSION ON THIS MATTER? I DO NOT
[01:05:24] SEE ANY ADDITIONAL HANDS. OKAY. SO IS
[01:05:27] THERE A MOTION IN A SECOND TO APPROVE
[01:05:29] ITEM 10 A?
[01:05:38] DON'T ALL CALL IT AT ONCE. IS THERE A
[01:05:41] MOTION AND A SECOND TO APPROVE ITEM 10
[01:05:44] A? ALRIGHT, SO MOVED.
[01:05:48] RIGHT. VERY GOOD. THERE'S A
[01:05:52] MOTION IN A SECOND. IS THERE ANY FURTHER
[01:05:55] DISCUSSION? I THINK WE'VE SEEN THERE IS
[01:05:57] NOT SO SEEING FURTHER NO FURTHER
[01:06:01] DISCUSSION. CLERK HART, PLEASE CALL THE
[01:06:03] ROLL FOR THE VOTE, COMMISSIONER, SAY YES
[01:06:05] OR NO WHEN YOUR NAME IS CALLED. THANK
[01:06:07] YOU. BEGINNING WITH COMMISSIONER BOWMAN.
[01:06:10] AYE. THANK YOU, COMMISSIONER
[01:06:12] CALKINS. AYE. THANK YOU,
[01:06:15] COMMISSIONER CHO. AYE. THANK YOU,
[01:06:17] COMMISSIONER STEINBRUECK. YES. THANK
[01:06:20] YOU, COMMISSIONER FELLEMAN, AYE. THANK
[01:06:23] YOU. THIS ITEM HAS FIVE YESSES AND ZERO
[01:06:25] NOS. AND THE MOTION PASSES AND I HOPE TO
[01:06:29] HEAR ABOUT THE CONFIRMATION THAT
[01:06:32] THE LEASE AGREEMENTS WILL BE AMENDED TO
[01:06:35] REFLECT THE CONVERSATION THAT WE HAD
[01:06:37] PRIOR TO THIS BEING SIGNED. SO THANK
[01:06:40] YOU. CLERK HART, PLEASE READ THE NEXT
[01:06:42] ITEM INTO THE RECORD AND THEN WE'LL HEAR
[01:06:44] FROM EXECUTIVE DIRECTOR METRUCK FOR THE
[01:06:46] INTRODUCTION OF THE ITEM. THANK YOU.
[01:06:48] THIS IS AGENDA ITEM 10-B, THE
[01:06:50] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR

[01:06:53] TO EXECUTE A FIFTH AMENDMENT TO THE
[01:06:54] ADMINISTRATIVE ORDER ON CONSENT WITH THE
[01:06:57] US ENVIRONMENTAL PROTECTION AGENCY FOR
[01:06:59] THE LOWER DUWAMISH WATERWAY SUPERFUND
[01:07:01] SITE AND EXECUTE A SEVENTH AMENDMENT TO
[01:07:04] THE LOWER DUWAMISH WATERWAY. GROUP
[01:07:06] MEMORANDUM OF AGREEMENT TO COME CONTRACT
[01:07:08] FOR AND PERFORM CLEANUP DESIGN OF THE
[01:07:10] MIDDLE THIRD OF THE LOWER TO DUWAMISH
[01:07:12] WATERWAY COMMISSIONERS.
[01:07:16] THIS ACTION SUPPORTS OUR CENTURY AGENDA
[01:07:19] GOAL OF BEING THE GREENEST, MOST ENERGY
[01:07:20] EFFICIENT PORT IN NORTH AMERICA BY
[01:07:22] MOVING TOWARDS CLEANUP OF THE LOWER
[01:07:24] DUWAMISH WATERWAY. IN THIS PRESENTATION,
[01:07:26] STAFF WILL COVER THE CLEANUP
[01:07:28] ACCOMPLISHMENTS TO DATE THE ELEMENTS OF
[01:07:31] OUR CLEANUP DESIGN, OUR GOALS AROUND
[01:07:33] THIS EFFORT AND BRIEFLY HIGHLIGHT OTHER
[01:07:35] NOTABLE SEDIMENT CLEANUP MILESTONES.
[01:07:37] PRESENTED AS OUR KATHY BENICK, SENIOR
[01:07:39] MANAGER, ENVIRONMENTAL PROGRAMS AND
[01:07:42] JOINING OFF FOR SENIOR ENVIRONMENTAL
[01:07:45] PROGRAM MANAGER, MARITIME, MARITIME
[01:07:47] ENVIRONMENT AND SUSTAINABILITY CATHY,
[01:07:52] GOOD AFTERNOON, COMMISSIONERS AND
[01:07:55] EXECUTIVE DIRECTOR METRUCK. WE ARE HERE
[01:07:58] TO ASK THE AUTHORIZATION STATED TO ENTER
[01:08:01] INTO TWO AMENDMENTS TO TWO EXISTING
[01:08:03] AGREEMENTS. ONE IS WITH THE EPA TO SIGN
[01:08:06] THE AMENDMENT TO THE EXISTING LOWER
[01:08:08] DUWAMISH SUPER FUND SITE AGREED ORDER.
[01:08:13] AND THIS AMENDMENT INCLUDES THE DESIGN
[01:08:16] OF THE CLEAN UP FOR THE MIDDLE THIRD OF
[01:08:17] THE RIVER. THE SECOND AGREEMENT IS AN
[01:08:20] AMENDMENT TO AN EXISTING COST SHARING
[01:08:23] AGREEMENT AND THAT'S WITH OUR PARTNERS,
[01:08:25] THE CITY OF SEATTLE, KING COUNTY AND
[01:08:27] BOEING. AND THIS AMENDMENT LAYS OUT HOW
[01:08:29] THIS WORK WILL BE PAID. IT'LL BE PAID
[01:08:31] EQUALLY BETWEEN THE PARTIES AND
[01:08:33] IDENTIFIES THE CITY OF SEATTLE AS THE
[01:08:35] CONTRACTING AGENT FOR THE GROUP FOR THIS
[01:08:37] WORK. NOTE THAT WE ARE NOT ASKING FOR
[01:08:40] FUNDING AUTHORIZATION WITH THIS REQUEST
[01:08:42] THAT IS INCLUDED IN THE ANNUAL
[01:08:44] ENVIRONMENTAL REMEDIATION AUTHORIZATION.
[01:08:47] WE DO HAVE A SLIDE SHOW FOR
[01:08:51] THIS THAT WILL SHOW THE LOCATION OF THE
[01:08:53] SITE. YES. NEXT SLIDE, PLEASE. SO THIS
[01:08:59] IS A BIG NEXT STEP TO ADVANCE THE
[01:09:00] CLEANUP OF THE LOWER FIVE MILES OF THE
[01:09:02] DUWAMISH RIVER. THIS IS THE PORTION OF
[01:09:05] THE RIVER THAT WAS NOT CONTAMINATED BY A
[01:09:07] SINGLE SPILL, BUT BY OVER A HUNDRED
[01:09:09] YEARS OF INDUSTRIAL USAGE ALONG THE
[01:09:11] RIVER BEFORE THE CURRENT ENVIRONMENTAL
[01:09:13] REGULATIONS WERE IN PLACE. THIS CLEANUP
[01:09:16] WILL HELP THE PEOPLE THAT LIVE ALONG THE
[01:09:18] RIVER, INCLUDING THE RESIDENTS OF THE
[01:09:20] ADJOINING ENVIRONMENTAL JUSTICE
[01:09:22] COMMUNITIES OF SOUTH PARK AND
[01:09:23] GEORGETOWN, AND THE TRIBES THAT FISH AND

[01:09:25] MUTED THE RIVER FOR CEREMONIES. AND IT
[01:09:27] WILL ALSO HELP THE ANIMALS THAT LIVE AND
[01:09:29] FEET IN THE RIVER THAT ULTIMATELY FEED
[01:09:31] LARGER ANIMALS BEYOND THE RIVER.
[01:09:34] YOU CAN SEE ON THE FIGURE THE
[01:09:38] SITE STARTS AT THE SOUTH END OF PARKER
[01:09:41] ISLAND, AND IT GOES ALONG TO THE
[01:09:44] SOUTHERN TIP, WHERE IT'S JUST WHERE THE
[01:09:46] RIVER STARTS. TO ME UNDER BECOME A RIVER
[01:09:49] AGAIN. GO ON TO
[01:09:52] START WITH SOME BACKGROUND TO GET YOU
[01:09:54] ORIENTED TO WHERE THE SITE IS LOCATED
[01:09:56] AND DESCRIBE WHAT HAS BEEN ACCOMPLISHED
[01:09:58] TO DATE. THIS SECTION OF THE RIVER WAS
[01:10:02] STRAIGHTENED TO SUPPORT INDUSTRIAL USES
[01:10:04] IN THE EARLY 19 HUNDREDS. NEXT SLIDE,
[01:10:11] THANK YOU. WE'VE BEEN WORKING ON THE
[01:10:15] SITE FOR OVER 20 YEARS UNDER EPA
[01:10:17] OVERSIGHT, AND THIS SLIDE KIND OF SHOWS
[01:10:19] YOU THE DIFFERENT PHASES THAT IT GOES
[01:10:21] IN. WE'VE STUDIED THE SITE TO IDENTIFY
[01:10:23] THE NATURE AND EXTENT OF THE
[01:10:25] CONTAMINATION, AND THEN TO IDENTIFY
[01:10:27] CLEANUP APPROACHES THAT COULD BE USED TO
[01:10:29] WORK AT THE SITE. IN 2015, THE LOWER
[01:10:32] DUWAMISH WATERWAY GROUP SIGNED ON TO
[01:10:35] PERFORM BASELINE MONITORING, WHICH
[01:10:37] HELPED TO SEE HOW THE EARLY ACTION
[01:10:39] AREAS, WHICH I'LL TALK ABOUT THE MINUTE
[01:10:41] AFFECTED THE RIVER AND TO BEGIN THE
[01:10:43] DESIGN OF THE CLEANUP OF THE UPPER THIRD
[01:10:45] OF THE SITE, WHICH SHOULD BE COMPLETED
[01:10:47] AROUND 2023.
[01:10:50] NEXT SLIDE,
[01:10:53] THE OVERALL GOALS OF THE CLEANUP ARE TO
[01:10:57] REDUCE THE RISK TO HUMANS THAT'S PRIMARILY
[01:10:59] DUE TO EATING RESIDENT SHELLFISH FISH
[01:11:02] AND FROM COMING INTO CONTACT WITH RIVER
[01:11:05] SEDIMENTS BY WALKING OR PLAYING ALONG
[01:11:08] THE SHORE OR FROM NET FISHING. ANOTHER
[01:11:10] GOAL IS TO REDUCE THE RISK OF THE [inaudible]
[01:11:13] COMMUNITY, WHICH ARE THE WORDS AND
[01:11:15] CLAMS THAT LIVE IN THE SEDIMENT AND ARE
[01:11:17] THE BASE OF THE FOOD WEB. ANOTHER GOAL
[01:11:20] IS TO REDUCE THE RISK TO THE FISH,
[01:11:24] BIRDS AND RIVER MAMMALS THAT FEED ON THE
[01:11:25] FISH AND THE BETA COMMUNITY. SO NEXT
[01:11:28] SLIDE, THERE HAVE
[01:11:32] BEEN A NUMBER OF ACCOMPLISHMENTS SO FAR.
[01:11:35] THE LARGEST ONES HAVE BEEN THE EARLY
[01:11:37] ACTION CLEAN UP AREAS THAT WERE
[01:11:40] PERFORMED STARTING FROM THE NORTH OR
[01:11:43] EARLY ACTION AREA IN THE SOUTH TO THE
[01:11:45] DUWAMISH DIAGONAL EARLY ACTION AREA GOD
[01:11:48] I HAVE A HARD TIME SAYING THAT TO THE
[01:11:50] NORTH, THE PORT WAS INVOLVED IN THE
[01:11:52] TERMINAL 117 EARLY ACTION AREA, WHICH
[01:11:55] WAS OUR OLD TERMINAL 117 SITE THAT WE
[01:11:58] CLEANED UP, ALONG WITH SUPPORT FROM THE
[01:11:59] CITY, WHICH HAS NOW ALLOWED US TO START
[01:12:02] CREATING A HABITAT SITE THERE, AND IT'LL
[01:12:04] ALSO HAVE A LOT OF PUBLIC ACCESS
[01:12:06] AMENITIES. THESE CLEANUPS

[01:12:10] WERE LOCATED IN SOME OF THE HIGHEST PCB
[01:12:13] CONTAMINATION INSTEAD OF IT
[01:12:15] CONTAMINATION ALONG THE RIVER.
[01:12:18] THERE WERE A COUPLE OF OTHER ONES THAT
[01:12:21] ARE STILL IN THE RI AND REMEDIAL
[01:12:24] INVESTIGATION AND FEASIBILITY STATES
[01:12:26] THAT OTHER PEOPLE ARE RESPONSIBLE FOR,
[01:12:29] AND THEY'LL PROBABLY GET TAKEN CARE OF
[01:12:32] WHEN THE ACTUAL OVERALL CLEAN UP
[01:12:34] HAPPENS. THESE EARLY ACTION AREA
[01:12:38] CLEANUPS RESULTED IN REMOVAL OF
[01:12:42] CONTAMINATED SEDIMENTS FROM 29 ACRES,
[01:12:45] WHICH IS ABOUT THE EQUIVALENT OF 22
[01:12:48] FOOTBALL FIELDS. AND THEY RESULTED IN
[01:12:50] THE REDUCTION OF APPROXIMATELY 50% OF
[01:12:53] THE AVERAGE SURFACE SEDIMENT PCB
[01:12:56] CONCENTRATION. SO NOW
[01:12:59] I'D LIKE TO TURN THE PRESENTATION OVER
[01:13:01] TO JOANNA FLORE, WHO IS THE PROJECT,
[01:13:03] THE PORT PROJECT MANAGER FOR THIS SITE,
[01:13:07] TO REVIEW WHAT OUR NEXT STEPS ARE, WHAT
[01:13:09] WILL BE INCLUDED IN THESE AMENDMENTS.
[01:13:14] OKAY. THANK YOU, CATHY. YOU COVERED
[01:13:18] 20 YEARS OF HISTORY PRETTY QUICKLY
[01:13:20] THERE. SO I HAVE THE EASY PART. I JUST
[01:13:23] GET TO TALK ABOUT WHAT OUR NEXT BIT OF
[01:13:26] WORK IS. AND THAT'S THE FIFTH AMENDMENT
[01:13:30] TO THE ADMINISTRATIVE ORDER OF CONSENT.
[01:13:33] WE SIGNED THE ORIGINAL ONE BACK IN
[01:13:35] 2000. AND SO THIS IS NOW OUR FIFTH
[01:13:37] AMENDMENT TO IT. SO THIS IS SO THAT
[01:13:41] WE CAN CLEAN UP THE CLEAN UP DESIGNS FOR
[01:13:44] THE MIDDLE THIRD OF THE LOWER AND OVER
[01:13:47] WATERWAY. IT'S APPROXIMATELY ONE AND A
[01:13:49] HALF MILES LONG. IT'S INDICATED IN THIS
[01:13:51] AREA IN RED. WE'RE CURRENTLY WORKING
[01:13:55] ON THE UPPER THIRD. AS KATHY MENTIONED,
[01:13:57] IT'S ABOUT TWO THIRDS COMPLETE. SO WE
[01:14:00] ARE WORKING ON THE RIVER IN THIRDS
[01:14:02] BECAUSE IT IS A FIVE MILE LONG WATERWAY,
[01:14:06] AND IT NEEDS TO BE BROKEN UP INTO
[01:14:07] SMALLER, DISCRETE SECTIONS. SO IN
[01:14:11] ADDITION TO DOING THE DESIGN, WE'RE ALSO
[01:14:13] GOING TO CONTINUE TO MONITOR WATER AND
[01:14:16] FISH AND SHELLFISH TISSUE
[01:14:18] CONCENTRATIONS. THIS IS JUST TO SEE HOW
[01:14:22] THE RIVERS MAY BE CONTINUING TO IMPROVE
[01:14:24] FROM SOURCE CONTROL ACTIVITIES, AS WELL
[01:14:27] AS CONTINUING TO IMPROVE FROM THIS EARLY
[01:14:30] ACTION ARE CLEAN UP THAT KATHY
[01:14:31] MENTIONED. AND THEN WE WILL CONTINUE TO
[01:14:34] FUND THE SEAFOOD CONSUMPTION ADVISORY
[01:14:37] EFFORTS. IT IS CURRENTLY NOT
[01:14:42] ADVISABLE TO FISH FROM THE DUWAMISH
[01:14:46] FOR ANYTHING THAT'S RESIDENT FISH OR
[01:14:48] SHELLFISH. SALMON IS THE ONE THING
[01:14:52] THAT IS ACTUALLY OKAY TO EAT FROM THE
[01:14:55] DUWAMISH BECAUSE THEY DON'T LIVE IN THE
[01:14:57] DUWAMISH. AND SO WE HAVE BEEN WORKING
[01:15:00] WITH SEATTLE, KING COUNTY PUBLIC HEALTH
[01:15:02] AND SOME COMMUNITY HEALTH ADVOCATES TO
[01:15:07] HELP ENSURE THAT PEOPLE ARE AWARE OF THE
[01:15:11] ADVISORY IN MULTIPLE LANGUAGES AND

[01:15:14] ACTUALLY GOING OUT AND TALKING TO THE
[01:15:16] FISHER COMMUNITY THAT'S OUT THERE.
[01:15:19] AND THEN, AS KATHY ALREADY
[01:15:22] MENTIONED BEFORE, WE'RE PART
[01:15:26] OF THE LOWER DUWAMISH WATERWAY GROUP,
[01:15:27] WHICH IS THE CITY OF SEATTLE, BOEING AND
[01:15:29] KING COUNTY, AND WE PAY 25%
[01:15:33] OF THESE CLEANUP COSTS. AND SO THE COST
[01:15:37] FOR THIS NEXT CHUNK OF WORK IS ABOUT
[01:15:39] 4 TO 5,000,000 DOLLARS. BUT WE ARE
[01:15:41] NOT ACTUALLY ACCESSING FOR THAT
[01:15:43] AUTHORIZATION. THE MONEY WE WILL GET
[01:15:46] THAT FROM OUR ANNUAL OR AUTHORIZATION.
[01:15:48] NEXT SLIDE, PLEASE.
[01:15:52] ALL RIGHT. SO I'M GOING TO DO A SNAPSHOT
[01:15:55] HERE OF THE CURRENT ACTIVITY. SO AS I
[01:15:57] ALREADY MENTIONED, WE ARE WORKING ON THE
[01:15:59] CLEANUP DESIGN OF THE UPPER THIRD. AND
[01:16:02] THEN WHAT WE'RE ASKING TO DO NOW IS THE
[01:16:04] CLEANUP DESIGNED FOR THE MIDDLE THIRD IN
[01:16:06] THIS ONGOING MONITOR. SO IT'S AOC5,
[01:16:09] AND THEN THE SEAFOOD CONSUMPTION
[01:16:11] ADVISORY WORK WE HAVE BEEN WORKING ON
[01:16:13] FOR SEVERAL YEARS NOW, EVEN BEFORE
[01:16:15] 2019. AND WE'LL CONTINUE TO KEEP
[01:16:18] WORKING ON THAT AND FUNDING THAT. AND
[01:16:20] THEN FUTURE FUTURE ACTIVITIES WILL
[01:16:23] INCLUDE THE CLEAN UP CONSTRUCTION OF THE
[01:16:26] UPPER THIRD WILL ACTUALLY BEGIN SOMETIME
[01:16:29] LIKE 2024, 2025. BUT RIGHT NOW WE'RE
[01:16:32] FOCUSED ON WHAT THERE'S THE TWO GREEN
[01:16:35] BOXES HERE. NEXT SLIDE, PLEASE.
[01:16:39] AND THEN THIS IS TO JUST GO
[01:16:43] OVER WHAT WE DO. WHEN I TALK ABOUT CLEAN
[01:16:46] UP DESIGN, WHAT DOES THAT EXACTLY MEAN?
[01:16:48] SO WE DO ADDITIONAL SEDIMENT SAMPLING TO
[01:16:52] DEFINE THE EXTENT OF THE CLEANUP NEEDED,
[01:16:55] AND THEN WE USE THAT TO HELP DETERMINE
[01:16:57] THE APPROPRIATE CLEANUP METHOD SHOWN IN
[01:17:00] THESE GRAPHICS HERE. THERE'S THREE
[01:17:03] ACTIVE CLEANUP TECHNOLOGIES THAT WILL
[01:17:06] BE USED. ONE IS DREDGING, WHICH IS WHERE
[01:17:08] WE DIG IT UP AND HAUL IT AWAY. THE OTHER
[01:17:10] ONE IS CAPPING, WHERE WE PUT CLEAN
[01:17:12] MATERIAL ON TOP OF IT WITH AN ENGINEERED
[01:17:17] WE'RE KIND OF A ROBUST CAP WITH CLEAN
[01:17:20] MATERIAL. AND THEN THE THIRD ONE IS
[01:17:21] CALLED AN ENHANCED NATURAL RECOVERY,
[01:17:23] WHICH IS WHERE WE ACTUALLY JUST PUT
[01:17:25] CLEAN SAND AND MIX IT IN. TYPICALLY, IN
[01:17:27] THOSE AREAS, THE CONCENTRATIONS ARE
[01:17:29] REALLY LOW. AND SO IT'S JUST A WAY TO
[01:17:31] HELP THE
[01:17:35] ENVIRONMENT NATURALLY RECOVER ON ITS
[01:17:37] OWN. AND THEN AND SO THEN WE HAVE THE
[01:17:41] ENGINEERS WILL ACTUALLY COME UP WITH ALL
[01:17:43] THE DIFFERENT DESIGNS AND SPECS OF THESE
[01:17:46] THREE DIFFERENT ACTIVE CLEANUP
[01:17:49] NEXT SLIDE PLEASE. SO
[01:17:59] THAT CONCLUDES WHAT
[01:18:02] I HAVE TO SAY ABOUT THE DUWAMISH AND THE
[01:18:05] AOC5. BUT I WANTED TO
[01:18:08] ALSO MENTION BECAUSE THIS IS COMING UP.

