

START OF TRANSCRIPT

[00:00:29] YOU ALL RIGHT? THIS IS COMMISSION
[00:00:31] PRESIDENT SAM CHO CONVENING THE REGULAR
[00:00:33] MEETING OF JUNE 27, 2023. THE TIME IS
[00:00:36] NOW 10:30 A.M.. WE'RE MEETING IN PERSON
[00:00:39] TODAY AT THE SEATTLE TACOMA
[00:00:41] INTERNATIONAL AIRPORT CONFERENCE CENTER
[00:00:42] AND VIRTUALLY VIA MICROSOFT TEAMS.
[00:00:45] PRESENT WITH ME TODAY ARE COMMISSIONER
[00:00:46] CALKINS, FELLEMAN, HASEGAWA AND MOHAMED,
[00:00:49] WHO ARE CURRENTLY GATHERED IN THE
[00:00:50] EXECUTIVE SESSION ROOM AWAITING FOR THE
[00:00:52] OPENING OF THE PUBLIC MEETING. WE'LL NOW
[00:00:54] RECESS INTO EXECUTIVE SESSION, DISCUSS
[00:00:56] TWO ITEMS REGARDING LITIGATION OR
[00:00:58] POTENTIAL LITIGATION, OR LITTLE LEGAL
[00:01:00] RISK PER RCW 42.30.110
[00:01:04] SUB I, SUB ONE. SUB I WILL BE IN
[00:01:07] EXECUTIVE SESSION FOR APPROXIMATELY 45
[00:01:09] MINUTES AND WE'LL RECONVENE INTO PUBLIC
[00:01:11] SESSION AT NOON SHARP. THANK YOU VERY
[00:01:13] MUCH.
[00:01:21] THIS IS COMMISSION PRESIDENT SAM CHO
[00:01:23] RECONVENING THE REGULAR MEETING OF
[00:01:25] JANUARY 27, 2023. THE TIME IS NOW
[00:01:28] TWELVE 04:00 P.M.. WE'RE MEETING IN
[00:01:31] PERSON TODAY AT THE SEATTLE TACOMA
[00:01:32] INTERNATIONAL AIRPORT CONFERENCE CENTER
[00:01:35] AND VIRTUALLY VIA MICROSOFT TEAMS.
[00:01:39] CLERK HART, PLEASE CALL THE ROLL OF ALL
[00:01:41] COMMISSIONERS IN ATTENDANCE. THANK YOU.
[00:01:43] BEGINNING WITH COMMISSIONER CALKINS
[00:01:46] HERE. THANK YOU. COMMISSIONER CHO.
[00:01:50] PRESENT. THANK YOU. COMMISSIONER
[00:01:51] FELLEMAN. PRESENT. THANK YOU.
[00:01:53] COMMISSIONER HASAGAWA. PRESENT. THANK
[00:01:56] YOU. AND COMMISSIONER MOHAMED. PRESENT.
[00:02:00] THANK YOU. WE DO HAVE A FULL BOARD WITH
[00:02:02] US HERE TODAY. EXCELLENT. A FEW
[00:02:04] HOUSEKEEPING ITEMS BEFORE WE BEGIN. FOR
[00:02:05] EVERYONE IN THE MEETING ROOM, PLEASE
[00:02:07] TURN YOUR CELL PHONES TO SILENT. FOR
[00:02:09] ANYONE PARTICIPATING ON MICROSOFT TEAMS,
[00:02:11] PLEASE MUTE YOUR SPEAKERS. WHEN NOT
[00:02:13] ACTIVELY SPEAKING OR PRESENTING, PLEASE
[00:02:15] KEEP YOUR CAMERAS OFF UNLESS YOU ARE A
[00:02:18] MEMBER OF THE COMMISSION OR EXECUTIVE
[00:02:20] DIRECTOR PARTICIPATING VIRTUALLY, OR A
[00:02:23] MEMBER OF STAFF IN A PRESENTATION AND
[00:02:25] ARE ACTIVELY ADDRESSING THE COMMISSION.
[00:02:27] MEMBERS OF THE PUBLIC ADDRESSING THE
[00:02:29] COMMISSION DURING PUBLIC COMMENT MAY
[00:02:30] TURN ON THEIR CAMERAS WHEN THEIR NAME IS
[00:02:32] CALLED TO SPEAK, AND WE'LL TURN THEM
[00:02:35] BACK OFF AGAIN AT THE CONCLUSION OF
[00:02:37] THEIR REMARKS. FOR ANYONE AT THE DIAS
[00:02:39] HERE TODAY, PLEASE TURN OFF SPEAKERS ON
[00:02:41] ANY COMPUTERS AND SILENCE YOUR DEVICES.
[00:02:43] PLEASE ALSO REMEMBER TO ADDRESS YOUR
[00:02:45] QUEST TO BE RECOGNIZED, TO SPEAK THROUGH
[00:02:47] THE CHAIR AND WAIT TO SPEAK UNTIL YOU
[00:02:48] HAVE BEEN RECOGNIZED. YOU'LL TURN ON

[00:02:50] YOUR MICROPHONES ON AND OFF AS NEEDED.
[00:02:53] ALL THE ITEMS NOTED HERE TODAY WILL
[00:02:55] ENSURE A SMOOTHER MEETING, SO I THANK
[00:02:56] YOU IN ADVANCE. ALL VOTES TODAY WILL BE
[00:02:59] TAKEN BY THE ROLL CALL METHOD SO THAT
[00:03:01] IT'S CLEAR FOR ANYONE PARTICIPATING
[00:03:02] VIRTUALLY HOW VOTES ARE CAST.
[00:03:04] COMMISSIONER WILL SAY I OR NAY WHEN
[00:03:06] THEIR NAME IS CALLED. WE ARE PRESIDING
[00:03:09] IN MEETING ON THE ANCESTRAL LANDS AND
[00:03:11] WATERS OF THE COAST SALISH, PEOPLE WITH
[00:03:13] WHOM WE SHARE A COMMITMENT TO STEWARD
[00:03:15] THESE NATURAL RESOURCES FOR FUTURE
[00:03:17] GENERATIONS. THIS MEETING IS BEING
[00:03:19] DIGITALLY RECORDED AND MAY BE VIEWED OR
[00:03:21] HEARD AT ANY TIME ON THE PORT WEBSITE
[00:03:23] AND MAY BE REBROADCAST BY KING COUNTY
[00:03:25] TELEVISION. AT THIS TIME, PLEASE STAND
[00:03:27] OR JOIN US FOR THE PLEDGE OF ALLEGIANCE
[00:03:34] OF THE UNITED STATES OF AMERICA AND TO
[00:03:37] THE REPUBLIC FOR WHICH IT STANDS, ONE
[00:03:40] NATION UNDER GOD, INDIVISIBLE, WITH
[00:03:43] LIBERTY AND JUSTICE FOR ALL ALL
[00:03:50] RIGHT, FIRST ITEM OF BUSINESS TODAY IS
[00:03:52] APPROVAL OF THE AGENDA. AS A REMINDER,
[00:03:54] IF A COMMISSIONER WISHES TO COMMENT FOR
[00:03:56] OR AGAINST AN ITEM ON THE CONSENT
[00:03:58] AGENDA, IT IS NOT NECESSARY TO PULL THE
[00:04:00] ITEM FROM THE CONSENT AGENDA. RATHER, A
[00:04:02] COMMISSIONER MAY OFFER SUPPORTING OR
[00:04:04] OPPOSING COMMENTS ONCE THE MOTION TO
[00:04:06] APPROVE THE CONSENT AGENDA IS ON THE
[00:04:08] FLOOR AND BEFORE THE VOTE IS TAKEN.
[00:04:12] HOWEVER, IF A COMMISSIONER WANTS TO ASK
[00:04:14] QUESTIONS OF STAFF OR WISHES TO HAVE A
[00:04:15] DIALOGUE ON A CONSENT AGENDA ITEM, IT IS
[00:04:17] APPROPRIATE TO REQUEST THE ITEM TO BE
[00:04:19] PULLED FOR SEPARATE DISCUSSION. ARE
[00:04:21] THERE ANY ITEMS TO BE PULLED FROM THE
[00:04:22] CONSENT AGENDA OR ANY MOTION TO RANGE
[00:04:24] THE ORDERS OF THE DAY? GREAT.
[00:04:28] COMMISSIONER, THE QUESTION IS NOW ON THE
[00:04:30] APPROVAL OF THE AGENDA. IS THERE A
[00:04:31] MOTION TO APPROVE THE AGENDA AS
[00:04:32] PRESENTED? SO MOVED.
[00:04:36] SECOND. THE MOTION HAS BEEN MADE AND
[00:04:39] SECONDED. IS THERE ANY OBJECTION TO THE
[00:04:41] APPROVAL OF THE AGENDA AS PRESENTED?
[00:04:44] HEARING NONE. THE AGENDA IS APPROVED AS
[00:04:46] PRESENTED. THANK YOU VERY MUCH. MOVING
[00:04:50] ON. COMMISSIONERS, WE DO HAVE ONE ITEM
[00:04:52] FOR SPECIAL ORDERS OF THE DAY TO BEGIN
[00:04:54] OUR MEETING. CLERK HART, PLEASE READ THE
[00:04:55] ITEM INTO THE RECORD. THEN WE'LL HEAR
[00:04:57] FROM EXECUTIVE DIRECTOR METRUCK TO
[00:04:59] INTRODUCE THE ITEM. THANK YOU, MR.
[00:05:02] COMMISSION PRESIDENT. THIS IS ITEM FOUR,
[00:05:03] A PROCLAMATION AND RECOGNITION OF JUNE
[00:05:06] 2023 AS PRIDE MONTH.
[00:05:09] COMMISSIONERS, PRIDE MONTH REMINDS US
[00:05:13] TO LIVE PROUDLY AND AUTHENTICALLY AS OUR
[00:05:15] FULL SELVES, AND IS A CELEBRATION OF OUR
[00:05:18] LGBTQIA PLUS COMMUNITIES AND EVERYTHING

