

START OF TRANSCRIPT

[00:00:28] THIS IS COMMISSION PRESIDENT FRED  
[00:00:31] FELLEMAN. RECONVENING? NO, JUST CONVENING  
[00:00:33] THE REGULAR MEETING OF SEPTEMBER 28 TO  
[00:00:35] 21. THE TIME NOW IS 10:30.  
[00:00:38] WE'RE MEETING REMOTELY TODAY VIA TEAMS  
[00:00:41] TO COMPLY WITH THE SENATE CONCURRENT  
[00:00:42] RESOLUTION 8402 AND IN  
[00:00:45] ACCORDANCE WITH GOVERNOR INSLEE'S  
[00:00:47] PROCLAMATION 20-28. PRESENT WITH ME TODAY  
[00:00:50] OUR COMMISSIONERS BOWMAN, CALKINS, CHO and  
[00:00:53] STEINBRUECK, WHO ARE CURRENTLY GATHERED  
[00:00:55] IN THE EXECUTIVE SESSION LINE AWAITING  
[00:00:57] THE OPENING OF THE PUBLIC MEETING.  
[00:00:58] WE'LL IMMEDIATELY RECESS INTO THE  
[00:01:01] EXECUTIVE SESSION TO DISCUSS ONE ITEM  
[00:01:03] REGARDING LITIGATION OR POTENTIAL  
[00:01:05] LITIGATION OR LEGAL RISK PURSUAN TO RCW 42.30.110 1 (i)  
[00:01:13] FOR APPROXIMATELY 30 MINUTES AND WE'LL  
[00:01:15] RECONVENE INTO PUBLIC SESSION AT NOON.  
[00:01:18] WE'LL NOW GO OVER TO THE EXECUTIVE  
[00:01:20] SESSION. SEE YOU AT NOON. THANK YOU.  
[00:01:24] THANK YOU. WE ARE IN RECESS.  
[00:01:28] THIS IS COMMISSION PRESIDENT FRED  
[00:01:31] FELLEMAN RECONVENING THE REGULAR MEETING  
[00:01:33] OF SEPTEMBER 2021. THE TIME IS 12:04.  
[00:01:36] WE'RE MEETING REMOTELY TODAY VIA  
[00:01:39] TEAMS TO COMPLY WITH THE SENATE  
[00:01:41] CONCURRENT RESOLUTION 842 AND  
[00:01:43] IN ACCORDANCE WITH GOVERNOR ISLEY'S  
[00:01:45] PROCLAMATION 20-28. PRESENT WITH ME  
[00:01:48] TODAY. OUR COMMISSIONERS, CALKINS CHO  
[00:01:50] AND STEINBRUECK. COMMISSIONER BOWMAN  
[00:01:52] WILL BE JOINING US SHORTLY. I'LL ASK THE  
[00:01:54] CLERK TO DO A ROLL CALL OF ALL  
[00:01:56] COMMISSIONERS TO ENSURE EVERYONE IS  
[00:01:57] ONLINE. CLERK HART, THANK YOU. WE'LL  
[00:02:00] BEGIN WITH COMMISSIONER CALKIN. HERE.  
[00:02:05] THANK YOU, COMMISSIONER CHO. PRESENT. THANK YOU,  
[00:02:09] COMMISSIONER STEINBRUECK.  
[00:02:13] THERE I WAS MUTED. SORRY.  
[00:02:17] THANK YOU, COMMISSIONER FELLEMAN.  
[00:02:19] PRESENT. THANK YOU. YOU DO HAVE A  
[00:02:22] QUORUM. THANK YOU. TODAY'S MEETING IS  
[00:02:25] STRUCTURED FOR OUR VIRTUAL FORMAT.  
[00:02:26] WE'VE MADE SPECIAL ARRANGEMENTS TO  
[00:02:28] PROVIDE FOR REMOTE PARTICIPATION FOR ALL  
[00:02:31] OF OUR STAFF AND COMMISSIONERS. LATER  
[00:02:33] WE'LL TAKE PUBLIC COMMENT FROM PEOPLE  
[00:02:34] WHO ARE PARTICIPATING BY TEAMS AND WHO  
[00:02:37] HAVE SIGNED UP TO SPEAK. ALL VOTES TODAY  
[00:02:39] WILL BE TAKEN BY THE ROLL CALL METHOD.  
[00:02:41] SINCE ALL COMMISSIONERS ARE  
[00:02:42] PARTICIPATING REMOTELY, THAT MEANS EACH  
[00:02:44] VOTE THE CLERK WILL CALL EACH  
[00:02:46] COMMISSIONERS NAMED COMMISSIONERS ON THE  
[00:02:48] TEAM CALL WILL MAKE SURE THEY'RE UNMUTED  
[00:02:50] AND THEN ANSWER YAY OR NAY. TO BE EQUITABLE.  
[00:02:53] WE'LL ALL ASK COMMISSIONERS TO SPEAK IN  
[00:02:55] TURN AND WAIT TO BE RECOGNIZED BEFORE  
[00:02:57] SPEAKING AS MUCH AS POSSIBLE. OF COURSE  
[00:03:00] WE ARE MEETING ON THE ANCESTRAL LANDS

[00:03:02] AND WATERS OF THE COSALISH, PEOPLE WITH  
[00:03:04] WHOM WE SHARE A COMMITMENT TO STEWARD  
[00:03:06] THESE NATURAL RESOURCES FOR FUTURE  
[00:03:08] GENERATIONS. THIS MEETING IS BEING  
[00:03:10] DIGITALLY RECORDED AND MAY BE VIEWED OR  
[00:03:12] HEARD AT ANY TIME ON THE PORT WEBSITE OR  
[00:03:14] MAYBE REBROADCAST BY KING COUNTY  
[00:03:16] TELEVISION. PLEASE STAND OR JOIN US FOR  
[00:03:18] THE PLEDGE OF ALLEGIANCE. I PLEDGE  
[00:03:23] ALLEGIANCE TO THE FLAG OF THE UNITED  
[00:03:25] STATES OF AMERICA AND TO THE REPUBLIC  
[00:03:27] FOR WHICH IT STANDS. ONE NATION UNDER  
[00:03:29] GOD INDIVISIBLE WITH LIBERTY AND JUSTICE  
[00:03:32] FOR ALL. ALRIGHT,  
[00:03:36] SO NOW WE'LL MOVE ON TO THE APPROVAL OF  
[00:03:38] THE AGENDA. THE FIRST ITEM OF BUSINESS  
[00:03:40] TODAY IS THAT APPROVAL. SO  
[00:03:42] COMMISSIONERS, PLEASE UNMUTE YOURSELF.  
[00:03:44] I'M GOING TO ASK EACH OF YOU IF YOU HAVE  
[00:03:47] ANY MOTIONS TO REARRANGE THE ORDER OF  
[00:03:49] THE DAY. AND IF YOU DO, I'LL ASK FOR A  
[00:03:51] SECOND. PLEASE RESPOND WHEN THE CLERK  
[00:03:53] CALLS YOUR NAME. IF YOU HAVE NO CHANGES,  
[00:03:56] JUST SAY NONE. CLERK HART, PLEASE CALL  
[00:03:58] THE ROLL FOR ANY CHANGES TO THE AGENDA.  
[00:04:00] THANK YOU. WE WILL BEGIN WITH  
[00:04:03] COMMISSIONER CALKINS FOR CHANGES TO THE  
[00:04:05] AGENDA. NONE FOR ME. THANK YOU,  
[00:04:08] COMMISSIONER CHO. YES. I'D LIKE  
[00:04:11] TO MOVE ON OR MOVE TO REMOVE ITEM  
[00:04:15] EIGHT G FROM THE CONSENT CALENDAR. I  
[00:04:18] NEED TO DO THIS IN ORDER TO AVOID A  
[00:04:20] CONFLICT OF INTEREST FOR MY DAY JOB.  
[00:04:22] AND SO I'D LIKE TO TAKE A SEPARATE VOTE  
[00:04:23] FOR THIS IN. THANK YOU.  
[00:04:27] THAT DOES NOT REQUIRE A MOTION AND A  
[00:04:30] VOTE. JUST A HOLD. BUT THANK YOU,  
[00:04:31] COMMISSIONER CALKINS.  
[00:04:36] AND THEN MOVING TO COMMISSIONER  
[00:04:39] STEINBRUECK FOR CHANGES TO THE AGENDA.  
[00:04:40] THANK YOU. I REQUEST TO REMOVE ITEM  
[00:04:42] EIGHT E AUTHORIZING EXECUTIVE TO EXECUTE  
[00:04:46] A CONTRACT FOR POLICE BODY CAMERAS TO  
[00:04:50] REMOVE FROM CONSENT. THANK YOU,  
[00:04:53] COMMISSIONER FELLEMAN, FOR CHANGES TO  
[00:04:55] THE AGENDA. COMMISSIONERS, THE QUESTION  
[00:04:57] NOW IS ON THE APPROVAL OF THE AGENDA AS  
[00:04:59] AMENDED. ADDRESS ITEMS EIGHT E AND G  
[00:05:02] SEPARATELY FROM THE CONSENT AGENDA.  
[00:05:04] PLEASE SAY YES OR NO WHEN YOUR NAME IS  
[00:05:06] CALLED CLERK HART, PLEASE CALL THE ROLL  
[00:05:08] FOR CHANGES WITH THE AGENDA. THANK YOU  
[00:05:10] FOR APPROVAL OF THE AGENDA AS AMENDED  
[00:05:12] BEGINNING WITH COMMISSIONER CALKINS. AYE.  
[00:05:15] THANK YOU, COMMISSIONER CHO. AYE.  
[00:05:19] THANK YOU. COMMISSIONER .STEINGRUECK  
[00:05:21] YES, THANK YOU, COMMISSIONER FELLEMAN.  
[00:05:25] ALRIGHT. THANK YOU. YOU HAVE FOUR YESSES  
[00:05:28] AND ZERO NOS FOR APPROVAL OF THE AGENDA  
[00:05:30] AS AMENDED. THANK YOU VERY MUCH. SO  
[00:05:33] BEFORE WE MOVE ON TO THE EXECUTIVE  
[00:05:35] DIRECTORS REPORT, I JUST LIKE TO QUICKLY  
[00:05:37] BEGIN BY NOTING THAT THIS PAST SATURDAY

[00:05:40] WAS THE NATIONAL PUBLIC LANDS DAY, THE  
[00:05:43] NATION'S LARGEST SINGLE DAY FOR  
[00:05:45] VOLUNTEERS TO HELP RESTORE AND IMPROVE  
[00:05:47] OUR PUBLIC LANDS. IT'S ALSO FREE FOR  
[00:05:49] PUBLIC ATTENDANCE ON THESE LANDS. AND  
[00:05:52] WITH THE EXTENDED FIRE SEASON, THIS  
[00:05:53] EFFORT IS MORE IMPORTANT THAN EVER. SO  
[00:05:55] HOPEFULLY THE PORT WILL BE ENGAGED WITH  
[00:05:57] THAT NEXT YEAR TO BE GUESSING SO  
[00:06:02] APOLOGIES. SOMEBODY CAME IN HOT. GREAT.  
[00:06:05] IF EVERYBODY COULD PLEASE MEET.  
[00:06:09] OKAY, SO OF GREATER IMPORTANCE AND  
[00:06:12] SOMETHING THAT I WOULD LIKE TO SHARE AN  
[00:06:14] OPPORTUNITY FOR ALL OUR COLLEAGUES TO  
[00:06:16] EXPRESS IS THE NEED TO  
[00:06:20] REALLY ARTICULATE MY WHOLE HEARTED  
[00:06:21] SUPPORT OF EXECUTIVE METRUCK'S SEPTEMBER  
[00:06:24] 13 NOTIFICATION THAT ALL EMPLOYEES MUST  
[00:06:27] BE FULLY VACCINATED BY NOVEMBER 15 AS A  
[00:06:30] CONDITION OF THEIR EMPLOYMENT. I'VE  
[00:06:32] KNOWN STEVE SINCE HIS DAYS AS THE  
[00:06:33] CAPTAIN OF THE PORT AND HE'S ALWAYS  
[00:06:35] TAKEN THE CONCERN FOR PUBLIC HEALTH AND  
[00:06:37] SAFETY TO HEART AND HE'S OBVIOUSLY  
[00:06:39] TAKING THIS WITH HIM AS THE EXECUTIVE OF  
[00:06:42] THE PORT. AND CLEARLY THERE'S NO BETTER  
[00:06:45] WAY TO PROTECT THE HEALTH OF YOURSELF  
[00:06:47] AND THOSE AROUND YOU THEN TO BE  
[00:06:49] VACCINATED BASED ON THE CURRENT DATA  
[00:06:52] THAT I'VE SEEN THAT'S OVER 620,000  
[00:06:54] WASHINGTONIANS HAVE BEEN SICKENED BY  
[00:06:57] THIS VIRUS AND 7200 OF US HAVE ALREADY  
[00:07:01] DIED. AND CLEARLY THE DELTA VARIANCE  
[00:07:04] IMPACT ON KIDS AND OUR ABILITY TO GET  
[00:07:06] OUR ECONOMY AND SCHOOLS BACK IN  
[00:07:07] OPERATION ARE ALL CONTINGENT ON US  
[00:07:10] BANDING TOGETHER, BANDING TOGETHER AS A  
[00:07:13] WAY TO GET US GOING AGAIN. SO CLERK HART  
[00:07:17] IF YOU WOULD GO THROUGH MY COMES  
[00:07:20] TO SEE IF THEY HAVE ANYTHING TO ADD.  
[00:07:22] YES. SO WE CAN BEGIN WITH COMMISSIONER  
[00:07:25] CALKINS FOR ANY COMMENTS IN THIS  
[00:07:26] REGARD. WHOLEHEARTEDLY AGREE TODAY WAS  
[00:07:29] ABLE TO COME IN AND VALIDATE MY  
[00:07:31] VACCINATION STATUS SO THAT I MEET THE  
[00:07:33] MANDATE FOR THE PORT OF SEATTLE AND I'M  
[00:07:35] THRILLED TO BE ABLE TO DO SO AND BE A  
[00:07:38] PART OF THOSE COMING IN TO GET THAT  
[00:07:40] DONE. AND I HOPE ALL OF OUR EMPLOYEES  
[00:07:41] WILL DO IT AS QUICKLY AS POSSIBLE.  
[00:07:43] THANKS. THANK YOU, COMMISSIONER CHO.  
[00:07:46] YEAH. I ECHO THE SENTIMENTS. I JUST WANT  
[00:07:49] TO ADD THAT I HOPE EVERYONE AGREES THAT  
[00:07:51] THIS IS ABOUT THE WHOLE ABOUT ALL OF US,  
[00:07:53] NOT REALLY ABOUT OURSELVES. AND I WOULD  
[00:07:56] HOPE THAT THE EMPLOYEES OF THE PORT  
[00:07:58] WOULD UNDERSTAND THAT WE'RE REALLY  
[00:08:00] TRYING TO PROTECT EACH OTHER AND I WOULD  
[00:08:02] REALLY ENCOURAGE EVERYONE TO GET THOSE  
[00:08:04] VACCINATIONS DONE AS SOON AS POSSIBLE.  
[00:08:08] THANK YOU, COMMISSIONER CHO,  
[00:08:09] COMMISSIONER STEINBRUECK. I WOULD JUST  
[00:08:12] ECHO COMMISSIONER CHO COMMENTS AND I

[00:08:14] MYSELF HAVE BEEN VACCINATED FOR SINCE I  
[00:08:17] THINK LAST APRIL OR MAY. I WISH EVERYONE  
[00:08:21] WOULD TO PROTECT OTHERS AS WELL AS  
[00:08:24] THEMSELVES. THANK YOU. THANK YOU,  
[00:08:26] COMMISSION. YES, COMMISSIONER FELLEMAN.  
[00:08:29] AND OF COURSE, THERE WILL ALWAYS BE THE  
[00:08:31] EXEMPTIONS FOR HEALTH AND RELIGIOUS  
[00:08:33] PURPOSES, AND I WILL LEAVE IT TO  
[00:08:35] EXECUTIVE METRUCK TO TELL US MORE ABOUT  
[00:08:39] THIS AND SAY A FEW OTHER WORDS ABOUT OUR  
[00:08:42] MEETING TODAY. THANK YOU. THANK YOU,  
[00:08:45] PRESIDENT FELLEMAN. COMMISSIONERS, A LOT  
[00:08:48] CONTINUES TO HAPPEN HERE AT THE PORT AS  
[00:08:50] WE MOVE INTO THE LAST QUARTER OF 2021.  
[00:08:53] AS YOU HAVE REFERENCE IN PRESIDENT  
[00:08:54] FELLEMAN REFERENCE, WE'RE MOVING FORWARD  
[00:08:56] WITH THE IMPLEMENTATION OF MY DECISION  
[00:08:58] TO REQUIRE ALL EMPLOYEES TO BE FULLY  
[00:09:00] VACCINATED AGAINST COVID-19 AS A  
[00:09:02] CONDITION OF EMPLOYMENT BY NOVEMBER 15,  
[00:09:04] 2021. I APPRECIATE YOUR SUPPORT  
[00:09:08] AND BOTH IN NEAR WORDS AND THEN YOUR  
[00:09:11] ACTIONS TO SHOW YOUR VALIDATION AS WELL  
[00:09:14] VACCINATION. SO I'VE TAKEN THESE  
[00:09:17] NECESSARY ACTIONS BASED ON OUR  
[00:09:19] OBLIGATION TO PROTECT THE HEALTH AND  
[00:09:21] SAFETY OF EVERYONE IN OUR WORKFORCE AS  
[00:09:23] WELL AS OUR RESPONSIBILITY TO CURB THE  
[00:09:25] SPREAD OF THIS DEADLY DISEASE IN ITS  
[00:09:27] VARIANCE IN THE COMMUNITY. SAFELY  
[00:09:29] OPERATING OUR ESSENTIAL AVIATION AND  
[00:09:31] MARITIME GATEWAYS IS FUNDAMENTAL TO OUR  
[00:09:33] MISSION OF CONTRIBUTING TO AN EQUITABLE  
[00:09:34] ECONOMIC RECOVERY. WE'VE ANNOUNCED THE  
[00:09:37] FOLLOWING VACCINATION SCHEDULE TO ENSURE  
[00:09:39] EVERYONE IS FULLY PROTECTED BY NOVEMBER  
[00:09:41] 15 OF THE DEADLINE. THE MODERNO VACCINE,  
[00:09:44] THE FIRST DOSE OF THIS TWO DOSE VACCINE  
[00:09:46] MUST BE TAKEN NO LATER THAN OCTOBER 4,  
[00:09:49] FOLLOWED BY THE SECOND DOSE BY NOVEMBER  
[00:09:51] 1. REGARDING THE PHIZER VACCINE, THE FIRST  
[00:09:54] DOSE OF THIS TWO DOSE VACCINE MUST BE  
[00:09:56] TAKEN NO LATER THAN OCTOBER 11,  
[00:09:58] FOLLOWED BY THE SECOND DOSE BY NOVEMBER  
[00:10:00] 1 AND THOSE WITH THE JOHNSON AND JOHNSON  
[00:10:02] VACCINE. IT MUST BE TAKEN NO LATER THAN  
[00:10:05] NOVEMBER 1. THIS IS NOT A DECISION THAT  
[00:10:08] I TOOK LIGHTLY. THE SCIENCE TELLS US THE  
[00:10:10] APPROVED VACCINES ARE SAFE AND EFFECTIVE  
[00:10:12] IN PREVENTING THE SPREAD OF COVID AND  
[00:10:14] SIGNIFICANTLY LOWERS YOUR CHANCE OF  
[00:10:16] BEING HOSPITALIZED OR DYING FROM THE  
[00:10:18] COVID-19 VIRUS IN ITS VARIANCE IN OUR  
[00:10:21] COMMUNITY, INCREASING NUMBER OF  
[00:10:23] INFECTIONS AND HOSPITALIZATIONS  
[00:10:24] THREATENS A NEW HEALTH CRISIS. THE BEST  
[00:10:26] WAY TO AVERT THAT CRISIS IS FOR EVERYONE  
[00:10:28] THAT IS ELIGIBLE TO BE VACCINATED.  
[00:10:30] HOWEVER, WE'RE NOT SEEING THE LEVEL OF  
[00:10:33] VACCINATIONS THAT WILL CURB THE SPREAD  
[00:10:35] OF THE DISEASE AND MITIGATES THE DEADLY  
[00:10:36] IMPACTS HERE AT THE PORT. DESPITE OUR  
[00:10:39] STRONG MESSAGES OF ENCOURAGEMENT TO GET

[00:10:40] THE SHOT SELF, SELF REPORTED RATES OF  
[00:10:44] VACCINES APPEARS TO LAG. LIMITED  
[00:10:47] EXEMPTIONS TO THE CONDITION OF  
[00:10:48] EMPLOYMENT WILL BE CONSIDERED FOR  
[00:10:50] RELIGIOUS OR MEDICAL REASONS, AND WE ARE  
[00:10:52] BARGAINING THE IMPACTS FOR REPRESENTED  
[00:10:55] GROUPS CURRENTLY AND PROUD OF HOW THE  
[00:10:57] PORT FAMILY HAS PULLED TOGETHER  
[00:10:59] THROUGHOUT THE COVID PANDEMIC, AND I  
[00:11:00] CALL THE PORT EMPLOYEES ONCE AGAIN FOR  
[00:11:02] BRACING CONSIDERATION AS WE WORK THROUGH  
[00:11:05] THIS NEW CHALLENGE FACE IN OUR  
[00:11:06] ORGANIZATION IN THE COMMUNITY. ALTHOUGH  
[00:11:10] THE PANDEMIC CONTINUES TO IMPACT OUR  
[00:11:12] DAILY LIFE, THE PORT CONTINUES TO MAKE  
[00:11:13] PROGRESS ON OUR GOALS FOR THE YEAR AND  
[00:11:15] ACHIEVE NOTEWORTHY SUCCESSES. I'D LIKE  
[00:11:19] TO TAKE JUST A MINUTE TO MAKE YOU AWARE  
[00:11:21] OF A FEW OF THEM FROM OUR MARINE  
[00:11:24] MARITIME ENVIRONMENT AND SUSTAINABILITY  
[00:11:26] DEPARTMENT IN OUR PORT OF SEATTLE FIRE  
[00:11:28] DEPARTMENT. FIRST IN ALIGNMENT WITH OUR  
[00:11:30] CENTURY AGENDA GOAL TO BE THE GREENEST  
[00:11:32] PORT OF NORTH AMERICA. I'D LIKE TO  
[00:11:34] NOTIFY YOU THAT THE PORT OF SEATTLE IS  
[00:11:36] JOINING BEGINNING TO ZERO COALITION AND  
[00:11:39] ASSIGNING ONTO A GLOBAL CALL TO ACTION  
[00:11:41] TO DECARBONIZE PORT OPERATIONS BY 2050  
[00:11:44] AS PART OF THE TOP 26 CLIMATE  
[00:11:46] CONFERENCE. GETTING TO ZERO COALITION  
[00:11:50] IS A GLOBAL PARTNERSHIP OF MORE THAN 150  
[00:11:53] ORGANIZATIONS WITHIN THE MARITIME  
[00:11:54] ENERGY, INFRASTRUCTURE AND FINANCE  
[00:11:57] SECTORS WORKING TO BRING COMMERCIALY  
[00:11:58] VIABLE ZERO EMISSION VESSELS TO DEEP SEA  
[00:12:00] TRADE ROUTES BY 2030, AS WELL AS  
[00:12:05] WELL AS THE NECESSARY INFRASTRUCTURE FOR  
[00:12:07] ZERO CARBON ENERGY SOURCES TO ACHIEVE  
[00:12:10] ZERO EMISSIONS BY 2050. THE STRONG  
[00:12:13] MARITIME CLIMATE COMMITMENTS AND  
[00:12:15] COLLABORATIVE APPROACH OUR EFFORTS TO  
[00:12:18] REDUCE MARITIME EMISSIONS ALSO GROWING  
[00:12:20] SUSTAINABLE MARITIME INDUSTRY HERE IN  
[00:12:22] SEATTLE. SECOND, I WANT TO SHARE THE  
[00:12:25] GOOD NEWS THAT THE PORT OF SEATTLE,  
[00:12:26] ALONG WITH THE PORT OF TACOMA, THE  
[00:12:28] VANCOUVER FRASER PORT AUTHORITY, IN  
[00:12:31] THEIR NORTHWEST SEAPORT ALLIANCE, HAVE  
[00:12:33] BEEN AWARDED THE AMERICAN ASSOCIATION OF  
[00:12:35] PORT AUTHORITIES PRESTIGIOUS LIGHTHOUSE  
[00:12:36] AWARD FOR THE 2020 NORTHWEST PORTS  
[00:12:39] CLEANING OUR STRATEGIES WE'RE VERY PROUD  
[00:12:42] OF THIS COLLABORATE EFFORT TO ADDRESS  
[00:12:44] MARITIME AIR EMISSIONS AND THANK AAPA  
[00:12:47] FOR THEIR RECOGNITION. FINALLY, ON A  
[00:12:50] MORE PERSONAL LEVEL, OUR POLICE AND FIRE  
[00:12:52] DEPARTMENTS WORK AROUND THE CLOCK TO  
[00:12:54] KEEP EVERYONE ON OUR FACILITIES SAFE AND  
[00:12:56] SECURE, AND THEY ARE ALWAYS HELPING  
[00:12:58] OTHERS. I'D LIKE TO TAKE NOTE OF THE  
[00:13:00] EFFORTS THAT WERE ABOVE AND BEYOND.  
[00:13:01] RECENTLY, I'D LIKE TO RECOGNIZE PORT OF  
[00:13:04] SEATTLE FIREFIGHTERS CAPTAIN GREG MONROE,

[00:13:06] CHRIS MARTIN AND CHRIS COULD BE A TEAR  
[00:13:10] FOR THEIR HEROIC ACTIONS AND RESPOND TO  
[00:13:12] AN INDIVIDUAL EXPERIENCING A MENTAL  
[00:13:14] HEALTH CRISIS OVER THE WEEKEND. THEY'RE  
[00:13:16] UNSEEN FOR APPROXIMATELY SIX AND A HALF  
[00:13:19] HOURS ASSISTING IN A RESPONSE AT THE  
[00:13:21] SOUND TRANSIT STATION. THEIR PATIENCE AND  
[00:13:24] QUICK ACTION WAS NEEDED AND ULTIMATELY  
[00:13:26] SAVED THE LIFE. THEIR CONDUCT AND  
[00:13:29] PROFESSIONALISM AND WHAT CAN BE  
[00:13:30] CONSIDERED DISTRESSING SITUATION OR IS  
[00:13:33] MOST WORTHY OF PRAISE AND RECOGNITION.  
[00:13:36] WE CAN ALL BE PROUD OF OUR FIREFIGHTERS  
[00:13:37] FOR THEIR BRAVE ACTIONS, SO THANK YOU  
[00:13:39] FOR THEIR SERVICE AND DEDICATION.  
[00:13:42] MOVING TO TODAY'S COMMISSION MEETING,  
[00:13:43] I'D LIKE TO HIGHLIGHT A FEW ITEMS ON THE  
[00:13:46] AGENDA ON TODAY'S CONSENT ITEMS LIST.  
[00:13:49] I'D LIKE TO HIGHLIGHT THE WESTSIDE  
[00:13:52] FIRESTATION PROJECT. I'M PLEASED TO  
[00:13:54] REPORT THAT WE EXPECT COMPLETION OF THE  
[00:13:56] NEW WEST SIDE FIRE STATION BY YEAR END.  
[00:13:59] I VISITED THE SITE LAST MONTH AND I'VE  
[00:14:01] BEEN CLOSELY MONITORING THE PROGRESS.  
[00:14:03] RECENT PHOTOS DEMONSTRATE THAT WE'RE NOW  
[00:14:05] ON TO INTERIOR FINISHES AND THE SLEEPING  
[00:14:08] QUARTERS AND BUILT IN FURNITURE ARE BOTH  
[00:14:10] WELL UNDERWAY. THE FACILITY'S TOP NOTCH  
[00:14:12] WHICH OUR FIREFIGHTERS DESERVE. IN  
[00:14:15] ADDITION, AVIATION HAS SUCCESSFULLY  
[00:14:17] WORKED WITH THE ADJACENT LEASEHOLDER  
[00:14:19] PACCAR TO FINALIZE SEPARATE PARKING AND  
[00:14:22] SECURE EMPLOYEE ENTRANCES TO BOTH ENSURE  
[00:14:25] AIRFIELD SAFETY AND STILL PROVIDE  
[00:14:27] OPERATIONAL SPACE FOR BOTH FIRE AND  
[00:14:28] GENERAL AVIATION ACTIVITIES. THIS IS A  
[00:14:31] WIN WIN. THE ADDITIONAL REQUESTED FUNDS  
[00:14:33] WILL GET THE PROJECT COMPLETE AND PAY  
[00:14:35] FOR THESE OPERATIONAL LEASE  
[00:14:36] IMPROVEMENTS. WE LOOK FORWARD TO SEEING  
[00:14:38] THE FIRE DEPARTMENT STAFF UTILIZING A  
[00:14:39] NEW FACILITY AND INVITE ALL OF YOU FOR  
[00:14:42] THE RIBBON CUTTING WHEN IT OCCURS. ALSO  
[00:14:45] ON THE CONSENT AGENDA IS AN  
[00:14:46] AUTHORIZATION FOR IMPROVEMENTS TO THE  
[00:14:48] SOUTH 160TH STREET TRANSPORTATION  
[00:14:51] NETWORK COMPANY LOT. THIS  
[00:14:53] AUTHORIZATION IS FOR DESIGN ONLY AND THE  
[00:14:55] SCOPE CURRENTLY INCLUDES INSTALLATION OF  
[00:14:57] TWO GENDER NEUTRAL RESTROOMS, LIGHTING,  
[00:15:00] INSTALLATION, INSTALLATION OF SECURITY  
[00:15:02] CAMERAS, LANDSCAPING AND IRRIGATION  
[00:15:04] IMPROVEMENTS, AS WELL AS INSTALLATION OF  
[00:15:06] TEN ELECTRIC VEHICLE CHARGING STATIONS.  
[00:15:09] IT'S IMPORTANT TO NOTE THAT THIS REQUEST  
[00:15:11] IS FOR DESIGN AUTHORIZATION ONLY AND  
[00:15:13] DURING THE DESIGN PROCESS, THE NEED FOR  
[00:15:15] ADDITIONAL ENHANCEMENTS AND SCOPE  
[00:15:16] EXPANSION WILL BE EVALUATED, INCLUDING  
[00:15:19] RESTROOMS. WE ANTICIPATE COMMISSION  
[00:15:21] CONSTRUCTION AUTHORIZATION IN THE FIRST  
[00:15:23] QUARTER OF 2023. WE'LL ALSO  
[00:15:26] PRESENT A BRIEFING ON THE 2022 CENTRAL

[00:15:28] SERVICES BUDGET. CENTRAL SERVICES FUND  
[00:15:32] MANY FUNCTIONS CRITICAL TO THE PORT,  
[00:15:34] MEANING THE NEEDS OF OUR WORKFORCE AND  
[00:15:36] DELIVERING OUR SERVICES. AS YOU WILL  
[00:15:38] HEAR LATER, MY PRIORITIES ARE INVESTING  
[00:15:40] IN OUR WORKFORCE AND STRENGTHEN OUR  
[00:15:42] CAPABILITY TO DELIVER PROJECTS AND  
[00:15:44] PROGRAMS. LOOK FORWARD TO TALK MORE  
[00:15:46] ABOUT THAT AS I INTRODUCE THE ITEM  
[00:15:48] COMMISSIONERS, THIS CONCLUDES MY  
[00:15:49] REMARKS. THANK YOU.  
[00:15:53] YOU'RE MUTED, SIR.  
[00:15:56] I SORRY.  
[00:16:01] THANK YOU VERY MUCH. EXECUTIVE METRUCK. WE  
[00:16:03] CAN NOW MOVE ON TO SEE IF THERE'S ANY  
[00:16:06] COMMENTS. I BELIEVE WHAT WE CAN JUST  
[00:16:08] MOVE ON. AT THIS POINT, WE WOULD LIKE TO  
[00:16:11] MOVE ON TO THE ITEMS ON THE AGENDA.  
[00:16:13] COMMITTEE REPORTS, SIR. BUT TO START  
[00:16:16] WITH COMMITTEE REPORTS, ITEM SIX, IS  
[00:16:19] THERE ANYTHING TO REPORT, MR. PRICHARD?  
[00:16:21] THANK YOU, COMMISSIONER. PRESIDENT  
[00:16:23] BOWMAN. A FEW ITEMS AND YOU'LL SEE OVER  
[00:16:26] THE NEXT COUPLE OF WEEKS WE'LL BE  
[00:16:27] ROTATING SPECIALISTS THROUGH AT THE  
[00:16:29] MEETINGS TO GIVE THESE COMMITTEE  
[00:16:31] REPORTS. AS I HAVE TAKEN ON THE DUTIES  
[00:16:32] AS INTERIM CHIEF STAFF COMMISSIONER  
[00:16:35] FELLEMAN AND COMMISSIONERS FELLEMAN  
[00:16:37] BOWMAN CONVENE THE TOURISM AD HOC  
[00:16:39] COMMITTEE ON MONDAY, SEPTEMBER 20, THE  
[00:16:42] COMMITTEE EXPRESS SUPPORT FOR THE  
[00:16:44] WASHINGTON TOURISM ALLIANCE EXECUTIVE  
[00:16:46] DIRECTOR DAVID BLANDFORD PLAN TO PRODUCE  
[00:16:48] A MEDIUM MARKETPLACE CONFERENCE IN  
[00:16:50] COLLABORATION WITH THE PORT TO PROMOTE  
[00:16:52] ECOTOURISM IN WASHINGTON. THE TWO DAY  
[00:16:55] EVENT WILL LIKELY OCCUR IN SEQUENCE WITH  
[00:16:57] WAS ANNUAL CONFERENCE IN THE FALL OF  
[00:17:00] 2022. COMMISSIONER CHO AND CALKINS  
[00:17:04] CONVENE THE EQUITY AND WORKFORCE  
[00:17:05] DEVELOPMENT COMMITTEE ON SEPTEMBER 16 TO  
[00:17:08] RECEIVE AN UPDATE ON THE DUWAMISH VALLEY  
[00:17:09] COMMUNITY EQUITY PROGRAM, STAFF SHARED  
[00:17:12] HOW THE PORT IS ACTIVELY WORKING TO MEET  
[00:17:13] THE GOALS OF THE PROGRAM, INCLUDING  
[00:17:15] HOSTING CAPACITY BUILDING, WORKSHOP  
[00:17:17] REPORT STAFF AND COMMUNITY MILK MEMBERS  
[00:17:19] ON EQUITABLE DEVELOPMENT, ENVIRONMENTAL  
[00:17:22] JUSTICE AND COLLABORATIVE PROBLEM  
[00:17:23] SOLVING, SUPPORTING HEALTHY ENVIRONMENTS  
[00:17:25] AND COMMUNITIES THROUGH ENGAGEMENT ON  
[00:17:27] THE NORTHWEST PORTS CLEAN AIR STRATEGY  
[00:17:29] AND ALSO FUNDING FOR OVER A DOZEN YOUTH  
[00:17:31] IN SOUTH PARK AND GEORGETOWN TO GAIN  
[00:17:33] ACCESS TO WORK EXPERIENCE IN  
[00:17:34] COMMUNITY BASED ORGANIZATION  
[00:17:36] ORGANIZATIONS TO LEARN ABOUT PORT  
[00:17:38] RELATED PATHWAYS, CAREER PATHWAYS. THE  
[00:17:41] COMMITTEE ALSO RECEIVED AN UPDATE ON THE  
[00:17:43] RESULTS OF THE PORT WIDE EQUITY SURVEY  
[00:17:45] AND MOTION IMPLEMENTATION SURVEY.  
[00:17:47] RESULTS INDICATED THERE'S PROGRESS BEING

[00:17:49] MADE ON THE EQUITY FRONT, BUT THERE'S  
[00:17:51] STILL A GREAT DEAL OF WORK TO BE DONE TO  
[00:17:52] REACH THE PORT EQUITY GOALS. THERE ARE  
[00:17:54] NO COMMITTEE MEETINGS OVER THE NEXT TWO  
[00:17:56] WEEKS, AND THAT CONCLUDES MY REPORT.  
[00:17:58] THANK YOU. THANK YOU, MR. PRICHARD. ARE  
[00:18:01] THERE ANY FOLLOW UP QUESTIONS FOR AARON  
[00:18:03] REGARDING THESE COMMITTEES? CLERK HART,  
[00:18:05] PLEASE GO THROUGH THE ROLE. THANK YOU.  
[00:18:08] LET'S GO AHEAD AND DO THIS BY A SHOW OF  
[00:18:10] HANDS FROM THE COMMISSIONERS FOR ANY  
[00:18:12] FOLLOW UP QUESTIONS FOR MR. PRITCHARD  
[00:18:16] AND I DO NOT SEE ANY MR. COMMISSION  
[00:18:19] PRESIDENT. VERY GOOD. HAS COMMISSIONER  
[00:18:22] BOWMAN BEEN ABLE TO JOIN US YET? I DO  
[00:18:25] NOT SEE THAT SHE HAS JOINED US AS OF  
[00:18:26] YET. THANK YOU. WELL, THEN COMMISSIONERS  
[00:18:30] WILL NOW MOVE ON TO ACCEPT GENERAL  
[00:18:32] PUBLIC COMMENT FROM THOSE WHO HAVE  
[00:18:34] SIGNED UP TO SPEAK ON ITEMS RELATED TO  
[00:18:35] THE PORT. WRITTEN MATERIALS PROVIDED TO  
[00:18:38] THE CLERK WILL BE INCLUDED IN TODAY'S  
[00:18:39] REC MEETING RECORD. THE CLERK HAS A LIST  
[00:18:42] OF THOSE PREPARED TO SPEAK. AS THE CLERK  
[00:18:44] CALLS. YOUR NAME WILL OPEN THE LINE AND  
[00:18:46] COMMENTERS WILL HAVE TO UNMUTE  
[00:18:48] THEMSELVES. THEN PLEASE REPEAT YOUR NAME  
[00:18:50] FOR THE RECORD. IF YOU'RE ON THE TEAMS  
[00:18:52] MEETING AND ARE ALSO STREAMING THE  
[00:18:54] MEETING, PLEASE UNMUTE THE VIDEOS.  
[00:18:56] PLEASE MUTE THE VIDEO STREAM TO AVOID  
[00:18:59] FEEDBACK, PLEASE NOTE THAT THERE WILL BE  
[00:19:01] A SHORT TIME LEG ON THE VIDEO STREAM.  
[00:19:03] COMMON TIME WILL BE LIMITED TO TWO  
[00:19:05] MINUTES PER PERSON. AND CLERK HART,  
[00:19:08] PLEASE CALL THE FIRST SPEAKER. THANK  
[00:19:09] YOU. OUR FIRST SPEAKER IS CITY OF SEATAC  
[00:19:12] CITY MANAGER MR. CARL COLE.  
[00:19:15] THANK YOU. AS SHE SAID, MY NAME  
[00:19:18] IS CARL COLE AND THE CITY MANAGER FOR  
[00:19:20] THE CITY OF SEATAC. FIRST, I WANT TO  
[00:19:21] THANK THE COMMISSION FOR THE OPPORTUNITY  
[00:19:23] TO SPEAK TODAY AND SUPPORT OF A NEW  
[00:19:24] INTERLOCAL AGREEMENT BETWEEN THE PORT OF  
[00:19:26] SEATTLE AND THE CITY IN WHICH THE CITY  
[00:19:28] WILL PROVIDE PORT SERVICES FOR AIRPORT  
[00:19:30] RELATED INFRACTIONS AND MISDEMEANORS. I  
[00:19:33] WANT TO SAY THAT CHIEF VIA, CLAIRE  
[00:19:35] GALLAGHER, DAVE KAPLAN AND MANY OTHER  
[00:19:37] PORTS STAFF WERE VERY EASY TO WORK WITH  
[00:19:39] DURING THIS PROCESS AND THE TESTAMENT,  
[00:19:41] IN MY OPINION, TO THE VALUE OF  
[00:19:43] CONTINUING TO STRENGTHEN THE BETWEEN THE  
[00:19:45] PORT AND THE CITY. OBVIOUSLY, I'M IN  
[00:19:47] FAVOR OF COMMISSION APPROVAL OF ITEM 8D  
[00:19:49] ON YOUR CONSENT AGENDA TODAY AND BELIEVE  
[00:19:51] IT WILL SERVE THE PUBLIC BY IMPROVING  
[00:19:53] SAFETY AT THE AIRPORT AND ON THE STREETS  
[00:19:55] OF SEATAC. I LOOK FORWARD TO WORKING  
[00:19:57] WITH THE PORT ON THIS AND OTHER  
[00:19:58] ADVENTURES IN THE FUTURE. AGAIN, I  
[00:19:59] APPRECIATE THE TIME TO SPEAK TODAY.  
[00:20:01] THANK YOU. THANK YOU, MR. COLE.



[00:20:06] CLERK HART, PLEASE CALL THE NEXT  
[00:20:08] SPEAKER. YES. OUR NEXT SPEAKER IS IRIS  
[00:20:18] HI THERE. GOOD AFTERNOON FOR  
[00:20:20] COMMISSIONERS AND STAFF. MY NAME IS IRIS  
[00:20:22] ANTMAN AND I'M HERE TO SPEAK IN FAVOR OF  
[00:20:26] ENDING CRUISING IN SEATTLE'S WATERS.  
[00:20:29] LAST WEEK WE LEARNED ABOUT CAPPUCCINO,  
[00:20:32] A 35 YEAR OLD MALE ORCA IN KEYPAD  
[00:20:35] PRESUMED DEAD AFTER MARINE BIOLOGISTS  
[00:20:38] OBSERVED HIM ALONE NEAR VANCOUVER  
[00:20:40] ISLAND WITH NO SIGHTINGS OF HIM SINCE  
[00:20:43] LATE JULY. THE EXACT CAUSE OF  
[00:20:46] CAPPUCCINOS DEATH IS UNKNOWN, BUT  
[00:20:47] SCIENTISTS SAY AND I QUOTE, WHAT IS  
[00:20:49] CERTAIN IS THAT THERE'S BEEN NO NET  
[00:20:51] INCREASE IN THIS ENDANGERED POPULATION  
[00:20:53] SINCE THE 1980S. INSUFFICIENT CHINOOK  
[00:20:56] SALMON IS A MAJOR FACTOR IN THE LACK OF  
[00:20:59] SUCCESSFUL PREGNANCIES AND MALNUTRITION  
[00:21:01] MAKES SENSE SUSCEPTIBLE TO DISEASE AND  
[00:21:04] THE IMPACTS FROM POLLUTION, NOISE AND  
[00:21:06] DISTURBANCE. AND YESTERDAY WE READ ABOUT  
[00:21:09] MARINA. THE ELDER MATRIARCH OF THE  
[00:21:11] ORCHIDS ALSO PRESUME DEAD. THE ORCA  
[00:21:14] POPULATION IS DOWN TO 72 INDIVIDUALS IN  
[00:21:17] YOUR CURRENT BUDGET. RECITE THE  
[00:21:19] INEXORABLE MARCH OF CLIMATE CHANGE AS IF  
[00:21:22] THERE'S NO WAY TO SLOW IT DOWN OR STOP  
[00:21:23] IT OR REVERSE IT. HOWEVER, IT IS HUMAN  
[00:21:26] ACTIVITIES THAT ARE CAUSING A DRIVING  
[00:21:28] CLIMATE CHANGE. PLEASE DON'T IGNORE  
[00:21:30] THESE FACTS AND PRETEND THAT CRUISING A  
[00:21:32] NONESSENTIAL ACTIVITY CONTINUES TO MAKE  
[00:21:35] SENSE. CRUISING WITH ITS GREENHOUSE GAS  
[00:21:38] EMISSIONS AND TOXINS POLLUTING THE WATER  
[00:21:41] AND AIR DIRECTLY AFFECTS THE HEALTH OF  
[00:21:43] PEOPLE IN PORT COMMUNITIES AND THE  
[00:21:45] HEALTH OF MARINE LIFE. IT IS KILLING  
[00:21:48] PEOPLE. SALMON AND ORCAS. THERE ARE  
[00:21:50] OTHER WAYS FOR PEOPLE TO VACATION AND  
[00:21:52] TRAVEL WAYS THAT ARE NOT SO MASSIVELY  
[00:21:55] DESTRUCTIVE. THE PORT COMMISSIONERS,  
[00:21:57] YOU HAVE THE POWER AND THE MORAL  
[00:22:00] OBLIGATION TO DO WHATEVER YOU CAN TO  
[00:22:01] HELP SLOW AND STOP CLIMATE CHANGE. IT'S  
[00:22:04] TIME FOR YOU TO TAKE A STAND AND END  
[00:22:06] CRUISING IN SEATTLE. CALL OFF NEXT  
[00:22:08] SEASON. I'M PLEASED TO HEAR ABOUT A NEW  
[00:22:11] COMMITTEE ON DEVELOPING ECOTOURISM. BY  
[00:22:14] DEFINITION, THIS MUST PRECLUDE CRUISING  
[00:22:17] BUSINESS AS USUAL AND ITS IMPACTS ARE  
[00:22:20] KILLING US. WE ARE OUT OF TIME. THANK  
[00:22:22] YOU. THANK YOU.  
[00:22:25] IRIS. HER CAR. PLEASE CALL THE NEXT  
[00:22:28] SPEAKER. YES. OUR NEXT SPEAKER IS  
[00:22:30] NORRAINE BAFANA. GO.  
[00:22:34] HELLO. MY NAME IS LORAIN FOR FANA. I'M  
[00:22:37] AN UBER AND LYFT DRIVER. I WANT TO  
[00:22:41] COMMENT ABOUT THE ON A PARKING  
[00:22:45] LOT. WE AS DRIVERS. WE LIKE  
[00:22:50] SOMEWHERE GOOD TO EAT  
[00:22:54] OURSELVES WHILE WE ARE DRIVING. WE HAVE  
[00:22:57] ABOUT FOUR OR THREE PARTIES. SOMETIMES

[00:23:00] IT'S REALLY HARD TO USE THEM MOST OF THE  
[00:23:03] TIME. AND WE HEARD ABOUT THE PORT  
[00:23:06] GETTING US A GOOD FACILITY LIKE A  
[00:23:09] BATHROOM, TWO BATHROOM. I'M HERE TO COME  
[00:23:12] IN LIKE TWO BATHROOM IS REALLY NOT GOING  
[00:23:15] TO BE SUFFICIENT AT THE POINT IN TIME.  
[00:23:18] AT ANY POINT OF TIME THERE'S ABOUT 150  
[00:23:20] TO 200 DRIVERS WAITING AT THE  
[00:23:23] LOT. TWO BATHROOM IS NOT GOING TO BE  
[00:23:25] ENOUGH FOR THIS AMOUNT OF PEOPLE AND WE  
[00:23:28] ALSO REQUEST IF WE GET SOMEWHERE  
[00:23:32] TO SIT AND EAT OUR LUNCH WHILE WE ARE  
[00:23:35] WAITING FOR THE RIDE. SOMEWHERE WE CAN  
[00:23:37] WARM UP OUR FOOD JUST LIKE THE OTHER  
[00:23:39] SIDE OF THE LOTS. THE TAXIES HAVE  
[00:23:42] SOMEWHERE TO SIT AND WARM UP THEIR FOOD.  
[00:23:45] INSTEAD OF SITTING IN THE PORT WE DO  
[00:23:49] PATCHES SOME CHAIRS TO SIT DOWN OUTSIDE  
[00:23:53] INSTEAD OF SITTING IN THE LOT. ABOUT A  
[00:23:56] FEW WEEKS AGO A PORT AUTHORITIES CAME IN  
[00:23:58] AND TOOK OUR CHEST AND THROW THEM IN THE  
[00:24:00] GARBAGE. SO IF THE PORT HAVE US A PLACE  
[00:24:03] TO SIT WE WOULD NOT BE PACHISIA CHANGE  
[00:24:07] AND IT WOULD NOT BE A NUISANCE ALSO IN  
[00:24:09] THE LOT. THANK YOU VERY MUCH.  
[00:24:13] THANK YOU VERY MUCH, MR. FONTANA,  
[00:24:16] WE ARE DEFINITELY LOOKING INTO THIS.  
[00:24:18] NEXT SPEAKER PLEASE. YES, OUR NEXT  
[00:24:22] SPEAKER IS PETER. COOL.  
[00:24:26] ALRIGHT, THANK YOU VERY MUCH.  
[00:24:28] COMMISSIONS AND CLOCK  
[00:24:32] STOP. MY NAME IS PIER QUILL. I'M THE  
[00:24:34] FREEDOM OF DRIVER UNION REPRESENTING THE  
[00:24:36] DRIVERS. I SLIP AND OVER DRIVERS.  
[00:24:41] THANK YOU FOR THE PORT YOU'RE MAKING TO  
[00:24:45] MAKE A BEDROOM FOR DIVERSITY AND  
[00:24:49] WE ARE CONCERNED OF HAVING TWO BEDROOM  
[00:24:51] WILL NOT BE ENOUGH FOR DRIVERS. I  
[00:24:54] REMEMBER BEFORE CRONA DRIVERS GO  
[00:24:57] UP TO 250 OR 260 THEN LA,  
[00:25:00] BUT NOW BECAUSE OF THE CORONA,  
[00:25:03] WHAT TURN LESS LOCK 100,  
[00:25:07] 150 OR 2200. I THINK  
[00:25:10] WE ARE ASKING TO HAVE AT LEAST FOUR  
[00:25:13] BATHROOMS.  
[00:25:18] YOU KNOW, ONE WOULD BE FOR ROMAN AND THE  
[00:25:22] PORT WILL BE FOR GUYO KINDLY ASKING THAT  
[00:25:25] I SEND YOU AN EMAIL. I HOPE ALL OF YOU  
[00:25:27] GOT IT. I KNOW ONE OF YOU IS EMAIL COME  
[00:25:30] BACK TO ME. I DON'T KNOW WHAT HAPPENED.  
[00:25:32] MAYBE IT DIDN'T GET TO HIM.  
[00:25:35] SECONDLY, I WILL  
[00:25:39] BE ASKING ALSO FOR NOW WE HAVE ONLY ONE  
[00:25:42] LOT. IT USED TO BE TOO LATE BEFORE  
[00:25:44] CORONA BUT I SHUT DOWN. WE HAVE ONE THAT  
[00:25:47] WE ARE ASKING HIM TO OPEN. THE SECOND  
[00:25:49] LAW IS CLOSE SO I SEND AN EMAIL ABOUT  
[00:25:52] THAT TOO, BUT IT STILL CLOSE. RIVERS NOW  
[00:25:55] THEY ARE NOT FEEDING ONE LOT PLEASE.  
[00:25:57] I'M ASKING YOU TO OPEN THE SECOND LOT  
[00:26:00] AND ALSO REGARDING THE SHIT THAT BEEN  
[00:26:04] THROWN OUT BY THIS STUFF. SO IT WILL BE  
[00:26:07] GOOD IF YOU CAN LOG INTO THAT AND I

[00:26:10] WOULD REALLY APPRECIATE IT. THANK YOU  
[00:26:12] VERY MUCH FOR YOUR HELP AND SUPPORT FOR  
[00:26:14] THE DRIVERS. I KNOW THIS IS OUR WORK  
[00:26:18] ALTOGETHER AND THANK YOU VERY MUCH.  
[00:26:21] THANK YOU VERY MUCH, PETER. EXECUTIVE  
[00:26:24] METRUCK I HOPE TO HEAR ABOUT WHAT THIS  
[00:26:26] CHAIR SITUATION IS IN THE NEAR FUTURE.  
[00:26:29] NEXT SPEAKER PLEASE. YES, OUR NEXT  
[00:26:32] SPEAKER IS AMMAN MOHAMMED.  
[00:26:37] HI COMMISSIONER.  
[00:26:41] MY NAME IS MOHAMMED AHMED MOHAMMED.  
[00:26:45] AND FIRST I WOULD LIKE TO THANK YOU TO  
[00:26:47] INVITING US TO TALK AND MAKE  
[00:26:52] COMMENTS. LIKE I SAID MY NAME IS AHMED  
[00:26:55] MOHAMMED. I'M WITH THE DRIVERS UNION,  
[00:26:57] ALSO UBER AND LYFT DRIVERS. AND WE  
[00:27:00] APPRECIATE THE FACT THAT YOU GUYS ARE  
[00:27:02] THINKING ABOUT BUILDING A BATHROOM AT  
[00:27:05] THE LAB AT THE SAME TIME, TWO BATHROOM  
[00:27:08] AND WILL NOT BE ENOUGH BECAUSE AT  
[00:27:12] ANY GIVEN TIME THAT YOU WILL HAVE AT  
[00:27:14] LEAST TWO, MAYBE 150 TO 200  
[00:27:18] DRIVERS OUT THERE AND TWO BATHROOMS,  
[00:27:22] AT LEAST IF WE CAN GET AT LEAST TWO  
[00:27:25] MORE, FOUR WOULD BE SUFFICIENT FOR  
[00:27:29] THAT MUCH OF DRIVERS. AND THE OTHER  
[00:27:33] THING THAT I WANTED TO ASK IS THAT THERE  
[00:27:38] IS A DAY THAT ONE OF THE PORT OF SEATTLE  
[00:27:40] DID CAME, AND AS SOON AS THAT THEY WERE  
[00:27:42] TAKEN, I WAS GETTING A RIDE. I WISH I  
[00:27:45] COULD HAVE RECORDED OR SEND YOU MORE  
[00:27:50] INFORMATION ABOUT THAT. AND THEN THE  
[00:27:51] OTHER THING THAT I WANTED TO ADD IS THAT  
[00:27:54] WE ALSO WOULD NEED IT LIKE A SEATTLE.  
[00:27:58] IT RAINS A LOT FOR THE DRIVERS JUST TO  
[00:28:00] SIT IN THEIR CARS. THEY'VE BEEN DRIVING  
[00:28:02] SOME OF THEM, LIKE 10 HOURS, 8 HOURS AND  
[00:28:05] COME INTO THE LOT. IT'LL BE REALLY NICE  
[00:28:09] TO HAVE SOMEWHERE THAT WE CAN SIT DOWN  
[00:28:13] AND JUST TO RELAX TO WARM UP FOOD  
[00:28:16] AND DO ALL OF THAT STUFF. AND I REALLY  
[00:28:19] APPRECIATE YOU GUYS GIVING US THE TIME  
[00:28:21] TO TALK ABOUT THIS AND LOOKING FORWARD  
[00:28:23] TO HEARING FROM YOU GUYS. THANK YOU.  
[00:28:25] BYE. THANK YOU.  
[00:28:29] NEXT SPEAKER, PLEASE. YES. OUR NEXT  
[00:28:32] SPEAKER IS MICHAEL BASE.  
[00:28:42] MICHAEL, IF YOU'RE ON THE LINE,  
[00:28:47] OKAY. WE'LL COME BACK TO MICHAEL,  
[00:28:49] MOVING TO ROBIN SCHWARTZ.  
[00:28:54] HI THERE.  
[00:28:57] JUST LOST THE THING. YEAH. MY NAME IS  
[00:29:00] ROBIN SCHWARTZ. THANK YOU FOR HAVING ME.  
[00:29:04] I AM HERE TODAY TO SPEAK IN SUPPORT OF  
[00:29:07] THE MARITIME HIGH SCHOOL. I WANT TO  
[00:29:08] THANK ALL OF THE PORT COMMISSIONERS FOR  
[00:29:10] YOUR SUPPORT SO FAR, ESPECIALLY. I WANT  
[00:29:12] TO THANK PORT COMMISSIONER CALKINS FOR  
[00:29:14] HIS UNENDING SUPPORT, WHICH HAS GOTTEN  
[00:29:17] US AS FAR AS WE ARE TODAY. MY NAME IS  
[00:29:20] ROBIN SCHWARTZ. I LIVE IN THE DUWAMISH  
[00:29:22] VALLEY. I HAVE TWO CHILDREN HERE THAT  
[00:29:25] I'M RAISING. THEY GO TO SEATTLE PUBLIC

[00:29:27] SCHOOLS. I ALSO WORK AT THE DUWAMISH  
[00:29:28] SUGAR CLEANUP COALITION, SO I WORK  
[00:29:31] CLOSELY WITH A LOT OF DUWAMISH VALLEY  
[00:29:33] THROUGH OUR US ENGAGEMENT PROGRAM.  
[00:29:35] I DON'T NEED TO TELL YOU THAT THE  
[00:29:37] MARITIME INDUSTRY IS AGING OUT AND YOU  
[00:29:39] NEED NEW WORKERS AND IN ALL AREAS OF THE  
[00:29:42] INDUSTRY, WE ALSO KNOW THAT SO MANY  
[00:29:45] ORGS THESE DAYS, BOTH NONPROFIT AND  
[00:29:47] GOVERNMENT ARE WANT MORE EQUITABLE  
[00:29:50] OPPORTUNITIES AND OUTCOMES. AND FINALLY,  
[00:29:54] OUR COMMUNITY, WHICH IS ABOUT 60% BLACK,  
[00:29:57] INDIGENOUS AND PEOPLE OF COLOR AND ABOUT  
[00:29:59] 70% LOW INCOME FOLKS. WE NEED  
[00:30:02] AN ALTERNATIVE OPTION FOR EDUCATION,  
[00:30:05] WHICH THE MARITIME HIGH SCHOOL WILL  
[00:30:08] PROVIDE. FOR ONE THING, THE PROJECT  
[00:30:10] BASED LEARNING THAT THE SCHOOL  
[00:30:11] CURRICULUM IS BASED ON IS INCREDIBLY  
[00:30:13] ENGAGING FOR MANY, MANY DIFFERENT TYPES  
[00:30:16] OF LEARNERS. OUR YOUTH IN THE NEW  
[00:30:20] PATHWAYS TOWARDS COLLEGE AS WELL  
[00:30:23] AS FOR OTHER PATHS, OTHER OPTIONS BEYOND  
[00:30:26] COLLEGE OR ASIDE FROM COLLEGE, OUR YOUTH  
[00:30:29] NEED OF SCHOOL WITH MENTORS AND ROLE  
[00:30:31] MODELS, ESPECIALLY BLACK, INDIGENOUS AND  
[00:30:33] PEOPLE OF COLOR AND FOLKS WHO ARE  
[00:30:36] INVESTED IN THEIR WORK AND PASSIONATE  
[00:30:37] ABOUT WHAT THEY'RE DOING AND OUR  
[00:30:40] YOUTH NEED A SCHOOL WITH AMPLE  
[00:30:43] INVESTMENT OF RESOURCES, FISCAL,  
[00:30:44] TECHNICAL, ETC. WE ARE REALLY EXCITED  
[00:30:47] ABOUT THE OPPORTUNITIES THE MARITIME  
[00:30:49] HIGH SCHOOL IS GOING TO PROVIDE FOR US.  
[00:30:51] THIS COMMUNITY FOR MANY YEARS BEEN  
[00:30:54] DISINVESTED BY THE CITY, THE PORT AND  
[00:30:56] THE COUNTY EVEN AS THESE GOVERNMENTS  
[00:30:59] HAVE PROFITED FROM THE COMMUNITIES THAT  
[00:31:02] WE LIVE IN. SO WE ARE REALLY LOOKING  
[00:31:05] FORWARD TO OUR YOUTH GETTING THESE  
[00:31:07] OPPORTUNITIES TO GET INTO THE MARITIME  
[00:31:09] INDUSTRY, TO BUILD GENERATIONAL WEALTH,  
[00:31:11] TO HAVE THE RESOURCES TO THRIVE IN PLACE  
[00:31:14] AND TO ENJOY THE DUWAMISH VALLEY  
[00:31:18] AS AS RESIDENTS AND COMMUNITY MEMBERS.  
[00:31:22] SO I REALLY APPRECIATE YOUR SUPPORT OF  
[00:31:24] THE AMERICAN HIGH SCHOOL AND I URGE YOU  
[00:31:25] TO CONTINUE IT. THANK YOU SO MUCH.  
[00:31:27] THANK YOU, ROBIN. AND LAST BUT NOT LEAST  
[00:31:31] OUR LAST PERSON SIGNED UP TODAY IS  
[00:31:34] PAULINA LOPEZ.  
[00:31:38] GOOD MORNING, EVERYONE. THANK YOU SO  
[00:31:42] MUCH FOR HAVING US. WE'RE HAVING ME IN  
[00:31:44] REGARDS TO POOR COMMISSIONERS AND  
[00:31:46] DIRECTOR METRUCK, I'M HERE MOSTLY  
[00:31:51] TO GIVE YOU THANKS FOR JOINING THE OTHER  
[00:31:54] LOCAL GOVERNMENT EFFORTS. I WAS HERE  
[00:31:57] LAST POOR COMMISSION AND WITH GREAT  
[00:32:00] CONCERNS ABOUT ENVIRONMENTAL PROTECTION  
[00:32:03] AGENCY NOT BEING WITH COMMUNITY, ASKING  
[00:32:06] FOR COMMUNITY CONSULTATIONS OF THE  
[00:32:07] MOVING THE PLANTS FOR THE DUWAMISH RIVER  
[00:32:09] AND THE EAST WATER WILL AND I WANTED TO

