

START OF TRANSCRIPT

[00:00:28] GOOD MORNING. THIS IS COMMISSION
[00:00:31] PRESIDENT FRED FELLEMAN. CONVENING THE
[00:00:33] SPECIAL REMOTE MEETING TODAY VIA TEAMS
[00:00:37] TO COMPLY WITH SENATE CONCURRENT
[00:00:39] RESOLUTION 8402 AND IN ACCORDANCE
[00:00:42] WITH GOVERNOR INSLEE'S PROCLAMATION
[00:00:44] RESOLUTION. I'M SORRY. PROCLAMATION
[00:00:46] 2028 PRESENT WITH ME TODAY OUR
[00:00:49] COMMISSIONERS BOWMAN, CALKINS, CHO AND
[00:00:51] STEINBRUECK, WHO ARE CURRENTLY GATHERED
[00:00:53] AT THE EXECUTIVE SESSION LINE AWAITING
[00:00:55] THE OPENING OF THE MEETING. THAT'S THE
[00:00:58] PUBLIC MEETING. WE'LL IMMEDIATELY RECESS
[00:01:02] INTO EXECUTIVE SESSION TO DISCUSS TWO
[00:01:03] ITEMS REGARDING LITIGATION OR POTENTIAL LITIGATION
[00:01:08] OR LEGAL RISK PER RCW 30.110.1 (i) AND ONE ITEM FOR THE
[00:01:14] PERFORMANCE OF A PUBLIC EMPLOYEE
[00:01:18] PER RCW 42.30,110.1 (g)
[00:01:21] APPROXIMATELY 90 MINUTES AND WE'LL
[00:01:23] RECONVENE INTO A PUBLIC SESSION AT NOON.
[00:01:25] WE'LL NOW GO OVER TO EXECUTIVE SESSION.
[00:01:29] THANK YOU. COMMISSION PRESIDENT. I JUST
[00:01:32] WANT TO NOTE FOR THE RECORD THAT WE DO
[00:01:34] HAVE A QUORUM OVER ON THE EXECUTIVE
[00:01:36] SESSION LINE WITH COMMISSIONERS BOWMAN,
[00:01:38] CALKINS, CHOW AND STEINBRUECK AND
[00:01:39] ATTENDANCE AND THAT THIS IS THE MEETING
[00:01:42] FOR AUGUST 10 TH 2021. AND WE WILL SEE
[00:01:44] YOU OVER ON THE EXECUTIVE SESSION LINE.
[00:01:46] THANK YOU VERY MUCH.
[00:01:51] GOOD AFTERNOON. THIS IS COMMISSION
[00:01:54] PRESIDENT FRED FELLEMAN. RECONVENING THE
[00:01:55] SPECIAL MEETING OF AUGUST 10 TH 2021.
[00:01:59] THE TIME NOW IS 12:02. WE'RE
[00:02:01] MEETING REMOTELY TODAY VIA TEAMS TO
[00:02:03] COMPLY WITH SENATE CONCURRENT RESOLUTION
[00:02:06] 8402 AND THEN ACCORDANCE WITH GOVERNOR
[00:02:09] INSLEE'S PROCLAMATION 2028 PRESENT
[00:02:13] WITH ME TODAY OUR COMMISSIONERS CALKINS,
[00:02:15] CHO AND STEINBRUECK. COMMISSIONER
[00:02:17] BOWMAN WILL BE JOINING US SHORTLY. I'LL
[00:02:19] ASK THE CLERK TO DO ROLL CALL OF ALL
[00:02:21] COMMISSIONERS TO ENSURE EVERYONE IS
[00:02:24] ONLINE. CLERK HART, PLEASE. THANK YOU.
[00:02:27] WELL, WE USUALLY START WITH COMMISSIONER
[00:02:29] BOWMAN. WE'LL COME BACK AND WE'LL CATCH
[00:02:31] HER ANOTHER TIME WHEN SHE JOINS THE
[00:02:33] CALL. SO, COMMISSIONER CALKINS,
[00:02:40] COMMISSIONER CALKINS FOR THE ROLL IT
[00:02:42] STAR SIX TO UNMUTE. IF YOU'RE ON THE
[00:02:44] TELEPHONE.
[00:02:47] I'M HERE CLERK HART. THANK YOU,
[00:02:51] COMMISSIONER CHO PRESIDENT. THANK YOU.
[00:02:54] COMMISSIONERS STEINBRUECK, YOU'RE MUTED,
[00:02:58] SIR. I THINK
[00:03:03] YOU MUTED ME. IT'S ENTIRELY POSSIBLE,
[00:03:05] BUT I CAN'T UNMUTE YOU. THANK YOU.
[00:03:08] AND COMMISSIONER FELLEMAN. PRESENT.
[00:03:11] THANK YOU. WE DO HAVE A QUORUM. VERY GOOD.
[00:03:15] TODAY'S MEETING IS STRUCTURED FOR OUR
[00:03:17] VIRTUAL FORMAT. WE'VE MADE SPECIAL

[00:03:19] ARRANGEMENTS TO PROVIDE FOR REMOTE
[00:03:21] PARTICIPATION FOR ALL OF OUR STAFF AND
[00:03:24] COMMISSIONERS. LATER, WE'LL TAKE PUBLIC
[00:03:26] COMMENT FROM PEOPLE WHO ARE
[00:03:27] PARTICIPATING BY TEAMS AND WHO HAVE
[00:03:29] SIGNED UP TO SPEAK. ALL VOTES TODAY WILL
[00:03:32] BE TAKEN BY A ROLL CALL METHOD. SINCE
[00:03:33] ALL COMMISSIONERS ARE PARTICIPATING
[00:03:35] REMOTELY, THAT MEANS FOR EACH VOTE,
[00:03:38] CLERK WILL CALL EACH COMMISSIONERS,
[00:03:40] NAME COMMISSIONERS ALONG THE TEAM'S
[00:03:42] CALL. WE'LL MAKE SURE THEY'RE UNMUTED AND
[00:03:44] ANSWER YAY OR NAY TO BE EQUITABLE WILL
[00:03:47] ASK ALL COMMISSIONERS TO SPEAK IN TURN
[00:03:48] AND WAIT TO BE RECOGNIZED BEFORE
[00:03:50] SPEAKING AS MUCH AS POSSIBLE. WE'RE
[00:03:52] MEETING ON THE ANCESTRAL LANDS AND
[00:03:54] WATERS OF THE CO-SALISH PEOPLE WITH
[00:03:56] WHOM WE SHARE A COMMITMENT TO STEWARD
[00:03:58] THESE NATURAL RESOURCES FOR FUTURE
[00:03:59] GENERATIONS. THIS MEETING IS BEING
[00:04:02] DIGITALLY RECORDED, MAY BE VIEWED OR
[00:04:04] HEARD AT ANY TIME ON THE PORT WEBSITE,
[00:04:06] AND MAY BE REBROADCAST BY KING COUNTY
[00:04:08] TELEVISION. PLEASE STAND OR JOIN ME FOR
[00:04:12] THE PLEDGE OF THE ALLEGIANCE. NO, JUST A
[00:04:14] SECOND FOR ME. THE FLAG SLIDE IS NOT
[00:04:16] WANTING TO COME UP VERY READILY. GIVE ME
[00:04:18] JUST A MOMENT. I WILL LET YOU KNOW WHEN
[00:04:19] I HAVE THAT DISPLAYED.
[00:04:28] OKAY, THAT'S A PROBLEM. HANG ON A SECOND
[00:04:31] FOR ME.
[00:04:38] THAT'S NOT COMING UP. WE CAN DO IT
[00:04:42] WITHOUT THE FLAG. I THINK WE MIGHT HAVE
[00:04:43] TO TODAY. ALL RIGHT. I PLEDGE ALLEGIANCE
[00:04:45] TO THE FLAG OF THE UNITED STATES OF
[00:04:47] AMERICA AND TO THE REPUBLIC FOR WHICH IT
[00:04:49] STANDS. ONE NATION UNDER GOD INDIVISIBLE
[00:04:52] WITH LIBERTY AND JUSTICE FOR ALL. THE
[00:04:55] FIRST ITEM ON BUSINESS AGENDA TODAY IS
[00:04:58] THE APPROVAL OF THE AGENDA.
[00:05:00] COMMISSIONERS, PLEASE UNMUTE YOURSELVES.
[00:05:02] I'M GOING TO ASK EACH COMMISSIONER IF
[00:05:03] YOU HAVE ANY MOTIONS TO REARRANGE THE
[00:05:05] ORDERS OF THE DAY. AND IF YOU DO, I'LL
[00:05:08] ASK FOR A SECOND. PLEASE RESPOND WHEN
[00:05:10] THE CLERK CALLS YOUR NAME. IF YOU HAVE
[00:05:12] NO CHANGES, JUST SAY NONE. CLERK HART,
[00:05:15] PLEASE CALL THE ROLL FOR ANY CHANGES TO
[00:05:16] THE AGENDA. THANK YOU. BEGINNING WITH
[00:05:19] COMMISSIONER CALKINS.
[00:05:24] NO CHANGES FOR ME. THANK YOU,
[00:05:27] COMMISSIONER CHO. NONE. THANK YOU,
[00:05:29] COMMISSIONER STEINBRUECK. NO CHANGES.
[00:05:32] THANK YOU, COMMISSIONER FELLEMAN.
[00:05:34] YEAH. I'D LIKE TO MAKE A MOTION TO
[00:05:36] REORDER THE AGENDA, TO TAKE
[00:05:38] PRESENTATIONS AND STAFF REPORTS SECTION
[00:05:40] OF THE AGENDA PRIOR TO THE NEW BUSINESS
[00:05:44] ITEMS. THE REASON FOR THIS IS THAT WE
[00:05:47] HAVE A SIGNIFICANT BUDGET BRIEF
[00:05:49] DISCUSSION, AND IT'S LEFT TO THE END OF
[00:05:53] THE AGENDA CURRENTLY. AND GIVEN THE

[00:05:55] IMPORTANCE OF THAT DISCUSSION AND IT'S A
[00:05:58] LONG MEETING, I WAS HOPING THAT WE CAN
[00:05:59] HAVE THAT FIRST AND THEN END ON A GOOD
[00:06:01] NOTE WITH IN REGARDS TO THE SOUND
[00:06:05] INSULATION PROGRAM, RATHER THAN BEING
[00:06:07] TIRED AT THE END OF THE DAY. SO DO I
[00:06:09] HAVE A SECOND? SECOND.
[00:06:13] VERY GOOD, THEN. SO IF THERE'S NO
[00:06:16] FURTHER DISCUSSION ON THE MOTION TO
[00:06:18] REORDER THE AGENDA CLERK HART, PLEASE
[00:06:20] CALL THE ROLL FOR THE VOTE ON THE
[00:06:22] MOTION. THANK YOU. BEGINNING WITH
[00:06:23] COMMISSIONER CALKINS.
[00:06:27] AYE. THANK YOU, COMMISSIONER CHO. AYE
[00:06:30] THANK YOU, COMMISSIONER STEINBRUECK. YES.
[00:06:34] THANK YOU, COMMISSIONER FELLEMAN. YES,
[00:06:37] THANK YOU. YOU HAVE FOUR YESSSES AND ZERO
[00:06:39] NOS FOR THIS ITEM, AND THEN THE MOTION
[00:06:42] PASSES. COMMISSIONERS, NOW, THE QUESTION
[00:06:44] IS ON AN APPROVAL OF THE AGENDA AS
[00:06:47] AMENDED, PLEASE SAY YES OR NO WHEN YOUR
[00:06:48] NAME IS COLD. CLERK HART, ONCE AGAIN,
[00:06:51] THANK YOU. BEGINNING WITH COMMISSIONER
[00:06:52] CALKINS,
[00:07:00] CAN YOU SAY AGAIN? YES.
[00:07:04] THIS IS FOR APPROVAL OF THE AGENDA AS
[00:07:06] AMENDED.
[00:07:09] RIGHT. THANK YOU, COMMISSIONER CHO. AYE.
[00:07:13] THANK YOU, COMMISSIONERS STEINBRUECK.
[00:07:16] YES. THANK YOU, COMMISSIONER. ELEMENT,
[00:07:18] YES. THANK YOU. I HAVE FOUR YESSSES AND ZERO
[00:07:22] NOS FOR THIS ITEM. VERY GOOD.
[00:07:25] SO THE NEXT ITEM ON THE AGENDA IS THE
[00:07:27] EXECUTIVE REPORT. AND AS ALWAYS, I HAVE
[00:07:29] A FEW THINGS I'D LIKE TO SAY PRIOR TO
[00:07:31] THAT. MR. COMMISSION PRESIDENT, BEFORE
[00:07:33] YOU GET INTO THAT, LET ME JUST NOTE FOR
[00:07:35] THE RECORD THAT THE AGENDA AS AMENDED IS
[00:07:37] APPROVED. AS ALWAYS, I THOUGHT VERY GOOD.
[00:07:41] I'M SORRY. SO I WOULD LIKE TO
[00:07:45] TAKE A MOMENT HERE TO RECOGNIZE THE
[00:07:46] RELEASE OF THE IPCC REPORT AND JUST
[00:07:50] QUICKLY SUMMARIZE SOME OF THE FINDINGS
[00:07:53] AND ITS IMPLICATIONS TO THE PORT.
[00:07:56] LAST DECADE, GLOBAL TEMPERATURES WERE
[00:07:58] THE HOTTEST ON EARTH IN OVER 125,000 YEARS, CO2
[00:08:02] LEVELS IN 2019 THAT WERE HIGHEST SINCE 2,000,000
[00:08:06] YEARS AGO. HUMANS ARE RESPONSIBLE FOR
[00:08:08] ALL PAST HUNDRED YEARS OF CLIMATE, SO
[00:08:12] TWO INCREASES THE HEAT WAVE OF EVERY 14
[00:08:15] YEARS. WHAT USED TO BE EVERY 50 YEARS IS
[00:08:19] NOW HERE 14 YEARS WITH JUST 129
[00:08:22] DEATHS LAST SUMMER FROM THE HEAT,
[00:08:25] AND THEN THE BLOB OFF THE COAST IS TO BE
[00:08:28] MORE FREQUENT, WITH SOMEWHAT ENCOURAGING
[00:08:31] THAT OCEAN ACIDIFICATION AND SURFACE
[00:08:33] TEMPERATURES COULD BE REDUCED WITH
[00:08:35] SEQUESTRATION, BUT THAT SEA LEVEL RISE
[00:08:37] WILL PERSIST FOR CENTURIES DUE TO THE
[00:08:40] MELTING GLACIERS AND EXPANDING SEAS, AS
[00:08:43] WE ALSO SAW TODAY'S PAPER THAT THE
[00:08:45] QUINALT TRIBE WAS VISITED BY INTERIOR
[00:08:48] SECRETARY DEB HOLLAND DUE TO THE FACT

[00:08:50] THAT THEY'RE MOVING THEIR RESERVATION
[00:08:53] UPLAND DUE TO ITS INUNDATION BY SEA
[00:08:55] LEVEL RISE. AND CLEARLY, THIS HAS
[00:08:57] IMPLICATIONS TO THE PORT INFRASTRUCTURE
[00:09:00] AND THE NEED TO WORK WITH OTHERS ON
[00:09:02] PROJECTS THAT INVOLVED SEQUESTRATION
[00:09:04] FROM THE PLANTING OF MARINE AND
[00:09:06] TERRESTRIAL VEGETATION. OKAY.
[00:09:09] AND OBVIOUSLY, OUR FIRE SEASONS ARE
[00:09:11] GETTING LONGER AND MORE DESTRUCTIVE,
[00:09:13] AND THIS WEEK WE WILL HAVE A REVISIT OF
[00:09:16] THAT. [crosstalk 00:09:22] THAT'S ERIC COULD YOU PLEASE
[00:09:22] BE YOURSELF? I HAVE IT. ALL RIGHT.
[00:09:27] SO, AGAIN, FOR THE PORT, I'D LIKE
[00:09:30] TO RECOGNIZE THE LEADERSHIP OF BOTH
[00:09:32] COMMISSIONERS STEINBRUECK AND BOWMAN FOR
[00:09:34] INCLUDING THE WORD CLIMATE IN THE ENS
[00:09:36] COMMITTEE'S NAME THAT WILL BE ON TODAY'S
[00:09:38] DISCUSSION. WHEN I INTRODUCED THAT
[00:09:41] MOTION UPON MY SECOND COMMISSION MEETING
[00:09:43] IN 2017, I'VE ASKED TO HAVE AN ANNUAL
[00:09:47] ACCOUNTING OF THE PORT GREENHOUSE GAS
[00:09:48] EMISSIONS AND TO TO BE ABLE
[00:09:52] TO SEE HOW WE'RE MEETING OUR GOALS. THE
[00:09:55] COMMISSION HAS YET TO RECEIVE SUCH A
[00:09:57] PRESENTATION, AND I WAS HOPING TO HAVE
[00:10:00] ONE THIS YEAR BEFORE OUR BUDGET
[00:10:03] DISCUSSIONS SO THAT WE CAN SPEAK TO THE
[00:10:05] NEEDS TO CONTINUE TO ELEVATE OUR
[00:10:07] EFFORTS. AND THERE HAVE BEEN MANY. BUT
[00:10:10] AT THE SAME TIME, WE HAVE BEEN ON A
[00:10:13] GROWTH CURVE AND THAT THESE ACTIONS NEED
[00:10:16] TO BE LOOKED AT IN THE CONTEXT OF WHEN
[00:10:19] WE BUILD BUILDINGS AT THE AIRPORT. IF WE
[00:10:21] CAN DO A BILLION DOLLARS A YEAR OF
[00:10:23] EXPENDITURES AT THE AIRPORT, SO TOO CAN
[00:10:25] WE CONTINUE TO MAKE EFFORTS TO REDUCE
[00:10:27] OUR GREENHOUSE GAS FOOTPRINT LIKE WE DID
[00:10:29] WITH THE RNG CONTRACT? SO MOVING
[00:10:34] FORWARD HERE, I JUST LIKE TO POINT
[00:10:38] OUT THAT THERE'S
[00:10:43] ALSO ACTIVITIES WHILE WE MOVE FORWARD
[00:10:45] WITH THINGS THAT WE WANTED TO. WE HAVE
[00:10:47] TO MAKE SURE THE THINGS THAT WE HAVE
[00:10:48] DONE ARE ACTUALLY BEING COMPLIED WITH.
[00:10:50] AND I'M VERY DISTRESSED TO LEARN THAT
[00:10:52] FOR THE 13 YEARS OR SO THAT WE'VE HAD
[00:10:55] PRE CONDITIONED AIR APPLIED TO THE
[00:10:57] AIRPORT THAT IN FACT, DURING THE SUMMER,
[00:10:59] THIS IS RARELY TAKEN ADVANTAGE OF, IN
[00:11:01] PART BECAUSE IT'S NOT ADEQUATE TO COOL
[00:11:03] THE PLANES. AS I WAS JUST TOLD BY A
[00:11:06] PILOT THIS WEEKEND AND THAT WE REALLY
[00:11:08] NEED TO START MAKING TRUE COMMITMENTS TO
[00:11:11] OUR INSTITUTION OF HAVING SUSTAINABLE
[00:11:13] AVIATION FUELS AT THE AIRPORT. AND THAT
[00:11:17] THE WORK THAT WE'VE BEEN DOING ON THE
[00:11:19] SLOW MLU JUST REALLY ISN'T MOVING THAT
[00:11:22] BIRD. THAT BALL FAR ENOUGH DOWN THE
[00:11:24] FIELD. I'M HOPING THAT THE MSW STUDY
[00:11:27] WITH KING COUNTY WILL YIELD REAL
[00:11:30] RESULTS, AND I'M CALLING ON THE AIRLINES
[00:11:33] TO JOIN US IN THAT EFFORT IN LIEU

[00:11:37] OF THE PROGRESS WE'RE MAKING WITH
[00:11:39] REGARDS TO THE MLU AGREEMENT. HAVING
[00:11:42] SAID ALL THAT, OBVIOUSLY, THINGS ARE
[00:11:44] GETTING MORE AND MORE URGENT, AND I NOW
[00:11:47] LEAVE IT TO THE EXECUTIVE TO DEAL WITH
[00:11:49] THE BROADER ISSUES THAT ARE GOING ON IN
[00:11:51] THE DAY. THANK YOU. EXECUTIVE METRUCK.
[00:11:59] SORRY, COMMISSIONER. NO, I'M SORRY. I
[00:12:02] WAS LOOKING FOR MY ELUSIVE MUTE
[00:12:06] BUTTON. COMMISSIONERS, GOOD AFTERNOON.
[00:12:08] THE COVID 19 PANDEMIC, PARTICULARLY THE
[00:12:12] DELTA VARIANT, CONTINUES TO IMPACT US
[00:12:14] LOCALLY, NATIONALLY AND INTERNATIONALLY.
[00:12:16] THE STATE OF WASHINGTON, AS WELL AS KING
[00:12:18] COUNTY, HAS SEEN A TREMENDOUS SURGE AND
[00:12:20] COVID 19 CASES. IN FACT, IN JUST A FEW
[00:12:23] WEEKS, BOTH THE STATE AND KING COUNTY
[00:12:25] HAVE REACHED THE DESIGNATED HIGH
[00:12:27] COMMUNITY TRANSMISSION LEVEL IS DEFINED
[00:12:28] BY THE CENTERS FOR DISEASE CONTROL AND
[00:12:31] PREVENTION. THE PORT HAS ALSO SEEN AN
[00:12:33] UPTICK OF EMPLOYEES, CONTRACTORS AND
[00:12:35] TENANTS TESTING POSITIVE FOR THE VIRUS
[00:12:37] FOR THE MONTH OF AUGUST, WITH SEVEN
[00:12:39] CONFIRMED COVID 19 CASES.
[00:12:42] SIX OF THE SEVEN ARE ASSOCIATED WITH
[00:12:44] CONSTRUCTION PROJECTS, AND ONE OUT OF
[00:12:46] SEVEN REPRESENTS RETAIL AND DINING AT
[00:12:49] SEATTLE TACOMA INTERNATIONAL AIRPORT.
[00:12:51] THE PORT IS CLOSELY MONITORING 20 AND
[00:12:54] ONE EMPLOYEES PLACED ON QUARANTINE OR AN
[00:12:56] ISOLATION, WITH NINE FORD EMPLOYEES
[00:12:58] TESTING POSITIVE FOR THE VIRUS SINCE
[00:13:00] AUGUST 1ST ON AUGUST 4TH.
[00:13:03] FOLLOWING CDC RECOMMENDATIONS, THE PORT
[00:13:06] REESTABLISHED A FACE COVERING MASKING
[00:13:08] POLICY FOR INDOOR, PUBLIC AND PRIVATE
[00:13:10] AREAS AT ALL PORT FACILITIES. WE KNOW
[00:13:13] THAT THE LAYERING OF MEASURES MASKING
[00:13:15] VACCINATIONS AND STAYING HOME WHEN AN
[00:13:17] INDIVIDUAL IS EXPERIENCING SYMPTOMS WILL
[00:13:20] GREATLY PREVENT AND REDUCE EXPOSURES IN
[00:13:22] VIRUS SPREAD IN THE WORKPLACE. IN OTHER
[00:13:25] DEVELOPMENTS. ON MONDAY, GOVERNOR
[00:13:27] INSLEE, ACCOMPANIED BY KING COUNTY
[00:13:29] EXECUTIVE CONSTANTINE AND SEATTLE MAYOR
[00:13:31] DURKIN ANNOUNCED THE VACCINE MANDATE FOR
[00:13:33] ALLSTATE EMPLOYEES AND ALL PRIVATE
[00:13:35] SECTOR HEALTH CARE WORKERS AND THOSE IN
[00:13:37] LONGTERM CARE SETTINGS. THE PORT OF
[00:13:40] SEATTLE IS FULLY COMMITTED TO
[00:13:42] MAINTAINING A SAFE WORK ENVIRONMENT FOR
[00:13:43] ITS EMPLOYEES, CUSTOMERS, TENANTS AND
[00:13:45] PASSENGERS ACROSS ALL ITS FACILITIES.
[00:13:47] ALTHOUGH WE'RE NOT MANDATING
[00:13:49] VACCINATIONS FOR PORT EMPLOYEES AT THIS
[00:13:51] TIME, WE ARE EXAMINING THE
[00:13:53] IMPLEMENTATION AT ALL THOSE AS EXAMINING
[00:13:57] ALL OF THOSE AND THEN CONSIDERING OTHER
[00:13:59] DEVELOPMENTS AS WELL. WE STRONGLY
[00:14:01] ENCOURAGE EVERYONE WHO IS ABLE TO BE
[00:14:03] VACCINATED. TURNING YOUR ATTENTION TO
[00:14:06] CRUISE THE PAST WEEKEND, A NORWEGIAN

[00:14:08] ENCORE EMBARKED FROM PIER 66,
[00:14:10] MAKING THE SEVENTH HOME PORT, MAKING IT
[00:14:13] THE SEVENTH HOME PORT VESSEL TO BEGIN
[00:14:15] REVENUE PASSENGER OPERATIONS THUS FAR.
[00:14:18] PROTOCOLS PREVENT THE SPREAD OF THE
[00:14:19] VIRUS IN RESPONSE TO CONTAIN THE VIRUS
[00:14:22] IF IT IS DETECTED. PUT IN PLACE BY POLO
[00:14:24] CALS AGENCIES, THE PORT IN CRUISE LINES
[00:14:27] ARE WORKING. THE MEASURES INCLUDE
[00:14:29] REPORTING PUBLIC HEALTH AUTHORITIES ON
[00:14:32] POSITIVE TESTS, RECEIVE CONTACT TRACING
[00:14:35] AND ISOLATION QUARANTINE PROCEDURES.
[00:14:37] PORT THE VESSELS. IN RESPONSE TO THE
[00:14:39] DELTA VARIANT, CRUISE LINES ARE UPDATING
[00:14:41] THEIR PROCEDURES. WITH ALL CRUISE LINES
[00:14:43] NOW REQUIRING A NEGATIVE COVID TEST FOR
[00:14:46] PASSENGERS REGARDLESS OF VACCINATION
[00:14:48] STATUS. WE ARE WORKING WITH CRUISE LINES
[00:14:51] TO ACCOMMODATE OPERATIONAL CHANGES
[00:14:52] NECESSARY FOR THAT CHANGE TO OCCUR.
[00:14:54] TURNING YOUR ATTENTION TO THE AIRPORT,
[00:14:57] I'M PLEASED TO ANNOUNCE A NEW CAMPAIGN
[00:14:58] IN DEPTH HIGHLIGHTING QUALITY JOBS WE
[00:15:01] HAVE AT SEA. AT SEA AIRPORT BUSINESS AND
[00:15:05] AIRLINES ARE RAPIDLY ADJUSTING TO THE
[00:15:06] ACCELERATING NUMBER OF TRAVELERS,
[00:15:08] BUSINESSES AND SERVICE PROVIDERS, AND
[00:15:10] THEY'RE ALL WORKING HARD TO ACHIEVE
[00:15:12] APPROPRIATE LEVELS OF STAFFING TO
[00:15:13] SUPPORT THE INFLUX OF PASSENGER VOLUMES.
[00:15:16] OUR SEA JOBS CAMPAIGN WILL INCLUDE
[00:15:19] ADVERTISING AND EARNED MEDIA TO
[00:15:20] ENCOURAGE RESIDENTS OF NEAR AIRPORT
[00:15:23] COMMUNITIES TO PURSUE EMPLOYMENT
[00:15:25] OPPORTUNITIES AT SEA. THE CAMPAIGN WE
[00:15:27] USE SOCIAL MEDIA AS WELL AS BOTH HYPER
[00:15:29] LOCAL AND MULTICULTURAL PUBLICATIONS AND
[00:15:32] ADVERTISEMENTS ON KING COUNTY METRO
[00:15:36] BUSES. SEA IS AN EXCITING PLACE TO WORK.
[00:15:39] QUALITY JOBS ARE A KEY COMPONENT OF OUR
[00:15:41] ECOMO RECOVERY STRATEGY AND I'M PLEASED BY
[00:15:43] THE WORK OF OUR TEAMS TO PROMOTE THESE
[00:15:45] OPPORTUNITIES. ANOTHER KEY COMPONENT
[00:15:48] OF OUR ECOMO RECOVERY STRATEGY IS
[00:15:50] INCREASING CAREER PATHWAYS IN WORKFORCE
[00:15:53] DEVELOPMENT OPPORTUNITIES FOR THE
[00:15:54] COMMUNITIES THAT NEED THE MOST. LAST
[00:15:57] WEEKEND I JOINED COMMISSIONERS CALKINS
[00:15:58] AND STEINBRUECK AND MANY MEMBERS OF OUR
[00:16:01] STAFF FROM ACROSS THE ORGANIZATION AS WE
[00:16:03] OPENED THE NEWLY LEAST DUWAMISH RIVER
[00:16:05] COMMUNITY HUB LOCATED IN SOUTH PARK AS
[00:16:07] PART OF OUR COMMUNITY BENEFITS
[00:16:09] COMMITMENT. ESTABLISHED IN THE DUWAMISH
[00:16:11] VALLEY COMMUNITY EQUITY PROGRAM, THE
[00:16:13] SPACE WILL SERVE TO PROMOTE COMMUNITY
[00:16:15] PARTNERSHIPS, EVENTS, HEALTHY
[00:16:17] ENVIRONMENTS AND ECONOMIC DEVELOPMENT.
[00:16:18] IT WAS GREAT TO SEE IN THE PARKING LOT.
[00:16:20] THEY HAD A TRADE EVENT GOING ON AT
[00:16:24] THE TIME OF THE OPENING. WE RECOGNIZE
[00:16:27] THAT SOME NEAR PORT COMMUNITIES SUCH AS
[00:16:29] GEORGETOWN AT SOUTH PARK EXPERIENCE A

[00:16:31] HIGHER PROPORTION OF ENVIRONMENTAL
[00:16:32] IMPACTS AND LACK EQUITABLE ACCESS TO THE
[00:16:35] PORT BENEFITS TO THE REGION. THANKS TO
[00:16:37] YOUR LEADERSHIP IN ESTABLISHING THE
[00:16:39] DUWAMISH VALLEY COMMUNITY BENEFITS
[00:16:40] COMMITMENT IN 2019, WE ARE INCREASING
[00:16:43] OUR EQUITY AND OUTREACH EFFORTS IN THIS
[00:16:45] COMMUNITY, AND THE OPENING OF THE SPACE
[00:16:47] REFLECTS THIS COMMITMENT. IN OTHER NEWS,
[00:16:50] I'M PROUD TO REPORT THAT ASSISTANT
[00:16:52] DIRECTOR OF ENGINEERING JENISON HAS BEEN
[00:16:54] SELECTED TO JOIN THE BOARD OF GOVERNORS
[00:16:56] OF THE CONSTRUCTION MANAGER
[00:16:58] CERTIFICATION INSTITUTE. HER
[00:17:01] PARTICIPATION WILL GUIDANCE SHAPE THE
[00:17:02] NATIONAL REQUIREMENTS FOR CERTIFICATION
[00:17:04] AND CONSTRUCTION MANAGEMENT PROFESSION.
[00:17:06] WE'RE PLEASED THAT JANICE CAN SHARE HER
[00:17:08] KNOWLEDGE BROADLY TO BENEFIT THE FAST
[00:17:10] GROWING CONSTRUCTION INDUSTRY. SHE
[00:17:12] STARTS HER THREE YEAR TERM ON JANUARY
[00:17:14] 1ST 2022. CONGRATULATIONS, JANICE.
[00:17:17] COMMISSIONERS, IN NATIONAL NEWS
[00:17:20] IMPACTING THE PORT. THIS MORNING BY A
[00:17:22] VOTE OF 69 TO 30, THE UNITED STATES
[00:17:24] SENATE PASSED A BIPARTISAN 1
[00:17:26] 2,000,000,000,000 DOLLAR INFRASTRUCTURE
[00:17:28] BILL THAT INCLUDES 20,000,000,000 FOR
[00:17:30] AIRPORTS IN 17,000,000,000 FOR MARITIME
[00:17:33] INVESTMENTS. IF SIGNED INTO LAW, THE
[00:17:35] LEGISLATION WOULD RESULT IN HUNDREDS OF
[00:17:37] MILLIONS OF DOLLARS TO THE PORT OF
[00:17:39] SEATTLE TO SUPPORT OUR CAPITAL PROJECTS,
[00:17:41] AS WELL AS BILLIONS OF DOLLARS FOR OTHER
[00:17:43] INVESTMENTS THAT WE CARE ABOUT FROM
[00:17:45] RESEARCH ON HYDROGEN FUELS TO MONEY FOR
[00:17:47] VEHICLE ELECTRIFICATION INFRASTRUCTURE
[00:17:50] TO THE FUNDING FOR PUBLIC SCHOOL INDOOR
[00:17:52] AIR QUALITY IMPROVEMENTS. I WANT TO
[00:17:54] SPECIFICALLY THANK SENATOR MURRAY AND
[00:17:56] SENATOR CANTWELL FOR THEIR SUPPORT OF
[00:17:58] THESE HISTORIC INVESTMENTS. AND WE LOOK
[00:18:00] FORWARD TO WORKING WITH THE REST OF THE
[00:18:01] WASHINGTON CONGRESSIONAL DELEGATION WHEN
[00:18:04] ALSO REPRESENTATIVES CONSIDERS THE
[00:18:06] LEGISLATION LATER THIS FALL. ALSO THIS
[00:18:09] WEEK, THE SENATE WILL PASS A
[00:18:11] 3,500,000,000,000 DOLLAR BUDGET
[00:18:13] FRAMEWORK THAT BEGINS THE PROCESS OF
[00:18:14] CRAFTING LEGISLATION TO FUND
[00:18:16] GENERATIONAL INVESTMENTS IN HEALTH CARE,
[00:18:18] CHILD CARE, EDUCATION, CLIMATE, AND
[00:18:21] IMMIGRATION. A PARTICULAR INTEREST TO
[00:18:23] THE PORT IS THE POTENTIAL FOR
[00:18:24] SIGNIFICANT FUNDING AND INCENTIVES FOR
[00:18:26] SUSTAINABLE AVIATION FUELS, MARITIME
[00:18:29] ELECTRIFICATION, AND THE PORT
[00:18:30] SUSTAINABILITY PRIORITIES. AGAIN, WE'LL
[00:18:33] BE WORKING CLOSELY WITH OUR MEMBERS OF
[00:18:34] CONGRESS TO ADVOCATE FOR THESE IMPORTANT
[00:18:36] INVESTMENTS. WHILE THE PATH FORWARD FOR
[00:18:39] BOTH THE HARD INFRASTRUCTURE AND THE
[00:18:41] HUMAN INFRASTRUCTURE BILLS IS FULL OF

[00:18:43] UNCERTAINTY THAT LIKELY WON'T BE SETTLED
[00:18:45] UNTIL THE END OF THE YEAR, WE ARE HAPPY
[00:18:47] TO CELEBRATE THESE IMPORTANT MILESTONES.
[00:18:49] STAFF WILL CONTINUE TO UPDATE YOU AS NEW
[00:18:52] DEVELOPMENTS OCCUR. MOVING TO TODAY'S
[00:18:55] COMMISSION MEETING, I LIKE TO HIGHLIGHT
[00:18:56] A COUPLE ITEMS ON THE CONSENT AGENDA.
[00:18:59] WE HAVE SEVERAL ITEMS RELATED BUILDING
[00:19:01] CONTROLS, LOADING UPGRADES, AND DIGITAL
[00:19:03] CONTROL SYSTEMS. ALTHOUGH THESE ARE
[00:19:06] ROUTINE AUTHORIZATIONS WHERE WE ARE
[00:19:08] ENHANCING EXISTING INFRASTRUCTURE AND
[00:19:10] PLANNING FOR THE FUTURE, I WANT TO CALL
[00:19:13] THESE ITEMS OUT FOR THEIR GAINS STEADY
[00:19:15] AND GRADUAL. THAT WILL MAKE AN ENERGY
[00:19:17] EFFICIENCIES AS GOOD EXAMPLES OF
[00:19:19] STEWARDSHIP, WHICH IS A KEY PORT VALUE
[00:19:22] UNDER NEW BUSINESS. WE HAVE A BRIEFING
[00:19:24] AND AUTHORIZATION ON SOUND INSULATION.
[00:19:26] THIS BRIEFING WILL SHARE OUR PROGRESS IN
[00:19:28] ACCELERATING THIS IMPORTANT PROGRAM.
[00:19:30] THE SUBSEQUENT ACTION WILL AUTHORIZE THE
[00:19:33] APARTMENT PROGRAM, WHICH IS THE LARGEST
[00:19:34] COMPONENT OF THE NO EAST PROGRAM, AND
[00:19:36] IT'S ALSO CRITICAL FOR MOVING FORWARD.
[00:19:38] I HAVE MORE TO SAY ABOUT THIS ITEM
[00:19:40] DURING ITS INTRODUCTION. FOR THE STAFF
[00:19:43] BRIEFING TODAY WE'LL LOOK AT OUR SECOND
[00:19:45] QUARTER FINANCIAL PERFORMANCE. ALTHOUGH
[00:19:47] THE PANDEMIC CONTINUES TO UPEND DAILY
[00:19:49] LIFE AND INTRODUCE UNCERTAINTY INTO OUR
[00:19:51] WORLD, GOOD BUDGETING AND COST
[00:19:52] MANAGEMENT HAS SET US UP TO CONTINUE TO
[00:19:55] DO WELL IN 2021. THIS IS A BRIEFING.
[00:19:58] YOU'LL LEARN MORE ABOUT OUR PERFORMANCE
[00:19:59] AND THE KEYS TO OUR FINANCIAL RESULTS.
[00:20:01] AND WITH THAT COMMISSIONERS, THAT
[00:20:04] CONCLUDES MY REPORT. THANK YOU,
[00:20:07] EXECUTIVE METRUCK, AND THANK YOU FOR
[00:20:09] REMINDING US ABOUT THE GREAT PASSAGE OF
[00:20:11] THE INFRASTRUCTURE BILL AND ALL THE GOOD
[00:20:14] THINGS WE'RE ENCOURAGED BY AND THAT WE
[00:20:15] WROTE ABOUT IN THE OP ED TO THE SEATTLE
[00:20:18] TIMES. ALL THE MORE REASON WE NEED TO
[00:20:20] MONITOR OUR GREENHOUSE GAS EMISSION
[00:20:22] REDUCTIONS TO MAKE THE CASE FOR WHY WE
[00:20:25] NEED THAT. NORMALLY, AT THIS TIME WE
[00:20:27] WOULD HEAR A REPORT ON OUR COMMITTEE
[00:20:31] AGENDA, BUT WE DID NOT HAVE ANY
[00:20:33] COMMITTEE MEETINGS SINCE OUR LAST
[00:20:36] BUSINESS MEETING, SO THERE'S NOTHING TO
[00:20:38] REPORT THERE. BUT NOW THE COMMISSION
[00:20:41] WILL ACCEPT GENERAL PUBLIC COMMENT FROM
[00:20:43] THOSE WHO SIGNED UP TO SPEAK ON ITEMS
[00:20:46] RELATED TO THE PORT. WRITTEN MATERIALS
[00:20:48] PROVIDED TO THE CLERK WILL BE INCLUDED
[00:20:49] IN TODAY'S MEETING AT RECORD. THE CLERK
[00:20:52] HAS A LIST OF THOSE PREPARED TO SPEAK AS
[00:20:54] THE CLERK CALLS YOUR NAME. WE'LL OPEN
[00:20:57] THE LINE AND COMMENTERS WILL HAVE TO
[00:20:58] UNMUTE THEMSELVES. THEN PLEASE REPEAT
[00:21:01] YOUR NAME FOR THE RECORD. AND IF YOU'RE
[00:21:03] ON THE TEAM'S MEETING AND ARE ALSO

[00:21:06] STREAMING THE MEETING, PLEASE MUTE THE
[00:21:08] VIDEO STREAM TO AVOID FEEDBACK. PLEASE
[00:21:10] NOTE THAT THERE MAY BE A SHORT TIME LAG
[00:21:12] ON THE VIDEO STREAM. COMMENT TIME WILL BE
[00:21:14] LIMITED TO TWO MINUTES PER PERSON. AND
[00:21:17] CLERK HART, PLEASE DO US THE HONOR OF
[00:21:19] CALLING THE FIRST PERSON. THANK YOU.
[00:21:23] OUR FIRST SPEAKER TODAY IS JC HARRIS.
[00:21:28] GOOD AFTERNOON, COMMISSIONERS. SO,
[00:21:31] YEAH, THIS IS ONE OF THOSE THINGS WHERE
[00:21:34] I ALWAYS WILL SOUND SOMEWHAT UNGRATEFUL.
[00:21:36] BUT FIRST OF ALL, I WANT TO THANK YOU
[00:21:39] FOR MOVING AHEAD WITH THE ACCELERATED
[00:21:42] SOUND INSULATION PROGRAM. THIS IS A
[00:21:46] MATTER OF EQUITY FOR ME BECAUSE YOU ARE
[00:21:49] GOING TO BE FINALLY PROVIDING RELIEF TO
[00:21:52] APARTMENT DWELLERS IN DES MOINES HUNDREDS
[00:21:57] OF THEM. AND, YOU KNOW, THEY HAVE BEEN
[00:22:00] WAITING A LONG TIME AND WELL DONE.
[00:22:05] IT WOULD BE GREAT IF YOU COULD WHILE
[00:22:09] YOU NOW HAVE THE INFRASTRUCTURE
[00:22:13] SET UP, START THINKING ABOUT PROVIDING
[00:22:16] UPDATES. I WENT BACK
[00:22:19] AND I LOOKED AGAIN AT LAST
[00:22:23] FEBRUARY'S MEETING AND I WAS STRUCK
[00:22:26] BY HOW WELL DONE.
[00:22:30] THE QUESTIONS WERE JUST FANTASTIC BY THE
[00:22:33] COMMISSIONERS. AND YOU COVERED ALL OF
[00:22:36] THE VARIOUS OBSTACLES TO PROVIDING
[00:22:38] UPDATES. AND IT SEEMS LIKE NOW WOULD
[00:22:42] BE A TIME WHERE YOU COULD AT LEAST PUT
[00:22:46] SOME MONEY ON THE TABLE TOWARDS THAT.
[00:22:50] I ENCOURAGE YOU TO GO BACK ALL TO GO
[00:22:53] BACK AND LISTEN TO THAT MEETING. IT'S
[00:22:57] REALLY EXTRAORDINARY.
[00:23:00] AND I WILL KEEP NAGGING YOU ABOUT IT.
[00:23:03] BUT IN THE REMAINING TIME, YES, I THINK THE
[00:23:08] PORT CAN DO A LOT MORE ON REDUCING
[00:23:13] GREENHOUSE GASES FROM THE AIRLINES. AND
[00:23:16] I LOOK FORWARD TO SPEAKING TO EACH
[00:23:20] OF YOU ABOUT THAT IN THE NEAR FUTURE.
[00:23:23] THANKS AGAIN FOR PROVIDING RELIEF TO OUR
[00:23:27] APARTMENT DWELLERS. THANK YOU, JC.
[00:23:31] I MADE SURE WE NOTIFIED YOU OF THIS ITEM
[00:23:34] ON THE AGENDA. SO THANK YOU FOR TAKING
[00:23:36] THE TIME TO TESTIFY. THANK YOU.
[00:23:40] CLERK HART, CAN WE HAVE THE NEXT
[00:23:42] SPEAKER? YES. OUR NEXT SPEAKER IS JORDAN
[00:23:44] VAMOS.
[00:23:49] GOOD AFTERNOON, COMMISSIONERS. MY NAME
[00:23:52] IS JORDAN VAN VEST. OVER THE LAST TWO
[00:23:54] WEEKS, THE DIXIE FIRE HAS BECOME THE
[00:23:56] SECOND LARGEST IN CALIFORNIA HISTORY.
[00:23:59] WILDFIRE PLUMES COVER MUCH OF THE WEST,
[00:24:01] WITH SUMMER CAMPS FOR KIDS CLOSED DUE TO
[00:24:03] AIR QUALITY. SMOKE IS NOW OUR FIFTH
[00:24:06] SEASON. WHEAT YIELDS AND EASTERN
[00:24:08] WASHINGTON ARE AT ONE OF THEIR LOWEST
[00:24:10] LEVELS EVER, AS OUR RESERVOIRS ON THE
[00:24:12] COLORADO RIVER, SOUTHERN EUROPE IS
[00:24:15] CURRENTLY ENDURING RECORD HEAT, WITH AT
[00:24:17] LEAST EIGHT DEAD FROM WILDFIRE. ON
[00:24:19] THURSDAY, THE JOURNAL NATURE PUBLISHED A