[00:05:21] THEY HAVE ENDURED AND OVERCOME. THE
[00:05:23] AMERICAN CIVIL LIBERTIES UNION REPORTS
[00:05:25] THAT THEY ARE MAKING AND TRACKING 491
[00:05:28] ANTILBGTQ BILLS IN THE UNITED STATES
[00:05:32] TODAY, MAKING IT IMPORTANT NOW MORE THAN
[00:05:34] EVER TO BE ALLIES AND STAND IN
[00:05:36] SOLIDARITY WITH LGBTQIA PLUS
[00:05:39] COMMUNITIES. THIS PAST SUNDAY, OUR
[00:05:42] EMPLOYEE RESOURCE GROUP, PORTWIDE PRIDE,
[00:05:44] MARCHED IN THE SEATTLE PRIDE PARADE, AN
[00:05:46] EVENT THAT WE HAVE PARTICIPATED IN SINCE
[00:05:50] 2002. IN ATTENDANCE TODAY, WE HAVE
[00:05:53] A FEW MEMBERS OF THE PORT WIDE PRIDE
[00:05:55] JOINING US TO READ TODAY'S PROCLAMATION
[00:05:58] BEFORE YOU. I'D LIKE TO RECOGNIZE THEM
[00:06:00] NOW, AND I THINK THEY'RE ALL WITH US,
[00:06:01] VIRTUALLY. I'M ASSUMING THEY ARE. I
[00:06:03] DON'T SEE THEM HERE. BUT WE HAVE MEGAN
[00:06:06] O'CONNOR. WE HAVE LEONA KAMATSU.
[00:06:11] AND WE HAVE TOM JOHNSON, RUTH PEREZ,
[00:06:14] STUTER AND JUDE BARRETT.
[00:06:18] AND SO I THINK AT THIS TIME, I THINK
[00:06:22] I'M TURNING IT OVER TO MEGAN. MEGAN?
[00:06:29] IT COULD POSSIBLY BE THERE. ALL RIGHT.
[00:06:32] I THINK SOMEBODY ELSE IS GOING TO START.
[00:06:34] OKAY. ALL RIGHT. I THINK TOM MAYBE. IT
[00:06:36] MIGHT BE TOM. YEAH. THANKS, TOM.
[00:06:39] THANK YOU. HI, MEGAN. THANKS. EXECUTIVE
[00:06:41] DIRECTOR METRUCK.
[00:06:46] THIS IS A PROCLAMATION OF THE PORT OF
[00:06:47] SEATTLE COMMISSION. WHEREAS THE PORT OF
[00:06:50] SEATTLE IS COMMITTED TO DIVERSITY,
[00:06:52] EQUITY AND INCLUSION, AND BELONGING IS
[00:06:54] AN ASSET AND STRENGTH OF OUR PUBLIC
[00:06:56] AGENCY AS REFLECTED IN OUR CENTURY
[00:06:58] AGENDA, GOALS, AND OUR VALUES OF
[00:07:00] RESPECT, ANTIRACISM AND EQUITY,
[00:07:02] INTEGRITY, STEWARDSHIP AND EXCELLENCE.
[00:07:05] AND WHEREAS THE STONEWALL IN RIOTS IN
[00:07:09] JUNE OF 1969 AGAINST POLICE VIOLENCE,
[00:07:11] WHICH TARGETED LESBIAN, GAY, AND TRANS
[00:07:13] COMMUNITIES IN NEW YORK CITY, CONTINUES
[00:07:15] TO SERVE AS AN IMPORTANT MOMENT OF US.
[00:07:17] HISTORY. INITIATED BY TWO TRANS WOMEN OF
[00:07:20] COLOR, MARCIA P. JOHNSON AND SYLVIA
[00:07:21] RIVERA, STONEWALL PROTESTS, LED BY THE
[00:07:24] GAY COMMUNITY FOR THE RIGHT OF LGBTQ
[00:07:26] INDIVIDUALS TO BE ABLE TO LIVE SAFELY,
[00:07:28] OPENLY, AND AUTHENTICALLY, BECAME A
[00:07:30] SEISMIC MOMENT IN THE FIGHT FOR LGBTQ
[00:07:33] RIGHTS. AND WHEREAS,
[00:07:39] THE FIRST ANNIVERSARY OF STONEWALL IN
[00:07:41] 1970 BECAME THE FIRST PRIDE CELEBRATION
[00:07:45] SPREADING TO SEVERAL CITIES BEFORE
[00:07:47] BECOMING A NATIONAL AND INTERNATIONAL
[00:07:50] RECOGNITION AND CELEBRATION OF THE
[00:07:52] LESBIAN, GAY, BISEXUAL, TRANSGENDER,
[00:07:54] QUEER INTERSEX ASEXUAL TWO SPIRIT AND
[00:07:57] PLUS ABBREVIATED AS LGBTQIA
[00:08:02] TWO S PLUS COMMUNITIES. AND WHEREAS THE
[00:08:05] FIGHT FOR THE DIGNITY, RESPECT,
[00:08:07] EQUALITY, INCLUSION AND BELONGING OF THE
[00:08:10] LGBTQIA TWO S PLUS COMMUNITIES HAS

[00:08:14] BEEN HARD FOUGHT IN THE STREETS, COURTS
[00:08:17] AND LEGISLATIVE CHAMBERS FOR DECADES AND
[00:08:19] CONTINUES TODAY FOR LGBTQIA TWO S
[00:08:23] PLUS INDIVIDUALS AND FAMILIES TO BE FREE
[00:08:25] FROM THE THREAT OF POLICE VIOLENCE,
[00:08:28] DISCRIMINATORY AND OR BIGOTED LAWS AND
[00:08:31] DE FACTO DISCRIMINATION. AND WHERE,
[00:08:37] DESPITE SIGNIFICANT PROGRESS FOR LGBTQIA
[00:08:41] TWO S PLUS RIGHTS IN STONEWALL, THERE
[00:08:44] ARE A GROWING NUMBER OF LAWS AND
[00:08:46] LEGISLATION ROOTED IN BIGOTRY AND
[00:08:48] HOMOPHOBIA THAT SEEK TO DENY FREEDOM OF
[00:08:52] EXPRESSION OR FREE SPEECH. PROTECTED BY
[00:08:54] THE UFS CONSTITUTION OR TO DENY CRUCIAL
[00:08:58] GENDER AFFIRMING CARE OR OTHER LIFE
[00:09:01] SAVING FORM OF CARE, EDUCATION AND
[00:09:04] PROTECTION FOR LGBTQIA. TWO S PLUS
[00:09:07] INDIVIDUALS. THE AMERICAN CIVIL
[00:09:10] LIBERTIES UNION CITES 491 ANTILGBTQ
[00:09:15] BILLS ACROSS THE US. IN 2023
[00:09:18] ALONE. AND WHEREAS RACISM,
[00:09:22] ABLEISM, MISOGYNY COLORISM AND ANTI
[00:09:26] BLACKNESS, XENOPHOBIA AND IMMIGRATION
[00:09:28] STATUS, HOMOPHOBIA AND TRANSPHOBIA ARE
[00:09:32] INTERCONNECTED AND RESULT IN CONTINUED
[00:09:35] EXPERIENCES OF PREJUDICE,
[00:09:36] DISCRIMINATION, INVISIBILITY
[00:09:39] MARGINALIZATION PHYSICAL AND SOCIAL
[00:09:42] EMOTIONAL ATTACKS, AND LACK OF
[00:09:44] PROTECTION FOR FUNDAMENTAL RIGHTS AND
[00:09:47] DIGNITY IN HOSPITALS, SCHOOLS,
[00:09:49] PLACES OF EMPLOYMENT, PUBLIC
[00:09:52] ACCOMMODATIONS, AND OTHER PLACES. AND
[00:09:58] WHEREAS, A STUDY BY UCLA LAWS
[00:10:02] WILLIAMS INSTITUTE CITES 40%
[00:10:06] OF LGBTQIA TWO S
[00:10:10] PLUS ADULTS IDENTIFIED AS PEOPLE OF
[00:10:14] COLOR AND AN ESTIMATED 1.3
[00:10:18] MILLION IMMIGRANT ADULTS AND ARE
[00:10:22] LGBTQIA TWO S PLUS,
[00:10:26] OF WHOM 23% ARE UNDOCUMENTED.
[00:10:30] THESE NUMBERS HIGHLIGHT THE
[00:10:33] INTERSECTIONALITY AND MULTIPLE
[00:10:36] IDENTITIES THAT COMPOUND THE LIVED
[00:10:39] EXPERIENCES BOTH OF LGBTQIA
[00:10:44] TWO S PLUS IMMIGRANTS AND OR
[00:10:48] LGBTQIA TWO S PLUS
[00:10:52] PEOPLE OF COLOR WHO MAY HAVE FLED
[00:10:55] PERSECUTION, THE THREAT OF STATE
[00:10:57] SPONSORED VIOLENCE, OR OTHER FORMS OF
[00:11:00] VIOLENCE, INCLUDING SEXUAL ASSAULT IN
[00:11:03] THEIR HOME COUNTRIES. FOR BEING CLEAR,
[00:11:06] LGBTQIA TWO S OR
[00:11:10] SURVIVED GENERATIONS OF
[00:11:12] INSTITUTIONALIZED RACISM AND VIOLENCE.
[00:11:15] AND WHEREAS,
[00:11:17] LGBTQIA S TWO PLUS FAMILIES
[00:11:23] AND THE MANY DIFFERENT WAYS THAT THEY
[00:11:25] ARE FORMED AND WHAT THEY LOOK LIKE
[00:11:28] CONTINUES TO BE ANOTHER ARENA IN THE
[00:11:31] FIGHT FOR EQUAL RIGHTS FOR LGBTQIA TWO
[00:11:36] S PLUS PARENTS. AND WHEREAS,
[00:11:43] PRIDE MONTH IS A TIME TO LEARN,