[01:18:10] WE ARE ALSO WORKING ON THE EAST WATERWAY
[01:18:13] SUPER FUND SITE AND EPA'S PROPOSED PLAN.
[01:18:18] THEIR CLEAN UP PLAN WILL BE COMING OUT
[01:18:21] THIS SUMMER, AND I JUST WANT TO MAKE
[01:18:24] SURE IT'S UNDERSTOOD THAT THIS IS THIS
[01:18:26] SITE IS ADJACENT AND DOWNSTREAM AND
[01:18:28] SEPARATE FROM THE LOWER TO DUWAMISH
[01:18:30] WATERWAY, BUT IT IS ALSO CONTAMINATED
[01:18:35] WITH PCBS AND OTHER TOXIC CHEMICALS. SO
[01:18:39] IT WILL ALSO REMOVE A CONSIDERABLE
[01:18:40] QUANTITY OF PCBS FROM THE ENVIRONMENT,
[01:18:43] WHICH WILL BENEFIT PEOPLE, SALMON AND,
[01:18:47] OF COURSE, THE ORCAS IN THE OCEAN.
[01:18:50] OVERALL, THE OCEAN IS OCEAN DAY. SO THAT
[01:18:53] CONCLUDES OUR PRESENTATION.
[01:18:59] COMMISSIONER FELLEMAN,
[01:19:04] I'M SORRY, WOULD YOU LIKE ME TO GO AHEAD
[01:19:07] AND GET THROUGH THE ROLL FOR QUESTIONS
[01:19:08] FROM COMMISSIONERS, PLEASE GO THROUGH
[01:19:10] THE ROLL CLERK HART. THANK YOU. YOU READ MY
[01:19:12] MIND. THANK YOU. BEGINNING WITH
[01:19:13] COMMISSIONER BOWMAN, I DON'T REALLY
[01:19:17] HAVE ANY QUESTIONS. JUST A COMPLIMENT TO
[01:19:19] THE STAFF. WE DON'T GET TO HEAR FROM YOU
[01:19:21] ENOUGH ON THESE CLEANUP EFFORTS. AND SO
[01:19:23] I JUST REALLY APPRECIATE THE UPDATE AND
[01:19:25] HAPPY TO SUPPORT THIS AND APOLOGIES.
[01:19:27] I'M NOT ON MY VIDEO, BUT MY COMPUTER
[01:19:30] FROZE, SO I'M CALLING IT ON MY PHONE
[01:19:32] NOW. THANK YOU. THANK YOU.
[01:19:35] COMMISSIONER BOWMAN. COMMISSIONER
[01:19:36] CALKINS,
[01:19:39] JUST A COMMENT TO SAY THAT EVERY TIME WE
[01:19:41] GET BRIEFED ON THIS, I'M JUST TRULY
[01:19:45] IMPRESSED WITH THE AMOUNT OF EXPERTISE
[01:19:46] WE HAVE IN HOUSE TO ADDRESS THESE
[01:19:49] ISSUES, AND AND MY MIND STARTS
[01:19:53] TO GO TOWARD HOW COULD WE EXPAND TO HELP
[01:19:56] OTHER CLEANUP PROJECTS? BUT I KNOW THAT
[01:19:59] THAT JUST GIVES HEARTBURN TO EVERYONE
[01:20:01] BECAUSE WE'VE GOT OUR HANDS FULL BUT
[01:20:03] TRULY GRATEFUL FOR THE EFFORTS THAT ARE
[01:20:05] BEING MADE TO CLEAN UP ALL THESE LEGACY
[01:20:08] SITES. AND AS A PART OF THAT, TO THINK
[01:20:10] ABOUT WHAT WE CAN DO TO MAKE SURE THAT
[01:20:12] WE AREN'T CREATING NEW SITES THAT SOME
[01:20:14] FUTURE GENERATION WOULD NEED TO CLEAN
[01:20:16] UP. SO THANK YOU ALL. THANK YOU,
[01:20:19] COMMISSIONER CALKINS, COMMISSIONER CHO.
[01:20:21] I DON'T
[01:20:25] HAVE ANY FURTHER QUESTIONS EITHER. I
[01:20:26] JUST WANT TO COME IN THE TEAM FOR A JOB
[01:20:28] BUILDER. THANK YOU, COMMISSIONER CHO.
[01:20:31] COMMISSIONER STEINBRUECK, WELL, I'M JUST
[01:20:34] REFLECTING ON MY TIME ON THE SEATTLE
[01:20:37] CITY COUNCIL IN THE EARLY 2000, WHEN
[01:20:41] THERE WERE EXHAUSTIVE DISCUSSION GOING
[01:20:45] ON OVER THE SUPER FUND CLEANUP EFFORT
[01:20:49] AND WHO WAS RESPONSIBLE AND HOW MUCH WAS
[01:20:53] IT GOING TO COST AND WHAT THE METHODS
[01:20:55] WERE TO EMPLOY SAFELY.
[01:20:59] AND SO IT'S REALLY IT'S LONG IN COMING.
[01:21:02] BUT IT'S REALLY A GREAT NEWS STORY TODAY

[01:21:05] TO HEAR THE WORK OF OUR PORT STAFF AND
[01:21:09] OUR PARTNERS, THE CITY AND COUNTY AND
[01:21:12] BOEING IN THIS LEGACY CLEANUP EFFORT.
[01:21:16] AND I HAVE A QUESTION THAT MAYBE CAN'T
[01:21:19] BE ANSWERED TODAY OR IN THE IMMEDIATE.
[01:21:21] BUT WILL WE ONE DAY SEE THE
[01:21:27] POSSIBILITY OF HEALTHY AND
[01:21:31] ESTUARY TO THE EXTENT THAT THEY
[01:21:35] SEE ANIMALS CAN BE EATEN WITHOUT ANY
[01:21:38] RISK TO HUMAN HEALTH, THE BOTTOM FEEDERS
[01:21:42] AND THE REST, BESIDES THE SALMON,
[01:21:46] CLAM, SHELLS AND CLAMS AND SHELLFISH AND
[01:21:49] THINGS LIKE THAT, WILL ONE DAY WE SEE
[01:21:52] THAT AS A RESULT OF THESE EFFORTS AND
[01:21:55] WELL, THINGS WILL BE RETURNED
[01:21:59] TO A MORE NATURALISTIC STATE, EVEN
[01:22:01] THOUGH IT'S A CHANNELIZED RIVER, AS WE
[01:22:03] KNOW, SEATTLE'S ONLY RIVER.
[01:22:07] WELL, THE FIRST QUESTION, THE LAST
[01:22:09] QUESTION, IS THE EASIEST ONE. IT IS
[01:22:12] GETTING MORE NATURAL. BOEING CREATED
[01:22:16] SOME HABITAT SITES ACTUALLY ACROSS FROM
[01:22:18] 117, AND THERE'S OTHER PLANS ALONG THE
[01:22:21] RIVER FOR MORE HABITAT, AND THE PORT
[01:22:25] IS WORKING HARD AT WAYS TO SOFTEN THE
[01:22:27] EDGES OF THE RIVER SO THAT THAT
[01:22:30] WILL HELP THE FISH THAT MIGRATE THROUGH
[01:22:33] AND THE RESIDENT FISH. THE QUESTION
[01:22:36] ABOUT WILL WE BE ABLE TO EAT UNLIMITED
[01:22:38] SEAFOOD FROM THE RIVER? OUR MODELING
[01:22:42] PREDICTS THAT WE WON'T, BUT WE'LL BE
[01:22:46] ABLE TO EAT MORE, AND A LOT OF THAT
[01:22:48] BECAUSE OF LOW
[01:22:53] LEVEL CONTAMINATION THAT ARE COMING DOWN
[01:22:55] THE RIVER THAT ARE OUTSIDE THE SITE
[01:22:57] CONTAMINATE, I REMEMBER THOSE
[01:23:01] CONCERNS ABOUT RECONTAMINATION FROM
[01:23:04] UPRIVER AND ONGOING NO
[01:23:09] ONGOING POINT SOURCE POLLUTION,
[01:23:12] PERHAPS. I DON'T KNOW.
[01:23:15] PSYCHOLOGY, ALONG WITH THE LUDWIG
[01:23:17] PARTNERS, ARE WORKING HARD ON THE SOURCE
[01:23:20] CONTROL. POINT SOURCE CONTROL THAT'S
[01:23:22] AROUND THE RIVER, BUT WE DON'T HAVE MUCH
[01:23:24] ON THE COUNTY MAKING
[01:23:29] PROGRESS ON THE COMBINED SEWER OVERFLOW
[01:23:33] POINTS.
[01:23:36] YEAH. BOTH THE CITY AND THE COUNTY ARE
[01:23:39] MAKING PROGRESS, AND THEY'RE BOTH UNDER
[01:23:41] CONSENT DECREE TO COMPLETE THEIR I KNOW
[01:23:45] THEY'VE BEEN UNDER CONSENT DECREE FOR
[01:23:47] YEARS AND YEARS. I JUST DIDN'T KNOW IF
[01:23:48] ANY PROGRESS WAS BEING MADE BECAUSE
[01:23:50] THAT'S PROBABLY THE SINGLE BIGGEST
[01:23:51] SOURCE OF ONGOING REPOLLUTION.
[01:23:55] SO.
[01:23:59] WELL, VERY GOOD. CATHY, JOANNA,
[01:24:02] SANDRA AND EVERYBODY ELSE INVOLVED IN
[01:24:05] THIS TREMENDOUS EFFORT. IT REALLY IS A
[01:24:07] GREAT NEWS STORY TODAY AND A REAL WIN
[01:24:10] WIN FOR THE COMMUNITIES ALONG THE
[01:24:12] DUWAMISH RIVER VALLEY FOR THE HEALTHY
[01:24:15] RETURN OF WILDLIFE, FLORA AND FAUNA.

[01:24:17] AND AND AS WE CONTINUE TO PROVIDE
[01:24:21] MORE RIVERSIDE ACCESS, THERE WILL BE
[01:24:23] ADDITIONAL ENJOYMENT THERE, AND IT CAN
[01:24:25] BE SAFE ENJOYMENT. THANK YOU.
[01:24:29] THANK YOU, COMMISSIONER STEINBRUECK.
[01:24:31] COMMISSIONER FELLEMAN.
[01:24:34] YES. THANK YOU. ONE THING THAT WASN'T
[01:24:37] MENTIONED IS JUST THE PRICE TAG.
[01:24:40] BEING A GOOD ENVIRONMENTAL STEWART
[01:24:42] DOESN'T COME CHEAP AND THAT THE REQUEST
[01:24:46] HERE WAS FOR 4 TO 5,000,000 DOLLARS.
[01:24:48] BUT THE APPROXIMATE COST JUST FOR THE
[01:24:50] DESIGN IS THIS ADDITIONAL 16 TO
[01:24:52] 20,000,000 DOLLARS TO BE SPLIT EQUITABLY
[01:24:55] WITH THE RESPONSE OR PRP, AND THAT
[01:25:00] THIS IS THE KIND OF WORK THAT IS GOING
[01:25:02] TO GO ON FOR A LONG TIME.
[01:25:03] UNFORTUNATELY, SUPER FUND HAS A LOT OF
[01:25:06] LAWYER WORK BEFORE WE GET TO CLEAN UP
[01:25:08] WORK. BUT THE THAT THIS
[01:25:11] HAS NOW BEEN RECOGNIZED AS PART OF PORT
[01:25:15] RELATED JOBS THAT PORT DOES CLEAN UP.
[01:25:17] PORT SUPPORTS CLEANUP AND ENVIRONMENTAL
[01:25:21] RESTORATION. AND NOW WE HAVE A GREEN
[01:25:24] JOBS COMPONENT TO OUR WORKFORCE
[01:25:26] DEVELOPMENT PLAN. I'VE BEEN REPEATEDLY
[01:25:28] SAYING THIS EVERY TIME WE TALK ABOUT THE
[01:25:30] FINANCIAL LIABILITY ASSOCIATED WITH
[01:25:32] THESE CLEANUPS, I GO HOW MANY JOBS THIS
[01:25:35] IS THIS CLEAN UP GOING TO CREATE. AND SO
[01:25:37] I THINK WE FINALLY HAVE CLEARLY
[01:25:39] ACKNOWLEDGE THAT ALL THIS MONEY IS GOING
[01:25:42] TO ALSO FURTHER OUR WORKFORCE GOALS
[01:25:46] AS WELL AS OUR ENVIRONMENTAL GOALS. SO I
[01:25:49] JUST CAN'T NOT MISS THE OPPORTUNITY TO
[01:25:53] ACKNOWLEDGE THAT. I ALSO KNOW THAT THAT
[01:25:57] YOU POINTED OUT THE DIFFERENT WAYS IN
[01:25:59] WHICH YOU CAN CLEAN UP SEDIMENTS AND
[01:26:01] THAT I WOULD ASSUME THIS IS PARTIALLY
[01:26:03] WHAT'S GOING ON IN THE DESIGN, WHETHER
[01:26:04] YOU'RE GOING TO SECTION, DREDGE OR SCOOP
[01:26:06] AND THAT SORT OF STUFF. I REMEMBER
[01:26:08] BOEING GETTING ALL SORTS OF CREDIT FOR
[01:26:10] USING AN ECOLOGY BUCKET, WHICH I THOUGHT
[01:26:13] WAS KIND OF FUNNY. BUT, YOU KNOW, IT HAS
[01:26:14] WHAT A FLAT THAT GOES OVER THE TOP WHEN
[01:26:16] THEY PICK IT UP AND THE WATER SCREWS OUT
[01:26:19] THE SIDES, BUT SOME SEDIMENT CONTAINMENT
[01:26:22] ASSOCIATED WITH BRINGING IT UP OUT OF
[01:26:24] THE WATER. I WOULD ASSUME IF WE WERE
[01:26:26] DOING SOME SORT OF BUCKET DREDGING,
[01:26:29] THAT THIS IS NOT CONSIDERED SOME FANCY
[01:26:32] ADDITIONAL THING, BUT JUST BEST
[01:26:34] MANAGEMENT PRACTICES WOULD THIS BE? I
[01:26:37] MEAN, THAT WAS SEEN AS SOMETHING ABOVE
[01:26:39] AND BEYOND THE CALL OF DUTY. SEEMS TO ME
[01:26:41] IF IT'S POSSIBLE, YOU WOULD DO IT RIGHT?
[01:26:43] YES. CORRECT. YES. FOR MOST CONTAMINATED
[01:26:48] SEDIMENTS SITES, AND ENVIRONMENTAL
[01:26:49] BUCKET IS USED. OKAY. THANK YOU FOR THAT
[01:26:52] CLARIFICATION. AND I ALSO KNOW THAT,
[01:26:55] LIKE WHEN IT COMES TO SITE
[01:26:57] CHARACTERIZATION, IT'S GETTING A LITTLE

[01:27:00] IN THE WEEDS. BUT YOU KNOW, HOW MANY
[01:27:02] SEDIMENT CORES YOU MAKE TO DEFINE
[01:27:04] DELINEATE, THE LEVEL OF POLLUTION OF THE
[01:27:06] SITE, AND HOW MUCH WOULD HAVE TO GO
[01:27:07] UPLANDS VERSUS BACK IN THE DRINK AS YOU
[01:27:12] GET CLOSER AND CLOSER TO ACTUALLY
[01:27:13] EXERCISING THE PLAN. THE RESOLUTION GOES
[01:27:16] UP. RIGHT. I MEAN, RIGHT NOW WE HAVE
[01:27:18] KIND OF LIKE A BROAD CHARACTERIZATION.
[01:27:20] SO THE MONEY EXPENSE OF THIS
[01:27:24] IS ALL ABOUT HOW MUCH GOES UP AND FOR
[01:27:25] THE MOST PART, RIGHT. A LARGE PORTION OF
[01:27:28] IT, IT'S A LARGE PORTION OF IT. SO WHEN
[01:27:31] DO WE REALLY GET A GOOD HANDLE ON THE
[01:27:34] SITE CHARACTERIZATION AND HENCE THE
[01:27:37] COST? WELL, THAT'S PART OF
[01:27:40] THE DESIGN WORK. THAT'S WHY PART OF THE
[01:27:43] DESIGN IS ACTUALLY DOING QUITE A BIT
[01:27:45] MORE SAMPLING, ENVIRONMENTAL SAMPLING.
[01:27:47] AND ONCE THAT SAMPLING IS DONE AND THEY
[01:27:49] DEVELOPED THE DESIGN, THEN WE'LL HAVE A
[01:27:52] MUCH BETTER IDEA OF WHAT THE ACTUAL
[01:27:53] SETUP WILL COST FOR THAT SECTION OF THE
[01:27:55] RIVER. SO WE'RE TELLING 2024.
[01:27:59] THAT'S ABOUT RIGHT. THAT'S ABOUT RIGHT.
[01:28:02] WE MIGHT KNOW A LITTLE SOONER. ALRIGHT.
[01:28:06] WELL, ANYWAY, THAT WOULD BE A GOOD ONE
[01:28:07] TO KEEP ABREAST OF IT. I THINK IT'S
[01:28:09] GREAT. I MEAN, THE FACT THAT WE ARE ABLE
[01:28:11] TO REMOVE PERSISTENT PERSIST IN
[01:28:14] CHEMICALS, OUR KILLER WHALES ARE
[01:28:15] DISTINGUISHED FROM THE ONES IN LA,
[01:28:17] SOUTHERN CALIFORNIA. THEY LOOK LIKE DDT.
[01:28:20] OURS LOOK LIKE PCBS. AND IN FACT, YOU
[01:28:22] CAN EVALUATE THE WHOLE CLIENT OF KILLER
[01:28:25] WHALE POPULATIONS AROUND THE COAST BY
[01:28:27] THE RATIO OF DDT TO PCB. SO CLEARLY
[01:28:30] WE'RE ON TO A GOOD SUBJECT. ANYWAY. SO
[01:28:33] RATHER THAN BELABORING SUCH MINUTIA ANY
[01:28:36] FURTHER, IS THERE A MOTION IN A SECOND
[01:28:38] TO APPROVE ITEM 10? BE UNLESS THERE'S
[01:28:40] ANY FURTHER QUESTIONS. SO MOVED. SECOND
[01:28:43] THERE'S A SECOND. OKAY. SO MUCH HAS
[01:28:46] BEEN MOVED AND SECONDED, NO
[01:28:49] TRANSPORTATION THERE. AS YOU NOTICE,
[01:28:51] THIS A LOT EASIER. EXACTLY.
[01:28:55] SO IF THERE'S NO FURTHER DISCUSSION.
[01:28:57] CLERK HART, PLEASE CALL THE VOTE. THANK
[01:29:00] YOU. WE'LL BEGIN WITH COMMISSIONER
[01:29:04] BOWMAN. AYE THANK YOU,
[01:29:07] COMMISSIONER CALKINS. AYE. THANK YOU,
[01:29:10] COMMISSIONER CHO. AYE. THANK YOU,
[01:29:13] COMMISSIONERS STEINBRUECK. YES. THANK YOU,
[01:29:16] COMMISSIONER FELLEMAN, AYE.
[01:29:19] YES. THANK YOU. YOU HAVE FIVE YESSES AND
[01:29:21] ZERO NOS FOR THIS ITEM. WELL, THE MOTION
[01:29:25] PASSES AND THANK YOU STAFF FOR HAVING A
[01:29:26] GOOD THING TO CELEBRATE ON OCEANS DAY.
[01:29:28] THANK YOU FOR YOUR SUPPORT. THANK YOU.
[01:29:32] RIGHT THEN. SO I BELIEVE NOW WE ARE
[01:29:35] GOING TO GO ON TO PRESENTATIONS AND
[01:29:38] STAFF REPORTS. WE'RE NOW ON TO ITEM 11.
[01:29:41] CLERK HART, PLEASE READ THE NEXT ITEM

[01:29:44] INTO THE RECORD AND WE'LL HEAR FROM
[01:29:45] EXECUTIVE DIRECTOR METRUCK FOR
[01:29:47] INTRODUCTION OF THE ITEM. THANK YOU.
[01:29:49] THIS IS AGENDA ITEM 11 A, THE 2021
[01:29:52] STATE LEGISLATIVE SESSION REVIEW AND
[01:29:54] FEDERAL LOOK AHEAD AS
[01:30:00] YOU HEARD FROM YOUR AS YOU'VE HEARD FROM
[01:30:02] YOUR WEEKLY LEGISLATIVE RECAPS INTERM
[01:30:05] UPDATES IN OUR MANY STAKEHOLDERS WHO
[01:30:07] HAVE BEEN ENGAGED IN THE LEGISLATIVE
[01:30:09] PROCESS. WITH US, 2021 WAS A MONUMENTAL
[01:30:12] YEAR WITH MANY SIGNIFICANT
[01:30:13] ACCOMPLISHMENTS. MUCH OF THAT CREDIT
[01:30:15] GOES TO OUR NEXT PRESENTERS. PLEASE
[01:30:17] WELCOME ERIC FITCH, STATE GOVERNMENT
[01:30:19] RELATIONS MANAGER, WHO WAS JOINED BY
[01:30:21] TRENT HOUSE, OUR LOBBYISTS, AND OLYMPIA
[01:30:23] DENNIS MCCLAREN, OUR CONSULTANT. ERIC
[01:30:26] SEINFELD. RESULTS, OUR SENIOR MANAGER
[01:30:28] OF FEDERAL INTERNATIONAL GOVERNMENT
[01:30:30] RELATION, IS ALSO AVAILABLE. DISCUSS THE
[01:30:33] FEDERAL AFFAIRS LOOK AHEAD. AND WITH
[01:30:35] THAT I'M GOING TO TURN IT OVER TO ERIC FITCH.
[01:30:39] ERIC, THANK YOU.
[01:30:41] EXECUTIVE DIRECTOR METRUCK, MEMBERS OF
[01:30:43] THE COMMISSION AGAIN, MY NAME IS ERIC
[01:30:44] FITCH, THE PORT STATE GOVERNMENT
[01:30:46] RELATIONS MANAGER. AND AS STEVE NOTED,
[01:30:48] I'M GLAD TO BE JOINED BY TWO KEY MEMBERS
[01:30:51] OF OUR TEAM DOWN IN OLYMPIA, TRENT
[01:30:52] HOUSE, WHO DOES OUR CONTRACT LOBBY AND
[01:30:54] IN THE STATE HOUSE. AND, OF COURSE,
[01:30:55] DENNIS MCLAREN [inaudible 01:30:57] ,
[01:30:57] WHO IS OUR CONSULTANT ON ENVIRONMENTAL
[01:30:59] POLICY, SPECIFICALLY DOWN IN OLYMPIA.
[01:31:01] WE ARE HERE TO PROVIDE YOU A BRIEF RECAP
[01:31:04] OF THE 2021 LEGISLATIVE SESSION THAT
[01:31:06] CONCLUDED ON THE 29TH OF APRIL. AND,
[01:31:09] AS USUAL, PAY SPECIAL ATTENTION TO WHAT
[01:31:11] THE FINAL OUTCOME WAS OF MANY OF THE
[01:31:13] PORT PRIORITIES AND ALSO ASKING TRENT TO
[01:31:15] GIVE KIND OF A GENERAL RUNDOWN OF
[01:31:17] SESSION SINCE IT WAS QUITE AN
[01:31:18] INTERESTING YEAR. ONCE WE'VE CONCLUDED
[01:31:20] THE STATE PORTION, WE'RE GOING TO ASK
[01:31:21] ERIC SEINFELD TO PROVIDE THE FEDERAL
[01:31:23] LOOK AHEAD THAT YOU ALL REQUESTED. SO
[01:31:26] WE'RE GOING TO STOP ABOUT HALFWAY
[01:31:27] THROUGH. ONCE WE'VE INCLUDED THE STATE
[01:31:29] PORTION, YOU CAN ASK US QUESTIONS ABOUT
[01:31:30] SPECIFIC ISSUES THAT COME UP DURING THE
[01:31:32] STATE. AND THEN ERIC WILL HAVE TIME FOR
[01:31:34] QUESTIONS AFTER HIS FEDERAL REVIEW. BUT
[01:31:36] OBVIOUSLY, IF THERE ARE MOMENTS WHEN YOU
[01:31:38] WANT TO JUMP IN THE MIDST OF ALL THIS,
[01:31:40] WE CAN ROLL WITH THAT AS WELL AS
[01:31:44] WE'VE DONE IN PREVIOUS YEARS. I THINK
[01:31:47] IT'S GOOD TO START THE PRESENTATION WITH
[01:31:48] TRENT JUST WALKING THROUGH SOME OF WHAT
[01:31:50] HAPPENED. IT WAS THE FIRST EVER VIRTUAL
[01:31:52] SESSION. AND THEN I THINK YOU CAN SEE
[01:31:55] THE SLIDES IN FRONT OF YOU, JUST KICK US
[01:31:57] OFF WITH KIND OF A RUNDOWN OF WHAT YOU