[00:32:12] PERSONALLY COME BACK AND THANK YOU FOR  
[00:32:14] JOINING THE EFFORTS AND STANDING WITH  
[00:32:16] COMMUNITY WITH THE COMMUNITY OF THE  
[00:32:18] DUWAMISH RIVER. THAT AS ROBIN JUST SAID  
[00:32:21] IN THE PRIOR TESTIMONY, IS NEEDED FOR  
[00:32:24] SOME EQUITY AND ENVIRONMENTAL JUSTICE  
[00:32:27] PROTECTION. SO I WANTED TO THANK  
[00:32:28] ESPECIALLY PORT COMMISSIONER PRESIDENT  
[00:32:32] FRED FELLEMAN FOR BEING STANDING WITH  
[00:32:34] COMMUNITY, BEING THERE WITH US AND FOR  
[00:32:36] THE LEADERSHIP AND TO BRING IN THE OTHER  
[00:32:39] GOVERNMENTS AND ASKING FOR THE RIGHT  
[00:32:41] THINGS FOR THE COMMUNITY TO WITH  
[00:32:44] REGARDS TO THE DUWAMISH RIVER PROPOSED  
[00:32:47] PLANTS AND ALSO THEY USE WATERWAY. I  
[00:32:49] ALSO ON THE SAME LINE. I WANTED TO THANK  
[00:32:52] YOU FOR YOUR LEADERSHIP AS THE PORT OF  
[00:32:54] THE AGENDA AND INVESTMENT IN YOUTH I  
[00:32:56] THINK IS THE ONLY RIGHT WAY TO GO AND SO  
[00:33:00] THANKFUL FOR THE USE OPPORTUNITY  
[00:33:03] MOTIONS AND GETTING OUR YOUTH COMPLETELY  
[00:33:08] LINKED INTO MARITIME AND AS WELL AS THE  
[00:33:11] MARITIME HIGH SCHOOL THAT WILL BRING  
[00:33:13] MORE LEADERSHIP INTO THE CAREERS THAT WE  
[00:33:15] NEED AND THE LINKAGE OF LEARNING MORE  
[00:33:17] ABOUT THE HISTORY OF THE THE DUWAMISH  
[00:33:19] RIVER. THANK YOU SO MUCH AGAIN AND I  
[00:33:22] LOOK FORWARD TO CONTINUE WORKING TO  
[00:33:24] ADVANCE HEALTH AND JUSTICE FOR THE  
[00:33:26] COMMUNITIES OF DUWAMISH VAL.  
[00:33:29] THANK YOU VERY MUCH. AND CLERK HART, DO  
[00:33:32] YOU WANT TO CHECK BACK ON OUR LAST  
[00:33:35] PERSON YOU SKIPPED IS HELP. THANK YOU,  
[00:33:37] MR. COMMISSION PRESIDENT, THIS IS A CALL  
[00:33:39] FROM MICHAEL BASE. MICHAEL WAS NOT AT  
[00:33:43] CHECK IN, SO HE DID SIGN UP TO SPEAK.  
[00:33:45] I'M JUST NOT SURE IF HE IS MAKING IT TO  
[00:33:47] THIS CALL. SO ONE MORE CALL FROM MICHAEL  
[00:33:49] BEAU. I THINK  
[00:33:54] THAT IS IT FOR US FOR PEOPLE WHO HAVE  
[00:33:56] SIGNED UP, MR. COMMISSION PRESIDENT.  
[00:33:58] WELL, THANK YOU. IS THERE ANYONE ELSE?  
[00:34:01] IS THERE A WRITTEN COMMENTS THAT YOU'D  
[00:34:04] LIKE TO BE ABLE TO SUMMARIZE? YES. DO  
[00:34:06] YOU WANT TO CALL IF THERE'S ANYBODY ELSE  
[00:34:08] ON THE LINE WHO DIDN'T SIGN UP, WHO  
[00:34:09] MIGHT WANT TO SPEAK JUST TO CHECK? DO WE  
[00:34:13] HAVE ANY SUCH FOLKS IN THE QUEUE WANTING  
[00:34:18] TO SPEAK AT THIS TIME?  
[00:34:21] YES, I'M HERE. MY NAME IS  
[00:34:24] AMIT AND I WANT TO JUST COMMENT. CAN I  
[00:34:28] GO AHEAD AND DO IT, PLEASE? THANK YOU  
[00:34:32] VERY MUCH. I REALLY APPRECIATE FOR OUR  
[00:34:35] COMMISSIONER THE SUPPORT THEY ARE JUST  
[00:34:37] SUPPORTING AND HELPING THE DRIVERS.  
[00:34:40] THE PORT OF SEATTLE IN THE  
[00:34:43] LOT. I'VE BEEN DRIVING SINCE THE 17 AND  
[00:34:47] I REALLY HAD JUST  
[00:34:52] HAVING AN ISSUE WITH WALKING AND WHEN  
[00:34:55] I'M JUST DRIVING, I HAVE A BACK PAIN AND  
[00:34:58] A LOT AND ALL THE TIME COME TO THE LOT  
[00:35:02] AND I NEED A PLACE TO STRETCH A LITTLE  
[00:35:04] BIT. AND WE DEFINITELY WHENEVER THE RAIN

[00:35:07] IS LIKE WEATHER OF SEATTLE, IT'S ALWAYS  
[00:35:10] ME WE CAN'T GET OUT AND STRETCH AND  
[00:35:14] ALSO EAT SOME FOOD AND ALL THAT YOU  
[00:35:17] JUST OFFERED FOR A TWO BATHROOM. AND I  
[00:35:19] DON'T THINK THE TWO BEDROOM WILL BE  
[00:35:21] ENOUGH TO THE DRIVER AND A LISTING  
[00:35:24] A FOUR BEDROOM. IT WILL BE HELPFUL OR  
[00:35:27] EVEN FIVE. AND THEN THE OTHER THING IS A  
[00:35:30] PRICE THAT WE CAN JUST SIT AND EAT SOME  
[00:35:33] FOOD AND ALL THAT. WE KNOW YOU ARE  
[00:35:35] LISTENING TO US AND WE REALLY APPRECIATE  
[00:35:38] THAT THIS IS JUST HERE TODAY.  
[00:35:41] WE'VE BEEN WAITING FOR A LONG TIME,  
[00:35:42] BOTH OF COMMISSION AND STUFF OF  
[00:35:49] THE PORT TO SEE THE ISSUES THAT WE HAVE.  
[00:35:53] WE'RE JUST USING INSUFFICIENT BATHROOMS  
[00:35:56] AND WE DON'T HAVE ANY PLACE TO SIT AND  
[00:35:58] EAT OUR MEAL AND DO ANYTHING. SO PLEASE  
[00:36:02] HELP US. EVEN THE PEOPLE WHO HAVE NEEDS  
[00:36:04] LIKE ME CANNOT SEE IN A LONG TIME TO THE  
[00:36:07] CORE AND WANT TO JUST FIT FOR THE  
[00:36:09] APARTMENTS. WE NEED A PLACE TO STRETCH  
[00:36:11] AND JUST RELAX A LITTLE BIT, EAT FOOD  
[00:36:14] AND WITH THE TRIP. I AGREE YOUR TIME AND  
[00:36:18] THANK YOU VERY MUCH. THANK YOU.  
[00:36:22] THANK YOU SO MUCH. DO WE HAVE ANY OTHER  
[00:36:24] SPEAKERS? I THINK THAT  
[00:36:27] CONCLUDES MR. COMMISSION PRESIDENT. I  
[00:36:29] CAN SUMMARIZE OUR ROOT AND TESTIMONY  
[00:36:31] RECEIVE TODAY. THANK YOU. THANK YOU.  
[00:36:35] WE HAVE RECEIVED THREE WRITTEN COMMENTS  
[00:36:37] FOR TODAY'S MEETING. THESE HAVE ALL BEEN  
[00:36:39] EMAILED TO YOU IN ADVANCE OF THE MEETING  
[00:36:41] AND WILL BECOME A PART OF THE MEETING  
[00:36:42] RECORD. ANY CORRESPONDENCE RECEIVED  
[00:36:45] DURING THIS MEETING WILL ALSO BE  
[00:36:47] DISTRIBUTED TO YOU POST MEETING AND WILL  
[00:36:49] ALSO BE INCLUDED AS PART OF THE RECORD.  
[00:36:51] OUR FIRST COMMENT IS FROM LAURA GIBBONS  
[00:36:53] RESIDENT, WHO WRITES REGARDING AGENDA  
[00:36:55] ITEM ELEVEN A, STATING THAT THE BUDGET  
[00:36:58] PRESENTED IS MAINLY FOCUSED ON STAFFING  
[00:37:00] THAT BEGINS WITH A SWAT ANALYSIS AND  
[00:37:02] COMMENT UNDER THREATS OF CLIMATE CHANGES  
[00:37:05] MOVING INEXORABLY FORWARD. SHE NOTES  
[00:37:09] THAT INEXORABLY MEANS IMPOSSIBLE TO  
[00:37:11] STOP. SHE STATES, THIS DOES NOT. SHE  
[00:37:13] DOES NOT THINK THAT THE PORT BELIEVES  
[00:37:15] THAT OR IT WOULDN'T BE WORKING SO HARD  
[00:37:17] TO BE THE GREENEST AND MOST EFFICIENT  
[00:37:18] ENERGY EFFICIENT PORT IN NORTH AMERICA.  
[00:37:21] SHE KNOWS THAT CLIMATE DISRUPTION WILL  
[00:37:23] BE DIFFICULT TO STOP AND SO URGES THE  
[00:37:25] PORT TO BE EVEN BOLDER IN ITS EFFORTS  
[00:37:27] AND TO TAKE PORT. SKIP THREE EMISSION  
[00:37:29] REDUCTION GOALS SERIOUSLY. LAUREN  
[00:37:32] COLOSKY, SENIOR MANAGER OF UBER  
[00:37:34] TECHNOLOGIES, INC. RIGHTS AND SUPPORTIVE  
[00:37:36] AGENDA ITEM EIGHT G IMPROVEMENTS  
[00:37:39] OPPORTUNITIES AT THE SOUTH 160TH STREET  
[00:37:42] LAW AND SUPPORTS ALTERNATIVE THREE,  
[00:37:43] PROVIDING PERMANENT LIGHTING, ELECTRIC  
[00:37:45] VEHICLE CHARGERS AND RESTROOMS AT THAT

[00:37:47] LOCATION, NOTING THAT THESE IMPROVEMENTS  
[00:37:49] ARE IMPORTANT COMPONENTS TO ENSURING  
[00:37:51] DRIVER PARTNERS FEEL THAT DRIVER PARTNERS  
[00:37:54] FEEL SAFE, VALUED, AND REMAIN HEALTHY  
[00:37:56] WHILE SERVICING TRAVELERS AT SEA.  
[00:37:59] RUBELLA TARIFF RIGHTS AND SUPPORTIVE  
[00:38:01] AGENDA ITEM AND EXPRESSES GRATITUDE TO  
[00:38:04] THE PORT FOR THE RESTROOMS AND LIGHTED  
[00:38:05] AREA. AND THAT CONCLUDES OUR WRITTEN  
[00:38:08] COMMENTS RECEIVED TODAY. WELL, THANK YOU  
[00:38:11] VERY MUCH, CLERK HART HEARING NO  
[00:38:13] FURTHER, WE'LL MOVE ON TO THE CONSENT  
[00:38:15] AGENDA. ITEMS ON THE CONSENT TO GENDER  
[00:38:18] CONSIDERED ROUTINE AND WILL BE ADOPTED  
[00:38:20] BY ONE MOTION. ITEMS. REMOVE THE CONSENT  
[00:38:22] AGENDA SEPARATELY IMMEDIATELY AFTER  
[00:38:25] ADOPTION OF THE REMAINING CONSENT ITEMS.  
[00:38:27] ITEMS EIGHT, E, AND G HAVE BEEN REMOVED  
[00:38:30] FROM THE CONSENT AGENDA. AT THIS TIME,  
[00:38:32] THE CHAIR WILL ENTERTAIN A MOTION TO  
[00:38:35] APPROVE THE CONSENT ITEMS COVERING EIGHT  
[00:38:37] A-B-D, AND F.  
[00:38:43] DO I HAVE A MOTION MOVE? DO I  
[00:38:47] HAVE A SECOND? 2ND. THANK YOU. THE  
[00:38:50] MOTION HAS BEEN MOVED AND SECONDED.  
[00:38:53] NOW, PLEASE SAY YES OR NO WHEN YOUR  
[00:38:57] NAME IS CALLED. WITH REGARDS TO THAT  
[00:39:02] MOTION FOR APPROVAL OF THE CONSENT  
[00:39:04] AGENDA. BEGINNING WITH COMMISSIONER  
[00:39:07] CALKINS, I DON'T BELIEVE COMMISSIONER  
[00:39:09] FELLEMAN HAS JOINED US AS COMMISSIONER  
[00:39:11] CALKINS FOR APPROVAL OR CONSENT. THANK  
[00:39:13] YOU, COMMISSIONER CHO AYE THANK  
[00:39:17] YOU, COMMISSIONER STEINBRUECK. YES. THANK  
[00:39:20] YOU, COMMISSIONER FELLEMAN. AYE. THANK  
[00:39:23] YOU. YOU HAVE FOUR YESSSES AND ZERO NOTES  
[00:39:25] FOR THIS ITEM. THE MOTION THAT PASSES.  
[00:39:29] OKAY, SO WE'LL TAKE ITEM EIGHT E, BUT  
[00:39:32] IT'S TIME. CLERK HART, PLEASE READ THE  
[00:39:34] ITEM INTO THE RECORD AND WE'LL HEAR FROM  
[00:39:35] THE EXECUTIVE METRUCK FOR THE  
[00:39:37] INTRODUCTION TO THE ITEM. THANK YOU.  
[00:39:39] THIS IS AGENDA ITEM EIGHT E.  
[00:39:41] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[00:39:43] TO EXECUTE A CONTRACT FOR POLICE BODY  
[00:39:45] CAMERA EQUIPMENT, DIGITAL STORAGE AND  
[00:39:47] EVIDENCE MANAGEMENT FOR A PERIOD NOT TO  
[00:39:50] EXCEED FIVE YEARS IN THE AMOUNT NOT TO  
[00:39:52] EXCEED \$1,200,000 OVER THE NEXT FIVE  
[00:39:55] YEAR PERIOD.  
[00:40:00] COMMISSIONERS, THE USE OF BODY WORN  
[00:40:02] CAMERAS HAS DRAMATICALLY ACCELERATED  
[00:40:04] ACROSS THE POLICING PROFESSION IN RECENT  
[00:40:06] YEARS. BY THE END OF 2018, ABOUT TEN,  
[00:40:10] 500 AGENCIES, OR 50% OF ALL LAW  
[00:40:13] ENFORCEMENT DEPARTMENTS IN THE UNITED  
[00:40:15] STATES, USE BODY CAMERAS. AMONG THE  
[00:40:17] BENEFITS ASSOCIATED WITH BODY WORN  
[00:40:19] CAMERAS, THERE'S A DECREASE IN OFFICER  
[00:40:21] USE OF FORCE AND JURISDICTIONS TO DEPLOY  
[00:40:22] THEM. ADDITIONAL BENEFITS INCLUDE BETTER  
[00:40:25] TRANSPARENCY, ACCOUNTABILITY, AND AN  
[00:40:27] OPPORTUNITY FOR DEPARTMENTS TO BETTER

[00:40:29] LEARN FROM ACTUAL OFFICER PERFORMANCE.  
[00:40:31] AS YOU HEARD AT OUR LAST COMMISSION  
[00:40:33] MEETING, THE PORT OF SEATTLE HAS AN  
[00:40:34] EXEMPLARY POLICE DEPARTMENT THAT WE CAN  
[00:40:36] ALL BE PROUD OF. THIS ACTION TO PROCURE  
[00:40:39] BODY CAMERAS IS IN LINE WITH THE  
[00:40:41] RECOMMENDATIONS OUTLINED BY THE  
[00:40:42] COMMISSION TASK FORCE ON POLICING AND  
[00:40:44] CIVIL RIGHTS AND PUTS US IN COMPLIANCE  
[00:40:46] WITH STATE LEGISLATIVE ACTION PASSED  
[00:40:48] EARLIER THIS YEAR. TODAY'S ACTION IS  
[00:40:50] SIMPLY FOR PROCUREMENT OF EQUIPMENT,  
[00:40:52] DIGITAL STORAGE AND EVIDENCE MANAGEMENT.  
[00:40:55] MORE DETAILED REPORT OUT ON POLICIES AND  
[00:40:57] AROUND THE USE OF BODY WORN CAMERAS WE  
[00:40:59] PROVIDED IN THE IMPLEMENTATION UPDATE  
[00:41:01] FROM THE COMMISSION TASK FORCE IN  
[00:41:02] POLICING AND CIVIL RIGHTS EXPECTED IN  
[00:41:04] 2022. WITH ME TODAY IS THE  
[00:41:08] ACTING CHIEF MIKE VIA. I WANT  
[00:41:12] TO TURN TO ACTING CHIEF VIA. WOULD YOU  
[00:41:14] LIKE TO ADD ANYTHING TO THIS? GOOD  
[00:41:17] MORNING OR GOOD AFTERNOON,  
[00:41:18] COMMISSIONERS? EXECUTIVE DIRECTOR OF  
[00:41:20] METRUCK. YES, THANK YOU. I WOULD JUST  
[00:41:22] LIKE TO ADD THAT WASHINGTON STATE  
[00:41:25] SUBSTITUTE HOUSE BILL 1223 REQUIRES THE  
[00:41:28] DIGITAL RECORDING OF CERTAIN CUSTODIAL  
[00:41:31] INTERROGATIONS AND THAT'S AFFECTED  
[00:41:34] JANUARY 1 OF 2022.  
[00:41:36] THE BILL GIVES VERY SPECIFIC POLICIES  
[00:41:40] AND PROCEDURES THAT LAW ENFORCEMENT  
[00:41:43] AGENCIES MUST USE. IT'S BEEN DETERMINED  
[00:41:46] IN OUR ASSESSMENT AND AS WE WORKED WITH  
[00:41:48] THE POLICING TASK FORCE AS WELL THAT  
[00:41:51] POLICE BODY CAMERAS ARE THE MOST  
[00:41:54] FEASIBLE WAY TO MEET THOSE REQUIREMENTS  
[00:41:56] OF THE SUBSTITUTE HOUSE BILL.  
[00:41:59] AS DIRECTOR METRUCK MENTIONED, THE TASK  
[00:42:02] FORCE ON POLICING AND CIVIL RIGHTS  
[00:42:05] SUPPORTS THIS PROCUREMENT, AND THIS IS  
[00:42:08] ALSO JUST A GREAT EXAMPLE OF THE POLICE  
[00:42:10] DEPARTMENT ALREADY BEGINNING TO MEET  
[00:42:13] SOME OF THOSE RECOMMENDATIONS THAT WILL  
[00:42:15] MAKE US EVEN AND BETTER POLICE  
[00:42:16] DEPARTMENT. ALSO, AS IT HAS BEEN TOUCHED  
[00:42:19] ON, THERE ARE BENEFITS TO BODY WARRANT  
[00:42:21] CAMERAS SUCH AS INCREASED TRANSPARENCY  
[00:42:23] AND ACCOUNTABILITY. WHEN AN OFFICER IS  
[00:42:26] INTERACTING WITH SOMEONE OTHER THAN  
[00:42:27] THOSE CASUAL SOCIAL CONTACTS OR  
[00:42:30] RESPONDED TO AN INCIDENT, THE CAMERA  
[00:42:32] WILL BE ACTIVATED IN THE EVENT OF A  
[00:42:35] COMPLAINT OF MISCONDUCT IS RECEIVED  
[00:42:37] AGAINST AN OFFICER. THE DEPARTMENT WILL  
[00:42:39] HAVE IMMEDIATE ACCESS TO THE RECORDING  
[00:42:41] OF THE EVENT. ANNUAL COST WILL BE  
[00:42:44] BUDGETED WITHIN THE POLICE DEPARTMENT  
[00:42:46] BUDGET AND WE ARE IN THE PROCESS  
[00:42:49] CURRENTLY OF DEVELOPING THE POLICY AND  
[00:42:52] NEGOTIATE WITH OUR REPRESENTATIVE  
[00:42:53] GROUPS, AND WE'RE HOPING TO BE IN FULL  
[00:42:55] IMPLEMENTATION JANUARY 1 OF 2022.



[00:42:58] I'M HAPPY TO RESPOND TO ANY QUESTIONS  
[00:43:01] AND THANK YOU FOR THIS OPPORTUNITY.  
[00:43:03] THANK YOU FOR PART. YOU WANT  
[00:43:07] TO GO THROUGH THE ROLE. THANK YOU.  
[00:43:09] WE'LL BEGIN WITH COMMISSIONER  
[00:43:10] STEINBRUECK. WELL, THANKS. I APPRECIATE  
[00:43:13] THE OPPORTUNITY TO SAY A FEW WORDS IN  
[00:43:15] STRONG SUPPORT OF THIS.  
[00:43:18] I GUESS IT'S A POLICY DIRECTIVE FOR  
[00:43:23] THE REASONS OUTLINED BY CHIEF VIA AND  
[00:43:26] EXECUTIVE DIRECTOR METRUCK, IT WILL  
[00:43:28] ENSURE GREATER ACCOUNTABILITY,  
[00:43:30] TRANSPARENCY. IT WAS AMONG THE  
[00:43:33] RECOMMENDATIONS OF THE POLICING TASK  
[00:43:35] FORCE ON CIVIL RIGHTS AND POLICING  
[00:43:37] PRACTICES. ALSO COMPLIES  
[00:43:42] WITH THE STATE LAWS WAS MENTIONED, AND I  
[00:43:45] THINK EVERYBODY BENEFITS. AND I ACTUALLY  
[00:43:48] WROTE A SETTLE TIME OPINION COLUMN ON  
[00:43:51] THIS VERY SUBJECT BACK IN 2011, AND I  
[00:43:55] CO OPTED THAT WITH THE COUNCIL MEMBER  
[00:43:58] BRUCE HAROLD. I WAS ALSO AN EARLY  
[00:44:01] PROPONENT OF POLICE CAMERAS AND POLICE  
[00:44:04] CARS AT THE CITY BACK IN 2000.  
[00:44:07] SO I HAVE SOME HISTORY HERE, AND I THINK  
[00:44:10] IT'S ABOUT TIME THAT WE CAUGHT UP HERE  
[00:44:13] WITH BEST PRACTICES IN TERMS OF I HAVE  
[00:44:17] TO SAY, THE POLICE ARE BETTER OFF WITH  
[00:44:20] THIS EQUIPMENT. IT WILL BE ONE MORE  
[00:44:23] THING TO ADD TO THEIR TOOL BOX, BUT IT'S  
[00:44:27] IMPORTANT TO THE PLACE AS WELL AS TO THE  
[00:44:29] PUBLIC. EVERYBODY BENEFITS FROM THIS.  
[00:44:32] SO I JUST WANTED TO OFFER THAT STRONG  
[00:44:34] SUPPORT. IT IS ONE OF THE THINGS I  
[00:44:36] THOUGHT REALLY SHOULD BE TAKEN UP WHEN I  
[00:44:39] FIRST URGED THAT THE PORT TAKE ON THE  
[00:44:42] COMPREHENSIVE REVIEW OF POLICING AND  
[00:44:45] CIVIL RIGHTS, THIS WAS JUST THE KIND OF  
[00:44:47] THING. SO I'M PLEASED TO SEE THE QUICK  
[00:44:50] PROACTIVE EFFORT ON THE PORT OF THE PORT  
[00:44:53] POLICE AND CHIEF TO IMPLEMENT THIS PLAN.  
[00:44:56] THANK YOU SO MUCH. THANK YOU,  
[00:44:59] COMMISSIONER STEINBRUECK MOVING TO  
[00:45:01] COMMISSIONER CHO. I'M SUPPORTIVE OF  
[00:45:05] THIS. THAT'S IT.  
[00:45:07] THANK YOU, COMMISSIONER CHO,  
[00:45:09] COMMISSIONER CALKINS.  
[00:45:12] YEAH. THANKS FOR THE OPPORTUNITY TO  
[00:45:14] SPEAK ABOUT THIS. SO WHEN THIS WAS  
[00:45:17] INITIALLY BROUGHT UP, ONE OF THE FIRST  
[00:45:20] THOUGHTS I HAD WAS REFLECTING UPON THE  
[00:45:23] RESEARCH WE DID EARLY ON IN THE POLICE,  
[00:45:25] ACTUALLY, BEFORE WE HAD ESTABLISHED THE  
[00:45:27] TASK FORCE. AND I THINK IT'S REALLY  
[00:45:30] IMPORTANT TO NOTE THAT THE EQUIPMENT  
[00:45:32] ITSELF DOES NOT DO ANYTHING. POLICE  
[00:45:35] OFFICERS WEARING THE CAMERAS, EVEN  
[00:45:36] WEARING THE CAMERAS AND TURNING THEM ON,  
[00:45:38] DOES NOT HAVE A MARKED OUTCOME, GOOD OR  
[00:45:40] BAD IN TERMS OF ENGAGEMENT WITH THE  
[00:45:45] PUBLIC. WHAT DOES DO THE TRICK IS  
[00:45:49] GOOD POLICY PAIRED WITH THE TECHNOLOGY,  
[00:45:51] AND THAT IS SOMETHING I THINK IT'S HARD

[00:45:53] FOR US LAY PEOPLE TO UNDERSTAND EXACTLY  
[00:45:56] WHAT THOSE THINGS ARE. BUT THERE ARE  
[00:45:57] VERY GOOD RECOMMENDATIONS OUT THERE FOR  
[00:46:01] HOW POLICE DEPARTMENTS THAT WANT TO DO  
[00:46:03] THE RIGHT THING CAN INSTITUTE GOOD  
[00:46:05] POLICY TO GO ALONG WITH THE USE OF BODY  
[00:46:07] CAMS. AND SO I AM SUPPORTIVE OF THIS.  
[00:46:10] WITH THE CAVEAT BEING, I WANT TO MAKE  
[00:46:12] SURE THAT OUR POLICIES ARE UP TO THE  
[00:46:15] MINUTE ON BEST PRACTICES IN TERMS OF THE  
[00:46:18] TRAINING THAT OFFICERS GET WITH BODY  
[00:46:19] CAMS IN TERMS OF THE PROCESS FOR USING  
[00:46:22] THAT INFORMATION TO GET TO OUR END GOAL,  
[00:46:25] WHICH IS NOT JUST TO RECORD EVERYTHING  
[00:46:26] BUT TO ENSURE THAT INTERACTIONS SO THAT  
[00:46:28] LIFE, SAFETY, THE SECURITY OF EVERYONE  
[00:46:30] INVOLVED IN ENGAGEMENT IS PRESERVED  
[00:46:33] THROUGHOUT ANY ENCOUNTER WITH THE POLICE  
[00:46:35] IN THE PUBLIC. THANKS.  
[00:46:37] THANK YOU, COMMISSIONER CALKINS.  
[00:46:39] COMMISSIONER FELLEMAN, I JUST WANT TO  
[00:46:42] EXPRESS MY SUPPORT FOR YOU AND I  
[00:46:44] APPRECIATE CHIEF THE ONGOING SUPPORT FOR  
[00:46:47] SUCH MEASURES AS HE CONTINUES TO ADVANCE  
[00:46:50] OUR GREAT REPUTATION AT THE PORT POLICE  
[00:46:53] DEPARTMENT. SO THANK YOU VERY MUCH FOR  
[00:46:54] YOUR ONGOING LEADERSHIP. VERY GOOD.  
[00:46:58] THEN MOVING ON TO OUR WE STILL DO NOT  
[00:47:02] HAVE COMMISSIONER BOWMAN HERE, RIGHT?  
[00:47:03] THAT'S CORRECT. AND WE DO NEED A MOTION  
[00:47:05] AND A SECOND ON THE FLOOR FOR THIS ITEM,  
[00:47:06] MR. COMMISSION PRESENT. OKAY. SO MOVED  
[00:47:10] SECOND. ALRIGHT. SO WE HAVE A MOTION AND  
[00:47:14] MOVED AND SECONDED. AND I'M NOT SEEING  
[00:47:17] ANY ADDITIONAL HANDS FOR QUESTIONS, MR.  
[00:47:19] COMMISSION PRESIDENT, SO WE CAN GO AHEAD  
[00:47:21] AND CALL THE ROLL FOR BOTH, PLEASE.  
[00:47:24] GREAT. AND WE WILL START WITH  
[00:47:26] COMMISSIONER CALKINS. AYE. THANK YOU,  
[00:47:29] COMMISSIONER CHO. I THANK YOU.  
[00:47:31] COMMISSIONER STEINBRUECK. YES. THANK  
[00:47:34] YOU, COMMISSIONER FELLEMAN. YES.  
[00:47:36] THANK YOU. YOU HAVE FOUR YESSES AND ZERO  
[00:47:39] NOS FOR THIS ITEM AND THE MOTION PASSES.  
[00:47:41] SO CLERK HART, PLEASE READ ITEM EIGHT G  
[00:47:44] INTO THE RECORD AND WE'LL HEAR FROM  
[00:47:46] EXECUTIVE METRUCK FOR THE INTRODUCTION.  
[00:47:48] THE ITEM. THANK YOU. THIS IS AGENDA ITEM  
[00:47:50] EIGHT G AUTHORIZATION FOR THE EXECUTIVE  
[00:47:53] DIRECTOR TO COMPLETE DESIGN AND EXECUTE  
[00:47:55] UTILITY AGREEMENTS FOR THE SOUTH 160TH  
[00:47:57] STREET LOT TRANSPORTATION NETWORK  
[00:47:59] COMPANY IMPROVEMENTS PROJECT AT SEATTLE  
[00:48:02] TACOMA INTERNATIONAL AIRPORT IN THE  
[00:48:04] AMOUNT OF 1,417,000 FOR A TOTAL  
[00:48:07] ESTIMATED PROJECT COST IN THE AMOUNT OF  
[00:48:09] 7,300,000.  
[00:48:12] COMMISSIONERS. AS I MENTIONED DURING MY  
[00:48:14] OPENING REMARKS, THIS AUTHORIZATION WILL  
[00:48:17] PROVIDE DESIGN MUCH NEEDED BOND,  
[00:48:21] A MUCH NEEDED DESIGN OF MUCH NEEDED  
[00:48:24] IMPROVEMENTS TO THE SOUTH 160TH STREET  
[00:48:27] LOT UTILIZED BY TRANSPORTATION NETWORK

[00:48:29] COMPANIES. SOME OF THE IMPROVEMENTS  
[00:48:30] INCLUDE ADDITIONAL LIGHTING POLES OR  
[00:48:32] REPLACEMENT OF EXISTING LIGHTING POLES,  
[00:48:34] ELECTRIC VEHICLE CHARGING STATIONS,  
[00:48:36] PERMANENT RESTAURANT FACILITIES,  
[00:48:37] LANDSCAPING, INTERROGATION IMPROVEMENTS  
[00:48:39] AS WELL AS INSTALLATION OF SECURITY  
[00:48:41] CAMERAS. AS YOU HEARD, THERE'S A LOT OF  
[00:48:43] INTEREST IN THIS. AND WE HAVE WITH US  
[00:48:45] PETER LINDSEY, AIRPORT OPERATIONS  
[00:48:47] DEVELOPMENT MANAGER, LANDSIDE OPERATIONS  
[00:48:50] AND HEATHER OF BORN HORSE AS WELL. SO,  
[00:48:53] PETER, WOULD YOU LIKE TO SAY A FEW  
[00:48:54] WORDS? THANK YOU. EXECUTIVE METRUCK?  
[00:48:57] YES. PETER LINDSEY, LANDSIDE DEVELOPMENT  
[00:48:59] MANAGER. GOOD AFTERNOON, COMMISSIONERS.  
[00:49:01] I WANT TO SAY A FEW WORDS ABOUT THE  
[00:49:03] RESTROOM IMPROVEMENTS WHERE WE'VE HEARD  
[00:49:05] SOME PUBLIC COMMENT. STAFF HAVE  
[00:49:07] ANTICIPATED INSTALLING PERMANENT  
[00:49:10] RESTROOMS IN THIS LOCATION IN PREVIOUS  
[00:49:12] WE'VE HAD PORTABLE RESTROOMS. THERE ARE  
[00:49:13] VARYING NUMBERS OVER THE YEARS AND STAFF  
[00:49:17] HAD RECOGNIZED THE IMPORTANCE OF HAVING  
[00:49:19] CLEAN, SAFE FACILITIES THAT ARE  
[00:49:21] PERMANENT AND DURABLE FOR THE FUTURE.  
[00:49:24] SO WE'VE HAD A PROJECT NOTEBOOK  
[00:49:29] PROCESS THAT'S DEVELOPED A BUDGET FOR  
[00:49:30] TWO UNITS. BUT WE'VE CHALLENGED THE  
[00:49:33] DESIGN TEAM MOVING FORWARD TO  
[00:49:35] INVESTIGATE HOW WE COULD USE ECONOMIES  
[00:49:37] OF SCALE TO INCREASE THAT NUMBER. AND SO  
[00:49:38] WE'RE ANTICIPATING DURING THE DESIGN  
[00:49:40] PROCESS OF UNDERSTANDING WHAT IT WOULD  
[00:49:43] TAKE TO INCREASE THAT NUMBER OF  
[00:49:44] RESTROOMS TO A SUFFICIENT AMOUNT,  
[00:49:47] PERHAPS FOUR. AGAIN, WITH THE MODULAR  
[00:49:50] CONCEPT IN MIND OF CREATING KIND OF A  
[00:49:53] PUBLIC USE RESTROOM. MODERN PUBLIC USE  
[00:49:55] RESTROOM. I'M HAPPY TO TAKE ANY COMMENTS  
[00:49:58] OR QUESTIONS. CLERK HART,  
[00:50:01] WOULD YOU CALL THE ROLL? THANK YOU. I  
[00:50:04] WILL GO AROUND THE ROOM FOR COMMENTS ON  
[00:50:06] THIS ITEM, BEGINNING WITH COMMISSIONER  
[00:50:08] CALKINS. NONE FOR ME.  
[00:50:10] THANK YOU, COMMISSIONER CHO. OH,  
[00:50:15] I'M SORRY. I APOLOGIZE, COMMISSIONER  
[00:50:17] CHO. NOT IN THIS ITEM. A COMMISSIONER  
[00:50:20] STEINBRUECK? YES. THANK YOU,  
[00:50:23] COMMISSIONER FELLEMAN. NO FOR THE  
[00:50:26] QUESTION. I'M SORRY. COMMISSIONERS STEINBRUECK  
[00:50:28] LET ME BACK UP. THIS WAS FOR  
[00:50:29] QUESTIONS. NOT FOR IT. NO QUESTIONS.  
[00:50:31] THANK YOU. THANK YOU, COMMISSIONER  
[00:50:33] FELLEMAN. ANY QUESTIONS? NO FOR THE  
[00:50:35] QUESTIONS. THANK YOU. WOULD YOU LIKE ME  
[00:50:37] TO CALL THE ROLL FOR BOTH, THEN? AT THIS  
[00:50:39] POINT, PLEASE? THANK YOU. BEGINNING WITH  
[00:50:41] COMMISSIONER CALKINS. AYE. THANK YOU,  
[00:50:44] COMMISSIONER STEINBRUECK. YES. THANK YOU,  
[00:50:48] COMMISSIONER FELLEMAN, I THANK YOU. YOU  
[00:50:52] HAVE THREE YESSSES AND ZERO NOS FOR THIS  
[00:50:53] ITEM. THEN THE MOTION PASSES.

[00:50:56] SO WE'LL MOVE ON TO NEW BUSINESS  
[00:51:00] AT THIS TIME. TRUE. CORRECT. OKAY.  
[00:51:04] VERY GOOD. THEN.  
[00:51:08] SO SOME NEW VISITS. THE FIRST ITEM UP WE  
[00:51:11] HAVE. I'M SORRY FOR THE MOMENT HERE,  
[00:51:17] WOULD YOU ACTUALLY PLEASE  
[00:51:22] READ THE FIRST ITEM IN THE RECORD AND I  
[00:51:25] WILL LEAD US OFF. THANK YOU. THANK YOU,  
[00:51:28] MR. COMMISSION PRESIDENT, THIS IS AT THE  
[00:51:30] TOP OF PAGE 20, BEGINNING WITH AGENDA  
[00:51:32] ITEM TEN, A AUTHORIZATION FOR THE  
[00:51:35] EXECUTIVE DIRECTOR TO EXECUTE A  
[00:51:37] MEMORANDUM OF UNDERSTANDING FOR \$9  
[00:51:39] MILLION IN PARTNERSHIP WITH THE CITY OF  
[00:51:41] SEATTLE ON THE WEST SEATTLE BRIDGES  
[00:51:43] REPAIR PROGRAM.  
[00:51:48] .EXECUTIVE METRUCK  
[00:51:52] SORRY, COMMISSIONERS, I JUST I NEED TO  
[00:51:55] PASS ON. IS THAT ACTUALLY, I WAS A TEXT  
[00:51:58] MESSAGE FROM COMMISSIONER BOWMAN. SHE IS  
[00:52:00] ON THE LINE, BUT SHE'S MUTED, SO I JUST  
[00:52:02] WANT TO MENTION THAT I MOVE  
[00:52:07] ON TO THIS ITEM. I JUST WANTED TO  
[00:52:08] MENTION THAT TO CLERK HART. THANK YOU,  
[00:52:10] MR. EXECUTIVE DIRECTOR, I AM SEEING  
[00:52:14] I DON'T SEE HER. THERE SHE IS. I DO HAVE  
[00:52:18] HER. NOW THAT THANK YOU. I'LL CONTINUE  
[00:52:20] ON THEN. THERE'S COMMISSION BOWMAN,  
[00:52:22] COMMISSIONERS, I'M NOW HAPPY TO  
[00:52:23] INTRODUCE ITEM TEN A THE WEST SEATTLE  
[00:52:26] BRIDGE MEMORANDUM OF UNDERSTANDING  
[00:52:28] BETWEEN THE PORT OF SEATTLE AND THE CITY  
[00:52:30] OF SEATTLE FOR \$9 MILLION TO REPAIR THE  
[00:52:33] WEST SEATTLE BRIDGE IN MARCH 2020, THE  
[00:52:36] CITY DISCOVERED THE WEST SEATTLE BRIDGE  
[00:52:37] INFRASTRUCTURE AT RISK. I MADE A  
[00:52:40] DETERMINATION TO CLOSE THE BRIDGE TO  
[00:52:41] PUBLIC TRAFFIC. AS YOU KNOW, THE WEST  
[00:52:43] HAIL BRIDGE SERVES AS A KEY  
[00:52:45] TRANSPORTATION CORRIDOR FOR OUR REGION  
[00:52:47] IN THE LIVELIHOOD OF OUR INTERNATIONAL  
[00:52:49] TRADE GATEWAY. THE MAYOR ASKED FOR OUR  
[00:52:51] PARTICIPATION IN FUNDING THE BRIDGE  
[00:52:53] REPAIR. WE ARE PLEASED TO PARTNER ON  
[00:52:55] THIS AGREEMENT AFTER SEVERAL MONTHS OF  
[00:52:56] DUE DILIGENCE AND HARD WORK STAFF  
[00:53:00] PRESENTING THIS AGREEMENT. OR JERRY  
[00:53:01] POOR, SABRINA BOU AND LINDSEY WOLFE  
[00:53:05] AND I ALSO WELCOME OUR CITY PARTNERS,  
[00:53:07] DEPUTY MAYOR DAVID MOSLEY IN CITY  
[00:53:09] DEPARTMENT OF TRANSPORTATION DIRECTOR  
[00:53:11] SAM ZIMBABWE, TO SHARE A FEW WORDS IN A  
[00:53:14] BRIEF OVERVIEW WITH A PROGRAM. WITH  
[00:53:15] THAT, I'M GOING TO TURN IT OVER TO  
[00:53:17] SABRINA. SABRINA, THANK YOU. EXECUTIVE  
[00:53:20] DIRECTOR, METRUCK, COMMISSION PRESIDENT  
[00:53:22] OLAN, COMMISSION. WE ARE SO EXCITED.  
[00:53:26] I UNDERSTAND THAT SOMETIMES MY MIC IS A  
[00:53:29] LITTLE BIT QUIET SO YOU MIGHT NEED TO  
[00:53:30] TURN UP YOUR VOLUME. AND I APOLOGIZE FOR  
[00:53:32] THAT. I'M GOING TO QUICKLY TURN IT  
[00:53:36] OVER TO DEPUTY MAYOR MOSLEY AND STOCK  
[00:53:39] DIRECTOR SAMSUNG BABE, WE ARE SO PLEASED

[00:53:41] YOU COULD JOIN US HERE TODAY. IT'S TEN  
[00:53:43] MONTHS OF HARD WORK TO REACH CONSENSUS  
[00:53:46] ON THIS AGREEMENT. BUT FOR A VERY VITAL  
[00:53:48] INFRASTRUCTURE PROJECT THAT SERVES ALL  
[00:53:50] OF OUR COMMUNITIES ARE REGION IN OUR  
[00:53:52] STATE, AND WE ARE VERY PLEASED AND HONOR  
[00:53:54] THAT YOU CAN TO BE HERE WITH US TODAY.  
[00:53:56] SO WITH THAT, I'LL TURN IT OVER TO  
[00:53:57] DEPUTY MAYOR MOSTLY. THANK YOU,  
[00:54:00] SABRINA. POOR COMMISSIONERS, THANK YOU  
[00:54:02] FOR THE OPPORTUNITY TO JOIN YOU HERE  
[00:54:04] TODAY ON BEHALF OF MR. TURKIN AND  
[00:54:07] THE CITY OF SEATTLE. I FIRST OF ALL,  
[00:54:09] WANT TO ACKNOWLEDGE THE NEGATIVE IMPACT  
[00:54:12] THAT THE EMERGENCY CLOSURE OF THE WEST  
[00:54:14] SEATTLE HIGH BRIDGE IN MARCH OF 2020 HAD  
[00:54:18] ON YOUR FACILITIES AND YOUR TENANTS AND  
[00:54:21] ON THE CRITICAL MOVEMENT OF GOODS THAT  
[00:54:24] OCCUR THROUGH YOUR TERMINAL. SINCE THAT  
[00:54:27] CLOSURE, WE HAVE WORKED WITH ALL URGENCY  
[00:54:29] TO STABILIZE THE HIGH BRIDGE AND TO  
[00:54:31] PREPARE FOR THE REHABILITATION WORK,  
[00:54:34] WHICH WILL RESTORE TRAFFIC TO THE BRIDGE  
[00:54:35] NEXT YEAR. THE PORT OR COMMISSION IN THE  
[00:54:38] NORTHWEST SEA PORT ALLIANCE HAS BEEN  
[00:54:40] CRITICAL PARTNERS FOR US FROM THE START,  
[00:54:42] HELPING US TO CONNECT WITH AND  
[00:54:43] UNDERSTAND THE NEEDS OF OUR FREIGHT AND  
[00:54:47] AIRTIME STAKEHOLDERS. I PARTICULARLY  
[00:54:50] WANT TO THANK COMMISSIONERS STEINBRUECK  
[00:54:52] AND FELLEMAN FOR SERVING ON THE MAYOR'S  
[00:54:53] COMMUNITY TASK FORCE AND FOR HELPING TO  
[00:54:56] INFORM THE DIFFICULT DECISION TO REPAIR  
[00:54:59] OR REPLACE WHEN THE MAYOR DECIDED TO  
[00:55:02] REPAIR THE BRIDGE AS THE FASTEST PATH TO  
[00:55:05] RESTORE MOBILITY. ONE OF THE KEY DRIVING  
[00:55:09] FACTORS IN HER DECISION WAS THE  
[00:55:11] ADDITIONAL CERTAINTY THAT REPAIR WOULD  
[00:55:13] GIVE TO THE PORT AND THE NORTHWEST SEA  
[00:55:16] PORT ALLIANCE CARGO OPERATIONS, AS WELL AS  
[00:55:19] THE RELIEF IT WOULD BRING TO THE  
[00:55:21] CITIZENS OF WEST SEATTLE AT THE DUWAMISH  
[00:55:23] VALLEY. I WANT TO THANK YOU FOR YOUR  
[00:55:25] SUPPORT OF OUR EFFORTS TO QUICKLY  
[00:55:27] RESTORE THE WEST SEATTLE HIGH BRIDGE AND  
[00:55:30] ASSOCIATED PROJECTS THAT HAVE AND WILL  
[00:55:32] CONTINUE TO HELP MITIGATE IMPACTS ON THE  
[00:55:34] COMMUNITIES NEAR THE BRIDGE. IT IS  
[00:55:37] ALWAYS A PLEASURE TO WORK IN PARTNERSHIP  
[00:55:38] WITH THE PORT AND THE NORTHWEST SEAPORT  
[00:55:41] ALLIANCE AND WITH ALL OF YOUR STAFF THAT  
[00:55:43] ARE REPRESENTED ON THIS CALL, AS WELL AS  
[00:55:45] WITH OTHERS STAFF THAT WE WORKED WITH.  
[00:55:49] I PARTICULARLY APPRECIATE THE  
[00:55:50] CONSTRUCTIVE CONVERSATIONS WITH PIERCE  
[00:55:53] EDWARDS DURING THIS PROCESS. I THINK WE  
[00:55:56] WERE ABLE TO MOVE THE PROCESS ALONG SO  
[00:55:59] THAT YOU WERE ABLE TO CONSIDER THIS  
[00:56:01] TODAY AND THE CITY WILL BE ABLE TO  
[00:56:04] CONSIDER IT AS WELL. SO THANK YOU VERY  
[00:56:06] MUCH AND I'D LIKE TO NOW CALL ON SAMSUN BUBBLE.  
[00:56:12] GOOD MORNING AND THANK YOU  
[00:56:14] COMMISSIONERS, FOR HAVING US HERE. I'M

[00:56:17] GOING TO WALK THROUGH A COUPLE OF SLIDES  
[00:56:19] JUST TO GIVE A LITTLE BIT OF A STATUS  
[00:56:21] UPDATE AND THEN HAPPY TO TAKE ANY  
[00:56:24] QUESTIONS AND I'LL BE TURNING IT OVER TO  
[00:56:26] GERRY POOR AT THE END OF MY REMARKS.  
[00:56:29] SO FIRST, A LITTLE BIT DEW RAY MOSLEY  
[00:56:32] COVERED IT A LITTLE BIT, BUT JUST HOW WE  
[00:56:34] GOT HERE IN MARCH OF 2020, WE CLOSED THE  
[00:56:38] BRIDGE ON AN EMERGENCY BASIS WHEN WE  
[00:56:40] DISCOVERED THAT CRACKS WERE GROWING VERY  
[00:56:42] QUICKLY IN THE STRUCTURE. WE SPENT 2020  
[00:56:47] EVALUATING MULTIPLE PATHWAYS FOR HOW TO  
[00:56:49] GET TRAFFIC BACK ON THE BRIDGE AGAIN,  
[00:56:52] THANKS TO COMMISSIONERS FELLEMAN AND  
[00:56:54] STEINBRUECK FOR SERVING ON THE COMMUNITY  
[00:56:56] TASK FORCE, CO CHAIRED BY PAULINA LOPEZ,  
[00:56:58] WHO YOU HEARD FROM BEFORE DURING PUBLIC  
[00:57:00] COMMENT, AND FORMER MAYOR GREG NICHOLS.  
[00:57:02] THAT LED TO A RECOMMENDATION AND THE  
[00:57:05] MAYOR'S DECISION TO REPAIR THE HYBRID  
[00:57:07] RATHER THAN REPLACE WITH A NEW STRUCTURE  
[00:57:09] AS THE FASTEST WAY TO GET GET TRAFFIC  
[00:57:12] BACK ON THE BRIDGE. THIS YEAR, WE'VE  
[00:57:16] BEEN WORKING TO ADVANCE THE DESIGN.  
[00:57:17] WE'VE BROUGHT ON A CONTRACTOR THROUGH  
[00:57:20] A GENERAL CONTRACTOR CONSTRUCTION  
[00:57:22] MANAGER PRODUCT DELIVERY APPROACH, AND  
[00:57:25] WE'RE ON PACE TO REOPEN THE BRIDGE IN  
[00:57:28] MID 2022. WE CAN GO TO THE NEXT  
[00:57:32] SLIDE. WE'VE CONTINUED TO HEAR  
[00:57:35] QUESTIONS, AND SO IT'S IMPORTANT FOR US  
[00:57:38] TO TALK ABOUT IT EVERY STEP ABOUT WHY  
[00:57:40] THE BRIDGE FAILED, SO THERE ARE  
[00:57:44] STRUCTURAL ELEMENTS WITHIN THE BRIDGE  
[00:57:45] CALLED POST TENSIONING STRANDS. THE  
[00:57:48] BRIDGE WAS DESIGNED TO THE STANDARDS OF  
[00:57:50] THE TIME, BUT THERE WAS INSUFFICIENT  
[00:57:53] POST TENSIONING WITHIN THE BRIDGE, AND  
[00:57:55] THAT CAUSED THE BRIDGE TO SLOWLY CRACK  
[00:57:59] AND DESTABILIZE AND REDISTRIBUTE SOME OF  
[00:58:02] THE LOAD OF THE BRIDGE TO PARTS THAT  
[00:58:04] WEREN'T DESIGNED TO CARRY THAT LOAD. WE  
[00:58:06] STABILIZE THE CENTER SPAN OF THE BRIDGE.  
[00:58:09] YOU HAVE A PICTURE HERE OF THE NEW POST  
[00:58:12] TENSIONING STRANDS INSIDE OF THE BRIDGE  
[00:58:13] THAT WE'VE ADDED OVER THE COURSE OF THE  
[00:58:16] LAST YEAR. THAT CENTER SPAN IS STABLE,  
[00:58:18] STABILIZE THE TWO TAIL SPANS. THE TWO  
[00:58:20] ADDITIONAL SPANS ON THE BRIDGE HAVE NOT  
[00:58:23] YET BEEN STABILIZED, AND SO ADDITIONAL  
[00:58:25] INVESTMENT IS NECESSARY TO BRING TRAFFIC  
[00:58:28] BACK ON THE BRIDGE. AND THEN WE ARE ALSO  
[00:58:31] WORKING TO MAKE SURE THAT WE MAKE  
[00:58:32] RELIABILITY MAINTENANCE INVESTMENTS TO  
[00:58:35] THE BRIDGE WHILE THE HIGH BRIDGE IS  
[00:58:36] CLOSED TO PROVIDE RELIABILITY TO THE  
[00:58:39] WHOLE CORRIDOR. GOING FORWARD. WE'VE HAD  
[00:58:41] THREE PRIORITIES DURING THE CLOSURE  
[00:58:42] AGGRESSIVE REPAIR AND REHABILITATION TO  
[00:58:45] REOPEN MAINTAINING MOBILITY WITHIN THE  
[00:58:48] WHOLE CORRIDOR AND THEN MEDICATION TO  
[00:58:50] THE DETOUR ROUTES. AND I'LL TALK REALLY  
[00:58:52] BRIEFLY ABOUT EACH ONE OF THOSE BEFORE

[00:58:54] TURNING IT OVER TO JERRY.  
[00:58:56] YOU CAN GO TO THE NEXT SLIDE.  
[00:59:00] FIRST AND FOREMOST, WE HAVE PRIORITIZED  
[00:59:03] FREIGHT ACCESS FOR THE LOW BRIDGE TO  
[00:59:06] MAINTAIN FREIGHT MOBILITY. DURING THE  
[00:59:08] CLOSURE. WE HAVE LIMITED  
[00:59:12] ACCESS TO FREIGHT TRANSIT, EMERGENCY  
[00:59:15] VEHICLES AND A VERY SELECT NUMBER OF  
[00:59:19] OTHER AUTHORIZED USERS THAT ARE CRITICAL  
[00:59:21] FOR BUSINESS AND WATERFRONT MOBILITY.  
[00:59:24] DURING THE CLOSURE, WE'VE DEPLOYED PHOTO  
[00:59:28] ENFORCEMENT TECHNOLOGY TO MAINTAIN THAT  
[00:59:30] CLOSURE. THOSE LIMITATIONS. IT'S THE  
[00:59:33] FIRST PLACE WE'VE DEPLOYED THAT  
[00:59:34] TECHNOLOGY IN THE CITY, AND IT'S BEEN  
[00:59:36] REALLY CRITICAL FOR US TO MAINTAIN THAT  
[00:59:38] MOBILITY BACK AND FORTH ACROSS THE  
[00:59:39] DUWAMISH. THROUGHOUT THAT PROCESS,  
[00:59:43] WE'VE CONTINUED TO ENGAGE WITH FREIGHT  
[00:59:45] AND WATERFRONT BUSINESS COMMUNITY  
[00:59:47] MEMBERS ON THAT LOW BRIDGE ACCESS ON HOW  
[00:59:50] WE MAKE SURE WE MAXIMIZE THE EFFICIENCY  
[00:59:54] OF THAT REMAINING ASSET CROSSING THE  
[00:59:56] RIVER. YOU CAN MOVE ON TO THE NEXT  
[00:59:59] SLIDE.  
[01:00:02] THE SECOND PIECE THAT WE'VE BEEN REALLY  
[01:00:05] WORKING HARD ON IS WHAT WE CALL  
[01:00:07] RECONNECT WEST SEATTLE, AND THESE ARE  
[01:00:09] MITIGATION PROJECTS WE BUILT THROUGHOUT  
[01:00:11] THE DUWAMISH VALLEY COMMUNITIES TO  
[01:00:13] MITIGATE THE NEW TRAFFIC FLOWS.  
[01:00:15] WE'VE DONE LARGER THINGS LIKE CHANGING  
[01:00:18] THE WAY THAT WEST MARGINAL WAY IN  
[01:00:19] HIGHLAND PARK WAY OPERATE. WE'VE DONE  
[01:00:22] SMALLER THINGS LIKE REFRESHING PAVEMENT  
[01:00:24] MARKINGS AND CHANGING SIGNS. WE'RE ALSO  
[01:00:28] INVESTING IN A NUMBER OF NEW TRANSIT  
[01:00:30] HOURS TO SERVE WEST SEATTLE THAT START  
[01:00:33] THIS SATURDAY, OCTOBER 2, WITH THE  
[01:00:35] SERVICE CHANGE THAT METRO IS PUT INTO  
[01:00:37] EFFECT, AND WE'VE INVESTED IN WATER TAXI  
[01:00:39] THROUGH THE WINTER AS WELL. WE'VE ALSO  
[01:00:42] DONE A NUMBER OF TRAFFIC COMING PROJECTS  
[01:00:45] WITHIN THE DUWAMISH VALLEY COMMUNITY,  
[01:00:47] SOUTH PARK, GEORGETOWN AND HIGHLAND PARK  
[01:00:49] TO LIMIT THE CUT THROUGH TRAFFIC. WE  
[01:00:51] WERE STARTING TO SEE THAT'S BEEN AN  
[01:00:52] IMPORTANT PART OF THE OVERALL PROGRAM  
[01:00:54] THAT WE'VE BEEN INVESTING IN AS WELL.  
[01:00:56] YOU CAN GO THE NEXT SLIDE. THIS WILL BE  
[01:00:59] MY LAST SLIDE, JUST A LITTLE BIT ABOUT  
[01:01:01] THE CURRENT STATUS OF THE BRIDGE. WE'VE  
[01:01:03] NOW SECURED OVER \$37 MILLION IN FEDERAL  
[01:01:06] FUNDING TO SUPPORT THE REPAIR. WE HAVE  
[01:01:09] ALSO GOTTEN APPROVAL FROM THE US  
[01:01:11] DEPARTMENT OF TRANSPORTATION TO USE  
[01:01:13] COMMUNITY WORKFORCE AGREEMENT APPROACH,  
[01:01:15] WHICH WILL ENABLE US TO HIRE WORKERS  
[01:01:17] FROM DISADVANTAGED ZIP CODES TO WORK ON  
[01:01:19] THE PROJECT, WORKING THROUGH ALL OF THE  
[01:01:22] PERMITTING STEPS NECESSARY.  
[01:01:26] AND WE'RE AT THE DESIGN STAGE. AND WE'VE  
[01:01:29] ALSO GOTTEN SOME OF THE NECESSARY

[01:01:31] FEDERAL APPROVALS TO BEGIN EARLY WORK  
[01:01:34] THAT CAN HAPPEN IN ADVANCE OF THE MAJOR  
[01:01:36] MOBILIZATION THAT WILL HAPPEN A LITTLE  
[01:01:38] BIT LATER THIS FALL. SO WITH THAT, I'M  
[01:01:40] GOING TO TURN IT OVER TO FERRY PORN.  
[01:01:42] I'LL BE AVAILABLE FOR QUESTIONS AS WE  
[01:01:44] MOVE FORWARD AS WELL. THANK YOU,  
[01:01:48] DIRECTOR ZIMBABWE. NEXT, WE HAVE A  
[01:01:50] COUPLE SLIDES ON THE IMPORTANCE OF THE  
[01:01:52] BRIDGE TO REGIONAL AND PORT TRAFFIC,  
[01:01:54] AND THEN WE WILL REVIEW THE COMPONENTS  
[01:01:56] OF THE MLU FOR YOUR VOTE TODAY. AS YOU  
[01:01:59] MAY KNOW, ONE 6TH OF THE CITY'S  
[01:02:02] POPULATION LIVES IN WEST SEATTLE AND THE  
[01:02:04] TWO BRIDGES LINK THEM TO DOWNTOWN  
[01:02:06] SEATTLE AND OTHER REGIONAL DESTINATIONS  
[01:02:09] ON A DAILY BASIS. THE 7 MILLION HIGH  
[01:02:12] BRIDGE TYPICALLY CARRIED 840 CARS OR  
[01:02:16] TRUCKS AND NEARLY 200 BUS RIDERS.  
[01:02:19] THE LOW BRIDGE IS PARTNER PRIOR TO THE  
[01:02:22] PANDEMIC CARRIED OVER TEN0 TRIPS PER  
[01:02:24] DAY. MANY OF THESE WERE TRUCKS SPEEDING  
[01:02:26] THE MARITIME AND INDUSTRIAL BUSINESSES,  
[01:02:30] BICYCLES AND PEDESTRIANS ARE ACTIVE ON  
[01:02:33] THE LOW BRIDGE. STILL, TODAY I'LL HAND  
[01:02:36] IT OFF TO SABRINA BOLIA NOW TO FOCUS ON  
[01:02:38] THE IMPORTANCE TO MERIT TIME INDUSTRIAL  
[01:02:40] ACTIVITIES, ESPECIALLY THE TERMINAL  
[01:02:41] OPERATED BY END OF WESA. GREAT. THANK  
[01:02:44] YOU, FERRY. AGAIN, MY NAME IS SABRINA  
[01:02:48] BULL AND I AM THE LOCAL GOVERNMENT OF  
[01:02:51] FAIRS PERSON HERE AT THE PORT OF  
[01:02:54] SEATTLE. AND THIS SLIDE IS REALLY JUST  
[01:02:56] TO HIGHLIGHT THE FACT THAT BEYOND THE  
[01:02:59] BRIDGES LOCAL IMPACT, WE ALSO WANT TO  
[01:03:01] ACKNOWLEDGE AND UNDERSCORE THE BRIDGES  
[01:03:03] IMPORTANCE TO OUR REGION, STATE AND  
[01:03:05] NATIONS TRANSPORTATION NETWORK. WITH THE  
[01:03:09] PROXIMITY OF THE BRIDGE AND OUR PORT  
[01:03:11] TERMINAL, THE IMMEDIATE VICINITY,  
[01:03:16] THERE IS A SIGNIFICANT VITALITY  
[01:03:20] TO OUR STATE'S, AGRICULTURE AND MARITIME  
[01:03:23] INDUSTRIES, ALL WHILE INTERNATIONAL  
[01:03:25] CARGO ALSO SERVES AS CRITICAL LIFELINES  
[01:03:27] TO THE STATE OF ALASKA AND HAWAII,  
[01:03:30] AND ALSO THE CLOSE GEOGRAPHIC  
[01:03:35] DISTANCE TO TERMINAL FIVE WILL BE  
[01:03:37] MONUMENTAL TO GROW OUR ECONOMY AS YOU  
[01:03:39] ALL ARE WELL AWARE. SO I'LL TURN IT OVER  
[01:03:41] TO LINDSEY WALL FROM THE NORTHWEST  
[01:03:43] SEAPORT ALLIANCE TO TAKE A DEEPER DIVE  
[01:03:46] ON THIS ISSUE. AND I WANT TO ACKNOWLEDGE  
[01:03:47] THE FACT THAT LINDSAY HAS BEEN INTEGRAL  
[01:03:51] INTO THIS PROCESS. SHE WAS INVOLVED VERY  
[01:03:53] EARLY ON WEST SEATTLE BRIDGE DISCUSSIONS  
[01:03:57] AND HAS BEEN LEADING THIS WORK ON BEHALF  
[01:04:00] OF THE ALLIANCE AND INSTRUMENTAL TO THIS  
[01:04:02] MLU IN PARTICULAR. THANK YOU  
[01:04:05] SO MUCH, SABRINA. AND NICE TO SEE YOU  
[01:04:08] COMMISSIONERS IN THIS NEW CAPACITY NO  
[01:04:11] LONGER AS A PORT OF SEATTLE EMPLOYEE AS  
[01:04:13] REPRESENTING THE SEAPORT ALLIANCE. SO  
[01:04:16] THANK YOU SO MUCH FOR HAVING ME HERE



