

START OF TRANSCRIPT

[00:00:28] THIS IS COMMISSION PRESIDENT RYAN
[00:00:30] CALKINS CONVENING THE REGULAR MEETING ON
[00:00:32] MARCH 8, 2022. THE TIME IS 10:30 A.M..
[00:00:35] WE'RE MEETING REMOTELY TODAY VIA TEAMS
[00:00:37] TO COMPLY WITH SENATE CONCURRENT
[00:00:39] RESOLUTION 82 AND IN ACCORDANCE WITH
[00:00:41] GOVERNOR INSLEE'S PROCLAMATION 20-28.
[00:00:44] PRESENT WITH ME TODAY, OUR COMMISSIONERS
[00:00:46] CHO, FELLEMAN, HASEGAWA AND MOHAMED.
[00:00:48] WE'RE CURRENTLY GATHERING THE EXECUTIVE
[00:00:50] SESSION LINE AWAITING THE OPENING OF A
[00:00:52] PUBLIC MEETING. WE'LL IMMEDIATELY RECESS
[00:00:54] INTO THE EXECUTIVE SESSION TO DISCUSS
[00:00:56] TWO ITEMS REGARDING PERFORMANCE OF A
[00:00:58] PUBLIC EMPLOYEE AND LITIGATION OR
[00:01:00] POTENTIAL LITIGATION OR LEGAL RISK PER
[00:01:03] RCW 42 30 110 G AND RCW 42 30 110 I FOR APPROXIMATELY 55
[00:01:10] MINUTES AND WILL RECONVENE IN THE PUBLIC
[00:01:12] SESSION AT NOON. NOW GO OVER THE
[00:01:15] EXECUTIVE SESSION. THANK YOU. THANK YOU,
[00:01:18] COMMISSIONER. WE ARE IN RECESS.
[00:01:21] GOOD AFTERNOON. THIS IS COMMISSIONER
[00:01:23] PRESIDENT RYAN CALKINS RECONVENING THE
[00:01:25] REGULAR MEETING OF MARCH 8, 2022. THE
[00:01:28] TIME IS CURRENTLY 12:04 P.M..
[00:01:32] WE'RE MEETING REMOTELY TODAY VIA TEAMS
[00:01:34] TO COMPLY WITH SENATE CONCURRENT
[00:01:35] RESOLUTION 8402 AND IN ACCORDANCE WITH
[00:01:38] GOVERNOR INSLEE'S PROCLAMATION 20-28.
[00:01:40] PRESENT WITH ME TODAY ARE COMMISSIONER
[00:01:42] CHO, FELLEMAN, HASEGAWA AND MOHAMED. I'LL
[00:01:45] ASK THE CLERK TO DO A ROLL CALL OF ALL
[00:01:47] COMMISSIONERS TO ENSURE EVERYONE IS ON
[00:01:49] THE LINE. GO AHEAD, CLERK HART. THANK
[00:01:52] YOU. MR. COMMISSIONER PRESIDENT,
[00:01:53] BEGINNING WITH COMMISSIONER CHO
[00:01:56] PRESIDENT. THANK YOU, COMMISSIONER
[00:01:58] FELLEMAN. MR.
[00:02:02] PRESIDENT. THANK YOU. COMMISSIONER
[00:02:05] MOHAMED PRESENT. THANK YOU. AND
[00:02:07] COMMISSIONER CALKINS PRESENT.
[00:02:10] THANK YOU. TODAY'S MEETING IS STRUCTURED
[00:02:13] FOR OUR VIRTUAL FORMAT. WE'VE MADE
[00:02:15] SPECIAL ARRANGEMENTS TO PROVIDE FOR
[00:02:17] REMOTE PARTICIPATION FOR ALL OUR STAFF
[00:02:19] AND COMMISSIONERS. LATER, WE'LL TAKE
[00:02:20] PUBLIC COMMENT FROM PEOPLE WHO ARE
[00:02:22] PARTICIPATING BY TEAMS AND WHO HAVE
[00:02:24] SIGNED UP TO SPEAK. ALL VOTES TODAY WILL
[00:02:27] BE TAKEN BY THE ROLL CALL METHOD. SINCE
[00:02:29] ALL COMMISSIONERS ARE PARTICIPATING
[00:02:30] REMOTELY, THAT MEANS FOR EACH VOTE, THE
[00:02:33] CLERK WILL CALL EACH COMMISSIONER'S
[00:02:34] NAME. COMMISSIONER ON THE TEAM'S CALL
[00:02:36] WILL MAKE SURE THEY'RE UNMUTED AND THEN
[00:02:38] ANSWER I OR NAY TO BE EQUITABLE. WE'LL
[00:02:40] ASK ALL COMMISSIONER CHO SPEAK IN TURN
[00:02:42] AND WAIT TO BE RECOGNIZED BEFORE
[00:02:43] SPEAKING AS MUCH AS POSSIBLE. WE ARE
[00:02:46] MEETING ON THE ANCESTRAL LANDS AND
[00:02:48] WATERS OF THE COAST SALISH, PEOPLE WITH

[00:02:50] WHOM WE SHARE A COMMITMENT TO STEWARD
[00:02:52] THESE NATURAL RESOURCES FOR FUTURE
[00:02:54] GENERATIONS. THIS MEETING IS BEING
[00:02:56] DIGITALLY RECORDED AND MAY BE VIEWED OR
[00:02:59] HEARD AT ANY TIME ON THE PORT'S WEBSITE
[00:03:01] AND MAY BE REBROADCAST BY KING COUNTY
[00:03:03] TELEVISION. PLEASE STAND OR JOIN US FOR
[00:03:06] THE PLEDGE OF ALLEGIANCE. I PLEDGE
[00:03:09] ALLEGIANCE TO THE FLAG OF THE UNITED
[00:03:12] STATES OF AMERICA AND TO THE REPUBLIC
[00:03:15] FOR WHICH IT STANDS, ONE NATION UNDER
[00:03:18] GOD, INDIVISIBLE, WITH LIBERTY AND
[00:03:20] JUSTICE FOR ALL.
[00:03:26] THE FIRST ITEM OF BUSINESS TODAY IS THE
[00:03:28] APPROVAL OF THE AGENDA. COMMISSIONER,
[00:03:30] PLEASE UNMUTE YOURSELVES. WHEN IT'S YOUR
[00:03:32] TURN, I'M GOING TO ASK EACH COMMISSIONER
[00:03:34] IF THEY HAVE ANY MOTIONS TO REARRANGE
[00:03:35] THE ORDERS OF THE DAY. AND IF YOU DO,
[00:03:37] I'LL ASK FOR A SECOND. IT'S NEEDED.
[00:03:40] PLEASE RESPOND WHEN THE CLERK CALLS YOUR
[00:03:41] NAME. IF YOU HAVE NO CHANGES, JUST SAY
[00:03:43] NONE OR CART. GO AHEAD.
[00:03:46] THANK YOU FOR CHANGES TO THE AGENDA
[00:03:48] BEGINNING WITH COMMISSIONER MOHAMED.
[00:03:50] NONE. THANK YOU. COMMISSIONER HASEGAWA.
[00:03:54] NONE. THANK YOU. COMMISSIONER FELL IN.
[00:03:58] I HAVE A COUPLE I'D LIKE TO FIRST
[00:04:02] ACKNOWLEDGE THAT WE'RE GOING TO MOVE
[00:04:06] THE ITEM FOUR B TO
[00:04:10] THE MARCH 22 MEETING TO INCLUDE THE
[00:04:14] REVIEW OF THE EXECUTIVE. AND THEN I
[00:04:17] WOULD LIKE TO HAVE THE AMENDMENT TO
[00:04:22] ITEM 80.
[00:04:25] I WILL DO THAT AFTER INTRODUCTION. BUT
[00:04:28] ALSO I
[00:04:32] WOULD ALSO LIKE TO HAVE THE ITEM EIGHT R
[00:04:36] PULLED FROM THE CONSENT AGENDA FOR
[00:04:38] DISCUSSION. OKAY. SO COMMISSIONER
[00:04:40] FELLEMAN HAS PULLED ITEMS EIGHT O AND
[00:04:43] EIGHT R FROM THE CONSENT AGENDA FOR ITEM
[00:04:46] FOUR B, WHICH IS AROUND STEVE'S REVIEW.
[00:04:48] WE CAN MOVE THAT TO THE MARCH 22 MEETING
[00:04:52] UNLESS THERE IS AN OBJECTION. AND IF SO,
[00:04:54] WE'LL TAKE A FORMAL MOTION. ARE THERE
[00:04:57] ANY OBJECTIONS TO THAT? OKAY. SEEING
[00:05:01] NONE MAKE THOSE CHANGES TO TODAY'S
[00:05:03] AGENDA FOR THE VOTE. SO NOW
[00:05:07] THE QUESTION IS NOW ON APPROVAL OF THE
[00:05:09] AGENDA. MR. COMMISSION PRESIDENT. YES.
[00:05:12] PARDON ME. LET'S GO AHEAD AND FINISH FOR
[00:05:14] CHANGES TO THE AGENDA. I CAN CALL FOR
[00:05:16] COMMISSIONER CHO. NOT FOR ME.
[00:05:19] THANK YOU. THANK YOU. AND THEN
[00:05:21] COMMISSIONER CALKINS. AND NONE FOR ME
[00:05:23] EITHER. THANK YOU. ALL RIGHT, NOW THE
[00:05:26] QUESTION IS ON APPROVAL OF THE AGENDA.
[00:05:28] PLEASE SAY AYE OR NAY WHEN YOUR NAME IS
[00:05:29] CALLED. GO AHEAD. CLERK HART, THANK YOU
[00:05:32] FOR APPROVAL OF THE AGENDA BEGINNING
[00:05:34] WITH COMMISSIONER MOHAMED. AYE. THANK
[00:05:38] YOU. COMMISSIONER HASEGAWA. AYE.
[00:05:41] THANK YOU. COMMISSIONER FELLEMAN. AYE.

[00:05:44] THANK YOU. COMMISSIONER CHO. AYE.
[00:05:47] THANK YOU. AND COMMISSIONER CALKINS.
[00:05:49] AYE. THANK YOU. THERE ARE FIVE AYES AND
[00:05:52] ZERO NAYS FOR APPROVAL OF THE AGENDA.
[00:05:54] GREAT. THE AGENDA IS APPROVED. WE'LL
[00:05:57] START THE MEETING TODAY WITH A SPECIAL
[00:05:59] ORDERS OF THE DAY PROCLAMATION. CLERK HART,
[00:06:01] CAN YOU PLEASE READ THE ITEM INTO THE
[00:06:03] RECORD? AND THEN WE'LL HEAR FROM
[00:06:04] EXECUTIVE DIRECTOR METRUCK. YES. THIS IS
[00:06:07] ITEM FOR A PROCLAMATION IN SUPPORT OF
[00:06:09] THOSE IMPACTED BY THE INVASION OF
[00:06:11] UKRAINE.
[00:06:15] YOU'RE ON MUTE DO YOU,
[00:06:20] COMMISSIONERS I'LL TRY AGAIN. TODAY
[00:06:22] YOU'LL CONSIDER A PROCLAMATION
[00:06:23] EXPRESSING THE PORT OF SEATTLE'S
[00:06:25] SOLIDARITY AND SUPPORT FOR THE PEOPLE OF
[00:06:27] UKRAINE. THE STORIES AND PICTURES COMING
[00:06:30] OUT OF RUSSIA'S BRUTAL AND UNPROVOKED
[00:06:33] INVASION OF UKRAINE ARE HORRIFIC. OUR
[00:06:35] HEARTS GO OUT TO THE MILLIONS OF
[00:06:36] INNOCENT PEOPLE WHO'VE BEEN DRIVEN FROM
[00:06:38] THEIR HOMES AND FORCED TO FLEE HUNDREDS
[00:06:40] OF MILES TO SAFETY AND FRIGID
[00:06:42] CONDITIONS. AT THE SAME TIME, WE'RE
[00:06:44] INSPIRED BY THE BRAVERY AND FORTITUDE OF
[00:06:46] THE UKRAINIAN PEOPLE IN THE FACE OF THIS
[00:06:48] INVASION. COMMISSIONER CALKINS AND I
[00:06:51] WERE PLEASSED TO MEET WITH THE HONORARY
[00:06:52] COUNCIL OF UKRAINE VALERIE GOLOTCO
[00:06:57] ON FRIDAY AFTERNOON TO EXTEND OUR
[00:06:59] SUPPORT FROM THE PORT AND DISCUSS THE
[00:07:01] CURRENT NEEDS OF A LOCAL UKRAINIAN
[00:07:03] COMMUNITY. WE TOUCHED UPON THE TOPICS OF
[00:07:05] HUMANITARIAN AID, SUPPORT FOR UKRAINIAN
[00:07:08] REFUGEES, AND WHETHER THE PORT OF
[00:07:09] SEATTLE HAS ANY BUSINESS RELATIONS WITH
[00:07:11] RUSSIA. BASED ON OUR MEETING,
[00:07:15] THE PORT STAFF IS COMMUNICATING AND
[00:07:18] COORDINATING WITH COMMERCIAL AND FREIGHT
[00:07:19] CARRIERS REGARDING MOVING RELIEF
[00:07:21] SUPPLIES TO THE UKRAINE. AND WE HAVE
[00:07:23] ESTABLISHED A CROSSPORT TEAM TO
[00:07:25] ESTABLISH A WELCOMING CENTER FOR
[00:07:26] UKRAINIAN REFUGEES IN WESTERN WASHING
[00:07:29] WHEN THEY ARRIVE IN WESTERN WASHINGTON.
[00:07:31] I CAN STATE THAT THE PORT HAS NO
[00:07:33] BUSINESS TIES WITH RUSSIA OR RUSSIAN
[00:07:35] KNOWN ENTITIES. WE HAVE NO BUSINESS
[00:07:37] DEALINGS WITH RUSSIA UNTIL THIS CONFLICT
[00:07:39] ENDS AND RUSSIA WITHDRAWS ITS FORCES.
[00:07:42] NEITHER THE PORT NOR THE NORTHWEST
[00:07:43] SEAPORT ALLIANCE HAVE ANY DIRECT AIR OR
[00:07:45] MARITIME CONNECTIONS WITH RUSSIA. I
[00:07:48] FULLY SUPPORT THIS PROCLAMATION. WE'VE
[00:07:50] BEGUN PREPARATIONS FOR A POTENTIAL
[00:07:52] INFLUX OF REFUGEES FROM THE REGION. WE
[00:07:54] WILL SUPPORT THEM ON THEIR ARRIVAL AND
[00:07:56] RESETTLEMENT AS NEEDED. WE'LL CONTINUE
[00:07:58] TO COORDINATE WITH THE HONORARY CONSUL
[00:08:00] AND AYE. COMMUNITY PARTNERS AND OFFER OUR
[00:08:02] SUPPORT. I'M PLEASSED THAT HE AND OTHER

[00:08:04] UKRAINIAN COMMUNITY MEMBERS COULD JOIN
[00:08:06] US AT THE COMMISSION MEETING TODAY. AT
[00:08:07] THIS TIME, I'LL TURN IT OVER BACK OVER
[00:08:09] TO COMMISSION PRESIDENT CALKINS. THANK
[00:08:13] YOU, EXECUTIVE DIRECTOR METRUCK. AT THIS
[00:08:15] TIME, I'M GOING TO READ THE PROPOSED
[00:08:17] PROCLAMATION INTO THE RECORD, AND THEN
[00:08:19] WE'RE GOING TO HEAR FROM A FEW PEOPLE IN
[00:08:22] OUR COMMUNITY WHO HAVE BEEN IMPACTED BY
[00:08:25] THE INVASION OF UKRAINE. THIS IS
[00:08:29] A PROCLAMATION OF THE PORT OF SEATTLE
[00:08:30] COMMISSION. WHEREAS THE RUSSIAN
[00:08:33] FEDERATION LAUNCHED AN UNPROVOKED ATTACK
[00:08:35] ON UKRAINE, RESULTING IN LOSS OF LIFE,
[00:08:38] DESTRUCTION OF CRITICAL INFRASTRUCTURE,
[00:08:41] AND IRREPARABLE DAMAGE TO UKRAINIAN
[00:08:43] CULTURAL HERITAGE, WHEREAS THE PORT OF
[00:08:45] SEATTLE STANDS IN SOLIDARITY WITH THE
[00:08:47] PEOPLE OF UKRAINE AND THEIR FIGHT FOR
[00:08:49] SOVEREIGNTY, AS WELL AS WITH ALL THOSE
[00:08:52] IMPACTED BY THE INVASION. AND WHEREAS
[00:08:55] WASHINGTON STATE IS HOME TO TENS OF
[00:08:57] THOUSANDS OF PEOPLE WHOSE FAMILIES
[00:08:58] ORIGINATE FROM UKRAINE AND RUSSIA, AND
[00:09:01] WHEREAS THE PORT OF SEATTLE, AS A HUB
[00:09:03] FOR GLOBAL TRADE AND TRAVEL, RELIES UPON
[00:09:06] A SYSTEM OF INTERNATIONAL ORDER WHICH
[00:09:08] RESPECTS TERRITORIAL SOVEREIGNTY AND
[00:09:10] BUILDS TRUST BETWEEN NATIONS. AND
[00:09:13] WHEREAS THE PORT OF SEATTLE HAS REVIEWED
[00:09:15] ITS COMMERCIAL COMMITMENTS AND FOUND NO
[00:09:17] TIES TO RUSSIA OR RUSSIAN OWNED ENTITIES
[00:09:20] AND WILL NOT CONTRACT WITH, PURCHASE
[00:09:22] FROM, OR OTHERWISE ENGAGE WITH RUSSIAN
[00:09:24] OWNED ENTITIES UNTIL THE RUSSIAN
[00:09:26] FEDERATION ENDS HOSTILITIES AND
[00:09:28] WITHDRAWS ALL FORCES FROM UKRAINE. AND
[00:09:31] WHEREAS THE US HAS TAKEN IMMEDIATE
[00:09:32] ACTION TO PROHIBIT FINANCIAL INVESTMENT
[00:09:34] AND TRANSACTIONS WITH RUSSIA, ISSUING
[00:09:37] ORDERS, BLOCKING RUSSIAN AIRCRAFT,
[00:09:39] AIRLINES, SHIPS, AND CARGO FROM ENTERING
[00:09:42] AND USING ALL DOMESTIC US AIR SPACE AND
[00:09:44] PORTS. AND WHEREAS THE PORT OF SEATTLE
[00:09:47] REMAINS COMMITTED TO SUPPORTING THE
[00:09:48] SAFETY, INCLUSION AND ENGAGEMENT OF ALL
[00:09:51] MEMBERS OF OUR COMMUNITY AND TO PROTECT
[00:09:53] THE RIGHTS AND QUALITY OF LIFE OF
[00:09:54] IMMIGRANTS, REFUGEES, AND FOREIGN
[00:09:57] VISITORS BY BEING A WELCOMING PORT FOR
[00:09:59] ALL THOSE SEEKING REFUGE DURING A TIME
[00:10:01] OF WAR. WHEREAS THE PORT OF SEATTLE HAS
[00:10:04] DEMONSTRATED ITS COMMITMENT TO WELCOMING
[00:10:07] ARRIVING REFUGEES THROUGH OUR AIRPORT IN
[00:10:09] CLOSE PARTNERSHIP WITH LOCAL
[00:10:11] RESETTLEMENT ORGANIZATIONS, MOST
[00:10:13] RECENTLY FOR AFGHAN REFUGEES, AND IS
[00:10:15] COMMITTED TO PROVIDING SIMILAR
[00:10:17] COORDINATION FOR ARRIVING UKRAINIAN
[00:10:18] REFUGEES. AND WHEREAS OUR THOUGHTS ARE
[00:10:22] WITH OUR NEIGHBORS, EMPLOYEES, AND THEIR
[00:10:24] FAMILIES WHO MAY BE DIRECTLY IMPACTED BY
[00:10:26] THIS CONFLICT. NOW, THEREFORE, THE PORT

[00:10:29] OF SEATTLE COMMISSION HEREBY PROCLAIMS
[00:10:31] ITS SUPPORT OF THOSE IMPACTED BY THE
[00:10:33] INVASION OF UKRAINE AND CALLS FOR THE
[00:10:35] IMMEDIATE WITHDRAWAL OF ALL RUSSIAN
[00:10:37] FORCES FROM UKRAINE.
[00:10:42] ALL RIGHT. AT THIS TIME, I'M GOING TO
[00:10:43] TURN IT OVER TO COMMISSION STRATEGIC
[00:10:45] ADVISOR LEANNE SHARADO, WHO WILL
[00:10:48] INTRODUCE A MEMBER OF THE PORT FAMILY
[00:10:49] WHO HAS JOINED US FOR THE PROCLAMATION
[00:10:51] TODAY. FLOOR IS YOURS. THANK YOU.
[00:10:54] COMMISSIONER CALKINS, IT'S MY HONOR TO
[00:10:56] INTRODUCE YOU TO SET SVETLANA O'BRIEN, A
[00:10:58] MEMBER OF OUR HR TEAM HERE AT THE PORT
[00:10:59] FAMILY. SET. LANA, IF YOU WANT TO TURN
[00:11:02] YOUR SCREEN ON. THANK YOU SO MUCH. HI.
[00:11:06] GOOD AFTERNOON, EVERYBODY. AND THANK YOU
[00:11:08] SO MUCH. FIRST OF ALL, I JUST WANT TO
[00:11:11] SAY THAT I'M GRATEFUL FOR THIS
[00:11:13] OPPORTUNITY TO SPEAK TO ALL OF YOU.
[00:11:17] I AM OVERWHELMED WITH THE KINDNESS AND
[00:11:20] SUPPORT OF MY COLLEAGUES AT THE PORT IN
[00:11:23] THE COMMUNITY. I'M UKRAINIAN, AND I CAME
[00:11:26] HERE AS A REFUGEE IN JUNETEENTH 94 AFTER
[00:11:29] THE FALL OF A SOVIET UNION. BUT THE REST
[00:11:31] OF MY FAMILY, THEY STAYED BEHIND.
[00:11:34] OVER THE LAST FEW WEEKS, I HAVE BEEN IN
[00:11:37] DAILY CONTACT WITH MY SISTER AND MY
[00:11:40] COUSINS IN KEVIN HARKOV, THE TWO BIGGEST
[00:11:45] CITIES IN UKRAINE THAT ARE CONSTANTLY
[00:11:47] BEING BOMBED BY THE RUSSIAN ARMY.
[00:11:51] EVERY TIME I SEE MY RELATIVES ON THE
[00:11:53] COMPUTER SCREEN, I WONDER IF THIS IS THE
[00:11:55] LAST TIME I WILL SEE THEM. I BEG THEM
[00:11:58] TO LIVE, BUT FOR MANY REASONS, THEY
[00:12:01] CANNOT. THE MEN AREN'T ALLOWED
[00:12:04] TO LEAVE THE COUNTRY AND WOMEN DON'T
[00:12:06] WANT TO ABANDON THEM. SO THEY'RE ALL
[00:12:09] BRAVE AND WANT TO STAY AND FIGHT FOR
[00:12:12] THEIR COUNTRY, BUT THEY ALSO FEAR JUST
[00:12:15] GOING OUTSIDE. THE RUSSIAN ARMY IS
[00:12:17] BOMBING AND DELIBERATELY SHOOTING
[00:12:20] INNOCENT CIVILIANS, WOMEN, CHILDREN,
[00:12:23] THE ELDERLY. I'M PROUD TO SEE THAT
[00:12:26] OUR GOVERNMENT IS TAKING MEANINGFUL
[00:12:28] STEPS TO SUPPORT THE UKRAINIAN PEOPLE
[00:12:31] AND THE DEMOCRATIC GOVERNMENT FOR
[00:12:33] FIGHTING FOR THEIR LIVES. BUT WE CAN DO
[00:12:36] MORE. WE SHOULD DO MORE. WE ALWAYS SAY
[00:12:39] NEVER FORGET WHAT HAPPENED IN THE SECOND
[00:12:41] WORLD WAR AND THE HOLOCAUST. I THINK
[00:12:44] THIS IS OUR CHANCE TO PREVENT ANOTHER
[00:12:47] CATASTROPHE. WHEN YOU LET DICTATORS
[00:12:51] INVADE COUNTRIES WITHOUT STOPPING THEM,
[00:12:54] THEY WILL NOT STOP JUST THERE. SO I
[00:12:58] ENCOURAGE EVERYBODY TO CONTACT THEIR
[00:13:00] REPRESENTATIVES IN CONGRESS AND TELL
[00:13:03] THEM TO FIGHT THE RUSSIAN DICTATOR AND
[00:13:06] DO MORE FOR UKRAINE. ANYONE WHO WANTS TO
[00:13:09] HELP AND HAS THE MEANS,
[00:13:12] PLEASE DONATE TO MANY HUMANITARIAN
[00:13:16] ORGANIZATIONS HELPING REFUGEE IN
[00:13:18] UKRAINE. AND THERE ARE MANY

[00:13:21] ORGANIZATIONS, THE UNITED NATIONS, RED
[00:13:24] CROSS AND OTHERS. SO THANK YOU SO MUCH
[00:13:27] FOR THE OPPORTUNITY. THANK YOU.
[00:13:38] THANK YOU. MY APOLOGIES. I MUTED
[00:13:41] MYSELF. THANK YOU FOR COMING TO OUR
[00:13:43] MEETING TODAY AND FOR SHARING YOUR
[00:13:45] STORY. I KNOW THAT IT HAS GOT TO BE AN
[00:13:47] EXTRAORDINARILY ANXIOUS AND SCARY TIME
[00:13:50] FOR YOU AND YOUR FAMILY AND FOR THE
[00:13:52] ENTIRE EXTENDED UKRAINIAN COMMUNITY
[00:13:54] HERE. WE'D LOVE IT. IF YOU COULD STAY ON
[00:13:56] THE MEETING FOR THE REMAINDER OF THE
[00:13:57] DISCUSSION AROUND THE TOPIC OF UKRAINE.
[00:14:03] AT THIS POINT, I BELIEVE WE'RE GOING TO
[00:14:05] INVITE KARNZOG BLACK, WHO'S OUR
[00:14:07] INTERNATIONAL BUSINESS PROTOCOL LIAISON,
[00:14:09] PORT OF SEATTLE, TO SPEAK AND ALSO TO
[00:14:11] INTRODUCE THE UKRAINE DELEGATES IN
[00:14:12] ATTENDANCE. GREAT. THANKS.
[00:14:15] COMMISSIONER CALKINS. HELLO,
[00:14:17] COMMISSIONER AND EXECUTIVE DIRECTOR
[00:14:19] METRUCK. IT'S MY PLEASURE TO JOIN YOU
[00:14:21] HERE TODAY. EVEN THOUGH THE TOPIC IS A
[00:14:23] SOMBER ONE, I APPRECIATE THAT
[00:14:26] COMMISSIONER CALKINS AND EXECUTIVE
[00:14:27] DIRECTOR METRUCK WERE ABLE TO MEET WITH
[00:14:30] THE HONORARY CONSUL OF UKRAINE, MR.
[00:14:32] VALERI GOLOBOROTO, LAST FRIDAY.
[00:14:36] AND WE'RE PLEASED TO HAVE HONORARY
[00:14:38] CONSUL HERE TODAY TO OFFER A FEW
[00:14:41] REMARKS. AND THEN I WILL ALSO INTRODUCE
[00:14:43] SOME OF THE UKRAINIAN COMMUNITY LEADERS
[00:14:46] WHO ARE ALSO ABLE TO JOIN US. SO WITH
[00:14:48] THAT, I'LL ASK HONORARY CONSUL GULOBORO
[00:14:52] TO PLEASE TURN ON YOUR CAMERA AND UNMUTE
[00:14:55] AND WE'D LOVE TO HEAR A FEW REMARKS FROM
[00:14:57] YOU, PLEASE.
[00:15:03] GOOD AFTERNOON, COMMISSIONER. CALL KINGS
[00:15:06] AND COMMISSIONERS, THANK YOU FOR
[00:15:11] YOUR HEARTS BEING
[00:15:16] FOR UKRAINE. THANK YOU THAT YOU SHARE
[00:15:19] WITH US ARE PAYING AND YOU'RE TRYING TO
[00:15:22] DO EVERYTHING POSSIBLE TO HELP AND
[00:15:24] SUPPORT UKRAINIAN COMMUNITY OF
[00:15:26] WASHINGTON STATE IN UKRAINE. STEPS THAT
[00:15:28] YOU ARE TAKING AND THAT YOU ANNOUNCE IN
[00:15:30] YOUR STATEMENT ARE VERY IMPORTANT AND
[00:15:33] VERY MUCH APPRECIATED. AND THOSE ARE
[00:15:37] STEPS THAT WE BELIEVE
[00:15:41] WILL STOP THIS WAR. THOSE ARE STEPS THAT
[00:15:44] OTHER ORGANIZATIONS, OTHER CORPORATIONS,
[00:15:49] OTHER BUSINESSES AND INDIVIDUALS HAVE TO
[00:15:52] TAKE, STOP ANY BUSINESS WITH RUSSIA
[00:15:55] AND DO WHATEVER WE CAN
[00:15:58] DO TO STOP THIS WAR. AS SVETLANA SHARED
[00:16:02] THAT INNOCENT PEOPLE ARE DYING. AND WHEN
[00:16:05] WE SPEND OUR DOLLARS TO BUY PRODUCTS
[00:16:08] MADE IN RUSSIA, WE SPONSOR PUTIN REGIME
[00:16:11] AND WE PAY OUR MONEY TO BUY BULLETS TO
[00:16:15] KILL PEOPLE. THANK YOU SO MUCH FOR NOT
[00:16:19] DOING ANY BUSINESS WITH RUSSIA. AT THE
[00:16:22] SAME TIME, WE BELIEVE THAT THIS WAR WE
[00:16:25] WILL WIN IN THIS WAR AND THEN WE WILL

[00:16:28] BE BUILDING PROSPEROUS COUNTRY OF
[00:16:32] UKRAINE. AND AT THAT TIME, I LOOK
[00:16:35] FORWARD TO PARTNERING WITH YOU ON
[00:16:38] DEVELOPING STRONGER TIES BETWEEN OUR
[00:16:40] REGIONS. ALSO, I WOULD LIKE TO SAY THANK
[00:16:44] YOU FOR PREPARING WELCOMING CENTER TO
[00:16:47] WELCOME REFUGEES FROM UKRAINE. WE HAVE
[00:16:51] COMMUNITY LEADERS HERE AND ORGANIZATION
[00:16:53] LEADERS HERE. THEY WILL BE
[00:16:56] AT THAT WELCOMING CENTER TO
[00:17:00] WELCOME REFUGEES FROM UKRAINE. WE EXPECT
[00:17:03] THAT MANY WILL COME TO OUR WONDERFUL
[00:17:06] STATE AND WE WANT TO LET THEM KNOW THAT
[00:17:09] THEY ARE WELCOMED HERE AND WE WANT TO
[00:17:11] HUG THEM. WE WANT TO HOLD THEIR HANDS
[00:17:14] WHEN THEY'RE COMING TO OUR STATE OF
[00:17:16] WASHINGTON. ALSO, I WOULD LIKE TO SAY
[00:17:20] THANK YOU FOR EVERYTHING YOU ARE DOING
[00:17:23] TO HELP OUR ORGANIZATIONS TO SEND
[00:17:26] HUMANITARIAN AID TO UKRAINE. THAT'S VERY
[00:17:29] IMPORTANT. AND WE HAVE NO TIME
[00:17:33] TO WAIT BECAUSE UKRAINIANS NEED
[00:17:36] THAT MEDICAL SUPPLIES. THEY NEED THOSE
[00:17:40] PRODUCTS THAT WE CAN BRING FROM HERE TO
[00:17:43] POLAND AND THEN DELIVER THEM TO UKRAINE.
[00:17:46] AND YOUR LEADERSHIP IN THIS IS VERY MUCH
[00:17:48] APPRECIATED. THANK YOU SO MUCH.
[00:17:53] GREAT. THANK YOU SO MUCH. HONORARY
[00:17:55] CONSUL, WE APPRECIATE ALL OF THE HARD
[00:17:58] WORK THAT YOU ARE DOING WITH ALL OF YOUR
[00:18:00] COMMUNITY COLLEAGUES AS WELL. SO AS
[00:18:03] HONORARY CONSUL MENTIONED, HE WORKS WITH
[00:18:05] A NUMBER OF LEADERS IN THE UKRAINIAN
[00:18:07] COMMUNITY ACROSS WASHINGTON STATE. AND I
[00:18:10] WANT TO ACKNOWLEDGE SOME OF THOSE WHO
[00:18:12] WERE ABLE TO JOIN US TODAY. AND ASK THEM
[00:18:14] TO TURN ON THEIR CAMERAS AND MICS AND BE
[00:18:18] ACKNOWLEDGED. AND THEN WE WILL HAVE A
[00:18:20] REPRESENTATIVE SHARE A FEW MORE REMARKS
[00:18:22] TO CLOSE US OUT. SO I WANT TO
[00:18:25] ACKNOWLEDGE THAT MR. OLEGA PINDA , THE
[00:18:29] UKRAINIAN COMMUNITY CENTER PRESIDENT,
[00:18:31] IS WITH US. ALSO,
[00:18:34] MS. LILIA KOVALENKO, WHO IS THE
[00:18:37] UKRAINIAN AVIATION OF WASHINGTON STATE
[00:18:40] PRESIDENT AS WELL. THANK YOU,
[00:18:43] LILIA. WE ALSO HAVE MR.
[00:18:47] VASSAL CHEVOLSKI, WHO IS THE LEAST
[00:18:51] DIRECTOR HERE IN WASHINGTON.
[00:18:54] AND THEN ALSO LAST JOINING US, MR.
[00:18:57] YURI ZARAMBA, WHO IS THE UKRAINIAN
[00:19:00] CHAMBER OF COMMERCE PRESIDENT AS WELL.
[00:19:02] SO WE'RE REALLY PLEASED THAT THEY COULD
[00:19:04] ALL JOIN US TODAY AND WE WILL BE
[00:19:07] CONTINUING OUR COORDINATION WITH THEM.
[00:19:11] AND WITH THAT, I WANTED TO ASK MR. OLIG
[00:19:15] PINDA, THE UKRAINIAN COMMUNITY CENTER
[00:19:17] PRESIDENT, TO JUST ALSO OFFER A FEW
[00:19:20] WORDS OF GREETING. MR. PINDA,
[00:19:23] THANK YOU. MY NAME IS OLEG PINDA AND I'M
[00:19:28] THE FOUNDER AND EXECUTIVE DIRECTOR OF
[00:19:30] THE UKRAINIAN COMMUNITY CENTER OF
[00:19:32] WASHINGTON. I AM SOUTH KING COUNTY

[00:19:36] RESIDENT FOR 30 YEARS, FORMER REFUGEES
[00:19:38] MYSELF. AND I'M A PROUD US CITIZEN AND
[00:19:41] WASHINGTONIAN. I AM PROUD TO BE A PART
[00:19:44] OF THE LARGEST WASHINGTONIAN COMMUNITY
[00:19:48] WHO ERODES UNITED IN COMBINATION OF
[00:19:52] RUSSIAN AGGRESSION AND SOLIDARITY IN
[00:19:54] SUPPORT OF UKRAINE. I'M HONORED TO
[00:19:57] ADDRESS THE BOARD OF COMMISSIONER. AND
[00:20:00] FIRST OF ALL, I WANT TO EXPRESS ENDLESS
[00:20:04] GRATITUDE OF THE LARGE UKRAINIAN
[00:20:06] COMMUNITY IN THE STATE OF WASHINGTON FOR
[00:20:09] ALL WHAT YOU'VE DONE. SECONDLY, DURING
[00:20:12] THIS CHALLENGING TIME,
[00:20:16] I WOULD LIKE TO REQUEST YOUR ASSISTANCE
[00:20:18] IN SHIPPING HUMANITARIAN AID TO POLAND.
[00:20:21] I KNOW YOU ALREADY DONE A LOT.
[00:20:23] ACCORDING TO UNITED NATIONS, CLOSE TO 2
[00:20:26] MILLION REFUGEES ALREADY HAVE LED
[00:20:29] UKRAINE AND THE VAST MAJORITY ENDS UP IN
[00:20:32] POLAND. PRESENTLY, HUMANITARIAN AID
[00:20:35] AND THE MOZART'S APART IS SHIPPED TO
[00:20:37] POLAND BY THE SEAS AS IT IS THE LEAST
[00:20:41] EXPENSIVE APPROACH, BUT IT TAKES TIME TO
[00:20:44] GET TO THE FINAL DESTINATION. WE NEED
[00:20:47] YOUR HELP IN SECURING AFFORDABLE AIRLIFT
[00:20:50] OF HUMANITARIAN AID FOR REFUGEES,
[00:20:53] UKRAINIAN REFUGEES INTO POLAND AND OTHER
[00:20:56] COUNTRIES WHO ARE HOSTING UKRAINIAN
[00:20:59] REFUGEES. THERE ARE MANY MORE OTHER
[00:21:01] NEEDS LIKE CENTRALIZED AVIATION FOR
[00:21:03] STORING HUMANITARIAN AID, FUNDING TO
[00:21:06] ADDRESS MENTAL HEALTH STAGE OF UKRAINIAN
[00:21:09] CRISIS, MANY OF WHOM HAVE CROSSED
[00:21:11] MEXICAN BORDER AND ARE NOT ELIGIBLE FOR
[00:21:13] MEDICAID SERVICES. BUT AGAIN, WE
[00:21:17] APPRECIATE ALL THE SUPPORT ALREADY
[00:21:19] PROVIDED AND ARE LOOKING FORWARD TO BE
[00:21:23] PROACTIVE AND EFFECTIVE IN ADDRESSING
[00:21:26] REFUGEES CRISIS IN UKRAINE. THANK YOU.
[00:21:32] THANK YOU. MR. PINDA, WE APPRECIATE YOU
[00:21:35] JOINING US AND OFFERING SOME OTHER
[00:21:37] THOUGHTS TODAY. THANK YOU SO MUCH.
[00:21:40] SO WITH THAT, COMMISSIONER CALKINS, I
[00:21:42] JUST WOULD SAY THANKS TO HONORARY
[00:21:45] COUNCIL GOLO BOROTKO AND THE OTHER
[00:21:47] COMMUNITY LEADERS FOR JOINING US TODAY.
[00:21:50] WE LOOK FORWARD TO CONTINUING TO WORK
[00:21:53] WITH THEM TO SUPPORT UKRAINE. AND I'LL
[00:21:56] PASS IT BACK TO YOU. COMMISSIONER
[00:21:58] CALKINS, TO CALL FOR COMMISSIONER
[00:22:00] COMMENTS ON THE PROCLAMATION. THANK YOU.
[00:22:03] THANK YOU, KAREN. COMMISSIONERS, WE'RE
[00:22:06] NOW GOING TO GO THROUGH A ROLL CALL TO
[00:22:09] PROVIDE EACH OF YOU AN OPPORTUNITY TO
[00:22:10] COMMENT ON THE PROCLAMATION.
[00:22:14] CLERK HART? THANK YOU. BEGINNING
[00:22:16] WITH COMMISSIONER MOHAMED,
[00:22:21] THANK YOU. FIRST, I JUST WANT TO SAY
[00:22:24] THANK YOU TO COMMISSION PRESIDENT
[00:22:27] CALKINS AND EVERYONE WHO WORKED ON THIS
[00:22:30] REALLY IMPORTANT PROCLAMATION. AND I
[00:22:34] JUST WANT TO GIVE A SPECIAL THANK YOU TO
[00:22:36] ALL THE SPEAKERS TODAY. THANK YOU TO THE

[00:22:38] UKRAINIAN COMMUNITY CENTER, WASHINGTON
[00:22:41] EXECUTIVE DIRECTOR OLEG OUR HONORARY
[00:22:44] CONSULAR, VALERIE GOLDBALOCO
[00:22:48] AS WELL. THANK YOU SO MUCH. AND I HAVE
[00:22:51] BEEN WORKING WITH YOU ALL IN OTHER
[00:22:52] CAPACITIES. I JUST WANT TO EXPRESS MY
[00:22:56] DEEP GRATITUDE TO ALL OF YOU AND THE
[00:22:58] WORK THAT YOU HAVE BEEN DOING, DEEP
[00:23:00] GRATITUDE TO THE UKRAINIAN COMMUNITY AT
[00:23:01] LARGE. AND THOSE OF YOU WHO ARE HERE
[00:23:04] WITH US TODAY, THANK YOU FOR YOUR
[00:23:06] INSPIRATIONAL LEADERSHIP AND COURAGE.
[00:23:09] YOUR RESISTANCE IS A TESTAMENT TO
[00:23:13] DEMOCRACY. AND SO MANY OF US IN KING
[00:23:16] COUNTY, AT THE PORT OF SEATTLE AND
[00:23:18] AROUND THE WORLD STAND IN SOLIDARITY
[00:23:21] WITH ALL OF YOU. AND AS MANY OF YOU MAY
[00:23:23] KNOW, IN MY OTHER WORK CAPACITY, I SERVE
[00:23:27] AS THE DIRECTOR OF THE OFFICE OF
[00:23:28] IMMIGRANT AND REFUGEE AFFAIRS FOR THE
[00:23:31] CITY OF SEATTLE. AND WE HAVE BEEN
[00:23:33] WORKING AROUND THE CLOCK ON
[00:23:36] OUR REGIONAL RESPONSE TO THIS CRISIS FOR
[00:23:39] THE LAST SEVERAL WEEKS. AND AS SOMEONE
[00:23:41] WHO CAME TO THIS COUNTRY AS A REFUGEE
[00:23:44] AND TODAY GOVERN THE SAME AIRPORT THAT I
[00:23:46] ARRIVED AT, I'LL JUST SAY NEVER LOSE
[00:23:50] HOPE, FAITH OR COURAGE. AND IN KING
[00:23:53] COUNTY, SO MANY OF US STARTED OUR
[00:23:56] AMERICAN STORY AT THE PORT OF SEATTLE
[00:23:58] AND AT SEA AIRPORT. WE ARE COMMITTED TO
[00:24:02] BEING A WELCOMING REGION FOR OUR
[00:24:05] IMMIGRANT AND REFUGEE COMMUNITIES. AND
[00:24:07] WE INTEND TO TAKE MORE ACTIONS LIKE THIS
[00:24:10] TO SUPPORT OUR UKRAINIAN COMMUNITY.
[00:24:12] THANK YOU FOR THE TIME.
[00:24:16] THANK YOU, COMMISSIONER. COMMISSIONER
[00:24:17] HASEGAWA, THANK YOU,
[00:24:21] HONORABLE COUNCIL, GENERAL,
[00:24:22] DISTINGUISHED GUESTS FOR JOINING US AND
[00:24:25] SHARING YOUR TESTAMENT WITH ALL OF US
[00:24:26] TODAY. I WANTED TO EXPRESS MY HEARTFELT
[00:24:31] COMPASSION FOR YOU ALL IN THE LARGER
[00:24:35] UKRAINIAN COMMUNITY THAT WE HAVE HERE
[00:24:38] LOCALLY. AND IN FACT, THAT SO MANY
[00:24:41] CIVILIAN CASUALTIES HAVE ALREADY BEEN
[00:24:43] RECORDED AS A RESULT OF THIS SENSELESS
[00:24:47] POWER GRAB THAT HAS BEEN IMPACTING OVER
[00:24:51] 300 PEOPLE WHO HAVE ALREADY BEEN KILLED,
[00:24:54] INCLUDING CHILDREN. IT'S SENSELESS,
[00:24:56] IT'S UNJUSTIFIABLE. BUT I'M SO PROUD TO
[00:24:59] STAND HERE WITH ALL OF YOU IN
[00:25:01] SOLIDARITY. AND AS COMMISSIONER MOHAMED,
[00:25:04] LAST WEEK, WE HELD A RECEPTION, A
[00:25:07] CELEBRATION OF OUR INTERNATIONAL
[00:25:10] COMMUNITY AND OUR GATEWAY TO THE WORLD.
[00:25:12] THAT'S THE ROLE THAT THE PORT OF SEATTLE
[00:25:13] HAS AS A CONNECTOR. IT'S A PLACE WHERE
[00:25:16] PEOPLE COME IN SEARCH OF OPPORTUNITY,
[00:25:18] IN SEARCH OF BELONGING. AND THERE WE
[00:25:20] WERE JOINED BY OUR GOVERNOR, JAY INSLEE,
[00:25:23] WHO ANNOUNCED THAT WE WOULD BE WELCOMING
[00:25:26] UKRAINIAN REFUGEES AS WE DID FOR THE

[00:25:28] REFUGEES COMING FROM AFGHANISTAN AND
[00:25:31] FROM PLACES ALL OVER THE WORLD. BECAUSE
[00:25:33] WE MUST CONTINUE TO BE A VEGAN, WE MUST
[00:25:35] CONTINUE TO BE A WELCOMING STATE, A
[00:25:37] WELCOMING REGION. WE LIFT YOU UP, WE
[00:25:40] CELEBRATE YOU. WE FEEL YOUR PAIN, YOUR
[00:25:43] UNCERTAINTY. AND SO FOR
[00:25:46] THIS ACTION THAT WE CAN TAKE, ALBEIT
[00:25:48] SMALL, WE HOPE THAT IS AN IMPORTANT
[00:25:51] ACTION AS
[00:25:55] PART OF SOMETHING THAT WE CAN ALL DO
[00:25:58] UNITED AS A REGION IN ORDER TO LIFT UP
[00:26:00] THE PEOPLE OF UKRAINE. THANK YOU FOR
[00:26:02] JOINING US TODAY. THANK YOU,
[00:26:05] COMMISSIONER HASEGAWA. COMMISSIONER
[00:26:06] FELLEMAN,
[00:26:12] YOU ARE MUTED, SIR. MUTED.
[00:26:19] WELL, THANK YOU VERY MUCH. AS A
[00:26:20] DESCENDANT OF JEWS FROM RUSSIA AND
[00:26:22] POLAND, IMAGES OF THE WAR IN UKRAINE
[00:26:24] IMPACT ME CLOSELY. MY HEART GOES OUT TO
[00:26:27] THE UKRAINIAN PEOPLE WHOSE LIVES HAVE
[00:26:29] BEEN SO ABANDONED, AS WELL AS THOSE FROM
[00:26:31] RUSSIA. TO SEE PEOPLE FLEEING THEIR
[00:26:33] COUNTRY WITH A SUITCASE AND GETTING ON
[00:26:36] TRAINS IS A PAINFUL REMINDER OF THE
[00:26:37] POGROMS OF WORLD WAR II. THE FACT THAT
[00:26:40] THESE IMAGES ARE IN COLOR REMIND US HOW
[00:26:42] FRAGILE DEMOCRACY AND FREEDOM IS.
[00:26:45] HAVING PRESIDENT ZELINSKY, WHO IS
[00:26:48] JEWISH, BEING CALLED A NAZI IS TRULY
[00:26:50] DISGUSTING. THE USE OF THE WORD NAZI HAS
[00:26:53] BECOME FAR TOO CASUAL TO DESCRIBE STRICT
[00:26:55] BEHAVIOR OR REGULATIONS. IT'S NOT JUST
[00:26:58] ABOUT DISCRIMINATION OR ANTISEMITISM.
[00:27:00] IT'S ABOUT THE CASUAL USE OF THE TERM
[00:27:03] DISREGARDS THE SIGNIFICANCE OF 6 MILLION
[00:27:05] JEWS BEING SYSTEMATICALLY SLAUGHTERED
[00:27:07] WITH THE GOAL OF COMPLETE ANNIHILATION.
[00:27:10] THE FACT THAT THE MEMORIAL AT BAVIYAR,
[00:27:12] THE SITE OF THE JUNETEENTH 41 MASSACRE
[00:27:15] OF OVER 33,700 JEWS BY NAYS
[00:27:18] AND KIEVS, WAS DAMAGED IN THIS UNJUST
[00:27:21] WAR, IS A PARTICULARLY POIGNANT SYMBOL
[00:27:24] OF THE ONGOING DISREGARD OF THE JEWISH
[00:27:26] PEOPLE BY THE CURRENT RUSSIAN
[00:27:27] LEADERSHIP. I LOOK FORWARD TO WORKING
[00:27:30] WITH THE PORT TO INCLUDE THE
[00:27:31] ACKNOWLEDGEMENT OF THE INCREASE IN HATE
[00:27:33] CRIMES THAT HAS BEEN SIGNIFICANTLY
[00:27:34] DIRECTED TO THE JEWISH PEOPLE. THIS HAS
[00:27:37] INCLUDED OVER 120 INCIDENTS OF EXTREME
[00:27:40] ANTISEMITISM IN THE PAST YEAR AND WHICH
[00:27:42] HAS MORE THAN DOUBLED YEAR OVER YEAR. I
[00:27:45] SALUTE THE BRAVERY AND RESILIENCE OF THE
[00:27:47] UKRAINIAN PEOPLE AND THE DESIRE OF THE
[00:27:49] PORT TO MAKE THIS PROCLAMATION. AND I
[00:27:51] URGE THE UNITED STATES TO WORK WITH NATO
[00:27:53] MEMBERS TO PROVIDE FURTHER ASSISTANCE TO
[00:27:56] THE BRAVE UKRAINIANS WHO STAYED TO
[00:27:58] FIGHT, AS WELL AS THOSE WHO BECOME
[00:28:00] REFUGEES. AND THANK YOU TO OUR UKRAINIAN
[00:28:03] GUESTS FOR BRINGING A PERSONAL

[00:28:04] PERSPECTIVE TO THIS CURRENT ATROCITY.
[00:28:09] THANK YOU, COMMISSIONER FELLEMAN AND
[00:28:10] COMMISSIONER CHO. YEAH.
[00:28:14] FIRST OF ALL, THANK YOU TO PRESIDENT
[00:28:17] CALKINS, AS WELL AS STEVE METRUCK
[00:28:20] AND THE CONSUL GENERAL,
[00:28:23] FOR THIS OPPORTUNITY FOR THE PORT OF
[00:28:25] SEATTLE TO WEIGH IN ON THIS EXTREMELY
[00:28:27] DIFFICULT ISSUE. I THINK MY COLLEAGUES
[00:28:30] DID AN EXCELLENT JOB IN REALLY SUMMING
[00:28:32] UP OUR COLLECTIVE SENTIMENTS TOWARDS
[00:28:34] WHAT'S GOING ON IN UKRAINE AND RUSSIA.
[00:28:36] SO I WON'T SPEAK TOO MUCH, BUT I FEEL
[00:28:38] LIKE, AS YOU CAN SEE FROM HOW
[00:28:42] WE'VE ALL BEEN UNIFIED ON
[00:28:45] THIS ISSUE, I THINK IT'S SAFE TO SAY
[00:28:48] THAT THE WORLD IS WITH UKRAINE. AND
[00:28:51] DESPITE THE VIOLENCE, DESPITE ALL THE
[00:28:55] SENSELESS KILLINGS, I HOPE
[00:28:59] THE PEOPLE OF UKRAINE KNOW AND ARE
[00:29:01] FEELING THAT WE ARE TRULY BEHIND YOU
[00:29:05] AND WE STAND IN SOLIDARITY WITH YOU.
[00:29:10] I WANT TO JUST SAY THANK YOU FOR THE
[00:29:13] OPPORTUNITY FOR THE PORT OF SEATTLE, IN
[00:29:15] OUR SMALL WAY, IN OUR SMALL CORNER OF
[00:29:16] THE COUNTRY TO MAKE OUR STATEMENT. AND,
[00:29:19] YOU KNOW, I DON'T KNOW HOW MUCH OF A BIG
[00:29:21] IMPACT WE CAN HAVE AS ONE PORT.
[00:29:25] BUT I THINK IT'S CLEAR FROM WHAT MY
[00:29:28] COLLEAGUES HAVE SAID AND WHAT I WILL SAY
[00:29:30] IS THAT THE PORT OF SEATTLE WILL DO
[00:29:31] EVERYTHING WE CAN TO SUPPORT THIS
[00:29:33] COMMUNITY, THAT WE'RE GOING TO DO
[00:29:35] EVERYTHING WE CAN TO SUPPORT, TO MAKE
[00:29:37] SURE ANYONE COMING IN AS REFUGEES WILL
[00:29:39] BE SUPPORTED. AND SO I'D LIKE TO
[00:29:42] TAKE THIS OPPORTUNITY TO THANK THE PORT
[00:29:44] STAFF AND EVERYONE WITHIN THE PORT WHO
[00:29:47] RALLIED BEHIND THIS ISSUE AND WHO WILL
[00:29:49] BE WORKING GOING FORWARD TO ACCOMMODATE
[00:29:53] ANY REFUGEES OR ANY OTHER INITIATIVES
[00:29:56] THAT WE MAY UNDERTAKE GOING FORWARD TO
[00:29:59] SUPPORT THE PEOPLE OF YOUR PAIN.
[00:30:01] SO WITH THAT, I'LL TURN IT BACK TO
[00:30:04] PRESIDENT CALKINS. THANK YOU SO MUCH.
[00:30:07] THANK YOU. COMMISSIONER CALKINS,
[00:30:12] I WILL ADD THAT THE
[00:30:19] IMPACT OF THIS INVASION AND
[00:30:22] THE POTENTIAL OUTCOME FAR EXCEEDS
[00:30:26] JUST THE RELATIONSHIP BETWEEN TWO
[00:30:27] NATIONS. THIS IS TRULY AN
[00:30:32] INSTANCE IN WHICH AN AUTOCRACY IS TRYING TO
[00:30:34] END A DEMOCRACY.
[00:30:39] SO WHEN PRESIDENT ZELINSKY EARLIER
[00:30:43] TODAY MADE THE STATEMENT THAT THOUGH
[00:30:47] THEY DIDN'T START IT AND THEY DIDN'T
[00:30:49] WANT IT, THEY WILL FIGHT UNTIL THE END.
[00:30:52] HE IS ON BEHALF OF THE UKRAINIAN PEOPLE,
[00:30:56] MAKING ONE OF THE MOST POWERFUL STANDS
[00:31:00] FOR DEMOCRACY, CERTAINLY THAT HAS
[00:31:03] EVER I'VE EVER WITNESSED IN MY LIFE,
[00:31:07] AND IS REMINDING ALL OF US THAT THIS
[00:31:10] IS A FRAGILE AND TENUOUS

[00:31:14] SYSTEM THAT IS WORTH
[00:31:18] FIGHTING FOR TO THE VERY END. AND SO
[00:31:21] WHATEVER WE MAY DO HERE AS THE
[00:31:25] PORT OF SEATTLE COMMISSION, AS OUR
[00:31:27] COMMUNITY, AS THE UNITED STATES TO
[00:31:31] SUPPORT THEIR EFFORTS TO SHORE UP
[00:31:33] DEMOCRACY IN EASTERN EUROPE AND MORE
[00:31:36] BROADLY, SEND A MESSAGE THAT WE
[00:31:39] DEMOCRATIC NATIONS WILL NOT PUT UP WITH
[00:31:43] AUTOCRATIC NATIONS TRYING TO END
[00:31:47] DEMOCRATIC RULE. I THINK WE
[00:31:51] SHOULD DO THAT AND MORE. AND SO I AM
[00:31:55] PLEASED TO HEAR THAT THE COMMUNITY
[00:31:57] SUPPORT FOR INITIATIVES THAT MAY HAVE
[00:32:00] REAL IMPLICATIONS FOR POCKETBOOKS AT
[00:32:02] HOME ARE WELL SUPPORTED BY THE AMERICAN
[00:32:04] PEOPLE AND CERTAINLY BY OUR COMMUNITY.
[00:32:06] AND SO I'M PROUD THAT WE AS AN
[00:32:08] INSTITUTION WILL MAKE THIS PROCLAMATION
[00:32:10] AND WE WILL CONTINUE TO STAND WITH
[00:32:12] UKRAINIANS AND OTHERS WHO ARE OPPOSED TO
[00:32:15] THIS UNLAWFUL INVASION. IS THERE A
[00:32:18] MOTION IN A SECOND TO ADOPT THIS
[00:32:20] PROCLAMATION? I'LL SECOND
[00:32:23] IT. THE MOTION HAS BEEN MADE.
[00:32:27] AND SECONDED, IS THERE ANY FURTHER
[00:32:29] COMMENT OR QUESTION ON THE MOTION? USE
[00:32:31] YOUR HAND. IF SO, I DO
[00:32:35] NOT SEE ANY HANDS RAISE. OKAY. SEE? NO
[00:32:38] FURTHER DISCUSSION. CLERK HART, CAN YOU
[00:32:39] PLEASE CALL THE ROLL FOR THE VOTE?
[00:32:41] REMINDER, COMMISSIONERS, PLEASE SAY AYE
[00:32:43] OR NAY WHEN YOUR NAME IS CALLED FOR THE
[00:32:45] VOTE ON THIS PROCLAMATION, BEGINNING
[00:32:46] WITH COMMISSIONER MOHAMED AYE.
[00:32:49] THANK YOU. COMMISSIONER HASEGAWA. AYE.
[00:32:53] THANK YOU. COMMISSIONER FELLEMAN. AYE.
[00:32:56] THANK YOU. COMMISSIONER CHO. AYE.
[00:32:59] THANK YOU. COMMISSIONER CALKINS. AYE.
[00:33:01] THANK YOU. THERE ARE FIVE AYES AND ZERO
[00:33:03] NAYS FOR THIS ITEM. AND CAN I JUST
[00:33:06] CONFIRM THAT THIS ONE SECTION THAT THE
[00:33:09] MOTION PASSES? GO AHEAD, FRED. I WAS
[00:33:12] JUST WANTED TO CONFIRM THIS IS THE
[00:33:14] AMENDED VERSION THAT WE'RE VOTING ON?
[00:33:16] YEAH. THE ONE THAT I READ INTO THE
[00:33:18] RECORD INCLUDED WE WERE ABLE TO GET THE
[00:33:22] PROPOSAL, AND SO IT DID NOT REQUIRE AN
[00:33:24] AMENDMENT. THANK YOU. OKAY. THANK YOU.
[00:33:26] COMMISSIONERS, AS WE'VE MENTIONED, ITEM
[00:33:28] B HAS BEEN MOVED TO THE ITEM FOUR. B HAS
[00:33:31] BEEN MOVED TO THE MARCH 22 MEETING.
[00:33:34] NEXT ON OUR AGENDA IS THE EXECUTIVE
[00:33:35] DIRECTORS REPORT. ALL RIGHT, STEVE, TO
[00:33:37] YOU. THANK YOU. PRESIDENT CALKINS
[00:33:41] COMMISSIONER WOULD LIKE TO BEGIN MY
[00:33:43] REPORT BY NOTING THAT THE MONTH OF MARCH
[00:33:45] IS WOMEN'S HISTORY MONTH AND TODAY,
[00:33:47] MARCH 8 IS INTERNATIONAL WOMEN'S DAY.
[00:33:50] THIS IS A TIME TO BE MARKED BY
[00:33:51] CELEBRATING THE SOCIAL, ECONOMIC,
[00:33:53] CULTURAL AND POLITICAL ACHIEVEMENTS OF
[00:33:54] WOMEN AND SERVES AS A CALL TO ACTION FOR