[01:31:58] SAW IN OLYMPIA, WHAT WE ALL SAW, WHAT
[01:32:00] EVERYONE FOLLOWING ALONG SAW IN THE
[01:32:02] NEWSPAPER AND OTHERWISE. AND THEN WE'LL
[01:32:03] DIVE DEEPER INTO SOME OF THE PORT
[01:32:05] SPECIFIC ISSUES. SO I WILL HAND IT TO
[01:32:07] TRENT AND AUBREE CAN ADVANCE THE DECK.
[01:32:09] THANK YOU. THANK YOU, ERIC.
[01:32:12] COMMISSIONERS DIRECTOR METRUCK, FOR THE
[01:32:14] RECORD, MY NAME IS TRENT HOUSE. I'M THE
[01:32:16] CONTRACT LOBBYIST FOR THE PORT OF
[01:32:17] SEATTLE. HAPPY TO BE FOR YOU TODAY.
[01:32:20] SHARING OUR PERSPECTIVE ON THE 67 TH
[01:32:23] LEGISLATURE, LAWMAKERS CONCLUDED THE
[01:32:26] LONG SESSION 105 DAYS ON APRIL 25 TH
[01:32:29] LEFT TOWN ON TIME, AND IT WAS A HISTORIC
[01:32:33] YEAR. AS HAS BEEN MENTIONED, EVERYTHING
[01:32:35] IN OLYMPIA WAS DONE VIRTUALLY. THERE WAS
[01:32:37] JUST A LIMITED SKELETON CREW OF
[01:32:39] LAWMAKERS THAT REMAINED BEHIND. BUT FOR
[01:32:41] THE MOST PART, FOR DEBATES, PUBLIC
[01:32:43] HEARINGS AND ANY CONSTITUENT MEETINGS
[01:32:45] WERE HELD, VIRTUALLY. THE PUBLIC WAS NOT
[01:32:48] ALLOWED IN THE CAPITAL BUILDING, NOR
[01:32:49] WERE LOBBYISTS OR STAFF.
[01:32:52] IT WAS A UNIQUE YEAR IN THAT LAWMAKERS
[01:32:56] WERE REALLY TRYING TO MANAGE THE AGENDA
[01:32:57] AND MAKE SURE THAT THEY GOT THROUGH THE
[01:32:59] MOST CRITICAL THINGS. THEY ASKED
[01:33:00] LAWMAKERS TO LIMIT THE BILL
[01:33:02] INTRODUCTIONS TO SIX PER LAWMAKER AND
[01:33:04] ASKED THEM TO LIMIT THEIR TOPICS TO
[01:33:06] COVID 19 RESPONSE, IMPROVING RACIAL
[01:33:09] EQUITY, ADVANCING ECONOMIC RECOVERY AND
[01:33:11] CLIMATE CHANGE. FOR THE MOST PART, I
[01:33:13] THINK LAWMAKERS STUCK TO THAT. I DON'T
[01:33:15] KNOW THAT EVERY LAWMAKER STOCK TO THE
[01:33:17] SIX BILLS PIER LAWMAKER RULE. BUT THEY
[01:33:19] WERE PRETTY CLOSE AND THERE WERE FEW
[01:33:21] BILLS INTRODUCED. TYPICALLY, YOU WOULD
[01:33:23] SEE ABOUT 1,200 BILLS INTRODUCED THIS
[01:33:26] YEAR. THERE WERE AROUND 830 BILLS
[01:33:29] INTRODUCED. OF THOSE, ABOUT 330 PASS,
[01:33:32] WHICH IS ABOUT 100 FEWER THAN NORMAL.
[01:33:34] SO DEFINITELY A REDUCTION IN THE TOTAL
[01:33:36] NUMBER OF BILLS INTRODUCED AND PASSED.
[01:33:39] BUT AT THE END OF THE DAY, THEY STILL
[01:33:40] PASSED QUITE A FEW BILLS. AND WE'RE ABLE
[01:33:43] TO ADDRESS THE OPERATING BUDGET, THE
[01:33:45] CAPITAL BUDGET, RED TRANSPORTATION
[01:33:48] PROJECTS, ALTHOUGH THEY WERE NOT ABLE TO
[01:33:49] COME UP WITH A TRANSPORTATION REVENUE
[01:33:51] PACKAGE. AND ERIC WILL GO INTO SOME OF
[01:33:53] THE SIGNIFICANT BILLS THAT DID PASS.
[01:33:55] BUT OTHER THINGS OF NOTE THAT I'LL SHARE
[01:33:58] WITH YOU ALL, THE LEGISLATURE DID PASS
[01:34:00] THE CAPITAL GAINS TAX. THIS IS THE FIRST
[01:34:03] TIME THAT THE LEGISLATURE HAS BEEN ABLE
[01:34:04] TO DO THAT THAT WILL BE CHALLENGED IN
[01:34:06] THE COURTS. THERE ARE TWO DIFFERENT
[01:34:07] GROUPS THAT HAVE COME FORWARD WITH LEGAL
[01:34:09] CHALLENGES TO THAT BILL PASSING, AND
[01:34:12] THEY ALSO WERE ABLE TO DO SOME
[01:34:13] SIGNIFICANT WORK ON POLICE REFORM AND

[01:34:16] GET A NUMBER OF BILLS PASSED. SO WITH
[01:34:18] THAT, THAT'S A VERY HIGH LEVEL LOOK AT
[01:34:20] THE SESSION. I'LL TURN IT BACK OVER TO
[01:34:22] ERIC, BUT WE'D BE HAPPY TO ANSWER ANY
[01:34:24] QUESTIONS. THANKS, TRENT.
[01:34:26] THAT'S PERFECT. AND I'M SURE THERE WILL
[01:34:29] BE QUESTIONS FOR YOU LATER. SO THANKS
[01:34:31] FOR STICKING AROUND. I JUST WANT TO
[01:34:32] SPEND A FEW MINUTES NOW ON PORT OF
[01:34:34] SEATTLE PRIORITY ITEMS WE'VE DISCUSSED
[01:34:37] FOR EXECUTIVE DIRECTOR METRUCK,
[01:34:39] MENTIONED IT AT THE INTRO, BUT THIS WAS
[01:34:41] A VERY SUCCESSFUL YEAR FOR THE PORT
[01:34:42] PRIORITY ISSUES. I THINK MANY OF US WENT
[01:34:44] INTO SESSION WONDERING HOW MUCH COULD
[01:34:46] GET DONE. VIRTUALLY THE ANSWER WAS QUITE
[01:34:48] A BIT. AND LUCKILY, MANY OF THE
[01:34:50] PRIORITIES SET FORTH BY THE DEMOCRATIC
[01:34:52] CAUCUSES, WHICH CONTROLLED THE HOUSE AND
[01:34:54] THE SENATE, WERE SIMILAR TO SOME OF OUR
[01:34:57] PRIORITY ISSUES AS WELL. THAT WOULD BE
[01:34:58] MOST NOTABLY THE LOW CARBON FUEL
[01:35:00] STANDARD, WHICH WAS PASSED AND HAS BEEN
[01:35:02] OUR TOP PRIORITY GOING BACK TO THE 2018
[01:35:04] LEGISLATIVE SESSION AND A FEW OTHERS.
[01:35:06] SO BEFORE DIVING INTO THE OTHER ISSUES,
[01:35:08] I DO WANT TO GO INTO THE LCFS A LITTLE
[01:35:12] BIT MORE IN DEPTH. AND I'VE ASKED DENNIS
[01:35:14] TO GIVE YOU A BIT OF BACKGROUND ON THE
[01:35:16] PASSAGE OF FUNDING. AND AFTER THAT,
[01:35:18] I'LL DIVE IN ON A FEW OTHER ISSUES. SO
[01:35:20] DENNIS GOING TO HAND IT TO YOU TO GIVE
[01:35:21] US A FEW MINUTES ON THE LCFS. CERTAINLY
[01:35:24] COMMISSIONERS AND DIRECTOR METRUCK,
[01:35:27] DENNIS MCLAREN WITH CASCADIA POLICY
[01:35:30] SOLUTIONS. AND FIRST, A COUPLE OF THANK
[01:35:33] YOUS. FIRST TO THE PORT COMMISSION FOR
[01:35:35] MAKING THIS LEGISLATION A PRIORITY. IT
[01:35:39] REALLY MADE A DIFFERENCE IN OLYMPIA TO
[01:35:41] HAVE THE PORT OF SEATTLE BE A STRONG
[01:35:43] SUPPORTER OF A LOW CARBON FUEL STANDARD.
[01:35:46] AND YOU'VE ASSEMBLED A GREAT TEAM OF
[01:35:47] STAFF IN YOUR ENVIRONMENTAL STAFF, IN
[01:35:50] YOUR LEGISLATIVE AFFAIRS GOVERNMENT
[01:35:52] AFFAIRS GROUP. ERIC FITCH AND LESLIE
[01:35:54] STANTON AND MANY OTHERS WERE A BIG HELP
[01:35:57] IN GETTING FACTS IN FRONT OF THE
[01:35:59] LEGISLATURE AS OPPOSED TO RHETORIC WHICH
[01:36:01] THERE HAD BEEN A TREMENDOUS BUILDUP OF
[01:36:03] NEGATIVE RHETORIC ABOUT LOCAL CARBON
[01:36:04] FUEL STANDARD FROM THE OPPONENTS OF A
[01:36:08] STANDARD PREVIOUSLY. JUST A COUPLE OF
[01:36:10] THINGS ABOUT THIS WAS A TOUGH BATTLE.
[01:36:13] WE DIDN'T KNOW IF THIS LEGISLATION WAS
[01:36:15] GOING TO PASS UP UNTIL THE FINAL DAYS OF
[01:36:17] THE LEGISLATURE THE FINAL WEEKEND, IN
[01:36:19] FACT, AND THERE WERE POSSIBLE
[01:36:23] CHANGES SHUTTLEING BACK AND FORTH AMONGST
[01:36:25] LEGISLATURES. WE WERE FORTUNATE TO BE IN
[01:36:28] THE ROOM FOR MANY OF THOSE DISCUSSIONS
[01:36:30] WITH THE GOVERNOR'S POLICY STAFF WITH
[01:36:32] KEY LEGISLATORS. AND A LOT OF THAT COMES
[01:36:34] FROM HAVING THE CREDIBILITY OF THE PORT

[01:36:36] OF SEATTLE TO BE ABLE TO GET US IN THE
[01:36:38] DOOR TO HAVE THOSE DISCUSSIONS. I REALLY
[01:36:40] APPRECIATE THE COMMISSIONERS ENGAGED ON
[01:36:43] THIS AS WELL. IT HELPED. AND A COUPLE OF
[01:36:46] THINGS ABOUT THE SPECIFICS VERY QUICKLY.
[01:36:48] THERE WERE SOME LAST MINUTE CHANGES.
[01:36:50] THE RAMP UP FOR THE CARBON
[01:36:54] REDUCTIONS THAT ARE REQUIRED IN FUELS
[01:36:56] UNDER THE BILL WAS DELAYED A BIT IN THE
[01:36:59] BILL. IT'S NOW 20% BELOW 2017
[01:37:03] LEVELS BY 2038 RATHER THAN BY 2035.
[01:37:07] THERE'S SOME SPECIFIC RAMP UP NUMBERS
[01:37:10] YEAR BY YEAR IN THE LEGISLATION, AND
[01:37:12] THERE'S A JARC REVIEW, THE JOINT
[01:37:16] ADMINISTRATIVE REVIEW COMMITTEE
[01:37:19] AT THE LEGISLATURE OF 2031. WE'LL DO A
[01:37:22] REVIEW, BUT THAT'S OKAY BECAUSE WE'LL BE
[01:37:25] MANY YEARS INTO THE PROGRAM AND WILL
[01:37:27] HAVE DEMONSTRATED SUCCESS BY THEN.
[01:37:29] THERE'S ALSO A NEW REQUIREMENT, SOME NEW
[01:37:32] REQUIREMENTS ADDED ABOUT INSTATE
[01:37:35] FEEDSTOCK, PRODUCTION AND PRODUCTION OF
[01:37:38] AND HAVING AT LEAST 60,000,000 GALLONS
[01:37:41] ADDED TO THE CAPACITY, EITHER FROM
[01:37:43] EXISTING OR NEW FACILITIES IN THE STATE.
[01:37:46] AND AGAIN, SOME OF THE LANGUAGE CHANGES
[01:37:48] IN THAT THAT MADE IT MORE ACCEPTABLE TO
[01:37:50] US WERE LAST MINUTE THINGS THAT WE WERE
[01:37:51] ENGAGED IN. I THINK I'LL LEAVE IT AT
[01:37:54] THAT. THERE CLEARLY
[01:37:59] RULEMAKING RIGHT IN FRONT OF US NOW WITH
[01:38:02] THE DEPARTMENT OF ECOLOGY THAT WILL BE
[01:38:05] TAKING PLACE OVER THE NEXT YEAR OR SO.
[01:38:07] ECOLOGY IS RAMPING UP THEIR STAFFING
[01:38:09] RIGHT NOW AND HAS HIRED A COORDINATOR ON
[01:38:11] CARBON AT THE DEPARTMENT OF ECOLOGY. SO
[01:38:14] MORE TO COME AS THIS LEGISLATION
[01:38:16] ACTUALLY GETS IMPLEMENTED.
[01:38:19] THANKS, DENNIS. PERFECT. VERY GRATEFUL
[01:38:22] TO YOU. I DO JUST WANT TO PAUSE FOR A
[01:38:24] SECOND AND SAY A HUGE THANKS TO DENNIS
[01:38:26] FOR ALL OF HIS WORK AND ALSO GIVE THE
[01:38:28] COMMISSION A LOT OF CREDIT. THIS WAS
[01:38:29] DROPPED FORWARD BY THE COMMISSION AND BY
[01:38:31] OUR ENVIRONMENTAL TEAMS AS A PRIORITY,
[01:38:33] SOMETHING WE NEEDED TO SEE GET DONE TO
[01:38:35] GET TO OUR ENVIRONMENTAL GOALS. AND OVER
[01:38:37] THE LAST FOUR YEARS, WE'VE GONE FROM
[01:38:39] KIND OF AN OUTSIDER ON ADVOCACY FRONT TO
[01:38:42] ONE OF THE KEY GROUPS ADVOCATING. WE
[01:38:44] ENDED UP IN SOME PRETTY HIGH LEVEL
[01:38:45] MEETINGS AT THE END OF SESSION TO TRY TO
[01:38:47] GET THIS THING DONE. AND THAT'S A CREDIT
[01:38:49] TO YOUR WORK. I THINK BY MY COUNT,
[01:38:51] EVERY COMMISSIONER AT LEAST PROVIDED
[01:38:52] TESTIMONY ONCE OR SPOKE IN PUBLIC
[01:38:55] MEETINGS ABOUT THE IMPORTANCE OF THE LOW
[01:38:57] CARBON FUEL STANDARD. OUR ADVOCACY IS BY
[01:38:59] NOW WELL KNOWN, AND IT IS WORTH, AS
[01:39:01] DENNIS NOTED CALLING OUT THE SUPPORT
[01:39:04] THAT WE RECEIVED FROM MARITIME AND
[01:39:05] ENVIRONMENTAL STAFF WHO ACTED AS
[01:39:09] KIND OF LIKE A RESPONSE TEAM WHEN WE

[01:39:11] WERE COMBATING VARIOUS KINDS OF
[01:39:14] MISINFORMATION DOWN THERE. SO IT WAS A
[01:39:16] BIG TEAM EFFORT. IT WAS EXCITING UP TO
[01:39:18] THE LAST MINUTE, AND IT WAS DUE
[01:39:21] TO A LOT OF LEADERSHIP FROM A LOT OF
[01:39:23] PEOPLE AT THE PORT. SO MOVING ON, ERIC,
[01:39:26] THAT'S ENOUGH TO GET YOUR ROLE IN
[01:39:28] JUGGLING THIS THREE RING CIRCUS THAT WE
[01:39:31] HAD GOING HERE AND TALK ABOUT
[01:39:34] CREDIBILITY AT THE LEGISLATURE. YOUR
[01:39:36] ABILITY TO OPEN DOORS WITH US BEHIND
[01:39:39] YOU, OF COURSE, WAS GREATLY APPRECIATED,
[01:39:42] AND THE SUCCESS WAS TRULY A TEAM EFFORT.
[01:39:45] SO YOU WERE AT THE FRONT OF THAT SPHERE.
[01:39:48] BUT THIS GUY, DENNIS, I DON'T KNOW WHERE
[01:39:50] YOU FOUND HIM, BUT HE PROVED TO BE
[01:39:52] PRETTY USEFUL AS WELL. I KNOW, SINCE
[01:39:54] THIS WAS SUCH A HIGH PRIORITY FOR THE
[01:39:57] COMMISSION, COULD WE JUST PAUSE HERE A
[01:39:59] MOMENT AND ASK SOME QUESTIONS ON IT
[01:40:01] BEFORE I DON'T THINK ANYTHING ELSE
[01:40:02] REALLY TOOK UP AS MUCH WIND OF THE ROOM,
[01:40:04] AND THEN WE CAN SORT OF RUN THROUGH THE
[01:40:06] REST. SURE. FINE BY ME. YEAH. I CALL THE
[01:40:09] ROLL BE BEGINNING OF COMMISSIONER
[01:40:12] BOWMAN. I DON'T
[01:40:15] REALLY HAVE ANY QUESTIONS. WE'VE SAID IT
[01:40:19] BEFORE. ERIC, YOU JUST DID AN ABSOLUTELY
[01:40:20] AMAZING JOB. THIS LEGISLATIVE SESSION AS TRENT
[01:40:25] SAID IT WAS HISTORIC, BUT IT WAS AN
[01:40:27] UNPRECEDENTED SO DIFFICULT TO SIT
[01:40:29] THROUGH THOSE ONLINE MEETINGS EVEN MORE
[01:40:31] PAINFUL THAN SITTING THROUGH A SIX HOUR
[01:40:33] PORT OF SEATTLE COMMISSION MEETING
[01:40:34] ONLINE. BUT YOU JUST HAD A REMARKABLE
[01:40:37] AMOUNT OF SUCCESS. AND, DENNIS, THANK
[01:40:39] YOU SO MUCH FOR YOUR HELP IN GETTING THE
[01:40:43] PORT OF SEATTLE. AND MOST IMPORTANT,
[01:40:44] THE LEGISLATURE OVER THE FINISH LINE
[01:40:47] WITH THE LOW CARBON FUEL STANDARD.
[01:40:49] YOU'VE JUST BEEN A GREAT ALLY FOR US AND
[01:40:52] A GREAT ADVISOR AND REALLY APPRECIATE
[01:40:54] ALL OF YOUR HELP. AND LASTLY, I JUST
[01:40:57] WANTED TO COMMENT ON THE AIRLINE CATERER
[01:41:00] WORKERS BILL. AGAIN, ERIC, MANY
[01:41:01] COMPLIMENTS TO YOU FOR GETTING THAT ONE
[01:41:03] OVER THE FINISH LINE NOT ONCE BUT TWICE
[01:41:06] AND EXCITED TO BE MOVING FORWARD WITH
[01:41:08] THAT. SO NOT MUCH ELSE TO ADD IT TO MY
[01:41:10] THINGS. THANK YOU. THANK YOU. AND I
[01:41:12] SHOULD ADD I'M DELINQUENT NOT DOING SO.
[01:41:14] THANK YOU. AND THE COMMISSIONER BOWMAN
[01:41:16] WARNED ME BEFORE SESSION THIS WOULD BE
[01:41:17] PROBABLY THE HARDEST SESSION THAT WE'VE
[01:41:18] HAD BECAUSE OF THE VIRTUAL FORMAT. IT
[01:41:20] WAS THAT, I THINK, JUST IN TERMS OF THE
[01:41:22] CHALLENGES, BUT IT WAS PRODUCTIVE. BUT I
[01:41:24] SHOULD HAVE SAID PEOPLE LIKE JOE FITZ
[01:41:26] GIVEN, WE WOULD NOT BE HERE WITHOUT HIM.
[01:41:28] THE LEGISLATORS THIS YEAR SPENT 14 TO 16
[01:41:31] HOURS A DAY AND CALLS LIKE THIS IN
[01:41:34] SUPPORT OF A LOT OF THE CAUSES THAT WE
[01:41:36] ASKED THEM TO CHAMPION FOR US. SO, JOE