[01:04:18] TODAY BEFORE I DO DELVE IN TO MY  
[01:04:20] PARTICULAR SLIDE. SO NEXT SLIDE,  
[01:04:22] PLEASE. I JUST WANT TO EXPRESS GRATITUDE  
[01:04:25] ON BEHALF OF SEAPORT ALLIANCE CEO JOHN  
[01:04:28] WOLF AND THE ENTIRE TEAM WITH THE  
[01:04:29] ALLIANCE. HOW GRATEFUL WE ARE FOR THE  
[01:04:30] PORT OF SEATTLE LEADERSHIP WITH THIS MLU  
[01:04:33] FOR JUMPING IN AND HANDLING THIS. AND  
[01:04:34] YES, I HAVE BEEN INVOLVED IN THIS EFFORT  
[01:04:37] SINCE THE DAY THE BRIDGE CLOSED.  
[01:04:39] DIRECTORS IN BABY PROBABLY REMEMBER  
[01:04:40] SEVERAL FRANTIC EMAILS FOR ME WITHIN  
[01:04:43] THOSE DAYS AFTER WHEN WE STILL HAD MATS  
[01:04:45] AND OPERATIONS HAPPENING. TERMINAL FIVE  
[01:04:47] AND SOME WORRIES OVER A PARTICULAR  
[01:04:49] OPERATION THOSE DAYS. SO MUCH THANKS TO  
[01:04:51] THE CITY AS WELL FOR THEIR ONGOING  
[01:04:54] SUPPORT. NEXT SLIDE, PLEASE.  
[01:04:58] SO COMMISSIONERS,  
[01:05:01] AS YOU'RE ALL WELL AWARE, TERMINAL FIVE  
[01:05:04] IS A KEY PART OF INCREASING OUR REGIONAL  
[01:05:06] COMPETITIVENESS. PORTS ALONG THE WEST  
[01:05:09] COAST COMPETE FOR OCEAN CARRIERS TO CALL  
[01:05:10] IN THEIR PORT, WHICH BRINGS MORE CARGO,  
[01:05:12] MORE EXPORT OPPORTUNITIES AND MORE JOBS.  
[01:05:15] TERMINAL FIVE WILL ADD CRITICAL CAPACITY  
[01:05:17] TO A GATEWAY AT A TIME WHEN WE REALLY  
[01:05:19] NEED IT MOST. AS YOU'RE AWARE,  
[01:05:22] CARGO VOLUMES ARE UP MORE THAN 18%.  
[01:05:24] WE'VE WELCOMED SEVEN NEW SERVICES TO THE  
[01:05:26] GATEWAY THIS YEAR, A TERMINAL FIVES  
[01:05:29] PROXIMITY TO THE WEST SEATTLE BRIDGE AS  
[01:05:30] WELL AS THE MAJORITY OF SEAPORT ALLIANCE  
[01:05:33] SEATTLE CARGO OPERATIONS, INCLUDING  
[01:05:35] TERMINAL 18, ALSO PICTURED HERE, AS WELL  
[01:05:37] AS TERMINAL 115, OUR DOMESTIC CARGO  
[01:05:40] FACILITY FURTHER ALONG WEST MARGINAL  
[01:05:42] WAY. IMPACTS OF THE HYBRID CLOSER TO OUR  
[01:05:44] OPERATIONS HAVE BEEN SIGNIFICANT, WITH  
[01:05:47] GREATER PRESSURES ON BOTH THE SPOKANE  
[01:05:49] STREET AND WEST MARGIN WAY CORRIDORS.  
[01:05:51] OUR CLOSE COLLABORATION WITH THE CITY  
[01:05:53] REALLY HAS BEEN CRITICAL AND WE'LL  
[01:05:55] CONTINUE TO BE SO AS WE HEAD TOWARDS  
[01:05:57] OPERATIONS. NEXT SLIDE, PLEASE,  
[01:06:01] COMMISSIONERS, THESE SHOULD LOOK  
[01:06:04] FAMILIAR. STAFF DEVELOPED THESE  
[01:06:05] PRINCIPLES LAST YEAR SHORTLY AFTER THE  
[01:06:07] BRIDGE WAS CLOSED AND WE PRESENTED THEM  
[01:06:10] TO YOU ON SEVERAL OCCASIONS, ALONG WITH  
[01:06:11] YOUR TACOMA COLLEAGUES, AS BOTH NSA AND  
[01:06:15] PORT OF SEATTLE STAFF HAVE USED THESE  
[01:06:16] POINTS TO GUIDE OUR WORK AROUND THE WEST  
[01:06:18] SEATTLE BRITISH CLOSURE. THEY WERE ALSO  
[01:06:20] KEEN SUPPORTING HOW THIS MLU BEFORE YOU  
[01:06:22] TODAY WAS DEVELOPED. ALL OF THE  
[01:06:24] PRINCIPLES ARE FAIRLY SELF EXPLANATORY,  
[01:06:26] BUT BE HAPPY TO DELVE INTO ANY OF THEM  
[01:06:28] IN MORE DETAILS AS YOU WOULD LIKE, I  
[01:06:31] WILL LEAVE IT THERE AND TURN IT BACK  
[01:06:33] OVER TO CHERRY, I BELIEVE.  
[01:06:37] THANKS, LINDSAY. AS THE  
[01:06:42] MAYORS MADE HER REQUEST TO US FOR

[01:06:45] PARTICIPATION IN THIS AGREEMENT, WE  
[01:06:47] REFLECTED ON THE PORT RICH HISTORY OF  
[01:06:49] INVESTING IN OUR PARTNERS TRANSPORTATION  
[01:06:51] PROJECTS TO LEVERAGE OTHER FUNDING AND  
[01:06:54] TO ACCELERATE CONSTRUCTION. THIS SLIDE  
[01:06:57] HIGHLIGHTS SOME OF OUR RECENT  
[01:06:59] PARTNERSHIPS WITH THE CITY OF SEATTLE,  
[01:07:01] WITH THE STATE AND WITH OTHERS. I'D LIKE  
[01:07:04] TO TAKE A MOMENT HERE TO HIGHLIGHT ONE  
[01:07:06] SUBTLETY IN THE COMMISSION MEMO, WHICH  
[01:07:08] OUR ACCOUNTING AND FINANCE DEPARTMENT  
[01:07:10] ASKED ME TO CORRECT FOR THE RECORD ON  
[01:07:13] PAGE FOUR IN THE FINANCIAL SECTION OF  
[01:07:15] TODAY'S MEMO. WITH REGARD TO ACCOUNTING  
[01:07:17] PROCEDURES, THESE FUNDS WILL BE  
[01:07:19] ACCOUNTED FOR AS PUBLIC EXPENSE DOLLARS  
[01:07:21] RATHER THAN CAPITAL DOLLARS, SINCE THE  
[01:07:23] BRIDGE IS NOT OUR ASSET AND THAT IS  
[01:07:26] CONSISTENT WITH OUR OTHER REGIONAL  
[01:07:28] TRANSPORTATION INVESTMENTS OVER TIME.  
[01:07:31] NOW, SABRINA WILL OUTLINE THE SCHEDULE  
[01:07:34] AND THE FUNDING STRATEGIES ON THE NEXT  
[01:07:36] SLIDE. THANK YOU FERRY  
[01:07:42] DIRECTORS AND BOB, WE ALREADY COVERED  
[01:07:45] THIS. THE MAIN POINT WE WANT TO  
[01:07:49] UNDERSCORE HERE IS THAT THE HYBRID IS ON  
[01:07:52] TRACK TO OPEN TO THE PUBLIC IN MID 2022,  
[01:07:53] AND THE LOW BRIDGE IS EXPECTED TO THE  
[01:07:56] PUBLIC AT THE END OF 2022. IF YOU  
[01:08:00] CONDITIONERS HAVE QUESTIONS ABOUT OTHER  
[01:08:03] DETAILS. I THINK DIRECTORS AND BOBBY AND  
[01:08:05] I ARE HAPPY TO TAKE THE BUT I THINK WE  
[01:08:09] CAN HEAD TO THE NEXT SLIDE UNLESS THERE  
[01:08:10] ARE ANY OUTSTANDING QUESTIONS.  
[01:08:14] OKAY, GREAT.  
[01:08:16] SOME COMMISSIONERS, I WANT TO DRAW YOUR  
[01:08:19] ATTENTION TO THE SECOND TABLE ON  
[01:08:23] YOUR RIGHT. THE CITY FUNDING STRATEGY.  
[01:08:25] THIS SLIDE ENCOMPASSES  
[01:08:32] THE CITY'S OVERALL PROJECT FUNDS TO  
[01:08:34] REPAIR THE WEST SEATTLE BRIDGE, WHICH IS  
[01:08:38] APPROXIMATELY \$175,000,000. AND WHAT WE  
[01:08:42] WANT TO OUTLINE HERE FOR YOU IS THAT THE  
[01:08:44] CITY IS COVERING 70% OF THESE FUNDS  
[01:08:47] THROUGH BONDS AND THEIR OWN TAXES,  
[01:08:50] WHICH YOU CAN SEE DELINEATED IN THIS  
[01:08:54] TABLE WILL THEY HAVE ALSO  
[01:08:57] RECEIVED FEDERAL GRANTS, APPROXIMATELY  
[01:08:59] 22% OF THE PROJECT AND THE PORT WILL  
[01:09:03] BE PROVIDING AROUND 5% OF  
[01:09:06] THE TOTAL FUNDING STRATEGY.  
[01:09:09] REPAIRED BY THE END OF 2022, AND I  
[01:09:15] WILL NOW PASS IT BACK TO MY COLLEAGUE  
[01:09:17] LINDSEY WAS FROM THE ALLIANCE TO START  
[01:09:21] OUTLINING THE VARIOUS COMPONENTS OF  
[01:09:24] THE MLU ITSELF. THANKS,  
[01:09:28] SABRINA. NEXT SLIDE, PLEASE. ALL RIGHT.  
[01:09:31] SO UP HERE AT THE TOP, STARTING WITH  
[01:09:34] 2.4. AS I MENTIONED,  
[01:09:36] WE ARE GETTING READY TO OPEN UP  
[01:09:39] OPERATIONS PHASE ONE AT TERMINAL FIVE  
[01:09:41] THIS COMING JANUARY, SO WE WILL SEE SIX  
[01:09:43] MONTHS OF OVERLAP OF THE HYBRID

[01:09:46] REMAINING CLOSED WITH T FIVE  
[01:09:48] OPERATIONAL, SO TIMELY ACCESS TO  
[01:09:50] TERMINAL FIVE WILL BE CRITICAL, AND  
[01:09:52] WE'VE WORKED REALLY HARD TO COME UP WITH  
[01:09:54] THE APPROACH REFLECTED IN THIS MLU. IN  
[01:09:57] ADDITION TO WORKING CLOSELY WITH STONE  
[01:09:59] ON THIS SECTION, WE'VE ALSO CLOSELY  
[01:10:01] ENGAGED BOTH ILU ALONG WITH OUR TERMINAL  
[01:10:05] FIVE TENANT, SSA MARINE, SO THIS,  
[01:10:08] WE BELIEVE, WILL MINIMIZE IMPACT TO  
[01:10:11] CONSTRUCTION OR IMPACTS TO THE CORRIDOR  
[01:10:14] AND ALLOWING MORE FREIGHT BUT ALSO  
[01:10:16] ACCESS FOR WORKERS TRYING TO GET TO  
[01:10:18] TERMINAL FIVE 2.5 ENSURES  
[01:10:21] CLOSE ENGAGEMENT AROUND THE VARIOUS  
[01:10:23] CONSTRUCTION PROJECTS WITHIN THE CITY'S  
[01:10:24] WEST SEATTLE BRIDGE PROGRAM, INCLUDING  
[01:10:26] WEEKLY UPDATES AND SCHEDULE  
[01:10:27] COORDINATION, WHICH, AS WE ALL KNOW, IS  
[01:10:29] REALLY IMPORTANT GIVEN THE ONGOING  
[01:10:31] CONSTRUCTION WE'VE GOT WITH OUR PROJECT  
[01:10:33] AT TERMINAL FIVE. AND THEN FINALLY, 2.6  
[01:10:36] PROVIDES SUPPORT FOR PRIORITIZING  
[01:10:39] ADDITIONAL PERMIT REQUESTS THAT COME  
[01:10:40] THROUGH OUR TERMINAL FIVE PROGRAM.  
[01:10:42] WHILE OUR MAJOR PERMIT, THE MASTER USE  
[01:10:45] PERMIT, WAS DONE BACK IN 2017. WE DO  
[01:10:48] EXPECT MORE PERMITS AS CONSTRUCTION  
[01:10:50] CONTINUES THROUGH THE NEXT YEAR, AND I  
[01:10:52] WILL TURN IT BACK OVER. THANKS. THANKS.  
[01:10:55] THE NEXT FIVE PLANKS HAVE TO DEAL MORE  
[01:10:59] WITH OPERATIONAL INTEREST IN THE BROADER  
[01:11:01] DUWAMISH AREA. 2.7 PROVIDES  
[01:11:06] THAT THE CITY WILL SUPPORT EFFORTS TO  
[01:11:08] PROTECT, PRESERVE, AND ENHANCE FREE  
[01:11:10] MOBILITY AND INDUSTRIAL LANDS. VITALITY  
[01:11:12] 2.8 TALKS ABOUT A FUTURE REPLACEMENT  
[01:11:16] BRIDGE AND THE STUDY THAT'S CURRENTLY  
[01:11:18] UNDERWAY TO CONSIDER THAT WHAT THAT  
[01:11:20] MIGHT LOOK LIKE 40 YEARS FROM NOW WHEN  
[01:11:23] IT IS ANTICIPATED TO REACH THE END OF  
[01:11:25] ITS USEFUL LIFE. THIS PLANK SAYS THAT  
[01:11:27] THE CITY WILL RESPECT CONTAINER TERMINAL  
[01:11:29] FUNCTIONALITY IN THE CURRENT PLANNING  
[01:11:31] AND FUTURE REPLACEMENT.  
[01:11:33] 2.9 SPEAKS TO STREET  
[01:11:37] IMPROVEMENTS TO IMPROVE TRANSPORTATION  
[01:11:39] MOBILITY. SO THE CITY AND THE PORT  
[01:11:42] ARE ALWAYS WORKING THROUGH THE SAFE AND  
[01:11:44] SWIFT AGREEMENT ON FINDING GOOD  
[01:11:47] IMPROVEMENTS TO MAKE TO OUR FLOWS.  
[01:11:49] AND THERE'S ONE PARTICULAR IN DESIGN  
[01:11:52] RIGHT NOW ON SPOKANE STREET THAT WILL  
[01:11:55] MOVE INTO CONSTRUCTION AFTER THE HYBRID  
[01:11:59] OPENS, AND WE WILL CONTINUE TO WORK TO  
[01:12:00] COLLABORATE OTHERS ON OTHERS. TWO POINT  
[01:12:03] TEN IS A BLANK THAT ADDRESSES  
[01:12:06] ESTABLISHING PARKING AREAS THROUGH  
[01:12:08] COLLABORATIVE PLANNING AND TWO POINT  
[01:12:11] ELEVEN. WE ARE PLEASED THAT THE CITY HAS  
[01:12:13] DELAYED IMPLEMENTATION OF THE WEST  
[01:12:15] MARGINAL WAY BIKE LANE UNTIL THE HIGH BRIDGE  
[01:12:17] OPENS, AND SABRINA WILL DISCUSS THE

[01:12:20] FUNDING COMPONENT.  
[01:12:23] GREAT. AND I CAN ACKNOWLEDGE THERE'S A  
[01:12:26] TWO POINT TWELVE ON THIS MLU COMPONENT AS  
[01:12:30] WELL, WHICH IS LANGUAGE ASKING THE  
[01:12:33] CITY TO PRIORITIZE EACH MARGINAL WAY  
[01:12:36] IMPROVEMENTS FACE TO IMPROVEMENTS AS A  
[01:12:39] PRIORITY FOR THEIR NEXT TRANSPORTATION  
[01:12:42] LEVEL. AND I THINK WE CAN HEAD TO THE  
[01:12:45] NEXT SLIDE AND TALK ABOUT THE FUNDING  
[01:12:47] STRUCTURE FROM THE PORT. SO TYPICAL  
[01:12:50] WITH OUR PREVIOUS AGREEMENTS IN THE  
[01:12:52] CITY. THIS FUNDING STRUCTURE WILL HAVE  
[01:12:55] THE PORT REIMBURSE THE CITY AFTER  
[01:12:58] PROJECT WORK HAS BEEN COMPLETED.  
[01:13:00] SO AS IT STANDS, WE WILL WE  
[01:13:04] WILL REIMBURSE THE CITY WITH \$3  
[01:13:07] MILLION AFTER THE HIGH BRIDGE IS OPEN TO  
[01:13:10] THE PUBLIC, \$3 MILLION AGAIN AFTER THE  
[01:13:13] LOW BRIDGE IS COMPLETED, AND THEN \$3  
[01:13:14] MILLION AT THE FINAL COMPLETION OF THE  
[01:13:18] ENTIRE PROJECT ITSELF. THIS IS TYPICAL  
[01:13:21] TO WHAT WE'VE DONE IN THE PAST, AND THIS  
[01:13:24] IS AN APPROACH THE CITY WAS ALSO  
[01:13:26] COMFORTABLE WITH. AND I JUST WANT TO  
[01:13:28] NOTE THAT THE MANNER IN WHICH THE PORT  
[01:13:31] IS FUNDING THIS IS THERE ARE TAX LEVY  
[01:13:34] RECEIPTS AND WE EXPECT CASH FLOW WORK  
[01:13:37] WILL OCCUR AS REIMBURSEMENTS FOR COST  
[01:13:40] INCURRED THROUGH 2022 AND 2023.  
[01:13:42] AND THAT IS THE REAL  
[01:13:45] CRUX OF OUR PRESENTATION, AND I THINK WE  
[01:13:49] CAN TURN IT OVER TO QUESTIONS NOW.  
[01:13:51] WELL, THANK YOU VERY MUCH, AND I JUST  
[01:13:54] WANT TO BEFORE PASSING IT ON TO MY  
[01:13:56] COLLEAGUES. I JUST WANT TO RECOGNIZE  
[01:13:58] SAVIAN SUPPORT WE'VE RECEIVED FROM THEM  
[01:14:00] FROM MR. MAYOR DURKIN HAS BEEN A GREAT  
[01:14:03] CHAMPION OF THE PORT, ITS ROLE IN  
[01:14:06] OUR CITY, STATE AND REGION, AND THE  
[01:14:10] PRIORITIES THAT SHE'S GIVEN OUR  
[01:14:11] INTENTION HAS BEEN REALLY SIGNIFICANT,  
[01:14:14] REALLY APPRECIATE THAT ARE MOSTLY  
[01:14:16] DEFINITELY MAYOR MOSLEY AND DIRECTORS  
[01:14:18] AND AWAY FOR EMBODYING THAT SUPPORT AND  
[01:14:22] OUR ONGOING WORK. TO THAT DEGREE, OUR  
[01:14:25] STAFF HAS BEEN JUST EXTRAORDINARY WITH  
[01:14:27] SABRINA, JERRY, PIER, AND LINDSAY IN  
[01:14:29] BOTH YOUR CAPACITIES. BUT REALLY,  
[01:14:31] COMMISSIONER STEINBRUECK WAS PRESIDENT  
[01:14:34] AT THE TIME WHEN MUCH OF THIS WAS A  
[01:14:36] LONDON BRIDGE MOMENT THAT WE FORTUNATELY  
[01:14:39] DID EXPERIENCE COMPLETELY. AND  
[01:14:42] COMMISSIONER BOWMAN WAS LOOKING AFTER  
[01:14:44] THE ISSUES ASSOCIATED WITH SOUND  
[01:14:46] TRANSIT, WHICH WAS ALSO A CRITICAL BIT  
[01:14:48] OF COORDINATION. SO WE HAD, LIKE,  
[01:14:50] REALLY ALL HANDS ON DECK, AND I REALLY  
[01:14:53] APPRECIATE ALL THE WORK THAT WAS PUT,  
[01:14:55] BUT I ALSO JUST WANT TO UNDERSCORE ONE  
[01:14:56] ITEM THAT WASN'T MENTIONED AT THE PORT.  
[01:14:57] YOU KNOW, IN ADDITION, TO ALL THESE  
[01:14:59] OTHER THINGS ARE COMMITMENT TO BEING A  
[01:15:01] GOOD NEIGHBOR WITH MITIGATING THE IMPACT

[01:15:03] AROUND OUR COMMUNITIES. AS WE PRIORITIZE  
[01:15:07] ACCESS TO OUR TERMINAL, WE OBVIOUSLY  
[01:15:09] HAVE IMPACTS TO OUR COMMUNITIES AND THAT  
[01:15:11] WE ARE IN ADDITION TO THIS, PAYING UP TO  
[01:15:14] \$2 MILLION TO SSA MARINE TO EXTEND  
[01:15:18] THE GATE HOURS SO THAT THE TRUCK TRAFFIC  
[01:15:20] CAN OCCUR WHILE MINIMIZING CONFLICTS  
[01:15:23] WITH THE COMMUNITIES AROUND THE AREA.  
[01:15:25] AND THIS IS AN ADDITIONAL SIGNIFICANT  
[01:15:28] INVESTMENT AND THAT WE NEED TO CONTINUE  
[01:15:29] TO COLLABORATE WITH THE CITY TO FIND  
[01:15:32] WAYS TO MITIGATE TRUCK IMPLICATIONS,  
[01:15:34] WHETHER IT BE PARKING OR SIGNALING OR  
[01:15:36] ANY OTHER WAYS IN WHICH WE SHOULD BE  
[01:15:39] ABLE TO GROW, RESPONSIBLY, AND BE ABLE  
[01:15:42] TO HAVE COMMERCE AND COMMUNITIES AT THE  
[01:15:44] SAME TIME. HAVING SAID THAT, I WOULD  
[01:15:46] LIKE THE CLERK TO ASK MY COLLEAGUES TO  
[01:15:49] SAY A FEW THINGS. THANK YOU, MR.  
[01:15:52] COMMISSIONER PRESIDENT. SINCE WE HAVE  
[01:15:54] COMMISSIONER BOWMAN BACK, WE WILL BEGIN  
[01:15:55] WITH COMMISSIONER BOWMAN. OH, THANK YOU.  
[01:15:59] I APPRECIATE THAT. WELL, I ALSO WANT TO  
[01:16:00] REITERATE MY GRATITUDE FOR PARTICULARLY  
[01:16:03] THE MAYOR'S LEADERSHIP ON THIS. SHE DID  
[01:16:06] A PHENOMENAL JOB IN TERMS OF JUMPING ON  
[01:16:08] THIS PROBLEM RIGHT AWAY. IT WAS NOT AN  
[01:16:10] EASY DECISION TO MAKE THE CALL TO DO THE  
[01:16:14] REPLACE, THE REBUILD VERSUS THE REPLACE.  
[01:16:17] BUT I ALSO AGREE THAT IT WAS IN THE BEST  
[01:16:19] INTEREST OF EVERYBODY INVOLVED. DAVID,  
[01:16:22] IT IS WONDERFUL TO SEE YOU BACK AGAIN IN  
[01:16:24] THE ROLE OF DEPUTY MAYOR. THANK YOU FOR  
[01:16:26] YOUR PUBLIC SERVICE. THE ONLY THING THAT  
[01:16:29] I WOULD TAKE A SWIPE IT OF ISSUE WITH IS  
[01:16:30] THAT I JUST WANT EVERYBODY TO KNOW THAT  
[01:16:32] IT'S NOT OUR PORT. IT'S THE WHOLE  
[01:16:35] REGION'S PORT, AND IT'S THE STATES PORT.  
[01:16:37] AND SO WHEN WE TALK ABOUT IT'S, NOT OUR  
[01:16:40] FACILITIES. WE MANAGE THESE FACILITIES  
[01:16:41] ON BEHALF OF THE STATE OF WASHINGTON AND  
[01:16:43] THE BUSINESSES THAT DEPEND ON IT. SO I  
[01:16:46] APPRECIATE THE PARTNERSHIP WITH WHICH  
[01:16:47] THE CITY CONTINUES TO LOOK TO THE PORT  
[01:16:50] IN THAT MANNER. WE IN FACT, JUST THIS  
[01:16:53] MORNING, A FEW OF US WERE ON A CALL WITH  
[01:16:55] SOME FOLKS FROM THE INDUSTRIAL MARITIME  
[01:16:58] COMMUNITIES AND TALKED ABOUT HOW THE  
[01:17:00] CITY AND THE PORT CAN BETTER WORK  
[01:17:01] TOGETHER. I THINK THIS IS AN EXCELLENT  
[01:17:03] EXAMPLE THAT WE'RE TRYING TO SOLVE  
[01:17:06] PROBLEMS REGIONALLY. WE'RE NOT ARGUING  
[01:17:07] ABOUT THINGS. WE'RE JUST TRYING TO  
[01:17:09] FIGURE OUT HOW TO GET IT DONE AS QUICKLY  
[01:17:10] AS POSSIBLE. SO THANK YOU ALL FOR YOUR  
[01:17:13] LEADERSHIP. THE ONLY TWO QUESTIONS I  
[01:17:15] HAVE ARE COULD WE TALK ABOUT I DIDN'T  
[01:17:17] SEE ANYTHING ABOUT STATE FUNDING, AND I  
[01:17:20] DON'T REMEMBER. OBVIOUSLY, THAT WAS A  
[01:17:22] BIG QUESTION DURING THE LEGISLATIVE  
[01:17:23] SESSION. IF YOU COULD TOUCH ON THAT.  
[01:17:24] AND THEN I ALSO WANTED TO HEAR FROM OUR  
[01:17:26] STAFF, PROBABLY MORE ON THE LEGAL SIDE.

[01:17:28] HOW BINDING IS THIS AGREEMENT? I  
[01:17:30] APPRECIATE THAT IT'S AN MLU. I'VE TALKED  
[01:17:32] ABOUT THIS, BUT I THINK IT'S IMPORTANT  
[01:17:34] TO REASSURE THE PUBLIC THAT WE INTEND  
[01:17:37] FOR THIS TO GO FORWARD. UNFORTUNATELY,  
[01:17:39] WE WILL HAVE A NEW MAYOR AT THE  
[01:17:41] BEGINNING OF THE YEAR, AND I WANT TO  
[01:17:42] MAKE SURE THAT WHOEVER THAT PERSON, I  
[01:17:45] ALSO UNDERSTAND THAT THIS IS OUR  
[01:17:47] INTENTION TO MOVE FORWARD WITH THIS  
[01:17:49] AGREEMENT AND THAT WE DON'T EXPECT ANY  
[01:17:51] CHANGES TO IT. SO THE  
[01:17:55] TWO QUESTIONS, STATE FUNDING AND HOW  
[01:17:58] BINDING THE AGREEMENT IS DIRECTORS  
[01:18:02] I'M HAPPY TO SHARE OUR  
[01:18:04] UNDERSTANDING OF STATE FUNDING, AND IF  
[01:18:06] YOU WOULDN'T MIND ADDING TO THAT,  
[01:18:08] THAT'D BE GREAT. OUR UNDERSTANDING IS  
[01:18:11] THAT TRANSPORTATION LEADERS HAVE BEEN  
[01:18:13] IN THE STATE LEGISLATURE TO CONSIDER A  
[01:18:15] SPECIAL SESSION ON A TRANSPORTATION  
[01:18:18] PACKAGE SPECIFICALLY, BUT THEY HAVE NOT  
[01:18:20] INDICATED ANY TYPE OF COMMITMENT FOR  
[01:18:23] THIS SPECIAL SESSION TO OCCUR.  
[01:18:29] WE DON'T HAVE AN UNDERSTANDING OF THE  
[01:18:32] STATE'S NEXT STEP TO PROVIDE FINANCIAL  
[01:18:34] INVESTMENT IN THIS PROJECT.  
[01:18:36] FORTUNATELY,  
[01:18:39] YUP. JUST ECHO WHAT YOU SAID, SABRINA.  
[01:18:42] YEAH. OKAY. WELL, I GUESS ON THAT  
[01:18:45] SUBJECT, I HOPE WE DON'T TAKE OUR FOOT  
[01:18:47] OFF THE GAS AND THAT WE CAN CONTINUE TO  
[01:18:49] PARTNER WITH THE CITY IN MAKING SURE  
[01:18:50] THIS IS WHETHER OR NOT IT SEEMED  
[01:18:53] OFFICIALLY A HIGHWAY OF STATE  
[01:18:55] SIGNIFICANCE. IT CERTAINLY IS. AND SO I  
[01:18:57] WOULD HOPE THAT THE STATE WOULD STEP  
[01:18:59] FORWARD. I KNOW THAT I HAD A LOT OF  
[01:19:01] CONVERSATIONS WITH LEGISLATORS LAST YEAR  
[01:19:04] DURING LAST LEGISLATIVE SESSION, AND  
[01:19:06] THEY DID INDICATE SUPPORT AND  
[01:19:08] UNDERSTANDS THAT THE STATE WOULD  
[01:19:10] CONTRIBUTE AT SOME LEVEL. SO I GUESS MY  
[01:19:13] QUESTION WOULD BE MOVING FORWARD. WE  
[01:19:15] MIGHT NOT HAVE TO HAVE THAT DECISION  
[01:19:17] TODAY, BUT HOW WOULD THAT AFFECT WOULD  
[01:19:19] IT AFFECT THE PORT CONTRIBUTION? WOULD  
[01:19:21] WE GET CREDITED BACK SOME MONEY, OR  
[01:19:23] WOULD STATE FUNDING BE PUT TOWARDS WHAT  
[01:19:27] IN THE FUTURE? ANY THOUGHTS ON THAT  
[01:19:34] FERRY? THANK YOU. THERE IS A CLAUSE  
[01:19:37] IN THE AGREEMENT WHICH CALLS I CAN  
[01:19:41] RIDE YOUR ATTENTION TO  
[01:19:50] A CLAUSE THAT DOES ALLOW THAT STATE  
[01:19:52] FUNDING. IF THE STATE WORK ON,  
[01:19:56] THEN ALL THE SHAREHOLDERS WOULD  
[01:19:58] PROPORTIONATELY RECEIVE LESS. WHAT WOULD  
[01:20:02] HAVE LESS FUNDING CONTRIBUTE ON OUR  
[01:20:06] PART? SO AS YOU GO TO THE SLIDE THAT HAD  
[01:20:10] THE FINANCING, EVERYONE WOULD GET A  
[01:20:13] PROPORTIONATE SHARE BACK OF THE STATES  
[01:20:15] FUNDING. AND THEN I SEE TOM  
[01:20:19] HAS JOINED LEGAL COUNCIL TANAKA.

[01:20:24] YES, COMMISSIONER BOWMAN. AND TO ANSWER  
[01:20:27] DIRECTLY, YOUR QUESTION IS JUST AN  
[01:20:29] ENFORCEABLE AGREEMENT. YES, IT IS MEET  
[01:20:33] ALL OF THE CRITERIA, EVEN THOUGH IT'S  
[01:20:35] CALLED A MEMORANDUM OF UNDERSTANDING.  
[01:20:37] IT IS STILL NONETHELESS AN AGREEMENT  
[01:20:39] THAT MEETS ALL OF THE CRITERIA FOR A  
[01:20:42] CONTRACT OR AGREEMENT. SO I HAVE NO  
[01:20:44] PROBLEMS ABOUT THIS BEING ENFORCEABLE.  
[01:20:47] EXCELLENT. THANK YOU. AND I HAVE  
[01:20:50] NO QUALMS ABOUT THIS CITY AND STICKING  
[01:20:52] UP WITH THEIR END OF THE BARGAIN. BUT  
[01:20:54] JUST RECOGNIZING THE POLITICAL REALITIES  
[01:20:55] THAT WE WILL HAVE A NEW ADMINISTRATION  
[01:20:57] AND I CAN'T EXPECT THAT DEPUTY DIRECTOR  
[01:21:00] MOSLEY WILL CONTINUE TO SERVE GOD BLESS  
[01:21:03] HIM. SO AS MUCH AS WE'D LIKE THEM TO IS  
[01:21:06] HER BOWMAN AFFECTS MY PRIOR ATTENTION TO  
[01:21:09] ITS PARAGRAPH THREE SEVEN. THE PORT  
[01:21:12] FINAL PAYMENT WILL BE REDUCED IF  
[01:21:13] ADDITIONAL FUNDING IS RECEIVED FROM  
[01:21:15] OTHER FEDERAL, STATE OR LOCAL PARTNERS.  
[01:21:16] ABOVE THE SHARES SHOWN IN EXHIBIT D,  
[01:21:19] THE REDUCTION WOULD BE A PROPORTIONATE  
[01:21:20] SHARE THE NEW FUNDS RELATIVE TO THE  
[01:21:22] PROGRAM COST. THANK YOU. THANK YOU,  
[01:21:25] JERRY. NO FURTHER QUESTIONS. APPRECIATE  
[01:21:27] YOUR TIME. THANK YOU. COMMISSIONER  
[01:21:29] BOWMAN, COMMISSIONERS STEINBRUECK. YEAH.  
[01:21:31] THANKS. I'M KIND OF EAGER TO TALK HERE.  
[01:21:34] HAVING SPENT ATTENDED 23 MEETINGS  
[01:21:38] OF THE COMMUNITY TASK FORCE LED BY QUITE  
[01:21:42] ABLY, I MIGHT ADD,  
[01:21:45] GREG NICHOLS AND PAULINA AND  
[01:21:51] THE STAFF HAVE BEEN INCREDIBLE. IT HAS  
[01:21:53] BEEN ONE OF THE BEST WORKING  
[01:21:55] RELATIONSHIPS WITH COMMUNITY AND  
[01:21:56] COMMUNITY PARTNERS AND BUSINESS THAT  
[01:21:58] I'VE SEEN IN A LONG TIME. I WANT TO  
[01:22:01] CONGRATULATE AND TAKE DIRECTORS IN BOB  
[01:22:05] WAY, SPECIFICALLY OUR PORT STAFF WHO  
[01:22:07] HAVE BEEN ON TOP OF THINGS CONTINUOUSLY.  
[01:22:11] THERE'S A LOT OF THINGS TO GO AROUND.  
[01:22:14] THE MAYOR ACTED DECISIVELY WHEN  
[01:22:19] WE CAME TO A DECISION POINT AND WE STUCK  
[01:22:22] TO THE SCHEDULE AND THE NEW BRIDGE GOLD  
[01:22:26] CLAD, I MIGHT SAY, WAS PRETTY  
[01:22:27] COMPELLING, WITH IMPRESSIVE  
[01:22:30] VISUALIZATIONS AND ALL. BUT IT COULD  
[01:22:32] HAVE TAKEN AT LEAST FIVE TO TEN YEARS,  
[01:22:35] AND THERE WERE NO PARTICULAR FUNDING  
[01:22:38] SOURCES IDENTIFIED FOR WHAT WOULD HAVE  
[01:22:40] BEEN PROBABLY A BILLION DOLLAR PLUS MEGA  
[01:22:43] PROJECT WITH A LOT OF COMPLICATION. SO  
[01:22:45] THIS WAS THE RIGHT DECISION. THE MAYOR  
[01:22:48] ACTED DECISIVELY BASED ON THE BEST  
[01:22:50] INFORMATION AND OPTIONS THAT COULD BE  
[01:22:53] PUT TOGETHER BY HER STAFF AT ST.  
[01:22:55] AND I WAS SO GRATIFIED WHEN SHE  
[01:22:59] MADE THAT DECISION BECAUSE WHEN THE  
[01:23:02] BRIDGE FAILED LAST MARCH, IT WAS A REAL  
[01:23:05] DOUBLE WHAMMY. IT FELT LIKE WE HAD JUST  
[01:23:07] FALLEN OFF A CLIFF WITH 80 PLUS THOUSAND

[01:23:10] PEOPLE CUT OFF FROM THE WEST SEATTLE  
[01:23:13] PENINSULA, OUR HARBOR ISLAND PUBLIC  
[01:23:17] INVESTMENT, THE LARGEST EVER MADE BY THE  
[01:23:19] NORTHWEST SEAPORT ME SERIOUSLY,  
[01:23:23] A MEGA PROJECT FOR THE PORT IN  
[01:23:26] COLLABORATION WITH OUR PARTNER SSA.  
[01:23:31] IT PUT ALL OF THAT AT RISK, AS WELL AS  
[01:23:33] THE ENTIRE INDUSTRIAL ERA, BECAUSE THIS  
[01:23:35] BRIDGE IS A CRITICAL INFRASTRUCTURE TO  
[01:23:37] THE ENTIRE REGION. I'M DISAPPOINTED TO  
[01:23:40] LEARN THAT THE STATE HAS NOT COME  
[01:23:42] THROUGH WITH ANY COMMITMENTS AT THIS  
[01:23:45] POINT. MAYBE WE SHOULD HAVE MADE IT A  
[01:23:47] MATCHING FUND OR SOMETHING TO LEVERAGE,  
[01:23:49] BUT I'M SKEPTICAL THAT WE WILL GET BACK  
[01:23:52] FILLED BY THE STATE. I HAVEN'T SEEN THAT  
[01:23:54] HAPPEN MUCH, BUT THERE'S A LOT TO  
[01:23:57] APPRECIATE HERE, AND I HAVE TO HAND IT  
[01:24:00] TO OUR STAFF, LINDSEY,  
[01:24:05] AND THEN SABRINA, IN PARTICULAR,  
[01:24:10] FOR STICKING WITH US AND WORKING OUT ALL  
[01:24:12] THE DIFFICULT ISSUES AND COMMITMENTS  
[01:24:15] THAT ARE REPRESENTED HERE THAT WE'VE  
[01:24:16] ALREADY HEARD ELABORATED ON.  
[01:24:20] SO I THINK THIS  
[01:24:23] IS AN IMPORTANT DEMONSTRATION OF A  
[01:24:26] PARTNERSHIP BETWEEN GOVERNMENTS  
[01:24:28] RECOGNIZE THE CRITICAL IMPORTANCE OF  
[01:24:30] THIS BRIDGE TO OUR ECONOMY AND TO THE  
[01:24:33] REGION AND TO THE PEOPLE OF SEATTLE AS  
[01:24:36] WELL, AND ALL OF THE BUSINESSES THAT ARE  
[01:24:38] DEPENDENT. IF YOU THINK ABOUT IT. NOT  
[01:24:41] MANY PROJECTS LIKE THIS THAT  
[01:24:44] HAPPENED SO SUDDENLY WHEN THE  
[01:24:48] BRIDGE FAILED TO SEE LIGHT AT THE END OF  
[01:24:51] THE TUNNEL WITHIN TWO YEARS AND THREE  
[01:24:54] MONTHS, APPROXIMATELY WITH THE REOPENING  
[01:24:57] OF THE BRIDGE. I THINK WE SHOULD HAVE A  
[01:24:59] GRAND CELEBRATION FOR THAT.  
[01:25:02] AND WE CAN OFFER MORE THINGS THAN FOR  
[01:25:05] THE DECISIVE LEADERSHIP THAT BROUGHT US  
[01:25:08] TO THAT COIN. AND LASTLY, I JUST WANT TO  
[01:25:11] SAY A WORD ABOUT. AND I HAVE ONE  
[01:25:13] QUESTION. IT'S NOT A BIG ONE, BUT I WANT  
[01:25:15] TO SAY ABOUT A WORD ABOUT THE IMPORTANCE  
[01:25:17] OF OUR CRITICAL BRIDGE INFRASTRUCTURE IN  
[01:25:19] THIS CITY THAT HAS CHRONICALLY GONE  
[01:25:22] UNDER FUNDED. I'M NOT TRYING TO  
[01:25:26] CRITICIZE ANYBODY HERE.  
[01:25:29] WE HAVE 124 BRIDGES IN SEATTLE.  
[01:25:33] WE WOULD BE AN ISLAND CUT OFF FROM THE  
[01:25:36] REST OF THE WORLD IF WE DID NOT HAVE OUR  
[01:25:38] FUNCTIONAL BRIDGES THAT SERVE OUR  
[01:25:40] REGIONAL TRANSPORTATION NETWORK. AND WE  
[01:25:43] HAVE JUST GOT TO DO A BETTER JOB OF  
[01:25:45] BRIDGE FUNDING TO ENSURE MAINTENANCE AND  
[01:25:48] REPAIR ARE DONE CONSISTENTLY IN ENTIRELY  
[01:25:51] MANNER TO PREVENT THIS KIND OF  
[01:25:54] CATASTROPHE, WHICH IT WAS SO THAT'S  
[01:25:57] MY PLUG IS FOR US ALL TO DO A BETTER  
[01:25:59] JOB, WORK HARDER AND PRIORITIZING FRAG  
[01:26:02] MOBILITY, BUT ESPECIALLY BRIDGE  
[01:26:04] INFRASTRUCTURE, MAINTENANCE AND REPAIR.



[01:26:06] THERE ARE MANY BRIDGES, I THINK SOME 34  
[01:26:09] THAT ARE DEGRADED TO THE POINT WHERE  
[01:26:13] THEY'RE PRACTICALLY NO LONGER  
[01:26:15] SERVICEABLE. THE MAGNOLIA BRIDGE HAS  
[01:26:17] LANGUISHED FOR TWO DECADES,  
[01:26:19] AND WE DON'T WANT TO WAIT FOR IT TO SHUT  
[01:26:22] DOWN TO GET THAT IMPORTANT CONNECTOR TO  
[01:26:26] MAGNOLIA COMMUNITY DONE BEFORE  
[01:26:30] SOME NEW DISASTER. YES, THERE'S CONCRETE  
[01:26:33] FALLING OFF THE MAGNOLIA BRIDGE. IT IS  
[01:26:36] UNSAFE TO BE UNDERNEATH IT. AND THAT  
[01:26:38] CONDITION EXISTS TODAY. SO THAT'S MY  
[01:26:40] PITCH. BUT REALLY, I JUST WANT TO  
[01:26:42] EXPRESS MY GREAT GRATITUDE TO THE CITY  
[01:26:45] TO DIRECTORS AND BOB WAY,  
[01:26:49] THE DEPUTY MAYOR, MOSTLY. WHERE DID  
[01:26:52] HE GO? IS HE STILL HERE AND ALL THE  
[01:26:55] STAFF THAT HAVE WORKED SO HARD TO BRING  
[01:26:56] THIS TOGETHER? THANK YOU SO MUCH. NOW TO  
[01:26:59] MY QUESTION. SORRY.  
[01:27:03] I HAVE A QUESTION ABOUT THE CITY'S  
[01:27:06] DIVERSITY AND CONTRACTING AND HOW THAT  
[01:27:07] WILL APPLY TO THE BRIDGE REPAIRS BECAUSE  
[01:27:10] WE HAVE AGGRESSIVE GOALS AT THE PORT. I  
[01:27:12] APPRECIATE THE PRIORITY HIGHER, BUT I  
[01:27:14] SAW NO MENTION OF DIVERSITY OF  
[01:27:16] CONTRACTING GOALS FOR THIS PROJECT.  
[01:27:20] SURE, I CAN JUMP IN ON THAT. THANKS FOR  
[01:27:24] SO WE WILL HAVE DBE GOALS BECAUSE  
[01:27:28] THERE ARE FEDERAL FUNDS ASSOCIATED WITH  
[01:27:31] IT. WE WILL BE WORKING WITH THE FEDERAL  
[01:27:33] HIGHWAY ADMINISTRATION TO SET DBE GOALS  
[01:27:36] THROUGHOUT THE PROJECT FOR PARTICIPATION  
[01:27:39] AND THEN ALSO THAT. DO YOU KNOW WHAT THE  
[01:27:43] SCHOOLS ARE FOR PARTICIPATION FOR  
[01:27:44] MINORITY OF WOMEN OWNED BUSINESS  
[01:27:46] CONTRACT. IT WILL BE DONE ON THE WAY  
[01:27:50] THAT THE GENERAL CONTRACTOR CONSTRUCTION  
[01:27:51] MANAGER APPROACH WILL WORK IS WE HAVE  
[01:27:54] THAT OVERALL GCC CONTRACTOR ON BOARD.  
[01:27:57] THEY WILL DEVELOP CONTRACT PACKAGES FOR  
[01:28:00] PIECES OF IT, AND EACH OF THOSE WILL  
[01:28:02] HAVE DBE GOALS ASSOCIATED WITH IT AS WE  
[01:28:04] FINALIZE AND PUT THOSE OUT THAT ARE SET  
[01:28:08] WITH FEDERAL HIGHWAY ADMINISTRATION.  
[01:28:10] GREAT. ALL RIGHT. THANK YOU SO MUCH.  
[01:28:13] THANK YOU. COMMISSIONER STEINBRUECK  
[01:28:15] MOVING TO COMMISSIONER CHO FOR QUESTIONS AND  
[01:28:17] COMMENTS FOR STAFF. YEAH. I APPRECIATE  
[01:28:20] THE PRESENTATION AND ALL THE CONTEXT. I  
[01:28:23] WOULD LIKE TO PIGGYBACK OF COMMISSIONER  
[01:28:25] BOWMAN QUESTION ABOUT STATE FUNDING AND  
[01:28:26] ACTUALLY ASKED ABOUT FEDERAL FUNDING.  
[01:28:28] AS WE ALL KNOW, THERE'S A FEW  
[01:28:30] INFRASTRUCTURE PACKAGES THAT ARE MAKING  
[01:28:32] HIS WAY THROUGH CONGRESS AND CURIOUS  
[01:28:35] WHETHER OR NOT WE THINK THAT THIS  
[01:28:38] PROJECT WOULD ACTUALLY QUALIFY FOR  
[01:28:40] FEDERAL FUNDING. I SIT ON A FEW SRC  
[01:28:44] BOARDS, AND I THINK THIS WAS ONE OF THE  
[01:28:46] CONSIDERATIONS, GIVEN THE CHOICE OF  
[01:28:49] WHETHER OR NOT THIS IS SOMETHING THAT  
[01:28:51] SEATTLE SHOULD BEAR THE BRUNT OF OR IF

[01:28:53] THERE SHOULD BE MORE REGIONAL APPROACH  
[01:28:54] GIVEN THE POSSIBILITY OF INFRASTRUCTURE  
[01:28:57] BILL. SO IF I CAN GET SOME CLARITY ON  
[01:28:59] THAT, THAT WOULD BE REALLY HELPFUL WOULD  
[01:29:03] BE GREAT. SURE, I CAN TAKE THAT ONE AS  
[01:29:05] WELL. SO THE TIMING  
[01:29:09] REMAINS UNCERTAIN IN WASHINGTON.  
[01:29:11] OBVIOUSLY, WE'RE ALL LOOKING THAT WAY AS  
[01:29:12] WELL. WE HAVE RIGHT  
[01:29:17] NOW. THE TIMING WITH MAJOR CONSTRUCTION  
[01:29:19] STARTING LATER THIS FALL MAKES IT  
[01:29:22] SEEM LIKE IT'S UNLIKELY THAT A BILL  
[01:29:25] WOULD MAKE ITS WAY THROUGH WASHINGTON  
[01:29:28] AND THEN GET OUT TO THE  
[01:29:31] AGENCIES TO DISTRIBUTE FUNDING IN A  
[01:29:34] TIMELINE THAT WE COULD ACCESS THAT  
[01:29:35] BEFORE WE START THAT MAJOR CONSTRUCTION.  
[01:29:38] WE'RE ALSO SORT OF NEARING THE MAXIMUM  
[01:29:41] FEDERAL SHARE THAT WE COULD ANTICIPATE  
[01:29:43] FOR THE PIER PIECES THAT ARE FEDERALLY  
[01:29:45] ELIGIBLE.  
[01:29:47] LIKE YOU SAID, COMMISSIONER CHO,  
[01:29:50] THE FHA OR THE USDOT FUNDS THAT  
[01:29:53] I MENTIONED THAT \$37.7 MILLION CAME FROM  
[01:29:56] A COUPLE OF DIFFERENT SOURCES. SOME OF  
[01:29:57] IT CAME DIRECTLY FROM HEADQUARTERS  
[01:29:59] THROUGH THE INFO PROGRAM. SOME OF IT  
[01:30:01] CAME THROUGH PSC AND WAS HIGHLIGHTED AS  
[01:30:04] A REGIONAL PRIORITY THERE, AND SOME OF  
[01:30:05] IT CAME THROUGH WASHED OUT THROUGH A  
[01:30:07] STATE LOCAL BRIDGE PROGRAM. SO WE HAVE  
[01:30:09] ASSEMBLED THAT \$37 MILLION THROUGH A  
[01:30:12] COUPLE OF DIFFERENT PROGRAMS  
[01:30:13] HIGHLIGHTING THE REGIONAL AND STATEWIDE  
[01:30:15] SIGNIFICANCE OF THE THIS PROJECT, IN  
[01:30:16] ADDITION TO THE NATIONAL SIGNIFICANCE TO  
[01:30:18] THAT IN FOR OUR PROGRAM. GOT IT. THANK  
[01:30:21] YOU FOR THAT CLARITY. THANK YOU,  
[01:30:24] COMMISSIONER. TO MOVING TO COMMISSIONER  
[01:30:25] CALKINS. YEAH. THANK YOU ALL FOR THE  
[01:30:28] PRESENTATION. I'M GOING TO USE MY TIME  
[01:30:30] TO BE A LITTLE BIT OF A FANBOY FOR  
[01:30:33] DIRECTORS IN BABE. I HAVE BEEN  
[01:30:36] EXTRAORDINARILY IMPRESSED WITH YOUR  
[01:30:37] LEADERSHIP OF STAT DURING THIS PRIDE  
[01:30:39] THEME IN JUST PRIOR TO ARGUABLY BETWEEN  
[01:30:43] THE PANDEMIC AND THE WEST SEATTLE  
[01:30:44] BRIDGE, AN EXTRAORDINARY MOMENT WHERE WE  
[01:30:48] NEEDED GOOD LEADERSHIP AND YOUR  
[01:30:50] LEADERSHIP, I THINK FIRST AND FOREMOST  
[01:30:52] HAS BEEN BASED ON GOOD HARD SCIENCE,  
[01:30:56] AND I SUSPECT YOU HAVE BORN  
[01:31:00] MORE THAN YOUR FAIR SHARE OF SLINGS AND  
[01:31:02] ARROWS FOR VERY HARD DECISIONS THAT YOU  
[01:31:04] HAD TO MAKE, OR YOU HAD TO COUNSEL THE  
[01:31:06] MAYOR TO MAKE, INCLUDING THE CLOSURE OF  
[01:31:09] THE BRIDGE, AMONGST OTHER THINGS. BUT  
[01:31:11] WE'RE COMING UP IN A PERIOD OF  
[01:31:13] TRANSITION AND CITY LEADERSHIP, AND I  
[01:31:15] SINCERELY HOPE THAT YOU REMAIN THROUGH  
[01:31:17] THAT TRANSITION AND PERSIST IN YOUR  
[01:31:20] EFFORTS TO LEAD THE STAT. AND ONE FINAL  
[01:31:24] COMMENT I WOULD MAKE IS TO SAY, I AM

[01:31:28] PARTICULARLY IMPRESSED WITH YOUR GREEN  
[01:31:30] VISION FOR OUR CITY, NOT JUST THE  
[01:31:32] DEPARTMENT OF TRANSPORTATION, BUT I  
[01:31:34] THINK THE DOT IS A HUGE PART OF HOW WE  
[01:31:38] BRING ABOUT A GREEN NEW DEAL FOR THE  
[01:31:40] CITY AND YOUR EFFORTS, BOTH AS A  
[01:31:44] MANAGER OF A BIG DEPARTMENT, BUT ALSO AS  
[01:31:46] AN ADVOCATE TO YOUR BOSS. BUT HOW WE CAN  
[01:31:49] TRANSITION OUR CITY TOWARDS A GREENER  
[01:31:52] MEANS OF GETTING AROUND FOR PEOPLE AND  
[01:31:55] FREIGHT IS A REALLY IMPORTANT VOICE IN  
[01:31:58] OUR PUBLIC CONVERSATION. SO KUDOS TO YOU  
[01:32:01] FOR ALL THIS WORK. I'M PLEASED TO  
[01:32:03] SUPPORT THIS BASED ON THE DEAL THAT OUR  
[01:32:05] TEAM WAS ABLE TO NEGOTIATE WITH THE  
[01:32:07] CITY. AND SO THANKS AGAIN  
[01:32:11] FOR THE PRESENTATION. THANK YOU.  
[01:32:14] COMMISSIONER CALKINS. MOVING TO  
[01:32:16] COMMISSIONER FELLEMAN. I THINK  
[01:32:21] THAT WAS AN INVITATION TO JOIN A  
[01:32:24] COMMISSIONER CALKINS LINKEDIN SIGHT FOR  
[01:32:26] ENDORSEMENT OF VARIOUS DIFFERENT SKILL  
[01:32:28] SETS. BUT WE  
[01:32:31] JUST WANT TO DO ALL THE GOOD WORK AND  
[01:32:33] IT'S REALLY JUST BEEN FANTASTIC TO SEE.  
[01:32:35] I REALLY THINK THE MORE PARTNERSHIP  
[01:32:37] SUPPORT CAN FORM OF THIS CONSTRUCTIVE  
[01:32:39] NATURE WHERE ALL THE BETTER FOR IT.  
[01:32:42] AND I THINK IT'S ONLY BEEN INCREASING  
[01:32:44] OVER TIME. SO THANK YOU FOR THIS  
[01:32:46] SIGNIFICANT DES MOINES OF WHAT TEAMWORK CAN  
[01:32:49] DO. I THINK WE'VE ALL SPOKEN AND WAXED  
[01:32:51] ELOQUENTLY ENOUGH AT THIS POINT AND  
[01:32:53] WE'RE ALL VERY EXCITED TO YOU GET THIS  
[01:32:57] MLU SIGN SEALED AND DELIVERED. SO IF  
[01:33:02] THERE'S NO FURTHER QUESTIONS, CLEAR  
[01:33:05] CART. COMMISSIONERS, PLEASE UNMUTE  
[01:33:07] YOURSELF AND THEN CLERK HART. WOULD YOU  
[01:33:10] PLEASE SEE IF THERE'S A MOTION MOTION?  
[01:33:13] I MOVE MLU AUTHORIZATION.  
[01:33:18] WE HAVE A SECOND AND  
[01:33:22] WE'LL GO AHEAD AND CALL THE ROLL FOR THE  
[01:33:24] BOAT BEGINNING WITH COMMISSIONER BOWMAN.  
[01:33:26] I THANK YOU, COMMISSIONER CALKINS.  
[01:33:29] ALRIGHT. THANK YOU, COMMISSIONER CHO.  
[01:33:32] AYE. THANK YOU, COMMISSIONER STEINBRUECK.  
[01:33:35] YES. THANK YOU, COMMISSIONER FELLEMAN.  
[01:33:37] AYE. THANK YOU. YOU HAVE FIVE YESSES AND  
[01:33:40] ZERO NOS FOR THIS ITEM. WELL, THE MOTION  
[01:33:43] PASSES AND CONGRATULATIONS TO ALL. LOOK  
[01:33:46] FORWARD TO SEE US GETTING HER DONE.  
[01:33:47] CLERK HART, PLEASE READ THE NEXT ITEM  
[01:33:50] INTO THE RECORD AND WE'LL THEN HEAR FROM  
[01:33:52] EXECUTIVE METRUCK TO INTRUST INTRODUCE  
[01:33:54] IT. THANK YOU. CHRISTMAS AGENDA ITEM TEN  
[01:33:57] THE AUTHORIZATION FOR THE EXECUTIVE  
[01:33:59] DIRECTOR TO ADVERTISE AN AWARD A MAJOR  
[01:34:01] PUBLIC WORKS CONTRACT FOR THE EARLY  
[01:34:04] DEMOLITION OF THE FOURTH FLOOR BRIDGE TO  
[01:34:06] THE MAIN PARKING GARAGE TO AMEND  
[01:34:07] EXISTING SERVICE AGREEMENTS FOR AIRPORT  
[01:34:10] ROADWAY DESIGN SUPPORT SERVICES WITH  
[01:34:12] HNTB AND THE AMOUNT OF \$3,100,000

[01:34:16] WITH A NEW CONTRACT TOTAL OF \$8,700,000  
[01:34:18] TO ENTER INTO A REIMBURSABLE AGREEMENT  
[01:34:21] WITH THE FEDERAL AVIATION ADMINISTRATION  
[01:34:23] AND TO AUTHORIZE AN ADDITIONAL  
[01:34:25] \$6,900,000 FOR A TOTAL PROJECT  
[01:34:27] AUTHORIZATION OF \$15,500,000 FOR THE  
[01:34:31] WIDENING ARRIVALS BROADWAY PROJECT AT  
[01:34:33] SEATTLE TACOMA INTERNATIONAL AIRPORT.  
[01:34:36] COMMISSIONERS THE WIDEN ARRIVALS PROJECT  
[01:34:40] IS A PROJECT CRITICAL TO RELIEVING HIGH  
[01:34:42] LEVELS OF CONGESTION ON THE MAIN ACCESS  
[01:34:44] TO SEATTLE TACOMA INTERNATIONAL AIRPORT.  
[01:34:46] ALL OF US ARE FAMILIAR WITH THE FREQUENT  
[01:34:48] TRAFFIC BACKUPS THAT OFTEN EXTEND BACK  
[01:34:50] TO STATE ROAD 518. THE PROJECT WILL  
[01:34:53] SHIFT ARRIVALS DRIVE TO THE WEST AND  
[01:34:55] WIDEN IT FROM TWO LANES TO FOUR LANES  
[01:34:57] AND THE AREA IMMEDIATELY ADJACENT IN  
[01:34:59] NORTH OF THE EXISTING TERMINAL. THE  
[01:35:01] PROJECT WORK WILL BEGIN NEAR SOUTH 107  
[01:35:04] BED STREET, AND THE NEW LANES WILL ADD  
[01:35:06] NEW ACCESS TO THE GARAGE. AS YOU MAY  
[01:35:09] RECALL, THE COMMISSION APPROVED INITIAL  
[01:35:10] DESIGN WORK FOR THIS PROJECT IN 2019 AND  
[01:35:13] IS BEFORE YOU TODAY AS THE SCOPE HAS  
[01:35:16] INCREASED AND TO PROVIDE FOR EARLY  
[01:35:18] DEMOLITION OF THE ABSOLUTE RAMP INTO THE  
[01:35:20] GARAGE. THE PORT THE PORT COMPLETED  
[01:35:24] STATE ENVIRONMENTAL POLICY ACT SEBA  
[01:35:26] REVIEW OF THE WIDEN ARRIVALS PROJECT IN  
[01:35:28] JUNE OF THIS YEAR ISSUING THE  
[01:35:29] DETERMINATION OF NONSIGNIFICANT.  
[01:35:32] THERE WERE NO OBJECTIONS BECAUSE I KNOW  
[01:35:34] THERE MAY BE SOME CONFUSION REGARDING  
[01:35:37] THE SCOPE OF THIS PROJECT. I WANT TO  
[01:35:39] CLARIFY THAT THIS PROJECT IS NOT PART OF  
[01:35:41] THE SUSTAINABLE AVIATION SUSTAINABLE  
[01:35:43] AVIATION MASTER PLAN PROJECT. IT'S NOT  
[01:35:46] PART OF THE NEAR TERM PROJECTS.  
[01:35:48] ENVIRONMENTAL REVIEW IS AN INDEPENDENT  
[01:35:50] ACTION NEEDED WITH OR WITHOUT THE NEAR  
[01:35:52] TERM PROJECTS TO APPROVE SAFETY AND HELP  
[01:35:54] RELIEVE CONGESTION AND WOULD BE BUILT  
[01:35:57] REGARDLESS OF THE STAMP APPROVAL. TO BE  
[01:35:59] CLEAR, HOWEVER, THE PROJECT IS BEING  
[01:36:01] DESIGNED SO SO IT DOES NOT CONFLICT WITH  
[01:36:03] THE SAME PROJECTS. IF COMMISSION  
[01:36:04] APPROVES THOSE PROJECTS IN THE FUTURE.  
[01:36:06] I WILL ALSO ADD THAT WE PROVIDED  
[01:36:08] BACKGROUND INFORMATION TO COMMUNITY  
[01:36:10] MEMBERS LAST WEEK, BOTH AT THE HIGHLINE  
[01:36:12] FORUM. IT IS PART OF THE BIWEEKLY MEMO  
[01:36:14] SENT TO AIRPORT AREA COMMUNITIES IN  
[01:36:16] ADVANCE OF EACH COMMISSION MEETING.  
[01:36:18] PRESENTERS THIS AFTERNOON ARE PETER  
[01:36:20] LINDSEY, AIRPORT OPERATIONS DEVELOPMENT  
[01:36:22] MANAGER, LANDSIDE OPERATIONS AND HEATHER  
[01:36:24] BOARD, HURST CAPITAL PROJECTS MANAGER,  
[01:36:27] AVIATION PROJECT MANAGEMENT. SO THAT'LL  
[01:36:29] SEND IT ALSO AVAILABLE TO ANSWER  
[01:36:31] QUESTIONS ACTUALLY SAY OR LANCE LITTLE  
[01:36:34] AND THE LAND LITTLE,  
[01:36:38] MANAGING DIRECTOR OF THE AVIATION, MIKE