[00:24:21] STUDY CONCLUDING THAT THE GULF STREAM
[00:24:23] CURRENT, A MAJOR CLIMATE TIPPING POINT,
[00:24:25] IS ON THE VERGE SHUTTING DOWN WITH
[00:24:27] UNIMAGINABLE CONSEQUENCES.
[00:24:29] 3,000,000,000 PEOPLE IN SOUTH ASIA FACE
[00:24:32] INCREASING WATER SHORTAGES DUE TO
[00:24:34] RAPIDLY MELTING GLACIERS ON THE TIBETAN
[00:24:36] PLATEAU, AND ON MONDAY, THE IPCC ISSUED
[00:24:39] THEIR MOST DIRE WARNING YET OUR MODERN
[00:24:42] CAPITALIST SOCIETY, WHICH PRIVILEGES THE
[00:24:44] WEALTHY AND FOCUSES ON SHORT TERM
[00:24:46] HAPPINESS WHILE IGNORING THE SURVIVAL
[00:24:49] NEEDS OF BILLIONS OF PEOPLE. AND THE
[00:24:51] ECOLOGICAL WEB OF WHICH WE ARE ALL APART
[00:24:53] IS DISINTEGRATING. THE LONGER WE DENY
[00:24:56] THAT, THE DEEPER OUR WORLD DRIFTS
[00:24:58] TOWARDS DISASTER AND UNPRECEDENTED
[00:25:00] SOCIAL VIOLENCE, OUR ECONOMIC SYSTEM IS
[00:25:03] ANTIQUATED. WE NEED NOT ONLY A GREEN NEW
[00:25:05] DEAL, BUT A NEW VISION AND MISSION WHICH
[00:25:08] PRIORITIZES THE WELLBEING OF ALL LIFE
[00:25:10] INSTEAD OF THE NARROWS INTERESTS OF A
[00:25:12] FEW. INSTEAD OF MEASURING THE SUCCESS OF
[00:25:14] THE PORT IN TERMS OF PASSENGERS BOARDING
[00:25:17] FOSSIL FUEL GUZZLING, CARBON EMITTING
[00:25:19] PLANES AND CRUISE SHIPS, WHAT IF INSTEAD
[00:25:21] YOU MEASURE THE IMPACT OF PORT BUSINESS
[00:25:23] IN TERMS OF GROSS NATIONAL HAPPINESS?
[00:25:26] COMMISSIONER FELLEMAN RECENTLY STATED,
[00:25:29] THERE IS AN INSATIABLE APPETITE FOR A
[00:25:31] CRUISE. WE THE PORT DIDN'T CREATE IT.
[00:25:34] IT EXISTS. BUT THE PUBLIC RECORD CLEARLY
[00:25:38] DEMONSTRATES THAT THE PORT HAS A LONG
[00:25:40] HISTORY OF PROMOTING CRUISING AND
[00:25:42] FLYING. INSTEAD OF BUILDING NEW PARKING
[00:25:44] LOTS, PLEASE FULLY EMBRACE THE SCIENCE.
[00:25:48] EMBRACE THE WISDOM OF INDIGENOUS LEADERS
[00:25:50] WORKING TO PROTECT THE EARTH. RETHINK
[00:25:54] YOUR BUSINESS MODEL SO THAT WE CAN
[00:25:55] TRANSITION AS RAPIDLY AS POSSIBLE TO A
[00:25:57] CRUISE FREE SALISH SEA. THANK YOU.
[00:26:00] THANK YOU, JORDAN. CLERK HART, PLEASE
[00:26:03] NEXT SPEAKER, YES. OUR NEXT SPEAKER IS
[00:26:06] PATTY MACKKEY.
[00:26:09] GOOD AFTERNOON. I'M PATTY MACKY. I'M THE
[00:26:12] PRESIDENT AND CEO OF KETCHIKAN VISITORS
[00:26:15] BUREAU, LOCATED IN KETCHIKAN, ALASKA.
[00:26:17] I'M HERE IN RECOGNITION OF THE TIES THAT
[00:26:20] EXIST BETWEEN MY COMMUNITY AND THE
[00:26:22] GREATER PUGET SOUND AREA, OUR COMMON
[00:26:25] INTERESTS IN MARITIME ECONOMIES SUCH AS
[00:26:26] SHIPPING AND COMMERCIAL FISHING, AND
[00:26:28] MORE TO THE POINT TOURISM. AS MANY OF
[00:26:31] YOU ARE AWARE, KETCHIKAN IS THE
[00:26:33] SOUTHERNMOST COMMUNITY IN ALASKA. WE'RE
[00:26:35] JUST 90 MINUTES BY AIR FROM SEATAC.
[00:26:38] EACH YEAR, THOUSANDS OF VISITORS ARRIVED
[00:26:40] FROM YOUR AIRPORT TO VACATION, FISH AND
[00:26:43] CONDUCT BUSINESS IN AND AROUND
[00:26:45] KETCHIKAN . AND WE HAVE BEEN THE SECOND
[00:26:47] LARGEST CRUISE SHIP PORT IN ALASKA,
[00:26:49] HOSTING OVER A MILLION VISITORS EACH
[00:26:52] SUMMER. THE PANDEMIC IMPACT ON OUR LOCAL

[00:26:55] TOURISM ECONOMY WAS DEVASTATING, AND WE
[00:26:58] ARE GRATEFUL THAT THE PORT OF SEATTLE IS
[00:26:59] OPEN FOR BUSINESS. THE OPPORTUNITY FOR
[00:27:02] OUR LOCALLY OWNED AND OPERATED
[00:27:03] BUSINESSES TO BEGIN THE TASK OF
[00:27:05] RECLAIMING THEIR LIVES IS NOT ONLY
[00:27:06] IMPORTANT ECONOMICALLY BUT ALSO
[00:27:08] PSYCHOLOGICALLY. IT'S BEEN GRATIFYING TO
[00:27:11] SEE OUR ELECTED OFFICIALS, SENATOR
[00:27:13] SULLIVAN, SENATOR MURKOWSKI AND SENATOR
[00:27:15] CANTWELL WORK TO SECURE THE PVSA
[00:27:18] WAIVER THAT HAS ALLOWED THE CRUISE
[00:27:20] INDUSTRY TO RETURN TO ALASKAN WATERS.
[00:27:22] PRE COVID TOURISM WAS ESTIMATED TO BRING
[00:27:25] IN OVER 250,000,000 DOLLARS A YEAR TO
[00:27:28] THE KETCHIKAN ECONOMY, 76,000,000 IN
[00:27:31] PAYROLL AND PROVIDED 700 JOBS. I KNOW
[00:27:35] I DON'T NEED TO REITERATE THE LOSSES WE
[00:27:37] EXPERIENCED BECAUSE YOU FELT THEM AS
[00:27:39] WELL. THE PORT OF SEATTLE IS TRULY A
[00:27:41] GATEWAY THAT THE PACIFIC NORTHWEST AND
[00:27:43] BEYOND. THE DECISIONS YOU MAKE IMPACT
[00:27:46] COMMUNITIES LIKE MINE AND MANY OTHERS IN
[00:27:48] THE REGION. I WANT TO AGAIN SAY THANK
[00:27:51] YOU FOR THE COOPERATION WE'VE ENJOYED
[00:27:52] WITH THE PORT EMPLOYEES AND LEADERSHIP
[00:27:54] LIKE AND EXPRESS MY SINCERE HOPE THAT WE
[00:27:57] CAN ALL LOOK FORWARD TO THE RETURN OF
[00:27:59] HEALTHY ECONOMIES THROUGHOUT OUR REGION.
[00:28:01] THANK YOU. THANK YOU, PATTY.
[00:28:04] THE NEXT SPEAKER, OUR NEXT SPEAKER IS
[00:28:07] IRIS ANTMAN.
[00:28:12] CAN YOU HEAR? WE CAN. IRA,
[00:28:17] GOOD AFTERNOON. MY NAME IS IRIS ANTMAN.
[00:28:21] YOU MAY RECOGNIZE MY NAME AS I'VE BEEN
[00:28:23] TESTIFYING PERIODICALLY SINCE JANUARY OF
[00:28:25] 2020, INITIALLY TO A POST T 46 AND
[00:28:29] CURRENTLY TO VOICE OPPOSITION TO THE
[00:28:32] CRUISING INDUSTRY AS A WHOLE. I
[00:28:35] UNDERSTAND THE CRUISE INDUSTRY IS A BIG
[00:28:37] MONEY MAKER FOR THE PORT AND HELPFUL TO
[00:28:39] SMALL BUSINESSES AND PROVIDING JOBS,
[00:28:41] AND THIS IS IMPORTANT. ECONOMIC
[00:28:43] EXPANSION IS ONE OF THE PORT MISSIONS,
[00:28:46] BUT THE OTHER MISSION IS ENVIRONMENTAL
[00:28:48] STEWARDSHIP. I'M SURE YOU'VE ALL SEEN
[00:28:51] AND READ AT LEAST THE HIGHLIGHTS OF THE
[00:28:52] SIXTH REPORT FROM THE UN IPCC. IT'S
[00:28:55] DEVASTATING AND THE ACCURACY OF THIS
[00:28:58] BODY OF WORK IS UNDENIABLE BY LOOKING AT
[00:29:00] THE FIRST REPORT PUBLISHED IN 1990,
[00:29:03] WHICH STATED THAT IF BUSINESS AS USUAL
[00:29:05] CONTINUES, GLOBAL TEMPERATURES WILL RISE
[00:29:08] ABOUT ONE DEGREE CELSIUS BY 2025.
[00:29:11] SO BUSINESS AS USUAL HAS CONTINUED
[00:29:14] AND THE TEMPERATURE HAS RISEN ABOUT 1.1
[00:29:16] DEGREE CELSIUS AND IT'S ONLY 2021.
[00:29:19] ALSO UNDISPUTED IN THE REPORT IS THAT
[00:29:22] THE CLIMATE CRISIS IS HUMAN CAUSED, THE
[00:29:24] MAIN CAUSE OF WHICH IS THE BURNING OF
[00:29:26] FOSSIL FUELS. SO HOW CAN THE PORT
[00:29:29] CONTINUE TO PROMOTE A NON ESSENTIAL
[00:29:32] LEISURE ACTIVITY TO BE ENJOYED BY THE

[00:29:34] FEW AT THE EXPENSE OF THE MANY? THE
[00:29:36] IRONY OF DESTROYING ALASKA'S BEAUTY BY
[00:29:39] CRUISING TO SEE IT CANNOT BE LOST ON
[00:29:42] YOU. BY THURSDAY AND FRIDAY OF THIS
[00:29:44] WEEK, IT WILL BE CLOSE TO 100 DEGREES IN
[00:29:46] SEATTLE. CRUISE SHIPS HAVE AN OVERSIZED
[00:29:49] CONTRIBUTION TO GLOBAL WARMING.
[00:29:51] PRESIDENT SETTLEMENTS COMMENTS ON THE
[00:29:54] IPCC REPORT AND WHAT STEPS SUPPORT MIGHT
[00:29:57] TAKE TO HELP MITIGATE THE PORT CLIMATE
[00:29:59] IMPACTS WITHOUT SERIOUSLY LOOKING AT THE
[00:30:02] HARM OF CRUISING IGNORES THE ELEPHANT IN
[00:30:04] THE ROOM AND AS FAR AS I CAN UNDERSTAND,
[00:30:07] REPRESENTS AN ATTITUDE OF CYNICAL
[00:30:09] HYPOCRISY. PLEASE, IT'S TIME TO
[00:30:13] END NON ESSENTIAL LEISURE CRUISING. BE
[00:30:16] COURAGEOUS, BE CREATIVE, BRAINSTORM
[00:30:19] OTHER ECONOMIC VENTURES, ONE THAT
[00:30:21] MINIMIZE AND END THE BURNING OF FOSSIL
[00:30:24] FUELS. THANK YOU.
[00:30:27] THANK YOU VERY MUCH, IRIS. NEXT SPEAK?
[00:30:29] YES. OUR NEXT SPEAKER IS MARCY HEAVER.
[00:30:33] THANK YOU. THIS IS MARCY HEAVER FROM
[00:30:36] FRIENDS OF THE ARCS. AND I'M TESTIFYING
[00:30:38] TODAY IN SUPPORT OF AN EXHAUST GAS
[00:30:40] SCRUBBER WASTEWATER DISCHARGE BAN FOR
[00:30:43] CRUISE SHIPS IN PUGET SOUND. A SCRUBBER
[00:30:45] WASTEWATER DISCHARGE BAN HAS BEEN
[00:30:47] PROPOSED AS AN AMENDMENT TO THE CRUISE
[00:30:49] MLU. IT WAS PROPOSED AT THE END OF 2020
[00:30:53] AND NO DECISION HAS YET BEEN MADE ON THE
[00:30:55] AMENDMENT. TO DATE, CRUISE SEASON HAS
[00:30:57] NOW RESTARTED. AS WE ARE ALL AWARE, IN
[00:30:59] THE NORTHWEST, DESPITE THE RESURGENCE OF
[00:31:02] COVID, 19 CRUISE SHIPS ARE SITTING AT
[00:31:04] THE DOCK HERE IN ELLIOTT BAY AND THEY'RE
[00:31:06] COMING IN OUT OF PUGET SOUND. THEY ARE
[00:31:09] USING THEIR SCRUBBERS AND LIKELY DUMPING
[00:31:11] THEIR TOXIC, ACIDIC WASTEWATER INTO
[00:31:13] PUGET SOUND WATERS. AS WE SPEAK, WE ALL
[00:31:16] KNOW HOW ENDANGERED ART WORKERS ARE.
[00:31:18] THE CRUISE INDUSTRY DUMPING ITS SCRUBBER
[00:31:20] WASTEWATER INTO PUGET SOUND IS THEY'RE
[00:31:21] EXACERBATING THE THREATS TO THIS ICONIC
[00:31:23] SPECIES. OUR ORCAS ARE STRESSED AND
[00:31:25] HUNGRY, AND THE CRUISE INDUSTRY IS ONLY
[00:31:28] MAKING MATTERS WORSE WITH THEIR SCRUBBER
[00:31:30] DISCHARGES. THE SIGNIFICANT MAJORITY OF
[00:31:33] SCRUBBERS USED BY THE CRUISE INDUSTRY
[00:31:34] ARE OPEN LOOP EMIT ACIDIC WASTEWATER
[00:31:37] THAT IS WARMER THAN AMBIENT SEAWATER AND
[00:31:39] CONTAINS HEAVY METALS, PAHS,
[00:31:42] SUSPENDED PARTICULATE MATTER AND
[00:31:44] NITRATES, ALL OF WHICH ARE VERY HARMFUL
[00:31:46] TO THE MARINE ENVIRONMENT AND THE MARINE
[00:31:48] CREATURES THAT INHABIT. WE APPRECIATE
[00:31:50] THAT THE PORT OF SEATTLE HAS BANNED THE
[00:31:52] DISCHARGE OF SCRUBBER WASTEWATER WHILE
[00:31:54] ANY CRUISE SHIP IS DOCKED AS OF JANUARY
[00:31:56] 1ST, AND WE'RE VERY SUPPORTIVE OF THE
[00:31:58] IMPLEMENTATION OF A BAN ON THE DISCHARGE
[00:32:00] OF EXHAUST GAS, RUBBER WASTEWATER FROM
[00:32:02] ALL SCRUBBER TYPES AND INTO ALL OF PUGET

[00:32:05] SOUND. THE CRUISE INDUSTRY CAN DO THIS.
[00:32:07] THEY HAVE USED CLEANER FUEL FOR YEARS IN
[00:32:10] CALIFORNIA WATERS WHERE SCRUBBERS ARE
[00:32:12] NOT ALLOWED. PLEASE INSIST THAT CRUISE
[00:32:15] INDUSTRY ACCEPT THE PROPOSED AMENDMENTS
[00:32:17] TO THE MLU AND STOP DUMPING SCRUBBER
[00:32:19] WASTEWATER IN PUGET SOUND. OVER THE
[00:32:21] YEARS, THE CRUISE COMPANIES HAVE
[00:32:23] POLLUTED OUR AIR, OUR WATER AND OUR
[00:32:25] CLIMATE. THEY HAVE REPEATEDLY MADE
[00:32:27] CHOICES THAT PUT THE HEALTH OF THE
[00:32:29] PLANET AND OUR SOUND AT RISK. PLEASE
[00:32:32] IMPLEMENT THE PROPOSED AMENDMENTS TO THE
[00:32:33] CRUISE MLU FOR THE SAKE OF OUR
[00:32:35] ENDANGERED ORCAS ARE SOUND AND OUR
[00:32:37] MARINE ENVIRONMENT. THANK YOU. THANK
[00:32:40] YOU, MARCY. NEXT SPEAKER, PLEASE. OUR
[00:32:44] NEXT SPEAKER IS KATIE MCKENNA.
[00:32:48] OKAY. HI. I'M HERE. GOOD AFTERNOON,
[00:32:51] COMMISSIONERS. MY NAME IS KENNY MCKENNA.
[00:32:53] I'M 32 YEARS OLD, I'M A LONG TIME
[00:32:55] SEATTLE RESIDENT AND I'M WITH SEATTLE
[00:32:58] CRUISE CONTROL TO SPEAK ABOUT MY DESIRE
[00:33:00] TO SEE A CRUISE FREE SALISH SEA.
[00:33:04] WE UNDERSTAND THAT THE PORT'S MISSION IS
[00:33:07] TO PROVIDE ECONOMIC GROWTH TO OUR REGION
[00:33:09] WHILE ALSO PROMOTING ENVIRONMENTAL
[00:33:11] SUSTAINABILITY, AND WE REALLY APPRECIATE
[00:33:13] SOME OF THE EFFORTS YOU'VE MADE SO FAR.
[00:33:15] HOWEVER, WHAT WE DON'T UNDERSTAND IS HOW
[00:33:18] THE PORT, THE COMPANIES WHO OWN THE
[00:33:20] CRUISE SHIPS AND THE CRUISERS THEMSELVES
[00:33:22] CAN LOOK THE OTHER WAY FROM THE DIRE
[00:33:25] SITUATION WE'RE FACING IN THE CLIMATE
[00:33:27] CRISIS. WE CANNOT WAIT ANOTHER DAY TO
[00:33:29] START MAKING THE CHANGES NECESSARY TO
[00:33:31] REVERSE CLIMATE CHANGE. THE EFFECTS OF
[00:33:34] CLIMATE CHANGE ARE ALREADY HERE, AND I'M
[00:33:36] EXTREMELY CONCERNED ABOUT THE
[00:33:37] LIVELIHOODS OF FUTURE GENERATIONS. WHAT
[00:33:39] KIND OF SITUATION ARE WE BRINGING THEM
[00:33:41] INTO? WHAT IS IT GOING TO LOOK LIKE FOR
[00:33:43] ME TO LIVE IN SEATTLE WHEN I'M 50 OR 60
[00:33:46] YEARS OLD? ONE WAY THAT WE CAN START TO
[00:33:48] COMBAT IT TODAY IS THROUGH FINDING MORE
[00:33:50] SUSTAINABLE WAYS TO SUPPORT JOBS AND
[00:33:52] LOCAL BUSINESSES. AND BY DOING SO,
[00:33:54] BEING AN EXAMPLE TO OTHER PORTS AROUND
[00:33:56] THE WORLD, CRUISING CREATES AN ENORMOUS
[00:33:59] AMOUNT OF HARMFUL POLLUTION FROM THE
[00:34:01] NOISE POLLUTION IMPACTING OUR BEAUTIFUL
[00:34:03] WHALE POPULATIONS TO LARGE AMOUNTS OF
[00:34:05] GREENHOUSE GAS EMISSIONS TO TALK LIKE
[00:34:07] EMISSIONS A PARTICULATE MATTER THAT
[00:34:09] IMPACT HUMAN HEALTH AND CAUSE CANCER.
[00:34:11] AND ADDITIONALLY, OUR COUNTRY IS SEEING
[00:34:13] A SURGE IN COVID 19 CASES, AND THE
[00:34:15] PANDEMIC IS STILL FAR FROM OVER. WE KNOW
[00:34:17] WHAT HAPPENED AT THE BEGINNING OF THE
[00:34:19] PANDEMIC THAT CRUISE SHIPS ARE BREEDING
[00:34:21] GROUNDS FOR THE VIRUS. THE PORT CAN
[00:34:24] CONTINUE TO IGNORE THE REALITIES OF
[00:34:25] CLIMATE CHANGE AT THE EXPENSE OF ALL OUR

[00:34:27] LIVES IN OUR HOME PLANET THAT SUPPORTS
[00:34:30] ALL LIFE. OR IT CAN BEGIN THE WORK OF
[00:34:31] CHANGING HOW AND WHY IT DOES BUSINESS
[00:34:34] REALLY IMPLORE YOU TO PLEASE TAKE THIS
[00:34:36] SERIOUSLY AND THINK ABOUT THE
[00:34:37] RESPONSIBILITY THAT YOU HAVE AS
[00:34:39] COMMISSIONERS. THANK YOU. THANK YOU
[00:34:42] VERY MUCH, KATIE. FOR CARD, OUR NEXT
[00:34:45] SPEAKER. YES. OUR NEXT SPEAKER IS
[00:34:47] CAROLYN BROTHERTON.
[00:34:52] CAN YOU HEAR ME? WE CAN. OKAY.
[00:34:55] HI. MY NAME IS DR. CAROLYN BROTHERTON.
[00:34:57] I'M A FORMER CHEMIST. I'M A CONCERNED
[00:34:59] CITIZEN LIVING AND SEATAC FLIGHT PATH.
[00:35:02] THANK YOU FOR THE CHANCE TO SPEAK. AS WE
[00:35:04] STRUGGLE WITH THE DELTA VARIANT AND FACE
[00:35:05] A DEADLY HEAT WAVE THIS SUMMER, WE KNOW
[00:35:07] THAT THE GLOBAL PANDEMIC AND CLIMATE
[00:35:09] COLLAPSE ARE ON OUR DOORSTEP. I URGE YOU
[00:35:11] ALL TO THINK LONG TERM FOR OUR ECONOMY
[00:35:14] AND OUR HELP. WE NEED LEADERS LIKE YOU
[00:35:16] TO LEAD. EXPANDING THE PRESENCE OF
[00:35:19] CRUISE SHIPS IN SEATTLE IS THE WRONG
[00:35:20] MOVE. ECONOMIC IN TERMS OF JOBS AND
[00:35:23] LOCAL SPENDING FROM CRUISE SHIPS AND
[00:35:24] THEIR PASSENGERS IS HIGHLY OVERSTATED.
[00:35:27] PASSENGERS SPEND MORE ON THEIR SHIPS
[00:35:28] WHERE THEY CAN FIND DISCOUNT MEALS AND
[00:35:30] DRINKS AND SHOPPING TRADITIONAL TOURISTS
[00:35:32] TO PEOPLE WHO ACTUALLY LIVE HERE. SPEND
[00:35:34] MORE HERE. PLUS, WHEN IT COMES TO JOB,
[00:35:36] WHAT KIND OF JOB AND AT WHAT COST?
[00:35:38] CRUISE SHIPS ARE NOTORIOUS FOR SKIRTING
[00:35:40] LABOR AND ENVIRONMENTAL LAWS TO AVOID
[00:35:42] PAYING TAXES IN CONTRIBUTING TO OUR
[00:35:44] SOCIETY. AND, YOU KNOW, THIS YEAR THEY'VE
[00:35:46] BEEN HOT BEDS WITH THE PANDEMIC AND WE'VE ALL
[00:35:49] READ THE GROSS ABUSE OF THEIR WORKERS
[00:35:52] DURING THE PANDEMIC. IT'S BEEN REALLY
[00:35:54] AWFUL TO READ. SO EVEN THOUGH IT'S HARD,
[00:35:57] WE MUST THINK LONG TERM. IT'S SOMETHING
[00:35:59] WE'RE BAD AT AS HUMANS. BUT WE'VE HEARD
[00:36:01] TODAY ABOUT THE IPCC REPORT AND HOW DIRE
[00:36:03] THE SITUATION IS. CLIMATE CHANGE IS THE
[00:36:06] GREATEST THREAT TO OUR ECONOMY IN THE
[00:36:07] LONG TERM. IF WE NEED GROWTH AND JOBS,
[00:36:09] THE PORT. YOU THINK ABOUT HOW TO ACHIEVE
[00:36:11] THAT THROUGH SUSTAINABILITY AND PROJECTS
[00:36:13] TO AID THE CLIMATE. THERE ARE MANY WAYS
[00:36:15] TO DO THIS THAT WE CAN STIMULATE THE
[00:36:16] ECONOMY AND HOPE WITH CONTENT TO CHANGE.
[00:36:18] AT THE SAME TIME, I URGE YOU TO NOT
[00:36:20] ACCEPT BAD BARGAINS FOR THE SAKE OF
[00:36:23] SHORT TERM GROWTH. I URGE YOU TO NOT
[00:36:25] EXPAND CRUISE OPERATIONS AND TO ALSO NOT
[00:36:28] BUILD OVER A GREEN SPACE FOR A PARKING
[00:36:30] LOT IN SEATTLE NORTH SEATAC
[00:36:32] NEIGHBORHOOD. YOU SHOULD MAKE CHOICES
[00:36:35] NOW TO BE ON THE RIGHT SIDE OF HISTORY.
[00:36:36] WE NEED LEADERS LIKE YOU TO DO THIS.
[00:36:38] DON'T TRADE SHORT TERM GROWTH FOR LONG
[00:36:40] TERM SURVIVAL. INSTEAD, BE CREATIVE AND
[00:36:43] PRIORITIZE SUSTAINABILITY. WE'VE HEARD

[00:36:45] REALLY GREAT ARGUMENTS TODAY, AND I URGE
[00:36:47] YOU TO TAKE THIS INTO ACCOUNT. THANK
[00:36:48] YOU. THANK YOU, DR. BROTHERTON. DO WE
[00:36:52] HAVE A NEXT SPEAKER, PLEASE? YES. OUR
[00:36:54] NEXT SPEAKER IS STACEY OAKS.
[00:37:02] STACEY, IF YOU'RE CALLING IN VIA THE
[00:37:04] TELEPHONE AT STAR SIX TO UNMUTE. HI,
[00:37:08] CAN YOU HEAR ME? WE CAN.
[00:37:10] GREAT. THANK YOU. YEAH. MY NAME IS
[00:37:13] STACEY OAKS, AND I'M SPEAKING TO YOU
[00:37:15] TODAY AS AN ADVOCATE FOR TACOMA
[00:37:17] RESIDENTS AND FOR THE PUYALLUP TRIBE, WHOSE
[00:37:19] ANCESTRAL TIDE FLATS WERE ONCE A
[00:37:21] THRIVING ESTUARY FULL OF LIFE AND
[00:37:23] SUSTENANCE. BUT IS TODAY CALLED THE PORT
[00:37:25] OF TACOMA FULL OF TOXIC, SUPER FUN
[00:37:27] SITES, POLLUTING FOSSIL FUEL IN
[00:37:29] FACILITIES AND WATER THAT MOST PEOPLE
[00:37:31] WOULD AVOID SWIMMING IN OR EATING
[00:37:33] SEAFOOD FROM. IF YOU CAN FIND ANY,
[00:37:35] THERE'S A VOTE COMING UP IN LATE SUMMER
[00:37:37] AND DISCUSSION IS HAPPENING NOW AT TACOMA
[00:37:39] CITY COUNCIL THAT WILL DETERMINE IF THE
[00:37:41] CURRENT FOSSIL FUEL OPERATIONS ON THE
[00:37:43] PORT WILL CONTINUE TO BE ALLOWED TO
[00:37:45] EXPAND OR IF A DANGEROUS LOOPHOLE WILL
[00:37:47] FINALLY BE CLOSED. AFTER FOUR YEARS OF
[00:37:49] PUBLIC OUTCRY, THESE FOSSIL FUEL
[00:37:53] OPERATIONS POSE AN IMMEDIATE SAFETY
[00:37:54] THREAT TO NEARBY COMMUNITY AND IMPOSE
[00:37:56] DAILY HEALTH IMPACTS FROM REFINING AND
[00:37:58] REFRIGERATION EMISSIONS, AS WELL AS FROM
[00:38:01] THE DIESEL EMISSIONS OF TRUCKS USED FOR
[00:38:02] TRANSPORT. THIS AREA IS HOME TO SOME OF
[00:38:05] THE WORST AIR QUALITY IN THE COUNTRY.
[00:38:07] ON TOP OF ALL OF THESE INJUSTICES,
[00:38:10] WHICH SHOULD BE ENOUGH ON THEIR OWN TO
[00:38:11] SPUR THE EFFORT OF A COMMENT WE FACE
[00:38:14] IMPENDING CLIMATE COLLAPSE, AND MONDAY'S
[00:38:16] IPCC REPORT CLEARLY CALLS OUT OUR FOSSIL
[00:38:18] FILL USE AS PIVOT.
[00:38:21] REGARDLESS OF OUR JOBS OR SOCIAL STATUS,
[00:38:23] EVERY SINGLE ONE OF US CAN AND SHOULD BE
[00:38:26] USING OUR VOICE AS INDIVIDUALS TO SAY
[00:38:28] ENOUGH IS ENOUGH. STOP EXPANDING THESE
[00:38:31] TOXIC INDUSTRIES. STOP TREATING THE TIDE
[00:38:33] FLATS. THE COMMUNITIES OF TACOMA, THE
[00:38:35] PUYALLUP TRIBE LIKE THEY ARE DISPOSABLE.
[00:38:38] STOP TREATING THIS AREA LIKE A SACRIFICE
[00:38:40] FILM. STOP EXPANDING THE ACTIVITIES THAT
[00:38:43] ARE DIGGING OUR CHILDREN'S GRAVES. AS
[00:38:45] PORT DECISION MAKERS AND NORTHWEST
[00:38:47] SEAPORT ALLIANCE MEMBERS, YOUR VOICE,
[00:38:49] THE PERSONAL CAPACITY CARRIES WEIGHT AND
[00:38:52] INFLUENCE. IT'S TIME TO USE IT TO URGE
[00:38:54] MAYOR WOODARD AND THE TACOMA CITY
[00:38:56] COUNCIL TO PASS NON INTERIM REGULATIONS
[00:38:59] FOR THE TIDE FLATS THAT ARE AS STRONG AS
[00:39:00] POSSIBLE WITHOUT AMENDMENTS THAT
[00:39:02] UNDERMINE HEALTH EQUITY AND CLIMATE
[00:39:04] PROGRESS. THANK YOU.
[00:39:07] THANK YOU. STACY. CLERK HART.
[00:39:10] YES. HANG ON A SECOND FOR ME. LET ME GET

[00:39:12] MY TIMER RESET HERE. SO OUR
[00:39:17] NEXT SPEAKER IS PEGGY PRINCE.
[00:39:22] YOU HEAR? WE CAN. PEGGY.
[00:39:25] YES. HELLO. MY NAME IS PEGGY PRINCE.
[00:39:30] STEEP EMISSIONS CUTS. THAT'S WHAT THE
[00:39:32] UN CLIMATE PANEL IS CALLING FOR. YOU CAN
[00:39:35] HATE THEIR CALL CURTAIL THROUGH SHIP
[00:39:37] TRAFFIC AT THE END OF THE CURRENT
[00:39:39] SEASON. YOU KNOW, THE CRUISE SHIPS IN IT
[00:39:42] FOUR TIMES AS MUCH GREENHOUSE GAS
[00:39:43] POLLUTION PER PASSENGER IS AIR TRAVEL.
[00:39:46] AND THAT'S IN ADDITION TO THE FLIGHTS
[00:39:48] MOST PASSENGERS TAKE IN AND OUT OF SEA
[00:39:50] TECH, IT'S TIME TO STOP PROMOTING AND
[00:39:53] PERMITTING THIS FOSSIL FUEL INTENSIVE
[00:39:55] BUSINESS. THINK OF CRUISE SHIPS AS SEA
[00:39:59] MONSTERS. ACTUALLY, THEY'RE MUCH WORSE.
[00:40:01] THEY'RE POLLUTING THE AIR AND WATER,
[00:40:03] EXPLOITING THEIR WORKERS AND AVOIDING US
[00:40:06] TAX AND LABOR LAWS. EVEN THE PAINT ON
[00:40:08] THEIR HULLS, DESIGNED TO REPEL BARNACLES
[00:40:11] AND WEEDS SHEDS HEAVY METALS INTO THE
[00:40:14] OCEAN, POISONING MARINE LIFE. YOU CAN
[00:40:17] MAKE THESE MONSTERS DISAPPEAR. MAKE THE
[00:40:20] SEATTLE LAST CRUISE SEASON. OH, AND
[00:40:23] PLEASE, DON'T PUT THAT PARKING LOT IN
[00:40:25] NORTH SEATAC PARK. THANK YOU.
[00:40:28] THANK YOU. PEGGY, DO WE HAVE ANOTHER
[00:40:31] SPEAKER CLERK HART? YEAH. OUR NEXT
[00:40:34] SPEAKER IS KENDRA ELRICK.
[00:40:40] HELLO. CAN YOU HEAR ME? WE CAN.
[00:40:42] OKAY. GREAT.
[00:40:45] HI. MY NAME IS KENDRA ELRICH.
[00:40:48] I AM THE SHIPPING CAMPAIGNS DIRECTOR
[00:40:51] WITH THE ORGANIZATION STANDS DOT EARTH.
[00:40:54] WE'RE BASED UP HERE IN BELLINGHAM,
[00:40:55] WASHINGTON. I'M HERE TODAY TO SPEAK IN
[00:40:58] SUPPORT OF THE EXHAUST GAS CLEANING
[00:41:00] SYSTEM SCRUBBER BAN. THIS IS A
[00:41:04] CRITICAL PART OF ENSURING THE ECOSYSTEM
[00:41:07] HEALTH OF PUGET SOUND.
[00:41:09] AS MERCY KEEPER NOTED WITH FRIENDS OF
[00:41:13] THE EARTH, OUR SOUTHERN RESIDENT KILLER
[00:41:15] WHALES ARE CRITICALLY ENDANGERED AND THE
[00:41:18] CONTAMINANTS THE ENDOCRINE DISRUPTING
[00:41:20] CHEMICALS, THE TOXIC HEAVY METALS, THE
[00:41:22] ACIDIC WASTEWATER THAT IS BEING
[00:41:24] DISCHARGED ON A CONTINUAL BASIS FROM
[00:41:27] EXHAUST GAS CLEANING SYSTEMS IS FURTHER
[00:41:31] ENDANGERING THEIR HEALTH AND THE HEALTH
[00:41:33] OF THE SALMON THAT THEY RELY ON. IN
[00:41:35] ADDITION TO THAT, IT POSES A SIGNIFICANT
[00:41:38] RISK TO PUBLIC HEALTH. WE HAVE HERE IN
[00:41:41] SEATTLE. ACCORDING TO AN ANALYSIS BY THE
[00:41:44] INTERNATIONAL COUNCIL ON CLAIM
[00:41:45] TRANSPORTATION, DOUBLE THE GLOBAL
[00:41:48] AVERAGE IN TERMS OF EXCESS MORTALITY
[00:41:50] RELATED TO EXPOSURE TO SHIP EXHAUST.
[00:41:53] THAT IS A STAGGERING FIGURE, AND IT IS
[00:41:56] SOMETHING THAT THE USE OF SCRUBBERS
[00:41:58] CONTRIBUTES TO. ANALYSIS HAVE SHOWN THAT
[00:42:01] CRUISE SHIPS RELEASED THREE TIMES THE
[00:42:03] AMOUNT OF BLACK CARBON AS CARGO SHIP

[00:42:05] COUNTERPARTS. THE USE OF SCRUBBERS ALSO
[00:42:09] INCREASES THE AMOUNT OF PARTICULATE
[00:42:12] MATTER THAT THESE SHIPS ARE EMITTING.
[00:42:13] SO I URGE YOU TO TAKE ACTION NOW TO
[00:42:17] PASS THE MEMORANDUM OF UNDERSTANDING
[00:42:20] AMENDMENT THAT'S BEEN PROPOSED. CRUISE
[00:42:22] SHIPS ARE HERE NOW. ACCORDING TO RECENT
[00:42:25] ANALYSIS, THE MOST IMPACTED PORTS, NINE
[00:42:29] OF THE 10 MOST IMPACTED PORTS BY
[00:42:30] SCRUBBER DISCHARGES ARE AS A RESULT OF
[00:42:33] CRUISE SHIPS AND CRUISE SHIP DISCHARGES.
[00:42:35] SO THIS IS A CRITICALLY IMPORTANT STEP,
[00:42:38] AND I URGE YOU TO TAKE ACTION NOW AND
[00:42:40] PASS THE AMENDMENT. THANK YOU.
[00:42:43] THANK YOU. KENDRA. CLERK HART,
[00:42:47] YES? OUR FINAL SPEAKER SIGNED UP TO
[00:42:50] SPEAK TODAY AS NEIL ANDERSON.
[00:42:55] HI.
[00:42:59] HI, NEIL. WE CAN HEAR YOU.
[00:43:04] OKAY. THANKS. SO FIRST, I WANTED TO
[00:43:07] START BY THANKING YOU FOR STARTING THE
[00:43:09] MEETING BY TALKING ABOUT THE FINDINGS OF
[00:43:10] YESTERDAY'S IPCC REPORT. AS A REPORT
[00:43:13] SAYS WE ESSENTIALLY RUN OUT OF TIME TO
[00:43:15] STAY BELOW 1.5 DEGREES, WHICH IS A
[00:43:18] DANGEROUS THRESHOLD WHERE WE START
[00:43:19] CROSSING TIPPING POINTS THAT WE WON'T BE
[00:43:21] ABLE TO RECOVER FROM. AS A RESULT, THIS
[00:43:24] VERSION OF THE REPORT OFFERED A NEW
[00:43:25] RECOMMENDATION SAYING THAT BECAUSE WE'VE
[00:43:27] WAITED TOO LONG TO START ACTING, WE NOW
[00:43:29] NEED TO URGENTLY REDUCE SHORT LIVED
[00:43:31] GREENHOUSE GASES IN ORDER TO BUY MORE
[00:43:33] TIME. THIS IS SO IMPORTANT THAT THE
[00:43:36] REPORT DEVOTES AN ENTIRE CHAPTER TO
[00:43:37] EXPLAINING HOW CRITICAL IT IS AND WHICH
[00:43:40] GASES WE NEED TO FOCUS ON. ONE OF THE
[00:43:42] MOST IMPORTANT OF THE USERS, BLACK
[00:43:44] CARBON, WHICH IS OVER 1,000 TIMES AS
[00:43:46] POWERFUL AS CARBON DIOXIDE. AND IT'S
[00:43:48] EVEN WORSE IN THE ARCTIC BECAUSE IT
[00:43:49] LANDS ON ICE AND CHANGES THE ALBEDO,
[00:43:51] CAUSING THE MELTING TO ACCELERATE,
[00:43:54] ACCORDING TO A REPORT BY THE
[00:43:56] INTERNATIONAL COUNCIL ON CLEAN
[00:43:57] TRANSPORTATION. CRUISE SHIP SUBMIT AN
[00:44:00] AVERAGE OF 10 TONS OF BLACK CARBON PER
[00:44:02] SHIP THREE TIMES AS MUCH AS THE AVERAGE
[00:44:04] CONTAINER SHIP. AND OF COURSE, CRUISE
[00:44:07] SHIPS LEAVING FROM SEATTLE WILL SPEND A
[00:44:08] LOT OF THEIR TIME ALONGSIDE GLACIERS,
[00:44:10] WHICH IS THE WORST POSSIBLE PLACE THEY
[00:44:12] COULD BE. WE'RE IN THE GLOBAL EMERGENCY
[00:44:15] AND RACING AGAINST TIME TO SOLVE A VERY
[00:44:16] DIFFICULT PROBLEM, THOUGH. COMING UP ON
[00:44:18] THE ENERGY STORAGE SOLUTIONS TO
[00:44:20] INTEGRATE RENEWABLES AND THE GRID WILL
[00:44:22] BE HARD. FINDING NEW BUILDING MATERIALS
[00:44:24] THAT DON'T USE CARBON BASED FEEDSTOCK
[00:44:26] WILL BE HARD GENERATING PROCESS HEAT FOR
[00:44:29] INDUSTRIAL MANUFACTURING WILL BE HARD.
[00:44:31] BUT YOU KNOW, IT WOULDN'T BE HARD
[00:44:33] STOPPING CARBON EMISSIONS FROM CRUISE

[00:44:35] SHIPS. UNLIKE BASIC ELECTRICITY AND
[00:44:37] REFRIGERATION, THIS IS A LUXURY THAT WE
[00:44:39] CAN DO WITHOUT. AND AT A TIME WHEN WE'RE
[00:44:42] FACING AN EXISTENTIAL CRISIS THAT WILL
[00:44:44] CAUSE IMMENSE SUFFERING WITHIN OUR
[00:44:45] LIFETIME AND EVEN MORE DURING OUR
[00:44:47] CHILDREN IS CRIMINALLY IRRESPONSIBLE TO
[00:44:49] WELCOME CLIMATE WRECKING CRUISE SHIPS
[00:44:51] BACK TO SEATTLE JUST BECAUSE WE HOPE
[00:44:53] THEIR PASSENGERS WILL SEND SOME OF THEIR
[00:44:55] MONEY IN OUR LOCAL SHOPS AND THEIR WAY
[00:44:57] THROUGH. THE HEAD OF THE UN HAS CALLED
[00:45:00] THIS CODE RED FOR HUMANITY AND IT'S
[00:45:01] WITHIN YOUR POWER TO TAKE A MEANINGFUL
[00:45:03] STEP AND JUST IN THE IMPACT, PLEASE DO
[00:45:05] THE RIGHT THING AND LET THE CRUISE
[00:45:06] INDUSTRY KNOW THAT OUR PORT WON'T BE
[00:45:08] COMPLETED AND WORSENING THE CRISIS.
[00:45:10] THANK YOU. THANK YOU VERY MUCH,
[00:45:13] NEAL. AND THAT CONCLUDES THE PUBLIC
[00:45:17] COMMENTS. UNLESS THERE IS ANY LAST
[00:45:20] MINUTE SIGNUPS AND CLERK HART, COULD YOU
[00:45:22] SUMMARIZE ANY WRITTEN COMMENTS? WE HAVE?
[00:45:23] CERTAINLY. I JUST WANT TO CALL FOR
[00:45:26] ANYONE WHO HASN'T SIGNED UP IF THEY
[00:45:29] WOULD LIKE TO SPEAK. IF THERE'S ANYONE
[00:45:31] ON THE LINE.
[00:45:34] OKAY. THANK YOU. THEN WE'LL GO AHEAD AND
[00:45:37] MOVE TO SUMMARIZING THE WRITTEN
[00:45:38] COMMENTS. LET ME GO AHEAD AND TAKE DOWN
[00:45:40] THE TIMER HERE.
[00:45:48] SO GOOD AFTERNOON, MR COMMISSION
[00:45:50] PRESIDENT, MR EXECUTIVE DIRECTOR AND
[00:45:51] MEMBERS OF THE COMMISSION. WE HAVE
[00:45:53] RECEIVED FIVE WRITTEN COMMENTS SUBMITTED
[00:45:55] FOR TODAY'S MEETING TO MEETING. THESE
[00:45:58] INVOLVE AN EMAIL TO YOU IN ADVANCE OF THE
[00:46:00] MEETING AND WILL BECOME A PART OF THE
[00:46:01] PUBLIC RECORD. ANY CORRESPONDENCE
[00:46:04] RECEIVED DURING THIS MEETING WILL BE
[00:46:06] DISTRIBUTED TO YOU POST MEETING AND WILL
[00:46:08] ALSO BE INCLUDED AS PART OF THE MEETING
[00:46:09] RECORD. OUR FIRST COMMENT COMES FROM
[00:46:12] ERNEST THOMPSON OF NORMANDY PARK CITY
[00:46:14] COUNCIL. HE WRITES TO SAY THAT IT WOULD
[00:46:15] BE GOOD TO SEE THE LANDSCAPE MASTER
[00:46:17] PLAN, DOCUMENT WHAT PERCENTAGES OF
[00:46:20] PLANTS ARE TRUE NATIVE PLANT SPECIES,
[00:46:22] AND RECOMMENDS THE WASHINGTON NATIVE
[00:46:24] PLANT SOCIETIES LIST AS AN AUTHORITY.
[00:46:28] ALEXA A SUBMITTED WRITTEN COMMENTS AS A
[00:46:31] REGISTERED NURSE AND SPOKE REGARDING HER
[00:46:32] HEALTH AND ENVIRONMENTAL CONCERNS
[00:46:34] RELATED TO THE RETURN OF CRUISE SHIPS TO
[00:46:36] THE PORT. SHE STATES THAT THE PORT MUST
[00:46:38] PUT A HALT TO THE RETURN OF CRUISING IN
[00:46:40] SEATTLE AND STOP ANY PLANS FOR PORT
[00:46:42] EXPANSION FOR THE BENEFIT OF OUR
[00:46:44] CLIMATE, ENVIRONMENT AND CITIZENS.
[00:46:46] LAURA GIBBINS SPEAKS TO THE STUDY OF 46
[00:46:50] US AIRPORTS AND SURROUNDING SCHOOLS,
[00:46:51] INCLUDING FIVE BEACON HILL SCHOOLS.
[00:46:53] FOUND AIRPORT NOISE WAS ASSOCIATED WITH