[01:41:38] FITZ GIVEN, RUBEN CARLISLE,
[01:41:39] REPRESENTATIVE SLATTER, SENATOR LOVELY
[01:41:42] REPRESENTATIVE CAN OF THE LIST GOES ON
[01:41:44] AND ON. SO NOT JUST FOR COMMISSIONERS,
[01:41:45] BUT FOR ANYBODY WATCHING. IF YOU SEE
[01:41:48] HERE LEGISLATORS, FIRST OF ALL, GIVE
[01:41:49] THEM A BREAK FOR A COUPLE OF WEEKS, BUT
[01:41:51] THEY DO A HUGE DEBT OF GRATITUDE FOR THE
[01:41:53] WORK THEY PUT IN. SO I JUST WANTED TO
[01:41:55] SAY THAT. THANK YOU, COMMISSIONER
[01:41:56] BOWMAN. THANK YOU, COMMISSIONER BOWMAN.
[01:41:59] MOVING TO COMMISSIONER CALKIN? YEAH.
[01:42:04] ERIC, IS THAT WHY WE PAY THEM WELL INTO
[01:42:07] THE SIX FIGURES, I THINK. ISN'T THAT
[01:42:08] RIGHT? NO.
[01:42:12] TRULY, TRULY PUBLIC SERVICE ON THEIR
[01:42:14] PART. I WANT TO SAY THANKS TO HONESTLY,
[01:42:21] WHAT COMES TO MIND IS NO REST FOR THE
[01:42:23] WEARY. I KNOW THAT THERE ARE STILL
[01:42:25] PENDING QUESTIONS THAT REMAIN AROUND THE
[01:42:28] BILLS THAT WERE PASSED AND WHAT LEGAL
[01:42:32] FIGHTS ARE UP NEXT. SO I WONDER
[01:42:35] HOW WE CAN SUPPORT EFFORTS TO GET TO THE
[01:42:38] BEST OUTCOME AND THOSE THINGS. AND THEN
[01:42:40] ALSO. AND I KNOW THAT THAT'S NOT THE
[01:42:42] FOCUS FOR TODAY, BUT I'M REALLY LOOKING
[01:42:43] FORWARD TO THE WORK THAT WE'RE GOING TO
[01:42:45] DO OVER THE NEXT SIX MONTHS TO PUT
[01:42:46] TOGETHER NEXT YEAR. IS THAT A SET OF A
[01:42:47] GENE? BECAUSE I THINK YOU PICKED OFF
[01:42:51] LOTS OF BIG THINGS, AND NOW THERE'S LOTS
[01:42:54] MORE BIG THINGS WE GET TO WORK ON. SO
[01:42:56] I'M DECIDED TO GET TO WORK ON THAT,
[01:42:58] TOO. AGREE. AND THANK YOU,
[01:43:00] COMMISSIONER. YOU GET THE PRIZE FOR
[01:43:01] WAITING THE LONGEST IN OLYMPIA TO
[01:43:03] TESTIFY ON THIS BILL AND THEN NOT
[01:43:04] TESTIFYING. SO THAT WAS QUITE THE TRIP
[01:43:06] FOR YOU AND YOUR FAMILY TWO YEARS AGO.
[01:43:08] THANKS FOR HERE'S A GOOD CYNIC LESSONS
[01:43:11] FOR MY KIDS THAT I DRIVE ON WITH ME.
[01:43:14] THANK YOU, COMMISSIONER CALINS. MOVING
[01:43:16] TO COMMISSIONER CHO ARE WE JUST
[01:43:20] ASKING QUESTIONS ON CFS RIGHT NOW?
[01:43:23] YEAH. I JUST THOUGHT THAT WE CAN GO
[01:43:24] AROUND THIS ONE AND THEN WE CAN WAIT FOR
[01:43:26] THE REST. OKAY. I DON'T HAVE ANY
[01:43:27] QUESTIONS ON CFS. I WANT TO GO THE
[01:43:30] SENTIMENTS OF MY COLLEAGUES THAT IF YOU
[01:43:31] LOOK AT THE BREADTH OF WORK THAT WAS
[01:43:33] DONE IN THIS SESSION, YOU WOULD NEVER
[01:43:34] GUESS THAT IT WAS A TOUGHER SESSION THE
[01:43:37] MOST. BUT I THINK IT'S A TESTAMENT IN
[01:43:39] TERRIFIC WORK YOU ALL DID, ERIC,
[01:43:41] ESPECIALLY AND OTHERS. AND SO THANK YOU
[01:43:45] AS WELL FOR ME FOR ALL THE TERRIFIC
[01:43:47] WORK. THANKS. THANK YOU.
[01:43:50] COMMISSIONER CHO. MOVING TO
[01:43:51] COMMISSIONERS ,STEINBRUECK. YEAH. I WANT
[01:43:54] TO ADD MY THANKS AS WELL. AN
[01:43:56] APPRECIATION, DEEP APPRECIATION FOR THE
[01:43:58] INCREDIBLE YEOMAN EFFORT HERE. I KNOW
[01:44:00] THAT THE PORT HAS BEEN AN ADVOCATE FOR

[01:44:03] LCFS FOR WHAT, 10 YEARS. HAS IT
[01:44:07] BEEN A LONG TIME SINCE THIS HAS BEEN
[01:44:10] TAKEN UP? I WONDER HOW MANY OTHER PORTS
[01:44:13] IN THE UNITED STATES HAVE ADVOCATED FOR
[01:44:16] LOW CARBON FUEL STANDARD? HOW ABOUT THE
[01:44:19] PORT OF NEWARK, NEW JERSEY? HAVE THEY
[01:44:21] BEEN ENGAGED IN SUCH ACTIVITIES? WHAT
[01:44:23] OTHER STATES ACTUALLY HAVE ADOPTED A LOW
[01:44:26] CARBON FUEL STANDARD BESIDES CALIFORNIA?
[01:44:28] DOES OREGON HAVE ONE? OREGON HAS
[01:44:30] RECENTLY ADOPTED ONE. ANY OTHER STATES.
[01:44:34] DENNIS MIGHT KNOW BETTER. I COULD REPORT
[01:44:37] BACK. I HAVEN'T HEARD OF ANY OTHERS. A
[01:44:41] LOT OF MEXICO AND NEW
[01:44:45] YORK IS TAKING IT UP IN THE LEGISLATIVE
[01:44:47] SESSION RIGHT NOW. THAT MAY TAKE A
[01:44:49] WHILE. THEIR POLITICAL PROCESSES ARE
[01:44:51] SOMETHING ELSE. SO FOR
[01:44:54] ME, THE REAL WONDERFUL THING
[01:44:58] HERE IS THE PORT LEADERSHIP ROLE IN THE
[01:45:01] NATION FIGHTING FOR THE RIGHT THINGS,
[01:45:05] FIGHTING FOR A CLEANER ENVIRONMENT,
[01:45:07] GREATER CLIMATE PROTECTION AND
[01:45:11] NOT JUST WEIGHING IN, BUT ACTUALLY BEING
[01:45:14] A CHAMPION. AND I THINK THAT'S A RARE
[01:45:17] THING THAT WE SHOULD CELEBRATE AND
[01:45:21] ACKNOWLEDGE THE PORT LEADERSHIP ROLE
[01:45:24] ON THIS IMPORTANT, INCREDIBLE WATERSHED
[01:45:29] YEAR OF THIS PASSAGE. I DID WANT TO
[01:45:32] ASK YOU THAT SAID IT DOES EXEMPT CERTAIN
[01:45:36] INDUSTRIES, DOES IT NOT INCLUDING
[01:45:38] AVIATION? AND YEAH,
[01:45:41] DENNIS, I'LL HAND IT TO YOU IN A SECOND,
[01:45:44] BUT I'M GLAD YOU ASKED THAT IT WAS OFTEN
[01:45:46] CHARACTERIZED DURING THE COURSE OF THE
[01:45:48] DEBATE OVER THE LAST FEW YEARS,
[01:45:49] ESPECIALLY WHEN WE WEIGH IN, HONESTLY,
[01:45:50] AS AN EXEMPTION. WHY IS THE PORT PUSHING
[01:45:53] FOR SOMETHING THAT DOESN'T EVEN APPLY TO
[01:45:54] AVIATION IN MARITIME? WELL, I DON'T
[01:45:57] ACTUALLY THINK OF IT AS AN EXEMPTION.
[01:45:58] IT'S MORE OF AN ACKNOWLEDGMENT OF THE
[01:46:00] REALITY IS THAT OUR STATE CAN'T PUT
[01:46:03] CERTAIN REGULATIONS ON FUELS THAT ARE
[01:46:04] INVOLVED IN INTERSTATE COMMERCE. IT'S A
[01:46:06] NOD TO THE COMMERCE CLAUSE. AND SO IT'S
[01:46:08] A NARROWS TAILORING OF THIS BILL TO
[01:46:10] ENSURE THAT IT ISN'T THROWN OUT BY THE
[01:46:11] PORT. BUT IMPORTANTLY,
[01:46:14] USERS OF AVIATION FUEL MARITIME FUEL WHO
[01:46:17] AREN'T REQUIRED TO USE CLEAN BURNING
[01:46:18] FUEL TO COMPLY WITH THE PROGRAM, STILL
[01:46:20] COULD USE CLEAN BURNING FUEL AND BENEFIT
[01:46:23] FROM THE PROGRAM. THEY WANT AN ADVOCATE.
[01:46:25] CORRECT. AND SOME DID. YES. AND IT DOES
[01:46:29] FOR THIS POINT TO BE MADE, A POINT
[01:46:32] OF INFORMATION THAT THOSE INTERSTATE
[01:46:36] COMMERCE INDUSTRIES CANNOT BE REGULATED
[01:46:41] UNDER THESE TERMS, EVEN IF WE WANTED TO.
[01:46:43] IS THAT CORRECT?
[01:46:46] WELL, DENNIS, DO YOU WANT TO DO ONE FOR
[01:46:49] AUTHORITY? YEAH, SURE. THAT THIS IS THE
[01:46:53] RICH TOPIC, BUT IT IS AN

[01:46:57] OPT IN SECTOR, BOTH AVIATION AND
[01:46:59] MARITIME OR OPT IN SECTORS. AND WHAT
[01:47:01] THAT MEANS IS THAT YOU CAN TAKE
[01:47:03] ADVANTAGE OF THE CREDITS, WHICH ARE NOW
[01:47:05] AT 100 DOLLARS A TON OF CARBON IN
[01:47:08] CALIFORNIA BY RUNNING WITH THE CLEANER
[01:47:10] FUELS TO LOWER CARBON FUELS. AND IT'S A
[01:47:13] TREMENDOUS INCENTIVE. AND IN FACT, YOUR
[01:47:15] PORT PARTNERS DOWN IN LA, IN LONG BEACH
[01:47:18] AND OTHER CALIFORNIA PORTS ARE
[01:47:20] BENEFITING GREATLY FROM THAT. TO PACIFIC
[01:47:22] MERCHANT SHIPPING ASSOCIATION IS WORKING
[01:47:23] WITH TERMINAL OPERATORS. AND, OF COURSE,
[01:47:26] YOU KNOW, ABOUT SOME OF THE SUSTAINABLE
[01:47:28] AVIATION FUEL THAT'S HAPPENING IN
[01:47:30] CALIFORNIA AND A RESULT OF THOSE CREDITS
[01:47:33] BEING AVAILABLE FOR THOSE OPTIN SECTORS.
[01:47:35] THAT WHAT NOW, DENNIS, THANK YOU.
[01:47:38] THAT'S A GOOD CLARIFICATION AS WELL
[01:47:40] ABOUT THE INCENTIVIZING AND OPTING IN.
[01:47:43] THAT DOESN'T APPLY TO AVIATION FUEL,
[01:47:45] THOUGH, DOES IT? IS THERE ANY INCENTIVE
[01:47:47] OR DOES IT IT DOES APPLY TO SUSTAINABLE
[01:47:49] AVIATION FUELS. IT DOESN'T BOTHER ALL OF
[01:47:52] THE INCREMENTAL COSTS, BUT IT'S A VERY
[01:47:55] SIGNIFICANT STEP IN THAT DIRECTION.
[01:47:56] THERE'S SOME THINGS GOING ON AT THE
[01:47:58] FEDERAL LEVEL WITH THE TAX CREDITS, AND
[01:48:01] THERE ARE THINGS THAT HAVE BEEN DONE IN
[01:48:04] CALIFORNIA TO INCENTIVIZE DAIRIES AND
[01:48:06] OTHERS TO PRODUCE SOME OF THE
[01:48:07] FEEDSTOCKS. EXCELLENT. THANK YOU SO
[01:48:10] MUCH. AND I'LL JUST ADD BRIEFLY BEFORE
[01:48:13] MOVING ON THAT. SORRY, DENNIS
[01:48:15] ACTUALLY, BEFORE RETIRING, SHE AND I
[01:48:17] WENT AND SPOKE WITH PORTS ACROSS
[01:48:19] CALIFORNIA TO HEAR ABOUT THEIR
[01:48:20] EXPERIENCE AT LCFS, THE REQUEST OF THE
[01:48:22] PORT ASSOCIATION. AND WHAT WE FOUND OUT
[01:48:24] WAS DENNIS REFERENCED THAT THERE WERE
[01:48:27] QUITE A FEW WHO ARE TAKING ADVANTAGE OF
[01:48:29] IT, EITHER ON BEHALF OF THE PORT OR ON
[01:48:31] BEHALF OF THEIR TENANTS, USING THE
[01:48:33] REVENUES EARNED TO REINVEST IN CLEAN
[01:48:36] PROJECTS AT THE PORT TO TRY TO MEET
[01:48:37] SIMILAR ENVIRONMENTAL GOALS TO THE ONES.
[01:48:39] SO WE HOPE THAT'S A VISION OF OUR
[01:48:42] FUTURE. AND I WOULD SAY IT'S BEING USED
[01:48:44] DOWN THERE FOR THINGS LIKE
[01:48:45] ELECTRIFICATION INFRASTRUCTURE AS WELL.
[01:48:48] SO IT'S NOT JUST THE FUELS, IT'S ALSO
[01:48:50] THE TRANSFORMATION TO ELECTRIFICATION
[01:48:53] THAT'S INCENTIVIZE.
[01:48:57] THANK YOU, COMMISSIONER STEINBRUECK, DO
[01:48:59] YOU HAVE A FOLLOW UP OR SHALL I MOVE ON.
[01:49:03] OKAY. MOVING TO COMMISSIONER FELLEMAN.
[01:49:06] ALRIGHT. THANKS AGAIN. I HAD
[01:49:10] A COUPLE OF QUESTIONS. THE REQUIREMENT
[01:49:15] FOR A PERCENTAGE OF DOMESTIC FEEDSTOCKS.
[01:49:18] I BELIEVE THE LANGUAGE IS SOMETHING LIKE
[01:49:20] AGRICULTURAL. AND I WAS WONDERING, DO WE
[01:49:22] HAVE TO DO SOMETHING TO FIELD TO INCLUDE
[01:49:25] MUNICIPAL SOLID WASTE AS BEING ELIGIBLE

[01:49:29] FOR ACCEPTABLE FEEDSTOCK?
[01:49:32] WOULD THAT REQUIRE AN AMENDMENT THAT
[01:49:36] I'M NOT SURE, MAYBE RESOLVABLE THROUGH
[01:49:38] RULEMAKING? BUT, DENNIS, DO YOU WANT TO
[01:49:40] SAY MORE? AND THEN WE COULD LOOK INTO
[01:49:41] THAT QUESTION AND GET BACK TO YOU IF
[01:49:43] DENNIS DOESN'T HAVE A MORE DEFINITIVE
[01:49:45] ANSWER. YEAH. THE LEGISLATION REQUIRES
[01:49:48] AT LEAST IN NET INCREASE IN THE VOLUME
[01:49:52] OF IN STATE LIQUID BIOFUEL PRODUCTION
[01:49:55] AND THE USE OF FEEDSTOCKS GROWN OR
[01:49:58] PRODUCED IN WASHINGTON. SO IN THE RULE
[01:50:01] MAKING, WE'RE GOING TO ENCOURAGE ECOLOGY
[01:50:03] TO INTERPRET PRODUCED RATHER BROADLY TO
[01:50:06] INCLUDE MUNICIPAL SOLID WASTE. BUT
[01:50:08] THAT'S A BATTLE STILL HAS.
[01:50:10] BUT I MEAN, I THOUGHT IT WAS JUST HAD
[01:50:13] GROWN. SO THE FACT THAT PRODUCED IS
[01:50:15] THERE. THAT'S A VERY PLAUSIBLE
[01:50:17] INTERPRETATION, AS LONG AS THE ROBANCO
[01:50:20] TRAIN DOESN'T START IN BRITISH COLUMBIA.
[01:50:22] ANYWAY, THE OTHER THING WAS,
[01:50:26] I GUESS YOU WE ALREADY SEEN
[01:50:29] THE REFINERIES RESPONDING TO THE TO THE
[01:50:32] DEMAND. RIGHT. WE ALREADY SEE PPS TRYING
[01:50:34] TO UPGRADE THEIR CAPABILITIES IN THE
[01:50:37] SALE OF SHELL. WE SEE TALK ABOUT
[01:50:40] IN TACOMA THAT THEY'RE LOOKING AT
[01:50:42] INCREASING BIOFIELD PRODUCTION, AND MOST
[01:50:45] IMPORTANTLY, WE'RE SEEING THE AIRLINES
[01:50:47] USING IT. SO THIS IS CLEARLY TO
[01:50:51] COMMISSIONER STEINBRUECK'S POINT, THE
[01:50:54] INCENTIVES ARE THERE IN TERMS OF WANTING
[01:50:57] TO USE IT. ONE OF THE THINGS THAT THEY
[01:50:59] CAN OPT IN CLEARLY BECAUSE IT'S A STATE
[01:51:02] LAW. WHEN THEY HAVE THE OPTION, THEY'RE
[01:51:05] TAKING IT. BUT THE PROBLEM THAT WE'VE
[01:51:08] SEEN IS THAT CALIFORNIA HAS SUCH A HEAD
[01:51:10] START ON US AND THAT NOW WE HAVE A DELAY
[01:51:12] THAT THERE'S A BIG DISPARITY ABOUT HOW
[01:51:15] MUCH CREDIT THEY CAN GET HERE VERSUS IN
[01:51:19] CALIFORNIA. AND WHILE THE CLIMATE IS
[01:51:22] BENEFITED BY THE USE OF A ANYWHERE,
[01:51:24] WE'RE QUITE COMMITTED TO MAKING SURE
[01:51:26] THAT THE AIR QUALITY BENEFITS ARE FELT
[01:51:28] BY THE COMMUNITIES AROUND THE AIRPORT.
[01:51:31] SO I'M JUST WONDERING WHAT YOUR
[01:51:33] PROGNOSIS IS ON ACTUALLY HAVING IT BURNT
[01:51:35] HERE, OTHER THAN IF THE PLANES COME HERE
[01:51:37] LOADED, BUT IN TERMS OF BEING DISPENSED.
[01:51:40] SO WOULD YOU LIKE ME
[01:51:44] TO TAKE THAT? YEAH. DENNIS, I'LL LET YOU
[01:51:46] TAKE THAT ONE. GO AHEAD. SURE. I THINK
[01:51:48] THERE IS MORE WORK TO BE DONE.
[01:51:50] CALIFORNIA DOES HAVE A HEAD START AND
[01:51:53] THERE ARE BIG REFINERIES THAT ARE BEING
[01:51:56] CONVERTED TO SAF PRODUCTION IN
[01:51:59] CALIFORNIA AND THE 200 DOLLARS A TON
[01:52:02] CREDIT. WE LIKELY WILL HAVE CREDIT
[01:52:04] PRICES THAT MATCH OREGON IN CALIFORNIA
[01:52:07] NEAR THAT LEVEL. AND WE
[01:52:11] WHAT CONCERNS ME MORE IS THE LIMIT OF
[01:52:13] RAMPING UP THE HALF PERCENT PER YEAR,

[01:52:15] THE FIRST THREE YEARS AND SO ON. BUT I
[01:52:17] DO THINK THAT THE INVESTORS WILL LOOK AT
[01:52:20] WASHINGTON ALREADY. AS YOU KNOW, PEOPLE
[01:52:22] ARE PRODUCING THESE FUELS IN WASHINGTON
[01:52:25] STATE AND SHIPPING THEM OFF TO OREGON
[01:52:26] AND CALIFORNIA. BRITISH COLUMBIA ALSO
[01:52:28] HAS A STANDARD. INTERESTINGLY, CANADA
[01:52:31] WILL HAVE A NATIONWIDE LOW CARBON FUEL
[01:52:33] STANDARD IMPLEMENTED A YEAR FROM NOW.
[01:52:36] SO WE MAY SEE SOME THINGS FROM THE BIDEN
[01:52:38] ADMINISTRATION AROUND LOW CARBON FUELS
[01:52:40] AS WELL. THERE ARE SOME TAX INCENTIVES
[01:52:42] THAT WILL HELP MAKE UP THAT INCREMENTAL
[01:52:44] PRICE DIFFERENTIAL BETWEEN SUSTAINABLE
[01:52:47] AVIATION FUEL AND MORE CONVENTIONAL
[01:52:49] KEROSENE. SO MORE WORK TO BE DONE ON
[01:52:52] THAT. BUT I'M OPTIMISTIC ABOUT THAT AND
[01:52:54] SEEING WHAT'S HAPPENING IN CALIFORNIA
[01:52:56] AND NOW HAVING LEGISLATION HERE THAT
[01:52:58] PARALLELS, I THINK WE'LL SEE MORE
[01:53:01] PRODUCTION IN WASHINGTON STATE THAT WILL
[01:53:02] MEET THE BARS THAT ARE IN THE
[01:53:04] LEGISLATION. AND I THINK WE WILL SEE IT
[01:53:07] MAY TAKE A COUPLE OF YEARS, BUT WE WILL
[01:53:09] SEE PEOPLE RUNNING IT IN MARITIME
[01:53:13] AND IN PLANES. AND I'M ALSO ENCOURAGED
[01:53:16] BY THE POTENTIAL FOR ELECTRIFICATION
[01:53:18] FUNDING FOR ELECTRIFICATION AS WELL. I
[01:53:21] WAS JUST WONDERING ABOUT REALLY ONE
[01:53:24] OTHER THING WAS WHEN WOULD
[01:53:28] A LEGAL CHALLENGE BE RIPE? I MEAN, DO WE
[01:53:31] HAVE TO PUT THE RULE INTO PLACE BEFORE
[01:53:33] IT COULD BE CHALLENGED OR I MEAN,
[01:53:35] OBVIOUSLY THERE'S GOING TO BE A
[01:53:37] CHALLENGE. IT SEEMS PRETTY CLEAR. AND
[01:53:39] THEN ARE WE ABLE TO CONTINUE IN A
[01:53:41] RULEMAKING PROCESS WHILE THAT CLOUD
[01:53:44] HANGS OVER US, OR WHEN
[01:53:48] DO YOU THINK A LEGAL CHALLENGE IS
[01:53:50] ACTUALLY ABLE TO BE FILED? AND ARE WE
[01:53:53] ABLE TO PROCEED WHILE THAT QUESTION OF
[01:53:56] WHETHER IT IS FILED IS HANGING OVER US?
[01:53:58] DENNIS, IF YOU DON'T WANT TO COVER THAT,
[01:54:01] THAT'S A BIG QUESTION. SO IF WE COULD
[01:54:03] SCHEDULE A FOLLOW UP, BECAUSE I WANT TO
[01:54:04] MAKE SURE WE GET TO A COUPLE OF OTHER
[01:54:06] ISSUES BEFORE HANDING TO ERIC. SO
[01:54:07] DENNIS, YOU COULD REFER TO A FOLLOW UP
[01:54:09] CONVERSATION, IF YOU'D RATHER. I WILL.
[01:54:12] BUT THE SHORT ANSWER IS YES, WE CAN
[01:54:14] CONTINUE, BUT THERE'S A VARIETY OF
[01:54:17] POTENTIAL CHALLENGES AND THAT'S A MORE
[01:54:19] IN DEPTH CONVERSATION. ALRIGHT. CAUSE
[01:54:21] YOU KNOW, SENATOR CARLYLE CALLED ME UP A
[01:54:23] WEEK AFTER THIS. HE GOES, WHAT ARE WE
[01:54:25] GOING TO DO NEXT? SO I WANT TO KNOW THAT
[01:54:28] I SAID LET'S LOOK AT THE FEDERAL
[01:54:30] BLENDERS TAX CREDIT AND IN THE
[01:54:32] INFRASTRUCTURE BILL. BUT MOVING ON.
[01:54:34] THANK YOU SO MUCH FOR ENTERTAINING US.
[01:54:36] I KNEW THIS IS WHERE WE WOULD HAVE THE
[01:54:38] MOST QUESTIONS, BUT LET US GO THROUGH
[01:54:41] OUR VARIOUS OTHER ACCOMPLISHMENTS.