[01:36:41] VIA, ACTING CHIEF OF POLICE, AND STEVE  
[01:36:44] REVOLT, SENIOR ENVIRONMENTAL PROGRAM  
[01:36:46] MANAGER, IN CASE THEY HAVE TO SPEAK AS  
[01:36:48] WELL TO ANSWER QUESTIONS. SO THAT ALSO  
[01:36:49] NAMED PETER PETER. THANK YOU, EXECUTIVE  
[01:36:53] METRUCK. GOOD AFTERNOON, COMMISSIONERS.  
[01:36:54] ONCE AGAIN, PETER LINDSEY, LANDSIDE  
[01:36:57] DEVELOPMENT MANAGER, AND I'M JOINED  
[01:36:58] TODAY BY MY COLLEAGUE HEATHER BORN  
[01:37:00] HORST, OUR PROJECT MANAGEMENT GROUP.  
[01:37:01] I'LL ALSO ADD THAT STEVE RIVAL, OUR  
[01:37:04] SENIOR ENVIRONMENTAL PROGRAM MANAGER,  
[01:37:06] IS ALSO AVAILABLE TO ANSWER QUESTIONS  
[01:37:08] AROUND REGULATORY ENVIRONMENTAL ISSUES.  
[01:37:11] WE'RE HERE TODAY TO SEEK AUTHORIZATION  
[01:37:14] TO MOVE FORWARD WITH THE WIDEN ARRIVALS  
[01:37:16] PROJECT, A PROJECT SCOPE TO EXECUTIVE  
[01:37:18] METRUCK SAID WIDEN THE SOUTHBOUND NORTH  
[01:37:20] EXPRESS AWAY FROM FOUR TO SIX LANES,  
[01:37:23] RELOCATE THE NORTH RENTAL CAR BUS CURB  
[01:37:26] FURTHER TO THE NORTH OF THE MAIN  
[01:37:27] TERMINAL AND DEMOLISH THE OLD VALET RAMP  
[01:37:30] AND ALSO DEDICATE A NUMBER OF LANES TO  
[01:37:32] THE PARKING GARAGE AND THE GROUND  
[01:37:34] TRANSPORTATION SERVICE AREA. AS A KEY  
[01:37:37] SPONSOR FOR THIS PROJECT, OPERATIONS  
[01:37:38] SUPPORT THE IMPLEMENTATION OF THESE  
[01:37:40] IMPROVEMENTS, WHICH ARE AIMED AT  
[01:37:41] RELIEVING CONGESTION AND PROVIDING A  
[01:37:44] SAFE TRAVEL FOR THE PUBLIC. WE  
[01:37:46] ACKNOWLEDGE THAT THERE'S A NUMBER OF  
[01:37:48] OTHER PROGRAMMATIC EFFORTS UNDERWAY WITH  
[01:37:50] THE COMMISSIONER AND GROUND  
[01:37:51] TRANSPORTATION ACCESS PLAN AND THAT  
[01:37:53] THESE EFFORTS ARE COMPLEMENTARY TO THIS  
[01:37:55] PROJECT ULTIMATELY AND WITH THAT, I'M  
[01:37:57] GOING TO TURN IT OVER FOR THE BALANCE OF  
[01:37:59] THE PRESENTATION TO HEATHER BORN HORSE  
[01:38:01] OR PROJECT MANAGEMENT GROUP WILL GIVE  
[01:38:03] YOU MORE DETAILS ON THE PROJECT ITSELF  
[01:38:05] AND THE JUSTIFICATION FOR SOME OF THESE  
[01:38:07] IMPROVEMENTS. THANK YOU, PETER. IF WE  
[01:38:10] CAN GO TO THE NEXT SLIDE, PLEASE,  
[01:38:15] WE'RE GOING TO START OFF BY REVIEWING  
[01:38:17] THE SCOPE OF WORK FOR THE WIDEN ARRIVALS  
[01:38:19] PROJECT. THIS PROJECT WILL PROVIDE AN  
[01:38:21] ADDITIONAL TWO LANES FOR A TOTAL OF SIX  
[01:38:23] LANES FROM SOUTH 170TH STRAIGHT INTO THE  
[01:38:26] DEPARTURES AND ARRIVALS CURB SIDES AND  
[01:38:28] MAIN GARAGE. TWO LANES WILL BE PROVIDED,  
[01:38:30] TWO DEPARTURES, TWO LANES TO THE  
[01:38:33] ARRIVALS CURB SIDE AND TWO LANES FOR  
[01:38:35] PARKING AND COMMERCIAL GROUND  
[01:38:36] TRANSPORTATION SERVICES IN THE MAIN  
[01:38:38] GARAGE. A NUMBER OF EXISTING UTILITY  
[01:38:41] INFRASTRUCTURE SYSTEMS WILL BE RELOCATED  
[01:38:43] TO SUPPORT THE WIDENING EFFORT. THIS  
[01:38:45] INCLUDES POWER, COMMUNICATIONS, WATER,  
[01:38:48] STORM, WATER AND NATURAL GAS. THE ROLAND  
[01:38:51] CAR BUS CURVE WILL ALSO BE RELOCATED FOR  
[01:38:53] THE NORTH TO EXTEND THE ARRIVALS,  
[01:38:55] CURBSIDE LOAD AND UNLOAD AREA. WE WILL  
[01:38:58] ALSO BE DEMOLISHING A BRIDGE THAT IS NO

[01:39:00] LONGER IN USE THAT CONNECTS THE  
[01:39:02] DEPARTURES TO THE FOURTH FLOOR, THE MAIN  
[01:39:04] GARAGE. THIS BRIDGE WAS TAKEN OUT OF  
[01:39:06] SERVICE WHEN WE EXTENDED LIGHT RAIL TO  
[01:39:08] THE AIRPORT. WE ALSO DEFER SOME SEISMIC  
[01:39:11] RETROFIT SCOPE AT THE NORTH PORTAL OF  
[01:39:13] THE SERVICE TUNNEL, AND THAT PROJECT  
[01:39:15] WILL COMPLETE THIS EFFORT. AND LASTLY,  
[01:39:18] WE ARE ALSO REPLACING POWER AND WATER  
[01:39:20] UTILITY INFRASTRUCTURE THAT HAS REACHED  
[01:39:22] THE END OF ITS USEFUL LIFE. THESE  
[01:39:24] SYSTEMS WERE ALREADY IMPACTED BY THE  
[01:39:26] PROJECT AND WE'RE BEING PARTIALLY  
[01:39:28] RELOCATED. THE SCOPE HAS BEEN EXPANDED  
[01:39:30] TO INCLUDE THE FULL REPLACEMENT OF THOSE  
[01:39:32] SYSTEMS. NEXT SLIDE PLEASE.  
[01:39:37] THIS SLIDE SHOWS THE LOCATION OF THE  
[01:39:40] PROJECT. NORTH IS TO YOUR RIGHT.  
[01:39:43] 170TH STREET IS ON THE RIGHT HAND SIDE  
[01:39:46] OF THE PAGE AND ON THE LEFT HAND SIDE OF  
[01:39:48] THE PAGE. JUST OFF THE MAP IS THE MAIN  
[01:39:50] TERMINAL AND THE GARAGE. I WILL START IN  
[01:39:52] THE UPPER RIGHT HAND CORNER NEAR THE  
[01:39:54] INTERSECTION OF AIR CARGO ROAD AND 170TH  
[01:39:57] STREET. CURRENTLY THE SOUTH BOND LANES  
[01:39:59] OF THE NORTHERN AIRPORT EXPRESS. WE PASS  
[01:40:02] OVER 170TH STREET. THERE ARE FIVE LANES  
[01:40:04] MERGING INTO FOUR LANES. AT THAT  
[01:40:06] LOCATION. WE WILL BE RECONFIGURING THOSE  
[01:40:09] LANES AS THEY PASS OVER THE BRIDGE SO  
[01:40:11] THAT WE CAN MAINTAIN FIVE LANES OF  
[01:40:13] TRAFFIC AND START WIDENING TO ADD THE  
[01:40:15] 6TH LANE JUST SOUTH OF THE BRIDGE. AS  
[01:40:17] YOU CONTINUE SOUTH WILL REACH A DECISION  
[01:40:20] POINT BETWEEN DEPARTURES AND ARRIVALS  
[01:40:22] AND PARKING. DEPARTURES TRAFFIC WILL  
[01:40:24] EXIT FROM THE RIGHT AND THOSE TWO LINES  
[01:40:26] WILL CONTINUE TO THE CURB SIDE AS THEY  
[01:40:28] DO TODAY. AS WE CONSIDER CONTINUE  
[01:40:31] SOUTH FROM THAT DECISION POINT, WE WILL  
[01:40:33] HAVE FOUR LANES OF TRAFFIC, WHICH ARE  
[01:40:35] TWO MORE THAN WE HAVE TODAY. ONE LANE  
[01:40:38] WILL THEN EXIT FROM THE LEFT AND PROVIDE  
[01:40:39] ACCESS TO THE NORTH PARKING ENTRANCE IN  
[01:40:41] THE MAIN GARAGE. THE SECOND LANE WILL  
[01:40:44] EXIT FROM THE LEFT AND ALSO PROVIDE  
[01:40:46] ACCESS TO THE THIRD FLOOR GROUND  
[01:40:47] TRANSPORTATION CENTER LOCATED IN THE  
[01:40:49] MAIN GARAGE, AND THE TWO REMAINING LANES  
[01:40:52] WILL CONTINUE AND PROVIDE ACCESS TO THE  
[01:40:54] ARRIVALS CURB SITE AS THEY DO TODAY.  
[01:40:57] GIVEN THE NARROWS CORRIDOR BETWEEN THE  
[01:41:00] EXISTING LIGHTRAIL GUIDEWAY AND THE  
[01:41:01] GATES ON CONCOURSE D, WE WILL BE  
[01:41:03] RELOCATING AIR CARGO ROAD INTO THE HILL  
[01:41:06] SIDE ADJACENT TO THE AIRFIELD.  
[01:41:08] DEPARTURES WILL BE RELOCATED FURTHER  
[01:41:10] WEST INTO THE EXISTING AIR CARGO ROAD.  
[01:41:12] ALIGNMENT AND ARRIVALS WILL BE RELOCATED  
[01:41:15] INTO THE EXISTING DEPARTURES ALIGNMENT.  
[01:41:17] THERE ARE SEVERAL RETAINING WALLS IN  
[01:41:20] THIS AREA THAT WILL BE CONSTRUCTED TO  
[01:41:21] SUPPORT THE ROADWAYS. THE RENTAL

[01:41:25] CAR BUS CURVE WILL BE RELOCATED FOR THE  
[01:41:27] NORTH. YOU CAN SEE THAT AT THE SOUTH END  
[01:41:29] OF THE MAP. ON YOUR LEFT. RENTAL CAR  
[01:41:31] CUSTOMERS WILL NEED TO WALK  
[01:41:32] APPROXIMATELY 200FT FURTHER TO GET TO  
[01:41:34] THE CONSOLIDATED BUS AND OVERHEAD  
[01:41:37] WEATHER PROTECTION WILL BE PROVIDED TO  
[01:41:38] SUPPORT QUEUING AND LOADING AND  
[01:41:40] UNLOADING OPERATIONS. I ALSO WANT TO  
[01:41:43] POINT OUT THAT THE PROPOSED UTILITY  
[01:41:45] CORRIDOR THAT IS INCLUDED ON THIS  
[01:41:47] EXHIBIT. WHILE THAT SCOPE IS NOT  
[01:41:49] INCLUDED IN THE WIDEN ARRIVALS PROJECT,  
[01:41:51] I HAVE INCLUDED IT HERE WITH THIS  
[01:41:53] EXHIBIT SO YOU CAN SEE ITS RELATIONSHIP  
[01:41:55] WITH THIS PROJECT IMPROVEMENTS.  
[01:41:58] NEXT SLIDE, PLEASE THIS  
[01:42:03] PROJECT SUPPORTS A COUPLE OF THE PORT  
[01:42:05] CENTURY AGAIN AGENDA GOALS THE FIRST TWO  
[01:42:07] TO ADVANCE THIS REGION AS A LEADING  
[01:42:09] TOURISM DESTINATION IN BUSINESS GATEWAY.  
[01:42:12] WHEN WE FIRST CONSTRUCTED THE AIRPORT  
[01:42:14] ROADWAY SYSTEM IN 1970, IT WAS DESIGNED  
[01:42:16] TO SUPPORT AN OVERALL ACTIVITY LEVEL OF  
[01:42:18] APPROXIMATELY 25 MILLION ANNUAL  
[01:42:20] PASSENGERS. SINCE THAT TIME, WE HAVE  
[01:42:23] EXTENDED THE USE OF THESE FACILITIES BY  
[01:42:24] RELOCATING COMMERCIAL GROUND  
[01:42:26] TRANSPORTATION SERVICES INTO THE MAIN  
[01:42:27] GARAGE, BY ADDING THE FIFTH LANE THROUGH  
[01:42:30] THE ARRIVALS CURBS, BY RELOCATING RENTAL  
[01:42:33] CAR OPERATIONS OFF SITE, AND BY  
[01:42:35] SUPPORTING THE EXTENSION OF LIGHT RAIL  
[01:42:36] TRANSIT AND OTHER PUBLIC TRANSIT  
[01:42:38] INITIATIVES AT THE AIRPORT IN 2019.  
[01:42:42] BEFORE THE PANDEMIC, WHEN OUR AIRPORT  
[01:42:43] ACTIVITY LEVEL WAS AT 51.8 MILLION  
[01:42:46] ANNUAL PASSENGERS, WE EXPERIENCED  
[01:42:48] SIGNIFICANT ROADWAY CONGESTION AND  
[01:42:50] QUEUING DURING THE SUMMER MONTH EVENING  
[01:42:52] PEAK PERIODS. QUEUING ROUTINELY EXTENDED  
[01:42:55] PAST THE AIR TRAFFIC CONTROL TOWER, AS  
[01:42:57] DEPICTED IN THE PHOTO. THE SOURCE OF  
[01:43:00] THAT CONGESTION IS THAT WE ARE  
[01:43:02] OVERLOADING THE LEFT LANE THAT HEADS  
[01:43:03] INTO ARRIVALS WITH PARKING AND GROUND  
[01:43:06] TRANSPORTATION CENTER EXIT RAMPS.  
[01:43:08] THERE'S TOO MUCH TRAFFIC IN THAT LEFT  
[01:43:10] LANE TRYING TO ACCESS THOSE FACILITIES.  
[01:43:13] AS YOU KNOW, THE AIRPORTS ACTIVITY  
[01:43:15] LEVELS ARE RETURNING, AND THE CONGESTION  
[01:43:17] AND QUEUING HAVE ALSO RETURNED DURING  
[01:43:19] OUR PEAK PERIODS. I WAS PICKING UP  
[01:43:21] FRIENDS ACTUALLY LAST WEEK AND  
[01:43:22] PERSONALLY OBSERVED CONGESTION AND  
[01:43:24] QUEUING THAT EXTENDED TO NEARLY THE 163  
[01:43:26] THE SOUTH 160 STREET BRIDGE AND RETURN  
[01:43:30] TO TERMINAL RAMP. MODELING HAS SUGGESTED  
[01:43:33] THAT IN THE NEAR TERM, QUEUING AND  
[01:43:35] CONGESTION COULD EXTEND TO THE I FIVE I  
[01:43:37] FOUR FIVE INTERCHANGE DURING THE SUMMER  
[01:43:39] MONTHS. THIS REPRESENTS AN AVERAGE DELAY  
[01:43:42] OF NEARLY 25 MINUTES FOR HALF OF OUR

[01:43:44] SUMMER NIGHTS OF TRAVEL. THIS PROJECT IS  
[01:43:48] INTENDED TO PROVIDE THE LANE CAPACITY TO  
[01:43:50] ALLEVIATE THOSE CONGESTION LEVELS BY  
[01:43:52] SEPARATING MAIN GARAGE, PARKING AND  
[01:43:53] GROUND TRANSPORTATION TRAFFIC FROM THE  
[01:43:55] ARRIVALS, CURBSIDE TRAFFIC AND PROVIDING  
[01:43:58] THEIR OWN LINES OF TRAVEL. NEXT SLIDE,  
[01:44:01] PLEASE THE  
[01:44:05] SECOND CENTURY AGENT THE GOAL THIS  
[01:44:06] PROJECT SUPPORTS IS THE GOAL TO BE THE  
[01:44:08] GREENEST AND MOST ENERGY EFFICIENT PORT  
[01:44:10] IN NORTH AMERICA. THIS PROJECT INCLUDES  
[01:44:12] STORM WATER INFRASTRUCTURE THAT WILL  
[01:44:14] MEET OR EXCEED OR REQUIREMENTS FOR STORM  
[01:44:16] WATER. THE TEAM IS LOOKING AT A RANGE OF  
[01:44:18] BEST MANAGEMENT PRACTICE AS PART OF THAT  
[01:44:20] DESIGN EFFORT. IN ADDITION, THE  
[01:44:23] COMMISSION IS CONSIDERING SEVERAL GROUND  
[01:44:25] TRANSPORTATION STRATEGIES AT THE AIRPORT  
[01:44:27] THAT WILL FURTHER REDUCE THE  
[01:44:28] ENVIRONMENTAL IMPACT AND FOSTER SOCIAL  
[01:44:30] EQUITY AND CUSTOMER CHOICE. THIS PROJECT  
[01:44:32] SUPPORTS THOSE GROUND TRANSPORTATION  
[01:44:34] STRATEGIES IN TWO WAYS. FIRST, A KEY  
[01:44:37] ELEMENT OF THE GROUND TRANSPORTATION  
[01:44:38] STRATEGY IS TO ENSURE THAT WILL ONLY  
[01:44:41] TAKE 15 MINUTES TO TRAVEL BETWEEN THE  
[01:44:43] CLOCK TOWER AND THE CURBSIDE OR MAIN  
[01:44:44] GARAGE. THIS PROJECT PROVIDES THE  
[01:44:47] CAPACITY IMPROVEMENTS NECESSARY TO  
[01:44:48] REDUCE CONGESTION AND MEET THAT  
[01:44:50] OBJECTIVE. SECOND, THIS PROJECT IS  
[01:44:54] ESSENTIALLY BALANCING THE LANE CAPACITY  
[01:44:56] WITH THE CAPACITY OF THE FACILITIES THEY  
[01:44:58] SUPPORT. SO AS POLICIES ARE IMPLEMENTED  
[01:45:01] WITH REGARDS TO HOW THE CURBSIDE AND  
[01:45:03] FACILITIES IN THE MAIN GARAGE ARE  
[01:45:04] UTILIZED, THE LAND CAPACITY IS AVAILABLE  
[01:45:07] TO SUPPORT IT. NEXT SLIDE, PLEASE.  
[01:45:11] WE LAST  
[01:45:15] DISCUSSED THIS PROJECT WITH THE  
[01:45:16] COMMISSION IN 2019, AND SINCE THAT  
[01:45:18] TIME WE HAVE COMPLETED QUITE A BIT OF  
[01:45:20] WORK. WE HAVE SELECTED OUR DESIGN TEAM  
[01:45:23] AND COMPLETED 30% DESIGN THIS PAST JULY.  
[01:45:25] THIS INCLUDED QUITE A BIT OF  
[01:45:27] COORDINATION WITH THE AIRPORT UTILITY  
[01:45:29] MASTER PLAN AND THE ADVANCED PLANNING  
[01:45:31] EFFORTS SUPPORTING THE SUSTAINABLE  
[01:45:33] AIRPORT MASTER PLAN NEAR TERM PROJECTS.  
[01:45:35] THE PRELIMINARY ALIGNMENT AND  
[01:45:37] CONFIGURATION OF THE UTILITY QUARTER WAS  
[01:45:39] PROVIDED TO US IN THIRD QUARTER LAST  
[01:45:41] YEAR AND THE PRELIMINARY ALIGNMENT AND  
[01:45:43] CONFIGURATION OF THE FUTURE ROADWAY  
[01:45:45] SYSTEM IN FOURTH QUARTER LAST YEAR.  
[01:45:47] BOTH OF THESE WERE THEN INCORPORATED  
[01:45:50] INTO THE DESIGN EFFORT FOR WIDE ARRIVALS  
[01:45:52] TO ENSURE FORWARD COMPATIBILITY.  
[01:45:55] AS I MENTIONED, WE ALSO COMPLETED OUR  
[01:45:58] SEE CHECKLIST FOR THIS PROJECT AND  
[01:45:59] ISSUED A DETERMINATION OF NON  
[01:46:01] SIGNIFICANCE THIS PAST JUNE. WE HAVE



[01:46:04] ALSO RECENTLY REQUESTED AIRLINE APPROVAL  
[01:46:06] FOR THIS PROJECT THROUGH THE MAJORITY  
[01:46:08] AND INTEREST VOTE, AND WE EXPECT TO HEAR  
[01:46:10] RESULTS IN THE NEXT COUPLE OF DAYS.  
[01:46:12] THIS PROJECT WAS PRESENTED AT THE NEWLY  
[01:46:14] FORMED CAPITAL PROGRAM COORDINATION  
[01:46:16] COMMITTEE AND NO OPPOSITION EXPRESSED  
[01:46:18] FROM OUR AIRLINE PARTNERS. NEXT SLIDE,  
[01:46:22] PLEASE.  
[01:46:25] WHEN WE LAST DISCUSSED THIS PROJECT, WE  
[01:46:28] ALSO IDENTIFIED A NUMBER OF SCOPE RISKS  
[01:46:30] ASSOCIATED WITH THE AIRPORT UTILITIES  
[01:46:31] MASTER PLAN. THESE HAVE BEEN RESOLVED,  
[01:46:33] AND I WANTED TO TAKE A MOMENT TO REVIEW  
[01:46:35] THEM WITH YOU. THE AIRPORT UTILITY  
[01:46:38] MASTER PLAN WAS EVALUATING THE NEED FOR  
[01:46:40] A UTILITY CORRIDOR BETWEEN THE EXISTING  
[01:46:42] CENTRAL MECHANICAL PLANT AND THE  
[01:46:43] PROPOSED SECOND TERMINAL. THAT EFFORT  
[01:46:46] CONCLUDED THAT A UTILITY CORRIDOR WAS  
[01:46:48] NEEDED AND DETERMINE ITS LOCATION,  
[01:46:50] WHICH I SHOWED YOU ON THE PREVIOUS  
[01:46:52] SLIDE. WHILE THAT SCOPE OF WORK IS NOT  
[01:46:55] INCLUDED IN THE WIDEN ARRIVALS PROJECT,  
[01:46:57] WE ARE DESIGNING OUR IMPROVEMENTS TO BE  
[01:46:59] FORWARD COMPATIBLE. THE PLACEMENT OF THE  
[01:47:01] RETAINING WALLS AND OTHER STRUCTURES  
[01:47:03] WILL SUPPORT THE FUTURE CONSTRUCTION OF  
[01:47:05] THE UTILITY CORRIDOR IMPROVEMENTS WHILE  
[01:47:07] MAINTAINING SUFFICIENTLY IN CAPACITY TO  
[01:47:09] SUPPORT AIRPORT OPERATIONS DURING  
[01:47:11] CONSTRUCTION. THE AIRPORT  
[01:47:15] UTILITY MASTER PLAN ALSO IDENTIFIED A  
[01:47:17] NUMBER OF UTILITY INFRASTRUCTURE SYSTEMS  
[01:47:19] TO BE EXPANDED TO SUPPORT FUTURE  
[01:47:21] FACILITIES AND CONTINUED PASSENGER  
[01:47:23] GROWTH. NONE OF THESE IMPROVEMENTS ARE  
[01:47:25] INCLUDED IN THE WIDE ARRIVALS PROJECT  
[01:47:27] SINCE THEY ARE LOCATED OUTSIDE THE  
[01:47:29] PROJECT LIMITS. LASTLY, THE PORT  
[01:47:33] UTILITY MATCH PLAN ALSO LOOKED AT THE  
[01:47:34] REPLACEMENT OF AGING UTILITY  
[01:47:36] INFRASTRUCTURE SYSTEMS. A PORTION OF  
[01:47:38] THAT SCOPE HAS BEEN INCLUDED IN THE  
[01:47:40] PROJECT SINCE THE PROJECT WAS PARTIALLY  
[01:47:42] RELOCATING THOSE SYSTEMS. AS I MENTIONED  
[01:47:46] PREVIOUSLY, THE WIDE ARRIVALS PROJECT IS  
[01:47:48] INTENDED TO BE FORWARD COMPATIBLE. THAT  
[01:47:50] MEANS IT WOULD PROCEED WHETHER THE  
[01:47:51] SUSTAINABLE AIRPORT MASTER PLAN NEAR  
[01:47:54] TERM PROJECTS PROCEED OR NOT.  
[01:47:56] NEXT SLIDE, PLEASE.  
[01:48:01] THERE HAVE BEEN SOME CHANGES TO THE  
[01:48:04] PROJECT THAT RESULTED IN THE PROJECT  
[01:48:05] BUDGET INCREASING FROM 50 MILLION TO NOW  
[01:48:08] 79.3 MILLION. THE ROADWAY RAIL ALIGNMENT  
[01:48:12] HAS SHIFTED APPROXIMATELY 35FT FURTHER  
[01:48:15] WEST IN ORDER TO BE FORWARD COMPATIBLE.  
[01:48:17] THIS MEANS THE RETAINING WALLS HAVE  
[01:48:19] GOTTEN LONGER AND TALLER AND WE ARE  
[01:48:22] IMPACTING AND RELOCATING MORE UTILITIES  
[01:48:24] INFRASTRUCTURE SYSTEMS THAN PREVIOUSLY  
[01:48:26] IDENTIFIED. THIS IS RESULTED IN NEARLY

[01:48:29] \$18 MILLION OF THE BUDGET INCREASE.  
[01:48:32] THIS INVESTMENT MEANS THAT WE DO NOT  
[01:48:34] HAVE TO REBUILD THE ROADWAY IMPROVEMENTS  
[01:48:36] WE ARE COMPLETING AS PART OF THIS  
[01:48:38] PROJECT. SHOULD THE FUTURE PROJECTS MOVE  
[01:48:40] FORWARD. WE HAVE ALSO INCREASED THE  
[01:48:43] PROJECT SCOPE OF WORK TO INCLUDE THE  
[01:48:45] REPLACEMENT OF THE AGE THE UTILITY  
[01:48:46] INFRASTRUCTURE SYSTEMS, RESULTING IN THE  
[01:48:48] ADDITION OF APPROXIMATELY \$3 MILLION.  
[01:48:52] WE HAVE ALSO INCLUDED SOME ADDITIONAL  
[01:48:55] OPERATIONAL AND CUSTOMER SCOPE  
[01:48:56] ENHANCEMENTS, SUCH AS VARIABLE MESSAGE  
[01:48:58] SIGNS AND RENTAL CAR CUSTOMER WEATHER  
[01:49:00] PROTECTION. THAT IS INCREASED THE BUDGET  
[01:49:02] BY AN ADDITIONAL 3 MILLION. AS THE  
[01:49:06] OTHER COST OF CONSTRUCTION INCREASE. WE  
[01:49:08] ALSO SEE CORRESPONDING INCREASES IN  
[01:49:10] TRAFFIC CONTROL, EROSION CONTROL,  
[01:49:12] MOBILIZATION AND OTHER COSTS ASSOCIATED  
[01:49:15] WITH CONSTRUCTION. THAT IS RESULTED IN A  
[01:49:18] \$5.3 MILLION INCREASE FOR A TOTAL BUDGET  
[01:49:21] OF 79.3 MILLION.  
[01:49:23] NEXT SLIDE, PLEASE.  
[01:49:27] THE PROJECT IS PROPOSED TO BE DELIVERED  
[01:49:30] IN TWO PHASES UTILIZING TWO DESIGN BID  
[01:49:33] BUILD CONTRACTS. THE FIRST CONTRACT IS  
[01:49:35] AN EARLY WORK EFFORT FOR THE DEMOLITION  
[01:49:37] OF THE EXISTING BRIDGE BETWEEN  
[01:49:39] DEPARTURES AND THE MAIN GARAGE.  
[01:49:40] CONSTRUCTION IS ANTICIPATED TO BE  
[01:49:42] COMPLETE NEXT YEAR. THE SECOND CONTRACT  
[01:49:45] WOULD INCLUDE THE MAJORITY OF THE WORK.  
[01:49:47] CONSTRUCTION IS ANTICIPATED TO BEGIN IN  
[01:49:49] EARLY 2023 AND BE COMPLETE BY YEAR AND  
[01:49:52] 2025. NEXT SLIDE,  
[01:49:56] PLEASE.  
[01:49:58] AS YOU CAN SEE ON THE CONE OF CERTAINTY,  
[01:50:01] THERE ARE STILL REMAIN SOME UNCERTAINTY  
[01:50:02] WITH THIS PROJECT. BOTH ARE THE COST  
[01:50:04] ESTIMATE AND SCHEDULE, ALTHOUGH LESS  
[01:50:06] THAN WHEN WE FIRST STARTED.  
[01:50:09] NEXT SLIDE, PLEASE.  
[01:50:14] THERE ARE SOME RISKS THAT WE ARE STILL  
[01:50:16] MANAGING WITH THIS PROJECT THAT I'LL  
[01:50:17] BRIEFLY TOUCH ON. THERE ARE TWO AIRLINE  
[01:50:20] FUEL FARMS THAT ARE IN THE FINAL STAGES  
[01:50:22] OF CLEANUP AND THE PROJECT WILL BE  
[01:50:23] RELOCATING AIR CARGO ROAD INTO THAT  
[01:50:25] AREA. DEPENDING UPON HOW THE CLEANUP IS  
[01:50:28] RESOLVED, THE PROJECT MAY NEED TO  
[01:50:29] RELOCATE SOME OF THE MONITORING WELLS IN  
[01:50:31] THAT AREA. THERE IS A COMMUNICATION DUCK  
[01:50:34] BANK THAT WE DO NOT ANTICIPATE IMPACTING  
[01:50:36] THAT INCLUDES SOME FEDERAL AVIATION  
[01:50:38] ADMINISTRATION COMMUNICATION SYSTEMS.  
[01:50:40] WE NEED TO FOR THE LOCATION OF THAT  
[01:50:43] DOCUMENT CAN MAKE SURE THAT WE ARE NOT  
[01:50:44] IMPACTING THAT SYSTEM.  
[01:50:47] WE'RE ASSUMING THE PROJECT WILL BE  
[01:50:49] ELIGIBLE FOR A SALES TAX EXEMPTION AND  
[01:50:51] WE NEED TO CONFIRM THAT WITH THE  
[01:50:52] DEPARTMENT OF REVENUE, ONE OF THE

[01:50:55] GROUND TRANSPORTATION STRATEGIES BEING  
[01:50:57] CONSIDERED BY THE COMMISSION IS THE  
[01:50:59] IMPLEMENTATION OF ACCESS FEES. SHOULD  
[01:51:01] THAT BE IMPLEMENTED IN THE NEAR TERM,  
[01:51:03] THERE COULD BE SOME IMPACTS TO THIS  
[01:51:04] PROJECT. AND LASTLY, WHILE WE HAVE DONE  
[01:51:08] QUITE A BIT OF WORK COORDINATING WITH  
[01:51:09] THE ADVANCED PLANNING EFFORTS, THOSE  
[01:51:11] EFFORTS ARE STILL CONTINUING. THEY MAY  
[01:51:14] ENCOUNTER ISSUES THAT REQUIRE CHANGES,  
[01:51:16] AND AS THEY MAKE THOSE CHANGES, WE NEED  
[01:51:18] TO TRACK ALONG WITH THOSE CHANGES TO  
[01:51:20] ENSURE FORWARD COMPATIBILITY. SO OUR  
[01:51:23] REQUEST TODAY INCLUDES FOUR ITEMS  
[01:51:25] AUTHORIZATION TO ADVERTISE AND AWARD AND  
[01:51:28] MAJOR PUBLIC WORKS CONTRACT FOR THE  
[01:51:29] EARLY WORK DEMOLITION AUTHORIZATION TO  
[01:51:32] AMEND AN EXISTING SERVICE AGREEMENT TO  
[01:51:34] PROVIDE DESIGN SUPPORT SERVICES  
[01:51:36] THROUGHOUT THE CONSTRUCTION OF THE  
[01:51:38] PROJECT. AUTHORIZATION TO ENTER INTO A  
[01:51:41] REIMBURSABLE AGREEMENT WITH FAA AND  
[01:51:44] AUTHORIZATION OF AN ADDITIONAL 6.9  
[01:51:46] MILLION FOR A TOTAL OF 15.5 MILLION TO  
[01:51:49] COMPLETE THE DESIGN IN THE EARLY WORK  
[01:51:51] BRIDGE DEMOLITION EFFORT. THIS IS THE  
[01:51:54] END OF OUR PRESENTATION, AND I WILL ASK  
[01:51:56] IF THERE ARE ANY QUESTIONS FROM THE  
[01:51:57] COMMISSION. VERY GOOD. SO COMMISSIONERS,  
[01:52:00] PLEASE UNMUTE YOURSELF FOR QUESTIONS AND  
[01:52:02] COMMENTS, AND STAFF PRESENTERS WILL  
[01:52:04] REMAIN AUDIBLE. CLERK HART, PLEASE CALL  
[01:52:06] THE ROLL. THANK YOU. BEGINNING WITH  
[01:52:08] COMMISSIONER BOWMAN, I'M GOING TO  
[01:52:12] HOLD MY QUESTIONS FOR RIGHT NOW. THANK  
[01:52:15] YOU. COME BACK TO ME. THANK YOU. YES.  
[01:52:17] THANK YOU, COMMISSIONER CALKINS. OKAY.  
[01:52:21] SO CAN I ASK A COUPLE OF CLARIFYING  
[01:52:26] QUESTIONS THAT MAY BE OF YOU, HEATHER,  
[01:52:31] YOU HAVE USED THE TERM FORWARD  
[01:52:33] COMPATIBLE, WHICH I THINK IS REALLY  
[01:52:35] HELPFUL FOR SOMEONE LIKE ME WHO DOESN'T  
[01:52:37] COME FROM A TRANSPORTATION PLANNING  
[01:52:39] BACKGROUND TO UNDERSTAND HOW WE BUILD  
[01:52:41] THIS IN SUCH A WAY SO THAT IT'S  
[01:52:43] IMMEDIATELY USABLE BUT ALSO WOULDN'T  
[01:52:46] IMPEDE OR CREATE A NECESSITY FOR  
[01:52:49] ADDITIONAL EXPENSIVE CHANGES IN ORDER TO  
[01:52:51] ACCOMMODATE THINGS THAT ARE ARE  
[01:52:53] POTENTIALLY COMING DOWN THE ROAD.  
[01:52:54] RIGHT. SO IF I RECALL  
[01:52:58] CORRECTLY, AS A PART OF STAMP, THERE IS  
[01:53:01] A POSSIBILITY OF BUILDING  
[01:53:05] AN ADDITIONAL STRUCTURE ON THE NORTH END  
[01:53:07] OF THE PARKING GARAGE. SEE IF  
[01:53:11] I REMEMBER CORRECTLY, RENTAL CAR,  
[01:53:14] SHUTTLES, POTENTIALLY SOME OTHER MASS  
[01:53:17] TRANSIT USAGE, THINGS LIKE THAT AND MAY  
[01:53:19] ALSO CREATE A BETTER LINKAGE BETWEEN  
[01:53:21] SOUND TRANSIT AND THE TERMINAL. IS THAT  
[01:53:24] CORRECT?  
[01:53:27] THAT'S CORRECT.  
[01:53:30] YEAH. THERE IS IN THE STAMP AND YOUR

[01:53:33] TERM PROJECT, THE NORTHEAST GROUND  
[01:53:35] TRANSPORTATION CENTER IN IT INCLUDES  
[01:53:38] THAT LINKAGE THAT YOU JUST MENTIONED IN  
[01:53:40] THE LIGHT RAIL, AND THE IDEA WOULD BE  
[01:53:42] MOVING WALKWAYS AND THOSE SORTS OF  
[01:53:43] THINGS TO HELP PASSENGERS ALONG.  
[01:53:46] THE REASON I ASK IS BECAUSE I THINK  
[01:53:50] THERE'S A LOT OF FOLKS WHO ARE CONCERNED  
[01:53:52] THAT WE ARE ADDRESSING WE'RE  
[01:53:57] CREATING ADDITIONAL CAPACITY, BUT WE'RE  
[01:53:59] NOT DOING EVERYTHING WE CAN TO ALSO  
[01:54:01] ATTACK VOLUME. RIGHT. AND I THINK WE  
[01:54:03] NEED TO ATTACK BOTH. HOW DO WE REDUCE  
[01:54:06] THE TOTAL VOLUME OF VEHICLES THAT ARE  
[01:54:09] TRYING TO COME AND ALSO CREATE CAPACITY,  
[01:54:12] PARTICULARLY FOR THOSE VEHICLES THAT ARE  
[01:54:15] BRINGING THE MASS TRANSIT VEHICLES,  
[01:54:18] SHUTTLES VEHICLES THAT ARE MOST  
[01:54:20] EFFICIENTLY MOVING PEOPLE TO AND FROM  
[01:54:22] THE TERMINAL. SO THINGS LIKE FACILITATING  
[01:54:28] LIGHT RAIL USAGE BY MAKING THAT TRANSIT  
[01:54:31] FROM STATION TO TERMINAL MUCH EASIER FOR  
[01:54:34] FOLKS, PARTICULARLY THOSE WHO HAVE  
[01:54:36] MOBILITY CHALLENGES, I THINK IS REALLY  
[01:54:38] IMPORTANT. THE SECOND PART OF THAT IS IN  
[01:54:42] TERMS OF ADDRESSING THE VOLUME OF  
[01:54:45] CARS COMING IS SOMETHING WE'VE TALKED  
[01:54:48] ABOUT A LOT, WHICH IS HOW DO WE OPTIMIZE  
[01:54:49] OUR MOTOR? HOW DO WE MAKE SURE THAT OUR  
[01:54:51] MODE SHARE COMING TO AND FROM THE  
[01:54:53] AIRPORT REFLECTS THE VALUES THAT WE  
[01:54:55] PURPORT TO BELIEVE IN HERE.  
[01:54:58] AND ONE OF THE DISCONNECTS, I THINK,  
[01:55:00] BETWEEN CURRENT REALITY AND WHAT WE HAVE  
[01:55:03] DECLARED TO BE OUR VALUES IS THE FACT  
[01:55:06] THAT WHILE WE CHARGE FOR SHUTTLES AND WE  
[01:55:09] CHARGE FOR LIMOS FOR ON DEMAND AND WE  
[01:55:12] CHARGE FOR TAXES AND TNCS, WE DON'T  
[01:55:15] CHARGE FOR SINGLE OCCUPANCY VEHICLES  
[01:55:17] COMING TO AND FROM THE AIRPORT, WE DON'T  
[01:55:19] HAVE AN ACCESS FEE THERE. HEATHER  
[01:55:22] MENTIONED IN HER PRESENTATION THAT ONE  
[01:55:25] OF THE PROJECT RISKS IS THIS  
[01:55:27] CONSIDERATION AND OUR GROUND  
[01:55:28] TRANSPORTATION ACCESS PLAN OF SOME SORT  
[01:55:31] OF ACCESS FEE. SO MY QUESTION IS, DOES  
[01:55:35] THIS PROJECT FACILITATE IN ANY WAY THE  
[01:55:38] IMPLEMENTATION OF ACCESS FEES AS WE GO  
[01:55:40] THROUGH THE PROCESS OF EXPLORING THAT  
[01:55:43] PROGRAM? SO I APOLOGIZE,  
[01:55:46] COMMISSIONER CALKINS, MY COMPUTER FROZE  
[01:55:48] IT WHILE YOU WERE EXPLAINING YOUR  
[01:55:49] QUESTIONS. SO I'LL TRY AND ANSWER IT AS  
[01:55:51] I HEARD IT. BUT IF I MISS SOMETHING,  
[01:55:53] PLEASE CORRECT ME. SO YOU'RE ASKING  
[01:55:55] ABOUT ACCESS FEES. THE PROJECT WILL  
[01:55:57] PROVIDE UNDERGROUND INFRASTRUCTURE THAT  
[01:55:59] COULD SUPPORT THE IMPLEMENTATION OF  
[01:56:01] ACCESS FEES. THE CONCERN THAT WE HAD  
[01:56:04] SPECIFIC TO THE PROJECT IS MAKING SURE  
[01:56:06] THAT WE LOCATE THE SIGNS AND THE  
[01:56:08] OVERHEAD SIGN STRUCTURES IN A MATTER  
[01:56:10] THAT WOULD SUPPORT THE SIGNAGE NECESSARY

[01:56:12] TO IMPLEMENT THE ACCESS FEES. THAT IS  
[01:56:15] MOSTLY WHAT WE'RE CONCERNED WITH WHEN I  
[01:56:16] MENTIONED THE PROJECT RISK. OKAY.  
[01:56:19] AND CAN SOMEONE GIVE ME AN UPDATE ON  
[01:56:23] WHERE WE ARE AT IN OUR ACCESS FEE  
[01:56:27] INVESTIGATION? I'LL DO MY BEST  
[01:56:31] HERE, COMMISSIONER. I THINK AT THE  
[01:56:33] PREVIOUS COMMISSION MEETING, THE  
[01:56:35] COMMISSION AUTHORIZED AN AMENDMENT TO  
[01:56:37] THE IN REAL NATIONAL RENEWABLE ENERGY  
[01:56:39] LABORATORY CONTRACT TO ALLOW US TO  
[01:56:41] ENGAGE IN THE MODE CHOICE SIMULATOR  
[01:56:43] DEVELOPMENT NETWORKS NOW CONTINUING WITH  
[01:56:45] THAT APPROVAL. SO ANTICIPATING  
[01:56:48] DEVELOPING THAT MODEL BY THE END OF THIS  
[01:56:51] YEAR IS CALENDAR YEAR AND THEN ENTERING  
[01:56:53] INTO AN ALTERNATIVE DEVELOPMENT IN EARLY  
[01:56:55] 2022. SO DEVELOPING THE INTELLECTUAL  
[01:56:58] CAPITAL TO KIND OF TALK ABOUT THIS  
[01:57:00] CONCEPT IN 2022 AND THEN THE  
[01:57:05] IMPLICATIONS OF THAT GOING FORWARD,  
[01:57:06] BOTH IN THE PHYSICAL AND THE BUSINESS  
[01:57:08] SENSE. AS HEATHER IS ALSO A PART  
[01:57:11] OF THE PROJECT MANAGEMENT OF THE FUTURE  
[01:57:14] ROADWAY SYSTEM, WE'LL BE LOOKING AT  
[01:57:16] THOSE FUTURE ROADWAYS TO ACCOMMODATE  
[01:57:18] THOSE KIND OF BUILD OUT AS WELL. SO THAT  
[01:57:21] WORK IS COMING UP IN 2022. SO THAT'S  
[01:57:24] SORT OF THE LANDSCAPE, IF YOU WILL,  
[01:57:26] WHERE WE ARE WITH ACCESS FEES IN THAT  
[01:57:29] TOPIC. SO THERE'S WORK UNDERWAY.  
[01:57:32] IS THERE ANY I KNOW AT SOME POINT  
[01:57:34] THEY'RE CONCERNED ABOUT STATUTORY  
[01:57:36] LIMITATIONS AND OUR ABILITY TO IMPLEMENT  
[01:57:38] THEM. HAVE WE OVERCOME THOSE HURDLES? I  
[01:57:42] FEEL LIKE WE HAVE AN OPINION THAT'S  
[01:57:43] FAVORABLE FOR THE IMPLEMENTATION. AND IT  
[01:57:47] SEEMS THAT ACCORDING TO THE MEMO  
[01:57:50] AND IN USE DATE OF FOUR QUARTER  
[01:57:53] OF 2025 THAT WE COULD POTENTIALLY ALIGN  
[01:57:57] THOSE PROJECTS SO THAT WE ROLL THEM OUT  
[01:57:59] SIMULTANEOUSLY. IDEALLY, I THINK THERE'S  
[01:58:05] A CAVEAT THERE WHERE THIS PROJECT IS IN  
[01:58:07] SEQUENCE WITH THE FUTURE IMPROVEMENTS.  
[01:58:09] AND I THINK, STEVE, IF YOU WANT TO CHIME  
[01:58:12] IN ON THE STAMP PROCESS BECAUSE THIS IS  
[01:58:15] A DIFFERENT PROCESS,  
[01:58:18] ENVIRONMENTALLY SPEAKING. YEAH. HAPPY TO  
[01:58:21] TALK THROUGH THAT. SO THE SAME NEAR TERM  
[01:58:23] PROJECTS, WHICH INCLUDE A VARIETY OF  
[01:58:25] LAND SIDE PROJECTS, NORFOLK AIRPORT,  
[01:58:27] EXPRESSWAY AND ASSOCIATED ROADWAYS  
[01:58:30] ASSOCIATED WITH THE NEW SECOND TERMINAL  
[01:58:32] IS BEING PROPOSED ARE ANTICIPATED TO BE  
[01:58:35] IN CONSTRUCTION OR COMPLETED IN OR  
[01:58:37] AROUND THE SOONEST WOULD BE 2027.  
[01:58:41] SO CURRENTLY OUR PROJECT MANAGER,  
[01:58:48] WE LOST YOU, STEVE GOSH.  
[01:58:52] THE GRAND ONES ARE REALLY MESSING UP OUR  
[01:58:54] MEETING TODAY WHILE  
[01:58:58] HE'S COMING BACK. I GUESS THE FINAL  
[01:59:01] QUESTION, STEVE, CAN YOU HEAR US NOW?  
[01:59:03] YES, I CAN. WE LOST YOU THERE FOR A

[01:59:06] SACRAMENT COMMENT. YOU WANT TO WRAP UP  
[01:59:08] WHAT YOU'RE SAYING? YEAH. SO WE ARE  
[01:59:10] CURRENTLY ASSESSING THE SCHEDULE, BUT  
[01:59:12] THE SOONEST WE SEE THINGS COME ONLINE IS  
[01:59:13] 2027 OR BEING CONSTRUCTED, BUT WE'RE  
[01:59:16] REASSESSING THE SCHEDULE BY THE END OF  
[01:59:18] EARLY NEXT YEAR. SO WE'LL HAVE MORE  
[01:59:20] REFINED SCHEDULE NEXT YEAR.  
[01:59:22] AND THEN THE FINAL QUESTION I HAD WAS,  
[01:59:25] HAVE WE EXAMINED, YOU KNOW, WITH THE  
[01:59:28] EXPANSION OF LANES? HAVE WE EXAMINED  
[01:59:32] PRIORITY LANES FOR, YOU KNOW,  
[01:59:35] BASED ON THE MODE SHARE SHIFT THAT WE'D  
[01:59:38] LIKE TO SEE, ARE THERE WAYS THAT WE  
[01:59:40] COULD PROVIDE OUR SHUTTLE BUS DRIVERS  
[01:59:43] AND METRO BUS? METRO BUS IS  
[01:59:46] AN OPPORTUNITY TO SORT OF SKIP THE  
[01:59:48] QUEUE, SO TO SPEAK AND THEREBY PRIVILEGE  
[01:59:51] THE MODES THAT WE'RE TRYING TO  
[01:59:53] INCENTIVIZE? I'VE HAD  
[01:59:57] A CONVERSATION WITH ENVIRONMENTAL STAFF  
[01:59:59] ON THIS TOPIC AS IT RELATES TO THE  
[02:00:01] FUTURE ROADWAY SYSTEM IN THE FUTURE,  
[02:00:03] ROADWAY SYSTEM IS VERY CONSTRAINED AND  
[02:00:05] THAT WE DON'T HAVE A LOT OF LANE  
[02:00:07] CAPACITY IN ORDER TO LEVERAGE THE  
[02:00:10] CONSIDERATION OF PRIORITY LANES LIKE  
[02:00:13] THAT. SO ON THAT AS YOU  
[02:00:17] DESCRIBED IT, HEATHER, EARLIER, YOU  
[02:00:19] KNOW, THAT THIRD FLOOR SORT OF DIRECT  
[02:00:22] ACCESS. IF YOU EXTEND THAT LANE BACK,  
[02:00:26] IT SEEMS LIKE THAT WOULD BE THE MOST  
[02:00:28] APPROPRIATE LANE TO MAKE THE KIND OF  
[02:00:29] SHUTTLE EXPRESS LANE. SO THAT'S JUST NOT  
[02:00:32] TECHNICALLY FEASIBLE BASED ON THE LAYOUT  
[02:00:34] OF THE ROADWAY WHILE THE LANE CAPACITY  
[02:00:36] IS THERE TO PROVIDE IT. IF YOU MAKE IT A  
[02:00:38] DEDICATED HOV LANE, IF YOU HAVE, FOR  
[02:00:40] EXAMPLE, YOUR TNC DRIVERS COMING IN,  
[02:00:42] THEY WOULD ONLY BE CONSIDERED A SINGLE  
[02:00:44] OCCUPANT. SO THEN WE HAVE TO PROVIDE  
[02:00:46] ANOTHER LINE FOR THAT TO BE ABLE TO GET  
[02:00:49] THEM INTO THE MIX. AND SO THAT'S THE  
[02:00:51] CHALLENGE THAT WE'RE FACING IS THAT WE  
[02:00:53] HAVE A VERY NARROWS FOOTPRINT IN THAT  
[02:00:55] AREA, AND WE HAVE FOUND THAT PROVIDING  
[02:00:57] MORE GENERAL PURPOSE LINES ALLOWS US THE  
[02:00:59] FLEXIBILITY TO BLEND OUR MODES.  
[02:01:02] OKAY, WELL, THERE IS A LOT IN HERE TO  
[02:01:06] LIKE. I MEAN, I REALLY APPRECIATE THE  
[02:01:08] EMISSIONS REDUCTIONS WE HOPE TO ACHIEVE  
[02:01:10] FROM CONGESTION REDUCTION, AND I THINK  
[02:01:13] IT IS IMPORTANT FOR FOLKS TUNING IN TO  
[02:01:15] REMEMBER THAT THIS ISN'T A TYPICAL  
[02:01:19] HIGHWAY OR FREEWAY. THE DEMAND IS  
[02:01:23] ULTIMATELY INDUCED BY HOW MANY TICKETS  
[02:01:25] ARE SOLD ON PLANES, NOT BY PEOPLE  
[02:01:27] TRANSITING THROUGH HERE TO GET TO  
[02:01:29] SOMEWHERE ELSE. AND SO THAT IS A  
[02:01:32] SLIGHTLY DIFFERENT. IT'S NOT COMPLETELY  
[02:01:33] ANALOGOUS TO OTHER HIGHWAY BUILDING  
[02:01:35] PROJECTS. AND I WOULD SAY THE FINAL  
[02:01:38] THING THAT I'M GOING TO BE WATCHING

[02:01:39] REALLY CLOSELY AND WE'RE SEEING EVOLVE  
[02:01:40] OVER TIME, INCLUDING THIS OCTOBER 2,  
[02:01:44] WE'RE GOING TO SEE A SIGNIFICANT  
[02:01:47] EXPANSION OF SOUND TRANSIT THREE AND I  
[02:01:49] SINCERELY HOPE THAT WE'RE MOVING OUR  
[02:01:51] SHARE OF TOTAL PASSENGERS COMING GOING  
[02:01:55] FROM SEATAC FROM 6% ON SOUND TRANSIT TO  
[02:01:57] CLOSER TO WHAT WE SEE AT SFO WITH BART,  
[02:02:00] WHICH I BELIEVE IS AROUND 14% TO 15%. I  
[02:02:03] THINK WE NEED TO KEEP ASPIRING TO THAT  
[02:02:04] GOAL OF GETTING MORE FOLKS ON THERE,  
[02:02:06] BECAUSE THAT WILL CERTAINLY FACILITATE I  
[02:02:11] THINK THAT WILL DO MORE TO REDUCE  
[02:02:12] CONGESTION THAN A LOT OF OTHER MEASURES  
[02:02:14] WE COULD TAKE.  
[02:02:19] THANK YOU, COMMISSIONER CALKINS. YOU CAN  
[02:02:22] GO AHEAD AND MOVE TO COMMISSIONER CHO  
[02:02:23] QUESTIONS OR COMMENTS FROM STAFF. THANK  
[02:02:25] YOU SO MUCH. AND I AGREE WITH RYAN.  
[02:02:27] MAYBE WE CAN START BY PUTTING BAGGAGE  
[02:02:29] RACKS IN OUR LIGHT RAIL SYSTEM. I HAD  
[02:02:33] TWO QUESTIONS. ONE WAS A POINT OF  
[02:02:35] PROVOCATION AND ANOTHER ONE. ACTUALLY,  
[02:02:36] THEY'RE BOTH TWO. THEY'RE BOTH POINT OF  
[02:02:38] CLARIFICATION. I NOTICED IN THE MEMO  
[02:02:40] PROVIDED THAT THE GOAL WAS TO USE WOMEN  
[02:02:44] BUSINESSES JUST FOR CLARIFICATION. THAT  
[02:02:46] IS JUST FOR THE DESIGN PORTION OF THIS  
[02:02:49] PROJECT, CORRECT? NOT THE ACTUAL  
[02:02:51] CONSTRUCTION PART, CORRECT. THE  
[02:02:53] PERCENTAGE FOR CONSTRUCTION HAS NOT YET  
[02:02:55] BEEN DETERMINED. OKAY, GREAT. AND THEN  
[02:02:57] THE SECOND QUESTION I HAD IS I'M LOOKING  
[02:02:59] AT THIS PROJECT TIMELINE AND I NOTICED  
[02:03:01] THAT IT WAS IN TWO PHASES. I IMAGINE  
[02:03:05] THAT BECAUSE THIS CONSTRUCTION IS ON THE  
[02:03:08] ARRIVAL FACILITY THERE.  
[02:03:12] AT WHAT POINT ON THIS TIMELINE IS THE  
[02:03:15] TRAFFIC GOING TO GET WORSE BEFORE IT  
[02:03:17] GETS BETTER? IS IT SAFE TO ASSUME THAT  
[02:03:20] WORKING ON THE ROADS WILL RESULT IN  
[02:03:23] MORE CONGESTION FOR A CERTAIN PERIOD OF  
[02:03:25] TIME? AND HOW LONG DO WE ANTICIPATE THAT  
[02:03:27] TO BE? OR WE'VE PUT TOGETHER A VERY  
[02:03:30] DETAILED MAINTENANCE OF TRAFFIC PLAN  
[02:03:32] ASSOCIATED WITH THIS PROJECT, AND WE'VE  
[02:03:34] DEVELOPED CONCURRENT WITH THE DESIGN SO  
[02:03:36] THAT WE CAN ENSURE THAT WE CAN MAINTAIN  
[02:03:38] THE SAME NUMBER OF TRAVEL LANES THAT WE  
[02:03:40] HAVE TODAY. SO WHILE WE ARE DOING WORK,  
[02:03:42] WE ANTICIPATE THAT WE'LL MAINTAIN TWO  
[02:03:44] LANES TO DEPARTURES AND TWO LANES TO  
[02:03:46] ARRIVALS IN PARKING. HOWEVER, AS YOU  
[02:03:49] KNOW, WITH CONSTRUCTION, JUST BECAUSE  
[02:03:50] THERE IS CONSTRUCTION, THERE IS SIDE  
[02:03:52] NOISE AND SO TRAFFIC DOES GET A LITTLE  
[02:03:55] SLOW DOWN. PEOPLE GET A LITTLE CONFUSED  
[02:03:57] SO THERE WILL BE IMPACTS OR THEY SLOW  
[02:04:00] DOWN TO WATCH. IS MY EXPERIENCE OKAY,  
[02:04:04] GREAT. SO WE'RE ACTUALLY NOT GOING TO BE  
[02:04:06] REDUCING ANY LANES OR WE DO  
[02:04:10] ANTICIPATE SOME LINK CLOSURES. FOR  
[02:04:11] EXAMPLE, WHEN WE DO THE BRIDGE

[02:04:13] DEMOLITION, WE DO HAVE TO SHUT DOWN  
[02:04:14] TRAFFIC UNDERNEATH WHILE WE'RE  
[02:04:16] DEMOLISHING THE BRIDGE, BUT THAT WOULD  
[02:04:17] BE DONE OFF PEAK IN ORDER TO MINIMIZE  
[02:04:20] THAT. I THINK THOSE  
[02:04:23] ARE THE ONLY QUESTIONS I HAVE. I THINK  
[02:04:25] THIS IS LONG OVERDUE. I THINK TRAVELS  
[02:04:27] WERE APPRECIATED, BUT I ALSO WANT TO GO  
[02:04:29] THE SENTIMENTS OF MY COLLEAGUE RYAN,  
[02:04:33] WHO THE LEAST TRAFFIC  
[02:04:36] THAT WE CAN GET SINGLE OCCUPANCY  
[02:04:38] VEHICLES, WE GET THROUGH THE AIRPORT THE  
[02:04:40] BETTER. SO I HOPE THAT WHILE WE ARE  
[02:04:42] EXPANDING THIS TO MAKE THE CUSTOMER  
[02:04:44] EXPERIENCE AND THE OVERALL EXPERIENCE  
[02:04:46] COMING INTO THE PORT BETTER. I THINK THE  
[02:04:49] LONG TERM SOLUTION HERE IS TO TRY TO GET  
[02:04:50] PEOPLE OUT OF THE CARS AND INTO OTHER  
[02:04:54] MODES OF TRANSPORTATION. BUT I  
[02:04:56] APPRECIATE THE GREAT WORK YOU'RE DOING,  
[02:04:58] HEATHER PIER AND STEVE ON HIS WORK, AND  
[02:05:00] I LOOK FORWARD TO SEEING THE FOR THE  
[02:05:03] PROGRESS ON IT. THANK YOU,  
[02:05:06] COMMISSIONER CHO MOVING TO COMMISSIONER  
[02:05:08] STEINBREUCK. WELL, I HAD SIMILAR QUESTIONS  
[02:05:11] TO THOSE OF COMMISSIONER CALKINS  
[02:05:14] REGARDING WHERE IS THE TRIP REDUCTION  
[02:05:18] MODE SPLIT TRANSPORTATION DEMAND  
[02:05:20] MANAGEMENT ANALYSIS THAT IS GOING INTO  
[02:05:23] THIS THAT SUPPORTS OUR GROUND  
[02:05:25] TRANSPORTATION ACCESS PLAN FOR REDUCING  
[02:05:30] PRIVATE AUTOMOBILE TRIPS AND INCREASING  
[02:05:32] TRANSIT IN OTHER MONTHS. I DON'T SEE THE  
[02:05:35] ANALYSIS HERE. I SEE WHAT A TYPICAL  
[02:05:38] KIND OF HIGHWAY BUILD IT AND THEY WILL  
[02:05:41] COME APPROACH. ALTHOUGH THIS IS NOT YOUR  
[02:05:43] TYPICAL HIGHWAY, THIS IS A STEM, A ROAD  
[02:05:49] THAT SUPPORTS A SINGLE DESTINATION AND  
[02:05:54] THE DEMAND IS ALREADY THERE. AND THE  
[02:05:58] ORIGINAL ROAD, AS THE MEMO SAYS, WAS THE  
[02:06:02] DESIGN LOAD WAS FOR 25 MILLION, AND  
[02:06:05] WE'RE NOW AT 50 MILLION.  
[02:06:08] I'M WONDERING I HAD THE SAME QUESTION  
[02:06:11] ABOUT ACCESS FEES. THEY COULD BE  
[02:06:14] ELECTRONICALLY INSTALLED LANE  
[02:06:18] PRIORITIZATION MAKES TOTAL SENSE TO ME  
[02:06:20] THAT WE WOULD HAVE A HIGH CAPACITY OR  
[02:06:23] HIGHER CAPACITY OR TRANSIT LANE OUT  
[02:06:26] OF ONE OF SIX LANES AT LEAST,  
[02:06:29] AND TO PRIORITIZE ALTERNATIVE  
[02:06:33] MODES TO THE PRIVATE AUTOMOBILE. AND I  
[02:06:37] DON'T THINK WE'RE THINKING HOLISTICALLY  
[02:06:40] ABOUT THIS, NOR DO I THINK WE'RE LOOKING  
[02:06:42] TO THE FUTURE, PARTICULARLY OTHER THAN  
[02:06:43] TRYING TO MEET THE CURRENT CONGESTION  
[02:06:46] PROBLEMS. SPEAKER, WHICH I WONDER WHY  
[02:06:48] THESE CARS ARE STILL ALLOWED TO PARK ON  
[02:06:50] THE CURB ALL THE TIME, WHICH IS ILLEGAL.  
[02:06:53] I SEE A POOR POLICE PASSING BY AND  
[02:06:56] NOT REALLY DOING ANYTHING TO ADDRESS THE  
[02:06:59] ILLEGAL BACKUP OF UNSAFE CURBSIDE  
[02:07:03] PARKING ON THE ACCESS ROAD. SO I'M  
[02:07:07] NOT SATISFIED THAT WE'VE DONE OUR