[00:11:45] REFLECT, AND HONOR THE TRIALS AND
[00:11:47] CONTRIBUTIONS OF THE LGBTQIA TWO S
[00:11:51] PLUS COMMUNITY IN THE FIGHT FOR THEIR
[00:11:54] RIGHTS AS HUMAN BEINGS, PRIDE MONTH IS
[00:11:56] ALSO AN OPPORTUNITY TO COMMIT TO
[00:11:58] SOLIDARITY AND ALLYSHIP, TO ERADICATE
[00:12:01] DISCRIMINATION AND INJUSTICES FOR
[00:12:05] COLLECTIVE LIBERATION. AND WHEREAS,
[00:12:08] THE PORT OF SEATTLE CELEBRATES AND
[00:12:10] VALUES ITS LGBTQIA TWO S PLUS
[00:12:14] EMPLOYEES AND COMMUNITY MEMBERS, BOTH
[00:12:17] DURING PRIDE MONTH AND YEAR ROUND.
[00:12:19] THROUGH THE PORTWIDE PRIDE EMPLOYEE
[00:12:20] RESOURCE GROUP AND THE PORT'S
[00:12:22] TRANSGENDER, INCLUSIVITY. WORK GROUP.
[00:12:25] THE PORT IS COMMITTED TO LEARNING FROM
[00:12:27] AND UPLIFTING THE LEADERSHIP OF LGBTQIA
[00:12:31] TWO S PLUS EMPLOYEES AND WORKING TO MAKE
[00:12:34] THE PORT AN EMPLOYER THAT RECOGNIZES THE
[00:12:37] IMPORTANCE OF HEALTH CARE, EQUITY VIA
[00:12:39] GENDER AFFIRMING CARE, AND OTHER
[00:12:41] BENEFITS RESPONSIVE TO THE NEEDS OF
[00:12:44] LGBTQIA TWO S PLUS EMPLOYEES.
[00:12:48] AND WHEREAS THE PORT OF SEATTLE STANDS
[00:12:52] AGAINST THE DISCRIMINATION, VIOLENCE,
[00:12:54] AND THREATS OF VIOLENCE AGAINST LGBTQIA
[00:12:58] TWO S PLUS COMMUNITIES AND WITH ALL
[00:13:01] LGBTQIA TWO S PLUS FAMILIES AND
[00:13:04] INDIVIDUALS IN ACCORDANCE WITH PORT
[00:13:06] VALUES AND THE BELIEF IN EQUITY,
[00:13:09] EQUALITY, LIBERTY, AND JUSTICE FOR ALL.
[00:13:18] THANK YOU SO MUCH TO ALL OUR READERS
[00:13:20] TODAY. AT THIS TIME, I'D LIKE TO
[00:13:23] RECOGNIZE COMMISSIONER CALKINS AS THE
[00:13:25] LEAD SPONSOR OF THE PROCLAMATION AND
[00:13:28] START COMMENTS WITH HIM. THANK YOU,
[00:13:30] COMMISSION PRESIDENT CHO. SO I WANTED TO
[00:13:33] SHARE A FEW REASONS WHY I THINK IT'S
[00:13:34] IMPORTANT THAT WE MAKE THIS PROCLAMATION
[00:13:36] THIS YEAR AND WHY I'VE ASKED TO BE THE
[00:13:39] SPONSOR OF IT. FIRST, I WANT TO
[00:13:42] RECOGNIZE THAT JUNE IS A MONTH OF
[00:13:44] CELEBRATION. THAT OFTENTIMES. AS WE
[00:13:47] THINK ABOUT SOME OF THE ISSUES STILL
[00:13:49] FACING THE LGBTQ PLUS COMMUNITY,
[00:13:53] WE REALLY NEED TO FOCUS ON THE CONCERNS
[00:13:56] AROUND INCREASED BIGOTRY AND HOMOPHOBIA
[00:13:58] IN OUR SOCIETY AND THE EFFORTS BY
[00:14:00] CERTAIN FACTORS WITHIN SOCIETY TO
[00:14:02] LEGISLATE AWAY THE RIGHTS THAT WE'RE
[00:14:06] FINALLY HONORING IN MOST OF THE COUNTRY
[00:14:09] AND FIGHT AGAINST EFFORTS TO UNDO THAT.
[00:14:11] BUT I ALSO WANT TO RECOGNIZE WHAT AN
[00:14:13] INCREDIBLE CELEBRATION IT IS. AND I
[00:14:17] THINK THAT STEMS FROM THE VERY FACT THAT
[00:14:19] LOVE IS NOT A ZERO SUM GAME. THAT WHEN
[00:14:21] WE FINALLY ALLOW PEOPLE TO LOVE WHO THEY
[00:14:23] WANT TO LOVE, THAT THAT ACTUALLY BUILDS
[00:14:25] LOVE FOR ALL OF US, THAT IT DOESN'T TAKE
[00:14:27] AWAY FROM YOU IN ANY WAY. TO SEE PEOPLE
[00:14:29] WHO FOR DECADES, GENERATIONS, FOR REALLY
[00:14:33] THE HISTORY OF HUMANITY, HAVE BEEN
[00:14:35] PREVENTED FROM BEING ABLE TO HONOR THAT

[00:14:37] VERY BASIC THING. I WAS BORN THIS WAY.
[00:14:40] THIS IS WHO I WANT TO LOVE, AND I WANT
[00:14:41] TO BE ABLE TO SHARE THAT WITH THE OTHER
[00:14:44] PERSON WHO I TRULY LOVE AND KNOW THAT
[00:14:46] THAT DOESN'T TAKE AWAY FROM ME. SO
[00:14:48] THAT'S THE FIRST THING. THE SECOND THING
[00:14:50] IS I THINK IT'S REALLY IMPORTANT THAT WE
[00:14:52] CELEBRATE THIS PUBLICLY AND OPENLY AND
[00:14:54] LOUDLY BECAUSE OF THE POINT THAT WAS
[00:14:57] MADE IN THE PROCLAMATION IS THAT THIS
[00:14:59] INTERSECTS WITH OTHER AREAS OF
[00:15:00] VULNERABILITY, WHETHER IT'S AS A FIRST
[00:15:03] GENERATION AMERICAN OR AS A PERSON OF
[00:15:05] COLOR OR FOR SOMETHING THAT'S VERY
[00:15:07] IMPORTANT FOR ME, FOR YOUTH. THINK ABOUT
[00:15:12] FOR THOSE OF US WHO DID NOT HAVE TO DEAL
[00:15:14] WITH NON HETERONORMATIVE GENDER
[00:15:18] STEREOTYPES PLACED ON US WHEN WE WERE
[00:15:20] CHILDREN. THINK ABOUT WHAT IT MUST HAVE
[00:15:22] BEEN LIKE TO GO THROUGH MIDDLE SCHOOL
[00:15:25] WHERE WHO YOU WERE AS A PERSON WAS
[00:15:27] QUESTIONED ON A FUNDAMENTAL LEVEL. IT'S
[00:15:30] NO SURPRISE THAT THESE CHILDREN FACE
[00:15:34] SOME OF THE HIGHEST RATES OF SUICIDE,
[00:15:35] SOME OF THE HIGHEST RATES OF DEPRESSION.
[00:15:37] AND WHEN WE SAY IN THE MONTH OF JUNE,
[00:15:40] WE CELEBRATE WHO YOU ARE AS ADULTS,
[00:15:44] AS LEADERS IN OUR COMMUNITY, IT TELLS
[00:15:46] THOSE KIDS THAT THEY ARE WELCOME AND
[00:15:48] THAT THEY ARE LOVED. AND SO FOR ME, I
[00:15:50] WILL CONTINUE TO GO TO EVERY PRIDE
[00:15:52] PARADE I CAN GO TO. I WILL WEAR RAINBOWS
[00:15:54] THROUGHOUT THE MONTH OF JUNE AND AROUND
[00:15:55] THE YEAR, WHENEVER I'M ASKED TO. I WANT
[00:15:57] TO DEMONSTRATE TO THOSE KIDS THAT THEY
[00:15:59] HAVE A STRONG ALLY IN ME AS AN
[00:16:02] INDIVIDUAL AND US AS LEADERS, AND ALSO
[00:16:03] AS THE INSTITUTION OF THE PORT, AND THAT
[00:16:05] WE'RE GOING TO MAKE THIS PLACE A PLACE
[00:16:07] THAT THEY FEEL SAFE AND THAT THEY KNOW
[00:16:09] THAT THEY'RE TRULY A PART OF THIS PLACE
[00:16:10] IN THIS REGION. SO I'M TRULY EXCITED TO
[00:16:13] SUPPORT THIS PROCLAMATION AND LOOK
[00:16:15] FORWARD TO THE SUPPORT OF MY FELLOW
[00:16:17] COMMISSIONERS. THANK YOU SO MUCH.
[00:16:18] COMMISSIONER CALKINS. ARE THERE ANY
[00:16:19] OTHER COMMENTS FROM COMMISSIONERS AT
[00:16:20] THIS TIME? COMMISSIONER FELLEMAN?
[00:16:25] THANK YOU, COMMISSIONER CALKINS, FOR
[00:16:26] INTRODUCING THIS. AND I MUST SAY THAT
[00:16:30] MAKING THIS AS MAINSTREAM CELEBRATION AS
[00:16:33] POSSIBLE IS REALLY WHAT'S CRITICAL. AND
[00:16:34] I THINK IT'S GREAT THAT THE COMMISSION
[00:16:36] TAKE THIS UP. I WAS ALSO DELIGHTED THE
[00:16:39] FACT THAT THE SEATTLE AQUARIUM HAD A
[00:16:41] PRIDE NIGHT THAT I WAS HONORED AND
[00:16:44] ENJOYED VERY MUCH GOING OUT WITH OUR
[00:16:47] COMMISSIONER OFFICE PERSON, PRESTON
[00:16:50] TUCKER. AND IT WAS PARTICULARLY FUN
[00:16:53] BECAUSE I WAS ABLE TO GIVE A TOUR OF THE
[00:16:54] AQUARIUM. BUT THE FACT THAT THE WHOLE
[00:16:56] AQUARIUM WAS A JOYOUS PLACE TO CELEBRATE
[00:17:00] PRIDE MONTH, I THOUGHT WAS SOMETHING