[01:54:44] VERY GOOD. I WILL MOVE STRAIGHT ON
[01:54:48] AND I'LL GO RELATIVELY QUICKLY.
[01:54:50] LUCKILY, YOU ALL HAVE BEEN VERY ENGAGED.
[01:54:52] SO WERE QUITE A BIT OF WHAT'S HAPPENED.
[01:54:55] AND COMMISSIONER BOWMAN SET THIS ONE UP.
[01:54:57] WE DID SECURE PASSAGE THROUGH THE
[01:54:59] LEADERSHIP OF SENATOR KAISER OF A BILL
[01:55:01] REALLY WAS BILLED BY HER AND WAS REALLY
[01:55:04] A TECHNICAL CORRECTION TO LEGISLATION
[01:55:06] SHE PASSED LAST SESSION. AT THE TIME,
[01:55:08] THAT BILL GAVE AIRPORT OPERATORS OF A
[01:55:10] CERTAIN SIZE THE AUTHORITY TO SET A
[01:55:12] MINIMUM LABOR STANDARD FOR CERTAIN
[01:55:14] WORKERS. WHEN THAT BILL WAS PASSED IN
[01:55:15] 2020, IT QUITE CLEARLY APPLIED TO SEATAC
[01:55:18] AIRPORT. BUT WITH THE PRECIPITOUS
[01:55:20] DROP IN EMPLOYMENTS THAT FOLLOWED THE
[01:55:21] COVID 19 PANDEMIC LAST YEAR, WE WERE NOT
[01:55:25] ANYWHERE NEAR THE THRESHOLD NECESSARY TO
[01:55:27] TAKE ADVANTAGE OF THAT AUTHORITY. THE
[01:55:28] SENATOR KAISER PASSED LEGISLATION TO
[01:55:30] SIMPLY CLARIFY HOW THAT WOULD BE
[01:55:32] CALCULATED FOR ANY FUTURE AIRPORT
[01:55:34] OPERATOR WHO WANTED TO TAKE ADVANTAGE OF
[01:55:36] THAT. AND WE HAD VARIOUS COMMISSIONERS,
[01:55:39] INCLUDING COMMISSIONER BOWMAN, SPEAKING
[01:55:40] SUPPORT ABOUT LEGISLATION. SO THANK YOU
[01:55:42] FOR THAT. AND THEN, OF COURSE, QUITE
[01:55:44] SOUND. THIS IS AN ISSUE ORIGINALLY
[01:55:46] BROUGHT TO US BY COMMISSIONER FELLEMAN.
[01:55:48] IT BENEFITED FROM QUITE A BIT OF
[01:55:49] LEADERSHIP FROM SANDY KILROY AND HER
[01:55:52] TEAM, JOHN SLOAN AND KATHLEEN HURLEY IN
[01:55:54] PARTICULAR. THIS COMES FROM
[01:55:56] RECOMMENDATION 22 FROM THE GOVERNOR'S
[01:55:59] SOUTHERN RESIDENT ORCA TASK FORCE IN
[01:56:00] 2018, WHICH DIRECTED THE PUGET PORTS TO
[01:56:03] DEVELOP A PROGRAM FOR POTENTIAL VESSEL
[01:56:06] SLOWING TO BENEFIT ORCA HEALTH THROUGH
[01:56:08] REDUCED UNDERWATER NOISE. THE
[01:56:10] LEGISLATURE LOOKED VERY FONDLY ON THIS
[01:56:12] REQUEST. REPRESENTATOR LEVELI WAS OUR
[01:56:14] CHAMPION ON THE SENATE SIDE.
[01:56:15] REPRESENTATIVE, WE CAN OFF ON THE HOUSE
[01:56:17] SIDE AND THROUGH THEIR ADVOCACY AND
[01:56:19] HOURS, WE WERE SUCCESSFUL IN SECURING
[01:56:21] THE ENTIRE AMOUNT OF FUNDING WE
[01:56:22] REQUESTED, WHICH WAS 250,000 ANNUALLY OVER
[01:56:26] THE NEXT TWO YEARS. IT WILL BE PREPARED
[01:56:28] WITH SOME INCREASED FEDERAL FUNDING
[01:56:30] THROUGH EPA AND FUNDING PUT FORWARD BY
[01:56:32] THE PORT OF SEATTLE PORT OF TACOMA,
[01:56:33] NORTHWEST SEAPORT ALLIANCE. AND I'M TOLD
[01:56:36] BY JOSHUA BURGER, MARITIME BLUE, AT THE
[01:56:38] RISK OF NAME CHECKING IN HERE THAT THE
[01:56:40] PROGRAM CAN BE STOOD UP WITHIN THE YEAR.
[01:56:42] SO THAT WAS VERY POSITIVE. AND IT'S
[01:56:43] ALWAYS APPRECIATED BY LEGISLATIVE
[01:56:46] LEADERSHIP WHEN THEY SEE A PROGRAM THAT
[01:56:48] THEY BE CONVENED ALMOST IMMEDIATELY,
[01:56:50] WITH THE RESULTS SOON TO FOLLOW. SO
[01:56:53] THANKS TO EVERYONE LEADING ON THAT AND
[01:56:55] AUBREE, IF YOU COULD ADVANCE THE DECK,

[01:56:57] WE'LL MOVE TO A FEW FINAL ITEMS ON THE
[01:57:00] STATE SIDE. AND THEN, OF COURSE, I WANT
[01:57:01] TO GIVE YOU OUR MORE WORK TO BE DONE,
[01:57:03] SINCE WE HAVE TO BE ALWAYS CONSCIOUS OF
[01:57:05] NOT GETTING EVERYTHING WE WILL HOPE FOR.
[01:57:08] SO I'M SURE YOU ALL KNOW CAPITAL INVEST
[01:57:10] PAST THE PORT OF SEATTLE AND OUR AGENDA
[01:57:12] HAD SUPPORTED SOME PRICE ON CARBON. AND
[01:57:15] THIS IS AN ECONOMY WIDE PRICE ON CARBON.
[01:57:17] CHAMPION BY SENATOR CARLYLE AND GOVERNOR
[01:57:19] INSLEE. COURSE, COMMISSIONERS BOWMAN,
[01:57:22] CALKINS AND FELLEMAN WERE ABLE TO
[01:57:23] ATTEND THE BILL SIGNING WHERE THIS AND
[01:57:25] LCFS WAS SIGNED INTO LAW, WHICH WAS AN
[01:57:27] EXCITING MOMENT. WE SUPPORTED
[01:57:30] STREAMLINED SALES TAX MITIGATION. ONCE
[01:57:32] AGAIN, THIS IS A NOD TO THE IMPORTANCE
[01:57:33] OF OUR PARTNERS IN THE KENT AUBURN
[01:57:35] VALLEY AND THE WAREHOUSING DISTRICTS
[01:57:36] THAT SUPPORT OUR OPERATIONS AT THE PORT
[01:57:38] THAT BILL PASSED. REPRESENTATIVE ANTMAN
[01:57:40] WAS THE LEADER ON THAT, WHICH SHOULD SEE
[01:57:42] SOME FUNDING SUPPORT GO TO THE CITIES IN
[01:57:44] THE KEN AUBURN VALLEY, WHICH HAS LONG
[01:57:46] BEEN THE PORT PRIORITY. FIRST ACTUALLY
[01:57:48] ADDED TO OUR AGENDA BY COMMISSIONER
[01:57:49] ALBRO IN 2017, I BELIEVE SO. GOOD TO
[01:57:52] SEE SEE THAT MOVING FORWARD. A BRIEF
[01:57:55] REFERENCE TO THE PRIOR PRESENTATION FROM
[01:57:58] KATHY BONE AND JOANNA AND SANDY. WE HAD
[01:58:00] OUR BEST MODEL TO CONTROL ACT FUNDING
[01:58:02] YEAR YET. THE GOVERNOR PUTS FORWARD A
[01:58:06] REQUEST LIST OF THE LEGISLATURE. ALL OF
[01:58:08] OUR PROJECTS WERE ON THAT LIST, AND THE
[01:58:10] LEGISLATURE FUNDED THE ENTIRE LIST. SO
[01:58:12] WE SECURED QUITE A BIT OF STATE FUNDING
[01:58:14] PARTNERSHIP FOR THE CLEANUPS THAT WERE
[01:58:16] REFERENCED BY SANDY AND JOANNA AND KATHY
[01:58:19] EARLIER. SO AGAIN, I APPRECIATE THE
[01:58:21] PARTNERSHIP OF OUR MARITIME ENVIRONMENTAL
[01:58:23] TEAM. I FEEL LIKE EVERY YEAR I'VE BEEN
[01:58:24] HERE, WE'VE STEPPED UP OUR ADVOCACY ON
[01:58:27] THAT, AND IT'S NICE TO SEE SOME RESULTS
[01:58:29] COMING RIGHT UP ON JUNETEENTH. THE PORT,
[01:58:32] OF COURSE, NAMED OUT OF THE HOLIDAY FOR
[01:58:34] OUR EMPLOYEES, AND WE HAD SUPPORTED THE
[01:58:36] STATE PUSHED TO DO THE SAME FOR ALLSTATE
[01:58:37] EMPLOYEES. THAT BILL PASSED.
[01:58:39] COMMISSIONER CHO WAS INVITED BY GOVERNOR
[01:58:41] INSLEE STAFF TO PROVIDE TESTIMONY AND
[01:58:43] SUPPORT GIVEN OUR LEADERSHIP IN MAKING
[01:58:45] IT A PORT HOLIDAY. AND SO HE TESTIFIED,
[01:58:48] AND THE BILL SAILED THROUGH VIRTUALLY
[01:58:50] UNOPPOSED. VERY GOOD TO SEE THE STATE
[01:58:54] MAKE THAT A HOLIDAY AS WELL. AND THEN
[01:58:56] SOMEWHAT LESSERKNOWN, BUT NO LESS
[01:58:58] IMPORTANT. CPARB IS THE CAPITAL PROJECTS
[01:59:00] ADVISORY REVIEW BOARD. IT AUTHORIZES
[01:59:02] ALTERNATIVE PUBLIC WORK PROJECTS, WHICH
[01:59:04] IS VERY IMPORTANT TO PORT DISTRICTS,
[01:59:06] ESPECIALLY TO PORTS WHO ARE TRYING TO
[01:59:08] EMPHASIZE AND EXPAND THE USE OF OUR
[01:59:11] SMALL WORK ROSTER, WHICH TYPICALLY HELPS

[01:59:13] US BRING PUBLIC CONTRACTS TO SMALL,
[01:59:15] MINORITY, WOMEN OWNED, DISADVANTAGED
[01:59:17] BUSINESS ENTERPRISES. JANICE AHN
[01:59:19] CURRENTLY IS OUR REPRESENTATIVE ON THAT
[01:59:21] BOARD. IT HAD TO BE REAUTHORIZED OR IT
[01:59:23] WOULD HAVE GONE AWAY. AND WITH IT, MANY
[01:59:25] OF THE ALTERNATIVE PUBLIC WORKS
[01:59:26] AUTHORIZE. SO IT WAS A BIG RELIEF TO SEE
[01:59:29] THAT THEY'LL PASS. AND THANKS TO NICE
[01:59:31] ANTPA THE PORT ASSOCIATION FOR THE
[01:59:34] LEADERSHIP AND GETTING THAT THROUGH. OF
[01:59:36] COURSE, THERE WAS AN EXPANSION OF
[01:59:37] BROADBAND AUTHORITY FOR PORT DISTRICTS,
[01:59:39] ALLOWING PORTS TO UNDERTAKE RETAIL
[01:59:41] AUTHORITY. AS I MENTIONED IN PRIOR
[01:59:43] UPDATES, NO PORTS CURRENTLY PLANNED TO
[01:59:45] BE RETAILERS, BUT THE ELIGIBILITY OPENS
[01:59:49] UP QUITE A BIG POOL OF FEDERAL FUNDING
[01:59:51] TO PORT DISTRICTS. THERE ARE I THINK YOU
[01:59:53] ALL KNOW IT AND HAVE HAD PREVIOUS
[01:59:55] BRIEFINGS. THERE ARE QUITE A FEW PORTS,
[01:59:56] ESPECIALLY IN RURAL WASHINGTON, WHO DO
[01:59:59] PROVIDE THIS WHOLESALE SERVICE TO THEIR
[02:00:01] TENANTS INTO THEIR COMMUNITIES. AND SO
[02:00:03] THAT'S A POSITIVE TO SEE THAT MOVE
[02:00:04] THROUGH THIS, ESPECIALLY. COMMISSIONER
[02:00:07] CALKINS, I KNOW WAS ENGAGED WITH THE
[02:00:08] BILL SPONSORED ON MAKING SURE THE PORT
[02:00:10] POSITION WAS WELL KNOWN. AND THEN THE
[02:00:12] HEAL ACT ENVIRONMENTAL JUSTICE IS
[02:00:14] ANOTHER PRIORITY. SET FORTH BY OUR
[02:00:16] COMMISSION AS CENTRAL TO OUR WORK, THE
[02:00:18] LEGISLATURE MOVED A BILL CHAMPIONED BY
[02:00:22] SENATOR SALDANA, AMONG OTHERS, SENATE
[02:00:24] BILL 5141 TO ESTABLISH AN ENVIRONMENTAL
[02:00:27] JUSTICE COUNCIL TO DIRECT MUCH STATE
[02:00:29] AGENCY WORK AND ACT AS A KIND OF A
[02:00:31] COUNSELOR FOR STATE AGENCIES WHO ARE
[02:00:32] TRYING TO BRING BETTER ENVIRONMENTAL
[02:00:34] JUSTICE PRACTICES TO THEIR WORK. SO
[02:00:36] THANKS TO OUR ENVIRONMENTAL TEAM AND OUR
[02:00:38] OFFICE OF EQUITY, DIVERSITY AND
[02:00:39] INCLUSION FOR HELPING ME REVIEW THAT
[02:00:41] BILL, GET US TO EVENTUALLY EXPRESS
[02:00:43] SUPPORT, WHICH WE DID, AND WE WERE GLAD
[02:00:46] TO SEE IT MOVE THROUGH. SO THERE'S QUITE
[02:00:48] A FEW MORE, OF COURSE. AND YOUR MEMO. I
[02:00:50] DO REFERENCE THE POLICE REFORM BILLS
[02:00:52] THAT TRENT MENTIONED IN HIS OUTSET. IT
[02:00:53] REALLY WAS A HISTORIC YEAR. FROM THAT
[02:00:56] PERSPECTIVE, WE WEIGHED IN EARLY IN
[02:00:59] SESSION AND TOOK A MONITORING POSITION
[02:01:00] ONLY BECAUSE OUR LEGISLATIVE OUR
[02:01:03] ADVOCACY SUBCOMMITTEE FROM OUR POLICE
[02:01:05] REFORM EFFORT INTERNALLY IS NOT YET MADE
[02:01:07] OFFICIAL RECOMMENDATIONS. BUT WE DID
[02:01:09] MAKE KNOWN TO SOME OF THE BILL SPONSORS
[02:01:11] THAT WE WERE MONITORING AND SUPPORTIVE.
[02:01:13] SO THANKS AGAIN TO THE COMMISSION FOR
[02:01:15] PUTTING THAT FORWARD. I DO. JUST BEFORE
[02:01:18] CONCLUDING AND HANDING IT TO ERIC, I
[02:01:19] WANT TO GO TO THE MORE WORK TO BE DONE.
[02:01:21] SLIDE AUBREE IF YOU COULD JUMP US ONE

[02:01:23] FORWARD. TRENT REFERENCE THE
[02:01:25] TRANSPORTATION REVENUE PACKAGE. THIS IS
[02:01:28] AN EVERGREEN PORT PRIORITY. WE INVEST IN
[02:01:31] CLEAN TRANSPORTATION PROJECTS, BUT WE
[02:01:33] ALSO NEED TO SEE NEW BRICK AND MORTAR
[02:01:35] TRANSPORTATION INFRASTRUCTURE BUILT WEST
[02:01:37] SEATTLE BRIDGE, MOST NOTABLY. SO WE WERE
[02:01:39] DISAPPOINTED THAT THE LEGISLATURE DID
[02:01:40] NOT MOVE WHAT'S CALLED AN ADDITIVE
[02:01:42] FUNDING PACKAGE OR A TRANSPORTATION
[02:01:44] REVENUE PACKAGE. THEY PASSED THEIR
[02:01:45] BASELINE BUDGET, BUT NOT NEW MONEY
[02:01:48] BUDGET, WHICH WE HAD SUPPORTED. THE GOOD
[02:01:50] NEWS, THOUGH, IS THAT THROUGH THE
[02:01:51] COMMISSION'S LEADERSHIP AND THROUGH THAT
[02:01:53] BECAUSE MANY OF OUR STAKEHOLDERS, EVEN
[02:01:55] ACROSS THE STATE, FROM GROWERS AND
[02:01:57] SHIPPERS TO OUR TRANSPORTATION PARTNERS
[02:02:00] AT THE RAILROADS AND THE SHIPPING LINES,
[02:02:01] MANY OF US STOOD UP AND SAID THE WEST
[02:02:03] SEATTLE BRIDGE MUST BE A STATE PRIORITY.
[02:02:05] IT'S NOT JUST A CITY OR A REGIONAL
[02:02:07] PRIORITY. AND WHILE THEY DIDN'T PASS
[02:02:10] BOTH THE HOUSE AND SENATE SIDE,
[02:02:12] INCLUDING BOTH THE DEMOCRATIC AND
[02:02:14] REPUBLICAN PROPOSALS ON THE SENATE SIDE
[02:02:16] INCLUDED ROBUST FUNDING 25,000,000 STATE
[02:02:19] SHARE FOR THE WEST SEATTLE BRIDGE. SO
[02:02:21] THERE IS QUITE A BIT OF TALK ABOUT
[02:02:23] GETTING OUR TRANSPORTATION REVENUE
[02:02:25] PACKAGE DONE AS SOON AS THIS FALL
[02:02:26] THROUGH A SPECIAL SESSION. I WON'T OFFER
[02:02:30] MY BETTING ON ON THAT ONE, BUT WE WILL
[02:02:31] KEEP PUSHING FOR IT. I KNOW MANY OF YOU
[02:02:33] HAVE HEARD RUMBLINGS AS WELL, SO
[02:02:35] PROBABLY WE'LL LIKE TO HAVE YOU MEET
[02:02:37] WITH LEGISLATORS IN THE NEXT FEW MONTHS
[02:02:39] AND TALK MORE ABOUT THE WEST SEATTLE
[02:02:40] BRIDGE, BUT IT'S IN THE PACKAGES THAT
[02:02:42] ARE UNDER DISCUSSION. SO THAT'S GOOD
[02:02:44] NEWS. AS YOU KNOW, WE'VE PUSHED IN PRIOR
[02:02:46] SESSIONS FOR A REDUCED LOCAL MATCH FOR
[02:02:48] PUBLIC IMPROVEMENT PROJECTS. THIS IS THE
[02:02:50] SORT OF PROJECTS YOU COULD SEE PICTURED
[02:02:52] HERE, OFTEN FUNDED BY THE AIRPORT
[02:02:54] COMMUNITY ECOLOGY FUND OR THE SOUTH KANE
[02:02:56] COUNTY FUND FUNDING. RECIPIENTS
[02:02:58] CURRENTLY HAVE TO PROVIDE THREE TIMES
[02:02:59] THE VALUE OF THE GRANT WE ARE TRYING
[02:03:01] HELD TO GET THAT DROPPED TO TWICE THE
[02:03:03] VALUE OF THE GRANT. WE WERE NOT ABLE TO
[02:03:05] MOVE THAT BILL FORWARD THIS SESSION,
[02:03:07] PRIMARILY JUST BECAUSE OF THE SHEER
[02:03:09] VOLUME OF OTHER ISSUES BEING CONSIDERED
[02:03:11] AND THE LIMITATION ON NUMBER OF BILLS
[02:03:13] THAT EACH MEMBER TRIED TO INTRODUCE.
[02:03:15] AND THEN, OF COURSE, TAX INCREMENT
[02:03:16] FINANCING. THIS BILL CAME FORWARD DURING
[02:03:19] SESSION. IT WAS SUPPORTED BY MANY OF OUR
[02:03:21] PARTNERS AT THE CITIES AT THE WASHINGTON
[02:03:23] ECONOMIC DEVELOPMENT ASSOCIATION AND THE
[02:03:25] PORT DISTRICTS, BUT IT GENERATED SOME
[02:03:26] CURRENT CONCERNS ABOUT ITS IMPACT

[02:03:30] ON OUR TAX LEVY. WE WORKED HARD,
[02:03:32] ESPECIALLY THANKS TO OUR PARTNERS. PORT
[02:03:34] TACOMA, SEAN EGAN AND ERIC JOHNSON
[02:03:36] PROVIDED A TON OF LEADERSHIP ON TRYING
[02:03:38] TO GET OUR CONCERNS ADDRESSED.
[02:03:39] ELIZABETH MORRISON AND DAN THOMAS WERE
[02:03:41] VERY ENGAGED ON OUR END. WE GOT SOME OF
[02:03:44] OUR CONCERNS ADDRESSED. THE SIZE OF THE
[02:03:46] TAX IN FINANCE AREAS ALLOWED BY THIS
[02:03:48] BILL IS LIMITED SO AS TO NOT IMPACT
[02:03:51] OUR TAXING AUTHORITY TOO BROADLY. BUT I
[02:03:53] PUT THIS UNDER MORE WORK TO BE DONE
[02:03:55] BECAUSE I EXPECT IT IN THE COMING YEARS,
[02:03:57] THERE WILL BE QUITE A BIT MORE
[02:03:58] CONVERSATION ABOUT THIS NEWLY POPULAR
[02:04:01] ECONOMIC DEVELOPMENT TOOL. SO WE'LL
[02:04:03] DISCUSS THAT MORE AS WE MOVE FORWARD.
[02:04:05] AND AUBREE, I'LL GO TO MY FINAL SLIDE
[02:04:07] AND THEN HAND IT TO ERIC SEINFELD. I
[02:04:09] ALWAYS SHOW YOU THIS SLIDE JUST SO YOU
[02:04:10] KNOW WHAT WE'RE UP TO. THERE IS QUITE A
[02:04:12] BIT MORE FOLLOW UP ON EVERYTHING FROM
[02:04:14] QUIET SOUND IMPLEMENTATION TO THE LCFS
[02:04:17] LEGAL ISSUES THE COMMISSIONER FELLEMAN
[02:04:19] MENTIONED. WE WILL BEGIN DOING OUR
[02:04:20] INTERIM MEETINGS WITH LAWMAKERS IN JULY
[02:04:22] ONCE WE'VE GIVEN THEM A BREAK POST
[02:04:24] SESSION. AS ALWAYS, WE'LL TRY TO BRING
[02:04:26] THEM OUT TO OUR FACILITIES FOR TWO TOURS
[02:04:29] SUCH THAT CIRCUMSTANCES ALLOW ALWAYS
[02:04:31] NICE TO GIVE THEM A VIEW OF WHAT WE'RE
[02:04:33] TALKING ABOUT WHEN WE'RE DOWN IN THE
[02:04:34] HALLS IN OLYMPIA, AND THEN WE'LL BE
[02:04:36] WORKING ON DEVELOPING THE LEGISLATIVE
[02:04:37] AGENDA, AS COMMISSIONER CALKINS
[02:04:39] MENTIONED. SO YOU'LL BE HEARING FROM ME
[02:04:41] ABOUT THAT, AND I'LL BE HEARING FROM
[02:04:42] YOU, TOO, I'M SURE, WITH ISSUES YOU'D
[02:04:44] LIKE TO ADD. AND WE'LL COME TO YOU IN
[02:04:45] NOVEMBER FOR APPROVAL. SO THANKS AGAIN
[02:04:48] FOR ALL THE LEADERSHIP AND FOR BEING SO
[02:04:50] ENGAGED OR WORK OUT IN OLYMPIA. I WILL
[02:04:53] PAUSE FOR ANY FINAL QUESTIONS BEFORE
[02:04:55] HANDING IT TO MY COLLEAGUE, ERIC FOR THE
[02:04:57] FEDERAL LOOK AHEAD.
[02:05:01] YOU'RE MUTED, SIR.
[02:05:05] I'M SPEECHLESS BY YOUR ACCOMPLISHMENTS.
[02:05:08] I'M SORRY I WAS MUTED BY THEM. CLERK
[02:05:11] HART, ONCE MORE AROUND THE TABLE BEFORE
[02:05:13] WE HEAR FROM MR. SWINFELD TO CLOSE US
[02:05:16] OUT ON ALL THE GOOD THINGS THAT
[02:05:18] HAPPENED. WELL, DO YOU? BEGINNING WITH
[02:05:20] COMMISSIONER BOWMANN. THANK YOU, ERIC.
[02:05:23] THANKS AGAIN. LAST QUESTION, AND YOU
[02:05:25] DON'T HAVE TO ANSWER IT NOW. MAYBE JUST
[02:05:27] TO FOLLOW UP ABOUT WHATEVER HAPPENS. I
[02:05:29] LOST TRACK OF THE PDA BILL FOR THE
[02:05:33] ARMORY SITE. IT WAS ON THE
[02:05:36] RUN LIST THE LAST DAY THAT IT COULD
[02:05:38] PASS, AND THEY JUST RAN OUT OF TIME, SO
[02:05:41] WE DIDN'T PICK UP ON ANY OPPOSITION, SO
[02:05:43] IT DID NOT PASS. BUT BECAUSE OF THIS WAS
[02:05:45] THE FIRST YEAR WITH LEGISLATIVE BY AN M.