[02:07:09] HOMEWORK ON THIS IN TERMS OF A FULLER  
[02:07:11] ANALYSIS WITH REGARD TO THE GAP GOALS,  
[02:07:16] REDUCING PRIVATE AUTOMOBILE TRIPS AND  
[02:07:19] INCREASING AND ENCOURAGING EITHER  
[02:07:21] INCENTIVES WITH INCENTIVES, CARROT OR  
[02:07:24] STICK OR WHATEVER IT TAKES TO GET BETTER  
[02:07:27] RESULTS THAN WE HAVE TODAY. I ALSO  
[02:07:31] QUESTION THE ASPECT OF THIS THAT APPEARS  
[02:07:35] TO OVERLAP WITH THE SAM.  
[02:07:39] LET'S SAY WE GET THROUGH THE SAME  
[02:07:41] PROCESS AND WE BUILD OUT TO SUPPORT THE  
[02:07:44] ADDITIONAL CAPACITY THAT IT ENABLES.  
[02:07:47] ARE WE GOING TO FIND THE SAME SITUATION  
[02:07:49] ONCE AGAIN WITH THE EXPANDED ACCESS  
[02:07:52] ROAD? AND WHY  
[02:07:56] IS THIS NOT PART OF SAM? I THINK THE  
[02:07:59] ANSWER I'VE HEARD IS THAT, WELL, WE  
[02:08:01] ALREADY HAVE THE CONGESTION, BUT WE'RE  
[02:08:02] GOING TO HAVE A LOT MORE TRAFFIC IN THE  
[02:08:06] YEARS TO COME IF THE FORECASTS ARE TRUE.  
[02:08:09] SO THOSE ARE MY ISSUES. I DON'T KNOW IF  
[02:08:13] THERE'S ANY GOOD ANSWERS RIGHT NOW, BUT  
[02:08:15] I REALLY THINK AT MINIMUM WE SHOULD BE  
[02:08:17] HAVING AT LEAST ONE LAME PRIORITIZATION  
[02:08:20] FOR TRANSIT AND OTHER MODES, AND WE  
[02:08:22] SHOULD BE ANALYZING THAT AND DETERMINING  
[02:08:25] HOW TO MAKE THAT WORK.  
[02:08:32] I GUESS I LEFT EVERYBODY SILENT.  
[02:08:36] PIER, CAN YOU ADDRESS THE ANALYSIS ISSUE  
[02:08:39] AND THEN MAYBE THEY COULD SPEAK WITH THE  
[02:08:41] ROADSIDE PARKING ISSUE REAL QUICKLY  
[02:08:44] ALONG WITH CHIEF, AND THAT'S A SEPARATE  
[02:08:46] ISSUE, BUT I JUST BASE IT. YEAH, IT'S A  
[02:08:49] VERY IMPORTANT ISSUE OF COMMISSIONERS,  
[02:08:51] SO PETER CAN SURE. YEAH. THANK YOU,  
[02:08:54] LANCE. SO, COMMISSIONER, I THINK  
[02:08:58] YOU READ OFF A NUMBER OF KIND OF  
[02:08:59] IMPORTANT POINTS ABOUT HOW WE'RE LOOKING  
[02:09:01] AT TRAFFIC AT THE AIRPORT FROM  
[02:09:05] AN ENVIRONMENTAL PERSPECTIVE AND TRAFFIC  
[02:09:07] DEMAND PERSPECTIVE. AND THAT'S REALLY AT  
[02:09:10] THE HEART OF ALL OF OUR GROUND  
[02:09:11] TRANSPORTATION ACCESS PLANNING WORK.  
[02:09:13] THAT PROGRAM IS DESIGNED TO ADDRESS  
[02:09:16] THESE POLICY LEVEL GOALS AND TO  
[02:09:19] ESTABLISH, AGAIN, THE RATIONALE AND THE  
[02:09:22] DATA BEHIND MAKING CHANGES TO OUR SYSTEM  
[02:09:26] IN OUR CONTRACTS TO ENABLE THOSE GOALS.  
[02:09:30] SO I THINK THAT THE REAL WORK IS AT THE  
[02:09:33] HEART OF MUCH OF WHAT WE'RE TRYING TO  
[02:09:35] ACCOMPLISH. WE'RE EXCITED TO GET STARTED  
[02:09:37] ON THE MOD CHOICE SIMULATOR TO ANSWER  
[02:09:39] SOME OF THESE QUESTIONS AND THEN DEVELOP  
[02:09:42] INITIATIVES AND STRATEGIES THAT CAN  
[02:09:44] ADDRESS YOUR LONG TERM GOALS. AND,  
[02:09:47] COMMISSIONER, IF YOU DON'T MIND US A  
[02:09:49] QUICK MINUTE ON THE PARKING ON THE  
[02:09:51] ROADSIDE. THAT'S BEEN A PET PEEVE ON A  
[02:09:54] MAJOR CONCERN OF FOR. AS FOR THE  
[02:09:56] LONGEST, I PROBABLY MADE MORE CAUSE TO  
[02:09:58] THE COMMUNICATION SENT ON PUGET THAN  
[02:10:01] ANYBODY ELSE ABOUT PEOPLE PARKING ON THE  
[02:10:03] ROADSIDE. THERE'S A LOT THAT WE ARE

[02:10:06] DOING WE HAVE DONE, AND WE WILL BE DOING  
[02:10:09] FROM RANGING FROM SIGNAGE TO ENFORCEMENT  
[02:10:12] USING TECHNOLOGY TO INFORMATION  
[02:10:14] CAMPAIGN. YOU'LL EVEN SEE SOME RESOURCES  
[02:10:17] REFLECTED IN OUR 2022 BUDGETS TO  
[02:10:19] SPECIFICALLY ADDRESS THIS, CHIEFLY, IF  
[02:10:22] WE JUST TALK ABOUT SOME OF THE THINGS  
[02:10:23] THAT WE HAVE DONE, MAYBE IS A BIT OF THE  
[02:10:25] DETAILS THAT SELECT PERMISSION ASSIGNED  
[02:10:26] WOULD BE AWARE OF THAT WE ARE ACTUALLY  
[02:10:28] TAKING THIS SERIOUS. IT'S A VERY  
[02:10:30] DANGEROUS PRACTICE THAT WE'RE TRYING.  
[02:10:31] YEAH, IT IS SOMEBODY'S GOING TO GET  
[02:10:33] KILLED OUT THERE. YEAH. IF NOT, THAT'S  
[02:10:36] OUR CONCERN. ARE THOSE TNCS? ARE THEY  
[02:10:38] SELF CELL PHONE PICKUPS? WHO ARE THOSE  
[02:10:41] PEOPLE, CHIEF, YOU COULD GO AHEAD,  
[02:10:43] PLEASE, BECAUSE SHE HAS SOME STATISTICS  
[02:10:45] ON THAT. YEAH, ABSOLUTELY. AND AGAIN,  
[02:10:48] GOOD AFTERNOON, COMMISSIONERS. AND THESE  
[02:10:50] ARE GREAT QUESTIONS. AND THANK YOU,  
[02:10:52] DIRECTOR LITTLE. AS FAR AS THAT LAST  
[02:10:56] QUESTION THAT YOU ASKED, COMMISSIONER,  
[02:10:58] WE CONDUCTED A SURVEY. SO GOING BACK TO  
[02:11:00] JULY, WE ARE OFFICERS AND  
[02:11:04] LANCE DIRECTOR LITTLE IS ABSOLUTELY  
[02:11:07] RIGHT. HE IS SOMEONE WHO CALLS US. HE'S  
[02:11:09] PROBABLY OUR BIGGEST CALLER ON THESE  
[02:11:10] VIOLATIONS. JULY, WE CONDUCTED AN  
[02:11:14] EMPHASIS WHERE WE SPEND AN EXTRA 270  
[02:11:16] HOURS. OUR POLICE OFFICERS DID OUT ON  
[02:11:19] THE DRIVES, CONTACTING VIOLATORS,  
[02:11:22] CONTACTED ALMOST EIGHT0 VIOLATORS GIVING  
[02:11:26] VERBAL WARNINGS TO MOVE THAT THEY'RE NOT  
[02:11:29] ABLE TO PARK THERE. AND THEN WE TOOK A  
[02:11:32] PERIOD OF TIME WHERE WE CAN TO FIND OUT  
[02:11:34] WHY ARE PEOPLE PARKING ON THE AIRPORT  
[02:11:37] DRIVES? AND WE TALKED TO 158  
[02:11:41] DIFFERENT PEOPLE. 43% OF THEM SAID  
[02:11:44] EVERYONE ELSE IS DOING IT. AND SO WE  
[02:11:46] KNOW THAT WHEN SOMEBODY STOPS ON THE  
[02:11:48] AIRPORT DRIVE THAT SOMEONE SEES THEM,  
[02:11:51] SOMEONE ELSE IS DOING IT. I'M GOING TO  
[02:11:53] DO IT, TOO. SO THAT WAS 43%. 23% OF THEM  
[02:11:57] SAID THAT THE CELL PHONE LOT WAS FULL OR  
[02:12:00] CLOSED. AND SO THAT'S WHY THEY CHOSE TO  
[02:12:02] PARK THERE. AND THEN 16%, THAT THERE IS  
[02:12:05] A LACK OF PROPER SIGNAGE OR THAT THEY  
[02:12:07] THOUGHT IT WAS THE CELL PHONE LOT. AND  
[02:12:10] SO I'M NOT SURE EXACTLY WHY THEY WOULD  
[02:12:11] THINK THAT, BUT A LACK OF SIGNAGE WE  
[02:12:13] HAVE BEEN FOR THE LAST FEW MONTHS, THE  
[02:12:16] POLICE DEPARTMENT HAS BEEN WORKING WITH  
[02:12:18] SEA LEADERSHIP, LANDSIDE,  
[02:12:22] AVIATION SECURITY AS WELL AS OPS.  
[02:12:25] TOGETHER, WE HAVE A WORKING GROUP TO  
[02:12:27] DISCUSS AND ASSESS WHAT WOULD BE SOME  
[02:12:30] GOOD STRATEGIES AND SOME OF THE THINGS  
[02:12:32] THAT WE ARE DOING. CURRENTLY, WE'VE  
[02:12:36] IDENTIFIED A PORTION OF AIRPORT FREEWAY  
[02:12:39] WHERE WE ARE GOING TO POST NEW SIGNAGE  
[02:12:41] OF NO PARKING, NO WAITING SIGNS.  
[02:12:43] THEY'RE APPROXIMATELY 42 BY, I THINK,

[02:12:46] 24 INCHES OR SO EVERY 100FT ALONG  
[02:12:50] THE ROADWAY. AND MY UNDERSTANDING IS  
[02:12:52] THAT THOSE ARE A COUPLE OF WEEKS OUT  
[02:12:54] FROM THE SIGN SHOP, AND SO WE'LL PLACE  
[02:12:56] THEM ON THAT SECTION OF ROADWAY AND THEN  
[02:12:59] ASSESS HOW MUCH IMPACT THEY HAVE.  
[02:13:03] WE'VE ALSO DONE OR DOING SOME ADDITIONAL  
[02:13:05] VARIABLE MESSAGE SIGN MESSAGING TO  
[02:13:08] ENCOURAGE THE USE OF BOTH THE UPPER AND  
[02:13:10] THE LOWER DRIVES WE'RE EXPLORING. THE  
[02:13:13] DEPARTMENT IS PURCHASING ELECTRONIC  
[02:13:16] TICKET DEVICES, WHICH THAT WILL INCREASE  
[02:13:19] THE EFFICIENCY OF US WRITING PARKING  
[02:13:21] TICKETS. YOU KNOW, ONE OF THE THINGS  
[02:13:22] THAT WE DISCOVERED WAS OUR OFFICERS WILL  
[02:13:25] CLEAR DRIVERS AND THEN THEY'LL DO THE  
[02:13:28] LOOP AROUND, AND BY THE TIME THEY COME  
[02:13:29] AROUND, PEOPLE ARE STARTING TO PARK  
[02:13:31] THERE AGAIN. AND SO KIND OF OUR NEXT  
[02:13:34] PHASE IS WE'VE BEEN GIVING VERBAL  
[02:13:36] WARNINGS. ONCE WE HAVE THOSE DEVICES,  
[02:13:38] WE'LL START WRITING TICKETS, PARKING  
[02:13:40] TICKETS, AND THEN TO CONTINUE  
[02:13:44] TO DO THE RANDOM PATROLS THAT THE 270  
[02:13:47] HOURS I MENTIONED EARLIER. WE CAN'T  
[02:13:50] SUSTAIN THAT ON A REGULAR BASIS, BUT  
[02:13:53] WE'RE GOING TO CONTINUE TO DO RANDOM  
[02:13:54] PATROLS OF AIRPORT FREEWAY. AND THEN  
[02:13:57] ANOTHER THING THAT WE'RE DOING, AND  
[02:13:59] THANKS TO THE SUPPORT OF LANCE FOR THIS,  
[02:14:01] IS ADDING CAMERAS TO MONITOR AIRPORT  
[02:14:04] FREEWAY SO THAT OUR PATROL OFFICERS  
[02:14:07] DON'T HAVE TO DO THE ENTIRE LOOP AROUND  
[02:14:09] TO SEE IF CARS ARE THERE. BUT RATHER  
[02:14:11] WE'LL HAVE SOME CAMERAS MONITORING  
[02:14:13] ADDITIONAL AREA OF AIRPORT FREEWAY, AND  
[02:14:15] THEN THEY CAN NOTIFY US WHEN THERE'S  
[02:14:17] VEHICLES THAT ARE OUT THERE. AND I  
[02:14:20] WILL SAY THAT I REALLY APPRECIATE THIS  
[02:14:23] DISCUSSION AND THE SUPPORT OF THE  
[02:14:25] COMMISSIONERS AS WELL AS SEA LEADERSHIP  
[02:14:29] REGARDING THE IMPROVEMENTS, BECAUSE  
[02:14:31] BEING IN LAW ENFORCEMENT FOR 31 YEARS  
[02:14:34] AND WORK IN DIFFERENT AREAS AS FAR AS  
[02:14:37] TRAFFIC IS, WE ALL KNOW THAT REALLY WHEN  
[02:14:40] YOU'RE DEALING WITH TRAFFIC ISSUES,  
[02:14:41] ENGINEERING IS THE OPTIMAL SOLUTION.  
[02:14:43] IT'S NOT THROWING STAFF AT IT. IT'S NOT  
[02:14:46] THROWING POLICE OFFICERS AT IT. IT'S NOT  
[02:14:48] WRITING TRAFFIC TICKETS. WHILE THAT MAY  
[02:14:50] CHANGE BEHAVIOR FOR A LITTLE WHILE.  
[02:14:52] REALLY, IF YOU CAN ENGINEER THAT'S THE  
[02:14:54] OPTIMAL AS FAR AS TRAFFIC ISSUES LIKE  
[02:14:56] THIS GO. SO I APPRECIATE THAT.  
[02:14:59] WELL, JUST TO FOLLOW UP ON A QUICK  
[02:15:02] QUESTION HERE, I REALLY IT'S  
[02:15:08] HORRIFYING TO THINK THAT A POLICE  
[02:15:10] OFFICER GETS KILLED ON THE ACCESS ROAD  
[02:15:13] OR SERIOUSLY INJURED WRITING A TICKET TO  
[02:15:16] SOMEBODY, AND THAT HAPPENS. THAT KIND OF  
[02:15:19] THING HAPPENS ON THE HIGHWAYS WHERE  
[02:15:21] THERE'S HIGH SPEED. MOST RECENTLY, THE  
[02:15:24] WOMAN, THE SEATTLE POLICE OFFICER WAS

[02:15:26] KILLED. AND WE CAN'T WAIT TO SEE  
[02:15:29] THAT HAPPEN. I THINK THERE SHOULD BE  
[02:15:31] STIFF FINES, AND THE SIGN SHOULD SAY  
[02:15:33] \$250 FINE FOR PARKING FOR STANDING ON  
[02:15:37] THE SIDE OF THE ROAD AND NOT JUST A  
[02:15:39] PARKING TICKET FOR I DON'T KNOW WHAT  
[02:15:41] YOUR PARKING TICKET AMOUNTS ARE, BUT I  
[02:15:44] THINK THERE NEEDS TO BE A STRONGER  
[02:15:46] IMPERATIVE TO STOP THIS CONDUCT. IT'S  
[02:15:49] BEEN GOING ON FOR YEARS, AS LONG AS I  
[02:15:52] CAN REMEMBER IN RECENT TIMES. SO  
[02:15:54] EVIDENTLY NOTHING HAS WORKED SO FAR.  
[02:15:56] BUT I APPRECIATE YOUR EFFORTS, CHIEF,  
[02:15:58] BUT I JUST DON'T WANT TO SEE SOMEBODY  
[02:16:00] GET HURT OR KILLED. AND THEN MR.  
[02:16:04] COMMISSION PRESIDENT, THROUGH THE  
[02:16:05] COMMISSION PRESIDENT TO COMMISSIONER  
[02:16:07] STEINBRUECK, I DO SEE SANDRA KILROY HAS  
[02:16:09] HER HAND UP. SHE MAY HAVE SOMETHING SHE  
[02:16:11] WANTS TO ADD HERE. AND THEN I ALSO SEE  
[02:16:13] COMMISSIONER BOWMAN. YES.  
[02:16:16] THANK YOU. ARE YOU DONE WITH  
[02:16:20] YOUR QUESTION? A LOT QUESTION. THANK  
[02:16:23] YOU. ENVIRONMENTAL PLANNING IS  
[02:16:28] KILROY. PLEASE TELL US ABOUT YOUR  
[02:16:30] PLANNING. IT. THANK YOU, COMMISSIONERS.  
[02:16:33] A NUMBER OF YOU HAVE REFERENCED THE  
[02:16:37] NEED TO ADDRESS GREENHOUSE GAS EMISSIONS  
[02:16:40] FROM GROUND TRANSPORTATION. WE  
[02:16:43] DEFINITELY APPRECIATE YOU PUSHING US.  
[02:16:45] AND I JUST WANT TO CONFIRM THAT WE ARE  
[02:16:47] COMMITTED TO ADDRESSING THAT. IT IS A  
[02:16:51] LARGE PART OF OUR SCOPE THREE EMISSIONS,  
[02:16:53] AND WE WILL BE WORKING ON ADDITIONAL  
[02:16:59] STRATEGIES TO GET INCREASED IN TRANSIT  
[02:17:02] RIDERS AND WORKING SPECIFICALLY WITH  
[02:17:04] TNCS ON TECHNOLOGY INTO MORE ELECTRIC  
[02:17:08] CARS AND BIKING AND WALKING ANOTHER  
[02:17:11] ACCESS. SO THAT IS SOMETHING WE ARE  
[02:17:13] COMMITTED TO DO. WE HAVE SOME PROPOSALS  
[02:17:17] IN THE 2022 BUDGET TO START EXPLORING  
[02:17:19] THAT ON AN ACCELERATED SCALE.  
[02:17:23] SO PLEASE KNOW THAT IS HAPPENING  
[02:17:26] CONCURRENTLY WITH THIS PROJECT THAT IS  
[02:17:28] NEEDED. THANK YOU, MS. KILLER.  
[02:17:32] MR. COMMISSIONER. PRESIDENT, I DO SEE  
[02:17:34] COMMISSIONER BOWMAN WITH HER HAND UP.  
[02:17:36] THANK YOU, COMMISSIONER BOWMAN, OUR  
[02:17:38] FELLOW CHAMPION FOR LIGHT RAIL. YES.  
[02:17:41] THANK YOU. SO I JUST WANTED TO BE CLEAR  
[02:17:44] IF I'M UNDERSTANDING THIS PROPERLY. SO  
[02:17:45] THE AUTHORIZATION IN FRONT OF US IS TO  
[02:17:48] MOVE FORWARD WITH DESIGN FOR TWO GENERAL  
[02:17:50] PURPOSE LANES. BUT WE WILL CONTINUE.  
[02:17:53] THE STAFF ON A SEPARATE TRACK WILL  
[02:17:54] CONTINUE WORKING ON THE GROUND  
[02:17:55] TRANSPORTATION ACCESS PLAN THAT WOULD  
[02:17:58] INCREASE TRANSIT. IT'S LOOKED TO  
[02:17:59] INCREASE TRANSIT, BUT NOT ON THIS  
[02:18:01] PROJECT. AND SANDY IS ALSO LOOKING AT  
[02:18:03] OTHER OPPORTUNITIES TO REDUCE GREENHOUSE  
[02:18:06] GAS EMISSIONS, BUT NOT NECESSARILY ON  
[02:18:08] THIS DESIGN PROJECT. IS THAT ACCURATE?

[02:18:10] I THINK THAT  
[02:18:13] IS ACCURATE, COMMISSIONER. OKAY. I'M  
[02:18:16] GOING TO BE VOTING NO. THEN FOR  
[02:18:19] THE REASONS THAT COMMISSIONER  
[02:18:20] STEINBRUECK LAID OUT AND COMMISSIONER  
[02:18:22] CALKINS STARTED TO SAY, WHILE I VERY  
[02:18:24] MUCH UNDERSTAND THAT WE NEED THIS  
[02:18:26] PROJECT, WE NEED TO WIDEN THE DRIVE.  
[02:18:29] ABSOLUTELY TO REDUCE THE CONGESTION, TO  
[02:18:32] MOVE FORWARD WITH MOVING TO WIDENING  
[02:18:35] THAT AT THE SAME TIME, INTEGRATING  
[02:18:38] EITHER TRANSIT OR SOME OTHER MODE SHARE  
[02:18:40] IS PART OF THE PLANNING PROCESS. I JUST  
[02:18:42] CAN'T SUPPORT THAT. I JUST CAN'T SEE HOW  
[02:18:45] THESE TWO THINGS WOULD BE SEPARATED. IF  
[02:18:47] YOU CAN FIND A WAY TO BLEND THAT INTO  
[02:18:49] THE DESIGN NOW, I WOULD BE HAPPY TO  
[02:18:51] SUPPORT IT. BUT THE FACT THAT THEY'RE  
[02:18:53] BEING DONE ON SEPARATE TRACKS IS NOT THE  
[02:18:55] DIRECTION THAT I THINK THAT WE NEED TO  
[02:18:56] BE GOING. WE ALL KNOW AS PASSENGER  
[02:18:59] VOLUMES CONTINUE TO INCREASE, WE NEED TO  
[02:19:01] FIND WAYS. AS WE'VE ALL SAID, ALL FIVE  
[02:19:04] OF US FIND WAYS TO REDUCE SINGLE  
[02:19:06] OCCUPANCY TRIPS TO THE AIRPORT. I'M JUST  
[02:19:09] NOT. I'M NOT UNDERSTANDING WHY WE  
[02:19:11] WOULDN'T HAVE ONE DEDICATED LANE, EVEN  
[02:19:15] JUST FOR BUSES OR SHUTTLE BUSES OR  
[02:19:16] SOMETHING THAT IT'S NOT MAKING ANY SENSE  
[02:19:18] TO ME. I HAVEN'T HEARD A GOOD ARGUMENT  
[02:19:20] ABOUT WHY WE WOULDN'T DO THAT. SO IF  
[02:19:22] SOMEBODY CAN MAKE THAT ARGUMENT OR  
[02:19:24] ASSURE ME THAT THAT WOULD BE PART OF THE  
[02:19:26] DESIGN BEFORE WE AUTHORIZE THIS, I WILL  
[02:19:27] BE VOTING. NO, THANK YOU.  
[02:19:34] THANK YOU, COMMISSIONER BOWMAN,  
[02:19:36] COMMISSIONER FELLEMAN. SORRY, PETER,  
[02:19:38] BEFORE WE MOVE ON, PETER, CAN YOU SPEAK  
[02:19:40] TO THE ISSUE OF HAVE BEEN DEDICATED IF  
[02:19:43] WE JUST GO FORWARD AND HAVE A DEDICATED  
[02:19:46] LIEN FOR SHUT WITH US AND WE PUT ALL THE  
[02:19:49] SINGLE OCCUPANCY VEHICLES SAY, FOR  
[02:19:51] EXAMPLE, IN THE AUTO LANES, WHAT WOULD  
[02:19:54] THAT DO TO THE OPERATION OF THE AIRPORT?  
[02:19:56] I THINK HEATHER HAS TOUCHED ON  
[02:19:59] THIS PREVIOUSLY THAT AS WE LOOKED AT THE  
[02:20:04] ANALYSIS OF TRAFFIC WHEN WE DEDICATE  
[02:20:06] LANES IN THE WAY YOU JUST DESCRIBED,  
[02:20:10] LANCE, IT PUTS PRESSURES ELSEWHERE FOR  
[02:20:14] THE OTHER MODES, AND YOU'D  
[02:20:17] WANT TO EVALUATE WHAT THAT IMPACT WOULD  
[02:20:20] BE. AND I THINK THE INITIAL LOOK HAS  
[02:20:23] BEEN THAT WOULD MAKE TRAFFIC WORSE. SO  
[02:20:25] WHAT WE'RE TRYING TO DO WITH THIS  
[02:20:27] PROJECT IS TO DEAL WITH AN EXISTING  
[02:20:30] ISSUE, AND WE UNDERSTAND THAT THERE IS A  
[02:20:33] FUTURE FOR THE ROADWAY SYSTEM, AND THAT  
[02:20:36] WILL BE EVALUATING SOME OF THESE  
[02:20:38] PROGRAMMATIC LS AS PART OF THAT FUTURE  
[02:20:39] ROADWAY SYSTEM. BUT FOR THIS EXISTING  
[02:20:41] PROJECT, THIS EXISTING ISSUE, WE'RE  
[02:20:44] TRYING TO MATCH UP THE DEMAND  
[02:20:47] WITH THE SUPPLY OF LANES

[02:20:51] AND COMMISSION TO BOOM. AND THE REASON I  
[02:20:53] ASK IS BECAUSE I ASKED THAT VERY SAME  
[02:20:54] QUESTION THAT YOU'RE ASKING. WHY CAN'T  
[02:20:55] WE JUST DO THAT? BECAUSE THEY HAVE A  
[02:20:57] TRIP OR OWN THE WRONG WAY, AS OPPOSED TO  
[02:20:59] WE'RE ACTUALLY INCENTIVIZING SINGLE  
[02:21:02] OCCUPANCY VEHICLES COMING TO THE  
[02:21:04] AIRPORT. THEY HAVE THE CONVENIENCE  
[02:21:05] CONVENIENCE OF US GOING TO THE CURB  
[02:21:07] SITE. SO I'D ASK THAT VERY, VERY SAME  
[02:21:09] QUESTION, AND I WENT TO DETAIL WITH THE  
[02:21:11] TEAM AS TO WHY IT WASN'T THAT EASY TO  
[02:21:13] JUST FLIP IT AROUND. IT WOULD CAUSE A  
[02:21:15] LOT OF OTHER PROBLEMS IN TERMS OF  
[02:21:18] TRAFFIC MOVING IN AND OUT OF THE PORT.  
[02:21:20] SO WE ACTUALLY HAVE A WORSE SITUATION  
[02:21:22] THAT WE HAVE RIGHT NOW. I APPRECIATE  
[02:21:25] THANK YOU, LANCE, FOR ASKING THAT  
[02:21:28] QUESTION IN A DIFFERENT WAY. BUT IT'S  
[02:21:30] THE IDEA THAT THE TWO  
[02:21:34] EFFORTS ARE STILL SEPARATED, THAT WE'RE  
[02:21:35] STILL TALKING ABOUT INCREASING TWO LANES  
[02:21:38] FOR ALMOST \$80 MILLION. AND YET WE STILL  
[02:21:40] DON'T HAVE A SOLUTION FOR GETTING PEOPLE  
[02:21:42] FOR INCREASING INCENTIVES FOR HIGH  
[02:21:45] OCCUPANCY EITHER VEHICLES. MORE  
[02:21:47] IMPORTANTLY, THAN SHUTTLE BUSES, QUITE  
[02:21:49] FRANKLY, IS METRO FOR ME,  
[02:21:53] WE'VE BEEN TALKING ABOUT THIS FOR YEARS.  
[02:21:55] I'VE BEEN ON THE COMMISSION SIX AND A  
[02:21:56] HALF YEARS, AND I STILL HAVE NOT SEEN A  
[02:21:59] REAL PLAN ON GROUND TRANSPORTATION TO  
[02:22:02] GET PEOPLE OUT OF SINGLE OCCUPANCY  
[02:22:04] VEHICLES. WE ALLOW UBER AND LYFT NOW TO  
[02:22:07] THE TNCS INTO THE AIRPORT, WHICH IS  
[02:22:09] DRAMATICALLY INCREASED CONGESTION, AND  
[02:22:12] THEY ARE CONSIDERED SOVS AT THE END OF  
[02:22:14] THE DAY. AND SO WHAT WE NEED TO BE DOING  
[02:22:16] IS GETTING PEOPLE INTO HIGHER TRANSIT  
[02:22:19] OPTIONS, NOT PROVIDING MORE LANES UNTIL  
[02:22:22] WE'RE ABLE TO DO THAT. AND I KNOW THAT  
[02:22:23] WE CAN DO BOTH. SO I'M JUST REALLY  
[02:22:25] STRUGGLING WITH THAT. AND IF YOU HAD  
[02:22:28] COME AND SAID, HEY, HERE'S OUR OTHER  
[02:22:29] PLAN. BUT IT'S BEEN QUITE A WHILE NOW,  
[02:22:31] UNFORTUNATELY, THAT WE KEEP HEARING  
[02:22:33] ABOUT A PLAN FOR INCREASING TRANSIT TO  
[02:22:36] THE AIRPORT. AND I HAVE YET TO SEE WHAT  
[02:22:38] THAT REAL PLAN IS THAT WE CAN GO BACK  
[02:22:40] AND TALK TO THE PUBLIC ABOUT. THANK YOU.  
[02:22:45] THANK YOU. COMMISSIONER BOWMAN, MOVING  
[02:22:48] TO COMMISSIONER FELLEMAN. THANK YOU.  
[02:22:51] ONE OF THE THINGS I DO SEE HERE GOING ON  
[02:22:53] IS THAT THE TRAFFIC PLANNERS SORT OF  
[02:22:56] HAVE BEEN LOOKING AT THE MODELS AND SORT  
[02:22:58] OF HAVING AN UNDERSTANDING OF WHAT SOME  
[02:23:01] IMPLICATIONS OF DOING ONE THING VERSUS  
[02:23:02] THE OTHER. BUT SORT OF THE COMMISSIONERS  
[02:23:05] HAVEN'T BEEN BROUGHT ALONG FOR THE RIDE  
[02:23:07] AND THAT SORT OF SPEAK PUN  
[02:23:11] INTENDED, I GUESS, TO BE  
[02:23:15] PRESENTED WITH WE'RE GOING TO FIX THIS  
[02:23:17] ROAD, AS COMMISSIONER BOWMAN WAS SAYING,

[02:23:20] WITHOUT UNDERSTANDING THE BROADER  
[02:23:23] IMPLICATIONS, NOT JUST THAT THE OTHER  
[02:23:26] INITIALS WE'RE GOING TO TAKE, BUT HOW  
[02:23:27] DOES THIS CHANGE THE THE CURRENT  
[02:23:30] BEHAVIOR AND COMMISSIONER CHO  
[02:23:34] REALLY WAS MY FIRST QUESTION WAS THIS IS  
[02:23:37] GOING TO GET WORSE BEFORE IT GETS BETTER  
[02:23:38] AND THERE'S NO CONSTRUCTION PROJECT  
[02:23:41] EVER FACILITATED MOVEMENT THAT I  
[02:23:45] COULD IMAGINE. SO I AM CONCERNED WHAT  
[02:23:49] ADVANCED EFFORTS WE CAN TAKE TO REALLY  
[02:23:52] AVOID WHAT'S ALREADY OBVIOUSLY A  
[02:23:54] CHALLENGING SITUATION. AND I'M JUST  
[02:23:55] REALLY WONDERING HOW MUCH OF THE POOR  
[02:23:58] RATINGS THAT WE RECENTLY GOT ON THE ON  
[02:24:01] THE VARIOUS EVALUATIONS OF THE AIRPORT,  
[02:24:03] HOW MANY OF THOSE REALLY WERE ATTRIBUTED  
[02:24:06] TO AIRPORT DRIVE, WHICH I'VE ALWAYS  
[02:24:09] JOKED WAS GREATER RESTRICTION TO SEE  
[02:24:11] TYPE AND AIRSPACE. BUT SEVERAL THINGS  
[02:24:14] JUST ALWAYS STRUCK ME AS AND OFTENTIMES  
[02:24:18] MY IMPRESSION OR JUST EVEN THE I FIVE  
[02:24:20] CAPACITY IS THAT PEOPLE BEHAVIOR  
[02:24:24] IS NOT A GREAT USE OF SPACE. IN FACT,  
[02:24:27] IN DRIVERS, THEY'RE FIRST TEACHING  
[02:24:30] PEOPLE HOW TO MERGE IT. ACTUALLY, YOU  
[02:24:32] KNOW, THE WEED SYSTEM IS NOW HAVING TO  
[02:24:34] BE INSTRUCTED IN DRIVER'S ED BECAUSE  
[02:24:36] PEOPLE JUST DON'T DO THAT. NATURALLY, I  
[02:24:39] SEE OUR SIGNAGE DOESN'T START EARLY  
[02:24:42] ENOUGH. WE DON'T GET PEOPLE LINED UP TO  
[02:24:45] GET IN THE RIGHT PLACE EARLY ENOUGH ON  
[02:24:47] THE DRIVE TO START, I THINK, ORIENTING  
[02:24:50] THEM TO THE PLACES WHERE THEY NEED TO  
[02:24:53] BE. I ALSO FIND THAT IF YOU SWING  
[02:24:56] THROUGH AND YOU CAN'T STOP BECAUSE IT'S  
[02:24:58] ALL BACKED UP, YOU KNOW, GETTING  
[02:25:00] YOURSELF TO THE CELL PHONE LOT AROUND  
[02:25:02] THE BACK IS CONFUSING, LIKE THE SIGNAGE  
[02:25:05] THAT WOULD JUST BRING YOU BACK TO WHERE  
[02:25:07] IS THE PLACE WHERE WE REALLY WANT YOU TO  
[02:25:09] GO IS NOT REALLY INTUITIVE.  
[02:25:13] SINCE I GOT HERE IN COMMISSIONER ON WERE  
[02:25:16] JUST LIKE THE DUET OVER, HOW CAN WE GET  
[02:25:20] MORE USE OF THE LIGHT RAIL? WHY IS THE  
[02:25:22] TUNNEL NOT COVERED? GETTING MOVING  
[02:25:25] SIDEWALK. NOW WE HAVE THE SHUTTLE BUSES,  
[02:25:27] BUT I DON'T KNOW HOW MUCH DATA WE'RE  
[02:25:29] REALLY COLLECT. HOW MUCH IS THE USE OF  
[02:25:30] THE SHUTTLE BUS, THE GOLF CARTS.  
[02:25:33] WE'VE TALKED ABOUT WANTING TO INCREASE  
[02:25:36] THE USE OF MASS TRANSIT, AND WE'RE TOLD,  
[02:25:38] WELL, THERE'S ONLY THIS LIMITATION.  
[02:25:40] WHAT ARE THE LIMITATIONS? AND HOW HAS IT  
[02:25:42] BEEN CHANGING OVER TIME AND WHAT ACTIONS  
[02:25:45] HAVE WE BEEN TAKEN TO ACTUALLY INCREASE  
[02:25:47] THAT? ARE THERE DATA TO SHOW? ARE WE  
[02:25:49] MOVING THE DIAL? I KEPT ON ASKING, IS  
[02:25:52] THERE COUPONS THAT ALASKA AIRLINES BEING  
[02:25:55] THE CLOSEST PROXIMITY TO THE TERMINAL,  
[02:25:57] COULD GIVE FOR A FREE TICKET TO GET TO  
[02:25:59] THE TO GET TO THE TERMINAL? I JUST DON'T  
[02:26:02] KNOW WHY WE WOULD HAVE THIS BILLION

[02:26:05] DOLLAR INFRASTRUCTURE, WHICH IS  
[02:26:07] OBVIOUSLY EXPANDING ALL THE TIME AND NOT  
[02:26:10] REALLY SEIZING THIS AS A PRIORITY. SO  
[02:26:13] AGAIN, UNLESS WE REALLY SAW WHAT THIS  
[02:26:17] MEANS TO THE OVERALL SYSTEM, EVEN THOUGH  
[02:26:19] IT'S JUST PART OF A BIGGER PLAN, WE  
[02:26:21] DON'T HAVE GUARANTEE THAT THAT BIGGER  
[02:26:22] PLAN IS GOING TO GET BUILT. SO WE JUST  
[02:26:24] HAVE TO ASSUME THAT THIS IS OUR NEAR  
[02:26:28] TERM MEASURE. AND HOW IS THIS GOING TO  
[02:26:31] AFFECT WHAT WE CURRENTLY HAVE CONTROL  
[02:26:34] OVER? AND WE'RE REALLY NOT SEEING THAT.  
[02:26:36] AND SO I AM INCLINED TO JOIN  
[02:26:38] COMMISSIONER BOWMAN AND ASKING YOU TO  
[02:26:40] COME BACK WITH SOME MORE DETAILS.  
[02:26:44] AND COMMISSIONER FELLEMAN, COULD YOU SAY  
[02:26:47] WHAT ADDITIONAL DETAILS YOU WOULD  
[02:26:51] WANT US TO COME BACK? WELL, THERE'S A  
[02:26:54] WONDERFUL DANCING ANTS THAT ARE CLASSIC  
[02:26:58] TRAFFIC MANAGEMENT MODELING. RIGHT.  
[02:27:01] SO YOU COULD SHOW THE EXISTING MODELING  
[02:27:05] OF HOW BEHAVIOR OCCURS CURRENTLY WITH  
[02:27:08] THE MOVEMENT OF THESE AND THROUGH THE  
[02:27:12] DRIVEWAY. AND THEN YOU COULD SAY, WELL,  
[02:27:14] BASED ON THIS ADDED LANE OR SIGNAGE OR  
[02:27:18] WHATEVER ELSE, HOW DOES THAT FLOW  
[02:27:21] CHANGE? HOW MANY CARS PER HOUR A WEEK  
[02:27:23] ANTICIPATING THIS WILL CHANGE. AND HOW  
[02:27:26] IS THIS GOING TO THEN FACILITATE  
[02:27:28] WHATEVER CHANGES IN MODE SHIFT THAT WE  
[02:27:32] WANT TO DO BECAUSE WE HAVE NOW THIS NEW  
[02:27:34] CAPACITY. I MEAN, AGAIN, THE DISCONNECT  
[02:27:38] BETWEEN ADDING A CAPACITY WITHOUT  
[02:27:41] SHOWING HOW IT COULD THEN BE LEVERAGED  
[02:27:44] TO ADVANCE THE LONGER TERM GOALS THAT WE  
[02:27:47] HAVE. WE CAN'T GUARANTEE THAT WE'RE  
[02:27:50] GOING TO GO ON TO THE NEXT STEP FOR ANY  
[02:27:52] TIME IN THE NEAR TERM. AND WE KNOW RIGHT  
[02:27:55] NOW IT'S PRETTY TERRIBLE. SO I'M  
[02:27:57] SYMPATHETIC AS THEY COME CLOSE. WE GOT  
[02:28:01] TO DO SOMETHING, BUT WE JUST DON'T HAVE  
[02:28:03] ANY VISIBILITY ON HOW THIS IS REALLY  
[02:28:06] GOING TO CHANGE. MOVE THE BAR.  
[02:28:09] PETERS, AMAZON, LET PETER GO AHEAD. BUT  
[02:28:12] WHAT I'M HEARING IS THAT THERE IS TWO  
[02:28:13] SEPARATE EFFORT THAT'S TAKEN PLACE, AND  
[02:28:15] WE SHOULD COMBINE THEM. AND I'M NOT  
[02:28:18] SURE, BUT ANY REALITY  
[02:28:21] JUST SPEAK. THE QUESTION IS, HOW IS WHAT  
[02:28:24] YOU'RE DOING GOING TO ADVANCE THOSE  
[02:28:28] THINGS THAT YOU TELL US ARE COMING DOWN  
[02:28:29] THE ROAD. YEAH. SO I THINK FIRST  
[02:28:33] OFF, IN TERMS OF THINGS THAT ARE COMING  
[02:28:34] DOWN THE ROAD. THANK YOU, COMMISSIONER  
[02:28:36] FELLEMAN. ONE OF THE THINGS THAT WE'RE  
[02:28:38] LOOKING AT IS DIGITAL TICKETING. YOU  
[02:28:40] MENTIONED ABOUT TRANSIT INCENTIVES AND  
[02:28:42] TRANSIT INCENTIVE PROGRAMS AND DIGITAL  
[02:28:45] TICKETING PROGRAM FOR 2022 THAT WOULD  
[02:28:48] OFFER FREE TICKETS, FOR INSTANCE, FOR  
[02:28:49] LIGHT RAIL TRAFFIC AS A PILOT PROGRAM  
[02:28:52] WITH SOUND TRANSIT THAT'S TIED UP RIGHT  
[02:28:55] NOW IN THE GTA WORK PROGRAM WE'RE



[02:28:57] WORKING AT THROUGH STAFF INTO THE  
[02:28:58] DIVISION. WE HAVE A NUMBER OF DIFFERENT  
[02:29:01] EFFORTS ON AND REAL, AS YOU'RE AWARE OF,  
[02:29:03] WITH THE MOCHI SIMULATOR WORK REALLY  
[02:29:06] IMPORTANT FOR THE ACCESS FEE  
[02:29:08] CONVERSATION. SO THAT'S UNDERWAY AS  
[02:29:09] WELL. ONE THING WE DON'T HAVE TODAY IS  
[02:29:12] THE VSIM MICROSIMULATION THAT YOU  
[02:29:15] REFERRED TO THE ANTS ON THE SCREEN.  
[02:29:18] OFTEN THAT'S KIND OF A TOOL THAT WE USE  
[02:29:21] TO DEMONSTRATE CONGESTION THE BENEFITS  
[02:29:23] OF A PROJECT. SO WE DON'T HAVE THAT  
[02:29:25] TODAY. WE CERTAINLY CAN MAKE THAT  
[02:29:27] AVAILABLE AS PART OF A FUTURE  
[02:29:29] CONSIDERATION. SO I WANTED JUST TO MAKE  
[02:29:32] THOSE POINTS BECAUSE YOU BRING UP SOME  
[02:29:34] VALUE CONCERNS ABOUT WHAT WE'RE TRYING  
[02:29:36] TO ACCOMPLISH. STAFF CONTINUE TO WORK ON  
[02:29:38] THE GAP WORK PROGRAM, AND WE LOOK  
[02:29:40] FORWARD TO WORKING WITH YOU ON THOSE  
[02:29:42] PROGRAMS IN THE FUTURE.  
[02:29:45] THANK YOU. AND I  
[02:29:52] JUST WANTED TO ADD THAT IT'S A MULTI  
[02:29:56] FACET STRATEGY AS WE WORK TO INCREASE  
[02:29:58] TRANSIT, WHICH I THINK COMMISSIONERS  
[02:30:01] STEINBRUECK MENTIONED MAYBE EVEN A GOAL TO  
[02:30:04] GET TO WHERE SAN FRANCISCO IS AT 14%.  
[02:30:07] THAT STILL LEAVES 86% COMING IN IN  
[02:30:10] DIFFERENT MODES. ONE OF OUR BIG  
[02:30:12] STRATEGIES WITH THE T AND C USES TO BE  
[02:30:15] MOVING TO ELECTRIC VEHICLES, AND THAT'S  
[02:30:17] A REGIONWIDE STRATEGY IS TO MOVE TO  
[02:30:20] ELECTRIC VEHICLES, WHICH HELPS OBVIOUSLY  
[02:30:22] WITH THE GREENHOUSE GAS REDUCTION GOAL,  
[02:30:26] BUT STILL HAS CARS AND VEHICLES ON THE  
[02:30:29] ROAD. SO I JUST WANTED TO KIND OF POINT  
[02:30:33] OUT THAT AS WE TRY TO MERGE THESE TWO  
[02:30:36] TOPICS, AS YOU'RE DISCUSSING, WE CAN BE  
[02:30:39] SUCCESSFUL IN ELIMINATING OUR GREENHOUSE  
[02:30:44] GASES FOR GROUND TRANSPORTATION OVER  
[02:30:46] TIME. BUT IT STILL MAY INVOLVE ELECTRIC  
[02:30:49] VEHICLES THAT NEED ACCESS TO THE  
[02:30:51] AIRPORT. AGAIN,  
[02:30:54] CONGESTION AND GREENHOUSE GASES ARE  
[02:30:56] RELATED, BUT THIS PARTICULAR ONE, AS YOU  
[02:30:59] KNOW, IT DOESN'T REALLY ADDRESS THE  
[02:31:02] CUSTOMER SERVICE ASPECT OF THIS  
[02:31:05] CHALLENGE. I JUST LIKE TO ASK EXECUTIVE  
[02:31:08] METRUCK HOW MUCH THE SETBACK  
[02:31:11] WOULD IT BE TO HAVE THIS POSTPONE TO THE  
[02:31:13] NEXT COMMISSION MEETING WHEN WE MAYBE  
[02:31:15] CAN GET MORE DATA?  
[02:31:20] YOUR MUTED EXECUTIVE DIRECTOR?  
[02:31:24] WELL, OF COURSE, ANY IMPACT ON THIS,  
[02:31:27] WE CAN ADDRESS THAT AND BRING THAT BACK  
[02:31:30] TO TRY TO ANSWER MORE QUESTIONS. BUT I  
[02:31:31] THINK WE ARE BRINGING TWO ISSUES  
[02:31:34] TOGETHER HERE THAT ALTHOUGH RELATED,  
[02:31:37] AREN'T CONNECTED. I THINK AS WE WERE  
[02:31:39] SETTING THIS UP AND THE SANDY WAS JUST  
[02:31:42] SAYING, IS IT FROM A STANDPOINT IS THESE  
[02:31:44] ARE NO REGRETS IMPROVEMENTS THAT DON'T  
[02:31:49] PRECLUDE ALL THE OTHER MEASURES THAT

[02:31:51] WE'RE LOOKING AT AND TALKING ABOUT TO  
[02:31:53] INCREASE THAT OF BOTH EFFICIENCY,  
[02:31:55] HAVING THOSE IMPACTS FOR THOSE THAT ARE  
[02:31:57] REMAINING, AND THEN THE MODES THAT DO  
[02:32:00] USE IT TO HAVE ALL THAT INFORMATION  
[02:32:05] NOW IN THIS CONNECTS THE TWO ISSUES  
[02:32:09] THAT EVEN THOUGH THEY'RE RELATED,  
[02:32:13] AREN'T SPECIFICALLY CONNECTED, YOU DON'T  
[02:32:16] NEED ONE TO MAKE THE OTHER INVESTMENT.  
[02:32:17] BUT I UNDERSTAND ABOUT THE QUESTIONS  
[02:32:20] ABOUT THE WAY FORWARD ON THIS. OVERALL,  
[02:32:23] WE HAVE TO LOOK AT THAT, GET BACK TO YOU  
[02:32:27] WITH ADDITIONAL INFORMATION TO SEE IF  
[02:32:28] THAT'S ANSWERING YOUR QUESTIONS. YEAH.  
[02:32:30] I GUESS MY QUESTION WAS THAT THAT  
[02:32:32] MODELING DISCUSSION I HAD REALLY IS  
[02:32:34] WORDS ONLY GO SO FAR. I MEAN, IF THERE  
[02:32:37] IS A WAY FOR US TO SHOW FOR YOU TO  
[02:32:39] DEMONSTRATE TO US BY DOING THIS RESULTS  
[02:32:43] IN THAT HOW MUCH MORE CUSTOMER SERVICE  
[02:32:45] ARE WE GETTING DOING THIS ALLOWS FOR IN  
[02:32:48] THE FUTURE, EVEN BETTER ENHANCEMENTS  
[02:32:51] BASED ON THIS ALIGNMENT VERSUS THAT. I  
[02:32:54] MEAN, ANYTHING THAT YOU COULD  
[02:32:56] DEMONSTRATE TO US THAT THIS IS AN  
[02:32:58] INVESTMENT NOT JUST IN TRADITIONAL  
[02:33:00] LANE CAPACITY, BUT IN ADVANCING THE  
[02:33:03] BROADER GOALS USING CARS IN  
[02:33:08] THIS MODE RIGHT NOW. I GUESS MY  
[02:33:11] EXPLANATION IS TO SEE IF YOU CAN HELP  
[02:33:14] ANSWER SOME OF THESE QUESTIONS. BUT I  
[02:33:15] WILL ASK MY COLLEAGUES TO PUT FORWARD  
[02:33:18] THEIR QUESTIONS. COMMISSIONER CALKINS.  
[02:33:23] SO AS I WAS READING THROUGH  
[02:33:26] THE MEMO IN PREPARATION, I NOTICED THAT  
[02:33:29] THE ALTERNATIVES HERE DO NOT IT DOESN'T  
[02:33:32] CONTEMPLATE NEVER WIDENING THIS. AND THE  
[02:33:36] REASON IS THAT IF WE DO MOVE  
[02:33:39] FORWARD WITH SAM AT SOME POINT, IF WE  
[02:33:42] DON'T DO THIS PARTICULAR PROJECT NOW,  
[02:33:45] IT WOULD THEN BE A PART OF THAT PROJECT  
[02:33:48] BECAUSE SAM RELIES UPON THE SHIFT. IS  
[02:33:51] THAT CORRECT?  
[02:33:55] THAT'S CORRECT. THAT'S CORRECT,  
[02:33:58] COMMISSIONER. IT'S ACCURATE. SO IT'S  
[02:34:01] EITHER NOW OR LATER. AND WHAT  
[02:34:05] I'M HEARING FROM MY COLLEAGUES IS WE'RE  
[02:34:10] FEELING AS IF ONE OF THESE INITIATIVES  
[02:34:13] IS GETTING A LITTLE BIT MORE ATTENTION  
[02:34:15] BUDGET CONCERN, WHICH IS,  
[02:34:18] HOW DO WE ADDRESS DEMAND?  
[02:34:22] HOW DO WE CREATE MORE CAPACITY BUT  
[02:34:26] THE OTHER ONE, WE'RE FEELING LESS  
[02:34:28] CONFIDENT THAT IT'S GETTING THE KIND OF  
[02:34:30] ATTENTION THAT WE FEEL IT NEEDS, WHICH  
[02:34:32] IS HOW DO WE COMPEL OR  
[02:34:36] INCENTIVIZE USE OF MORE CLIMATE FRIENDLY  
[02:34:42] MODES OF TRANSPORTATION? SO FOR  
[02:34:47] ME, I THINK IF WE NEED TO PAUSE THIS,  
[02:34:50] MAYBE TABLE THIS AND POSSIBLY  
[02:34:55] I THINK THERE'S A VERY REAL PUBLIC  
[02:34:57] INTEREST. I THINK WE COULD DO A STUDY  
[02:35:00] SESSION ON THIS TOPIC ALONE.

[02:35:03] AND AS YOU SAID, STEVE, THESE ARE  
[02:35:07] RELATED BUT NOT CONNECTED. WE COULD TALK  
[02:35:11] ABOUT HOW WE ENSURE THAT THE PRIORITIES  
[02:35:15] ARE ALIGNED ON BOTH OF THESE  
[02:35:16] INITIATIVES. THIS PARTICULAR PROJECT  
[02:35:19] THAT WE'RE DISCUSSING TODAY, BUT ALSO  
[02:35:21] THE WAYS IN WHICH WE'RE INCENTIVIZING  
[02:35:23] MODE SHIFTS TO WHAT WE BELIEVE TO BE THE  
[02:35:26] BETTER, MORE OPTIMAL MODE SHIFT FOR  
[02:35:29] PEOPLE COMING TO AND FROM. I THINK,  
[02:35:33] COMMISSIONER, THOUGH I WOULDN'T AGREE  
[02:35:37] THAT ONE IS BEING PRIORITIZED OVER. THE  
[02:35:39] OTHER ONE IS ACTUALLY EASIER TO DO THAN  
[02:35:42] THE OTHER. THE OTHER ONE IS EXTREMELY  
[02:35:43] COMPLICATED, AND WE HAVE BEEN ACTUALLY  
[02:35:45] SPENDING MORE TIME ENERGY ON THE OTHER  
[02:35:48] ONE THAN ACTUALLY, THIS IS JUST A FAR  
[02:35:50] MORE COMPLICATED THING TO GET DONE. SO I  
[02:35:53] DON'T THINK I WOULDN'T AGREE THAT WE ARE  
[02:35:56] SPENDING MORE TIME OR MORE ENERGY ON ONE  
[02:35:58] ON THE OTHER ONE IS JUST AN EASIER  
[02:36:01] SOLUTION THAN THE OTHER ONE. AND  
[02:36:03] DIRECTOR LITTLE, IF I'M REMEMBERING  
[02:36:06] CORRECTLY, I BELIEVE THAT OUR CURRENT  
[02:36:08] BUDGET PROPOSAL INCLUDES AN FTE FOR  
[02:36:11] GROUND TRANSPORTATION. CORRECT A NEW  
[02:36:13] FREE TRANSPORTATION AND THAT WILL THAT  
[02:36:17] WILL ALLOW US TO DANCE. I MEAN, THAT  
[02:36:18] PERSON PRESUME WE WILL HELP US  
[02:36:21] ACCELERATE TRANSPORTATION MANAGEMENT  
[02:36:24] ASSOCIATION CONVERSATIONS AROUND ALL  
[02:36:26] THESE. SO IN SOME WAYS, WE ARE ALREADY  
[02:36:29] PUTTING EMPHASIS ON THOSE PROJECTS. I  
[02:36:32] GUESS FOR ME, ACTUALLY ACCELERATED BRING  
[02:36:35] IN ON THAT POSITION AS WELL. SO,  
[02:36:39] YOU KNOW, I WANT TO BE SENSITIVE TO MY  
[02:36:42] COLLEAGUES CONCERNS ABOUT ARE WE FULLY  
[02:36:45] VETTING THIS? ARE WE GETTING TO THE  
[02:36:47] BOTTOM BUT ALSO COGNIZANT THE FACT THAT  
[02:36:50] THIS IS THE ALTERNATIVES THAT WE'RE  
[02:36:52] CONSIDERING HERE ARE NOT REALLY NO  
[02:36:54] WIDENING ALTERNATIVE. IT'S WHETHER WE DO  
[02:36:56] IT NOW OR DO IT LATER. AND IF THERE ARE  
[02:36:59] ADDITIONAL QUESTIONS THAT THE COMMISSION  
[02:37:00] IS COMMISSIONERS AND ARE COMFORTABLE,  
[02:37:02] AND THERE'S ADDITIONAL QUESTIONS THAT  
[02:37:04] YOU LIKE US TO ANSWER, WE NEVER WOULD  
[02:37:05] HAVE TO GO BACK, ANSWER THOSE AND GET  
[02:37:07] BACK TO YOU. AND STEVE IS THE WAY YOU  
[02:37:10] WANT TO PROCEED. COMMISSION IN BROOK  
[02:37:13] HAS BEEN WAITING. I THINK WE'VE HAD  
[02:37:15] ENOUGH DISCUSSION. IT'S CLEAR THAT WE  
[02:37:17] DON'T HAVE CONFIDENCE IN THE PROPOSAL AS  
[02:37:21] PRESENTED. IT'S \$80 MILLION. THERE'S NO  
[02:37:24] SECRET HERE. JUST A MINUTE, PLEASE.  
[02:37:28] IT IS CLEAR TO ME THAT WE HAVE  
[02:37:31] UNRESOLVED ISSUES AND I'M GOING TO MOVE  
[02:37:35] TO POSTPONE INDEFINITELY UNTIL WE GET  
[02:37:38] BETTER ANSWERED. AND I THINK A DEEPER  
[02:37:41] ANALYSIS REASONABLE WITH  
[02:37:44] OTHER ALTERNATIVES BESIDES A NO ACTION  
[02:37:47] ALTERNATIVE OR THIS ONE BECAUSE THERE  
[02:37:50] REALLY DOESN'T SEEM TO BE ANYTHING IN

[02:37:52] BETWEEN THERE. AND I JUST CAN'T BELIEVE  
[02:37:55] FOR ONE THAT WE CAN'T DO A BETTER JOB OF  
[02:37:58] ADDRESSING OUR TRANSPORTATION MANAGEMENT  
[02:37:59] GOALS AND USE OUR \$80 MILLION MORE  
[02:38:03] EFFECTIVELY IN WAYS THAT WILL FURTHER  
[02:38:06] THOSE GOALS, BECAUSE THIS DOES NOT.  
[02:38:08] IT'S A CONGESTION RELIEF PROPOSAL,  
[02:38:11] SO MY NOTION IS TO POSTPONE IT TAKES  
[02:38:14] PRECEDENT OVER THE MAIN MOTION.  
[02:38:16] HI, MR. COMMISSIONER. PRESIDENT.  
[02:38:19] COMMISSIONER STEINBRUECK IS CORRECT HIS  
[02:38:22] MOTION TO POSTPONE INDEFINITELY WOULD  
[02:38:24] TAKE PRECEDENCE AT THIS POINT IN TIME.  
[02:38:26] MY QUESTION TO COMMISSIONER STEINBRUECK  
[02:38:28] IS, DO YOU MEAN TO KILL IT COMPLETELY TO  
[02:38:30] HAVE BROUGHT BACK? OKAY. IN FACT, IF WE  
[02:38:34] VOTED UP OR DOWN, THAT WOULD MOST LIKELY  
[02:38:35] DRIVE THE STEAK IN. AND I DON'T THINK  
[02:38:38] WE'RE READY FOR THAT VOTE IN.  
[02:38:41] IT MAKES SENSE TO HAVE A MOTION TO  
[02:38:42] POSTPONE INDEFINITELY WITH MORE WORK TO  
[02:38:45] BE DONE. I WOULD AGREE WITH THAT. BUT I  
[02:38:47] WOULD OFFER TO YOU TO CONSIDER A MOTION  
[02:38:49] TO POSTPONE TO A TIME CERTAIN IF YOUR  
[02:38:52] INTENT IS NOT TO KILL IT COMPLETELY AT  
[02:38:54] THIS POINT, VOTING IT DOWN WOULD KILL  
[02:38:56] IT. MOVING PERSONA INDEFINITELY WOULD  
[02:38:59] KILL IT. WELL, WE'RE REACHING THE END OF  
[02:39:01] OUR PEAK SEASON. WE'LL HAVE SOME MORE  
[02:39:05] PEAKS COMING UP DURING THE HOLIDAY  
[02:39:07] SEASON, BUT I THINK WE CAN TAKE AT LEAST  
[02:39:09] MAYBE ANOTHER MONTH OR TWO TO GET  
[02:39:12] BETTER ANSWERS TO THE QUESTIONS THAT  
[02:39:14] HAVE BEEN RAISED IN THIS DISCUSSION. SO  
[02:39:15] I WOULD POSTPONE UNTIL DECEMBER.  
[02:39:19] OKAY, SO THE COMMISSION NUMBER  
[02:39:23] OBVIOUSLY HAS BUDGET IMPLICATIONS FOR  
[02:39:27] LENGTH OF YOUR TIME. I THINK IT'S  
[02:39:30] JUSTIFIED GIVEN THE COST OF THIS  
[02:39:32] PROJECT. I'M JUST CLARIFY SOMETHING.  
[02:39:36] WE'RE NOT ACTUALLY APPROVING \$79 MILLION  
[02:39:38] HERE. THIS IS JUST AN AUTHORIZATION FOR  
[02:39:40] DESIGN ONE STEP AT A TIME. THAT'S WHAT  
[02:39:43] HAPPENS. OKAY, SO MR.  
[02:39:46] COMMISSION PRESIDENT, COMMISSIONER  
[02:39:48] STEINBRUECK HAS A MOTION ON THE FLOOR. IT  
[02:39:50] HAS BEEN MADE. THERE IS NOT A SECOND TO  
[02:39:53] IT AS OF YET. SECOND.  
[02:39:56] SO NOW YOU HAVE A MOTION ON THE FLOOR TO  
[02:39:58] POSTPONE TO A TIME CERTAIN. SIR, I'M  
[02:40:01] LOOKING FOR A DATE. DECEMBER 1 IS NOT A  
[02:40:03] COMMISSION MEETING. SO WE HAVE DECEMBER  
[02:40:05] 14. I WOULD ACCEPT  
[02:40:09] DECEMBER 14 UNLESS SOMEBODY ELSE HAS A  
[02:40:12] DIFFERENT IDEA AND CAN MAKE THE CASE. I  
[02:40:14] WOULD RECOMMEND THAT WE LOOK TO A  
[02:40:17] MEETING PRIOR TO THE FINALIZATION OF THE  
[02:40:20] BUDGET THAT MAY NOT GIVE STUFF ENOUGH  
[02:40:22] TIME FOR DOING WHAT WE'RE ASKING THEM TO  
[02:40:24] LET US SEE WHAT THEY CAN COME UP WITH SO  
[02:40:27] THAT IT AT LEAST COULD BE INCORPORATED,  
[02:40:30] ASSUMING THAT WE HAVE BETTER CONFIDENCE  
[02:40:32] IN WHAT THIS DESIGN WILL OR WILL NOT DO.