[00:33:56] ACCELERATING GENDER EQUALITY HERE AT THE
[00:33:59] PORT OF SEATTLE. OUR MONTH LONG
[00:34:00] CELEBRATION OF WOMEN TAKES THE FORM OF
[00:34:02] SEVERAL EVENTS PUT ON BY OUR EMPLOYEE
[00:34:04] RESOURCE GROUP, THE WOMEN'S INITIATIVE
[00:34:06] NETWORK, KNOWN AS WIN, WHICH WILL
[00:34:09] ACCUMULATE IN THE ANNUAL WOMEN'S
[00:34:12] OUTSTANDING ACHIEVEMENT AWARDS TO BE
[00:34:13] HELD ON MARCH 30. IT'S IMPORTANT FOR US
[00:34:16] TO CELEBRATE THE CONTRIBUTIONS AND
[00:34:18] ACHIEVEMENTS OF WOMEN EVERYWHERE. I'M
[00:34:20] PROUD OF THE WORK THAT WE HAVE DONE AT
[00:34:22] THE PORT TO HELP ADDRESS INEQUITIES FOR
[00:34:24] WOMEN, BUT ALSO RECOGNIZE THERE'S MUCH
[00:34:26] MORE WORK TO BE DONE. WOMEN'S HISTORY
[00:34:28] MONTH IS BOTH AN OPPORTUNITY FOR US TO
[00:34:30] CELEBRATE AND A REMINDER OF THE WORK
[00:34:31] THAT IS BEFORE US. THE THEME FOR THIS
[00:34:33] YEAR IS BREAK THE BIAS AND CHALLENGES US
[00:34:36] TO IMAGINE A GENDER EQUAL WORLD, A WORLD
[00:34:39] FREE OF BIAS, STEREOTYPES AND
[00:34:40] DISCRIMINATION. A WORLD IS DIVERSE,
[00:34:43] EQUITABLE AND INCLUSIVE, A WORLD WHERE
[00:34:45] DIFFERENCE IS VALUED AND CELEBRATED.
[00:34:47] TOGETHER, WE CAN FORGE WOMEN'S EQUALITY
[00:34:49] AND BREAK THE BIAS. REGARDING OUR BATTLE
[00:34:53] AGAINST COVID-19, WE MARKED TWO YEARS
[00:34:55] SINCE THE START OF THE PANDEMIC AND
[00:34:57] THERE IS GOOD NEWS TO REPORT. FINALLY,
[00:35:00] THE RATES OF INFECTIONS AND
[00:35:02] HOSPITALIZATIONS ARE DOWN SHARPLY, AND
[00:35:04] WE EXPECT CASES WILL CONTINUE TO DROP IN
[00:35:06] THE COMING WEEKS. WITH TRENDS IN THE
[00:35:08] RIGHT DIRECTION, THE RISK IN KING COUNTY
[00:35:10] IS CONSIDERED LOW. THIS IS IN LARGE PART
[00:35:13] DUE TO WIDESPREAD IMMUNIZATION AND MASS
[00:35:15] REQUIREMENTS THAT SLOW THE SPREAD OF THE
[00:35:17] DISEASE. CASES AMONG POOR EMPLOYEES
[00:35:20] ARE ALSO LOW, RESULTING PRIMARILY FROM
[00:35:22] EXPOSURE OUTSIDE OF THE WORKPLACE. AS
[00:35:25] YOU KNOW, GOVERNOR INSLEE IS MOVING UP
[00:35:27] HIS DEADLINE FOR LIFTING THE STATEWIDE
[00:35:28] MASK MANDATE FOR PUBLIC SPACES TO MARCH
[00:35:31] 12, AND KING COUNTY HEALTH AUTHORITIES
[00:35:33] ARE DOING THE SAME. I'VE REVIEWED THESE
[00:35:36] DEVELOPMENTS FOR THEIR HEALTH AND SAFETY
[00:35:38] TEAM. I'M PLEASED TO ANNOUNCE THAT THE
[00:35:40] MASKING WILL BECOME OPTIONAL FOR PORT
[00:35:42] EMPLOYEES IN MOST PORT SPACES STARTING
[00:35:44] ON MARCH 12. IMPORTANT EXCEPTIONS TO
[00:35:47] OPTIONAL MASKING INCLUDE PUBLIC SPACES
[00:35:50] AT TACOMA INTERNATIONAL AIRPORT, CRUISE
[00:35:52] FACILITIES AT PIER 66 AND TERMINAL 91,
[00:35:55] AND MODES OF TRANSPORTATION SUCH AS THE
[00:35:58] AIRPORT TRAINS, RENTAL CAR AND EMPLOYEE
[00:36:00] BUSES. THESE AREAS ARE STILL UNDER
[00:36:03] FEDERALLY MANDATED CDC AND TSA MASK
[00:36:05] REQUIREMENTS UNTIL FURTHER NOTICE.
[00:36:09] I WANT TO NOTE THAT OUR VACCINATION
[00:36:10] REQUIREMENT FOR ALL EMPLOYEES IS ALSO
[00:36:12] UNCHANGED AS THE VIRUS IS STILL PRESENT
[00:36:14] IN OUR COMMUNITY TO KEEP OUR WORKFORCE
[00:36:17] SAFE. WE WILL ALSO REQUIRE FULL

[00:36:19] VACCINATION FOR CONTRACTORS AND
[00:36:21] CONSULTANTS WORKING IN CLOSE CONTACT
[00:36:23] WITH PORT EMPLOYEES. SIGNS REMINDING
[00:36:26] VISITORS OF OUR REQUIREMENTS WILL BEGIN
[00:36:27] GOING UP AROUND THE PORT STARTING THIS
[00:36:29] WEEK, AND YOU MAY SEE THOSE. IN
[00:36:31] ADDITION, THE EMPLOYEE SELF CHECK
[00:36:34] APPLICATION HEALTH SURVEY WILL CONTINUE
[00:36:37] AS A REQUIREMENT. THESE CHANGES ARE
[00:36:39] POSSIBLE ONLY BECAUSE WE AS A COMMUNITY
[00:36:41] TOOK EARLY AND CONSISTENT ACTIONS TO
[00:36:43] PROTECT THE HEALTH AND SAFETY OF OUR
[00:36:45] EMPLOYEES AND THE COMMUNITY AND
[00:36:47] APPRECIATE YOUR SUPPORT FOR THESE
[00:36:48] MEASURES THAT HAVE GOTTEN US TO THIS
[00:36:51] POINT. NEXT, I WANT TO CONGRATULATE
[00:36:54] EVERYONE INVOLVED IN THE VERY SUCCESSFUL
[00:36:56] REVEAL OF THE NEW INTERNATIONAL RIVALS
[00:36:58] FACILITY AT SEATTLE TACOMA INTERNATIONAL
[00:37:01] AIRPORT LAST THURSDAY. AS YOU KNOW, WE
[00:37:03] HAVE A STANDING ROOM ONLY AUDIENCE ON
[00:37:05] HAND FOR AN EARLY LOOK AT THE STATE OF
[00:37:07] THE ART FACILITY. THANK YOU TO GOVERNOR
[00:37:10] INSLEE FOR AYE. WARM WELCOME AND GOOD
[00:37:11] WORDS ABOUT THE PORT OF SEATTLE. THANKS
[00:37:14] ALSO TO OUR AIRLINE AND FEDERAL PARTNERS
[00:37:15] FOR JOINING THE CELEBRATION. LOOKING
[00:37:18] BACK, I DO THINK THAT OUR MEETING SHOULD
[00:37:20] BEGIN WITH ALWAYS BEGIN WITH A COMING
[00:37:23] NATIVE, METATIVE FLUTE MUSIC AND END
[00:37:25] WITH OPERA SELECTIONS. THESE WERE
[00:37:27] OUTSTANDING AND MEANINGFUL PERFORMANCE
[00:37:29] DURING THE REVEAL CEREMONY. IN A MONTH
[00:37:32] OR SO, WE'LL BEGIN OPERATIONS AND
[00:37:34] WELCOMING TRAVELERS TO THE FACILITY WITH
[00:37:35] A NEW LEVEL OF CONVENIENCE AND
[00:37:37] EFFICIENCY. THE EXPANDED CAPACITY WOULD
[00:37:39] HELP US ACCOMMODATE INTERNATIONAL TRAVEL
[00:37:41] COMING TO OUR REGION AND FROM AROUND THE
[00:37:42] WORLD. SPECIAL THANKS TO EVERYONE THAT
[00:37:44] HAS PUT IN OVER 3 MILLION HOUR OF WORK
[00:37:48] INTO THIS PROJECT, INTO OUR AVIATION
[00:37:50] TEAM THAT IS READY THE FACILITY FOR
[00:37:52] OPERATIONS. WE CAN ALL BE VERY PROUD OF
[00:37:54] THIS ACHIEVEMENT. COMMISSIONERS,
[00:37:57] FIGHTING HUMAN TRAFFICKING AT PORT
[00:37:58] FACILITIES IS A TOP PRIORITY FOR US.
[00:38:02] EARLIER THIS SPRING, WE TOLD YOU ABOUT
[00:38:03] THE ARREST OF A HUMAN TRAFFICKING
[00:38:05] SUSPECT BY PORT OF SEATTLE POLICE AT
[00:38:07] SEA. I'M PROUD TO SHARE WITH YOU THE
[00:38:09] PORT'S INVOLVEMENT IN A SECOND CASE THAT
[00:38:11] RESULTED IN THE ARRESTS AND SUCCESSFUL
[00:38:14] PROSECUTION OF A BOISE MAN WHO PLEADED
[00:38:16] GUILTY TO TRAFFICKING WOMEN BETWEEN
[00:38:17] IDAHO AND WASHINGTON. THE INVESTIGATION
[00:38:21] INVOLVED MANY LEVELS OF FEDERAL AND
[00:38:23] LOCAL SECURITY AND LAW ENFORCEMENT. I
[00:38:25] WANT TO PERSONALLY COMMAND AN ETHNIC
[00:38:26] PRIDE OF THE AVIATION SECURITY TEAM WHO
[00:38:28] REVIEWED UNTOLD HOURS OF SECURITY VIDEO
[00:38:31] TO TRACK THE SUSPECT IN AYE. ACCOMPLISHES
[00:38:33] ACCOMPLICES. HE HAS PLEADED IN FACES 20

[00:38:36] YEARS IN PRISON. HE HAS PLEADED GUILTY
[00:38:38] AND FACES 20 YEARS IN PRISON. MS.
[00:38:40] MCBRIDE'S EFFORTS REFLECT OUR COMMITMENT
[00:38:42] TO COMBAT HUMAN TRAFFICKING AND PROTECT
[00:38:44] THE SAFETY OF THE TRAVELING PUBLIC.
[00:38:46] THANKS TO EVERYONE WHO HELPED BRING THIS
[00:38:48] MAN TO JUSTICE. COMMISSIONER, I'M ALSO
[00:38:51] HAPPY TO ANNOUNCE THE APPOINTMENT OF MR.
[00:38:53] CHARLES BLOOD TO THE PORT CIVIL SERVICE
[00:38:55] COMMISSION. MR. BLOOD IS A FORMER
[00:38:57] AIRPORT OPERATIONS DIRECTOR AND HUMAN
[00:38:59] RESOURCES DIRECTOR AND AN ICONIC LEADER
[00:39:02] IN THE PORT'S EARLY EFFORTS TO INSTALL
[00:39:04] EQUITY AND DIVERSITY IN EVERYTHING WE
[00:39:05] DO. OUR CHAMPION OF DIVERSITY AWARD IS
[00:39:09] NAMED IN AYE. HONOR. THE CIVIL SERVICE
[00:39:11] COMMISSION IS A THREE MEMBER VOLUNTEER
[00:39:13] PANEL THAT SERVES AN IMPORTANT ROLE IN
[00:39:15] OVERSIGHT FOR THE HIRING AND PERSONNEL
[00:39:18] MANAGEMENT OF THE PORT OF SEATTLE POLICE
[00:39:20] OFFICERS. I'M VERY HAPPY CHARLES HAS
[00:39:22] AGREED TO REJOIN THE PORT IN THIS
[00:39:23] CAPACITY. HE BRINGS A TREMENDOUS AMOUNT
[00:39:25] OF INSTITUTIONAL KNOWLEDGE TO THE
[00:39:27] POSITION. IN TALKING WITH AYE., HE WAS
[00:39:30] PART OF THE IMPORTANT DECISION TO STAND
[00:39:32] UP A POLICE DEPARTMENT IN 1972.
[00:39:36] CHARLES TOLD ME HE INTENDED TO LISTEN IN
[00:39:37] ON MEETING TODAY. SO I SAY TO AYE.,
[00:39:40] CHARLES, THANK YOU AGAIN FOR YOUR
[00:39:41] SERVICE TO THE PORT.
[00:39:46] NEXT, I'D LIKE YOU TO KNOW THAT THE
[00:39:50] RESILIENCE AND CYBERSECURITY CONTINUE TO
[00:39:52] BE SOME OF OUR TOP PRIORITIES. WE'VE HAD
[00:39:55] RECENT LEADERSHIP DISCUSSIONS WITH OUR
[00:39:56] CYBERSECURITY TEAM TO BETTER PREPARE FOR
[00:39:59] POTENTIAL ATTEMPTS TO DISRUPT AND
[00:40:00] CORRUPT OUR CRITICAL SYSTEMS. THE
[00:40:03] RUSSIAN ASSAULT ON UKRAINE HAS CLEARLY
[00:40:05] RAISED OUR LEVEL CONCERNED ABOUT CYBER
[00:40:07] VULNERABILITIES AND ATTACKS. OUR ICT
[00:40:09] TEAM HAS BEEN EXTREMELY VIGILANT IN
[00:40:11] RECENT WEEKS AS THE THREAT OF RUSSIAN
[00:40:13] INVASION RAMPED UP. WE KNOW INDIVIDUALS
[00:40:16] IN THE RUSSIAN GOVERNMENT ITSELF ARE
[00:40:18] BEHIND MANY RANSOMWARE AND OTHER CYBER
[00:40:20] ATTACKS. HOWEVER, RUSSIA BASED ATTACKS
[00:40:23] ARE NOT THE ONLY THREAT WE FACE, AND
[00:40:24] WE'RE TAKING ALL THE NECESSARY
[00:40:26] PRECAUTIONS TO PROTECT OUR SYSTEMS.
[00:40:28] OBVIOUSLY, THIS IS A SHARED
[00:40:30] RESPONSIBILITY THROUGHOUT THE
[00:40:31] ORGANIZATION TO BE ALERT AND AWARE. AS
[00:40:34] YOU KNOW, THE PORT WAS A VICTIM OF
[00:40:35] SPEARFISHING THREATS. THEFTS WERE
[00:40:38] PAYMENTS FROM THE PORT INTENDED FOR TWO
[00:40:39] COMMUNITY AGENCIES WERE IMPROPERLY
[00:40:41] DIVERTED TO A FRAUDULENT ACCOUNT. WE
[00:40:44] DISCOVERED THE INCIDENTS AND QUICKLY
[00:40:45] TOOK STEPS TO TIGHTEN OUR PAYMENT
[00:40:47] PROCEDURES TO PROTECT AGAINST FUTURE
[00:40:49] ATTEMPTED THEFTS OF THIS KIND. LAW
[00:40:51] ENFORCEMENT AND OUR SECURITY STAFF ARE

[00:40:53] CURRENTLY CONTINUING THEIR
[00:40:54] INVESTIGATIONS, AND I'LL REPORT BACK TO
[00:40:56] YOU WHEN THAT WORK IS COMPLETE. THERE
[00:40:58] ARE SERIOUS CYBER THREATS OUT THERE,
[00:41:00] AND I WANT TO ENSURE THE COMMISSION AND
[00:41:01] THE PUBLIC THAT WE HAVE A GREAT TEAM
[00:41:03] THAT IS WORKING AROUND THE CLOCK TO
[00:41:05] PROTECT OUR SYSTEMS AND OUR ASSETS AND
[00:41:08] OUR OPERATIONS AS WELL. MOVING TODAY'S
[00:41:11] COMMISSION MEETING, I LIKE TO HIGHLIGHT
[00:41:12] A FEW ITEMS. ITEM EIGHT C ON OUR AGENDA
[00:41:15] IS AN ACTION EXECUTING A CONTRACT FOR
[00:41:17] THE CONCOURSE C EXPANSION COMMISSIONING
[00:41:19] AGENT. THIS ACTION IS A PART OF MOVING
[00:41:22] THIS PROJECT FORWARD TO MEET EXISTING
[00:41:24] DEMAND. AT SEATTLE TACOMA INTERNATIONAL
[00:41:25] AIRPORT. COMMISSIONER VERIFIES, THE
[00:41:27] SYSTEMS ARE FUNCTIONING AS DESIGNED.
[00:41:29] INSURANCE COMPLIANCE WITH LEAD
[00:41:31] REQUIREMENTS, FIRE CODE AND BUILDING
[00:41:33] CODES, AND VALIDATES. THE PORT PERSONNEL
[00:41:35] ARE TRAINED TO OPERATE AND MAINTAIN
[00:41:37] EQUIPMENT. YOU'LL SEE AN UPDATE ON THE
[00:41:39] OVERALL STATUS OF THE C ONE BUILDING
[00:41:41] PROJECT IN THE APRIL COMMISSION MEETING.
[00:41:44] ITEM EIGHT P IS AN AUTHORIZATION TO
[00:41:46] REPLACE AIRFIELD SNOW EQUIPMENT THAT IS
[00:41:48] CURRENTLY OVER 30 YEARS OLD. SNOW EVENTS
[00:41:50] ARE A REGULAR OCCURRENCE AT SEA AND WE
[00:41:52] WANT TO EQUIP OUR TEAMS WITH THE RIGHT
[00:41:55] TOOLS TO DO THE JOB. MATTER OF FACT,
[00:41:57] WHEN I VISIT MYSELF AND MANAGING
[00:41:59] DIRECTOR OF AVIATION LANCE LITTLE
[00:42:01] VISITED BEFORE THE SNOWSTORMS CAME THE
[00:42:03] CREWS AS THEY WERE GETTING READY FOR ONE
[00:42:05] STORM. WE'RE LOOKING FORWARD TO THIS NEW
[00:42:06] EQUIPMENT TO MAKE SURE THEY HAVE EVEN
[00:42:08] BETTER TOOLS IN THE FUTURE, AND WE THANK
[00:42:10] THEM FOR ALL THAT THEY DO TO KEEP OUR
[00:42:11] OPERATIONS GOING. ITEM EIGHT R IS
[00:42:14] AMENDMENT TO THE LOWER DUWAMISH WATERWAY
[00:42:16] GROUP MEMORANDUM AGREEMENT. THIS
[00:42:19] AMENDMENT IS BEING CONDUCTED BY THE
[00:42:21] LOWER DUWAMISH WATERWAY GROUP IN
[00:42:22] RESPONSE TO ISSUES RAISED BY THE
[00:42:24] COMMUNITY AS REFLECTIVE OUR COMMITMENT
[00:42:25] TO THE COMMUNITY ENGAGEMENT. I LOOK
[00:42:27] FORWARD TO DISCUSSING THIS SINCE IT'S
[00:42:29] BEEN PULLED FROM THE CONSENT AGENDA
[00:42:31] LATER ON. ITEM TEN A ON THE AGENDA,
[00:42:34] REQUEST YOUR AUTHORIZATION FOR A
[00:42:36] CONTRACT TO ADDRESS THE SET OF CHEMICALS
[00:42:37] KNOWN AS POLYFLORAL ALKALI SUBSTANCES,
[00:42:40] OR PFACS,
[00:42:46] PRESENT IN MANY SUBSTANCES, INCLUDING
[00:42:48] THE PHONE WE USE TO FIGHT FIRES AT SEA
[00:42:50] IN A GROWING CONCERN AND MAY BE HARMFUL
[00:42:52] TO HUMAN HEALTH. THE PORT HAS
[00:42:54] PROACTIVELY INVESTIGATED THE POTENTIAL
[00:42:57] FOR IMPACTS AT SEA ASSOCIATED WITH THE
[00:42:59] PAST USES OF THE FIREFIGHTING FOAM. A
[00:43:02] PROACTIVE APPROACH IS NOTEWORTHY SINCE
[00:43:03] IT ENABLES SEA TO BE ONE, IF NOT THE

[00:43:07] FIRST, COMMERCIAL AIRPORT IN THE NATION
[00:43:08] TO TRANSITION TO A PFACS.
[00:43:12] I SHOULD PRONOUNCE THIS PFACS FREE FOAM
[00:43:14] AND BEGIN THE ENVIRONMENTAL CLEANUP
[00:43:16] STATE AS SOON AS THE STANDARDS IN THE
[00:43:18] FOAM IS AVAILABLE. MORE TO SAY ABOUT
[00:43:20] THIS DURING THE MEETING. LASTLY, ELEVEN
[00:43:23] A IS A STAFF REPORT ON OUR 2021
[00:43:25] FINANCIAL PERFORMANCE. I'LL HAVE MORE TO
[00:43:27] SAY ABOUT THAT DURING ITS INTRODUCTION
[00:43:29] IN THE COMMISSIONER MEETING.
[00:43:30] COMMISSIONER, THIS CONCLUDES MY REMARKS.
[00:43:32] THANK YOU.
[00:43:36] THANK YOU. EXECUTIVE DIRECTOR METRUCK.
[00:43:39] AT THIS TIME, WE'RE GOING TO TURN TO
[00:43:41] ERICA CHUNG FOR COMMITTEE REPORTS.
[00:43:48] YOU MUTED ERICA. SORRY.
[00:43:52] GOOD AFTERNOON. PRESIDENT CALKINS AND
[00:43:54] COMMISSIONERS THERE ARE FOUR COMMITTEE
[00:43:56] REPORTS TODAY. THE AVIATION COMMITTEE
[00:43:58] CONVENED BY COMMISSIONER CHO AND MOHAMED
[00:44:00] WELCOME DON HUNTER, AVIATION DIVISION
[00:44:03] ACTING CHIEF OPERATING OFFICER TO THE
[00:44:05] AVIATION COMMITTEE AT THEIR FEBRUARY 15
[00:44:08] MEETING. DURING THE MEETING,
[00:44:10] COMMISSIONER DISCUSSED ENABLING PROJECTS
[00:44:12] SHOWN WITHIN THE PROPOSED SUSTAINABLE
[00:44:15] AIRPORT MASTER PLAN AND PROJECTS
[00:44:17] INCLUDED IN THE PORT PORTS CAPITAL
[00:44:19] IMPROVEMENT PLAN, INCLUDING THE INTERIM
[00:44:21] FIRE STATION, THE NORTH EMPLOYEE PARKING
[00:44:24] LOT, AND RELOCATED CHECKPOINT ONE.
[00:44:26] THERE WERE NO COMMITTEE RECOMMENDATIONS
[00:44:28] TO THE COMMISSION. THE EQUITY AND
[00:44:30] WORKFORCE DEVELOPMENT COMMITTEE,
[00:44:32] CONVENED BY COMMISSIONER CHO AND
[00:44:33] MOHAMED, ALSO MET. ON FEBRUARY 15, THE
[00:44:36] COMMITTEE REVIEWED A DETAILED CONCEPT
[00:44:38] FOR A PROPOSED COMMUNITY EQUITY BOARD.
[00:44:40] THE COMMITTEE RECOMMENDED EMPHASIZING
[00:44:42] FLEXIBILITY IN THE COMMUNITY EQUITY
[00:44:44] BOARD CONCEPT AND REMOVING MORE FORMAL
[00:44:47] ELEMENTS OF THE CONCEPTS SUCH AS FIXED
[00:44:49] BOARD MEMBER, TERM LENGTH, REGULAR
[00:44:52] MEETING TIMES, AND ANNUAL WORK PLAN.
[00:44:54] COMMISSIONERS ALSO APPROVED AN
[00:44:56] ACCELERATED TIMELINE FOR DEVELOPING AND
[00:44:58] PASSING AN EQUITY POLICY DIRECTIVE.
[00:45:00] COMMISSIONER DISCUSSED INCORPORATING
[00:45:02] ELEMENTS OF AN ACCESSIBILITY POLICY
[00:45:04] DIRECTIVE INTO THE EQUITY POLICY
[00:45:07] DIRECTIVE, BUT ULTIMATELY RECOMMENDED
[00:45:09] THAT THE COMMISSION PURSUE SEPARATE
[00:45:11] EQUITY AND ACCESSIBILITY POLICY
[00:45:13] DIRECTIVES. THE SUSTAINABILITY,
[00:45:16] ENVIRONMENT AND CLIMATE COMMITTEE,
[00:45:17] CONVENED BY COMMISSIONERS CALKINS AND
[00:45:19] HASEGAWA ALSO MET ON FEBRUARY 15. THE
[00:45:22] COMMITTEE WAS BRIEFED ON LESSONS LEARNED
[00:45:24] AFTER ONE YEAR OF IMPLEMENTING THE
[00:45:26] SUSTAINABLE EVALUATION FRAMEWORK TO
[00:45:28] CAPITAL PROJECTS, INCLUDING INCREASED
[00:45:31] INVESTMENTS IN SUSTAINABILITY AND EQUITY

[00:45:33] AND EARLY REVIEW OF PROJECTS. THE
[00:45:36] COMMITTEE THEN REVIEWED A BRIEFING. I'M
[00:45:38] SORRY. THE COMMITTEE THEN RECEIVED A
[00:45:40] BRIEFING ON THE WORLD TRADE CENTER WEST
[00:45:45] ROOF REPLACEMENT UNDER THE SUSTAINABLE
[00:45:47] EVALUATION FRAMEWORK AT 30% AND HOW THE
[00:45:50] SUSTAINABLE DESIGN APPROACH DECISIONS
[00:45:52] WERE WEIGHED AGAINST ENERGY
[00:45:53] EFFICIENCIES, MATERIALS, FINANCIAL
[00:45:56] SUSTAINABILITY AND TENANT IMPACT.
[00:45:58] COMMISSIONERS WERE VERY COMPLIMENTARY AT
[00:46:00] THE PROCESS AND CHOICE OF THE GREEN ROOF
[00:46:02] OPTION FOR THE WORLD TRADE CENTER WEST
[00:46:04] ROOF REPLACEMENT. THERE WERE NO
[00:46:06] COMMITTEE RECOMMENDATIONS TO THE
[00:46:08] COMMISSIONER AT THE FEBRUARY 15
[00:46:10] WATERFRONT AND INDUSTRIAL LANDS
[00:46:12] COMMITTEE MEETING CONVENED BY
[00:46:13] COMMISSIONER FELLEMAN AND HASEGAWA PORT
[00:46:16] STAFF PROVIDED BRIEFINGS ON THE CITY OF
[00:46:18] SEATTLE'S INDUSTRIAL LANDS POLICIES,
[00:46:20] THE PORT MORATORIUM OF UNDERSTANDING
[00:46:23] WITH THE SEATTLE AQUARIUM AND THE PUGET
[00:46:25] SOUND REGIONAL COUNCIL'S FORTHCOMING
[00:46:27] TRANSPORTATION PLAN. COMMISSIONERS
[00:46:29] FELLEMAN AND HASEGAWA PROVIDED POLICY
[00:46:31] GUIDANCE ON EACH TOPIC AND THERE WERE NO
[00:46:34] RECOMMENDATIONS TO THE COMMISSION. THIS
[00:46:37] CONCLUDES MY COMMITTEE REPORTS. THANK
[00:46:39] YOU.
[00:46:42] OKAY. THANK YOU. ERICA. ARE THERE ANY
[00:46:45] FOLLOW UP QUESTIONS FROM COMMISSIONERS
[00:46:47] REGARDING COMMITTEES? IF SO, PLEASE USE
[00:46:49] YOUR HAND RAISE TOOL. LET US KNOW.
[00:46:54] OKAY. AT THIS TIME,
[00:46:57] THE COMMISSION WILL NOW ACCEPT GENERAL
[00:46:59] PUBLIC COMMENT FROM THOSE WHO'VE SIGNED
[00:47:00] UP TO SPEAK ON ITEMS RELATED TO THE
[00:47:02] PORT. WRITTEN MATERIALS PROVIDED TO THE
[00:47:04] CLERK WILL BE INCLUDED IN TODAY'S
[00:47:06] MEETING RECORD. THE CLERK HAS A LIST OF
[00:47:08] THOSE PREPARED TO SPEAK. AS THE CLERK
[00:47:10] CALLS YOUR NAME, WE'LL OPEN THE LINE AND
[00:47:12] COMMENTERS WILL HAVE TO UNMUTE
[00:47:13] THEMSELVES. THEN PLEASE REPEAT YOUR NAME
[00:47:16] FOR THE RECORD. IF YOU'RE ON THE TEAM'S
[00:47:18] MEETING AND ARE ALSO STREAMING THE
[00:47:19] MEETING, PLEASE MUTE THE VIDEO STREAM TO
[00:47:22] AVOID FEEDBACK. THERE MAY BE A SHORT
[00:47:24] TIME LAG ON THE VIDEO STREAM. COMMENT
[00:47:27] TIME WILL BE LIMITED TO TWO MINUTES PER
[00:47:29] PERSON. CLERK HART, YOU PLEASE CALL THE
[00:47:31] FIRST SPEAKER. GO AHEAD AND
[00:47:35] GET THE TIMER UP HERE QUITE QUICKLY.
[00:47:39] AND OUR FIRST SPEAKER IS MICHELLE
[00:47:41] MANASSE.
[00:47:46] MICHELLE, IF YOU'RE ON THE TELEPHONE AT
[00:47:47] STAR SIX TO UNMUTE.
[00:47:55] OKAY, WE'LL COME BACK TO MICHELLE MOVING
[00:47:56] TO KATHY CASEY.
[00:48:00] THANK YOU, COMMISSIONER AND ADR STAFF.
[00:48:03] MY NAME IS KATHY CASEY, SMALL BUSINESS
[00:48:06] OWNER AT SEATAC AND FOUNDING MEMBER OF THE

[00:48:08] SEATAC. ON BEHALF OF THE SBA AC,
[00:48:12] WE WANT TO THANK LANCE LITTLE, DAWN
[00:48:14] HUNTER AND PORT LEADERSHIP FOR THE PORT
[00:48:16] OF SMALL, MINORITY AND WOMEN OWNED
[00:48:18] BUSINESSES DURING THESE UNPRECEDENTED
[00:48:21] PAST COUPLE OF YEARS. WE APPRECIATE THE
[00:48:24] TIME AND DEDICATION THAT THE ADR TEAM
[00:48:26] AND PORT LEADERSHIP HAS TAKEN TO ADDRESS
[00:48:28] THE CHALLENGING SITUATION OF BUILDING
[00:48:30] OUT SPACES AT SEA FOR EARLY LEASE GROUPS
[00:48:33] AND OUR APPRECIATIVE OF THE REMEDIES
[00:48:35] THAT ARE BEING PUT FORTH TODAY TO THE
[00:48:38] COMMISSION. AND WE ASK FOR YOUR SUPPORT,
[00:48:40] PLEASE. WE ARE ALSO EXCITED ABOUT THE
[00:48:43] CHANGES TO BUILD OUT PROCESSES MOVING
[00:48:45] FORWARD SO THAT SMALL, MINORITY AND
[00:48:47] WOMEN OWNED BUSINESSES CAN ACCURATELY BID
[00:48:50] ON NEW BUSINESS OPPORTUNITIES. THANK YOU
[00:48:53] SO MUCH, AND WE APPRECIATE ALL OF YOUR
[00:48:54] SUPPORT OF SMALL BUSINESS. HAVE A GREAT
[00:48:56] DAY. THANK YOU. THANK YOU. MS. CASEY.
[00:49:00] NEXT SPEAKER. YES,
[00:49:03] OUR NEXT SPEAKER. I DO SEE MICHELLE
[00:49:05] MANASSE ON THE PHONE. HI. DO YOU HEAR
[00:49:08] ME? WE CAN. YES. GREAT. SORRY ABOUT
[00:49:11] THAT. THIS IS MICHELLE MANASSE. I ALSO
[00:49:14] WOULD LIKE TO THANK AS A MEMBER OF THE
[00:49:17] FBA AC, I'D LIKE TO THANK THE ADR TEAM,
[00:49:20] PORT LEADERSHIP, INCLUDING LANCE AND
[00:49:22] DAWN, AND THE COMMISSION, FOR WORKING SO
[00:49:24] HARD TO SUPPORT THE PROPOSAL OF A THREE
[00:49:26] YEAR EXTENSION TO OUR LEASES. THIS WOULD
[00:49:29] HELP IMMENSELY TO MITIGATE THE COST
[00:49:30] OVERRUNS DURING OUR BUILD OUTS.
[00:49:33] REVIEWING THE PROCESS WILL ALSO HELP
[00:49:34] FUTURE BUILD OUT. THANK YOU SO MUCH FOR
[00:49:37] WORKING WITH THE SPOKESPEOPLE OF THE
[00:49:40] FBAAC TO ADDRESS THIS AND OTHER ISSUES
[00:49:43] THAT IMPACT SMALL, MINORITY AND WOMEN
[00:49:46] OWNED BUSINESSES.
[00:49:52] ALL RIGHT. THANK YOU. THANK YOU. MS.
[00:49:54] NANCY. YES. OUR NEXT SPEAKER IS IRIS
[00:49:57] ANTMAN.
[00:50:01] IRIS, IF YOU'RE ON A TELEPHONE, STAR SIX
[00:50:03] TO UNMUTE.
[00:50:08] YES. HI. GOOD AFTERNOON. MY NAME IS IRIS
[00:50:11] ANTMAN AND I'M A MEMBER OF SEATTLE AND
[00:50:13] CRUISE CONTROL, THE PORT MONIKER OF THE
[00:50:16] GREENEST PORT IN THE UNITED STATES,
[00:50:19] WHERE THIN WITH THE ANNOUNCEMENT OF 2022
[00:50:23] CRUISE SCHEDULE AND THE INCREASE FROM
[00:50:26] ABOUT 200 SAILINGS IN 2019 TO ABOUT
[00:50:29] 300 FOR THIS YEAR. THIS IS ASTONISHING
[00:50:33] AND FLIES IN THE FACE OF THE DIRE
[00:50:35] PREDICTIONS REPORTED IN LAST MONTH THE
[00:50:38] UNITED NATIONS REPORT FROM THE
[00:50:40] INTERGOVERNMENTAL PANEL ON CLIMATE
[00:50:42] CHANGE, WHICH CLEARLY STATED THAT THE
[00:50:44] INDICATORS OF THE CLIMATE CRISIS ARE
[00:50:47] WORSENING QUICKLY. THE PORT SAYS THAT
[00:50:51] CRUISE IS A CRITICAL PART OF OUR LOCAL
[00:50:53] AND REGIONAL ECONOMY. WE WON'T HAVE A
[00:50:56] LOCAL ECONOMY IF WE CONTINUE BUSINESS AS

[00:50:59] USUAL. IT IS TIME TO CONFRONT THIS
[00:51:01] BUSINESS AS USUAL MENTALITY IF WE ARE TO
[00:51:04] AVOID A COMPLETE UNRAVELING OF GLOBAL
[00:51:07] SOCIETY AND ECONOMICS WITHIN THIS
[00:51:09] CENTURY. MANY OF US AT THIS MEETING WILL
[00:51:13] DIE BEFORE THE WORST EFFECTS OF THE
[00:51:14] CLIMATE CRISIS IN SEATTLE. BUT WHAT
[00:51:17] ABOUT OUR CHILDREN AND GRANDCHILDREN?
[00:51:19] THEY WILL HAVE TO DEAL WITH DROUGHTS,
[00:51:21] HEATS, WILDFIRES AND FLOODING LEADING TO
[00:51:24] FOOD SCARCITY, CLIMATE MIGRANTS, WAR AND
[00:51:26] ENVIRONMENTAL DEVASTATION. WE CANNOT
[00:51:29] REVERSE THE TRAJECTORY WE'RE ON, BUT WE
[00:51:32] CAN SLOW IT DOWN AND POSSIBLY AVOID THE
[00:51:34] WORST CONSEQUENCES. HOWEVER, IF YOU
[00:51:37] CONTINUE TO IGNORE REALITY AND PRETEND
[00:51:40] NONESSENTIAL CRUISING IS A VIABLE
[00:51:42] BUSINESS, IF YOU CONTINUE PRETENDING
[00:51:45] EVERYTHING IS OKAY AND WE SHOULD JUST
[00:51:47] GET BACK TO NORMAL, HISTORY WILL NOT BE
[00:51:49] KIND TO YOU. YOUR KIDS AND GRANDKIDS
[00:51:52] WILL NOT UNDERSTAND WHY YOU CHOSE THE
[00:51:55] EASY PATH AND NOT THE ONE THAT HOPES TO
[00:51:58] ENSURE A LIVABLE FUTURE FOR THEM.
[00:52:01] I REALIZE THESE ARE NOT NECESSARILY
[00:52:04] ANALOGOUS SITUATIONS. EVEN SO, I MUST
[00:52:06] SAY THAT IF WE CAN STAND WITH UKRAINE
[00:52:09] AND EXPRESS SUCH SINCERE AND HEARTFELT
[00:52:12] CONCERN WITH THE GRAVITAS IT DESERVES,
[00:52:15] WHY CAN WE NOT COME TOGETHER TO DO WHAT
[00:52:18] NEEDS TO BE DONE AROUND THE CLIMATE
[00:52:20] CRISIS TO SAVE OUR PLANET AND ALL
[00:52:22] BEINGS? THANK YOU. THANK YOU, MS.
[00:52:25] HAMMOND. NEXT SPEAKER. YES. OUR NEXT
[00:52:28] SPEAKER IS PEGGY PRINCE.
[00:52:35] PEGGY. YES. WE HEAR YOU.
[00:52:39] HELLO. MY NAME IS PEGGY PRINCE. WHAT IS
[00:52:42] IT GOING TO TAKE? WHAT MORE DO YOU NEED
[00:52:44] TO KNOW BEFORE YOU CHANGE COURSE AND
[00:52:46] LIMIT THE PORT'S MOST SIGNIFICANT
[00:52:48] CONTRIBUTIONS TO FOSSIL FUEL EMISSIONS?
[00:52:52] AS IRIS JUST TOLD YOU LAST WEEK, THE
[00:52:54] INTERGOVERNMENTAL PANEL ON CLIMATE
[00:52:56] CHANGE DECLARED THAT HUMANS ARE HARMING
[00:52:58] THE PLANET FASTER THAN WE CAN ADOPT.
[00:53:01] UNLESS WE QUICKLY REDUCE FOSSIL FUEL
[00:53:04] CONSUMPTION, THE RESULTS WILL BE
[00:53:05] DISASTROUS. BUT ALSO LAST WEEK, THE PORT
[00:53:09] OF SEATTLE ANNOUNCED A DRAMATIC INCREASE
[00:53:11] IN CRUISE SHIP SAILINGS FROM 200 BEFORE
[00:53:14] THE PANDEMIC TO ALMOST 300 THIS YEAR.
[00:53:18] THROUGH DETAILED RESEARCH, SEATTLE
[00:53:20] CRUISE CONTROL HAS TERMINAL THAT IN
[00:53:22] 2019, CRUISE SHIPS AND THEIR ASSOCIATED
[00:53:24] FLIGHTS PRODUCED GREENHOUSE GAS
[00:53:26] EMISSIONS EQUAL TO ONE THIRD OF THE
[00:53:29] EMISSIONS PRODUCED BY THE ENTIRE CITY OF
[00:53:31] SEATTLE. OVER THE COURSE OF THE WHOLE
[00:53:33] YEAR, THAT WAS ABOUT 1.9 MILLION METRUCK
[00:53:37] TONS OF CO2 EQUIVALENTS. ADD TO THAT THE
[00:53:40] TOXIC AIR POLLUTION AND PARTICLES SULFUR
[00:53:43] AND NITROGEN, METALS LIKE LEAD,
[00:53:46] NICKEL AND ZINC THAT DRIFT FROM THE

[00:53:48] SHIPS INTO OUR NEIGHBORHOODS PLUGGING
[00:53:51] INTO SHORE PIER WHEN DOCKED, AVERTS A
[00:53:54] SMALL FRACTION LESS THAN HALF OF 1% OF
[00:53:58] SHIPPING MISSIONS, YOU ARE IN A PIVOTAL
[00:54:00] POSITION. YOU CAN MAKE POLICY CHANGES
[00:54:03] THAT COUNT. FOR EXAMPLE, YOU CAN REDUCE,
[00:54:06] NOT EXPAND, CRUISE TRAVEL THROUGH
[00:54:08] SEATTLE. LIMITING THE SIZE OR NUMBER OF
[00:54:11] THESE NON ESSENTIAL VESSELS WILL GO A
[00:54:13] LONG WAY TOWARD YOUR GOAL OF BEING THE
[00:54:15] GREENEST PORT IN NORTH AMERICA.
[00:54:20] THANK YOU. THANK YOU, MS. PRINCE.
[00:54:23] NEXT SPEAKER, CLERK HART. YES. OUR NEXT
[00:54:25] SPEAKER IS LISA LUCHAO. HELLO.
[00:54:29] I WOULD LIKE TO JOIN MY FELLOW MEMBERS
[00:54:31] OF THE SEATAC AND THANK LANCE
[00:54:35] DON AND THE POOR LEADERSHIP WHO HAVE
[00:54:37] WORKED SO HARD ON THE RECOMMENDATION IN
[00:54:39] FRONT OF THE COMMISSIONERS AND ALSO
[00:54:41] THANK THE COMMISSIONERS FOR THEIR
[00:54:43] SUPPORT IN ADVANCE OF THE RECOMMENDATION
[00:54:45] AND FOR FUTURE ISSUES THAT IMPACT SMALL,
[00:54:49] MINORITY AND WOMEN OWNED BUSINESSES.
[00:54:51] THANK YOU VERY MUCH FOR YOUR
[00:54:52] CONSIDERATION. THANK YOU, MS.
[00:54:56] LUCHA. CLERK HART, SPEAKER.
[00:54:58] YES. OUR NEXT SPEAKER IS DAVID GOBLE.
[00:55:04] HI, THIS IS DAVID GOBLE. I'M THE
[00:55:06] PRESIDENT OF THE FIVE ONE C, THREE
[00:55:08] VASHON. FIRST GUYS, AND FIRST JUST WANT
[00:55:10] TO SAY THE SHOCKING HORRIBLE STUFF, BUT
[00:55:12] WHAT WE SEE HAPPENING IN UKRAINE IS
[00:55:13] REALLY A SOBERING REMINDER THAT LIBERTY
[00:55:16] AND FREEDOM AREN'T THE NATURAL
[00:55:17] TRAJECTORIES OF GOVERNMENT, THE EASIER
[00:55:19] TRAJECTORIES OF GOVERNMENT. WE SEE WHAT
[00:55:20] THEY ARE LOOKING AT RUSSIA. THAT'S WHAT
[00:55:23] HAPPENS NATURALLY. AND SO NOT LOSING
[00:55:25] WHAT YOU HAVE REQUIRES CONSTANT
[00:55:26] DILIGENCE AND WORK. AND JUST A GENERAL
[00:55:28] OBSERVATION. IT SEEMS LIKE THE PEOPLE
[00:55:30] WHO MOST CRAVE POWER ARE THE WORST ONES
[00:55:32] TO WIELD IT. SWITCHING TO PLAIN NOISE AT
[00:55:35] LEAST THREE OF YOU ARE AWARE ABOUT. TWO
[00:55:36] YEARS AGO, THE PORT PURCHASED FOUR
[00:55:37] PORTABLE NOISE MONITORS TO AUGMENT ITS
[00:55:39] SYSTEM OF 24 PERMANENT NOISE AND
[00:55:41] LETTERS, AND THEY CAME INTO SERVICE
[00:55:42] ABOUT A LITTLE OVER A YEAR AGO. THREE OF
[00:55:44] THESE NOISE MONITORS HAVE BEEN USED 67,
[00:55:45] 62, AND 78 DAYS RESPECTIVELY,
[00:55:48] OR BETWEEN TWO AND THREE MONTHS, BUT
[00:55:50] HAVE OTHERWISE BEEN IDLE. THE FOURTH
[00:55:52] MONITOR HAS BEEN DEPLOYED ON BACHELOR
[00:55:53] ISLAND FOR THE PAST YEAR. I AM STILL
[00:55:55] WORKING ON A FULL REPORT ON THE RESULTS
[00:55:57] OF THAT. MODERN ARE NOT DONE YET. FAIR
[00:55:59] SKY IS NOT MY FULL TIME JOB, EVEN THOUGH
[00:56:01] IT FEELS LIKE IT SOMETIMES. MY FULL TIME
[00:56:02] JOB IS KEEPING MICROSOFT AZURE UP AND
[00:56:03] ADDING NEW FEATURES TO IT. WHILE OUR
[00:56:05] REQUEST IS STILL FOR TWO PERMANENT NOISE
[00:56:07] MONITORS ON VASHON ISLAND TO ADD TO THE

[00:56:09] EXISTING SYSTEM OF 24 PERMANENT NOISE
[00:56:11] MONITORS. AT THE LEAST, WE ASK THAT THE
[00:56:13] CURRENTLY DEPLOYED PORTABLE NOISE
[00:56:15] MONITORING NOT BEING REMOVED FOR TWO
[00:56:16] REASONS. ONE, IN THE MONTH OF JANUARY,
[00:56:18] 60% OF NOISE COMPLAINTS RECEIVED BY THE
[00:56:20] PORT AND 25% OF UNIQUE COMPLAINING
[00:56:22] HOUSEHOLDS WERE FROM VASHON ISLAND
[00:56:24] RESIDENTS IN A RURAL AREA. VASHON ISLAND
[00:56:26] IS PARTICULARLY SEVERELY IMPACTED BY THE
[00:56:28] NEW HYPERFOCUSED NEXTGEN FLIGHT PATHS
[00:56:30] AND PROCEDURES. TWO, THE OTHER THREE
[00:56:32] PORTABLE NOISE MONITORS HAVE BEEN LIGHTLY
[00:56:34] USED AND MOREOVER, HAVE BEEN IDLE SINCE
[00:56:36] FEBRUARY, MAY, AND OCTOBER,
[00:56:38] RESPECTIVELY. CONSIDERING THAT VASHON
[00:56:40] ISLAND IS THE COMMUNITY MOST FREQUENTLY
[00:56:42] AND PERSISTENTLY EXPRESSING THEIR
[00:56:43] FRUSTRATION, DESPAIR TO THE PORT DUE TO
[00:56:45] THE NEW NEXT GEN NOISE AND THERE IS
[00:56:48] APPARENTLY LITTLE DEMAND FOR THESE
[00:56:49] PORTABLE MONITORS, WE ASK YOU TO EXTEND
[00:56:51] THE VASHON ISLAND DEPLOYMENT, HOPEFULLY
[00:56:53] UNTIL THE PROPOSED PERMANENT NOISE
[00:56:56] MONITORS COME ONLINE. THANK YOU VERY
[00:56:58] MUCH. THANK YOU, MR. GOBBLE. NEXT
[00:57:02] SPEAKER, CLERK HARY. YES. OUR NEXT SPEAKER IS
[00:57:05] CHONG PACK. GOOD AFTERNOON,
[00:57:09] COMMISSIONERS FOR EXECUTIVES AND PORT
[00:57:11] STAFF. MY NAME IS CHONG PACK. I AM THE
[00:57:13] GENERAL MANAGER OF PALINO, LOCATED IN
[00:57:15] THE CENTRAL TERMINAL. I'M HERE TODAY ON
[00:57:18] BEHALF OF MY TEAM AND POLINO TO THANK
[00:57:19] YOU FOR YOUR LEADERSHIP, COLLABORATION,
[00:57:21] AND PARTNERSHIP TO HELP US DEAL WITH THE
[00:57:24] IMPACT OF COVID AND ALL OTHER CHALLENGES
[00:57:26] OPERATING HERE AT THE PORT. THE AGENDA
[00:57:29] ITEM UNDER CONSIDERATION TODAY TO
[00:57:31] ADDRESS THE EXORBITANT COST OF FACILITY
[00:57:33] BUILD OUT IS BOTH PRIME EXAMPLE OF
[00:57:35] RESULT OF THAT COLLABORATION AND
[00:57:38] PARTNERSHIP. AGAIN, MY TEAM AND I
[00:57:40] APPRECIATE YOUR SUPPORT AND REMAIN
[00:57:41] COMMITTED TO PROVIDING OUTSTANDING FOOD
[00:57:43] AND HOSPITALITY TO ALL OUR GUESTS.
[00:57:45] THANK YOU VERY MUCH. THANK YOU, MR.
[00:57:48] PACK. NEXT SPEAKER, CLERK HART. YES. THE NEXT
[00:57:51] SPEAKER IS ROB BENT.
[00:57:55] THANK YOU. DEAR PORT COMMISSIONER, MY
[00:57:58] NAME IS ROB BENT AND I REPRESENT THE
[00:57:59] DEFENDERS OF NORTH SEA TAC PARK. I'M
[00:58:02] HERE TODAY TO SPEAK AGAINST COMMERCIAL
[00:58:03] DEVELOPMENT WITHIN THE PARK AND ACT IN
[00:58:05] DIRECT OPPOSITION TO THE PORT'S
[00:58:07] RESPONSIBILITIES AND ITS OWN COMMITMENTS
[00:58:09] TO THE HIGHLY IMPACTED COMMUNITIES
[00:58:11] SURROUNDING SEATAC AIRPORT. RESEARCH FROM
[00:58:13] THE UNIVERSITY OF WASHINGTON
[00:58:15] DEMONSTRATED THAT PEOPLE LIVING NEAR THE
[00:58:16] AIRPORT ARE EXPOSED TO A DISTINCTIVE
[00:58:18] STEW OF ULTRAFINE JET EXHAUST PARTICLES
[00:58:22] LINKED TO THE DEVELOPMENT OF CANCERS,
[00:58:24] HEART DISEASE, AND LUNG DYSFUNCTION.