[02:05:47] IT WILL BE REINTRODUCED IN THE I CAN'T
[02:05:49] REMEMBER THE WORD, BUT THE FURTHEST IT
[02:05:51] MADE IT. SO IT WILL BE AT THE HOUSE
[02:05:52] RULES COMMITTEE WHEN WE START OFF NEXT
[02:05:55] LEGISLATIVE SESSION. AND I THINK THAT
[02:05:57] YOU AND I KNOW DAVE MCCANN WAS RECENTLY
[02:05:59] AT A MEETING WITH REPRESENTATIVE FERRY
[02:06:00] WHERE IT CAME UP. SO I THINK WE'LL
[02:06:02] PROBABLY GET TOGETHER WITH HER OVER THE
[02:06:03] SUMMER AND TALKED MORE ABOUT THAT BILL.
[02:06:05] THANKS FOR YOUR ENGAGEMENT ON THAT
[02:06:06] DURING SESSION. YEAH, ABSOLUTELY. YEAH.
[02:06:08] PLEASE INCLUDE ME WHEN WE GET TOGETHER
[02:06:10] WITH LIZ. THAT WOULD BE WONDERFUL.
[02:06:12] THANK YOU. THANK YOU. COMMISSIONER
[02:06:15] BOWMAN. COMMISSIONER CALKINS,
[02:06:17] NO FURTHER QUESTIONS FOR ME.
[02:06:20] THANK YOU, COMMISSIONER CALKINS.
[02:06:22] COMMISSIONER CHO, NO QUESTIONS FOR ME,
[02:06:25] I THINK. THANK YOU, COMMISSIONER STEINBREUCK.
[02:06:29] THANKS. REGARDING THE WEST
[02:06:31] SEATTLE BRIDGE 25,000,000 COMMITMENT,
[02:06:35] DID I UNDERSTAND YOU TO SAY THAT WAS
[02:06:37] SINGLED OUT AND APPROVED OR IT
[02:06:41] AWAITS THE TRANSPORTATION PACKAGE?
[02:06:44] WELL, MAYBE I WAS SEEKING SILVER LINING.
[02:06:46] IT WAS SINGLED OUT AND NAMED AS A FUNDED
[02:06:49] PROJECTS. IN EACH OF THE THREE
[02:06:50] TRANSPORTATION REVENUE PACKAGES THAT
[02:06:52] WERE PUT FORWARD, NONE OF THEM WERE
[02:06:54] APPROVED. SO IT HAS NOT BEEN FUNDED,
[02:06:56] BUT IT'S A GOOD SIGN FOR FUTURE
[02:06:58] CONVERSATIONS. THAT'S VERY IMPORTANT FOR
[02:07:01] US TO TRACK CLOSELY. AND IT'S
[02:07:06] EXPECTED THAT THE PORT, THAT SOME
[02:07:11] THIRD PARTY CONTRIBUTION WILL BE SOUGHT
[02:07:15] FROM THE PORT. BUT GIVEN THE RECOGNITION
[02:07:18] THAT THE FACILITY IS A STATEWIDE
[02:07:22] SIGNIFICANCE, WHICH I'VE ALWAYS BELIEVED
[02:07:23] IT WAS, I THINK WE HAVE
[02:07:26] TO EXPECT THAT THE STATE, THE STATE
[02:07:30] FUNDING COME BEFORE ANY PORT FUNDING,
[02:07:32] BUT THAT'S FOR A LATER DISCUSSION.
[02:07:36] BUT I DEFINITELY WANT TO TRACK THAT ONE
[02:07:39] CLOSELY. WAS THERE MUCH OPPOSITION THAT
[02:07:42] YOU HEARD TO STATE FUNDING,
[02:07:45] THE USUAL ANTI SEATTLE TYPE OF RHETORIC
[02:07:50] THAT WE GET FROM EASTERN WASHINGTON AND
[02:07:51] OTHER PLACES? YEAH. AND I WOULD SAY
[02:07:54] MINIMAL. I MEAN, THAT WAS OUR EXPERIENCE
[02:07:56] AT THE VERY BEGINNING OF OUR ADVOCACY
[02:07:57] LAST SUMMER AND FALL. BY THE TIME IT GOT
[02:08:00] TO SESSION, IT WAS, I WOULD SAY, ALMOST
[02:08:01] ACCEPTED AS A NECESSARY FUNDING ITEM. I
[02:08:04] DON'T WANT TO BE OVERLY CONFIDENT, BUT I
[02:08:06] THINK THAT WITH THE CITY OF SEATTLE AND
[02:08:09] LIKE I MENTIONED, PARTNERS FROM EASTERN
[02:08:10] WASHINGTON, ET CETERA, MADE THE ARGUMENT
[02:08:13] SUCCESSFULLY THAT IT IS A STATEWIDE
[02:08:15] SIGNIFICANT ASSET. SO WE JUST HAVE TO
[02:08:16] KEEP THAT DRUM BEAT GOING. BUT I'M
[02:08:19] PRETTY CONFIDENT GOING TO NEGOTIATIONS
[02:08:20] THAT WE'VE MADE THAT POINT CLEAR TO OUR

[02:08:22] LEGISLATIVE CHAMPIONS. GREAT. THANK YOU
[02:08:24] VERY MUCH. THANK YOU, COMMISSIONER.
[02:08:27] STEINBRUECK, COMMISSIONER FELLEMAN,
[02:08:31] YOU'RE MUTED, SIR. ONE OF THESE DAYS,
[02:08:35] I LEARNED. SO I WANT TO RESERVE TIME FOR
[02:08:37] ERIC, BUT JUST REAL QUICKLY, WE DID
[02:08:39] RECEIVE A NEGATIVE TESTIMONY. AND I
[02:08:41] BELIEVE, A COMMENT LETTER FROM ONE OF
[02:08:44] THE FLIGHT KITCHENS IN RESPONSE TO OUR
[02:08:46] CHAMPIONING OF THIS VERY IMPORTANT BILL.
[02:08:49] AND HAVE WE HAD ANY FURTHER
[02:08:50] COMMUNICATION FROM THEM SINCE THAT TIME?
[02:08:55] NOT THAT I'VE SEEN I DON'T KNOW IF THE
[02:08:58] OTHERS WANT TO ANSWER, BUT I'VE NEVER
[02:08:59] HEARD FROM THEM, AND THEY NEVER CAME AND
[02:09:01] TESTIFIED OR ANYTHING DOWN TO THE
[02:09:02] LEGISLATURE. SO I RECEIVED SOME NO VOTES
[02:09:05] FROM MEMBERS OF THE LEGISLATURE, BUT IT
[02:09:08] MOVED THROUGH WITHOUT ANY NEGATIVE
[02:09:10] TESTIMONY OR ANYTHING LIKE THAT. OKAY,
[02:09:13] WE'LL TAKE THAT UP MAYBE IN AN EXECUTIVE
[02:09:15] SESSION, COULD WE THANK YOU AGAIN,
[02:09:18] ERIC. LOOK FORWARD TO CONTINUING WITH
[02:09:20] GREAT SUCCESS. AND WE'D LOVE TO HEAR
[02:09:23] FROM MR SEINFELD. AND HERE WHERE WE'RE
[02:09:25] GOING OUT THE FEDERAL LEVEL.
[02:09:27] FANTASTIC. WELL, THANK YOU SO MUCH.
[02:09:30] COMMISSIONERS, EXECUTIVE DIRECTOR METRUCK
[02:09:32] AGAIN, MY NAME IS ERIC SEINFELD. I'M THE
[02:09:34] SENIOR MANAGER OF FEDERAL GOVERNMENT
[02:09:35] RELATIONS FOR THE PORT OF SEATTLE, AND I
[02:09:38] COME BRINGING MIXED NEWS,
[02:09:40] CERTAINLY LOTS OF REASONS FOR OPTIMISM
[02:09:43] OF WHAT'S HAPPENING AT THE FEDERAL
[02:09:44] LEVEL, BUT CERTAINLY SOME CONCERNS ABOUT
[02:09:47] THE ABILITY TO GET BIG THINGS DONE
[02:09:49] THROUGH CONGRESS THESE DAYS. I'M GOING
[02:09:51] TO RUN THROUGH A COUPLE OF REALLY QUICK
[02:09:52] SLIDES, OBVIOUSLY, INTERRUPT ME AS YOU
[02:09:54] SEE FIT, BUT HOPING TO REALLY SORT OF
[02:09:57] SHARE SOME THOUGHTS ON WHAT'S HAPPENING
[02:10:00] IN DC, PARTICULARLY WITH OUR PRIORITIES
[02:10:01] FOR THE PORT OF SEATTLE. AND I THINK THE
[02:10:04] GOOD NEWS PART OF THIS STORY IS, OF
[02:10:05] COURSE, THAT OUR GOALS AS THE PORT OF
[02:10:08] SEATTLE ARE REALLY INCREDIBLY ALIGNED
[02:10:10] WITH THE GOALS THAT PRESIDENT BIDEN IS
[02:10:12] LAID OUT FOR HIS ADMINISTRATION. AND
[02:10:14] THAT'S NOT A PARTISAN STATEMENT. THAT IS
[02:10:16] JUST A STATEMENT OF FACT. HE TALKS ABOUT
[02:10:18] INFRASTRUCTURE AND CLIMATES, POLICING
[02:10:21] REFORM, EQUITY, COVID RECOVERY,
[02:10:23] INCLUDING TRAVEL AND TOURISM. THOSE ARE
[02:10:26] ALL OF THE THINGS THAT WE ARE WORKING ON
[02:10:27] THAT YOU, AS COMMISSIONERS AND AN
[02:10:28] EXECUTIVE DIRECTOR METRUCK HAVE FOCUSED
[02:10:31] ON. AND SO ALL OF THE WORK OF HIS
[02:10:33] ADMINISTRATION ON THOSE PRIORITIES TO
[02:10:35] MOVE THOSE PRIORITIES FORWARD ARE VERY
[02:10:37] ALIGNED WITH WHAT THE PORT IS DOING.
[02:10:38] AND, IN FACT, WE'VE BEEN ABLE TO REALLY
[02:10:40] PARTNER BOTH WITH OUR CONGRESSIONAL
[02:10:42] DELEGATION AND INCREASINGLY WITH THE

[02:10:44] ADMINISTRATION TO REALLY SUPPORT THOSE
[02:10:46] EFFORTS AS MUCH AS POSSIBLE. THE
[02:10:50] DOWNSIDE, THE PESSIMISTIC PART OF THIS
[02:10:52] PRESENTATION IS THAT UNFORTUNATELY, AS
[02:10:54] MUCH AS PRESIDENT BIDEN CAN DO THROUGH
[02:10:56] REGULATORY ACTION, THROUGH EXECUTIVE
[02:10:58] ORDERS, TO GET REALLY BIG THINGS DONE
[02:11:01] MEANS PASSING BILLS THROUGH CONGRESS.
[02:11:03] AND RIGHT NOW, A VERY SMALL DEMOCRATIC
[02:11:06] MAJORITY IN THE HOUSE AND A 50 50 SPLIT
[02:11:08] IN THE SENATE MEANS THAT IT IS
[02:11:10] INCREDIBLY DIFFICULT TO PASS
[02:11:12] LEGISLATION. YOU EITHER HAVE TO GET 10
[02:11:14] REPUBLICANS IN THE SENATE TO AGREE WITH
[02:11:16] WHAT YOU WANT TO DO, OR YOU HAVE TO GET
[02:11:18] ALL 50 DEMOCRATS TO AGREE TO THE SAME
[02:11:20] THING, WHICH MAY BE EVEN HARDER. THERE
[02:11:22] IS A TOOL CALLED BUDGET RECONCILIATION,
[02:11:25] WHICH DOES ALLOW FOR SPECIFIC PIECES OF
[02:11:27] POLICY THAT ARE DIRECTLY TIED TO FISCAL
[02:11:30] NEXUS ISSUES TO PASS WITH 50 VOTES. BUT
[02:11:32] AGAIN, YOU NEED 50 VOTES, AND THAT WOULD
[02:11:34] REQUIRE ALL DEMOCRATS TO AGREE. SO
[02:11:36] THAT'S REALLY THE PROS AND CONS OF WHERE
[02:11:38] WE ARE RIGHT NOW. NEXT SLIDE, PLEASE.
[02:11:40] AUBRIE, I WANT TO TALK A LITTLE
[02:11:43] BIT ABOUT INFRASTRUCTURE IN PARTICULAR,
[02:11:45] BECAUSE OBVIOUSLY, THAT IS THE MAIN
[02:11:47] TOPIC OF CONVERSATION. AND ANYONE WHO'S
[02:11:49] WATCHING THE NEWS THESE DAYS IS REALLY
[02:11:51] WATCHING THE SAUSAGE MAKING AT WORK,
[02:11:54] AND THEY CALL IT SAUSAGE MAKING FOR A
[02:11:56] REASON. I WILL TELL YOU THAT ABOUT TWO
[02:11:59] MINUTES BEFORE I STARTED TALKING, THE
[02:12:00] BIG NEWS ALERT THAT CAME OUT ON ALL OF
[02:12:03] THE WIRES WAS THAT PRESIDENT BIDEN HAS
[02:12:06] BEEN NEGOTIATING AN INFRASTRUCTURE
[02:12:09] COMPROMISED WITH SENATOR CAPITO
[02:12:10] REPUBLICAN WEST VIRGINIA, AND THEY HAVE
[02:12:12] BOTH OFFICIALLY GIVEN UP ON THAT
[02:12:14] NEGOTIATION. THEY NO LONGER BELIEVE THAT
[02:12:17] THEY CAN COME TO A CONSENSUS THERE. AND
[02:12:19] SO WHEN WE TALK ABOUT INFRASTRUCTURE,
[02:12:22] PRESIDENT BIDEN HAS REALLY PROPOSED
[02:12:24] ESSENTIALLY TWO BILLS. 1 IS WHAT'S
[02:12:26] CALLED THE AMERICAN JOBS PLAN, WHICH IS
[02:12:28] ABOUT A 2,300,000,000 DOLLAR
[02:12:31] INFRASTRUCTURE AND CLIMATE BILL. AND
[02:12:33] THEN A SECOND BILL CALLED THE AMERICAN
[02:12:35] FAMILIES PLAN, WHICH IS 1,800,000,000
[02:12:38] DOLLARS, WHICH IS EVERYTHING FROM
[02:12:40] EDUCATION TO HEALTH CARE TO CHILD CARE
[02:12:44] AND OTHER FAMILY RELATED POLICIES.
[02:12:46] MOSTLY RIGHT NOW WHEN HE TALKS ABOUT THE
[02:12:49] AMERICAN JOBS, AND HE'S REALLY TALKING
[02:12:50] ABOUT THE COMBINATION OF THOSE TWO, THE
[02:12:52] 4,000,000,000 DOLLARS, THAT WOULD BE THE
[02:12:54] INVESTMENTS IN WHAT HE CALLS
[02:12:56] INFRASTRUCTURE AND HUMAN INFRASTRUCTURE.
[02:12:59] AGAIN, TO PASS THAT KIND OF BILL,
[02:13:01] EITHER THE 2,300,000,000 OR THE WHOLE
[02:13:04] 4,000,000,000 WOULD REQUIRE 60 VOTES IN
[02:13:06] THE SENATE. THAT IS NOT A REALITY.

[02:13:09] THERE ARE NOT 10 REPUBLICANS AND 50
[02:13:11] DEMOCRATS WHO WILL VOTE FOR
[02:13:13] 4,000,000,000 DOLLARS IN NEW SPENDING
[02:13:15] AND NEW TAXES TO PAY FOR IT. AND SO
[02:13:17] WHERE WE ARE RIGHT NOW IS EITHER LIKE I
[02:13:20] MENTIONED, THAT 50 VOTE BUDGET
[02:13:22] RECONCILIATION PROCESS, WHICH WOULD MEAN
[02:13:25] ALL 50 DEMOCRATS WOULD HAVE TO AGREE.
[02:13:27] THE ONLY THINGS THAT WOULD BE IN THAT
[02:13:29] BILL WOULD BE THINGS THAT ARE DIRECTLY
[02:13:31] TIED TO SPENDING OR TAXES. SO POLICY
[02:13:33] ISSUES THAT DON'T HAVE THAT DIRECT
[02:13:35] FISCAL NEXUS WOULD NOT BE ALLOWED TO
[02:13:37] RIDE ALONG IN THAT BUDGET RECONCILIATION
[02:13:40] PROCESS AGAIN. AND UNFORTUNATELY, RIGHT
[02:13:42] NOW, THERE ARE PROBABLY ABOUT 45 OUT
[02:13:45] OF THE 50 DEMOCRATS THAT WOULD VOTE FOR
[02:13:47] SOME OR ALL OF THESE PROPOSALS
[02:13:51] USING THE BUDGET RECONCILIATION PROCESS,
[02:13:53] A BIG FOCUS ON TWO OF THOSE DEMOCRATIC
[02:13:56] SENATORS. BUT LET ME TELL YOU FOR
[02:13:59] CERTAIN THAT THERE ARE MORE THAN JUST
[02:14:00] THOSE TWO DEMOCRATIC SENATORS THAT HAVE
[02:14:02] CONCERNS AND SKEPTICISM ABOUT
[02:14:04] 4,000,000,000 DOLLARS IN NEW SPENDING.
[02:14:06] THE OTHER OPTION WAS THIS IDEA
[02:14:10] OF LET'S PASS A TRADITIONAL
[02:14:12] INFRASTRUCTURE BILL WITH 60 VOTES
[02:14:14] NEGOTIATED BETWEEN PRESIDENT BIDEN AND
[02:14:16] SENATOR CAPITO, AND THEN YOU DO THE
[02:14:18] REST THROUGH RECONCILIATION, MAYBE
[02:14:20] CLIMATE, MAYBE THE FAMILY POLICIES.
[02:14:23] THAT WAS ALWAYS GOING TO BE A HARD LIFT
[02:14:25] AS WELL. AND AGAIN, LIKE I SAID, THE
[02:14:27] BREAKING NEWS IS THAT SENATOR CAPITO AND
[02:14:29] PRESIDENT BIDEN HAVE GIVEN UP ON THOSE
[02:14:32] NEGOTIATIONS. THERE ARE STILL BIPARTISAN
[02:14:35] NEGOTIATIONS TAKING PLACE IN THE SENATE
[02:14:37] SENATOR MANSION, SENATOR ROMNEY,
[02:14:39] SENATOR PORTMAN AND A FEW OTHERS ARE
[02:14:42] TRYING TO STILL NEGOTIATE A BIPARTISAN,
[02:14:45] HARD INFRASTRUCTURE, TRADITIONAL
[02:14:47] INFRASTRUCTURE BILL, WHICH IN SOME WAYS
[02:14:50] IS GREAT NEWS, BECAUSE OBVIOUSLY, IF WE
[02:14:53] DON'T HAVE 60 VOTES OR 50 VOTES, WE HAVE
[02:14:55] TO KEEP WORKING AT IT. THE DOWNSIDE OF
[02:14:58] THAT, OF COURSE, IS SENATOR MANSION AND
[02:15:01] SOME OF HIS COLLEAGUES WON'T BECOME THAT
[02:15:04] 50 TH VOTE UNTIL THEY FULLY EXHAUST THAT
[02:15:07] BIPARTISAN APPROACH. AND IT SEEMS THAT
[02:15:10] THAT APPROACH WILL CONTINUE TO NEGOTIATE
[02:15:12] AGAIN BETWEEN SENATOR MANSION AND
[02:15:13] SENATOR ROMNEY AND SENATOR PORTMAN,
[02:15:16] AMONG OTHERS. SO I THINK AGAIN,
[02:15:19] GOOD NEWS. PRESIDENT BIDEN HAS PROPOSED
[02:15:22] SOMETHING BIG AND BOLD THAT REALLY WOULD
[02:15:25] ADDRESS AGAIN, NOT ONLY OUR HARD
[02:15:26] INFRASTRUCTURE, THE THINGS THAT WE CARE
[02:15:28] ABOUT IN TERMS OF BUILDING BRIDGES AND
[02:15:30] ROADS AND AIRPORTS AND THINGS OF THAT
[02:15:33] NATURE, BUT ALSO MANY OF THE CLIMATE
[02:15:36] POLICIES THAT WE TALK A LOT ABOUT, THE
[02:15:38] ELECTRICITY GRID AND MODERNIZING THAT