[02:40:35] I'M SORRY. WHAT ARE YOU EXACTLY ASKING  
[02:40:37] STAFF TO DO HERE? SO THERE IS A MOTION  
[02:40:39] CURRENTLY THROUGH THE COMMISSION  
[02:40:41] PRESIDENT TO COMMISSIONER CHO, THERE IS  
[02:40:43] A MOTION AND A SECOND TO POSTPONE THIS  
[02:40:45] PARTICULAR ITEM TO A TIME CERTAIN OF  
[02:40:48] DECEMBER 14. UNLESS THERE IS AN  
[02:40:51] AMENDMENT TO OFFER AN ALTERNATE DATE,  
[02:40:53] THAT IS THE MOTION ON THE FLOOR TO  
[02:40:55] RESPOND TO A TIME CERTAIN TO DECEMBER  
[02:40:57] 14. NO, MY QUESTION IS, WHAT ARE WE  
[02:40:59] ASKING STAFF TO DO BETWEEN NOW AND  
[02:41:00] DECEMBER 14? WE HAD A CONVERSATION  
[02:41:05] ABOUT THAT. I'M HAPPY TO SPEAK TO THAT.  
[02:41:07] WE'VE RAISED QUITE A FEW ISSUES AND  
[02:41:09] QUESTIONS HERE THAT WE HAVEN'T FELT.  
[02:41:11] SOME OF US HAVE GOTTEN SUFFICIENT  
[02:41:13] ANSWERS, BUT NO QUESTION. THE QUESTIONS  
[02:41:17] NECESSITATE STAFF CAN GO MAKE ANOTHER  
[02:41:20] ROUND WITH ONE ON ONE OR TWO TO ONE AND  
[02:41:23] LEARN MORE ABOUT WHAT OUR CONCERNS AND  
[02:41:25] ISSUES ARE. I JUST WANT TO CLARIFY THAT  
[02:41:28] NONE OF YOUR QUESTIONS QUESTION WHETHER  
[02:41:30] OR NOT THIS PROJECT WAS NECESSARY. ALL  
[02:41:33] YOUR QUESTIONS WERE SUPPLEMENTAL AND OR  
[02:41:35] TANGENTIAL TO THIS PROJECT. SO I DO NOT  
[02:41:38] UNDERSTAND WHY WE ARE POSTPONING THIS  
[02:41:40] PROJECT WHERE WE CAN JUST GET ANSWERS  
[02:41:42] WHILE THIS PROJECT IS COMMENCING. I'M  
[02:41:45] NOT PREPARED TO AUTHORIZE EVEN MOVING  
[02:41:48] FORWARD, AS IS PROPOSED TODAY,  
[02:41:52] COMMISSION, CAN I OFFER EITHER  
[02:41:55] OCTOBER 26 OR AT  
[02:41:59] THE LATEST, NOVEMBER 9? I WOULD  
[02:42:03] PREFER NOVEMBER 9 FOR STAFF TO HAVE MORE  
[02:42:05] TIME. I DON'T THINK THERE'S A CRITICAL  
[02:42:08] IMPERATIVE THAT WE DECIDE THIS OVERNIGHT  
[02:42:11] FOR SUCH A BIG PROJECT THAT IT IS. I'M  
[02:42:14] JUST ASKING THAT WE HAVE THE ABILITY TO  
[02:42:16] INCORPORATE IT IN THE BUDGET. CAN WE  
[02:42:19] ASK EXECUTIVE DIRECTOR METRUCK WHICH DATE  
[02:42:22] HE WOULD PREFER?  
[02:42:26] WELL, I THINK I THINK  
[02:42:30] I CAN GO BACK WITHIN NOVEMBER 9. I  
[02:42:32] HAVEN'T TALKED TO STAFF ON THIS.  
[02:42:33] OBVIOUSLY, IT MAKES IT A LITTLE  
[02:42:34] DIFFICULT HERE ON THIS FORMAT TO KIND OF  
[02:42:37] CONSULT WITH STAFF. BUT I THINK WE CAN  
[02:42:39] GO BACK AND COME BACK THAT  
[02:42:43] FIRST MEETING IN NOVEMBER BY ANSWERING  
[02:42:45] THESE QUESTIONS BECAUSE WITH THE TWO  
[02:42:47] WEEK PERIOD, IT'S HARD TO GO BACK TO TO  
[02:42:50] ONE TO DO THAT. AND MY THOUGHT PROCESSES  
[02:42:52] OF LOOKING AT THIS, OF TRYING TO FIGURE  
[02:42:55] OUT THE QUESTIONS AND THE ADDITIONAL  
[02:42:57] INFORMATION THAT WE'RE LOOKING AT  
[02:42:58] BECAUSE HEARING THESE, WE NEED  
[02:43:02] TO GO BACK AND SEE HOW WE ANSWER THOSE  
[02:43:04] QUESTIONS. BECAUSE THE INDIVIDUAL  
[02:43:07] PROJECTS HERE, EVEN IF WE STARTED TO  
[02:43:08] TALK ABOUT THE INDIVIDUAL PROJECTS,  
[02:43:10] THERE'S FOUR OF THEM ON HERE. THE THEY  
[02:43:15] ARE DIFFERENT THAN ALL THE QUESTIONS

[02:43:18] THAT THE COMMISSIONERS ARE RAISING. BUT  
[02:43:21] I WOULD SAY THAT THE SECONDARY MEETING  
[02:43:24] AND THE FIRST MEETING IN NOVEMBER.  
[02:43:26] OKAY. COMMISSIONER, SIR, WOULD YOU LIKE  
[02:43:29] TO AMEND YOUR MOTION? I WILL ACCEPT THAT  
[02:43:31] AS A RECOMMENDATION OF STAFF. YES, THAT  
[02:43:34] DATE. AND DOES COMMISSIONER BOWMAN  
[02:43:36] SUPPORT THAT CHANGE? THANK YOU,  
[02:43:40] MR. COMMISSION PRESIDENT. YOU NOW HAVE A  
[02:43:42] MOTION ON THE FLOOR TO POSTPONE THIS ITEM  
[02:43:45] TO A TIME CERTAIN OF NOVEMBER THAT HAS  
[02:43:47] BEEN MOVED AND SECONDED, VERY GOOD.  
[02:43:50] COULD YOU CALL THE VOTE?  
[02:43:54] YES. THIS IS ON THE MOTION OF THE PHONE  
[02:43:55] TO A TIME CERTAIN BEGINNING WITH  
[02:43:57] COMMISSIONER BOWMAN. AYE! THANK YOU,  
[02:43:59] COMMISSIONER CALKINS. AYE. THANK YOU,  
[02:44:02] COMMISSIONER CHO. AYE. THANK YOU,  
[02:44:05] COMMISSIONERS. STEINBREUCK. YES. THANK  
[02:44:07] YOU, COMMISSIONER FELLEMAN. AYE. THANK  
[02:44:10] YOU. THE MOTION TO POSTPONE TO A TIME  
[02:44:12] CERTAIN OF NOVEMBER 9 PASSES WITH A VOTE  
[02:44:15] OF FOUR TO ZERO. WE ARE  
[02:44:19] TECHNICALLY ON TO THE NEXT ITEM AT THIS  
[02:44:21] POINT THEN. VERY GOOD. SO WE  
[02:44:24] ARE NOW MOVING TO I'M  
[02:44:30] SORRY. HERE 10-C ITEM.  
[02:44:34] 10-C COMMISSIONERS, ONCE AGAIN,  
[02:44:36] PLEASE LET US HAVE EXECUTIVE METRUCK.  
[02:44:40] PLEASE READ IN THE QUESTION THE MOTION  
[02:44:42] FOR I'M SORRY. ITEM 10-C AND  
[02:44:46] EXECUTIVE METRUCK WILL TELL US MORE ABOUT  
[02:44:48] IT. THANK YOU. I'LL GO AHEAD AND READ  
[02:44:49] THE ONE INTO THE RECORD. I ALSO JUST  
[02:44:51] WANT TO GIVE A REMINDER OF OUR TIME. WE  
[02:44:53] ARE SIGNIFICANTLY BEHIND IN THIS MEETING  
[02:44:54] TODAY, AND WE DO HAVE AN EXTERNAL  
[02:44:56] PRESENTATION TO END THIS MEETING WITH.  
[02:44:58] SO JUST A NOTE THERE. AND THEN I'LL GO  
[02:45:01] AHEAD AND READ ITEM TENS INTO THE  
[02:45:02] RECORD. THIS IS AUTHORIZATION FOR THE  
[02:45:04] EXECUTIVE DIRECTOR TO PROCEED WITH THE  
[02:45:06] CHECKPOINT VIRTUAL QUEUE PROJECT AT  
[02:45:08] SEATTLE TACOMA INTERNATIONAL AIRPORT TO  
[02:45:10] EXECUTE CONTRACT FOR EQUIPMENT, VENDOR  
[02:45:13] IMPLEMENTATION SERVICES AND UP TO FIVE  
[02:45:15] YEARS OF SOFTWARE, LICENSED SERVICE AND  
[02:45:17] MAINTENANCE FEES AND TO ADVERTISE AND  
[02:45:19] EXECUTE SMALL WORK CONTRACTS AND UTILIZE  
[02:45:21] PORT CRUISE TO PERFORM CONSTRUCTION WORK  
[02:45:23] FOR SELF SERVICE GATE INSTALLATION. THE  
[02:45:25] AMOUNT REQUESTED FOR PROJECT  
[02:45:27] IMPLEMENTATION IS \$1,200,000 AND THE  
[02:45:29] ESTIMATED FIVE YEAR SOFTWARE SERVICE AND  
[02:45:31] MAINTENANCE FEE IS \$1,500,000.  
[02:45:39] OKAY, COMMISSIONERS,  
[02:45:42] FOLLOWING THE SUCCESS OF OUR SEA SPOT  
[02:45:46] SAVER PROGRAM, WHICH RAN FROM MAY  
[02:45:49] THROUGH AUGUST, WE'RE BACK BEFORE YOU  
[02:45:50] TODAY TO REQUEST AUTHORIZATION TO EXPAND  
[02:45:52] THE CURRENT PROGRAM TO ALL CUSTOMERS  
[02:45:54] STARTING THEIR TRAVEL JOURNEY AT SEATAC  
[02:45:56] INTERNATIONAL AIRPORT. SEATAC IS ONE OF

[02:45:59] THE FIRST AIRPORTS TO UTILIZE THIS  
[02:46:01] INNOVATIVE VIRTUAL QUEUE TECHNOLOGY AT ALL  
[02:46:04] ORIGINATING CUSTOMER CHECKPOINTS TO  
[02:46:06] STREAMLINE THE SECURITY CHECK IN PROCESS  
[02:46:08] AND RESPOND TO IMPACTS OF FISCAL  
[02:46:10] FACILITY CAPACITY RESTRAINTS PHYSICAL  
[02:46:15] THAT'S PHYSICAL 90% OF CUSTOMERS  
[02:46:17] SURVEYED PROVIDED POSITIVE RESULTS FROM  
[02:46:19] THE PILOT PROGRAM. PART OF THIS PROJECT  
[02:46:21] WOULD INCLUDE INTEGRATION WITH OUR  
[02:46:23] POPULAR SEATAC MOBILE APP TO FURTHER  
[02:46:25] ENHANCE THE CUSTOMER EXPERIENCE. ONE  
[02:46:27] OTHER NOTEWORTHY BENEFITS OF THE SEA  
[02:46:30] SPOT SAVER IS THAT IT PROVIDES A FREE  
[02:46:32] OPTION FOR THE TRAVELING PUBLIC TO USE  
[02:46:34] TO PROVIDE PREDICTABLE TRAVEL JOURNEY.  
[02:46:36] ELECT TO CONGRATULATE THE MEMBERS OF THE  
[02:46:38] VARIOUS TEAMS THAT CONTRIBUTE. THIS  
[02:46:39] INNOVATIVE PROJECT INCLUDED, BUT NOT  
[02:46:42] LIMITED TO, DEN DENSE, ROSA JOHNSON,  
[02:46:45] SWATI, REGULAR POCKY,  
[02:46:48] LUSH GREEN AND  
[02:46:52] TODD VEN GURBIN. HERE TO KICK OFF THIS  
[02:46:54] PRESENTATION IS LAUREL DONFY, DIRECTOR  
[02:46:56] OF AIRPORT OPERATIONS AND CRYSTAL  
[02:46:57] SADLER, DIRECTOR OF ICT TECHNOLOGY  
[02:47:00] DELIVERY. LAUREL, MR. COMMISSIONER,  
[02:47:03] PRESIDENT, MR. EXECUTIVE DIRECTOR,  
[02:47:05] PARDON THE INTERRUPTION BEFORE WE  
[02:47:07] CONTINUE INTO THIS PRESENTATION. I JUST  
[02:47:08] WANT TO CORRECT THE RECORD. I HAD STATED  
[02:47:11] FOUR ON THAT LAST MOTION TO THE PHONE.  
[02:47:13] IT IS FOUR APPROVED ONE OPPOSE, SO IT IS  
[02:47:17] A FOUR ONE VOTE. THANK YOU. THANK YOU  
[02:47:20] FOR THE CLARIFICATION.  
[02:47:23] THANK YOU, EXECUTIVE DIRECTOR MAX, FOR  
[02:47:26] RECOGNIZING A TEAM AND GOOD AFTERNOON,  
[02:47:28] PLEASE, COMMISSIONERS, COULD I HAVE THE  
[02:47:30] FIRST SLIDE, PLEASE?  
[02:47:34] I'M LAUREL DUMP, DIRECTOR OF AIRPORT  
[02:47:37] OPERATIONS, AND I'D ALSO LIKE TO THANK  
[02:47:39] DELTA AIRLINES AND ALASKA AIRLINES FOR  
[02:47:42] PARTNERING WITH US ON THIS PROJECT REAL  
[02:47:44] QUICKLY. FOR THOSE UNFAMILIAR WITH THE  
[02:47:46] PROGRAM, THE SEATTLE SPOT FAVOR PILOT  
[02:47:48] TESTED TWO VIRTUAL QUEUEING TECHNOLOGIES  
[02:47:51] THAT ALLOWED PASSENGERS TO MAKE  
[02:47:53] RESERVATIONS BEFORE GOING THROUGH, MAKE  
[02:47:55] RESERVATIONS TO GO THROUGH A DEDICATED  
[02:47:57] LANE AT THE SECURITY CHECKPOINT AT A  
[02:47:59] SPECIFIC TIME, PASSENGERS CAN MAKE  
[02:48:02] RESERVATIONS ONLINE BEGINNING 72 HOURS  
[02:48:04] BEFORE A FLIGHT, OR SCAN A QR CODE AT  
[02:48:07] THE AIRPORT AT LEAST 60 MINUTES BEFORE  
[02:48:09] THEIR FLIGHT. CHRISTA SANDER IS GOING TO  
[02:48:11] TALK A LITTLE BIT MORE ABOUT THE PILOT  
[02:48:13] IN A MINUTE, BUT OUR INTENTION FROM THE  
[02:48:15] START WAS ULTIMATELY TO HIRE ONE VENDOR  
[02:48:17] TO PROVIDE A CONSISTENT PRODUCT FOR ALL  
[02:48:21] ORIGINATING CHECKPOINTS TODAY. AFTER AN  
[02:48:23] EXTREMELY COMPETITIVE AND INFORMATIVE  
[02:48:25] PILOT PERIOD WHO ARE SEEKING COMMISSION  
[02:48:27] APPROVAL TO CONTINUE OUR VIRTUAL QUEUEING

[02:48:29] PROGRAM. WITH YOUR APPROVAL, WE WILL  
[02:48:31] EXECUTE THE APPROPRIATE CONTRACTS FOR  
[02:48:33] EQUIPMENT, INCLUDING THE INSTALLATION OF  
[02:48:35] SELF SERVICES FOR THE US, AS WELL AS THE  
[02:48:38] SOFTWARE FOR IMPLEMENTATION AND  
[02:48:39] MAINTENANCE OF THE VQ PROGRAM. THIS WILL  
[02:48:42] ALLOW SPOT SAVER TO BE IMPLEMENTED AT  
[02:48:44] ALL FIVE CHECKPOINTS IN THE MAIN  
[02:48:46] TERMINAL. NEXT SLIDE, PLEASE.  
[02:48:51] WE HAVE SEVERAL VERY IMPORTANT GOALS FOR  
[02:48:54] THE SPOT SAVER PROGRAM. EVEN BEFORE WE  
[02:48:56] STARTED, SOCIAL DISTANCING, MANAGING  
[02:48:58] SECURITY CHECKPOINT QUES DURING SUMMERS  
[02:49:00] AND HOLIDAYS HAS BEEN EXTREMELY  
[02:49:02] CHALLENGES, CHALLENGING US TO OUR  
[02:49:04] CONSTRAINED TERMINAL SPACE. WE ARE IN  
[02:49:06] NEED OF A SOLUTION TO BETTER MANAGER USE  
[02:49:09] AND REDUCE PASSENGER WASTE TIME,  
[02:49:10] ESPECIALLY DURING THESE PEAK BUSY  
[02:49:12] PERIODS. WITH RESERVATIONS NOW TELLING  
[02:49:15] US WHEN PASSENGERS ARE COMING TO THE  
[02:49:16] AIRPORT, SPOT SAVER WILL HELP US BALANCE  
[02:49:18] LOADS ACROSS THE FIVE CHECKPOINTS AND  
[02:49:20] OPTIMIZE OUR EFFICIENCY LIKE GOING TO A  
[02:49:23] POPULAR RESTAURANT WITH A RESERVATION.  
[02:49:25] SPOT SAVER ALSO GREATLY IMPROVE THE  
[02:49:28] PASSENGER EXPERIENCE BY PROVIDING A  
[02:49:30] PREDICTABLE EXPERIENCE WITH LED STANDING  
[02:49:33] IN LINE AT THE CHECKPOINT. LASTLY, SPOT  
[02:49:36] SAVER IS AVAILABLE AT NO COST TO ALL  
[02:49:38] PASSENGERS, PROVIDING AN EQUITABLE  
[02:49:40] OPTION TO THOSE WHO DON'T PARTICIPATE IN  
[02:49:42] MEMBERSHIP PROGRAMS LIKE CLAIRE OR TSA  
[02:49:45] FREE CHECK, THEY'LL TURN IT OVER TO  
[02:49:47] CHRISTA ADLER TO TALK ABOUT THE PILOT  
[02:49:49] PHASE RESULTS IN THE IMPLEMENTATION  
[02:49:51] PLAN. KRISTA,  
[02:49:56] IF YOU'RE ON MUTE SORRY  
[02:50:05] ABOUT THAT. GOOD AFTERNOON,  
[02:50:06] COMMISSIONER IS AN EXECUTIVE DIRECTOR,  
[02:50:07] METRUCK KRISTA SADLER, DIRECTOR OF  
[02:50:09] TECHNOLOGY DELIVERY IN OUR ACT  
[02:50:11] ORGANIZATION. SO LAUREL SPOKE TO YOU  
[02:50:14] ABOUT THE SPOT SAVER PROGRAM GOALS IN  
[02:50:16] OUR REQUEST, BUT I AM HAPPY TO HAVE THE  
[02:50:18] OPPORTUNITY TO TALK TO YOU A BIT ABOUT  
[02:50:20] OUR VIRTUAL C PILOT PROGRAM BECAUSE  
[02:50:22] FRANKLY, IT WAS A NOVEL PROCESS AND IT  
[02:50:24] HAD SURPRISINGLY SUCCESSFUL RESULTS. SO  
[02:50:27] AS LAUREL SAID, WE ELECTED TO CONDUCT A  
[02:50:30] PILOT BECAUSE THE PROVEN VIRTUAL QUEUING  
[02:50:32] TECHNOLOGY WAS NOT READILY AVAILABLE IN  
[02:50:35] AN AIRPORT ENVIRONMENT. AND SO MANY OF  
[02:50:37] YOU MAY HAVE SEEN THIS TECHNOLOGY IN  
[02:50:38] DISNEYLAND OR OTHER SIMILAR VENUES, BUT  
[02:50:41] IT REALLY HADN'T BEEN FULLY DEPLOYED IN  
[02:50:43] AN AIRPORT. SO THE GOALS OF THE PILOT  
[02:50:45] WERE TO SEE IF THERE WAS A PRODUCT OUT  
[02:50:48] THERE THAT COULD BE ADAPTED FOR  
[02:50:49] CHECKPOINT QUEUES AND THEN TO TEST  
[02:50:52] WHETHER OPERATIONALLY IT WOULD WORK AT  
[02:50:53] SEA. SO WE CONDUCTED AN RFP WHERE  
[02:50:58] TWO VENDORS WERE SELECTED TO RUN FOR



[02:51:00] FOUR MONTHS IN A LIMITED CAPACITY,  
[02:51:01] AFTER WHICH WE SELECTED THE VENDOR WITH  
[02:51:04] THE BEST VALUE FOR THE PORT. AND I  
[02:51:07] CANNOT SAY ENOUGH ABOUT BOTH OF OUR  
[02:51:09] PILOT VENDORS. THEIR SOLUTIONS HAD NOT  
[02:51:12] BEEN PREVIOUSLY INSTALLED IN AN AIRPORT,  
[02:51:14] BUT BOTH OF THE VENDORS ENHANCE THEIR  
[02:51:16] PRODUCTS THROUGHOUT THE PILOT PHASE  
[02:51:17] BASED ON REAL LIFE EXPERIENCE. WE HAD  
[02:51:22] NEXT SLIDE, PLEASE. THANK YOU. SO WE  
[02:51:26] HAD TREMENDOUS FEEDBACK FROM CUSTOMERS.  
[02:51:28] AS SEVERAL HAVE SAID, OUR SURVEY RESULTS  
[02:51:31] WERE OVER 90% POSITIVE AND OUR  
[02:51:34] RESERVATIONS FILLED TO CAPACITY FROM THE  
[02:51:36] VERY FIRST DAY OF THE PRODUCT WAS  
[02:51:37] AVAILABLE. AND I THINK THIS SPEAKS VERY  
[02:51:39] STRONGLY ABOUT THE CUSTOMER DESIRE FOR  
[02:51:42] THIS TYPE OF PROGRAM. WE WORK CLOSELY  
[02:51:44] WITH ALASKAN DELTA, AND THEY ALSO  
[02:51:47] RECEIVED POSITIVE COMMENTS THROUGHOUT  
[02:51:48] THEIR CUSTOMER CHANNELS. AS LAURA  
[02:51:51] MENTIONED, A KEY GOAL IS TO HELP BALANCE  
[02:51:53] THE QUEUES AT PEAK TIMES, AND WHILE WE  
[02:51:55] PURPOSELY RAN THE PILOT IN A LIMITED  
[02:51:57] MANNER, WE WERE ABLE TO EXPAND THE  
[02:51:59] PROGRAM TO ADDITIONAL CHECKPOINTS AS THE  
[02:52:01] PILOT WENT ON AND INCREASE THE NUMBER OF  
[02:52:03] PASSENGERS TO PUT THROUGH AT ANY ONE  
[02:52:05] TIME. SO WE EXPECT TO ADD SOME RELIEF  
[02:52:08] DURING THESE PEAK TIMES. NEXT SLIDE,  
[02:52:10] PLEASE. SO FROM A  
[02:52:13] PROJECT DEFINITION PERSPECTIVE, WE WILL  
[02:52:16] EXPAND THE VIRTUAL QUEUE SYSTEM FOR ALL  
[02:52:18] AIRLINES AND CHECKPOINTS WHERE IT'S  
[02:52:19] FEASIBLE. WE WILL AUTOMATE INTERFACES  
[02:52:22] AND INTEGRATE REGISTRATION INTO OUR C  
[02:52:24] MOBILE APP, AND THEN FINALLY, WE'LL  
[02:52:26] INSTALL SELF SERVICE GATES TO ADD  
[02:52:28] CAPACITY AND FLEXIBILITY WITHIN OUR  
[02:52:30] OPERATIONAL CONSTRAINTS. OUR EXPECTATION  
[02:52:33] IS THAT THE PROJECT WILL BE COMPLETE IN  
[02:52:36] FOURTH QUARTER 22, BUT ENHANCEMENTS WILL  
[02:52:39] BE DEPLOYED AS THEY'RE DEVELOPED AND  
[02:52:41] TESTED THROUGHOUT THE PROJECT LIFECYCLE.  
[02:52:43] NEXT SLIDE, AND I THINK THAT  
[02:52:47] IS IT. AND LAUREL AND I ARE HAPPY TO  
[02:52:49] ANSWER ANY QUESTIONS.  
[02:52:53] THANK. THANK YOU. CLERK HART,  
[02:52:56] COULD YOU CALL THE QUESTION? YES. WE'LL  
[02:52:59] GO THROUGH THE ROLE FOR QUESTIONS OF  
[02:53:01] STAFF, BEGINNING WITH COMMISSIONER BAN.  
[02:53:02] I DON'T  
[02:53:06] REALLY HAVE ANY QUESTIONS. I MEAN, I'M  
[02:53:07] JUST EXCITED THAT THIS HAS BEEN SUCH A  
[02:53:09] POPULAR PROGRAM AND GOOD ON ALL OF YOU  
[02:53:12] FOR TAKING THE LEAD TO DO IT. I KNOW.  
[02:53:14] I'VE HEARD GREAT FEEDBACK FROM THE  
[02:53:16] TRAVELING PUBLIC ABOUT IT, SO I THINK  
[02:53:19] THIS IS FANTASTIC. IT'S EXACTLY THE  
[02:53:21] DIRECTION THAT WE NEED TO BE GOING.  
[02:53:22] WELL DONE. THANK YOU. WE'RE EXCITED TO  
[02:53:25] THANK YOU VERY MUCH. THANK YOU.  
[02:53:27] COMMISSIONER BOWMAN. COMMISSIONER

[02:53:28] CALKINS. YEAH. I GOT A CHANCE TO  
[02:53:32] TRY SPOT SAVER AND MY  
[02:53:37] WIFE'S, TSA PRECHECK, HAD LAPSE BEFORE  
[02:53:40] WE REALIZED IT. AND SINCE ALL FIVE OF US  
[02:53:43] WERE TRAVELING TOGETHER, I THOUGHT,  
[02:53:44] WHAT A GREAT OPPORTUNITY TO TRY IT. AND  
[02:53:45] WE WERE FLYING ALASKA AND WENT THROUGH  
[02:53:49] CHECK .5 AND IT WENT RATE.  
[02:53:52] I THINK WHEN WE QUEUED UP, THERE WAS ONE  
[02:53:55] FAMILY IN FRONT OF US, AND I FELT LIKE  
[02:53:58] WE WERE VIPS. REALLY FUN. AND IT WORKED  
[02:54:01] REALLY WELL AND TECHNOLOGICALLY,  
[02:54:03] EVERYTHING WORKED SMOOTHLY. SO IT WAS  
[02:54:06] GREAT. AND I LOOK FORWARD TO EXPANDING  
[02:54:08] IT. IT'S ALWAYS FUN TO FIND WAYS THAT WE  
[02:54:11] CAN JUST MAKE FOLKS EXPERIENCE THE  
[02:54:13] AIRPORT THAT MUCH EASIER. BETTER. SO  
[02:54:15] THANK YOU. THANK YOU.  
[02:54:18] OKAY. COMMISSIONER CALKINS.  
[02:54:20] COMMISSIONER CHO. YEAH. I CONCUR. I LOVE  
[02:54:23] THIS PROGRAM. I'VE RECEIVED RANDOM TEXTS  
[02:54:26] AND SCREENSHOTS WHEN PEOPLE TELLING ME  
[02:54:28] HOW AWESOME THIS PROGRAM IS. AND SO I'M  
[02:54:31] REALLY EXCITED TO SEE A POTENTIAL ROLL  
[02:54:34] OUT TO ALL AIRLINES ON A  
[02:54:38] WIDER SCALE. AND SO I'M FULLY SUPPORTIVE  
[02:54:40] OF THIS AND LOOKING FORWARD TO USING IT.  
[02:54:45] THANK YOU, COMMISSIONER. COMMISSIONER.  
[02:54:47] STEINBRUECK. YEAH. I THINK THIS IS  
[02:54:50] PROBABLY ONE OF THE KEY POINTS OF  
[02:54:53] HIGHEST STRESS FOR TRAVELERS TRYING TO  
[02:54:56] GET THROUGH THE QUEUE AND GET THROUGH  
[02:54:59] TSA AND GET ON TO THE GATE. AND SO I  
[02:55:03] THINK THIS IS A GREAT STRESS RELIEVER  
[02:55:05] AND A GREAT INNOVATION HERE.  
[02:55:08] AND I THANK THE STAFF FOR THEIR WORK AND  
[02:55:11] BRINGING THIS TO US AND FOR CREATING THE  
[02:55:14] PROJECT. THANK YOU TO, MISTER TIMBRE.  
[02:55:17] COMMISSIONER FELLEMAN. WELL,  
[02:55:21] I'D LIKE TO JOIN THE CHORUS, BUT I HAVE  
[02:55:23] ONE CONCERN I DON'T KNOW ABOUT THE  
[02:55:26] ANALOGY OF DRAWING TECHNOLOGY FROM  
[02:55:28] DISNEYLAND. IS THAT REALLY A REFLECTION  
[02:55:32] ABOUT THE AIRPORT? OBVIOUSLY, IT SEEMS  
[02:55:36] LIKE YOU DREW. YOU FOUND A TECHNOLOGY.  
[02:55:38] IT HAD A GREAT APPLICATION. DESPITE NOT  
[02:55:41] THINKING WE RUN A MICKEY MOUSE OPERATION  
[02:55:44] HERE. AND I THANK YOU FOR BEING CLEVER  
[02:55:47] ENOUGH TO APPLY IT APPROPRIATELY. SO  
[02:55:50] WITH THAT, I WOULD LIKE TO ENTERTAIN A  
[02:55:52] MOTION SO MOVED  
[02:55:57] SECOND. OKAY. SO THE MOTION HAS BEEN  
[02:56:00] MADE. AND SECONDED, I WOULD ASSUME  
[02:56:02] THERE'S NO FURTHER CONVERSATION. SO,  
[02:56:03] CLERK HART, PLEASE CALL THE VOTE. I DO  
[02:56:06] NOT SEE ANY ADDITIONAL HANDS AT MR.  
[02:56:08] COMMISSIONER PRESIDENTS THAT WE WILL  
[02:56:09] TAKE THE ROLL CALL FOR THE VOTE  
[02:56:11] BEGINNING WITH COMMISSIONER BOWMAN. AYE.  
[02:56:14] THANK YOU. COMPARE OPTIONS. AYE.  
[02:56:16] THANK YOU, COMMISSIONER CHO. AYE. THANK  
[02:56:20] YOU, COMMISSIONERS STEINBRUECK. YES. THANK  
[02:56:22] YOU. COMMISSIONER FELLEMAN, AYE. THANK

[02:56:25] YOU. YOU HAVE FIVE YESSSES AND ZERO NOS  
[02:56:27] FOR THIS ITEM. THANK YOU. THEN THE  
[02:56:30] MOTION PASSES. VERY EXCITING.  
[02:56:33] LOOKING FORWARD TO THAT. GREAT  
[02:56:35] EXPERIENCE. ALRIGHT, SO NOW WE'RE GOING  
[02:56:38] TO MOVE ON TO ITEM ELEVEN PRESENTATIONS  
[02:56:39] AND STAFF REPORTS. WE ARE VERY  
[02:56:43] MUCH GETTING TO THE BUDGET PROCESS TIME.  
[02:56:46] SO EXECUTIVE METRUCK, PLEASE.  
[02:56:49] O CLERK HART, YOU CAN INTRODUCE  
[02:56:52] THE ITEM AND THEN EXECUTIVE METRUCK. WE  
[02:56:55] START TALKING ABOUT CENTRAL SERVICES  
[02:56:57] BUDGET. OKAY, SO WE'LL GO AHEAD AND READ  
[02:56:59] THE PIN INTO THE RECORD. THIS IS AGENDA  
[02:57:01] ITEM ELEVEN AT THE 2022 CENTRAL SERVICES  
[02:57:04] PRELIMINARY BUDGET AND PORT WIDE ROLL UP  
[02:57:06] BRIEFING.  
[02:57:08] THANK YOU, CLARE PART. THANK YOU,  
[02:57:11] PRESIDENT. FELLEMAN POLICE TO PRESENT  
[02:57:14] OUR PROPOSED 2022 CENTRAL SERVICES  
[02:57:16] BUDGET. THIS BUDGET SUPPORTS DEPARTMENTS  
[02:57:19] THAT PROVIDE SERVICES PORT WIDE SUCH AS  
[02:57:21] HUMAN RESOURCES, ENGINEERING,  
[02:57:23] INFORMATION TECHNOLOGY, POLICE, LEGAL IN  
[02:57:26] OTHERS. TWO YEARS INTO THE COVID-19  
[02:57:29] PANDEMIC, WE ARE FINDING THAT RECOVERY  
[02:57:31] IS NEITHER EASY OR QUICK. MANY OF OUR  
[02:57:35] BUSINESS LINES ARE SHOWING REMARKABLE  
[02:57:36] RECOVERY TODAY, SUCH AS AIR TRAVEL AND  
[02:57:39] CRUISE BUSINESS. BUT UNCERTAINTY REMAINS  
[02:57:42] EVEN THOUGH WE SEE POSITIVE SIGNS OF  
[02:57:44] RECOVERY, MANY OTHER ECONOMIC SECTOR  
[02:57:46] SECTORS ARE LAGGING. MANY IN OUR  
[02:57:48] COMMUNITY ARE STILL SUFFERING THE  
[02:57:50] DISPROPORTIONATE IMPACT OF THE PANDEMIC.  
[02:57:52] THE COVID VIRUS IS STUBBORN RESILIENT  
[02:57:55] AND ADAPTIVE. AFTER A LOLA NEW CASES,  
[02:57:58] WE'RE SEEING A RESURGENCE OF INFECTIONS  
[02:58:00] WITHIN OUR REGION AND NATIONWIDE OUR  
[02:58:02] ECONOMY CANNOT FULLY RECOVER UNTIL WE  
[02:58:04] BRING COVID-19 ARE OF CONTROL. AS WE  
[02:58:07] DISCUSSED EARLIER, OUR 2022 BUDGET  
[02:58:09] GUIDING PRINCIPLES ARE FAMILIAR FOR YOU  
[02:58:12] AND THEY INCLUDE PROTECT THE HEALTH AND  
[02:58:14] SAFETY OUR EMPLOYEES IN THE COMMUNITY.  
[02:58:16] AS WE ASSESS THE LONGTERM IMPACT AT  
[02:58:18] COVID, ENSURE EFFICIENT OPERATION OF OUR  
[02:58:20] GATEWAYS, AVIATION AND MARITIME SUPPORT  
[02:58:23] REGIONAL ECONOMIC RECOVERY THROUGH  
[02:58:25] CAPITAL PROGRAMS AND COMMUNITY  
[02:58:26] INVESTMENT, INVESTED EMPLOYEE  
[02:58:28] DEVELOPMENT, RETENTION AND RECRUITMENT  
[02:58:30] AND CRITICALLY REMAIN FLEXIBLE AND  
[02:58:32] ADAPTABLE AS THE ECONOMY CHANGES. AS  
[02:58:35] PART OF OUR BUDGET DEVELOPMENT, WE  
[02:58:36] CONDUCTED A PORT WIDE STRENGTH  
[02:58:39] STRENGTHS, WEAKNESSES, OPPORTUNITIES,  
[02:58:41] AND THREATS ANALYSIS. THIS ANALYSIS  
[02:58:44] SHOWS VERY CLEARLY THAT THE TWO YEARS OF  
[02:58:46] FISCAL RESTRAINT, INCLUDING PAY AND  
[02:58:48] HIRING FREEZE, HAS RESULTED IN  
[02:58:50] TREMENDOUS STRESS ON THE ORGANIZATION.  
[02:58:52] I BELIEVE STRONGLY IS TIME FOR US TO

[02:58:54] FOCUS ON INVESTMENTS IN PEOPLE IN  
[02:58:56] STRENGTHENING OUR CAPACITY TO EXECUTE  
[02:58:58] PROJECTS AND PROGRAMS. WE SIMPLY CANNOT  
[02:59:01] CARRY OUT OUR MISSION TO DELIVER  
[02:59:02] AIRPORT, MARITIME, ENVIRONMENTAL, AND  
[02:59:04] ECONOMIC DEVELOPER PROGRAMS WITHOUT  
[02:59:06] GIVING THE ORGANIZATION TO CAPACITY AND  
[02:59:08] TOOLS IT NEEDS TO DELIVER THOSE  
[02:59:10] PROGRAMS. WE'RE ALSO COMMITTED TO BEGIN  
[02:59:12] APPLYING AN EQUITY LENS TO ALL OUR  
[02:59:14] PROJECTS AND PROGRAMS AS WELL. KEY  
[02:59:17] COMPONENTS OF THIS STRATEGY INCLUDE  
[02:59:19] HIRING 58 NEW FULL TIME STAFF. THE  
[02:59:22] MAJORITY WILL BE DEPLOYED WITHIN THE  
[02:59:25] CAPITAL PROGRAMS AND SECURITY EFFORTS  
[02:59:27] WITH OTHER TARGETS, INCLUDING ECONOMIC  
[02:59:29] RECOVERY, EQUITY, SUSTAINABILITY AND  
[02:59:31] ORGANIZATIONAL EFFECTIVENESS, A PAY  
[02:59:34] INCREASE AVERAGING 6% FOR BOTH  
[02:59:35] REPRESENTATIVE NONREPRESENTED WORKERS.  
[02:59:38] AT THE HEIGHT OF THE COVID PANDEMIC, WE  
[02:59:40] ARE FORCED TO IMPLEMENT A PAY TREES  
[02:59:41] ACROSS THE BOARD SO OUR EMPLOYEES REAL  
[02:59:43] WAGES HAVE ACTUALLY DECLINED. AS THE JOB  
[02:59:46] MARKET HAS BECOME EXTREMELY COMPETITIVE,  
[02:59:48] WE MUST CONTINUE TO BE ABLE TO ATTRACT  
[02:59:51] TOP TIER ACCOUNT. WE ALSO RESTORE  
[02:59:54] TRAINING OPPORTUNITIES AND ALLOW LIMITED  
[02:59:56] CENTRAL BUSINESS TRAVEL. I'M PROUD OF.  
[02:59:59] OUR ORGANIZATION HAS RESPONDED TO THE  
[03:00:02] CHALLENGE AT THE COVID PANDEMIC OVER THE  
[03:00:04] LAST TWO YEARS. WITH THESE ADDITIONAL  
[03:00:05] RESOURCES, I BELIEVE THE PORT WOULD BE  
[03:00:07] FAR BETTER POSITION TO CARRY OUT OUR  
[03:00:09] MISSION FOR THE COMMUNITY. NOW, THE  
[03:00:11] PRESENTERS THAT INCLUDE OUR CHIEF  
[03:00:13] FINANCIAL OFFICER, DAN THOMAS, MICHAEL  
[03:00:15] TONG, CRYSTAL SADDLER, AND MYSELF, I'M  
[03:00:17] GOING TO KICK IT OFF WITH A FEW MORE  
[03:00:18] REMARKS, EVEN THOUGH I'VE COVERED SOME  
[03:00:20] OF THOSE ITEMS RIGHT NOW. SO WITH THAT,  
[03:00:22] I'D LIKE TO BRING UP THE POWERPOINT,  
[03:00:24] PLEASE.  
[03:00:29] THANKS. A NEXT SLIDE, PLEASE. HERE'S  
[03:00:32] JUST THE OUTLINE THAT I ALREADY SAID IS  
[03:00:34] THAT I'VE ALREADY TALKED ABOUT THE  
[03:00:36] PRINCIPLES AND THE STRATEGY. WE'LL TALK  
[03:00:39] ABOUT THE BUDGET TARGET AND THE APPROACH  
[03:00:42] TO THAT. THE NEW BUDGET REQUEST,  
[03:00:43] PROPOSED OPERATING BUDGET, THE FIVE YEAR  
[03:00:46] CIP FOR CENTRAL SERVICES IN THE  
[03:00:49] PRELIMINARY PORT WIDE BUDGET, AND THEN  
[03:00:51] OUR BUDGET SCHEDULE AS WE GO FORWARD.  
[03:00:53] NEXT SLIDE, PLEASE. HERE'S A  
[03:00:56] TIMELINE THAT SHOWS WHERE WE ARE IN THIS  
[03:00:58] PROCESS THAT WE'VE BEEN WALKING THROUGH  
[03:01:00] OVER THE LAST MONTH SINCE MAY. NEXT  
[03:01:02] SLIDE, PLEASE. AND THIS SIMPLY SHOWS  
[03:01:06] OUR ANALYSIS THAT WE'VE BEEN BUILDING  
[03:01:08] OVER THE FEW YEARS, TOO, THAT WE WANT TO  
[03:01:10] BUILD A STRATEGY INTO THE BUDGET PROCESS  
[03:01:12] WITH YOUR WITH YOUR  
[03:01:17] ADOPTION OF THE CENTURY AGENDA, THE

[03:01:19] REVISED GOALS THAT WE TOOK LAST YEAR,  
[03:01:21] THESE PROCESSES ARE IN PLACE, AND RIGHT  
[03:01:23] NOW WE ARE AT THAT MOVING TO THAT ANNUAL  
[03:01:26] PROCESS MOVING FORWARD IS WE'RE TRYING  
[03:01:28] TO DO MORE STRATEGY TO BUDGET. NEXT  
[03:01:31] SLIDE, PLEASE. AND THIS SHIP IS ANOTHER  
[03:01:35] WAY TO SHOW THE ALIGNMENT OF UP TO THE  
[03:01:37] CENTURY AGENDAS AND OUR MISSION AND  
[03:01:39] VALUES WITH THE IMPORTANT PART OF THIS  
[03:01:42] EFFORT GOING FORWARD. NEXT SLIDE.  
[03:01:46] AND I JUST WANT TO RECAP THIS. I ALREADY  
[03:01:49] TALKED EARLIER ABOUT THE BUDGET  
[03:01:50] DEVELOPMENT, ABOUT THE SWAT ANALYSIS  
[03:01:51] WITHIN THAT AND THAT DEVELOPING EACH OF  
[03:01:54] THE STRENGTHS, WEAKNESSES,  
[03:01:56] OPPORTUNITIES AND THREATS, BOTH AT THE  
[03:01:59] PORT WIDE ROLL UP LEVEL AND THEN DOWN IN  
[03:02:01] THE INDIVIDUAL CENTRAL  
[03:02:05] SERVICES, BUT ALSO IN THE OPERATING  
[03:02:06] DIVISIONS THAT YOU'LL SEE LATER IS AN  
[03:02:08] IMPORTANT PART OF OUR PROCESS. NEXT  
[03:02:10] SLIDE, PLEASE. AND THIS  
[03:02:14] JUST SHOWS THE ALIGNMENT IS AN IMPORTANT  
[03:02:16] PART OF THIS, LOOKING AT THINGS,  
[03:02:18] INCLUDING SWAT ANALYSIS AS PART OF OUR  
[03:02:21] PROCESS MOVING FORWARD. NEXT SLIDE. I  
[03:02:23] JUST WANT TO TALK ABOUT THESE. THIS IS A  
[03:02:25] LOOK AT THE PORT WIDE SQUAT. WE TALKED  
[03:02:27] ABOUT THESE BEFORE, BUT I JUST WANT TO  
[03:02:28] FOCUS THE ATTENTION ON A FEW THINGS HERE  
[03:02:30] YOU'RE GOING TO SEE IN US ADDRESSING IN  
[03:02:32] CENTRAL SERVICES, WHICH INCLUDES THE  
[03:02:35] WEAKNESSES, WHICH ARE THE STAFFING  
[03:02:37] CHALLENGES THAT I TALKED ABOUT, THAT WE  
[03:02:39] HAVE MULTIPLE VACANCIES THAT WE ALL HAVE  
[03:02:42] TO WORK AT TO DO THAT. WE HAVE SOME  
[03:02:44] PROCESSES THAT WE NEED TO HAVE IN PLACE  
[03:02:46] THAT WE NEED TO MAKE THAT BETTER. WE  
[03:02:48] NEED TO LOOK AT OUR ABILITY TO DELIVER  
[03:02:50] CAPITAL AND INABILITY TO MEET THE  
[03:02:53] GROWING CAPACITY. THAT'S WHAT I TALK  
[03:02:55] ABOUT WHEN I'M SAYING IS THAT FOR US,  
[03:02:57] THE CHALLENGES OF SLOWING DOWN OUR  
[03:03:01] HIRING OR FILLING VACANCIES OR BRINGING  
[03:03:03] NEW POSITIONS ON HAS REALLY STRESSED US  
[03:03:05] AS AN ORGANIZATION. AND YOU'RE GOING TO  
[03:03:07] SEE THAT. THAT'S WHY ONE OF THE BIG  
[03:03:09] THINGS FOR US AS INVESTMENT IN OUR  
[03:03:11] WORKFORCE GOING FORWARD. SO WE ALSO SEE  
[03:03:13] HERE UNDER THE THREATS HERE  
[03:03:17] ALSO IS THAT ER THESE IMPACTS ON OUR  
[03:03:21] WORKFORCE, AGAIN, THE AGING WORKFORCE,  
[03:03:23] PERHAPS UNANTICIPATED NUTRITION,  
[03:03:26] THE GREAT RESIGNATION THAT OTHER PEOPLE  
[03:03:28] ARE SEEING ACROSS THE REGION, ACROSS THE  
[03:03:31] COUNTRY, AND THAT COMPETITION FOR PEOPLE  
[03:03:35] MOVING FORWARD. SO NEXT SLIDE, PLEASE.  
[03:03:38] I ALREADY TALKED ABOUT THESE  
[03:03:42] BEFORE WHICH THESE ARE OUR GUIDING  
[03:03:44] PRINCIPLES THAT WE'VE BEEN USING IN THE  
[03:03:46] DEVELOPMENT OF OUR BUDGET. NEXT SLIDE.  
[03:03:52] AND THESE THAT'S WORTH TALKING ABOUT OUR  
[03:03:56] STRATEGIES MAINTAINING EXPENSE GROWTH IN

[03:03:57] LINE WITH PROJECTED REVENUE GROWTH.  
[03:03:59] SOMEONE CERTAINLY RELATED TO THAT  
[03:04:01] REASSESSING OUR STAFFING NEEDS FOR  
[03:04:04] PROJECTED INCREASES IN BUSINESS  
[03:04:05] ACTIVITY. YOU'RE GOING TO SEE THAT  
[03:04:07] REFLECTED IN THESE BUDGETS AND OUR OTHER  
[03:04:09] BUDGET, RESTORING THE MERIT PAY  
[03:04:10] INCREASES FOR NON REPRESENTED AND IN  
[03:04:13] OPPORTUNITIES FOR INCREASING EXPENDITURE  
[03:04:15] FOR TRAINING AND DEVELOPMENT, AND THEN  
[03:04:18] USING EQUITY LENS AS WE LOOK AT EACH OF  
[03:04:20] OUR BUDGET TO SAY WHAT ASSESSING GOES TO  
[03:04:23] SEE WHAT FROM AN EQUITY STANDPOINT ARE  
[03:04:26] THE THINGS THAT WE'RE LOOKING AT  
[03:04:27] DEVELOPMENT OF OUR BUDGET. NEXT SLIDE.  
[03:04:31] NOW, HERE'S THE CONTEXT I JUST WANT TO  
[03:04:35] TALK ABOUT BEFORE I HAND IT OVER TO DAN  
[03:04:36] AND HIS TEAM THERE ON A PATHWAY TO  
[03:04:39] RECOVERY HERE WITHIN THE REGION, WITHIN  
[03:04:41] THE PORT. BUT THERE IS A CERTAIN  
[03:04:43] UNCERTAINTY THAT REMAINS GOING FORWARD  
[03:04:46] IN CONSIDERING THE IMPACT OF THE  
[03:04:48] VARIANCE AND THE LAGGING VACCINATION  
[03:04:50] RATES THAT WE REALLY HAVEN'T DEFEATED  
[03:04:52] THE VIRUS AND IS STILL LAGGING ON. SO  
[03:04:54] THAT'LL CONTINUE THE UNCERTAINTY WHETHER  
[03:04:56] THAT RELATES TO TRAVEL COULD RELATE TO  
[03:04:58] THE CRUISE BUSINESS AND OTHER BUSINESS  
[03:05:00] LINES, AND THAT THE RESOURCES HAVE BEEN  
[03:05:03] SINCERELY CONSTRAINED OVER THE PAST TWO  
[03:05:05] YEARS AND THE CENTRAL SERVICES WHICH  
[03:05:07] DIRECTLY SUPPORT THE BUSINESS UNITS AND  
[03:05:09] ARE THE ENABLERS THEY'RE DRIVEN BY THOSE  
[03:05:13] COSTS AND NOT JUST BY BUSINESS VOLUMES.  
[03:05:15] SO IT'S IMPORTANT FOR US TO DO THAT AND  
[03:05:17] THE DRIVERS INCLUDE TO BE THAT EQUATE  
[03:05:21] RECOVERY, OPERATING OUR GATEWAYS AND  
[03:05:23] SUPPORTING OUR CAPITAL PROGRAM,  
[03:05:25] INVESTING OUR EMPLOYEES AND THEN  
[03:05:27] OPERATIONAL EFFECTIVENESS MOVING  
[03:05:29] FORWARD. AND SO FOR REALLY FOR US AS WE  
[03:05:32] LOOK AT THIS, IT TAKES A LOT OF THINGS  
[03:05:33] TO DELIVER PROGRAMS AND PROJECTS AND  
[03:05:36] PROGRAMS THAT INCLUDES EVERYTHING FROM  
[03:05:38] FROM HR TO BRING PEOPLE ON TO  
[03:05:42] CONTRACTING, TO APPROVE CONTRACTS, TO  
[03:05:44] PUT THOSE IN PLACE, THE LEGAL REVIEW OF  
[03:05:46] THOSE CONTRACTS AND PROJECTS TO THE  
[03:05:48] PEOPLE THAT ARE ACTUALLY DOING THE WORK  
[03:05:50] AS WELL. AND THAT INCLUDE ENVIRONMENTAL  
[03:05:53] REVIEW IN THAT AS WELL. SO ALL THOSE  
[03:05:54] COMPONENTS NEED TO MAKE SURE WE HAVE A  
[03:05:56] WELL OPERATING CENTRAL SERVICE CAPACITY  
[03:06:00] IN ORDER TO DELIVER OUR PROGRAMS. AND  
[03:06:01] THAT'S WHAT YOU'RE GOING TO SEE IS OUR  
[03:06:03] INVESTMENTS IN THAT TODAY AS WELL AS OUR  
[03:06:05] INVESTMENT. DISCUSSION OF THE COMMUNITY  
[03:06:08] INVESTMENT, WHICH WERE MORE WILL BE  
[03:06:10] COMING ON THAT AS WE FINISH UP THE  
[03:06:12] BUDGET PROCESS. SO WITH THAT, I'M GOING  
[03:06:14] TO TURN IT OVER TO DAN THOMAS.  
[03:06:18] THANK YOU, STEVE. AND GOOD AFTERNOON,  
[03:06:20] COMMISSIONERS. IF WE COULD GO TO THE

[03:06:22] NEXT SLIDE, PLEASE. SO I JUST WANTED TO  
[03:06:25] COVER IS OUR GENERAL APPROACH. STEVE,  
[03:06:28] REFERENCE THIS AND FIRST AND FOREMOST,  
[03:06:32] WE REALLY DECIDED TO USE 2020 APPROVED  
[03:06:36] BUDGET AS THE REFERENCE YEAR, BECAUSE  
[03:06:38] THAT REALLY WAS OUR LAST NORMAL BUDGET,  
[03:06:41] BECAUSE AS YOU KNOW, NOT LONG AFTER THE  
[03:06:43] 2020 BUDGET WAS APPROVED, THE PANDEMIC  
[03:06:48] HIT. AND THEN, AS YOU KNOW, AND AS STEVE  
[03:06:50] TALKED ABOUT, WE EMBARKED UPON  
[03:06:52] SIGNIFICANT REDUCTIONS IN COSTS. WE  
[03:06:56] REALLY SLASHED DISCRETIONARY ACCOUNTS  
[03:07:00] AND PAYROLL WAS FROZEN.  
[03:07:03] OR RATHER, PHYSICIANS WERE FROZEN.  
[03:07:06] SO THE 2020 REVISED BUDGET AND ALSO THE  
[03:07:10] 2021 BUDGET, WE'RE NOT  
[03:07:13] REALLY GOOD COMPARATORS BECAUSE THEY  
[03:07:15] WERE SO LEAN AND RESOURCES WERE SO  
[03:07:17] CONSTRAINED. WE REALLY WANT AS WE GO  
[03:07:19] THROUGH THIS PRESENTATION, WE'RE GOING  
[03:07:21] TO COMPARE AGAINST THE 2020 APPROVED  
[03:07:23] BUDGET AS WE TRY TO APPROACH A MORE  
[03:07:26] NORMAL BUDGETING YEAR. SO THE STARTING  
[03:07:30] POINT FOR DEPARTMENTS AND THE TARGETS WE  
[03:07:32] GAVE THEM WAS TO KEEP  
[03:07:36] THEIR NON PAYROLL BUDGET AT 75%  
[03:07:40] OF WHAT THE 2020 APPROVED BUDGET  
[03:07:43] INCLUDED FOR MOST OF THEIR NON PAYROLL  
[03:07:45] ACCOUNTS. AND WE WANTED TO DO THAT AGAIN  
[03:07:49] BECAUSE WE WANTED TO BUILD SOME  
[03:07:50] CAPACITY. AS STEVE MENTIONED, WE WANTED  
[03:07:53] TO START PROVIDING FOR ADDITIONAL  
[03:07:55] RESOURCES TO BUILD BACK SOME OF THAT.  
[03:07:56] BUT THE REDUCTIONS THAT WE HAD TAKEN  
[03:07:59] OVER THE PAST TWO YEARS, WE WANTED SOME  
[03:08:01] ROOM FOR ADDITIONAL CAPACITY. SO  
[03:08:04] GENERALLY WE ASKED DEPARTMENTS TO KEEP  
[03:08:06] THEIR NON PAYROLL BUDGET AT 75% OF WHAT  
[03:08:09] HAD BEEN APPROVED BACK IN 2020. WE  
[03:08:12] DIDN'T ALLOW FOR SEVERAL EXCEPTIONS  
[03:08:15] BECAUSE SOME ACCOUNTS ARE NOT REALLY  
[03:08:18] DISCRETIONARY. THINGS LIKE PROPERTY  
[03:08:20] RENTALS ARE RENTAL ON THE SEATAC OFFICE  
[03:08:24] CENTER LEASE. AS AN EXAMPLE, OUR  
[03:08:26] INSURANCE PREMIUMS, CERTAIN UTILITIES  
[03:08:28] AND TELECOMMUNICATIONS COSTS. THEY'RE  
[03:08:31] NOT REALLY DISCRETIONARY. SO WE COULDN'T  
[03:08:33] JUST ARBITRARILY CONSTRAINED INTO 75%.  
[03:08:36] SIMILARLY, WITH WORKINGS COMPENSATION,  
[03:08:38] THOSE ARE FIXED COSTS. AND THEN THERE  
[03:08:40] ARE A NUMBER OF CONTRACTED SERVICES THAT  
[03:08:42] WE INCUR YEAR AFTER YEAR THAT ALSO  
[03:08:45] ARE NON DISCRETIONARY, IN SOME CASES  
[03:08:48] ACTUALLY FACE INCREASES, THINGS LIKE OUR  
[03:08:50] SOFTWARE, LICENSE AND MAINTENANCE  
[03:08:51] AGREEMENTS AND CERTAIN EQUIPMENT AND  
[03:08:54] MAINTENANCE. AS STEVE MENTIONED, WE  
[03:08:57] WANTED TO REINVEST IN EMPLOYEES. SO  
[03:09:00] WHILE WE STILL TARGETED 75% OF THE 2020  
[03:09:04] BUDGET FOR TRAVEL AND TRAINING, WE DID  
[03:09:07] ALLOW DEPARTMENTS TO HAVE SOME  
[03:09:09] DISCRETION WITHIN THAT. SO MANY  
[03:09:12] DEPARTMENTS ACTUALLY REDUCED THE TRAVEL

[03:09:13] COMPONENT, THINKING THAT THERE WILL BE  
[03:09:15] VIRTUAL CONFERENCE OPPORTUNITIES AND PUT  
[03:09:18] ALL A LITTLE BIT MORE BACK INTO THE  
[03:09:20] TRAINING AND REGISTRATION. NEXT SLIDE,  
[03:09:22] PLEASE. SO SOME  
[03:09:27] OF THE BASELINE BUDGET DRIVERS SEE  
[03:09:31] REFERENCE SOME OF THESE AGAIN. SO WE ARE  
[03:09:33] RESTORING PAYROLL INCREASES FOR  
[03:09:35] REPRESENTED AND NON REPRESENTED STAFF.  
[03:09:39] SO FOR THE NON REPRESENTED STAFF, THE  
[03:09:41] CURRENT ASSUMPTION THAT WE OBTAIN FROM  
[03:09:44] HUMAN RESOURCES WAS FOR A 6% AVERAGE PAY  
[03:09:48] FOR PERFORMANCE INCREASE NEXT YEAR. THE  
[03:09:51] ASSUMPTIONS FOR THE REPRESENTED GROUPS  
[03:09:53] ARE BASED ON THEIR CONTRACTUAL  
[03:09:55] PROVISIONS, WHICH INCLUDES BOTH COLA AND  
[03:09:58] STEP INCREASES. AND THEN ANOTHER DRIVER  
[03:10:00] FOR THE 222 BUDGET IS THE FACT THAT  
[03:10:04] THERE WERE 15 MID YEAR APPROVALS  
[03:10:08] THIS YEAR MID YEAR FTE APPROVALS AND  
[03:10:11] FIVE UNFROZEN FTES. AS YOU RECALL, WE  
[03:10:14] DID FREEZE QUITE A FEW FTES AND ONE FTE,  
[03:10:18] WHICH IS OVERLAPPING WITH A PLANNED  
[03:10:22] RETIREMENT. I MENTIONED THAT WE ALSO HAD  
[03:10:25] NON DISCRETIONARY, CONTRACTUAL AND OTHER  
[03:10:27] CREASES THAT WE HAD TO BUILD INTO THE  
[03:10:29] BUDGET. AND AGAIN, CONSISTENT WITH  
[03:10:31] STEVE'S GUIDANCE TO REINVEST IN  
[03:10:34] EMPLOYEES, WE DID REINSTATE SOME. WE  
[03:10:37] WOULD DETERMINE THIS CALL EMPLOYMENT  
[03:10:39] ENRICHMENT PROGRAMS, INCLUDING  
[03:10:41] REINSTATING TUITION REIMBURSEMENT,  
[03:10:44] PROGRAM RECOGNITION PROGRAMS, AND ALSO  
[03:10:46] CONTINUING WITH THE TELEWORKING  
[03:10:48] EQUIPMENT REIMBURSEMENT. MR. STEINBRUECK,  
[03:10:52] DID YOU HAVE A QUESTION? AYE. THANK YOU,  
[03:10:55] DAN. I WANTED TO ASK ABOUT MORE DETAIL  
[03:10:58] ON THE PERFORMANCE PAY FOR PRO. IS THAT  
[03:11:01] A KIND OF MERIT PAY THAT'S BASED ON  
[03:11:03] PERFORMANCE REVIEWS AND EVALUATIONS.  
[03:11:06] AND IF SO, REPRESENTED GROUPS,  
[03:11:11] DO THEY ALSO RECEIVE PERFORMANCE PAY?  
[03:11:14] NO REPRESENTED GROUPS THEY'RE PAYING  
[03:11:17] DETERMINED BY THEIR CONTRACT? YES,  
[03:11:20] THAT'S WHAT I THOUGHT. BUT SO THIS ONLY  
[03:11:23] APPLIES FOR BASED ON A GOOD PERFORMANCE  
[03:11:27] REVIEW. IS THAT CORRECT? YEAH,  
[03:11:31] IT'S BASED ON HUMAN RESOURCES  
[03:11:33] ASSESSMENT, ON WHAT THE AVERAGE  
[03:11:34] PERFORMANCE REVIEW AND AWARD WOULD BE.  
[03:11:36] SO THEY JUST HAVE TO DO THE MATH AND  
[03:11:40] FIGURE OUT WHAT THOSE AVERAGES WILL BE.  
[03:11:42] NOT EVERYONE GETS THAT CORRECT, RIGHT?  
[03:11:45] SOME WOULD GET LESS. AND DO MANAGERS  
[03:11:48] GET THAT THEY'RE NOT REPRESENTED TO  
[03:11:51] SENIOR MANAGERS ALSO GET YES, IT'S ALL  
[03:11:55] ROUND REPRESENTATIVE STAFF WOULD BE  
[03:11:57] ELIGIBLE FOR A PAPER PERFORMANCE ACCEPT  
[03:12:01] COMMISSIONERS. I BELIEVE THAT'S TRUE.  
[03:12:05] WHAT ELSE IS NEW? ALRIGHT, THANK YOU FOR  
[03:12:07] THAT. OKAY. IF WE COULD GO ON TO THE  
[03:12:10] NEXT SLIDE, PLEASE. SO JUST  
[03:12:14] IN TERMS OF OUR OVERALL APPROACH,