[00:58:26] ONE SEATAC RESIDENT TOLD KOMO NEWS THAT,
[00:58:28] QUOTE, THERE'S THIS GUNK, THIS OILY FILM
[00:58:31] THAT I HAVE TO CLEAN OFF MY HOUSE, MY
[00:58:33] CAR AND BOAT. IT'S COMING FROM THE
[00:58:35] PLANES. COMMUNITIES WITHIN 10 MILES OF
[00:58:38] THE PORT EXPERIENCE DISPROPORTIONATE
[00:58:40] NEGATIVE HEALTH IMPACTS, LITERALLY FROM
[00:58:42] BIRTH UNTIL DEATH, HIGHER RATES OF
[00:58:44] PREMATURE AND LOW WEIGHT BIRTHS, HIGHER
[00:58:46] HOSPITALIZATIONS FOR ASTHMA, STROKE,
[00:58:49] COPD, AND DIABETES, AND LOWER LIFE
[00:58:51] EXPECTANCY THAN THE REST OF KING COUNTY.
[00:58:54] THE PORT STATED TO THE FAA THAT THE
[00:58:56] PARK'S PURPOSE IS TO COMPENSATE THE
[00:58:58] AREA'S RESIDENCE FOR CUMULATIVE AIRPORT
[00:59:00] IMPACTS. TREES, ESPECIALLY MATURE,
[00:59:04] LARGE DIAMETER TREES, ARE KEY TO
[00:59:06] CONTROLLING THOSE IMPACTS. NOW,
[00:59:08] HOWEVER, BOTH THE PORT SUSTAINABLE
[00:59:11] AIRPORT MASTER PLAN AND THE REAL ESTATE
[00:59:13] STRATEGIC PLAN AIM TO COMMERCIALY
[00:59:14] DEVELOP OVER 100 ACRES OF TREE COVERED
[00:59:17] LAND IN THIS COMMUNITY, OVER 30 ACRES
[00:59:19] WITHIN THE PARK ITSELF, INCLUDING
[00:59:21] DIRECTLY ADJACENT TO TUB LAKE, A
[00:59:23] REGIONAL NATURAL WONDER THAT MAY BE THE
[00:59:25] ONLY TRUE BOG LEFT IN SEATTLE.
[00:59:28] COMMERCIAL DEVELOPMENT WITHIN THE PARK
[00:59:29] WOULD BE A DEEP BETRAYAL OF THE
[00:59:31] COMMUNITY AND REPRESENT TRULY OUT OF
[00:59:33] TOUCH, RECKLESS MANAGEMENT OF THE PARK'S
[00:59:35] EXCEEDINGLY VALUABLE NATURAL RESOURCE
[00:59:37] INFRASTRUCTURE. WE WILL HOLD YOU
[00:59:39] ACCOUNTABLE TO YOUR COMMITMENTS TO THE
[00:59:41] PEOPLE OF SEATAC AND TO THE ENVIRONMENTAL
[00:59:43] AND SOCIAL JUSTICE REQUIREMENTS PLACED
[00:59:45] UPON THE PORT BY STATE AND FEDERAL
[00:59:47] AGREEMENTS AND MANDATES. LEAVE THIS PARK
[00:59:49] AS A PARK IN PERPETUITY FOR THE PEOPLE.
[00:59:52] THANK YOU. THANK YOU, MR. BENT.
[00:59:55] NEXT SPEAKER? YES. OUR NEXT SPEAKER IS
[00:59:58] JORDAN VANBOOST.
[01:00:06] JORDAN DIRECTOR, COMMISSIONER AND PORT
[01:00:09] STAFF. MY NAME IS JORDAN VANBOOST. I COME
[01:00:12] IN THE PORT OF SEATTLE FOR ITS
[01:00:13] SOLIDARITY STATEMENT WITH UKRAINE. WAR
[01:00:16] IS A TRAGEDY EVERYWHERE AND WE MUST ALL
[01:00:19] DO WHATEVER WE CAN TO HEAL THE ROOTS OF
[01:00:21] CONFLICT. WHICH BRINGS ME TO YACHTS AND
[01:00:24] CRUISE SHIPS. THE BIDEN ADMINISTRATION
[01:00:26] IN EUROPE HAVE TARGETED MEGA YACHTS
[01:00:29] OWNED BY BILLIONAIRES FOR THEIR
[01:00:30] CONNECTION TO PUTIN. WHAT ABOUT YACHTS
[01:00:32] OWNED BY WESTERN BILLIONAIRES, SOME OF
[01:00:34] WHICH HAVE AN ANNUAL CARBON FOOTPRINT
[01:00:36] SEVERAL TIMES OUT OF A BOEING 747? WHY
[01:00:39] NOT CONFISCATE AND BAN ALL SUPER YACHTS
[01:00:42] DUE TO THEIR WAR ON THE PLANET? THE PORT
[01:00:45] OF SEATTLE PLANS 296 CRUISE SHIP
[01:00:47] SAILINGS THIS YEAR. WE ARE TOLD, WITH
[01:00:49] LITTLE EVIDENCE, THAT THESE BRING
[01:00:51] WONDERFUL BENEFITS TO THE LOCAL ECONOMY.
[01:00:53] THOSE STUDIES HAVE REPEATEDLY SHOWN THAT

[01:00:56] THESE BENEFITS ARE USUALLY OVERSTATED.
[01:00:58] THE RECENTLY COMPLETED LAUREATE STUDY
[01:01:00] SUMMARIZING 40 YEARS OF PEER REVIEWED
[01:01:03] ARTICLES ON THE HARMS OF CRUISE TOURISM
[01:01:05] HAD THIS TO SAY. OVERALL, WE CAN
[01:01:07] CONCLUDE THAT CRUISE TOURISM IS A
[01:01:09] MARITIME ACTIVITY, CAUSING MAJOR IMPACTS
[01:01:12] ON THE ENVIRONMENT AND HUMAN HEALTH AND
[01:01:14] WELL BEING, WITH MOST LIKELY SMALL AND
[01:01:16] DOUBTFUL LOCAL ECONOMIC BENEFITS WHEN
[01:01:19] NEGATIVE EXTERNALITIES ARE MONITORED AND
[01:01:21] DISCLOSED. CRUISE IS THE MOST
[01:01:23] ENVIRONMENTALLY HARMFUL SECTOR OF THE
[01:01:25] TRAVEL INDUSTRY. WE ARE ALMOST OUT OF
[01:01:27] TIME TO AVERT ECOLOGICAL CATASTROPHE.
[01:01:30] PLANS NEED TO BE MADE FOR ADJUST
[01:01:32] TRANSITION SO THAT AFFECTED WORKERS AND
[01:01:34] BUSINESSES CAN ADAPT TO A BUSINESS MODEL
[01:01:37] THAT DOESN'T DESTROY THE ECOSYSTEM OR
[01:01:39] ADVERSELY IMPACT HUMAN LIVES. I'D LIKE
[01:01:42] TO ACKNOWLEDGE AND THANK COMMISSIONER
[01:01:43] HASEGAWA FOR RECENTLY STATING THAT
[01:01:45] CRUISE AS A REGIONAL BENEFIT IS
[01:01:47] DEBATABLE. THERE NEEDS TO BE A DEEPER
[01:01:49] DISCUSSION OF CRUISES COSTS AS WELL AS
[01:01:52] ITS BENEFITS. WE NEED TO RAMP UP PLANS
[01:01:54] FOR ADJUST TRANSITION, NOT CELEBRATING
[01:01:57] RECORD NUMBERS OF CRUISE PASSENGERS IN A
[01:01:59] CORRESPONDINGLY HUGE INCREASE IN
[01:02:01] GREENHOUSE GASES. THANK YOU.
[01:02:05] THANK YOU, MR. VANVOST. AND FINALLY,
[01:02:10] CLERK HART, PLEASE CALL OUR LAST SPEAKER.
[01:02:12] AYES. OUR LAST SPEAKER TODAY WHO HAS
[01:02:14] SIGNED UP IS NOW AMY MAXWELL.
[01:02:22] HELLO. THANK YOU SO MUCH FOR TAKING MY
[01:02:24] COMMENTS. JUST TO DIVERGE VERY BRIEFLY
[01:02:25] FROM MY TOPIC OF THE DAY, I WANT TO
[01:02:27] THANK THE PORT FOR MOBILIZING TO SUPPORT
[01:02:29] THE UKRAINIAN PEOPLE AND CAUSE AND FOR
[01:02:32] THE MOVING PRESENTATION TODAY. I ALSO
[01:02:34] WANT TO THANK THE PORT ON MY TOPIC OF
[01:02:36] THE DAY ALL THOSE WHO STOOD AGAINST
[01:02:39] PUTTING AN ELEVEN ACRE AIRPORT EMPLOYEE
[01:02:41] PARKING LOT IN NORTH SEATAC PARK LAST
[01:02:43] SUMMER. I'M HERE AS A DEFENDER OF NORTH
[01:02:45] SEATAC PARK TO ASK YOU, PLEASE KEEP THIS
[01:02:48] PARK WHOLE. PROTECT THE FORESTED LAND IN
[01:02:50] OUR COMMUNITY. YOUR MATERIALS TODAY
[01:02:52] SHOULD CONTAIN A MORE IN DEPTH LETTER
[01:02:54] FROM ME AND A COPY OF OUR GROUP'S
[01:02:56] COMMUNITY FOREST CONSENSUS. THE
[01:02:58] CONSENSUS CALLS FOR SECURING NORTH
[01:03:00] SEATAC PARK AS A PARK IN PERPETUITY,
[01:03:02] HALTING DEFORESTATION BY THE PORT WITHIN
[01:03:05] 2 MILES OF THE AIRPORT, AND FOR A
[01:03:07] COMPREHENSIVE PLAN TO RESTORE AND EXPAND
[01:03:10] OUR NEAR AIRPORT FOREST. I UNDERSTAND
[01:03:13] THE COMPLETION OF AN INVENTORY OF LAND
[01:03:14] WHERE THE PORT PROPOSES COMMERCIAL
[01:03:16] DEVELOPMENT INSIDE THE PARK IS EXPECTED
[01:03:18] THIS MONTH. REGARDLESS OF THAT
[01:03:20] INVENTORY'S FINDINGS, IT WOULD BE A
[01:03:21] TERRIBLE MISTAKE TO DESTROY DOZENS OF

[01:03:24] AYES OF TREES IN THIS COMMUNITY, WHERE
[01:03:26] THE HEALTH DEPARTMENT RECOMMENDS
[01:03:27] INCREASING TREE COVERAGE TO PROTECT US
[01:03:29] FROM EXPOSURE TO AIRPORT POLLUTION THAT
[01:03:31] IS SHORTENING OUR LIVES AND CAUSING
[01:03:33] BABIES TO BE BORN PREMATURELY AND
[01:03:35] UNDERWEIGHT. DOING THIS IN A CLIMATE
[01:03:37] EMERGENCY AND IN NEIGHBORHOODS WITH HIGH
[01:03:39] LEVELS OF ENVIRONMENTAL HEALTH
[01:03:40] DISPARITIES WOULD MAKE THIS SO MUCH
[01:03:42] WORSE. SO WOULD THE PROXIMITY OF THIS
[01:03:44] PROPOSED DEVELOPMENT TO CREEK WETLANDS
[01:03:45] AND TUB LAKE, WHICH ENJOYS SPECIAL
[01:03:47] PROTECTION AS A SPHAGNUM BOG. THIS PARK
[01:03:51] WAS ESTABLISHED AT COMPENSATE AREA
[01:03:52] RESIDENTS FOR CUMULATIVE AIRPORT
[01:03:54] IMPACTS. DEVELOPING IT WOULD BE A
[01:03:55] SPECIAL FLAVOR OF BETRAYAL BY THE PORT
[01:03:58] OF SEATTLE OF THE PEOPLE IN THIS
[01:04:00] COMMUNITY. THE PORT SHOULD HONOR ITS
[01:04:02] COMMITMENT TO BE ACCOUNTABLE FOR
[01:04:03] EQUITABLE POLICIES, QUOTE UNQUOTE, THAT
[01:04:05] ENSURE RACIAL, SOCIAL AND ENVIRONMENTAL
[01:04:07] JUSTICE. IT SHOULD HONOR THE COMMITMENT
[01:04:09] IT MADE AS A SIGNATORY TO THE KING
[01:04:11] COUNTY CITY'S CLIMATE COLLABORATION TO
[01:04:12] PROTECT FORESTS AND REDUCE SPRAWL. YOU,
[01:04:15] AS COMMISSIONER, CAN REQUIRE THE PORT
[01:04:17] STAFF PROPERLY VALUE OUR LIFE SAVING
[01:04:20] TREES AND GREEN SPACE AS THE CRITICAL
[01:04:22] INFRASTRUCTURE THEY ARE, ESPECIALLY AS
[01:04:24] OUR POPULATION GROWS AND CLIMATE IMPACTS
[01:04:26] WORSE. AND THANK YOU VERY MUCH.
[01:04:30] THANK YOU, MS. MAXWELL. YOU TAUGHT ME A
[01:04:32] NEW WORD TODAY. SPHAGNUM LOOK. THAT ONE
[01:04:34] UP. SPHAGNUM COOL PREHISTORIC CLUB.
[01:04:38] LOVE IT. OKAY, THAT CONCLUDES OUR SIGN
[01:04:41] UPS FOR TODAY. IS THERE ANYONE ELSE
[01:04:43] PRESENT WHO DIDN'T SIGN UP BUT WHO
[01:04:45] WISHES TO ADDRESS THE COMMISSION? IF SO,
[01:04:47] PLEASE STATE YOUR NAME AND SPELL IT FOR
[01:04:50] THE RECORD.
[01:04:56] OKAY. HEARING? NONE AT THIS TIME. I'LL
[01:04:59] ASK THE CLERK TO PLEASE GIVE A SYNOPSIS
[01:05:01] OF ANY WRITTEN COMMENTS THAT WE'VE
[01:05:02] RECEIVED. THANK YOU, MR. COMMISSION
[01:05:05] PRESIDENT. WE HAVE RECEIVED THREE
[01:05:07] WRITTEN COMMENTS FOR TODAY'S MEETING.
[01:05:09] THE FIRST COMES FROM MEGAN COGAT,
[01:05:11] WRITING TO ASK THE PORT TO MAKE
[01:05:12] PROGRESSIVE CHOICES REGARDING ALL
[01:05:14] UNDEVELOPED LAND AROUND THE AIRPORT,
[01:05:16] ESPECIALLY PARKLAND, TO CONSIDER
[01:05:18] ENVIRONMENTAL JUSTICE AND AIRPORT
[01:05:20] COMMUNITIES, AND TO EXPRESS HOPE THAT
[01:05:22] THE PORT REAL ESTATE STRATEGIC PLAN DOES
[01:05:24] NOT SUPERSEDE ENVIRONMENTAL JUSTICE AND
[01:05:26] CLIMATE CHANGES. CONCERNS REGARDING
[01:05:28] NORTH SEA TACK PARK. AND THEN WE DID
[01:05:30] RECEIVE WRITTEN COMMENTS SUPPORTING
[01:05:33] SPOKEN COMMENTS FOR BOTH JORDAN VANVOST
[01:05:35] AND KNOW AMY MAXWELL. AND THAT CONCLUDES
[01:05:37] OUR WRITTEN COMMENTS RECEIVED TODAY.

[01:05:40] THANK YOU, CLERK HART. THIS TIME HEARING
[01:05:43] NO FURTHER PUBLIC TESTIMONY, WE WILL
[01:05:44] MOVE TO THE CONSENT AGENDA. ITEMS ON THE
[01:05:48] CONSENT AGENDA ARE CONSIDERED ROUTINE
[01:05:49] AND WILL BE ADOPTED BY ONE MOTION.
[01:05:52] ITEMS REMOVED FROM THE CONSENT AGENDA
[01:05:54] WILL BE CONSIDERED SEPARATELY
[01:05:55] IMMEDIATELY AFTER THE ADOPTION OF THE
[01:05:57] REMAINING CONSENT AGENDA ITEMS. AT THIS
[01:06:00] TIME, THE CHAIR WILL ENTERTAIN A MOTION
[01:06:02] TO APPROVE THE CONSENT AGENDA COVERING
[01:06:04] ITEMS EIGHT A, EIGHT B, EIGHT,
[01:06:20] EIGHT O, AND EIGHT R HAVE BEEN REMOVED
[01:06:21] FROM THE CONSENT AGENDA AND WILL BE
[01:06:23] IMMEDIATELY ADDRESSED AFTER THE
[01:06:24] REMAINING CONSENT AGENDA ITEMS HAVE BEEN
[01:06:26] APPROVED. IS THERE A MOTION? IN A
[01:06:29] SECOND.
[01:06:34] THANK YOU. THE MOTION WAS MADE IN
[01:06:35] SECOND. COMMISSIONER, PLEASE SAY
[01:06:39] AYE OR NAY WHEN YOUR NAME IS CALLED.
[01:06:43] AND WE'LL BEGIN WITH COMMISSIONER
[01:06:44] MOHAMED FOR APPROVAL OF THE CONSENT
[01:06:46] AGENDA. AYE. THANK YOU,
[01:06:49] COMMISSIONER HASEGAWA. AYE. THANK YOU,
[01:06:52] COMMISSIONER FELLEMAN. AYE. THANK YOU,
[01:06:55] COMMISSIONER CHO. AYE. THANK YOU. AND
[01:06:58] COMMISSIONER CALKINS. AYE. THANK YOU.
[01:07:01] THERE ARE FIVE AYES AND ZERO NAYS FOR
[01:07:03] THIS ITEM. TERRIFIC. AND WITH THAT, I
[01:07:06] CAN SEND AGENDA PASSES. OKAY. AT THIS
[01:07:10] TIME, WE WILL RETURN
[01:07:13] TO THE FIRST ITEM THAT WAS PULLED INTO
[01:07:16] THE RECORD. SO THAT IS ITEM EIGHT O.
[01:07:19] EXECUTIVE DIRECTOR METRUCK, CAN YOU
[01:07:21] INTRODUCE THE ITEM, PLEASE? MR.
[01:07:23] COMMISSION PRESIDENT, LET ME GO AHEAD
[01:07:24] AND READ IT INTO THE RECORD. THANK YOU.
[01:07:27] THANK YOU. THIS IS ITEM 80, ADOPTION OF
[01:07:29] THE 2022 LOCAL AND REGIONAL GOVERNMENT
[01:07:31] POLICY PRIORITIES FOR STAFF TO ENGAGE
[01:07:34] WITH LOCAL AND REGIONAL OFFICIALS AND
[01:07:36] OTHER PARTNERS IN SUPPORT OF THESE
[01:07:38] PRIORITIES.
[01:07:42] COMMISSIONER, YOU RECEIVED A BRIEFING ON
[01:07:44] THIS ITEM AT THE LAST COMMISSION
[01:07:45] MEETING, AND WE'VE INCORPORATED YOUR
[01:07:47] FEEDBACK INTO THE DOCUMENT THAT YOU HAVE
[01:07:49] BEFORE YOU. I UNDERSTAND THERE MAY BE AN
[01:07:50] ADDITIONAL CHANGE HERE, AND THAT'S WHY
[01:07:52] IT WAS PULLED, BUT WE URGE YOUR ADOPTION
[01:07:55] OF THIS ONCE YOU FINISH YOUR WORK.
[01:07:59] WE ALSO HAVE HERE AVAILABLE AS DAVE
[01:08:00] KAPLAN TO ANSWER ANY QUESTIONS.
[01:08:04] OKAY. COMMISSIONER FELLEMAN, YOU HAD
[01:08:07] SUGGESTED AMENDMENT FOR THIS, AND SO
[01:08:10] I TURN THE FLOOR TO YOU.
[01:08:14] THANK YOU VERY MUCH. COMMISSION
[01:08:16] PRESIDENT CALKINS. I JUST WANTED TO,
[01:08:20] IN GENERAL, MAKE A POINT OF THE FACT
[01:08:22] THAT CONTINUING COLLABORATION WITH KING
[01:08:24] COUNTY IN PARTICULAR, IS VERY IMPORTANT
[01:08:26] TO ME, AND THE MORE OPPORTUNITIES WE

[01:08:28] HAVE TO POINT THAT OUT, AND I THINK
[01:08:30] WE'VE BEEN MAKING GREAT STRIDES TO THAT
[01:08:32] END. ONE PARTICULAR PROJECT THAT WE'RE
[01:08:35] WORKING ON THAT I'M PARTICULARLY EXCITED
[01:08:37] ABOUT IS THE COLLABORATIVE FUNDING OF A
[01:08:40] STUDY TO LOOK AT MUNICIPAL SOLID WASTE
[01:08:43] FOR THE CREATION OF SUSTAINABLE AVIATION
[01:08:46] JET FUEL. AND SO THE LAST ITEM ON
[01:08:55] THIS PAGE, LET ME JUST
[01:08:58] SEE HERE. I'LL REFER YOU TO THE PAGE.
[01:09:02] I'M SORRY, I DIDN'T HAVE IT RIGHT HERE,
[01:09:05] ESPECIALLY NOT THE LAST PAGE. IT IS
[01:09:10] RIGHT HERE. IT'S ON PAGE THREE OF ELEVEN
[01:09:14] FOR THIS ITEM. AND ALL IT
[01:09:18] DOES IS INSERT AT THE LAST LINE OF
[01:09:24] THAT PARAGRAPH ON CLIMATE
[01:09:27] AND MARITIME MARITIME CLIMATE
[01:09:31] AND AIR ACTION PLAN M CAP,
[01:09:34] WE INSERT AS WELL
[01:09:38] AS SUPPORT FOR OUR PARTNERSHIP WITH KING
[01:09:40] COUNTY ON THE MUNICIPAL SOLID WASTE
[01:09:43] STUDY. SO, FRED, WITH THAT, I'M GOING
[01:09:47] TO ASK THAT YOU MOVE THE MAIN MOTION SO
[01:09:49] THAT WE CAN THEN MAKE AN AMENDMENT TO
[01:09:52] THAT MOTION. THE MAIN MOTION BEING THE
[01:09:55] ADOPTION OF THE 2022 LOCAL AND REGIONAL
[01:09:57] GOVERNMENT POLICY PRIORITIES.
[01:10:00] YES. SO MOVED. IS THERE A SECOND?
[01:10:08] THANK YOU, COMMISSIONER CHOL. AND NOW,
[01:10:11] COMMISSIONER FELLEMAN, IF YOU WOULD LIKE
[01:10:13] TO PROPOSE THE AMENDMENT.
[01:10:18] YES, I WAS MISTAKEN. IT IS ON PAGE
[01:10:21] ELEVEN RIGHT BEFORE ADDRESSING
[01:10:24] HOMELESSNESS. WE JUST ADD TO THE END OF
[01:10:28] THAT PARAGRAPH ABOVE THAT IT SAYS
[01:10:30] SUPPORT FOR POLICY MEASURES THAT
[01:10:33] EQUITABLY ACCELERATE THE TRANSITION TO
[01:10:36] CLEANER ENERGY SOURCES FOR THE MARITIME
[01:10:39] INDUSTRY, AS WELL AS SUPPORT FOR OUR
[01:10:42] PARTNERSHIP WITH KING COUNTY ON THE
[01:10:45] MUNICIPAL SOLID WASTE STUDY. SO STARTING
[01:10:50] AT AS WELL AS IS THE SIMPLE,
[01:10:53] I HEAR THAT AS A MOTION TO AMEND WITH
[01:10:55] THAT ADDITION. IS THERE A SECOND?
[01:11:00] 2ND. THANK YOU FOR THE SECOND.
[01:11:03] COMMISSIONER MOHAMED. AT THIS
[01:11:07] TIME, THE MAIN MOTION AND PRIMARY
[01:11:10] AMENDMENT ARE ON THE FLOOR. SO,
[01:11:12] COMMISSIONERS, PLEASE UNMUTE YOURSELF
[01:11:14] FOR QUESTIONS AND COMMENTS. WE'LL BEGIN
[01:11:17] WITH COMMISSIONER MOHAMED.
[01:11:22] NO COMMENTS ON THIS. CLERK HART, YOU CAN
[01:11:25] CONTINUE THE ROLL. THANK YOU.
[01:11:27] COMMISSIONER HASEGAWA. NO QUESTIONS OR
[01:11:30] COMMENTS. THANK YOU, MR. FELLEMAN.
[01:11:34] NO FURTHER QUESTIONS OR COMMENTS. THANK
[01:11:37] YOU, COMMISSIONER CHO ME. THANK YOU.
[01:11:39] THANK YOU. COMMISSIONER CALKINS. NONE
[01:11:42] FOR ME EITHER. THANK YOU.
[01:11:45] OKAY. BARRING ANY FURTHER DISCUSSION ON
[01:11:49] THE PRIMARY AMENDMENT, WE WILL MOVE
[01:11:53] FORWARD FOR A VOTE ON THE AMENDMENT.
[01:11:55] SO, COMMISSIONERS, PLEASE SAY I OR NAY

[01:11:57] WHEN YOUR NAME IS CALLED FOR THE VOTE ON
[01:12:00] THE PRIMARY AMENDMENT BEGINNING WITH
[01:12:01] COMMISSIONER MOHAMED AYE.
[01:12:05] YOU. COMMISSIONER HASEGAWA. AYE. THANK
[01:12:08] YOU. COMMISSIONER FELLEMAN. AYE. THANK
[01:12:10] YOU. COMMISSIONER CHO. AYE. THANK YOU.
[01:12:13] COMMISSIONER CALKINS. AYE. THANK YOU.
[01:12:16] THERE ARE FIVE AYES AND ZERO A FOR THIS
[01:12:18] ITEM. ALRIGHT. THE AMENDMENT PASSES.
[01:12:21] IS THERE ANY FURTHER DISCUSSION ON THE
[01:12:23] MAIN MOTION AS AMENDED? PLEASE USE THE
[01:12:25] HANDRAISE TOOL IF SO,
[01:12:28] AND I DO NOT SEE ANY HANDS RAISED
[01:12:30] CURRENTLY. OKAY, GO AHEAD AND CLERK HART
[01:12:32] AND CALL THE ROLL FOR THE VOTE ON THE
[01:12:34] MAIN MOTION AS AMENDED. ON THE MAIN
[01:12:37] MOTION AS AMENDED, I DO SEE EXECUTIVE
[01:12:39] DIRECTOR METRUCK.
[01:12:43] YOU MEAN IT'S?
[01:12:46] SORRY ABOUT THAT. I JUST WANT TO ADD
[01:12:48] THAT I FULLY SUPPORT THIS. THIS IS AN
[01:12:49] IMPORTANT PART OF OUR WORK AND I FULLY
[01:12:51] SUPPORT IT AS AMENDED. THANK YOU.
[01:12:56] THANK YOU. FOR THE MAIN MOTION AS
[01:12:58] AMENDED BEGINNING WITH COMMISSIONER
[01:12:59] MOHAMED AYE. THANK YOU, COMMISSIONER
[01:13:02] HASEGAWA. AYE.
[01:13:07] THANK YOU, COMMISSIONER FELLEMAN. AYE.
[01:13:10] THANK YOU. COMMISSIONER CHO. AYE.
[01:13:12] THANK YOU. COMMISSIONER CALKINS. AYE.
[01:13:14] THANK YOU. THERE ARE FIVE AYES AND
[01:13:17] ZERO NAYS FOR THIS ITEM. AND THE MAIN
[01:13:20] MOTION AS AMENDED PASSES. ALL RIGHT,
[01:13:24] CLERK HART, PLEASE READ THE NEXT POLL ITEM
[01:13:26] INTO THE RECORD AND THEN EXECUTIVE
[01:13:28] DIRECTOR METRUCK CAN INTRODUCE THAT ITEM.
[01:13:31] THANK YOU. THIS IS AGENDA ITEM EIGHT. R
[01:13:33] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR
[01:13:35] TO EXECUTE AN 8TH AMENDMENT TO THE LOWER
[01:13:37] DU DUWAMISH WATERWAY GROUP MEMORANDUM OF
[01:13:39] AGREEMENT.
[01:13:47] ALRIGHT. EXECUTIVE DIRECTOR METRUCK, YOU
[01:13:51] INTRODUCED THE ITEM. YEAH, I'M SORRY, I
[01:13:53] WAS JUST GETTING FLIPPING TO THE RIGHT
[01:13:55] SPOT. COMMISSIONER, AS MENTIONED IN MY
[01:13:59] OPENING REMARKS, THIS AMENDMENT IS BEING
[01:14:02] CONDUCTED BY THE LOWER DUWAMISH WATERWAY
[01:14:05] GROUP, LUDWIG, IN RESPONSE TO ISSUES
[01:14:07] RAISED BY THE COMMUNITY IS REFLECTIVE
[01:14:08] OUR COMMITMENT TO COMMUNITY ENGAGEMENT.
[01:14:11] WE HAVE A PRESENTATION, I BELIEVE, BY
[01:14:13] KATHY BANNOCK, A SENIOR MANAGER OF
[01:14:15] ENVIRONMENTAL PROGRAMS.
[01:14:18] KATHY HI. GOOD AFTERNOON,
[01:14:22] COMMISSIONERS. EXECUTIVE DIRECTOR
[01:14:24] METRUCK, IT'S BEEN A PACKED MEETING WITH
[01:14:27] A LOT OF DEEP CONVERSATION,
[01:14:32] SO WE'RE HERE TODAY TO ASK FOR
[01:14:35] AUTHORIZATION TO AMEND AN EXISTING COST
[01:14:38] SHARING AGREEMENT THAT WE HAVE WITH THE
[01:14:40] LOWER DUWAMISH WATERWAY GROUP PARTNERS,
[01:14:42] AND THOSE ARE THE CITY, THE COUNTY,
[01:14:44] BOEING AND THE PORT. AND THE AMENDMENT

[01:14:47] IS TO INCLUDE THE COST AND CONTRACTING
[01:14:50] TO PERFORM WORK ON THE LOWER DUWAMISH
[01:14:53] WATERWAYS SUPERFUND SITE. THAT IS ABOVE
[01:14:56] WHAT THE EPA CLEANUP ORDER REQUIRES
[01:14:59] BECAUSE IT'S ABOVE WHAT IS REQUIRED. IT
[01:15:01] NEEDS TO BE SPECIFICALLY AGREED TO BY
[01:15:03] THE PARTIES UNDER THE MOA, EVEN THOUGH
[01:15:06] THE DOLLAR AMOUNT IS SMALL. AND SOME
[01:15:08] BACKGROUND FOR YOU. LAST YEAR, EPA
[01:15:11] PROPOSED MODIFYING THE CLEANUP LEVEL FOR
[01:15:14] CARCINOGENIC POLY AROMATIC HYDROCARBONS
[01:15:17] FOR THE LOWER DUWAMISH WATERWAY
[01:15:19] SUPERFUND SITE, AND IT WAS BASED ON MORE
[01:15:21] RECENT SCIENCE IN THE PROPOSED
[01:15:23] EXPLANATION OF SIGNIFICANT DIFFERENCE,
[01:15:27] WHICH IS A DOCUMENT THAT CAN CHANGE
[01:15:29] LANGUAGE THAT'S IN THE RECORD OF
[01:15:31] DECISION, WHICH IS THE DOCUMENT THAT
[01:15:33] LAYS OUT HOW THE CLEANUP WILL BE DONE.
[01:15:36] THEY USE THIS NEW SCIENCE TO INCREASE
[01:15:41] THE CLEANUP LEVEL. THE COMMUNITY
[01:15:44] EXPRESSED STRONG CONCERNS ABOUT THIS
[01:15:46] CHANGE, AND THE FOUR LOWER DUWAMISH
[01:15:48] WATERWAY GROUP PARTIES LISTEN TO THAT
[01:15:51] CONCERN. AND WE'RE NOW PROPOSING TO
[01:15:53] CONTINUE TO MOVE FORWARD ON THE DESIGN
[01:15:55] USING THE MORE STRINGENT CLEAN UP
[01:15:58] STANDARDS THAT ARE IN THE EXISTING
[01:16:01] RECORD OF DECISION, RATHER THAN USING
[01:16:04] THE NEW STANDARDS THAT WERE ESTABLISHED
[01:16:06] IN THE EXPLANATION OF SIGNIFICANT
[01:16:08] DIFFERENCE. IN OTHER WORDS, THE DESIGN
[01:16:12] WILL INCLUDE ADDITIONAL CLEAN UP ACTIONS
[01:16:14] FOR AREAS WHERE CARCINOGENIC
[01:16:18] POLY AROMATIC HYDROCARBONS ARE ABOVE THE
[01:16:21] ORIGINAL REMEDIAL ACTION LEVELS IN THE
[01:16:23] ROD IN THE RECORD OF DECISION, BUT BELOW
[01:16:26] THE LEVELS IDENTIFIED IN THE EXPLANATION
[01:16:28] OF SIGNIFICANT DIFFERENCE. THOUGH THE
[01:16:32] COST FOR THIS IS SMALL, IT IS A
[01:16:35] STEP IN THE RIGHT DIRECTION TOWARDS
[01:16:38] HONORING THE COMMITMENT TO THE
[01:16:39] COMMUNITY, WHICH IS WHY WE'RE BRINGING
[01:16:41] IT FORWARD. THE COST FOR THIS DESIGN,
[01:16:44] AS I SAID, CHANGE IS SMALL, BUT WE DON'T
[01:16:48] KNOW YET THE TOTAL COST FOR THE ACTUAL
[01:16:50] CLEAN UP CHANGE THAT WILL BE ADDRESSED
[01:16:53] AS WE'RE FARTHER ALONG IN THE DESIGN,
[01:16:56] AND IT'LL BE ADDRESSED IN FUTURE ORDERS
[01:16:58] AND COST SHARING AGREEMENTS, BECAUSE
[01:17:00] RIGHT NOW, LORD DUWAMISH WATERY GROUP
[01:17:03] HAS JUST SIGNED ON TO DO THE DESIGN OF
[01:17:05] THE CLEANUP. SO WITH THAT, ARE THERE ANY
[01:17:09] QUESTIONS? I KNOW THERE'S A LOT OF
[01:17:12] VERBIAGE IN THERE.
[01:17:18] OKAY, COMMISSIONER, PLEASE UNMUTE
[01:17:19] YOURSELVES FOR QUESTIONS AND COMMENTS
[01:17:21] AND STAFF. CLERK HART, CAN YOU CALL THE ROLL?
[01:17:24] YES. WE'LL BEGIN WITH COMMISSIONER
[01:17:26] FELLEMAN AS HE PULLED THE ITEM THANK
[01:17:30] YOU. I JUST WANTED TO THANK STAFF FOR
[01:17:34] BRINGING THIS FORWARD AND TO HAVE THIS
[01:17:37] MOVING FORWARD WITH ALL THE LUDWIG

[01:17:39] MEMBERS IN A UNIFORM COMMITMENT
[01:17:43] TO AT LEAST DOING THIS EVALUATION OF THE
[01:17:47] PH POLY AROMATIC HYDROCARBONS,
[01:17:52] WHICH ARE REFLECTED MOSTLY OF FUEL
[01:17:55] SOURCES. SO THAT WE KNOW THAT
[01:17:59] WHEN WE'RE DOING THIS CLEANING UP THAT
[01:18:01] WE'RE LOOKING AT ITS MAXIMUM FEASIBLE
[01:18:04] ABILITY TO DO SO. AND SO LOOKING FORWARD
[01:18:07] TO SEEING THE RESULTS OF THIS AND FOR
[01:18:11] THE SMALL COST SHARED EQUITABLY. I THINK
[01:18:14] THIS IS A GREAT STEP FORWARD AND
[01:18:16] REFLECTS THE LETTER THAT WE HAD WRITTEN
[01:18:19] TO THE EPA WITH THE COUNTY AND THE CITY
[01:18:21] THAT I HAD WORKED ON. SO THANK YOU.
[01:18:27] THANK YOU, COMMISSIONER FELLEMAN.
[01:18:28] COMMISSIONER MOHAMED.
[01:18:35] NO QUESTIONS. BUT I DO THINK THE
[01:18:38] COMMENTS THAT COMMISSIONER FELLEMAN HAS
[01:18:41] SAID AND THIS IS IMPORTANT WORK, AND I
[01:18:42] SUPPORT IT. THANK YOU, COMMISSIONER
[01:18:46] MOHAMED. COMMISSIONER HASEGAWA. NO
[01:18:49] QUESTIONS. JUST A COMMENT THAT WHENEVER
[01:18:51] THERE'S AN OPPORTUNITY TO EXCEED THE
[01:18:53] PUBLIC'S EXPECTATIONS, I THINK IT IS
[01:18:54] IMPORTANT THAT WE EMBRACE IT. SO THANK
[01:18:57] YOU SO VERY MUCH FOR YOUR WORK ON THIS
[01:19:00] IMPORTANT ENDEAVOR, AND I LOOK FORWARD
[01:19:01] TO SUPPORTING IT. THANK YOU.
[01:19:03] COMMISSIONER HASEGAWA. COMMISSIONER CHO,
[01:19:06] I ALSO WOULD LIKE TO SUPPORT AND EXPRESS
[01:19:09] MY SUPPORT FOR THIS INITIATIVE, AND IT'S
[01:19:12] PART OF A LONG ROAD THAT WE HAVE AHEAD
[01:19:15] OF US ON THIS LOWER DU DUWAMISH WATERWAY
[01:19:19] CLEANUP WORK. AND SO THANK YOU FOR YOUR
[01:19:21] WORK, AND I WILL ALSO BE SUPPORTING
[01:19:23] THIS. THANK YOU. COMMISSIONER TOW.
[01:19:26] COMMISSIONER CALKINS, NO FURTHER
[01:19:28] COMMENTS. ALL RIGHT, IS THERE A MOTION
[01:19:32] AND A SECOND TO APPROVE ITEM EIGHT? R.
[01:19:35] FRED, DO YOU WANT TO MOVE IT MOVED.
[01:19:37] THANK YOU VERY MUCH. SECOND MOTION
[01:19:41] WAS MADE. AND SECONDED, IS THERE ANY
[01:19:43] FURTHER DISCUSSION OF THE MOTION? JUST
[01:19:45] RAISE YOUR HAND. IF SO, I DO NOT SEE ANY
[01:19:49] HANDS RAISE CURRENTLY. OKAY, CLERK HART, GO
[01:19:51] AHEAD AND CALL THE ROLL. COMMISSIONER,
[01:19:53] PLEASE SAY IRONY WHEN YOUR NAME IS
[01:19:55] CALLED FOR THE VOTE, BEGINNING WITH
[01:19:57] COMMISSIONER MOHAMED AYE.
[01:20:00] THANK YOU, COMMISSIONER HASEGAWA AYE.
[01:20:03] THANK YOU. COMMISSIONER FELLEMAN. AYE.
[01:20:06] THANK YOU. COMMISSIONER CHO. AYE.
[01:20:09] THANK YOU. COMMISSIONER CALKINS. AYE.
[01:20:12] THANK YOU. THERE ARE FIVE AYES AND ZERO
[01:20:14] NAYS FOR THIS ITEM. ALL RIGHT, THE MOTION
[01:20:16] PASSES. MOVING ON IN THE AGENDA TO
[01:20:19] UNFINISHED BUSINESS. WE HAVE ONE ITEM
[01:20:21] BEFORE US TODAY. THIS IS A FOLLOW UP TO
[01:20:23] ORDER NUMBER 2020 115 ISSUED IN
[01:20:26] DECEMBER. CLERK HART, PLEASE READ THE
[01:20:28] ITEM INTO THE RECORD. WE'LL THEN HEAR
[01:20:30] FROM EXECUTIVE DIRECTOR METRUCK TO
[01:20:31] INTRODUCE THE ITEM. THANK YOU. THIS IS

[01:20:34] AGENDA ITEM NINE A AUTHORIZATION FOR THE
[01:20:36] EXECUTIVE DIRECTOR TO EXTEND ALL ADR
[01:20:39] MULTI PREMISE LEASES AND SINGLE USE
[01:20:41] LEASES AND LEASE GROUPS TWO, THREE,
[01:20:44] FOUR AND FOUR A BY THREE YEARS. WITH THE
[01:20:46] EXCEPTION OF LEASE NUMBER 23 61 AS
[01:20:50] DEFINED IN THE AUTHORIZATION MEMO AND
[01:20:52] INTRODUCTORY AND INTERMEDIATE SINGLE USE
[01:20:55] KIOSK LEASES,
[01:20:58] COMMISSIONER SUPPORT A STRONG INTEREST
[01:21:00] IN SUPPORTING THE ECONOMIC VIABILITY OF
[01:21:02] OUR AIRPORT, DINING AND RETAIL TENANTS.
[01:21:05] THEY PROVIDE IMPORTANT SERVICES FOR THE
[01:21:06] TRAVELING PUBLIC AND OUR SIGNIFICANT
[01:21:09] SOURCE OF AIRPORT REVENUE. BASED ON
[01:21:11] CONCERNS EXPRESSED BY SEVERAL RETAIL
[01:21:13] TENANTS ABOUT THE HIGH COST OF AIRPORT
[01:21:15] CONSTRUCTION, WE CONDUCTED A DETAILED
[01:21:17] REVIEW OF OUR BUILDING POLICIES AND
[01:21:19] PROCEDURES. WE RECOGNIZE THAT OUR
[01:21:20] PROCEDURES AND UNIQUE CHALLENGES OF
[01:21:22] CONSTRUCTING RETAIL SPACES AT THE
[01:21:24] AIRPORT CAN RESULT IN BUILD OUT COSTS
[01:21:26] MUCH HIGHER THAN TYPICAL COMMERCIAL
[01:21:27] SETTINGS. AS A RESULT, WE REVISE SOME OF
[01:21:30] OUR RETAIL CONSTRUCTION THAT WILL REDUCE
[01:21:33] COSTS AND PROVIDE MORE CERTAINTY TO
[01:21:35] TENANTS. BECAUSE SOME OF THE TENANTS
[01:21:36] FACE SIGNIFICANT EXPENSES AND DELAY,
[01:21:40] WE HAVE CONCLUDED THAT WE SHOULD GRANT
[01:21:41] THEM THREE YEARS ADDITIONAL LEASE TERM.
[01:21:43] THIS ADDITIONAL TIME WILL ALLOW THEM TO
[01:21:45] AMORTIZE THE HIGHER UNANTICIPATED COSTS.
[01:21:48] WE APPRECIATE THE PARTNERSHIP AND
[01:21:49] CONSTRUCTIVE INPUT PROVIDED BY OUR ADR
[01:21:51] TENANTS, WHICH HELPED US ACHIEVE A FAIR
[01:21:53] AND EQUITABLE OUTCOME FOR THE BUSINESSES
[01:21:55] IN THE PORT PRESIDENT HERE TO PRESENT
[01:21:57] TODAY OUR MANAGING DIRECTOR OF AVIATION,
[01:22:00] LANCE LITTLE, DON HUNTER, INTERIM
[01:22:03] AVIATION CHIEF OPERATING OFFICER, AND
[01:22:05] CLIA MOORE, SENIOR MANAGER, AIRPORT
[01:22:07] DINING AND RETAIL. I'LL TURN IT OVER TO
[01:22:09] YOU, LANCE. THANK YOU VERY MUCH, STEVE,
[01:22:12] AND GOOD AFTERNOON, COMMISSIONER.
[01:22:15] ON SEVERAL OCCASIONS, YOU HAVE HEARD ME
[01:22:18] OUTLINE THE LONG TERM VISION FOR THE
[01:22:21] AIRPORT, FROM GETTING SKYTRACK FIVE
[01:22:24] RATING TO AIRPORT SERVICE QUALITY TOP 25
[01:22:28] LEVEL OF SERVICE OPTIMAL THROUGHOUT THE
[01:22:30] AIRPORT, GUARANTEED. AS YOU'RE AWARE,
[01:22:33] WE RECENTLY ACHIEVED SKYTRACKS FOUR STAR
[01:22:36] RATING, LIKE SEVERAL YEARS AHEAD OF
[01:22:38] SCHEDULE. AND THERE ARE MANY PIECES OF
[01:22:41] THE PUZZLE THAT ACTUALLY GETS US THERE,
[01:22:43] RIGHT? THE PORT SATELLITE OR INCON
[01:22:46] COURSE THAT WE OPENED LAST YEAR, THE
[01:22:48] INTERNATIONAL ARRIVAL FACILITY THAT
[01:22:49] SPECTACULAR REVEAL THAT WE JUST HAD
[01:22:51] RECENTLY THAT STEVE SPOKANE ABOUT
[01:22:53] EARLIER UPGRADES TO OUR RESTROOMS, THE
[01:22:55] SIGNAGE IN THE AIRPORT, AND OUR SECURITY
[01:22:58] CHECKPOINT. WAIT TIMES IMPROVEMENT.

[01:23:00] THESE ARE THE SUM ONE VERY IMPORTANT
[01:23:02] PIECE OF THIS PUZZLE IS OUR CONCESSIONS
[01:23:04] PROGRAM, OUR AIRPORT DINING AND RETAILER
[01:23:06] ADR, AS WE CALL IT. FOR SURETY, WE WON'T
[01:23:09] GET TO OUR LONG TERM GOALS WITHOUT A
[01:23:12] SUCCESSFUL ADR PROGRAM. OUR SUCCESS IS
[01:23:15] DEPENDENT ON THE SUCCESS OF OUR ADR
[01:23:17] PARTNERS, AND WE HAVE A VESTED INTEREST
[01:23:19] IN THEM SUCCEEDING. NOW, OF COURSE, WE
[01:23:21] FOCUS ON ASSISTING ALL OF OUR ADR
[01:23:25] TENANTS, BUT WE HAVE TO PAY ATTENTION TO
[01:23:28] OUR SMALL WOMEN OWNED AND MEN ARE OWNED
[01:23:31] BUSINESSES BECAUSE THEY ARE TYPICALLY
[01:23:33] THE MOST VULNERABLE. OVER THE LAST FEW
[01:23:36] YEARS, WE HAVE ADVERTISED AND AWARDED
[01:23:38] CONTRACTS UNDER VARIOUS LEASE GROUPS,
[01:23:40] AND FOR EACH AWARDED CONTRACT, THE ADR
[01:23:43] TENANT GOES THROUGH A COMPREHENSIVE
[01:23:46] PLANNING, DESIGN AND CONSTRUCTION
[01:23:48] PROCESS. HOWEVER, THE AIRPORT
[01:23:50] ENVIRONMENT IS REALLY A COMPLEX
[01:23:53] ENVIRONMENT, ESPECIALLY WHEN YOU COMPARE
[01:23:54] IT TO STREET LOCATION. WE'RE ESPECIALLY
[01:23:57] BUILDING IN AN AIRPORT, BUT ALSO
[01:23:59] BUILDING IN AN EXISTING FACILITY IN
[01:24:02] TERMINAL DINING AND RETAIL TYPICALLY
[01:24:04] REQUIRES SUBSTANTIAL BUILD OUT COST NOT
[01:24:07] USUALLY ENCOUNTERED BY OTHER TYPES OF
[01:24:10] BUSINESSES THAT OPERATE AT THE AIRPORT.
[01:24:12] SO YOU RENT A CAR COMPANY, YOUR OFF SITE
[01:24:15] AIRPORT PARKING, YOUR GROUND
[01:24:16] TRANSPORTATION COMPANIES TYPICALLY DO
[01:24:18] NOT HAVE TO HAVE THAT LEVEL OF
[01:24:20] INVESTMENT OR THAT LEVEL OF RISK. OVER
[01:24:23] THE LAST FEW LEASE GROUPS, SOME TENANTS
[01:24:25] EXPERIENCE MUCH HIGHER THAN EXPECTED
[01:24:28] COSTS. AND YOU'LL HEAR MORE ABOUT WHEN
[01:24:29] DONE. AND KRISTIE AND AS STEVE SAID,
[01:24:31] THE TENANTS RAISED CONCERNS TO US. WE
[01:24:34] WENT THROUGH A BUILD OUT ANALYSIS. WE
[01:24:36] DEVELOPED RECOMMENDATIONS FOR THE ADR
[01:24:38] TENANT BUILD OUT THAT ADDRESS THESE
[01:24:41] ADDITIONAL COSTS. YOU'LL ALSO HEAR MORE
[01:24:43] ABOUT THAT. THE STAFF WENT THROUGH AN
[01:24:45] EXERCISE THAT IDENTIFIED NEW
[01:24:49] BEST PRACTICES FOR TENANTS DESIGN AND
[01:24:51] CONSTRUCTION AND GOING FORWARD, OF
[01:24:54] COURSE, THAT WOULD IMPACT THE FUTURE
[01:24:56] LEASES OR LEASE GROUP. OUR FOCUS TODAY
[01:24:58] IS TO ADDRESS THE IMPACT FROM THE PAST.
[01:25:01] SO THE APPROACH THAT WE TOOK WAS ONE
[01:25:03] THAT WE CONSIDER TO BE PRACTICAL,
[01:25:05] PRAGMATIC, AND FAIR, AS OPPOSED TO DOING
[01:25:08] ANALYSIS ON EVERY SINGLE SPACE IMPACTED,
[01:25:11] WHICH WOULD TAKE A VERY LONG TIME.
[01:25:15] WE TOOK A SAMPLE THAT REPRESENTS ALL OF
[01:25:18] THE IMPACTED LEASE GROUPS. SO KIOSK, AS
[01:25:20] AN EXAMPLE, WAS NOT INCLUDED BECAUSE
[01:25:24] THEY WERE NOT AWARDED IN A LEASE GROUP
[01:25:27] AND THE INVESTMENT WAS SIGNIFICANTLY
[01:25:29] LOWER THAN THE TYPICAL INVESTMENT. AND
[01:25:31] THE TERM AS WELL IS MUCH SHORTER. SO THE
[01:25:33] RECOMMENDATION THAT YOU WILL HEAR TODAY

[01:25:36] IS FOR ADDITIONAL TERM. WE CONSIDERED A
[01:25:39] WIN WIN OUTCOME FOR BOTH THE TENANTS
[01:25:43] AND SEA IN TERMS OF FUTURE REVENUE
[01:25:46] GENERATION. SO WITHOUT ANY FURTHER ADO,
[01:25:48] I WILL HAND OVER TO DON AND KELLY AND
[01:25:50] DON WILL KICK US OFF AND TAKE US INTO
[01:25:52] MORE DETAIL. I THINK WE MIGHT WANT TO
[01:25:54] BRING UP THE PRESENTATION. YES.
[01:25:59] THANK YOU VERY MUCH, LANCE. IF WE CAN GO
[01:26:01] TO THE NEXT SLIDE BACKGROUND
[01:26:07] AS WAS MENTIONED, WE HAVE THE MOTION IN
[01:26:10] DECEMBER 2016 THAT COMMISSIONER BOWMAN
[01:26:17] ASKED US TO GO AND LOOK AT THE TENANT
[01:26:19] BUILD OUT ANALYSIS THAT WE CONDUCTED IN
[01:26:21] 2019 AND BRING FORTH SOME
[01:26:22] RECOMMENDATIONS. AND I JUST
[01:26:26] WANT TO GIVE THE BACKGROUND TO SOME OF
[01:26:27] THE NEW COMMISSIONERS. IN 2019, THE
[01:26:29] TENANTS CAME TO EXECUTIVE DIRECTOR,
[01:26:31] METRUCK AND ADR STAFF AND TALKED ABOUT
[01:26:34] THE EXORBITANT COSTS THAT WERE INCURRED
[01:26:37] IN LEASE GROUPS TWO, THREE, FOUR, AND
[01:26:40] FOUR A. KALI AND I HAD THE PLEASURE OF
[01:26:42] ENTERING THE PORT IN LEASE GROUP TWO.
[01:26:44] AND SO WE LIVED THROUGH TWO, THREE,
[01:26:47] FOUR, AND FOUR A. SO WE HAVE A GREAT
[01:26:49] UNDERSTANDING OF HOW THAT HAPPENED.
[01:26:52] AND WE MET WITH OUR TENANTS TO
[01:26:54] COLLECTIVELY DISCUSS THE COST OF DESIGN
[01:26:56] AND CONSTRUCTION. AND WHAT WE
[01:26:59] DID IS WE DECIDED TO EMBARK ON A LEAN
[01:27:01] PROCESS AND IMPROVEMENT TO FIGURE OUT
[01:27:04] SOME LONGER TERM SOLUTIONS FOR THE
[01:27:06] PROBLEMS THAT WE WERE HEARING. NEXT
[01:27:08] SLIDE, PLEASE. SO THE FIRST THING
[01:27:11] THAT WE DID WAS A VOICE OF THE TENANT
[01:27:13] MEETING. AND WHAT WE DID IS WE BROUGHT
[01:27:15] TOGETHER ALL OF OUR TENANTS. THEY'RE
[01:27:17] ARCHITECTS, ENGINEERS, CONTRACTORS,
[01:27:19] SUBCONTRACTORS. WE'RE ALL INVITED TO
[01:27:21] THIS MEETING TO HAVE AN OPEN DISCUSSION
[01:27:24] WITH US AND OUR PROCESS IMPROVEMENT TEAM
[01:27:26] ON WHAT WERE SOME OF THE ISSUES THAT
[01:27:28] THEY WERE INCURRING AND WHAT WERE SOME
[01:27:29] OF THE STICKING POINTS AND RESOUNDINGLY.
[01:27:32] WE HEARD THAT THESE WERE THE FOUR MAIN
[01:27:35] AYES OF CONCERN FOR ALL OF THE PARTIES
[01:27:38] THAT CAME TO THE MEETING. WE HAD SOME
[01:27:40] OTHER AREA CONCERNS THAT WE PUT IN A
[01:27:42] PARKING LOT THAT WE'RE DEALING WITH
[01:27:43] SEPARATELY. BUT OUR OVERALL CONCERNS
[01:27:45] WITH THE DESIGN REVIEW PROCESS, ON
[01:27:47] AVERAGE, IT TAKES ABOUT A YEAR FOR A
[01:27:49] TENANT TO GET THROUGH THE DESIGN REVIEW.
[01:27:51] THE PORT DESIGN STANDARDS, THE PORT ON
[01:27:54] TOP OF CODE. WE DO HAVE SOME STANDARDS
[01:27:57] THAT WE HAVE IN DIFFERENT AREAS.
[01:27:59] BUILDING AND FIRE CODE REVIEW AND
[01:28:01] PERMITTING WERE THE FOUR MAIN AREAS AT
[01:28:03] THAT TIME THAT WERE THE MAJOR STICKING
[01:28:06] POINTS. NEXT SLIDE, PLEASE.
[01:28:10] SO WHAT WE DID IS WE GOT TOGETHER WITH
[01:28:13] THE SUBJECT MATTER EXPERTS, OUR

[01:28:14] FACILITIES AND INFRASTRUCTURE GROUP,
[01:28:16] FIRE BUILDING PROJECT MANAGEMENT
[01:28:18] OPERATIONS. WE HAD AN OUTSIDE CONSULTANT
[01:28:20] THAT ALSO CAME IN TO DOCUMENT SOME OF
[01:28:23] THESE. AND WE WENT THROUGH SEVERAL
[01:28:24] ROUNDS OF THE PROCESS IMPROVEMENT
[01:28:26] PROCESS. AND AT THE END, THIS IS SOME OF
[01:28:29] THE RECOMMENDATIONS THAT WE CAME OUT
[01:28:31] WITH. OUR BEST PRACTICES MOVING FORWARD
[01:28:33] IN CONSTRUCTION, WE'RE GOING TO BEGIN A
[01:28:34] NEW ADR MASTER PLANNING EFFORT, AS
[01:28:37] YOU'RE AWARE, BECAUSE WE GAVE ADDITION A
[01:28:38] TERM FOR COVID THAT PUSHED BACK OUR
[01:28:40] LEASE GROUPS. BUT IT'S ALSO GIVING US
[01:28:41] ANOTHER OPPORTUNITY TO LOOK AT
[01:28:43] EVERYTHING. LEASE GROUPS. OUR MASTER
[01:28:45] PLANNING EFFORT IS NOT JUST ABOUT THE
[01:28:47] LEASE GROUPS. IT'S ABOUT LOOKING AT OUR
[01:28:49] CONTRACTS. IT'S LOOKING ABOUT THE TERMS
[01:28:51] AND ABOUT MAG AND PERCENTAGE AND ALL
[01:28:53] THOSE THINGS THAT WE'VE BEEN STRUGGLING
[01:28:54] WITH THROUGH COVET THAT WE KNOW OUR
[01:28:56] ISSUES. AND SO THIS IS GIVING US AN
[01:28:57] OPPORTUNITY TO MEET WITH OUR LEGAL TEAM
[01:28:59] AND OTHER VESTED PARTIES TO REALLY LOOK
[01:29:01] AT HOW WE PUT TOGETHER OUR LEASES AND
[01:29:05] THEN ALSO HOW WE PUT TOGETHER OUR LEASE
[01:29:06] GROUPS. ONE OF THE THINGS WE HEARD FROM
[01:29:08] OUR LARGER AND SMALL TENANTS IS THAT
[01:29:10] THIS PROCESS REALLY NEEDS TO START WHEN
[01:29:12] WE PUT THOSE LEASE DOCUMENTS ON THE
[01:29:14] STREET, HOW WE LOOK AT CAP X AND HOW WE
[01:29:16] LOOK AT OTHER THINGS THAT ARE INVOLVED
[01:29:17] IN THAT PROCESS BECAUSE THOSE ADD TO THE
[01:29:19] COSTS. WE ALSO TALKED ABOUT EVALUATING
[01:29:22] CURRENT STANDARDS AND CREATING SPECIFIC
[01:29:25] STANDARDS FOR AR TENANTS. ONE OF
[01:29:28] THE THINGS IS WE IDENTIFIED THERE'S
[01:29:30] SEVERAL THOUSAND PAGES OF STANDARDS THAT
[01:29:32] ARCHITECTS AND ENGINEERS HAVE TO LOOK
[01:29:34] THROUGH. AND ONE THING THAT DIVERSITY
[01:29:36] AND CONTRACT. AND WE'VE WORKED WITH
[01:29:37] AVIATION COMMERCIAL MANAGEMENT IS TO
[01:29:39] BRING IN NEW, SMALLER MINORITY
[01:29:42] ARCHITECTS, ENGINEERS, SUBCONTRACTORS.
[01:29:45] AND IT CAN BE VERY DAUNTING TO HAVE TO
[01:29:46] GO THROUGH 4000 PAGES OF STANDARDS. AND
[01:29:49] SO WE WANT TO MAKE THAT PROCESS EASIER
[01:29:50] FOR THEM. AND SO THAT WE CAN GET NEW
[01:29:53] BLOOD IN AND WORK IN THE PROGRAM.
[01:29:56] WE EVALUATE BASED BUILDING CONDITIONS
[01:29:58] BASED ON A NEW ADR MASTER PLANNING
[01:30:00] EFFORTS. WHAT WE FOUND IN THESE LEASE
[01:30:01] GROUPS IS THAT PEOPLE WOULD DESIGN AT
[01:30:03] 30%, AND THEN WE WOULD SHUT DOWN THE OLD
[01:30:06] TENANT, LET THEM GET IN THE SPACE THEY
[01:30:08] DEMO. AND WHAT THEY'VE DESIGNED TO WAS
[01:30:10] NOT ACTUALLY WHAT WAS IN THE SPACE,
[01:30:13] WHICH, OF COURSE, WOULD TRIGGER A
[01:30:14] REDESIGN, WHICH, OF COURSE, TRIGGERS
[01:30:15] MORE MONEY FOR THE TENANT. AND IF YOU'RE
[01:30:18] A SMALLER MINORITY BUSINESS, THAT EXTRA
[01:30:20] \$2,500 OR \$5,000 OR WHATEVER THAT TRIGGERS

[01:30:23] FOR A REDESIGN TO GET VERY EXPENSIVE
[01:30:27] BEFORE DESIGN STARTS, WE WOULD GO IN AND
[01:30:29] DEMO THE SPACE INTO A QUOTE UNQUOTE,
[01:30:32] AND I SAY, QUOTE UNQUOTE SHELL, BECAUSE
[01:30:34] I DIDN'T KNOW THAT THAT MEANT MANY
[01:30:35] THINGS TO MANY PEOPLE. SO WE WILL HAVE
[01:30:37] TO DEFINE WHAT COLD SHELL MEANS. BUT WE
[01:30:40] WOULD GO IN WITH A TENANT, DEMO THE
[01:30:41] SPACE SO THEY CAN START DESIGNING TO
[01:30:42] WHAT IS ACTUALLY IN THERE. THIS WILL
[01:30:44] INCREASE OUR COSTS UP FRONT FOR THE
[01:30:46] PORT, BUT IN THE LONG RUN, WE WON'T BE
[01:30:48] HERE TALKING ABOUT THIS BECAUSE WE ARE
[01:30:49] ACTUALLY WORKING WITH THE TENANT TO MAKE
[01:30:51] SURE THAT THEY'RE BUILDING IT AS IS
[01:30:53] CONDITIONS. AFTER DEMO, WE VERIFY AS
[01:30:56] BUILD CONDITIONS WITH THE NEW TENANT.
[01:30:57] WE DO A WALK THROUGH WITH THEM, AND IF
[01:30:59] THERE'S ANY PORT ADDRESS, BASE BUILDING
[01:31:01] CONDITIONS THAT WE NEED TO DEAL WITH,
[01:31:04] WE DEAL WITH THAT UPFRONT BEFORE THE
[01:31:06] TENANT GETS INTO SPACE. LOOKING AT OUR
[01:31:09] STANDARDS, REALLY REVIEWING STANDARDS
[01:31:11] THAT IMPACT THE AVIATION, COMMERCIAL
[01:31:13] MANAGEMENT BUSINESS PARTNERS. IT WILL BE
[01:31:16] DISCUSSED AND APPROVED PRIOR TO
[01:31:18] IMPLEMENTATION SO WE CAN UNDERSTAND THE
[01:31:20] COST THAT IS GOING TO IMPACT THE
[01:31:23] TENANTS. SO WE CAN TALK THROUGH THAT,
[01:31:26] AND THEN WE CAN NOTIFY THEM BEFORE A
[01:31:28] LEASE GROUP OR BEFORE THEY START
[01:31:29] CONSTRUCTION AND THEY DON'T OPEN THE
[01:31:31] 4000 PAGES, AND THEN THERE'S A NEW
[01:31:33] STANDARD THERE FOR THEM. SO WE REALLY
[01:31:35] WANT TO MAKE THIS A PARTNERSHIP WITH OUR
[01:31:37] DIFFERENT GROUPS WHO CONTROL OUR
[01:31:39] STANDARDS AND THAT WE ARE UNDERSTANDING
[01:31:41] THE BUSINESS IMPACTS TO THEM AS WELL,
[01:31:43] AND THEN ALSO HAVING OUR SUBJECT MATTER
[01:31:45] EXPERTS AT THE TABLE WHEN KEY PLANNING
[01:31:46] DECISIONS WERE MADE FOR OUR NEW
[01:31:48] COMMISSIONERS. YOU MAY NOT KNOW THIS,
[01:31:50] BUT WHEN WE STARTED, WHEN KALIA AND I
[01:31:53] CAME IN AND LEASED GROUP TWO, WHAT WE
[01:31:54] FOUND IS THAT THE LAST MASTER PLAN WAS
[01:31:57] KIND OF MADE IN A VACUUM. AND SOME OF
[01:31:59] OUR KEY STAKEHOLDERS WHO UNDERSTOOD OUR
[01:32:01] INFRASTRUCTURE AND OUR BUILDING AND OUR
[01:32:03] FIRE CODES WERE NOT REALLY AT THE TABLE.
[01:32:05] SO WE DIDN'T REALLY MAKE A LOT OF GOOD
[01:32:07] DECISIONS ON HOW WE PUT THAT LEASE GROUP
[01:32:09] TOGETHER AND MOVING FORWARD AS WE'RE
[01:32:11] MASTER PLANNING, WE WILL MAKE SURE THOSE
[01:32:12] KEY STAKEHOLDERS ARE AT THE TABLE. OUR
[01:32:14] FIRE BUILDING FACILITIES AND
[01:32:16] INFRASTRUCTURE, PROJECT MANAGEMENT
[01:32:17] OPERATIONS, AND REALLY WORKING WITH
[01:32:19] THOSE TEAMS TO MAKE SURE THAT WE GET
[01:32:21] THE RIGHT MIX AT THE RIGHT TIME WITH THE
[01:32:23] RIGHT INFRASTRUCTURE. AND IF WE DO NEED
[01:32:25] TO PUT IN A PROJECT, WE CAN DO SO NEXT
[01:32:27] SLIDE, PLEASE. SO RIGHT NOW,
[01:32:31] I WILL TURN OVER TO OUR NEW SENIOR

[01:32:33] MANAGER FOR AIRPORT, DINING AND RETAIL,
[01:32:35] MS. KALIA MOORE. THANK YOU, DON.
[01:32:38] AS LANCE MENTIONED EARLIER, WE CHOSE TO
[01:32:40] TAKE A SAMPLE THAT COVERED ALL OF OUR
[01:32:43] LEASE GROUPS THAT WERE AFFECTED. AND SO
[01:32:45] WE CHOSE TO PICK THE CENTRAL TERMINAL,
[01:32:47] WHICH HAS A CROSS SECTION OF BOTH SMALL
[01:32:49] AND LARGE BUSINESSES WITH A VARIETY OF
[01:32:51] CATEGORIES SUCH AS FOOD AND BEVERAGE,
[01:32:53] RETAIL AND CONVENIENCE. AND AS I
[01:32:56] MENTIONED, THE TENANT MIX EXPANDS OVER
[01:32:58] ALL OF THE LEASE GROUPS THAT WERE
[01:33:00] IMPACTED WHICH LEASE GROUP TWO THROUGH
[01:33:02] FOUR A. FOR OUR ANALYSIS, WE FOCUS ON
[01:33:05] THE IMPACT OF PORT DESIGN AND
[01:33:07] CONSTRUCTION PROCESS FROM THE TENANT
[01:33:09] PERSPECTIVE. WE COMPARE THE PERFORMER
[01:33:11] FOR THE INITIAL CAPITAL INVESTMENT WHICH
[01:33:13] WAS PROVIDED DURING THEIR COMPETITIVE
[01:33:15] BIDDING PROCESS AND COMPARED THAT TO THE
[01:33:17] CERTIFIED CONSTRUCTION COSTS THAT WERE
[01:33:20] PROVIDED AT THE COMPLETION OF THEIR
[01:33:21] PROJECTS. WE ALSO EVALUATED THE CURRENT
[01:33:23] LEASE TERM WITHOUT THE COVID RELEASE
[01:33:26] THAT WAS PROVIDED, AS WELL AS THE
[01:33:28] TENANTS PROJECTED NET PROFIT MARGIN,
[01:33:29] WHICH WE ANALYZED AGAINST THEIR ACTUAL
[01:33:31] SALES. NEXT SLIDE, PLEASE.
[01:33:35] THE FOLLOWING TABLE IS A SAMPLE OF THE
[01:33:38] ANALYSIS THAT WAS CONDUCTED AND WHILE WE
[01:33:40] DID CONDUCT THIS ANALYSIS ACROSS ALL
[01:33:42] THREE CATEGORIES, THE PORTION OF THE
[01:33:44] TABLE IS A QUICK SNAPSHOT OF SOME OF THE
[01:33:47] CAPITAL EXPENDITURE OVERAGES FOOD AND
[01:33:50] BEVERAGE HAVING THE LARGEST VARIANCES
[01:33:51] OVERALL, AS THE PORT STANDARDS FOR FOOD
[01:33:54] AND BEVERAGE LOCATIONS ARE SUBSTANTIALLY
[01:33:56] COMPLEX. WE CAN PROVIDE ADDITIONAL
[01:33:58] DETAIL TO THIS IF YOU'D LIKE TO THEN AT
[01:33:59] A LATER DATE. NEXT SLIDE, PLEASE.
[01:34:04] SO AFTER REVIEWING ALL THE VARIABLES OR
[01:34:07] THE EFFECTIVE TENANT SAMPLE, STAFF IS
[01:34:09] RECOMMENDING AN ADDITIONAL THREE YEARS
[01:34:11] TERM TO BE RIGHT TO ALL THE AFFECTED
[01:34:12] TENANTS. THE STAFF ANALYSIS IDENTIFIED
[01:34:15] THAT THIS IS SUFFICIENT TIME TO RECEIVE
[01:34:18] FURTHER RETURN ON THE ADDITIONAL
[01:34:20] INVESTMENT THAT WAS DUE TO THE PORT
[01:34:21] DESIGN AND CONSTRUCTION PROCESS. THE
[01:34:24] ANALYSIS ITSELF YIELDED THE TIME FRAME
[01:34:26] TO RECOUP THE ADDITIONAL CAPITAL
[01:34:27] INVESTMENT COST WAS APPROXIMATELY TWO
[01:34:29] AND A HALF YEARS. STAFF ROUNDED THAT
[01:34:32] NUMBER UP TO THREE YEARS AS AN
[01:34:33] ADDITIONAL MEASURE OF EQUITY,
[01:34:35] CONSIDERING OPERATIONAL COST INCREASE,
[01:34:38] BUT ALSO PROVIDING A MORE STREAMLINED
[01:34:40] TIME FRAME FOR THE LEASE ADMINISTRATION
[01:34:42] AND ACCOUNTING DEPARTMENTS. AND THAT
[01:34:44] CONCLUDES THE REMAINDER OF OUR
[01:34:46] PRESENTATION. ANY QUESTIONS?
[01:34:51] CLERK HART, CAN YOU CALL THE ROLL FOR
[01:34:53] COMMISSIONER COMMENTS AND QUESTIONS?