[02:15:40] AND CLEAN ENERGY AND ALTERNATIVE FUELS.
[02:15:44] SO LOTS OF GREAT THINGS IN THERE, YOU
[02:15:46] KNOW, ALWAYS DARKNESS BEFORE THE DAWN.
[02:15:48] I THINK WE SHOULD CONTINUE TO HAVE HOPE
[02:15:50] BECAUSE AT THE END OF THE DAY, THERE'S
[02:15:53] TOO MUCH RIDING ON THIS TO NOT PASS
[02:15:55] SOMETHING. THE QUESTION IS, HOW BIG IS
[02:15:58] THAT SOMETHING? IS IT DONE BY BUDGET
[02:16:00] RECONCILIATION ONLY? PROBABLY. AND IF
[02:16:03] IT'S DONE BY BUDGET RECONCILIATION ONLY,
[02:16:05] HOW BIG IS IT AND HOW MANY OF THESE
[02:16:07] THINGS ARE ACTUALLY INCLUDED? I SEE A
[02:16:09] HAND. I CAN STOP THERE OR I CAN KEEP
[02:16:10] GOING. YES, COMMISSIONER FELLEMAN, WE
[02:16:12] HAVE EXECUTIVE DIRECTOR METRUCK WITH HIS
[02:16:14] HAND UP. WELL, I GUESS WE'LL LET HIM
[02:16:17] TALK TO HIM. GO AHEAD. I THINK THAT'S
[02:16:20] JUST YOU'RE SAYING BILLION HERE. HE SAID
[02:16:24] ON THESE NUMBERS. OH, SORRY. THAT SHOULD
[02:16:26] BE A-T-A TRILLION. RIGHT. I GET THE
[02:16:29] TRILLION. I'VE GOT 4,000,000,000 DOLLARS
[02:16:31] IN MY POCKET RIGHT NOW. THANK YOU VERY
[02:16:34] THEY STILL ON WAS SO YESTERDAY, RIGHT.
[02:16:37] I AM TRULY DOCTOR. ALL, ANYWAY, I JUST
[02:16:39] WANTED TO TRY ERIC TO INTERRUPT. I JUST
[02:16:41] WANTED TO CORRECT THAT FOR THAT VERY,
[02:16:43] VERY IMPORTANT CORRECTION. EXECUTIVE
[02:16:45] DIRECTOR METRUCK, THANK YOU. A TRILLION
[02:16:49] DOLLARS. WE'RE TALKING ABOUT REAL MONEY,
[02:16:51] NOT BILLIONS. SO THANK YOU FOR THAT. SO
[02:16:54] JUST AGAIN, TO REITERATE THIS HOPE
[02:16:57] SPRINGS ETERNAL DARKEST BEFORE THE DAWN.
[02:17:00] WE ARE CERTAINLY AT THE DARKEST POINT
[02:17:01] NOW, AND WE HAVE ONLY UP TO GO FROM
[02:17:05] HERE UNLESS WE GO DOWN. SO NEXT SLIDE,
[02:17:07] PLEASE AUBREE. I DO
[02:17:11] WANT TO TALK ABOUT CLIMATE LEGISLATION
[02:17:14] AND SOME OF THE OTHER PRIORITIES AS
[02:17:15] WELL. OBVIOUSLY, INFRASTRUCTURE HAS BEEN
[02:17:17] THE TOPIC OF CONVERSATION. OBVIOUSLY,
[02:17:19] IT'S A HUGE OPPORTUNITY, BUT IT IS NOT
[02:17:22] THE ONLY GAME IN TOWN. AND I DO WANT TO
[02:17:23] HIGHLIGHT SOME OF THE OTHER THINGS THAT
[02:17:25] WE'VE BEEN WORKING REALLY HARD ON WITH
[02:17:27] OUR CONGRESSIONAL DELEGATION AND WITH
[02:17:28] BIDEN ADMINISTRATION. AND LET'S, OF
[02:17:31] COURSE, START WITH CLIMATE. OBVIOUSLY,
[02:17:33] A LOT OF THESE CLIMATE POLICIES WOULD
[02:17:35] BEST BE MOVED AS PART OF THAT AMERICAN
[02:17:37] JOBS PLAN. DOESN'T MEAN WE'RE GOING TO
[02:17:40] GIVE UP ON TRYING ON THEM. THERE'S
[02:17:41] REALLY FIVE BILLS THAT WE REALLY HAVE
[02:17:45] BEEN TRACKING SPECIFICALLY RELATED
[02:17:47] PORT ISSUES THAT I WANT TO MAKE SURE
[02:17:49] THAT YOU ALL ARE AWARE OF. AND FIRST IS
[02:17:51] THE SUSTAINABLE AVIATION FUEL ACT,
[02:17:53] INTRODUCED IN THE HOUSE BY
[02:17:55] REPRESENTATIVE BROWNLEE, WHICH INCLUDES
[02:17:57] A REALLY WIDE VARIETY OF PRETTY
[02:17:59] COMPREHENSIVE LIST OF ALL THE THINGS
[02:18:01] THAT WE CARE ABOUT THAT WE'VE BEEN
[02:18:03] ADVOCATING FOR FOR SUSTAINABLE AVIATION
[02:18:06] FUELS IN THE UNITED STATES IS A HUGE

[02:18:08] BILL. A COMPREHENSIVE BILL NOT ONLY
[02:18:11] INCLUDES THE BLENDERS TAX CREDIT, WHICH
[02:18:13] WE'LL TALK ABOUT IN A SECOND FAA GRANT
[02:18:15] PROGRAMS. IT TALKS ABOUT A LOW CARBON
[02:18:17] AVIATION FUEL STANDARD NATIONALLY RUN
[02:18:20] THROUGH THE EPA DOD PURCHASING
[02:18:23] REQUIREMENTS. AGAIN, ALL THE THINGS THAT
[02:18:25] WE'VE TALKED ABOUT AT THE STATE AND
[02:18:26] FEDERAL LEVEL HERE, THAT BILL DOES NOT
[02:18:29] HAVE AS MUCH BROAD SUPPORT BECAUSE IT IS
[02:18:31] SO BROAD AND FULL OF SO MANY MANDATES.
[02:18:34] AND SO THE STANDALONE LEGISLATION THAT
[02:18:37] WE'VE REALLY BEEN WORKING ON, ONE IS
[02:18:39] SPECIFICALLY THE STANDALONE PIECE OF
[02:18:41] LEGISLATION AROUND THE SUSTAINABLE
[02:18:43] AVIATION FUEL BLENDERS TAX CREDIT THAT
[02:18:46] ACTUALLY WAS INTRODUCED TWO WEEKS AGO,
[02:18:47] NOW HAS A NAME. THE SUSTAINABLE SKIES
[02:18:50] ACT IN THE SUSTAINABLE SKIES ACT WOULD
[02:18:53] CREATE A SOMEWHERE BETWEEN A DOLLAR 50
[02:18:55] AND TWO DOLLARS PER GALLON TAX CREDIT
[02:18:58] FOR THE BLENDING OF SUSTAINABLE AVIATION
[02:19:00] FUELS. WE'RE PART OF A NATIONAL
[02:19:02] COALITION THAT INCLUDES AIRPORTS,
[02:19:05] AIRLINES, BLENDERS AND LARGE EMPLOYERS,
[02:19:08] ALL WHO ARE SAYING THAT THEY BELIEVE
[02:19:10] THAT THIS POLICY NOT ONLY WOULD HAVE A
[02:19:12] VERY SIGNIFICANT IMPACT IN TERMS OF THE
[02:19:14] REDUCTION AND UPTAKE OF SUSTAINABLE
[02:19:16] AVIATION FUELS AND IT'S AFFORDABILITY, BUT
[02:19:18] ALSO THAT THEY BELIEVE IT'S REALLY
[02:19:20] REALLY DOABLE AND THIS IS ONE OF THE POLICIES
[02:19:23] THAT WAS PROPOSED IN PRESIDENT BIDEN'S
[02:19:27] AMERICAN JOBS PLAN AS PART OF THE TAX
[02:19:30] PROPOSALS IN THE AMERICAN JOBS PLAN. SO
[02:19:31] PRESIDENT BIDEN SUPPORTS IT. THERE'S A
[02:19:34] LARGE COALITION BEHIND IT. WE'VE GOT A
[02:19:37] LOT OF OPTIMISM AROUND THIS, EVEN IF IT
[02:19:38] DOESN'T MOVE IN THE AMERICAN JOBS PLAN,
[02:19:40] THAT POTENTIALLY COULD STILL MOVE AS A
[02:19:42] STANDALONE OR CONNECTED TO SOME OTHER
[02:19:44] LEGISLATION. SO REALLY EXCITING.
[02:19:46] THEY'RE INTRODUCED IN THE HOUSE BY
[02:19:48] REPRESENTATIVES KILTY AND SCHNEIDER AND
[02:19:50] BROWNE, SOON TO BE INTRODUCED IN THE
[02:19:53] SENATE, AND WORKING VERY CLOSELY WITH
[02:19:55] OUR SENATORS TO BUILD THEIR SUPPORT FOR
[02:19:57] THIS. AND THEN REALLY QUICKLY, THE OTHER
[02:19:59] PIECE OF LEGISLATION THAT I WANTED TO
[02:20:01] TOUCH ON A NUMBER OF PIECES OF
[02:20:02] LEGISLATION REALLY FOCUSED ON THE
[02:20:04] IMPORTANCE OF DECARBONIZING MARITIME.
[02:20:07] AND WE KNOW FROM LOTS OF CONVERSATIONS
[02:20:09] AT THE COMMISSION LEVEL HOW HARD THAT
[02:20:11] IS. IT TAKES INVESTMENT, IT TAKES
[02:20:14] FEDERAL INVESTMENTS. AND THERE'S SOME
[02:20:16] REALLY EXCITING PIECE OF LEGISLATION,
[02:20:17] THE CLIMATE SMART SPORTS ACT, WHICH IS A
[02:20:20] 1,000,000,000 DOLLAR, AND THAT ACTUALLY
[02:20:22] IS A B 1,000,000,000 DOLLAR A YEAR,
[02:20:23] ZERO EMISSION PORTS INFRASTRUCTURE
[02:20:25] PROGRAM, NEW SPENDING ON ALL OF THE
[02:20:28] THINGS THAT IT WOULD TAKE TO GET TO ZERO

[02:20:30] EMISSIONS IN TERMS OF THE MARITIME
[02:20:33] INDUSTRY. A LARGER BILL CALLED THE CLEAN
[02:20:36] FUTURE ACT, WHICH WOULD AUTHORIZE
[02:20:38] 565,000,000,000 DOLLARS IN SPENDING NOT
[02:20:41] JUST ON PORTS BUT OVERALL FOR USD
[02:20:44] CARBONIZATION, BUT IT WOULD INCLUDE
[02:20:45] 2,000,000,000 ANNUALLY FOR
[02:20:46] DECARBONIZATION AND ELECTRIFICATION OF
[02:20:49] PORT INFRASTRUCTURE AND OPERATIONS. AND
[02:20:51] THEN A MORE LIMITED BILL, THE RESILIENT
[02:20:53] PORTS ACT, INTRODUCED BY REPRESENTATIVE
[02:20:54] THE AI OF THE CHAIR OF THE HOUSE
[02:20:56] TRANSPORTATION INFRASTRUCTURE COMMITTEE,
[02:20:58] WHICH WOULD ENHANCE THE EXISTING PORT
[02:21:01] INFRASTRUCTURE DEVELOPMENT PROGRAM
[02:21:02] SPECIFICALLY FOR BOTH PORT ENVIRONMENTAL
[02:21:04] PROJECTS, BUT ALSO A PORT RESILIENCY
[02:21:06] PROJECTS. SO THINGS LIKE EARTHQUAKE
[02:21:08] PREPAREDNESS, ET CETERA, SEA LEVEL RISE.
[02:21:11] SO LOTS OF MOMENTUM, TO BE HONEST, THE
[02:21:14] MOST FOCUS ON SUSTAINABLE AVIATION FUELS
[02:21:18] AND MARITIME PEAK CARBONIZATION THAT
[02:21:20] WE'VE EVER HAD IN CONGRESS. CERTAINLY NO
[02:21:22] COINCIDENCE THAT IT COMES IN WITH
[02:21:23] DEMOCRATIC CONTROL OF CONGRESS AND THE
[02:21:25] BIDEN ADMINISTRATION. BUT LOTS OF
[02:21:27] REASONS FOR OPTIMISM HERE, EVEN IF WE
[02:21:29] DON'T MOVE A LARGER INFRASTRUCTURE
[02:21:31] PACKAGE, ALTHOUGH BEST CHANCES ARE IF WE
[02:21:34] DO MOVE COMPREHENSIVE INFRASTRUCTURE
[02:21:36] PACKAGE THAT THESE WOULD BE PART OF THAT
[02:21:39] PACKAGE AND THEN OTHER BILLS THAT WE'RE
[02:21:41] TRACKING THAT HAVE SOME REAL
[02:21:43] OPPORTUNITIES HERE. POLICE REFORM THERE
[02:21:46] SHOULD BE A BILL INTRODUCED THIS WEEK,
[02:21:47] A BIPARTISAN BILL NEGOTIATED BY SENATOR
[02:21:50] SCOTT, SENATOR BOOKER AND REPRESENTATIVE
[02:21:52] BATS THAT EITHER END OF THIS WEEK OR
[02:21:55] BEGINNING OF NEXT WEEK WOULD BE A REALLY
[02:21:57] SIGNIFICANT BIPARTISAN BILL THAT HAS THE
[02:22:00] SUPPORT OF LEADERSHIP IN BOTH THE HOUSE
[02:22:02] AND THE SENATE TO ADDRESS SOME OF THE
[02:22:05] POLICE REFORM ISSUES THAT WE'VE BEEN
[02:22:06] SPENDING SO MUCH TIME HERE AT THE PORT.
[02:22:08] THE ENDLESS FRONTIERS ACT, ALSO KNOWN AS
[02:22:10] THE US INNOVATION AND COMPETITION ACT,
[02:22:12] WHICH IS SENATOR SCHUMER BIG SORT OF
[02:22:15] CHINA COMPETITIVENESS BILL. NOT ONLY
[02:22:17] DOES IT ADDRESS SOME OF THE CHINA
[02:22:19] COMPETITIVENESS ISSUES THAT WE CARE
[02:22:20] ABOUT, BUT HAS A NUMBER OF OTHER
[02:22:21] PROPOSALS AS WELL, INCLUDING THE
[02:22:23] CREATION OF THE OFFICE OF MANUFACTURING
[02:22:25] AND INDUSTRIAL INNOVATION, SOME REALLY
[02:22:27] HELPFUL TRADING TARIFF POLICIES THAT WE
[02:22:30] CARE ABOUT THAT IS SCHEDULED TO PASS THE
[02:22:32] SENATE TODAY AND THEN MOVE ON TO THE
[02:22:34] HOUSE FOR CONSIDERATION. I THINK THERE'S
[02:22:36] A REALLY GOOD CHANCE THAT THAT BILL, IN
[02:22:38] SOME FORM, WILL PASS REGARDLESS, IT
[02:22:40] WON'T BE CONNECTED TO THE INFRASTRUCTURE
[02:22:42] BILL. THAT BILL IS LIKELY TO PASS IN
[02:22:44] SOME. AND THEN, OF COURSE, FISCAL YEAR

[02:22:46] 22 APPROPRIATIONS. PRESIDENT BIDEN,
[02:22:49] JUST ABOUT A WEEK AND A HALF AGO
[02:22:50] PROPOSED HIS BUDGET. THE PRESIDENT
[02:22:53] PROPOSES CONGRESS DISPOSES, BUT LOTS OF
[02:22:56] OPPORTUNITIES THERE TO MOVE FORWARD ON
[02:22:58] ALL OF THOSE POLICIES THAT WE TALKED
[02:22:59] ABOUT IN TERMS OF MAKING MAJOR
[02:23:01] INVESTMENTS. AND JUST ONE MORE SLIDE
[02:23:04] HERE, PLEASE. AUBREE WANT TO TALK ABOUT
[02:23:08] EXECUTIVE AND REGULATORY ACTION.
[02:23:10] REGARDLESS OF WHAT HAPPENS IN CONGRESS.
[02:23:13] THE PRESIDENT HAS BEEN INCREDIBLY
[02:23:15] PROACTIVE IN EXECUTIVE ORDERS IN
[02:23:19] HAVING HIS AGENCIES TAKE REGULATORY
[02:23:21] ACTION ON THE ISSUES WE CARE ABOUT
[02:23:23] CLIMATE, IMMIGRATION, EQUITY, OTHER
[02:23:26] PRIORITIES LIKE THAT ON CLIMATE ALONE.
[02:23:29] AND Y'ALL PROBABLY REALIZE THIS, THE
[02:23:31] TRUMP ADMINISTRATION TOOK 210 AN
[02:23:34] ENVIRONMENTAL ACTIONS TO ROLL BACK OR
[02:23:36] ELIMINATE ENVIRONMENTAL PROTECTIONS.
[02:23:38] AND ALREADY, IN HIS FIRST FEW MONTHS ON
[02:23:41] THE JOB, PRESIDENT BIDEN HAS TAKEN
[02:23:43] ACTION TO ADDRESS 120 OF THOSE. THE MOST
[02:23:46] RECENT, OBVIOUSLY, WAS SUSPENDING THE
[02:23:49] LEASES IN THE ALASKA WILDLIFE RESERVE,
[02:23:52] THE OIL DRILLING. THERE A NEW FOCUS ON
[02:23:55] OFFSHORE WIND UPDATING GRANT CRITERIA
[02:23:57] AND TRADITIONAL INFRASTRUCTURE PROGRAMS
[02:23:59] TO ENHANCE THE CLIMATE AND EQUITY
[02:24:02] ASPECTS OF THOSE INFRASTRUCTURE.
[02:24:03] EXISTING GRANT PROGRAMS CREATING NEW
[02:24:06] GRANT PROGRAMS, LIKE ONE WORD, WILL BE
[02:24:08] APPLYING FOR A NEW FAA ENVIRONMENTAL
[02:24:10] PILOT GRANT PROGRAM. SO LOTS OF GOOD
[02:24:12] REASONS WHY. JUST WITHIN THE POWER OF
[02:24:14] THE EXECUTIVE BRANCH, PRESIDENT BIDEN IS
[02:24:16] MAKING PROGRESS ON SOME OF OUR SHARED
[02:24:18] PRIORITIES AND OPPORTUNITIES FOR US TO
[02:24:21] APPLY FOR FUNDING AND TAKE ADVANTAGE OF
[02:24:23] SOME OF THOSE ACTIONS. THE ONE AREA
[02:24:24] WHERE HE HAS NOT REALLY TAKEN AS MUCH
[02:24:27] FOCUS AND TAKEN AS MANY ACTIONS IS ON
[02:24:29] TRADE. LOTS OF HEADLINES THAT YOU'VE
[02:24:32] PROBABLY SEEN THAT FOR NOW, PRESIDENT
[02:24:34] BIDEN IS MOSTLY CONTINUING PRESIDENT
[02:24:37] TRUMP'S TRADE POLICIES, AT LEAST UNTIL
[02:24:39] HE COMPLETES WHAT HE REFERS TO AS SORT
[02:24:41] OF A STRATEGIC REVIEW OF THE STATE OF
[02:24:44] TRADE POLICIES. CERTAINLY NO BIG NEW
[02:24:46] TRADE AGREEMENTS ON THE HORIZON WITH ANY
[02:24:49] OF OUR TRADING PARTNERS. SO LAST SLIDE,
[02:24:51] AUBREE. SO WE WANT
[02:24:54] TO TALK ABOUT, OF COURSE, NEXT STEPS.
[02:24:56] OBVIOUSLY, WE'VE BEEN VERY ENGAGED WITH
[02:24:59] OUR DELEGATION AND THE BIDEN
[02:25:00] ADMINISTRATION SAYING WE KNOW IT'S
[02:25:01] TOUGH, WE KNOW IT'S SAUSAGE MAKING, BUT
[02:25:03] WE FULLY SUPPORT THE AMERICAN JOBS PLAN.
[02:25:06] IT WOULD HUGELY BENEFIT THE PORT. IT
[02:25:08] WOULD HUGELY BENEFIT COMMUNITIES NEAR
[02:25:10] THE PORT. IT WOULD HUGELY BENEFIT THE
[02:25:12] ENVIRONMENT AND OTHER ISSUES WE CARE

[02:25:13] ABOUT. THANKS TO COMMISSIONER FELLEMAN
[02:25:17] AND EXECUTIVE DIRECTOR METRUCK, WE ACTUALLY
[02:25:19] PLACED AN OP ED IN THE SEATTLE TIMES
[02:25:21] THAT WAS RETWEETED BY US SECRETARY OF
[02:25:24] TRANSPORTATION PETE. BUTIGIEG. SO IF
[02:25:27] NOTHING ELSE HAPPENS, WE'LL ALWAYS HAVE
[02:25:29] THAT THAT'S A HUGE WIN THERE.
[02:25:32] AND THEN, OF COURSE, CONTINUING TO WORK
[02:25:34] WITH OUR DELEGATION TO BUILD CHAMPIONS
[02:25:36] FOR SUSTAINABLE AVIATION, FUEL AND
[02:25:38] MARITIME DECARBONIZATION POLICY. AGAIN,
[02:25:40] WE FEEL REALLY OPTIMISTIC THAT
[02:25:42] REGARDLESS OF THE INFRASTRUCTURE BILL,
[02:25:43] WE CAN MAKE SOME GOOD PROGRESS THERE.
[02:25:45] WORK WITH PANEL AND DEPARTMENT OF ENERGY
[02:25:48] AND OUR PARTNERS AT CITY LIGHT AND SSA
[02:25:51] TO IDENTIFY OPPORTUNITIES WITHIN
[02:25:52] EXISTING GRANT PROGRAMS TO FUND SOME OF
[02:25:55] OUR PORT DECARBONIZATION EFFORTS,
[02:25:57] DEMONSTRATION PROJECTS, PILOT PROGRAMS,
[02:25:59] ET CETERA. AND THEN, OF COURSE, WORKING
[02:26:01] THROUGH THE APPROPRIATIONS PROCESS,
[02:26:02] INCLUDING THE NEWLY REINSTITUTED EARMARK
[02:26:06] PROCESS, WHERE WE CAN APPLY TO OUR
[02:26:08] MEMBERS OF CONGRESS FOR DEDICATED
[02:26:10] FUNDING FOR SOME OF OUR PRIORITIES. AND
[02:26:12] AS WE SHARED WITH YOU IN THE PAST, SOME
[02:26:14] OF THOSE PRIORITIES INCLUDE MORE MONEY
[02:26:16] FOR NOISE INSULATION FOR HOMES NEAR THE
[02:26:20] AIRPORT, ELECTRIFICATION OF PIER 66,
[02:26:22] AND THE CONSTRUCTION OF THE MARITIME
[02:26:25] INNOVATION CENTER. SO WE DEFINITELY WILL
[02:26:28] MAKE PROGRESS. WE'RE DEFINITELY SEEING
[02:26:30] LOTS OF GOOD NEWS HERE. THE BIG THINGS
[02:26:32] STILL TBD, BUT DOESN'T MEAN WE'RE NOT
[02:26:34] GOING TO WORK REALLY HARD AND JUST
[02:26:36] REALLY GRATEFUL TO OUR CONGRESSIONAL
[02:26:38] DELEGATION FOR ALL THEIR PARTNERSHIP AND
[02:26:40] SUPPORT. THEY REALLY CARE ABOUT MAKING
[02:26:42] SURE THAT WE NOT ONLY HAVE THE
[02:26:43] INFRASTRUCTURE THAT WE NEED TO MOVE
[02:26:45] GOODS IN, BUT ALSO THAT WE CAN ADDRESS
[02:26:48] SOME OF OUR REAL CORE ENVIRONMENTAL AND
[02:26:50] EQUITY PRIORITIES. AND IT'S BEEN A GREAT
[02:26:52] PARTNERSHIP. SO LET ME STOP THERE AND
[02:26:54] HAPPY TO ANSWER QUESTIONS AND JUST
[02:26:55] APPRECIATE THE OPPORTUNITY TO GIVE YOU
[02:26:57] THIS UPDATE. THANK YOU, ERIC. I MUST SAY
[02:27:02] LOTS GOING ON. GREATLY APPRECIATE YOUR
[02:27:04] LEADERSHIP ON THE MATTER. ONE TIME IN
[02:27:07] YOUR LIFE. I'VE NOT KNOWN YOU TO BE
[02:27:09] COMPLETELY SUCCINCT, BUT THERE WAS A LOT
[02:27:11] TO COVER THAT, SO I REALLY APPRECIATE
[02:27:13] IT. HEARING WITH YOUR INSIGHT, WE ARE
[02:27:16] RUNNING A LITTLE BIT LONG BUT I
[02:27:17] DEFINITELY THINK WE SHOULD HAVE A CHANCE
[02:27:19] FOR ALL OF OUR COMMISSIONERS TO ASK TO
[02:27:22] DELVE INTO THE DEPTHS OF YOUR KNOWLEDGE.
[02:27:24] SO IF CLERK WILL PLEASE CALL THE ROLL,
[02:27:26] LET US GET AROUND ONCE AROUND THE BEND
[02:27:29] HERE. THANK YOU, COMMISSIONER.
[02:27:30] BEGINNING WITH COMMISSIONER BOWMAN.
[02:27:32] ERIC, THANK YOU SO MUCH FOR YOUR WORK.