[00:46:56] LOWER READING AND MATH SCORES. SHE
[00:46:59] REFERENCES ANOTHER REPORT RELATED TO
[00:47:01] HEALTH EFFECTS CAUSED BY NOISE EXPOSURE
[00:47:03] AND REFERENCES A SUMMARY FROM THE KING
[00:47:04] COUNTY DEPARTMENT OF HEALTH REGARDING
[00:47:06] THE IMPACT OF NOISE POLLUTION FOR
[00:47:08] CARDIOVASCULAR DISEASE, SLEEP
[00:47:10] DISTURBANCES AND SCHOOL PERFORMANCE.
[00:47:11] SEAN HUTCHENS WRITES TO ASK THE
[00:47:14] COMMISSION TO DISCUSS AND SHARE PLANS
[00:47:16] FOR CREATING MULTI STORY PARKING AND
[00:47:18] SHIFTING SEA AND THE COMMUNITY AWAY
[00:47:22] FROM GROUND LEVEL SURFACE ONLY PARKING
[00:47:24] LOTS. AND FINALLY, JORDAN VAN BOST
[00:47:27] SUBMITTED WRITTEN COMMENTS AND SUPPORT
[00:47:28] OF HIS SPOKEN COMMENTS TODAY, AND THAT
[00:47:31] INCLUDES THE WRITTEN TESTIMONY THAT WE
[00:47:33] RECEIVED FOR THIS MEETING. THANK YOU
[00:47:36] VERY MUCH. CLERK HART, HEARING NO
[00:47:38] FURTHER PUBLIC TEST MONEY. WE NOW MOVE
[00:47:41] TO THE CONSENT AGENDA.
[00:47:44] THE CONSENT AGENDA ARE CONSIDERED
[00:47:47] ROUTINE AND WILL BE ADOPTED BY ONE
[00:47:48] MOTION. ITEMS REMOVED FROM THE CONSENT
[00:47:51] AGENDA WILL BE CONSIDERED SEPARATELY
[00:47:52] IMMEDIATELY AFTER ADOPTION OF THE
[00:47:55] REMAINING CONSENT AGENDA ITEMS. WE'VE
[00:47:57] HEARD OF NO ITEMS TO BE PULLED TODAY.
[00:47:59] AT THIS TIME, THE SHARE WILL ENTERTAIN A
[00:48:02] MOTION TO APPROVE THE CONSENT AGENDA
[00:48:04] COVERING ITEMS EIGHT A THROUGH EIGHT K.
[00:48:07] SO MOVED.
[00:48:10] IS THERE A SECOND? SECOND. THE
[00:48:14] MOTIONS BEEN MOVED AND SECONDED,
[00:48:16] COMMISSIONERS, PLEASE SAY YES OR NO WHEN
[00:48:18] YOUR NAME IS CALLED BEGINNING WITH
[00:48:21] COMMISSIONER BOWMAN. AYE. THANK YOU,
[00:48:24] COMMISSIONER CALKIN. AYE.
[00:48:27] THANK YOU, COMMISSIONER CHO. AYE.
[00:48:30] THANK YOU, .COMMISSIONER STEINBRUECK
[00:48:32] YES. THANK YOU, COMMISSIONER FELLEMAN,
[00:48:35] HI. THANK YOU. THERE ARE FIVE YESSES AND
[00:48:38] ZERO NOS FOR THIS ITEM. THEN THE MOTION
[00:48:41] PASSES. OKAY. WE ARE NOW MOVING ON TO
[00:48:44] ITEM 11 PRESENTATIONS AND STAFF REPORTS.
[00:48:47] THIS IS THE ITEM WE MOVED AT THE
[00:48:50] BEGINNING OF THE MEETING. CLERK HART,
[00:48:52] PLEASE READ THE FIRST ITEM INTO THE
[00:48:53] RECORD. EXECUTIVE DIRECTOR WILL THEN
[00:48:55] INTRODUCE THE ITEM. THANK YOU. THIS IS
[00:48:58] AGENDA ITEM 11 A, THE QUARTER 2 2021
[00:49:01] FINANCIAL PERFORMANCE BRIEFING,
[00:49:06] COMMISSIONERS, THE PORT SECOND QUARTER
[00:49:09] PERFORMANCE STILL SHOWS THE EFFECTS OF
[00:49:10] COVID 19 PANDEMIC UPON OUR BUSINESSES.
[00:49:14] ALTHOUGH AIRPORT PASSENGER VOLUMES ARE
[00:49:16] REBOUNDING, IT IS STILL LOWER THAN 2019
[00:49:19] LEVELS OVERALL. PRUDENT, BUDGETING AND
[00:49:21] CAREFUL COST MANAGEMENT HAS POSITIONED
[00:49:24] AS WELL, BUT THERE'S STILL MUCH
[00:49:25] UNCERTAINTY DUE THE EMERGENT DUE TO THE
[00:49:27] EMERGING COVID 19 VARIANTS. WE'LL
[00:49:31] CONTINUE TO CLOSELY MONITOR THE

[00:49:33] SITUATION AND CHANGING BUSINESS
[00:49:35] CONDITIONS. TODAY'S PRESENTATION WILL
[00:49:37] INCLUDE A PRESENTATION ON THE FINANCIAL
[00:49:39] PERFORMANCE FROM EACH DIVISION. THE
[00:49:41] PRESENTERS ARE DAN THOMAS, CHIEF
[00:49:43] FINANCIAL OFFICER. ORGAN ANDERSON,
[00:49:45] DIRECTOR, AVIATION FINANCE AND BUDGET.
[00:49:47] KELLY ZUPON, DIRECTOR, MARITIME FINANCE.
[00:49:49] AND MICHAEL TONG, DIRECTOR, CORPORATE
[00:49:52] BUDGET FINANCE. SO I'LL TURN IT OVER TO
[00:49:55] DAN. DAN, THANK YOU,
[00:49:58] STEVE. GOOD AFTERNOON, COMMISSIONERS.
[00:50:00] CAN WE GET THE PRESENTATION UP ON THE
[00:50:02] SCREEN, PLEASE? I THINK YOU
[00:50:05] GO TO THE FIRST SLIDE. SO JUST
[00:50:09] BY WAY OF A QUICK OVERVIEW, STEVE MADE A
[00:50:11] FEW OF THESE POINTS. AGAIN, THE ACTIONS
[00:50:13] WE'VE TAKEN OVER THE PAST TWO YEARS HAVE
[00:50:15] WELL POSITIONED US AS WE'RE GOING INTO
[00:50:18] 2021. AND ALSO AS WE'RE PREPARING FOR
[00:50:21] 2022 DUE TO OUR CAREFUL COST
[00:50:25] MANAGEMENT AT THE AIRPORT, THERE ARE
[00:50:28] SOME BRIGHT SIGNS. OUR PASSENGER
[00:50:31] FORECAST ACTUALLY HAS BEEN UPDATED AND
[00:50:33] IMPROVED SINCE THE BUDGET. AND AS
[00:50:37] YOU WILL KNOW, SEVERAL ROUNDS OF FEDERAL
[00:50:39] RELIEF FUNDS HAVE DONE A LOT TO HELP
[00:50:41] SHOW UP. THE AVIATION DIVISION FINANCIAL
[00:50:43] POSITION HAS ENABLED US TO PROVIDE A
[00:50:46] RATE RELIEF TO OUR AIRLINE AND OTHER
[00:50:49] TENANTS AND ALSO ENABLED US TO SHOW UP
[00:50:52] OUR FUND BALANCES. AND WE'RE VERY
[00:50:55] PLEASED TO SEE THE RESTART OF THE CRUISE
[00:50:57] SEASON. WE ARE EXPECTING 83 SAILINGS
[00:51:00] THIS SEASON. CURRENTLY, WE'RE
[00:51:02] FORECASTING THAT THOSE WILL BE ABOUT 50%
[00:51:04] OCCUPANCY, BUT WE WILL BE MONITORING
[00:51:07] THAT TO SEE WHAT THOSE TRENDS ARE.
[00:51:09] WE'RE HOPING OVER TIME WE MIGHT SEE
[00:51:11] INCREASED OCCUPANCY COMPARED TO THE
[00:51:14] CURRENT FORECAST. AT THIS POINT,
[00:51:17] LOOKING TO YEAR END, WE ARE FORECASTING
[00:51:19] THAT OUR EXPENSES AND REVENUES WILL BE
[00:51:21] CLOSELY ALIGNED WITH THE BUDGET.
[00:51:23] AVIATION IS EXPERIENCING SOME COST
[00:51:26] PRESSURE, YOU'LL HEAR A LITTLE BIT MORE,
[00:51:28] LARGELY DUE TO THE SNOW EVENT THAT THEY
[00:51:31] EXPERIENCED EARLY IN THE YEAR, HAS
[00:51:32] DRIVEN UP SOME OF THE EXPENSES, BUT
[00:51:33] THEY'RE WORKING TO MANAGE THAT. AND
[00:51:36] AGAIN, AS STEVE MENTIONED, WE'RE STILL
[00:51:38] FACING A FAIR AMOUNT OF UNCERTAINTY DUE
[00:51:41] TO THE COVID VARIANCE. SO WE RECOGNIZE
[00:51:43] THAT IT'S A VERY DYNAMIC ENVIRONMENT AND
[00:51:45] WILL BE POSITIONED TO MAKE CHANGES IF
[00:51:49] NEEDED. HOPEFULLY WE WON'T. AND THEN
[00:51:52] FINALLY, AS YOU KNOW, THE COMMISSION HAS
[00:51:53] STEPPED UP AND HAS DONE A LOT TO SUPPORT
[00:51:56] INVESTMENTS THAT ARE IN THAT RED
[00:51:58] ECONOMIC RECOVERY. SO WITH THAT, I'LL
[00:52:01] THROW IT OVER TO GORDON. I WALK THROUGH
[00:52:03] THE AVIATION SECTION. I THANK
[00:52:06] YOU, DAN. LET'S GO INTO THE NEXT SLIDE,

[00:52:09] PLEASE. LIKE TO START WITH AN OVERVIEW
[00:52:11] OF HOW OUR PASSENGER ACTIVITY IS
[00:52:14] COMPARING TO 2019 ON A MONTH
[00:52:17] BY MONTH BASIS. AND AS YOU CAN SEE
[00:52:19] THROUGH THE FIRST HALF OF THE YEAR, THE
[00:52:21] RECOVERY HAS BEEN PROGRESSING VERY
[00:52:24] SMOOTHLY, AND BY THE END OF THE YEAR,
[00:52:27] WE ANTICIPATE BEING DOWN 26% COMPARED TO
[00:52:30] 2019. IT WAS IN MID JULY THAT WE UPDATED
[00:52:34] OUR FORECAST WE PREVIOUSLY HAD BEEN
[00:52:36] TAKING. WE WERE GOING TO BE CLOSER TO
[00:52:37] THE DOWN. SO IF WE ACHIEVE THIS AND
[00:52:41] WE ACKNOWLEDGE THERE'S STILL QUITE A BIT
[00:52:43] OF RISK, THE DELTA AREAS, WHICH STEVE
[00:52:45] DISCUSSED AT THE OUTSET OF THE MEETING,
[00:52:47] IS CERTAINLY A CONCERN. BUT IF WE
[00:52:49] ACHIEVE THIS, WE WOULD REALIZE 90%
[00:52:51] GROWTH COMPARED TO 2020 AND AS I SAID
[00:52:54] EARLIER, BE DOWN 26% COMPARED TO 2019.
[00:52:58] NEXT SLIDE, PLEASE.
[00:53:02] AS I DISCUSSED AT THE FIRST QUARTER
[00:53:05] BRIEFING, THE FEDERAL RELIEF PROGRAMS
[00:53:08] HAVE MADE A CRITICAL DIFFERENCE TO THE
[00:53:10] AIRPORT IN 2021 AS THEY DID IN 2020.
[00:53:13] AND WHEN WE PUT TOGETHER THE BUDGET, WE
[00:53:16] WERE ONLY AWARE OF THE CARE PROGRAM THE
[00:53:18] FIRST ONE. AND SINCE THAT TIME WE'VE HAD
[00:53:20] TWO ADDITIONAL FEDERAL RELIEF PROGRAMS,
[00:53:23] THE CRRSAA AND THE ARPA. SO WE NOW HAVE
[00:53:25] A LOT MORE FLEXIBILITY TO ADDRESS
[00:53:28] FINANCIAL ISSUES THAN WE DID AT THE
[00:53:31] OUTSET OF THE YEAR. BUT JUST AS A
[00:53:33] REMINDER TO EVERYONE, WHEN WE USE
[00:53:34] FEDERAL RELIEF GRANTS TO PAY
[00:53:37] AERONAUTICAL COSTS, WE DON'T INCLUDE
[00:53:39] THOSE COSTS IN THE RATE BASE. AND SO OUR
[00:53:41] REVENUES, WHICH ARE LARGELY DRIVEN BY
[00:53:44] COST RECOVERY GO DOWN. SO THE VERY FIRST
[00:53:47] LINE ITEM, WHICH SHOWS A BIG NEGATIVE
[00:53:49] VARIANCE FOR AERONAUTICAL REVENUES.
[00:53:51] THAT'S ACTUALLY GOOD NEWS BECAUSE WE'RE
[00:53:53] PASSING ON SOME OF THE BENEFITS OF THE
[00:53:56] FEDERAL RELIEF GRANTS TO THE AIRLINES
[00:53:57] THROUGH LOWER COSTS. AND AS THE BULLET
[00:54:00] POINT ON THE RIGHT DOWN NEAR THE BOTTOM
[00:54:02] SHOWS, BECAUSE OF THIS, WE ACTUALLY
[00:54:04] IMPLEMENTED A MID YEAR RATE REDUCTION
[00:54:07] FOR THE AIRLINES. WE REDUCED RATES
[00:54:09] BEGINNING JULY ONE AS A WAY OF MANAGING
[00:54:12] THE YEAR END SETTLEMENT. ON THE NON
[00:54:14] AERONAUTICAL SIDE, WE'RE ACTUALLY DOING
[00:54:17] SLIGHTLY BETTER THAN BUDGET, IN SPITE OF
[00:54:19] THE NEGATIVE NUMBER HERE. AND AGAIN,
[00:54:21] THAT HAS TO DO WITH THE FACT THAT THE
[00:54:23] SECOND AND THIRD FEDERAL RELIEF PROGRAMS
[00:54:26] INCLUDED DOLLARS THAT WERE DESIGNATED
[00:54:28] FOR CONCESSIONNAIRES. AND SO WE USED
[00:54:30] THE GRANT MONEY TO RELIEVE THE TENANTS
[00:54:35] OF PAYING SOME OF THEIR RENTS. AND SO
[00:54:37] THAT'S WHY WE RECOGNIZED THAT PIECE AS
[00:54:40] NON OPERATING REVENUE. DOWN BELOW, YOU
[00:54:42] CAN SEE THE 26.7 MILLION IN THE FORECAST
[00:54:45] COLUMN, BUT CONSEQUENTLY, THE NON

[00:54:49] AIRLINE REVENUES THAT WE COLLECT FROM
[00:54:50] OUR TENANTS IS LOWER. BUT OVERALL, THIS
[00:54:52] IS STILL A GOOD SITUATION. AND YOU
[00:54:55] COMBINE THE TWO, AND WE HAVE A POSITIVE
[00:54:57] NOY IN SPITE OF THE FACT THAT, AS DAN
[00:55:00] INDICATED, WE ARE FORECASTING TO BE
[00:55:03] SLIGHTLY OVER BUDGET. ON THE COST SIDE,
[00:55:05] THE BOTTOM HALF OF THE SLIDE SHOWS SOME
[00:55:08] OF OUR KEY INDICATORS, AND MOST NOTABLY,
[00:55:11] THE AIRLINE COST PER EMPLOYMENT OR CPE,
[00:55:13] BECAUSE OF THE FEDERAL GRANTS. AND THE
[00:55:15] INCREASED PASSENGERS IS DOWN
[00:55:18] SIGNIFICANTLY COMPARED TO BUDGET AND OUR
[00:55:20] DEBT SERVICE COVERAGE BECAUSE WE'RE
[00:55:22] USING A LOT OF THE FEDERAL GRANTS TO PAY
[00:55:24] THE DEBT SERVICE, THAT IS ALSO MUCH
[00:55:26] STRONGER THAN WE HAD ANTICIPATED AT THE
[00:55:28] BUDGET TIME. AND FINALLY, THE GRANTS AND
[00:55:31] WE'RE APPLYING THEM IS ALLOWING US TO
[00:55:34] BUILD UP OUR CASH BALANCE, WHICH WAS ONE
[00:55:36] OF OUR KEY GOALS FOR 2021.
[00:55:40] AND CAPITAL SPENDING IS RUNNING RIGHT
[00:55:43] ABOUT TO BE THE
[00:55:46] FORECASTED SPENDING IS AT 93% OF THE
[00:55:48] BUDGET. SO THAT'S DOING EXTREMELY WELL.
[00:55:50] LET'S GO TO THE NEXT SLIDE, PLEASE.
[00:55:54] ALL RIGHT. THIS LOOKS AT OUR COSTS ON A
[00:55:56] YEAR TO DATE BASIS, AND WE ARE FAVORABLE
[00:55:59] THROUGH THE FIRST HALF OF THE YEAR. BUT
[00:56:01] IT'S THE FORECAST WE'RE KEEPING OUR EYE
[00:56:03] ON, AND THAT'S WHERE WE ANTICIPATE SOME
[00:56:06] CHALLENGES. BUT YOU CAN SEE HERE THROUGH
[00:56:08] MID YEAR, MOST OF OUR SAVINGS ARE THE
[00:56:10] OUTSIDE SERVICES, AND THAT'S WHERE WE
[00:56:12] HAVE THE GREATEST ABILITY TO CATCH UP.
[00:56:15] AND THAT'S WHAT TYPICALLY HAPPENS. AND
[00:56:17] THAT'S WHY OUR FORECAST IS INDICATING
[00:56:19] THAT WE WILL BE OVER BUDGET. SO LET'S
[00:56:21] MOVE ON TO THE NEXT SLIDE, PLEASE.
[00:56:25] IT IS DAN HAD INDICATED WE ARE EXPECTING
[00:56:28] TO BE SLIGHTLY OVER BUDGET, AND YOU CAN
[00:56:30] SEE THE BREAKOUT BY SOME OF THE KEY
[00:56:32] AREAS. WE'RE GOING TO BE PRETTY MUCH
[00:56:33] RIGHT ON FOR PAYROLL OUTSIDE SERVICES WE
[00:56:37] EXPECT TO BE ABOVE, AND THAT'S REALLY
[00:56:40] WHAT'S DRIVING IT. THERE'S AN AWFUL LOT
[00:56:43] OF DIFFERENT THINGS GOING ON. BUT DAN
[00:56:45] INDICATED THE SNOW EVENT, WHICH COSTS A
[00:56:47] LITTLE OVER 2,000,000 DOLLARS IN THE
[00:56:49] FIRST QUARTER. IN EFFECT, WE'RE STILL
[00:56:51] TRYING TO CATCH UP ON THAT ONE. AND THE
[00:56:54] FINAL BULLET POINT THERE. WE HAVE BEEN
[00:56:57] LOOKING TO HAVE SOME FTES
[00:57:00] THAT WERE FROZEN APPROVED THIS YEAR.
[00:57:02] THE COST OF THOSE ARE NOT IN THE BUDGET.
[00:57:05] IN MOST CASES, THEY'RE ADDRESSING KEY
[00:57:08] INITIATIVES THAT WE WILL BE WANTING TO
[00:57:10] MOVE FORWARD ON IN OUR 2022 BUDGET.
[00:57:13] AND SO WE'RE LOOKING TO HAVE THESE
[00:57:14] POSITIONS HIRED NEAR THE END OF THIS
[00:57:16] YEAR TO FACILITATE THAT. SO THE COST FOR
[00:57:20] 2021 IS RELATIVELY MINOR, BUT WE'RE
[00:57:24] ATTEMPTING TO ABSORB THOSE AS WELL. AND

[00:57:28] THAT'S SOMETHING WE WILL BE TRACKING FOR
[00:57:30] THE REMAINDER OF THE YEAR. NEXT SLIDE,
[00:57:32] PLEASE.
[00:57:37] NEXT SLIDE, PLEASE.
[00:57:42] OKAY. LOOKING AT THE AERONAUTICAL
[00:57:46] REVENUES AND THE APPLICATION OF GRANTS,
[00:57:49] AS I INDICATED BEFORE, AS COST RECOVERY.
[00:57:52] WHAT WE'RE DOING BY WHEN WE PAY THE DEBT
[00:57:54] SERVICE, THE DEBT SERVICE AND THE RIGHT
[00:57:56] BASE GOES DOWN. SO YOU SEE, THE BLACK
[00:57:59] BOX ON THE RIGHT IS MUCH SMALLER THAN ON
[00:58:01] THE LEFT. AND THE SAME THING WITH ONM,
[00:58:02] WE'RE APPLYING SOME OF THE GRANT MONEY
[00:58:04] TO ONM COST, AND THAT IS REDUCING THE
[00:58:07] OVERALL COST THAT WE RECOVER FROM THE
[00:58:09] AIRLINES. NEXT SLIDE, PLEASE.
[00:58:13] ALL RIGHT. THE PURPOSE OF THIS
[00:58:16] SLIDE IS JUST TO SHOW THE DISTRIBUTION
[00:58:19] BY COST CENTER BY MAJOR COST CENTER. SO
[00:58:22] WE'RE APPLYING GRANTS ACROSS THE
[00:58:23] MOVEMENT AREA, THE APRON AREA, THE
[00:58:26] TERMINAL, AND THE FEDERAL INSPECTION
[00:58:28] SERVICES AREA, WHICH IS FOR
[00:58:30] INTERNATIONAL ARRIVALS. NEXT SLIDE,
[00:58:35] AS I INDICATED BEFORE,
[00:58:37] THE NON AERONAUTICAL REVENUES,
[00:58:41] WE JUST HAVE TO REMIND OURSELVES THAT
[00:58:43] THE STATED REVENUES ARE LOWER THAN
[00:58:47] THE OTHERWISE WOULD BE BECAUSE OF THE
[00:58:48] FEDERAL RELIEF GRANT. SO AS I INDICATED,
[00:58:51] WE'RE ACTUALLY FORECASTING TO BE AT
[00:58:53] 193,000,000. IF YOU COMBINE THE TWO,
[00:58:57] EVEN THOUGH THE REPORTED AMOUNT IS
[00:58:58] 166,000,000, THE DETAIL SLIDES THAT
[00:59:02] WE GO INTO NEXT WILL BE FOCUSED ON THE
[00:59:05] 193,000,000 SO WE CAN SHOW A TRUE
[00:59:07] REPRESENTATION OF HOW THE BUSINESSES ARE
[00:59:10] DOING. THAT'S FINE. PLEASE. MR.
[00:59:13] COMMISSIONER PRESIDENT. MR. ANDERSON,
[00:59:15] BEFORE YOU GO ON, WE DO HAVE
[00:59:16] COMMISSIONER BOWMAN WITH HER HAND UP.
[00:59:19] YES, PLEASE GO AHEAD. I'M SORRY,
[00:59:22] COMMISSIONER PRESIDENT, YOU'RE MUTED.
[00:59:24] I'M SORRY. I WAS WRESTLING PAPERS.
[00:59:27] COMMISSIONER BOWMAN, SORRY I MISSED YOU.
[00:59:29] PLEASE ASK YOUR QUESTION. THANK YOU.
[00:59:31] THANK YOU. MORGAN, COULD YOU REMIND US
[00:59:34] FOR THE TENANT RELIEF, GO BACK TO THE
[00:59:37] PREVIOUS SLIDE?
[00:59:41] SORRY, COMMISSIONER ACCIDENTALLY MUTED
[00:59:44] YOU. THAT'S OKAY. I'LL TRY AGAIN.
[00:59:47] THANK YOU. COULD YOU REMIND US WHAT THE
[00:59:50] TOTAL AMOUNT OF RELIEF WAS GIVEN TO THE
[00:59:53] CONCESSIONNAIRES? SO THE TOTAL AMOUNT
[00:59:57] WILL INCLUDE IT HASN'T ALL BEEN GIVEN.
[00:59:59] SO WE'VE GOT 5.3 MILLION FROM THE CRRSAA
[01:00:04] A PACKAGE AND 21.5 OR THE ARPU, SO THAT
[01:00:06] WILL TURN OUT TO BE 26.8 MILLION IN
[01:00:09] TOTAL. AND IT'S SOME OF THE
[01:00:13] WORK IS STILL BEING DONE IN THE PORT.
[01:00:16] GRANTS WERE SO LATE IN COMING, AND I
[01:00:18] UNDERSTAND THAT WILL ACTUALLY HAPPEN IN
[01:00:20] OCTOBER. OKAY. I'M SORRY. LET ME ASK A

[01:00:23] QUESTION IN A DIFFERENT WAY. I
[01:00:24] APOLOGIZE. NOW. I CAN READ THAT AND ADD
[01:00:27] THAT MONEY UP. WHAT IS THE TOTAL AMOUNT
[01:00:29] THAT IS DUE TO THE PORT FROM
[01:00:32] CONCESSIONAIRES? WE GAVE THEM RENT REALLY
[01:00:36] DEFERRED RIGHT ON THE FERRY.
[01:00:39] SO THE AMOUNT OF RENT RELIEF THAT IS
[01:00:42] OUTSTANDING. YOU'RE RIGHT. I DID INCLUDE
[01:00:44] A SLIDE ON THAT IN THE FIRST QUARTER,
[01:00:47] AND I DON'T HAVE IT HERE. I HAVE TO
[01:00:48] FOLLOW UP AND GIVE THAT TO YOU. FOR THE
[01:00:51] MOST PART, IT'S NOT BEING PRESENTED
[01:00:52] BECAUSE IT'S ACTUALLY GOING REALLY WELL.
[01:00:55] WE DON'T HAVE ANY CONCERNS AT THIS POINT
[01:00:58] WITH THE COLLECTIONS. OTHERS ARE PRETTY
[01:01:00] MINOR ONES. AND SOME OF THE CONCESSION
[01:01:03] AREAS WERE ON A MULTI YEAR REPAYMENT
[01:01:06] PLAN AND THE REPAYMENTS ARE OCCURRING.
[01:01:08] SO DIDN'T PRESENT IT THIS TIME BECAUSE
[01:01:10] IT DIDN'T SEEM TO BE A BIG ISSUE TO
[01:01:12] HIGHLIGHT. BUT I CAN CERTAINLY UPDATE
[01:01:14] THAT AND SEND IT TO YOU. THANKS. I'D
[01:01:17] APPRECIATE IT. I GUESS WHERE I'M GOING
[01:01:18] WITH THIS IS THAT IF WE ARE PROVIDING
[01:01:20] 26,000,000 DOLLARS IN RELIEF, WHICH
[01:01:23] ESSENTIALLY JUST IS MONEY THAT THE PORT
[01:01:25] IS GOING TO GET FOR RENT THAT WE HAVEN'T
[01:01:26] GOTTEN YET, WE'RE KEEPING OUR OWN MONEY,
[01:01:29] BUT THEN WE'RE ALSO KEEPING 75,000,000
[01:01:32] DOLLARS IN RESERVE. SO I WANT TO
[01:01:34] UNDERSTAND HOW MUCH MORE IS OUTSTANDING
[01:01:37] FROM THE CONCESSIONAIRE, WHAT'S THE
[01:01:39] DELTA BETWEEN THAT. SO THANK YOU FOR
[01:01:41] PROVIDING THAT LATER. OKAY. THAT MAKES
[01:01:44] SENSE. I THINK SO. JUST TO BE CLEAR,
[01:01:48] THOUGH, THIS 26,000,000 IS DESIGNATED AS
[01:01:52] PART OF RELIEF PACKAGES TO ONLY GO TO
[01:01:55] CONCESSIONAIRES. AND THAT'S DIFFERENT
[01:01:57] FROM THE OTHER GRANT MONEY, WHICH REALLY
[01:02:00] COMES TO THE AIRPORT. AND WE GET TO
[01:02:02] CHOOSE HOW WE USE IT. WE HAVE NO CHOICES
[01:02:04] ABOUT THIS MONEY. ONCE WE COME UP WITH A
[01:02:07] PROGRAM FOR HOW IT GETS ALLOCATED BY
[01:02:09] TENANT, THEN THAT AS LONG AS THE TENANTS
[01:02:12] FULFILL THE ELIGIBILITY REQUIREMENTS,
[01:02:14] THEY WILL GET THEIR SHARE THE REST
[01:02:18] OF THE FEDERAL RELIEF. WE GET TO CHOOSE
[01:02:20] HOW WE USE IT BETWEEN DEBT SERVICE, ONM.
[01:02:24] AND WE ALSO GET TO CHOOSE WHEN WE USE
[01:02:27] IT, WHICH IS HOW MUCH HOW MUCH WE USE
[01:02:30] THIS YEAR VERSUS FOR FUTURE YEARS.
[01:02:32] THAT'S HELPFUL. NO, I'M WELL AWARE
[01:02:36] OF THAT. THANK YOU. BUT MY QUESTION WAS
[01:02:38] ABOUT THE 75,000,000 IN RESERVE, AND SO
[01:02:41] I JUST WANT TO UNDERSTAND WHAT THE DELTA
[01:02:43] IS REMAINING FOR THE DEFERRED RENTS
[01:02:46] FROM THE TENANTS. BUT AGAIN, YOU CAN GET
[01:02:48] ME THAT OFFLINE. THANK YOU.
[01:02:51] OKAY. NEXT SLIDE, PLEASE. SO.
[01:02:56] WELL, LET'S GO BACK ONE, PLEASE. SORRY.
[01:02:59] SO THIS SHOWS THE NON AERONAUTICAL
[01:03:02] BUSINESSES. AND AS I SAID BEFORE,
[01:03:04] OVERALL, WE'RE ANTICIPATING TO BE

[01:03:07] SLIGHTLY ABOVE FORECAST, AND MOST OF
[01:03:09] THAT IS DUE TO THE INCREASED PASSENGER
[01:03:11] LEVELS. BUT INSIDE THAT IF WE LOOK AT
[01:03:14] THE BUSINESS UNITS, THERE'S SOME
[01:03:16] DIFFERENT THINGS GOING ON. AND WHAT WE
[01:03:19] SEE FROM THE GREEN LINE, WHICH IS
[01:03:20] THE FORECAST COMPARED TO THE BLUE LINE,
[01:03:23] WHICH IS THE BUDGET. PUBLIC PARKING IS
[01:03:26] AGAIN DOING ONE OF OUR RELATIVELY
[01:03:28] STRONGER PERFORMANCE, AND THAT JUST
[01:03:30] REFLECTS THE CHOICE OF PASSENGERS RIGHT
[01:03:33] NOW TO DRIVE. IF WHO ARE DRIVING TO THE
[01:03:34] AIRPORT, THEY WOULD RATHER PARK AND
[01:03:36] CHOOSE OTHER MODES. RENTAL CARS IS ALSO
[01:03:39] ABOVE BUDGET, BUT IT'S REALLY DUE TO A
[01:03:41] PHENOMENON OF A SHORTAGE OF AUTOMOBILES
[01:03:45] AND THEREFORE MUCH HIGHER PRICING FROM
[01:03:47] THE RENTAL CARS AS OPPOSED TO HIGHERS
[01:03:49] ACTIVITY. BUT WE'RE BENEFITING BECAUSE
[01:03:52] WE GET A PERCENTAGE OF THEIR RENT AND
[01:03:54] THEIR RENT IS QUITE A BIT HIGHER. THE
[01:03:56] OTHER AREAS ARE ACTUALLY POINTING IN THE
[01:03:59] OTHER DIRECTION. GROUND TRANSPORTATION
[01:04:01] HAS NOT RECOVERED THE LEVELS THAT WE HAD
[01:04:04] EXPECTED. TAXIS, TNCS THEY'RE
[01:04:07] ALL A LITTLE BIT DOWN. DINING AND RETAIL
[01:04:11] IS STILL COMING IN LOWER THAN EXPECTED.
[01:04:13] AND AS YOU PROBABLY READ IN THE PAPER
[01:04:16] EARLIER THIS WEEK, THERE HAVE BEEN
[01:04:19] STAFFING SHORTAGES AND THAT HAS
[01:04:21] CHALLENGED MANY OF THE CONCESSIONAIRES.
[01:04:24] SO IN TERMS OF BRINGING THEIR
[01:04:27] BUSINESS BACK AND IN THE OTHER CATEGORY,
[01:04:29] WE'RE SEEING THAT THE INFLIGHT MEALS AND
[01:04:32] OUR OWN LOUNGES JUST ARE BEING IMPACTED
[01:04:35] BY THE LOWER INTERNATIONAL TRAFFIC IN
[01:04:38] PARTICULAR. NEXT SLIDE, PLEASE.
[01:04:43] AND THIS IS JUST A LOT OF NUMBERS
[01:04:47] HERE, BUT THE KEY IS WE'RE USING THE
[01:04:48] GRANT MONIES IN WAYS WHICH IS REALLY
[01:04:50] HELPING OUR DEBT SERVICE COVERAGE. AND
[01:04:54] THAT'S WHY WE'RE GOING TO BE WELL WELL
[01:04:56] ABOVE WHERE WE NEED TO BE. I'LL SHOW IN
[01:04:59] A SUBSEQUENT SLIDE THAT WE WILL HAVE
[01:05:00] SOME FLEXIBILITY TO MAKE SOME DECISIONS
[01:05:03] STILL TO MOVE SOME GRANT MONEY AROUND
[01:05:05] ONE WAY OR THE OTHER. IF WE FIND
[01:05:07] OURSELVES, IF THINGS TAKE A TURN FOR THE
[01:05:10] WORSE, WE COULD CONCEIVABLY EXCEL SOME
[01:05:13] OF THE GRANT MONEY BACK INTO 2021. IF
[01:05:15] WE HAVE A STRONG FINISH TO THE YEAR, WE
[01:05:17] COULD ACTUALLY MOVE SOME OF THAT MONEY
[01:05:19] INTO 2022 TO GIVE US SOME FLEXIBILITY
[01:05:22] TO MANAGE AIRLINE RATES NEXT YEAR.
[01:05:25] LET'S GO TO THE NEXT SLIDE, PLEASE.
[01:05:28] ALRIGHT, LOOKING AT OUR CAPITAL
[01:05:30] SPENDING, AS I SAID EARLIER, WE'RE
[01:05:32] PROJECTING TO BE ABOUT 93% OF BUDGET WHICH
[01:05:36] BY HISTORICAL STANDARDS WOULD BE
[01:05:38] EXCELLENT. WE'VE BROKEN OUT SOME OF THE
[01:05:41] BIG BLOCKS OF SPENDING AND YOU CAN SEE
[01:05:42] THE NORTH SATELLITE IS ACTUALLY EXPECTED
[01:05:45] TO BE DOWN. MY UNDERSTANDING IS THAT

[01:05:47] THIS LIKELY DOES REPRESENT SOME SAVINGS
[01:05:50] ON THE IDF. THIS IS PURELY A TIMING
[01:05:53] DIFFERENCE. THIS DOES NOT REPRESENT
[01:05:55] SAVINGS AND THE BAGGAGE OPTIMIZATION OR
[01:05:57] CHECK BAG HERE. THIS REFLECTS SOME
[01:06:00] ACCELERATION OF SOME SCOPE ON A LONG
[01:06:02] TERM PROJECT, SO THAT'S REALLY A TIMING
[01:06:05] ISSUE THERE AND EVERYTHING ELSE IS
[01:06:07] REASONABLY CLOSE. SO OTHER THAN THE
[01:06:10] NORTH SATELLITE, MIA AND BAGGAGE
[01:06:12] OPTIMIZATION, YOU COULD SAY WE'RE PRETTY
[01:06:14] MUCH IN LINE HERE. NEXT SLIDE, PLEASE.
[01:06:19] ALRIGHT, SO THIS IS A LOT OF BUSY
[01:06:22] NUMBERS HERE. APOLOGIZE, BUT WANTED TO
[01:06:24] GIVE YOU A VIEW OF THE FEDERAL RELIEF
[01:06:27] THAT WE USED LAST YEAR AND WHAT WE'RE
[01:06:29] PLANNING TO USE THIS YEAR AND THEN THE
[01:06:31] 75,000,000 THAT WE'RE RESERVING FOR NEXT
[01:06:33] YEAR AND HOW THAT LOOKS. AND YOU CAN SEE
[01:06:36] THAT THE CONCESSIONS PIECE GOING TO
[01:06:39] COMMISSIONER BOWMAN QUESTION. WE DO
[01:06:42] FULLY EXPECT TO USE THAT THIS YEAR. THE
[01:06:44] TIMING OF IT HAS BEEN SLIGHTLY DELAYED,
[01:06:46] BUT WE STILL THINK WE CAN ACCOMPLISH
[01:06:47] THAT THIS YEAR. BUT THE 75,000,000 WOULD
[01:06:50] BE WHAT'S LEFT OF THE ARPA MONEY THAT WE
[01:06:52] WOULD BE WITHHOLDING TO NEXT YEAR ON THE
[01:06:55] RIGHT. YOU CAN JUST SEE HOW WE'RE
[01:06:58] DEPLOYING THE GRANT MONEY BY COST CENTER
[01:07:00] AND THE CONCESSIONS PIECE DOWN AT THE
[01:07:03] BOTTOM IS THAT PORTION OF THOSE GRANTS
[01:07:05] THAT ARE A LITTLE DIFFERENT AND THEY'RE
[01:07:07] SPECIFICALLY DESIGNATED FOR THE
[01:07:08] CONCESSIONNAIRES. NEXT SLIDE PLEASE.
[01:07:12] AND I TALKED EARLIER ABOUT THE
[01:07:15] IMPORTANCE OF BUILDING OUR CASH BALANCE
[01:07:17] OR AIRPORT DEVELOPMENT FUND, ADF.
[01:07:20] AND WE'RE ACTUALLY ONE OF OUR LOW POINTS
[01:07:22] OF THE YEAR RIGHT ABOUT NOW. AND AS WE
[01:07:25] START CLAIMING MORE OF THE GRANT MONEY
[01:07:27] AND WE SEE A STRONGER FINISH TO THE YEAR
[01:07:30] WITH MORE NON A NAUTICAL REVENUES AND
[01:07:32] AIRLINE REVENUES WILL BE BUILDING OUR
[01:07:35] CASH BALANCE BACK UP. AND WE EXPECT TO
[01:07:38] FINISH THE YEAR WELL ABOVE THE 12 MONTH
[01:07:41] ON TARGET, WHICH WOULD HAVE BEEN ABOUT
[01:07:42] 340,000,000 DOLLARS. SO WE APPEAR TO BE
[01:07:45] IN GOOD SHAPE HERE. NEXT SLIDE PLEASE.
[01:07:49] AND FINALLY, JUST A QUICK OVERVIEW OF
[01:07:52] THE 2021 BOND ISSUE THAT CLOSED ON JUNE
[01:07:55] 30 TH. IT WAS BOTH THE REFUNDING AS WELL
[01:07:58] AS A NEW MONEY ISSUE, AND IT
[01:08:02] WENT WELL. WE REALIZED SOME NET PRESENT
[01:08:06] VALUE SAVINGS AND WE REALIZED SOME
[01:08:09] PRETTY LOW INTEREST RATES OVERALL A
[01:08:11] REALLY IMPORTANT SUCCESS FOR THE PORT AS
[01:08:14] A WHOLE. NEXT SLIDE PLEASE.
[01:08:18] NOW I'LL TURN IT OVER TO KELLY.
[01:08:26] GREAT. THANKS, MORGAN. GOOD AFTERNOON.
[01:08:30] COMMISSIONERS AND EXECUTIVE DIRECTOR
[01:08:31] METRUCK. I WILL NOW WALK YOU THROUGH THE
[01:08:34] SEAPORT OPERATING DIVISIONS,
[01:08:37] MANAGING DIRECTORS STEPHANIE JONES