[01:34:55] ABSOLUTELY. DANNY. WITH COMMISSIONER
[01:34:56] MOHAMED GREAT.
[01:35:01] THANK YOU FOR THE VERY INFORMATIVE
[01:35:04] PRESENTATION. MRS. MORE, MS. HUNTER,
[01:35:06] AND DIRECTOR LANCE LITTLE.
[01:35:09] THANK YOU ALL FOR YOUR COMMITMENT TO
[01:35:11] SMALL BUSINESSES AND ALSO THE PASSION
[01:35:14] THAT YOU GUYS BRING TO THIS WORK. MY
[01:35:17] ONLY QUESTION IS, ARE WE GOING TO BE
[01:35:20] ABLE TO AND THIS MIGHT BE AN ERRAND
[01:35:23] QUESTION, BUT SOME OF THE
[01:35:25] RECOMMENDATIONS THAT HAVE BEEN PRESENTED
[01:35:28] TODAY, WOULD WE BE ABLE TO EVALUATE THAT
[01:35:31] AS PART OF THE SMALL BUSINESS RECOVERY
[01:35:33] AD HOC COMMITTEE?
[01:35:38] OR MAYBE MISS HUNTER, YOU MIGHT.
[01:35:42] I DON'T MIND, AARON, IF YOU WANT TO GO
[01:35:44] FIRST. SO THE ANSWER TO THAT IS YES.
[01:35:48] BUT FIRST, WHAT WE NEED TO DO IS TALK TO
[01:35:50] OUR INTERNAL SMES AND TALK TO
[01:35:54] THEM ON HOW WE OPERATIONALIZE THAT,
[01:35:58] BUT DEFINITELY WILL BE A PART OF THE
[01:35:59] CONVERSATION WITH OUR SMALL BUSINESSES
[01:36:01] AND GET THEIR FEEDBACK, AS WE HAVE
[01:36:03] PROMISED IN THE PAST, TO GET THEIR
[01:36:05] FEEDBACK ON OUR PROCESSES. AND THEN WE
[01:36:06] NEED TO TAKE THAT INTERNALLY WITH OUR
[01:36:08] PROJECT MANAGEMENT GROUP, OUR FIRE
[01:36:09] BUILDING FACILITIES AND INFRASTRUCTURE,
[01:36:11] AND THEN FIGURE OUT HOW WE
[01:36:12] OPERATIONALIZE THOSE RECOMMENDATIONS OR
[01:36:15] THOSE RECOMMENDATIONS THAT WE'VE
[01:36:16] ADOPTED. GREAT. THANK YOU.
[01:36:20] YEAH, THANKS, DON. OKAY, GREAT.
[01:36:23] MY LAST QUESTION IS MS.
[01:36:26] HUNTER, WHEN WE ARE TALKING ABOUT
[01:36:29] DIVERSITY AND CONTRACTING IN GENERAL,
[01:36:32] ARE WE BREAKING DOWN OR DO WE HAVE A
[01:36:34] BREAKDOWN OF THOSE MINORITY OWNED
[01:36:37] BUSINESSES? A LOT OF THE TIME, IF YOU
[01:36:38] HEAR THE WORD BIPOC AND PUGET IN THIS
[01:36:40] BIG UMBRELLA, DO WE HAVE SOME
[01:36:44] DATA ON THE BREAKDOWN OF WHO EXACTLY
[01:36:47] THOSE BUSINESSES ARE AND WHAT PARTS OF
[01:36:50] THE REGION THEY'RE COMING FROM? SO IF
[01:36:52] YOU'RE TALKING SPECIFICALLY ABOUT THE
[01:36:54] PORT, DINING AND RETAIL, THEN YES, WE
[01:36:57] DO. AND THEN I KNOW DAVID FAT AND I SEE
[01:36:59] YOU ON, BUT I KNOW THAT ME AND ALSO
[01:37:00] TRACKS THAT INFORMATION AS WELL. AND ME
[01:37:02] AND I WORK VERY CLOSELY TOGETHER TO
[01:37:04] ALIGN THAT INFORMATION.
[01:37:08] OKAY, GREAT. AND SO I GUESS I'LL JUST
[01:37:10] REQUEST INFORMATION ON THAT THAT WOULD
[01:37:12] BE HELPFUL TO BE ABLE TO SEE. AND I SEE
[01:37:14] COMMISSIONER HOUSED OUT WAS KNOWING HER
[01:37:16] HEAD. YES. SO IT WOULD BE GOOD
[01:37:18] INFORMATION FOR US TO HAVE. ALL RIGHT,
[01:37:21] LET'S CONTINUE THROUGH COMMISSIONERS.
[01:37:24] YES. A COMMISSIONER AT CALKINS IDC. MR.
[01:37:27] MCMADON HAD AYE. HAND UP. I'M NOT SURE IF
[01:37:29] HE WANTED TO RESPOND. SORRY, DAVE, WHY
[01:37:31] DON'T YOU GO AHEAD? FIRST, I JUST WANTED

[01:37:33] TO LET THE COMMISSIONERS KNOW THAT WE
[01:37:36] HAVE THE ANNUAL RESULTS FROM OUR
[01:37:37] DIVERSITY AND CONTRACT PROGRAM AND WILL
[01:37:40] BE BRIEFING YOU NEXT MONTH ON THAT AND
[01:37:42] PROBABLY SCHEDULING SOME JUST TWO, TWO
[01:37:44] ONES OR ONE ON ONES, IF YOU'D LIKE AN
[01:37:45] ADVANCED PREVIEW. THAT WOULD BE GREAT.
[01:37:48] THANK YOU. AND ME AND I ARE ALSO
[01:37:51] PRESENTING DAVE AT THE DIVERSITY
[01:37:53] COMMITTEE AS WELL. GREAT.
[01:37:56] WE'LL MOVE ON TO COMMISSIONER HASEGAWA
[01:37:58] NEXT.
[01:38:01] NO QUESTIONS. I JUST WANTED TO SAY THANK
[01:38:03] YOU FOR THIS THOUGHTFUL PRESENTATION. I
[01:38:06] LOOK FORWARD TO VOTING IN SUPPORT OF IT.
[01:38:08] AND I THINK THAT WHATEVER WE CAN DO TO
[01:38:11] PRIORITIZE THE WELL BEING OF OUR
[01:38:12] TENANTS, PARTICULARLY DURING ONGOING
[01:38:15] UNCERTAINTY AND TO MITIGATE ANY SORT OF
[01:38:18] IMPACT UNFORESEEN COSTS,
[01:38:22] I JUST WILL HARDLY SUPPORT IT. SO THANK
[01:38:24] YOU SO VERY MUCH. AND I LOOK FORWARD TO
[01:38:26] SUPPORTING. THANK YOU. THANK YOU,
[01:38:28] COMMISSIONER FELLEMAN.
[01:38:35] WELL, THANK YOU. THANK YOU. DON AND
[01:38:37] KAYLA, I JUST REALLY APPRECIATE YOU
[01:38:41] GUYS TAKING THE DEEP DIVE AND LOOKING
[01:38:44] INTO THIS REQUEST THAT COMMISSIONER
[01:38:47] BOWMAN REALLY LED AND COMING UP WITH A
[01:38:50] SOLUTION THAT REALLY SEEMS TO BE WORKING
[01:38:52] FOR THE ADR TENANTS AND THE PORT AND
[01:38:56] LANCE AND EVERYBODY YOU GAVE THEM
[01:38:58] TOGETHER. YOU GOT THE DATA TOGETHER.
[01:39:01] YOU FOUND A WAY FORWARD. AND MOST
[01:39:03] IMPORTANTLY IS AS WE MOVE FORWARD, THE
[01:39:06] SOLUTION THAT WORKS FOR EVERYBODY, THE
[01:39:08] BLANK SLATE THAT WE KNOW WHAT WE'RE
[01:39:10] GETTING INTO BEFORE WE GET GOING TOO
[01:39:12] FAR. SO THANK YOU VERY MUCH. IT'S AN
[01:39:14] IMPORTANT PROGRAM AND KEEPING PEOPLE
[01:39:16] HOME, ESPECIALLY AT THIS TIME. SO THANKS
[01:39:19] AGAIN. THANK YOU,
[01:39:22] COMMISSIONER. COMMISSIONER CHO. YEAH.
[01:39:25] FIRST OF ALL, I JUST WANT TO COMMEND DON
[01:39:27] AND THE TEAM. THIS IS A LONG TIME
[01:39:28] COMING. I WANT TO ALSO GIVE A HUGE SHOUT
[01:39:31] OUT TO SBAC AND THE MEMBERS OF THAT
[01:39:34] GROUP WHO COME OUT AND BROUGHT THIS TO
[01:39:37] OUR ATTENTION. I ALSO WANT TO MAKE SURE
[01:39:39] THAT THEY KNOW THAT THIS WAS EVERY BIT
[01:39:42] THE INTENTION OF THE STAFF TO MAKE THIS
[01:39:44] RIGHT IN WHOLE. AND WE REALIZE IT TOOK A
[01:39:47] LONG TIME, BUT IT WAS PART OF THE DUE
[01:39:49] DILIGENCE PROCESS TO MAKE IT RIGHT IN
[01:39:50] WHOLE. AND SO I APPRECIATE YOUR PATIENCE
[01:39:53] WITH EVERYONE. IN ADDITION TO THE
[01:39:56] TREMENDOUS EFFORT BOTH LANCE DON AND
[01:39:59] YOUR TEAM HAVE PUT TOGETHER, I DID HAVE
[01:40:01] A QUESTION, HOWEVER, IN YOUR ANALYSIS,
[01:40:04] I'VE HEARD A LOT OF REASONS FOR WHY
[01:40:06] THESE COSTS HAVE GONE UP OR GOING
[01:40:08] BEYOND. BUT FROM BASED ON THE ANALYSIS
[01:40:11] OR YOUR PERSPECTIVE, LIKE WHAT PORTION

[01:40:15] OF THE COST OVER ONE WAS DUE TO
[01:40:17] PROCEDURE VERSUS SOMETHING LIKE
[01:40:21] THE BASE BUILDING SCHEMATICS NOT BEING
[01:40:23] ACCURATE. RIGHT. SO I THINK THOSE ARE
[01:40:26] TWO VERY DIFFERENT THINGS. IT'S ONE
[01:40:27] THING TO HOLD UP CONSTRUCTION BECAUSE OF
[01:40:30] PERMITTING AND OTHER THINGS, BUT IT'S
[01:40:31] ANOTHER THING IF WHATEVER
[01:40:36] INFORMATION WE WERE GIVING YOUR TENANTS
[01:40:37] WAS NOT ACCURATE BEFORE I
[01:40:41] LET TALIA SPEAK, BUT I
[01:40:45] THINK THERE'S A COLLECTIVE OF THINGS.
[01:40:47] ONE OF THE THINGS IS WHEN WE PUT THOSE
[01:40:49] LEASE DOCUMENTS ON THE STREET, THE CAP X
[01:40:51] THAT WE PUT IN THERE, WE NEED TO DO SOME
[01:40:54] REEVALUATION ON THAT. IF WE KNOW WHAT IT
[01:40:57] ACTUALLY COSTS PER SQUARE FOOTAGE AND
[01:40:59] WE'RE SAYING IT'S \$300 SQUARE FOOT AND
[01:41:01] WE KNOW IT'S ACTUALLY \$1,000 SQUARE
[01:41:02] FOOT, AND THAT'S WHAT WE'RE BUILDING OUR
[01:41:04] MODEL OFF OF, AND THEN THAT'S WHAT
[01:41:05] THEY'RE BUILDING THEIR MODEL OFF OF,
[01:41:07] THEN IT CAUSES SOME INACCURACY. THE
[01:41:09] OTHER THING IS BY THE TIME THEY BID TO
[01:41:10] THE TIME THEY ACTUALLY GO AND BID FOR
[01:41:13] CONSTRUCTION IS A LENGTHY AMOUNT OF TIME
[01:41:15] THAT WE'RE TRYING TO SHORTEN. SO THE
[01:41:17] TIME I THINK ABOUT BIDDING AND THE
[01:41:19] CONTRACTOR SAYS IT'S X AMOUNT, AND THEN
[01:41:21] A YEAR AND A HALF LATER, OF COURSE,
[01:41:23] BECAUSE OF INFLATION, IT'S A DIFFERENT
[01:41:25] DOLLAR AMOUNT. SO THAT'S PART OF THE
[01:41:27] UPFRONT AS WELL, AND THEN DEPENDING ON
[01:41:30] THE UNIT. AND SO THAT'S WHY IT WAS SO
[01:41:32] DIFFICULT. THAT'S WHY WE DID A CROSS
[01:41:33] SECTION INSTEAD OF UNIT BY UNIT,
[01:41:35] BECAUSE IT REALLY DEPENDS ON THE UNIT.
[01:41:36] SOME UNITS HAD SEVERE BASE BUILDING
[01:41:38] ISSUES. SOME UNITS HAD SEVERE
[01:41:41] INFRASTRUCTURE ISSUES. SO IT'S NOT
[01:41:43] REALLY ONE BLANKET ANSWER. IT IS A
[01:41:45] CULMINATION OF A LOT OF DIFFERENT
[01:41:49] THINGS, A COMEDY OF ERRORS, AS YOU WOULD
[01:41:50] SAY, TO THINGS THAT JUST KIND OF
[01:41:53] HAPPENED THAT ADD ON TO THE COST AND
[01:41:56] THEN NOT BEING NAIVE TO THE POINT THAT
[01:41:59] SOME OF IT IS ALSO OUR TENANTS ARE NEW
[01:42:02] AND OUR ARCHITECTS AND ENGINEERS ARE NEW
[01:42:04] AND NEW DOING BUSINESS WITH THE PORT.
[01:42:06] AND IT TOOK A WHILE FOR THEM TO REALLY
[01:42:08] UNDERSTAND OUR STANDARDS AND OUR
[01:42:10] PROCESSES TO BE ABLE TO GET OVER THE
[01:42:12] HUMP. BUT THAT'S ONE OF THE THINGS THAT
[01:42:13] MAN'S GROUP AND MY GROUP WANT TO DO IS
[01:42:15] BRING IN THOSE NEW CONTRACTORS AND GET
[01:42:17] THEM OVER THAT HUMP SO THAT WE HAVE NEW
[01:42:19] BLOOD INSIDE THE PORT. LANCE OR KALIA, I
[01:42:22] DON'T KNOW IF YOU WANTED TO ADD TO THAT.
[01:42:24] YEAH. MAYBE BEFORE KALIA BECAUSE SHE HAS
[01:42:26] ALL THE DETAILS. BUT THAT'S ONE OF THE
[01:42:28] REASON, COMMISSIONER, THAT WE HAD THE
[01:42:29] APPROACH THAT WE TOOK ON BECAUSE IT
[01:42:31] REALLY WAS DIFFERENT FROM THE VARIOUS

[01:42:32] DIFFERENT UNITS. ONE UNIT MAY FACE THIS
[01:42:35] ISSUE, ANOTHER UNIT FACE THAT ISSUE.
[01:42:37] AND IF WE HAD TO GO THROUGH EVERY SINGLE
[01:42:40] UNIT, WE WOULD HAVE BEEN DOING THIS FOR
[01:42:43] A VERY LONG TIME, AND WE WOULDN'T HAVE A
[01:42:45] RECOMMENDATION RIGHT NOW. IT'D BE
[01:42:47] PROBABLY NEXT YEAR SOMETIME BEFORE WE
[01:42:49] HAVE A RECOMMENDATION. SO WE TOOK THE
[01:42:50] PRAGMATIC APPROACH, AS KALIA MENTIONED,
[01:42:53] THAT, HEY, LET'S TAKE A SAMPLE THAT'S
[01:42:55] REFLECTIVE OF THE WHOLE. AND SO WE COULD
[01:42:57] MAKE A MUCH QUICKER RECOMMENDATION SO
[01:43:01] OUR TENANTS COULD AT LEAST HAVE A
[01:43:03] RESOLUTION IN A MUCH MORE TIMELY
[01:43:05] FASHION. YOU BOTH DID
[01:43:08] SO GREAT WITH ANSWERING THAT QUESTION.
[01:43:15] I APPRECIATE THOSE COMMENTS. AND THE
[01:43:17] REASON I ASK IS BECAUSE I THINK ONE
[01:43:21] OF YOUR THOUGHTS IS BECAUSE PEOPLE I
[01:43:22] THINK WHEN I FIRST JOINED THE PORT, I
[01:43:24] WAS VERY BULLISH ON RECRUITING MINORITY
[01:43:26] BUSINESS OWNERS TO THE PORT. AND I STILL
[01:43:27] AM, AS YOU BOTH KNOW, I'M SENDING PEOPLE
[01:43:31] YOUR WAY ALL THE TIME. BUT I ALSO ALWAYS
[01:43:34] HAVE THIS ASTERISK. AND THIS CAVEAT THAT
[01:43:37] RUNNING A RESTAURANT AT THE PARK IS NOT
[01:43:39] RUNNING A RESTAURANT IN BELL TOWN. IT IS
[01:43:42] A COMPLETELY DIFFERENT ANIMAL. AND IF
[01:43:44] YOU THINK THAT YOU'RE GOING TO GET AWAY
[01:43:46] WITH THE NORMAL PRACTICES OF RUNNING A
[01:43:48] RESTAURANT IN BELL TOWN,
[01:43:52] AT THE PORT, YOU'RE IN FOR A RUDE
[01:43:54] AWAKENING. AND SO I THINK PART OF IT IS
[01:43:57] INCUMBENT ON US TO MAKE SURE WE'RE
[01:43:58] INFORMING POTENTIAL TENANTS OF HOW
[01:44:01] CHALLENGING THIS REALLY IS. RIGHT. AND
[01:44:03] OF COURSE, THERE'S A HUGE BURDEN ON US
[01:44:05] TO MAKE SURE WE'RE TRANSPARENT, THE
[01:44:07] PROCESS IS GOOD AND THAT WE'RE NOT
[01:44:08] PUTTING CRAZY COSTS ON.
[01:44:14] IS IT UNDER SELLING OR SELLING? I DON'T
[01:44:15] KNOW. BUT YOU KNOW WHAT I'M SAYING?
[01:44:17] LIKE, WE WANT TO BE REALISTIC WITH WHAT
[01:44:19] WE ARE SELLING TO WENDY BUSINESSES. AND
[01:44:22] I'M REALLY GLAD WE CAN MAKE THIS RIGHT
[01:44:25] IN THIS CASE. BUT MY HOPE IS THAT GOING
[01:44:28] FORWARD, WHEN WE RECRUIT, WHEN THE
[01:44:29] BUSINESSES THAT THEY'RE KIND OF READ AND
[01:44:31] FULLY AND THEY KNOW WHAT THEY'RE GETTING
[01:44:34] THEMSELVES INTO, SO WE DON'T HAVE TO
[01:44:39] REGURGITATE THIS. SO I'M REALLY GLAD TO
[01:44:40] SEE THAT THERE'S NEW PROCEDURES AND
[01:44:42] POLICIES THAT ARE BEING PUT IN PLACE. I
[01:44:44] THINK PART OF THAT CAN ALSO BE MAKING
[01:44:45] SURE THAT WHEN WE GO OUT AND EVANGELIZE
[01:44:47] ABOUT DOING BUSINESS SUPPORT, THAT
[01:44:49] PEOPLE ARE TOTALLY AWARE OF HOW
[01:44:51] DIFFERENT IT REALLY IS. SO THOSE ARE
[01:44:53] JUST MY COMMENTS. AND ONE OF THE OTHER
[01:44:55] THINGS I THINK WE FORGOT TO MENTION IS
[01:44:57] THAT WE ARE BRINGING IN A THIRD PARTY TO
[01:44:59] KIND OF LOOK AT TO HELP US THROUGH THIS
[01:45:01] PROCESS. KALI AND I ARE VERY PASSIONATE

[01:45:03] ABOUT IT. AND ALL THE GROUPS THAT WORK
[01:45:04] AT THE PORT ARE VERY PASSIONATE ABOUT
[01:45:06] THEIR DIFFERENT AREAS. AND WE JUST NEED
[01:45:07] A DIFFERENT SET OF AYES TO COME IN AND
[01:45:09] TAKE OUR PASSIONS AND MAKE IT INTO ONE
[01:45:11] DOCUMENT WHERE WE CAN MAKE IT MORE
[01:45:13] COMPREHENSIVE FOR THE TENANT.
[01:45:17] THANK YOU, COMMISSIONER CALKINS. YEAH.
[01:45:21] THANK YOU. CLERK HART, A COUPLE OF
[01:45:22] COMMENTS. THE FIRST IS TO SAY, AS I HAVE
[01:45:26] HAD THE OPPORTUNITY RECENTLY TO TRAVEL
[01:45:28] AGAIN AND KIND OF SEEING OTHER AIRPORTS
[01:45:31] THROUGH THE LENS OF BEING AN AIRPORT
[01:45:34] COMMISSIONER, YOU BEGIN TO PICK UP
[01:45:37] ON WHAT MAKES FOR A VIBRANT AIRPORT AND
[01:45:39] WHAT DETRACTS FROM A PASSENGER
[01:45:41] EXPERIENCE. AND CLEARLY ONE OF THE KEY
[01:45:45] CHARACTERISTICS OF REALLY VIBRANT
[01:45:47] AIRPORTS IS A VERY SOLID
[01:45:50] ADR PRESENCE THERE. AND SO WE WANT TO
[01:45:54] MAKE SURE THAT WE ARE TAKING OUT ANY
[01:45:56] UNNECESSARY HURDLES OR EXPENSES OR
[01:45:59] CHALLENGES FOR THOSE FOLKS WHO ARE
[01:46:01] COMING TO MAKE OUR AIRPORT A PLACE THAT
[01:46:03] PEOPLE WOULD WANT TO VISIT EVEN IF THEY
[01:46:04] WEREN'T TRAVELING. AND SO I THINK STEPS
[01:46:07] LIKE THIS ARE IMPORTANT TO THAT. THE
[01:46:10] OTHER THING I WOULD SAY IS THAT ONE
[01:46:12] MIGHT LOOK AT THIS DECISION AND BE A
[01:46:15] LITTLE BIT CONCERNED ABOUT WHEN WE
[01:46:16] EXTEND THE LEASE. MAYBE WE LIMIT THE
[01:46:18] OPPORTUNITY FOR NEW PARTNERS TO COME IN.
[01:46:20] BUT I DO WANT TO CONTEXTUALIZE IT A
[01:46:22] LITTLE BIT AND REMIND PEOPLE THAT WHEN
[01:46:25] EFFECTIVELY THESE LEASES ARE IN THEIR
[01:46:28] EXTENDED PERIODS, WE WILL ALSO BE
[01:46:30] OPENING BRAND NEW SPACES WITH TONS OF
[01:46:33] NEW RETAIL OPPORTUNITIES FOR THOSE WHO
[01:46:36] ARE NOT CURRENTLY PRESENT. SO I DON'T
[01:46:38] FEEL LIKE PARTICULARLY IN THIS MOMENT,
[01:46:40] WE ARE EXCLUDING OTHER OPPORTUNITIES
[01:46:44] FOR FOLKS TO GET INVOLVED IN A WAY THAT
[01:46:46] MAYBE IN THE PAST DURING LESS
[01:46:48] EXPANSIONARY PERIOD, THAT MAY HAVE BEEN
[01:46:49] THE CASE. SO AGAIN, MY THANKS TO ALL OF
[01:46:52] YOU FOR THE PRESENTATION. IS THERE A
[01:46:54] MOTION AND SECOND, TO APPROVE ITEM NINE?
[01:46:57] A SO MOVED.
[01:47:00] SECOND,
[01:47:05] I DON'T EVEN TRY MAKING MOTIONS ANYMORE.
[01:47:08] YOU CAN HAVE MY SECOND. CLERK
[01:47:12] HART, I'LL LET YOU SORT ALL THAT OUT.
[01:47:14] WHO GETS IN THE OFFICIAL MINUTES? IS
[01:47:17] THERE ANY FURTHER DISCUSSION ON THE
[01:47:18] MOTION? IF SO, PLEASE RAISE YOUR HAND.
[01:47:25] GO AHEAD. QUICK CARTON, CALL THE ROLL
[01:47:26] REMINDER TO SAY AYE OR NAY.
[01:47:28] COMMISSIONERS, WHEN YOUR NAME IS CALLED
[01:47:30] FOR THE MOTION ON THE VOTE ON THE MOTION
[01:47:33] BEGINNING WITH COMMISSIONER MOHAMED AYE .
[01:47:37] SECOND. AYE . THANK YOU, COMMISSIONER.
[01:47:40] HASEGAWA?
[01:47:43] AYE. THANK YOU, COMMISSIONER FELLEMAN.

[01:47:47] ALRIGHT. THANK YOU, COMMISSIONER CHO.
[01:47:50] AYE. THANK YOU, COMMISSIONER CALKINS.
[01:47:54] AYE . THANK YOU. THERE ARE FIVE AYES AND ZERO
[01:47:57] AYES FOR THIS ITEM. THANK YOU SO MUCH.
[01:48:00] YOU BET. WITH THAT, THE MOTION PASSES.
[01:48:03] NEXT ON THE AGENDA IS NEW BUSINESS CLERK
[01:48:06] HART. READ THE ITEM INTO THE RECORD AND
[01:48:07] THEN WE'LL HEAR FROM EXECUTIVE DIRECTOR
[01:48:09] METRUCK. THANK YOU. THIS IS AGENDA ITEM
[01:48:11] TEN. A AUTHORIZATION FOR THE EXECUTIVE
[01:48:14] DIRECTOR TO ADVERTISE AND AWARD A
[01:48:15] PROFESSIONAL SERVICES CONTRACT TO
[01:48:17] PROVIDE INVESTIGATION, REMEDIATION AND
[01:48:20] STRATEGIC SUPPORT TO ADDRESS PIER AND
[01:48:23] POLYFLOOR OLIK HILL SUBSTANCES. PFAS ON
[01:48:26] PORT OF SEATTLE PROPERTIES AND
[01:48:28] FACILITIES COMMISSIONERS
[01:48:32] AS MENTIONED IN MY OPENING REMARKS,
[01:48:33] THIS NEXT ITEM IS TO REQUEST YOUR
[01:48:35] AUTHORIZATION FOR A CONTRACT TO ADDRESS
[01:48:37] A SET OF CHEMICALS KNOWN AS PFAS. THE
[01:48:40] PORT HAS BEEN AN INNOVATIVE LEADER IN
[01:48:42] ITS WORK TO UNDERSTAND AND TRY TO
[01:48:43] ADDRESS PFAS RELATED CONCERNS. FOR
[01:48:45] EXAMPLE, PORT AVIATION, ENVIRONMENTAL
[01:48:47] AND FIRE DEPARTMENT STAFF HAVE
[01:48:49] PARTICIPATED IN NATIONAL EXPERT ADVISORY
[01:48:52] GROUPS TO ADVOCATE FOR FEDERAL AND STATE
[01:48:54] GUIDANCE FOR TRANSITION TO PFAS FREE
[01:48:57] PHONES, AND FOR THE DEVELOPMENT OF PFAS
[01:48:59] REGULATION. THE PORT HAS ALSO
[01:49:02] PROACTIVELY INVESTIGATED THE POTENTIAL
[01:49:04] FOR IMPACTS THAT SEA IS ASSOCIATED WITH
[01:49:06] THE PAST USES OF THE FOAM. THIS WORK IS
[01:49:09] BEING DONE AHEAD OF REGULATION TO
[01:49:11] UNDERSTAND POTENTIAL RISKS TO THE
[01:49:12] ENVIRONMENT AND TO ENSURE THAT THERE ARE
[01:49:14] NO KNOWN CURRENT RISKS TO THE
[01:49:17] COMMUNITIES SURROUNDING THE AIRPORT. WE
[01:49:19] TEND TO CONTINUE THIS PROACTIVE APPROACH
[01:49:21] THAT WE CAN BEGIN ENVIRONMENTAL CLEANUP
[01:49:22] WITH THE STATE AS SOON AS STANDARDS ARE
[01:49:24] IN PLACE. PRESENTERS ARE MEGAN KING,
[01:49:27] SENIOR ENVIRONMENTAL PROGRAMS MANAGER,
[01:49:29] AND SARAH COX, SENIOR MANAGER. I BELIEVE
[01:49:31] I'M TURNING IT OVER TO MEGAN AYES.
[01:49:34] CORRECT. THANK YOU VERY MUCH. THANK YOU.
[01:49:37] EXECUTIVE DIRECTOR METRUCK. GOOD
[01:49:38] AFTERNOON, COMMISSIONERS. I'M MEGAN KING
[01:49:41] AND SUPPORTED HERE BY MY SENIOR MANAGER,
[01:49:44] SARAH COX. WE ARE BOTH WITH AVIATION,
[01:49:47] ENVIRONMENT AND SUSTAINABILITY. WE ALSO
[01:49:49] HAVE ASSISTANT CHIEF STARKEY AND WENDY
[01:49:53] PIER ONLINE WITH US TODAY AS NEEDED FOR
[01:49:56] QUESTIONS. THEY ARE BOTH HERE TO SUPPORT
[01:49:57] ANY QUESTIONS RELATED TO FIRE DEPARTMENT
[01:49:59] ACTIONS COMPLETED SO FAR. AND NEXT
[01:50:03] SLIDE, PLEASE. SO OUR REQUEST
[01:50:07] TODAY IS FOR COMMISSIONER AUTHORIZATION
[01:50:09] FOR THE EXECUTIVE DIRECTOR TO ADVERTISE
[01:50:11] AND AWARD A PROFESSIONAL SERVICES
[01:50:13] CONTRACT TO SUPPORT THE PORT WITH
[01:50:15] INVESTIGATION AND REMEDIATION OF PER AND

[01:50:18] PER FLORAL ALCOHOL SUBSTANCES. EVERYONE
[01:50:20] DID A GREAT JOB WITH THAT TODAY.
[01:50:21] CONGRATS ON PORT PROPERTIES AND
[01:50:24] FACILITIES. IT'S OUR ANTICIPATION THAT
[01:50:27] THIS CONTRACT WILL BE USED PRIMARILY BY
[01:50:29] THE AVIATION ENVIRONMENTAL DIVISION.
[01:50:30] HOWEVER, THE CONTRACT WILL BE STRUCTURED
[01:50:32] TO ALLOW FOR USE BY OTHER AVIATION AND
[01:50:35] MARITIME DIVISIONS IF NEEDED. NEXT
[01:50:37] SLIDE, PLEASE.
[01:50:41] PFAS ARE A GROUP OF MANMADE CHEMICALS
[01:50:43] THAT WERE DEVELOPED IN THE 40S, AND
[01:50:45] THEY'RE STILL IN USE TODAY IN A VARIETY
[01:50:47] OF COMMERCIAL AND INDUSTRIAL PRODUCTS.
[01:50:49] IT'S NOW UNDERSTOOD THAT EXPOSURE TO
[01:50:51] PFAS CAN RESULT IN AN INCREASED RISK OF
[01:50:54] MULTIPLE TYPES OF HEALTH EFFECTS,
[01:50:55] INCLUDING INCREASED CANCER RISK.
[01:50:59] NEXT SLIDE, PLEASE.
[01:51:02] PFAS IS RELEVANT TO US AT SEA BECAUSE IT
[01:51:05] IS FOUND IN FIREFIGHTING PHONE. IT'S
[01:51:07] USED IN MULTIPLE AREAS OF THIS PHONE
[01:51:10] BY THE PORT FIRE DEPARTMENT IS CURRENTLY
[01:51:12] REQUIRED BY THE FAA AIRPORT
[01:51:14] CERTIFICATION, AND THIS IS A NATIONAL
[01:51:17] REQUIREMENT, SO IT'S NOT SPECIFIC TO US.
[01:51:20] THE FAA IS IN THE PROCESS RIGHT NOW OF
[01:51:22] REVISING THE CERTIFICATION REQUIREMENT,
[01:51:24] AND THAT'S EXPECTED TO BE COMPLETED
[01:51:26] SOMETIME IN EARLY 2023.
[01:51:30] NEXT SLIDE, PLEASE.
[01:51:35] SO, AS DIRECTOR METRUCK HAD MENTIONED,
[01:51:37] THERE'S BEEN A NUMBER OF PROACTIVE STEPS
[01:51:39] THAT HAVE BEEN COMPLETED TODAY AHEAD OF
[01:51:41] THE FINALIZATION OF REGULATION. THIS
[01:51:45] REGULATION DEVELOPMENT IS UNDERWAY AT
[01:51:47] BOTH THE STATE AND THE FEDERAL LEVEL,
[01:51:48] BUT IT'S NOT FINALIZED YET IN EITHER
[01:51:51] PLACE. AND GIVEN THE HISTORICAL USE AND
[01:51:54] THE CURRENT PRESENCE OF FIREFIGHTING
[01:51:56] PHONE THAT CONTAINS PFAS AT SEA,
[01:52:00] WE INITIATED THESE PROACTIVE ACTIONS IN
[01:52:02] ABOUT 2018 TO START TAKING A LOOK
[01:52:05] AT WHAT WE HAD. THIS PROACTIVE WORK HAS
[01:52:08] DONE A GOOD JOB TO REDUCE OPPORTUNITIES
[01:52:10] FOR WORKER EXPOSURE WHERE POSSIBLE. TO
[01:52:13] DO THAT, IT'S INVENTORY THE LOCATIONS OF
[01:52:16] BOTH HISTORICAL FIREFIGHTING PHONE
[01:52:19] RELEASES AS WELL AS CURRENT STORAGE
[01:52:21] VOLUME LOCATIONS, VOLUMES, AND
[01:52:23] LOCATIONS, AND ALSO INCLUDED COLLECTION
[01:52:26] OF SOME PRELIMINARY DATA TO UNDERSTAND
[01:52:28] THE POTENTIAL FOR ENVIRONMENTAL IMPACTS
[01:52:30] ASSOCIATED WITH THOSE HISTORICAL FARM
[01:52:32] RELEASES TO THE GROUND SURFACE. THESE
[01:52:36] PRELIMINARY DATA HAVE CONFIRMED THAT
[01:52:37] THERE ARE NO KNOWN OFF SITE RISKS
[01:52:39] ASSOCIATED WITH THE HISTORICAL FOAM USE
[01:52:41] AT SEA. NEXT SLIDE, PLEASE.
[01:52:46] AND SO ALTHOUGH THAT PRELIMINARY DATA
[01:52:48] DOES INDICATE THAT WE DON'T HAVE CURRENT
[01:52:51] KNOWN OFFSITE RISKS, THESE DATA HAVE
[01:52:53] CONFIRMED THAT THERE IS PFAS PRESENT IN

[01:52:55] SOIL AND GROUNDWATER AT SEA. AND BECAUSE
[01:52:58] OF THIS, WE'RE EXPECTING THAT THERE WILL
[01:53:00] BE AN ADDITIONAL ENVIRONMENTAL
[01:53:02] INVESTIGATION PROCESS ONCE CLEAN UP
[01:53:05] LEVELS AND REGULATIONS ARE FINALIZED
[01:53:07] WITH THE STATE. THIS CONTRACT IS REALLY
[01:53:10] FOCUSED AT SUPPORTING THAT FUTURE WORK.
[01:53:13] AND SO WE ARE REQUESTING A CONSULTING
[01:53:16] CONTRACT THAT WOULD SUPPORT US BOTH WITH
[01:53:19] THE ENVIRONMENTAL INVESTIGATION AND
[01:53:20] REMEDIATION PHASES, AS WELL AS PLANNING
[01:53:23] AND FOAM REPLACEMENT ACTIONS AS SOON AS
[01:53:26] THOSE REPLACEMENTS ARE ALLOWED. SO THE
[01:53:29] CONTRACT MAY ALSO PROVIDE SUPPORT WITH
[01:53:31] ALTERNATIVES ASSESSMENTS FOR LOOKING AT
[01:53:33] OPTIONS FOR CLEANUP AS WELL AS OPTIONS
[01:53:36] FOR PHONE REPLACEMENTS, SUPPORT WITH
[01:53:38] COMMUNICATIONS AND COORDINATION SUPPORT
[01:53:40] SPECIFIC TO PFAS IN THE PRESENCE OF
[01:53:43] PFAS, AS WELL AS CERTIFIED INDUSTRIAL
[01:53:45] HYGIENE SUPPORT SERVICES AS NEEDED BY
[01:53:47] OUR OTHER PORT DEPARTMENT. NEXT SLIDE,
[01:53:51] PLEASE. AND SO THE REASON WE'RE
[01:53:54] MAKING THIS REQUEST NOW AHEAD OF THE
[01:53:57] FORMAL FEDERAL AND STATE REGULATION
[01:53:59] PROCESS IS BECAUSE WE WANT TO BE READY
[01:54:02] TO ACT ONCE THOSE THINGS ARE FINALIZED.
[01:54:04] THE THREE KIND OF MOST NEAR TERM
[01:54:07] REGULATORY ACTIONS THAT WE'RE TRACKING
[01:54:09] ARE THE STATE OF WASHINGTON, WHO IS
[01:54:11] DEVELOPING RULES AND RESTRICTIONS
[01:54:15] ON PFAS AND PRODUCTS. THEY HAVE STARTED
[01:54:18] THAT PROCESS ALREADY AND ARE CONTINUING
[01:54:19] TO WORK ON ADDITIONAL THE FAA IS IN THE
[01:54:23] PROCESS RIGHT NOW OF WORKING ON THEIR
[01:54:24] APPROVALS AND REVISIONS OF THEIR
[01:54:26] REQUIREMENTS FOR THOSE PFAS CONTAINING
[01:54:30] FOAMS. AND THE STATE IS ALSO IN THE
[01:54:32] PROCESS OF DEVELOPING ENVIRONMENTAL
[01:54:35] CLEANUP STANDARDS.
[01:54:38] NEXT SLIDE, PLEASE.
[01:54:41] AND SO TO JUST GO INTO A LITTLE BIT MORE
[01:54:44] DETAIL ABOUT THAT STATE CLEAN UP
[01:54:46] PROCESS, WE ARE ENTERING OR ANTICIPATING
[01:54:49] TO ENTER INTO A FORMAL CLEANUP PROCESS
[01:54:52] WITH THE STATE ONCE THOSE STANDARDS ARE
[01:54:54] DEVELOPED. THIS DIAGRAM SHOWS KIND OF
[01:54:57] WHAT THAT PROCESS WILL LOOK LIKE OVER
[01:54:59] THE NEXT COMING YEARS FOR US. IT'S A
[01:55:02] LONG PROCESS. THERE'S MULTIPLE STEPS IN
[01:55:04] IT. IT'S A VERY KIND OF DEFINED PROCESS
[01:55:08] WITH DEFINED PHASES AND DELIVERABLES.
[01:55:11] AND THIS DIAGRAM, I THINK, IS JUST
[01:55:13] BENEFICIAL TO SHOW ALL OF THE POINTS
[01:55:15] WHERE THERE IS GOING TO BE KIND OF
[01:55:17] ONGOING COORDINATION AND COMMUNICATION,
[01:55:19] BOTH WITH YOU AS WELL AS WITH THE PUBLIC
[01:55:22] ABOUT THIS PROCESS AS WE ENTER INTO A
[01:55:24] FORMAL PROCESS AND MOVE FORWARD. AND SO
[01:55:27] THE YELLOW BUBBLES ON THIS FIGURE SHOW
[01:55:29] ALL OF THE POINTS WHERE A FORMAL PUBLIC
[01:55:31] COMMENT PROCESS IS REQUIRED TO BE
[01:55:33] CONDUCTED BY THE DEPARTMENT OF ECOLOGY'S

[01:55:36] CLEANUP PROCESS. SO MULTIPLE
[01:55:39] OF THOSE KIND OF ALONG THE TIMELINE.
[01:55:42] AND THEN THE BLUE STARS HERE SHOW ALL OF
[01:55:45] THE DIFFERENT PLACES WHERE WE ANTICIPATE
[01:55:46] THERE WOULD BE A COMMISSION APPROVAL
[01:55:48] PROCESS, AND SO THOSE WOULD BE PRIOR TO
[01:55:51] ENTERING INTO LEGAL AGREEMENTS WITH THE
[01:55:53] STATE OR CONTRACTS FOR CONSTRUCTION OR
[01:55:56] MONITORING ACTIVITIES. AND SO WE WANTED
[01:55:59] TO SHOW KIND OF BOTH THE LENGTH OF THIS
[01:56:01] PROCESS AS WELL AS THE DEGREE OF
[01:56:03] COORDINATION THAT WILL OCCUR THROUGHOUT
[01:56:05] IT, BOTH WITH YOU AS WELL AS WITH THE
[01:56:08] PUBLIC. NEXT SLIDE,
[01:56:10] PLEASE. SO TO QUICKLY RECAP,
[01:56:14] WE'RE REQUESTING YOUR AUTHORIZATION TO
[01:56:16] ADVERTISE AND AWARD CONSULTING CONTRACT
[01:56:19] TO SUPPORT WITH OUR PFAS PLANNING,
[01:56:21] INVESTIGATION AND REMEDIATION SERVICES.
[01:56:24] WE'RE PREPARED TO ADVERTISE FOR THE
[01:56:26] REQUEST FOR PROPOSALS ON MARCH 10. SO
[01:56:28] JUST IN A COUPLE OF DAYS WITH THE GOAL
[01:56:30] OF FINALIZING A CONTRACT WITH A
[01:56:32] SUCCESSFUL FIRM OR TEAM BY JULY OF THIS
[01:56:35] YEAR. WITH THAT, I WILL PAUSE
[01:56:39] FOR QUESTIONS. THANK YOU, MEGAN, AND
[01:56:42] SARAH, FOR THE PRESENTATION.
[01:56:44] COMMISSIONERS, IF YOU PLEASE UNMUTE
[01:56:46] YOURSELF WHEN YOU'RE CALLED, GO AHEAD
[01:56:48] AND CALL THE ROLL. CLERK HART, BEGINNING WITH
[01:56:50] COMMISSIONER MOHAMED. THANK YOU. THANK
[01:56:54] YOU, MEGAN, FOR THE PRESENTATION. I
[01:56:56] DON'T HAVE ANY QUESTIONS, BUT I WILL SAY
[01:56:58] I APPRECIATE THE PROACTIVE LEADERSHIP
[01:57:00] HERE AND SUPPORT THE PFAS ENVIRONMENTAL
[01:57:03] INVESTIGATION AND CLEAN UP EFFORTS AND
[01:57:06] LOOKING FORWARD TO LEARNING MORE.
[01:57:09] THANK YOU, COMMISSIONER. COMMISSIONER
[01:57:10] HASEGAWA, THANK YOU
[01:57:14] FOR THE PRESENTATION. I'D LIKE TO THANK
[01:57:16] YOU STAFF FOR JOINING US HERE TODAY.
[01:57:20] WHEN WE RECEIVED THE BRIEFING, I DID
[01:57:22] HAVE QUESTIONS THAT I WAS HOPING TO BE
[01:57:24] ABLE TO POSE TO CHIEF STARKY.
[01:57:30] IN ADDITION TO ENVIRONMENTAL SAFETY
[01:57:32] BEING A PRIORITY, I DON'T THINK THERE'S
[01:57:34] ANY GREATER PRIORITY THAN PUBLIC HEALTH
[01:57:36] AND THE HEALTH OF OUR WORKFORCE. AND SO
[01:57:38] I KNOW THAT SOME OF YOUR MEMBERS
[01:57:43] WERE PARTICIPATING IN A STUDY,
[01:57:46] AND I WONDER JUST ABOUT THAT. WAS IT
[01:57:50] RANDOM? WAS IT VOLUNTARY, WHAT
[01:57:52] PERCENTAGE OF WORKERS ARE BEING TESTED,
[01:57:56] AND ANY INSIGHTS THAT YOU MIGHT HAVE
[01:57:58] AROUND THAT PROCESS?
[01:58:01] CERTAINLY. THANK YOU, COMMISSIONER
[01:58:03] HASEGAWA. HOPEFULLY I CAN ANSWER YOUR
[01:58:05] QUESTIONS. I'LL START WITH GIVING YOU A
[01:58:08] LITTLE BACKSTORY ABOUT OUR ORGANIZATION
[01:58:10] AS A FIRE DEPARTMENT IN PFAS.
[01:58:14] WE, UNFORTUNATELY, ARE THE FIRST FIRE
[01:58:17] DEPARTMENT TO HAVE A LINE OF DUTY DEATH
[01:58:20] ATTRIBUTED TO PFAS. THAT IS FIREFIGHTER

[01:58:23] GILBERT SMITH. I ALSO HAVE ANOTHER
[01:58:25] FIREFIGHTER WHO HAS BEEN IDENTIFIED
[01:58:29] AS A LINE OF DUTY DUE TO PFAS MEDICAL
[01:58:33] RELATED EXPOSURE, AND A
[01:58:36] THIRD FIREFIGHTER WHO HAS SINCE RETIRED
[01:58:38] IS ACTUALLY ALSO A PFAS
[01:58:43] EXPOSURE. KNOWING THAT CHIEF
[01:58:47] KRAUSE, WORKING WITH LOCAL 1257, POOR
[01:58:50] SEATTLE FIREFIGHTERS, IDENTIFIED DR.
[01:58:53] BURGESS, WHO WAS ABLE TO SET UP
[01:58:57] HE HAD AYE. OWN INDEPENDENT STUDY WANTING
[01:59:01] TO IDENTIFY PFAS
[01:59:05] THROUGH NINE DIFFERENT TYPES OF BLOOD
[01:59:10] AND URINE SALIVA TESTING.
[01:59:13] AND OUR ORGANIZATION. INITIALLY, WE
[01:59:16] WORKED TO GET A GRANT FOR
[01:59:20] THAT, BUT DUE TO THE AMOUNT OF
[01:59:22] INDIVIDUALS WE'VE HAD WHO HAVE HAD
[01:59:24] EXPOSURES, WE WENT AHEAD AND MADE IT
[01:59:27] VOLUNTARY OVER THE NUMBER OF 20 MEMBERS
[01:59:31] INITIALLY. SO WE NOW VOLUNTARILY HAVE
[01:59:35] 90% OF THE DEPARTMENT HAS GONE THROUGH
[01:59:37] THE TESTING. THE MEMBERS
[01:59:41] THEMSELVES RECEIVED THAT INFORMATION
[01:59:43] BACK FROM DOCTOR BURGESS PERSONALLY. IT
[01:59:46] DOESN'T COME TO THE DEPARTMENT.
[01:59:47] HOWEVER, WHAT THE DEPARTMENT RECEIVES IS
[01:59:50] AN AGGREGATE OF OUR DEPARTMENTS COMPARED
[01:59:52] TO OTHERS. AND SO THIS IS
[01:59:56] CONTINUING. WE'RE GOING TO ACTUALLY HAVE
[01:59:58] DR. BURGESS BACK OUT IN APRIL FOR
[02:00:02] CONTINUATION. HE'S ALWAYS AVAILABLE TO
[02:00:05] ANSWER ANY QUESTIONS OF OUR MEMBERS,
[02:00:07] ESPECIALLY SOME OF OUR RETIREES WHO WENT
[02:00:09] THROUGH THIS PROCESS. AND I GUESS
[02:00:14] THE MOST IMPORTANT THING IS WE'RE ALSO
[02:00:16] LOOKING AT WHEN WE BRING NEW
[02:00:17] FIREFIGHTERS ON, WE'RE FINDING OUT. AS
[02:00:19] I'M SURE YOU ALL ARE AWARE, PFAS IS IN
[02:00:21] EVERYTHING AND IT'S ALSO IN THE MAKEUP
[02:00:25] OF THE BUNKER GEAR THAT WE WEAR FOR
[02:00:29] FIREFIGHTING. AND SO WHAT WE ARE DOING
[02:00:32] IS WE ARE ACTUALLY TESTING OUR NEW HIRES
[02:00:35] WHEN THEY COME ON BOARD. SO WE GET AN
[02:00:36] IDEA WHAT THEY START AT, THE LEVEL THEY
[02:00:39] START AT AND TEST THEM AT
[02:00:42] THE FOLLOWING YEAR TO SEE WEARING GEAR,
[02:00:45] HOW MUCH EXPOSURE THEY REALLY HAVE WITH
[02:00:48] THEIR BUNKER CARE. DOES THAT ANSWER YOUR
[02:00:52] QUESTION? IT DOES, AND IT GENERATES NEW
[02:00:55] QUESTIONS. OKAY. AS ALL GOOD ANSWERS DO.
[02:00:58] WELL, I WOULD JUST LIKE TO ALSO EXPRESS
[02:01:01] MY SISTER'S CONDOLENCES TO THE IMPACTED
[02:01:03] FAMILIES FOR THE LOST OFFICERS.
[02:01:06] AND I THINK THAT ALSO JUST SPEAKS TO THE
[02:01:09] URGENCY OF THE ISSUE AT HAND.
[02:01:15] YOU SAID IT'S GOING TO BE A MULTIPLE
[02:01:17] YEAR STUDY. I WOULD JUST ALSO
[02:01:20] LIKE TO COMMENT THAT AS THE STUDY
[02:01:23] PROGRESSES, AS THERE IS NO INFORMATION
[02:01:25] AVAILABLE, THIS COMMISSIONER IS VERY
[02:01:28] INTERESTED TO KEEP A PRIZE AT THE
[02:01:30] DEVELOPMENT AND HOPES THAT YOU WILL