[00:17:02] GREAT. AND PART OF THE ONGOING EFFORTS
[00:17:04] THAT WE HAVE, PERHAPS IN OUR MOU WITH
[00:17:06] THE AQUARIUM COULD BE A JOINT EFFORT
[00:17:09] WITH A GREAT VENUE TO HAVE A PARTY AS
[00:17:11] WELL. SO THANK YOU AGAIN FOR BRINGING
[00:17:14] THIS UP, AND I LIKE THE FACT THAT
[00:17:16] UNEXPECTED VENUES LIKE THAT WILL BE PART
[00:17:18] OF THIS CELEBRATION. THANK YOU.
[00:17:20] COMMISSIONER FELLEMAN. ANY OTHER
[00:17:22] COMMENTS?
[00:17:26] ALL RIGHT. COMMISSIONER HASEGAWA.
[00:17:31] I JUST WANTED TO WISH EVERYONE A VERY
[00:17:34] HAPPY PRIDE MONTH. AND I
[00:17:38] DO THINK OF ALL THE THINGS THAT PRIDE
[00:17:41] REPRESENTS AS A MOMENT TO BE ABLE TO
[00:17:42] RECOMMIT OURSELVES TO OUR VALUES, TO BE
[00:17:44] ABLE TO COMMIT OURSELVES TO EQUALITY AND
[00:17:47] FAIRNESS FOR THE LGBTQIA TWO PLUS
[00:17:51] COMMUNITY MEMBERS. THAT IS ALSO
[00:17:53] IMPORTANT TO INDEED CELEBRATE THE
[00:17:56] IRREPRESSIBLE JOY OF
[00:18:00] OUR BELOVED COMMUNITY MEMBERS. I'M PROUD
[00:18:04] OF THE WORK THAT I'VE SEEN TAKE PLACE AT
[00:18:06] THE PORT OF SEATTLE SINCE I ARRIVED
[00:18:08] HERE. IN TRYING TO EMBRACE AND TAKE
[00:18:10] STEPS TOWARDS MORE INCLUSIVE FACILITIES,
[00:18:13] TOWARDS CREATING SPACES FOR MEMBERS
[00:18:17] OF OUR OWN PORT STAFF, TO BE ABLE TO
[00:18:19] CONNECT AS COMMUNITY MEMBERS, TO BE ABLE
[00:18:21] TO ASK QUESTIONS ABOUT WHAT WE'RE DOING,
[00:18:24] TO SPECIFICALLY STAKEHOLDER WITH YOUTH
[00:18:28] SHELTERS AND COMMUNITY BASED
[00:18:31] ORGANIZATIONS, KNOWING THAT LGBTQIA
[00:18:35] TO PLUS YOUTH FACE HIGHER HOMELESSNESS
[00:18:38] AS WELL. AND AS AN ENTITY THAT'S
[00:18:41] COMMITTED TO ECONOMIC DEVELOPMENT AND
[00:18:43] EMPOWERMENT OF PEOPLE IN THAT WAY,
[00:18:47] I JUST THINK IT'S SUCH AN IMPORTANT
[00:18:49] PIECE OF THE CONVERSATION. AND SO I'M
[00:18:53] JUST SO HAPPY TO BE ABLE TO VOTE IN
[00:18:56] SUPPORT OF THIS PROCLAMATION. I'D LIKE
[00:18:58] TO THANK COMMISSIONER CAUKINS FOR
[00:19:00] BRINGING IT FORWARD AND ALL THE PORT
[00:19:02] STAFF WHO PUT SO MUCH TOWARDS IT. THANK
[00:19:03] YOU. THANK YOU, COMMISSIONER.
[00:19:05] COMMISSIONER MOHAMMED,
[00:19:09] THANK YOU FOR THE TIME. I ECHO THE WORDS
[00:19:12] OF MY COLLEAGUES, AND I JUST REALLY WANT
[00:19:14] TO THANK COMMISSIONER CALKINS FOR
[00:19:16] BRINGING THIS PROCLAMATION FORWARD. I
[00:19:19] WOULD LIKE TO EXTEND MY WARM WISHES TO
[00:19:23] THOSE WHO ATTENDED SEATTLE'S PRIDE
[00:19:25] PARADE THIS SUNDAY. AND I ALSO WANT TO
[00:19:29] THANK ALL OF THE MEMBERS OF THE PORT
[00:19:30] WIDE PRIDE ERG GROUP. THANK YOU ALL FOR
[00:19:33] YOUR LEADERSHIP. RECOGNIZING,
[00:19:35] CELEBRATING, AND SUPPORTING THE CIVIL
[00:19:38] RIGHTS FOR LGBTQIA PLUS
[00:19:42] COMMUNITIES ENSURES EQUAL TREATMENT OF
[00:19:44] PROTECTION AND OPPORTUNITY FOR EVERYONE,
[00:19:48] REGARDLESS OF THEIR SEXUAL ORIENTATION,
[00:19:50] GENDER IDENTITY, OR EXPRESSION. I AM SO
[00:19:54] PROUD TO LIVE IN SEATTLE AND TO BE PART

[00:19:58] OF THE PORT OF SEATTLE, WHERE WE
[00:19:59] RECOGNIZE WHERE WE RECOGNIZE AND WE
[00:20:02] PRIORITIZE THE SAFEGUARDING OF THOSE
[00:20:05] RIGHTS AND PROMOTING INCLUSION,
[00:20:07] DIVERSITY, AND A SOCIETY WHERE
[00:20:09] INDIVIDUALS COMMISSIONER
[00:20:24] MOHAMMED, YOUR CAMERA HAS FROZEN.
[00:20:32] COMMISSIONER, IF YOU CAN HEAR ME, YOU
[00:20:33] MIGHT HAVE TO LEAVE THE MEETING AND
[00:20:34] REJOIN.
[00:20:39] I DON'T THINK SHE CAN HEAR YOU.
[00:20:47] LET'S GO AHEAD. ALL RIGHT,
[00:20:51] IF SHE CAN GET BACK ON, I WILL RECOGNIZE
[00:20:53] HER AGAIN. BUT LET ME JUST ALSO ECHO
[00:20:58] THE SENTIMENTS OF MY COLLEAGUES AND
[00:21:00] THANK COMMISSIONER CALKINS FOR LEADING
[00:21:02] ON THIS, AS WELL AS THE STAFF WHO HAVE
[00:21:04] HELPED DRAFT AND PUT THIS FORWARD. I'M
[00:21:06] EXTREMELY PROUD OF ALL OF OUR ERGS, BUT
[00:21:10] ESPECIALLY POOR WHITE PRIDE.
[00:21:15] ONE OF THE THINGS THAT WE PRIDE
[00:21:17] OURSELVES ON IS BEING A GATEWAY TO THE
[00:21:19] PACIFIC NORTHWEST REGION, RIGHT, AS BOTH
[00:21:21] THE PORT AND AS A SEAPORT. AND I THINK
[00:21:23] PART OF WHAT WE STRIVE TO BE AS AN
[00:21:26] ORGANIZATION, AS AN INSTITUTION, AS A
[00:21:28] GOVERNMENT ENTITY, IS ONE THAT IS A
[00:21:30] WELCOMING GATEWAY, A GATEWAY THAT
[00:21:32] WELCOMES PEOPLE FROM ALL WALKS OF LIFE.
[00:21:35] AND THAT COULD BE ANYONE FROM PEOPLE
[00:21:39] COMING IN HERE INTERNATIONALLY,
[00:21:41] TRAVELING, OR PEOPLE OF DIFFERENT FAITH
[00:21:43] OR OF CIRCUMSTANCES, WHETHER YOU'RE
[00:21:45] REFUGEES, BUT ALSO IF YOU IDENTIFY
[00:21:48] WITHIN THE LGBTQI TO US PLUS COMMUNITY.
[00:21:53] AND I JUST WANT TO MAKE
[00:21:56] SURE THAT I GIVE CREDIT TO
[00:21:59] ALL THOSE WHO WORK TOWARDS THAT GOAL OF
[00:22:02] MAKING THIS INSTITUTION AND THIS
[00:22:04] ORGANIZATION THAT WEALTH GIVING PLACE
[00:22:06] FOR ANYONE IN ANY WALK OF LIFE. IT MAKES
[00:22:08] ME VERY PROUD OF WHO WE ARE AND WHAT WE
[00:22:11] DO AS AN ORGANIZATION. I CERTAINLY HOPE
[00:22:13] THAT THOSE WHO COME THROUGH THIS
[00:22:15] GATEWAY, WHO COME THROUGH THIS AIRPORT
[00:22:17] WHERE WE'RE SITTING RIGHT NOW AND FEEL
[00:22:19] THAT WAY, AND THEY SEE US AS LEADERS
[00:22:22] WHEN IT COMES TO BEING INCLUSIVE AND
[00:22:24] DIVERSE. AND SO I'M VERY MUCH SUPPORTIVE
[00:22:27] OF THIS. I'M VERY MUCH SUPPORTIVE OF OUR
[00:22:29] ERGS CONTINUING TO FIGHT THE GOOD FIGHT.
[00:22:32] AND I AM LOOKING FORWARD TO THE FUTURE
[00:22:34] GOOD WORKS THAT WILL COME OUT OF ALL THE
[00:22:37] THINGS THAT YOU ALL ARE DOING. SO WITH
[00:22:41] THAT, I SEE THAT COMMISSIONER MOHAMMED
[00:22:43] HAS COME BACK. I WONDER IF COMMISSIONER
[00:22:45] MOHAMMED, YOU WANT TO FINISH WHAT YOU
[00:22:48] STARTED? I WONDER HOW FAR I GOT.
[00:22:53] START OVER. AND I
[00:22:57] DON'T KNOW IF I WAS FROZEN AND I WAS
[00:22:59] LOOKING GOOD, AND I HOPE I WAS. YOU
[00:23:02] ALWAYS LOOK GOOD. YOU DON'T WORRY THERE.
[00:23:04] GO AHEAD.

[00:23:07] ALL I WAS REALLY JUST SAYING IS THAT IT
[00:23:09] IS IMPORTANT FOR US TO RECOGNIZE AND
[00:23:11] SUPPORT THE COVID RIGHTS FOR OUR LGBTIA
[00:23:15] PLUS COMMUNITIES AND TO ENSURE THE EQUAL
[00:23:18] TREATMENT, PROTECTION AND OPPORTUNITIES
[00:23:20] FOR EVERYONE, REGARDLESS OF THEIR SEXUAL
[00:23:22] ORIENTATION, GENDER IDENTITY OR
[00:23:24] EXPRESSION. AND I WAS ALSO SAYING THAT I
[00:23:27] FEEL REALLY PROUD TO LIVE IN SEATTLE AND
[00:23:30] TO BE A PART OF THE PORT OF SEATTLE
[00:23:32] WHERE WE PRIORITIZE THE SAFEGUARDING
[00:23:36] OF THESE RIGHTS AND PROMOTING INCLUSION
[00:23:38] AND DIVERSITY IN OUR SOCIETY, TO MAKE
[00:23:40] SURE THAT PEOPLE HAVE THE OPPORTUNITY
[00:23:42] FOR THEM TO THRIVE AND TO CONTRIBUTE AND
[00:23:45] BE RESPECTED FOR THEIR TRUE SELVES.
[00:23:48] I'M PROUD TO BE A PART OF THAT. AND I
[00:23:50] WAS WISHING EVERYONE A HAPPY PRIDE MONTH
[00:23:54] AND ALSO THANKED THE PORT WIDE PRIDE
[00:23:58] GRE GROUP FOR YOUR LEADERSHIP. THANK YOU
[00:24:00] FOR THE TIME AGAIN, THANK YOU,
[00:24:01] COMMISSIONER MOHAMMED. EXCELLENT
[00:24:03] HEARING. NO FURTHER DISCUSSION FOR THIS
[00:24:04] ITEM. IS THERE A MOTION AND A SECOND?
[00:24:07] SO MOVED. SECOND. ALL RIGHT, THE MOTION
[00:24:10] WAS MADE AND SECONDED. CLERK HART,
[00:24:12] PLEASE CALL THE ROLL FOR VOTE.
[00:24:13] COMMISSIONER, PLEASE SAY AYE OR NAY WHEN
[00:24:15] YOUR NAME IS CALLED. THANK YOU.
[00:24:17] BEGINNING WITH COMMISSIONER CALKINS.
[00:24:18] AYE. THANK YOU. COMMISSIONER FELLEMAN.
[00:24:21] AYE. THANK YOU. COMMISSIONER HASEGAWA.
[00:24:27] AYE. THANK YOU. COMMISSIONER MOHAMED.
[00:24:30] AYE. THANK YOU. AND COMMISSIONER CHO.
[00:24:32] AYE. THANK YOU. FIVE AYES AND ZERO NAYS
[00:24:35] FOR THIS ITEM. EXCELLENT. THE MOTION
[00:24:37] PASSES. THANK YOU ALL. NEXT ON OUR
[00:24:40] AGENDA IS THE EXECUTIVE DIRECTOR'S
[00:24:41] REPORT. AND I UNDERSTAND WE ALSO HAVE A
[00:24:43] SPECIAL RECOGNITION TODAY. EXECUTIVE
[00:24:45] DIRECTOR METRUCK, YOU HAVE THE FLOOR.
[00:24:48] THANK YOU, PRESIDENT CHO. GOOD
[00:24:50] AFTERNOON, COMMISSIONERS. WITH THE END
[00:24:52] OF THE SCHOOL YEAR, AN OFFICIAL START OF
[00:24:53] SUMMER BEHIND US, WE ARE ENTERING THE
[00:24:56] HEART OF THE BUSY SUMMER TRAVEL SEASON
[00:24:58] THROUGH OUR GATEWAYS. IN FACT, EIGHT OF
[00:25:00] THE TEN BUSIEST DAYS OF 2023 HAVE BEEN
[00:25:03] IN THE PAST TWO WEEKS. WHILE WE DID NOT
[00:25:06] BREAK THE SINGLE DAY OUTBOUND PASSENGER
[00:25:08] RECORD THAT WAS FORECASTED THIS PAST
[00:25:10] WEEKEND AT SEATTLE TACOMA INTERNATIONAL
[00:25:13] AIRPORT, WE ARE CONFIDENT WE WILL DO SO
[00:25:15] SOON AND WILL MOST LIKELY EXCEED THAT
[00:25:19] RECORD SEVERAL TIMES THROUGHOUT THE
[00:25:20] SUMMER. TO BE CLEAR, WE EXPECT TO AYE. AN
[00:25:22] ALL TIME HIGH, NOT JUST A POST COVID
[00:25:25] HIGH, BUT THIS WOULD BE IN OUR ENTIRE
[00:25:28] AIRPORT HISTORY.
[00:25:32] WHILE WE ARE DOING ALL WE CAN
[00:25:34] OPERATIONALLY TO ACCOMMODATE THIS
[00:25:36] INCREDIBLE TRAVEL DEMAND, WE ARE
[00:25:38] SIMULTANEOUSLY HARD AT WORK UPGRADING