[01:08:39] STEBBANS AND DAVE MCFADDEN WITH US AS
[01:08:42] WELL AND MAY INTERJECT ALONG THE WAY.
[01:08:45] THIS SLIDE IS A ROLL UP OF THE ENTIRE
[01:08:48] SEAPORT. THE KEY TAKEAWAY HERE IS THAT
[01:08:51] WE ARE FORECASTING OPERATING INCOME TO
[01:08:54] END THE YEAR JUST OVER 2,000,000 DOLLARS
[01:08:57] FAVORABLE TO BUDGET. CRUISE AND GREEN
[01:09:00] REVENUE ARE LOOKING TO BE FAVORABLE TO
[01:09:02] BUDGET, WITH CONFERENCE AND EVENTS IN
[01:09:04] OUR REVENUE APPEARING TO TAKE A LITTLE
[01:09:05] LONGER RECOVERING FROM THE PANDEMIC YEAR
[01:09:08] TO DATE. REVENUES ARE PRIMARILY IMPACTED
[01:09:11] BY TIMING OF CRUISE REVENUES, WHICH WILL
[01:09:13] GO OVER IN THE COMING SLOTS.
[01:09:16] THE NEXT SLIDE PLEASE.
[01:09:20] NEXT SLIDE AS WELL. THANKS.
[01:09:24] NOW WE'LL DISCUSS THE MARITIME DIVISION.
[01:09:27] MARITIME OPERATING INCOME IS FORECAST
[01:09:30] ABOUT 2.6 MILLION DOLLARS FAVORABLE TO
[01:09:34] BUDGET WITH POTENTIAL UPSIDE AS WE SEE
[01:09:36] INCREASES IN RECREATIONAL BOATING
[01:09:38] DEMAND. SO I THINK AND ALSO WE'RE SEEING
[01:09:41] SOME INCREASED NUMBERS AND CRUISE
[01:09:44] PASSENGERS AS WELL. WE'VE RECENTLY
[01:09:47] COMMENCED THE CRUISE SEASON WITH 83
[01:09:49] CALLS GET SCHEDULED, GENERATING REVENUES
[01:09:52] EXPECTED HIGHER THAN BUDGET. THE GRAIN
[01:09:55] TERMINAL CONTINUES TO OVER PERFORM, AND
[01:09:57] WE'VE COMPLETED AND MADE STRONG PROGRESS
[01:10:00] IN SEVERAL PROJECTS, INCLUDING SIPA
[01:10:03] REVIEW PROCESS AT PIER 66, SHORT POWER,
[01:10:07] THE TERMINAL 46 STORMWATER TREATMENT AND
[01:10:09] DOCK REHAB CONSTRUCTION. TERMINAL 30
[01:10:13] BULKHEAD STABILIZATION. AND WE'RE
[01:10:16] GETTING CLOSE TO COMPLETION AT THE
[01:10:18] TERMINAL 117 RESTORATION WITH PLANNING,
[01:10:23] IRRIGATION, OBSERVATION PLATFORM AND
[01:10:26] GRIP WALL. NEXT SLIDE PLEASE.
[01:10:31] WITH THE RESTART OF CRUISE. WE WANTED TO
[01:10:34] SHOW YOU WHAT WE ARE FORECASTING AND HOW
[01:10:36] IT COMPARES TO OUR LAST FULL YEAR. YOU
[01:10:39] CAN SEE WE ARE PHASING SAILINGS IN OVER
[01:10:42] FOUR MONTHS WITH OCTOBER HAVING TWICE AS
[01:10:45] MANY AS SCHEDULED IN 2019. WE
[01:10:49] ORIGINALLY ESTIMATED ABOUT 50%
[01:10:52] OCCUPANCY, WHICH YOU SEE HERE IN THE
[01:10:55] 2021 ESTIMATED PASSENGERS, BUT ABOUT
[01:11:00] A DAY OR TWO AGO WE GOT THE
[01:11:03] ACTUAL ACTIVITY FOR THE FIRST SEVERAL
[01:11:06] SAILINGS, AND IT'S LOOKING CLOSER TO
[01:11:09] THAT 60 TO 70% MARK.
[01:11:13] NEXT SLIDE, PLEASE.
[01:11:17] HERE WE SHOW THAT YEAR TO EIGHT
[01:11:20] FINANCIALS. AS MENTIONED PREVIOUSLY,
[01:11:22] THE REVENUE VARIANCE TO BUDGET IS
[01:11:25] DRIVEN BY REVENUE RECOGNITION OF THE NCL
[01:11:28] LEASE. BASICALLY, WE BUDGET
[01:11:32] REVENUE TO OCCUR MONTH EVENLY ACROSS THE
[01:11:35] MONTH, BUT IT ACTUALLY OCCURS TYPICALLY
[01:11:38] IN THE THIRD QUARTER WHEN WE INVOICE THE
[01:11:41] CUSTOMER. ALSO, WE BUDGETED PASSENGER
[01:11:44] REVENUE BASED ON HISTORIC FACING. BUT AS
[01:11:46] YOU SAW IN THE PREVIOUS SLIDE, MOST OF

[01:11:48] THAT REVENUE IS GOING TO COME IN IN THE
[01:11:50] SECOND HALF, BUT WE ARE EXPECTING A
[01:11:53] HIGHER YEAR OVER YEAR REVENUE AND
[01:11:56] NOI IS FAVORABLE DUE TO INCREASED GRAIN
[01:11:59] VOLUMES. A COUPLE ITEMS TO NOTE ON THE
[01:12:03] FAVORABLE EXPENSE VARIANCE. FIRST, WE
[01:12:05] CHANGE THE ALLOCATION METHODOLOGY AND
[01:12:08] MAINTENANCE, WHICH MOVES SOME COSTS FROM
[01:12:10] MARITIME TO ECONOMIC DEVELOPMENT.
[01:12:14] AND SECOND, WE ARE READING UTILITY
[01:12:17] METERS FOR THE FIRST TIME IN ABOUT A
[01:12:19] YEAR, SO THERE WILL BE SOME VARIANCES IN
[01:12:22] QUARTER THREE. AS WE TRUE UP WHAT WE
[01:12:26] ARE ESTIMATES, CAPITAL SPENDING IS
[01:12:29] PICKING UP AND EXPECTED TO END THE YEAR
[01:12:31] AT ABOUT 83% OF BUDGET. MORGAN,
[01:12:36] CAN I HAVE A QUESTION FOR YOU? SO DID
[01:12:39] ANY OF THE CRUISE LINES CLAIM, YOU KNOW,
[01:12:43] INABILITY TO PAY OR, YOU KNOW,
[01:12:47] FORCE MAJEURE? IN
[01:12:59] 2021 THEY ARE PAYING BY
[01:13:04] PASSENGERS. AND OF COURSE, THERE IS A
[01:13:07] LEASE PAYMENT FOR NCL WHICH WILL ALSO BE
[01:13:09] DUE. SO THE WE
[01:13:15] HAVE IN TERMS OF PASSENGER ANNUAL
[01:13:19] GUARANTEES, THOSE WILL NOT BE MET,
[01:13:21] SO OUR PASSENGER
[01:13:25] ANNUAL GUARANTEES WILL NOT BE MET ISSUE.
[01:13:27] IS THERE ANY PENALTIES ASSOCIATED WITH
[01:13:30] THAT? I BELIEVE
[01:13:34] THAT IS ACTUALLY FOR MEASURE, BUT I WILL
[01:13:36] FOLLOW UP WITH YOU, COMMISSIONER.
[01:13:39] OKAY. I KNOW WE ALWAYS HAVE THAT ISSUE
[01:13:42] WITH THE CONTAINER VESSELS THAT, YOU
[01:13:45] KNOW, THERE IS A PENALTY, BUT WHEN
[01:13:46] THERE'S A REAL PROBLEM, THEN THERE'S A
[01:13:48] QUESTION ABOUT HOW MUCH OF THE PENALTY
[01:13:50] YOU CAN GET BACK. BUT WE USUALLY COLLECT
[01:13:52] SOMETHING AS WE HAVE COLLECTED
[01:13:55] OUR LEASE PAYMENTS, COMMISSIONER, AND WE
[01:13:57] ARE COLLECTING OUR PASSENGER FEES.
[01:13:59] EXCELLENT. THANK YOU.
[01:14:04] NEXT SLIDE, PLEASE. OKAY.
[01:14:08] HERE. YOU SEE THE STORM WATER UTILITY
[01:14:11] THAT IS TRACKING FAVORABLE TO BUDGET.
[01:14:13] YOU WILL BE BRIEF NEXT MONTH ABOUT THE
[01:14:16] RATE STRUCTURE AND SOME OTHER ITEMS AS
[01:14:18] WELL, SO I MAY DEFER THAT. ANY QUESTIONS
[01:14:23] TO THAT TEAM? MAYBE NEXT MONTH?
[01:14:25] THE NEXT SLIDE, PLEASE.
[01:14:29] HERE IS A HIGH LEVEL SUMMARY OF THE PORT
[01:14:32] ALLIANCE YEAR TO DATE PERFORMANCE.
[01:14:34] CARGO VOLUMES ARE UP SIGNIFICANTLY FROM
[01:14:36] THE FIRST HALF OF 2020. HOWEVER, THIS
[01:14:39] INCREASED REVENUE IS OFFSET BY THE
[01:14:41] RESTRUCTURING OF THE APL AGREEMENT
[01:14:43] OPERATING EXPENSES, YEAR TO DATE OR
[01:14:46] BELOW BUDGET. THERE IS SOME TIMING
[01:14:48] VARIANCE, SO WE EXPECT THAT GAP TO CLOSE
[01:14:51] IN THE SECOND HALF A LITTLE BIT. NEXT
[01:14:54] SLIDE, PLEASE. THIS REFLECTS
[01:14:59] THE FULLY BURDEN IMPACT OF THE JOINT
[01:15:02] VENTURE WITH THE NORTHWEST SEA PORT

[01:15:03] ALLIANCE. YOU SEE, JUST OVER 1.1 MILLION
[01:15:07] OF FAVORABLE DISTRIBUTABLE INCOME IS
[01:15:10] OFFSET BY 620,000 DOLLARS ENVIRONMENTAL
[01:15:14] RESERVE TIED TO CONTAMINATION DISCOVERED
[01:15:16] DURING THE TERMINAL FIVE CRANE RAIL
[01:15:19] WORK. NEXT SLIDE,
[01:15:22] PLEASE. NOW WE'LL
[01:15:25] MOVE ON TO THIS. OKAY. SURE. I JUST
[01:15:29] WANTED TO TAKE A LOOK AT IN TERMS OF
[01:15:34] ALL THE MARITIME DIVISIONS,
[01:15:37] THE JOINT VENTURE. THIS IS THE HIGHEST
[01:15:40] SOURCE OF REVENUE, ISN'T IT? YES, IT'S
[01:15:44] THE HIGHEST SOURCE. THE WAY IT COMES
[01:15:47] ACROSS IS WE ACTUALLY GET THE NET INCOME
[01:15:49] SHOWS UP. AS YOU LOOK AT THIS SLIDE,
[01:15:51] YOU SEE JOINT VENTURE REVENUE. THAT'S
[01:15:54] ACTUALLY OUR SPLIT OF THE YEAR TO DATE.
[01:15:56] NET INCOME MINUS. THERE'S A COUPLE OF
[01:15:59] ADDITIONAL ENTRIES IN THERE, BUT IT'S
[01:16:02] THE CASH DISTRIBUTION THAT WE GET FROM
[01:16:04] THEM. YES, IT'S FROM OPERATING INCOME
[01:16:07] STANDPOINT, DEFINITELY THE HIGHEST OF
[01:16:10] ALL THE GROUPS. SO I'M JUST THINKING,
[01:16:13] LIKE, WE JUST DECIDE AN OPERATING
[01:16:16] AGREEMENT WITH THE ALLIANCE WITH REGARDS
[01:16:18] TO THE CBP BUILDING, AND THERE
[01:16:22] ARE OTHER OPPORTUNITIES POTENTIALLY,
[01:16:24] LIKE FOR ADD TO OWN
[01:16:28] OR OPERATE IS A WAREHOUSE,
[01:16:32] A NEAR DC WAREHOUSE FOR USE
[01:16:36] BY THE ALLIANCE. SO I'M
[01:16:40] JUST WANTING JUST FROM AN ACCOUNTING
[01:16:41] PERSPECTIVE. SO THE THE ALLIANCE
[01:16:45] WILL BENEFIT FROM THE REVENUE, WHICH
[01:16:47] WILL GET HALF OF, BUT THE EXPENSE OF
[01:16:49] THAT WILL SHOW UP IS JUST THE PORT OF
[01:16:52] SEATTLE, BUT IT WON'T SHOW UP ON THE IT
[01:16:55] WON'T SHOW UP AS A PART OF THE JOINT
[01:16:57] VENTURE. NO, WE TYPICALLY
[01:17:01] WILL CHARGE IF IT'S PART OF. SO YOU'VE
[01:17:05] GOT TWO DIFFERENT SETUPS. YOU HAVE
[01:17:08] ANYTHING THAT THE ALLIANCE GETS AND
[01:17:10] SPLIT 50 50 WITH US. ANY ASSOCIATED
[01:17:13] COSTS WE WILL TYPICALLY CHARGE TO THE
[01:17:15] ALLIANCE AS WELL. NOW, THERE ARE SOME OF
[01:17:19] THE COSTS THAT YOU SEE BELOW ON THIS
[01:17:20] SLIDE, THE EXPENSES DOWN BELOW. THESE
[01:17:23] ARE THESE ARE COSTS ASSOCIATED WITH
[01:17:25] BOTH, SOME AT THE PLACE WE'RE LEASING AT
[01:17:28] TERMINAL 46, BUT ALSO A LOT OF
[01:17:30] ENVIRONMENTAL COSTS THAT AREN'T ELIGIBLE
[01:17:34] TO CHARGE TO THE ALLIANCE PER OUR
[01:17:37] CHARTER, BUT THEY ARE COSTS ASSOCIATED
[01:17:40] WITH THOSE PROPERTIES IN THERE AS WELL.
[01:17:43] AN EXAMPLE WOULD BE COSTS ASSOCIATED
[01:17:47] WITH SOME OF THE TRAINING ON THE CRANES
[01:17:49] THAT WE PURCHASED AS WELL. OKAY.
[01:17:53] I JUST DON'T WANT TO PLUG THIS. SO THESE
[01:17:55] ARE ALL HOME PORT EXPENSES THAT WE INCUR
[01:17:58] THAT WE DON'T SHARE, AND THAT'S ALWAYS A
[01:18:01] TUG OF WAR. WHAT'S HOME PORT OR WHAT'S
[01:18:03] NOT? BUT THESE ARE STRAIGHT UP HOME PORT
[01:18:04] EXPENSES. SO WHAT I'M THINKING OF IS A

[01:18:06] PROPERTY THAT GENERATES REVENUE,
[01:18:10] BUT IT'S JUST A PORT OF SEATTLE ASSET,
[01:18:13] BUT IT'S GENERATING REVENUE TOWARDS
[01:18:17] ALLIANCE OPERATIONS. SO, I MEAN,
[01:18:21] SO WE WOULD SO WE WOULD
[01:18:24] BE LEASING THE PROPERTY OR SOMETHING,
[01:18:26] LIKE TO THE ALLIANCE, OR I'M JUST
[01:18:28] WONDERING, HOW WOULD THAT SHOW UP IF WE
[01:18:31] WERE TO WOULD IT JUST BE LIKE THE EDD
[01:18:34] DIVISION ISSUES, OR IS THERE A WAY TO
[01:18:37] ACTUALLY REFLECT ANY OFF SITE
[01:18:40] INVESTMENTS THAT WE MAKE THAT DIRECTLY
[01:18:43] BENEFIT ALLIANCE OPERATIONS?
[01:18:50] INSIGHT ON THAT, JUST IN TERMS OF
[01:18:52] BECAUSE I WANT TO MAKE IT CLEAR THAT
[01:18:55] THERE'S GREAT WAYS IN WHICH THE PORT CAN
[01:18:57] BENEFIT DIRECTLY FROM THE ALLIANCE, BUT
[01:19:00] SEPARATE FROM THE ALLIANCE. WELL,
[01:19:03] I THINK WE'RE IN A BIT OF UNCHARTED
[01:19:05] WATERS. I WOULD SPECULATE IF WE BOUGHT A
[01:19:09] PIECE OF PROPERTY AND IT
[01:19:12] WAS FOR THE ALLIANCES USE,
[01:19:16] WE PROBABLY LICENSE IT OR LEASE IT IN
[01:19:19] SOME WAY TO THEM, AND THAT WOULD THEN
[01:19:22] WASH THROUGH. BUT IT WOULD BE A HOME
[01:19:23] IMPORTANT RESPONSIBILITY, IN MY VIEW,
[01:19:26] TO PURCHASE OR REQUIRE CONTROL THE
[01:19:28] PROPERTY, BUT WE WOULDN'T JUST PUT IT
[01:19:30] INTO THE MIX FOR THE ALLIANCE WITH NO
[01:19:32] CONSIDERATION IS MY POINT.
[01:19:36] I WAS TRYING TO SEE HOW IT WOULD SHOW UP
[01:19:38] ON THE SPREADSHEET. IT WOULD BE
[01:19:41] REVENUE THAT WE WOULD GARNER FROM THE
[01:19:44] ALLIANCE. THAT WOULD BE,
[01:19:48] I DON'T KNOW. THAT WOULD THEN BE SPLIT
[01:19:50] WITH THE TACOMA IF WE BOUGHT THE
[01:19:54] PROPERTY. ANYWAY, IT'S A LITTLE
[01:19:55] THEORETICAL AND MAYBE UNCHARTED
[01:19:57] PROPERTY, BUT WE JUST HAD THAT
[01:19:59] CONVERSATION IN THE RETREAT WHERE IT
[01:20:02] SEEMS LIKE SINCE WE HAVE THE HOME PORT
[01:20:05] REAL ESTATE IN OUR BACKYARD, WE SHOULD
[01:20:07] BE EXPLORING OPPORTUNITIES LIKE THIS. I
[01:20:09] JUST WANT TO KNOW IF THIS IS AS
[01:20:11] LUCRATIVE PATH FORWARD IS. IT JUST
[01:20:14] APPEARS TO ME AND DAN, DID YOU HAVE
[01:20:17] SOMETHING TO WEIGH IN ON HERE? YEAH, I
[01:20:19] WAS JUST GOING TO ADD COMMISSIONER, I
[01:20:21] THINK IS DAVE ALLUDED TO SOME OF THIS IS
[01:20:23] UNCHARTED WATERS. I THINK IT'S GOING TO
[01:20:24] DEPEND ON THE SPECIFIC TYPE OF A
[01:20:26] TRANSACTION, WHETHER IT WAS THE PURCHASE
[01:20:28] OF A NEW PROPERTY VERSUS LEASING OF AN
[01:20:32] EXISTING PROPERTY. I THINK THE DEFAULT
[01:20:33] ON AN EXISTING PROPERTY, THE REVENUE
[01:20:35] WOULD PROBABLY GO TO THAT BUSINESS UNIT,
[01:20:38] FOR EXAMPLE, IF IT'S COMMERCIAL REAL
[01:20:40] ESTATE, IT WOULD PROBABLY GO TO THE
[01:20:42] PORTFOLIO MANAGEMENT. SO I DON'T
[01:20:46] THINK WE HAVE ALL THE ANSWERS TO THESE
[01:20:48] BECAUSE THIS IS KIND OF NEW AND
[01:20:50] DIFFERENT. SO WE'LL PROBABLY HAVE TO
[01:20:52] LOOK AT EACH OF THESE TYPES OF

[01:20:53] TRANSACTIONS AS THEY COME ALONG AND TRY
[01:20:56] TO FIGURE OUT THE BEST ACCOUNTING
[01:20:58] TREATMENT. YEAH, WELL, I GUESS I WOULD
[01:21:00] JUST LIKE TO LOOK TO YOU GUYS TO SEE
[01:21:02] WHAT IS THE BEST WAY FOR US TO STRUCTURE
[01:21:04] IT FOR OUR BENEFIT AND TELL US HOW
[01:21:09] THAT MIGHT BE ABLE TO BE DONE IN A WAY
[01:21:11] THAT WE CAN HAVE THAT JOINT
[01:21:14] BENEFIT, BUT LEVERAGING OUR RESOURCES
[01:21:18] ANYWAY. OKAY. THANK YOU.
[01:21:23] THANKS, MR. FELLEMAN NOW WE'LL
[01:21:26] MOVE ON TO THE ECONOMIC DEVELOPMENT
[01:21:28] VISION. EXCELLENT REVENUES
[01:21:34] ARE FORECASTED ABOUT 1.3 MILLION BELOW
[01:21:36] BUDGET AT THE CONFERENCE AND EVENT
[01:21:39] CENTER IN BELL STREET GARAGE. ON A GOOD
[01:21:41] NOTE, WE DID GET ENOUGH TRAFFIC FOR THE
[01:21:43] FIRST MONTH OF CONCESSION REVENUE OR
[01:21:46] BASICALLY VARIABLE REVENUE AT THE
[01:21:48] GARAGE, AND WE'RE HOPING TO SEE THAT
[01:21:50] TREND CONTINUE THROUGH THE BACK HALF OF
[01:21:52] THE YEAR. ON THE OPERATING EXPENSE SIDE,
[01:21:55] WE ANTICIPATE SAVINGS AND VARIABLE
[01:21:57] CONFERENCE CENTER EXPENSES AND DEFERRING
[01:22:01] ABOUT 300,000 DOLLARS OF WASHINGTON
[01:22:04] TOURISM ALLIANCE SPEND TO EARLY 2022.
[01:22:08] MAINTENANCE IS EXPECTED TO BE
[01:22:10] UNFAVORABLE DUE TO THE ALLOCATION THAT I
[01:22:12] MENTIONED EARLIER, AND SEVERAL
[01:22:16] HIGHLIGHTS FOR THE QUARTER INCLUDE
[01:22:17] EXECUTION OF THE TERMINAL 106 GROUND
[01:22:20] LEADS CONTINUED PROGRESS ON RENT
[01:22:23] DEFERRAL PROGRAM WITH SIX ADDITIONAL
[01:22:25] TENANTS PAID OFF, LEAVING 13 LEFT IN THE
[01:22:28] PROGRAM. AND ALSO THERE WAS SIGNIFICANT
[01:22:32] GROWTH AND PROPORTIONS OF BOTH WMBE AND
[01:22:34] SMALL BUSINESS SPEND IN THE QUARTER.
[01:22:37] NEXT SLIDE PLEASE.
[01:22:41] HERE WE CAN SEE YEAR TO DATE, NET INCOME
[01:22:44] IS ABOUT 380,000 UNFAVORABLE THE BUDGET
[01:22:47] AND 269,000 LOWER THAN 2020.
[01:22:50] MOST OF THIS IS DRIVEN BY COVID 19
[01:22:53] IMPACTS OF THE CONFERENCE CENTERS AND
[01:22:55] BELL STREET GARAGE. CAPITAL SPEND
[01:22:59] IS FORECASTED AT 71% OF BUDGET WITH
[01:23:03] MUCH OF THAT VARIANCE DUE TO THE EXPENSE
[01:23:06] PORTION OF THE BELL HARBOR MODERNIZATION
[01:23:08] PROJECT ADDED TO THE BUDGET. YET IT WAS
[01:23:11] ACTUALLY APPLIED AS AN EXPENSE AT THE
[01:23:13] END OF 2020 AND THAT CONCLUDES
[01:23:17] THE SEAPORT SIDE, IF ANY QUESTIONS
[01:23:20] OTHERWISE. BYE.
[01:23:23] I'LL HAND IT UP TO MICHAEL. THANK YOU,
[01:23:26] KELLY. GOOD AFTERNOON. NEXT SLIDE
[01:23:28] PLEASE.
[01:23:36] FOR CENTRAL SERVICES, WE ARE FORECASTING
[01:23:40] A 1,900,000 FAVORABLE BUDGET VARIANCE
[01:23:43] ON OPERATING REVENUES DUE TO UNBUDGETED
[01:23:46] FOR FEATURES REVENUE FROM THE POLICE
[01:23:48] DEPARTMENT. ON THE EXPENSE SIDE, EVEN
[01:23:51] THOUGH WE EXPECT MOST CENTRAL SERVICES
[01:23:53] DEPARTMENTS WILL COME IN BELOW BUDGET
[01:23:56] THIS YEAR, WE ARE FORECASTING A

[01:23:58] 1,200,000 UNFAVORABLE BUDGET VARIANCE MAINLY
[01:24:01] DUE TO THREE REASONS. FIRST, WE ADD A
[01:24:04] BUDGETED 2,000,000 TO THE EM4 CARS
[01:24:08] UP TO YOUR APPROVAL OF THE ADDITIONAL
[01:24:10] OPPORTUNITY OF INITIATIVE SPENDING IN
[01:24:13] MAY. THE SECOND BUSINESS THAT STILL TO
[01:24:16] SOME OF THE BUDGETED OUTSIDE LEGAL
[01:24:18] EXPENSES. AND THE THIRD REASON IS THAT
[01:24:21] WE HAVE LOWER CHARGES TO CAPITAL
[01:24:23] PROJECTS THAN BUDGETED IN BOTH
[01:24:25] ENGINEERING AND PCS. SO ON THE
[01:24:29] RIGHT HAND SIDE IS A SEVERAL BUSINESS
[01:24:32] HIGHLIGHT. YOU CAN FIND MORE IN THE
[01:24:35] WRITTEN REPORT IN YOUR PACKAGE. I WILL
[01:24:38] TALK ABOUT THE 2,000,000 OPPORTUNITY YOU
[01:24:40] IN THE SHIP, SOME OF YOU AND THE PORT
[01:24:43] LEADERS JOIN WASHINGTON STATE LEADERS IN
[01:24:47] THE CLIMATE BILL SIGNING, WHICH INCLUDE
[01:24:50] GREENFIELD STANDARD. IT'S ALSO WORTH TO
[01:24:53] NOTE THAT THE PORT PARTICIPATED IN THE
[01:24:56] CONSTRUCTION TRADE OUTREACH EVENTS TO
[01:24:58] ENCOURAGE MORE PARTICIPATION OF WOMEN
[01:25:01] AND PEOPLE OF COLOR IN CONSTRUCTIONS
[01:25:06] APPRENTICESHIP PROGRAMS. NEXT SLIDE
[01:25:09] PLEASE. THE YEAR
[01:25:14] TO THE FINANCIAL NUMBERS ARE QUITE GOOD
[01:25:16] FOR CENTRAL SERVICES COMPARED TO THE
[01:25:18] BUDGET, TOTAL OPERATING REVENUES ARE 1.9
[01:25:21] MILLION HIGHER THAN THE BUDGET AND
[01:25:24] 355,000 HIGHER THAN THE SAME PERIOD
[01:25:27] LAST YEAR. TOTAL OPERATING EXPENSES OF
[01:25:30] 3.1 MILLION FAVORABLE TO THE BUDGET AND
[01:25:34] 385,000 LESS THAN LAST YEAR.
[01:25:37] THE 3,100,000 FAVOR BUDGET VARIANCE IN
[01:25:41] TOTAL OPERATING EXPENSES IS DUE TO DELAY
[01:25:43] IN CONSCIOUS SPENDING AND HIRING. THE
[01:25:47] FAVORABLE BUDGET AREAS IS POSSIBLY OFFSET
[01:25:51] BY SOME UNBUDGETED OUTSIDE LEGAL
[01:25:53] SERVICES AND LOWER CHARGE TO CAPITAL
[01:25:56] PROJECTS. NEXT SLIDE PLEASE.
[01:26:00] SO THESE ARE THE ESSENTIAL SERVICE
[01:26:02] NUMBERS. NOW LET'S MOVE TO PORT WIDE
[01:26:06] FINANCIAL. NEXT SLIDE
[01:26:09] PLEASE. FOR THE FIRST HALF THE
[01:26:13] YEAR, TOTAL OPTING REVENUES, 46,000,000
[01:26:17] UNFAVORABLE TO THE BUDGET AND 10
[01:26:19] 10,000,000 LOWER THAN 2020 TOTAL
[01:26:24] OPERATING EXPENSES, 30,000,000 FAVORABLE TO
[01:26:26] THE BUDGET AND 2,000,000 LOWER THAN
[01:26:29] 2020 DUE TO LOWER PAYROLL COSTS.
[01:26:32] AS A REMINDER, WE HAVE FROZEN AND
[01:26:34] ELIMINATED A TOTAL 167 FT
[01:26:38] IN THE 2021 BUDGET. SO THE SIGNIFICANT
[01:26:42] BUDGET SAVING THERE. ALSO THAT THIS
[01:26:44] QUESTION WERE SPENDING IS ALSO LOWER
[01:26:47] THAN LAST YEAR DUE TO ALL THE BUDGET
[01:26:48] REDUCTION EFFORT THAT WE PUT INTO THE
[01:26:50] 2021 BUDGET LAST YEAR.
[01:26:53] NET OPERATING INCOME BE 40 [inaudible 01:26:58]
[01:26:58] 33,000,000 UNFAVORABLE TO THE BUDGET AND
[01:27:01] 8,300,000 LOWER THAN LAST YEAR.
[01:27:04] NEXT SLIDE, PLEASE. SO FOR
[01:27:08] THE FULL YEAR BEFORE COSTING THE TOTAL

[01:27:11] OPERATING REVENUES TO BE 170,000,000
[01:27:14] UNFAVORABLE TO THE BUDGET, BUT
[01:27:16] 62,000,000 HIGHER THAN LAST YEAR.
[01:27:19] AGAIN, IT'S IMPORTANT TO NOTE THAT THE
[01:27:22] FEDERAL WE LIVE HELP OFFSET 107,000,000
[01:27:26] OF OUR NAUTICAL REVENUE FOR 2021. AS
[01:27:29] BORGAN POINTED OUT ONLY EARLIER ON THE
[01:27:33] EXPRESSES SIDE, WE ARE FORECASTING 1,900,000
[01:27:37] UNFAVORABLE VARIANCE TO THE BUDGET AND
[01:27:40] THEN ALSO 16,000,000 HIGHER
[01:27:43] THAN LAST YEAR. IT'S IMPORTANT TO NOTE
[01:27:46] THAT THE PORT ALSO GET 17.2 MILLION
[01:27:50] STATE PENSION CREDIT LAST YEAR. SO IF WE
[01:27:53] ADJUST FOR THE 17.2 PENSION STATE
[01:27:56] PENSION CREDIT, THE OPERATING EXPENSES
[01:27:59] FORECAST WOULD HAVE BEEN 600,000 LOWER
[01:28:02] THAN LAST YEAR. NEXT SLIDE,
[01:28:06] PLEASE. LAST BUT NOT LEAST IS
[01:28:10] THE PORTWIDE CAPITAL SPENDING SUMMARY.
[01:28:12] THE TOTAL CAPITAL SPENDING WAS
[01:28:14] 212,000,000 FOR THE FIRST HALF OF THE
[01:28:17] YEAR. FOR THE FULL YEAR, WE EXPECT TO
[01:28:20] SPEND A TOTAL OF OVER 495,000,000,
[01:28:24] WHICH IS 92% OF THE BUDGET THIS
[01:28:27] YEAR. THAT CONCLUDE OUR PRESENTATION.
[01:28:31] I LIKE TO NOTE THAT THERE ARE MORE
[01:28:34] SLIDES IN APPENDIX AND THAT WILL PROVIDE
[01:28:37] MORE INFORMATION TO YOU. AND ALSO YOU
[01:28:40] CAN FIND MORE INFORMATION FROM THE
[01:28:42] WRITTEN REPORT IN YOUR PACKAGE. SO WITH
[01:28:44] THAT, WE'LL BE HAPPY TO ANSWER ANY
[01:28:46] FURTHER QUESTIONS THAT YOU MIGHT HAVE.
[01:28:48] THANK YOU.
[01:28:51] YOU'RE ON MUTE. MR. COMMISSION PRESIDENT.
[01:28:54] APOLOGIES. AND LET ME KNOW WHEN YOU WANT
[01:28:56] ME TO CALL ROLL REQUEST, PLEASE. COULD
[01:28:58] YOU? THE VERY FULL PRESENTATION. QUITE
[01:29:02] SUCCINCT FOR HOW MUCH INFORMATION YOU
[01:29:03] PROVIDED. SO THANK YOU VERY MUCH. SO
[01:29:06] CLERK HART, CAN YOU JUST GO AROUND THE
[01:29:08] ROOM ONCE WILL BE BEGINNING WITH
[01:29:10] COMMISSIONER BOWMAN FOR QUESTIONS. NO
[01:29:12] QUESTIONS AT THE MOMENT. THANK YOU.
[01:29:14] THANK YOU, COMMISSIONER CALKINS. NONE FOR
[01:29:17] ME EITHER. THANK YOU, COMMISSIONER CHO.
[01:29:20] I'M GOOD TOO. THANKS, MICHAEL. MR.
[01:29:24] STEINBRUECK, LET ME OPEN HER
[01:29:28] UP THERE. YEAH, THIS IS REALLY MORE A
[01:29:30] CRYSTAL BALL QUESTION THAT I DON'T
[01:29:32] EXPECT ANYBODY TO HAVE A REAL ANSWER
[01:29:34] FOR. THERE IS
[01:29:38] A HISTORY OF CYCLICAL NATIONAL
[01:29:41] RECESSIONS. LAST YEAR WAS
[01:29:44] AN ANOMALY. OBVIOUSLY IT WAS AN
[01:29:48] INDUCED RECESSION PERIOD, IF YOU WILL.
[01:29:52] AND THE ECONOMY SEEMS TO BE CLIMBING
[01:29:55] OUT OF IT IN MANY AREAS, BUT NOT AT ALL.
[01:29:59] WHAT DO OUR ECONOMIC
[01:30:03] FORECASTERS SEE IN THE
[01:30:06] FUTURE? AS FAR AS THE POTENTIAL
[01:30:12] RETURN TO A RECESSIONARY CYCLE,
[01:30:18] IT CAN'T ALL BE ROSY FOREVER.
[01:30:21] OKAY,

[01:30:24] WELL, I CAN PERHAPS TAKE A STAB WITH
[01:30:26] THAT. OBVIOUSLY NO CRYSTAL BALL IS
[01:30:28] PERFECT. AT LEAST FROM WHAT I CAN SEE
[01:30:31] RIGHT NOW, NO ONE IS PROJECTING AN
[01:30:34] IMMINENT RECESSION. I THINK WE'RE STILL
[01:30:37] EXPECTED TO REMAIN IN RECOVERY.
[01:30:39] OBVIOUSLY, A LOT HAS. TYPICALLY
[01:30:41] RECESSIONS ARE CAUSED BY EITHER SOME
[01:30:43] SIGNIFICANT EXTERNAL SHOCKS LIKE OIL
[01:30:45] PRICES OR IMBALANCES THAT BUILD
[01:30:48] UP WITHIN THE ECONOMY, HIGH INTEREST
[01:30:51] RATES AND THE FED'S ACTIONS TO RATHER
[01:30:56] HIGH INFLATION AND THE FEDERAL RESERVE
[01:30:58] ACTIONS TO REDUCE INFLATION BY RAISING
[01:31:01] INTEREST RATES. SOMETIMES THEY OVERREACH
[01:31:03] RAISE INTEREST RATES TOO HIGH, AND THAT
[01:31:06] CAN TRIGGER RECESSION. SO THERE'S
[01:31:07] MULTIPLE FACTORS. SO I THINK IT'S
[01:31:11] FAIR TO SAY THERE WILL BE A RECESSION IN
[01:31:13] THE FUTURE. THE QUESTION IS WHEN. BUT AS
[01:31:16] FAR AS I CAN SEE, I DON'T BELIEVE ANYONE
[01:31:18] IS FORECASTING ONE IN THE NEAR TERM,
[01:31:21] ABSENT SOME SIGNIFICANT SHOCK,
[01:31:24] THERE'S NO REAL INDICATION OF ANY COMING
[01:31:27] RECESSION IN THE TREND LINE. IS IT THE
[01:31:30] OPPOSITE? ARE WE STILL LIKE IN THIS
[01:31:34] ROBUST RECOVERY? I KNOW CERTAINLY DEMAND
[01:31:38] IS WAY UP FOR CONSUMER GOODS AND OTHER
[01:31:41] THINGS. BUT WHAT ABOUT
[01:31:45] THE IMPACT OF INFLATION WHICH SEEMS TO
[01:31:47] BE RISING NOW? WELL, AND CLEARLY
[01:31:51] THAT'S A CONCERN, AND THE RECENT
[01:31:54] INFLATION NUMBERS HAVE BEEN EXTREMELY
[01:31:56] HIGH. THERE IS ALSO SOME CONSENSUS
[01:31:59] WITHIN ECONOMISTS THAT SPIKE IS
[01:32:04] SOMEWHAT TEMPORARY DRIVEN BY SUPPLY
[01:32:06] IMBALANCES AS WE'VE GONE INTO THE
[01:32:08] RECOVERY SHORTAGES, THE MOST RECENT
[01:32:12] NUMBERS, THE CPI INFLATION, A LARGE
[01:32:14] CHUNK OF THAT WAS ACTUALLY USED CAR
[01:32:16] PRICES MADE UP A LARGE PORTION OF THAT
[01:32:18] RECENT SPIKE IN THE CPI. SO I THINK MOST
[01:32:21] ECONOMISTS EXPECT THAT CPI WILL MODERATE
[01:32:24] SOMEWHAT. IT WON'T STAY QUITE AS HIGH AS
[01:32:27] IT'S BEEN LATELY, BUT THEY PROBABLY WILL
[01:32:29] REMAIN SOMEWHAT ELEVATED COMPARED TO THE
[01:32:31] RECENT PAST. OKAY. THANK YOU, DAN.
[01:32:36] THANK YOU, COMMISSIONER STEINBRUECK, MOVING TO
[01:32:38] COMMISSIONER FELLEMAN QUESTION. DAN,
[01:32:41] YOU ARE SO BOLD TO SUGGEST THAT THERE
[01:32:43] MIGHT BE A RECESSION IN THE FUTURE, A
[01:32:45] MISTAKE THAT WAS A REAL
[01:32:49] TOUGH FORECAST THERE. SO THANK YOU FOR
[01:32:51] YOUR INSIGHTS ON THAT. I JUST WANT TO
[01:32:53] JUST REITERATE MY DESIRE FOR US TO LOOK
[01:32:56] A LITTLE STRATEGICALLY ABOUT HOW THE
[01:32:59] PORT CAN REALLY LEVERAGE OUR POSITION
[01:33:03] WITH REGARDS TO OUR OPERATIONS IN THE
[01:33:06] CONTAINER BUSINESS. AND IT JUST SEEMS
[01:33:08] LIKE WITH T-5 COMING ONLINE AND THE
[01:33:11] DEMAND BEING HIGHER THAN EVER RIGHT NOW,
[01:33:14] IT JUST SEEMS LIKE THERE'S A HUGE
[01:33:16] POTENTIAL TO LEVERAGE OUR REAL ESTATE

[01:33:19] POSITION WITH THAT OF THE DEMANDS FOR
[01:33:24] PLACES TO PUT CANS. AND SO ANYWAY,
[01:33:28] THAT'S THE PRIMARY DESIRE US TO SEE IF
[01:33:30] WE CAN COME UP WITH SOME STRATEGIC PLAN
[01:33:33] IN THAT REGARD. HAVING SAID THAT,
[01:33:36] I BELIEVE WE HAVE GOTTEN THROUGH THE
[01:33:40] LARGEST PRESENTATION OF THE DAY AND WE
[01:33:44] CAN MOVE FORWARD. UNLESS IS ANYTHING
[01:33:47] YOU'D LIKE TO CONCLUDE WITH EXECUTIVE
[01:33:49] METRUCK? NO, I THINK I APPRECIATE THOSE
[01:33:53] QUESTIONS. AND LOOKING FORWARD, OF
[01:33:55] COURSE, WE HAVE NO PERFECT CRYSTAL BALL.
[01:33:57] BUT DAN OUTLINED, YOU KNOW, AT LEAST WE
[01:34:00] SEE THE DEMAND INCREASING,
[01:34:04] BUT WE DON'T KNOW THERE'S UNCERTAINTY
[01:34:05] RELATED TO THE IMPACT AND OTHER MEASURES
[01:34:08] THAT WERE IN PLACE WITH THE COVID. AND
[01:34:11] THEN ARE THOSE GOING COMING BACK WITH
[01:34:14] THE DELTA VARIANT AND OTHER RESPONSES?
[01:34:16] SO STILL WE SEE THOSE THE
[01:34:20] DEMAND IS DEFINITELY THERE. THE QUESTION
[01:34:22] IS, WILL THERE BE OTHER MEASURES THAT
[01:34:23] IMPACT THOSE GOING FORWARD? ANYWAY,
[01:34:27] THANKS FOR THOSE QUESTIONS. AND THANKS
[01:34:29] FOR THE PRESENTATION FROM THE STAFF ON
[01:34:31] THAT. THANK YOU. ALL RIGHT. SO NOW
[01:34:34] MOVING ON IN THE AGENDA, WE HAVE FOUR
[01:34:36] NEW BUSINESS ITEMS TODAY. CLERK HART,
[01:34:39] PLEASE READ THE NEXT ITEM INTO THE
[01:34:40] RECORD AND THEN WE'LL HEAR FROM
[01:34:41] EXECUTIVE METRUCK TO INTRODUCE THEM.
[01:34:45] THANK YOU, MR. COMMISSION PRESIDENT.
[01:34:46] THIS IS AGENDA ITEM 10. A INTRODUCTION
[01:34:49] OF RESOLUTION NUMBER 3-7-9-1 AMENDING
[01:34:51] RESOLUTION NUMBER 3-7-7-0, WHICH ADOPTED
[01:34:55] THE CHARTERS OF THE COMMISSION STANDING
[01:34:56] COMMITTEES BY FURTHER AMENDING THE
[01:34:58] ENERGY AND SUSTAINABILITY COMMITTEE
[01:35:00] CHARTER TO CHANGE THE NAME OF THE
[01:35:02] COMMITTEE TO THE SUSTAINABILITY,
[01:35:04] ENVIRONMENT AND CLIMATE COMMITTEE
[01:35:07] COMMISSIONERS. RENAMING THE ENERGY AND
[01:35:09] SUSTAINABILITY COMMITTEE TO THE
[01:35:11] SUSTAINABILITY, ENVIRONMENT AND CLIMATE
[01:35:13] COMMITTEE MORE ACCURATELY REFLECTS THE
[01:35:15] COMMITTEE SCOPE OF WORK AND WHERE OUR
[01:35:17] PRIORITIES LIES IN ORGANIZATION.
[01:35:19] COMMISSION SPECIALIST ERICA CHUNG WILL
[01:35:21] BRIEFLY DISCUSS THE RECOMMENDATION OF
[01:35:23] THE COMMITTEE. OKAY. THANK YOU.
[01:35:26] EXECUTIVE DIRECTOR METRUCK. GOOD
[01:35:29] AFTERNOON, PRESIDENT FELLEMAN. AND
[01:35:31] COMMISSIONERS. MY NAME IS ERICA CHUNG,
[01:35:33] COMMISSION SPECIALIST FOR THE COMMISSION
[01:35:35] OFFICE. THE RESOLUTION BEFORE YOU IS
[01:35:37] BROUGHT TO YOU AT THE RECOMMENDATION OF
[01:35:39] THE ENERGY AND SUSTAINABILITY COMMITTEE,
[01:35:41] WHICH MET ON JULY 20TH 2021.
[01:35:44] THE COMMITTEE IS RECOMMENDING CHANGED
[01:35:46] THE NAME TO SUSTAINABILITY, ENVIRONMENT
[01:35:49] AND CLIMATE COMMITTEE COMMITTEE TO MORE
[01:35:52] FULLY REFLECT THE BREADTH OF THE WORK
[01:35:54] UNDER THE PURVIEW OF THE COMMITTEE.