[03:12:16] AGAIN, STEVE MENTIONED WE WANTED TO  
[03:12:18] BEGIN BUILDING BACK RESOURCES, SO WE  
[03:12:21] NEEDED TO HAVE AN AMOUNT A TARGETED  
[03:12:24] APPROACH TO HOW MUCH WE FELT WE COULD  
[03:12:26] ADD REASONABLY TO  
[03:12:29] BEGIN WITH. AS LOOKING AT OUR TARGETS,  
[03:12:32] WE DO DISTINGUISH BETWEEN WHAT WE REFER  
[03:12:34] TO AS CORE CENTRAL SERVICES, AND THAT'S  
[03:12:38] THE GROUP OF DEPARTMENTS THAT PRIMARILY  
[03:12:40] THE ADMINISTRATIVE TYPE DEPARTMENTS THAT  
[03:12:42] PROVIDE SUPPORT INTERNALLY TO THE  
[03:12:45] ORGANIZATION. BUT THEN WE ALSO SEPARATE  
[03:12:48] OUT A COUPLE OF DEPARTMENTS LIKE POLICE  
[03:12:50] ENGINEERING AND PCS, WHICH HAVE  
[03:12:53] DIFFERENT COST DRIVERS THAN MOST OF THE  
[03:12:56] PURE AIR RATE OF GROUPS. SO WE KIND OF  
[03:12:58] BIFURCATE THOSE AS WE LOOKED AT OUR  
[03:13:00] TARGET APPROACH. SO FOR THE CORE CENTRAL  
[03:13:03] SERVICES, WHAT WE REALLY DID WAS WE  
[03:13:06] STARTED WITH THE 2020 APPROVED BUDGET,  
[03:13:08] AS I HAD MENTIONED AS OUR REFERENCE  
[03:13:10] HERE, AND WE ADJUSTED THAT WE TOOK OUT  
[03:13:13] SOME OF THE ONE TIME ITEMS THAT WERE  
[03:13:15] INCLUDED IN THAT BUDGET, BUT THEN NOT  
[03:13:17] JUST USING THAT AS A REFERENCE BASE. WE  
[03:13:20] ALSO WANTED TO SAY, WELL, THAT WAS TWO  
[03:13:23] YEARS AGO. SO IN THE MEANTIME, WE'VE HAD  
[03:13:26] INFLATION. SO WE DID MAKE AN ADJUSTMENT  
[03:13:28] AND ASSUMED CONSERVATIVELY. IF THAT  
[03:13:31] BUDGET INCREASED 3% PER YEAR OVER TWO  
[03:13:34] YEARS, THAT WOULD RESULT IN A ROUGHLY  
[03:13:37] 6.1% INCREASE COMPARED TO 2020 TO  
[03:13:40] ACCOUNT FOR TWO YEARS OF INFLATION. SO  
[03:13:43] THAT GAVE US SORT OF A MAXIMUM  
[03:13:47] LIMIT THAT WE COULD LOOK AT TO ADD  
[03:13:50] RESOURCES. AND WE LOOKED AT THE  
[03:13:52] DIFFERENCE BETWEEN THAT AND THE 2022  
[03:13:54] BASELINE BUDGET AND THAT CREATED THAT  
[03:13:57] COULD THAT WE FELT WE COULD USE TO ADD  
[03:14:00] BACK RESOURCES. AND I WANT TO ADD WE DID  
[03:14:02] NOT FULLY UTILIZE IT. WE WERE  
[03:14:03] CONSERVATIVE. WE DID NOT TAKE THAT FULL  
[03:14:06] AMOUNT, BUT WE SET A SMALLER AMOUNT  
[03:14:09] THAT ALLOWED US SOME CUSHION FOR  
[03:14:12] ADDITIONAL RESOURCES. AND THEN FINALLY,  
[03:14:14] WHAT'S NEW IN THIS YEAR'S BUDGET CYCLE  
[03:14:17] IS THE POLICE DEPARTMENT WENT OUT AND  
[03:14:19] ACTUALLY TALKED TO THEIR CUSTOMERS.  
[03:14:20] THEY TALKED TO THE DIVISIONS, THE  
[03:14:22] OPERATING DIVISIONS, AND THEY HAD A  
[03:14:24] GREAT CONVERSATION ABOUT WHAT LEVELS OF  
[03:14:26] SERVICE WAS REQUIRED OR THE DIVISIONS  
[03:14:30] DESIRED. SO THEY DEVELOPED AND AGREED  
[03:14:31] UPON LEVEL OF SERVICE FOR BOTH THE  
[03:14:35] MARITIME AND AVIATION DIVISIONS, AND  
[03:14:38] THAT HELPED DRIVE THEIR BUDGET  
[03:14:40] DECISIONS. SO IT WAS A REAL  
[03:14:41] COLLABORATIVE EFFORT AND GOT AGREEMENT  
[03:14:43] WITH THE OPERATING DIVISIONS ON THEIR  
[03:14:46] ACCEPTABLE SERVICE LEVELS. NO QUESTION  
[03:14:55] MEBRONI HAVE NEVER HEARD OF THAT BEFORE.  
[03:14:58] I'M ENORMOUSLY IMPRESSED THAT THEY WOULD  
[03:15:01] DO THAT. IN SHARP CONTRAST TO THE THINGS

[03:15:05] THAT HAVE BEEN GOING ON IN SEATTLE, IN  
[03:15:07] THE POLICE DEPARTMENT, WITH THE LOSS OF  
[03:15:10] OFFICERS AND THE DECLINE IN SERVICE AND  
[03:15:14] INCREASE IN HOMICIDE, I THINK THAT'S  
[03:15:16] JUST REMARKABLE THAT OUR PORT POLICE  
[03:15:19] WOULD PROACTIVELY SEEK TO ASK THAT  
[03:15:22] QUESTION OF CUSTOMERS. I WANTED TO ASK  
[03:15:25] IF THERE IS ANY WELL, WE HAVEN'T DONE  
[03:15:28] THE POLICE BUDGET HERE, BUT IN DETAIL,  
[03:15:30] BUT ARE THEY CONSIDERING A FIVE YEAR  
[03:15:32] STRATEGIC PLAN PROCESS THAT WOULD TAKE  
[03:15:35] SOME RESOURCES I WOULD HAVE TO  
[03:15:38] DEFER TO ACTING CHEAP VIA FOR THAT. I  
[03:15:41] DON'T KNOW IF YOU'RE STILL ONLINE,  
[03:15:47] WE'LL GET BACK TO YOU. OKAY, ALRIGHT.  
[03:15:49] I'LL GET BACK TO YOU. THANK YOU  
[03:15:54] PROMOTING FOR SOME TIME. SO I'D LIKE TO  
[03:15:55] FOLLOW UP WITH THAT. THANK YOU. THIS  
[03:15:57] APPROACH WAS NEW AND DIFFERENT AND I  
[03:16:00] THINK IT WAS WELL RECEIVED AND REALLY  
[03:16:02] THEY OFFERED DIVISIONS, I THINK LIKE  
[03:16:04] THREE LEVELS OF SERVICE, JUST LIKE YOU  
[03:16:06] OFTEN CAN CHOOSE BETWEEN, YOU KNOW, YOU  
[03:16:08] GET THE PREMIUM LEVEL, THE HIGHEST LEVEL  
[03:16:10] AND THEN SORT OF A MODERATE LEVEL AND  
[03:16:14] A LOWER LEVEL. AND I THINK WE GOT REALLY  
[03:16:16] GOOD RESULTS OUT OF THAT NEXT SLIDE,  
[03:16:19] PLEASE. SO THIS  
[03:16:23] YEAR WE HAD A LOT OF NEW REQUESTS. AS  
[03:16:25] YOU CAN IMAGINE, THERE WAS A LOT OF PENT  
[03:16:27] UP DEMAND GIVEN THE CONSTRAINED  
[03:16:29] RESOURCES WE'VE HAD OVER THE PAST TWO  
[03:16:31] YEARS, A LARGE NUMBER OF POSITIONS THAT  
[03:16:34] HAD BEEN APPROVED IN THE 2020 BUDGET AND  
[03:16:36] HAD BEEN FROZEN AS WELL AS VACANCIES  
[03:16:39] THAT OPENED UP THAT HAD BEEN FROZEN. SO  
[03:16:41] A LOT OF PENT UP DEMAND, AS YOU CAN SEE  
[03:16:44] OVERALL ON OUR EXPENSE ITEMS AT THE TOP,  
[03:16:46] WE HAD 105 REQUESTS TOTALING NEARLY  
[03:16:50] \$12 MILLION. I THINK THAT'S PROBABLY A  
[03:16:52] RECORD. AND OUT OF THAT, WE DID APPROVE  
[03:16:55] 81 SPECIFIC EXPENSE ITEMS FOR A TOTAL  
[03:16:58] OF JUST ABOUT \$8.5 MILLION.  
[03:17:00] AND THEN AGAIN ON THE FTE. WE HAD A  
[03:17:04] COMBINATION OF NEW REQUESTS FOR NEW FTES  
[03:17:07] AND THEN ALSO REQUESTS TO UNFREEZE  
[03:17:09] BECAUSE WE DID ASK DEPARTMENTS THAT HAD  
[03:17:11] FROZEN POSITIONS THAT THEY HAD TO GO  
[03:17:14] THROUGH A RE JUSTIFICATION PROCESS FOR  
[03:17:16] THOSE. BUT AS YOU CAN SEE, THE COMBINED  
[03:17:18] REQUESTS WERE JUST UNDER 73 REQUESTS  
[03:17:22] FOR NEW AND UNFROZEN POSITIONS, AND WE  
[03:17:25] DID APPROVE 58.8 OF THOSE. AND WE HAVE  
[03:17:28] MORE DETAILS OF THAT IN COMING SLIDES.  
[03:17:31] NEXT SLIDE, PLEASE. SO HERE'S  
[03:17:35] THE MORE DETAIL ON THE PROPOSED NEW  
[03:17:38] FTES. AGAIN, THESE DO INCLUDE BOTH NEW  
[03:17:41] AND UNFROZEN POSITIONS. I'M NOT GOING TO  
[03:17:43] GO THROUGH IT IN DETAIL, BUT I WILL JUST  
[03:17:46] PROVIDE SOME HIGHLIGHTS. WE DIDN'T TRY  
[03:17:48] TO ORGANIZE THEM BY CATEGORY BY SORT OF  
[03:17:51] THE BUSINESS DRIVERS. THE TOP ONE  
[03:17:54] EQUITABLE A REGIONAL EQUITABLE RECOVERY

[03:17:57] THAT DOES INCLUDE AND DO APPRENTICESHIP  
[03:18:00] PROGRAM THAT WILL PROVIDE FOUR  
[03:18:03] APPRENTICES THAT WILL BE ASSIGNED TO  
[03:18:07] THE MAINTENANCE DEPARTMENT AND PCS. AND  
[03:18:10] THEN I DID WANT TO COMMENT ON CPO. I  
[03:18:13] REQUESTED TWO NEW CONTRACT ADMINISTRATOR  
[03:18:16] POSITIONS FOR SERVICE AGREEMENTS AND  
[03:18:20] WHAT'S REALLY DRIVING THAT IS ALL THE  
[03:18:22] ADDITIONAL CONTRACTING THAT THEY'RE  
[03:18:24] REQUIRED TO DO NOW AS PART OF THE SELF  
[03:18:26] CAN COUNTY FUND AND PART OF THE  
[03:18:30] EQUITABLE RECOVERY INITIATIVES THEY'VE  
[03:18:32] GOT. IN ADDITION TO THESE TWO PROPOSED  
[03:18:35] FTES, THEY ALSO HAVE TWO MID YEAR  
[03:18:39] APPROVALS THIS YEAR IN 2021.  
[03:18:42] SO THAT GIVES THEM A TOTAL OF FOUR FTES  
[03:18:46] THAT WE WILL BE DEDICATED PRETTY MUCH  
[03:18:48] 100% TO MANAGING ALL THE CONTRACTING  
[03:18:52] AND SERVICE DIRECTORS THAT ARE TIED TO  
[03:18:54] THOSE VARIOUS PROGRAMS COMING OUT OF  
[03:18:56] SOUTH KING COUNTY FUND ENVIRONMENTAL  
[03:18:59] INITIATIVES AND WHAT WE WOULD ACTUALLY  
[03:19:02] LIKE TO SUGGEST AND RECOMMEND, SINCE  
[03:19:04] THOSE PROGRAMS THEMSELVES, LIKE THE  
[03:19:06] SOUTH KING COUNTY FUND, ARE FUNDED BY  
[03:19:08] THE TAX LEVY, THIS ADDITIONAL OVERHEAD  
[03:19:11] IS BEING REQUIRED TO MANAGE THOSE  
[03:19:14] PROGRAMS. WE WOULD RECOMMEND THAT THOSE  
[03:19:16] STAFF, SINCE THEY ARE 100% DEDICATED TO  
[03:19:19] THOSE PROGRAMS, THAT THOSE STAFF  
[03:19:22] POSITIONS ALSO BE FUNDED BY THE TAX  
[03:19:24] LEVEL. THAT'S SOMETHING NEW. IT'S  
[03:19:28] DIFFERENT THAN PAST PRACTICE. WE HAVE  
[03:19:30] NOT GENERALLY FUNDED STAFF POSITIONS  
[03:19:32] WITH THE LEVY, BUT WE DID WANT TO PUT  
[03:19:34] OUT THAT RECOMMENDATION FOR THE  
[03:19:36] COMMISSION TO CONSIDER. I FIND IT  
[03:19:39] REMARKABLE THAT FOUR DEDICATED STAFF  
[03:19:43] JUST TO ADMINISTER THOSE PROGRAMS SEEMS  
[03:19:46] INCREDIBLE. I'M TOTALLY IN AGREEMENT  
[03:19:48] THAT WE NEED MORE CAPACITY TO DO OUR  
[03:19:50] WORK, BUT THAT JUST SEEMS EXTRAORDINARY  
[03:19:53] FOR THOSE PROGRAMS THAT YOU WOULD NEED  
[03:19:55] THAT MUCH. JUST DEDICATED TO THAT.  
[03:19:58] YEAH. THEY'VE GOT METRICS THAT BACK IT  
[03:20:02] UP WHEN YOU LOOK AT THE NUMBER OF  
[03:20:03] CONTRACTS AND SERVICE AGREEMENTS AND RFP  
[03:20:06] PROCESSES THAT THEY HAVE TO RUN, IT IS  
[03:20:10] BACKED UP BY METRICS IN THE COMPLEXITY  
[03:20:14] OF TWO. CORRECT. RIGHT. RIGHT. EXACTLY.  
[03:20:16] THE CONTRACT. AND IT ALSO INCLUDES THE  
[03:20:20] YOUTH OPPORTUNITY INITIATIVE CONTRACTING  
[03:20:23] ASSOCIATED WITH THAT. SO THERE'S A  
[03:20:24] NUMBER OF PROGRAMS THAT THOSE STAFF WILL  
[03:20:26] BE DEDICATED TO, BUT AT  
[03:20:30] THE SAME TIME, I WAS UNDER THE  
[03:20:32] IMPRESSION THAT BECAUSE THESE ARE NEW  
[03:20:35] PROGRAMS THAT WILL GET BETTER AT IT AND  
[03:20:37] THE COMPLEXITY WILL BE MORE MUSCLE  
[03:20:40] MEMORY. WELL, I THINK THAT'S TRUE.  
[03:20:44] AND CERTAINLY CPO IS WORKING ALSO ON  
[03:20:48] EFFICIENCY INITIATIVES AND HOW THEY CAN  
[03:20:50] DO THEIR WORK BETTER USING SOME OF OUR

[03:20:53] CPI AND LEAN. BUT I STILL THINK THAT  
[03:20:56] THEY'RE JUST FEELING THAT THE WORKLOAD  
[03:20:57] HAS GROWN SO SIGNIFICANTLY THAT THEY  
[03:21:00] NEED THESE DEDICATED RESOURCES. I WOULD  
[03:21:04] LOVE TO SEE THAT JUSTIFICATION FOR  
[03:21:06] DEDICATED JUST FOR ADMINISTERING WHAT,  
[03:21:08] TWO OR THREE GRAND PROGRAMS.  
[03:21:11] YEAH. WELL, I THINK IF YOU LOOK AT THE  
[03:21:13] ACTUAL NUMBER OF CONTRACTS ASSOCIATED  
[03:21:15] WITH IT, WE CAN PROVIDE YOU WITH THAT.  
[03:21:16] BE HAPPY TO DO THAT. COMMISSION  
[03:21:19] PRESIDENT. I DO SEE THAT WE HAVE  
[03:21:20] COMMISSIONER BOWMAN AND COMMISSIONERS STEINBRUECK  
[03:21:22] WITH HER HANDS UP. DO WE WANT TO  
[03:21:24] GO AROUND JUST FOR COMMISSIONERS IN  
[03:21:26] GENERAL RIGHT NOW? WELL, LET ME JUST SEE  
[03:21:28] HOW CLOSE ARE WE TO THE END OF YOUR  
[03:21:30] PRESENTATION? WE'VE GOT WAYS TO GO FOR  
[03:21:33] THE WHOLE PRESENTATION. LET US TAKE A  
[03:21:35] MOMENT THEN. SURE. BE HAPPY TO WE'LL  
[03:21:38] BEGIN WITH COMMISSIONER BOWMAN FOR  
[03:21:39] QUESTIONS. GREAT. JUST DAN, IS THIS  
[03:21:43] THE FIRST TIME THAT WE'VE USED LEVY  
[03:21:45] FUNDS TO PAY FOR STAFF? I DON'T CALL US.  
[03:21:49] THAT WOULD BE OUR PAST PRACTICE HAS NOT  
[03:21:51] BEEN TO USE THE LATER TO PAY FOR STAFF  
[03:21:54] COSTS. INTEREST. I'D LOVE TO SEE  
[03:21:57] JUST FOR ME PERSONALLY MOVING FORWARD  
[03:21:59] ANOTHER WAY TO PAY FOR THESE POSITIONS.  
[03:22:01] I'M REALLY CONCERNED ABOUT THAT'S A  
[03:22:03] PRETTY SIGNIFICANT POLICY SHIFT. IN  
[03:22:05] FACT, THE POLICY SHIFT OVER USING LOVEY  
[03:22:08] FUNDS HAS CHANGED QUITE A BIT OVER THE  
[03:22:10] LAST COUPLE OF YEARS, BUT I'M REALLY  
[03:22:11] CONCERNED THAT IF IT WERE TO BE USED TO  
[03:22:13] PAY FOR FTE SPECIFICALLY, I DO  
[03:22:15] UNDERSTAND THE RATIONALE FOR DOING SO,  
[03:22:18] BUT I HOPE THAT WE CAN FIND I'D LIKE TO  
[03:22:19] SEE ANOTHER ALTERNATIVE. THANK YOU.  
[03:22:21] WE'D BE HAPPY TO TALK ABOUT THAT NEXT  
[03:22:24] TIME WE MEET WITH YOU. THANK YOU.  
[03:22:26] COMMISSIONER BOWMAN. COMMISSIONER  
[03:22:27] CALKINS. YEAH.  
[03:22:35] OR EXCUSE ME,  
[03:22:39] THE COMMISSIONER CALKINS. YOU'RE HARD TO  
[03:22:41] HEAR HERE. ONE SEC GOT  
[03:22:51] SOME BACKGROUND NOISE THERE, SO  
[03:22:53] PLAYGROUND. CAN YOU GUYS HEAR ME BETTER  
[03:22:55] NOW? YES, SIR. OKAY. GOOD.  
[03:23:00] I REALLY APPRECIATE IN YOUR ATTEMPT TO I  
[03:23:05] THINK THROUGH THE PUGET  
[03:23:08] ENSURE THAT THESE NEW FTS ARE NOT SORT  
[03:23:13] OF INADVERTENTLY COUNTING AGAINST OTHER  
[03:23:16] DEPARTMENTS BUDGET, WHICH I BELIEVE IS  
[03:23:20] THE SORT OF RATIONALE CORRECT. WE DON'T  
[03:23:23] WANT OTHERS TO BE GETTING THESE  
[03:23:25] ALLOCATIONS WHEN, IN FACT, THEY'RE NOT  
[03:23:26] REALLY A PART OF THEIR DIVISIONS.  
[03:23:27] CORRECT. RIGHT.  
[03:23:30] AND THE REASON THIS IS EXPANDING IS  
[03:23:34] BECAUSE THE TOTAL NUMBER OF KIND OF  
[03:23:36] COMMISSION LED INITIATIVES LIKE THIS OF  
[03:23:39] KING COUNTY FARM HAS GROWN

[03:23:41] SIGNIFICANTLY. CORRECT. THAT IS CORRECT.  
[03:23:45] I WOULD JUST ASK THERE'S ALSO  
[03:23:49] A LARGE NUMBER OF STAFF, AS YOU CAN  
[03:23:50] IMAGINE, WHO SPENT PART OF THEIR TIME ON  
[03:23:53] THESE INITIATIVES. WE ACTUALLY COMPILE  
[03:23:55] SOME INFORMATION FROM VARIOUS  
[03:23:57] DEPARTMENTS AND FOLKS DO SPEND IN SOME  
[03:24:00] CASES, 2030% OF THEIR TIME ON THESE  
[03:24:02] INITIATIVES. BUT WE WOULD NOT PROPOSE  
[03:24:04] THAT WE WOULD FUND THOSE PORTIONS OF  
[03:24:06] STAFF TIME WITH THE LEVER IF THE  
[03:24:09] COMMISSION AGREED TO, THAT WOULD ONLY BE  
[03:24:12] POSITIONS THAT WERE PRETTY MUCH 100%  
[03:24:15] DEDICATED TO THESE PROGRAMS.  
[03:24:18] YEAH. I THINK THIS IS HELPFUL BECAUSE AS  
[03:24:21] A COMMISSION, I THINK THE FIVE OF US  
[03:24:23] REALLY NEED TO BE THINKING ABOUT WHETHER  
[03:24:25] WE'RE INTENDING THESE PROGRAMS TO BE  
[03:24:27] PERMANENT PROGRAMS AND THEREFORE  
[03:24:30] FIGURING OUT WAYS TO ACCOUNT FOR THEM  
[03:24:32] THAT REFLECT EXACTLY WHERE THEY'RE  
[03:24:35] COMING FROM OR IF WE INTEND THESE  
[03:24:37] PROGRAMS TO BE TEMPORARY TO ADDRESS THE  
[03:24:39] TEMPORARY ISSUE A TEMPORARY CONCERN.  
[03:24:42] BUT OVERALL, I THINK IT'S A GOOD WAY OF  
[03:24:45] PROVIDING INCREASED TRANSPARENCY TO HOW  
[03:24:50] THESE MONIES ARE BEING USED AND WHERE  
[03:24:51] THE FUNDING IS COMING FROM. SO THANK  
[03:24:53] YOU. OKAY. THANK YOU. COMMISSIONER  
[03:24:56] CALKINS MOVING TO COMMISSIONER CHO. IS  
[03:24:59] COMMISSIONER CHO BEFORE YOU GO AHEAD, I  
[03:25:01] SEE EXECUTIVE DIRECTOR METRICS. DID YOU  
[03:25:03] HAVE SOMETHING YOU WANT TO ASK MY HAND  
[03:25:05] UP FOR SOME TIME ALSO. SO, YES.  
[03:25:08] CLERK HART,  
[03:25:11] I'LL WAIT UNTIL THE COMMISSIONERS SPEAK.  
[03:25:13] THANK YOU. EXECUTIVE DIRECTOR  
[03:25:15] COMMISSIONER CHO. YEAH. QUICK QUESTION,  
[03:25:17] THEN. IS THERE ANY PLAN TO MIGRATE THOSE  
[03:25:20] FTES OUT OF THE LEVY  
[03:25:24] MONEY AND INTO THE NORMAL FTE BUDGETING  
[03:25:27] ONCE WE'RE OUT OF THIS PANDEMIC? OR AM I  
[03:25:29] WRONG IN ASSUMING THAT IS PANDEMIC OR  
[03:25:31] THE BUDGETING CYCLE IS INFLUENCED BY THE  
[03:25:33] PANDEMIC? ARE YOU TALKING SPECIFICALLY  
[03:25:36] ABOUT THE CONTRACT ADMINISTRATOR  
[03:25:38] POSITIONS? YEAH. I WONDER  
[03:25:42] IF WE WERE NORMAL TIME. WOULD WE HAVE  
[03:25:44] HAD TO TAP INTO THE TAX LEVEL MONEY FOR  
[03:25:48] THESE FUNCTIONS?  
[03:25:52] AND IF THERE'S A PLAN TO KIND  
[03:25:55] OF NORMALIZE IT. YEAH. I APPRECIATE THE  
[03:25:58] QUESTION. AND I THINK AGAIN, WE'VE BEEN  
[03:26:00] ALLUDING TO THE DRIVER IS NOT SO MUCH  
[03:26:03] THE PANDEMIC, BUT IT'S THESE PROGRAMS  
[03:26:05] LIKE SOUTH KING COUNTY FUND. AND SO I  
[03:26:08] THINK THE RELEVANT QUESTION HAS BEEN  
[03:26:09] RAISED IS HOW PERMANENT OF THOSE  
[03:26:12] INITIATIVES, BECAUSE IF THEY WERE MORE  
[03:26:15] TEMPORARY THAN AT SOME POINT, PERHAPS  
[03:26:17] THESE PHYSICIANS COULD EITHER GO  
[03:26:21] AWAY OR OVER TIME. CPO WORK ALSO  
[03:26:25] WILL INCREASE, AND THEY COULD REASSIGN

[03:26:27] THEM TO OTHER DUTIES. SO IT'S LESS  
[03:26:30] DRIVEN BY THE PANDEMIC AND MORE BY JUST  
[03:26:32] THE PROGRAMS. FROM A BUDGETING  
[03:26:34] PERSPECTIVE, IT'S COMING FROM IT'S NOT A  
[03:26:37] BUDGET FROM A STAFFING PERSPECTIVE,  
[03:26:39] THOUGH. LIKE, FOR INSTANCE, THE SUBCON  
[03:26:41] COUNTY FUND IS MANAGED BY THE OFFICE OF  
[03:26:43] EQUITY, DIVERSES INCLUSION. RIGHT. AND  
[03:26:45] SO DOES THAT COUNT TOWARDS THEIR HEAD  
[03:26:48] COUNT? NO,  
[03:26:51] THOSE ARE SEPARATE. IT'S ACTUALLY  
[03:26:54] JOINTLY MANAGED BY DIVERSITY INCLUSION  
[03:26:57] AND BY EXTERNAL RELATIONS. THEY JOIN AND  
[03:26:59] AFRICAN COUNTY FUND, AND THEY HAVE STAFF  
[03:27:02] THAT SPEND A LOT OF TIME ON THAT AS  
[03:27:03] WELL. OKAY. I I  
[03:27:06] THINK STEVE, ARE YOU GOING TO RESPOND TO  
[03:27:09] MY QUESTION? YEAH, I'M JUST I'M JUST  
[03:27:11] GOING TO CLERK HART, IF I CAN JUST STEP  
[03:27:13] IN HERE BECAUSE IT IS THIS GROWTH AND WE  
[03:27:16] CAN GIVE FURTHER, WE DON'T HAVE TO DO IT  
[03:27:18] HERE. WE CAN GIVE ANALYSIS OF THIS, THE  
[03:27:20] GROWTH AND ADMINISTRATION OF THESE  
[03:27:22] PROGRAMS, FROM CPO,  
[03:27:26] EVEN LEGAL REVIEW AND OTHER WORK. WE CAN  
[03:27:29] LOOK AT THOSE, BUT IT'S A RECOGNITION  
[03:27:31] THAT IF THESE AMOUNTS INCREASE, I THINK  
[03:27:33] IT'S OVER 13 MILLION. NOW. DAN WILL  
[03:27:35] PROBABLY COVER IT AT THE END. THERE'S A  
[03:27:37] LOT OF COMPLEXITIES IN THIS PROCESS,  
[03:27:40] AND IT'S NOT SOMETHING WE'RE JUST  
[03:27:41] SAYING. HEY, WE'RE JUST TRYING TO VOICE  
[03:27:43] THIS ONTO THESE, BUT THESE ARE THE  
[03:27:45] GROWTH OF THE PROGRAMS. WE'RE JUST  
[03:27:46] TRYING TO RECOGNIZE THAT WE CAN ABSORB  
[03:27:48] SO MUCH OVERHEAD, BUT WE THINK IT'S MORE  
[03:27:51] TRANSPARENT TO SAY WHICH RESOURCES ARE  
[03:27:53] BEING USED TO DO WHAT I OKAY.  
[03:27:56] YEAH. I THINK JUST THE REASON FOR MY  
[03:27:58] LINE OF QUESTIONING IS I THINK IN MY  
[03:28:02] RELATIVE SHORT TIME HERE, THERE'S A  
[03:28:04] TENDENCY TO THINK OF THE THINGS THAT  
[03:28:06] COMMISSIONERS ASK FOR AS COMMISSION  
[03:28:07] OFFICE THINGS AND EVERYTHING ELSE AS  
[03:28:09] PORT OF SEATTLE THINGS. AND I REALLY  
[03:28:11] WANT TO SHY AWAY FROM THAT MENTALITY. I  
[03:28:13] THINK WHATEVER THE COMMISSION OFFICE  
[03:28:16] WANTS TO DO SHOULD BE A PORT OF SEATTLE  
[03:28:18] THING AND NOT BE SEEN AS THIS IS A  
[03:28:21] COMMISSIONER THING, IF THAT MAKES SENSE.  
[03:28:23] AND SO I'M SEEING THIS A LITTLE BIT IN  
[03:28:25] THE BUDGETING AS WELL PROCESS AS WELL.  
[03:28:28] WHERE THE BUDGET AS WE MAKE OUR OH,  
[03:28:32] THIS IS A COMMISSION OFFICE THING, BUT I  
[03:28:35] WOULD PREFER US TO THINK OF IT MORE  
[03:28:37] HOLISTICALLY AND MORE INTEGRATED INTO  
[03:28:40] THE GRADUAL ORGANIZATION. I THINK THIS  
[03:28:41] IS WHAT LEADS TO CERTAIN PROJECTS BEING  
[03:28:45] LESS INSTITUTIONALIZED THAN IT SHOULD  
[03:28:47] BE. I THINK STEVE AND I TALKED ABOUT THE  
[03:28:50] HUMAN TRAFFICKING STUFF. IT'S NOT MY  
[03:28:53] PROJECT AS MUCH AS I WOULD LOVE TO TAKE  
[03:28:55] OWNERSHIP OF HUMAN TRAFFICKING AT THE

[03:28:57] PORT OF SEATTLE. IT'S NOT MY THING.  
[03:28:59] IT'S SOMETHING I'M VERY PASSIONATE  
[03:29:00] ABOUT, BUT IT SEATTLE THING, AND I'D  
[03:29:03] LIKE US TO TRY AND THINK ABOUT IT MORE  
[03:29:05] INCLUSIVELY. I THINK I'M  
[03:29:09] JUST GOING TO RESPOND TO THAT. IS THAT  
[03:29:12] THAT WE DESCRIBE THESE COMMUNITY  
[03:29:15] PROGRAMS? THESE ARE COMMUNITY PROGRAMS.  
[03:29:17] THEY'RE NOT COMMISSIONER PROGRAMS.  
[03:29:19] COMMISSIONER CHO. THANKS. THANK YOU.  
[03:29:22] COMMISSIONER. TIME MOVING TO  
[03:29:23] COMMISSIONER STEINBRUECK. WELL, SINCE THE  
[03:29:26] ISSUE OF THE LEVY CAME UP A COUPLE OF  
[03:29:28] TIMES AND I DIDN'T SEE IT IN THE OUTLINE  
[03:29:31] FOR THIS PRESENTATION, I JUST LIKE TO  
[03:29:33] KNOW WHEN WE'RE GOING TO GET A DEEP DIVE  
[03:29:35] INTO THE CURRENT LEVI THE  
[03:29:39] AMOUNT AND WHAT IS ALREADY CALLED  
[03:29:42] FOR AND ALLOCATED OR COMMITTED TO WHAT  
[03:29:46] DISCRETION IS THERE AND CONSIDERATION OF  
[03:29:50] ANY POSSIBLE CHANGES TO THE MILL RATE  
[03:29:54] AND INCLUDING THE ONE THAT WE ARE THE  
[03:29:58] FIVE YEAR AUTOMATIC ONE, WHICH I THINK  
[03:30:00] WE STILL HAVE TO APPROVE EACH YEAR. SO I  
[03:30:02] JUST LIKE TO KNOW WHEN IN THE BUDGET  
[03:30:05] PROCESS ARE WE GOING TO GET THAT DEEP  
[03:30:06] DIVE? SO WE'RE BETTER INFORMED ON WHAT  
[03:30:09] TRADE OFFS AND OPTIONS MIGHT EXIST WITH  
[03:30:11] THE USE OF ANY AVAILABLE LEVY FUNDS IN  
[03:30:15] THE COVID YEARS. YES. THANK YOU.  
[03:30:17] COMMISSION. THAT WILL HAPPEN ON THE  
[03:30:19] MEETING ON IT. I BELIEVE IT'S OCTOBER  
[03:30:21] 26, THE SECOND MEETING OF OCTOBER WHEN  
[03:30:25] WE PRESENT BOTH THE PLANET FINANCE,  
[03:30:27] WHICH IS OUR LONG TERM, OUR FIVE YEAR  
[03:30:29] FUNDING PLAN, AND ALSO JUST AS YOU  
[03:30:32] DESCRIBED A DEEPER DIVE INTO THE TAX  
[03:30:35] LET. I DON'T WANT THAT HERE WHEN IT'S  
[03:30:37] TOO LATE. I THINK WE HAVE TO BE INFORMED  
[03:30:40] IN OUR DECISION MAKING AND CHOICE  
[03:30:42] PRIORITIES TO KNOW WHAT TOOLS AND  
[03:30:45] RESOURCES WE HAVE AVAILABLE. SO I DON'T  
[03:30:47] WANT TO UPDATE BOTH WITH  
[03:30:51] THE ELEVEN, AND I DON'T SUSPECT MY  
[03:30:54] COLLEAGUES TO EITHER. NO, WE CAN  
[03:30:56] APPRECIATE THAT. THANKS. THANK YOU.  
[03:30:58] COMMISSIONER STEINBRUECK. MR. COMMISSION  
[03:31:01] PRESIDENT, JUST NOTING FOR THE RECORD  
[03:31:02] THAT COMMISSIONER BOWMAN HAS EXITED THE  
[03:31:03] MEETING AT 330 THIS AFTERNOON, AND IT IS  
[03:31:07] BACK TO YOU, SIR, FOR YOUR COMMENTS.  
[03:31:09] THANK YOU. I WOULD LIKE TO LET YOU GET  
[03:31:13] THROUGH THE MEETING. I HAVE SEVERAL  
[03:31:14] COMMENTS HERE, AND I SEE RYAN IS ALREADY  
[03:31:16] AT THE PLAYGROUND, SO I MIGHT HAVE TO  
[03:31:19] TAKE THE REST OF THE MEETING ON MOBILE  
[03:31:22] HERE BEFORE LONG. BUT PLEASE, LET'S GET  
[03:31:24] THROUGH THIS. WELL, WE NEED FULL  
[03:31:26] ATTENTION HERE. OKAY. WELL, THEN WE'LL  
[03:31:28] TRY TO SPEED UP THE PACE A LITTLE BIT.  
[03:31:30] AGAIN, I'M NOT GOING TO GO THROUGH  
[03:31:31] HOLIDAY, BUT AGAIN, WE'VE CATEGORIZED  
[03:31:33] WHERE THESE NEW AND UNFROZEN POSITIONS

[03:31:36] YOU CAN SEE. THE BIGGEST ONE REALLY IS  
[03:31:38] THE CAPITAL PROGRAM. STEVE ALSO  
[03:31:41] MENTIONED THAT OBVIOUSLY THE CAPITAL  
[03:31:43] PROGRAM CONTINUES TO TO INCREASE. AND  
[03:31:46] WHEN YOU LOOK AT THE FORECASTED CAPITAL  
[03:31:49] SPENDING OVER THE NEXT FIVE YEARS, NOT  
[03:31:51] EVEN INCLUDING STAMP, IT'S RAMPING UP  
[03:31:54] PRETTY SIGNIFICANTLY, PARTICULARLY IN  
[03:31:56] THE AREAS OF ENGINEERING NEEDING NEW  
[03:31:59] RESOURCES INTO THE SOME EXTENT. AGAIN,  
[03:32:01] CPO THE CENTRAL PROCUREMENT OFFICE  
[03:32:03] BECAUSE THEY DO ALL THE CONTRACTING. SO  
[03:32:06] THEY ALSO ARE REQUESTING TO ADD  
[03:32:09] RESOURCES TO HELP MANAGE THAT. AND THE  
[03:32:12] REST OF THESE, AGAIN, I THINK, ARE  
[03:32:13] PRETTY SELF EXPLANATORY. NEW RESOURCES  
[03:32:16] AND SAFETY AND SECURITY, WHICH INCLUDES  
[03:32:19] ADDITIONAL POLICE OFFICERS. AGAIN,  
[03:32:22] WHICH WE TALKED ABOUT THEIR APPROACH OF  
[03:32:25] WORKING WITH THE DIVISIONS TO YOU  
[03:32:29] ON A LEVEL OF SERVICE, I WOULD ADD ONE  
[03:32:31] NEW POSITION IS THE CRISIS COORDINATOR  
[03:32:34] WITHIN THE POLICE DEPARTMENT, AND THAT  
[03:32:36] IS FOCUSED ON MORE ADDRESSING MENTAL  
[03:32:39] HEALTH NEEDS, TRYING TO DE ESCALATION  
[03:32:41] AND TRY TO HELP ADDRESS SOME OF THE  
[03:32:44] ISSUES THAT THE THE PORT IS ADD WITH  
[03:32:47] HOMELESSNESS AND FOLKS WHO MIGHT NEED  
[03:32:49] MENTAL HEALTH RESOURCES. SO THEY'RE IN A  
[03:32:52] PILOT PROGRAM NOW. BUT THERE IS A NEW  
[03:32:54] FDA REQUESTED TO SERVE THAT FUNCTION,  
[03:32:57] THAT'S CRISIS COORDINATOR. AND THEN I  
[03:33:01] JUST WANT TO MAKE A COMMENT. I'M SORRY  
[03:33:02] TO JUMP IN COMMISSION STUN BROOK, BUT  
[03:33:04] JUST ON THE NEW FTES THAT A LOT OF THIS  
[03:33:07] IS A LAGGING RESPONSE TO THIS DEMAND ON  
[03:33:10] THE WORKFORCE. IS THAT A LOT OF TIMES  
[03:33:12] THE WORK IS ALREADY BEING DONE AND IT'S  
[03:33:14] BEING DONE VERY STRESSING THE WORKFORCE.  
[03:33:17] SO FTS IN A LOT OF CASES, LAG IS WE'RE  
[03:33:19] BRINGING THEM ON IS BECAUSE THE WORK IS  
[03:33:21] ALREADY THERE BEFORE THAT. I JUST WANT  
[03:33:23] TO SAY THAT. THANK YOU. OKAY. AND THEN  
[03:33:27] FINALLY, THE LAST CATEGORY IS JUST A  
[03:33:31] VARIETY OF FTES AGAIN TO SUPPORT THE  
[03:33:33] ORGANIZATION. AGAIN, GIVEN THE  
[03:33:36] CONSTRAINED RESOURCES OVER THE PAST TWO  
[03:33:39] YEARS. SO GENERALLY JUST SUPPORTING NOT  
[03:33:42] ONLY THE INTERNAL ORGANIZATION, BUT ALSO  
[03:33:46] SOME DIVISION PIER, INCLUDING SOME  
[03:33:48] POSITIONS IN THE ENVIRONMENTAL GROUP  
[03:33:52] WHICH ARE FOCUSED ON AN INNOVATION  
[03:33:56] AND PERFORMANCE MANAGEMENT AND  
[03:33:58] COMMUNICATIONS. NEXT SLIDE,  
[03:34:01] IS THERE A QUESTION FOR MISS? YEAH, ON  
[03:34:04] THE POLICE OFFICER POSITION, CRISIS  
[03:34:08] COORDINATOR? WAS THAT ONE OF THE  
[03:34:10] RECOMMENDATIONS OF THE POLICING TASK  
[03:34:12] FORCE TO ACTUALLY USE NON FOREIGN  
[03:34:15] OFFICERS FOR INTERVENTIONS AT SEATAC  
[03:34:18] AIRPORT, OR IS THAT SOMETHING ELSE? I  
[03:34:21] DON'T HAVE THE ANSWER TO THAT QUESTION.  
[03:34:23] AND IF THERE'S NO ONE ON TO THE



[03:34:25] COMMANDER, WE CAN GET THAT. I WOULD LIKE  
[03:34:28] FOR US TO BE INFORMED IN THE PUBLIC WHEN  
[03:34:31] ANY OF THE  
[03:34:34] IMPLEMENTATION MEASURES OF THAT ARE  
[03:34:38] BEING UNDERTAKEN BY PORT POLICE  
[03:34:41] DEPARTMENT AND OUR BUDGETED THAT WE NEED  
[03:34:43] TO BE AWARE WHEN THEY ARE SUPPORTING  
[03:34:47] THE RECOMMENDATIONS OF THE TASK FORCE  
[03:34:50] SPECIFIC. AND THAT WAS A HIGH LEVEL  
[03:34:53] RECOMMENDATION. I THINK IT WAS AT THE  
[03:34:54] TOP OF THE LIST WITH REGARD TO HOMELESS  
[03:34:57] PEOPLE AT SEATAC AND THE CHALLENGES WITH  
[03:35:01] MENTAL ILLNESS AND SUBSTANCE OF USE  
[03:35:04] AND STUFF. OKAY, WE CAN GET BACK TO YOU  
[03:35:07] WITH THANKS. ALRIGHT. NEXT SLIDE,  
[03:35:10] PLEASE. I WANT TO TRY OVER TO MICHAEL  
[03:35:13] SONG TO GO THROUGH THE NEXT SET OF  
[03:35:15] SLIDES. THANK YOU, DAN.  
[03:35:18] GOOD AFTERNOON, COMMISSIONERS, AND  
[03:35:20] ACCEPT BROKER METRUCK TO ANSWER  
[03:35:22] COMMISSIONER STAMPERS QUESTIONS FOR THE  
[03:35:25] CRISIS COORDINATOR. YES, JUST POP. THE  
[03:35:28] REQUEST IS TO ADJUST THE  
[03:35:32] POLICE ASSESSMENTS RECOMMENDATIONS. SO  
[03:35:35] THIS IS ONE OF THE NEW AT EITHER.  
[03:35:41] THEY MAKE SURE THAT COMMISSIONERS KNOW  
[03:35:44] WHEN THEIR IMPLEMENTATION MEASURES LIKE  
[03:35:46] THAT THAT ARE TIED TO THE WORK OF THE  
[03:35:48] PORT. I THINK IT'S IMPORTANT. I HEAR,  
[03:35:52] COMMISSIONER. THANK YOU. SO THIS IS A  
[03:35:55] SUMMARY OF THE 2022 CENTRAL SERVICES  
[03:35:58] PROPOSED FTES. WE STARTED WITH THE 2021  
[03:36:03] PULL BUDGET OF 845.5  
[03:36:07] FTE, AND WE ADD THE 15 ER  
[03:36:11] PROFILE THAT I MENTIONED I BIT EARLIER.  
[03:36:13] SO THAT WILL GIVE US 865 FT  
[03:36:17] AS THE BASELINE. AND WE ELIMINATED  
[03:36:20] EIGHT, SEVEN FTES, WHICH INCLUDE FOUR  
[03:36:24] ONE POSITION AND WITH 34  
[03:36:28] NEW FT ADDITIONS THAT WILL GIVE US A  
[03:36:31] PROPOSED 885 FT FOR 2022  
[03:36:36] OVERALL. STAFF PROPOSED A TOTAL OF 58  
[03:36:39] FIVE FTE BETWEEN GO 34 NEW  
[03:36:43] POSITION AND THEN 24 ENFORCEMENT  
[03:36:46] POSITION. AND WE HAVE THOSE LISTS IN THE  
[03:36:49] APPENDIX IF YOU WANT TO SEE ALL THOSE  
[03:36:51] DETAILS THERE. AND I ALSO NOTE THAT WE  
[03:36:56] ALSO STILL HAVE ABOUT TEN REMAINING  
[03:37:00] FORCE IN POSITION IN 2022. AND YOU CAN  
[03:37:03] ALSO SEE THE LIST OF THOSE TEN STEEL  
[03:37:05] FORCE IN POSITION IN THE APPENDIX AS  
[03:37:08] WELL. NEXT SLIDE, PLEASE.  
[03:37:11] MICHAEL,  
[03:37:14] I SEE THESE TWO EXTERNAL RELATIONS  
[03:37:17] POSITIONS ARE ELIMINATED HERE AND  
[03:37:21] THERE WAS A FROZEN POSITION, EXTERNAL  
[03:37:25] SENIOR ADMINISTRATIVE ASSISTANT FROZEN,  
[03:37:28] REMAINING FROZEN IN EXTERNAL RELATIONS  
[03:37:32] AS WELL AS A COMMISSION OFFICE PHYSICIAN  
[03:37:36] FROZEN. ONE OF THE THINGS I  
[03:37:40] JUST POINT OUT IS THAT AND THEN I SEE  
[03:37:42] THERE IS AN EXTERNAL COMMUNICATION  
[03:37:45] POSITION IN THE ENVIRONMENT AND

[03:37:47] SUSTAINABILITY GROUP, AND I DON'T KNOW  
[03:37:49] WHETHER THAT COMMUNICATION ASPECT IS  
[03:37:53] SORT OF LIKE OUTWARD LOOKING, BUT I  
[03:37:57] DO WANT TO EVENTUALLY GET BACK TO THE  
[03:37:59] POINT WHEN WE TALK ABOUT OUR SWAT, THE  
[03:38:03] ROLE OF THE THE PUBLIC APPRECIATION OF  
[03:38:06] THE PORT, WHAT WE DO AND THE SUPPORT  
[03:38:10] THAT WE GET IS I THINK A FUNDAMENTAL  
[03:38:13] OVERRIDING ISSUE THAT IS NOT EVEN  
[03:38:17] INCLUDED. I MEAN, WE BASICALLY SAY THE  
[03:38:19] PUBLIC SUPPORTS THE PORT AND THEREFORE  
[03:38:22] IT'S A GOOD THING THERE'S NO RISK  
[03:38:24] THERE'S NO ONGOING NEED FOR SPECIFICALLY  
[03:38:27] ADDRESSING THAT. AND THEN WHEN I SEE,  
[03:38:30] YOU KNOW, LOOKING AT EXTERNAL RELATIONS  
[03:38:34] AND THINGS LIKE THIS, I'M JUST WONDERING  
[03:38:37] HOW THIS TIES. MAYBE IT'S MORE TO  
[03:38:39] EXECUTIVE METRUCK, HOW THIS REALLY TIES  
[03:38:42] DIRECTLY TO A A  
[03:38:49] REALISTIC EVALUATION OF OUR LIABILITIES.  
[03:38:56] THE HEARING COMMISSIONER WILL GIVE YOU A  
[03:38:58] NEXT EXPLANATION OF THOSE POSITIONS.  
[03:39:01] ALRIGHT. AND THANK YOU. AND JUST ONE  
[03:39:04] OTHER THING BEFORE I FORGET, I KNOW  
[03:39:05] WE'RE RUNNING LONG. IS THAT IN RESPONSE  
[03:39:08] TO COMMISSIONER TIME BROOKS COMMENT  
[03:39:11] ABOUT THE LEVY IN GENERAL, YOU KNOW, ON  
[03:39:14] PAGE 30 OF THE POWERPOINT, WE TALK  
[03:39:19] ABOUT COMMUNITY PROGRAMS. WE HAVE THE  
[03:39:22] 2022 BUDGET FUNDED BY THE LEVY WITHIN  
[03:39:26] THE COMMUNITY PROGRAMS FOR A TOTAL OF \$8  
[03:39:28] MILLION. AND IF OUR COMMUNITY  
[03:39:32] OUR LEVY IS SOMETHING IN ORDER,  
[03:39:35] WHATEVER, 73 OR 76. I THINK IT WHAT IT  
[03:39:37] IS RIGHT NOW. IT'S LIKE OF THE LEVY IS  
[03:39:41] ON THESE COMMUNITY PROGRAMS. SO  
[03:39:43] OBVIOUSLY THERE'S A LOT MORE BEING  
[03:39:45] FUNDED BY THE LEVY THAN JUST COMMUNITY  
[03:39:48] PROGRAMS, BUT THAT'S WHERE WE'LL GO INTO  
[03:39:50] THAT DEEPER DIVE. BUT RIGHT NOW ABOUT IS  
[03:39:55] FROM THE LEVY. RIGHT. AND YOU'LL  
[03:39:59] SEE MORE OF THAT ON THE 26 WHEN WE BRING  
[03:40:02] THE LEVY DISCUSSION. BE FORD. ALRIGHT.  
[03:40:05] SORRY. I JUST SAW THE REDUCTION IN THE  
[03:40:08] STAFFING OF THE EXTERNAL RELATIONS, AND  
[03:40:11] I DON'T KNOW SPECIFICALLY WHAT THE JOB  
[03:40:14] DESCRIPTIONS ARE, WHATEVER, BUT I KNOW  
[03:40:16] PUBLIC PERCEPTION OF THE ORGANIZATION I  
[03:40:18] THINK IS FUNDAMENTAL TO OUR LONG TERM  
[03:40:20] SUCCESS. AND SO OUR EXTERNAL FACING  
[03:40:24] ASPECT, I JUST WANT TO MAKE SURE IS  
[03:40:27] CONSIDERED SOMETHING WE HAVE TO VALUE  
[03:40:31] AND CONTINUE TO WORK ON. AND YOU DID  
[03:40:33] MENTION THE ENVIRONMENTAL COMMUNICATIONS  
[03:40:35] POSITION THAT ONE HAS BEEN APPROVED AS A  
[03:40:37] NEW FTE THAT WOULD BE FOCUSED ON  
[03:40:40] DEVELOPING A SCORECARD AND INVOLVED IN  
[03:40:43] COMMUNICATION ABOUT THE PORT  
[03:40:45] ENVIRONMENTAL PROGRAMS. AND SEE, I DON'T  
[03:40:47] REALLY UNDERSTAND THAT IF WE HAVE AN  
[03:40:50] EXTERNAL COMMUNICATIONS DIVISION,  
[03:40:54] THE ENVIRONMENTAL ONE IS JUST ONE OF  
[03:40:57] LIKE EDI LIKE ANY OTHER PROGRAM.

[03:41:00] AGAIN, WE'RE ELIMINATING TWO HERE.  
[03:41:02] WE'RE PUTTING IN ONE THERE. IF THE  
[03:41:04] RATIONALE IS I'M ALL ABOUT COMMUNICATING  
[03:41:07] ABOUT THE ENVIRONMENT. I THINK THAT'S  
[03:41:08] GREAT. IT'S NOT LIKE I OPPOSE THAT. I  
[03:41:10] JUST DON'T UNDERSTAND. YOU KNOW, HOW WE  
[03:41:13] ARE ALLOCATING IF EACH DIVISION  
[03:41:16] IS GOING TO HAVE THEIR OWN COMMUNICATION  
[03:41:18] BRANCH, THAT MIGHT BE A GOOD THING TOO,  
[03:41:20] BUT I'M JUST TRYING TO UNDERSTAND HOW  
[03:41:24] IT'S BEING ALLOCATED.  
[03:41:27] IF THERE'S SOME CHANGES BASED  
[03:41:31] ON THE BUSINESS NEED FOR THE EXTERNAL  
[03:41:33] RELATIONS DEPARTMENT, IT'S TRUE THAT  
[03:41:36] THEY STILL HAVE TWO POS IN POSITION OR  
[03:41:39] ELIMINATE THE FOLKS IN POSITIONS. SAY  
[03:41:42] ONE IS THE PHOTOGRAPHER, THE OTHER  
[03:41:43] GRAPHIC SPECIALIST, BUT ALSO THEY ADDED  
[03:41:46] A COUPLE A COUPLE OF NEW POSITION THIS  
[03:41:49] YEAR TO TO SUPPORT THE THE COMPANY, THE  
[03:41:53] PROGRAM AND THOSE ARE MORE BASED ON THE  
[03:41:55] BUSINESS NEED. AND WE  
[03:41:59] CAN GET BACK TO YOU A LITTLE BIT MORE IF  
[03:42:01] YOU NEED MORE. I APPRECIATE KNOWING WHAT  
[03:42:03] THOSE POSITIONS WERE, BUT I GOT TO TELL  
[03:42:05] YOU ONE OF THE THINGS I AM SO IMPRESSED  
[03:42:07] BY THIS ORGANIZATION HAS BEEN OUR  
[03:42:09] GRAPHICS CAPABILITIES. AND SO I  
[03:42:12] WOULD HOPE THAT IT'S SUCH AN IMPORTANT  
[03:42:16] PART OF OUR COMMUNICATION ABILITIES. WE  
[03:42:18] HAVE SOME REAL TALENT THERE. I HOPE  
[03:42:20] WE'RE NOT LOOKING AT DIMINISHING THAT.  
[03:42:22] NO, ACTUALLY, THERE'S A NEW POSITION  
[03:42:25] THAT'S BEEN PROPOSED FOR EXTERNAL  
[03:42:27] AFFAIRS THAT'S ACTUALLY A CREATIVE  
[03:42:29] SERVICES MANAGER THAT WOULD REALLY FOCUS  
[03:42:31] ON A LOT OF OUR BRANDED MATERIALS,  
[03:42:34] PRESENTATION MATERIALS AND GRAPHICS.  
[03:42:38] BUT ON THE OTHER HAND, WE'RE LOSING ONE.  
[03:42:40] WE'RE LOSING. WE CAN POINT  
[03:42:44] OUT. ALRIGHT, ANYWAY, IT'S THE PLACE  
[03:42:47] WITH THE ORGANIZATION I PUT GREAT  
[03:42:49] EMPHASIS ON AND I SEE SOME OF THE THINGS  
[03:42:51] THAT WE DO LIKE WE ALSO WERE REDUCING  
[03:42:54] OUR PROMOTIONAL HOST. IT RIGHT. AND I  
[03:42:57] CAN UNDERSTAND FROM AN EXECUTIVE  
[03:42:59] PERSPECTIVE, THIS IS THE MONEY THAT IS  
[03:43:01] MAKING THE ORGANIZATION RUN. IT'S JUST  
[03:43:04] KIND OF THROW AWAY, BUT THROWING  
[03:43:08] AWAY TO THE PROFILE OF THE ORGANIZATION  
[03:43:11] AND THE APPRECIATION IN THE COMMUNITIES  
[03:43:13] THAT IS AN INVESTMENT THAT I THINK JUST  
[03:43:16] NEEDS TO BE LOOKED AT WITH A BROADER  
[03:43:20] THAN JUST OPERATIONS. I APPRECIATE  
[03:43:23] THAT, COMMISSIONER. I SHOULD HIGHLIGHT  
[03:43:27] ALL OF THIS. WE HAVE HARD CHOICES TO  
[03:43:29] MAKE AND EACH ONE OF THESE, THIS WAS THE  
[03:43:31] WHOLE PROCESS AND WE'VE GONE THROUGH ALL  
[03:43:33] OF THESE. THESE ARE HARD DECISIONS TO  
[03:43:35] MAKE BECAUSE WE'RE NOT SEEING MUCH FLUFF  
[03:43:37] IN OUR BUDGETS. TO BE HONEST HERE,  
[03:43:41] WE'RE MAKING HARD MANAGEMENT DECISIONS.  
[03:43:44] AND LIKE I SAID, BUT I DON'T

[03:43:47] DOUBT THAT. AND IT LOOKS LIKE THE BUDGET  
[03:43:49] IS VERY MUCH OR STEER IN THAT SENSE, I  
[03:43:53] JUST WOULD LIKE TO GO BACK MAYBE AT A  
[03:43:55] LATER TIME AND LOOK AT THE SWAT ANALYSIS  
[03:43:58] AND JUST WHERE WE HAVE A STRENGTH IS  
[03:44:00] THIS RELATIONSHIP, REPUTATION AND  
[03:44:03] COMMUNITY SUPPORT. AT THE  
[03:44:06] SAME TIME, IT'S NOT SEEN AS A THREAT OR  
[03:44:09] A WEAKNESS. I MEAN, I JUST THINK THAT  
[03:44:11] IT'S A THING THAT IS VERY IMPORTANT THAT  
[03:44:13] HAS TO BE PRESERVED AND IT'S NOT JUST A  
[03:44:16] LAUREL TO REST ON. AND I DON'T KNOW THAT  
[03:44:19] IT'S ALL THERE IN THE FIRST PLACE.  
[03:44:23] OKAY. I APPRECIATE YOUR COMMENTS,  
[03:44:26] MR. COMMISSION PRESIDENT, THIS IS  
[03:44:29] MICHELLE. I JUST WANT TO GO AHEAD AND  
[03:44:31] ASK QUITE QUICKLY. WE ARE SIGNIFICANTLY  
[03:44:34] OVER TIME WAS ESTIMATED FOR THE NEXT  
[03:44:38] PRESENTATION. WE'RE LOSING STUDENT  
[03:44:40] SPEAKERS AND OTHER EXTERNAL SPEAKERS.  
[03:44:43] DO WE WANT TO CONTINUE WITH THIS  
[03:44:45] PRESENTATION AT THIS TIME, OR DO WE WANT  
[03:44:47] TO MAYBE LAY IT ON THE TABLE, ADDRESS  
[03:44:50] OUR NEXT PRESENTATION SO WE DON'T LOSE  
[03:44:51] OUR SPEAKERS AND THEN TAKE THIS ONE OFF  
[03:44:54] THE TABLE WHEN THAT PRESENTATION IS  
[03:44:55] THROUGH, OR DO WE WANT TO CONTINUE WITH  
[03:44:57] THIS PRESENTATION AT THIS POINT IN TIME?  
[03:44:59] MR. COMMISSION PRESIDENT, AT THIS TIME,  
[03:45:01] I SEE WE'RE RUNNING 15 MINUTES LATE.  
[03:45:03] ARE WE NOT RIGHT? IS THAT IT? WE HAD THE  
[03:45:06] NEXT PRESENTATION ESTIMATED FOR 330  
[03:45:09] START. SO WE'RE 47 MINUTES FROM THAT  
[03:45:12] START? NO, WE'RE 15 MINUTES  
[03:45:16] FROM 330. WE'RE 345.  
[03:45:19] 347. SO WE'RE RUNNING 15 MINUTES LATE.  
[03:45:22] I UNDERSTAND THAT, BUT THAT'S NOT  
[03:45:23] SIGNIFICANTLY LATE IN MY BOOK. I DON'T  
[03:45:26] WANT TO DWELL ON THIS, BUT HOW MUCH  
[03:45:29] FURTHER WE HAVE TO GO? I DON'T WANT TO  
[03:45:32] LOSE OUR BASE. WE CAN SPEED UP THE BASE.  
[03:45:35] I JUST 15  
[03:45:38] MINUTES IN A LONG MEETING IS NOT  
[03:45:40] EXCEPTIONALLY LONG. I HOPE OUR SPEAKERS  
[03:45:42] CAN STAY THERE. AND I WANT TO END ON A  
[03:45:44] HAPPY NOTE. I JUST FEEL THAT WE ALWAYS  
[03:45:47] GIVE OUR BUDGET STUFF SHORT SHRIFT. SO  
[03:45:50] THAT'S WHY I PUT IT BEFORE AND  
[03:45:53] WE'RE GOING TO COME BACK TO IT. SO DAN,  
[03:45:57] LET'S INCREASE THE BOARD RATE, BUT LET'S  
[03:46:00] TRY TO INCREASE THE PACE OF IT.  
[03:46:02] MICHIGAN, GO THROUGH MORE QUICKLY.  
[03:46:05] OKAY, SURE. NEXT SLIDE, PLEASE. SO THEN  
[03:46:09] I JUST WENT OVER THE PAYROLL SIDE,  
[03:46:13] THE NEW TES AND FOR AN FTE, HERE'S A  
[03:46:15] LIST OF THE LONG PAYROLL PAY BUDGET  
[03:46:18] ITEMS THAT ARE OVER 1000. AND I DON'T  
[03:46:22] KNOW HOW MUCH TIME YOU WANT ME TO GO  
[03:46:23] INTO THE DETAILS. SOME OF THEM ARE  
[03:46:25] PRETTY STRICT. FORWARD A COUPLE OF  
[03:46:27] THOSE, FOR EXAMPLE, THE BODY CAMERA FOR  
[03:46:29] THE POLICE AND THE THE  
[03:46:33] POLICE ASSESSMENT RECOMMENDATION 150,000.