[02:01:33] EXPRESS YOUR NEEDS AS SOON AS YOU CAN
[02:01:37] AND ARE ABLE TO IDENTIFY THEM BECAUSE
[02:01:41] THIS IS JUST INCREDIBLY URGENT. I'M
[02:01:44] WONDERING IF THE OPPORTUNITY TO
[02:01:47] PARTICIPATE IN THE STUDY WAS ALSO
[02:01:49] EXTENDED NOT JUST TO THE FIREFIGHTERS
[02:01:52] THEMSELVES, BUT TO THOSE, FOR EXAMPLE,
[02:01:55] MECHANICS WHO WORK ON THE TRUCKS ON THE
[02:01:58] AFFECTED SOIL, BUT AREN'T NECESSARILY
[02:02:02] TESTING SOME OF THE SUBSTANCES
[02:02:06] THAT THEY'RE NOT DIRECTLY WORKING WITH
[02:02:08] PFAS, BUT THEY MIGHT HAVE EXPOSURE
[02:02:16] PROCESSES THAT WE'RE GOING THROUGH WITH.
[02:02:18] DR. BURGESS IS SPECIFIC ONLY TO THE FIRE
[02:02:20] DEPARTMENT AND FIREFIGHTERS. THAT WAS
[02:02:24] AYE. UNIVERSITY OF ARIZONA TEAM'S MAIN
[02:02:30] THRUST, IF YOU WILL NOT TO SAY THAT
[02:02:33] OTHERS AREN'T EXPOSED. IT'S JUST THAT'S
[02:02:37] WHAT THE PROGRAM'S MAIN OUTLOOK WAS.
[02:02:41] AND WHEN IS THE ANTICIPATED CONCLUSION
[02:02:43] DATE OF THIS STUDY? 30 YEARS. IT'S A 30
[02:02:46] YEAR STUDY. AND AS WE CONTINUE
[02:02:50] ON, WE'RE GETTING UPDATES AS WE LEARN
[02:02:53] MORE HISTORICALLY,
[02:02:57] PFAS, AS THEY MENTIONED,
[02:03:00] SOMETHING THAT IS NOT SOMETHING THAT
[02:03:02] DEGRADES. AND IT HAS THE OPPORTUNITY TO
[02:03:06] ENTER THE BODY IN A NUMBER OF WAYS
[02:03:08] EITHER IN TERMS OF THE EXPOSURE.
[02:03:12] WE'RE MUCH MORE COGNIZANT OF THAT NOW
[02:03:15] THAN WE WERE IN THE PAST. SO IT'S AN
[02:03:19] EVER EVOLVING CONCERN.
[02:03:23] THIS WILL BE MY LAST QUESTION. FORGIVE
[02:03:25] ME IF IT'S TOO FORWARD IN PUBLIC FORUM.
[02:03:28] I'M WONDERING HOW LONG AGO IT WAS THAT
[02:03:32] THOSE OFFICERS, THOSE AFFECTED OFFICERS
[02:03:35] PASSED AND HOW WE WERE ABLE TO ASCERTAIN
[02:03:38] THAT IT WAS CONNECTED TO PFAS.
[02:03:46] HOW DO I ANSWER THIS,
[02:03:52] TODD, CAN WE TAKE THAT OFFLINE,
[02:03:53] COMMISSIONER? ABSOLUTELY. I JUST
[02:03:57] LIKE TO REITERATE MY GRATITUDE FOR YOU
[02:04:00] FOR APPEARING AND BEING WILLING TO
[02:04:02] ANSWER THE QUESTIONS. AND I JUST LIKE TO
[02:04:05] EXPRESS THAT IT COMES FROM A PLACE OF
[02:04:07] GENUINE CONCERN FOR OUR WORKERS. AND
[02:04:09] PLEASE CONSIDER ME AS A PROACTIVE
[02:04:11] CONTRIBUTOR TO WHATEVER WE CAN DO TO
[02:04:13] UPLIFT, SUPPORT AND ENSURE THEIR SAFETY
[02:04:15] AND HEALTH. THANK YOU, SIR. THANK YOU SO
[02:04:18] MUCH. THANK YOU.
[02:04:21] THANK YOU, COMMISSIONER. MOVING TO
[02:04:23] COMMISSIONER FELLEMAN. OH, I DO SEE
[02:04:25] EXECUTIVE DIRECTOR METRUCK JUST IN THE
[02:04:28] LINE OF QUESTIONING. THANKS, CHIEF
[02:04:30] STARKEY, THANKS FOR THAT. AND WENDY.
[02:04:32] BUT ALSO, I JUST WANT TO MAKE SURE THAT
[02:04:36] OUR DIRECTOR OF HEALTH AND SAFETY,
[02:04:38] THERESA COMMONS, JUST WANTED TO LET YOU
[02:04:41] KNOW, COMMISSIONER, SHE'S INVOLVED IN
[02:04:43] THIS AS WELL, SO WE CAN MAKE SURE THAT
[02:04:45] WE'RE MONITORING AS AN ORGANIZATION. WE
[02:04:47] HEAR YOUR CONCERN AND WE SHARE YOUR

[02:04:48] CONCERN FOR THE HEALTH AND SAFETY OF OUR
[02:04:50] FIREFIGHTERS. THANK YOU. THANK YOU.
[02:04:53] THANK YOU. EXECUTIVE DIRECTOR, CAN I
[02:04:57] LIKE TO EXPRESS MY APPRECIATION FOR
[02:05:00] PURSUING THIS BEFORE A REGULATORY
[02:05:03] REQUIREMENT COMES DOWN. AND SO THAT'S
[02:05:06] PROACTIVE AND APPRECIATIVE. I'M
[02:05:09] APPRECIATIVE THEREOF. I WAS
[02:05:12] ALSO JUST WONDERING, IN TERMS OF TRACING
[02:05:16] THIS MATERIAL IN THE GROUND, IS IT
[02:05:20] JUST A MATTER OF DRILLING HOLES,
[02:05:23] OR CAN YOU DETECT THE SUBSTANCE THROUGH,
[02:05:27] LIKE, SCENT DOGS OR ANY OTHER MECHANISMS
[02:05:31] OTHER THAN THE EASY
[02:05:35] TO MISS THINGS IF YOU'RE JUST DOING A
[02:05:37] COURSE SAMPLING? THAT'S A GREAT
[02:05:40] QUESTION. AND UNFORTUNATELY, THE PRIMARY
[02:05:42] METHOD IS THROUGH SAMPLE COLLECTION AND
[02:05:45] LAB ANALYSIS. THE OTHER CHALLENGING
[02:05:47] COMPONENT OF PFAS IS THAT IT IS
[02:05:49] ODORLESS AND COLORLESS. AND SO IT'S
[02:05:51] ALSO NOT SOMETHING THAT YOU CAN SEE ONCE
[02:05:53] IT'S MADE ITS WAY INTO THE ENVIRONMENT.
[02:05:54] SO IT REALLY REQUIRES THAT COLLECTION OF
[02:05:57] SAMPLES AND LABORATORY ANALYSIS.
[02:06:00] BUT YOU DO ALREADY KNOW THE AREAS WHERE
[02:06:03] IT'S BEEN DEPLOYED AND STORED. SO IT'S
[02:06:07] NOT LIKE IT'S A RANDOM SEARCH. BUT I
[02:06:10] GUESS MY CONCERN WAS WHEN YOU MENTIONED
[02:06:12] THAT IT HAD COME INTO CONTACT WITH
[02:06:13] GROUNDWATER AND THAT YOU WERE FEELING
[02:06:16] THAT YOU DID NOT THINK IT SPREAD THAT
[02:06:19] FAR. BUT I WAS JUST WONDERING
[02:06:25] HOW THAT COULD BE DETERMINED ONCE IT'S
[02:06:28] IN WATER. AND WE ARE REALLY
[02:06:31] STILL IN OUR PRELIMINARY DATA COLLECTION
[02:06:33] PHASE. AND SO THAT DETERMINATION WILL BE
[02:06:37] SOMETHING THAT WE'RE GOING TO BE LOOKING
[02:06:38] INTO USING THIS CONTRACT, BUT THROUGH
[02:06:41] PRETTY STANDARD METHODS OF GROUNDWATER
[02:06:43] FLOW, WELLS AND ELEVATION.
[02:06:47] AYES, OF FLOW, THOSE KINDS OF THINGS
[02:06:49] LIKE WITH OTHER TYPES OF CONTAMINANTS
[02:06:51] THAT MAKE THEIR WAY TO GROUND WATER,
[02:06:53] SIMILAR PROCESS. THANK YOU.
[02:06:58] THANK YOU, COMMISSIONER. COMMISSIONER
[02:06:59] CHO,
[02:07:02] I DON'T HAVE ANY FURTHER QUESTIONS. I
[02:07:04] THINK WE'VE EXHAUSTED THE
[02:07:08] LINE OF QUESTIONING. AND I ALSO WANT TO
[02:07:11] EXPRESS MY CONDOLENCES TO THE LOST
[02:07:13] OFFICERS. BUT YEAH.
[02:07:18] THANK YOU, COMMISSIONER. COMMISSIONER
[02:07:20] CALKINS, NO FURTHER QUESTIONS
[02:07:23] FOR ME EITHER. AND THANK YOU, ALL OF THE
[02:07:25] PRESENTERS WHO WERE HERE AT
[02:07:28] THIS TIME. IS THERE A MOTION IN A SECOND
[02:07:32] TO APPROVE ITEM TEN? A COVID
[02:07:38] SECOND, HE'S BEEN
[02:07:42] MOVED. AND SECONDED, IS THERE ANY
[02:07:44] FURTHER DISCUSSION BY SHOW OF HAND.
[02:07:48] DO NOT SEE ANY. I SEE FRED TALKING, BUT
[02:07:51] I'M NOT SURE. NOTHING.

[02:07:55] OKAY. ALL RIGHT. CLERK HART, PLEASE CALL THE
[02:07:59] ROLL. COMMISSIONER SAY AYE OR NAY WHEN YOUR
[02:08:01] NAME'S FOR THE VOTE, BEGINNING WITH
[02:08:03] COMMISSIONER MOHAMED AYE . THANK YOU,
[02:08:07] COMMISSIONER HASEGAWA. AYE . THANK YOU,
[02:08:10] COMMISSIONER FELLEMAN. AYE THANK YOU,
[02:08:14] COMMISSIONER CHO. AYE . THANK YOU,
[02:08:17] COMMISSIONER CALKINS. AYE . THANK YOU.
[02:08:19] THERE ARE FIVE AYES AND ZERO NAYS FOR
[02:08:21] THIS ITEM. AND WITH THAT, THE MOTION
[02:08:24] PASSES. WE'RE NOW MOVING TO ITEM ELEVEN,
[02:08:29] PRESENTATIONS AND STAFF REPORTS. CLERK
[02:08:31] HART, PLEASE READ THE NEXT ITEM INTO THE
[02:08:32] RECORD. AND THEN EXECUTIVE DIRECTOR
[02:08:35] METRUCK. YOU CAN INTRODUCE IT. THANK YOU.
[02:08:37] THIS IS AGENDA ITEM ELEVEN A. THE 2021
[02:08:40] FINANCIAL PERFORMANCE BRIEFING
[02:08:43] COMMISSIONER WAS VERY HAPPY TO PRESENT
[02:08:45] TODAY'S BRIEFING ON THE FINANCIAL
[02:08:47] PERFORMANCE OVER AVIATION, MARITIME,
[02:08:49] ECONOMIC DEVELOPMENT AND CENTRAL
[02:08:51] SERVICES DIVISIONS FOR 2021. I SAY
[02:08:55] VERY HAPPY BECAUSE THE REPORT
[02:08:56] DEMONSTRATES THE OUTSTANDING FINANCIAL
[02:08:58] MANAGEMENT EXERCISE BY OUR FINANCE TEAMS
[02:09:01] AND PORT STAFF OVER THE PAST TWO YEARS
[02:09:04] OF THE PANDEMIC UNDER UNPRECEDENTED
[02:09:06] CHALLENGES AND UNCERTAINTY. DESPITE THE
[02:09:09] PANDEMIC, WE EMERGED FROM 2021 IN A
[02:09:12] STRONG FINANCIAL POSITION. THE PORT IS
[02:09:14] MAINTAINING A HIGH LEVEL OF CAPITAL
[02:09:16] INVESTMENT WITH THE RESOURCES NECESSARY
[02:09:21] TO RESTORE AND EXPAND STAFF, INCREASE
[02:09:23] EMPLOYEE PAY, AND INCREASE COMMUNITY
[02:09:25] PROGRAMS. WE SAW A REBOUND IN AIR
[02:09:28] TRAVEL, A PARTIAL RESTORATION OF ALASKA
[02:09:31] CRUISING AND HIGHER GRAIN AND MORTGAGE
[02:09:33] REVENUES. FEDERAL AID OBVIOUSLY PLAYED A
[02:09:35] KEY ROLE IN MAINTAINING OUR FINANCIAL
[02:09:37] HEALTH. I WANT TO SAY THANKS TO THE
[02:09:39] FINANCIAL PROFESSIONALS THROUGHOUT THE
[02:09:41] PORT WHO CONTRIBUTED TO THE SUCCESS OF A
[02:09:43] SPECIAL NOTE. I'D LIKE TO NOTE THAT THE
[02:09:45] PORT RECEIVED THE CERTIFICATION OF
[02:09:48] ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL
[02:09:50] REPORTING FROM THE GOVERNMENT FINANCE
[02:09:52] OFFICERS AVIATION FOR 2021 ANNUAL
[02:09:55] COMPREHENSIVE FINANCIAL REPORT. AS
[02:09:57] STATED IN THE AWARD NOTIFICATION, THIS
[02:09:59] CERTIFICATION IS THE HIGHEST FORM OF
[02:10:01] RECOGNITION IN THE AREA OF GOVERNMENT
[02:10:03] ACCOUNTING AND FINANCIAL REPORTING, AND
[02:10:05] THIS ATTAINMENT REPRESENTS A SIGNIFICANT
[02:10:07] ACCOMPLISHMENT BY GOVERNMENT IN ITS
[02:10:09] MANAGEMENT. THIS IS NOW THE JUNETEENTH
[02:10:12] CONSECUTIVE YEAR THE PORT FORT HAS
[02:10:13] EARNED THIS RECOGNITION. AND I WANT TO
[02:10:15] THANK AND CONGRATULATE RUDY KALUSA AND
[02:10:17] AYE. ACCOUNTING AND FINANCIAL REPORTING
[02:10:19] TEAM. I'M RECEIVING THIS RECOGNITION.
[02:10:22] SO PRESENTING TODAY IS DAN THOMAS,
[02:10:24] CHIEF FINANCIAL OFFICER. AND ALSO
[02:10:27] ACCOMPANYING AYE. IS KELLY ZUPON,

[02:10:30] MICHAEL TONG AND BORG AND ANDERSON. AND
[02:10:33] WE HAVE OUR MANAGING DIRECTORS AVAILABLE
[02:10:35] TO ANSWER ANY QUESTIONS AS WELL. SO WITH
[02:10:37] THAT, I'M GOING TO TURN OVER TO DAN.
[02:10:39] THANK YOU, STEVE. GOOD AFTERNOON,
[02:10:41] COMMISSIONERS, IF WE COULD BRING THE
[02:10:43] PRESENTATION UP, PLEASE,
[02:10:46] IN THE NEXT SLIDE.
[02:10:50] SO I'LL JUST PROVIDE A FEW HIGHLIGHTS
[02:10:52] AND THEN TURN IT OVER TO THE DIVISION
[02:10:54] DIRECTORS TO GO THROUGH THE DIFFERENT
[02:10:55] BUSINESS RESULTS. AS STEVE MENTIONED,
[02:10:58] DO WE REALLY MANAGE TIGHTLY THROUGH THE
[02:11:01] PAST TWO YEARS? WE DID A SIGNIFICANT
[02:11:04] COST CUTTING LAST YEAR. WE HAD A HIRING
[02:11:07] FREEZE AND CUT SOME DISCRETIONARY
[02:11:09] SPENDING, AND IT REALLY DID HELP US
[02:11:12] BECOME WELL POSITIONED TO MAKE IT
[02:11:14] THROUGH 2021. DESPITE THE ONGOING
[02:11:17] DISRUPTIONS CAUSED BY THE PANDEMIC.
[02:11:19] STEVE MENTIONED AIRPORT PASSENGER LEVELS
[02:11:22] WERE IN LINE WITH BUDGET ABOUT 30% LOWER
[02:11:25] THAN 2019. WE ARE STAYING THIS
[02:11:29] YEAR AND EXPECTING A CONTINUED UPWARD
[02:11:31] TREND IN PASSION TO YOUR ACTIVITY AND
[02:11:34] ALSO THE FEDERAL FUNDING. THE FEDERAL
[02:11:36] RELIEF FUNDS WERE REALLY IMPORTANT IN
[02:11:39] HELPING TO IMPROVE THE FINANCIAL
[02:11:43] OUTLOOK FOR THE AVIATION DIVISION
[02:11:45] PROVIDED RELIEF FOR BOTH OUR AIRLINE
[02:11:49] TENANTS AND CUSTOMERS, AS WELL AS SOME
[02:11:52] OF OUR ADR TENANTS AND OTHER CONCESSION
[02:11:54] THERE. SO THEY WERE REALLY IMPORTANT IN
[02:11:56] HELPING US MANAGE THROUGH ALSO CRUISE
[02:11:59] BUSINESS WAS A SHORTENED SEASON, BUT WE
[02:12:02] DID HOST 82 SHIP CALLS AND APPROXIMATELY
[02:12:05] 229,000 REVENUE PASSENGERS. AND AGAIN,
[02:12:08] WE'RE EXPECTING A MORE ROBUST SEASON
[02:12:10] THIS YEAR. SO WE'RE SEEING SOLID TRENDS
[02:12:13] TOWARDS RECOVERY. OUR OPERATING EXPENSES
[02:12:17] WERE SIGNIFICANTLY BELOW BUDGET DUE TO
[02:12:21] A \$58 MILLION CREDIT,
[02:12:24] WHICH IS NONCASH RELATED TO THE WAY WE
[02:12:26] ACCOUNT FOR THE PORT PUBLIC PENSION
[02:12:29] PLANS THROUGH THE DEPARTMENT OF REVENUE
[02:12:31] SERVICES. I WANT TO JUST DO A QUICK
[02:12:33] ASIDE TO HELP PROVIDE A LITTLE BIT OF
[02:12:36] BACKGROUND ON THAT. IT'S NOT NECESSARILY
[02:12:38] INTUITIVE, BUT ESSENTIALLY BACK IN ABOUT
[02:12:41] 2014, WE IMPLEMENTED NEW PENSION
[02:12:44] ACCOUNTING RULES REGARDING HOW WE
[02:12:47] ACCOUNT FOR PENSIONS. SO PRIOR TO
[02:12:50] THOSE RULES, REALLY WHAT WE BOOKED AS
[02:12:53] EXPENSE ON PENSIONS WERE SIMPLY THE CASH
[02:12:56] EXPENDITURES THAT WE MADE THAT ARE
[02:12:58] DERIVED FROM THE CONTRIBUTION RATES TO
[02:13:00] THE VARIOUS STATE PENSION PLANS. WE HAVE
[02:13:02] ABOUT FIVE PENSION PLANS, STATE PENSION
[02:13:04] PLANS, AND THE STATE TERMINAL THE
[02:13:07] CONTRIBUTION RATES, AND THAT'S THE CASH
[02:13:09] WE ACTUALLY PAY. AND SO
[02:13:13] PREVIOUS TO THE NEW RULES, WE SIMPLY
[02:13:15] BOOKED THOSE CASH EXPENDITURES AS OUR

[02:13:18] PENSION EXPENSE. HOWEVER, WITH THE NEW
[02:13:21] RULES, THEY REQUIRED US TO FIRST BOOK A
[02:13:25] NET PENSION LIABILITY ON OUR BALANCE
[02:13:27] SHEET. THAT WAS THE FIRST TIME WE
[02:13:28] ACTUALLY HAD TO PUT A LIABILITY ON OUR
[02:13:30] BALANCE SHEET FOR FUTURE PENSION
[02:13:33] OBLIGATIONS, AND THAT THE PENSION
[02:13:36] EXPENSE IS NOW CALCULATED BASED ON
[02:13:39] ANNUAL CHANGES TO THAT NET PENSION
[02:13:42] LIABILITY. AND WE GET THOSE RESULTS FROM
[02:13:45] THE OFFICE OF THE STATE ACTUARY, WHO
[02:13:48] VALUES THE VARIOUS PENSION PLANS WHEN
[02:13:51] THEY'RE LOOKING AT BOTH THE PLAN
[02:13:53] LIABILITIES OVER THE LONG TERM AS WELL
[02:13:55] AS THE MARKET VALUE OF ASSETS. SO
[02:13:57] THEY'RE KIND OF LOOKING AT THE FUNDED
[02:13:58] STATUS OF THOSE VARIOUS PLANS, AND THEN
[02:14:02] THE STATE ANNUALLY CALCULATES THE
[02:14:05] ANNUAL PENSION EXPENSE FOR THOSE VARIOUS
[02:14:08] PLANS, AND THEN THEY APPORTIONED IT OUT
[02:14:10] TO THE INDIVIDUAL GOVERNMENTS THAT
[02:14:13] PARTICIPATE IN THOSE PLANS. SO WHEN WE
[02:14:16] PREPARE OUR BUDGET IN THE FALL, WE DON'T
[02:14:18] HAVE THAT INFORMATION. SO THE ONLY
[02:14:21] INFORMATION WE REALLY HAVE TO USE FOR
[02:14:23] OUR BUDGET ARE THE ACTUAL CONTRIBUTIONS,
[02:14:26] THE CASH CONTRIBUTIONS WE'RE MAKING.
[02:14:28] BUT THEN WHEN WE GET TO THE FOLLOWING
[02:14:31] YEAR AND WE GET THE ACTUAL PENSION
[02:14:33] EXPENSE FROM THE STATE, WE HAVE TO DO A
[02:14:36] YEAR END TRUE UP WHERE WE COMPARE WHAT
[02:14:38] WE BUDGETED, WHICH WERE OUR CASH
[02:14:41] CONTRIBUTIONS TO THE PENSION EXPENSE
[02:14:43] THAT WAS GIVEN TO US BY THE STATE. SO
[02:14:47] THERE'S A DISCONNECT BETWEEN THOSE TWO
[02:14:48] AND WE HAVE TO THROW IT UP. AND IN THE
[02:14:51] PAST FEW YEARS SINCE WE'VE IMPLEMENTED
[02:14:53] THESE NEW ACCOUNTING RULES, WE'VE
[02:14:55] GENERALLY RECORDED A CREDIT EVERY YEAR
[02:14:58] AT THE END OF THE YEAR, WHICH MEANS A
[02:14:59] REDUCTION IN EXPENSE RANGING FROM
[02:15:03] SOMEWHERE AROUND TEN TO \$20 MILLION.
[02:15:06] BUT THIS YEAR, LARGELY DUE TO THE
[02:15:09] SIGNIFICANT PERFORMANCE OF THE STOCK
[02:15:12] MARKET, WE ACTUALLY RECORDED A \$58
[02:15:15] MILLION CREDIT, WHICH LOWERS OUR PENSION
[02:15:18] EXPENSE IN 2021. AND THEN
[02:15:21] WE ALSO RECORDED ABOUT A \$5.7 MILLION
[02:15:25] REDUCTION IN OPERATING REVENUE. AND THAT
[02:15:28] HAS TO DO WITH THE LAW ENFORCEMENT
[02:15:30] OFFICERS AND FIREFIGHTERS LEFT TO PLAN.
[02:15:34] THAT PLAN IS SUBSIDIZED BY THE STATE,
[02:15:36] SO THAT ACTUALLY AFFECTS OUR REVENUES.
[02:15:40] SO GIVEN THE SIGNIFICANT AMOUNT OF THE
[02:15:44] PENSION CREDIT AND THE REVENUE
[02:15:47] REDUCTION, WE REALLY WANTED TO ISOLATE
[02:15:51] THE EFFECTS OF THOSE FROM OUR TWO
[02:15:53] PERFORMANCE. SO IN MANY OF THE CHARTS
[02:15:54] AND TABLES WILL BE PROVIDING YOU WITH IN
[02:15:57] TODAY'S PRESENTATION, WE'VE EITHER NOT
[02:16:00] INCLUDED THE PENSION CREDIT OR WE'VE
[02:16:03] PROVIDED VISIBILITY AND TRANSPARENCY
[02:16:05] BECAUSE WE REALLY WANTED TO SHOW THE

[02:16:07] TRUE FINANCIAL PERFORMANCE AND NOT THE
[02:16:10] IMPACTS OF THESE NON CASH ADJUSTMENTS.
[02:16:13] SO RECOGNIZING IT'S COMPLICATED, THIS IS
[02:16:16] THE ACCOUNTANT'S FULL EMPLOYMENT ACT
[02:16:17] WHEN WE HAVE TO DO THESE THINGS. BUT
[02:16:19] AGAIN, CREDIT GOES TO OUR ACCOUNTING
[02:16:20] TEAM, WHO DOES A GREAT JOB IN TERMS OF
[02:16:23] DOING ALL THE COMPLEX CALCULATIONS
[02:16:25] INVOLVED IN BOOKING THESE PENSION
[02:16:28] EXPENSES. NEXT SLIDE,
[02:16:31] PLEASE. I THINK WE'RE GOING TO TURN IT
[02:16:32] NOW OVER TO BORGAN ANDERSON TO GO
[02:16:35] THROUGH THE AVIATION RESULTS. THANK YOU,
[02:16:38] DAN. LET'S MOVE ON TO THE NEXT SLIDE.
[02:16:41] NEXT SLIDE, PLEASE. I'D LIKE TO START BY
[02:16:43] LOOKING AT OUR PASSENGER VOLUMES AND IN
[02:16:46] THIS CASE, COMPARING EACH MONTH TO 2000
[02:16:48] AND JUNETEENTH. AND AS DAN INDICATED,
[02:16:50] WE HAVE SEEN A SIGNIFICANT RECOVERY OF
[02:16:53] OUR 2019 LEVELS, BUT IT WAS NOT LINEAR.
[02:16:57] WE WERE MAKING PRETTY STEADY PROGRESS
[02:16:59] UNTIL THE END OF THE SUMMER WHEN THE
[02:17:02] DELTA VARIANT OF THE CORONAVIRUS MADE
[02:17:04] ITS APPEARANCE, AND THAT STALLED THINGS
[02:17:06] A LITTLE BIT. WE STARTED TO PICK UP
[02:17:08] AGAIN, AND WE'RE LOOKING AT A GOOD
[02:17:10] RECOVERY TO YOUR END WHEN THE ARMOTRON
[02:17:14] VARIANT MADE ITS APPEARANCE, AND THAT
[02:17:16] SLOWED DOWN OUR TRAFFIC TOWARDS THE END
[02:17:18] OF DECEMBER. BUT OVERALL, WE WERE VERY
[02:17:21] CLOSE TO THE FIGURE THAT WE BUDGETED.
[02:17:24] AND I JUST AT THIS TIME LIKE TO GIVE
[02:17:26] CREDIT TO MICHAEL DRAWINGER AND THE
[02:17:28] BUSINESS INTELLIGENCE TEAM FOR PROVIDING
[02:17:30] US WITH JUST EXCEPTIONALLY ACCURATE
[02:17:32] FORECASTS DURING THE YEAR THAT ALLOWED
[02:17:34] US TO MAKE GOOD DECISIONS AS WE WENT
[02:17:36] THROUGH THIS YEAR OF VERY SIGNIFICANT
[02:17:39] CHANGE. NEXT SLIDE, PLEASE.
[02:17:45] ON THIS SLIDE, I'M ACTUALLY GOING TO
[02:17:46] COMMUNICATE MOST OF THE KEY INFORMATION
[02:17:49] THAT I PLAN TO TALK ABOUT. SO I'LL SPEND
[02:17:51] A LITTLE MORE TIME ON THIS SLIDE, AND
[02:17:54] THEN IN SUBSEQUENT SLIDES, I'LL ACTUALLY
[02:17:55] MOVE FAIRLY QUICKLY. I'D LIKE
[02:17:58] TO START BY JUST ECHOING WHAT DAN SAID.
[02:18:01] 2021 WAS A VERY STRONG YEAR, AND WE
[02:18:05] ACHIEVED ALL OF OUR MAJOR FINANCIAL
[02:18:07] OBJECTIVES. IN ADDITION TO
[02:18:11] THE PENSION CREDIT, THE OTHER KEY THING
[02:18:15] TO UNDERSTANDING OUR RESULTS WAS THE
[02:18:17] ADDITIONAL FEDERAL RELIEF AID. WHEN WE
[02:18:20] STARTED THE YEAR, WE WERE AWARE OF THE
[02:18:22] FIRST FEDERAL RELIEF PACKAGE, AND THAT'S
[02:18:24] WHAT WAS BUILT INTO OUR BUDGET. BUT IN
[02:18:26] DECEMBER, THE SECOND RELIEF PACKAGE CAME
[02:18:28] IN, AND THEN IN MARCH, WE HAD THE THIRD
[02:18:31] FEDERAL RELIEF PACKAGE. AND THIS GAVE US
[02:18:33] A LOT OF FLEXIBILITY TO ACHIEVE
[02:18:36] OUR GOALS AND BENEFIT
[02:18:39] OUR CUSTOMERS. SO STARTING AT THE TOP,
[02:18:42] LOOKING AT AERONAUTICAL REVENUES, WHAT
[02:18:45] LOOKS LIKE A \$69 MILLION NEGATIVE

[02:18:48] VARIANCE IS WORTH EXPLAINING. AND MOST
[02:18:51] OF OUR AERONAUTICAL REVENUES ARE BASED
[02:18:53] ON COST RECOVERY. BUT BECAUSE WE HAD
[02:18:56] MORE FEDERAL GRANTS, WE USE THOSE GRANTS
[02:18:59] IN PART TO REDUCE AIRLINE COSTS. AND
[02:19:02] THAT PERMITTED US TO DO A MID YEAR RATE
[02:19:05] REDUCTION FOR THE AIRLINES. AND THAT WAS
[02:19:07] VERY WELL RECEIVED. ON THE NON
[02:19:10] AERONAUTICAL SIDE, AS I'LL EXPLAIN IN
[02:19:12] THE SUBSEQUENT SLIDE, WE ACTUALLY DID
[02:19:15] BETTER THAN PUGET. BUT BECAUSE OF THE
[02:19:19] FEDERAL RELIEF PASS THROUGH GRANT
[02:19:21] ELEMENT THAT REDUCED THE REVENUE THAT
[02:19:24] WE'D OTHERWISE COLLECT FROM OUR
[02:19:26] CONCESSION, ERRORS ARE RECOGNIZED.
[02:19:28] REVENUE IS ACTUALLY LOWER. ON THE
[02:19:31] OPERATING COST SIDE, WE WERE TRACKING
[02:19:33] CLOSELY TO BUDGET ALL YEAR LONG AND
[02:19:36] WE'RE EXPECTING TO BE SLIGHTLY UNDER
[02:19:39] BUDGET. AND THEN THE SNOW EVENT AYE. LATE
[02:19:42] IN DECEMBER AND THAT ACTUALLY PUSHED US
[02:19:44] OVER. SO WE WERE 1.7 MILLION OVER
[02:19:47] BUDGET, EXCLUDING THE PENSION
[02:19:50] CREDIT. WITH THE PENSION CREDIT, YOU CAN
[02:19:52] SEE THE \$47 MILLION. MOST OF THE OVERALL
[02:19:56] CREDIT WAS ACCRUED TO THE AIRPORT
[02:19:58] BECAUSE MOST OF THE EMPLOYEES ARE AT THE
[02:20:00] AIRPORT. SO OBVIOUSLY WE ENDED UP WELL
[02:20:03] UNDER BUDGET. FROM AN OPERATING EXPENSE
[02:20:05] STANDPOINT, OUR NOI IS ACTUALLY
[02:20:08] NEGATIVE, AND THAT'S BECAUSE OF THE USE
[02:20:10] OF THE GRANTS. AND SO IN THIS MODIFIED
[02:20:13] INCOME STATEMENT, WE'VE INCLUDED THE
[02:20:15] FEDERAL RELIEF GRANTS, EVEN THOUGH THOSE
[02:20:17] ARE CATEGORIZED AS NON OPERATING
[02:20:20] REVENUES, SO THAT WE CAN GET TO THAT NOI
[02:20:23] AFTER FEDERAL RELIEF. AND I THINK THIS
[02:20:24] IS A MORE MEANINGFUL LINE ITEM AND IT
[02:20:26] SHOWS THAT WE'RE \$33 MILLION FAVORABLE.
[02:20:30] LOOKING AT OUR KEY MEASURES, OUR
[02:20:32] NONAERONAUTICAL NET OPERATING INCOME,
[02:20:34] THIS IS OUR KEY SOURCE OF CASH. SO THE
[02:20:37] FACT THAT THAT'S POSITIVE IS A VERY GOOD
[02:20:38] THING. OUR COST PER EMPLOYMENT, WHICH IS
[02:20:41] A MEASURE OF COST TO THE AIRLINES, WAS
[02:20:43] WELL UNDER PUGET, AND THAT'S BECAUSE OF
[02:20:45] THE GRANTS AND THE PENSION CREDIT,
[02:20:48] DEBT SERVICE COVERAGE WAS WELL ABOVE,
[02:20:50] AND THAT'S BECAUSE WE HAD MORE MONEY TO
[02:20:53] PAY DEBT SERVICE. SO WE WERE
[02:20:55] SIGNIFICANTLY ABOVE OUR TARGET THERE AND
[02:20:58] OUR CASH BALANCE, THIS WAS REALLY
[02:21:00] IMPORTANT. THE ADF THAT'S THE AIRPORT
[02:21:02] DEVELOPMENT FUND WE HAD TARGETED TO GROW
[02:21:05] OUR CASH BALANCE IN 2021
[02:21:09] UP TO TWELVE MONTHS OF OUR OPERATING AND
[02:21:11] MAINTENANCE COSTS. AND SO WE WERE ABLE
[02:21:13] TO DO THAT, AND THAT WAS AGAIN GREATLY
[02:21:16] AIDED BY THE FEDERAL RELIEF GRANTS. OUR
[02:21:18] CAPITAL SPENDING WAS ALMOST 80% OF OUR
[02:21:22] BUDGET, SO A PRETTY GOOD YEAR THERE.
[02:21:24] I'LL EXPLAIN SOME MORE DETAILS ON THAT
[02:21:26] LATER. NEXT SLIDE, PLEASE.

[02:21:33] COULD WE MOVE TO THE NEXT THERE WE GO.
[02:21:35] THANK YOU. SO I'M ACTUALLY GOING TO SKIP
[02:21:37] THIS SLIDE. I THINK I'VE ALREADY AYE. THE
[02:21:40] KEY POINTS HERE. SO LET'S GO INTO THE
[02:21:42] NEXT SLIDE. THIS IS THE
[02:21:45] AERONAUTICAL REVENUES. IT JUST SHOWS THE
[02:21:47] RATE BASE AND WHAT IT HIGHLIGHTS IS WHEN
[02:21:50] WE PAY COSTS WITH GRANTS, THOSE COSTS
[02:21:53] ARE EXCLUDED FROM THE AIRLINE RATE BASE.
[02:21:55] SO YOU SEE THE DEBT SERVICE BAR ON THE
[02:21:58] RIGHT IS MUCH SMALLER. AND THAT'S
[02:21:59] BECAUSE INSTEAD OF CHARGING THE AIRLINES
[02:22:02] FOR THAT DEBT SERVICE, WE USE THE
[02:22:03] FEDERAL RELIEF GRANTS. AND THEN OF
[02:22:05] COURSE OUR OPERATING AND MAINTENANCE
[02:22:07] COSTS WERE LOWER BECAUSE OF THE PENSION
[02:22:09] CREDIT. NEXT SLIDE PLEASE.
[02:22:13] THIS LOOKS AT A DEEPER DIVE INTO OUR
[02:22:15] AERONAUTICAL REVENUES BROKEN OUT BY THE
[02:22:17] MAJOR COST CENTERS. AND I THINK THE
[02:22:19] MESSAGE HERE IS REALLY THAT WE WERE ABLE
[02:22:21] TO DISTRIBUTE THE GRANT USE ACROSS THE
[02:22:24] COST CENTER, SO EACH COST CENTER
[02:22:27] BENEFITED FROM IT. SO THE ACTUAL
[02:22:29] REVENUES ARE LOWER, MEANING THE ACTUAL
[02:22:32] COSTS ARE LOWER, ALL EXCEPT THE AIRFIELD
[02:22:34] COMMERCIAL AREA. THAT'S A LITTLE
[02:22:36] DIFFERENT BECAUSE THAT IS A COMPENSATORY
[02:22:39] COST CENTER, SO IT'S NOT COST RECOVERY.
[02:22:42] NEXT SLIDE PLEASE.
[02:22:45] OKAY, HERE'S THE NON AERONAUTICAL VIEW
[02:22:48] OF OUR REVENUES AND THE FIGURE IN THE
[02:22:51] MIDDLE IS WHAT I CALL OUR RESTATED NON
[02:22:55] AERONAUTICAL REVENUES AND THIS FIGURE
[02:22:57] WOULD BE SLIGHTLY HIGHER THAN OUR
[02:22:59] BUDGET. THE FIGURE ON THE RIGHT IS WHAT
[02:23:01] WE ACTUALLY REPORT AND THAT'S ADJUSTED
[02:23:03] FOR THE CHRIS GRANT
[02:23:07] INCLUDED A PASS THROUGH TO THE
[02:23:09] CONCESSION HERE. SO WE COLLECT THAT
[02:23:11] MONEY FROM THE FEDERAL GOVERNMENT AS NON
[02:23:13] OPERATING REVENUE AND WE THEREFORE
[02:23:15] REDUCE THE AMOUNT WE COLLECT FROM OUR
[02:23:17] TENANTS. AND THEN AS DAN EXPLAINED, ONE
[02:23:20] ELEMENT OF THE PENSION CREDIT WAS A
[02:23:24] CONTRACT REVENUE DUE TO THE
[02:23:27] FACT THAT THERE WAS A REVERSAL OF A
[02:23:28] SUBSIDY. SO IT'S A RATHER
[02:23:30] COUNTERINTUITIVE THING, BUT THAT DROPPED
[02:23:33] OUR REVENUES A LITTLE BIT. BUT OTHER
[02:23:35] THAN THOSE TWO ADJUSTMENTS, WE WERE
[02:23:36] ABOVE BUDGET. NEXT SLIDE PLEASE.
[02:23:45] OKAY, LOOKING AT OUR MAJOR BUSINESS
[02:23:48] UNITS WITHIN THE NON AERONAUTICAL SIDE,
[02:23:51] PUBLIC PARKING CONTINUES TO BE OUR BEST
[02:23:54] PERFORMER WITH REVENUE
[02:23:57] SIGNIFICANTLY ABOVE BUDGET. OUR CLOSE IN
[02:24:01] PARKING WAS IN GREAT DEMAND
[02:24:05] THROUGHOUT THE YEAR. RENTAL CARS WERE
[02:24:07] WELL ABOVE BUDGET, BUT FOR A SLIGHTLY
[02:24:09] DIFFERENT REASON. THERE WAS A SHORTAGE
[02:24:11] OF CARS AND THAT DROVE UP PRICES
[02:24:13] SIGNIFICANTLY AND OUR REVENUES BASED ON

[02:24:16] A PERCENTAGE CONCESSION FEE OF THEIR
[02:24:18] REVENUES. SO WHEN THEIR REVENUES WENT
[02:24:19] UP, OUR TAKE WENT UP AS WELL. THE OTHER
[02:24:23] AREAS, AS WE SAW EARLIER IN THE YEAR,
[02:24:26] WE'RE UNDERPERFORMING COMPARED TO
[02:24:28] BUDGET. GROUND TRANSPORTATION WAS CLOSE,
[02:24:31] BUT THAT WAS LARGELY DUE TO THE FACT
[02:24:33] THAT WE STARTED COLLECTING A DROP OFF
[02:24:36] FEE FOR THE TRANSPORTATION NETWORK
[02:24:38] COMPANIES. IF NOT FOR THAT, WE WOULD
[02:24:39] HAVE BEEN WELL BELOW BUDGET AND DINING
[02:24:43] AND RETAIL HAD CHALLENGES THROUGHOUT
[02:24:45] THE YEAR AND IN PARTICULAR DUTY FREE WAS
[02:24:49] WAY DOWN DUE TO THE REDUCTIONS IN
[02:24:52] INTERNATIONAL PASSENGERS. NEXT SLIDE
[02:24:55] PLEASE. OKAY, REALLY JUST
[02:24:58] TWO POINTS HERE AND THAT'S REALLY THE
[02:25:01] USE OF THE FEDERAL RELIEF GRANTS TO
[02:25:04] REDUCE COSTS THAT WOULD OTHERWISE GO
[02:25:07] INTO THE DEBT SERVICE COVERAGE
[02:25:08] CALCULATION. SO UP ABOVE THE FIRST
[02:25:11] HIGHLIGHTED CELL, WE'RE SHOWING THE
[02:25:13] AMOUNT THAT WAS USED TO PAY OPERATING
[02:25:17] COSTS AND DOWN BELOW WE SHOWED A BIG
[02:25:20] INCREASE IN THE AMOUNT OF GRANTS THAT
[02:25:21] WERE USED TO PAY FOR DEBT SERVICE. AND
[02:25:24] THAT'S REALLY WHAT DRIVES UP THIS
[02:25:25] CALCULATION OF DEBT SERVICE COVERAGE.
[02:25:28] THIS IS THE CALCULATION WE USE FOR THE
[02:25:30] AIRLINE LEASE AGREEMENT. IT'S SLIGHTLY
[02:25:32] DIFFERENT THAN THE WAY IT'S CALCULATED
[02:25:34] FOR OUR BOND DOCUMENTS, BUT THIS ONE IS
[02:25:37] THE IMPORTANT MEASURE FOR THE AIRPORT.
[02:25:39] NEXT SLIDE, PLEASE. ALL RIGHT. CAPITAL
[02:25:43] SPENDING. AS I SAID, WE'RE ABOUT 79% OF
[02:25:45] BUDGET. AND THERE'S SOME GOOD NEWS AND
[02:25:47] SOME NOT SO GOOD NEWS MIXED IN HERE.
[02:25:50] FIRST OF ALL, AT THE TOP, WE LOOK AT THE
[02:25:52] NORTH SATELLITE SPENDING. AND THE FACT
[02:25:55] THAT WE'RE UNDER BUDGET HERE IS ACTUALLY
[02:25:57] GOOD NEWS FOR THOSE OF YOU WHO ARE HERE.
[02:26:00] A YEAR AGO, YOU WOULD HAVE HEARD US
[02:26:02] REPORT HOW WE ACTUALLY ACCELERATED SOME
[02:26:05] SPENDING IN 2020 TOWARDS THE END OF THE
[02:26:07] YEAR SO THAT WE DIDN'T HAVE TO SPEND IT
[02:26:10] IN 2021. AND THAT WAS TO TAKE ADVANTAGE
[02:26:13] OF LOWER TRAFFIC, LOWER PASSENGERS TO
[02:26:16] GET MORE WORK DONE IN 2020. IN ADDITION,
[02:26:19] THERE'S ALSO SOME ABOUT \$12 MILLION OF
[02:26:21] PROJECT SAVINGS HERE. SO THIS IS A GOOD
[02:26:23] NEWS STORY. THE INTERNATIONAL ARRIVALS
[02:26:26] FACILITY. THE NEXT ITEM IS THE NOT SO
[02:26:28] GOOD STORY. WHILE WE'RE SIGNIFICANTLY
[02:26:31] UNDER BUDGET, THIS IS NOT DUE TO PROJECT
[02:26:34] SAVINGS, BUT THIS IS DUE TO PROJECT
[02:26:36] DELAYS. THE CHECK BAGGAGE OPTIMIZATION,
[02:26:39] ANOTHER MAJOR PROJECT, IN THIS CASE
[02:26:41] SPENDING MORE THAN BUDGET, BECAUSE
[02:26:42] AGAIN, WE WERE ABLE TO ACCELERATE SOME
[02:26:45] SCOPE OF WORK INTO THIS YEAR, WHICH IS A
[02:26:47] GOOD NEWS STORY. AIRFIELD PAVEMENT,
[02:26:49] SLIGHTLY UNDER BUDGET, AND MOST OF THIS
[02:26:52] IS ATTRIBUTABLE TO SAVINGS AS WELL. SO

[02:26:55] OVERALL, WE'RE UNDERSPENDING OUR BUDGET,
[02:26:58] BUT THERE ARE SOME GOOD REASONS FOR
[02:26:59] THAT. NEXT SLIDE, PLEASE.
[02:27:04] OUR CASH BALANCE. AGAIN, THIS WAS A KEY
[02:27:06] MEASURE AND A REALLY IMPORTANT TARGET
[02:27:08] FOR US THIS YEAR. AND THIS SHOWS THE
[02:27:10] MONTH BY MONTH CASH BALANCE AND HOW MY
[02:27:13] TEAM WAS REALLY TRYING TO MANAGE THIS
[02:27:15] AND TO AYE. OUR TARGET. AND I'LL JUST SAY
[02:27:19] A LOT OF MOVING PARTS, VERY FEW OF WHICH
[02:27:21] ARE REFLECTED ON THIS GRAPH. BUT I HOPE
[02:27:23] IT GIVES YOU AN IDEA OF HOW WE WERE
[02:27:25] WITHHOLDING THE DRAWDOWNS ON
[02:27:29] THOSE FEDERAL RELIEF GRANTS UNTIL WE
[02:27:30] REALLY UNDERSTOOD HOW THE YEAR WAS
[02:27:32] PLANNING OUT AND THEN WE COULD MAKE SURE
[02:27:34] WE WERE USING IN THE MOST OPTIMAL
[02:27:36] MANNER. AND WE DID AYE. OUR TARGET, JUST
[02:27:39] BARELY. NEXT SLIDE, PLEASE.
[02:27:43] AND THIS IS A SUMMARY OF THE THREE
[02:27:46] FEDERAL RELIEF PROGRAMS. NOT GOING TO GO
[02:27:49] THROUGH IT IN ANY DETAIL, BUT IT'S
[02:27:50] REALLY A REFERENCE HERE. I THINK THE
[02:27:53] IDEA HERE IS THAT WE SPLIT THE USE OF
[02:27:54] THE MONEY BY THE PORTION THAT BENEFITTED
[02:27:58] THE AIRLINES AND THE PORTION THAT
[02:27:59] BENEFITED THE NONAIRLINE SIDE OR REALLY
[02:28:01] DROPS TO OUR BOTTOM LINE. MOST OF THE
[02:28:04] MONEY WAS USED TO PAY DEBT SERVICE IN
[02:28:06] 2021. AND PROBABLY THE KEY INFORMATION
[02:28:08] HERE IS THAT TOWARDS THE END OF THE
[02:28:11] YEAR, ONCE WE GOT AN INDICATION OF THE
[02:28:13] PENSION CREDIT, WE MADE A DECISION
[02:28:17] TO PUSH OUT GRANT MONEY THAT WE
[02:28:20] OTHERWISE WOULD HAVE USED IN 2021, AND
[02:28:23] THAT'S NOW AVAILABLE. SO WE HAVE 43.7
[02:28:26] MILLION THAT IS NOT BUILT INTO THE 2022
[02:28:30] PUGET, AND WE'LL BE MAKING A DECISION
[02:28:32] LATER THIS YEAR ON HOW BEST TO DEPLOY
[02:28:35] THAT. I WILL SAY THAT IN ALL LIKELIHOOD
[02:28:38] WE WILL NEED TO USE THAT TO BUILD OUR
[02:28:40] CASH BALANCE TARGET FOR 2022. BECAUSE
[02:28:43] WHILE THE PENSION CREDIT WAS A WONDERFUL
[02:28:45] THING, AS DAN INDICATED, IT WAS A NON
[02:28:48] CASH BENEFIT. BUT BECAUSE IT LOWERED
[02:28:50] COSTS THAT WE WOULD RECOVER FROM THE
[02:28:52] AIRLINES, WE ACTUALLY COLLECTED LESS
[02:28:54] CASH THAN WE OTHERWISE WOULD HAVE. SO
[02:28:57] WE'RE LIKELY GOING TO NEED TO USE MOST
[02:28:58] OF THAT TO RESTORE OUR CASH BALANCE IN
[02:29:01] OUR TARGET FOR 2022. NEXT SLIDE,
[02:29:05] PLEASE. AND WITH THAT, I'LL TURN IT OVER
[02:29:09] TO KELLY.
[02:29:15] UNLESS THERE ARE ANY QUESTIONS I CAN
[02:29:17] ANSWER, I THINK WE'LL
[02:29:21] KEEP MAKING NOTE OF OUR QUESTIONS, AND
[02:29:23] THEN WE'LL CIRCLE BACK AT THE END OF THE
[02:29:24] PRESENTATION FOR QUESTIONS.
[02:29:27] ALL RIGHT. THANKS, MORGAN. GOOD
[02:29:30] AFTERNOON. COMMISSIONERS AND EXECUTIVE
[02:29:33] DIRECTOR METRUCK. I'LL NOW WALK YOU
[02:29:35] THROUGH THE SEAPORT OPERATING DIVISIONS
[02:29:37] AND ENTITIES. MANAGING DIRECTOR

[02:29:39] STEPHANIE JONES STEPHENS AND OF THE
[02:29:42] MARITIME DIVISION AND DAVE MCFADDEN OF
[02:29:44] THE ECONOMIC DEVELOPMENT DIVISION ARE
[02:29:46] WITH US AND MAY INTERJECT ALONG THE WAY
[02:29:48] AS WELL. NEXT SLIDE, PLEASE.
[02:29:53] THIS SLIDE IS A ROLL UP OF THE ENTIRE
[02:29:55] SEAPORT. THE KEY TAKEAWAY HIGHLIGHTED
[02:29:58] IN GREEN IS NUI OR NET OPERATING INCOME.
[02:30:01] EXCLUDING THE STORMWATER UTILITY, IT
[02:30:04] CAME IN AT ABOUT \$25 MILLION FAVORABLE
[02:30:07] TO PUGET. THIS FIGURE INCLUDES A NON
[02:30:10] CASH PENSION CREDIT OF \$10 MILLION, SO
[02:30:14] EXCLUDING THAT, WE ARE ABOUT \$15 MILLION
[02:30:16] BETTER THAN EXPECTED. OF THAT, 13
[02:30:19] MILLION OR SO COMES FROM OUR INTEREST IN
[02:30:23] THE NORTHWEST SEAPORT LINES JOINT
[02:30:24] VENTURE AND THE REMAINING 2 MILLION FROM
[02:30:26] THE COMBINATION OF ECONOMIC DEVELOPMENT
[02:30:29] AND MARITIME GROUPS WITH POSITIVE CRUISE
[02:30:31] AND GRAIN VOLUMES OFFSET BY THE
[02:30:34] CONFERENCE AND EVENT CENTERS TAKING A
[02:30:36] LITTLE LONGER TO RECOVER FROM THE
[02:30:37] PANDEMIC.
[02:30:40] YEAR OVER YEAR INCOME IS UP OVER \$34
[02:30:43] MILLION, OR 27 MILLION OUT OF THE
[02:30:47] PENSION CREDIT. THIS GROWTH IS A RESULT
[02:30:49] OF A V SHAPED RECOVERY IN CARGO RETURN
[02:30:52] OF CRUISE AND PORT WIDE COST MANAGEMENT
[02:30:56] INITIATIVES UNDERTAKEN TO MAINTAIN
[02:30:58] FINANCIAL STRENGTH THROUGH THE PANDEMIC.
[02:31:00] WE WILL NOW QUICKLY BREAK DOWN EACH OF
[02:31:03] THE DIVISIONS OR ENTITIES INDIVIDUALLY,
[02:31:05] STARTING WITH MARITIME. AND WE DO
[02:31:08] HAVE ADDITIONAL SLIDES IN THE APPENDIX
[02:31:10] IF YOU WANT TO SEE FURTHER DETAIL. NEXT
[02:31:12] SLIDE, PLEASE. NEXT SLIDE.
[02:31:22] OKAY. NOW, DESPITE ALL THE COVID
[02:31:24] HEADWINDS, MARITIME FINISHED 2021
[02:31:28] WITH ABOUT A MILLION DOLLARS FAVORABLE
[02:31:30] NET OPERATING INCOME, EXCLUDING THE
[02:31:32] PENSION CREDIT, OUR FISHING, COMMERCIAL
[02:31:34] AND RECREATIONAL MARINAS EXCEEDED
[02:31:37] REVENUE TARGETS. CREWS HAD A SUCCESSFUL
[02:31:40] LATE SEASON OPENING WITH 82 CALLS AND
[02:31:43] 229,000 PASSENGERS. AS DAN MENTIONED
[02:31:46] EARLIER, GRAIN VOLUMES WERE MUCH HIGHER
[02:31:49] THAN PLANNED AS WELL. LISTED TO THIS
[02:31:51] SIDE ARE A FEW OF THE NUMEROUS
[02:31:54] ACCOMPLISHMENTS THE TEAM HAS COMPLETED.
[02:31:57] WE'D LIKE TO NOTE THE COMPLETION OF T
[02:31:59] FIVE PHASE ONE, SECURING A FIVE YEAR
[02:32:02] VESSEL AGREEMENT WITH THE TRIBES THAT
[02:32:04] ALLOWS A PASSAGEWAY FOR BOTH CARGO AND
[02:32:07] CRUISE SHIPS AND THE CREATION OF
[02:32:11] STORMWATER UTILITY IN 2016, AND WITH THE
[02:32:14] CREATION OF THE STORMWATER UTILITY IN
[02:32:16] 2016, OUR TEAM HAS BEEN ABLE TO SCOPE
[02:32:18] OUT MOST OF THE ASSETS AND CREATE ITS
[02:32:21] FIRST STRATEGIC PLAN. NEXT SLIDE PLEASE.
[02:32:27] THIS SLIDE SHOWS THE FINANCIAL RESULTS
[02:32:30] ABSENT THE IMPACT OF PENSION
[02:32:32] ADJUSTMENTS. THE POSITIVE NET OPERATING
[02:32:35] INCOME IN 2021 IS OVER \$11 MILLION IN