[01:35:56] MEMBERS OF THE COMMITTEE ARE ALSO
[01:35:57] PRESENT TODAY AND CAN SPEAK FURTHER TO
[01:36:00] THE RECOMMENDATION. THANK YOU. AND THAT
[01:36:02] CONCLUDES MY PRESENTATION. THANK YOU.
[01:36:06] I WOULD EITHER COMMISSIONER STEINBRUECK OR
[01:36:09] BOWMAN OR BOTH LIKE TO SAY SOMETHING?
[01:36:12] SURE. WOULD I HAVE A FEW REMARKS
[01:36:16] TO SHARE WITH COMMISSIONERS AND MEMBERS OF
[01:36:19] THE PUBLIC WATCHING ON A FIRST SAY,
[01:36:23] AS PRESIDENT FELLEMAN MENTIONED IN HIS
[01:36:25] OPENING REMARKS REFERENCING YESTERDAY'S
[01:36:28] UNITED NATIONS IN YOUR GOVERNMENTAL
[01:36:30] PANEL ON CLIMATE CHANGE, WHICH RELEASED
[01:36:34] A REPORT IN CLIMATE CHANGE, A CODE RED
[01:36:37] FOR HUMANITY. AND IT INDEED IS SO
[01:36:40] AS A PORT,
[01:36:43] INCREASING PORT ACTIVITIES WORLDWIDE
[01:36:47] IN THE TRANSPORTATION SECTOR PRIMARILY
[01:36:50] COME WITH AN ENVIRONMENTAL BURDEN THAT
[01:36:52] NEEDS TO BE MITIGATED THROUGH A MORE
[01:36:55] SUSTAINABLE AND EFFICIENT OPERATIONAL
[01:36:57] MODEL. WE ARE THE CONNECTING NODES OF
[01:37:00] GLOBAL TRADE AROUND THE WORLD, AND THE
[01:37:03] WORLD CANNOT MOVE TOWARD GREATER
[01:37:06] SUSTAINABILITY WITHOUT THE PORTS.
[01:37:08] THE TWO GO HAND IN HAND. SO AS
[01:37:13] WE HEAR AS WE DID TODAY FROM MANY
[01:37:16] MEMBERS OF THE PUBLIC AND ADVOCATES
[01:37:18] URGING GREATER EFFORTS BE MADE TOWARDS
[01:37:22] CLIMATE PROTECTION SPECIFIC TO REDUCING
[01:37:25] GREENHOUSE GASES, WE ARE REFLECTIVE
[01:37:29] ABOUT THAT ALL THE TIME, AND WE ARE
[01:37:31] FOREVER TRYING TO WORK HARDER AND TO
[01:37:35] DO BETTER. BUT IT'S NOT A SIMPLE
[01:37:37] SOLUTION OF JUST TRYING TO CURTAIL
[01:37:39] FLIGHTS AT SEATAC OR HALTING SHIPS COMING
[01:37:44] TO AND FROM PORTS OF ASIA AND OTHER FAR
[01:37:47] FETCHED COUNTRIES. THAT IS SIMPLY
[01:37:51] NOT A TENABLE ANSWER AT THIS TIME.
[01:37:54] THE PORT ACCOMMODATES THE DEMAND THAT
[01:37:57] THE PUBLIC PLACES ON TRANSPORTATION
[01:38:01] SYSTEMS AS THEY BUY MORE AND FLY MORE,
[01:38:04] AND YOU CAN'T SIMPLY FLICK THE SWITCH
[01:38:07] AND TURN THAT OFF. BUT WE CANNOT DO MUCH
[01:38:10] MORE AND ACCELERATE OUR EFFORTS.
[01:38:14] AND I KNOW THAT THERE IS GROWING
[01:38:16] INTEREST ON THE PORT OF POOR
[01:38:17] COMMISSIONERS TO DO JUST THAT. SO WITH
[01:38:22] THAT SAID, THE BEST RESPONSE IS TO MOVE
[01:38:25] AHEAD AND MOVE MORE QUICKLY, BUT WITH AN
[01:38:28] ABSOLUTE COMMITMENT TO MEETING OUR
[01:38:31] GOALS TO BE THE CLEANEST AND GREENEST
[01:38:33] PORT IN NORTH AMERICA. AND I THINK WE'RE
[01:38:36] WORKING HARDEST AT DOING JUST THAT.
[01:38:38] MUCH OF THIS WORK HAS BEGUN. WE CAME
[01:38:42] CLOSE TO ACHIEVING OUR GREENHOUSE GAS
[01:38:44] REDUCTION TARGETS, AND AS WE MOVE AHEAD
[01:38:47] AND ACHIEVE ONE MILESTONE, WE MAKE
[01:38:50] ANOTHER TO CONTINUE TO MOTIVATE
[01:38:53] OURSELVES. TO GO FURTHER. WE'VE MADE
[01:38:57] SIGNIFICANT INVESTMENTS IN CLEANER
[01:38:59] ENERGY, AND THIS IS NOT TOKEN, AND IT IS
[01:39:02] CERTAINLY NOT GREEN WASHING. WE ARE

[01:39:05] TRANSITIONING OUR INFRASTRUCTURE AND
[01:39:07] FACILITIES TO BE GREENER AND TO USE
[01:39:10] CLEAN ENERGIES. WE'VE PRESSURED
[01:39:14] OUR TENANTS AT THE AIRPORT AND SEAPORT
[01:39:16] TO DO THE SAME AND TO DO MORE. WE WILL
[01:39:20] USE OUR INFLUENCE WORLDWIDE
[01:39:24] IN THE ORGANIZATIONS INVOLVED IN AREAS
[01:39:28] OF CLIMATE PROTECTION IN PARTICULAR AND
[01:39:30] SHIPPING AND AVIATION. SO TODAY
[01:39:34] IT IS WITH MY PLEASURE
[01:39:37] THAT THE ENERGY AND SUSTAINABILITY
[01:39:40] COMMITTEE, WHICH HAS FUNCTIONED
[01:39:41] EXTREMELY WELL IN THE PRECEDING YEARS
[01:39:44] AND HAS KEPT A STEADY HAND ON A TILLER
[01:39:48] TOWARD BECOMING MORE SUSTAINABLE AND
[01:39:50] GREENER. WE RECOMMEND ALONG MY
[01:39:54] COLLEAGUE, PORT COMMISSIONER STEPHANIE
[01:39:57] BOWMAN, AND I, CO-CHAIR THAT THE
[01:40:00] COMMITTEE NAME CHANGED TO
[01:40:02] SUSTAINABILITY, ENVIRONMENT AND CLIMATE
[01:40:05] COMMITTEE TO BETTER DESCRIBE AS OUR
[01:40:09] EXECUTIVE DIRECTOR, SAID THE BROAD REACH
[01:40:13] OF EFFORTS THAT ARE BEING UNDERTAKEN
[01:40:15] ACROSS ALL DIVISIONS AT THE PORT.
[01:40:18] IT MAY SEEM LIKE JUST A NAME CHANGE,
[01:40:21] BUT IT IS BACKED BY VERY REAL
[01:40:23] INITIATIVES, AS I'VE MENTIONED,
[01:40:24] DIRECTED AT CLIMATE PROTECTION,
[01:40:26] GREENHOUSE GAS REDUCTION,
[01:40:28] SUSTAINABILITY AND ENVIRONMENTAL
[01:40:30] REMEDIATION. WE ARE INDEED IN A CODE
[01:40:34] RED CRISIS GLOBALLY, ACCORDING TO THE
[01:40:38] IPCC. SO ADDING CLIMATE GIVES ADDITIONAL
[01:40:42] EMPHASIS FOR WHAT WE ARE ALREADY
[01:40:44] COMMITTED TO DOING AND TO DO MORE AND TO
[01:40:48] BRING A GREATER SENSE OF URGENCY TO
[01:40:52] THOSE EFFORTS.
[01:40:55] WE CAN DO IT. WE'LL CONTINUE TO MOVE THE
[01:40:58] NEEDLE. I'M COMMITTED TO ADVANCING
[01:41:01] MEANINGFUL CHANGE, AS I KNOW MY
[01:41:03] COLLEAGUES ON THE COMMISSION AND STAFF
[01:41:06] ARE THE PORT OF SEATTLE, AND OUR STAFF
[01:41:08] ARE LEADING THE WAY IN MANY AREAS AND
[01:41:11] THERE IS MUCH MORE TO DO. SO WITH THAT,
[01:41:13] ENOUGH SAID, I'LL HEAD IT OFF TO
[01:41:16] COMMISSIONER BOWMAN.
[01:41:20] THANK YOU. I WILL BE VERY BRIEF. WE NEED
[01:41:23] TO DO MORE AND WE NEED TO DO IT SOONER
[01:41:25] IS COMMISSIONER STEINBRUECK SAID, THIS IS
[01:41:28] A COMMITTEE NAME CHANGE. I DON'T THINK
[01:41:30] WE NEED TO DISCUSS THAT TOO MUCH MORE,
[01:41:32] BUT I DO THINK WE NEED TO SEND THE
[01:41:33] MESSAGE I SENT HELP SEND THE MESSAGE
[01:41:36] THAT THIS COMMISSION IS ABSOLUTELY
[01:41:39] COMMITTED TO CARBON REDUCTION, CARBON
[01:41:41] SEQUESTRATION AND ENERGY EFFICIENCY
[01:41:44] THROUGHOUT EVERY SINGLE PORT OF SEATTLE
[01:41:46] OPERATION. AND I BELIEVE THAT OUR STAFF
[01:41:49] IS WITH US AND PERHAPS WE NEED TO BE
[01:41:51] PROVIDING MORE GUIDANCE WITH THAT, AND
[01:41:54] THIS COMMISSION INTENDS TO DO SO. SO I
[01:41:57] HOPE THAT OUR COLLEAGUES CAN SUPPORT THE
[01:41:59] SMALL CHANGE AND LET'S GET ON BOARD.

[01:42:01] THANK YOU. THANK YOU.
[01:42:03] COMMISSIONER STEINBRUECK AND BOWMAN, MR
[01:42:06] COMMISSION PRESIDENT, WOULD YOU LIKE ME TO
[01:42:08] CALL FOR OTHER QUESTIONS, PLEASE. THANK
[01:42:11] YOU. WE'LL GO TO COMMISSIONER CALKINS.
[01:42:15] NO, I'M SUPPORTIVE OF THE NAME CHANGE.
[01:42:18] I THINK IT'S A GOOD IDEA. I THINK WE
[01:42:21] NEED TO MAKE SURE THAT THE
[01:42:26] ACRONYM IS PRONOUNCED ORALLY TO THE WAY
[01:42:29] WE USE THAT ACCIDENT IN OTHER PLACES IN
[01:42:31] THE PORT. SO I WOULD ENCOURAGE US TO SAY
[01:42:34] SEAC BECAUSE THE AIRPORT IS SEA, BUT
[01:42:37] THAT'S A MINOR THING. THANKS FOR YOUR
[01:42:41] EFFORT ON THE COMMISSIONERS BOWMAN AND
[01:42:43] STEINBRUECK. THANK YOU. COMMISSIONER CALKINS
[01:42:47] MOVING TO COMMISSIONER CHO. YEAH. JUST A
[01:42:50] QUICK QUESTION FOR MY COLLEAGUES, I
[01:42:51] GUESS, WAS THE WAS THE POINT TO NARROW
[01:42:55] THE FOCUS OF THE COMMITTEE OR SPECIFY OR
[01:42:58] TO BROADEN IT? BECAUSE, IN MY VIEW,
[01:43:01] SUSTAINABILITY, ENVIRONMENT AND CLIMATE
[01:43:04] ARE KIND OF REDUNDANT. SO I'D LIKE SOME
[01:43:07] CLARITY IN TERMS OF AND WE'VE TAKEN OUT
[01:43:09] ENERGY. THE SUSTAINABILITY
[01:43:12] GOES WELL BEYOND CLIMATE PROTECTION.
[01:43:15] IT'S HOW WE LIVE, IT'S HOW WE USE
[01:43:18] MATERIALS, IT'S AVOIDING WASTE AND MANY
[01:43:22] OTHER THINGS. AND ENVIRONMENTAL
[01:43:24] REMEDIATION CERTAINLY SUPPORTS
[01:43:27] CLIMATE PROTECTION, TREE PLANNING,
[01:43:30] HABITAT RESTORATION, WATER QUALITY,
[01:43:33] ADDRESSING OCEAN ACIDIFICATION. I DON'T
[01:43:37] SEE IT AS REDUNDANT AT ALL. AND I SEE IT
[01:43:39] AS BEING MORE INCLUSIVE AND LESS
[01:43:44] NARROWLY DEFINED BY SIMPLY
[01:43:47] SUSTAINABILITY AND ENERGY.
[01:43:50] ENERGY. WHAT'S THAT? IT COULD BE ANY
[01:43:53] KIND OF ENERGY. MAYBE WE'RE LOOKING TO
[01:43:57] PRODUCE MORE FOSSIL FUELS, SOMEBODY
[01:43:59] MIGHT THINK, AND EXPANDING OUR ENERGY
[01:44:02] PORTFOLIO. SO FOR ME, IT NEEDED
[01:44:05] BETTER DEFINITION AND SPECIFICITY. BUT
[01:44:08] ALSO IT IS INDEED A RECOGNITION OF HOW
[01:44:11] BROADLY THE PORT EFFORTS ARE BEING
[01:44:14] DIRECTED IN ALL THESE AREAS. I HAVE TO
[01:44:17] SAY I HAD NO IDEA WHEN I FIRST CAME TO
[01:44:20] THE PORT, ALL THE EFFORTS THAT WERE
[01:44:22] UNDERWAY. AND I HAVE YET TO FIND ANOTHER
[01:44:25] PORT, EITHER IN NORTH AMERICA OR
[01:44:27] WORLDWIDE THAT IS WORKING HARDER THAN
[01:44:30] THE PORT OF SEATTLE WHEN IT COMES TO
[01:44:33] THESE CRITICALLY IMPORTANT ENVIRONMENTAL
[01:44:37] AND CLIMATE PROTECTION ISSUES. GREAT.
[01:44:40] THANKS FOR THE EXPLANATION. I'M VERY
[01:44:41] SUPPORTIVE OF THIS. THANK YOU.
[01:44:44] COMMISSIONER CHO. COMMISSIONER
[01:44:45] FELLEMAN, BACK TO YOU. THANK YOU. JUST
[01:44:48] AS A QUICK BIT OF HISTORY, I ARRIVED AT
[01:44:51] THE PORT GETTING ELECTED IN 2016
[01:44:54] STARTED 2017 ON THE HEELS OF THE SHELL
[01:44:56] RIG. I WAS IMMEDIATELY PRESENTED WITH
[01:44:58] THE QUESTION BY STAFF. SO HOW MUCH OIL
[01:45:02] IS ACCEPTABLE? AND I SAID, WELL,

[01:45:05] THAT'S AN IMPOSSIBLE QUESTION. THAT'S
[01:45:07] EITHER TOO MUCH OR TOO LITTLE TO
[01:45:09] ANYBODY. AND I SAID, WHAT NEEDS TO
[01:45:11] HAPPEN. WHAT NEEDS TO HAPPEN IS THAT THE
[01:45:13] PORT NEEDS TO TAKE RESPONSIBILITY FOR
[01:45:15] ITS OWN EMISSIONS AND TEND TO ACCOUNT
[01:45:19] FOR THAT. AND SO REALLY, THE ISSUE THAT
[01:45:22] WAS THE FOCUS WAS HOW WE PRODUCE ENERGY
[01:45:25] OR USED ENERGY. AND SO WHILE CLIMATE AND
[01:45:28] ENERGY ARE DIRECTLY RELATED, THE POINT
[01:45:30] WASN'T POINTS TO BE ACCOUNTING
[01:45:33] FOR. AND OBVIOUSLY, THE MORE TRANSPARENT
[01:45:37] YOU ARE ABOUT IT, THE MORE SUBJECT YOU
[01:45:39] ARE ABLE TO MAKE DECISIONS THAT ARE
[01:45:42] SUSTAINABLE. AND SO THAT WAS THE POINT.
[01:45:44] I THINK THE POINT RIGHT NOW IS HOW IT
[01:45:47] IMPACTS THE CLIMATE AND THAT WE HAVE TO
[01:45:49] ALSO BUILD RESILIENCY TO RESPOND TO
[01:45:52] THE CLIMATE. SO I'M VERY MUCH IN SUPPORT
[01:45:55] OF THE BROADENING OF THAT MESSAGE. I
[01:45:58] JUST THINK IT WAS IMPORTANT TO
[01:45:59] UNDERSTAND WHY IT CAME ABOUT, BUT I
[01:46:02] DO HAVE BECAUSE IT STARTED IN 2017.
[01:46:06] I DO WANT TO HAVE A SMALL AMENDMENT TO
[01:46:08] THE MOTION, WHEREAS THE FIRST LINE WOULD
[01:46:11] BE, WHEREAS ON JANUARY SOMETHING I
[01:46:14] FORGOT THE EXACT DATE. 2017, THE PORT
[01:46:16] OF SEATTLE COMMISSION ESTABLISHED THE
[01:46:18] ENERGY AND SUSTAINABILITY COMMISSION
[01:46:20] COMMITTEE. I MEAN, AND THEN WE JUMPED TO
[01:46:23] 2021 AND THEN GO ON FROM THERE. SO THAT
[01:46:27] WOULD BE MY FRIENDLY AMENDMENT. AND I
[01:46:30] WOULD MR. COMMISSION PRESIDENT, LET'S GO
[01:46:33] AHEAD AND WELL, THANK YOU FOR THAT.
[01:46:34] FIRST AND FOREMOST, LET'S GO AHEAD AND
[01:46:36] WAIT TO GET THE AMENDMENT ON THE FLOOR
[01:46:38] UNTIL WE HAVE THE MAIN MOTION ON THE
[01:46:40] FLOOR. AND WE HAVE A MUCH CERTAINLY.
[01:46:43] AND WE HAVE A LITTLE BIT OF WORK TO DO
[01:46:45] BEFORE WE EVEN GET TO THAT. RIGHT. SO
[01:46:48] THIS IS GOING TO BE WE'RE GOING TO WAIVE
[01:46:50] OUR NORMAL POLICIES HERE BY HAVING TO
[01:46:54] WAITING THE SECOND READING SO THAT THE
[01:46:57] MOTION NEEDS TO BE THE EXACT LANGUAGE
[01:47:01] HERE. I WILL TRY TO GET STRAIGHT.
[01:47:04] LET'S FIRST MAKE SURE THAT THE MOTION IS
[01:47:07] MOVED. AND SECONDED, LET'S GO AHEAD AND
[01:47:10] GO TO THE TOP OF 22 AND SUSPEND THE
[01:47:13] RULES BEFORE WE GO THERE TO SUSPEND
[01:47:16] THE RULES. IS THAT THE FIRST MOTION?
[01:47:22] I'M SORRY. THE PROBLEM IS THAT I WENT
[01:47:25] FROM 21 TO 23. THAT'S MY PROBLEM. SO,
[01:47:27] COMMISSIONER, RESOLUTIONS ARE REQUIRED
[01:47:30] TWO READINGS PER OUR BYLAWS UNLESS THE
[01:47:33] COMMISSION SUSPENDS THE RULE AND
[01:47:35] CONSOLIDATES THE READING INTO ONE
[01:47:37] UNANIMOUS CONSENT. IS THERE A MOTION
[01:47:41] AND A SECOND TO SUSPEND THE RULES TO
[01:47:43] ALLOW TODAY FOR ONE READING PROVIDING
[01:47:45] FOR FINAL ACTION ON THE RESOLUTION
[01:47:48] TODAY. SO MOVED SECOND.
[01:47:51] OKAY. THE MOTION HAS BEEN MOVED AND
[01:47:54] SECONDED TO SUSPEND THE COMMISSION RULES

[01:47:56] REGARDING THE TWO READING REQUIREMENT,
[01:47:58] PROVIDING FOR THE POSSIBILITY THAT THE
[01:48:00] FINAL ACTION BE TAKEN ON THE RESOLUTION
[01:48:02] TODAY. CLERK HART, PLEASE TO CALL THE
[01:48:05] ROLL ON THE VOTE. COMMISSIONERS, PLEASE
[01:48:07] SAY YES OR NO WHEN YOUR NAME IS CALLED.
[01:48:09] THANK YOU, MR. COMMISSIONER. PRESIDENT,
[01:48:11] THIS IS ON THE MOTION TO SUSPEND THE
[01:48:13] RULES BEGINNING WITH COMMISSIONER
[01:48:14] BOWMAN. AYE THANK YOU, COMMISSIONER
[01:48:17] CALKIN. AYE. THANK YOU,
[01:48:20] COMMISSIONER CHO. AYE. THANK YOU,
[01:48:22] COMMISSIONERS. STEINBREUCK. YES. THANK
[01:48:24] YOU, COMMISSIONER FELLEMAN. AYE. THANK
[01:48:27] YOU. YOU HAVE FIVE YESSSES AND ZERO NOS
[01:48:29] FOR THIS MOTION. SO THE MOTION PASSES.
[01:48:32] I WOULD LIKE TO THEN INTRODUCE
[01:48:36] I THINK AT THIS POINT WE INTRODUCE THE
[01:48:40] WE DO NEED A MAIN MOTION ON THE FLOOR
[01:48:44] AND I WILL MOVE THE MOTION STANDING ON
[01:48:47] THE SHOULDERS OF COMMISSIONER FELLEMAN AND
[01:48:51] OUR PREDECESSOR COLLEAGUES WHO HAD THE
[01:48:56] DEEP UNDERSTANDING AND NEED FOR
[01:48:59] ESTABLISHING A GREATER PRIORITY EFFORTS
[01:49:02] AROUND CLIMATE PROTECTION AND ENERGY AND
[01:49:04] SUSTAINABILITY AND THE ENVIRONMENT. I
[01:49:07] MOVE THE MOTION. SECOND.
[01:49:12] ALRIGHT. SO IS THERE ANY FURTHER
[01:49:14] DISCUSSION ON THE MOTION? I DO
[01:49:18] NOT SEE ANY HANDS RAISED. MR.
[01:49:19] COMMISSION PRESIDENT. OKAY.
[01:49:23] AND YOU HAVE AN AMENDMENT THAT YOU WOULD
[01:49:25] LIKE TO OFFER? SURE. NOW WOULD BE THE
[01:49:27] TIME. THANK YOU. SO UNFORTUNATELY, I
[01:49:30] DON'T HAVE THE EXACT DATE OF THE MOTION.
[01:49:33] IT'S OPTION BY THE COMMISSION. BUT I
[01:49:35] WOULD JUST LIKE TO ADD THE FIRST
[01:49:37] SENTENCE TO THE RESOLUTION NUMBER 3791
[01:49:42] TO SAY, WHEREAS ON JANUARY 2017
[01:49:47] OF SOME DATE IN PARTICULAR, THE PORT OF
[01:49:50] SEATTLE COMMISSION ESTABLISHED THE
[01:49:52] ENERGY AND SUSTAINABILITY COMMITTEE. I
[01:49:56] UNDERSTAND, MR. COMMISSION PRESIDENT,
[01:49:57] THAT YOU WOULD LIKE AWARE, AS COST ADDED
[01:50:00] FOR ESTABLISHMENT OF THE ORIGINAL
[01:50:01] COMMITTEE. THANK YOU, SIR. THAT IS THE
[01:50:04] AMENDMENT BEFORE US. DO I HAVE A
[01:50:08] THAT WAS THE SECOND THAT
[01:50:12] IT HAS BEEN MOVED IN SECOND AND FOR THE
[01:50:14] AMENDMENT. ALRIGHT, SO LET US HAVE A
[01:50:16] VOTE ON THE AMENDMENT, PLEASE. WE'LL
[01:50:19] CALL THE ROLL FOR THAT BEGINNING WITH
[01:50:20] COMMISSIONER BOWMAN ON THE MOTION TO
[01:50:22] AMEND. AYE. THANK YOU, COMMISSIONER
[01:50:25] CALKINS. AYE. THANK YOU,
[01:50:29] COMMISSIONER CHO, AYE. THANK YOU,
[01:50:31] COMMISSIONER. STEINBREUCK. YES. THANK
[01:50:33] YOU, COMMISSIONER FELLEMAN. AYE. ALRIGHT.
[01:50:36] THANK YOU. YOU HAVE FIVE YESSSES AND ZERO
[01:50:39] NOS ON THE MOTION TO AMEND. THIS IS A
[01:50:41] PRIMARY AMENDMENT. OKAY, SO THE MOTION
[01:50:44] PASSES AND NOW WE NEED TO HAVE A MOTION
[01:50:46] ON THE MAIN MOTION AS AMENDED. THIS IS

[01:50:49] THE VOTE FOR THE MAIN MOTION AS AMENDED,
[01:50:52] SEEING NO FURTHER DISCUSSION, COULD YOU
[01:50:55] PLEASE CALL THE ROLL? THANK YOU.
[01:50:56] BEGINNING WITH COMMISSIONER BOWMAN. AYE.
[01:50:58] THANK YOU, COMMISSIONER CALKINS. AYE THANK
[01:51:02] YOU, COMMISSIONER CHO. AYE. THANK YOU,
[01:51:05] COMMISSIONER STEINBREUCK. YES. THANK
[01:51:07] YOU, COMMISSIONER. FELLEMAN. AYE, THANK
[01:51:10] YOU. THAT MOTION PASSES FIVE YESSES ZERO NOS.
[01:51:13] THANK YOU VERY MUCH. WELL, WE DID
[01:51:16] RESERVE FULL 15 MINUTES FOR THAT
[01:51:18] DISCUSSION LONGER THAN WE EXPECTED.
[01:51:19] THANK YOU VERY MUCH FOR THAT,
[01:51:21] COMMISSIONERS. WE'RE MOVING ON TO ITEM
[01:51:23] 10 B. AND BEFORE WE DO, MR. COMMISSION
[01:51:26] PRESIDENT, JUST TO NOTE THAT THE MAIN
[01:51:27] MOTION AS AMENDED IS ADOPTED. THANK YOU.
[01:51:31] I THOUGHT THAT'S WHAT I SAID, BUT GOOD.
[01:51:33] I KEEP ON FORGETTING TO DO THAT. MY
[01:51:35] APOLOGIES. ITEM CAN BE, PLEASE. THANK
[01:51:38] YOU. WE'LL GO AHEAD AND READ THAT INTO
[01:51:40] THE RECORD. ITEM 10 B IS AUTHORIZATION
[01:51:43] FOR THE EXECUTIVE DIRECTOR TO SIGN AN
[01:51:45] INTERLOCAL AGREEMENT WITH UNIVERSITY OF
[01:51:47] WASHINGTON? S GRANT PROGRAM FOR THE PORT
[01:51:50] TO HOST 1 12 MONTH HERSHMAN FELLOWSHIP
[01:51:52] POSITION.
[01:51:55] COMMISSIONERS WITH THIS AUTHORIZATION
[01:51:57] WILL BRING ON A SEA GRANT FELLOW TO
[01:51:59] PROVIDE CAPACITY FOR HABITAT RELATED
[01:52:02] WORK THAT WE WOULD OTHERWISE LACK STAFF
[01:52:04] TO ACCOMPLISH. SOME OF THIS WORK
[01:52:06] INCLUDES PARTICIPATING IN THE DESIGN,
[01:52:08] CONSTRUCTION AND MONITORING OF THE
[01:52:09] MITIGATION BANK PROJECTS IN SUPPORTING
[01:52:11] THE INNOVATION IN THE PORT HABITAT
[01:52:13] MITIGATION BANKING PROGRAM. THE SEA GRANT
[01:52:16] FELLOW WILL ALSO HAVE
[01:52:18] OPPORTUNITIES TO SUPPORT OTHER PROJECTS
[01:52:20] THAT WE ARE ENGAGED IN, INCLUDING HELP
[01:52:22] THROUGH THE PARTNERSHIP WITH THE PUGET
[01:52:24] SOUND RESTORATION FUND, THE DEPARTMENT
[01:52:26] OF NATURAL RESOURCES, ECOLOGY,
[01:52:28] UNIVERSITY OF WASHINGTON AND OTHERS.
[01:52:31] JOHN SLOAN, SENIOR MANAGER,
[01:52:32] ENVIRONMENTAL PROGRAMS, WILL PRESENT
[01:52:35] JOHN HI. THANK YOU. AND GOOD AFTERNOON.
[01:52:39] EXECUTIVE DIRECTOR, METRUCK AND
[01:52:40] COMMISSIONERS. WE COULD BRING UP THE
[01:52:42] PRESENTATION AND WE HAVE A COUPLE OF
[01:52:43] SLIDES. SO THIS REQUEST THAT YOU HEARD
[01:52:47] IS TO PROVIDE AUTHORITY TO EXECUTE AN
[01:52:49] INTERLOCAL AGREEMENT WITH UW THAT
[01:52:51] ALLOWS US TO ENGAGE WASHINGTON A GRANT
[01:52:53] FELLOW AGAIN THIS YEAR TO HELP SUPPORT
[01:52:55] OUR HABITAT AND STEWARDSHIP PROGRAM.
[01:52:57] SUPPORT A LITTLE ABOUT WASHINGTON SEA
[01:53:00] GRANT. IT WAS ESTABLISHED TO HELP
[01:53:02] UNDERSTAND AND ADDRESS CHALLENGES FACING
[01:53:04] WASHINGTON'S OCEANS AND COAST. SEA GRANT
[01:53:08] FUNDS, RESEARCH, FOSTERS EDUCATION, AND
[01:53:09] SUPPORT SEVERAL GRADUATE FELLOWSHIP
[01:53:11] PROGRAMS. PERSON TO GRADUATE OR RECENTLY

[01:53:13] FINISHED GRADUATE STUDENTS WHO ARE
[01:53:14] ENGAGED IN OCEAN AND COASTAL POLICY
[01:53:16] ISSUES. NEXT SLIDE SO
[01:53:22] THE COST OF THIS FELLOWSHIP IS AROUND
[01:53:24] 40,000 DOLLARS, WHICH IS INCLUDED IN OUR
[01:53:26] 2021 EXPENSE BUDGET REQUEST. SO THERE'S
[01:53:29] NO ADDITIONAL FUNDING REQUESTED AT THIS
[01:53:31] TIME. THE FELLOW, IT'S IMPORTANT TO
[01:53:33] NOTE, WILL BE AN EMPLOYEE OF THE
[01:53:34] UNIVERSITY OF WASHINGTON THAT THEY ARE
[01:53:36] EMBEDDED IN OUR MARITIME ENVIRONMENT
[01:53:37] SUSTAINABILITY DEPARTMENT FOR A PERIOD
[01:53:40] OF 12 MONTHS. IT START IN SEPTEMBER AND
[01:53:43] FINISH THE FOLLOWING SEPTEMBER 2022.
[01:53:47] PRIMARILY, THE WORK THEY'LL UNDERTAKE
[01:53:49] WILL BENEFIT SEVERAL EXISTING PROJECTS
[01:53:51] AND INITIATIVES WITHIN OUR DEPARTMENT.
[01:53:53] NEXT SLIDE SO
[01:53:58] THE PRIMARY FOCUS THAT WE WOULD TASK
[01:54:01] THEM WITH WILL BE TO SUPPORT OUR HABITAT
[01:54:03] MITIGATION BANK, THE COMPLETION OF THE
[01:54:05] DUWAMISH RIVER PEOPLE PARK IN SPRING OF
[01:54:07] 2022, ALSO KNOWN AS TERMINAL ONE AND
[01:54:09] 17. WE'LL BE GETTING OUR FIRST ALLOTMENT
[01:54:12] OF MITIGATION CREDITS. THE HERSHMAN
[01:54:14] FELLOW WILL BE BROUGHT ON BOARD TO HELP
[01:54:16] THE HABITAT TEAM AND COMMERCIAL
[01:54:17] MARKETING STAFF TO DEVELOP A BUSINESS
[01:54:19] PLAN THAT WILL IDENTIFY STRATEGIES FOR
[01:54:21] IDENTIFYING WHO OUR CUSTOMERS ARE AND
[01:54:23] MARKETING THE CREDITS TO THEM. IN
[01:54:25] ADDITION, THE FELLOW WILL PROVIDE
[01:54:27] SUPPORT FOR OTHER IMPORTANT INITIATIVES,
[01:54:28] INCLUDING THE FLOATING WETLAND ISLANDS
[01:54:30] PROJECT THAT WE'VE HAD UNDERWAY WITH THE
[01:54:32] UNIVERSITY OF WASHINGTON FOR A COUPLE OF
[01:54:33] YEARS NOW, AS WELL AS OUR ALTERNATIVE
[01:54:36] BANK LINE STABILIZATION PROGRAM THAT'S
[01:54:37] GETTING UNDERWAY, HELPING SEA GRASS
[01:54:40] RESTORATION PROJECTS AND RESEARCH THAT
[01:54:42] WE'RE DOING AS WELL AS OUR OCEAN
[01:54:44] ACIDIFICATION ACTION PLAN
[01:54:45] RECOMMENDATIONS. AND WITH THAT, I'M
[01:54:49] HAPPY TO ANSWER ANY QUESTIONS ABOUT THE
[01:54:51] POSITION. THANK YOU, JOHN.
[01:54:54] I ASKED YOU TO DO THIS BECAUSE I THINK
[01:54:57] THIS IS JUST ONE OF THOSE THINGS THAT
[01:54:58] THE PORT DOES THAT MANY PEOPLE DON'T
[01:55:01] KNOW OF. AND WE ARE GREATLY APPRECIATIVE
[01:55:02] OF THE WORK THAT YOU DO AND WANT TO MAKE
[01:55:04] SURE THAT OUR COMMISSIONERS KNOW THE
[01:55:06] GREAT STUFF THAT WE SUPPORT THAT
[01:55:08] SOMETIMES GOES UNNOTICED. SO IF THERE'S
[01:55:10] A CLERK HART, IF YOU GO AROUND THE ROOM
[01:55:13] TO SEE IF THERE'S ANY FURTHER QUESTIONS,
[01:55:15] CERTAINLY BEGINNING WITH COMMISSIONER BY
[01:55:17] ONE, NO QUESTION. SOUNDS LIKE A GREAT
[01:55:20] PROGRAM. THANK YOU. THANK YOU,
[01:55:23] COMMISSIONER. COMMISSIONER CALKINS,
[01:55:26] NONE FOR ME EITHER. THANK YOU,
[01:55:27] COMMISSIONER CHO. SOUNDS GREAT. THANKS.
[01:55:30] NO QUESTIONS. THANK YOU. COMMISSIONER
[01:55:33] STEINBRUECK, FULLY SUPPORTIVE. THANK

[01:55:35] YOU. THANK YOU. COMMISSIONER FELLEMAN,
[01:55:39] I HAVE ONE QUESTION FOR YOU. MY
[01:55:41] UNDERSTANDING IS THAT I LOVE
[01:55:44] THE FACT THAT WE CAN TURN A HABITAT
[01:55:47] RESTORATION INTO AN ECONOMIC BENEFIT
[01:55:48] THROUGH BANKING. THERE'S SOMETHING
[01:55:50] PERFECTLY VERY PORT LIKE ABOUT THAT.
[01:55:52] IT'S A DOUBLE WIN.
[01:55:56] BUT MY UNDERSTANDING IS THAT WE DON'T
[01:55:58] GET A LOT OF CREDIT FOR THIS MARINE
[01:56:01] HABITAT RESTORATION. AND I WAS THINKING
[01:56:04] ABOUT BRINGING THIS AS A FEDERAL
[01:56:06] LEGISLATIVE PRIORITY FOR OUR 2022
[01:56:10] SESSION, AND I WAS WONDERING IF YOU HAD
[01:56:12] ANY INSIGHT ON THAT TO SHARE WITH US?
[01:56:15] YEAH. THE MODEL THEY USE TO ESTABLISH
[01:56:18] CREDITS, IT'S REALLY FOCUSED ON THE
[01:56:19] ESTUARY. SO IT WORKS REALLY WELL IN THE
[01:56:22] DUWAMISH UPSTREAM OF HARBOR ISLAND. IT
[01:56:24] DOESN'T WORK QUITE AS WELL FOR SHALLOW
[01:56:26] SUBTIDAL AND DEEP SUBTIDAL ENVIRONMENTS.
[01:56:28] I KNOW. NOAA'S HAD SOME FOCUS ON THAT.
[01:56:30] AND THEY'RE WORKING TO IMPROVE THAT
[01:56:32] MODEL. AND WHEN WE GET TO BUILDING OUR T
[01:56:35] 25 PROJECT, WE'D LIKE TO SEE THE KELP
[01:56:37] THAT WE INTEND TO INSTALL. THEY'RE
[01:56:39] CREDITED A LITTLE MORE HIGHLY. THERE'S
[01:56:41] WORK TO THAT END RIGHT NOW, BUT
[01:56:44] ADDITIONAL SUPPORT FROM THE PORT TO PUSH
[01:56:46] THEM ALONG WOULD BE VERY WELCOME.
[01:56:49] THANK YOU VERY MUCH. SO, COMMISSIONERS
[01:56:51] BEFORE FOREWARNED, I WILL BRINGING THIS UP
[01:56:53] IN OUR LEGISLATIVE AGENDA DEVELOPMENT
[01:56:57] FOR NEXT YEAR. THANKS SO MUCH FOR THAT
[01:56:59] QUICK SUMMARY, JOHN. AND GOOD LUCK TO
[01:57:01] YOU AND CARRYING ON THIS GREAT WORK.
[01:57:04] CLERK HART, CAN YOU MOVE ON TO ITEM 10
[01:57:06] C. WE NEED A MOTION AND A SECOND ON THE
[01:57:09] FLOOR. WHAT'S THAT? WE ARE ACTUALLY
[01:57:10] PRORATING MONEY FOR THIS. THANK YOU. DO
[01:57:12] WE HAVE A MOTION? SO MOVED SECOND,
[01:57:17] SECOND. THANK YOU SO MUCH. WE HAVE A
[01:57:19] MOTION AND A SECOND CLERK HART. PLEASE
[01:57:20] CALL THE ROLL. THANK YOU FOR THE VOTE,
[01:57:22] BEGINNING WITH COMMISSIONER BOWMAN. AYE.
[01:57:25] THANK YOU, COMMISSIONER CALKINS,
[01:57:29] BEFORE I VOTE, CAN I JUST ASK, IS THIS
[01:57:31] BECAUSE IT'S AN ILA OR BECAUSE THE
[01:57:34] QUANTITY IS NOT HIGH ENOUGH TO TRIGGER
[01:57:37] THE DELEGATION? BUT IS THAT THE
[01:57:39] REASONING AND THE VOTE,
[01:57:43] THE REASON BEHIND THE VOTE IS SO THAT
[01:57:45] YOU BECOME AWARE OF WHAT IS HAPPENING.
[01:57:47] IT IS COMPLETELY WITHIN THE
[01:57:49] JURISDICTION. IT WAS ORIGINAL ON
[01:57:51] CONSENT. YES. AND THEN I'LL JUST ADD
[01:57:54] THAT IT IS BECAUSE IT IS AN ILA.
[01:57:57] THAT IS THE REASON IT HAS TO CENSOR THE
[01:57:59] COMMISSION. YES. GOT IT. THANK YOU.
[01:58:01] CLICK I'M AN AYE. THANK YOU, COMMISSIONER
[01:58:04] CHO. AYE.
[01:58:08] THANK YOU, COMMISSIONER STEINBRUECK,
[01:58:10] AYE. YES. THANK YOU, COMMISSIONER

[01:58:12] FELLEMAN. AYE, I BUT I WAS THE ONE
[01:58:16] THAT PULLED IT OUT OF CONSENT. CORRECT.
[01:58:18] THAT IS CORRECT, MR. COMMISSION
[01:58:20] PRESIDENT. AND THE QUESTION WAS IF IT
[01:58:22] HAS TO BE ON THE AGENDA FOR COMMISSION
[01:58:25] APPROVAL IN GENERAL BECAUSE IT'S AN ILA,
[01:58:27] THE ANSWER IS YES. I SEE IT WHETHER IT
[01:58:30] WAS ON CONSENT OR NOT. CORRECT. AND THE
[01:58:34] PORT, THE DELEGATION OF AUTHORITY.
[01:58:35] THANK YOU FOR THAT. CLARIFICATION. SO WE
[01:58:39] HAVE UNANIMOUS SUPPORT. SO THE MOTION
[01:58:42] PASSES. THANK YOU.
[01:58:45] THANK YOU.
[01:58:47] WELL, THAT WAS FUN. LET'S SAY MOVING ON
[01:58:51] TO 10-C, PLEASE. MOVING ON TO
[01:58:52] 10-C. I'LL GO AHEAD AND READ THAT
[01:58:54] INTO THE RECORD. THIS IS THE SOUND
[01:58:56] INSTALLATION PROGRAM BRIEFING.
[01:58:58] COMMISSIONERS TODAY STAFF ARE HERE TO
[01:59:00] BRIEF YOU ON SOME EXCITING NEWS ABOUT
[01:59:01] THE PROGRESS AND FUTURE PLANS FOR OUR
[01:59:04] AIRPORT SOUND INSULATION PROGRAM. AT
[01:59:06] YOUR DIRECTION, THE AIRPORT STAFF HAS
[01:59:08] WORKED VERY HARD TO EXPAND ITS
[01:59:10] CAPABILITY TO ACCELERATE SOUND
[01:59:12] INSULATION OF SINGLE FAMILY HOMES,
[01:59:14] APARTMENTS OF CONDOMINIUMS. STEVE ST
[01:59:17] LOUIS, WHO YOU MAY KNOW, LED THE
[01:59:18] SIGNIFICANT TASK OF MANAGING THE
[01:59:20] INTERNATIONAL RIVALS FACILITY PROJECT
[01:59:22] FOR THE PROJECT MANAGEMENT GROUP HAS
[01:59:24] BEEN HIRED AS THE SOUND INSULATION
[01:59:25] PROGRAM MANAGER. JULIE KINSEY, AN
[01:59:28] EXTERNAL HIRE WITH BACKGROUNDED,
[01:59:30] RESIDENTIAL CONSTRUCTION AND PROJECT
[01:59:31] MANAGEMENT, IS THE NOISE PROGRAM MANAGER
[01:59:33] FOR SOUND INSULATION. SHE WILL BE
[01:59:36] HEADING UP THE PROJECT COORDINATION AND
[01:59:38] OWNER OUTREACH AND ENGAGEMENT. BOTH ARE
[01:59:40] HERE TO FIRST BRIEF YOU ON THE PROGRESS
[01:59:42] AND FUTURE PLANS OF THE PROGRAM. AS A
[01:59:44] MAJOR FIRST STEP, THEY'LL BE SEEKING
[01:59:45] YOUR APPROVAL FOR FUNDING TO BEGIN NOISE
[01:59:49] TESTING, PLANNING AND DESIGNING FOR THE
[01:59:50] APARTMENT SOUND INSTALLATION PROJECTS.
[01:59:52] WITH THAT, I BELIEVE I'M HANDING IT OVER
[01:59:54] TO STEVEN. THANK YOU, THE EXECUTIVE
[01:59:58] DIRECTOR METRUCK AND GOOD AFTERNOON,
[02:00:00] COMMISSIONERS. I'M STEVEN ST LOUIS,
[02:00:02] SOUND INSTALLATION PROGRAM MANAGER FOR
[02:00:03] THE AVIATION PROJECT MANAGEMENT GROUP.
[02:00:05] OUR BRIEFING TODAY WILL PROVIDE AN
[02:00:07] OVERVIEW OF ACCELERATION
[02:00:09] ACCOMPLISHMENTS, STATUS UPDATE FOR ALL
[02:00:11] THE SEPARATE CAPITAL IMPROVEMENT
[02:00:13] PROGRAMS, PROGRAM FUNDING PLAN OVERVIEW,
[02:00:15] PROGRAM RISKS AND CHALLENGES, AND OUR
[02:00:19] NEXT STEPS. NEXT SLIDE.
[02:00:28] NEXT SLIDE.
[02:00:31] THANK YOU. THIS BRIEFING WILL DISCUSS
[02:00:34] MANY OF THE ACTIONS TAKEN TO ITS A
[02:00:35] COMMISSION MOTION. A TREMENDOUS AMOUNT
[02:00:38] OF WORK HAS BEEN TO ACCOMPLISH THIS