[00:25:40] SCA, CONSTRUCTING NEW AMENITIES, AND
[00:25:43] ENHANCEMENTS TO IMPROVE THE CUSTOMER
[00:25:44] EXPERIENCE. YOU'LL HEAR UPDATES ON
[00:25:46] SEVERAL OF THOSE PROJECTS AS PART OF
[00:25:48] TODAY'S MEETING AGENDA.
[00:25:52] IN ANOTHER UPDATE. LAST WEEK, I TRAVELED
[00:25:55] TO LONG BEACH, CALIFORNIA TO ATTEND THE
[00:25:57] PORT ELECTRIFICATION US CONFERENCE,
[00:25:59] WHERE I SPOKE DURING A SESSION ON
[00:26:01] ELECTRIFYING US. PORTS WITH A NUMBER OF
[00:26:03] OTHER WEST COAST PORTS. I ALSO HAD THE
[00:26:06] OPPORTUNITY TO MEET WITH SOME OF THE
[00:26:07] OFFSHORE WIND STAKEHOLDERS IN THE AREA
[00:26:09] TO LEARN MORE ABOUT THEIR WORK AS WELL.
[00:26:11] IN CALIFORNIA, IT WAS INFORMATIVE
[00:26:15] ESPECIALLY TO LEARN ABOUT WHAT
[00:26:16] SUSTAINABILITY INITIATIVES ARE UNDERWAY
[00:26:18] IN OTHER PORTS AND THE COMMON CHALLENGES
[00:26:20] THAT WE FACE AS WE WORK TO DECARBONIZE
[00:26:23] OUR MARITIME OPERATIONS IN RELATED
[00:26:26] TRAVEL. LATER THIS WEEK, COMMISSION
[00:26:28] PRESIDENT CHO AND I WILL TRAVEL TO
[00:26:30] LONDON TO JOIN SENIOR DIRECTOR OF
[00:26:32] ENVIRONMENT AND SUSTAINABILITY SANDRA
[00:26:34] KILROY AT THE INTERNATIONAL MARITIME
[00:26:36] ORGANIZATION'S MARINE ENVIRONMENTAL
[00:26:38] PROTECTION COMMITTEE, THE MEPC, TO HELP
[00:26:40] ADVOCATE FOR AMBITIOUS GREENHOUSE GAS
[00:26:43] REDUCTION GOALS BY THE GLOBAL MARITIME
[00:26:45] INDUSTRY. WE KNOW THAT WE CANNOT MEET
[00:26:48] OUR NORTHWEST CLEAN PORTS CLEAN AIR
[00:26:50] STRATEGY OBJECTIVES WITHOUT SUPPORT OF
[00:26:52] NATIONAL AND INTERNATIONAL POLICIES IN
[00:26:54] PLACE, AND THAT THE MEPC 80 MEETING IT
[00:26:57] WILL BE A KEY OPPORTUNITY TO PURSUE THAT
[00:26:59] OBJECTIVE, AND IT IS A PIVOTAL MEETING
[00:27:01] OF THIS GROUP. IN OTHER NEWS, I'M
[00:27:04] PLEASED TO SHARE THAT THE PORT OF
[00:27:05] SEATTLE HAS RECENTLY NOTIFIED WAS
[00:27:08] RECENTLY NOTIFIED THAT IT HAS RECEIVED
[00:27:10] THE GOVERNMENT FINANCE OFFICER
[00:27:12] ASSOCIATION'S DISTINGUISHED BUDGET
[00:27:14] PRESENTATION AWARD FOR THE 2023 BUDGET
[00:27:17] DOCUMENT. THIS AWARD IS CONSIDERED THE
[00:27:19] HIGHEST FORM OF RECOGNITION IN
[00:27:21] GOVERNMENTAL BUDGETING. AS STATED IN THE
[00:27:23] GFOA'S AWARD LETTER, THE AWARD
[00:27:25] REPRESENTS A SIGNIFICANT ACHIEVEMENT BY
[00:27:27] THE ENTITY. IT REFLECTS THE COMMITMENT
[00:27:30] OF THE GOVERNING BODY AND STAFF TO MEET
[00:27:31] THE HIGHEST PRINCIPLES OF GOVERNMENTAL
[00:27:33] BUDGETING. IMPRESSIVELY. THIS REPRESENTS
[00:27:37] THE 16TH CONSECUTIVE YEAR WE HAVE
[00:27:39] ACHIEVED THIS AWARD, AND IT DEMONSTRATES
[00:27:40] THE PORT'S CONTINUED COMMITMENT TO THE
[00:27:42] HIGHEST STANDARDS OF FISCAL STEWARDSHIP
[00:27:44] AND EXCELLENCE IN FINANCIAL MANAGEMENT.
[00:27:48] KUDOS TO ALL OF THE PORT'S FINANCE AND
[00:27:51] BUDGET STAFF AS WELL AS TEAM MEMBERS IN
[00:27:53] ACCOUNTING AND FINANCIAL REPORTING FOR
[00:27:55] THE DEDICATION PROFESSIONALISM REFLECTED
[00:27:57] IN THIS RECOGNITION IN THEIR CONTINUING
[00:27:59] HIGH LEVEL OF PERFORMANCE FOR

[00:28:02] OVER 16 YEARS IN A ROW. I LOOK FORWARD
[00:28:05] TO SHARING SOME OF THEIR WORK IN
[00:28:06] PREPARATION FOR THE 2024 BUDGET DURING
[00:28:09] THE COMMISSIONER BUDGET RETREAT LATER
[00:28:11] THIS WEEK. MOVING TO TODAY'S COMMISSION
[00:28:13] MEETING, I'D LIKE TO HIGHLIGHT A FEW
[00:28:15] ITEMS ON A CONSENT AGENDA. WE HAVE SOME
[00:28:17] INFRASTRUCTURE AND FACILITIES ITEMS
[00:28:19] RELATED TO OUR HVAC AND AIR FILTRATION
[00:28:21] SYSTEMS AT THE AIRPORT. WE ALSO HAVE A
[00:28:24] CONSTRUCTION AUTHORIZATION FOR THE
[00:28:25] PLANNED IMPROVEMENTS FOR THE SOUTH 188
[00:28:28] STREET TUNNEL. UNDER NEW BUSINESS, WE
[00:28:30] HAVE SOME ACTION ITEMS RELATED TO BUDGET
[00:28:33] AUTHORIZATIONS FOR OUR SEA GATEWAY
[00:28:35] PROJECT, OUR CONCOURSE A EXPANSION, AND
[00:28:38] OUR SUSTAINABLE AIRPORT MASTER PLAN
[00:28:40] ENVIRONMENTAL REVIEW. I WILL HAVE MORE
[00:28:42] TO SAY ABOUT THESE ITEMS DURING THEIR
[00:28:44] INTRODUCTION LATER TODAY. AND LASTLY,
[00:28:47] BEFORE I CONCLUDE MY REMARKS, I'D LIKE
[00:28:49] TO RECOGNIZE SOME GUESTS WITH US HERE
[00:28:52] TODAY, AND I'D LIKE THEM TO JOIN ME UP
[00:28:55] HERE. I HAVE CHIEF MIKE VIA AND
[00:29:00] COME ON UP. AND OUR
[00:29:03] POLICE DEPARTMENT WORKS AROUND THE
[00:29:06] CALKINS KEEPING ALL OF OUR FACILITIES
[00:29:09] AND THOSE THAT USE THEM SAFE AND SECURE.
[00:29:11] AND WE DEEPLY APPRECIATE THAT AND WE
[00:29:13] ALSO APPRECIATE THE LEADERSHIP THAT
[00:29:15] CHIEF MIKE VIA HAS SHOWN. LATER THIS
[00:29:17] YEAR, CHIEF VIA WILL PROVIDE US AYE.
[00:29:20] ANNUAL REPORT. HOWEVER, TODAY I'M
[00:29:21] PLEASED TO WELCOME CHIEF VIA FOR A
[00:29:23] SPECIAL OCCASION. IN RECENT YEARS, WE
[00:29:25] HAVE INCLUDED THE ACKNOWLEDGMENT AND
[00:29:27] RECOGNITION OF THE PORT OF SEATTLE
[00:29:28] POLICE DEPARTMENT OFFICER OF THE YEAR
[00:29:30] DURING OUR COMMISSION MEETINGS. SO
[00:29:32] TODAY, I'M PLEASED TO INVITE CHIEF VIA
[00:29:33] TO JOIN US AND INTRODUCE THIS YEAR'S
[00:29:35] WINNER. CHIEF VIA. GOOD AFTERNOON.
[00:29:38] COMMISSION PRESIDENT, CHO COMMISSIONERS
[00:29:40] EXECUTIVE DIRECTOR, METRUCK, PORT OF
[00:29:42] SEATTLE STAFF, FRIENDS, AND FAMILY THAT
[00:29:44] ARE HERE WITH US THIS AFTERNOON, THANK
[00:29:46] YOU FOR JOINING US. MY NAME IS MIKE V OF
[00:29:49] CHIEF OF POLICE, AND WITH ME IS OFFICER
[00:29:51] NICK BLEVINS. THE PORT OF SEATTLE POLICE
[00:29:54] DEPARTMENT HAS A POLICE
[00:29:57] OFFICER OF THE YEAR, AND IT IS AN AWARD
[00:30:01] WHERE EMPLOYEES NOMINATE OFFICERS BASED
[00:30:05] ON THEIR KNOWLEDGE, LEADERSHIP, SELF
[00:30:08] MOTIVATION, INITIATIVE, WILLINGNESS TO
[00:30:11] HELP OTHERS, AND ET CETERA.
[00:30:15] THE OFFICER OF THE YEAR IS THEN SELECTED
[00:30:17] BY VOTE OF AYE. OR HER PEERS.
[00:30:20] THIS YEAR, THERE WERE SEVERAL
[00:30:22] OUTSTANDING NOMINEES, AND ONE OF THOSE
[00:30:24] NOMINEES WAS OFFICER NICK BLEVINS.
[00:30:28] NOW NICK SERVED WITH THE US. ARMY FOR 21
[00:30:32] YEARS, AND HE RETIRED AS A FIRST
[00:30:33] SERGEANT BEFORE APPLYING WITH THE PORT