[02:32:39] 2020. THIS IS DRIVEN BY RETURN.
[02:32:44] THIS IS DRIVEN BY THE RETURN OF CRUISE
[02:32:46] ON THE REVENUE SIDE AND ON THE EXPENSE
[02:32:48] SIDE. IN 2020, WE MOVED ABOUT TWO AND A
[02:32:51] HALF MILLION DOLLARS IN COSTS RELATED TO
[02:32:54] THE POTENTIAL NEW CRUISE TERMINAL 46
[02:32:57] FROM CAPITAL TO EXPENSE. THE HIRING,
[02:33:01] FROST AND PANDEMIC RELATED COST
[02:33:03] REDUCTION MEASURES BROUGHT FURTHER
[02:33:05] SAVINGS WE SPENT SIMILAR TO THE AIRPORT,
[02:33:08] WE SPENT JUST UNDER THREE QUARTERS OF
[02:33:10] OUR CAPITAL BUDGET, WHICH IS ON THE HIGH
[02:33:12] SIDE OF OUR HISTORIC PERFORMANCE DESPITE
[02:33:15] SOME COVID HEADWINDS AND RESOURCE
[02:33:16] CHALLENGES. NEXT SLIDE PLEASE.
[02:33:22] HERE IS THE PROFIT AND LOSS STATEMENT
[02:33:25] FOR OUR STORMWATER UTILITY. THE UNIT WAS
[02:33:27] FORMED IN 2016 WHEN THE PORT TOOK OVER
[02:33:30] THE ASSETS FROM THE CITY OF SEATTLE. IT
[02:33:33] IS A COST RECOVERY UNIT SIMILAR TO THE
[02:33:35] AIRPORT, WHERE THE RATES CHARGED ARE
[02:33:38] BASED ON THE LONG TERM FINANCIAL NEEDS
[02:33:40] OF THE UTILITY. THEY ARE REVIEWED
[02:33:42] ANNUALLY BY A STEERING COMMITTEE AND
[02:33:43] PRESENTED IN OCTOBER EACH YEAR TO THE
[02:33:45] COMMISSIONER FOR APPROVAL. THE EXPENSES
[02:33:48] IN 2021 ARE LOWER THAN BUDGET,
[02:33:50] PRIMARILY DRIVEN BY A CHANGE IN
[02:33:53] MAINTENANCE, A MARINE MAINTENANCE
[02:33:55] OVERHEAD METHODOLOGY WHICH IMPACTED THE
[02:33:57] STORMWATER UTILITY POSITIVELY AND HAD A
[02:34:00] NEGATIVE IMPACT ON THE ECONOMIC DIVISION
[02:34:02] ECONOMIC DEVELOPMENT LIAISON, WHICH
[02:34:04] YOU'LL SEE A LITTLE LATER. NEXT SLIDE
[02:34:07] PLEASE.
[02:34:12] HERE IS A HIGH LEVEL LOOK AT REVENUE AND
[02:34:15] EXPENSES FOR THE NORTHWEST SEAPORT
[02:34:16] ALLIANCE. REVENUE IS OVER BUDGET BY 10.4
[02:34:20] MILLION FROM THE APL CMA CGM
[02:34:24] MODIFICATION AGREEMENT WITH A DELAYED
[02:34:27] START AND TERMINAL FIVE BEING OFFSET BY
[02:34:30] HIGHER VOLUMES THAN EXPECTED. OPERATING
[02:34:33] EXPENSES WERE LOWER FROM DEFERRED
[02:34:36] PROJECT SPEND AND LOWER ADMINISTRATIVE
[02:34:38] COSTS BOTH DIRECTLY AT THE ALLIANCE AND
[02:34:41] COST ALLOCATED FROM THE HOME PORTS. THE
[02:34:43] OPERATING INCOME OF 113,000,000 IS THE
[02:34:46] KEY COMPONENT IN THE DISTRIBUTABLE
[02:34:48] INCOME TO THE HOME PORTS WHICH WE WILL
[02:34:51] GO OVER IN OUR NEXT SLIDE. NEXT SLIDE
[02:34:55] PLEASE.
[02:34:57] OKAY. THIS SLIDE IS THE JOINT VIN. IT'S
[02:35:01] BASICALLY OUR INTEREST IN THE SEAPORT
[02:35:03] ALLIANCE. I'M GOING TO WALK THROUGH EACH
[02:35:06] OF THE LINE ITEMS HERE. SO FOR NORTHWEST
[02:35:10] SEAPORT ALLIANCE DISTRIBUTABLE REVENUE,
[02:35:11] THIS IS BASICALLY THAT HALF OF THE NET
[02:35:13] INCOME APPS AND A COUPLE OF OTHER
[02:35:16] SMALLER ITEMS. THE CONTRA JOINT VENTURE
[02:35:19] REVENUE THIS 1.952 MILLION DOLLARS.
[02:35:29] THAT'S BASICALLY HALF OF THE MONEY THAT
[02:35:31] WE SEND TO THE NORTHWEST SEAPORT LINES
[02:35:33] FOR OUR STATE AND TERMINAL 46. THE OTHER

[02:35:36] HALF IS AT THE CRUISE TERMINAL OR FALLS
[02:35:39] INTO THE CRUISE LINE OF BUSINESS IN
[02:35:40] MARITIME DIVISION OTHER SERVICE TENANT
[02:35:44] REIMBURSEMENTS. THIS IS REMAINANCE
[02:35:46] REIMBURSABLE REVENUE AND THE PORT
[02:35:49] REVENUE FROM NORTHWEST SEAPORT ALLIANCE
[02:35:51] FACILITIES. THIS IS WHEN
[02:35:55] THEY HAVE EXCESS CARGO OR TIE UPS,
[02:35:57] ADDITIONAL LABORS. WHAT WOULD BE THE
[02:36:01] PORT OF SEATTLE SECTION OF TERMINAL 46.
[02:36:04] THAT'S WHERE THAT REVENUE COMES INTO
[02:36:06] PLAY. ALTOGETHER, THEY GAVE US TOTAL
[02:36:08] REVENUES OF ABOUT 54 AND A HALF MILLION
[02:36:10] DOLLARS. ALONG THE
[02:36:14] EXPENSE SIDE, THE BIG TAKEAWAY IS WE
[02:36:17] HAVE FOR JVDIRECT, WHICH IS THE JOINT
[02:36:20] VENTURE DIRECT COST. THERE'S AN
[02:36:22] ENVIRONMENTAL RESERVE BOOKED FOR THE
[02:36:25] BOOKED IN JUNE, AND THERE'S ALSO AN
[02:36:28] ADDITIONAL ABOUT \$682,000 OF COST
[02:36:31] SAVINGS THAT WERE REALLY LINKED TO THE
[02:36:33] SEAPORT ALLIANCE. BUT WE BOOKED THEM
[02:36:37] TO THE JOINT VENTURE DUE TO KIND OF THE
[02:36:39] WAY WE ARRANGED IT WITH SEA PORT
[02:36:41] ALLIANCE. NEXT SLIDE,
[02:36:43] PLEASE.
[02:36:47] OKAY. AND FOR THE ACHIEVEMENTS,
[02:36:50] THE MARITIME ACHIEVEMENTS, THE ONE ITEM
[02:36:52] I'D LIKE TO POINT OUT IS THE ELLIOTT BAY
[02:36:55] FISHING AND COMMERCIAL OPERATIONS.
[02:36:59] THIS IS MOSTLY TERMINAL 91 AND A LOT OF
[02:37:01] THE DOLPHINS AND KIND OF SMALLER ASSETS
[02:37:05] WE HAVE THROUGHOUT ELLIOTT BAY. AND THEY
[02:37:08] WELCOME THE NORTH STAR TO TERMINAL 91
[02:37:11] THIS YEAR AND INCREASED UTILIZATION OF
[02:37:13] SMALL CREWS AND RESEARCH VESSELS AND
[02:37:16] EXCEEDED BUDGET BY ABOUT \$1.1 MILLION.
[02:37:18] IT'S A PRETTY SMALL STAFF THERE, AND
[02:37:21] THEY'VE BEEN DEALING WITH HEADWINDS WITH
[02:37:22] COVID AND A LOT, AND IT WAS A REALLY
[02:37:24] STRONG YEAR FOR THEM AS WELL. NEXT
[02:37:28] SLIDE, PLEASE. ALL RIGHT.
[02:37:33] NOW WE'LL SPEAK TO THE ECONOMIC
[02:37:34] DEVELOPMENT DIVISION. UNLESS YOU HAVE
[02:37:36] ANY OTHER QUESTIONS,
[02:37:39] THE NEXT SLIDE. CAN I
[02:37:43] JUST ASK? I DON'T SEE ALL THOSE SLIDES
[02:37:45] IN MY PACKET.
[02:37:48] WAS THAT FULL PRESENTATION IN OUR PACKET
[02:37:54] APPLIANCE MATERIALS IN MY PACKET UNDER
[02:37:58] ITEM ELEVEN A? SHOULD HAVE BEEN.
[02:38:01] OKAY. SO I DON'T KNOW WHY I DON'T SEE
[02:38:03] IT, BUT I HAVE ELEVEN A FOR SURE.
[02:38:07] ALL RIGHT. WELL, I'LL KEEP ON LOOKING.
[02:38:09] KELLY, QUICK QUESTION HERE. SURE. ARE
[02:38:12] THE TOTAL FOR DISTRIBUTION. IS THIS
[02:38:15] BROKEN DOWN BY EACH HOME PORT? SO WHEN
[02:38:18] YOU SAY \$54 MILLION ABOUT JUST
[02:38:22] NORTH HARBOR. RIGHT. WELL,
[02:38:26] WE TAKE THE AGGREGATE NET INCOME AND
[02:38:28] IT'S SPLIT UP. SO IT'S NOT REALLY THE
[02:38:30] AMOUNT THAT WE GET IS BASED ON THE
[02:38:32] ENTIRE HALF OF THE ENTIRE SEAPORT

[02:38:35] ALLIANCE NET INCOME. SO THEY DON'T BREAK
[02:38:37] IT BY NORTH HARBOR OR SOUTH HARBOR.
[02:38:39] IT'S REALLY THE ENTIRE AMOUNT OF THE
[02:38:43] SUPPORT ALLIANCE AND THEN WE GET 50%
[02:38:45] COMES TO THE PORT CORRECTLY. NO, I
[02:38:47] UNDERSTAND, BUT THE NUMBERS ON THE SLIDE
[02:38:50] ARE AGGREGATE OR BOOKING THEM WHEN
[02:38:54] YOU LOOK AT NOI BEFORE DEPRECIATION, IS
[02:38:55] THE \$52 MILLION TOTAL OR TWO.
[02:38:59] IS THAT NET INCOME TO THIS PORT OF
[02:39:01] SEATTLE? THAT'S OUR SHEET.
[02:39:04] YEAH, THAT'S OUR SHEET. OKAY.
[02:39:09] I WAS LOOKING AT THE APPENDIX. THAT'S
[02:39:11] WHY I DIDN'T SEE THE REST OF IT. THANK
[02:39:13] YOU VERY MUCH.
[02:39:21] THIS DIVISION, THE ECONOMIC DEVELOPMENT
[02:39:22] DIVISION, IS MADE UP OF ABOUT HALF OUR
[02:39:25] SPACE AND BUILDING PORTFOLIO WHILE
[02:39:27] MANAGING THE OTHER HALF OF MARITIME,
[02:39:29] PLUS THE BELL STREET GARAGE, OUR
[02:39:32] CONFERENCE CENTERS, PIER 69 FACILITIES
[02:39:35] AND OTHER ECONOMIC DEVELOPMENT TEAMS
[02:39:38] LIKE TOURISM, REAL ESTATE DEVELOPMENT,
[02:39:40] INNOVATION, ECONOMIC DEVELOPMENT GRANTS
[02:39:42] AND WOMEN OR WOMEN AND MINORITY OWNED
[02:39:45] BUSINESS ENTERPRISE. THE DIVISION
[02:39:47] ENCOUNTERED SOME CHALLENGES IN 2021 WITH
[02:39:50] THE BELL STREET PARKING GARAGE AND
[02:39:52] CONFERENCE AND EVENT CENTERS SEEING A
[02:39:54] SHIFT DURING THE PANDEMIC TOWARD
[02:39:55] TELEWORKING AND TELECONFERENCING,
[02:39:57] DRIVING A REDUCTION IN VOLUMES
[02:39:59] THROUGHOUT ALL THE CHALLENGES. THEY WERE
[02:40:01] ABLE TO MAINTAIN A 95% OCCUPANCY RATE
[02:40:04] WHILE MANAGING A SUCCESSFUL RENT
[02:40:06] DEFERRAL PROGRAM, WHICH ALLOWED
[02:40:08] COMPANIES LIKE GREEN, LATRINE AND OTHERS
[02:40:10] THE FLEXIBILITY TO INVEST AND THRIVE
[02:40:12] THROUGH THE BAND IN IT. NEXT SLIDE,
[02:40:15] PLEASE.
[02:40:19] THE FINANCIAL PICTURE FOR ECONOMIC
[02:40:21] DEVELOPMENT, EXCLUDING THE PENSION
[02:40:23] ADJUSTMENT, HAS NET OPERATING INCOME IN
[02:40:29] 2021 AT 3.2 MILLION BELOW BUDGET,
[02:40:32] BUT 642,000 HIGHER THAN 2020.
[02:40:35] THE BUDGET VARIANCE WAS DRIVEN BY SLOWER
[02:40:38] THAN ANTICIPATED RETURN IN CONFERENCE
[02:40:41] AND EVENT CENTER REVENUES FROM WHEN THE
[02:40:44] BUDGET WAS CREATED ABOUT A YEAR AND A
[02:40:45] HALF AGO. THE GROWTH IN OI FROM NET
[02:40:50] OPERATING INCOME FROM 2020 WAS A FACTOR
[02:40:52] OF LOWER COSTS AT THE CONFERENCE AND
[02:40:54] EVENT CENTER, ALONG WITH FAVORABLE
[02:40:56] CENTRAL SERVICES ALLOCATION, OFFSET BY
[02:40:59] SIGNIFICANT SPENDING IN 2021 ON THE
[02:41:02] WASHINGTON TOURISM ALLIANCE PROGRAM
[02:41:04] APPROVED BY THE COMMISSIONER IN 2020 AND
[02:41:07] HIGHER MAINTENANCE COSTS, WHICH I
[02:41:08] MENTIONED EARLIER. CAPITAL SPENDING CAME
[02:41:11] IN ABOUT 76% OF BUDGET.
[02:41:15] NEXT SLIDE, PLEASE.
[02:41:19] THIS IS A LIST OF THE ECONOMIC
[02:41:21] DEVELOPMENT PROGRAM ADVANCEMENTS

[02:41:23] EXECUTION OF THE TERMINAL 106 GROUND
[02:41:26] LINKS WITH TRAMMEL CROW DELIVERED BY OUR
[02:41:28] REAL ESTATE DEVELOPMENT TEAM WAS A HUGE
[02:41:30] WIN FOR THE PORT, GENERATING BOTH JOBS
[02:41:33] AND BRINGING IN OVER 3 MILLION
[02:41:36] IN NET INCOME ANNUALLY FOR THE NEXT 50
[02:41:40] YEARS. DIVERSITY AND CONTRACTING GREW,
[02:41:43] UTILIZATION OF WMBE BUSINESSES AND
[02:41:46] WE'LL BE BRIEFING YOU ON THEIR PROGRESS
[02:41:47] WHEN Q FOUR NUMBERS ARE VETTED. THE
[02:41:50] TOURISM TEAM CONTINUED TO EFFICIENTLY
[02:41:53] ADVOCATE STATE AND LOCAL TOURISM
[02:41:55] OPPORTUNITIES BOTH DOMESTICALLY AND
[02:41:56] ABROAD. CITY GRANT PARTNERS HELPED 1000
[02:42:00] PANDEMIC IMPACTED BUSINESSES, AND OUR
[02:42:03] ECONOMIC DEVELOPMENT TEAM WORKED WITH
[02:42:05] MARITIME BLUE TO SUPPORT SECOND AND
[02:42:07] THIRD INNOVATION ACCELERATOR COHORTS.
[02:42:10] THAT CONCLUDES MARITIME AND EDD. IF NO
[02:42:14] FURTHER QUESTIONS. MICHAEL TOM WILL
[02:42:16] PRESENT CENTRAL SERVICES. GO AHEAD.
[02:42:20] GOOD OPTION ON COMMISSIONERS AND THE
[02:42:22] SECOND DIRECTOR METRUCK. WAS THERE A
[02:42:24] QUESTION? NO, I WAS JUST SAYING, DAN,
[02:42:27] THAT WE SHOULD KEEP MAKING NOTE OF
[02:42:29] QUESTIONS. WE'LL DO THEM ALL AGAIN.
[02:42:31] GREAT, THANKS. NEXT SLIDE, PLEASE.
[02:42:36] ON THE LEFT IS A FINANCIAL SUMMARY FOR
[02:42:39] CENTRAL SERVICES OPERATING REVENUES.
[02:42:43] 3.2 MILLION FAVORABLE TO THE BUDGET,
[02:42:46] MANY DUE TO UNBUDGETED FOR FEATURES
[02:42:49] REVENUE FROM THE POLICE DEPARTMENT, THE
[02:42:52] L TWO PENSION SUBSIDIES, THE PENSION
[02:42:55] REVENUE CONTRACT A
[02:42:59] LITTLE BIT EARLIER. THIS IS THE POLICE
[02:43:01] PORTION AND THEN THE OTHER DEVICES
[02:43:06] FIREFIGHTER. ON THE EXPENSES
[02:43:09] SIDE,
[02:43:14] ALL THE CENTRAL SERVICE DEPARTMENT
[02:43:16] EXCEPT POLICE ENGINEERING AND PCS.
[02:43:19] 1.8 MILLION OVER BUDGET, MAINLY DUE TO
[02:43:22] 3.7 MILLION UNPREDICTED LEGAL
[02:43:26] EXPENDITURES AS WELL AS 2 MILLION AND
[02:43:28] BUDGETED OPPORTUNITY YOUTH INITIATIVE,
[02:43:32] WHICH NOW, AS YOU KNOW, HAVE BEEN
[02:43:34] RENAMED TO YOUTH CAREER LAUNCH PROGRAM.
[02:43:37] THOSE TWO UNBUDGETED ITEMS ARE ACTUALLY
[02:43:41] OFFSET BY OTHER SAVING NUMBERS.
[02:43:43] OTHER DEPARTMENTS POLICE DEPARTMENTS OF
[02:43:48] \$361,000 OVER BUDGET, MAINLY DUE
[02:43:52] TO UNBUDGETED REVENUE THAT YOU'RE
[02:44:09] ACTIVITIES THERE BASED ON THE
[02:44:13] STATE RECOMMENDATION.
[02:44:16] ENGINEERING AND PCS \$192,000 OVER
[02:44:19] BUDGET, MAINLY DUE TO LOWER CHARGES TO
[02:44:23] CAPITAL PROJECTS. OVERALL TOTAL EXPENSES
[02:44:27] ARE 2.3 MILLION UNABLE TO
[02:44:31] THE BUDGET WITHOUT PENSION CREDIT AND 27
[02:44:35] MILLION FAVORABLE WITH PENSION CREDIT ON
[02:44:39] THE RIGHT HAND SIDE IS JUST A FEW
[02:44:42] BUSINESS HIGHLIGHTS AND YOU CAN FIND
[02:44:45] MORE FROM THE VICTIM REPORT IN YOUR
[02:44:46] PACKAGE. I BELIEVE YOU MOVE

[02:44:50] THE NEW PARTNERSHIP WITH THE SEATTLE
[02:44:53] AQUARIUM. IT'S ALSO WORTH TO NOTE THAT
[02:44:57] WE HAVE THREE PLANTING EVENTS AS
[02:45:01] PART OF THE GREEN CITY PARTNERSHIP LAST
[02:45:04] YEAR AND THEN IN ADDITION TO THE MEASURE
[02:45:08] TO STRENGTHEN THE CYBERSECURITY THAT'S
[02:45:11] LOCATED IN AYE. EXECUTIVE REPORT,
[02:45:14] EARLIER PLATFORMS
[02:45:20] AND DEFENSE SOLUTION IN DECEMBER LAST
[02:45:22] YEAR. NEXT SLIDE, PLEASE.
[02:45:28] HERE'S ANOTHER LOOK AT THE OPERATING
[02:45:30] EXPENSE. THE CHART ON THE LEFT SHOWS THE
[02:45:33] TOTAL OPERATING EXPENSES FOR CENTRAL
[02:45:36] SERVICES WITHOUT THE PENSION CREDIT.
[02:45:39] THE CHART ON THE RIGHT HAND SIDE SAW THE
[02:45:42] COST BREAKDOWN BY MAJOR CATEGORIES.
[02:45:45] SALARY AND BENEFITS SLIGHTLY BELOW
[02:45:47] BUDGET DUE TO VACANT POSITIONS, WAGES
[02:45:50] AND BENEFIT OVER BUDGET
[02:45:54] DUE TO LESS CHARGE TO CAPITAL PROJECTS,
[02:45:57] OUTSIDE SERVICE \$836,000 OVER BUDGET
[02:46:01] MAINLY DUE TO UNBUDGET THE OUTSIDE LEGAL
[02:46:03] EXPENSES AND THE OPPORTUNITY YOUTH
[02:46:06] INITIATIVE DIMENSIONAL BARRIER ART
[02:46:09] EXPENSES ARE \$269,000 TO THE BUDGET.
[02:46:15] NEXT SLIDE, PLEASE.
[02:46:20] WE TALKED ABOUT THE ACTUAL COMPARED TO
[02:46:23] THE BUDGET IN THE LAST TWO SLIDES HERE.
[02:46:26] I WOULD LIKE TO HIGHLIGHT THE YEAR TO
[02:46:28] YEAR ACTUAL CHANGES IN THIS LINE.
[02:46:32] 2021 TOTAL OPERATING EXPENSES \$522,000
[02:46:39] LOWER THAN 2020 ACTUAL AND MAINLY DUE TO
[02:46:42] LOWER OUTSIDE SERVICES DUE TO A PROJECT
[02:46:45] DELAY IN 2021. ALSO LOWER EQUIPMENT
[02:46:51] SPENDING AND ALSO LOWER CHARGE FOR OTHER
[02:46:53] EMPLOYEE EXPENSES AND ALSO THE LOWER
[02:46:56] 2021 SPENDING PARTIALLY OFFSET BY HIGH
[02:47:00] INSURANCE EXPENSE AND LOWER CHARGE TO
[02:47:03] CAPITAL. SO THIS IS A NET OF SOME
[02:47:06] INCREASE IN REDUCTION COMPARED TO 2020
[02:47:11] OVERALL. THESE ARE THE CENTRAL SERVICE
[02:47:13] NUMBERS. NOW LET ME TURN IT OVER TO THEM
[02:47:15] TO GO OVER THE PORT WIDE NUMBERS.
[02:47:20] NEXT TWO SLIDES, I THINK WE'RE GOING TO
[02:47:22] GO TO SLIDE 33 PLEASE. YES. SO I'LL WRAP
[02:47:25] UP WITH JUST A FEW PORT WIDE SLIDES
[02:47:29] HERE. SO THIS IS THE PORT WIDE FINANCIAL
[02:47:31] SUMMARY WITH THE TRIM GOING BACK TO
[02:47:32] 2019. THE BLUE AND GREEN BARS
[02:47:36] REPRESENT REVENUES. THOSE ARE STACKED
[02:47:39] BARS WITH REVENUES IN THE ORANGE OR
[02:47:41] EXPENSES. FIRST, I'LL JUST CALL YOUR
[02:47:43] ATTENTION TO THE FOUR BARS ON THE RIGHT
[02:47:45] WHICH COMPARES THE ACTUAL REVENUE AND
[02:47:48] EXPENSES TO THE PUGET. AND I THINK AS
[02:47:51] YOU'VE HEARD EARLIER, THE LARGEST
[02:47:54] REDUCTION IN OPERATING REVENUES COMPARED
[02:47:58] TO BUDGET CAME FROM THE AERONAUTICAL
[02:47:59] SIDE OF THE BUSINESS AND IN THE GARDEN,
[02:48:01] AGAIN, LARGELY REFLECTING THE IMPACT OF
[02:48:03] THE FEDERAL RELIEF GRANTS. BUT THEN ALSO
[02:48:07] AND THESE DO NOT INCLUDE THE PENSION
[02:48:08] CREDIT, SO THAT THE EXPENSES AS YOU CAN

[02:48:12] SEE ON THE RIGHT COMPARED TO BUDGET WERE
[02:48:14] PRETTY MUCH RIGHT, JUST \$1 MILLION
[02:48:16] FAVORABLE TO BUDGET, SO PRETTY MUCH
[02:48:18] RIGHT ON BUDGET. BUT I ALSO THINK THIS
[02:48:20] HELPS ILLUSTRATE THE TRENDS OVER THE
[02:48:23] PAST SEVERAL YEARS. GOING BACK TO
[02:48:24] PREPANDEMIC IN 2019,
[02:48:27] YOU CAN SEE THE SIGNIFICANT DROP OFF IN
[02:48:30] REVENUES STARTING IN 2020 AND THEN THE
[02:48:34] GRADUAL RECOVERY OF REVENUES OVER THIS
[02:48:36] TIME PERIOD. THE DARK BLUE LINE REFLECTS
[02:48:40] NET OPERATING INCOME BEFORE
[02:48:42] DEPRECIATION. SO AGAIN WITH THE EFFECT
[02:48:45] OF THE INITIALLY THE FALL OFF IN
[02:48:49] REVENUES, BUT THEN THE GRADUAL
[02:48:50] IMPROVEMENT. YOU CAN SEE THAT OUR NET
[02:48:53] OPERATING INCOME HAS BEEN GRADUALLY
[02:48:55] IMPROVING, AND WE'RE EXPECTING THAT
[02:48:57] TREND TO CONTINUE AS WE ADVANCE WITH THE
[02:49:00] RECOVERY NEXT SLIDE.
[02:49:06] THIS CHART IS WHAT WE CALL OUR TABLE
[02:49:08] WITH THE COMPREHENSIVE FINANCIAL
[02:49:09] SUMMARY. THIS IS DIFFERENT THAN THE WAY
[02:49:12] WE PRESENT OUR FINANCIALS AND OUR
[02:49:14] AUDITED FINANCIAL STATEMENTS.
[02:49:15] TYPICALLY, IN THAT REPORT WE
[02:49:19] START WITH ALL THE OPERATING REVENUES
[02:49:21] AND EXPENSES GOING DOWN TO THE NOI AFTER
[02:49:24] DEPRECIATION, AND THEN WE GO INTO ALL
[02:49:27] THE NON OPERATING REVENUES AND EXPENSES.
[02:49:31] BUT FOR THIS PARTICULAR PRESENTATION,
[02:49:33] WE LIKE TO PULL ALL THE REVENUES TO THE
[02:49:36] TOP SECTION AND ALL THE EXPENSES TO THE
[02:49:38] BOTTOM BECAUSE IT REALLY GIVES YOU A
[02:49:39] BETTER SENSE OF THE TOTAL AMOUNTS OF
[02:49:42] RESOURCE INPUTS AND THE TOTAL RESOURCE
[02:49:45] EXPENDITURES. SO AS YOU CAN SEE, FOR
[02:49:48] EXAMPLE, IF YOU LOOK AT THE 2021 ACTUAL
[02:49:51] COLUMN, WHILE WE BOOKED \$621,000,000
[02:49:55] ROUGHLY OF OPERATING REVENUES, YOU CAN
[02:49:58] SEE DOWN THERE IN THE MIDDLE OF THE
[02:49:59] SLIDE, THE TOTAL AMOUNT OF INPUTS IS
[02:50:03] ACTUALLY JUST A LITTLE BIT UNDER A
[02:50:05] BILLION DOLLARS. SO WE HAVE ACCESS TO
[02:50:07] SIGNIFICANT RESOURCES, INCLUDING, AS YOU
[02:50:10] KNOW, REVENUE STREAMS LIKE A PORCH TAX
[02:50:13] LEVY, THE PASSENGER FACILITY CHARGES,
[02:50:16] AND CUSTOMER FACILITY CHARGES. OF
[02:50:19] COURSE, THE SIGNIFICANT GRANTS WERE
[02:50:21] RECEIVED FROM FEDERAL GOVERNMENT AND
[02:50:24] STATE, FOR THAT MATTER, CAPITAL
[02:50:26] CONTRIBUTIONS. SO YOU REALLY GET A
[02:50:28] BETTER SENSE OF THE TOTAL AMOUNT OF
[02:50:30] RESOURCES WE HAVE AT OUR DISPOSAL. WHEN
[02:50:32] YOU ADD THE OPERATING WITH THE NON
[02:50:34] OPERATING AND THEN SIMILARLY WITH THE
[02:50:36] EXPENSES DOWN AT THE BOTTOM. THIS IS A
[02:50:39] MIXTURE OF CASH AND NON WSDOT. WE SEE
[02:50:43] AGAIN, THE PENSION LINE NUMBER TWO DOWN
[02:50:45] IN EXPENSES IS THAT PENSION THROUGH
[02:50:48] UPGRADED, AS WE KNOW, IS NOT CASH
[02:50:51] RECEIVE DEPRECIATION, WHICH IS NOT CASH.
[02:50:53] SO AGAIN, IT'S JUST A MIXTURE OF CASH

[02:50:57] AND NON CASH EXPENDITURES. AND I ALSO
[02:51:00] WANTED TO CALL YOUR ATTENTION TO THE
[02:51:02] VERY LAST ITEM UNDER THE 2021 COLUMN
[02:51:06] CALLED SPECIAL ITEM. YOU CAN SEE THAT'S
[02:51:08] \$34,907,000.
[02:51:12] SO THAT IS BOOKING AN EXPENSE FOR THE
[02:51:16] T 25 CLEANUP AND HABITAT MITIGATION
[02:51:20] WORK. THE WAY WE HANDLE THOSE
[02:51:22] EXPENDITURES. LIKE MANY OF OUR
[02:51:24] ENVIRONMENTAL EXPENDITURES, ONCE WE HAVE
[02:51:26] THE LIABILITY IDENTIFIED AND
[02:51:31] WE HAVE ENOUGH ASSURANCE ABOUT IT, WE
[02:51:33] ACTUALLY BOOK THAT FULL AMOUNT IN ONE
[02:51:35] YEAR, EVEN THOUGH THOSE EXPENDITURES MAY
[02:51:38] BE MADE OVER SEVERAL YEARS. SO WE'RE
[02:51:41] CALLING THIS OUT AS A SPECIAL ITEM,
[02:51:44] KIND OF PUTTING IT BELOW THE LINE
[02:51:46] BECAUSE WE DO THINK IT'S A MORE UNIQUE
[02:51:47] KIND OF AN EXPENDITURE. AND THEN THE
[02:51:50] VERY, VERY BOTTOM LINE. WHAT YOU SEE IS
[02:51:51] CHANGE IN NET ASSETS. THAT NUMBER IS
[02:51:53] COMPARABLE TO THE NET PROFIT,
[02:51:56] IF YOU WILL, FOR A PRIVATE COMPANY OR
[02:52:00] PRIVATE CORPORATION. THAT WOULD BE
[02:52:02] COMPARABLE TO THE BOTTOM LINE PROFIT OF
[02:52:05] THE CORPORATION. IT'S THE BOTTOM LINE
[02:52:08] CHANGING THAT ASSETS FOR THE PORT. AND
[02:52:10] YOU CAN SEE SOME OF THE TRENDS THERE
[02:52:11] AGAIN, IMPROVING SINCE 2020 IN
[02:52:14] PARTICULAR. SO I'M NOT GOING TO GO
[02:52:16] THROUGH ALL THESE ITEMS. NEXT SLIDE,
[02:52:18] PLEASE.
[02:52:23] THIS IS A TABLE OF LET ME
[02:52:26] ASK A QUICK QUESTION BEFORE YOU MOVE ON.
[02:52:31] UNDER EXPENSES, IS THE GEO BOND PFC
[02:52:35] BOND INTEREST EXPENSE JUST THE INTEREST,
[02:52:40] ESPECIALLY ON THE GEO BOND SIDE. ARE
[02:52:42] THOSE NUMBERS JUST THE INTEREST WE'RE
[02:52:43] PAYING, OR IS IT ALSO INCLUDING
[02:52:45] PRINCIPAL? NO, THIS IS JUST THE INTEREST
[02:52:49] BECAUSE UNDER ACCOUNTING, WE ONLY
[02:52:52] ACCOUNT FOR THE INTEREST EXPENSE BECAUSE
[02:52:53] THE DEPRECIATION IS ACTUALLY THE
[02:52:56] PRINCIPAL PAYMENT IS ACTUALLY COUNTED
[02:52:59] FOR IN DEPRECIATION, WHERE YOU ACTUALLY
[02:53:01] AMORTIZED THE ORIGINAL COST.
[02:53:04] THAT'S EMBEDDED IN DEPRECIATION,
[02:53:06] ESSENTIALLY. GOOD TO KNOW. THANK YOU.
[02:53:09] AND NEXT SLIDE. SO THIS TABLE HIGHLIGHTS
[02:53:13] WHAT WE CALL THE COMMUNITY PROGRAMS
[02:53:16] SUMMARY. AND THERE'S NO HARD AND FAST
[02:53:18] RULE AS TO WHAT WE TERMINAL TO BE A
[02:53:20] COMMUNITY PROGRAM. WE DO OUR BEST TO
[02:53:23] CALL THESE OUT. THESE ARE LARGELY
[02:53:25] COMMISSION DRIVEN INITIATIVES. IT
[02:53:28] INCLUDES THE VARIOUS FUNDS LIKE THE
[02:53:30] ENERGY AND THE SUSTAINABILITY FUND, THE
[02:53:32] AIRPORT COMMUNITY ECOLOGY FUND, THE
[02:53:34] SOUTH KING COUNTY FUND, DUWAMISH
[02:53:38] COMMUNITY EQUITY PROGRAM. IT INCLUDES
[02:53:41] THE OPPORTUNITY YOUTH INITIATIVES. SO WE
[02:53:43] TRY TO COMPILE THESE IN ONE TABLE JUST
[02:53:45] TO GIVE YOU A SENSE OF THE NUMBER AND

[02:53:47] THE ORDER OF MAGNITUDE AND THE DOLLARS
[02:53:49] THAT WE SPEND MOSTLY OUTWARD AND
[02:53:51] COMMUNITY FACING FOR THE VARIOUS KINDS
[02:53:54] OF INITIATIVES AND PROGRAMS THAT THE
[02:53:56] COMMISSIONERS HAVE WANTED TO EXTEND OUT
[02:53:58] INTO THE COMMUNITIES. SO AGAIN, LIKE I
[02:54:01] SAID, THERE'S NO HARD AND FAST RULE AS
[02:54:03] TO WHAT'S IN HERE, BUT WE DO NOT INCLUDE
[02:54:04] OBLIGATIONS LIKE NOISE PROGRAM WE DON'T
[02:54:07] PUT IN HERE. BUT AS YOU CAN SEE,
[02:54:11] THE TOTAL AMOUNTS OF SPENDING HAVE BEEN
[02:54:14] INCREASING SINCE 2019 BEFORE
[02:54:17] ADJUSTING FOR THE PENSION CREDIT, IT'S
[02:54:19] GROWN FROM \$8.8 MILLION IN 2019
[02:54:23] UP TO \$12.4 MILLION IN 2021.
[02:54:27] SO PRETTY SIGNIFICANT EXPENDITURES THAT
[02:54:30] WE ARE USING TO ASSIST THE COMMUNITY IN
[02:54:33] VARIOUS REGARDS. MANY OF THESE ARE
[02:54:36] FUNDED BY THE TAX LEVY, NOT ALL,
[02:54:38] BECAUSE SOME OF THESE ACTUALLY INCLUDE
[02:54:40] DEPARTMENTS LIKE THE TOURISM DEPARTMENT
[02:54:43] OR DIVERSITY AND CONTRACTING, BUT A
[02:54:45] LARGE PORTION OF THESE EXPENDITURES ARE
[02:54:48] FUNDED BY THE TAX LEVY.
[02:54:51] SO, AGAIN, I'M NOT GOING TO WALK THROUGH
[02:54:53] ALL THESE LINE BY LINE. IT LOOKS LIKE
[02:54:55] STEVE MIGHT HAVE A QUESTION. YEAH, LET
[02:54:57] ME JUST ADD TO THAT, DAN. YEAH. THESE
[02:54:59] ARE PORT PROGRAMS THAT WE JUST THINK ARE
[02:55:02] INTERESTING OF THE COMMISSIONERS THAT
[02:55:03] WE'RE GOING TO SAY. WE'RE NOT SAYING
[02:55:04] THAT THESE ARE COMMISSIONER.
[02:55:08] THEY BECOME OUR PROGRAMS. LET ME JUST
[02:55:09] SAY THAT I JUST WANT TO SAY AND THIS IS
[02:55:13] JUST A SIMPLE WAY TO KIND OF CAPTURE
[02:55:14] SOME OF THOSE THINGS IN A FORMAT,
[02:55:17] BECAUSE IT ISN'T STRICTLY COMMUNITY
[02:55:21] BENEFITS HERE. A LOT OF OUR PROGRAMS ARE
[02:55:22] COMMUNITY BENEFITS. THIS IS JUST WANTED
[02:55:24] TO CAPTURE SOME OF THESE THINGS IN A
[02:55:26] MANNER THAT WE THOUGHT COMMISSIONER
[02:55:28] WOULD BE INTERESTED IN. THANKS FOR THE
[02:55:31] CLARIFICATION.
[02:55:34] OKAY, NEXT SLIDE. WHAT THEY HAVE IN
[02:55:36] COMMON IS THEY'RE ALL EXPENSES, RIGHT.
[02:55:38] THERE'S NO REVENUE BEING GENERATED BY
[02:55:41] ANY OF THESE THINGS, CORRECT? THAT'S
[02:55:43] CORRECT. RIGHT. THAT'S WHY
[02:55:46] WE USE THE LEVY TO FUND MANY OF THEM.
[02:55:50] AND SO THIS FINALLY, LOOK AT THE CAPITAL
[02:55:53] SPENDING FOR Y DATING BACK TO 2016. YOU
[02:55:56] CAN SEE SIGNIFICANT INCREASE STARTING
[02:55:58] BACK IN 2018 AND THEN IN 2021,
[02:56:02] WE SPENT JUST A LITTLE UNDER 80% OF THE
[02:56:06] CAPITAL BUDGET FOR THE YEAR. AND AS YOU
[02:56:08] SAW EARLIER, SOME OF THE LARGEST
[02:56:12] PROJECTS THERE WERE THE IAF
[02:56:14] INTERNATIONAL RIVALS FACILITY, AS WELL
[02:56:16] AS THE NORTH SATELLITE, WHERE SOME OF
[02:56:19] THE LARGER VARIANCES. SO GIVING YOU A
[02:56:22] SNAPSHOT OF CAPITAL SPENDING.
[02:56:27] SO I BELIEVE THAT'S ALL WE HAD FOR OUR
[02:56:30] PRESENTATION. AND WE ALSO HAVE A LOT

[02:56:33] OF INFORMATION IN THE APPENDIX FOR YOUR
[02:56:35] REVIEW AT YOUR LEISURE. AND AS MICHAEL
[02:56:38] TOM POINTED OUT, THERE ALSO IS A VERY
[02:56:41] COMPREHENSIVE WRITTEN REPORT THAT GOES
[02:56:43] ALONG WITH THIS PRESENTATION THAT YOU
[02:56:44] SHOULD HAVE IN YOUR PACKAGE, TOO. SO YOU
[02:56:46] CAN DIVE INTO A LOT MORE DETAILS IF YOU
[02:56:49] WOULD LIKE TO. AGAIN, WE'D BE HAPPY TO
[02:56:52] ANSWER ANY QUESTIONS. OKAY. AND AS A
[02:56:54] REMINDER, COMMISSIONER, THIS IS NOT AN
[02:56:56] AVIATION ITEM. THIS IS A BRIEFING. AND
[02:56:57] SO WITH THAT, I'M GOING TO ASK THAT IF
[02:56:59] YOU DO HAVE ADDITIONAL QUESTIONS,
[02:57:01] PLEASE RAISE YOUR HAND AND WE CAN CALL
[02:57:03] YOU.
[02:57:07] OKAY. I DO HAVE ONE QUESTION MYSELF.
[02:57:11] THIS IS FOR BORGAN. BORGAN. THE
[02:57:13] \$340,000,000 LEVEL FOR THE AIRPORT
[02:57:16] DEVELOPMENT FUND BALANCE. WHAT IS THAT
[02:57:18] NUMBER BASED ON? HOW DID YOU DETERMINE
[02:57:19] \$349 THAT WAS ESTIMATED AS
[02:57:24] TWELVE MONTHS OF OUR OPERATING AND
[02:57:26] MAINTENANCE COSTS. AND THERE'S NOTHING
[02:57:28] PARTICULARLY MAGICAL ABOUT THAT, OTHER
[02:57:30] THAN IT'S AN INDUSTRY MEASURE TO TALK
[02:57:33] ABOUT HOW MUCH CASH YOU NEED. CERTAINLY
[02:57:36] ONE OF THE LESSONS WE'VE LEARNED SINCE
[02:57:38] THIS PANDEMIC IS THAT OUR PREVIOUS
[02:57:40] POLICY OF HAVING TEN MONTHS OF OPERATING
[02:57:44] AND MAINTENANCE COSTS FOR THE AIRPORT
[02:57:46] WAS REALLY INADEQUATE TO ALLOW US TO
[02:57:49] EFFECTIVELY SURVIVE A DOWNTURN.
[02:57:52] AND WE DON'T KNOW WHAT THE NEXT ONE WILL
[02:57:56] LOOK LIKE. BUT I THINK AS WE DISCUSSED
[02:57:59] LAST FALL DURING OUR BUDGET, OUR GOAL IS
[02:58:02] TO INCREASE OUR OVERALL CASH BALANCE TO
[02:58:06] 18 MONTHS OF OPERATING AND MAINTENANCE
[02:58:09] COSTS BY 2025. AND THAT'S FOR
[02:58:12] A COUPLE OF REASONS. ONE, WE THINK THAT
[02:58:14] THAT IS A MEASURE THAT WILL ALLOW US TO
[02:58:17] HAVE A LEVEL OF CASH THAT MAKES US A
[02:58:19] MORE RESILIENT ORGANIZATION. BUT IT ALSO
[02:58:22] REFLECTS THE FACT THAT AS OUR CAPITAL
[02:58:24] PROGRAM GROWS AND THAT MOST OF OUR
[02:58:27] CAPITAL SPENDING IS FUNDED WITH DEBT,
[02:58:30] WE'RE NOT JUST LOOKING AT OUR CASH
[02:58:32] BALANCE TO HELP COVER OUR OPERATING
[02:58:34] COSTS IF OUR REVENUES GO AWAY. BUT WE
[02:58:37] HAVE ENORMOUS FIXED OBLIGATIONS IN THE
[02:58:40] WAY OF OUR DEBT SERVICE. AND TO HAVE
[02:58:43] EXTRA CASH TO ALLOW US TO BE ABLE
[02:58:47] TO COVER THAT IS GOING TO BE REALLY
[02:58:48] IMPORTANT GOING FORWARD. SO IT'S REALLY
[02:58:50] TWO THINGS. APPRECIATE THAT.
[02:58:54] ALL RIGHT, COMMISSIONER MOHAMED,
[02:59:00] THANK YOU. MAKING SURE I'M MUTED
[02:59:05] FIRST, BEFORE I ASK MY QUESTION, I JUST
[02:59:07] WANTED TO SAY THANK YOU ALL FOR THE
[02:59:09] OUTSTANDING FINANCIAL MANAGEMENT REPORT
[02:59:12] OUT. I WAS JUST RECENTLY BRIEFED ON ALL
[02:59:14] OF THIS, AND NO WONDER YOU GUYS HAVE
[02:59:17] RECEIVED THE FINANCIAL REPORTING AWARD.
[02:59:20] EVERYTHING IS SO DETAILED AND

[02:59:23] INFORMATIVE AND JUST WELL DONE ALL
[02:59:26] AROUND. MY QUESTION IS
[02:59:31] IN REGARDS TO WHEN
[02:59:35] CAN WE EXPECT A REPORT ON HOW YOU WILL
[02:59:37] BUILD IN TO THE BUDGET, THE ANTICIPATED
[02:59:40] FEDERAL INFRASTRUCTURE DOLLARS? CAN WE
[02:59:43] EXPECT SOME COST SAVINGS,
[02:59:46] AND WILL WE BE ABLE TO SEE THAT?
[02:59:50] SURE, I CAN TRY TO ADDRESS THAT ONE.
[02:59:53] YEAH. SO RIGHT NOW WE ANTICIPATE
[02:59:56] RECEIVING APPROXIMATELY \$45 MILLION A
[02:59:59] YEAR AS PART OF THE ALLOCATED PORTION OF
[03:00:03] THE INFRASTRUCTURE BILL FOR AIRPORTS,
[03:00:06] AND THAT WILL BE OVER A FIVE YEAR
[03:00:08] PERIOD. AND OUR CURRENT
[03:00:11] THINKING IS THAT WE ARE GOING TO USE
[03:00:13] THAT MONEY TO FUND PROJECTS
[03:00:17] THAT WE WOULD DO ANYWAY. BUT BY USING
[03:00:19] THE GRANT MONEY, WE'LL BE ABLE TO
[03:00:21] ACCOMPLISH THOSE PROJECTS WITH LESS
[03:00:25] COST TO THE AIRLINES. AND IN PARTICULAR,
[03:00:28] WE ARE THINKING THAT WE WILL FOCUS ON
[03:00:31] THE RENOVATION OF THE SOUTH SATELLITE,
[03:00:33] WHICH JUST LIKE THE NORTH SATELLITE,
[03:00:35] WAS BUILT ABOUT 1970 AND IS IN DESPERATE
[03:00:39] NEED OF SEISMIC IMPROVEMENTS AND OVERALL
[03:00:43] UPGRADES AND MODERNIZATIONS. SO THAT
[03:00:45] WOULD BE A PROJECT THAT IS FROM A TIMING
[03:00:48] STANDPOINT, AND FROM A SCOPE STANDPOINT,
[03:00:51] WE THINK IT WOULD REALLY BENEFIT FROM
[03:00:53] THIS INFRASTRUCTURE GRANT. WE ALSO WILL
[03:00:56] LOOK TO THE COMPETITIVE PORTION OF THE
[03:00:59] INFRASTRUCTURE PROGRAM TO SUBMIT AN
[03:01:01] APPLICATION. WE THINK INITIALLY HAVING
[03:01:05] SOME ADDITIONAL MONEY FOR OUR RESTROOM
[03:01:07] PROJECTS, WE WILL SCORE WELL. AND THEN
[03:01:10] ONCE WE GET THE SOUTH SATELLITE PROJECT
[03:01:12] GOING, THAT PROJECT WOULD ALSO LIKELY
[03:01:16] COMPETE WELL FOR THE COMPETITIVE PORTION
[03:01:18] OF THE GRANTS. SO, AGAIN, WE'RE NOT
[03:01:21] REALLY LOOKING TO USE THE MONEY TO DO
[03:01:24] SOMETHING THAT WE NEVER WOULD HAVE DONE
[03:01:25] IF NOT FOR THE GRANTS. WE'RE LOOKING FOR
[03:01:28] THE ABILITY TO FUND OUR CAPITAL PROGRAM
[03:01:31] IN A MORE EFFECTIVE WAY.
[03:01:36] THAT'S REALLY HELPFUL. AND I'M WONDERING
[03:01:38] YOU MAKE THE POINT ABOUT LESS COST TO
[03:01:40] THE AIRLINES. AND SO I'M WONDERING, AS
[03:01:43] YOU GUYS ARE MAKING THOSE DECISIONS,
[03:01:44] WILL IT COME IN FRONT OF THE COMMISSION
[03:01:47] AT THAT TIME TO DECIDE ON HOW YOU GUYS
[03:01:49] WILL MOVE SOME OF THOSE DOLLARS AND
[03:01:51] DECIDE WHICH PROJECTS WILL COST
[03:01:54] SAVING, WHAT NEW PROJECTS THAT
[03:01:57] THEY WILL GO TO, NOT NECESSARILY NEW,
[03:01:59] BUT PROJECTS THAT ARE EXISTING. BUT AS
[03:02:02] THOSE DOLLARS ARE BEING SHIFTED AROUND,
[03:02:04] IS THAT GOING TO COME IN FRONT OF THE
[03:02:05] COMMISSIONER, OR IS THAT SOMETHING THAT
[03:02:07] THE FINANCIAL TEAM DECIDES ON? I'LL SAY
[03:02:11] IT'S A LITTLE BIT OF BOTH. WE BRING TO
[03:02:14] YOU A PLAN OF FINANCE EVERY YEAR, AND
[03:02:16] THAT'S A FIVE YEAR LOOK AHEAD AT ALL THE

[03:02:19] DIFFERENT SOURCES THAT WE WILL EMPLOY TO
[03:02:22] FUND OUR CAPITAL PROGRAM. TYPICALLY,
[03:02:25] THE SPECIFIC DECISIONS ABOUT GRANTS
[03:02:29] AND HOW WE USE THEM IS DELEGATED DOWN
[03:02:32] THROUGH EXECUTIVE DIRECTOR METRUCK. AND
[03:02:35] SO WE ARE MAKING DECISIONS ABOUT HOW TO
[03:02:38] OPTIMIZE THE USE OF GRANT DOLLARS
[03:02:41] THROUGHOUT THE YEAR. BUT WE CAN
[03:02:42] CERTAINLY BRIEF THE COMMISSIONER AND
[03:02:45] SEEK YOUR INPUT TO THE EXTENT THAT YOU'D
[03:02:48] LIKE TO OFFER SOME GUIDANCE. YEAH,
[03:02:51] THAT'S HELPFUL. I GUESS I'LL JUST SAY,
[03:02:56] JEFFREY, I SAW YOUR HAND UP. DID YOU
[03:02:57] WANT TO ADD SOMETHING TO THAT POINT.
[03:02:59] I'M SORRY. I WAS GOING TO OFFER
[03:03:00] SOMETHING COMMISSIONERS, BECAUSE I WORK
[03:03:03] VERY CLOSE TO WORK ON THIS. MAYBE WHAT
[03:03:06] WE COULD DO WHEN WE SIT DOWN WITH FAA
[03:03:08] AND WE DO A FIVE YEAR LOOK AHEAD ON HOW
[03:03:10] WHAT PROJECTS WE INTEND TO APPLY OR
[03:03:13] GRANT DOLLARS TO. BUT NOT THAT THERE'S A
[03:03:15] GUARANTEE THAT WE GET FUNDING, BUT WE
[03:03:17] PROPOSE OUR FUNDING PLAN. WE COULD SHARE
[03:03:19] THAT WITH YOU TO AARON AS PART OF ONE OF
[03:03:22] YOUR PACKAGES SO YOU COULD SEE WHAT WE
[03:03:24] INTEND TO. BUT ALSO I THINK MAYBE IT'S
[03:03:26] BEST IF WE EDUCATE SORRY, IF WE TELL YOU
[03:03:29] HOW WE APPLY GRANTS BECAUSE IT'S A
[03:03:31] COMPETITIVE PROCESS AND WE GO THROUGH A
[03:03:34] SCORING MECHANISM TO SEE WHICH FUNDS ARE
[03:03:37] BEST COMPETE FOR THOSE GRANTS,
[03:03:38] ESPECIALLY FOR COMPETITIVE GRANTS. WE
[03:03:40] COMPETE FOR OTHER AIRPORTS NATIONWIDE.
[03:03:42] SO, JUAN, WHAT I COULD OFFER IS THAT
[03:03:44] GIVE YOU THAT FIVE YEAR LOOK AHEAD,
[03:03:45] WHICH WE HAVE CURRENTLY EASILY. AND THEN
[03:03:48] OUR SEPARATE JUST
[03:03:53] WENT ON MUTED JUST FOR
[03:03:57] A SECOND. YEAH. SO THIS TEAM
[03:04:01] AUTOMATICALLY BECAUSE I HAVE FIVE
[03:04:03] MINUTES LEFT ON THE MEETING. I'M SORRY.
[03:04:05] APOLOGIES, EVERYBODY. CAN YOU HEAR ME
[03:04:18] NOW? WE CAN'T.
[03:04:21] COMMISSIONER MOHAMED, DO YOU WANT TO
[03:04:23] CONTINUE WITH YOUR. YEAH, WITH MY LINE
[03:04:25] OF QUESTIONS. THAT'S HELPFUL, JEFFREY.
[03:04:27] AND I GUESS WHAT I WILL SAY IS THE
[03:04:29] REASON WHY I ASKED THE QUESTION. OKAY,
[03:04:31] I'M GOING TO HAVE TO STOP EVERYBODY. I
[03:04:33] APOLOGIZE FOR THE INTERRUPTION.
[03:04:34] SOMEBODY IS RUNNING THE ACTUAL MEETING.
[03:04:40] OKAY. SOMEBODY IS LISTENING TO THE LIVE
[03:04:42] FEED. NOT THAT
[03:04:46] WE CAN HEAR. MRS. HART. YEAH. SOMEBODY
[03:04:49] IS ACTUALLY PLAYING THE LIVE FEED. SO WE
[03:04:51] NEED THEM TO TURN OFF THE LIVE FEED IF
[03:04:53] THEY'RE TALKING. SO THAT'S WHAT'S
[03:04:54] HAPPENING HERE.
[03:04:58] OKAY. FROM MY SIDE OF THINGS,
[03:05:01] EVERYTHING SEEMS FINE. SO JEFFREY, CAN
[03:05:04] YOU UNMUTE YOURSELF BRIEFLY AND MAKE
[03:05:07] SURE YOU'RE STILL WORKING?
[03:05:12] FINE. I'LL FOLLOW UP WITH MORGAN AND GET

[03:05:15] BACK TO COMMISSIONER MOHAMED,
[03:05:18] CORRECT? YEAH. I'LL JUST CLOSE BY SAYING
[03:05:23] THE REASON WHY I'M SPECIFICALLY
[03:05:25] INTERESTED IN THIS AREA IS IN THE
[03:05:28] PREVIOUS FEDERAL RELIEF DOLLARS. THERE
[03:05:31] WERE AREAS WHERE DOLLARS
[03:05:35] WERE NOT SUPPORTED ON PORT RELATED
[03:05:37] PROJECTS RELATED TO THINGS LIKE GROUND
[03:05:40] TRANSPORTATION.
[03:05:49] COMMISSIONER MOHAMED, WE HAVE LOST YOUR
[03:05:52] FEED. YOU MAY TRY TURNING OFF YOUR
[03:05:54] VIDEO.
[03:05:58] WE DEFINITELY HAD SOMETHING WEIRD HAPPEN
[03:06:00] THERE. OKAY,
[03:06:04] LET'S PROCEED TO COMMISSIONER FELLOWS
[03:06:06] AND WE'LL RETURN TO COMMISSIONER MOHAMED
[03:06:08] WHEN SHE IS ABLE TO DIAL BACK IN.
[03:06:12] ALL RIGHT, THANK YOU. I HAD A COUPLE OF
[03:06:14] QUICK QUESTIONS. ONE WAS THE BOOKING OF
[03:06:18] THE COST FOR T 25 SOUTH. THAT PROJECT IS
[03:06:21] GOING TO BE AROUND FOR LIKE A DECADE,
[03:06:23] IT SOUNDS LIKE. SO YOU'RE JUST GOING TO
[03:06:26] CARRY THAT COST FOR A DECADE AND THEN
[03:06:30] I UNDERSTAND IT ALSO COULD EVENTUALLY
[03:06:33] GENERATE REVENUE AS A HABITAT
[03:06:37] CREDITS. I'M JUST WONDERING WHAT IS THE
[03:06:40] RATIONALE FOR HAVING THAT BOOK FOR
[03:06:44] THAT LOAN? WELL, THE WAY
[03:06:47] THIS IS SIMILAR TO HOW WE ACCOUNT FOR
[03:06:49] MAJOR ENVIRONMENTAL CLEANUP INITIATIVES.
[03:06:52] ESSENTIALLY UNDER THE ACCOUNTING RULES,
[03:06:54] ONCE WE DETERMINE A LIABILITY FOR A
[03:06:57] CLEAN UP PROJECT AND IF IT MEETS CERTAIN
[03:06:59] CRITERIA, CERTAIN TRIGGERS, WE ACTUALLY
[03:07:02] HAVE TO BOOK THAT. WE HAVE TO SET UP A
[03:07:03] RESERVE. WE BOOK THAT EXPENSE ALL IN
[03:07:06] THAT YEAR, EVEN THOUGH THOSE ACTUAL CASH
[03:07:09] FLOWS WILL BE SPREAD OUT OVER A NUMBER
[03:07:12] OF YEARS. IT'S JUST THE WAY THAT WE
[03:07:14] ACCOUNT FOR THOSE. I BELIEVE THAT
[03:07:17] CREDITS GENERATED AT 25 ARE CREDITS THAT
[03:07:20] WE ARE NOT GOING TO SELL, THAT WE ARE
[03:07:21] GOING TO USE OURSELVES FOR OTHER
[03:07:24] PROJECTS. BUT I CAN ASK KELLY TO JUMP IN
[03:07:26] OR IT'S DEFINITELY I THINK THE HOPE IS
[03:07:29] THAT WE WILL HAVE EXCESS,
[03:07:31] ACTUALLY,
[03:07:34] I DON'T KNOW. DO WE HAVE TO ATTRIBUTE A
[03:07:36] CASH VALUE FOR EVEN THE CREDITS THAT WE
[03:07:38] WOULD USE FOR OUR OWN LIABILITIES?
[03:07:41] WOULD YOU HAVE TO COME UP WITH A WAY TO
[03:07:44] ACCOUNT FOR THAT? I DON'T KNOW THE
[03:07:47] ANSWER TO THAT. I DON'T BELIEVE SO, BUT
[03:07:50] I DON'T KNOW.
[03:07:54] IT IS AN INTERESTING QUESTION, BUT I
[03:07:56] WOULDN'T. BUT ALSO, AT THIS TIME IN THE
[03:07:59] GAME, THAT NUMBER, WHATEVER, \$34
[03:08:01] MILLION, WHATEVER IT IS, THAT'S PROBABLY
[03:08:05] AS ROUGH AS IT GETS, YOU KNOW.
[03:08:08] SO WE'RE JUST BASICALLY PUTTING A PIN IN
[03:08:10] IT, SAYING WE'RE GOING TO CARRY THE COST
[03:08:12] UNTIL WE KNOW. MORE LIKELY IT'LL BE
[03:08:16] MORE THAN THAT. THEN WE CAN ADJUST THAT