[02:00:39] YEAR. IN CONJUNCTION WITH FINANCE AND
[02:00:41] BUDGET. WE FINALIZE THE PLAN OF FINANCE,
[02:00:43] WHICH YOU'LL HEAR ABOUT LATER IN THE
[02:00:45] PRESENTATION. WE'VE EXECUTED THE
[02:00:47] CONSULTANT PROGRAM MANAGEMENT CONTRACT.
[02:00:49] THIS IS A CONSULTANT TEAM COMPRISED OF
[02:00:51] TECHNICAL EXPERTS EXPERIENCED IN
[02:00:53] DELIVERING SOUND INSTALLATION PROGRAMS
[02:00:55] ACROSS THE COUNTRY. WE'VE ADDED
[02:00:57] ADDITIONAL MANAGERS TO SUPPORT
[02:00:58] ACCELERATION PROGRAM, SUCH AS MYSELF AND
[02:01:01] MY COLLEAGUE JULIE KINSEY, WHO ARE BOTH
[02:01:03] PRESENTING TODAY. JUST LAST WEEK, WE
[02:01:06] RECEIVED A POSITIVE MAJORITY AND
[02:01:08] INTEREST VOTE FROM THE AIRLINES
[02:01:09] SUPPORTING THE APARTMENT PROGRAM. OUR
[02:01:12] TEAM IS NOW WELL POSITIONED TO CONTINUE
[02:01:14] AT AN ACCELERATED PACE, SETTING THE
[02:01:16] PROGRAM UP FOR SUCCESS. NEXT SLIDE,
[02:01:18] PLEASE.
[02:01:22] THIS TEAM WORKS OR HIGHLIGHTS HOW THE
[02:01:24] TEAM HAS GROWN EXPONENTIALLY SINCE THE
[02:01:26] ACCELERATION MOTION. WE BROUGHT OUR NEW
[02:01:28] MANAGERS AND CONTINUE TO EXPAND THE TEAM
[02:01:30] WITH INTERNAL RESOURCES. PRIOR TO
[02:01:32] ACCELERATION. THE SOUND INSTALLATION
[02:01:34] PROGRAM TEAM CONSISTED OF ONLY FOUR FULL
[02:01:36] TIME STAFF MEMBERS WORKING ON THE
[02:01:38] PROGRAM. THE PORT TEAM NOW CONSISTS OF
[02:01:40] MORE THAN 25 KEY TEAM MEMBERS FROM OVER
[02:01:43] FIVE DIFFERENT PORT GROUPS SUPPORTING
[02:01:45] THE PROGRAM. THERE ARE ALSO MANY OTHER
[02:01:47] PORT GROUPS THAT PROVIDE SUPPORT TO THE
[02:01:49] SOUND INSTALLATION PROGRAM ON A LIMITED
[02:01:50] BASIS, AND OUR TEAM HAS THEIR FULL
[02:01:52] SUPPORT AND CALLED UPON. JUST LAST
[02:01:54] MONTH, THE PORT EXECUTED THE CONSULTANT
[02:01:56] PROGRAM MANAGEMENT CONTRACT. THIS TEAM
[02:01:59] CONSISTS OF MORE THAN 150 TEAM MEMBERS
[02:02:01] WITH EXPERTISE IN SUPPORTING SOUND
[02:02:03] INSTALLATION PROGRAMS ACROSS THE
[02:02:04] COUNTRY. I ANTICIPATE OVER THE COURSE OF
[02:02:07] THE PROGRAM THAT WELL OVER 200 TEAM
[02:02:09] MEMBERS, NOT INCLUDING CONTRACTORS,
[02:02:10] WILL BE INVOLVED IN THE SOUND
[02:02:12] INSTALLATION PROGRAM. NEXT SLIDE,
[02:02:14] PLEASE.
[02:02:17] THE SOUND INSTALLATION BOUNDARY MAP
[02:02:20] HIGHLIGHTS THE 18 APARTMENT COMPLEXES
[02:02:22] CONSISTING OF 903 UNITS, TWO CONDOMINIUM
[02:02:25] COMPLEXES CONSISTING OF 88 UNITS, SEVEN
[02:02:28] PLACES OF WORSHIP IN 140 SINGLE FAMILY
[02:02:31] HOMES THAT ARE ALL POTENTIALLY ELIGIBLE
[02:02:33] TO PARTICIPATE IN THE SOUND INSTALLATION
[02:02:35] PROGRAM. WE WILL SPEAK TO THE PLANNED
[02:02:37] STATUS OF EACH OF THESE PROGRAMS AND NOW
[02:02:39] I'LL INTRODUCE THEM. TURN OVER TO MY
[02:02:41] COLLEAGUE JULIE KENSEY, WHO IS A NEWPORT
[02:02:44] HIRE. THE NOISE PROGRAM MANAGER SAYS
[02:02:45] SOUND INSULATION WITH AVIATION
[02:02:47] ENVIRONMENTAL JULIE.
[02:02:50] THANK YOU, STEVE. NEXT SLIDE, PLEASE.
[02:02:54] SO GOOD AFTERNOON. EXECUTIVE DIRECTOR

[02:02:57] METRUCK IMPORT COMMISSIONERS. I'LL BE
[02:02:59] SHARING WITH YOU OUR PROGRAM STATUS
[02:03:01] UPDATE TODAY. NEXT SLIDE, PLEASE. SO THE
[02:03:07] PORT HAS A STRONG HISTORY OF SUPPORT FOR
[02:03:09] SOUND INSULATION PROJECT SINCE ITS
[02:03:11] INCEPTION IN 1985. TO DATE, THE PORT
[02:03:14] HAS INVESTED APPROXIMATELY 300,000,000
[02:03:16] DOLLARS IN SOUND INSULATION OF OVER 9
[02:03:19] 400 HOMES. THE PORT SPENT APPROXIMATELY
[02:03:22] 100,000,000 DOLLARS IN ACQUISITION AND
[02:03:24] RELOCATION OF OVER 1 400 HOMES AND FIVE
[02:03:27] MOBILE HOME PARKS THAT WERE MOST
[02:03:29] IMPACTED BY YOUR OPERATIONS. WE HAVE
[02:03:32] PARTNERED WITH EDUCATION PROVIDING
[02:03:34] 14,000,000 DOLLARS TO HIGHLINE COLLEGE
[02:03:36] TO SOUND INSULATE 14 BILLIONS.
[02:03:38] AND THE HIGHLINE SCHOOL DISTRICT IS PART
[02:03:42] OF A 15 SCHOOL, 100,000,000,000 DOLLAR
[02:03:45] JOINT INVESTMENT WITH THE FAA. TO DATE,
[02:03:47] WE HAVE COMPLETED NINE OF 15 SCHOOLS.
[02:03:50] AND NEXT, WE'D LIKE TO SHARE WITH YOU
[02:03:51] THE DETAILS OF THIS SOON TO BE COMPLETED
[02:03:53] TEST SCHOOL HIGHLINE HIGH SCHOOL NEXT
[02:03:56] SLIDE, PLEASE.
[02:03:58] FIRST, WE'D LIKE TO THANK COMMISSIONER
[02:04:01] BOWMAN FOR BEING AVAILABLE TO TOUR THIS
[02:04:03] EXCITING NEW SCHOOL, AND IT'S FAIR TO
[02:04:05] SAY THAT WE WERE ALL VERY IMPRESSED WITH
[02:04:07] THE FACILITY. THIS PROJECT WAS FUNDED
[02:04:10] THROUGH A HIGHLINE SCHOOL DISTRICT LEVY
[02:04:12] AS WELL AS PORT AND FAA SUPPORT. SOME OF
[02:04:15] THE KEY FEATURES OFFERS A PRODUCTION
[02:04:17] KITCHEN THAT WILL ACTUALLY SUPPORT FIVE
[02:04:19] OTHER SCHOOLS, HAS TWO THEATER SPACES,
[02:04:22] MULTIPLE INDUSTRIAL DESIGN SHOPS,
[02:04:24] STATEOFHEART CHEMISTRY LAB AND A
[02:04:27] COLLABORATIVE WORKSPACE DESIGN. WITH THE
[02:04:30] PORT INVESTMENT, THE HIGHLINE SCHOOL
[02:04:31] DISTRICT WAS ABLE TO UTILIZE THE KAWNEER
[02:04:33] DESIGNED FOR EDUCATION SERIES. WINDOWS,
[02:04:36] A PRODUCTS SOUND TRANSMISSION CLASS,
[02:04:39] OR STC RATING INDICATES ITS ABILITY TO
[02:04:42] REDUCE SOUND INTO STRUCTURE.
[02:04:45] THE HIGHER THE NUMBER, THE GREATER THE
[02:04:47] SOUND ABSORPTION. AT AN STC OF 44,
[02:04:51] THERE IS LIMITED EXTERIOR NOISE TRANSFER
[02:04:53] EVEN AS AIRCRAFT LAND AND TAKE OFF.
[02:04:56] THE VENTILATION SYSTEM IS DESIGNED TO BE
[02:04:59] A CLOSED SYSTEM WITH EXTERNAL AIR.
[02:05:04] THE HIGHLINE SCHOOL DISTRICT YOU
[02:05:06] UTILIZES THE MERV 13 FILTERS NOW ON.
[02:05:09] MOST FILTERS WILL CAPTURE THE LARGER
[02:05:11] PART OF SUCH AS DUST OR POLLEN. A MERV 13
[02:05:14] ACTUALLY WILL CAPTURE 85% OF THE FINE
[02:05:17] ONE TO 3 MICRON SIZED PARTICLES VERSUS
[02:05:21] A MERV 8, WHICH ONLY CAPTURES 20%.
[02:05:23] THIS WILL DRAMATICALLY IMPROVE THE
[02:05:26] INDOOR AIR QUALITY AT THE SCHOOL. NEXT
[02:05:29] SLIDE, PLEASE.
[02:05:31] AS PART OF OUR PROGRAM DESIGN, WE'VE
[02:05:34] WORKED EXTENSIVELY WITH THE OFFICE OF
[02:05:36] EQUITY, DIVERSITY AND INCLUSION, AND
[02:05:38] THEY WERE ABLE TO HELP HIGHLIGHT SOME

[02:05:39] OPPORTUNITIES FOR US. THE FIRST IS THE
[02:05:42] SOUND INSULATION PROGRAM WEBSITE.
[02:05:44] THERE'S VERY LIMITED TEXT AND IMAGERY TO
[02:05:47] INFORM ON THE NATURE OF OUR PROGRAM,
[02:05:49] AND THIS IMPACTS OUR ABILITY TO FULLY
[02:05:52] LEVERAGE THE WEBSITE AS AN INFORMATION
[02:05:54] HUB AND TO MAXIMIZE THE PORT GOOGLE
[02:05:58] TRANSLATE FUNCTIONALITY, WHICH WILL
[02:05:59] ACTUALLY CONVERT TEXT INTO AN AVAILABLE
[02:06:02] 109 LANGUAGES. SO WE HAVE PARTNERED WITH
[02:06:05] EXTERNAL RELATIONS AND WE ARE ACTIVELY
[02:06:07] ENGAGED IN MAKING THESE ENHANCEMENTS.
[02:06:09] WE'VE ALSO MODIFIED OUR OUTREACH EFFORTS
[02:06:12] THROUGH MORE FREQUENT COMMUNICATIONS AS
[02:06:15] WELL AS A VARIETY OF MESSENGERS, AND WE
[02:06:17] WILL BE USING A NUMBER OF DIFFERENT
[02:06:19] MODES FROM EDITORS AND POSTCARDS. WE
[02:06:22] WILL CONTINUE TO PARTNER WITH KING
[02:06:23] COUNTY PROGRAMS, THE OFFICE OF EQUITY,
[02:06:25] DIVERSITY AND INCLUSION, AS WELL AS
[02:06:27] EXTERNAL AFFAIRS THROUGHOUT THE PROGRAM.
[02:06:30] NEXT SLIDE PLEASE.
[02:06:34] SINGLE FAMILY HOMES HAVE BEEN A CONSTANT
[02:06:37] IN THE SOUND INSULATION PROGRAM SINCE 19
[02:06:40] 85. THE VOLUME OF WORK IS CONNECTED TO
[02:06:43] PARTICIPATION, AND THERE REMAINS 140
[02:06:46] POTENTIALLY ELIGIBLE PROPERTIES WITHIN
[02:06:48] OUR NOISE BOUNDARY. NOW, BASED ON
[02:06:50] HISTORIC ESTIMATES, WE BELIEVE 80 WILL
[02:06:53] APPLY DURING OUR ACCELERATION PROJECT.
[02:06:55] DURING OUR JUNE OUTREACH CAMPAIGN, WE
[02:06:58] ACTUALLY HAD A RESPONSE RATE BOOSTED
[02:07:01] MOSTLY BY NEWER OWNERS,
[02:07:03] WHICH BRINGS OUR PARTICIPATION NOW TO 51
[02:07:08] OUT OF THE 140. THE NUMBERS PROVIDED
[02:07:11] IN THIS UPDATE WILL CONTINUE TO GROW
[02:07:13] THROUGH OUR EXPANDED OUTREACH.
[02:07:15] IN 2021, WE WILL BE COMPLETING
[02:07:19] CONSTRUCTION ON AT LEAST 10 HOMES WITH
[02:07:22] 41 HOMES READY FOR ENGAGEMENT WITH OUR
[02:07:25] CONSULTING TEAM. IN Q FOUR. WE ESTIMATE
[02:07:29] CONSTRUCTION TO BE TO PACE OF 14 HOUSES
[02:07:32] OR MORE PER YEAR THAT IS DIRECTLY LINKED
[02:07:34] TO PARTICIPATION, SUBORDINATION
[02:07:37] AGREEMENTS AND COVID 19 WILL CONTINUE TO
[02:07:39] BE FACTORS FOR US, WHICH WE WILL MONITOR
[02:07:42] CLOSELY. NEXT SLIDE PLEASE.
[02:07:46] THE REMAIN TWO ACTIVE COMPLEXES AND
[02:07:49] CONSTRUCTION OF BILL ANCIEN IN THE CITY
[02:07:51] OF DES MOINES IS COMMENCING THIS MONTH.
[02:07:54] OUR HOT REAL ESTATE MARKET. WE HAVE
[02:07:56] ENCOUNTERED A NUMBER OF UNIT SALES IN
[02:07:58] THE COMPLEX. WHEN A UNIT SELLS, WE WANT
[02:08:01] TO ACTUALLY RESTART THE DOCUMENT PROCESS
[02:08:04] WITH THE NEW OWNER, AND SO THIS HAS
[02:08:06] DELAYED SOME OF OUR PROGRESS. WE WILL BE
[02:08:09] ADDING ADDITIONAL CONSTRUCTION SCHEDULES
[02:08:12] AS WE COMPLETE OWNER AGREEMENTS.
[02:08:15] NEXT SLIDE, PLEASE. WE HAVE
[02:08:20] BEGUN APARTMENT OWNER OUTREACH AND WE'VE
[02:08:22] DONE SO IN TWO PHASES. THE FIRST WAS A
[02:08:26] SMALLER GROUP TO TEST AND MEASURE THE
[02:08:28] MESSAGING. WE ACTUALLY HAD A FOUR OUT OF

[02:08:31] FIVE OF THOSE BUILDING OWNERS HAVE A
[02:08:34] LOCKED AND THIS IS IN ADDITION TO THE
[02:08:36] KING COUNTY HOUSING AUTHORITY PROPERTY
[02:08:38] THAT WE HAD ALREADY PARTNERED WITH. WE
[02:08:40] HAVE SINCE TRIGGERED THE SECOND PHASE
[02:08:42] AND PARTICIPATION IS ALSO STRONG AMONGST
[02:08:44] THIS GROUP. WHAT THIS WILL DO IS IT WILL
[02:08:47] ALLOW US TO ACOUSTICALLY TEST MORE
[02:08:49] PROPERTIES THIS YEAR THAN WAS THE
[02:08:51] ORIGINAL PROJECTION. STEVE WILL NOW BE
[02:08:54] REVIEWING WITH YOU THE OTHER ELEMENTS OF
[02:08:56] OUR APARTMENT PLAN.
[02:08:58] THANK YOU, JULIE. AS I PREVIOUSLY
[02:09:02] MENTIONED, WE RECENTLY EXECUTED THE
[02:09:03] PROGRAM MANAGEMENT CONSULTING CONTRACT,
[02:09:06] SO THAT WAS A PRETTY BIG STEP FORWARD
[02:09:08] WITH THE APARTMENT PROGRAM. THIS IS ONE
[02:09:10] EXAMPLE OF HOW THE TEAM HAS WORKED
[02:09:12] TOWARDS ACCELERATING THE PROGRAM. IN
[02:09:14] SEVEN MONTHS, WE WENT FROM BEING
[02:09:15] AUTHORIZED TO PROCURE THE PROGRAM
[02:09:17] MANAGEMENT CONSULTANT TO EXECUTE IN A
[02:09:20] CONTRACT. THIS PROCUREMENT PROCESS
[02:09:21] TYPICALLY TAKES US ABOUT NINE MONTHS TO
[02:09:23] COMPLETE. EXECUTION OF THIS CONTRACT
[02:09:25] WILL ALLOW THE TEAM TO NOW BEGIN
[02:09:26] ACOUSTIC TESTING. AS JULIE STATED IN Q
[02:09:29] FOUR, THIS YEAR, WITH TESTING CONTINUING
[02:09:31] QUARTERLY THROUGH 2022, DESIGN WILL
[02:09:34] BEGIN ONE. SUBORDINATION AGREEMENTS ARE
[02:09:36] RECEIVED AND WILL BE FOLLOWED BY
[02:09:38] CONSTRUCTION WITH COMPLETION OF ALL
[02:09:39] UNITS BY Q 4. 2026. NEXT SLIDE PLEASE.
[02:09:46] THE APARTMENT PROPERTIES REPRESENT THE
[02:09:49] LARGEST PROGRAM WITHIN THE SOUND
[02:09:51] INSTALLATION PROGRAM, AND IT IS THE
[02:09:53] CRITICAL PATH OF THE ENTIRE PROGRAM.
[02:09:54] ACOUSTIC TESTING AND OUTREACH IS
[02:09:56] SCHEDULED TO BEGIN Q 4 2021 AND BE
[02:09:59] COMPLETED Q 4 2023. THE TEAM WILL BE
[02:10:02] CONDUCTING OUTREACH AND TESTING
[02:10:03] QUARTERLY FOR APARTMENT COMPLEXES THAT
[02:10:05] ARE PARTICIPATING IN THE PROGRAM.
[02:10:07] DESIGN AND PERMITTING IS SCHEDULED TO
[02:10:09] BEGIN Q 4 2021 AND WILL BE ONGOING
[02:10:12] THROUGHOUT THE PROGRAM COMPLETION NO
[02:10:13] LATER THAN Q 3 2025. I'D LIKE TO
[02:10:16] HIGHLIGHT THAT DESIGN AND PERMITTING
[02:10:18] WILL CONSIST OF SEVERAL SEPARATE DESIGN
[02:10:20] PACKAGES, MANY OF WHICH WILL BE
[02:10:22] COMPLETED CONCURRENTLY THROUGHOUT THE
[02:10:23] PROGRAM DURATION. CONSTRUCTION IS
[02:10:26] ANTICIPATED TO BEGIN Q 3 2022 AND WILL
[02:10:29] BE ONGOING THROUGHOUT THE PROGRAM
[02:10:31] COMPLETION NO LATER THAN Q 4 2026. AND
[02:10:34] JUST LIKE DESIGN AND PERMITTING,
[02:10:35] CONSTRUCTION WILL CONSIST OF SEVERAL
[02:10:37] MAJOR WORKS CONTRACTS BEING COMPLETED
[02:10:40] CONCURRENTLY THROUGHOUT THE DURATION OF
[02:10:41] THE PROGRAM. NEXT SLIDE, PLEASE.
[02:10:45] AND NOW I'LL TURN IT BACK OVER TO JULIE.
[02:10:49] THANK YOU, STEVE. NEXT, WE'RE GOING TO
[02:10:51] COVER TWO OTHER FUTURE PROJECTS THAT ARE

[02:10:54] PLANNED FOR IN 2022 AND 2023. THERE
[02:10:57] ARE SEVEN IDENTIFIED PLACES OF WORSHIP
[02:11:00] WITHIN OUR NOISE BOUNDARY. THESE TYPES
[02:11:02] OF PROJECTS REQUIRE A VERY DIFFERENT
[02:11:04] DESIGN AND CONSTRUCTION PLAN THAN
[02:11:06] RESIDENCE. THESE ARE VERY ACTIVE
[02:11:09] FACILITIES, SOME OF WHICH CONTAIN
[02:11:11] OPERATING SCHOOLS, A FOOD BANK, AND A
[02:11:14] MULTITUDE OF COMMUNITYBASED ACTIVITIES.
[02:11:16] ONE OF THE KEY ATTRIBUTES THAT WE LOOKED
[02:11:19] FOR IN OUR DESIGN FIRM WAS A DEEP
[02:11:21] KNOWLEDGE IN THIS SPACE. NEXT SLIDE,
[02:11:24] PLEASE.
[02:11:27] THERE ARE TWO SINGLE FAMILY HOMES AND
[02:11:30] ONE MULTI FAMILY BUILDING THAT ARE IN
[02:11:33] THIS THAT ARE ELIGIBLE FOR VOLUNTARY
[02:11:36] ACQUISITION. THE SOUTH ATZ PROGRAM
[02:11:39] DETAILS HAVE NOT YET BEEN DEFINED AND
[02:11:41] STAFF WILL BE WORKING ON THIS IN THE
[02:11:43] VERY NEAR FUTURE. NEXT SLIDE PLEASE.
[02:11:47] SO ALL SUBORDINATION HAVE
[02:11:51] ALWAYS BEEN A PART OF OUR PROCESS. THEY
[02:11:53] HAVE BECOME PROGRESSIVELY MORE
[02:11:54] CHALLENGING TO ACQUIRE. AFTER EXTENSIVE
[02:11:57] RESEARCH IN 2020, THE TEAM IDENTIFIED
[02:12:00] THE SPECIALIZED CONSULTING TYPE NEEDED
[02:12:03] TO FACILITATE THE PROCESS. WITH THEIR
[02:12:05] INDUSTRY CONTACTS, WE'RE SEEING AN
[02:12:07] IMPROVEMENT IN THE ACQUIRING OF
[02:12:09] SUBORDINATION AGREEMENTS IN AVERAGE OF
[02:12:11] FOUR MONTHS TO DATE. THEY HAVE SECURED
[02:12:14] 33 OF THE REQUIRED 47 SINGLE FAMILY
[02:12:17] HOME AND CONDO OWNER AGREEMENTS, AND
[02:12:20] THEIR WORK CONTINUES. NOW, THE 14
[02:12:22] OUTSTANDING SUBORDINATION HIGHLIGHT THE
[02:12:25] TWO CHALLENGES THAT WE NOTE ON THE
[02:12:26] SLIDE. SEVEN OF THE REMAINING
[02:12:28] SUBORDINATION RELATE TO OWNERS THAT HAVE
[02:12:30] NOT YET SIGNED THE LENDER SPECIFIC THIRD
[02:12:33] PARTY AUTHORIZATION FORM THAT ACTUALLY
[02:12:35] ENABLES OUR CONSULTANT TO WORK ON THEIR
[02:12:37] BEHALF. THIS IS DOING PART TO OWNERSHIP
[02:12:40] CHANGES IN WHICH WE HAVE TO RESTART A
[02:12:42] PROCESS. THE OTHER HALF ARE INSTANCES IN
[02:12:45] WHICH LENDERS ARE FORWARD TO RESPOND.
[02:12:49] SOME ARE VERY UNFAMILIAR WITH THE
[02:12:50] PROGRAM AND HAVE MORE QUESTIONS. OTHER
[02:12:52] PROPERTIES ACTUALLY HAVE MULTIPLE
[02:12:54] LENDERS, AND SO IT DOES REQUIRE A LONGER
[02:12:56] PROCESS. WE WILL CONTINUE TO USE OUR
[02:12:59] LESSONS LEARNED AND FURTHER REFINE OUR
[02:13:01] PROCESS WITH OUR CONSULTING TEAM. SO
[02:13:05] NEXT, I WOULD LIKE TO TURN THE
[02:13:07] DISCUSSION OVER TO REGARDING FUNDING TO
[02:13:10] MY COUNTERPART ON WIN, THE SENIOR
[02:13:12] MANAGER OF AVIATION FINANCE AND BUDGETS.
[02:13:17] AND NEXT SLIDE, PLEASE.
[02:13:20] THANK YOU, JULIE. GOOD AFTERNOON,
[02:13:22] COMMISSIONERS AND EXECUTIVE DIRECTOR. I
[02:13:24] WILL BE PRESENTING THE FUNDING PLAN FOR
[02:13:26] THE NOISE PROGRAM. NEXT SLIDE PLEASE.
[02:13:32] THE PORTS PRIOR FUNDING PLAN FOR THE NOISE
[02:13:35] PROGRAM WAS BASED ON RESOLUTION 2683

[02:13:39] WHICH WAS PASSED IN 2013 APPROVING THE
[02:13:41] PART 150. THE SINGLE FAMILY HOMES
[02:13:44] INSTALLATIONS SPANNING PACE WAS TIED TO
[02:13:47] THE AVAILABILITY OF LAND. NEXT SLIDE
[02:13:50] PLEASE WITH THE
[02:13:53] ACCELERATION MOTION PASSED BY COMMISSION
[02:13:56] IN 20. IN FEBRUARY 2020, THE FUNDING
[02:13:59] PLAN WAS UPDATED TO ACCOMMODATE THE
[02:14:01] MOTION. THE NOISE PROGRAM CONSISTS OF
[02:14:04] FIVE CAPITAL PROJECTS. IT WAS A TOTAL
[02:14:07] AMOUNT OF 201,000,000 DOLLARS WITH THE
[02:14:10] CORRESPONDING CASH FLOW. THE PROJECT
[02:14:13] CASH FLOW RESPECT FULL PARTICIPATION AND
[02:14:16] THAT THE PLAN WOULD BE UPDATED REGULARLY
[02:14:18] AS CONDITION CHANGE. THE FEDERAL
[02:14:23] AVIATION ADMINISTRATION AIRPORT
[02:14:26] IMPROVEMENT PROGRAM GRANTS FOR MOST
[02:14:29] MITIGATION PROJECTS AT SEATAC COMPETE
[02:14:31] NATIONWIDE WOULD SOUND IN SOUND
[02:14:34] MITIGATION PROJECTS AT OTHER AIRPORT.
[02:14:36] THE FAA DETERMINES ANNUALLY THE
[02:14:38] AVAILABILITY OF FUNDS DEPENDING UPON THE
[02:14:41] NUMBER OF APPLICATIONS FROM ALL AIRPORT
[02:14:45] NATIONWIDE. CONSEQUENTLY, PLANNING IS
[02:14:47] CHALLENGING BECAUSE THE EXACT
[02:14:49] AVAILABILITY OF FUNDS FOR THE DURATION
[02:14:52] OF THE SOUND INSULATION AND ACQUISITION
[02:14:54] PROGRAMS IS UNKNOWN. NOISE GRANTS
[02:14:57] TYPICALLY FUNDS APPROXIMATELY 80%
[02:15:01] OF ELIGIBLE COSTS, WITH THE REMAINING
[02:15:04] AMOUNT BEING FUNDED THROUGH REVENUE
[02:15:06] BONDS. THE AIRPORT WOULD BE REQUIRED TO
[02:15:09] FUND THE REMAINING 20% PLUS ANY
[02:15:12] INELIGIBLE COSTS. NEXT SLIDE PLEASE.
[02:15:17] THE FUNDING PLAN ASSUMES AN ANNUAL
[02:15:20] AMOUNT OF 10,000,000 OF PLANS,
[02:15:23] WHICH IS LIKELY SCENARIO FROM 2020 TO
[02:15:26] 2029. HOWEVER, THE PORT WOULD CONTINUE
[02:15:30] TO APPLY FOR GRANTS THEREAFTER.
[02:15:33] THE CURRENT FUNDING PLAN ASSUMES THE USE
[02:15:36] OF 7.1 MILLION FROM THE FAA REINVESTED
[02:15:39] FUND, 9.2 MILLION OF GRANTS THAT WE GOT
[02:15:43] RECEIVED AND 80,000,000 A TUTOR WANTS IN
[02:15:47] 15,000,000 OF REVENUE BONDS. THE DEBT
[02:15:50] SERVICE OF THE REVENUE BONDS WOULD BE
[02:15:53] CHARGED IN THE AIRLINE WEIGHT BASE AND
[02:15:54] IS PART OF THE LANDING FEE. NEXT SLIDE
[02:15:58] PLEASE. TO MANAGE
[02:16:03] THE UNCERTAINTY OF THE GRANT
[02:16:05] AVAILABILITY AND ULTIMATELY FUND THE
[02:16:07] BALANCE OF COSTS NOT GRANT FUNDED, THE
[02:16:10] PORT HAS DEVELOPED THE FOLLOWING PLAN,
[02:16:12] THE USE OF COMMERCIAL PAPER IS AN
[02:16:15] INTERIM FUNDING SOURCE UNTIL THE
[02:16:17] AVAILABILITY OF GRANTS IS KNOWN.
[02:16:20] CONTINUE TO APPLY FOR THE GRANTS TO FIND
[02:16:22] RETROACTIVE SPENDING ISSUE AIRPORT
[02:16:26] REVENUE BONDS WHEN RETROACTIVE
[02:16:27] REIMBURSEMENT IS UNLIKELY AND TFC HAS
[02:16:31] INSUFFICIENT CAPACITY FOR THE NEXT FIVE
[02:16:33] TO 10 YEARS WITHOUT SHIFTING FROM OTHER
[02:16:35] PROJECTS SUCH AS THE NORTH SATELLITE AND
[02:16:38] THE INTERNATIONAL ARRIVALS FACILITY

[02:16:41] PROJECTS AND THE USE OF TAX LEVY CAN
[02:16:45] BE A FUNDING SOURCE AVAILABLE. NEXT
[02:16:47] SLIDE PLEASE.
[02:16:50] THEY ARE PROJECT LISTS AND UNCERTAINTIES
[02:16:53] IN THE PORT FUNDING PLAN. HOWEVER, THE
[02:16:56] FOCUS IS DESIGNED TO ALLOW THE PORT TO
[02:16:58] MINIMIZE THE AIRLINE WEIGHT BASED
[02:17:00] IMPACT, LOWER COSTS OR REDO SCOPE DUE
[02:17:03] TO INELIGIBILITY OR OWN A RELUCTANT TO
[02:17:06] PARTICIPATE COMBINED WITH ANTICIPATED
[02:17:09] GRANTS WOULD FURTHER TO REDUCE THE
[02:17:10] WEIGHT BASED IMPACT WITH AIRLINES AT
[02:17:13] THIS TIME, I WOULD LIKE TO TURN IN ORDER
[02:17:16] TO SEE THANKS.
[02:17:19] NEXT SLIDE PLEASE. THIS SLIDE
[02:17:24] HERE REPRESENT SOME OF OUR PROJECT
[02:17:26] RISKS. TIMING TO IDENTIFY WHO IS
[02:17:28] PARTICIPATING IN THE PROGRAM IS ONE OF
[02:17:31] THE HIGHER RISKS OF THE PROGRAM. EARLY
[02:17:33] OUTREACH AND COORDINATION IS KEY TO GAIN
[02:17:35] EARLIER PARTICIPATION IN THE PROGRAM.
[02:17:37] ONCE THEY AGREE TO PARTICIPATE, WE CAN
[02:17:39] THEN INITIATE ACOUSTIC TESTING. ANOTHER
[02:17:42] TOP RISK TO THE PROGRAM IS THE ABILITY
[02:17:44] TO ATTAIN SUBORDINATION AGREEMENTS. THE
[02:17:47] PORT TEAM AND THE CONSULTANT TEAM
[02:17:48] SPECIALIZING IN THESE TYPES OF
[02:17:49] AGREEMENTS WILL BE HELPING OWNERS
[02:17:51] NAVIGATE THE PROCESS. WITHOUT AGREEMENTS
[02:17:54] IN PLACE, DESIGNS CANNOT PROCEED. NEXT
[02:17:57] SLIDE, PLEASE.
[02:17:59] PROGRAM NEXT STEPS. THE NEW CONSULTANT
[02:18:03] PROGRAM MANAGEMENT TEAM WILL BEGIN
[02:18:05] PLANNING, TESTING AND DESIGN. WE'LL BE
[02:18:07] CONTINUED WITH OWNER OUTREACH. AND AS
[02:18:09] SUBORDINATION AGREEMENTS FOR APARTMENT
[02:18:11] COMPLEXES ARE RECEIVED, DESIGNS WILL
[02:18:13] BEGIN. WE'LL CONTINUE ACCELERATING A
[02:18:16] SINGLE FAMILY HOMES PROGRAM. WE PLAN ON
[02:18:18] COMPLETING CONSTRUCTION ON THE VILLA AND
[02:18:20] CONDOMINIUM COMPLEX FOR ALL THE UNITS
[02:18:22] WITH AGREEMENTS IN PLACE. APARTMENT
[02:18:25] DESIGN AUTHORIZATION. MANY OF THE ITEMS
[02:18:27] PRESENTED RELATED TO THE APARTMENT
[02:18:29] PROGRAM ARE DEPENDENT ON DESIGN
[02:18:31] AUTHORIZATION, WHICH I'LL BE PRESENTING
[02:18:33] AND REQUESTING AS AN NEXT AGENDA ITEM
[02:18:35] TODAY. NEXT SLIDE, PLEASE.
[02:18:38] AND ANY QUESTIONS.
[02:18:42] CLERK HART, CAN YOU PLEASE CALL THE
[02:18:44] ROLL? OF COURSE, BEGINNING WITH
[02:18:46] COMMISSIONER BOWMAN FOR QUESTIONS?
[02:18:48] WELL, THANK YOU. YEAH, I HAVE SEVERAL
[02:18:51] QUESTIONS, AND I'M GOING TO START WITH
[02:18:54] LET ME SEE IF I UNDERSTAND THIS
[02:18:56] CORRECTLY WITH THIS ACCELERATED PROGRAM.
[02:18:59] ARE YOU SAYING THAT WE'RE GOING TO BE
[02:19:00] DOING 10 HOMES PER YEAR? DID I
[02:19:04] UNDERSTAND THAT CORRECTLY? I THINK I'LL
[02:19:08] HAVE JULIE ANSWER THAT QUESTION. NO,
[02:19:09] IT'S MORE THAN 10 HOMES PER YEAR. DO YOU
[02:19:12] WANT TO GO OVER THE THE ANNUAL PLAN AND
[02:19:15] WHAT'S THAT BASED ON? CERTAINLY. AND

[02:19:17] THANK YOU, COMMISSIONER POINTS FOR THAT
[02:19:20] QUESTION. SO WE CAN CLARIFY. SO FOR
[02:19:23] THIS YEAR, THE NUMBER OF HOMES THAT WE
[02:19:26] ARE ON PACE TO DO ARE JUST OVER 10. AND
[02:19:28] THAT REPRESENTS HOMEOWNERS THAT WERE
[02:19:30] ALREADY IN THE PIPELINE, THAT WE HAD
[02:19:32] AGREEMENTS NEXT YEAR. THAT NUMBER WILL
[02:19:36] BE MUCH LARGER. AND REALLY, WHAT WE'RE
[02:19:39] LOOKING AT IS THE NUANCE SPECIFICALLY
[02:19:41] WITH SINGLE FAMILY IS THE FACT THAT OUT
[02:19:44] OF, YOU KNOW, 9,400 THAT HAVE BEEN
[02:19:47] COMPLETED OVER THE LAST THREE DECADES,
[02:19:49] WE ARE DOWN TO A VERY SMALL GROUP OF 140
[02:19:53] HOMES THAT PREDOMINANTLY HAVE NOT BEEN
[02:19:57] WILLING TO PARTICIPATE IN THE PROGRAM.
[02:19:59] AND SO THERE WILL BE INITIALLY BECAUSE
[02:20:03] OF OUR EARLY OUTREACH, A MUCH LARGER
[02:20:05] GROUP PROJECTED OVER THE NEXT COUPLE OF
[02:20:07] YEARS THROUGH THE BALANCE OF THE
[02:20:10] PROGRAM, JUST DEPENDING UPON
[02:20:13] PARTICIPATION, THAT'S REALLY WHAT'S
[02:20:15] GOING TO DRIVE THE NUMBER OF HOMES. SO
[02:20:17] THE FORTUNATE THING IS AS [inaudible 02:20:20]
[02:20:20] AS PART OF THE FUNDING PROGRAM, BECAUSE
[02:20:22] WE ARE NO LONGER LIMITED TO THAT DIRECT
[02:20:25] LINK WITH GRANT FUNDS, WE NO LONGER HAVE
[02:20:27] THAT AS A BARRIER. SO NOW IT'S REALLY
[02:20:30] IT'S TYING IT TO THE PARTICIPATION AND
[02:20:32] DOING EVERYTHING IN OUR POWER SUPPORT TO
[02:20:34] SPEED SOMEONE THROUGH THE PROCESS.
[02:20:37] OKAY, THAT'S MY FIRST. SO YOU SAID
[02:20:40] ABOUT 14 HOMES THIS YEAR AND YOU SAID
[02:20:43] GREATLY EXPANDED FOR NEXT YEAR. WHAT IS
[02:20:45] GREATLY EXPANDED MEAN? THAT'S ANOTHER
[02:20:48] GREAT QUESTION. SO CURRENTLY WHAT WE
[02:20:50] HAVE AGREEMENTS IN PLACE, AND ONCE WE
[02:20:54] HAVE THE CONSULTANT FULLY ON BOARD AND
[02:20:56] CAN BEGIN, WE ALREADY HAVE EIGHT HOMES.
[02:20:59] THEY'RE READY TO MOVE INTO CONSTRUCTION.
[02:21:00] SO WE ARE ALREADY NEAR THAT LEVEL.
[02:21:03] WE HAVE ANOTHER. AND THEY ARE PART OF
[02:21:07] THAT GROUP OF 41 THAT WE HAVE TESTING
[02:21:10] THAT WE HAVE DESIGNS AND DOCUMENTS FOR.
[02:21:13] SO IN TERMS OF WHAT THE ACTUAL NUMBER OF
[02:21:16] CONSTRUCTION WILL BE EACH YEAR, THAT'S
[02:21:19] VERY HARD TO PREDICT RIGHT HERE. JUST
[02:21:21] BECAUSE IT DOES BECOME IT'S A MATTER OF
[02:21:23] HOW DO THEY ACOUSTICALLY TEST, WHAT RATE
[02:21:25] DO THE CONSTRUCTION DID THE
[02:21:27] SUBORDINATION AGREEMENTS COME IN AND
[02:21:30] THEN WE MOVE THEM FORWARD INTO
[02:21:32] CONSTRUCTION? WHAT I JUST WOULD LIKE TO
[02:21:34] CONVEY IS WE ARE NOT GOING TO ATTEMPT TO
[02:21:36] HAVE ANY ARTIFICIAL LIMITS ON HOW MANY
[02:21:38] WE DO. OUR GOAL, WE ARE VERY LASER
[02:21:40] FOCUSED ON THE CRITICAL MISSION, WHICH
[02:21:42] IS TO MOVE HOMEOWNERS THROUGH THE
[02:21:46] PROCESS AS QUICKLY AS POSSIBLE SO THAT
[02:21:48] WE CAN PROVIDE THIS. WE OKAY,
[02:21:52] LET ME ASK YOU A QUESTION ANOTHER WAY.
[02:21:53] WHAT ARE THE 1, 2 OR THREE THINGS THAT
[02:21:57] WOULD SPEED UP THE PROCESS TO HAVE MORE
[02:22:00] RESIDENCES, PLACES OF WORSHIP AND

[02:22:02] SCHOOLS DONE MORE QUICKLY? WHAT IS STILL
[02:22:05] TO HOLD UP? I UNDERSTAND IN THE PAST,
[02:22:06] IT'S BEEN THIS COORDINATION AGREEMENTS,
[02:22:08] WHICH I PERSONALLY SPENT A LOT OF TIME
[02:22:10] ON. THEN IT WAS WE NEEDED A CONSULTANT.
[02:22:13] IT SOUNDS LIKE IT TOOK SEVEN MONTHS TO
[02:22:14] GET A CONTRACT FOR A CONSULTANT. THAT'S
[02:22:16] GREAT. WE'VE GOT SOMEBODY ON BOARD.
[02:22:18] WHAT ARE THE TOP THREE THINGS THAT COULD
[02:22:20] BE DONE IF THOSE WERE ACCOMPLISHED THAT
[02:22:23] COULD DRAMATICALLY ACCELERATE THIS
[02:22:26] PROGRAM. I'M NOT SURE WHO IS THE BEST
[02:22:29] PERSON TO ANSWER THAT, BUT IF YOU COULD
[02:22:31] REALLY LASER FOCUS ON A COUPLE OF THINGS
[02:22:33] THAT WOULD BE LIKE, GOD, WE COULD GET 30
[02:22:35] HOMES DONE THIS YEAR INSTEAD OF JUST
[02:22:37] EIGHT, WHAT WOULD THAT BE? AND I'M
[02:22:41] SITTING OUTSIDE SO THAT FOLKS CAN HEAR
[02:22:43] ME ON THE FLIGHT PASS, THOUGH. BUT I
[02:22:44] WANT TO BE CLEAR, I'M ONLY ON BEACON
[02:22:46] HILL, SO I'M NOT DIRECTLY IMPACTED THE
[02:22:49] WAY OUR AIRPORT COMMUNITIES ARE. SO,
[02:22:55] AGAIN,
[02:22:59] REALLY, ONE CAN TRY AND HELP WITH THAT
[02:23:02] QUESTION. THAT WOULD BE GREAT. THANK
[02:23:03] YOU, SAM. YES, THIS IS STAN SHEPHERD.
[02:23:06] I'M THE MANAGER OF THE NOISE PROGRAMS.
[02:23:08] AND WHAT WE REALLY DO IS WE BELIEVE AT
[02:23:11] THIS POINT, THE PROGRAM THAT WE'RE
[02:23:13] PUTTING TOGETHER WITH THE GREAT HELP OF
[02:23:14] JULIE AND STEVE, ARE REALLY AIMED AT
[02:23:16] MEETING THAT COMMISSION RESOLUTION THAT
[02:23:18] FINISHED THE PROGRAM BY THE END OF
[02:23:20] 2026. SO THAT'S REALLY THE
[02:23:22] ACCELERATION. WE'RE ON TRACK AND MEET
[02:23:24] THAT SO FAR. WE'VE PUT THE FUNDING PLAN
[02:23:26] TOGETHER TO GET THERE. WE'VE GOT THE
[02:23:28] STAFF TOGETHER. IT WAS REALLY A STAFFING
[02:23:30] ISSUE AND THE MANAGEMENT ISSUE TO GET
[02:23:32] THE PROJECT MOVING ALONG. WE'VE HIT ALL
[02:23:34] THOSE STEPS. WE'VE GOT SOME GREAT PEOPLE
[02:23:35] IN PLACE AT THIS POINT, AND WE'VE GOT
[02:23:37] THE FUNDING PLAN IN PLACE. WE'VE GOT
[02:23:40] WHAT WE YOU'RE GOING TO APPROVE NEXT TO
[02:23:41] THAT CONTRACT AUTHORIZATION TO MOVE
[02:23:45] THROUGH THE APARTMENT SOUND INSULATION
[02:23:47] PROGRAMS. SO I THINK WE'RE MOVING IT'S
[02:23:49] PRETTY FAST SPEED AT THIS POINT TO GET
[02:23:51] IT IN PLACE, WE'VE ELIMINATED THAT KIND
[02:23:54] OF ISSUE WITH THE FUNDING. SO WE'RE
[02:23:56] MOVING ALONG PRETTY QUICKLY WITH THIS,
[02:23:59] BUT IT'S REALLY STAFFING FUNDING AND THE
[02:24:02] OVERSIGHT OF THE PROJECT TO MOVE IT
[02:24:04] FORWARD. SO BUT YOU'VE GOT THE STAFFING
[02:24:07] IN PLACE, YOU FEEL LIKE THE FUNDING IS
[02:24:09] NOT AN ISSUE MOVING FORWARD. CORRECT.
[02:24:13] OKAY. WE'RE AT A POINT WITH HANS GROUP
[02:24:16] THAT THEY HAVE A PLAN IN PLACE TO
[02:24:19] ACTUALLY UPFRONT THE COST OF THESE
[02:24:21] PROGRAMS IF WE CANNOT GET FAA GRANTS IN
[02:24:25] PLACE BEFORE THE CONSTRUCTION BEGINS.
[02:24:27] WE WORKED WITH THE FAA TO MAKE SURE THAT
[02:24:29] IF WE DO THAT UPFRONT FUNDING AT A LATER