[02:27:35] AND YOU'RE MAKING ME MISS MY DAYS
[02:27:36] WORKING BACK IN DC AS WELL. SO YOU HAVE
[02:27:39] A LOT ON YOUR PLATE ON YOUR LAST SLIDE.
[02:27:42] IF YOU COULD JUST GO BACK TO THAT
[02:27:44] BRIEFLY FOR A MOMENT ABOUT PNL
[02:27:47] AND DOE AND DECARBONIZATION. THERE WE
[02:27:50] GO. PILOT PROJECTS. DO YOU SEE AN
[02:27:52] OPPORTUNITY? I KNOW THIS IS MORE ON THE
[02:27:54] SEAPORT SIDE OF THINGS, BUT I'M REALLY
[02:27:56] INTERESTED IN OPPORTUNITIES TO LOOK AT
[02:27:58] PILOT PROJECTS FOR ELECTRIFICATION OF
[02:28:01] DRAG TRUCK. I KNOW THAT THERE'S BEEN A
[02:28:05] LOT OF INTEREST IN THAT WITH A
[02:28:06] CALIFORNIA MANDATE COMING ONLINE HERE IN
[02:28:08] JUST UNDER NINE YEARS. COULD YOU TALK
[02:28:11] ABOUT THAT? AND IF IT'S NOT IN YOUR
[02:28:13] WHEELHOUSE, THAT'S FINE. WE CAN TALK.
[02:28:14] NO, NO, ABSOLUTELY. SO THIS IS AN AREA
[02:28:16] WHERE THE SEAPORT ALLIANCE AND THE HOME
[02:28:19] PORT HAVE BEEN WORKING HAND IN GLOVE.
[02:28:21] IT'S BEEN A FANTASTIC PARTNERSHIP. AND I
[02:28:24] THINK ONE OF THE NICE THINGS ABOUT
[02:28:26] HAVING THIS OPPORTUNITY OF THE BIDEN
[02:28:29] ADMINISTRATION GENERALLY AND THEN
[02:28:30] PARTNERSHIP WITH PANEL AND DOES IS
[02:28:33] IT REALLY FORCED US TO WORK TOGETHER TO
[02:28:35] SHARPEN OUR PENCILS. WE HAVE THESE
[02:28:36] AMAZING VISIONS FOR THE NORTHWEST CLEAN
[02:28:40] PORTS PARTNERSHIP AND CLEAN AIR
[02:28:43] PARTNERSHIP AND OUR VISION FOR THE CLEAN
[02:28:47] ENERGY ON THE SEATTLE WATERFRONT. BUT
[02:28:49] HOW DO WE TRANSLATE THAT INTO ACTUAL
[02:28:51] PROJECTS? RIGHT. WHAT DOES THIS GRAND
[02:28:54] STRATEGY MEAN IN TERMS OF SPECIFIC
[02:28:56] FUNDABLE PROJECTS? AND SO WE'VE BEEN
[02:28:58] ABLE TO ACTUALLY DEVELOP A LIST
[02:28:59] COLLABORATIVELY BETWEEN THE PORT OF
[02:29:01] SEATTLE AND THE SEAPORT ALLIANCE. OF
[02:29:04] HERE ARE THE NEAR TERM OPPORTUNITIES FOR
[02:29:06] FUNDING. HERE ARE THE MIDTERM
[02:29:07] OPPORTUNITIES FOR FUNDING. AND HERE ARE
[02:29:09] THE LONG TERM AND ELECTRIFICATION OF
[02:29:11] DREDGE TRUCKS. AND SOME OF THOSE
[02:29:13] OTHER NEAR TERM PROJECTS ARE ABSOLUTELY
[02:29:15] ON THAT LIST. ONE OF THE REALLY VALUE
[02:29:18] ADS THAT WE'RE BRINGING TO THESE
[02:29:20] CONVERSATIONS WITH DEPARTMENT OF ENERGY
[02:29:22] IS THEY DON'T ACTUALLY HAVE A LOT OF
[02:29:23] MARITIME EXPERIENCE. AND SO THEY'RE
[02:29:26] LEARNING FROM US WHAT IT WOULD MEAN FOR
[02:29:28] THEM TO ENGAGE IN MARITIME
[02:29:29] DECARBONIZATION WHERE SOME OF THE NEAR
[02:29:31] TERM OPPORTUNITIES ARE. AND THEN THEY'RE
[02:29:33] GOING BACK AND SORT OF FIGURING OUT,
[02:29:35] OKAY. HOW CAN WE TAKE SOME OF OUR
[02:29:36] EXISTING FUNDING, WHETHER IT BE FROM
[02:29:38] ALTERNATIVE ENERGY OR ENERGY EFFICIENCY
[02:29:42] AND ELECTRIFICATION, AND APPLY THEM AND
[02:29:45] TWEAK THEM AND USE THEM TO FUND SOME OF
[02:29:47] THESE KINDS OF PILOT PROJECTS? SO LONG
[02:29:49] ANSWER TO YOUR QUESTION, BUT THE SHORT
[02:29:51] ANSWER IS YES. DRAGE TRUCKS ARE VERY MUCH
[02:29:53] ON THAT LIST. AND WE'VE HAD SOME OF

[02:29:56] THOSE INITIAL CONVERSATIONS WITH THE DOE
[02:29:57] ABOUT THAT. AWESOME. THANK YOU. YEAH. I
[02:30:00] JUST WOULD LOVE MORE INFORMATION AS YOU
[02:30:02] MOVE FORWARD ON THAT. SO WE'VE HAD GOOD
[02:30:04] CONVERSATIONS WITH PAR. THE TECHNOLOGY
[02:30:06] EXISTS. IT'S JUST HOW DO WE BRING IT UP
[02:30:08] TO SCALE IN A WAY THAT'S AFFORDABLE FOR
[02:30:10] THE TRUCKERS TO BE ABLE TO BUY THE
[02:30:12] VEHICLES. AND THEN, OF COURSE, WE HAVE
[02:30:14] TO HAVE THE UTILITIES IN PLACE AS WELL.
[02:30:17] SO A GREAT OPPORTUNITY FOR PARTNERSHIPS.
[02:30:19] THANK YOU. THANK YOU. COMMISSIONER
[02:30:21] BOWMAN MOVING TO COMMISSIONER CALKINS.
[02:30:23] YEAH.
[02:30:30] ALRIGHT. AM I YOU ARE,
[02:30:33] SIR. AND WE CAN HEAR YOU. SORRY I DIDN'T
[02:30:36] GET MY QUEUE. YEAH.
[02:30:39] THANK YOU, ERIC, FOR THE GREAT
[02:30:43] PRESENTATION. YOU'VE COVERED ALL THE
[02:30:45] GENERAL POINTS. AND AT ONE POINT YOU
[02:30:48] SAID THE MAGIC WORDS FOR ME, WHICH I
[02:30:50] KNOW YOU'LL ANTICIPATE THIS, BUT YOU DID
[02:30:53] MENTION OFFSHORE WIND, WHICH HAS BEEN A
[02:30:55] HOBBY HORSE OF MINE FOR A BIT. AND I
[02:30:56] APPRECIATE YOU JOINING ME THE OTHER DAY
[02:30:58] WHEN WE WERE ASKED TO SHARE WITH
[02:31:01] CONGRESSMAN SMITH'S STAFFER ABOUT OUR
[02:31:05] EFFORTS SO FAR IN OUR RESEARCH INTO THE
[02:31:08] POTENTIAL FOR PACIFIC COAST OFFSHORE
[02:31:09] ENERGY. AND SO I'M TAKING A MOMENT TO
[02:31:12] BOOKMARK. THAT IS SOMETHING THAT I KNOW
[02:31:14] YOU'RE WORKING ON ON THE FEDERAL LEVEL
[02:31:16] TO DETERMINE WHO ARE THE IMPORTANT
[02:31:18] PLAYERS, WHAT AGENCIES DO WE NEED TO BE
[02:31:20] IN TOUCH WITH? HOW DO WE MAKE SURE THAT
[02:31:22] FOLKS KNOW THAT PORT OF SEATTLE WANTS TO
[02:31:25] BE INVOLVED IN A POTENTIAL BURGEONING
[02:31:27] INDUSTRY FOR RENEWABLE ENERGIES ON THE
[02:31:29] WEST COAST? SO THANKS SO MUCH. YEAH.
[02:31:31] AND I'LL SAY, COMMISSIONER, EVEN IF WE
[02:31:34] DON'T GET THAT 4,000,000,000,000 DOLLAR
[02:31:37] INFRASTRUCTURE AND CLIMATE PACKAGE, I DO
[02:31:40] THINK THAT THERE WILL BE PLENTY OF MONEY
[02:31:43] FOR STUDIES FOR STRATEGY DEVELOPMENT.
[02:31:47] AND SO AS WE GET TO A POINT WHERE WE
[02:31:48] NEED A LITTLE BIT OF EXTRA HELP JUST TO
[02:31:50] FIGURE OUT WHERE THE OPPORTUNITIES ARE,
[02:31:51] AS YOU'VE DISCUSSED SEVERAL TIMES, I DO
[02:31:53] THINK WE CAN APPLY FOR FEDERAL MONEY
[02:31:55] JUST FOR THOSE PLANNING PURPOSES. I
[02:31:58] TOTALLY AGREE. AND I THINK THE GOOD NEWS
[02:32:01] WITH THIS ONE IS THE MARKET CONDITIONS
[02:32:04] ARE SUCH THAT IT'S NOT GOING TO TAKE A
[02:32:07] TON OF FEDERAL LARGE AS TO MAKE THE
[02:32:11] ECONOMIC VIABILITY ARGUMENT FOR IT. BUT
[02:32:14] TO YOUR POINT, THOSE AREAS WHERE YOU
[02:32:18] KNOW THE APPROPRIATE REGULATORY HURDLES
[02:32:21] AROUND LEGITIMATE CONCERNS BY OUR
[02:32:25] PARTNERS AND FISHERIES AND TRIBAL
[02:32:28] NATIONS, AND ALSO THE DEPARTMENT OF
[02:32:30] DEFENSE TO MAKE SURE THAT THESE THINGS
[02:32:32] CO EXIST WELL, AND AND WE ARE
[02:32:35] INFRINGING UPON THE CURRENT SUSTAINABLE

[02:32:40] USE OF THE OCEAN, TOO. SO THANK YOU
[02:32:42] AGAIN. THANK YOU COMMISSIONER CALKINS
[02:32:46] MOVING TO COMMISSIONER CHO. I DON'T
[02:32:51] HAVE ANY FOLLOWUP QUESTIONS. I JUST WANT
[02:32:52] TO THANK HER FOR THE GREAT PRESENTATION.
[02:32:55] THANK YOU, COMMISSIONER. TO COMMISSIONER
[02:32:58] STEINBRUECK. I'VE GOT A QUESTION. ERIC,
[02:33:01] THANKS VERY MUCH FOR YOUR REPORT OUT ON
[02:33:03] ANY INTEREST IN FUNDING
[02:33:09] FOR HYBRID ELECTRIC AND ELECTRIC
[02:33:12] COMMERCIAL AIRCRAFT, WHICH IS OBVIOUSLY
[02:33:15] AN EMERGING TECHNOLOGY AND IT COULD BE
[02:33:18] THE FUTURE OF COMMERCIAL AIRCRAFT FOR
[02:33:20] LOCAL TRAVEL AND COMMUTE TRIPS.
[02:33:26] YEAH, THERE ABSOLUTELY IS WITHIN
[02:33:30] EXISTING FUNDING. AND ALSO, AS PROPOSED
[02:33:31] IN THE AMERICAN JOBS PLAN, I THINK,
[02:33:34] VERY MUCH INTEREST FROM THE BIDEN
[02:33:37] ADMINISTRATION AND CONGRESS ON THAT
[02:33:39] TOPIC. AND ALSO, OF COURSE, FROM SOME OF
[02:33:41] OUR LOCAL MEMBERS OF CONGRESS WHO HAVE
[02:33:43] SOME OF THOSE STARTUPS IN THEIR
[02:33:44] DISTRICT. WE'VE TALKED TO A COUPLE OF
[02:33:46] THEM ABOUT THAT. DEFINITELY OVER THREE
[02:33:49] HERE, DON'T WE IN THE NORTHWEST? DON'T
[02:33:51] WE HAVE 2 OR 3 STARTUPS HERE? JUST
[02:33:53] FORGET WHAT MOST COMPANIES ARE CALLED.
[02:33:55] BUT I THINK THAT'S SOMETHING TO WATCH
[02:33:57] CLOSELY. ABSOLUTELY. AND ERIC FITCH
[02:34:00] COULD REGAIL YOU IF HE HASN'T ALREADY
[02:34:02] ABOUT SOME OF THE WORK WE'VE DONE AT THE
[02:34:04] STATE LEVEL AS WELL, IN HELPING TO
[02:34:06] PROVIDE SOME TECHNICAL ASSISTANCE AND
[02:34:08] INSIGHTS TO THE STATE IN WHAT THE
[02:34:10] INFRASTRUCTURE NEEDS WOULD BE TO SUPPORT
[02:34:12] ELECTRIFICATION OF THE AIR.
[02:34:17] GREAT. THANKS. THANK YOU, COMMISSIONER.
[02:34:20] COMMISSIONER FELLEMAN. WELL, THANK YOU
[02:34:24] AGAIN, ERIC AND ERIC. SO THAT'S
[02:34:28] FUNNY. I DIDN'T REALIZE HE JUST DAWNED
[02:34:30] ON ME, JUST LIKE IT WAS REALLY KIND
[02:34:34] OF RAINED ON THE PARADE WITH YOUR
[02:34:35] OPENING TODAY WITH NO COMPROMISE
[02:34:39] AVAILABLE. I KIND OF ALWAYS THOUGHT
[02:34:41] GIVEN THE CLOCK TIMING AND ALL THAT
[02:34:43] USING THE EXISTING GRANT PROGRAMS MIGHT
[02:34:46] BE THE MOST EXPEDITIOUS WAYS OF GETTING
[02:34:49] SOME OF THIS STUFF GOING. WHETHER IT BE
[02:34:51] THE PLANNING DOCUMENTS, I QUITE FRANKLY,
[02:34:53] THINK THAT WE'VE GOT AT LEAST ON THE
[02:34:55] WATERFRONT, AND WE KNOW THINGS THAT WE
[02:34:57] WANT TO DO. WE DON'T HAVE TO PLAN TOO
[02:34:59] MUCH. SAME WITH AVIATION. SO THAT I'M
[02:35:02] JUST WONDERING, SOME OF THIS COULD JUST
[02:35:04] BE LIKE REPRIORITIZATION OF FUNDS THAT
[02:35:07] ALREADY EXIST. AND QUITE FRANKLY, I WAS
[02:35:09] A LITTLE SURPRISED. WHILE PORTS ARE
[02:35:11] FINALLY RECOGNIZED, THE PROPORTION OF
[02:35:13] MONEY THAT WAS GOING TO PORTS WAS NOT
[02:35:15] SUBSTANTIAL. YOU KNOW, THEY WERE
[02:35:17] BILLIONS. THEY WEREN'T TRILLIONS,
[02:35:19] RIGHT. AND THEY WERE HANDFULS
[02:35:22] OF BILLIONS THAT WEREN'T REALLY GIVEN

[02:35:25] THE KIND OF EXPENSES IT TAKES TO DO PORT
[02:35:27] WORK. SO ANYWAY, I WOULD LIKE TO SEE
[02:35:31] ABOUT REALLY KIND OF FOCUSING IN ON THAT
[02:35:33] GRANT FUNDING STRATEGY AS AN
[02:35:35] APPROPRIATION GAME RATHER THAN A
[02:35:37] LEGISLATIVE GAME. AND AS FAR AS
[02:35:40] FANTASIES CONTINUE, JUST TODAY, A BILL
[02:35:43] WAS DROPPED CALLED THE OCEAN BASED
[02:35:45] CLIMATE SOLUTIONS ACT, ADDED TO ANOTHER
[02:35:48] LIST OF THINGS. BUT IT IS FOR
[02:35:51] 10,000,000,000 DOLLARS FOR COASTAL
[02:35:53] RESTORATION. HOLD ON TO YOURSELF, RYAN.
[02:35:56] 30 GIGAWATTS OF AUSTRERE WIND GREENING
[02:35:58] PORTS, REGENERATIVE FISHING AND
[02:36:01] AQUACULTURE AND PROTECTION OF MARINE
[02:36:02] BIODIVERSITY AND WHALES AND DOLPHINS,
[02:36:04] NO LESS. SO THIS WAS INTRODUCED BY CHAIR
[02:36:09] RAUL RIVAL OF ARIZONA.
[02:36:13] SO ANYWAY, PEOPLE ARE STILL THROWING
[02:36:15] THIS STUFF OUT THERE. I THINK MAYBE IN
[02:36:18] THE NEAR TERM WE SHOULD REALLY BE
[02:36:19] LOOKING AT AN APPROPRIATION STRATEGY. I
[02:36:22] KNOW YOU'RE ALL OVER IT, BUT WE LOOK
[02:36:24] FORWARD TO THINGS LIKE THE PILOT PROJECT
[02:36:27] COMMISSIONER BOWMAN TALKED ABOUT. LET'S
[02:36:28] GET LET'S GET SHOWING THAT WE CAN DO IT,
[02:36:31] AND THAT WILL BE GREAT. SO I'M SORRY.
[02:36:34] DO YOU WANT I AGREE. AGREE.
[02:36:39] I LIKE THAT WE SHOULD END ON THAT NOTE,
[02:36:42] BUT ACTUALLY, EXECUTIVE METRUCK, YOU CAN
[02:36:44] CLOSE US OUT. THANK YOU AGAIN SO MUCH
[02:36:46] FOR THE PRESENTATION. THEY ARE JUST
[02:36:49] GOING TO SAY THANKS TO THE ERIC TRENT
[02:36:52] AND DENTIST FOR ALL THE WORK THAT
[02:36:54] THEY'VE DONE AND CONTINUING. I MEAN, HE
[02:36:56] JUST LAY THE GROUNDWORK FOR MOVING
[02:36:58] FORWARD. THIS ISN'T A FINISH LINE
[02:36:59] OBVIOUSLY HAS BEEN PRESENTED TODAY BY
[02:37:01] EVERYONE THAT'S JUST CONTINUING THAT TO
[02:37:03] APPRECIATE THE FEEDBACK. AND WE'LL LOOK
[02:37:05] FOR THOSE CONTINUED OPPORTUNITIES TO
[02:37:07] ADVANCE OUR WORK, BECAUSE I THINK THINGS
[02:37:10] ARE JUST MUCH BRIGHTER THAN WE WERE A
[02:37:12] YEAR AGO AS WE'RE LOOKING AT THIS WORK.
[02:37:14] THANKS, COMMISSIONERS. AND THANKS,
[02:37:15] STAFF FOR ALL THAT YOU'RE DOING VERY
[02:37:18] GOOD. THE COMMISSIONERS THAT CONCLUDES
[02:37:20] OUR PUBLICLY SCHEDULED BUSINESS ITEMS
[02:37:22] TODAY. I'LL ASK FOR ANYTHING RELATED TO
[02:37:25] REFERRALS OR CLOSING COMMENTS AT THIS
[02:37:28] TIME. AND THEN WE'LL RECESS INTO A
[02:37:30] CLOSED EXECUTIVE SESSION AFTER GIVING
[02:37:32] YOU A MAYBE A LITTLE 10 MINUTE BREAK.
[02:37:35] HOW WE SAY THAT, BUT CLERK HART, PLEASE
[02:37:37] CALL THE ROLL ONE LAST TIME. THANK YOU.
[02:37:39] WE'LL BEGIN WITH COMMISSIONER BOWMAN.
[02:37:41] NOTHING MORE. THANK YOU. THANK YOU,
[02:37:44] COMMISSIONER CALKINS. NOTHING MORE FOR
[02:37:47] ME, EITHER. THANK YOU, COMMISSIONER.
[02:37:49] COMMISSIONER JOE. NOTHING FOR ME. THANK
[02:37:51] YOU. THANK YOU, COMMISSIONER
[02:37:53] STEINBRUECK. NOT A MOSS. THANK YOU,
[02:37:56] COMMISSIONER FELLEMAN, I THINK THAT WILL

[02:37:59] CONCLUDE OUR MEETING TODAY, AND I'D LIKE
[02:38:02] TO SEE US. HOW ABOUT WE RECONVENE AT 10
[02:38:07] TO 10 TO 3? THAT WILL GIVE
[02:38:11] US 10 MINUTES OR DO, FOLKS, ONE MORE
[02:38:13] TIME THAN THAT? LET'S CALL IT
[02:38:16] 10 TO 3. THEN THE MEETING IS NOW
[02:38:19] CLOSED. IT'S 2:40. THANK YOU.

END OF TRANSCRIPT