[03:08:19] NUMBER, TOO, IN THE FUTURE IF THE ACTUAL
[03:08:21] COSTS GO EITHER UP OR DOWN AND WE CAN
[03:08:24] REVISE THAT PARTICULAR NUMBER AT THE
[03:08:26] TIME. OKAY. MY OTHER, MORE SPECIFIC
[03:08:30] QUESTION HAS TO DO WITH REVENUES THAT
[03:08:33] ARE POTENTIALLY GENERATED IN ONE LINE
[03:08:36] AND THEN MAYBE ACCRUED IN ANOTHER OR
[03:08:39] EXPENSES INCURRED IN ONE, FOR EXAMPLE,
[03:08:43] IN TOURISM, IN ECONOMIC DEVELOPMENT,
[03:08:46] WE PROMOTE TOURISM.
[03:08:50] RIGHT. AND SO I SEE ATTRIBUTED HERE WITH
[03:08:53] LIKE \$1.9 MILLION IN EARNED MEDIA.
[03:08:57] RIGHT. SO THAT TO ITSELF IS A LITTLE BIT
[03:09:00] OF A CALCULATION OF SORTS,
[03:09:04] BUT IN FACT, A LOT OF THAT IS DIRECTED
[03:09:07] TOWARDS CRUISE.
[03:09:11] SO THE EXPENSE IS COMING OUT OF EDD,
[03:09:13] BUT THE BENEFICIARY COULD BE ON THE
[03:09:16] CRUISE SIDE, WHICH COULD
[03:09:20] BE BOOKED IN MARITIME.
[03:09:25] THE ONLY OTHER EXAMPLE I HAD IN MY MIND
[03:09:27] WAS AGAIN IN EDD. IF WE'RE DOING REAL
[03:09:30] ESTATE DEVELOPMENT, THAT THEN HELPS THE
[03:09:32] ALLIANCE. RIGHT. SO IT'S AN ALLIANCE
[03:09:35] ASSET. IT'S A REAL POINT OF SALE ASSET
[03:09:37] THAT'S INCREASING REVENUE FOR
[03:09:41] THE ALLIANCE, WHICH THEN COMES BACK TO
[03:09:43] US. I'M JUST WONDERING, DOES THAT MATTER
[03:09:46] OR IT'S ALL FUNGIBLE. IT ALL GOES TO THE
[03:09:48] SAME POT AND YOU DON'T CARE. I JUST
[03:09:49] THOUGHT DEPARTMENTS WANT TO BE ABLE TO
[03:09:52] ACCOUNT FOR THEIR OWN REVENUES AND
[03:09:53] EXPENSES. WE TRY TO MATCH THE BEST THAT
[03:09:56] WE CAN ON THE EARNED MEDIA EXAMPLE YOU
[03:09:59] MENTIONED, THAT'S NOT REAL CASH IN THE
[03:10:02] DOOR. THAT'S JUST A METRUCK THAT THEY
[03:10:04] USE. IT'S THE VALUE OF THE MEDIA
[03:10:06] COVERAGE THAT'S GENERATED BY THEIR
[03:10:08] ACTIVITIES. SO IT'S NOT REVENUES THAT WE
[03:10:10] RECEIVE. IT'S JUST THE VALUE. IT'S JUST
[03:10:14] RECOGNIZING THE VALUE OF THAT EARNED
[03:10:16] MEDIA. BUT THE SECOND QUESTION IS WE TRY
[03:10:19] THE BEST WE CAN TO MATCH REVENUES WITH
[03:10:21] EXPENSES. BUT IN SOME CASES, IT MAY NOT
[03:10:24] ALWAYS BE PERFECT LIKE WITH EXAMPLES,
[03:10:26] AS YOU SUGGESTED WITH THE ALLIANCE, BUT
[03:10:28] WE'D HAVE TO LOOK IT UP ON A CASE BY
[03:10:30] CASE BASIS. BUT I WAS JUST SAYING, LIKE
[03:10:32] IN THE GENERATION OF THE EARNED MEDIA,
[03:10:35] A LOT OF THAT BEING DIRECTED TO SELLING
[03:10:38] CRUISE SEATS. RIGHT. SO THERE'S PERHAPS
[03:10:41] EVEN A MORE DIRECT NEXUS BECAUSE THAT'S
[03:10:43] DIRECTLY TARGETING A CERTAIN REVENUE
[03:10:46] STREAM IN MARITIME. I THINK STEPHANIE
[03:10:49] MIGHT HAVE A POINT ON THIS ONE.
[03:10:52] WELL, WHAT I WAS GOING TO SAY,
[03:10:53] COMMISSIONER, IS WE HAVE A MATRIX
[03:10:56] ORGANIZATION, AND SO WHERE WE SPEND
[03:11:00] MONEY AND WHERE IT BENEFITS,
[03:11:03] THERE'S A LOT OF THESE LINES GOING
[03:11:04] ACROSS THE ORGANIZATION, AND WE TRY TO
[03:11:08] ACTUALLY RECORD THEM THAT WAY. FOR
[03:11:09] INSTANCE, OUR MAINTENANCE DEPARTMENT

[03:11:11] DOES WORK FOR ALL THE OTHER DIVISIONS,
[03:11:14] INCLUDING AVIATION. AND SO THROUGH
[03:11:18] KELLY'S TEAM, IT'S VERY COMPLICATED.
[03:11:20] THEY BUILD THINGS WHERE THEY GO TO THE
[03:11:22] BEST OF OUR ABILITY AS WE CAN, AS DAN
[03:11:25] SAID. SO THAT'S HAPPENING ALL THROUGHOUT
[03:11:28] THE PORT IS HOW I WOULD SAY IT. AND
[03:11:30] WHETHER THOSE PARTICULAR EXAMPLES ARE
[03:11:34] ACCURATELY REFLECTED. I THINK I'M HAPPY
[03:11:36] TO GO BACK AND LOOK AT THEM. I JUST KNOW
[03:11:39] THAT YOU WERE POTENTIALLY COMMITTED TO
[03:11:42] SEEING MARITIME PAY FOR MARITIME, AND I
[03:11:44] WAS JUST SEEING THIS AS BEING A
[03:11:46] CHALLENGE TO YOUR ACCOUNTING, THAT'S
[03:11:48] ALL. I'M NOT SAYING IT'S WRONG. I'M JUST
[03:11:50] SAYING IT'S TOUGH. BUT ANYWAY,
[03:11:53] THAT'S WHY WE HIRE THE BIG GUYS. THANK
[03:11:55] YOU, DAN. THAT'S THE END OF MY QUESTION.
[03:11:57] BUT IF I COULD JUST JUMP ON THAT AND
[03:11:59] JUST ADD TO THAT. COMMISSIONER, I HEAR
[03:12:02] WHAT YOU'RE SAYING. AS STEPHANIE SAID,
[03:12:05] WE TRY TO MATRIX THOSE AND WE TRY TO
[03:12:07] LOOK AT THOSE. BUT A COUPLE OF EXAMPLES
[03:12:10] YOU BROUGHT UP, THERE IS SOMETHING WE
[03:12:11] CAN TAKE BACK AND LOOK AT THAT. RIGHT.
[03:12:13] HOW TO ATTRIBUTE THOSE TO SPECIFICALLY
[03:12:16] SUPPORT SOMETHING. SO THANKS. SORRY TO
[03:12:19] JUMP IN THERE. ALL RIGHT. JUST SOME
[03:12:22] AWARENESS HERE. WE'RE ABOUT HALF AN HOUR
[03:12:23] OVER TIME. SO I WANT TO MAKE SURE WE GET
[03:12:27] TO THE OTHER COMMISSIONER QUESTIONS,
[03:12:29] COMMISSIONER CHO, AND THEN WE'LL GET
[03:12:31] BACK TO COMMISSIONER MOHAMED, WHO IS CUT
[03:12:32] OFF.
[03:12:36] HAMDI CAN GO AHEAD AND FINISH HER
[03:12:38] THOUGHT.
[03:12:43] THANK YOU, COMMISSIONER CHO. I THOUGHT
[03:12:46] WE ALL GOT CUT OFF AND THAT THE CAR
[03:12:50] HAD SOMETHING TO DO WITH IT, BUT IT
[03:12:52] SOUNDS LIKE IT WAS JUST ME.
[03:12:55] BASICALLY, WHAT I WAS SAYING, I THINK
[03:12:58] WHERE I LEFT OFF AT WAS I WAS SAYING THE
[03:13:01] REASON WHY I ASKED THE QUESTION WAS SO
[03:13:04] THAT WE CAN BE THINKING ABOUT PROJECTS
[03:13:07] THAT THE FEDERAL RELIEF DOLLARS DID NOT
[03:13:10] FUND, LIKE GRAND TRANSPORTATION. IF WE
[03:13:12] PUGET COST SAVINGS FROM THE
[03:13:16] INFRASTRUCTURE BILL, HOW CAN WE
[03:13:18] SUBSTITUTE SOME OF THOSE DOLLARS OVER TO
[03:13:20] THOSE PROJECTS, LIKE TRANSPORTATION THAT
[03:13:24] WERE LEFT OUT OF THE FEDERAL LEAF AID,
[03:13:28] IF THAT MAKES SENSE?
[03:13:32] THAT'S THE REASON WHY I'M INTERESTED IN
[03:13:34] SEEING THE PORT. SO HOPEFULLY YOU GUYS
[03:13:36] WILL BE ABLE TO PROVIDE THAT. SURE. I
[03:13:38] THINK AS JEFFREY BROWN INDICATED, I
[03:13:40] THINK WE CAN PROVIDE YOU A FULL PICTURE
[03:13:43] OF WHAT WE'RE TRYING TO DO WITH GRANTS,
[03:13:45] AND I THINK BY TALKING IT THROUGH, WE
[03:13:47] CAN PROBABLY GET A BETTER IDEA OF WHAT
[03:13:49] YOUR QUESTIONS ARE AND HOW WE CAN BETTER
[03:13:51] ADDRESS THEM. GREAT. THANK YOU.
[03:13:55] ALL RIGHT. GO AHEAD, COMMISSIONER CHO,

[03:13:58] I ACTUALLY WANT TO PUSH BACK AGAINST THE
[03:13:59] WAY BEFORE FRAMING THIS. MORGAN, I DON'T
[03:14:03] THINK IT'S ACCURATE FOR US TO SAY THAT
[03:14:04] WE'RE LOWERING COSTS FOR AIRLINES. IF
[03:14:07] WHEN WE USE THE FEDERAL FUNDING FOR
[03:14:09] THESE PROJECTS LIKE SOUTH SATELLITE, AT
[03:14:11] THE END OF THE DAY, IT'S NOT LIKE WE'RE
[03:14:12] LOWERING PSC'S OR LANDING FEES FOR THE
[03:14:14] AIRLINES, THEY'RE STILL PAYING THEM. SO
[03:14:17] I THINK IT WOULD BE MORE ACCURATE FOR US
[03:14:18] TO SAY THAT WE'RE RELIEVING COSTS SO
[03:14:21] THAT THEY CAN BE SPENT SOMEWHERE ELSE AT
[03:14:22] THE AIRPORT. BUT I DON'T THINK IT'S
[03:14:24] ACCURATE. AND I HAVE A PROBLEM WITH US
[03:14:26] SAYING THAT WE'RE LOWERING COSTS FOR
[03:14:28] AIRLINES. I THINK IT'S
[03:14:32] JUST THE FACT THAT IF YOU PAY FOR
[03:14:35] A PROJECT WITH REVENUE BONDS,
[03:14:39] WE PUT THE DEBT SERVICE IN THE RATE BASE
[03:14:41] AND WE RECOVER THOSE COSTS THROUGH
[03:14:44] TERMINAL RENTS. IN THE CASE OF A
[03:14:46] TERMINAL INVESTMENT, IF WE PAY FOR THOSE
[03:14:48] COSTS WITH GRANTS, IT CANNOT GO IN
[03:14:51] THE RATE BASE. SO WE DO NOT RECOVER
[03:14:53] THOSE COSTS FROM THE AIRLINE. SO THAT'S
[03:14:54] WHAT I MEAN BY EFFECTIVELY REDUCING THE
[03:14:57] COST OF THAT PROJECT TO AN AIRLINE RATE
[03:15:00] BASE. OKAY. THAT'S A VERY IMPORTANT
[03:15:04] NUANCE. I FEEL LIKE THE PUBLIC PROBABLY
[03:15:06] DOESN'T UNDERSTAND. I JUST WANT TO MAKE
[03:15:07] SURE THE PUBLIC DOESN'T THINK THAT WE'RE
[03:15:09] LIKE HANDING \$45 MILLION A YEAR OVER TO
[03:15:12] AIRLINES SO THEY HAVE TO PAY LESS INTO
[03:15:14] OUR PROJECTS. YOU'RE VERY CORRECT.
[03:15:17] THANKS.
[03:15:21] OKAY. THANK YOU ALL. THAT WAS AN
[03:15:24] EXCELLENT PRESENTATION. I THINK WE ARE
[03:15:27] GOING TO MOVE ON TO OUR NEXT BRIEFING.
[03:15:29] THANK YOU,
[03:15:33] CLERK HART, CAN YOU READ THE NAME OF THAT
[03:15:36] INTO THE RECORD? MR. BROWN, HOW'S AYE.
[03:15:38] HAND UP STILL, JEFFREY, DID YOU STILL
[03:15:42] HAVE A COMMENT OR IS THAT AN OLD HAND?
[03:15:44] I'M SORRY. THERE WE GO. AND AGAIN,
[03:15:46] APOLOGIES FOR THE GLITCHINESS THERE FOR
[03:15:48] A LITTLE BIT. I THINK THAT WAS RIGHT
[03:15:50] OVER THE TOP OF MR. BROWN. SO APOLOGIES.
[03:15:52] THE NEXT ITEM IS ELEVEN B. NEIGHBORS
[03:15:55] ADVISORY COMMITTEE ANNUAL REPORT, 2020
[03:15:58] TO 2021. ALL RIGHT,
[03:16:01] EXECUTIVE DIRECTOR METRUCK, CAN YOU
[03:16:03] INTRODUCE THE ITEM? THANK YOU, MR.
[03:16:06] PRESIDENT. COMMISSIONER SUPPORTS
[03:16:07] ENGAGEMENT WITH THE NEIGHBORS ADVISORY
[03:16:09] COMMITTEE. PROVIDES AN EXCELLENT
[03:16:10] COMMUNICATION NETWORK FOR OUTREACH TO
[03:16:12] COMMUNITIES IMPACTED BY OPERATIONS AND
[03:16:15] DEVELOPMENT AT TERMINAL 91. THIS
[03:16:17] ADVISORY COMMITTEE PROVIDES US WITH A
[03:16:20] REPORT OF THEIR ACTIVITIES EACH YEAR,
[03:16:22] AND IT'S COMPRISED OF REPRESENTATIVES
[03:16:24] FROM MAGNOLIA AND QUEEN ANNE.
[03:16:26] PRESENTERS ARE TODAY ARE STEPHANIE JONES

[03:16:29] STEVENS, MANAGING DIRECTOR FOR MARITIME,
[03:16:31] ROSIE COURTNEY, SENIOR MANAGER,
[03:16:33] MARITIME ENGAGEMENT. AND WELDON ERIC
[03:16:37] KNACK FACILITATOR. SO I'LL TURN IT OVER
[03:16:40] TO STEPHANIE. THANK YOU,
[03:16:42] STEVE. THANKS. COMMISSIONERS AND
[03:16:45] EXECUTIVE DIRECTOR METRUCK FOR THE TIME
[03:16:47] TODAY. TERMINAL 91 IS ONE OF OUR MOST
[03:16:50] ACTIVE AND DIVERSE FACILITIES WITH ALL
[03:16:53] KINDS OF DIFFERENT ACTIVITIES OCCURRING
[03:16:55] THERE. HAVING THIS LONG STANDING
[03:16:58] RELATIONSHIP OF 40 YEARS WITH OUR
[03:17:01] NEIGHBORING COMMUNITIES. GIVING US AN
[03:17:03] OPPORTUNITY TO SHARE WHAT WE'RE DOING
[03:17:04] AND GET COMMUNITY INPUT HAS BEEN SO
[03:17:06] IMPORTANT. AND IT'S REALLY BEEN THE
[03:17:09] INTENTIONAL EFFORTS OF BOTH STAFF AND
[03:17:11] OUR COMMUNITY MEMBERS, AS WELL AS OUR
[03:17:13] FACILITATOR THAT HAS MADE THIS A
[03:17:16] SUCCESS. AND BEFORE I TURN IT
[03:17:20] OVER TO ROSIE, I WOULD LIKE TO JUST
[03:17:22] RECOGNIZE THAT THERE'S THREE KEY
[03:17:24] CONTRIBUTORS TO NAC THAT HAVE STEPPED
[03:17:25] AWAY OVER THE LAST COUPLE OF YEARS,
[03:17:27] SINCE WE'VE BEEN BEFORE YOU LEFT, AND I
[03:17:29] JUST WOULD LIKE TO TAKE A MOMENT TO
[03:17:31] RECOGNIZE THEIR SERVICE. LYNN HOGAN WAS
[03:17:34] THE FORMER PRESIDENT OF MAGNOLIA
[03:17:36] COMMUNITY COUNCIL AND A FORMER UW
[03:17:39] DEVELOPMENT OFFICE LEADERS. DURING HER
[03:17:40] FIVE YEARS ON NASA, SHE WAS A THOUGHTFUL
[03:17:42] CONTRIBUTOR AND BROUGHT THE PORT CLOSER
[03:17:44] TO THE MAGNOLIA COMMUNITY CLUB. ELLEN
[03:17:47] MONRAD SERVED AS PRESIDENT OF THE QUEEN
[03:17:49] ANNE COMMUNITY COUNCIL AND ENACT MEMBER
[03:17:52] FOR OVER 20 YEARS. HER LEADERSHIP AND
[03:17:54] COMMITMENT TO COMMUNITY SERVICE HAS BEEN
[03:17:57] REMARKABLE. AND THEN FINALLY, WHICH
[03:18:01] BRINGS ME GREAT SADNESS TO REPORT, JIM
[03:18:03] SMITH WAS A FOUNDING MEMBER OF THE NAC
[03:18:06] IN 82, AND HE SERVED UNTIL LATE
[03:18:10] 2020. JIM PASSED AWAY RECENTLY
[03:18:13] AT THE AGE OF 93. HE WAS A QUEEN ANNE
[03:18:15] RESIDENT WITH A PASSION FOR LIFE AND
[03:18:17] SERVICE. HE SERVED ON THE QUEEN ANNE
[03:18:19] COMMUNITY COUNCIL FOR 50 YEARS. HE WAS
[03:18:22] AN AVID BIKER BOATER, MUSICIAN, ARTIST,
[03:18:24] AND ACCOMPLISHED SKIER. WE REMEMBER JIM
[03:18:27] FOR TWO THINGS. FIRST, AYE. COMMITMENT TO
[03:18:30] PRODUCTIVE DIALOGUE THAT WE HAVE AT THE
[03:18:32] KNACK TODAY. AND SECONDLY, HE ALWAYS
[03:18:35] ARRIVED AT NAC MEETINGS ON AYE. BIKE EVEN
[03:18:37] WHEN HE WAS 91. THAT'S A REAL, I THINK,
[03:18:42] INSPIRATION FOR ALL OF US. AND OF
[03:18:45] COURSE, AS WELL, THE INTENTIONAL
[03:18:49] GOOD WORK FROM OUR OWN ROSIE COURTNEY,
[03:18:53] WHO IS THE SENIOR MANAGER OF CRUISE
[03:18:55] PUBLIC AFFAIRS AND COMMUNITY ENGAGEMENT
[03:18:57] AND IS ALSO OUR NAT LIAISON. I'M GOING
[03:18:59] TO TURN IT OVER TO ROSIE, AND THEN SHE
[03:19:01] WILL ALSO MAKE A FEW COMMENTS TO
[03:19:03] INTRODUCE OUR VERY CAPABLE FACILITATOR
[03:19:06] AS WELL. ROSIE, GREAT. THANK YOU,

[03:19:09] STEPHANIE. COMMISSIONER'S, EXECUTIVE
[03:19:11] DIRECTOR, METRUCK SO IT'S A PLEASURE FOR
[03:19:13] ME TO HIGHLIGHT THE WORK OF THE
[03:19:15] NEIGHBOR'S ADVISORY COMMITTEE EACH MONTH
[03:19:18] WHEN THE GROUP GATHERS. IT REMINDS ME OF
[03:19:20] THE PORT FORT'S COMMITMENT TO COMMUNITY
[03:19:22] ENGAGEMENT AND THE VALUE OF CONNECTING
[03:19:25] NOT JUST WITH COMMUNITIES, BUT WITH
[03:19:27] ACTUAL INDIVIDUALS. AND THESE
[03:19:29] INDIVIDUALS REALLY SHARE OUR PASSION FOR
[03:19:32] THE REGION. SO I APPRECIATE THEIR
[03:19:35] COMMITMENT AND THE PERSPECTIVE THEY
[03:19:36] BRING TO OUR DISCUSSIONS. EVERY MONTH,
[03:19:39] I WANT TO OFFER MY THANKS TO STEPHANIE
[03:19:41] AND TO DAVE MCFADDEN AND TO THEIR TEAMS
[03:19:44] THAT JOIN ME EVERY MONTH. WE HAVE A
[03:19:47] HEALTHY DIALOGUE, AND IT REALLY DOES
[03:19:49] HELP US ALL LEARN.
[03:19:52] SO WITH THOSE COMMENTS, I'M GOING TO
[03:19:54] TURN IT OVER TO WELDON WELDON IS OUR
[03:19:56] VERY CAPABLE FACILITATOR. AND WELDON'S
[03:19:59] MANY YEARS AS THE EXECUTIVE VICE
[03:20:02] PRESIDENT AT THE UNIVERSITY OF
[03:20:04] WASHINGTON HAS REALLY SERVED US WELL.
[03:20:08] SO WITH THAT CALL THE ROLL, TURN IT OVER
[03:20:10] TO YOU. THANK YOU, STEPHANIE.
[03:20:15] GOOD AFTERNOON. AS STEPHANIE AND
[03:20:18] ROSIE SAID, I'M WELL DENIED. I'M
[03:20:21] CONTRACTED BY THE PORT VIA 501 COMMONS,
[03:20:25] A NONPROFIT ORGANIZATION THAT USES
[03:20:28] VOLUNTEERS IN VARIOUS ENGAGEMENTS
[03:20:32] FOR NONPROFITS TO FACILITATE THE
[03:20:35] MEETINGS OF THE TERMINAL 91 NEIGHBORHOOD
[03:20:38] ADVISORY COMMITTEE. AS YOU'VE HEARD IT'S
[03:20:41] CALLED MAG AND THE RESIDENTS
[03:20:44] OF THE NEIGHBORHOODS OF MAGNOLIA AND
[03:20:46] QUEEN ANNE ARE INVOLVED WITH THE PORT.
[03:20:50] I. AS A FACILITATOR, I AM NOT A RESIDENT
[03:20:53] OF EITHER QUEEN ANN OR MAGNOLIA
[03:20:55] COMMUNITIES, NOR A POOR EMPLOYEE FOR THE
[03:20:59] SHORT FILM REDEVELOPMENT AGREEMENT OF
[03:21:01] 1983 AND AMENDED IN 85 AND 98.
[03:21:05] THE ANNUAL REPORT BEFORE YOU
[03:21:09] COVERS THE CALENDAR YEAR IS 2000 AND
[03:21:11] 22,021 HAS BEEN APPROVED BY THE KNACK
[03:21:14] MEMBERS. THE SUCCESS OF THE MAG
[03:21:18] RESULTS FROM THE COMMITMENT OF THE PORT
[03:21:21] STAFF TO KEEP THE MEMBERS INFORMED WITH
[03:21:25] A PROACTIVE ASSISTANCE OF ROSIE AND
[03:21:30] THEN THE MINUTES PROVIDING AND RECORD
[03:21:33] KEEPING OF PAM ALEX ALEXANDER AND
[03:21:39] A COMMENT FROM A LONG TERM MAG
[03:21:43] MEMBER, ELLEN MONRAD, WHO RECENTLY
[03:21:45] STEPPED DOWN. AS YOU JUST HEARD FROM
[03:21:49] STEPHANIE FROM REPRESENTING QUEEN ANNE,
[03:21:51] SUMS UP THE MAX VALUE TO THE COMMUNITIES
[03:21:55] FELLEMAN OFFERED. THE KNACK WAS NOT ONLY
[03:21:57] IMPROVED RELATIONS WITH THE PORT AND
[03:22:01] THAT'S VERY VALUABLE, BUT HAS
[03:22:05] BEEN A CATALYST FOR THE TWO
[03:22:06] NEIGHBORHOODS THEMSELVES WORKING
[03:22:09] TOGETHER ON ISSUES THEY HAVEN'T
[03:22:11] PREVIOUSLY EXISTED. HER COMMENTS

[03:22:14] UNDERSCORES MY OBSERVATIONS FROM
[03:22:16] WATCHING THE T 91 KNACK IN ACTION OVER
[03:22:20] THE PAST FOUR YEARS. THE REAL VALUE FOR
[03:22:23] SUPPORT FORD INCLUDES THE OPPORTUNITY TO
[03:22:25] INFORM THE NEIGHBORHOODS ABOUT POTENTIAL
[03:22:27] IMPACTS ON THEM, AS WELL AS TO ADDRESS
[03:22:31] MISPERCEPTIONS UPFRONT SO THAT MEMBERS
[03:22:35] CAN CORRECT THEM WITHIN THEIR
[03:22:37] NEIGHBORHOODS IN A TIMELY MANNER. THAT
[03:22:41] COMMITMENT IS DEMONSTRATED BY THE BOARD
[03:22:43] STAFF BY KEEPING THE KNACK INFORMED
[03:22:45] ABOUT OPERATIONAL ISSUES, CONSTRUCTION
[03:22:48] PROJECTS AND TENANT ACTIVITIES THAT CAN
[03:22:51] RESULT IN NOISE LIGHT TRAFFIC
[03:22:55] IMPACTS. SUCH COMMUNICATIONS ARE KEY TO
[03:22:58] THE MAX VALUE. THE UNUSUAL NATURE
[03:23:02] OF THE PAST TWO YEARS, AS YOUR MEETING
[03:23:04] TODAY DEMONSTRATES, IS DUE TO THE
[03:23:07] PANDEMIC HAS CREATED SOME ABNORMAL
[03:23:10] SITUATIONS FOR THE NECK. WE, LIKE YOU,
[03:23:14] HAVE HOSTED ALL OUR MEETINGS VIRTUALLY.
[03:23:18] WE TRIED ONE, MIXED ONE AND DIDN'T QUITE
[03:23:21] WORK. BUT WITH ROSIE'S
[03:23:25] SUPPORT AND THE MAG AND THE PORT STAFF,
[03:23:28] THOSE MEETINGS HAVE GONE OFF SEAMLESSLY
[03:23:32] SO WE CAN CONTINUE MEETING ON A REGULAR
[03:23:35] MONTHLY BASIS. SECOND, DUE TO THE
[03:23:37] REDUCTIONS IN THE TRAFFIC, DUE TO THE
[03:23:39] CANCELLATIONS AND REDUCTIONS OF THE
[03:23:41] CRUISE SEASONS AND PEOPLE WORKING FROM
[03:23:44] HOME, THE NAC DECIDED TO SUSPEND
[03:23:48] THE TRAFFIC STUDIES NEAR TERMINAL 91
[03:23:52] OVER THE PAST TWO YEARS. FOR NOW, THE
[03:23:55] NAC IS USING THE 2019 TRAFFIC DATA
[03:23:59] AS THE MOST CURRENT INFORMATION WHILE
[03:24:01] EVALUATING WHEN TO RETURN TO CONDUCTING
[03:24:05] THE ONGOING TRAFFIC STUDIES AS THE NEW
[03:24:08] NORMAL EMERGES WILL THEN PROVIDE USEFUL
[03:24:13] DATA THAT WILL AGAIN PROVIDE USEFUL DATA
[03:24:17] REGARDING THE TRAFFIC FLOWS NEAR BAY
[03:24:19] AREA. THE REPORT LISTS
[03:24:24] KEY ISSUES INCLUDED IN THE T 91 MAG
[03:24:28] AGENDA OVER THE LAST TWO YEARS. THEY
[03:24:30] FOCUSED PRIMARILY ON PLANNING FOR
[03:24:33] ECONOMIC DEVELOPMENT OF THE T 91 UPLANDS
[03:24:37] INTERACTIONS WITH NEIGHBORING PROJECTS.
[03:24:40] SINCE THERE'S THE TINY VILLAGES WHICH
[03:24:43] MAGNOLIA ACTUALLY HELPS SUPPORT
[03:24:46] FINANCIALLY, THE SOUND TRANSIT LAKE
[03:24:49] PLANS AND THE FUTURE OF THE NATIONAL
[03:24:51] GUARD ARMORY SITE. THE PORT ENGAGED THE
[03:24:55] KNACK WITH EARLY INVOLVEMENT IN PLANNING
[03:24:57] ACTIVITIES FOR PORT PROPERTIES AS WELL
[03:25:00] AS TRANSPORTATION NETWORK IMPROVEMENTS
[03:25:04] IN THE INNER BAY BALLARD AREA TO HELP
[03:25:07] MITIGATE POTENTIAL NEGATIVE IMPACTS ON
[03:25:09] THE NEIGHBORHOODS. THE NAT COMMUNITY
[03:25:12] MEMBERS REQUESTED THAT THE PORT
[03:25:15] COMMISSIONERS CONTINUE TO ENGAGE
[03:25:19] WITH THE CITY OF SEATTLE LEADERS AND TO
[03:25:22] ADVOCATE FOR MORE OF A HOLISTIC APPROACH
[03:25:26] TO THE CITY'S PLANNING ACTIVITIES FOR
[03:25:28] THE BALLARD INTER BAY AREA,

[03:25:31] INCLUDING TERMINAL 91. MANY OF THOSE
[03:25:34] PROJECTS ARE BEING PLANNED FOR THE AREA
[03:25:37] THAT ARE BEYOND THE SCOPE OF THE KNACK
[03:25:39] AGREEMENT, BUT THEY ALL HAVE THE
[03:25:41] POTENTIAL IMPACTS ON T TERMINAL 91 AND
[03:25:44] THE TRAFFIC FLOWS ON THE ADJACENT
[03:25:47] STREETS. THANK YOU FOR YOUR TIME AND
[03:25:50] ATTENTION, AND IF YOU HAVE ANY
[03:25:53] QUESTIONS, WE'RE AVAILABLE.
[03:25:59] THANK YOU SO MUCH, ROBIN. WITH THAT,
[03:26:02] I'M GOING TO ASK THAT COMMISSIONERS WHO
[03:26:04] HAVE QUESTIONS RAISE THEIR HAND, AND
[03:26:06] I'LL CALL ON YOU IN THE ORDER THAT YOU
[03:26:07] RAISED. COMMISSIONER FELLEMAN.
[03:26:14] WELL, THANK YOU VERY MUCH AND COURTNEY
[03:26:18] AND STAFF FOR KEEPING THIS THING GOING
[03:26:20] ALL THESE YEARS. AND WELDON THANK YOU
[03:26:23] FOR THE PRESENTATION.
[03:26:27] I DO APPRECIATE GETTING THIS ANNUAL
[03:26:29] REVIEW, BUT YOU SHOULD
[03:26:33] FEEL WELCOME TO HAVE THE WRITE A
[03:26:36] LETTER OR SO TO THE COMMISSION AT LARGE
[03:26:39] IF YOU SEE THINGS THAT ARE COMING UP
[03:26:41] THAT YOU'D LIKE OUR ATTENTION TO. IN
[03:26:42] PARTICULAR, COMMISSIONER HASEGAWA AND I
[03:26:44] ARE ON THE INDUSTRIAL LANDS COMMITTEE.
[03:26:46] SO MANY OF THE ISSUES THAT I THINK ARE
[03:26:50] MAYBE OUTSIDE OF THE KNACK, BUT OF
[03:26:52] INTEREST TO THE KNACK, AS YOU MENTIONED,
[03:26:54] ARE THINGS THAT WE'RE TRACKING DIRECTLY
[03:26:57] AND LIKE THE ST THREE OR OTHER
[03:27:02] NEARBY. WE HAVEN'T HEARD ANYTHING LATELY
[03:27:04] ABOUT INTERBAY, BUT THE FISHING
[03:27:08] PIER, THINGS LIKE THAT MIGHT BE OF
[03:27:11] INTEREST. I'M STILL VERY INTERESTED IN
[03:27:13] LOOKING AT THAT BIKE PATH.
[03:27:15] UNFORTUNATELY, YOU DON'T HAVE YOUR BIKE
[03:27:16] ADVOCATE DEALING WITH THE THING THROUGH
[03:27:18] 91, BUT I WAS ALSO WONDERING, WASN'T
[03:27:21] BRUCE CARTER A RECENT MEMBER? AND I KNOW
[03:27:25] STEPHANIE DID A GOOD JOB OF
[03:27:26] ACKNOWLEDGING ALL PAST KNACK MEMBERS.
[03:27:28] WHEN DID BRUCE LEAVE THE KNACK?
[03:27:33] WAS THAT RELATIVELY RECENTLY?
[03:27:37] I WANT TO SAY BRUCE PROBABLY STEPPED
[03:27:39] AWAY MAYBE THREE YEARS AGO. OKAY.
[03:27:42] SO HE'S BEEN A LITTLE HAPPILY SPARED
[03:27:45] MORE MEETINGS IN AYE. CAREER. SO ANYWAY,
[03:27:49] I JUST KNOW THAT WE ARE CONTINUING TO
[03:27:51] MAKE PROGRESS ON 91, AND I ASSUME THAT'S
[03:27:53] WHERE THE GREATEST ATTENTION IS GOING TO
[03:27:57] BE. AND THERE'S ULTIMATE QUESTION ABOUT
[03:27:59] THE OPENING OF THE GATE AT THE NORTH
[03:28:03] END. IS THIS WOULD YOU SAY THIS IS THE
[03:28:05] MOST SUBSTANTIVE THING YOU'RE LOOKING
[03:28:08] AT, OR IS THAT WHAT THE TRAFFIC STUDY IS
[03:28:10] ABOUT? WELL, THE TRAFFIC STUDY IS
[03:28:14] A REQUIREMENT OF THE AGREEMENT THAT
[03:28:18] CREATED THE KNACK, AND IT'S DONE
[03:28:21] BASED UPON THE NC MEMBERS AGREEMENT
[03:28:25] WITH THE PORT ON HOW MANY TIMES A YEAR
[03:28:28] AND WHEN DURING THE YEAR THE TRAFFIC
[03:28:32] STUDIES SHOULD BE MADE. AND THERE'S

[03:28:34] ACTUALLY A RANGE OF TRAFFIC
[03:28:38] RESULTS THAT DETERMINES WHETHER ANY
[03:28:41] CHANGES HAVE TO BE MADE TO REDUCE
[03:28:45] THE TRAFFIC LEVELS. AND SO FAR, WE'VE
[03:28:47] ALL BEEN SINCE 2019 WITHIN
[03:28:51] THOSE RANGES. SO WE DON'T HAVE A
[03:28:53] PROBLEM. BUT ACTUALLY
[03:28:58] ALSO, WITH REGARD TO YOUR COMMENT, EACH
[03:29:01] OF THE MAGNOLIA AND
[03:29:04] THE QUEEN ANNE COMMUNITY ASSOCIATIONS DO
[03:29:08] PROVIDE DIRECT FEEDBACK ON VARIOUS
[03:29:12] ISSUES. THE KNACK TRIES TO IS
[03:29:16] AN OPPORTUNITY FOR THE TWO COMMUNITIES
[03:29:18] WITH THE PORT TO COMMUNICATE. THEN THEY
[03:29:21] WILL EACH INDIVIDUALLY SEND THEIR
[03:29:23] COMMENTS TO THEIR COMMUNITY
[03:29:25] ORGANIZATIONS RATHER THAN THE KNACK
[03:29:28] DOING IT DIRECTLY IN THOSE BROAD
[03:29:32] TRANSPORTATION ISSUES.
[03:29:35] AND ALSO, THE NORTHGATE
[03:29:39] IS A SERIOUS ISSUE BECAUSE THAT WILL
[03:29:42] REQUIRE A CHANGE IN THE
[03:29:45] IT'S EMBEDDED THAT THE NORTH GATE REMAIN
[03:29:48] CLOSED IN THE ORIGINAL
[03:29:53] SHORT REDEVELOPMENT AGREEMENT. SO THAT
[03:29:56] WILL REQUIRE IF ANYONE WANTS TO GO
[03:30:00] THERE AND THE NAC AGREEMENT ACTUALLY
[03:30:04] BEING RENEGOTIATED. THANK YOU FOR
[03:30:08] THAT, CLARIFICATION.
[03:30:12] OKAY. ARE THERE ANY OTHER FURTHER
[03:30:14] COMMISSIONER QUESTIONS OR COMMENTS?
[03:30:19] COMMISSIONER HASEGAWA.
[03:30:23] THANK YOU, MR. CHAIR. NO QUESTIONS.
[03:30:26] I JUST WANTED TO CHIME IN AND FORMALLY
[03:30:31] THANK YOU, MR. WALDEN, FOR APPEARING
[03:30:33] BEFORE US AND SHARING AN UPDATE FROM THE
[03:30:35] NEXT MY FIRST TIME GETTING TO HEAR FROM
[03:30:37] YOU, MY CAPACITY FOR COMMISSIONER, AND I
[03:30:41] ALSO SAW MY NOTES HERE THAT YOUR GROUP
[03:30:44] MEETS ON THE THIRD WEDNESDAY OF EACH
[03:30:46] MONTH. AND SO I JUST WANT TO LET YOU
[03:30:48] EXPRESS MY INTEREST IN BEING ABLE TO SIT
[03:30:51] IN ON A MEETING AND SORT OF HEAR HOW
[03:30:53] YOUR MEETINGS GO AND MEET AND GREET WITH
[03:30:55] YOUR GROUP. SO THANK YOU SO VERY MUCH
[03:30:57] FOR YOUR VIGILANCE ON THE ISSUES ON
[03:30:59] BEHALF OF YOUR COMMUNITIES AND
[03:31:00] NEIGHBORHOODS AND TO REITERATE WHAT
[03:31:03] COMMISSIONER FELLEMAN MENTIONED. I SERVE
[03:31:05] ON THE WATERFRONT INDUSTRIAL LANDS
[03:31:07] COMMITTEE AND HAVE AN AFFINITY FOR
[03:31:12] THE IMPACT THAT IT'S GOING TO HAVE WITH
[03:31:14] OUR LOCAL COMMUNITY. SO THANK YOU SO
[03:31:17] VERY MUCH. I LOOK FORWARD TO CONNECTING
[03:31:19] WITH YOU DIRECTLY IN THE NEAR FUTURE.
[03:31:21] AND ALL THE COMMISSIONERS ARE FULLY
[03:31:24] WELCOME TO ATTEND ANY OF THE KNACK
[03:31:26] MEETINGS THAT IS OPEN, AND WE WELCOME
[03:31:29] YOUR PRESENCE. THEY'D BE THANK
[03:31:33] YOU, WILLIAM. THANKS FOR APPEARING
[03:31:35] BEFORE US TODAY. WITH THAT, WE ARE
[03:31:40] MISSING ANY FURTHER QUESTIONS OR
[03:31:42] COMMENTS. WE ARE GOING TO MOVE ON TO OUR

[03:31:45] NEXT BRIEFING ITEM. CLERK HART, CAN YOU READ
[03:31:49] THE FINAL ITEM INTO THE RECORD? AND THEN
[03:31:50] WE'LL HAVE EXECUTIVE DIRECTOR METRUCK
[03:31:53] INTRODUCE. ERIC. YES. THIS IS ITEM
[03:31:56] ELEVEN C, THE PORT EFFORTS RELATED TO
[03:31:59] THE INFRASTRUCTURE INVESTMENT IN JOBS
[03:32:00] ACT BRIEFING COMMISSIONERS.
[03:32:05] LATE LAST YEAR, PRESIDENT BIDEN SIGNED
[03:32:06] THE INFRASTRUCTURE INVESTMENT AND JOBS
[03:32:08] ACT, THE IJA INTO LAW AT
[03:32:12] A BIPARTISAN CEREMONY AT THE WHITE
[03:32:13] HOUSE. AS I MENTIONED TO YOU IN MY
[03:32:16] EXECUTIVE DIRECT REPORT AT THE TIME,
[03:32:18] THIS LEGISLATION CONTAINS BILLIONS OF
[03:32:20] DOLLARS FOR THE AIRPORT AND SEAPORTS,
[03:32:22] INCLUDING A FORMULA ALLOCATION FOR
[03:32:24] APPROXIMATELY \$45 MILLION, WHICH YOU'VE
[03:32:26] ALREADY TALKED ABOUT TODAY. AND I SAW
[03:32:29] ERIC WAS READY TO TALK ABOUT IT THERE A
[03:32:31] LITTLE BIT. BUT WITH
[03:32:35] THAT ALLOCATION OF \$45 MILLION TO SEA
[03:32:38] FOR EACH YEAR FOR THE NEXT FIVE YEARS,
[03:32:40] OUR MAIN FOCUS CONTINUES TO BE
[03:32:42] POSITIONING THE PORT IN THE NORTHWEST
[03:32:43] SEAPORT LINES TO APPLY FOR COMPETITIVE
[03:32:45] GRANTS FROM THE IJA GOING FORWARD. SO
[03:32:48] THE PRESENTERS THIS AFTERNOON ARE ERIC
[03:32:50] SCHOENFIELD, SENIOR MANAGER, FEDERAL AND
[03:32:52] INTERNATIONAL GOVERNMENT RELATIONS, AND
[03:32:54] MELISSA PARKS, GOVERNMENT RELATIONS
[03:32:56] POLICY ANALYST. SO, ERIC,
[03:32:59] WELL, THANK YOU SO MUCH, COMMISSIONERS
[03:33:01] AND EXECUTIVE DIRECTOR METRUCK. I'M VERY
[03:33:02] PLEASED TO BE HERE WITH YOU TODAY ON
[03:33:04] THIS FINAL ITEM OF THE DAY WITH MY
[03:33:06] COLLEAGUE, MELISSA PARKS. TODAY MARKS
[03:33:08] THE FIRST DAY THAT A FINANCIAL
[03:33:10] PERFORMANCE BRIEFING HAS STOLEN MY
[03:33:12] THUNDER. BUT I STILL THINK WE HAVE SOME
[03:33:14] INTERESTING THINGS TO SHARE ABOUT THE
[03:33:17] INFRASTRUCTURE INVESTMENT AND JOBS ACT.
[03:33:19] AND CLEARLY, THE ENTIRE REASON WE'RE
[03:33:21] DOING THIS PRESENTATION TODAY IS I THINK
[03:33:23] THERE'S A LOT OF COMMISSIONER INTEREST
[03:33:25] AND PUBLIC INTEREST IN WHAT DOLLARS ARE
[03:33:28] AVAILABLE TO THE PORT AND OUR
[03:33:30] COMMUNITIES, HOW WE'RE PURSUING THOSE
[03:33:32] DOLLARS AND THE BEST WAY TO SPEND THOSE
[03:33:34] DOLLARS. SO REALLY OUR GOAL TODAY IS TO
[03:33:36] TALK ABOUT WHAT THOSE OPPORTUNITIES
[03:33:38] MIGHT BE. AS STEVE MENTIONED, NEXT
[03:33:40] SLIDE, PLEASE. THIS PIECE OF
[03:33:43] LEGISLATION, BELIEVE IT OR NOT, WAS ONLY
[03:33:45] PASSED LESS THAN FOUR MONTHS AGO. AND SO
[03:33:48] WE'RE STILL LEARNING A LOT ABOUT HOW THE
[03:33:50] BIDEN ADMINISTRATION IS PLANNING TO ROLL
[03:33:51] OUT THESE DOLLARS. THERE'S STILL GOING
[03:33:54] TO BE MUCH MORE INFORMATION WE LEARN AND
[03:33:56] NEW OPPORTUNITIES THAT PRESENT
[03:33:57] THEMSELVES OVER THE NEXT FEW MONTHS AND
[03:33:58] YEARS. SO TODAY WE'RE REALLY TALKING
[03:34:01] ABOUT HOW WE'RE APPROACHING THIS
[03:34:02] OPPORTUNITY, AND WE'LL CONTINUE, AS

[03:34:05] COMMISSIONER MOHAMED MENTIONED, TO FIND
[03:34:07] OPPORTUNITIES TO ENGAGE THE COMMISSION,
[03:34:08] TO UPDATE THE COMMISSIONER BECAUSE THIS
[03:34:10] IS SUCH AN IMPORTANT DISCUSSION NOT ONLY
[03:34:13] FOR THE PORT AND THE SEAPORT ALLIANCE,
[03:34:15] BUT FOR MANY OF OUR PARTNERS AS WELL.
[03:34:17] NEXT SLIDE, PLEASE. SO LIKE
[03:34:21] I SAID, NOVEMBER 15 WAS WHEN THE
[03:34:22] PRESIDENT SIGNED THIS BILL. THIS IS
[03:34:24] REALLY AN INCREDIBLY HISTORIC PIECE OF
[03:34:26] LEGISLATION. EIGHT YEARS, \$1.2 TRILLION
[03:34:30] IN NEW INVESTMENT IN A WIDE VARIETY OF
[03:34:32] AREAS. AND WHILE THERE IS STILL A LOT TO
[03:34:35] LEARN AND A LOT TO DO, WHAT'S REALLY
[03:34:37] BEEN AMAZING IS THAT PRESIDENT BIDEN AND
[03:34:39] THE BIDEN ADMINISTRATION HAVE BEEN
[03:34:40] WORKING REALLY HARD TO GET THESE DOLLARS
[03:34:42] OUT THE DOOR RIGHT AWAY. NEARLY \$100
[03:34:45] BILLION HAS ALREADY BEEN ANNOUNCED,
[03:34:47] ANOTHER \$50 BILLION IN RFIS AND WHAT WE
[03:34:50] CALL NO FOES NOTICES OF FUNDING
[03:34:51] OPPORTUNITY HAVE BEEN RELEASED. SO THERE
[03:34:54] IS A GREAT DESIRE FROM THE BIDEN
[03:34:56] ADMINISTRATION TO GET THESE DOLLARS OUT
[03:34:57] THE DOOR, START FUNDING AND BUILDING
[03:35:00] INFRASTRUCTURE RIGHT AWAY, WHICH WE'RE
[03:35:02] REALLY EXCITED ABOUT. AND THAT'S WHY WE
[03:35:03] REALLY WANT TO BE ON TOP OF THIS
[03:35:04] OPPORTUNITY. NEXT SLIDE.
[03:35:09] SO WE HAVE THREE GOALS AS WE START TO
[03:35:12] PURSUE THIS OPPORTUNITY. THE FIRST IS
[03:35:14] TO, OF COURSE, MAXIMIZE FUNDING TO THE
[03:35:16] PORT. HOW CAN WE GET AS MUCH MONEY AS
[03:35:18] POSSIBLE, NOT ONLY BECAUSE WE WANT TO
[03:35:21] FUND THE INFRASTRUCTURE THAT WE ARE
[03:35:23] TRYING TO BUILD, BUT ALSO BECAUSE THESE
[03:35:26] DOLLARS WILL HELP US ADDRESS OUR
[03:35:27] SUSTAINABILITY GOALS, OUR EQUITY GOALS,
[03:35:29] OUR QUALITY OF LIFE GOALS. THIS CAN
[03:35:31] REALLY HELP US ACHIEVE A NUMBER OF THE
[03:35:33] THINGS THAT WE HOPE TO DO ABOVE AND
[03:35:35] BEYOND WHAT'S ALREADY IN OUR BUDGET AND
[03:35:36] OUR CAPITAL IMPROVEMENT PLAN. WE'RE ALSO
[03:35:39] TAKING A VERY BROAD PERSPECTIVE ON WHAT
[03:35:41] OUR FUNDING NEEDS ARE. THIS IS NOT JUST
[03:35:42] ABOUT HARD INFRASTRUCTURE, BUT WHAT
[03:35:44] ADDITIONAL DOLLARS ARE OUT THERE TO
[03:35:46] SUPPORT OUR RELATED ACTIVITIES.
[03:35:47] WORKFORCE DEVELOPMENT IS A GREAT EXAMPLE
[03:35:49] OF THAT WHERE IT IS NOT, QUOTE UNQUOTE,
[03:35:51] INFRASTRUCTURE, BUT THERE ARE FUNDING
[03:35:54] OPPORTUNITIES THAT WE CAN TAKE ADVANTAGE
[03:35:55] OF. AND FINALLY, ONE OF THE THINGS THAT
[03:35:58] WE KNOW IS THERE ARE SO MANY POTS OF
[03:36:00] MONEY IN THE IAJA THAT ARE MAYBE NOT THE
[03:36:02] PORT CAN APPLY FOR THOSE DOLLARS, BUT
[03:36:05] THEY ARE DOLLARS THAT CAN BENEFIT OUR
[03:36:07] COMMUNITY. AND SO WHAT ROLE CAN WE PLAY
[03:36:09] TO SUPPORT OUR COMMUNITY MEMBERS, MAKE
[03:36:11] THEM AWARE, SUPPORT THEIR APPLICATIONS,
[03:36:13] AND HELP THEM GET FUNDING THAT CAN
[03:36:16] JOINTLY ACHIEVE SOME OF OUR GOALS? SO
[03:36:18] NEXT SLIDE, WE TALK ABOUT THE

[03:36:21] IJ REALLY IN FIVE CATEGORIES, AND THIS
[03:36:24] IS SORT OF AN INTERNAL RUBRIC, BUT YOU
[03:36:25] MAY FIND IT INTERESTING. THERE'S MONEY
[03:36:27] THAT IS FOR AIRPORTS AND SEAPORTS,
[03:36:29] EITHER BY FORMULA OR FOR COMPETITIVE
[03:36:31] DOLLARS. WE WILL OBVIOUSLY GO AFTER ALL
[03:36:33] OF THOSE DOLLARS. THERE'S ALSO THE
[03:36:35] ADDITIONAL MONEY THAT WE CAN APPLY FOR.
[03:36:37] MAYBE THEY'RE NOT SPECIFICALLY FOR
[03:36:38] PORTS, BUT TWO GREAT EXAMPLES ARE
[03:36:41] HIGHWAY FUNDING, ELECTRIC VEHICLE
[03:36:43] CHARGING INFRASTRUCTURE. IT'S NOT JUST
[03:36:45] FOR PORTS, BUT WE CAN ACTUALLY APPLY FOR
[03:36:47] SOME OF THESE DOLLARS IN WAYS THAT WE
[03:36:48] TRADITIONALLY HAVE NOT AND GET
[03:36:50] ADDITIONAL FUNDING FOR SOME OF OUR
[03:36:51] PROJECTS. THERE ARE PROJECTS THAT
[03:36:53] BENEFIT THE PORT. FOR EXAMPLE, PROJECT
[03:36:55] MONEY THAT SEATTLE CITY LIGHT COULD
[03:36:57] APPLY FOR FOR MARITIME ELECTRIFICATION,
[03:36:59] FREIGHT MOBILITY INVESTMENTS THAT THE
[03:37:01] CITY OR THE COUNTY OR THE STATE COULD
[03:37:02] APPLY FOR, TRANSIT DOLLARS, ET CETERA.
[03:37:05] AND THEN FINALLY THAT BULLET THAT I
[03:37:07] MENTIONED ON THE LAST SLIDE, THAT MAYBE
[03:37:09] WE CAN HELP OUR COMMUNITY PARTNERS, THE
[03:37:12] PUBLIC SCHOOLS ARE NONPROFIT PARTNERS,
[03:37:14] GET SOME OF THESE DOLLARS IN WAYS THAT
[03:37:16] HELP US ACHIEVE THE GOALS THAT WE HAVE
[03:37:18] FOR THEM. AND THEN, OF COURSE, THERE IS
[03:37:20] MONEY THAT NONE OF US ARE AVAILABLE TO
[03:37:22] APPLY FOR, AND WE'LL JUST LET THAT MONEY
[03:37:23] GO. NEXT SLIDE. SO LET'S TALK FOR
[03:37:27] A SECOND ABOUT THE PORT SPECIFIC
[03:37:29] PROVISIONS. YOU KNOW, A LOT OF THIS
[03:37:30] ALREADY, BUT \$20 BILLION FOR AIRPORT
[03:37:33] WILL BREAK THAT DOWN ON THE NEXT SLIDE,
[03:37:35] 17 BILLION, QUOTE UNQUOTE, FOR SEAPORTS
[03:37:38] AND MARITIME. A MAJORITY OF THAT IS
[03:37:39] ACTUALLY NOT DIRECTLY FOR PORTS TO APPLY
[03:37:42] FOR. BUT IT'S, FOR EXAMPLE, THE US ARMY
[03:37:45] CORPS OF ENGINEERS TO USE. BUT THEY USE
[03:37:47] THAT MONEY. AND I'LL GIVE YOU AN EXAMPLE
[03:37:48] RIGHT HERE. FOR THIS FISCAL YEAR, US
[03:37:51] ARMY CORPS OF ENGINEERS USA, AS WE CALL
[03:37:53] THEM, HAS ALREADY ANNOUNCED THAT THEY
[03:37:56] WILL SPEND \$10.8 MILLION TO UPGRADE THE
[03:37:58] SMALL LOCKS AT THE BALLARD LOCKS, THE
[03:38:00] LAKE WASHINGTON SHIP CANAL, WHICH, OF
[03:38:02] COURSE, IS REALLY IMPORTANT FOR OUR
[03:38:04] RECREATIONAL BOATING AND OUR FISHING
[03:38:05] INDUSTRY. AND THEN FINALLY, 27 BILLION
[03:38:08] FOR PORT ELIGIBLE TRANSPORTATION
[03:38:09] INVESTMENTS. THE RAISED GRANT, WHICH
[03:38:11] WE'LL TALK ABOUT IN A MOMENT, THE INFRA
[03:38:13] GRANT, WHICH IS ANOTHER SORT OF MAJOR
[03:38:15] ROAD AND CAPITAL TRANSPORTATION PROGRAM.
[03:38:18] SO LOTS OF OPPORTUNITIES THAT ARE REALLY
[03:38:20] SPECIFIC TO THE PORT. NEXT SLIDE,
[03:38:23] LET'S TALK ABOUT THE AIRPORT DOLLARS.
[03:38:25] AND I KNOW THERE'S OBVIOUSLY A LOT OF
[03:38:26] INTEREST HERE, AND THIS ENTIRE SLIDE
[03:38:29] COULD JUST SAY TBD, BUT WE'LL SHARE WITH

[03:38:32] YOU AS MUCH AS WE CAN ABOUT WHAT WE DO
[03:38:34] KNOW RIGHT NOW. LET'S START WITH THAT
[03:38:36] \$15 BILLION. SO THAT IS \$15 BILLION FOR
[03:38:39] AIRPORT INFRASTRUCTURE GRANTS. THAT'S
[03:38:42] THE NAME OF THE PROGRAM, AIG AIRPORT
[03:38:44] INFRASTRUCTURE GRANTS. IT IS DISTRIBUTED
[03:38:46] BY FORMULA. AND THAT FORMULA IS BASED ON
[03:38:48] EMPLOYMENTS, THE NUMBER OF PASSENGERS
[03:38:50] THAT WE PUT ON AIRPLANES THAT LEAVE OUR
[03:38:51] AIRPORT EVERY YEAR. SO RIGHT NOW WE'RE
[03:38:54] ESTIMATING ABOUT \$240,000,000 OVER FIVE
[03:38:57] YEARS. BURIEN MENTIONED A FEW
[03:38:58] PRESENTATIONS AGO \$45 MILLION THIS YEAR.
[03:39:02] SO 45 TIMES FIVE. BUT WE KNOW THAT
[03:39:05] OUR EMPLOYMENT WILL GROW, SO IT WILL
[03:39:07] PROBABLY BE A LITTLE BIT MORE THAN \$45
[03:39:08] MILLION IN FUTURE YEARS. WHAT'S GREAT
[03:39:11] ABOUT THIS MONEY IS WE GET IT, OR AT
[03:39:14] LEAST RATHER WE CAN APPLY FOR
[03:39:16] REIMBURSEMENT FOR IT ONCE WE ARE
[03:39:19] SPENDING THAT MONEY ON ELIGIBLE
[03:39:21] PROJECTS. SO WE CAN SORT OF KNOW THAT
[03:39:23] THIS MONEY IS COMING. WE KNOW THAT IT
[03:39:25] CAN BE USED FOR ANY PFC ELIGIBLE
[03:39:27] PROJECTS. THAT'S PASSENGER FACILITY
[03:39:29] CHARGE, WHICH IS ACTUALLY MORE EXPANSIVE
[03:39:33] THAN WHAT WE USUALLY GET WITH WHAT WE
[03:39:34] CALL AIRPORT IMPROVEMENT PROGRAM DOLLARS
[03:39:36] FROM THE FAA, WHICH THESE PFC DOLLARS
[03:39:39] CAN BE USED FOR TERMINAL PROJECTS. THEY
[03:39:42] CAN BE USED FOR A VARIETY OF DIFFERENT
[03:39:43] PROJECTS AROUND THE AIRPORT AND ACTUALLY
[03:39:45] CAN BE USED FOR SOME OFF AIRPORT
[03:39:47] PROJECTS AS WELL. ALL OF THE PROJECTS
[03:39:49] THAT WE WANT TO USE FOR THIS YEAR'S,
[03:39:52] \$45 MILLION, HAVE TO BE IN OUR FAA
[03:39:56] SUBMITTED CAPITAL IMPROVEMENT PLAN BY
[03:39:58] MARCH 11, WHICH IS THIS WEEK. AND SO,
[03:40:00] AGAIN, AS BURIEN MENTIONED, A LOT OF
[03:40:02] WHAT WE'RE PLANNING ON RIGHT NOW IS WHAT
[03:40:04] ARE THE PROJECTS WE KNOW WE'RE DOING ONE
[03:40:05] OF THE PROJECTS WE'VE TALKED TO THE FAA
[03:40:07] ABOUT DOING, JEFFREY MENTIONED THIS AS
[03:40:09] WELL. AND THAT'S THE UNIVERSE OF
[03:40:11] PROJECTS RIGHT NOW. BUT IT DOES I WANT
[03:40:13] TO BE CLEAR, NOT ONLY INCLUDE THINGS
[03:40:15] THAT ARE ON AIRPORT, BUT OUR AIRPORT CIP
[03:40:18] INCLUDES THINGS LIKE OUR NOISE
[03:40:19] INSTALLATION PROGRAM, FOR EXAMPLE. WE
[03:40:22] ALSO KNOW THAT THIS PROGRAM CAN BE SAVED
[03:40:25] UP INTO ONE GRANT. SO IF, FOR EXAMPLE,
[03:40:28] WE WANTED TO USE ALL OF THE \$240,000,000
[03:40:30] ON ONE PROJECT, AND OBVIOUSLY, THAT'S A
[03:40:33] DECISION THAT CAN BE MADE. IF WE WANTED
[03:40:35] TO USE IT ALL ON ONE PROJECT, WE COULD
[03:40:37] ACTUALLY JUST NOT TAKE THAT \$45 MILLION
[03:40:39] A YEAR BUT WAIT TILL THE END, GET ONE
[03:40:41] BIG CHECK AND USE IT FOR ONE BIG
[03:40:43] PROJECT. AGAIN, THAT'S A DECISION WE'LL
[03:40:45] HAVE TO MAKE. BUT WANTED TO BE CLEAR.
[03:40:47] THAT IS AN OPPORTUNITY THERE. WE KNOW
[03:40:50] THAT WE EXPECT TO FIND OUT ADDITIONAL
[03:40:52] CRITERIA ABOUT THE AIG GRANTS IN MAY.