[02:24:32] DATE, THESE PROGRAMS WILL BE ELIGIBLE
[02:24:35] FOR GRANT REIMBURSEMENT. IF AN FAA
[02:24:37] FUNDING GRANT BECOMES AVAILABLE SOMETIME
[02:24:39] IN THE FUTURE, WE CAN GET PAID FOR WHAT
[02:24:40] WE'VE ALREADY DONE IN THE PAST. SO THAT
[02:24:42] HELPS US ALSO TO RECOVER THOSE COSTS
[02:24:46] THAT WOULD OTHERWISE JUST BE AT THE PORT
[02:24:48] EXPENSE. OKAY. AND THEN TWO MORE
[02:24:50] QUESTIONS. YOU HAD TALKED ABOUT THIS
[02:24:53] GOING INTO THE RATE BASE. HAVE WE EVER
[02:24:55] CONSIDERED AS PART OF THE SLOA
[02:24:58] AGREEMENTS TO REALLY ACCELERATE
[02:25:03] THE FUNDING FOR THIS PROGRAM USING SLOA?
[02:25:05] I HAVE TO TURN THAT BACK TO HAN HERE.
[02:25:13] YES. WE ARE GOING THROUGH THE AIRLINE
[02:25:15] NEGOTIATION, AND THAT CAN BE A TOPIC,
[02:25:18] AND I WILL BRING IT INTO THE PORT OF
[02:25:21] THE PLAN FOR THE AIRLINE NEGOTIATIONS.
[02:25:26] OKAY. I THINK I WOULD AT LEAST ONE
[02:25:29] LIKE TO SEE IT BE CONSIDERED. I KNOW
[02:25:31] THAT THE AIRLINES WILL PUSH BACK, BUT AT
[02:25:33] THE END OF THE DAY, IT IS THE PLANES
[02:25:35] THAT ARE CAUSING THE NOISE. IT'S NOT THE
[02:25:37] PORT OF SEATTLE. IT IS THE PLANES. SO
[02:25:40] THOSE ARE ALWAYS TOUGH NEGOTIATIONS,
[02:25:42] BUT I THINK THAT THEY SHOULD BE PAYING
[02:25:45] HELPING FUND THIS PROGRAM MOVING
[02:25:48] FORWARD, PARTICULARLY FOR THE
[02:25:49] EXPLORATION. YEAH. AND AS STEVE
[02:25:52] MENTIONED, WE JUST RECEIVED THE MII
[02:25:55] MAJORITY OF INTEREST FROM THE AIRLINE,
[02:25:57] AND IT WAS APPROVED FOR THE APARTMENT
[02:26:00] 13,000,000 FOR THE PROJECT. SO WE'RE
[02:26:04] REALLY HAPPY WE'RE COLLABORATING WITH
[02:26:06] THEM, AND WE'RE FILLING THEM IN. AND SO
[02:26:10] IT'S A COLLABORATION OF WORD. SO WE GOT
[02:26:12] THAT THROUGH WITH AIRLINES. OKAY.
[02:26:14] EXCELLENT. AND THEN JUST ONE LAST
[02:26:15] QUESTION ON ONE OF THE FINAL SLIDES,
[02:26:17] YOU HAD SOME CHANGES THE RISK TO THE
[02:26:19] PROGRAM, AND ONE WAS A CHANGE TO THE
[02:26:21] NOISE CONTOURS. COULD YOU TALK ABOUT WHY
[02:26:24] YOU SAW THAT AS A RISK? THIS IS STANDING
[02:26:27] AT ALL. I'LL GO AHEAD AND TALK TO THAT
[02:26:29] ONE. THE FAA APPROVES THE NOISE CONTOUR
[02:26:32] FOR THESE TYPE OF PROGRAMS WE'VE TALKED
[02:26:35] ABOUT IN THE PAST, AND IT'S ONLY
[02:26:37] ELIGIBILITY WITHIN THAT CONTOUR THAT
[02:26:39] THEY WILL FUND PROGRAMS. SO OUR CONTOUR
[02:26:42] RIGHT NOW IS GETTING OLD. IT WAS DONE IN
[02:26:44] OUR LAST PART 150 STUDY. IT WAS ACTUALLY
[02:26:47] YOUR PROJECTED CONTOUR FOR THE YEAR
[02:26:48] 2018 WHEN WE DID THAT. SO WE'RE
[02:26:52] GOING TO BE LOOKING AT THOSE CONTOURS
[02:26:54] AGAIN COMING UP IN ANOTHER YEARS, WE
[02:26:56] WOULD PROBABLY GO INTO ANOTHER PART 150
[02:26:58] STUDY STARTING AT THE END OF NEXT YEAR.
[02:27:00] AND WHEN THAT CONTOUR IS UPDATED, WE
[02:27:02] HAVE TO ACCEPT THE RESULTS OF IT. SO
[02:27:04] THAT COULD BE EITHER A LARGER CONTOUR OR
[02:27:07] A SMALLER CONTOUR. FROM THE INDICATIONS
[02:27:09] WE'VE TALKED WITH OUR CONSULTANTS RIGHT
[02:27:11] NOW, IT'S NOT GOING TO BE DRAMATIC, WE

[02:27:13] DON'T THINK. BUT THERE COULD BE SOME
[02:27:14] AREAS THAT CHANGE WITH IT. AND IF THOSE
[02:27:17] AREAS CHANGE, EITHER WE COULD BE MORE
[02:27:19] INCLUSIVE OR THINGS WOULD NO LONGER BE
[02:27:22] ELIGIBLE. SO THAT'S A RISK THAT WE'RE
[02:27:23] TAKING MOVING FORWARD. AND IT'S A RISK
[02:27:25] THAT IT IS JUST BASICALLY STATISTICS ON
[02:27:27] THE AIRPORT OPERATIONS THAT PUTS US INTO
[02:27:29] THAT. OKAY. THANK YOU. AND THEN FINAL
[02:27:32] FINAL QUESTION, I PROMISE, IN TERMS OF
[02:27:35] THE PORT PACKAGES, HOMES THAT HAD BEEN
[02:27:38] PREVIOUSLY INSULATED IN THOSE PACKAGES
[02:27:40] FAILED. COULD YOU GIVE US AN UPDATE ON
[02:27:42] WHERE WE ARE WITH THAT? YEAH. WE HAVEN'T
[02:27:44] MOVED THAT ONE INTO A PROJECT YET. AS
[02:27:47] YOU CAN SEE, WE'VE REALLY HAD A LOT OF
[02:27:49] WORK GOING ON WITH ALL OF THE OTHER
[02:27:51] THINGS WE PUT TOGETHER HERE WITH
[02:27:52] APARTMENTS AND CHURCHES AND ALL THE
[02:27:54] OTHER STUFF. SO WE HAVEN'T MOVED THAT
[02:27:55] INTO A PROJECT YET, AND IT STILL IS
[02:27:58] UNKNOWN WHERE THE FUNDING IS GOING TO
[02:28:01] COME FROM ON THAT. SO WHAT WE HAVE IS A
[02:28:03] PROJECT THAT IS UNFUNDED. WE KNOW
[02:28:07] THERE'S TWO DIFFERENT ELEMENTS TO THAT.
[02:28:08] THERE'S ONE THAT IS REALLY JUST FAILED
[02:28:11] WINDOWS. SO WE KNOW THINGS ARE BREAKING
[02:28:13] THE GETTING OLD. IT'S PART OF THE
[02:28:15] PROCESS. AND THEN THERE'S ANOTHER EFFORT
[02:28:18] BY THE FAA. I CALL IT THE 1993 EFFORTS.
[02:28:22] AND WITH THAT, THE FAA HAS INDICATED
[02:28:24] THAT ANY HOMES BUILT PRIOR TO SOUND
[02:28:27] INSULATED PRIOR TO 1993 MAY NOT HAVE
[02:28:30] BEEN DONE UNDER THEIR STANDARDS. SO
[02:28:33] THEY'RE ALLOWING SOME GRANT FUNDING FOR
[02:28:35] THOSE PROJECTS SPECIFICALLY DONE 1993
[02:28:39] UNDER AN FAA GRANT. AND WHAT THEY'RE
[02:28:42] SAYING IS THAT WE WOULD GO BACK INTO
[02:28:45] THOSE HOMES, WE WOULD SOUND TEST THOSE
[02:28:47] HOMES. AND IT WOULD BE BASED ON THAT
[02:28:50] ELIGIBILITY WITHIN THE CONTOUR AND THE
[02:28:52] SOUND TESTING THAT WE COULD GO BACK IN
[02:28:54] AND DO SOME RETRO FITS WITH THOSE TYPE
[02:28:57] OF PROJECTS. THOSE COULD BE GRAND
[02:28:59] ELIGIBLE. THE OTHERS CANNOT. SO IF IT'S
[02:29:01] JUST A FAILED PACKAGE, WINDOW FRAMES ARE
[02:29:05] BREAKING OR WHATEVER IT IS, THOSE ARE
[02:29:08] NOT GRANT ELIGIBLE AT THIS POINT. SO
[02:29:10] WE'RE WORKING WITH OUR GOVERNMENT
[02:29:11] RELATIONS STAFF, ERIC SEINFELD, TO COME
[02:29:13] UP WITH SOME OPPORTUNITIES TO LOOK AT
[02:29:15] OTHER GRANT FUNDING KIND OF PROCESSES
[02:29:18] WITH THAT TO GET US GRANT FUNDING. ONE
[02:29:21] OF THOSE IS THROUGH THE FEDERAL BUDGET
[02:29:23] RECONCILIATION PROCESS, WHICH IS GOING
[02:29:26] TO HAPPEN AT THE FOLLOW THIS YEAR. SO
[02:29:27] HE'S GOING TO KEEP AN EYE ON THAT. HE'S
[02:29:29] ALSO LOOKING AT THE FAA REAUTHORIZATION
[02:29:31] BILL, WHICH IS GOING TO HAPPEN IN 2023.
[02:29:34] SO WE HAVE A COUPLE OF OPPORTUNITIES
[02:29:36] THERE TO INVESTIGATE HOW WE CAN GET SOME
[02:29:38] MORE GRANT FUNDING ELIGIBLE FOR THESE
[02:29:41] PROJECTS. OKAY. WELL, THEN THANK

[02:29:45] YOU. NO. AND THAT WAS ACTUALLY THAT
[02:29:47] ILLUMINATED A LOT. I THINK WE'VE GOTTEN
[02:29:49] QUESTIONS OVER THE LAST COUPLE OF YEARS
[02:29:51] ABOUT PORT PACKAGES AND WHY HASN'T MOVED
[02:29:54] FORWARD. AND IT SOUNDS LIKE THERE'S NO
[02:29:56] REAL PROGRAM TO MOVE IT FORWARD. AND
[02:29:58] IT'S LOOKING AT DIFFERENT SOURCES OF
[02:30:00] FEDERAL FUNDING WHERE WE MAY BE ELIGIBLE
[02:30:03] FOR THAT. BUT THE COMMISSION CAN MAKE A
[02:30:04] DECISION TO FIND FUNDING FOR THOSE
[02:30:08] PACKAGES THAT HAVE FAILED IN THE PAST.
[02:30:10] AND I FROM ALMOST SAY IT'S A PRIORITY
[02:30:13] FOR ME. I KNOW THAT WE ALL CARE VERY
[02:30:16] DEEPLY ABOUT THE FOLKS THAT LIVE
[02:30:18] DIRECTLY AROUND THE AIRPORT. AND I
[02:30:21] BELIEVE WE NEED TO DO MUCH MORE THAT'S
[02:30:26] EVERYTHING FROM PLANT MORE TREES TO KEEP
[02:30:28] THE NOISE DOWN AND CARBON SEQUESTRATION
[02:30:30] TO HELPING THE PEOPLE THAT LIVE AROUND
[02:30:33] THE MOST URBAN AIRPORT IN THE COUNTRY.
[02:30:35] AND SO IF WE NEED A COMMISSION MOTION
[02:30:38] THAT DIRECTS THE STAFF TO LOOK AT OTHER
[02:30:40] FUNDING SOURCES, INCLUDING THE TAX OR
[02:30:43] SLOA, SO THAT WE CAN GO BACK AND DO THE
[02:30:45] PORT PACKAGES. BUT I'M UNWILLING TO WAIT
[02:30:48] ANYMORE FOR FEDERAL FUNDING TO COME
[02:30:51] FORWARD TO HELP FIX A PROBLEM THAT'S
[02:30:53] BEEN OUT THERE FOR MORE THAN 20 YEARS.
[02:30:55] THANK YOU.
[02:30:57] THANK YOU, COMMISSIONER BOWMAN. MOVING
[02:31:00] THE COMMISSIONER CALKINS JUST
[02:31:06] COMMENT TO SAY I REALLY APPRECIATE THE
[02:31:08] WORK THAT OUR FEDERAL GOVERNMENT AFFAIRS
[02:31:10] TEAM HAS DONE TO COORDINATE EFFORTS WITH
[02:31:13] OUR CONGRESSIONAL DELEGATION ON
[02:31:16] ADDRESSING THAT VERY ISSUE, THAT THIS IS
[02:31:18] A NATIONWIDE PROBLEM, THAT AVIATION
[02:31:21] NOISE IMPACTS COMMUNITIES AROUND
[02:31:23] AIRPORTS ALL OVER THE COUNTRY. AND I'M
[02:31:27] PROUD OF THE PORT OF SEATTLE FOR LEADING
[02:31:29] ON INNOVATIVE PROGRAMS TO IDENTIFY THE
[02:31:33] PROBLEM AND ALSO LEADING ON ADVOCACY
[02:31:35] EFFORTS TO GET THE KIND OF FEDERAL LEVEL
[02:31:38] FUNDING WE NEED TO REALLY ADDRESS THEM.
[02:31:40] AND I'M APPRECIATIVE TO THE COMMUNITY
[02:31:42] ENGAGEMENT WE'VE GOTTEN THROUGH THINGS
[02:31:44] LIKE THE HIGHLINE FORUM AND AND MANAGING
[02:31:47] DIRECTOR LYTTLE'S IDEA TO CREATE
[02:31:52] START, WHERE WE GO STRAIGHT TO COMMUNITY
[02:31:55] MEMBERS AND ASK FOR HER AND WORK WITH
[02:31:58] THEM AND USING COMMUNITY DERIVED
[02:32:03] IDEAS TO ADDRESS SOME OF THESE PROBLEMS
[02:32:05] WITHIN THE LEGAL MEANS THAT WE HAVE A
[02:32:08] SUPPORT AND THEN ALSO TO GO AS A
[02:32:12] COLLECTIVE GROUP TO DC AND ADVOCATE FOR
[02:32:15] CHANGES SO THAT WE CAN DO MORE. SO
[02:32:17] CONGRATULATIONS TO OUR TEAM FOR
[02:32:20] IDENTIFYING THESE THINGS, AND ALSO FOR
[02:32:22] THANK YOU FOR TAKING WHAT WAS REALLY LED
[02:32:25] BY COMMISSIONER BOWMAN THE IDEA TO
[02:32:27] ACCELERATE THESE PACKAGES. AND COMING
[02:32:29] BACK TO US TODAY WITH A PLAN FOR HOW YOU
[02:32:31] CAN BE ABLE TO DO THAT AND RECOGNIZING

[02:32:33] THAT YOU'RE WORKING WITHIN BANKING AND
[02:32:36] LEGAL MORASS THAT IS VERY CHALLENGING TO
[02:32:40] NAVIGATE. BUT THANK YOU TO ALL OF YOU
[02:32:42] WHO ARE WORKING ON THIS. THANK YOU.
[02:32:46] COMMISSIONER CALKINS. MOVING TO
[02:32:47] COMMISSIONER CHO. YEAH. THANKS FOR THE
[02:32:50] PRESENTATION TO YOUR TEAM STAND AND
[02:32:51] EVERYONE ELSE. I WANT TO
[02:32:55] ASK A QUESTION ABOUT REVISITING THE SUN MITIGATION
[02:32:59] THAT WAS DONE 23 YEARS AGO.
[02:33:02] IF WE WERE TO DECIDE TO GO BACK
[02:33:05] AND FREE UP OR WE
[02:33:10] INSTALL THE MITIGATION PACKAGES BECAUSE
[02:33:13] THEY FAILED, WILL WE STILL REQUIRE OR
[02:33:17] NEED TO GET YOUR SUBORDINATION
[02:33:19] AGREEMENTS OR IS THAT JUST A REQUIREMENT
[02:33:21] FOR FAA REIMBURSEMENT?
[02:33:23] YEAH. THE SUBORDINATION AGREEMENTS DON'T
[02:33:26] HAVE ANYTHING REALLY TO DO WITH THE FA
[02:33:27] REIMBURSEMENT. IT'S STATE LAW THAT WE
[02:33:29] ACTUALLY HAVE TO OBTAIN A NAVIGATION
[02:33:31] EVENT. AND IN ORDER TO GET THAT
[02:33:33] NAVIGATION EVENT ON A PROPERTY THAT HAS
[02:33:35] A MORTGAGE, THEN WE REQUIRE THAT
[02:33:37] SUBORDINATION AGREEMENT. OKAY. SO IT
[02:33:40] STILL APPLY. IF THE PROPERTY FROM 30
[02:33:43] YEARS AGO THAT GOT THE SUN MITIGATION
[02:33:45] NEEDS A FIX AND STILL HAS A MORTGAGE,
[02:33:48] WE WOULD STILL NEED TO GO AND GET THAT.
[02:33:51] MOST LIKELY, WE WOULD HAVE TO UPDATE
[02:33:54] THAT AVIATION SENT, WHICH WOULD REQUIRE
[02:33:56] US TO HAVE THAT SUBORDINATION AGREEMENT.
[02:33:59] OKAY.
[02:34:01] OKAY. I THINK THAT WAS MY ONLY
[02:34:05] POINT OF CLARIFICATION. I MEAN, I
[02:34:08] OBVIOUSLY AGREE WITH MY COLLEAGUE
[02:34:10] STEPHANIE THAT WE SHOULD DO IT. WE CAN
[02:34:12] TO ACCELERATE THIS EFFORT,
[02:34:15] AND I THINK WE'VE COME UP WITH SOME
[02:34:17] CREATIVE SOLUTIONS HERE. AND SO I LOOK
[02:34:19] FORWARD TO SEEING HOW MANY MORE YOU CAN
[02:34:21] GET IN THE NEXT FEW MONTHS. BUT I'M ALSO
[02:34:23] OPEN TO ADDITIONAL RECOMMENDATIONS FROM
[02:34:27] YOU AND YOUR STAFF ON HOW WE CAN
[02:34:28] ACCELERATE THIS.
[02:34:31] THANK YOU. I JUST WANT
[02:34:34] ONE POINT TO THE COMMISSIONER CHILD.
[02:34:36] THANK YOU VERY MUCH. I DO WANT TO POINT
[02:34:38] OUT. SO NOW THAT WE HAVE THIS
[02:34:39] CONSULTANT, EXPERT TEAM ON BOARD WHO'VE
[02:34:42] DONE THIS ALL ACROSS THE COUNTRY, OUR
[02:34:44] PLAN IS TO REALLY WORK WITH THEM AND
[02:34:46] IDENTIFY ANY POTENTIAL INNOVATIVE
[02:34:48] OPPORTUNITIES TO CONTINUE TO ACCELERATE
[02:34:51] THE PROGRAM. I JUST WANT TO POINT OUT
[02:34:52] OUR TEAMS ULTIMATE GOAL IS TO COMPLETE
[02:34:54] THE PROGRAM AS QUICKLY AS FEASIBLE AND
[02:34:57] WITH IN LINE WITH PORT PROCESSES AND
[02:34:59] PROCEDURES, BUT ALSO A HIGH LEVEL OF
[02:35:01] QUALITY. SO THAT'S MY ULTIMATE GOAL. I
[02:35:03] WANT TO DO IT AS QUICKLY AS POSSIBLE AND
[02:35:05] GET IT DONE AS QUICKLY AS POSSIBLE
[02:35:08] WITHIN LINES OF OPERATING HERE AT THE

[02:35:10] PORT. THANK YOU.
[02:35:14] THANK YOU, COMMISSIONER CHO. MOVING TO
[02:35:16] COMMISSIONER STEINBRUECK.
[02:35:25] THERE WE GO ON THE MIC.
[02:35:29] WE SHOULD HAVE THE MASTER CONTROLLER
[02:35:32] MANAGE THE TOGGLE SWITCH. I CAN'T UNMUTE
[02:35:35] YOU. I CAN ONLY MUTE YOU.
[02:35:38] OKAY. WELL, I GUESS YOU'RE NOT
[02:35:40] OMNIPOTENT. I JUST WANT
[02:35:44] TO EXPRESS MY APPRECIATION FOR THESE
[02:35:47] EFFORTS. IT'S BEEN, I WOULD SAY,
[02:35:49] SOMEWHAT LONG, AND HE PASSED
[02:35:53] THE ACCELERATION POLICY TO
[02:35:57] I THINK IT WAS TWO YEARS AGO. I WANT TO
[02:36:00] EXPRESS MY APPRECIATION FOR COMMISSIONER
[02:36:02] BOWMAN, IN PARTICULAR, FOR HER STRONG
[02:36:05] AND DETERMINED LEADERSHIP TO GET MORE
[02:36:08] DONE FASTER AND IN A BETTER WAY.
[02:36:11] IT'S BEEN CHALLENGING. IT'S COMPLICATED.
[02:36:14] IT'S NOT AN EASY TASK TO RETROFIT SOME
[02:36:17] 140 HOMES AND BUILDINGS AND OTHER
[02:36:21] FACILITIES, BUT IT IS ALL IMPORTANT.
[02:36:25] AND WE KNOW THAT IT'S ONE OF THE MOST
[02:36:28] IMPORTANT AND DIRECT THINGS WE CAN DO TO
[02:36:32] AMELIORATE NOISE IMPACT ON LOCAL
[02:36:35] COMMUNITIES WITHIN THE CONSTRAINTS,
[02:36:37] UNFORTUNATELY, THAT WE HAVE UNDER FAA
[02:36:41] REGULATIONS. BUT I THINK THIS IS A GREAT
[02:36:45] RENEWED EFFORT, AND WE JUST HAVE TO KEEP
[02:36:48] THAT EFFORT GOING STRONG AND
[02:36:51] EXPEDITIOUSLY. AND I HOPE WE CAN FIND
[02:36:54] OTHER WAYS, PERHAPS, OR THE SOUTH KING
[02:36:57] COUNTY COMMUNITY IMPACT FUND TO ADVANCE
[02:37:01] MORE ENVIRONMENTAL HELP,
[02:37:05] IF YOU WILL REMEDIATION SUPPORT AND
[02:37:09] COMBINE THAT WITH OPPORTUNITIES FOR
[02:37:11] LOCAL GREEN JOBS AT THE SAME TIME.
[02:37:13] THANK YOU VERY MUCH.
[02:37:16] THANK YOU, COMMISSIONER STEINBRUECK. COMMISSIONER
[02:37:20] BOWMAN. THANK YOU. I HAD TWO QUESTIONS.
[02:37:23] 1 WAS INVOLVING THE
[02:37:27] FOLKS WHO ARE ACTUALLY DOING THE WORK.
[02:37:29] ARE WE MAKING SOME SORT OF INTERNSHIP
[02:37:32] EFFORTS ASSOCIATED WITH THIS
[02:37:35] CONSTRUCTION WORK?
[02:37:40] INTERNSHIPS WITH THE CONSTRUCTION WORK?
[02:37:42] SO ARE YOU ASKING ABOUT STAFFING FOR
[02:37:44] INTERNS WITHIN THE CONSTRUCTION
[02:37:46] MANAGEMENT PROJECT MANAGEMENT GROUP, OR
[02:37:48] ARE YOU ASKING ABOUT APPRENTICE TYPE
[02:37:51] POSITIONS WITH THE TRADES?
[02:37:54] YES. ANYTIME.
[02:37:59] THIS IS A BIG UNDERTAKING, I THINK,
[02:38:00] MOSTLY IN TERMS OF TRADES, PERSONALLY.
[02:38:02] BUT IF THIS DOES AN OPPORTUNITY TO
[02:38:05] REALLY GET YOUR HANDS INVOLVED WITH A
[02:38:07] LOT OF WORK. SO I'LL HAVE TO GET BACK TO
[02:38:10] YOU ON THAT QUESTION AND TAKE THAT BACK
[02:38:11] TO MY CONSTRUCTION MANAGEMENT TEAM AND
[02:38:13] TAKE A CLOSER LOOK AT THAT. BUT WE CAN
[02:38:16] CERTAINLY GET BACK TO YOU WITH THAT
[02:38:17] QUESTION. THANK YOU. AND WHEN WE THINK
[02:38:20] ABOUT THIS PROGRAM, IT'S CALLED

[02:38:23] INSULATION, BUT WE OFTEN THINK OF JUST
[02:38:25] WINDOWS. SO WHAT ARE SOME OF THE OTHER
[02:38:28] THINGS THAT WE DO TO REDUCE NOISE?
[02:38:33] JULIE, YOU WANT TO TAKE THAT ONE?
[02:38:35] YEAH. I'LL TAKE THAT. IT ALSO KIND
[02:38:38] OF SPEAKS TO WE TALKED QUITE A BIT ABOUT
[02:38:41] WITH HIGHLINE SCHOOL AND USING THE MERV
[02:38:43] 13 FILTERS. AND SO PART OF THE SOUND
[02:38:46] INSULATION PROJECT IS ALSO THE AIR
[02:38:49] VENTILATION. AND SO IN STRUCTURES THAT
[02:38:52] DON'T HAVE A FURNACE, WHICH IS
[02:38:55] PREDOMINANTLY CONDOS APARTMENTS, ONE OF
[02:38:57] THE ELEMENTS THAT WE DO IS WE WILL
[02:38:59] ACTUALLY CREATE AN EXTERNAL AIR INTAKE
[02:39:04] BECAUSE REALLY THE SOUND WE CAN PUT IN
[02:39:07] WINDOWS, BUT AS SOON AS YOU OPEN THEM,
[02:39:08] YOU SORT OF LET THE SOUND BACK IN. THE
[02:39:12] VENTILATION SYSTEMS IS ALSO A KEY
[02:39:14] ELEMENT OF IT. AND SO WHENEVER WE ARE
[02:39:16] PUTTING IN THE EXTERNAL AIR INTAKE, WE
[02:39:19] ARE USING THOSE SAME MERV 13 FILTERS SO
[02:39:22] THAT WE CAN ACHIEVE THE BEST INDOOR AIR
[02:39:24] QUALITY. WE'RE A LITTLE BIT MORE LIMITED
[02:39:27] IN TERMS OF SINGLE FAMILY HOMES BECAUSE
[02:39:30] WE DO USE EXISTING FURNACES FOR THE
[02:39:32] DISTRIBUTION. AND THOSE FURNACES HAVE
[02:39:35] KIND OF THEIR OWN MAXIMUM CAPACITY IN
[02:39:37] TERMS OF FILTRATION. AND SO THEN WE LINK
[02:39:40] TO THAT.
[02:39:43] THAT'S FASCINATING. I MEAN, I WOULD HAVE
[02:39:46] HAD NO IDEA THAT WHAT AN INCREDIBLY
[02:39:48] BENEFICIAL SECONDARY BENEFIT TO THE
[02:39:51] COMMUNITIES THAT LIVE THERE. I MEAN, I
[02:39:53] ALWAYS THOUGHT THAT THE FAA PROGRAM
[02:39:55] SHOULD HAVE WE CAN MITIGATE NOISE, BUT
[02:39:57] WE NEVER DO THINGS TO DIRECTLY MITIGATE
[02:39:59] AIR. BUT IN FACT, THE NOISE PROGRAM DOES
[02:40:02] MITIGATE AIR. SO I THINK THAT'S A GREAT
[02:40:05] TOFOR AND WOULD LOVE TO KNOW MORE. THE
[02:40:09] OTHER SIDE BENEFIT, I WOULD
[02:40:12] ASSUME, IS GOING TO HAVE OF GREENHOUSE
[02:40:15] GAS REDUCTION MEASURES. AND SO I'M JUST
[02:40:18] WONDERING WHETHER WE'VE TAKEN ANY
[02:40:21] ATTEMPT TO CALCULATE HOW MUCH
[02:40:25] THESE ARE VALUE IMPROVEMENTS GO TOWARDS
[02:40:28] ENERGY SAVINGS.
[02:40:32] YEAH. AND THANK YOU FOR THAT QUESTION.
[02:40:35] I WILL SAY I DON'T KNOW THAT WE'VE
[02:40:37] STUDIED THAT EXTENSIVELY, BUT AS WITH
[02:40:39] YOUR OTHER QUESTION, I THINK THAT'S A
[02:40:41] GOOD ONE FOR US TO TAKE BACK TO OUR
[02:40:43] BROADER TEAM TO BE ABLE TO IDENTIFY
[02:40:45] THOSE TYPES OF PIECES OF INFORMATION AS
[02:40:49] WELL. I JUST THINK THIS IS A GREAT
[02:40:52] UNDERTAKING. THANK YOU, COMMISSIONER
[02:40:54] BOWMAN, FOR CONTINUING TO PUSH FORWARD.
[02:40:56] BUT I MEAN, THIS IS A GREAT THING FROM
[02:40:59] THE ORGANIZATION. AGAIN, WE NEED TO TAKE
[02:41:01] MORE CREDIT FOR THE WORK THAT WE DO AND
[02:41:03] WHEN THEY'RE NOT THE PRIMARY PURPOSE.
[02:41:06] BUT THESE ARE OTHER GREAT, GREAT
[02:41:08] ACCOMPLISHMENTS THAT I I LOOK FORWARD
[02:41:10] TO. YOU TELLING US ABOUT ALL THE

[02:41:12] ADDITIONAL BENEFITS THAT YOU'RE GOING TO
[02:41:14] BRING TO THE NEIGHBORHOOD. SO I THANK
[02:41:18] YOU VERY MUCH. I GUESS WE NEED A MOTION
[02:41:20] NOW. NO, THERE IS NO ACTION ON THIS ITEM
[02:41:23] IS TO COMMISSION ME. YES, THAT IS FOR
[02:41:25] THE NEXT ACTION. SO YOU ARE CORRECT,
[02:41:27] BUT IT IS STILL COMING. ALRIGHT. SO
[02:41:30] ACTUALLY YES, UNLESS THERE'S ANY FURTHER
[02:41:32] QUESTIONS, WE WILL MOVE ON THEN TO I
[02:41:35] BELIEVE IT'S 10-D. THIS IS ITEM 10-D AND
[02:41:39] I'LL READ IT INTO THE RECORD. THIS IS
[02:41:40] FOR AUTHORIZATION FOR THE EXECUTIVE
[02:41:42] DIRECTOR TO PLAN, DESIGN AND PREPARE
[02:41:45] CONSTRUCTION DOCUMENTS FOR THE APARTMENT
[02:41:47] SOUND INSTALLATION PROGRAM LOCATED
[02:41:49] WITHIN THE CURRENT NOISE REMEDY BOUNDARY
[02:41:51] NEAR THE SEATTLE TACOMA INTERNATIONAL
[02:41:53] AIRPORT. IN THE AMOUNT NOT TO EXCEED
[02:41:55] 34,386,000 DOLLARS FOR
[02:41:59] A TOTAL APARTMENT PROGRAM COST OF
[02:42:01] 133,515,000 DOLLARS.
[02:42:04] SO MOVED SECOND.
[02:42:08] OKAY, LET'S GO AHEAD AND GET TO
[02:42:11] EXECUTIVE DIRECTOR METRUCK FIRST FOR HIS
[02:42:14] INTRO AND THEN WE WILL HEAR FROM STAFF
[02:42:16] BEFORE THE MAIN MOTION.
[02:42:19] COMMISSIONER, OF COURSE, THIS IS THE
[02:42:22] AGENDA ITEM DIRECTLY TIED TO THE
[02:42:24] BRIEFING YOU JUST RECEIVED. AND STEVE IS
[02:42:27] PREPARED TO PRESENT THE REQUEST TO
[02:42:29] AUTHORIZE DESIGN FOR THE ENTIRE AUDIENCE
[02:42:32] INSTALLATION APARTMENT PROGRAM. SO I
[02:42:34] DON'T KNOW IF YOU DESIRE THAT BRIEFING
[02:42:37] OR STEVE,
[02:42:40] WE CAN MR.
[02:42:43] WELL, I MEAN, CAN YOU GIVE
[02:42:46] US A QUICK SYNOPTIC REVIEW? I MEAN, IT
[02:42:48] SEEMS LIKE YOU JUST GAVE US THE BEEF OF
[02:42:51] THE STORY. YEAH, I CAN GIVE IT A QUICK
[02:42:54] OVER YOU. I DON'T KNOW IF YOU WANT TO
[02:42:55] RUN THROUGH THE PRESENTATION. JUST THREE
[02:42:56] QUICK SLIDES JUST TO KIND OF GIVE YOU
[02:42:58] GUYS MORE OF AN OVERVIEW OF THE
[02:43:00] APARTMENT PROGRAM WHAT WE HAVE GOING ON.
[02:43:02] BUT THANK YOU. YEAH, SURE. SO THANKS,
[02:43:05] EXECUTIVE DIRECTOR METRUCK. AND AGAIN,
[02:43:07] GOOD AFTERNOON, COMMISSIONERS. NEXT
[02:43:09] SLIDE, PLEASE. SO IT'S FOR
[02:43:14] THE PROGRAM TODAY. I'M REQUESTING DESIGN
[02:43:15] AUTHORIZATION FOR THE 3,400,000 DOLLARS.
[02:43:19] THIS REQUEST WILL
[02:43:20] SUPPORT THE COMMISSION MOTION TO
[02:43:21] ACCELERATE ON INSTALLATION PROGRAM. AS
[02:43:24] I'VE ALREADY STATED, THIS IS THE LONGEST
[02:43:27] CRITICAL PATH OF THE PROGRAM WILL BE
[02:43:29] COMPLETING 18 APARTMENT COMPLEXES WITH
[02:43:32] 903 UNITS. THE AUTHORIZATION WILL ALSO
[02:43:36] ALLOW THE TEAM TO BEGIN AND COMPLETE ALL
[02:43:38] OF SIC TESTING, PLANNING, PROJECT
[02:43:41] DOCUMENTATION, THE SUBORDINATION
[02:43:43] AGREEMENT, SUPPORT AND COORDINATION
[02:43:45] NEEDED AND PREPARATION OF ALL DESIGN AND
[02:43:49] CONSTRUCTION DOCUMENTS ALONG WITH MANY

[02:43:51] OTHER SCOPE ELEMENTS NEEDED TO SUPPORT
[02:43:52] THE PROGRAM. STAFF WILL BE RETURNING TO
[02:43:55] COMMISSION Q 1 2022 FOR CONSTRUCTION
[02:43:58] AUTHORIZATION FOR THE FIRST DESIGN
[02:44:00] PACKAGE. AND I DID ALSO WANT TO
[02:44:02] HIGHLIGHT WE MENTIONED IT A COUPLE OF
[02:44:04] TIMES, BUT THE MII VOTE THE AIRLINE
[02:44:07] SUPPORTED WITH A PASSING BOAT LAST WEEK
[02:44:10] FOR 133,000,000 DOLLARS OF SUPPORTING
[02:44:13] THE PROGRAM. SO THAT WAS A BIG WIN THE
[02:44:17] MILESTONE. SO I TALKED TO THIS IN THE
[02:44:19] LAST PRESENTATION, ACOUSTIC TESTING AND
[02:44:22] OUTREACH SCHEDULE FOR Q 4 2021 TO BE
[02:44:24] COMPLETED IN Q 4 2023. AND THAT'S
[02:44:27] REALLY FOR THE TEAM TO FINISH UP AND
[02:44:29] CONDUCT ALL THE OUTREACH, ALL THE
[02:44:31] TESTING FOR THE APARTMENT COMPLEXES
[02:44:33] PARTICIPATING THE PROGRAM. AND THEN
[02:44:35] WE'LL MOVE ON TO THE DESIGN AND
[02:44:36] PERMITTING THOSE PACKAGES. I PLAN ON
[02:44:38] COMPLETING Q 3 20, 25, AND THAT
[02:44:42] WILL BE DESIGNED AND PERMITTING SEVERAL
[02:44:45] PACKAGES THROUGHOUT THE ENTIRE PROGRAM
[02:44:47] DURATION, ALONG WITH CONSTRUCTION
[02:44:50] ANTICIPATED TO BEGIN CONSTRUCTION Q 3
[02:44:52] 2022 THROUGHOUT PROGRAM COMPLETION NO
[02:44:55] LATER THAN Q 4 2026. AND AS I
[02:44:57] MENTIONED, I'M GOING TO DO EVERYTHING WE
[02:44:59] CAN TO ACCELERATE THAT DATE, JUST LIKE
[02:45:02] DESIGN AND PERMITTING. THE CONSTRUCTION
[02:45:04] IS GOING TO HAVE SEVERAL SEPARATE MAJOR
[02:45:05] WORK CONSTRUCTION PACKAGES THROUGHOUT
[02:45:07] THE PROJECT. AND WE'LL BE WORKING
[02:45:10] CLOSELY WITH OUR PROGRAM MANAGEMENT
[02:45:11] CONSULTANT TO IDENTIFY ANY POTENTIAL
[02:45:13] ACCELERATION OPPORTUNITIES AS WE
[02:45:15] CONTINUE TO GO OUT THROUGHOUT THE WHOLE
[02:45:17] PROGRAM. NEXT SLIDE, PLEASE.
[02:45:22] NEXT SLIDE, PLEASE. I MISSED THAT ONE.
[02:45:25] SORRY. AND THIS NOISE
[02:45:29] BOUNDARY MAP HIGHLIGHTS 18 APARTMENT
[02:45:31] COMPLEXES SHOWN IN RED. THESE ARE ALL
[02:45:34] THE POTENTIALLY ELIGIBLE APARTMENT
[02:45:37] COMPLEXES TO PARTICIPATE IN THE SOUND
[02:45:38] INSTALLATION PROGRAM. SO, ESSENTIALLY,
[02:45:40] IF ALL 18 APARTMENT COMPLEXES ARE
[02:45:42] ELIGIBLE AND PARTICIPATE IN THE PROGRAM,
[02:45:44] THIS WILL CERTAINLY REPRESENT A
[02:45:45] SIGNIFICANT UNDERTAKING FOR THE PROGRAM
[02:45:48] TODAY. I'M ASKING FOR YOUR SUPPORT
[02:45:50] AGAIN, ONE STEP CLOSER TO BEING ABLE TO
[02:45:51] PROVIDE SOUND INSTALLATION TO THE
[02:45:53] IMPACTED RESIDENTS WITHIN OUR
[02:45:54] SURROUNDING COMMUNITY. MY TEAM IS
[02:45:56] COMMITTED TO GETTING THIS DONE AS
[02:45:57] QUICKLY AND SAFELY AS POSSIBLE. SO, AS
[02:46:00] I'VE ALREADY HEARD, YOU'VE ALREADY
[02:46:03] SUPPORTED THE PROGRAM, SO I REALLY
[02:46:05] APPRECIATE THAT.
[02:46:07] FANTASTIC.
[02:46:09] CLERK HART, DO YOU WANT TO I SEE.
[02:46:12] COMMISSIONER STEINBRUECK, YOU HAVE A QUESTION?
[02:46:14] YEAH. I THINK WE'VE TALKED ABOUT

[02:46:18] THIS BEFORE, BUT IT STRIKES ME THAT
[02:46:21] PRIORITIZING THE APARTMENT BUILDINGS
[02:46:24] WHERE A LOT MORE PEOPLE LIVE AND IN
[02:46:28] CLOSER PROXIMITY OUGHT
[02:46:31] TO BE A CONSIDERATION.
[02:46:34] THERE'S ALSO ECONOMIES OF SCALE WITH
[02:46:37] REGARD TO THE LARGER BUILDINGS, I THINK,
[02:46:40] AND MORE WORK TO SET UP AND BREAK DOWN
[02:46:44] AND ALL OF THOSE THINGS. BUT IT JUST
[02:46:46] SEEMS TO ME MORE PEOPLE CAN BENEFIT
[02:46:49] FASTER IF WE PRIORITIZE THE 18
[02:46:52] APARTMENT BUILDINGS. YES.
[02:46:57] JULIE MIGHT BE ABLE TO SPEAK A LITTLE
[02:46:59] BIT TO YOU HOW WE'RE PRIORITIZING TO
[02:47:01] WORK HERE. OKAY. THAT'S MY QUESTION. WE
[02:47:03] ARE ACTUALLY WORKING WITH THE OFFICE OF
[02:47:06] DIVERSITY AND EQUITY DIVERSITY AND
[02:47:08] INCLUSION ON CREATING A GIS MAP, AND
[02:47:11] THAT'S GOING TO DO SOME OVERLAYS WITH.
[02:47:14] WELL, I'LL LET JULIE EXPLAIN IT A LITTLE
[02:47:16] BIT. AND TO THAT POINT, THESE ARE
[02:47:19] RENTERS AS OPPOSED TO HOMEOWNERS.
[02:47:22] PROBABLY YOU CAN BE ALL THE APARTMENTS.
[02:47:24] AND SO THE LIKELIHOOD IS THAT THERE MAY
[02:47:27] BE MORE LOW INCOME HOMEOWNERS. I MEAN,
[02:47:30] RENTERS UNDER THE EQUITY
[02:47:33] INDEX MEASUREMENTS. THAT, AGAIN,
[02:47:37] OFFER ANOTHER REASON, IF YOU
[02:47:40] WILL, FOR PRIORITIZATION. ABSOLUTELY
[02:47:43] TRUE. YOU WANT TO GIVE A LITTLE OVERVIEW
[02:47:46] ON WHAT WE'RE PLANNING TO DO HERE? I
[02:47:48] CAN. AND WHAT I WOULD SHARE IS WE HAVE
[02:47:51] ACTUALLY BEEN WORKING WITH THE OFFICE
[02:47:54] OF EQUITY DIVERSITY INCLUSION WITH THE
[02:47:57] EQUITY INDEX THAT YOU SPOKE OF. WE
[02:47:59] SPECIFICALLY DIDN'T SPEAK TO IT IN OUR
[02:48:01] PRESENTATION BECAUSE WE KNOW THEY ARE
[02:48:03] COMING TO COMMISSION IN SEPTEMBER, AND
[02:48:05] SO WE CERTAINLY DON'T WANT TO STEP ON
[02:48:07] THEIR MESSAGE. IT IS A WONDERFUL TOOL.
[02:48:10] WE HAVE USED IT TO BE INCORPORATED IN
[02:48:13] OUR PROCESSES SO THAT WE ARE
[02:48:18] DESIGNING WITH EQUITY. YEAH. AND JUST TO
[02:48:21] FINISH ON THAT POINT, AS I SAID,
[02:48:24] BESIDES EQUITY AS A DRIVER HERE,
[02:48:27] IT'S THE POINT THAT I WAS TRYING TO MAKE
[02:48:30] IS THAT APARTMENT BUILDINGS OFFER ONE
[02:48:34] WAY TO ACCELERATE THE BENEFITS FOR
[02:48:38] MORE PEOPLE.
[02:48:40] BECAUSE OF THE SIMPLE FACT THAT THEY'RE
[02:48:43] HIGHER DENSITY. A SINGLE APARTMENT
[02:48:46] PROJECT MAY ENCOMPASS A
[02:48:50] FAIR NUMBER MORE PEOPLE THAN A SINGLE
[02:48:54] FAMILY RESIDENCE. AND IT'S NOT EITHER OR
[02:48:56] IT'S ABOUT HOW WE PRIORITIZE.
[02:48:59] THANK YOU, COMMISSIONER STEINBRUECK. I DO
[02:49:02] SEE COMMISSIONER BOWMAN HAND UP AS WELL.
[02:49:04] GREAT. THANK YOU. WHO DOES THE
[02:49:07] PERMITTING? IS IT KING COUNTY? AND CAN
[02:49:12] YOU IDENTIFY ANY EFFICIENCIES THAT COULD
[02:49:15] ACCELERATE THE PERMITTING PROCESS? THE
[02:49:18] PERMITTING WILL BE WITH THE LOCAL CITIES
[02:49:20] THE CITY OF DES MOINES AND BURIEN. OKAY,