[00:30:36] OF SEATTLE AND COMING TO US IN JANUARY
[00:30:38] OF 2020. AND I'LL JUST SAY THAT FROM
[00:30:42] THE FIRST DAY THAT OFFICER BLEVINS
[00:30:44] STEPPED FOOT HERE AT THE PORT, HE HAS
[00:30:47] BEEN A PHENOMENAL PERFORMER.
[00:30:50] HE HAS BEEN ONE THAT HAS CONTRIBUTED
[00:30:52] MUCH TO THE ORGANIZATION. HE'S ONE THAT
[00:30:55] MODELS OUR VALUES, AND IT REALLY IS A
[00:30:58] PLEASURE FOR ME TO BE HERE AND TALK
[00:30:59] ABOUT AYE. A LITTLE BIT. THIS AFTERNOON,
[00:31:02] AYE. NOMINEE STATES IN PART, AND I'M
[00:31:04] GOING TO READ SOME OF WHAT THE PERSON
[00:31:07] WHO NOMINATED OFFICER BLEVINS SAID.
[00:31:10] OFFICER BLEVINS MAINTAINS AN EXTREMELY
[00:31:12] POSITIVE ATTITUDE, WHICH IS INSPIRING IN
[00:31:15] A STRUGGLING POLICE CULTURE. SO OVER THE
[00:31:18] LAST ALMOST FOUR YEARS NOW THAT HE'S
[00:31:20] BEEN HERE, THERE'S BEEN SOME CHALLENGES
[00:31:22] WITH THE PERCEPTION OF LAW ENFORCEMENT.
[00:31:25] AND OFFICER BLEVINS, I'VE WITNESSED
[00:31:28] SEVERAL TIMES WHERE HE HAS BEEN
[00:31:29] INSPIRING OTHERS, MOTIVATING, DOING
[00:31:30] THINGS TO LIFT UP OUR OFFICERS AND OUR
[00:31:33] STAFF HERE, AND I APPRECIATE THAT AS
[00:31:35] WELL. THIS OFFICER OR THIS PERSON WHO
[00:31:38] NOMINATED AYE. SAYS, I'VE WITNESSED
[00:31:40] OFFICER BLEVINS PERFORM FLAWLESSLY UNDER
[00:31:43] PRESSURE AND PUSH HIMSELF TO THE LIMITS.
[00:31:46] OFFICER BLEVINS MAINTAINS THREE
[00:31:48] IMPORTANT SPECIALTY POSITIONS. HE'S ONE
[00:31:51] OF OUR BOAT OPERATORS. HE ALSO IS AN
[00:31:54] OPERATOR ON OUR CROWD MANAGEMENT UNIT
[00:31:56] AND ALSO A POLICE TRAINING OFFICER.
[00:32:01] OFFICER BLEVINS IS A FAIRLY YOUNG
[00:32:03] OFFICER, BUT MAINTAINS A WEALTH OF
[00:32:06] KNOWLEDGE TO SHARE AND TEACH TO BOTH NEW
[00:32:08] AND LATERAL OFFICERS. IT'S NOT EASY TO
[00:32:10] BECOME A POLICE TRAINING OFFICER AND
[00:32:13] ESPECIALLY JUST HAVING ONLY A FEW YEARS
[00:32:14] OF LAW ENFORCEMENT. YET HE IS ONE WHO'S
[00:32:18] NOW TRAINING OTHER NEW OFFICERS THAT ARE
[00:32:19] COMING ON BOARD. OFFICER BLEVINS
[00:32:23] DEMONSTRATES EXTREME PATIENCE,
[00:32:24] UNDERSTANDING, AND EMPATHY WITH ALL
[00:32:27] STUDENTS HE IS ASSIGNED TO. THIS PERSON
[00:32:31] SAYS, I BELIEVE OFFICER BLEVINS WORK
[00:32:33] ETHIC AND INITIATIVE TO BE SECOND TO
[00:32:35] NONE ON THIS DEPARTMENT, ON ANY GIVEN
[00:32:38] SHIFT, OFFICER BLEVINS CAN BE HEARD
[00:32:40] GOING OUT ON NUMEROUS CONTACTS IN AN
[00:32:43] ATTEMPT TO MAKE THE AIRPORT AND ITS
[00:32:45] SHAREHOLDERS MORE SAFE AND SECURE. AND
[00:32:48] I'D SAY THAT APPLIES THE SAME WITH THE
[00:32:49] SEAPORT. LASTLY, PERHAPS THE MOST
[00:32:53] UNDERAPPRECIATED TASK OFFICER BLEVINS
[00:32:55] HAS TAKEN ON IS THE ROLE OF BEING ON THE
[00:32:58] RECRUITMENT TEAM. OFFICER BLEVINS
[00:33:00] ROUTINELY DEDICATES MULTIPLE HOURS PER
[00:33:03] WEEK TO RECRUITING INDIVIDUALS WHO
[00:33:06] ARE CONSIDERING LEAVING THE US.
[00:33:08] MILITARY AT JBLM. AS AN ARMY VETERAN
[00:33:11] HIMSELF, HE IS ABLE TO CONNECT TO
[00:33:13] CURRENT SERVICE MEMBERS AND GIVE THEM

[00:33:15] INSIGHT TO A POTENTIAL LIFE CHANGING
[00:33:17] CAREER AT THE PORT. OFFICER BLEVINS, I
[00:33:21] WAS TALKING TO AYE. EARLIER AND HE WORKED
[00:33:23] LAST NIGHT. HE'S OFF TODAY. HE'S GOING
[00:33:25] BACK TO JBLM TOMORROW, I BELIEVE, ON
[00:33:27] HIS DAY OFF, TO CONTINUE TO HELP RECRUIT
[00:33:30] OFFICERS FOR THE DEPARTMENT. OFFICER
[00:33:32] BLEVIN'S DEDICATION TO THE OVERALL WELL
[00:33:34] BEING OF THIS DEPARTMENT AND ALL ITS
[00:33:37] OFFICERS IS UNDENIABLE AND SHOULD BE
[00:33:40] COMMENDED. AND I WOULD ECHO EVERYTHING
[00:33:43] THAT HAS BEEN SAID IN THAT NOMINATION.
[00:33:46] SO, AGAIN, WE HAD OUTSTANDING OFFICERS
[00:33:49] NOMINATED, AND ONCE WE RECEIVED THOSE
[00:33:52] NOMINATIONS, THOSE GO OUT TO THE
[00:33:54] DEPARTMENT AND AYE. PEERS SELECTED
[00:33:57] OFFICER NICK LEVINS AS THE OFFICER OF
[00:34:00] THE YEAR. SO IT'S MY PLEASURE TO
[00:34:02] ANNOUNCE THAT TO THE COMMISSIONERS AND
[00:34:05] ALSO OFFICER BLEVINS TO GIVE YOU THIS
[00:34:08] PLAQUE PRESENTED TO OFFICER NICHOLAS
[00:34:10] BLEVINS, OFFICER OF THE YEAR. YOU'LL
[00:34:14] RECEIVE THAT, AND THEN
[00:34:17] WITH THAT, OFFICER BLEVINS, IF YOU COULD
[00:34:20] INTRODUCE YOUR FAMILY MEMBERS YOU HAVE
[00:34:22] WITH US. AND THEN I'M SURE THAT THE
[00:34:25] COMMISSIONER WOULD LIKE TO HEAR A FEW
[00:34:27] WORDS FROM YOU'RE.
[00:34:39] DO I HAVE TO USE THE MICROPHONE? I'M A
[00:34:42] FORTERRA FIRST ART. SO JUST GETTING UP
[00:34:43] IN FRONT OF PEOPLE AND TALKING IN FRONT
[00:34:44] OF FORMATIONS IS A LOT EASIER. BUT I'LL
[00:34:46] GET IN FRONT OF THE MIC. YES,
[00:34:49] SIR. THE PORT OF SEATTLE.
[00:34:52] COMMISSIONER, THANK YOU AGAIN FOR HAVING
[00:34:54] ME TODAY. EXECUTIVE DIRECTOR METRUCK,
[00:34:56] THANKS AGAIN FOR HAVING US DO THIS
[00:34:58] TODAY. I'D LIKE TO THANK CHIEF AND THE
[00:35:02] COMMAND TEAM FOR PROVIDING ME THE
[00:35:04] OPPORTUNITY TO SERVE IN THIS DEPARTMENT.
[00:35:06] BEFORE I FORGET, LIKE I USED TO ALWAYS
[00:35:08] IN THE PAST. I'D LIKE TO INTRODUCE MY
[00:35:10] WIFE KIM FROM NUREMBERG, GERMANY, MY SON
[00:35:14] TYLER, MY SON AARON, AND AYE. GIRLFRIEND
[00:35:15] LAUREN. WITHOUT THEM, I WOULD NEVER BE
[00:35:18] IN THIS POSITION. AS EVERYBODY KNOWS,
[00:35:21] YOUR FAMILY IS YOUR BACKBONE. AND I'VE
[00:35:23] DRUGGED THEM AROUND FOR 20 PLUS YEARS.
[00:35:26] MULTIPLE DUTY STATIONS.
[00:35:34] MY FAMILY HAS HAS ALWAYS BEEN A BIG
[00:35:36] SUPPORTER IN EVERYTHING I DO. AND
[00:35:39] THEY'VE SACRIFICED A LOT MORE THAN I
[00:35:42] COULD IMAGINE WITH SIX DEPLOYMENTS AND
[00:35:44] MULTIPLE PCS MOVES AND UPROOTING OUR
[00:35:48] LIVES AND GOING TO NEW PLACES. SO WITH
[00:35:50] THAT BEING SAID, THE BEGINNING OF THIS
[00:35:53] JOURNEY AS A FORMER SERVICE MEMBER
[00:35:56] STARTS WITH THE TRANSITION. AND I WILL
[00:35:58] TELL YOU THIS, GETTING INTO LAW
[00:36:00] ENFORCEMENT, AND IN PARTICULAR HERE IN
[00:36:01] THE PORT OF SEATTLE, WAS PROBABLY THE
[00:36:03] HARDEST THING I'VE EVER DONE IN MY LIFE.
[00:36:06] THE SCRUTINY AND THE INTENSE BACKGROUNDS