[03:40:56] AND SO WE'LL LEARN A LOT MORE ABOUT THIS
[03:40:58] PROGRAM AND WHAT WE CAN GET REIMBURSED
[03:40:59] FOR FROM THIS PROGRAM. THEN THERE IS THE
[03:41:01] \$5 BILLION AIRPORT TERMINAL PROGRAM.
[03:41:04] THAT IS A COMPETITIVE GRANT, BUT WE KNOW
[03:41:05] THAT 55% OF 5 BILLION, WHATEVER THAT
[03:41:08] NUMBER IS, LET'S CALL THAT 3 BILLION.
[03:41:09] JUST OFF THE TOP OF MY HEAD IS RESERVED
[03:41:11] FOR LARGE HUBS, LARGE HUB AIRPORTS LIKE
[03:41:14] SEA. SO WE'RE COMPETING WITH A LIMITED
[03:41:15] UNIVERSE THERE FOR THAT \$5 BILLION.
[03:41:18] IT'S A BILLION DOLLARS A YEAR. AND AS
[03:41:20] YOU CAN SEE, THERE, IT IS SPECIFICALLY
[03:41:22] FOR TERMINAL PROJECTS. THAT'S WHY IT'S
[03:41:23] CALLED THE AIRPORT TERMINAL PROGRAM.
[03:41:25] AND THIS IS A LIST OF THE KINDS OF
[03:41:27] THINGS THAT THEY ARE PARTICULARLY
[03:41:28] INTERESTED IN FUNDING WITHIN THE
[03:41:30] TERMINAL WITH THIS GRANT PROGRAM. AND
[03:41:33] THEN FINALLY HERE, THERE'S BEEN A TON OF
[03:41:35] INTEREST FROM THE COMMUNITY ABOUT HOW
[03:41:37] WILL THE AIRPORT SPEND ITS DOLLARS. WE
[03:41:39] KNOW THAT THERE'S GOING TO BE LIMITS.
[03:41:40] FOR EXAMPLE, THE AIRPORT TERMINAL
[03:41:42] PROGRAM CAN ONLY BE USED ON TERMINAL.
[03:41:43] BUT THERE'S THIS IMPORTANT LINE IN THE
[03:41:46] LEGISLATION THAT WAS PASSED THAT SAYS
[03:41:47] ANY FUNDS THAT ARE UNOBLIGATED IN THE FIFTH
[03:41:49] YEAR CAN BE USED REALLY SPECIFICALLY FOR
[03:41:52] THESE COMMUNITY PURPOSES SO THAT WE'LL
[03:41:54] BE ABLE TO APPLY IN YEAR FIVE TO DO EVEN
[03:41:57] MORE FOR THE COMMUNITY THAN MAYBE THE 15
[03:41:59] BILLION. AND THE \$5 BILLION PROGRAMS
[03:42:01] WILL ALLOW US WITHIN THEIR SPECIFIC
[03:42:03] CRITERIA. NEXT SLIDE.
[03:42:07] I WANT TO TALK ABOUT WHAT WE'RE DOING
[03:42:08] ALREADY, AND IT IS MY UNDERSTANDING,
[03:42:11] GIVEN MY KNOWLEDGE OF OUR HISTORY, OF
[03:42:14] APPLYING FOR FEDERAL GRANTS, THAT WE
[03:42:15] HAVE NEVER APPLIED FOR THREE MAJOR
[03:42:17] FEDERAL GRANTS AT THE SAME TIME BEFORE,
[03:42:19] IN PART BECAUSE IT'S REALLY HARD TO DO
[03:42:20] AND IT TAKES A LOT OF TIME AND EFFORT,
[03:42:21] BUT WE'RE DOING IT BECAUSE THIS IS A
[03:42:23] HISTORIC OPPORTUNITY, AS WE MENTIONED.
[03:42:25] SO THESE ARE THE THREE GRANTS THAT ARE
[03:42:27] AVAILABLE RIGHT NOW THAT WE ARE
[03:42:29] PURSUING. FIRST IS THE \$1 BILLION, THE
[03:42:32] FIRST YEAR OF THE AIRPORT TERMINAL GRANT
[03:42:34] PROGRAM. BORGAN MENTIONED VERY QUICKLY
[03:42:36] IN PASSING THAT RIGHT NOW OUR PLAN IS TO
[03:42:39] APPLY FOR REIMBURSEMENT OR RATHER TO
[03:42:41] APPLY FOR GRANT FUNDING FOR THE
[03:42:43] CONCOURSE B, C, AND D RESTROOM UPGRADES
[03:42:45] PROJECT. A NUMBER OF REASONS WE COULD
[03:42:47] GET INTO FOR THAT. BUT ONE OF THE MOST
[03:42:49] SPECIFIC REASONS IS THAT FOR THIS YEAR
[03:42:51] WE NEED TO APPLY FOR SHOVEL READY
[03:42:53] PROJECTS. AND SO THERE'S A LIMITED
[03:42:54] UNIVERSE OF PROJECTS THAT ARE NOT
[03:42:56] ALREADY GRANT FUNDED THAT ARE ELIGIBLE.
[03:42:59] IT'S A GREAT PROJECT. IT HELPS US WITH
[03:43:02] NOT ONLY THE CUSTOMER EXPERIENCE, BUT

[03:43:04] THERE ARE SOME EQUITY AND ENVIRONMENTAL
[03:43:05] UPGRADES AS WELL TO THIS PROJECT THAT
[03:43:07] WILL BE, I THINK, VERY COMPETITIVE FOR
[03:43:08] THIS PROGRAM. AND THAT GRANT APPLICATION
[03:43:11] IS DUE MARCH 28. IT'S A PRETTY QUICK
[03:43:13] TURNAROUND. SECOND IS THE RAISED GRANTS.
[03:43:16] SOME OF YOU USED TO KNOW THIS PROGRAM AS
[03:43:18] TIGER OR BUILD. WE ACTUALLY RECEIVED A
[03:43:20] TIGER GRANT MANY YEARS AGO FOR TERMINAL
[03:43:21] 46. SO THIS IS A SURFACE TRANSPORTATION
[03:43:25] PROGRAM, \$1.5 BILLION RIGHT NOW IN THE
[03:43:28] CURRENT NOFO. AND ONE OF THE GREAT
[03:43:31] THINGS ABOUT THIS YEAR WITH THE IJA IS
[03:43:34] THEY ADDED LANGUAGE IN THE J
[03:43:35] LEGISLATION THAT SPECIFICALLY CLARIFIES
[03:43:37] THAT AIRPORT ROADWAY PROJECTS ARE
[03:43:39] ELIGIBLE FOR THESE ROADWAY DOLLARS. WE
[03:43:41] DON'T HAVE A LOT OF ROADS AS THE PORT.
[03:43:43] MOST OF THE ROADS THAT OUR FACILITIES
[03:43:45] USE, BOTH AIRPORT AND SEAPORT ARE CITY
[03:43:47] ROADS OR COUNTY ROADS OR STATE ROADS OR
[03:43:51] THINGS LIKE THAT. BUT WE DO HAVE THIS
[03:43:52] ONE ROAD THAT YOU ACTUALLY JUST AS
[03:43:54] COMMISSION APPROVED A PROJECT TO
[03:43:56] ENHANCE, AND THAT IS THE AIRPORT
[03:43:58] ARRIVALS ROADWAY PROJECT. SO WE ARE
[03:44:01] PURSUING \$25 MILLION, WHICH IS THE
[03:44:03] MAXIMUM AMOUNT FOR THIS GRANT FOR THAT
[03:44:05] PROJECT. I WILL SHARE THAT WE ARE
[03:44:08] INCREDIBLY LUCKY TO HAVE YASMINE MEDI ON
[03:44:11] AS A FEDERAL GRANTS MANAGER, EMERGENCY
[03:44:13] HIRE, WHO IS JUST DOING AN ABSOLUTELY
[03:44:15] AMAZING JOB WITH THIS PROJECT AND
[03:44:17] BRINGING TOGETHER PEOPLE FROM ALL ACROSS
[03:44:19] THE PORT TO APPLY FOR THIS FUNDING.
[03:44:23] IT IS A REALLY HELPFUL PROCESS, NOT ONLY
[03:44:26] BECAUSE WE WOULD LOVE TO GET THIS \$25
[03:44:28] MILLION, BUT REALLY WE ARE LEARNING A
[03:44:30] TON ABOUT HOW TO APPLY FOR LARGE FEDERAL
[03:44:33] GRANTS. AND ONE OF YASMINE'S FINAL
[03:44:35] PROJECTS FOR US WILL BE ACTUALLY AN EXIT
[03:44:38] MEMO WITH LESSONS LEARNED ABOUT HOW WE
[03:44:40] CAN BE MORE COMPETITIVE AND MORE
[03:44:42] PREPARED FOR FEDERAL GRANTS MOVING
[03:44:43] FORWARD. AND THEN FINALLY, THE PORT
[03:44:45] INFRASTRUCTURE DEVELOPMENT PROGRAM,
[03:44:47] PIDP, AS IT'S KNOWN CURRENT NOFO, IS
[03:44:50] \$450,000,000 TO SUPPORT GOODS MOVEMENT.
[03:44:53] THIS IS REALLY FOR MARITIME GOODS
[03:44:55] MOVEMENT PURPOSES. THIS IS SOMETHING
[03:44:58] THAT WE ARE FOR THIS YEAR DEFERRING TO
[03:45:00] NORTHWEST SEAPORT ALLIANCE TO APPLY FOR.
[03:45:02] THEY'RE APPLYING FOR FUNDS FOR T FIVE
[03:45:05] GATE AND EXPANSION PROJECTS. THAT GRANT
[03:45:07] IS DUE MAY 16. BUT I DO WANT TO SAY THAT
[03:45:11] WE BELIEVE THAT THIS IS A HUGE
[03:45:13] OPPORTUNITY PIDP, FOR A LOT OF OUR OTHER
[03:45:15] GOALS, WHETHER WE'RE TALKING ABOUT
[03:45:17] MARITIME ELECTRIFICATION, THERE'S
[03:45:19] SPECIFICALLY WORKFORCE TRAINING DOLLARS
[03:45:21] IN PIDP AS WELL. SO WE'RE WORKING REALLY
[03:45:24] HARD WITH BOTH THE MARITIME
[03:45:26] ENVIRONMENTAL TEAM AND BOOKDA AND LUIS ON

[03:45:28] THE WORKFORCE DEVELOPMENT TEAM TO
[03:45:30] PREPARE OURSELVES FOR THE NEXT CYCLE SO
[03:45:32] THAT WE CAN REALLY APPLY FOR SOME OF
[03:45:34] THESE ELECTRIFICATION AND WORKFORCE
[03:45:35] TRAINING DOLLARS. WE KNOW WHAT'S GREAT
[03:45:37] ABOUT THE IGA IS WE HAVE FOUR MORE BITES
[03:45:40] OF THIS APPLE ABOVE AND BEYOND THE USUAL
[03:45:42] FUNDING THAT'S IN THIS PROGRAM. NEXT
[03:45:43] SLIDE,
[03:45:48] MELISSA, IS THIS YOUR SLIDE OR MY SLIDE?
[03:45:50] LET ME JUST MINE. FANTASTIC. AND I WILL
[03:45:52] TURN THINGS OVER TO YOU. GREAT. HI,
[03:45:54] COMMISSIONERS. SO THE NEXT COUPLE OF
[03:45:56] SLIDES, I'LL GIVE YOU A LITTLE MORE
[03:45:58] DETAIL ON SOME OTHER PROGRAMS YOU MIGHT
[03:46:00] BE INTERESTED IN. BUT THE NOTICES FOR
[03:46:02] FUNDING AREN'T OUT YET. SO THERE'S A NEW
[03:46:04] PROGRAM THROUGH DEPARTMENT OF
[03:46:06] TRANSPORTATION TO REDUCE TRUCK EMISSIONS
[03:46:08] AT PORTS. IT'S NEW. WE'RE STILL WAITING
[03:46:11] FOR DETAILS, BUT IT'S INTENDED TO TEST,
[03:46:13] EVALUATE AND DEPLOY PROJECTS THAT REDUCE
[03:46:15] TRUCK EMISSIONS, ESPECIALLY FROM IDLING.
[03:46:19] AND THEN THERE'S THE NATIONAL ELECTRIC
[03:46:22] LOW EMISSION VEHICLE INFRASTRUCTURE
[03:46:24] FUNDING. WE KNOW IT'S A PRIORITY FOR THE
[03:46:27] BIDEN ADMINISTRATION TO HELP REDUCE OUR
[03:46:29] TRANSPORTATION EMISSIONS. THERE'S A FEW
[03:46:31] DIFFERENT POTS OF MONEY HERE 5 BILLION
[03:46:33] GOING TO STATES THROUGH FORMULA TO
[03:46:35] SUPPORT NATIONAL CORRIDOR EFFORT. AND
[03:46:38] THEN THERE'S TWO AND A HALF BILLION
[03:46:39] THAT'S COMPETITIVE THAT WE THINK THERE'S
[03:46:42] SOME POTENTIAL HERE TO SUPPORT OUR
[03:46:43] AIRPORT ELECTRIC VEHICLE INFRASTRUCTURE
[03:46:46] NEEDS. AND THEN HALF OF THAT STILL OF
[03:46:50] THE COMPETITIVE FUNDING IS BEING
[03:46:51] PRIORITIZED FOR COMMUNITIES. SO
[03:46:53] INCLUDING LOW MODERATE INCOME
[03:46:55] NEIGHBORHOOD COMMUNITIES WITH LOW RATIO
[03:46:58] OF PRIVATE PARKING AND MORE DENSITY.
[03:47:02] AND THEN FINALLY, WE KNOW OFFSHORE WIND
[03:47:04] IS A PARTICULAR INTEREST TO YOU,
[03:47:05] COMMISSIONER CALKINS. AND IT DID GET A
[03:47:07] LITTLE LOVE IN THIS BILL WITH 60 MILLION
[03:47:10] TOWARDS IMPROVING OFFSHORE WIND
[03:47:11] TECHNOLOGIES. BUT WORTH NOTING FOR US
[03:47:15] THAT THE PORT INFRASTRUCTURE DEVELOPMENT
[03:47:17] PROGRAM THAT ERIC JUST MENTIONED ON THE
[03:47:20] LAST SLIDE CAN BE USED TO UPGRADE PORTS
[03:47:22] TO HANDLE OFFSHORE WIND SUPPLY CHAIN
[03:47:25] NEEDS. AND ACTUALLY, THE LAST ROUND OF
[03:47:28] PIDP AWARDS INCLUDED TO OFFSHORE WIND
[03:47:31] SUPPORT PROJECTS AT PORTS. AND THEN
[03:47:34] ALSO TO NOTE, THERE ARE SIGNIFICANT
[03:47:36] INVESTMENTS BEING TARGETED AT EXPANDING
[03:47:38] AND INCREASING THE RESILIENCY OF OUR
[03:47:40] ELECTRIC GRID TO HANDLE THIS PUSH
[03:47:42] TOWARDS GREATER ELECTRIFICATION AND
[03:47:44] RENEWABLES. SO WHILE NOT DIRECTLY
[03:47:47] OFFSHORE WIND, IT IS BUILDING THE
[03:47:48] CAPACITY TO ADD THAT TO THE GRID. NEXT
[03:47:51] SLIDE, PLEASE. SO WE'RE

[03:47:55] ALSO TRACKING PROGRAMS THAT MIGHT BE OF
[03:47:56] INTEREST TO OUR PARTNERS AND ULTIMATELY
[03:47:59] SUPPORT COMMUNITY GOALS AS WELL.
[03:48:01] THERE'S A NUMBER OF PROGRAMS DEDICATED
[03:48:03] TO PUBLIC SCHOOLS, INCREASING ENERGY
[03:48:05] EFFICIENCY AND AIR QUALITY, REPLACING
[03:48:08] LEAD PIER, REPLACING OLD BUSES WITH
[03:48:11] ELECTRIC MODELS. AND WE KNOW, FOR
[03:48:14] EXAMPLE HERE, HIGHLAND SCHOOL DISTRICT
[03:48:15] HAS THE INFRASTRUCTURE TO SUPPORT MORE
[03:48:18] ELECTRIC BUSES, AND THEY'RE INTERESTED
[03:48:21] IN PURSUING THAT. AND THEN RELEVANT TO
[03:48:24] THE WORK WE DO WITH COMMUNITIES IS THIS
[03:48:26] HEALTHY STREETS PROGRAM. IT'S FOCUSED ON
[03:48:28] TREE EQUITY AND EXPANDING TREE COVER IN
[03:48:31] COMMUNITIES TO HELP MITIGATE HEAT ISLAND
[03:48:34] EFFECTS AND IMPROVING AIR QUALITY,
[03:48:36] AMONG OTHER BENEFITS. AND PRIORITY IS
[03:48:39] FOR LOW INCOME COMMUNITIES,
[03:48:40] PARTNERSHIPS WITH COMMUNITY BENEFIT
[03:48:42] AGREEMENTS AND YOUTH CORPS. OUR
[03:48:45] COMMUNITY ENGAGEMENT STAFF THOUGHT THIS
[03:48:46] WOULD BE A GOOD OPPORTUNITY TO FURTHER
[03:48:48] SUPPORT OUR GREEN CITY PARTNERSHIPS AND
[03:48:50] OTHER NEAR PORT COMMUNITIES LOOKING TO
[03:48:53] ENHANCE THE TREE CANOPY NEXT SLIDE.
[03:48:58] SO THAT WAS A FEW EXAMPLES. AS YOU CAN
[03:49:00] SEE, WE HAVE A TON MORE LISTED HERE.
[03:49:03] REALLY, THE ADMINISTRATION'S GOALS WITH
[03:49:05] THIS FUNDING FOCUSING ON EQUITY,
[03:49:07] SUSTAINABILITY, GOOD PAYING JOBS, ALL
[03:49:09] ALIGNED VERY WELL WITH OUR PORT VALUES
[03:49:11] AND GOALS. BUT ACTUALLY, BEFORE I TALK
[03:49:14] TO YOU MORE ABOUT HOW WE'RE TRACKING
[03:49:15] THESE, I WANTED TO POINT OUT THAT AT THE
[03:49:18] TOP OF THE SLIDE, THE REGIONAL CLEAN
[03:49:20] HYDROGEN HUB EFFORT, THE PORT IS ON THE
[03:49:23] LEADERSHIP TEAM FOR THE PACIFIC
[03:49:25] NORTHWEST REGIONAL HYDROGEN HUB EFFORT,
[03:49:28] AND IT'S STILL IN THE EARLY STAGES. WE
[03:49:31] ANTICIPATE THE APPLICATION PERIOD FOR
[03:49:33] THAT THIS SUMMER, BUT THAT IS ANOTHER
[03:49:34] THING THAT WE'RE PURSUING. SO WHILE YOU
[03:49:38] LOOK AT THESE, I JUST WANTED TO TELL YOU
[03:49:40] A LITTLE BIT ABOUT HOW WE'RE TRACKING
[03:49:41] THE OPPORTUNITIES. SO I'VE CREATED A
[03:49:44] SPREADSHEET. I'VE SHARED IT WITH THE
[03:49:45] PORT STAFF FROM MAJOR DEPARTMENTS TO USE
[03:49:48] AS A REFERENCE TOOL, AND YOU HAVE A COPY
[03:49:50] OF IT IN YOUR PACKET. WE'RE USING IT AS
[03:49:53] A WORKING DOCUMENT. WE'LL BE UPDATING IT
[03:49:55] AS NEW INFORMATION AND NOTICES OF
[03:49:58] FUNDING OPPORTUNITY COME OUT. WE'LL ALSO
[03:50:00] BE WHITTLING DOWN THE PROGRAMS THAT
[03:50:01] AREN'T ACTUALLY RELEVANT. I WAS OVERLY
[03:50:04] INCLUSIVE WHEN DEVELOPING IT, SO WE
[03:50:06] DIDN'T MISS ANYTHING. IT ALSO INCLUDES
[03:50:09] A RANGE OF OPPORTUNITIES THAT COVER THE
[03:50:11] CATEGORIES THAT ERIC MENTIONED AT THE
[03:50:13] BEGINNING. SO THERE'S FUNDING THAT WE
[03:50:15] ARE DIRECTLY ELIGIBLE FOR AND THEN
[03:50:18] FUNDING THAT WE MIGHT NOT BE ELIGIBLE
[03:50:20] FOR BUT MIGHT BE OF INTEREST TO OUR

[03:50:21] PARTNERS. AND SO WE'RE USING THAT AS AN
[03:50:25] INTERNAL TOOL TO KIND OF MAKE SURE THAT
[03:50:27] WE'RE ALL AWARE OF WHAT EACH OTHER IS
[03:50:29] LOOKING AT. NEXT SLIDE.
[03:50:33] AND THAT'S BACK TO YOU, ERIC.
[03:50:35] FANTASTIC. SO WE'LL JUST CLOSE IT OUT
[03:50:36] WITH A COUPLE OF THOUGHTS HERE, BECAUSE
[03:50:38] AS I MENTIONED EARLIER, WE'RE TRYING TO
[03:50:41] USE THIS RUN UP PERIOD IN THIS FIRST
[03:50:43] YEAR NOT ONLY TO GET FUNDS, BUT ALSO TO
[03:50:45] REALLY LEARN HOW WE CAN BE MORE
[03:50:47] COMPETITIVE IN THE FUTURE. APPLYING FOR
[03:50:49] FEDERAL GRANTS HAS REALLY BEEN AN AD HOC
[03:50:51] EFFORT OVER THE YEARS AT THE PORT.
[03:50:52] SOMETIMES WE DO, SOMETIMES WE DON'T. WE
[03:50:55] HAVE NOT SORT OF BUILT THAT INTERNAL
[03:50:56] CAPACITY. AND SO A LOT TO LEARN HERE.
[03:50:59] AND I THINK THE FIRST THING THAT WE'LL
[03:51:00] JUST SHARE IS WE REALLY KNOW THAT A
[03:51:04] PROJECT NEEDS TO START ITS
[03:51:08] DEVELOPMENT WITH THE IDEA IN MIND THAT A
[03:51:10] FEDERAL GRANT MIGHT BE AN OPPORTUNITY
[03:51:12] BECAUSE THERE ARE CERTAIN PLANNING,
[03:51:14] CERTAIN PURCHASING REQUIREMENTS,
[03:51:15] CERTAIN WAYS THAT YOU APPROACH A PROJECT
[03:51:17] TO ENSURE THAT IT CAN BE ELIGIBLE AND
[03:51:19] COMPETITIVE FOR FEDERAL DOLLARS. AND SO
[03:51:21] THAT MIGHT BE SOMETHING WE ACTUALLY HAVE
[03:51:23] TO SORT OF HAVE A CULTURE SHIFT, FOR
[03:51:24] LACK OF A BETTER TERM, TO BUILD IN THAT
[03:51:26] FEDERAL GRANT PLANNING INTO PROJECT
[03:51:28] DEVELOPMENT, WHETHER IT'S THE PROJECT
[03:51:30] TEAM, THE FINANCE TEAM, THINKING ABOUT
[03:51:33] HOW WE DO THESE THINGS, PURCHASING AND
[03:51:35] SMALL BUSINESS USAGE SO THAT WE ARE
[03:51:38] COMPETITIVE AND DON'T AUTOMATICALLY
[03:51:40] EXCLUDE OURSELVES FROM THESE PROGRAMS.
[03:51:42] INTERNAL CAPACITY ALWAYS AN ISSUE. LIKE
[03:51:45] I SAID, WE'VE BEEN SO LUCKY TO HAVE
[03:51:46] YASMIN AS OUR EMERGENCY HIRE. WE HAVE
[03:51:49] NOT HAD A DEDICATED GRANT WRITER AT THE
[03:51:50] PORT BEFORE, AND WE'VE HAD SOME PEOPLE
[03:51:53] SORT OF STEP UP ALONG THE WAY. RYAN
[03:51:55] MCFARLAND FOR AYE. TIGER GRANT. WE HAVE
[03:51:57] FOLKS AT THE AIRPORT AND ON THE MARITIME
[03:52:00] SIDE WHO APPLY FOR SMALL GRANTS FROM
[03:52:02] TIME TO TIME. IF THIS BECOMES SOMETHING
[03:52:04] THAT WE DO ON A MORE REGULAR BASIS,
[03:52:07] MAYBE THAT IS SOMETHING WE WANT TO HAVE
[03:52:09] AS A PERMANENT CAPACITY. AND I WANT TO
[03:52:11] RECOGNIZE THAT THE GRANT WRITING ALONE
[03:52:14] TAKES A LOT OF TIME AND EFFORT AND IS A
[03:52:16] RESOURCE THAT WE COULD USE. BUT ALSO,
[03:52:18] ONCE YOU GET THE GRANT, THERE ARE
[03:52:19] SIGNIFICANT INTERNAL ADMINISTRATIVE
[03:52:21] RESPONSIBILITIES. AND SO WE DON'T WANT
[03:52:23] TO JUST GET A BUNCH OF GRANTS AND THEN
[03:52:25] TOSS IT IN THE LAP OF DAN THOMAS AND
[03:52:26] TEAM. WITHOUT THAT CAPACITY TO TRACK AND
[03:52:31] REPORT ALL THOSE THINGS, IT'S REALLY
[03:52:33] IMPORTANT. AND WE COULD EXCLUDE
[03:52:34] OURSELVES FROM FUTURE FEDERAL GRANTS IF
[03:52:36] WE DON'T SHOW THAT WE'RE USING THAT

[03:52:37] MONEY WELL AND RESPONSIBLY. AND THERE
[03:52:39] ARE OTHER INTERNAL CAPACITIES AS WELL.
[03:52:41] FOR EXAMPLE, FOR THE RAISED GRANT. WE
[03:52:42] NEED TO DO A FULL BENEFIT COST ANALYSIS.
[03:52:45] AND WE'RE LUCKY THAT WE ACTUALLY HAD
[03:52:46] THAT CAPACITY AT THE AIRPORT TO TAKE
[03:52:48] ADVANTAGE OF WITH AN EXISTING SERVICE
[03:52:50] CONTRACT. BUT THAT MIGHT BE SOMETHING WE
[03:52:52] NEED TO PREPARE FOR IN THE FUTURE. AND
[03:52:55] THEN FINALLY, AS WE'VE SAID MULTIPLE
[03:52:57] TIMES, WE KNOW THAT SOME OF THE
[03:52:59] BENEFICIARIES THAT WILL BENEFIT MOST
[03:53:01] FROM THESE DOLLARS ARE OUR COMMUNITY
[03:53:03] PARTNERS. WE WANT TO HELP THEM. WE WANT
[03:53:05] TO MAKE THEM AWARE OF THESE
[03:53:06] OPPORTUNITIES. WE WANT TO SUPPORT THEM
[03:53:07] WITH LETTERS OF SUPPORT. BUT WHAT ELSE
[03:53:09] CAN WE DO? PART OF THE REASON WHY LOCAL
[03:53:12] COMMUNITIES DON'T GET MANY FEDERAL
[03:53:13] GRANTS IS IT TAKES A LOT OF EFFORT AND
[03:53:15] EXPERTISE, AND SO WHAT CAN WE DO TO HELP
[03:53:18] BUILD THEIR CAPACITY? DO WE HAVE
[03:53:20] INTERNAL CAPACITY THAT WE CAN PARTNER
[03:53:23] WITH THEM ON? ARE THERE WAYS TO BUILD
[03:53:24] COALITIONS THAT MAKE IT EASIER FOR THEM
[03:53:26] TO DO THAT? AND THEN FINALLY, WHEN WE
[03:53:29] AND SOME OF OUR COMMUNITY PARTNERS ARE
[03:53:31] BOTH ELIGIBLE FOR A GRANT, HOW DO WE
[03:53:33] SORT OF DETERMINE WHETHER WE'RE GOING TO
[03:53:34] COMPETE WITH THEM OR PARTNER WITH THEM?
[03:53:37] AND OBVIOUSLY, THAT SORT OF
[03:53:38] PRIORITIZATION DECISION IS ALWAYS
[03:53:40] DIFFICULT. WE'LL TRY AND FIGURE THAT
[03:53:41] OUT. NEXT SLIDE, WHICH I THINK IS THE
[03:53:43] LAST SLIDE HERE. SO OBVIOUSLY, WE'RE
[03:53:45] SUBMITTING THREE GRANTS RIGHT NOW.
[03:53:47] WE'RE TRACKING NEW OPPORTUNITIES,
[03:53:49] CURRENT NO FOES AND FUTURE GRANT CYCLES.
[03:53:52] I WILL MENTION REALLY BRIEFLY THAT SOME
[03:53:54] OF THE MONEY IS GOING DIRECTLY TO THE
[03:53:55] STATE AND THE PSRC. SO WE DON'T WANT TO
[03:53:58] JUST WORRY ABOUT APPLICATIONS DIRECTLY
[03:54:00] TO THE FEDS. HOW CAN WE GET SOME PASS
[03:54:02] THROUGH FEDERAL DOLLARS AS WELL,
[03:54:04] POTENTIALLY FOR SOME OF OUR PROJECTS,
[03:54:05] OUTREACH TO PARTNERS. AND THEN FINALLY,
[03:54:07] WE WILL CLOSE BY SAYING WE WANT MORE
[03:54:10] MONEY FROM THE FEDERAL GOVERNMENT, EVEN
[03:54:11] THOUGH THIS IS A HISTORIC \$1.2 TRILLION
[03:54:13] LEGISLATION. THERE'S MORE THAT MUST BE
[03:54:16] DONE. THE BUILD BACK BETTER ACT, WHICH
[03:54:17] IS DEAD OR STALLED OR HOWEVER CHARITABLE
[03:54:20] YOU WANT TO CALL IT, HAD SIGNIFICANT
[03:54:23] DOLLARS FOR SUSTAINABLE AVIATION FUELS,
[03:54:25] \$3.5 BILLION FOR MARITIME
[03:54:27] DECARBONISATION. WE CAN'T JUST WALK AWAY
[03:54:29] AND GIVE UP ON THAT. WE'VE GOT TO KEEP
[03:54:31] FIGHTING FOR THAT. AND I KNOW THERE'S A
[03:54:32] LOT OF INTEREST FROM THE BIDEN
[03:54:33] ADMINISTRATION AND CONGRESS TO GET THAT
[03:54:35] DONE, AT LEAST IN SOME WAY,
[03:54:37] PARTICULARLY THE CLIMATE PROVISION. SO
[03:54:39] WE'LL CONTINUE TO FIGHT FOR EVEN MORE

[03:54:41] MONEY. NOT THAT WE'RE NOT GRATEFUL FOR
[03:54:42] 1.2 TRILLION, BUT WE'D RATHER HAVE 2.4
[03:54:45] TRILLION. SO WE WILL CONTINUE THAT
[03:54:47] FIGHT. AND THAT CONCLUDES OUR
[03:54:49] PRESENTATION. HAPPY TO ANSWER ANY
[03:54:51] QUESTIONS OR TAKE ANY FEEDBACK. THANK
[03:54:52] YOU SO MUCH, COMMISSIONERS. THANK YOU,
[03:54:55] ERIC AND MELISSA, THAT WAS AN EXCELLENT
[03:54:56] AND VERY COMPACT PRESENTATION FOR
[03:55:00] A LOT OF INFORMATION. SO,
[03:55:02] COMMISSIONERS, RAISE YOUR HAND IF YOU
[03:55:03] HAVE A QUESTION. I'LL CALL YOU IN ORDER.
[03:55:10] OKAY, COMMISSIONER MOHAMED.
[03:55:14] ALL RIGHT, FIRST. YEAH, I JUST WANT TO
[03:55:17] SAY I AGREE WITH COMMISSIONER CALKINS.
[03:55:19] THANK YOU FOR THE EXCELLENT
[03:55:20] PRESENTATION, ERIC AND MELISSA. AND
[03:55:24] ALSO, I JUST WANT TO SAY CONGRATULATIONS
[03:55:25] ON BRINGING YASMINE MATTHEW TO THE PORT
[03:55:29] OF SEATTLE. SHE IS A BRILLIANT WRITER
[03:55:33] AND THINKER. AND SO LET'S HOLD ON TIGHT
[03:55:37] AS MUCH AS POSSIBLE. ALSO,
[03:55:40] I'M SO GLAD TO SEE THAT IN THE SEAPORT
[03:55:44] AND MARITIME FUNDING SECTION, WE HAVE
[03:55:46] THE REDUCTION OF TRUCK ADMISSIONS AS A
[03:55:49] PRIORITY AREA, AND THAT \$400 MILLION
[03:55:53] FOR COMPETITIVE GRANTS. ERIC, I REALLY
[03:55:56] APPRECIATED ALL OF YOUR EMPHASIS ON THE
[03:55:59] PRIORITY AREAS, ON EQUITY AND US
[03:56:03] REACHING COMMUNITIES. AND THAT IS A
[03:56:04] CLEAR PRIORITY FROM THE BIDEN
[03:56:07] ADMINISTRATION. AND WHILE WE CAN'T
[03:56:11] IMPROVE EVERY PART OF THE INDUSTRY
[03:56:15] AND THE QUALITY OF LIFE FOR THOSE WHO
[03:56:18] WORK IN THE INDUSTRY, I THINK IT'S SO
[03:56:21] IMPORTANT THAT WE ARE DOING EVERYTHING
[03:56:23] WE CAN TO GET THE MOST OUT OF THESE
[03:56:25] DOLLARS AND TO KEEP WORKERS IN MIND.
[03:56:28] AND SO SPECIFICALLY AROUND THE REDUCTION
[03:56:31] OF TRUCK ADMISSIONS, REALLY THINKING
[03:56:33] ABOUT THAT WORKFORCE AND THE CLEAN TRUCK
[03:56:37] PROGRAM, OPPORTUNITIES TO EXPAND THAT,
[03:56:40] TO CREATE NEW POTS OF MONEY TO GET
[03:56:42] DOLLARS IN THE HANDS OF TRUCK DRIVERS.
[03:56:45] SO THEY ARE NOT LEAVING OUR REGION OR
[03:56:47] THE INDUSTRY, BUT THAT THEY FEEL VERY
[03:56:49] SUPPORTED. SO I JUST WANTED TO
[03:56:52] UNDERSCORE THAT AND ALSO SAY THAT THE
[03:56:55] RESTROOM BILL, I DON'T KNOW IF EVERYONE
[03:56:56] SAW THAT, BUT HOUSE BILL PASSED
[03:57:01] IN THE STATE. AND SO I THINK THAT WAS A
[03:57:03] HUGE WIN FOR THE KING COUNTY. AND SO
[03:57:05] EVERYTHING THAT WE CAN DO AS A PORT, I
[03:57:07] THINK WE SHOULD CONTINUE TO SUPPORT THAT
[03:57:09] COMMUNITY AND EXPAND DOLLARS THERE.
[03:57:14] THOSE ARE MY COMMENTS. THANK YOU SO
[03:57:16] MUCH, COMMISSIONER MOHAMED. ANY OTHER
[03:57:18] QUESTIONS OR COMMENTS?
[03:57:20] COMMISSIONER FELLEMAN,
[03:57:26] SORRY FOR ME BEING BLANCHED HERE IN THE
[03:57:28] SUNLIGHT, BUT I WAS WONDERING ABOUT
[03:57:33] WELL, THIS IS ABOUT THE IJJA, IN
[03:57:35] PARTICULAR, THE DEGREE TO WHICH WE ARE

[03:57:39] USING THE GRANTS WE'RE GETTING OR
[03:57:42] APPLYING FOR TO LEVERAGE REGULAR
[03:57:45] APPROPRIATION THINGS LIKE WE HAVE NDA.
[03:57:48] WE HAVE COAST GUARD REAUTHORIZATION, WE
[03:57:49] HAVE OTHER VEHICLES BY WHICH WE CAN
[03:57:52] ACHIEVE THESE SAME KIND OF GOALS. AND
[03:57:54] I'M JUST WONDERING, ARE WE REFERRING TO
[03:57:57] EACH OTHER? I MEAN, THE TWO DIFFERENT
[03:57:59] POTS OF MONEY AS WE PURSUE THESE,
[03:58:02] CREATING SOME SORT OF LEVERAGING,
[03:58:04] MATCHING FUNDS, IDEAS?
[03:58:07] YEAH, THAT'S A GREAT QUESTION,
[03:58:08] COMMISSIONER. IT'S SOMETHING I'VE BEEN
[03:58:09] THINKING A LOT ABOUT. IT'S GREAT THAT
[03:58:11] THE IJA HAS CAPTURED OUR ATTENTION, AND
[03:58:14] IT IS A HISTORIC NEW POT OF MONEY. BUT
[03:58:17] THERE'S ALWAYS BEEN FEDERAL GRANTS.
[03:58:19] THERE ARE MANY FEDERAL PROGRAMS DOING
[03:58:21] EVERYTHING FROM ENVIRONMENTAL
[03:58:23] SUSTAINABILITY TO WORKFORCE DEVELOPMENT.
[03:58:24] AND THERE ARE MANY EXAMPLES OF TIMES
[03:58:27] THAT WE HAVE PASSED ON THOSE
[03:58:28] OPPORTUNITIES BECAUSE FEDERAL GRANTS HAS
[03:58:30] NOT BEEN A FOCUS OF OURS, THE CAPACITY
[03:58:33] THAT WE'VE HAD. AND SO I WOULD JUST
[03:58:36] EMPHASIZE AGAIN THAT ONE OF THE GREAT
[03:58:38] PARTS OF WHAT WE'RE DOING RIGHT NOW IS
[03:58:40] LEARNING HOW TO BE BETTER PREPARED FOR
[03:58:41] FEDERAL GRANTS. AND IT'S NOT JUST IH
[03:58:44] GRANTS. IT IS ALL THE FEDERAL DOLLARS
[03:58:46] THAT WE COULD POSSIBLY LEVERAGE. WE NEED
[03:58:48] TO TAKE FULL ADVANTAGE OF THAT BOTH FOR
[03:58:51] OURSELVES AND OUR COMMUNITY. SO 100%.
[03:58:53] SO I JUST WANT TO PUT A PLUG IN FOR ONE
[03:58:55] IN PARTICULAR, IT'S A VERY SMALL GRANT
[03:58:58] PROGRAM IN MARAD THAT MOST PEOPLE DON'T
[03:59:01] TAKE ADVANTAGE OF, AND THAT'S CALLED THE
[03:59:02] METAGRANTS, AND THEY'RE SPECIFICALLY FOR
[03:59:06] INNOVATION AND DECARBONISATION OR OTHER
[03:59:09] THINGS LIKE THAT WOULD BE APPROPRIATE.
[03:59:11] AND ONE OF THE REASONS I SAID THIS TO
[03:59:13] THE SEA PORT ALLIANCE AS WELL, I THINK
[03:59:16] IT'S MISSION IS FAR OUTWEIGHS ITS
[03:59:19] RESOURCES. AND I THINK IF PORTS
[03:59:22] SHOWED INTEREST IN IT, THAT WOULD HELP
[03:59:25] US BE ABLE TO GO FORTH TO CONGRESS AND
[03:59:27] SAY, FILL IT BACK UP IN A LITTLE BIT
[03:59:30] MORE GENEROUS FASHION. I KNOW THAT IT
[03:59:32] GOT AN INFUSION OF MONEY. I THINK IT
[03:59:34] WENT FROM 1 MILLION TO 10 MILLION OR
[03:59:36] SOMETHING LIKE THAT, SOMETHING IN THAT
[03:59:37] KIND OF ORDER, BUT STILL LOW AMOUNT OF
[03:59:39] MONEY. BUT ANYWAY, I JUST THROW THAT OUT
[03:59:42] THERE. IS IT CERTAINLY CONSISTENT WITH
[03:59:44] THE OTHER GRANTS YOU'RE APPLYING FOR?
[03:59:46] WE COULD MAYBE JUST TAKE A COUPLE OF
[03:59:48] PARAGRAPHS OFF OF ONE AND APPLY IT TO
[03:59:50] THE OTHER. ANYWAY, THAT'S A STANDING
[03:59:52] PROGRAM. IT'S NOT IAJA, BUT IT'S TOTALLY
[03:59:55] CONSISTENT. YEAH. I JUST WANT TO AGREE
[03:59:58] WITH YOU AGAIN, COMMISSIONER. WE
[03:59:59] SUBMITTED BOTH TO SENATOR CANTWELL STAFF
[04:00:02] AND TO REPRESENT JAYAPAL STAFF REQUEST

[04:00:04] TO INCREASE THAT TO \$12 MILLION PER YEAR
[04:00:07] STARTING IN FISCAL YEAR 23. SO SOMETHING
[04:00:09] WE'RE ACTIVELY ADVOCATING FOR.
[04:00:11] EXCELLENT. THANK YOU.
[04:00:17] OKAY. WELL, I WILL JUMP IN AND SAY I
[04:00:21] AM PLEASSED TO SEE THE MONEY FOR OFFSHORE
[04:00:23] WIND. I KNOW A LOT OF THE
[04:00:26] MONEY IN THIS, I THINK, WILL PROBABLY BE
[04:00:28] DEDICATED TO DEVELOPMENT OF OFFSHORE
[04:00:29] WIND ON THE EAST COAST, AND THAT'S A
[04:00:31] GREAT THING BECAUSE THEY ARE SO MUCH
[04:00:33] FURTHER ALONG IN THEIR OWN DEVELOPMENT.
[04:00:35] THERE'S A RECORD BREAKING ANNOUNCEMENT
[04:00:38] FOR THE AREA CALLED THE NEW YORK BITE.
[04:00:42] IT WAS THE LARGEST LEASE FOR FEDERAL
[04:00:45] WATERS EVER, SURPASSING OIL AND GAS.
[04:00:47] AND I THINK IT REALLY SHOWS THE WRITING
[04:00:50] ON THE WALL THAT OFFSHORE WIND IS WHERE
[04:00:53] INVESTMENT IN ENERGY IS GOING, NOT JUST
[04:00:55] GREEN ENERGY, BUT ENERGY, PERIOD. AND SO
[04:00:58] THESE KINDS OF INVESTMENTS IN THE
[04:01:00] DEVELOPMENT OF A DOMESTIC OFFSHORE WIND
[04:01:03] INDUSTRY HERE IN THE UNITED STATES, I
[04:01:05] THINK WILL BENEFIT US ON THE WEST COAST,
[04:01:06] TOO, BECAUSE SO MUCH THAT EXPERTISE WILL
[04:01:10] BEGIN TO DEVELOP THAT EXPERTISE, AND WE
[04:01:12] CAN DEPLOY IT HERE WHEN WE'RE READY.
[04:01:18] I SENT A NOTE TO EXECUTIVE DIRECTOR
[04:01:21] METRUCK AND CEO WOLF THIS MORNING
[04:01:23] REQUESTING NOT URGENTLY, BUT AS SOON AS
[04:01:27] POSSIBLE UNDERSTANDING FOR
[04:01:30] COMMISSIONER OF HOW THE PROPOSED EPA
[04:01:33] HEAVY TRANSPORTATION RULE.
[04:01:37] IS IT LIKELY TO BE
[04:01:41] APPROVED, AND IF SO, WHAT WILL THAT MEAN
[04:01:44] FOR THE SPECIFIC PROGRAMS THAT WE HAVE
[04:01:47] ALREADY ANNOUNCED WITH REGARD TO THE
[04:01:49] NORTHWEST CLEAN AIR STRATEGY OR
[04:01:53] THE M CAP, I BELIEVE WE CALL IT.
[04:01:57] AND SO PROGRAMS THAT WE HAVE BASED ON
[04:02:00] NOT HAVING A FEDERAL REGULATORY
[04:02:02] STRUCTURE AS RIGID AS THAT ONE WOULD BE
[04:02:05] WITH REGARD TO NEW CLEAN TRUCKS. SO JUST
[04:02:07] KIND OF PUTTING THAT ON THE RADAR OF OUR
[04:02:10] FEDERAL GOVERNMENT AFFAIRS TEAM, TOO,
[04:02:12] AS I THINK AN AREA WHERE WE WANT TO
[04:02:14] UNDERSTAND HOW WE'RE STRUCTURING OUR
[04:02:16] PROGRAMS SO THAT WE'RE NOT OVERLAPPING
[04:02:18] WITH SOMETHING THAT'S ALREADY GOING TO
[04:02:20] BE DONE BECAUSE OF THE FEDERAL
[04:02:21] GOVERNMENT INITIATIVE.
[04:02:24] SORRY. ONE LAST THING. JUST ANOTHER
[04:02:26] COMMENT TO SAY.
[04:02:32] I'M REALLY PLEASSED TO HEAR THAT WE HAVE
[04:02:33] A PERSON ON THE HYDROGEN CLUSTER GROUP
[04:02:37] BECAUSE THERE ARE SO MANY WAYS IN WHICH
[04:02:40] HYDROGEN WILL BE OF INTEREST TO THE PORT
[04:02:43] OF SEATTLE, BOTH AS A MEANS OF
[04:02:45] REPOWERING OUR FLEETS AND TRAINS AND
[04:02:49] SHIPS AND PLANES POTENTIALLY, BUT ALSO
[04:02:51] AS A BASE FUEL THAT CAN BE CONVERTED
[04:02:53] INTO OTHER CLEAN FUELS, AND THAT WE MAY
[04:02:57] BE A PART OF A SUPPLY CHAIN THAT MANAGES

[04:03:01] FUTURE HYDROGEN SUPPLIES. SO I'M
[04:03:05] REALLY GLAD TO HEAR THAT. I THINK IT'S
[04:03:06] WELL WORTH OUR TIME TO DEVELOP SOME
[04:03:08] EXPERTISE IN HOUSE ON WHERE THE HYDROGEN
[04:03:11] ECONOMY IS GOING. SO, ERIC, SORRY ABOUT
[04:03:13] THAT. I CUT YOU OFF. NO, NOT AT ALL.
[04:03:15] WELL, I JUST WANTED TO AYE. TWO VERY
[04:03:17] QUICK POINTS, COMMISSIONER, FIRST OF
[04:03:19] ALL, ON THE HYDROGEN POINT, SO MUCH
[04:03:22] INTEREST, OBVIOUSLY, OUR ENGAGEMENT WITH
[04:03:23] THE STATE COALITION THAT WILL APPLY FOR
[04:03:25] THESE FUNDS TO BECOME A REGIONAL
[04:03:26] HYDROGEN HUB. BUT WE'VE HAD SOME GREAT
[04:03:29] OPPORTUNITIES TO ENGAGE BOTH WITH
[04:03:30] REPRESENTATIVE DEL BENNET, BUT ALSO
[04:03:32] SENATOR CORNINE'S OFFICE OUT OF TEXAS,
[04:03:34] A LOT OF INTEREST IN A HYDROGEN FOR
[04:03:36] PORTS BILL THAT WOULD SPECIFICALLY FOCUS
[04:03:38] ON THAT. AND ALSO ALWAYS LIKE TO
[04:03:42] REMIND SOME OF OUR ELECTED OFFICIALS IN
[04:03:44] DC THAT THERE'S AN OPPORTUNITY ON THE
[04:03:46] AVIATION SIDE AS WELL, LONG TERM FOR
[04:03:49] AVIATION HYDROGEN FUELS ON THE TRUCKING
[04:03:51] PIECE, I WILL JUST SAY, SINCE BOTH YOU
[04:03:53] AND COMMISSIONER MOHAMED BROUGHT IT UP,
[04:03:56] ONE OF THE BEST THINGS ABOUT THE SUPPLY
[04:03:58] CHAIN CRISIS THAT'S GOING ON AT OUR
[04:04:00] PORTS THESE DAYS IS IT HAS BROUGHT AN
[04:04:04] INCREDIBLE RECOGNITION OF THE IMPORTANCE
[04:04:06] OF TRUCKING IN ALL OF ITS ASPECTS. AND
[04:04:09] SECRETARY BUTTIGIEG HAS RELEASED A
[04:04:11] TRUCKING STRATEGY. AND A LOT OF THAT HAS
[04:04:14] TO DO WITH IMPROVING WORKING CONDITIONS
[04:04:17] FOR TRUCKERS WORKFORCE DEVELOPMENT FOR
[04:04:19] THE TRUCKING COMMUNITY. AND, OF COURSE,
[04:04:21] ALL OF THESE ASPECTS RELATED TO
[04:04:23] SUSTAINABILITY FOR THE TRUCKING
[04:04:24] INDUSTRY. SO I THINK THERE'S FUNDING
[04:04:28] OPPORTUNITIES THERE, THERE'S REGULATORY
[04:04:30] OPPORTUNITIES THERE. AND AS I'VE SAID TO
[04:04:33] COMMISSIONER MOHAMED A FEW TIMES, I
[04:04:34] THINK WE ARE CLOSE TO A POINT WHERE IT
[04:04:37] WILL MAKE SENSE TO HAVE A CONVERSATION
[04:04:39] WITH THE BY ADMINISTRATION ABOUT THE
[04:04:41] WORK THAT WE'VE DONE, ABOUT THE WORK
[04:04:43] THAT'S TAKING PLACE IN WASHINGTON STATE
[04:04:45] AND SEE WHERE THERE ARE OPPORTUNITIES
[04:04:46] FOR PARTNERSHIP AND COLLABORATION
[04:04:47] SPECIFICALLY ON THIS TOPIC. SO WE'LL
[04:04:49] KEEP YOU IN THE LOOP WHEN THE RIGHT
[04:04:51] OPPORTUNITY AND THE RIGHT TIME COMES
[04:04:53] FORWARD. THERE HERE. WELL, TERRIFIC.
[04:04:56] OKAY. THANK YOU ALL. I KNOW IT HAS BEEN
[04:05:00] A LONG MEETING. WE ACCOMPLISHED A LOT
[04:05:03] TODAY. THAT DOES CONCLUDE OUR SCHEDULED
[04:05:06] BUSINESS ITEMS. THANK YOU AGAIN TO ERIC
[04:05:08] AND MELISSA FOR THE FINAL PRESENTATION
[04:05:09] AND FOR HANGING ON ALL THE WAY THROUGH
[04:05:12] TO THE END. WE ALWAYS SEEM TO PUT
[04:05:13] SHINFELD AT THE END, BUT WITH THAT, I
[04:05:17] WANT TO GO AROUND ONE MORE TIME FOR
[04:05:19] QUESTIONS ON REFERRAL TO COMMITTEE AND
[04:05:21] CLOSING COMMENTS. SO IF CLERK HART COULD

[04:05:23] CALL THE ROLL. YES. BEGINNING WITH
[04:05:26] COMMISSIONER MOHAMED.
[04:05:29] NO ITEMS. IS IT THE COMMITTEE ITEMS OR
[04:05:32] DID YOU SAY CLOSING COMMENTS AS WELL?
[04:05:33] SORRY BOTH. YEAH.
[04:05:37] NO COMMITTEE ITEMS BUT I WILL JUST SAY
[04:05:39] AS CLOSING COMMENTS HAPPY INTERNATIONAL
[04:05:42] WOMEN'S DAY AND TO ALL THE WOMEN WHO ARE
[04:05:45] ON THIS CALL WHO WORKED AT THE PORT WE
[04:05:48] SEE YOU. WE APPRECIATE YOU AND WE WILL
[04:05:51] BE CELEBRATING YOU THROUGHOUT THIS
[04:05:53] MONTH. THANK YOU,
[04:05:55] COMMISSIONER. COMMISSIONER HASEGAWA NO
[04:05:58] COMMENTS, NO REFERRALS. THANK YOU.
[04:06:01] THANK YOU, COMMISSIONER FELLEMAN.
[04:06:05] NONE FOR ME EITHER. THANK YOU,
[04:06:07] COMMISSIONER CHO. NOTHING FOR ME.
[04:06:09] THANK YOU. THANK YOU. COMMISSIONER
[04:06:11] CALKINS. I WSDOT INTENTIONAL ABOUT WEARING MY PURPLE
[04:06:16] TIE TODAY AND THEN I FORGOT TO PUT IT ON
[04:06:18] UNTIL THE LAST HALF HOUR. I KNOW STEVE
[04:06:20] IS WEARING AYE. PURPLE SURETY AS WELL IN
[04:06:22] COMMEMORATION OF INTERNATIONAL WOMEN'S
[04:06:24] DAY. WE ARE HAPPY AND THRILLED
[04:06:28] TO CELEBRATE IT. AND MY DAUGHTER JANE
[04:06:32] LOVES SEEING THE PURPLE TIE THIS MORNING
[04:06:33] TOO. IT'S HER FAVORITE COLOR TO THAT
[04:06:35] FUTURE WOMAN WHO WILL CELEBRATE AS WELL.
[04:06:38] ALL RIGHT, PAUL, I'M GOING TO TURN OVER
[04:06:41] TO EXECUTIVE DIRECTOR METRUCK FOR ANY
[04:06:43] CLOSING COMMENTS. THANKS COMMISSIONERS.
[04:06:45] WE COVERED A LOT OF GROUND TODAY AND I
[04:06:48] DEEPLY APPRECIATE THAT. LET ME NOTE ON
[04:06:51] THE PFA I KNOW THERE ARE SOME QUESTIONS
[04:06:52] ABOUT THAT SO I INTEND TO GO BACK,
[04:06:55] COLLECT THE INFORMATION, PROBABLY
[04:06:56] PRODUCE A DOCUMENT FOR ALL THE
[04:06:58] COMMISSIONERS ANSWERING QUESTIONS AND I
[04:06:59] THINK WE'VE GOT THOSE ALREADY. AND
[04:07:01] SCHEDULE TIME EITHER AN EXECUTIVE
[04:07:03] SESSION OR IN A BRIEFING FOR THE
[04:07:05] COMMISSIONER ON THAT. SO WE'LL DO FOLLOW
[04:07:07] UP ON THAT. I JUST WANTED TO TELL YOU
[04:07:08] RIGHT NOW WE'RE GOING TO BE GIVING YOU
[04:07:11] ADDITIONAL FOLLOW UP ON THE HUMAN HEALTH
[04:07:13] IMPACTS PARTICULARLY IN AVIATION TO THE
[04:07:15] FIREFIGHTERS IN THE COMMUNITY.
[04:07:19] GREAT. THANK YOU SO MUCH. ALL RIGHT,
[04:07:21] EVERYBODY, WITH HEARING NO FURTHER
[04:07:23] COMMENTS AND HAVING NO FURTHER BUSINESS,
[04:07:26] IF THERE IS NO OBJECTION, WE ARE
[04:07:29] ADJOURNED AT 04:10 P.M.. ENJOY THE REST
[04:07:32] OF THE DAY. THANK YOU. BYE BYE.
[04:07:36] THANK YOU ALL.

END OF TRANSCRIPT