[02:49:24] SEATAC. SO THEY'LL BE THE LOCAL
[02:49:26] PERMITTING AGENT. AND OUR CONSULTANT HAS
[02:49:28] SOME CONTACTS AND THEY'RE
[02:49:32] WELL VERSED AND PERMITTING WITHIN THESE
[02:49:35] CITIES. SO I ANTICIPATE PERMITTING GOING
[02:49:38] FAIRLY WELL FOR THESE TYPES OF PROJECTS.
[02:49:42] OKAY. BUT YOU'LL LET US KNOW IF THE
[02:49:45] STAFF WILL LET US KNOW IF YOU'VE
[02:49:47] IDENTIFIED ANY HICCUPS LOAD BLOCKS.
[02:49:51] IT'S TAKING A LITTLE BIT LONGER. IS
[02:49:53] THERE SOMETHING THAT WE CAN DO TO HELP
[02:49:54] ACCELERATE WITHIN THOSE CITIES? WE KNOW
[02:49:56] THAT A LOT OF THE CITIES HAVE A LOT
[02:49:59] OF STRAINS ON THEIR STAFF ALREADY. AND
[02:50:02] SO IF THERE'S ANYTHING THAT WE CAN DO,
[02:50:04] THERE'S A PROGRAM THROUGH THE ARMY CORPS
[02:50:07] OF ENGINEERS. MANY YEARS AGO, THE PORT
[02:50:09] TOOK ADVANTAGE OF PROVIDING STAFF TO BE
[02:50:12] ABLE TO GET CORE PERMITS THROUGH. I'M
[02:50:14] NOT SUGGESTING WE NECESSARILY DO THAT
[02:50:16] WITHIN THE CITY DES MOINES, FOR EXAMPLE.
[02:50:18] BUT IF YOU'VE IDENTIFIED ANYTHING WITHIN
[02:50:21] THE CITIES THAT WE COULD HELP ACCELERATE
[02:50:24] THIS, THAT WOULD BE GREAT TO KNOW.
[02:50:26] ABSOLUTELY, COMMISSIONER. WE WILL
[02:50:28] CERTAINLY KEEP YOU AWARE IF WE RUN
[02:50:31] INTO ANY SORT OF ROADBLOCKS WITHIN THE
[02:50:34] LOCAL GOVERNMENTS. AS OF RIGHT NOW, I
[02:50:36] KNOW WE HAVE A PRETTY GOOD WORKING
[02:50:37] RELATIONSHIP, JUST BASED ON SINGLE
[02:50:39] FAMILY HOMES AND SOME OF THE CONDO WORK
[02:50:41] THAT WE'VE DONE, BUT YES. ABSOLUTELY.
[02:50:44] ALRIGHT. THANK YOU. THANK YOU.
[02:50:46] COMMISSIONER BOWMAN. MR. COMMISSION
[02:50:48] PRESIDENT. I DON'T SEE ANY OTHER HANDS
[02:50:49] RAISED FOR QUESTIONS.
[02:50:52] YOU'RE ON MUTE, SIR. I DIDN'T
[02:50:56] DO IT RIGHT. I'M GLAD YOU JUST FOCUS
[02:51:00] ON COMMISSIONER STEINBRUECK FOR THAT PURPOSE,
[02:51:03] BUT SORRY.
[02:51:06] I BELIEVE WE NEED A MOTION THEN TO
[02:51:09] CONCLUDE TODAY'S MEETING. I ALREADY MADE
[02:51:12] IT. FRED AND PETER. I CAN DO IT. AND WE
[02:51:14] ALREADY HAVE A SECOND. BRILLIANT. SO,
[02:51:17] HER CART, WOULD YOU PLEASE CALL THE
[02:51:19] ROLL? THANK YOU. THIS IS FOR THE VOTE ON
[02:51:21] THE ADOPTION OF ITEM 10 D, BEGINNING
[02:51:24] WITH COMMISSIONER BOWMAN. AYE. THANK YOU,
[02:51:26] COMMISSIONER CALKINS. AYE. THANK YOU,
[02:51:29] COMMISSIONER CHO. AYE. THANK YOU,
[02:51:32] COMMISSIONER STEINBRUECK.
[02:51:34] COMMISSIONER STEINBRUECK, YOU'RE MUTED, SIR. I DID
[02:51:39] NOT DO IT. HERE WE GO. I'M JUST TRYING
[02:51:42] TO DO MY PART. YES, OF COURSE.
[02:51:45] THANK YOU, COMMISSIONER FELLEMAN, AYE.
[02:51:47] THANK YOU. YOU HAVE FIVE YESSSES AND ZERO
[02:51:50] NOS FOR THIS ITEM. THAT MEANS THE
[02:51:52] MOTION PASSES UNANIMOUSLY. THANK YOU SO
[02:51:55] MUCH. GOD SPEED, FAIR WINDS. LET'S SAY
[02:51:58] THIS IS THERE'S A ROUTE OF APPLAUSE OF
[02:52:01] GREAT WORK OF OUR STAFF.
[02:52:05] THANK YOU VERY MUCH, COMMISSIONER.
[02:52:08] ALRIGHT THEN. WELL, THAT DOES CONCLUDE

[02:52:11] TODAY'S BUSINESS ITEMS.
[02:52:13] IF WE CAN GO THROUGH A COMMISSIONER
[02:52:17] EXECUTIVE METRUCK, DO YOU WANT TO MAKE
[02:52:19] ANY CONCLUDING COMMENTS ABOUT THAT
[02:52:20] PRESENTATION OR ANY ANNOUNCEMENTS THAT
[02:52:23] WE SHOULD BE AWARE OF? NO.
[02:52:26] COMMISSIONERS, THANKS FOR YOUR APPROVAL
[02:52:28] OF THAT AUTHORIZATION SO WE CAN GET
[02:52:30] GOING ON THAT. AND SHE SAID THE
[02:52:34] APARTMENT PROGRAM IS A BIG PART OF
[02:52:37] THAT EFFORT. BUT I HEAR YOUR FEEDBACK ON
[02:52:40] LOOKING FOR WAYS. ARE THERE ANY OTHER
[02:52:43] WAYS TO HAVE EFFICIENCIES IN THE
[02:52:45] PROGRAM? I HEAR THAT TOO. AND I WANT TO
[02:52:48] THANK COMMISSIONER BOWMAN FOR BRINGING
[02:52:50] THIS UP TOO. AND THERE'S SUPPORT AND ALL
[02:52:52] THE COMMISSIONERS SUPPORT IN THESE
[02:52:53] EFFORTS. EXCELLENT. CLERK HART, COULD
[02:52:57] YOU ASK THE COMMISSIONERS FOR ANY FINAL
[02:52:58] COMMENTS? FINAL COMMENTS THAN ANY
[02:53:01] REFERRALS TO COMMITTEES, COMMISSIONER
[02:53:02] BOWMAN NO FINAL COMMENTS. THANK YOU.
[02:53:05] THANK YOU, COMMISSIONER CALKINS, I DO
[02:53:10] HAVE A COMMENT AND POTENTIAL REFERRAL TO
[02:53:12] COMMITTEE. MONDAYS IPCC
[02:53:16] REPORT, I THINK, HAS US ALL REEVALUATING
[02:53:19] THE PACE AT WHICH WE'RE ATTEMPTING TO
[02:53:21] ADDRESS CLIMATE CHANGE AND OUR PUBLIC
[02:53:24] COMMENTS TODAY REFLECT OUR
[02:53:28] COMMUNITIES CONCERN WITH THE STATUS
[02:53:31] QUO. AND WE HAVE AS
[02:53:35] A PORT, BEEN INNOVATIVE IN CLIMATE
[02:53:38] ACTION WITH RESPECT TO OUR PEERS.
[02:53:42] BUT EVEN BEING AT THE FOREFRONT AMONGST
[02:53:46] PORTS ISN'T ENOUGH. AND SO
[02:53:50] AS WE LOOK AT NEAR THE PORT INTERSECTS
[02:53:54] WITH CLIMATE CHANGING ELEMENTS
[02:53:57] OF OUR ECONOMY. WE HAVE
[02:54:01] BOTH A RESPONSIBILITY AND AN OPPORTUNITY
[02:54:04] TO DO THINGS THAT OTHER AGENCIES CAN'T.
[02:54:08] AND I'M REMINDED OF OUR CLEAN TRUCK
[02:54:13] PROGRAM THAT WE WERE ABLE TO
[02:54:15] SUCCESSFULLY ROLL OUT FROM 2008 TO
[02:54:19] INITIALLY 2018 AND THEN IT WAS EXTENDED
[02:54:23] A YEAR TO 2019 TO FINALIZE.
[02:54:27] AND THE ELEMENTS OF THAT PROGRAM THAT I
[02:54:29] THINK WERE EFFECTIVE WERE A WILLINGNESS
[02:54:33] TO PROVIDE THE INDUSTRY
[02:54:37] IS INVOLVED WITH CLARITY ABOUT WHAT THE
[02:54:40] END GOAL WAS WITH A TIMELINE
[02:54:44] THAT WAS CHALLENGING, BUT ACHIEVABLE.
[02:54:49] AND TO BE CLEAR, WHEN IT
[02:54:52] WAS INITIALLY PASSED, THERE WERE MANY
[02:54:55] FOLKS SAYING IT WAS NOT ACHIEVABLE AND
[02:54:59] IT RESULTED IN DRAMATIC DECREASES IN
[02:55:02] LOCAL AIR POLLUTION AND GOOD GAINS
[02:55:06] IN GREENHOUSE GAS EMISSIONS REDUCTIONS
[02:55:08] AS WELL. SO WHEN WE LOOK AT THAT MODEL
[02:55:12] AND THINK ABOUT HOW WE MIGHT APPLY IT TO
[02:55:15] OTHER AREAS OF SIGNIFICANT CONCERN,
[02:55:19] I'M PARTICULARLY INTRIGUED TO LEARN HOW
[02:55:22] WE MIGHT USE A SIMILAR MODEL WITH THE
[02:55:25] CRUISE INDUSTRY TO SAY WHAT IS A

[02:55:29] REASONABLE TIMELINE BY WHICH WE COULD
[02:55:31] EXPECT TO SEE THE INTRODUCTION OF ZERO
[02:55:34] EMISSIONS CRUISE VESSELS AND EVENTUALLY
[02:55:37] THE THE PROHIBITION OF ANYTHING BUT ZERO
[02:55:40] EMISSIONS CRUISE VESSELS. AND THAT MAY
[02:55:44] STRIKE SOME AS BEING BLUE SKY
[02:55:48] DAYDREAMING. BUT AS WE'VE HEARD,
[02:55:51] WE DON'T HAVE A MOMENT TO LOSE. AND SO
[02:55:54] MY SUGGESTION IS THAT OUR NEWLY NAMED
[02:55:58] SUSTAINABILITY, ENVIRONMENT AND CLIMATE
[02:56:00] COMMITTEE PUT TOGETHER A
[02:56:04] REQUEST THAT WE SEND TO EXECUTIVE
[02:56:07] DIRECTOR METRUCK AND STAFF, OBVIOUSLY LED
[02:56:11] BY SANDRA KILROY AND OTHERS, TO COME
[02:56:16] BACK TO US WITH A TIMELINE. AND I
[02:56:20] THINK IT'S THE LEAST WE CAN DO TO BE
[02:56:23] RESPONSIVE TO THE INCREASING COURSE OF
[02:56:26] VOICES AROUND THIS ISSUE AND TO ADDRESS
[02:56:30] WHAT IS CLEARLY THE CRISIS FOR
[02:56:34] OUR TIMES. HOW ARE WE AS AN
[02:56:38] AGENCY GOING TO ADDRESS CLIMATE CHANGE?
[02:56:40] SO THAT'S MY PROPOSAL. I DON'T KNOW IF
[02:56:42] THAT REQUIRES A SECOND OR IF THE CO
[02:56:46] CHAIRS OF THE SEAC COMMITTEE
[02:56:49] CAN JUST TAKE THAT AS THEIR WORK PLAN
[02:56:52] IF THEY SO CHOOSE, BUT THAT WOULD BE MY
[02:56:54] REQUEST. I'LL JUST RESPOND.
[02:56:58] WELL, I THINK WE'LL NEED TO HAVE
[02:57:00] ADDITIONAL DISCUSSION HERE AND INCLUDE
[02:57:02] STAFF ON THIS, BUT I'M VERY
[02:57:05] INTERESTED IN SEEING WAYS WE CAN
[02:57:09] ACCELERATE OUR EFFORTS. I KNOW
[02:57:13] THERE ARE MAJOR CHALLENGES WITH REGARD
[02:57:15] TO INFRASTRUCTURE AT THE SEAPORT AND THE
[02:57:20] COST OF THAT, AND WE'RE IN IT TOGETHER
[02:57:23] WITH THE ALLIANCE. I HAVE NEVER BEEN
[02:57:27] COMFORTABLE WITH THE 2050 TARGET DATE
[02:57:31] FOR FULL CARBON
[02:57:34] NEUTRALITY AT THE SEAPORT.
[02:57:38] THE REALLY BIG CHALLENGE IS, IS BEYOND
[02:57:42] OUR OWN INFRASTRUCTURE, WHERE WE'RE
[02:57:45] MAKING GREAT STRIDES. IT'S WITH A SCOPE
[02:57:48] THREE EMISSIONS THAT BEYOND OUR DIRECT
[02:57:52] CONTROL, WHETHER IT BE AVIATION OR
[02:57:56] MARITIME.
[02:57:59] IT'S LIKE THE CITY OF SEATTLE CAN
[02:58:02] CONTROL THE AMOUNT OF DRIVING THAT
[02:58:04] PEOPLE DO, AND IT'S DRIVEN BY CONSUMERS
[02:58:09] AND CONSUMER DEMAND AND DEMAND FOR
[02:58:12] TRAVEL, AIR TRAVEL. BUT WE CAN
[02:58:14] ACCELERATE. I THINK WE CAN COMMIT
[02:58:17] TO TRANSITIONING BOTH OUR TRANSPORTATION
[02:58:21] FACILITIES AT THE PORT AS
[02:58:25] WELL AS OUR BUILDINGS, AS I HAVE SOUGHT
[02:58:28] TO DO WITH REGARD TO TRANSITIONING TO
[02:58:31] CLEAN ENERGY FOR ALL OF OUR PORT
[02:58:33] FACILITIES, AND THAT WORK IS UNDERWAY.
[02:58:35] SO LET'S HAVE FURTHER DISCUSSION, AND
[02:58:38] PERHAPS WE COULD INVITE COMMISSIONER
[02:58:40] CALKINS TO JOIN US AT MAYBE THE NEXT ENS
[02:58:43] COMMITTEE. I SEE.
[02:58:47] I'M SORRY. THE NEXT C COMMITTEE
[02:58:53] COMMITTEE. MR.

[02:58:56] COMMISSIONER. PRESIDENT, I JUST WANTED
[02:58:58] TO GET SOME CLARITY. THERE IS
[02:59:00] COMMISSIONER CALKINS REQUESTING A FORMAL
[02:59:02] MOTION TO REFER TO COMMITTEE BECAUSE
[02:59:04] THAT IS A FORMAL MOTION. COMMISSIONER
[02:59:06] CALKINS, IT SOUNDS TO ME LIKE OKAY,
[02:59:10] RIGHT. COMMISSION. COMMISSIONER CALKINS,
[02:59:12] ARE YOU ASKING FOR? I KNOW WE'RE ALL
[02:59:15] SORT OF NEW TO THESE PROTOCOLS, AND THAT
[02:59:17] IS WHAT I'M REQUESTING. I'M SEEKING A
[02:59:19] SECOND TO TAKE THIS IDEA TO THE
[02:59:21] SUSTAINABILITY, ENVIRONMENT AND CLIMATE
[02:59:24] COMMITTEE FOR CONSIDERATION AS A
[02:59:27] POTENTIAL WAY FORWARD AND AND
[02:59:31] BEING ABLE TO USE THE RESOURCES OF OUR
[02:59:32] COMMITTEE STRUCTURE TO INVESTIGATE THIS
[02:59:34] FURTHER. NO COMMITMENT TO DO IT, BUT TO
[02:59:36] LEARN MORE TO SOLICIT STAFF INPUT.
[02:59:40] AND THEN IF THE COMMITTEE SO CHOOSES TO,
[02:59:42] THEN EITHER SEND IT TO
[02:59:46] EXECUTIVE DIRECTOR METRUCK FOR ACTION OR
[02:59:48] BACK TO THE FULL COMMISSION TRACTION.
[02:59:50] SO JUST FOR CLARITY, YOU ARE TALKING
[02:59:53] ABOUT A ZERO EMISSION CRUISE SHIP.
[02:59:56] PRECISELY. I'M TALKING ABOUT HOW DO WE
[02:59:59] LEAD THE WORLD AS A CRUISE TERMINAL IN
[03:00:04] ADVANCING SOME OF THESE ZERO EMISSION
[03:00:06] FUELS TECHNOLOGIES THAT ARE BEING
[03:00:08] ADOPTED IN OTHER AREAS OF MARITIME, BUT
[03:00:10] SO FAR, WE'VE NOT SEEN A WHOLE LOT OF
[03:00:13] HEADWAY WITH CRUISE.
[03:00:15] WELL, I FIND
[03:00:19] THAT TO BE A LITTLE FANTASTIC.
[03:00:23] WELL, I APPRECIATE YOUR CONCERNS ABOUT
[03:00:26] IT, WHICH IS PRECISELY WHY IT OUGHT TO
[03:00:29] BE CONSIDERED IN COMMITTEE. THIS IS THE
[03:00:31] IDEA. I WOULD MOTION.
[03:00:34] I WOULD OFFER AN ALTERNATIVE MOTION
[03:00:38] REQUESTING COMMISSIONER CALKINS PRESENCE
[03:00:41] AT THE NEXT AVAILABLE SEAC
[03:00:46] COMMITTEE MEETING TO DISCUSS WAYS IN
[03:00:49] WHICH WE CAN ACCELERATE OUR EFFORTS
[03:00:54] TO GO TO ZERO IN THE MARITIME,
[03:00:57] INCLUDING CRUISE. WHAT DOES THAT
[03:00:59] REQUIRE? MOTION? I DON'T THINK IT DOES.
[03:01:01] BUT SINCE COMMISSIONER CALKINS SEEKING
[03:01:04] TO MAKE A MOTION FOR THAT PURPOSE, I
[03:01:06] THINK THERE'S A LOT OF COMPLEXITY, A
[03:01:09] DISCUSSION THAT NEEDS TO BE TAKEN UP.
[03:01:11] THE STAFF HAS TO BE CLEAR. I AM TRYING
[03:01:15] TO SHIELD STAFF FROM UNNECESSARY WORK.
[03:01:17] THAT IS THE POINT OF DOING IT IN THIS
[03:01:19] MANNER, RATHER THAN SIMPLY TELLING STEVE
[03:01:23] GO DO THIS. MY GOAL IS TO HAVE IT DONE
[03:01:26] IN COMMITTEE, AND THEN IF THERE IS MERIT
[03:01:29] TO IT, THEN IT GOES TO STEVE FOR
[03:01:32] CONSIDERATION AS A STAFF ACTION. BUT AT
[03:01:34] THIS POINT, I BELIEVE THAT I'M TRYING TO
[03:01:36] DO THE RIGHT THING HERE IN KEEPING IT
[03:01:38] WITHIN THE COMMISSION WORK BEFORE WE
[03:01:41] SEND IT TO STAFF SO THAT IT IS VETTED
[03:01:43] FOR FEASIBILITY AND ATTAINABILITY
[03:01:49] BEFORE WE SEND IT TO STAFF.

[03:01:59] THE STAFF THE MEETING. SO,
[03:02:01] SANDY, YOU TELL US SOMETHING, SANDY,
[03:02:04] WHAT DO YOU THINK? WELL, FIRST OF ALL,
[03:02:08] THANK YOU FOR RAISING THIS. AND
[03:02:10] CERTAINLY THE PORT COMMISSION AND ALL
[03:02:14] OF YOU HAVE SET A VERY STRONG VISION FOR
[03:02:18] THE PORT OF SEATTLE AND BEING A LEADER
[03:02:20] IN THIS WORK. SO WE CERTAINLY APPRECIATE
[03:02:24] THE CONTINUATION OF THAT.
[03:02:27] JUST A FEW THINGS. YOU DID ADOPT THE
[03:02:30] NORTHWEST PORTS CLEAN AIR STRATEGY THAT
[03:02:33] DID SET A ZERO EMISSION GOALS,
[03:02:36] INCLUDING FOR SCOPE THREE, WHICH WOULD
[03:02:39] INCLUDE SHIFTS. SO WE HAVE SOME
[03:02:42] CONSTRUCT UNDER WAY TO DO THAT.
[03:02:45] ADDITIONALLY, THERE ARE PORTS AND
[03:02:49] BUSINESSES GLOBALLY WHO ARE STARTING TO
[03:02:52] RESEARCH THE CONCEPT OF ZERO MISSION
[03:02:55] SHIPS. SO THAT IS HAPPENING. AND WE DO
[03:02:58] HAVE STAFF THAT HAVE STARTED TO CONNECT
[03:03:02] IN IN THE INTERNATIONAL VENUES THROUGH
[03:03:05] IAP AND THE GREEN PORT CONGRESS AND
[03:03:08] OTHER WAYS TO TRACK THIS.
[03:03:11] I WOULD ALSO SAY THAT EXECUTIVE DIRECTOR
[03:03:15] HAS BEEN A STRONG ADVOCATE OF US
[03:03:17] ENGAGING AT THE THE INTERNATIONAL LEVEL
[03:03:20] WITH THE INTERNATIONAL MARITIME
[03:03:23] ORGANIZATION ON HOW WE CAN HELP PUSH
[03:03:28] QUICKER LOOK INTO ALTERNATIVE FUELS AND
[03:03:31] HIGHER STANDARDS AND ALTERNATIVE
[03:03:35] SHIPS. SO I THINK YOU'LL SEE SOME
[03:03:40] OF THIS MOVING FORWARD AND KIND OF A
[03:03:43] GROWING FOCUS ON HOW WE AS A PORT CAN
[03:03:46] HELP WORK WITH OTHER PORTS TO MOVE OUR
[03:03:50] SCOPE THREE EMISSIONS. BUT HAPPY TO
[03:03:54] CERTAINLY WORK WITH THE COMMISSIONERS,
[03:03:57] WITH THE COMMITTEE AND WITH THE
[03:04:00] EXECUTIVE DIRECTOR METRUCK ON RESPONDING
[03:04:03] TO YOUR INTEREST TO MOVE FASTER.
[03:04:06] I'M SORRY, MR COMMISSION PRESIDENT, I DO
[03:04:09] SEE DIRECTOR JOHN STEVENS AND ALSO
[03:04:12] EXECUTIVE REGARDS TO THAT TRICK. I SAID
[03:04:15] EXECUTIVE METRUCK, PLEASE. THANKS,
[03:04:18] COMMISSIONERS, AND BRING THIS UP.
[03:04:21] OBVIOUSLY, THIS IS SOMETHING WE'VE BEEN
[03:04:22] DISCUSSING AND SANDY DID A NICE JOB OF
[03:04:25] KIND OF CAPTURING OUR THOUGHTS ABOUT
[03:04:26] THIS, BUT WE'LL BE GLAD TO DISCUSS THIS
[03:04:28] FURTHER AT THE SEAC COMMITTEE
[03:04:33] OF THAT WAY FORWARD AND PARTICULARLY
[03:04:35] WITH THE EFFORTS THAT WE HAVE UNDERWAY.
[03:04:37] BUT THE DECARBONIZATION OF THE MARITIME
[03:04:39] INDUSTRY FROM TRANSOCEANIC VESSELS TO
[03:04:42] LOCAL VESSELS TO FERRIES AND ALL OF
[03:04:44] THOSE, IT'S A VERY COMPLEX SYSTEM TO DO
[03:04:46] THAT. BUT WE LOOK FORWARD TO DISCUSSING
[03:04:48] WHAT IS THE ART OF THE POSSIBLE WITHIN
[03:04:51] THAT FRAMEWORK IN OUR CONTRIBUTION IN
[03:04:55] OUR INVOLVEMENT IN IT.
[03:05:00] STEPHANIE, I HADN'T
[03:05:04] RAISED MY HAND. I WAS JUST OBVIOUSLY
[03:05:06] KEENLY INTERESTED IN THIS AND CERTAINLY
[03:05:09] SHARE THE INTEREST IN IT AS I LOOK AT

[03:05:12] BUDGETING FOR NEXT YEAR OF ACTUALLY
[03:05:15] INCLUDED STAFF WORK TOWARDS THESE BOTH
[03:05:20] RESEARCH AND ADVOCACY EFFORTS. BUT OF
[03:05:22] COURSE WE KNOW IT IS. YOU KNOW,
[03:05:25] THERE'S A LONG ROAD MAP TO GET THERE,
[03:05:28] SO LOOK FORWARD TO TALKING ABOUT IT MORE
[03:05:31] AT THE SEAC COMMITTEE AND IT'S
[03:05:35] NOT SOMETHING STAFF HAS NOT BEEN
[03:05:37] THINKING ABOUT. ALRIGHT, AND I DO
[03:05:39] APPRECIATE THAT. AND MARITIME BLUE IS
[03:05:41] PARTICULARLY FOCUSED ON AND STEVE NOW
[03:05:43] SERVES ON MARITIME BLUE. THE
[03:05:45] DECARBONIZATION OF SHIPPING HAS BEEN A
[03:05:48] KEY FOCUS. I DO WANT TO NOTE THAT THE
[03:05:52] ENS COMMITTEE'S TITLE WAS A LOT EASIER
[03:05:54] TO SAY JUST BEFORE TODAY. IT'S JUST TWO
[03:05:57] ENS. THAT'S A LOT EASIER TO SAY THAN SEAC
[03:06:00] OR WHATEVER, BUT THAT'S JUST A POINT OF
[03:06:02] ORDER THERE. BUT THE OTHER
[03:06:05] ISSUE IS THAT THIS IS NICE TO ALWAYS
[03:06:08] LOOK DOWN THE ROAD, BUT WE HAD TWO
[03:06:09] TESTIMONIES TODAY ABOUT A VERY TANGIBLE
[03:06:12] ISSUE ASSOCIATED WITH CRUISE SHIPS. AND
[03:06:15] SO I WOULD LIKE US TO FOCUS ON
[03:06:18] WHAT'S IMMEDIATELY IN FRONT OF US AND
[03:06:20] NOT MISS THE OPPORTUNITY. AND THE
[03:06:23] QUESTION OF BURNING LOW SULFUR FUELS
[03:06:26] VERSUS SCRUBBING AND VERSUS WHAT WE DO
[03:06:29] WITH THE DOCK VERSUS WHAT WE DO
[03:06:30] THROUGHOUT WASHINGTON WATERS. WHAT IS THIS IS
[03:06:32] RIGHT BEFORE US. THIS IS COMPLETELY
[03:06:34] VIABLE TODAY, AND THIS HAS BEEN A
[03:06:37] SUBJECT THAT THE TWO FOLKS WHO TESTIFIED
[03:06:40] POINTED OUT THEY PARTICIPATED IN THE MLU
[03:06:42] PROCESS. IT'S ONCE EVERY THREE YEARS THE
[03:06:46] PUBLIC GETS TO PARTICIPATE IN THIS AND
[03:06:48] THERE HASN'T BEEN A RESOLUTION OF IT. I
[03:06:50] KNOW, STEPHANIE, YOU'VE BEEN VERY MUCH
[03:06:52] FOCUSED ON THIS, BUT I WOULD LIKE TO
[03:06:55] HAVE SOMETHING VERY TANGIBLE BEFORE US
[03:06:58] RESOLVED AND WE CONTINUE TO LOOK DOWN
[03:07:02] THE ROAD. OKAY.
[03:07:06] ALRIGHT. I DON'T KNOW. DO WE
[03:07:10] HAVE A SENSE, STEPHANIE, WHEN THE
[03:07:12] QUESTION OF WHAT THE CONCLUSION OF THE
[03:07:15] MLU PROCESS WILL BE, DO WE HAVE A TIME
[03:07:17] FRAME? SO THERE IS A PUBLIC
[03:07:21] MEETING SCHEDULED ON AUGUST 24 FOR
[03:07:28] THE CONCLUSION OF THIS ROUND OF THE MLU
[03:07:31] FOR CONCLUSION OF THIS ROUND OF THE MLU
[03:07:33] AS WELL. BUT I WOULD JUST REMIND
[03:07:36] COMMISSIONERS THAT AS WE HEARD FROM
[03:07:39] OUR COMMENT TOURS SINCE JUST
[03:07:45] PRIOR TO THIS CRUISE SEASON WAS WHEN
[03:07:47] WELL, THIS CRUISE SEASON WAS WHEN OUR
[03:07:51] BAN ON SCRUBBER DISCHARGE AND OUR BERTHS
[03:07:54] WENT INTO EFFECT. SO WE HAVE NOW HAD
[03:07:57] THAT NEW POLICY WE'VE SEEN ABOUT MAYBE
[03:08:00] 10 SHIPS GO THROUGH THAT NOW DURING
[03:08:03] PASSENGER OPERATION. SO WE ACTUALLY HAVE
[03:08:05] ADOPTED A NEW POLICY REGARDING SCRUBBER
[03:08:09] DISCHARGE OR EXHAUST GAS CLEANING SYSTEM
[03:08:12] DISCHARGE THAT WE ARE NOW OBSERVING HOW

[03:08:15] THAT WORKS. SO WE ACTUALLY HAVE MADE
[03:08:17] PROGRESS, AND THAT DID RESULT OUT OF THE
[03:08:19] MLU PROCESS A COUPLE YEARS AGO. THAT IS
[03:08:22] NOT HOW WE IMPLEMENTED IT, BUT THAT IS
[03:08:25] INDEED WHERE THE CONCEPT AND THINKING
[03:08:28] ABOUT IT DID INITIATE. I DO
[03:08:32] APPRECIATE THE FACT THAT YOU HAVE ALWAYS
[03:08:35] KEPT THE FOCUS ON THE CONTINUED
[03:08:38] IMPROVEMENT OF ART. AND I CONTINUE TO
[03:08:40] ASSERT THAT IF YOU'RE GOING TO TAKE A
[03:08:42] CRUISE, THE PORT OF SEATTLE IS THE BEST
[03:08:44] HOME PORT FOR DOING THAT, AND IT'S
[03:08:46] BECAUSE OF THE WORK AND COMMITMENT YOU
[03:08:47] CONTINUE TO SHOW. AT THE SAME TIME, I
[03:08:50] WAS WATCHING THE OVATION OF THE SEAS
[03:08:53] SITTING AN ANCHOR IN THE MIDDLE OF LEA,
[03:08:55] CLEARLY RUNNING ITS SCRUBBERS. AND
[03:08:59] WHETHER OR NOT, BECAUSE IT'S NOT AT THE
[03:09:00] DOCK, WHETHER OR NOT THEY'RE ALLOWED TO
[03:09:02] DO DISCHARGE, OBVIOUSLY, IT'S AT THEIR
[03:09:04] DISCRETION. SO IT'S REALLY ESPECIALLY
[03:09:06] WHEN WE HAVE SO MANY SHIPS ON THE HOOK
[03:09:08] RIGHT NOW, IT'S A GOOD ISSUE TO HAVE
[03:09:10] CLARIFIED. I DID NOT MEAN TO NEGATE
[03:09:13] THE FACT THAT WE CONTINUE TO DO WHAT WE
[03:09:15] DIRECTLY HAVE CONTROL OVER, BUT ECOLOGY
[03:09:18] AND THE PORT AND THE CRUISE LINES
[03:09:20] COMPRISE THE MLU GROUP. AND I JUST WOULD
[03:09:23] LIKE TO SEE THAT COME TO A CONCLUSION.
[03:09:25] AND NOW I KNOW AUGUST 24 TH IS THE DATE.
[03:09:28] SO THANK YOU FOR THAT, MR COMMISSION
[03:09:30] PRESIDENT. BEFORE WE CONTINUE, I JUST
[03:09:33] WANT TO REMIND THE COMMISSIONER CALKINS
[03:09:35] HAS A MISSION ON THE FLOOR, SO IT
[03:09:40] SOUNDS LIKE WE HAVE A PATH FORWARD.
[03:09:42] COMMISSIONERS STEINBRUECK AND BOWMAN WILL
[03:09:45] INCLUDE ON THE AGENDA AT AN UPCOMING SEAC
[03:09:49] MEETING, MY PROPOSED
[03:09:55] DISCUSSION POINT, AND I WILL ATTEND
[03:09:59] THAT MEETING, AND WE CAN DELVE INTO MORE
[03:10:02] DETAILS WITH SANDY AND HER TEAM,
[03:10:05] POTENTIALLY STEPHANIE JONES-STEBBENS, AS
[03:10:08] WELL, TO GET DEEPER INTO THIS. BUT I DO
[03:10:11] WANT US TO ACTIVELY BE THINKING NOT JUST
[03:10:15] ABOUT WHAT OUR GOALS FOR THE NEXT YEAR
[03:10:18] OR TWO YEARS, BUT ALSO OUR GOALS FOR THE
[03:10:20] NEXT 20 AND 30 YEARS TO ENSURE THAT
[03:10:23] WE'RE RESPONSIVE TO THESE CONCERNS. AND
[03:10:26] I DON'T THINK IT'S TO PIE IN THE
[03:10:31] SKY THINKING TO BE TALKING ABOUT WHAT
[03:10:33] WOULD THAT LOOK LIKE AND HOW DO WE GET
[03:10:35] THERE? AND THAT'S WHY I DIDN'T PROPOSE
[03:10:39] A DATE. I WANT EXPERTS TO COME BACK AND
[03:10:41] TELL US IF WE'RE ASPIRATIONAL WHAT WOULD
[03:10:45] THAT LOOK LIKE? IS THAT 15 YEARS FROM
[03:10:47] NOW, 30 YEARS FROM NOW? AND WHAT
[03:10:49] OBSTACLES HAVE WE CREATED THAT WE COULD
[03:10:52] GET OUT OF THE WAY OR WHAT SIGNALS CAN
[03:10:55] WE SEND TO THE CRUISE INDUSTRY, MUCH LIKE
[03:10:57] THE STATE OF CALIFORNIA DID WITH THE
[03:10:59] AUTO INDUSTRY, AS WE ARE THE CALIFORNIA
[03:11:03] OF CRUISE IN THE UNITED STATES. AND SO
[03:11:05] IF WE INSIST UPON SOMETHING AND PROVIDE

[03:11:08] THE TIMELINE, REASONABLE TIMELINE TO GET
[03:11:12] THERE, I THINK WE COULD HAVE THAT KIND
[03:11:13] OF INFLUENCE. OKAY.
[03:11:16] COMMISSIONS. I DID WANT TO NOTE
[03:11:21] THAT YOU SHOULD PROBABLY HAVE FOR THAT
[03:11:23] MEETING THE DETAILS ON THE HURTIGRUTEN
[03:11:26] NEW FLEET THAT THEY ARE RUNNING HYBRID
[03:11:29] CRUISE SHIPS AND ACTUALLY BURNING FISH
[03:11:32] OIL IN THEIR BIO PLANTS. SO I THINK THE
[03:11:35] BEST CRUISE SHIP YOU'LL PROBABLY FIND
[03:11:37] RIGHT NOW IS RUN BY HURTIGRUTEN. AND
[03:11:39] JUST A POINT OF CLARIFICATION, FLORIDA
[03:11:42] AND MIAMI ARE ARE THE GROUND ZERO FOR CRUISE
[03:11:45] IN THIS COUNTRY. BUT COMMISSIONER STEINBRUECK,
[03:11:51] ARE WE STILL I
[03:11:55] WOULD PREFER WE FOCUS ON ATTENTION ON
[03:11:58] NOT JUST CRUISE. I DON'T KNOW WHY WE'RE
[03:12:00] SINGLING CRUISE OUT WHEN OUR INTEREST
[03:12:03] IS IN LOOKING AT DECARBONIZATION AND
[03:12:07] SHIPPING AND THAT INCLUDES CRUISE. AND
[03:12:11] IT'S ABOUT, I THINK COMMISSIONER CALKINS
[03:12:14] INTERESTS, WHICH I SUPPORT I SHARE IS IN
[03:12:17] EMERGING NEW TECHNOLOGIES THAT COULD
[03:12:20] LEAD US DOWN IN THE DIRECTION OF
[03:12:25] TRANSITIONING TO CLEAN
[03:12:28] ENERGIES IN THE MARITIME AND IN
[03:12:30] AVIATION. WE'VE PUT TREMENDOUS RESOURCE
[03:12:33] INTO SAF, WHICH, AS WE KNOW,
[03:12:35] ISN'T THE END ALL OR THE ANSWER SOLELY.
[03:12:39] THERE ARE OTHER EMERGING TECHNOLOGIES.
[03:12:41] SO WHAT I WOULD ASK STAFF TO DO, AND I
[03:12:45] WOULD ALSO ASK MY CO CHAIR FOR INTEREST
[03:12:50] AND SUPPORT AND IDENTIFICATION OF
[03:12:54] EMERGING TECHNOLOGIES THAT COULD
[03:12:56] TRANSITION OUR INDUSTRIES, NOT JUST
[03:13:00] CRUISE, BUT SHIPS AND PLANES
[03:13:04] TO NEW CARBONLESS ENERGY.
[03:13:10] AND THERE ARE EMERGING TECHNOLOGIES. I
[03:13:12] DON'T KNOW VERY MUCH ABOUT THEM, BUT I
[03:13:14] DON'T SEE THE POINT IN JUST SINGLING OUT
[03:13:16] CRUISE HERE THROUGH
[03:13:20] THE COMMISSION PRESIDENT TO COMMISSIONER
[03:13:22] CALKINS. COMMISSIONER CALKINS, ARE YOU
[03:13:24] WITHDRAWING YOUR FORMAL MOTION AT THIS
[03:13:26] POINT BASED ON THIS CONVERSATION? YEAH,
[03:13:28] I WILL. AND COMMISSIONER STEINBRUECK,
[03:13:32] I'M LOOKING FORWARD TO THAT CONVERSATION
[03:13:34] IN COMMITTEE. THANK YOU.
[03:13:38] OKAY. COULD YOU CONTINUE? OH, SANDY,
[03:13:41] DO YOU STILL MEAN TO HAVE YOUR HEAD UP?
[03:13:43] YOU GOT TO UNMUTE IF YOU DO THE
[03:13:48] PORT OF CLARIFICATION ON COMMISSIONER
[03:13:51] STEINBRUECK'S QUESTION, ONE OF THE REASONS WE
[03:13:54] FOCUS ON CRUISE HERE AT THE PORT OF
[03:13:56] SEATTLE COMMISSION MEETING IS BECAUSE
[03:13:58] FOR US, CRUISE IS THE LARGEST PART OF
[03:14:02] OUR SCOPE. THREE EMISSIONS FOR PORT OF
[03:14:05] SEATTLE. THE OTHER SHIPS PORT
[03:14:09] OF SEATTLE MARITIME. I SHOULD SAY THE
[03:14:12] OTHER SHIPS ARE UNDER THE MANAGEMENT
[03:14:16] OF THE SEAPORT ALLIANCE. OF COURSE,
[03:14:18] WE WORK VERY CLOSELY WITH THEM, AS YOU
[03:14:23] KNOW, AND THEY HAVE ADDITIONAL

[03:14:25] COMMITTEES THAT ARE TAKING UP THIS
[03:14:27] ISSUE. SO THE STAFF WORK VERY CLOSELY ON
[03:14:30] COLLABORATING. BUT THE CRUISE IS WHAT'S
[03:14:33] THE PORT OF SEATTLE? YEAH, I UNDERSTAND
[03:14:36] THAT. BUT I THINK THE LION SHARE IS
[03:14:39] PROBABLY NOT CRUISE. IT'S PROBABLY
[03:14:41] CONTAINER CARGO SHIPS. AND I DON'T WANT
[03:14:44] TO BELABOR THIS ANYMORE TODAY, BUT WE'LL
[03:14:47] FOLLOW UP ON THIS. THANKS. OKAY. I JUST
[03:14:50] GOT TO ADD TO IT, HER SHIP CRUISES
[03:14:54] FAR MORE ENERGY INTENT. THAT'S THE
[03:14:56] COMMITTEE. LET ME JUST FINISH THE
[03:14:58] STATEMENT. THE OTHER THING IS BECAUSE WE
[03:15:01] HAVE TARIFF AGREEMENTS AND BERTHING
[03:15:03] AGREEMENTS WITH CRUISE. STEPHANIE HAS BEEN
[03:15:07] ABLE TO ADVANCE OUR REQUIREMENTS WITH
[03:15:11] CRUISE IN WAYS THAT AS A LANDLORD PORT,
[03:15:13] THE PORT ALLIANCE HAS NOT BEEN ABLE TO
[03:15:16] DO. AND THEN THE ONLY OTHER
[03:15:17] CONSIDERATION WHAT REGARDING RYAN'S
[03:15:20] COMMENTS ABOUT PHASING IN THE TRUCK
[03:15:23] ISSUES, WE ALSO HAVE EQUITY
[03:15:25] CONSIDERATIONS THAT WE'RE GOING TO ASK
[03:15:26] BUSINESSES TO JUMP TO THE NEXT PHASE.
[03:15:30] WE DELAYED FOR A YEAR SO THAT THE
[03:15:33] TRUCKERS, WHO ARE SOME OF THE LEAST
[03:15:35] AFFLUENT PEOPLE IN THE PORT BUSINESS,
[03:15:37] WE'RE ABLE TO MEET THOSE REQUIREMENTS,
[03:15:39] SO WE ARE ALWAYS BALANCING THESE
[03:15:41] CONSIDERATIONS. CLERK HART, COULD YOU
[03:15:43] PLEASE COMPLETE GOING AROUND THE TABLE
[03:15:46] SO EVERYBODY CAN HAVE THEIR FINAL WORD?
[03:15:47] YES. MOVING TO COMMISSIONER CHO. I HAVE
[03:15:50] NOTHING MORE TO ADD. THANK YOU. THANK
[03:15:52] YOU, COMMISSIONER. COMMISSIONER
[03:15:53] STEINBRUECK, ANYTHING THERE? YES, I DO.
[03:15:56] REGARDING ANOTHER STAFF PROMOTION,
[03:15:59] I'M NOT SURE IF I HEARD DIRECTOR METRUCK
[03:16:02] MENTIONED THAT OUR VERY OWN DELMAS
[03:16:05] WHITTAKER, WHO HAS SERVED AS DIRECTOR OF
[03:16:08] FISHERMAN'S TERMINAL, HAS BEEN PROMOTED
[03:16:10] TO DIRECTOR OF THE MARINE MAINTENANCE
[03:16:14] DIVISION. I THINK THAT'S A PROMOTION,
[03:16:18] AND I JUST WANTED TO ACKNOWLEDGE THAT.
[03:16:21] AND CONGRATULATE DIRECTOR WHITAKER.
[03:16:25] YAY. THANK YOU.
[03:16:28] COMMISSIONERS STEINBRUECK, MOVING TO
[03:16:30] COMMISSIONER FELLEMAN FOR FINAL
[03:16:31] COMMENTS. I THINK I'VE SAID QUITE ENOUGH
[03:16:34] BY NOW, SO THANK YOU SO MUCH FOR ALL OF
[03:16:36] YOU JOINING US TODAY. AND IT WAS A VERY
[03:16:40] GOOD CONVERSATION TO END ON. AND LET US
[03:16:43] CALL THIS MEETING CLOSED AT 3 17.
[03:16:47] ENJOY THE SUN.
[03:16:50] THANK YOU ALL.

END OF TRANSCRIPT