[00:36:09] IN THE HIRING PROCESS TO. BECOME A
[00:36:11] MEMBER OF THIS DEPARTMENT IS ABOVE AND
[00:36:13] BEYOND ANYTHING THAT I'VE EVER
[00:36:14] EXPERIENCED. AND I REALLY THANK YOU,
[00:36:16] CHIEF, FOR TAKING A CHANCE ON A 21 YEAR
[00:36:20] VETERAN THAT JUST WANTED A CHANCE TO
[00:36:22] CONTINUE SERVING. I NEVER ENVISIONED
[00:36:25] MYSELF WORKING IN SOME SORT OF OFFICE OR
[00:36:27] JUST SITTING AROUND. I LOVE TO SERVE.
[00:36:31] I WANTED TO BE A PART OF SOMETHING
[00:36:32] THAT'S THAT'S GREATER THAN ME. I WANTED
[00:36:34] THE OPPORTUNITY TO CONTINUE TO PROBLEM
[00:36:36] SOLVE AND TO REACH OUT AND HELP PEOPLE.
[00:36:39] I WANT TO TELL A QUICK STORY. I DON'T
[00:36:41] KNOW HOW MUCH TIME I HAVE, BUT THIS
[00:36:43] REALLY SUMS UP KIND OF WHY I LOVE
[00:36:44] WORKING AT THIS DEPARTMENT. AND I TELL
[00:36:46] EVERY PERSON THAT I TALK TO ON A DAY TO
[00:36:48] DAY BASIS TO INCLUDE THE PEOPLE THAT I
[00:36:50] RECRUIT, THAT I AYE. THE JACKPOT COMING
[00:36:51] TO THIS DEPARTMENT. THIS PLACE ALLOWS
[00:36:54] YOU TO SERVE IN A VARIETY OF POSITIONS.
[00:36:58] IT GIVES YOU MORE OPPORTUNITIES THAN ANY
[00:37:00] OTHER PLACE IN THIS REGION. A COUPLE OF
[00:37:03] NIGHTS AGO, I WAS DISPATCHED TO AN
[00:37:05] ATTEMPT TO LOCATE AND FOR THOSE THAT
[00:37:07] DON'T KNOW WHAT THAT IS, SOMEBODY'S
[00:37:09] LOOKING FOR SOMEBODY, THEY'RE MISSING.
[00:37:13] SO THE CALL CAME OUT AROUND MIDNIGHT. I
[00:37:15] GO OUT TO ONE OF THE GATES. I SPEAK WITH
[00:37:18] THE ALASKA AIRLINES REPRESENTATIVE THAT
[00:37:19] WAS OUT THERE. THEY SAID THAT AN ELDERLY
[00:37:23] WOMAN, APPROXIMATELY 87 YEARS OLD,
[00:37:25] WAS LOOKING FOR HER HUSBAND AND SHE
[00:37:27] COULDN'T FIND HIM. SO I ASKED,
[00:37:31] WELL, HOW LONG HAS HE BEEN MISSING?
[00:37:32] WHEN DID HE LEAVE? SHE COULDN'T REMEMBER
[00:37:34] THE TIME. THERE WAS A LANGUAGE BARRIER.
[00:37:36] SO WE'VE GOT A TRANSLATOR TO HELP ASSIST
[00:37:38] WITH THE LANGUAGE AND SAID THAT THE LAST
[00:37:40] TIME SHAUN WAS DURING LUNCHTIME. WELL,
[00:37:43] THEY LANDED AT 11:40 A.M.. THAT MORNING.
[00:37:46] THIS WAS MIDNIGHT. SORROW WAS ALREADY AT
[00:37:49] A TWELVE HOUR TIME PERIOD. THE LAST TIME
[00:37:51] THAT SHE REMEMBERS WAS AROUND LUNCHTIME.
[00:37:53] SO LUCKILY I'M ALSO A BIKE MEMBER. SO I
[00:37:57] WAS ON MY BIKE. I WAS ABLE TO KIND OF
[00:37:58] CRUISE AROUND THE AIRPORT TO TRY TO FIND
[00:38:01] HER HUSBAND AND I COULDN'T FIND AYE..
[00:38:04] SO I GO BACK OUT THERE, I TELL HER,
[00:38:06] HEY, I NEED A LITTLE BIT MORE TIME. LET
[00:38:08] ME GET ON THE CAMERAS AND START WORKING
[00:38:09] IN. LET ME GET MY TEAMMATES INVOLVED TO
[00:38:11] SEE IF WE CAN DEFINE YOUR HUSBAND. WE
[00:38:15] ENDED UP WORKING EXTENSIVELY ON CAMERAS.
[00:38:17] EVERY SINGLE OFFICER IN THE AIRPORT TO
[00:38:20] INCLUDE THE ONES THAT WERE WORKING
[00:38:21] OUTSIDE THE AIRPORT, ALL CONTRIBUTED
[00:38:23] INTO LOOKING FOR HER HUSBAND, WHO WE
[00:38:25] FOUND OUT LATER ALONG THAT HER HUSBAND
[00:38:28] SUFFERED FROM SEVERE DEMENTIA AND HE
[00:38:29] OFTEN GETS LOST, IS WHAT SHE TOLD US
[00:38:31] AFTER THE FACT. SO THROUGHOUT

[00:38:34] THE NIGHT INTO THE EARLY MORNING, WE
[00:38:37] SUBMITTING A MISSING PERSON REPORT TO
[00:38:39] OUR DISPATCH TO BROADCAST IT OUT. WE
[00:38:42] CONTACTED HOSPITALS, OTHER POLICE
[00:38:43] AGENCIES, A VARIETY OF OTHER PLACES THAT
[00:38:46] WAS IN THE AREA. AND LUCKILY WE ENDED UP
[00:38:49] FINDING THIS PERSON AROUND 06:00 IN THE
[00:38:52] MORNING THE NEXT DAY. THE PERSON ENDED
[00:38:56] UP GOING ALL THE WAY OUT TO THE TACOMA
[00:38:57] LIGHT RAIL STATION AND WAS SLEEPING
[00:38:59] THERE. AND WE WERE ABLE TO FIND THEM,
[00:39:01] BRING THEM BACK HERE, REUNITE THEM, AND
[00:39:03] GET THEM ON THEIR JOURNEY. THEY DIDN'T
[00:39:04] LIVE HERE. THEY WERE FROM FLORIDA. THEY
[00:39:07] WERE JUST HERE ON A LAYOVER IN ROUTE TO
[00:39:08] HAWAII TO ATTEND A FAMILY WEDDING. AND
[00:39:10] THE REASON I TELL THE STORY IS BECAUSE
[00:39:12] THIS IS NOT A VERY COMMON THING THAT
[00:39:13] HAPPENS IN OTHER PLACES, LIKE IN A CITY
[00:39:14] DEPARTMENT OR A COUNTY. HERE AT THE PORT
[00:39:17] OF SEATTLE, YOU HAVE TO SOLVE COMPLEX
[00:39:19] PROBLEMS. AND THE CUSTOMER SERVICE
[00:39:21] PORTION OF OUR JOB IS VERY CRITICAL IN
[00:39:24] EVERYTHING THAT WE DO. SO WHEN I TELL MY
[00:39:26] RECRUITS AND I TELL THE PEOPLE THAT I'M
[00:39:28] TRYING TO GET THEM TO JOIN AND TO FOLLOW
[00:39:30] IN A CAREER PATH LIKE THIS, IS THAT THE
[00:39:32] PORT OF SEATTLE POLICE IS NOT FOR
[00:39:35] EVERYBODY. AND WE PRIDE OURSELVES ON
[00:39:39] BEING PATIENT, BEING MATURE, MAKING GOOD
[00:39:41] DECISIONS, UNDERSTANDING HOW TO SOLVE
[00:39:43] PROBLEMS AT THE SAME TIME, KEEPING THIS
[00:39:45] PLACE SAFE AND SECURE FOR ALL THE
[00:39:47] PASSENGERS, THE EMPLOYEES, AND EVERYBODY
[00:39:48] THAT WE HAVE INTERACTION WITH. AND WITH
[00:39:51] THAT BEING SAID, IT'S JUST A UNIQUE
[00:39:53] OPPORTUNITY. AND I'D LIKE TO THANK ALL
[00:39:55] MY TEAMMATES FOR THE VOTE TO GIVE
[00:39:58] ME OFFICERS OF THE YEAR, BECAUSE THIS IS
[00:40:00] NOT ABOUT ME. THIS IS ACTUALLY ABOUT
[00:40:02] EVERYBODY THAT'S BROUGHT ME TO THIS
[00:40:04] POINT, FROM MY LEADERSHIP TO MY TRAINING
[00:40:06] OFFICERS TO MY TEAMMATES WHO ARE
[00:40:10] ON MY SAME SQUAD WITH ME. THEY ARE THE
[00:40:13] ONES THAT I REPRESENT. SO THE WORD IS
[00:40:16] NOT NECESSARY ABOUT ME. I JUST TRY TO DO
[00:40:18] MY BEST AND MAKE MY TEAMMATES PROUD.
[00:40:21] AND AT THE END OF THE DAY, MY NUMBER ONE
[00:40:22] GOAL WHEN I GOT HIRED HERE WAS JUST TO
[00:40:23] BE A GOOD TEAMMATE. AND SO I WANT TO
[00:40:26] CONTINUE ON AND KEEP PUSHING THAT OUT TO
[00:40:28] MY FELLOW PEERS AS WELL AS MY LEADERSHIP
[00:40:30] THAT WHEN I SHOW UP TO A CALL OR YOU ASK
[00:40:33] ME TO DO SOMETHING, I'M GOING TO GIVE
[00:40:35] YOU MY NUMBER ONE EFFORT TO MAKE SURE
[00:40:37] THAT THE MISSION IS ACCOMPLISHED. SO
[00:40:39] WITH THAT BEING SAID, THANK YOU AGAIN
[00:40:41] FOR THE OPPORTUNITY TO BE HERE AND
[00:40:42] SPEAK. AND AGAIN, THANK YOU TO MY FAMILY
[00:40:44] FOR ATTENDING TODAY. I REALLY APPRECIATE
[00:40:46] IT. AND AGAIN, CHIEF, THANK YOU FOR
[00:40:48] TAKING A CHANCE ON ME.
[00:40:54] YEAH DOING.