[03:46:35] AND 145,000. YOU OF  
[03:46:38] THE BARE WEB THAT AND HAVE THOSE  
[03:46:40] DISCUSSIONS. AND THEN SIMILARLY, FOR THE  
[03:46:42] LAST SECOND LAST ITEMS, THE SOUTH KIN COUNTY  
[03:46:44] FROM COMMITTEE CAPACITY BUILDING  
[03:46:46] CONTRACT. WE APPROVE THAT IN THE LAST  
[03:46:48] COMMISSION MEETING OF 400,000 FOR THREE  
[03:46:51] YEARS. AND THIS IS THE FIRST YEAR OF THE  
[03:46:54] SPENDING NEXT YEAR FOR 2022.  
[03:46:58] SO MAYBE I CAN GO FOR A COUPLE OF THOSE.  
[03:47:00] AND THEN IF YOU HAVE A QUESTION, LET ME  
[03:47:03] KNOW. THE FIRST ONE IS THE 500,000.  
[03:47:06] I'M SORRY, MICHAEL, WE'RE GOING TO HAVE  
[03:47:09] TO WE CAN  
[03:47:14] ASK QUESTIONS ABOUT THIS SUBSEQUENTLY.  
[03:47:16] I DON'T THINK WE REALLY HAVE TIME TO GO  
[03:47:18] INTO EACH ONE OF THESE. OKAY, JUST MOVE  
[03:47:21] THROUGH IT. ALRIGHT. SO LET'S GO TO THE  
[03:47:24] NEXT SLIDE THEN, PLEASE. SO THE  
[03:47:29] TOTAL PROPOSED 2022  
[03:47:32] OPERATING EXPENSES FOR CENTRAL SERVICES  
[03:47:34] IS 140,000,000. 6 MILLION OF 4.5%  
[03:47:40] HIGHER THAN THE 2020 APPROVE BUDGET  
[03:47:43] OVERALL. AND THEN WE TALK ABOUT THE  
[03:47:45] PAYBLE SIDE AND YOU CAN SEE THE NUMBER  
[03:47:47] HERE. FIVE. 6 MILLION OR FOUR 5%  
[03:47:51] INCREASED AND DUE TO THE PAY INCREASE  
[03:47:54] AND ALSO SOME NEW APP THAT WE ADDED AND  
[03:47:57] THEN ON THE NON PAYROLL SIDE. ACTUALLY  
[03:47:59] WE HAVE A DEDUCTION OF ONE. 6 MILLION OR  
[03:48:01] THREE 4% BECAUSE OF THE LOWER  
[03:48:05] ONSITE CONSULTANT COST FROM MAGNI FROM  
[03:48:08] ENGINEERING ENGINEERING DEPARTMENTS.  
[03:48:11] ALSO, TACO AND OTHER EMPLOYEE EXPENSES  
[03:48:15] ARE LOWER FOR MOST DEPARTMENT AS WELL.  
[03:48:17] AND THEN THEY ARE POSSIBLY OFFSET BY  
[03:48:20] HIGHER INSURANCE EXPENSES. WORKERS, COM  
[03:48:23] AND PCB FAST THAT YOU SAW ONE OF THE  
[03:48:26] ITEMS IN THE PREVIOUS LINE. AND IF I  
[03:48:29] COULD GO TO THE NEXT FIVE, PLEASE, YOU  
[03:48:31] CAN THE NUMBER HERE DOES  
[03:48:35] COME THE OVERLAP WITH THE CAR  
[03:48:38] CENTRAL SERVICES THAT THEY MENTIONED A  
[03:48:41] LITTLE BIT EARLIER. AND YOU CAN SEE THE  
[03:48:44] NUMBER IS 5.4% HIGHER THAN THE PORT  
[03:48:47] BUDGET, WHICH IS SIX POINT IT, WHICH IS  
[03:48:49] LOWER THAN THE 6.1 TARGET THAT THEN  
[03:48:52] MENTIONED REBILL EARLIER. SO I JUST WANT  
[03:48:54] TO POINT THAT OUT. AND THEN THE OTHER  
[03:48:56] TWO DEPARTMENT A COUPLE OF THOSE ON THE  
[03:48:59] LOOK AT THE THE SECOND LAST TWO COLUMN  
[03:49:04] THE POLICE YOU CAN SEE IS ONE 3 MILLION  
[03:49:07] HIGHER OR FOUR 1% THAN THE  
[03:49:10] 2020 FULL BUDGET, AND MAINLY DUE TO SOME  
[03:49:14] OF THOSE ITEMS THAT I MENTIONED THE  
[03:49:15] BELLY AT THE NEW WORLD. YOU PUT A  
[03:49:18] REQUEST ITEM TO ADJUST THE POLICE  
[03:49:21] ASSESSMENT RECOMMENDATIONS AND THE  
[03:49:24] PAYROLL INCREASE IN GENERAL. AND THEN  
[03:49:26] THE OTHER ONE IS THE ENGINEERING. YOU  
[03:49:28] CAN SEE A REDUCTION. AND AGAIN THEY ADD  
[03:49:31] THE NUMBER OF DEBT, BUT THEY HAVE  
[03:49:33] REDUCED THE ONSITE CONSULTANT. SO START

[03:49:37] USING THE CONSULTANT USING THE INHOUSE  
[03:49:39] STACK TO DO SOME OF THE WORK GOING  
[03:49:41] FORWARD SO THAT YOU CAN SEE A REDUCTION.  
[03:49:43] I MEAN, IF WE FACE THE ONSET CONSULTING  
[03:49:45] COST THERE AND THEN THE PCS HAVE AN  
[03:49:48] INCREASE ONE 1 MILLION TRANSLATE TO  
[03:49:51] A LITTLE BIT OVER 30%. AND THAT'S MAINLY  
[03:49:54] BECAUSE THEY REDUCE THE CHARGE TO  
[03:49:56] CAPITAL. THEY ADD A COUPLE NEW POSITION  
[03:49:59] TO THE 2022 PASTAS. WELL, BUT THE MAIN  
[03:50:02] SINCE LESS CHARGE TO CAPITAL. NEXT  
[03:50:05] SLIDE, PLEASE. AND HERE  
[03:50:09] YOU CAN SEE THE OVERALL RELIMINARY BUDGET  
[03:50:12] BY COUNT. I WON'T GO OVER OR THE NUMBER  
[03:50:15] PROBABLY JUST ONE A COUPLE THE NUMBER  
[03:50:17] FOR YOU. THE TOTAL PAYROLL COSTS  
[03:50:21] ARE FOUR. 5% HIGHER THAN THE  
[03:50:25] 2020 BUDGET. HOWEVER,  
[03:50:28] THE LONG PAYROLLS ARE AGAINST ONE 6  
[03:50:30] MILLION OF THREE 4% LOWER AND AGAINST  
[03:50:34] DUE TO THE ONSITE CONSULTANT FROM  
[03:50:37] ENGINEERING DEPARTMENT. AND THEN THE  
[03:50:40] OFFER. I THINK IT'S VERY IMPORTANT TO  
[03:50:42] POINT OUT THAT THE TOTAL COST BEFORE  
[03:50:44] CHARGE TO CAPITALS ARE 4 MILLION OR  
[03:50:49] QUITE A MODERATE INCREASE OF 2.3%  
[03:50:52] INCREASE FROM 2020 BUDGET.  
[03:50:55] HOWEVER, AFTER THE CHARGE TO CAPITAL  
[03:50:59] OF THE CHARGE OF CAPITAL, THAT'S 2  
[03:51:02] MILLION LESS IN 2022.  
[03:51:06] SO THAT END UP A LITTLE BIT MORE  
[03:51:07] ACTUALLY IN THE OPENING  
[03:51:11] EXPENSES. THE BOTTOM LINE IS FOUR 5%  
[03:51:15] OR 6 MILLION HIGHER. SO WE'VE GOT TO  
[03:51:19] DO IT TOO. AND TO TALK ABOUT THE NEXT  
[03:51:22] SLIDE A BEAST. BUT YEAH, SO JUST  
[03:51:27] PUT A FINE POINT AT THE END OF THIS.  
[03:51:29] AND I THINK AGAIN, STEVE WAS A LITTLE TO  
[03:51:30] THIS. WE CONTINUE TO HAVE A GREAT DEAL  
[03:51:32] OF UNCERTAINTY, BUT AS YOU KNOW, IF  
[03:51:35] THINGS TURN DOWN NEXT YEAR, AS YOU KNOW,  
[03:51:37] AS WE PROVED IN 2020 AND 21, WE DO HAVE  
[03:51:40] TOOLS THAT WE CAN USE THE MANAGER COSTS  
[03:51:43] JUST LIKE WE DID OVER THE PAST TWO  
[03:51:46] YEARS. SO WE'VE GOT A LOT OF AREAS WHERE  
[03:51:48] WE CAN CUT COSTS. WE CAN HAVE HIRING  
[03:51:50] FREEZES. WE GOT A LOT OF TOOLS IN OUR  
[03:51:52] TOOL KITS. IF WE SHOULD NEED THEM, WE  
[03:51:55] CAN TAP INTO THEM. AND AGAIN, I THINK  
[03:51:58] THE THEME I THINK HE WANTS TO CONTINUE  
[03:52:01] TO HIGHLIGHT IS THE FACT THAT OUR  
[03:52:04] ABILITY TO EXECUTE WE HAVE SOME  
[03:52:07] CHALLENGES JUST ON THIS, NOT JUST  
[03:52:09] DOLLARS. IT'S ACTUALLY THE STAFF TIME  
[03:52:11] AND THE RESOURCES IN THE BAY AND WITH TO  
[03:52:14] GET THINGS DONE. AND SO WE LOOK AT THE  
[03:52:16] LARGE NUMBER OF INITIATIVES AND THE  
[03:52:18] LARGE NUMBER OF NEW STAFF. CAN WE GET  
[03:52:19] THEM ALL ACTUALLY FIRED IN TIME? SO WE  
[03:52:22] DO HAVE SOME CHALLENGES WITH EXECUTION  
[03:52:25] THAT WE'RE PAYING A LOT OF ATTENTION TO  
[03:52:27] TO MAKE SURE THAT WE CAN EXECUTE  
[03:52:30] EFFECTIVELY.

[03:52:33] WELL, SEND THEN I THINK  
[03:52:37] NEXT WE GO ON TO THE CENTRAL SERVICE  
[03:52:39] CIP. WE'LL TURN IT OVER TO CHRISTA  
[03:52:41] SADDLER, WHICH THE CENTRAL SERVICES CIP  
[03:52:44] IS PRIMARILY IT PROJECTS. SO SHE'S GOING  
[03:52:47] TO DISCUSS THAT BRIEFLY. YEAH. GOOD  
[03:52:50] AFTERNOON, COMMISSIONERS AND EXECUTIVE  
[03:52:52] DIRECTOR METRUCK AGAIN, DIRECTOR OF  
[03:52:54] TECHNOLOGY DELIVERY. AND AS DAN SAID,  
[03:52:57] I'M TALKING WITH YOU TODAY BECAUSE WE  
[03:52:59] GET TO SPEND MOST OF THIS MONEY.  
[03:53:03] THE ONLY THING I WANT TO SAY I'M GOING  
[03:53:04] TO GO THROUGH THIS FAST. THE ONLY THING  
[03:53:06] I WANT TO SAY ABOUT THIS ONE IS IN THE  
[03:53:08] FOLLOWING SLIDES. THERE'S A LOT OF  
[03:53:10] PROJECTS HERE, AND WE LIKELY DON'T HAVE  
[03:53:13] THE RESOURCES TO MOVE AS QUICKLY AS  
[03:53:15] EVERYBODY WOULD HOPE. AND SO THAT CIP  
[03:53:17] CASH FLOW MANAGEMENT RESERVE. THERE IS  
[03:53:20] JUST A WAY TO ADDRESS THAT LIKELY  
[03:53:22] OUTCOME AND TO PRESENT A MORE REALISTIC  
[03:53:24] EXPECTATION OF THE CAPITAL SPENDING IN  
[03:53:27] THE CENTRAL SERVICES BUDGET. NEXT SLIDE,  
[03:53:30] CAN I JUST INTERRUPT A SECOND? I JUST  
[03:53:33] GOT A NOTE FROM CLERK HART THAT THE  
[03:53:36] ORIGINAL SCHEDULE FOR THIS MEETING WAS  
[03:53:38] THAT WE WOULD BE STARTING THE MARITIME  
[03:53:42] HIGH SCHOOL PRESENTATION AT THREE, NOT  
[03:53:43] AT 330, AS THE AS THE  
[03:53:47] CURRENT SCRIPT HAD READ. SO I'M JUST  
[03:53:50] WONDERING IF WE JUST  
[03:53:53] HAVE A MOMENT TO DECIDE HOW MUCH LONGER  
[03:53:55] DO YOU EXPECT THIS TO BE? AND SHOULD WE  
[03:53:57] MOVE THE MARITIME HIGH SCHOOL  
[03:53:58] PRESENTATION TO ANOTHER TIME? I THINK WE  
[03:54:01] COULD FINISH THIS IN FIVE MINUTES.  
[03:54:05] THAT SAID, MR. COMMISSION PRESIDENT,  
[03:54:09] I DON'T WANT TO RUSH THIS PRESENTATION  
[03:54:12] ALONG. IT NEEDS TO HAVE ITS DUE AS WELL.  
[03:54:14] SO WE KNEW THAT THIS WOULD BE THE CASE  
[03:54:16] WHEN WE SCHEDULED EXTERNAL PRESENTERS  
[03:54:18] AFTER THIS, AND WE WILL JUST SEE WHEN WE  
[03:54:21] GET THERE. MR. COMMISSION PRESIDENT, IF  
[03:54:23] THE EXTERNAL PRESENTERS ARE STILL  
[03:54:25] AVAILABLE. OKAY. AND I UNDERSTAND  
[03:54:27] THERE'S LIKE A VIDEO SO THAT WOULD BE  
[03:54:29] ABLE TO RUN WITHOUT ANY PHYSICAL  
[03:54:32] PRESENTATION. RIGHT. SO I JUST REALLY,  
[03:54:34] I KNOW THAT WE'VE GIVEN BUDGETARY THINGS  
[03:54:37] SHORT SHRIFT, AND IF YOU CAN JUST KEEP  
[03:54:39] ON GOING. AND I JUST WANTED TO NOTE THAT  
[03:54:41] I THOUGHT WE WERE ONLY ASKING FOR TEN OR  
[03:54:44] 15 TO A HALF AN HOUR GRACE PERIOD.  
[03:54:46] WE'RE MORE AT AN HOUR GRACE PERIOD. SO  
[03:54:49] KNOWING THAT WE HAVE JUST LET'S CONTINUE  
[03:54:52] MOVING FORWARD, JUST WANTED TO CORRECT  
[03:54:54] MY WHAT THE SCRIPT HAD BEEN TELLING ME,  
[03:54:57] SO THANK YOU. OKAY. NEXT SLIDE,  
[03:55:01] PLEASE. SO THIS IS A SHORT LIST OF  
[03:55:04] PROJECTS THAT ARE ALREADY AUTHORIZED BY  
[03:55:06] COMMISSION OF INTEREST HERE. THE PHONE  
[03:55:09] SYSTEM HAS BEEN WELL UNDERWAY, AND YOU  
[03:55:11] SHOULD EXPECT NEW SOFT PHONES AS WELL AS

[03:55:13] HARD PHONES IN THE FIRST QUARTER OF  
[03:55:15] 2022. AND THEN OUR OTHER TWO  
[03:55:19] PROJECTS ARE IN DESIGN AND PROCUREMENT.  
[03:55:21] SO NEXT SLIDE, PLEASE. SO PER  
[03:55:24] MY EARLIER COMMENTS, THERE IS A LONG  
[03:55:26] LIST OF NEW PROJECTS THAT ARE REQUESTED  
[03:55:28] FOR 2022. MOST OF THESE ARE REFRESHED  
[03:55:31] PROJECTS THAT INCREASED OUR RESILIENCY  
[03:55:33] AND PUBLIC SAFETY, SECURITY AND  
[03:55:35] COMMUNICATION SYSTEMS. AND ALL OF THESE  
[03:55:37] WILL COME FORWARD AS INDIVIDUAL PROJECTS  
[03:55:39] FOR COMMISSION AUTHORIZATION THROUGHOUT  
[03:55:41] 2022. NEXT SLIDE FINALLY,  
[03:55:47] THE SMALL CAPITAL CIPS, THEY'RE IN PLACE  
[03:55:49] TO FUND PROJECTS UNDER 3000, AND THEY  
[03:55:51] SUPPORT OPERATING DIVISIONS. THEY  
[03:55:54] IMPROVE RESILIENCY OUR CYBER SECURITY  
[03:55:58] PROFILE. AND THE ONE COMMENT I DO WANT  
[03:56:01] TO MAKE IS WE DO UTILIZE THE TECHNOLOGY  
[03:56:04] BUSINESS APPLICATION CIP TO PROVIDE  
[03:56:06] CONTINUAL ENHANCEMENTS SUPPORT, DEVELOP  
[03:56:08] SYSTEMS LIKE PUBLIC AND INTERNAL  
[03:56:10] WEBSITES, OUR CONTRACT AND VENDOR  
[03:56:13] MANAGEMENT SYSTEMS, AND OUR CONSTRUCTION  
[03:56:15] PROJECT MANAGEMENT SYSTEM. NEXT SLIDE.  
[03:56:17] I THINK THIS IS IT FOR CAPITAL, SO I CAN  
[03:56:20] ANSWER QUESTIONS OR PASS IT BACK TO  
[03:56:22] MICHAEL OR DAN. LET'S JUST SAVE THE  
[03:56:26] QUESTIONS TO THE VERY END AT THIS POINT,  
[03:56:28] AND I'LL PICK IT UP HERE IF WE CAN GO TO  
[03:56:31] THE NEXT SLIDE. SO THIS IS JUST A  
[03:56:34] SNAPSHOT AND I WON'T LINGER ON THIS.  
[03:56:35] THIS IS JUST A PRELIMINARY ROLL UP OF  
[03:56:38] ALL THE PRELIMINARY BUDGETS FOR EACH  
[03:56:41] DIVISION. AGAIN, THESE NUMBERS MAY  
[03:56:44] CHANGE A LITTLE BIT. YOU WILL BE GETTING  
[03:56:47] THE DIVISION PRESENTATIONS IN EARLY  
[03:56:49] OCTOBER. JUST A COUPLE OF THINGS I  
[03:56:51] WANTED TO KNOW. HOWEVER, YOU'LL NOTICE  
[03:56:54] IN THE NON AERONAUTICAL REVENUE LINE  
[03:56:58] ITEM ON THE SECOND COLUMN FROM THE  
[03:57:00] RIGHT. ACTUALLY THE FINAL COLUMN, AND IT  
[03:57:03] LOOKS LIKE IT'S DOWN \$42 MILLION FROM  
[03:57:06] THE 2020 BUDGET. THAT INCLUDES  
[03:57:10] THE EFFECTS OF THE FEDERAL GRANTS THAT  
[03:57:12] WILL BE APPLIED FOR CONCESSIONS, TENANT  
[03:57:14] RELIEF. SO THE ACTUAL NON AERONAUTICAL  
[03:57:17] REVENUES ARE DOWN ROUGHLY HALF OF THAT.  
[03:57:21] THEY'RE DOWN ABOUT 20 SOME MILLION  
[03:57:22] COMPARED TO 2020. BUT WHEN WE APPLY THE  
[03:57:26] GRANTS TO PROVIDE THOSE RENT DEFERRALS  
[03:57:29] THE RENT RELIEF, IT REDUCES  
[03:57:33] THE REVENUE. BUT OF COURSE, THE GRANTS  
[03:57:35] ARE NON OPS, SO IT'S A LITTLE BIT OF A  
[03:57:37] DISTORTION. AND HOW THAT APPEARS YOU'LL  
[03:57:40] GET A BETTER PICTURE OF THAT WHEN  
[03:57:41] AVIATION PRESENTS THEIR BUDGET. BUT I  
[03:57:44] ALSO WANTED TO JUST COMMENT ON THE REST  
[03:57:46] OF THE REVENUES IN THAT FAR RIGHT COLUMN  
[03:57:50] ARE NOT FAR FROM 2020 APPROVED  
[03:57:54] BUDGET. SO I THINK THAT'S A GOOD SIGN OF  
[03:57:56] WHERE WE ARE NEARING RECOVERY. WE'RE  
[03:57:59] GETTING BACK TO OUR REVENUE LEVELS FROM



[03:58:00] 2020. I THINK THAT'S A GOOD SIGN. AND I  
[03:58:04] ALSO JUST ALSO WANTED TO POINT OUT,  
[03:58:06] YOU'LL SEE, IS ITEM LINE ITEM THIRD  
[03:58:10] FROM THE BOTTOM CALLED JOINT VENTURE.  
[03:58:12] THE PROPOSED BUDGET IN 2022 IS 40  
[03:58:15] MILLION. 772. THAT'S THE DISTRIBUTABLE  
[03:58:19] REVENUE FROM THE NORTHWEST SEAPORT  
[03:58:20] ALLIANCE. THIS IS AN EARLY NUMBER THAT  
[03:58:23] WE PLUGGED IN HERE. WE DIDN'T HAVE THE  
[03:58:25] LATEST. THEY ARE FINALIZING THE BUDGET,  
[03:58:29] AND THAT NUMBER IS LIKELY TO BE HIGHER  
[03:58:31] THAN WHAT APPEARS HERE. I ASSUME  
[03:58:36] THAT THAT WAS THE ALLIANCE. I DON'T  
[03:58:37] KNOW. WHY DON'T YOU CALL IT THE  
[03:58:39] ALLIANCE? WELL, BECAUSE THE JOINT  
[03:58:41] VENTURE INCLUDES MORE THAN THE ALLIANCE,  
[03:58:43] IT INCLUDES THE ALLIANCE. REVENUE IS THE  
[03:58:45] BIG PIECE, BUT IT'S ALSO EXPENSES WE  
[03:58:49] BOOKED TO THE SO CALLED JOINT VENTURE,  
[03:58:51] WHICH ARE EXPENSES THAT THE PORT INCURS.  
[03:58:55] BUT THEY'RE RELATED TO CARGO TERMINAL  
[03:58:58] AND ALLIANCE TERMINAL. BUT WE CAN'T  
[03:58:59] CHARGE THEM TO THE ALLIANCE, SO WE TRY  
[03:59:03] TO ACTUALLY PUT THEM ALL IN THE SAME  
[03:59:05] CATEGORY THAT WE CALL THE JOINT VENTURE.  
[03:59:08] SO IT'S REVENUES PLUS SOME EXPENSES THAT  
[03:59:11] THE PORT INCURS. BUT IT'S PRIMARILY THE  
[03:59:14] REVENUE IS REALLY PRIMARILY THE  
[03:59:16] DISTRIBUTABLE REVENUE FROM THE SEAPORT  
[03:59:18] ALLIANCE AND WE SHOW YOU MORE THAT WHEN  
[03:59:21] MARITIME SHOWS THEIR BUDGET  
[03:59:23] PRESENTATION, THEY'LL GIVE YOU MORE  
[03:59:24] DETAILS ON THAT. MAYBE YOU COULD JUST DO  
[03:59:27] A SLASH ALLIANCE WERE EXPLICIT.  
[03:59:31] WE'D BE HAPPY TO DO THAT. OKAY. NEXT  
[03:59:34] SLIDE.  
[03:59:37] AND THEN FINALLY, AS WE ALLUDED TO  
[03:59:40] EARLIER, THIS IS A COLLECTION OF WHAT WE  
[03:59:42] CALL THE COMMUNITY PROGRAMS, AND WE TAKE  
[03:59:45] YOUR FEEDBACK. IT'S NOT JUST COMMISSION  
[03:59:48] STUFF. THESE ARE PORT INVESTMENTS FROM A  
[03:59:51] VARIETY OF AREAS. WE CALL THEM COMMUNITY  
[03:59:54] PROGRAMS BECAUSE I THINK WHAT  
[03:59:55] DISTINGUISHES THEM IS THAT THEY'RE MORE  
[03:59:57] COMMUNITY FACED AS OPPOSED TO INTERNALLY  
[04:00:01] SUPPORTING CUSTOMERS AND PORT PROGRAMS.  
[04:00:04] THESE ARE REALLY WHAT INITIATIVES ARE  
[04:00:07] TARGETED AT HELPING THE COMMUNITY IN ALL  
[04:00:11] THE VARIOUS WAYS THAT WE DO. THIS IS  
[04:00:13] JUST A SNAPSHOT, AS YOU CAN SEE IN 2022  
[04:00:16] IS CURRENTLY PROPOSED AT \$14 MILLION.  
[04:00:22] ALSO WANT TO MENTION THAT THIS DOES NOT  
[04:00:23] INCLUDE ALL OF THE ITEMS THAT THE  
[04:00:26] COMMISSION HAS BEEN DISCUSSING WITH  
[04:00:27] EXECUTIVE DIRECTOR METRUCK. THERE'S A  
[04:00:30] NUMBER OF ITEMS THAT SOME OF WHICH HAVE  
[04:00:32] BEEN INCORPORATED IN THE BUDGET. SOME  
[04:00:34] ARE SUBJECT TO A LITTLE MORE  
[04:00:35] CONVERSATION. SO YOU'LL SEE A MORE  
[04:00:38] COMPLETE LIST. PROBABLY THE NEXT TIME WE  
[04:00:39] HAVE A BUDGET PRESENTATION, BUT THEY'RE  
[04:00:42] NOT ALL FACTORED IN. YEAH, RATHER THAN  
[04:00:45] DE ONTO THIS COMMISSIONERS, I'D LIKE TO

[04:00:47] COME BACK TO THIS AND SHOULD DO THIS  
[04:00:49] WITH THAT IN THAT BIGGER PICTURE IN A  
[04:00:51] FUTURE MEETING. YEAH. I CERTAINLY DON'T  
[04:00:54] THINK THE ORCHID RECOVERY PROGRAM IS A  
[04:00:56] COMMUNITY PROGRAM AND TOURISM MARKETING  
[04:00:59] SUPPORT OUR TOURISM PROGRAMMING. AND  
[04:01:01] ANYWAY, I CERTAINLY SEE THE THERE'S  
[04:01:06] OTHER THINGS THAT I THINK ARE MORE WORK  
[04:01:08] TO BE DONE HERE. IT WILL TALK ABOUT  
[04:01:10] THOSE PRESENTED. THE SUSTAINABILITY  
[04:01:13] PROGRAM IS NOT COMMUNITY PARLIAMENT.  
[04:01:15] AVIATION FUELS IS PART OF OUR GOALS OF  
[04:01:17] REDUCING OUR GREENHOUSE GAS. I MEAN, I  
[04:01:20] DON'T SEE HOW THIS STUFF CAN BE WRITTEN  
[04:01:22] TO AS COMMUNITY EFFORTS WHEN THEY'RE  
[04:01:25] CORE PROGRAMS OF THE PORT. YEAH, WELL  
[04:01:27] TAKEN. WE STRUGGLE SOMETIMES EXACTLY HOW  
[04:01:29] TO CATEGORIES ALL THESE, BUT WE DO THINK  
[04:01:31] THERE'S A DIFFERENT FLAVOR FOR MANY OF  
[04:01:33] THESE EXPENDITURES COMPARED TO, AGAIN,  
[04:01:36] THE OPERATIONAL KINDS OF EXPENDITURES WE  
[04:01:39] MAKE. AND THEN I BELIEVE THIS NEXT  
[04:01:41] SLIDE. I BELIEVE THAT'S EVERYTHING. OH,  
[04:01:44] JUST REMAINING SCHEDULE. WE DON'T HAVE  
[04:01:46] TO SPEND MUCH TIME ON THIS. YOU CAN READ  
[04:01:48] THIS. OBVIOUSLY, THE DIVISION WILL BE  
[04:01:50] BACK IN THE MIDDLE EARLY OCTOBER TAX  
[04:01:53] LIVE PLAN OF FINANCE AND LATE OCTOBER.  
[04:01:55] AND THEN WE GO INTO NOVEMBER WITH THE  
[04:01:58] READING, THE INTRODUCTION AND FINAL  
[04:02:01] PASSAGE OF THE BUDGET RESOLUTIONS.  
[04:02:04] AND I DID FINALLY WANT TO JUST NOTE ALSO  
[04:02:07] THAT WE HAVE POSTED A LINK ON SHAREPOINT  
[04:02:10] AND BEFORE THAT TO AARON PRICHARD THAT  
[04:02:13] HAS ALL OF THE BACKGROUND INFORMATION,  
[04:02:16] ALL OF THE REVIEW MATERIALS THAT WERE  
[04:02:18] REVIEWED BY MANAGEMENT AS PART OF THE  
[04:02:20] BUDGET PRELIMINARY BUDGET REVIEWS. SO  
[04:02:22] YOU WILL HAVE ACCESS TO THOSE IF YOU  
[04:02:25] WANT A DEEPER DIVE, WANT MORE DETAILS?  
[04:02:27] THEY ALL ARE POSTED ON SHAREPOINT.  
[04:02:31] MY COLLEGE HAVE COMMENT.  
[04:02:34] YES. I ALSO WOULD LIKE TO ADD THAT IF  
[04:02:38] THEY HAVE SOME EXTERNAL RELATIONS, WE  
[04:02:40] ALREADY KIND OF CREATED A 2022  
[04:02:44] BUDGET WEBPAGE ON THE PORT WEBSITE AND  
[04:02:47] ALL THOSE KEY DAYS HERE ON THE  
[04:02:52] WEBSITE. AND ALSO WE HAVE A COUPLE OF  
[04:02:55] THE STAKEHOLDERS SESSIONS. ONE OF  
[04:02:59] THOSE IS FOR MARITIME AND EDD ON OCTOBER  
[04:03:02] 20. AND THEN THE SECOND ONE IS FOR THE  
[04:03:05] AVIATION ON SEPTEMBER 21, AND THE PORT  
[04:03:09] OR ANY STAKEHOLDER CAN SIGNED UP FOR  
[04:03:11] THAT IS AVAILABLE ON THE WEBSITE  
[04:03:13] ALREADY. SO JUST ONE FOR DEMO. SO I  
[04:03:17] THINK THAT'S ALL WE HAVE. WE APPRECIATE  
[04:03:19] YOUR TIME. WE KNOW IT'S A LOT OF  
[04:03:21] INFORMATION, BUT WE REALLY APPRECIATE  
[04:03:23] YOUR ENGAGEMENT AND YOUR QUESTIONS AND  
[04:03:25] WE DO HAVE MORE INFORMATION IN THE  
[04:03:27] APPENDIX THAT'S AVAILABLE FOR YOUR  
[04:03:30] REVIEW AT YOUR LEISURE. ALRIGHT. SO I  
[04:03:33] WOULD LIKE TO ASK THAT IF

[04:03:36] THERE'S LIKE, ONE QUESTION, WE COULD  
[04:03:38] TAKE IT, BUT I WOULD LIKE TO SEE IF WE  
[04:03:41] CAN ALLOW FOR OUR NEXT PRESENTATION  
[04:03:43] UNLESS THERE'S JUST A CLARIFYING POINT.  
[04:03:47] MR. PRESIDENT, THIS IS MICHELLE.  
[04:03:51] WE ACTUALLY LOST ALL OF OUR PRESENTERS  
[04:03:54] FOR OUR NEXT PRESENTATION. SO LEANNE  
[04:03:55] SHERADA WHEN SHE COMES ON, WE'LL BE  
[04:03:57] REQUESTING A IS MOMENT OF THAT ITEM. SO  
[04:03:59] I BELIEVE THAT YOU CAN TAKE QUESTIONS  
[04:04:00] FREELY. MR. COMMISSION PRESIDENT. WELL,  
[04:04:03] I THINK THAT'S BETTER. WE CAN AT LEAST  
[04:04:05] NOT RUSH THE KIDS THROUGH THEIR PROGRAM.  
[04:04:07] AND I GOT A GREAT STORY IN THE PRESS.  
[04:04:09] WE ALL GOT KIND OF A BRIEFING IN THE  
[04:04:11] SEATTLE TIMES ALREADY. SO ANYWAY,  
[04:04:14] ANYBODY HAS SOME QUESTIONS ON THIS  
[04:04:17] PRESENTATION AND ONGOING DISCUSSION  
[04:04:20] OF OUR FUNDAMENTAL RESPONSIBILITIES AS  
[04:04:23] FISCAL STEWARDS OF THE PUBLIC TRUST.  
[04:04:26] WOULD YOU LIKE ME TO RUN THROUGH THE  
[04:04:27] ROLE, PLEASE? BEGINNING WITH MISSIONARY  
[04:04:30] CALKINS FOR QUESTIONS. NO QUESTIONS  
[04:04:34] RIGHT NOW. THANK YOU,  
[04:04:36] COMMISSIONER CHO. I'M OKAY TOO. THANKS  
[04:04:39] FOR THE PRESENTATION. DOWN IN TEAM.  
[04:04:41] THANK YOU, COMMISSIONER CHO.  
[04:04:44] COMMISSIONER STEINBREUCK. YOU'RE MUTED,  
[04:04:47] SIR. YEAH, I SEE THAT. THANKS A JUST TO  
[04:04:51] LOOK AT THE TIMING OR THE SCHEDULE,  
[04:04:54] THE BUDGET SCHEDULE. IT HAS THE LEVY  
[04:05:00] DEEP DIVE. I'M LOOKING FOR THE DATES  
[04:05:03] HERE ON THE 26. THAT IS  
[04:05:08] JUST A LITTLE LESS THAN TWO WEEKS BEFORE  
[04:05:09] WE APPROVE THE PRELIMINARY DRAFT BUDGET.  
[04:05:12] IS THAT CORRECT?  
[04:05:15] IT SEEMS TO ME THAT THAT IS AN AREA  
[04:05:19] THAT THAT  
[04:05:22] THE COMMISSION NEEDS TO KNOW WHAT THE  
[04:05:25] OPTIONS ARE THERE AND TRADE OFFS AND  
[04:05:28] THAT THEY COULD HAVE SIGNIFICANT BUDGET  
[04:05:31] IMPLICATIONS DEPENDING ON WHAT WE AGREED  
[04:05:34] TO AS OUR PRIORITIES FOR LEVI FUNDING.  
[04:05:38] ONE OPTION AGAIN, IT'S ALWAYS THE  
[04:05:42] CHALLENGE IS TRYING TO SQUEEZE THESE  
[04:05:43] THINGS IN ON YOUR AGENDA.  
[04:05:47] WE MIGHT POSSIBLY BE ABLE TO BRING  
[04:05:51] FORWARD SOME OF THAT INFORMATION DURING  
[04:05:54] THE FIRST MEETING OF OCTOBER WHEN TESTED  
[04:05:57] MARITIME AND EDD BUDGETS, WHICH WILL  
[04:05:59] INCLUDE THE CAPITAL BUDGET, WE COULD  
[04:06:02] INCLUDE SOME BRIEFING ON LEVY OPTIONS AT  
[04:06:04] THAT POINT AS WELL. IT LOOKS LIKE IT'S  
[04:06:06] ALREADY PRECOOKED THERE BECAUSE YOU GOT  
[04:06:09] THE PRELIMINARY BUDGET BEFORE WE HEAR  
[04:06:12] THE TAX LEVY.  
[04:06:17] YEAH. AND I THINK THERE WAS SOME TAX  
[04:06:20] LEVY DISCUSSION HAPPENED IN THE JULY  
[04:06:22] RETREAT, BUT WE'D BE HAPPY TO BRING SOME  
[04:06:26] OF THAT FORWARD ON THE TWELVE IF YOU'D  
[04:06:28] LIKE. WELL, I WOULD PREFER  
[04:06:31] GETTING IT EARLIER THAN LATER. SO AGAIN,  
[04:06:34] SO OUR DECISION MAKING AND

[04:06:36] PRIORITIZATION CAN BE INFORMED, BECAUSE  
[04:06:39] THAT IS ONE RESOURCE. WE CAN'T  
[04:06:43] SQUEEZE MONEY OUT OF A ROCK, OF COURSE.  
[04:06:45] BUT FOR COMMISSION PRIORITIES,  
[04:06:49] THAT'S ONE RESOURCE WE TURN TO. SO  
[04:06:55] THAT'S MY FEELING. I DON'T KNOW IF  
[04:06:56] OTHERS AGREE ABOUT THAT. WELL,  
[04:06:59] COMMISSIONER STENBRUECK, THE WAY I'VE  
[04:07:00] HEARD YOU DESCRIBE IT IS THAT LIKE I  
[04:07:03] SAID, I DID A QUICK BALLPARK THAT THE  
[04:07:05] LEVY RIGHT NOW IS FUNDING ABOUT OF THE  
[04:07:08] COMMUNITY PROGRAMS, AND THAT I THOUGHT  
[04:07:11] YOU WERE ASKING THE EXECUTIVE TO PRESENT  
[04:07:14] TO US WHAT OF THE CIP OR OTHER PROJECTS  
[04:07:17] THAT ARE BEING PUT FORWARD THAT ARE LED  
[04:07:20] BACK. YEAH. WHAT WOULD BE JEOPARDIZED  
[04:07:26] WITH THE ALLOCATION OF THE LEVY? AND SO  
[04:07:28] RIGHT NOW, WE'RE BASICALLY, AS YOU POINT  
[04:07:31] OUT, WE'VE GOT THESE PROJECTS AND THE  
[04:07:33] LEVY IS ALLOCATED RATHER THAN LOOKING AT  
[04:07:36] A A DECISION. YEAH, THAT'S RIGHT.  
[04:07:40] I THINK YOU CHARACTERIZED AT WELL, I  
[04:07:41] WANT TO KNOW WHAT THE BASELINE IS,  
[04:07:45] WHAT IS ALREADY COOKED INTO THE LEVY AND  
[04:07:51] DISCRETION IS THERE. AND WE'VE  
[04:07:55] HAD NO DISCUSSION ABOUT ANY CHANGE IN  
[04:07:57] THE LEVY MIRA,  
[04:08:00] AND THERE MAY BE INTEREST IN THAT.  
[04:08:05] YEAH. WE CAN DISCUSS THE OPTIONS,  
[04:08:08] COMMISSIONER, BECAUSE WE DO ARE USING  
[04:08:10] THE PLANNED LEVY RECOMMENDATION  
[04:08:16] FOR SOME OF THIS, WHICH IS AT THE LEVEL,  
[04:08:19] BUT WE'RE LOOKING AT OTHER OPTIONS AS  
[04:08:20] WELL FOR OTHER THINGS. SO WE'LL BE  
[04:08:24] PREPARED TO TALK TO COMMISSIONERS ABOUT  
[04:08:25] A COUPLE OPTIONS RELATED TO THAT AROUND  
[04:08:28] THAT NUMBER. BUT AS YOU KNOW, WE  
[04:08:30] PROPOSED IN THE PAST TO KEEP INFLATION  
[04:08:33] OF 3% INCREASE THAT  
[04:08:37] THAT IS A PLANNING ASSUMPTION THAT WE'VE  
[04:08:39] TALKED TO YOU ABOUT BEFORE WHEN WE  
[04:08:41] STARTED THIS PROCESS. AND NOW, AS WE  
[04:08:43] DIGEST ALL THESE BUDGET REDUCTIONS, WE  
[04:08:46] CAN COME BACK TO YOU, AS DAN SAID, WITH  
[04:08:49] A COUPLE OF OPTIONS AND TALK TO  
[04:08:50] COMMISSIONERS AS WELL, BRIEFING THEM ON  
[04:08:53] WHERE WE LOOK AT AS WE FINALIZE SOME OF  
[04:08:56] THESE RECOMMENDATIONS. BUT AGAIN, WE'RE  
[04:08:58] MANAGING A A PERIOD OF UNCERTAINTY IS  
[04:09:01] DAN POINTED OUT WHERE NOT ALL ANSWERS TO  
[04:09:03] QUESTIONS ABOUT REVENUES AND POTENTIAL  
[04:09:07] IMPACTS ON REVENUES IN THE FUTURE GO  
[04:09:08] FORWARD. SO WE'RE MANAGING THESE ARE  
[04:09:11] 2020 OR 2022 IS HATE  
[04:09:15] IS ANOTHER UNUSUAL BUDGET.  
[04:09:18] 2020 REVISED WAS 21 IS IS  
[04:09:22] UNUSUAL, AND 22 IS GOING TO BE UNUSUAL  
[04:09:24] AS WELL. TILL THINGS STUDY OUT WHEN WE  
[04:09:26] HAVE THOSE UNCERTAINTIES. I UNDERSTAND  
[04:09:28] THERE'S NO QUESTION ABOUT THAT. BUT  
[04:09:30] THERE WAS A QUESTION ABOUT WHAT IS BEING  
[04:09:32] ALLOCATED TO WHAT THE FACT THAT WE'RE  
[04:09:34] PUTTING FTES TO THE LEVY THAT WE'RE

[04:09:36] CALLING OR A RECOVERY OR GREENHOUSE GAS  
[04:09:38] EMISSIONS A LET EXPENDITURE. I TAKE  
[04:09:41] ISSUE WITH THEM. SO UNLESS  
[04:09:45] WE HAVE THAT, AS COMMISSIONER STEINBRUECK  
[04:09:47] IS TALKING ABOUT HAVING A CONVERSATION  
[04:09:49] ABOUT WHAT'S IN THE LEVY, WHAT'S NOT IN  
[04:09:51] THE LEVY AND WHAT'S LEFT OVER. I KNOW  
[04:09:53] MOST OF THE LEVY IS IS BONDED, RIGHT?  
[04:09:56] I MEAN, WAS TO THE LEVY MAJORITY OF  
[04:09:59] THEIR LIFE.  
[04:10:02] THE COUPLE OF THE BIG CHUNKS ARE  
[04:10:04] OBVIOUSLY THESE COMMUNITY PROGRAMS.  
[04:10:06] IT'S THE MARITIME AND ED CAPITAL  
[04:10:08] PROGRAM. IT'S THE ENVIRONMENTAL  
[04:10:11] PROGRAMS, AND THEN A LARGE PART OF IT  
[04:10:14] GOES JUST TO PAY, GO ON DEBT SERVICE AND  
[04:10:16] THEN ALSO THESE TRANSPORTATION  
[04:10:18] IMPROVEMENTS. THOSE ARE THE MAJOR  
[04:10:19] CATEGORIES OF THE USES OF LOVELY. THE  
[04:10:21] CHALLENGE WE ALWAYS HAVE IS THE DEEP  
[04:10:23] DIVE WE DO AT THE END OF OCTOBER. YOU  
[04:10:26] KNOW, IT'S A FULL PRESENTATION, AND  
[04:10:28] THERE'S A LOT TO IT THAT THE CHALLENGE  
[04:10:30] WE STRUGGLE WITH IS IS SQUEEZING THAT IN  
[04:10:34] IN AN EARLIER MEETING. AGAIN, THE  
[04:10:36] LOGICAL ONE WOULD BE THE ONE IN EARLY  
[04:10:39] OCTOBER. BUT THAT'S THE DAY YOU HEAR ALL  
[04:10:41] OTHER THREE OPERATING DIVISIONS  
[04:10:43] OPERATING AND CAPITAL PRESENTATIONS ON  
[04:10:47] TOP OF YOUR NORMAL AGENDA. SO WE'VE  
[04:10:50] CHALLENGED SOMETIMES TRYING TO FIND THE  
[04:10:52] TIME WE NEED TO DO THAT DEEPER DIVE ON  
[04:10:56] A DAY LIKE THAT, WE COULD PROVIDE SOME  
[04:10:58] SUMMARY INFORMATION. I THINK WE MAY BE  
[04:11:01] CHALLENGED WITH TIME TO GO THROUGH THE  
[04:11:04] DEEPER DIVE. WELL, I THINK WE SHOULD  
[04:11:06] LOOK TO HAVING MORE THINGS ON CONSENT IN  
[04:11:10] THE LATER PARTS OF THE YEAR.  
[04:11:14] THE LEVY IS REALLY WHERE IT'S THE  
[04:11:16] PUBLIC'S MONEY AND WHERE THE PUBLIC  
[04:11:19] ELECTED OFFICIALS AND THE DISCRETION,  
[04:11:21] NO MATTER HOW THAT MONEY IS SPENT, IS  
[04:11:23] MORE OUR RESPONSIBILITY THAN THE REST OF  
[04:11:26] THE BUDGET. RIGHT. SO TO THE DEGREE  
[04:11:28] WE'RE GOING TO HAVE ANY INFLUENCE OVER  
[04:11:30] THAT IS THAT WE'RE GOING TO SEE IT  
[04:11:33] BEFORE IT'S ALREADY BAKED. WELL, YOU CAN  
[04:11:36] YOU'RE GOING TO GET A RECOMMENDATION  
[04:11:39] FROM THE STAFF OR STAFF  
[04:11:42] RECOMMENDATION FOR THAT. BUT WITH  
[04:11:45] OPTIONS ACCORDING TO WHICH THINGS OTHER  
[04:11:47] THINGS THAT COULD BE POSSIBLE. NOW, OF  
[04:11:49] COURSE, IF WE HAVE 1 SECOND HERE TO TALK  
[04:11:52] ABOUT THE SOURCES OF FUNDS, YOU HAVE THE  
[04:11:54] TAX LEVY. AND, OF COURSE, THERE'S NO  
[04:11:57] FREE LUNCH. RIGHT. WE HAVE THE GENERAL  
[04:12:00] FUND. SO EITHER IT'S CAPITAL OR THE LEVY  
[04:12:04] OR OR WHEN YOU  
[04:12:07] LOOK AT SOME OF THE PROGRAMS YOU LOOK AT  
[04:12:09] MARITIME, MARITIME IS NOT OVERALL  
[04:12:12] GENERATING REVENUE BECAUSE OF THE  
[04:12:14] ALLOCATION OF CENTRAL SERVICES TO IT.  
[04:12:16] SO WE'RE MOVING TOWARDS THAT. BUT JUST

[04:12:18] TO BE HONEST, THEN WHEN YOU'RE LOOKING  
[04:12:22] TO PAY FOR THINGS, YOU HAVE TO HAVE THE  
[04:12:23] SOURCE OF FUNDS FOR THAT OF HOW  
[04:12:25] EVERYTHING BALANCES. AND ALL I'M SAYING  
[04:12:28] IS BY LAYING THAT OUT. YOU KNOW, I  
[04:12:31] THOUGHT MOST OF IT'S TIED UP IN GEO  
[04:12:33] BOND. I THOUGHT IT'S JUST BACKING BONDS  
[04:12:35] A LARGE IT IS THAT'S TRUE. SO WHEN  
[04:12:38] YOU'RE TALKING ABOUT \$8 MILLION OF A  
[04:12:41] COMMUNITY PROGRAM, IT'S IT'S 11% OF THE  
[04:12:45] LEVY. SO THAT'S NOT A HUGE CHUNK AS  
[04:12:48] COMPARED TO THESE OTHER ITEMS. SO WHEN  
[04:12:50] YOU'RE TALKING ABOUT REALLY, WHAT DO WE  
[04:12:52] HAVE DISCRETION OVER AND OUR  
[04:12:53] ENVIRONMENTAL PROGRAMS, I MEAN,  
[04:12:55] SOMEWHAT. I MEAN, WE'RE TALKING ABOUT,  
[04:12:57] LIKE, OUR SUPER FUN CLEANUP IS A LEVY  
[04:13:00] FUNDED THING. RIGHT. RIGHT. THAT'S A  
[04:13:02] HUGE, EXPENSIVE THING THAT COMES OUT OF  
[04:13:04] THE LIVING BECAUSE THERE'S NO REVENUE  
[04:13:07] THERE. RIGHT. OKAY. BUT, I MEAN, I JUST  
[04:13:09] THINK THAT CONVERSATION IS IMPORTANT TO  
[04:13:12] HAVE. SO WHEN YOU DO MAKE THESE  
[04:13:13] RECOMMENDATIONS, THIS IS WHAT'S LEFT  
[04:13:16] OVER. WE HAVE THESE OBLIGATIONS. WE'RE  
[04:13:17] DOING THESE THINGS AND THIS IS THE  
[04:13:19] DISCRETIONARY SPENDING THAT WE'RE DOING.  
[04:13:22] AND IF INDEED, THE COMMISSION TEAMS  
[04:13:24] THAT, WELL, THAT'S NOT SUFFICIENT.  
[04:13:26] MAYBE THEN WE CAN RAISE THE LEVY OR NOT.  
[04:13:29] YEAH, THAT'S TO MY POINT.  
[04:13:32] I JUST WANTED TO ADD TO COMMISSIONER  
[04:13:35] FELLEMAN COMING ABOUT DISCRETIONARY  
[04:13:37] SPENDING. I THINK THAT REALLY IS THE  
[04:13:40] DEVSING LINE. THE SUPER FUND IS NOT  
[04:13:43] DISCRETIONARY. WE HAVE TO DO THAT. WE  
[04:13:45] MAY BE SPENDING MORE THAN WE HAVE TO,  
[04:13:47] BUT WE HAVE TO DO THAT. BUT ALL OF THOSE  
[04:13:50] OTHER PROGRAMS CALL UNDER THE BANNER OF  
[04:13:52] COMMUNITY ARE REALLY JUST DISCRETIONARY  
[04:13:56] PROGRAMS THAT WE HAVE OPTED TO DO BUT  
[04:13:59] AREN'T REQUIRED TO DO. AND EVEN THE  
[04:14:01] ELECTRIFICATION OF THE WATERFRONT IS A  
[04:14:04] VOLUNTARY COMMITMENT THAT WE'RE MAKING.  
[04:14:07] NOBODY'S TELLING US WE HAVE TO DO THAT.  
[04:14:10] SO I THINK THAT'S THE WAY I LOOK AT IT,  
[04:14:13] CALL IT COMMUNITY, BUT IT'S  
[04:14:15] DISCRETIONARY OR ALL OF THOSE THINGS.  
[04:14:17] AND SO I THINK IT'S IMPORTANT FOR US TO  
[04:14:20] DISTINGUISH WHAT WE HAVE TO DO TO RUN A  
[04:14:22] BUSINESS HERE, WHICH WE ARE AND PROTECT  
[04:14:26] THE TAXPAYERS POCKETBOOK IN THE USE OF  
[04:14:28] THE LEVY FUNDS AND IDENTIFIED THE  
[04:14:31] DISCRETIONARY PROGRAMS AND FUNDING AND  
[04:14:35] BE CLEAR ABOUT THAT. AND WE ALREADY  
[04:14:37] LOCKED OURSELVES INTO SOME OF THAT  
[04:14:39] DISCRETIONARY FUNDING, BUT WE CAN UNLOCK  
[04:14:41] SOME OF IT, TOO. WE DON'T ALWAYS HAVE TO  
[04:14:44] BE CUMULATIVE ABOUT THESE THINGS. SO  
[04:14:48] THAT'S ALL. I JUST WANT TO HAVE A MUCH  
[04:14:50] BETTER, CLEARER UNDERSTANDING ALONG  
[04:14:53] THOSE LINES. WELL, I THINK WE HAVE A  
[04:14:56] SENSE OF WHAT YOU'RE LOOKING FOR. SO

[04:14:58] LET'S GO BACK AND THINK ABOUT HOW WE  
[04:15:00] MIGHT AUGMENT SOME OF THE DISCUSSIONS IN  
[04:15:02] EARLY OCTOBER WITH SOME ADDITIONAL  
[04:15:04] INFORMATION ON THE LEVY THAT I HEAR  
[04:15:06] YOU'RE LOOKING FOR.  
[04:15:09] VERY GOOD. SO THIS HAS BEEN A  
[04:15:12] THOROUGH CONVERSATION, PERHAPS. CLERK  
[04:15:14] HART, YOU CAN GO ONCE AROUND THE TABLE.  
[04:15:16] AND IF YOU'RE DONE WITH YOUR  
[04:15:17] PRESENTATION AT THIS POINT, BOTH MICHAEL  
[04:15:19] AND DAN, ARE YOU GOOD? SURE, I  
[04:15:23] DEFINITELY CAN. WE CAN GO BACK TO  
[04:15:24] COMMISSIONER CALKINS. COMMISSIONER  
[04:15:26] CALKINS, DID YOU HAVE ANY QUESTIONS AT  
[04:15:27] THIS TIME? NO FURTHER QUESTIONS.  
[04:15:31] THANK YOU, COMMISSIONER CHO?  
[04:15:34] NONE FOR ME EITHER. THANK YOU. THANK  
[04:15:36] YOU, COMMISSIONERSTEINBRUECK. ANYTHING  
[04:15:38] IN ADDITION, SIR, I'M FINE. THANKS.  
[04:15:40] THANK YOU, COMMISSIONER FELLEMAN. I  
[04:15:43] THINK WE'RE GOOD. MY APOLOGIES TO THE  
[04:15:45] HIGH SCHOOL PEOPLE FOR THEIR  
[04:15:46] PRESENTATION. WE LOOK FORWARD TO SEEING  
[04:15:48] IT. THESE THINGS ALWAYS RUN LONG, BUT WE  
[04:15:52] REALLY NEED TO MAKE SURE WE KNOW OUR  
[04:15:55] BUDGETARY APPLICATIONS. AND THANK YOU  
[04:15:57] FOR YOUR ONGOING EFFORTS TO MAKE IT AS  
[04:16:00] TRANSPARENT AS POSSIBLE. I REALLY  
[04:16:02] APPRECIATE IT. WE'RE ALL THE BETTER FOR  
[04:16:04] IT. AND I WILL CALL THE MEETING NOW.  
[04:16:06] CLOSED. MR. COMMISSION PRESIDENT, LET'S  
[04:16:09] GO AHEAD AND WANT TO SEE ANY. I DON'T  
[04:16:12] KNOW. I THINK. OKAY. SO, IS THERE ANY  
[04:16:14] FURTHER REPORTS OR  
[04:16:19] REFERRALS TO FUTURE MEETINGS AT THIS  
[04:16:21] TIME? I GUESS WE SHOULD REFER THE  
[04:16:24] MARITIME HIGH SCHOOL BRIEFING TO  
[04:16:27] MEETING. YES. I WOULD LIKE TO JUST HEAR  
[04:16:30] FROM LEANNE TORATO REGARDING WHETHER OR  
[04:16:33] NOT SHE HAS ANYTHING THAT SHE WANTS TO  
[04:16:35] ADD AT THIS POINT IN TIME. HI,  
[04:16:40] EVERYONE. I PREFER  
[04:16:47] THE OPPORTUNITY. SORRY.  
[04:16:50] I LOOK FORWARD TO THE OPPORTUNITY TO WE  
[04:16:52] HAVE A GREAT PRESENTATION READY FOR YOU  
[04:16:54] ALL WHEN WE'RE READY TO MAKE THAT  
[04:16:56] HAPPEN. THANK YOU FOR ALLOWING US TO  
[04:16:59] POSTPONE TO WHEN WE CAN HAVE EVERYBODY  
[04:17:01] AVAILABLE TO SPEAK. GREAT.  
[04:17:05] AND THEN, MR. COMMISSION PRESIDENT, IF  
[04:17:07] YOU WANT TO TAKE ANY CLOSING COMMENTS AT  
[04:17:08] THIS TIME, ALRIGHT, ONCE MORE AROUND THE  
[04:17:11] TABLE, PLEASE, COMMISSIONER CALKINS,  
[04:17:13] FOR CLOSING COMMENTS. NONE FOR ME.  
[04:17:15] THANK YOU, MR. CHO.  
[04:17:20] YEAH, JUST REAL QUICKLY. I WANT TO  
[04:17:23] EXPRESS MY GRATITUDE TO  
[04:17:26] OUR STAFF. I THINK AS A FORMER STAFFER,  
[04:17:30] I'M MORE SENSITIVE AND AWARE OF THE  
[04:17:32] HOURS THAT GO UP TO WRITING THESE MEMOS  
[04:17:34] AND PREPARING POWERPOINTS FOR THESE  
[04:17:37] COMMISSION MEETINGS. AND ONE THING THAT  
[04:17:40] I HATED AS A STAFFER WAS SURPRISES,

[04:17:43] ESPECIALLY WHEN MY BOSS DID SOMETHING  
[04:17:47] I WASN'T TOLD BEFOREHAND OR PREPARED  
[04:17:49] FOR. AND I DON'T THINK IT'S FAIR THAT WE  
[04:17:52] PULL THE RUG OUT FROM UNDER OUR OWN  
[04:17:53] STAFF BECAUSE SOME OF US INDOOR  
[04:17:55] HOMEWORK. AND I THINK AT THE VERY LEAST,  
[04:17:58] OUR STAFF DESERVES THE COURTESY OF A  
[04:18:00] HEADS UP PRIOR TO A MEETING. IF ANY OF  
[04:18:03] US INTEND TO POSTPONE AN AUTHORIZATION  
[04:18:06] OR THOROUGH CURVE BALL FOR US TO BURN A  
[04:18:09] BUNCH OF TIME AND THE ASK OUR STAFF TO  
[04:18:12] HURRY UP THROUGH THEIR PRESENTATIONS AND  
[04:18:14] KEEP OUR EXTERNAL PRESENTERS WAITING  
[04:18:17] ONLY TO ULTIMATELY HAVE THEM UNABLE TO  
[04:18:19] PRESENT AND WASTE A BUNCH OF HOURS.  
[04:18:20] WAITING FOR US IS POOR LEADERSHIP AND  
[04:18:22] REFLECTS POORLY ON US AS COMMISSIONERS,  
[04:18:24] AND IT REALLY HURTS OUR REPUTATION AND  
[04:18:26] IT HURTS OUR ABILITY TO BE EFFECTIVE.  
[04:18:29] AND I'M INCLUDING MYSELF IN THIS  
[04:18:30] CRITICISM. AND SO I REALLY ASKED THAT MY  
[04:18:33] COLLEAGUES KEEP THAT IN MIND GOING  
[04:18:34] FORWARD. THAT'S ALL I HAVE TO SAY.  
[04:18:36] THANK YOU, COMMISSIONER. TO  
[04:18:37] COMMISSIONERS. TIME BACK FOR CLOSING  
[04:18:39] COMMENTS. NO, I HAVEN'T DONE. THANK YOU.  
[04:18:41] THANK YOU, COMMISSIONER. FELLEMAN  
[04:18:43] CLOSING COMMENT. WELL, LIKE I SAID, I'M  
[04:18:46] SORRY WE WEREN'T ABLE TO GET TO OUR LAST  
[04:18:48] PRESENTATION, BUT I DO TAKE A LITTLE  
[04:18:50] EXCEPTION WITH PERMISSION OR CHOSE  
[04:18:52] COMMENTS IN THAT I REALLY FEEL THAT THIS  
[04:18:54] IS ONE OF THE FEW TIMES WE CAN REALLY  
[04:18:56] HAVE THE DEBATE, THE CONVERSATION AND TO  
[04:18:59] ELUCIDATE AS STAFF TO ELUCIDATE WHAT  
[04:19:03] THEY KNOW AND THAT THERE'S A TREMENDOUS  
[04:19:06] WEALTH OF KNOWLEDGE THERE THAT SOMETIMES  
[04:19:09] WE JUST NEED TO BE BROUGHT UP TO SPEED  
[04:19:11] ON AND WITHOUT THESE DELIBERATIONS,  
[04:19:13] IT'S NOT JUST READING A MEMO. SO I THINK  
[04:19:16] IT WAS VERY CONSTRUCTIVE AND I THINK  
[04:19:17] WE'RE GOING TO GET THAT MUCH BETTER  
[04:19:19] PRESENTATION FOR IT, AND WE'RE SPENDING  
[04:19:22] A LOT OF MONEY. WE SHOULD BE AS WELL  
[04:19:23] INFORMED AS POSSIBLE. SO ONCE AGAIN,  
[04:19:26] THANK YOU ALL FOR THE WORK THAT YOU'VE  
[04:19:27] DONE TO ALLOW US TO BE THAT MUCH BETTER  
[04:19:29] INFORMED. THE TIME NOW IS 421 AND I WILL  
[04:19:32] CALL THIS MEETING CLOSE.  
[04:19:35] THANKS.

END OF TRANSCRIPT