[00:42:02] HEY, MAKE SURE WE'RE IN THE BACKGROUND
[00:42:04] ON THIS PHOTO.
[00:42:36] COMMISSIONER ALSO GOT YOU POSE. I POSE.
[00:42:41] I TRIED.
[00:42:46] YOU HAVE YOUR PIN ON? IT'S PERFECT.
[00:43:03] YOU'RE UNMUTED, JUST SO YOU KNOW.
[00:43:07] ALL RIGHT. THANK YOU SO MUCH. EXECUTIVE
[00:43:09] DIRECTOR METRICS, CHIEF VIA AND OFFICER
[00:43:11] BLEVINS, CONGRATULATIONS AGAIN FOR BEING
[00:43:14] SELECTED BY YOUR PEERS FOR THIS HONOR
[00:43:16] AND RECOGNITION. THE COMMISSIONER
[00:43:18] CERTAINLY SHARES IN THIS RECOGNITION AND
[00:43:21] THANKS YOU FOR YOUR SERVICE AS WELL AS
[00:43:23] THE ENTIRE DEPARTMENT FOR YOUR
[00:43:25] DEDICATION. I WANT TO THANK YOU
[00:43:28] FOR THE REPORT, AND WE ARE NOW GOING
[00:43:31] TO MOVE ON TO COMMITTEE REPORTS. ERICA
[00:43:34] CHUNG, COMMISSIONER STRATEGIC ADVISOR
[00:43:35] WILL PROVIDE THE REPORT. GOOD AFTERNOON,
[00:43:39] PRESIDENT CHO. COMMISSIONERS AND
[00:43:41] EXECUTIVE DIRECTOR METRUCK. I HAVE FIVE
[00:43:44] REPORTS FOR YOU TODAY. COMMISSIONER
[00:43:46] MOHAMMED AND CHO MET AS PART OF THE
[00:43:48] COMMISSIONER AD HOC COMMITTEE ON SMALL
[00:43:50] BUSINESS ON JUNE 16. THE COMMITTEE
[00:43:52] HOSTED A ROUNDTABLE WITH SMALL BUSINESS
[00:43:54] DEVELOPMENT ORGANIZATIONS, INCLUDING THE
[00:43:57] SBA BUSINESS IMPACT, NORTHWEST ONE.
[00:44:00] NEXT SLIDE SPARK AND TABOR 100.
[00:44:02] DISCUSSIONS INCLUDED BARRIERS FOR SMALL
[00:44:04] BUSINESSES IN ACCESSING OPPORTUNITIES,
[00:44:07] CURRENT ECONOMIC CONDITIONS IMPACTING
[00:44:09] SMALL BUSINESSES AND POSSIBLY UNBUNDLING
[00:44:12] CONTRACTS INTO DISCRETE PARTS AS A MEANS
[00:44:14] TO BUILD CAPACITY OF SMALL BUSINESSES
[00:44:16] AND THE WMBE WCD BE
[00:44:20] CERTIFICATION REQUIREMENTS AND POTENTIAL
[00:44:22] IMPACTS TO SMALL BUSINESSES. THE PORT
[00:44:25] WIDE ARTS AND CULTURE BOARD MET ON JUNE
[00:44:27] 20 WITH COMMISSIONER FELLEMAN IN
[00:44:29] ATTENDANCE. THE BOARD RECEIVED AN UPDATE
[00:44:31] ON THE MARITIME AND ECONOMIC DEVELOPMENT
[00:44:33] DEPARTMENT ART POOL FUNDING PROJECTED
[00:44:35] FOR THE NEXT FIVE YEARS FROM CAPITAL
[00:44:37] IMPROVEMENT PROJECTS AND IDEAS FOR
[00:44:39] DEVELOPING MARITIME EDDR PROGRAM. THE
[00:44:41] BOARD DISCUSSED THE IMPORTANCE OF
[00:44:43] INTEGRATING MARITIME EDDR PROGRAM TO THE
[00:44:45] EXISTING PORT WIDE ARTS PROGRAM AND THE
[00:44:47] NEED FOR MORE TRANSPARENCY TO MARITIME
[00:44:49] EDDR PROJECTS UNDER THE PURVIEW OF THE
[00:44:52] PORT WIDE ARTS AND CULTURE BOARD. THE
[00:44:54] BOARD ALSO RECEIVED AN UPDATE ON THE
[00:44:56] NEXT STEP IN THE PUBLIC BOARD MEMBER
[00:44:58] APPOINTMENT PROCESS TO FILL THE VACANCY.
[00:45:01] ON JUNE 20, COMMISSIONERS HASEGAWA AND
[00:45:04] CALKINS CONVENED THE EQUITY AND
[00:45:06] WORKFORCE DEVELOPMENT COMMITTEE MEETING.
[00:45:08] THERE WERE TWO ITEMS FOR BRIEFING AND
[00:45:11] DISCUSSION A HIGH LEVEL UPDATE ON THE
[00:45:14] ACDBE BARRIER STUDY AND AN UPDATE
[00:45:18] ON THE EQUITY SPENDING ACCOUNTABILITY
[00:45:19] PROJECT. BOARD STAFF AND LEADERSHIP WILL

[00:45:22] CONTINUE TO ADVANCE THESE PROJECTS BASED
[00:45:24] ON INPUT FROM COMMISSIONER.
[00:45:26] COMMISSIONERS HASEGAWA FELLEMAN
[00:45:27] CONVENED THE SUSTAINABILITY,
[00:45:29] ENVIRONMENT AND CLIMATE COMMITTEE ON
[00:45:30] JUNE 20, WHERE THEY WERE BRIEFED ON TWO
[00:45:32] ITEMS. THE FIRST IS THE SUSTAINABLE
[00:45:35] EVALUATION FRAMEWORK IN ADVANCING THE
[00:45:37] PORT'S SUSTAINABILITY AND EQUITY GOALS
[00:45:39] IN REDUCING THE ENVIRONMENTAL AND SOCIAL
[00:45:41] IMPACTS ASSOCIATED WITH CAPITAL
[00:45:43] PROJECTS, AND NEXT STEPS BASED ON
[00:45:45] LESSONS LEARNED. THE SECOND ITEM WAS THE
[00:45:48] PACIFIC NORTHWEST TO ALASKA. GREEN
[00:45:50] QUARTER PROJECT. PROGRESS TO DATE AND
[00:45:53] NEXT STEPS. COMMISSIONER FELLEMAN AND
[00:45:56] CALKINS CONVENED THE WATERFRONT
[00:45:57] INDUSTRIAL LANDS COMMITTEE MEETING ON
[00:45:59] JUNE 20. DURING THE MEETING, THEY
[00:46:01] RECEIVED UPDATES ON THE CITY OF
[00:46:03] SEATTLE'S PROPOSED INDUSTRIAL LANDS
[00:46:05] REZONE AND POTENTIAL DEVELOPMENT OF A
[00:46:08] NEW AND RENOVATED FISHING PIER AT PIER
[00:46:10] 86. THE COMMITTEE ALSO DISCUSSED OPTIONS
[00:46:13] TO DELVE INTO THE CLEAN TRUCKS PROGRAM
[00:46:15] IN COLLABORATION WITH THE NORTHWEST SEA
[00:46:17] FOR THE LINE. THIS CONCLUDES MY REPORT.
[00:46:19] THANK YOU. THANK YOU SO MUCH, ERICA.
[00:46:22] WE'VE BEEN BUSY. THAT'S GOOD. ARE THERE
[00:46:26] ANY FOLLOW UP QUESTIONS REGARDING
[00:46:27] COMMITTEES? IF SO, PLEASE INDICATE IF
[00:46:29] YOU WOULD LIKE TO SPEAK.
[00:46:33] SEEING NONE, WE ARE NOW AT THE PUBLIC
[00:46:35] COMMENT SECTION OF OUR AGENDA. THE PORT
[00:46:37] COMMISSIONER WELCOMES PUBLIC COMMENT AS
[00:46:39] AN IMPORTANT PART OF THE PUBLIC PROCESS.
[00:46:40] COMMENTS ARE RECEIVED AND CONSIDERED BY
[00:46:43] COMMISSION IN ITS DELIBERATIONS. BEFORE
[00:46:46] WE TAKE PUBLIC COMMENT, I WANT TO REVIEW
[00:46:48] OUR RULES FOR IN PERSON AND VIRTUAL
[00:46:50] PUBLIC COMMENT. EACH COMMENTATOR WILL
[00:46:52] HAVE TWO MINUTES TO SPEAK AND SHOULD
[00:46:53] STAY WITHIN THE ALLOTTED TIME. A TIMER
[00:46:56] WILL APPEAR ON THE SCREEN AND A BUZZER
[00:46:57] WILL SOUND AT THE END OF THE TWO MINUTE
[00:46:59] PERIOD. FOR EACH SPEAKER, YOU MUST LIMIT
[00:47:01] REMARKS TO TOPICS RELATED TO THE CONDUCT
[00:47:03] OF PORT BUSINESS. THESE RULES APPLY TO
[00:47:06] INTRODUCTORY AND CONCLUDING REMARKS.
[00:47:07] ALL REMARKS SHOULD BE ADDRESSED BY THE
[00:47:09] COMMISSION AS A BODY, NOT TO INDIVIDUAL
[00:47:11] COMMISSIONER. DISRUPTIONS OF COMMISSION
[00:47:13] PUBLIC MEETINGS ARE PROHIBITED.
[00:47:15] DISRUPTIONS INCLUDE, BUT ARE NOT LIMITED
[00:47:16] TO THE FOLLOWING REFUSALS OF A SPEAKER
[00:47:19] TO LIMIT REMARKS TO TOPICS RELATED TO
[00:47:20] THE CONDUCT OF POOR BUSINESS THREATS AND
[00:47:22] ABUSIVE OR HARASSING BEHAVIOR AND
[00:47:23] LANGUAGE OBSCENE LANGUAGE AND GESTURES.
[00:47:26] REFUSAL OF A SPEAKER TO COMPLY WITH THE
[00:47:27] ALLOTTED TIME SET FOR INDIVIDUAL
[00:47:29] SPEAKERS PUBLIC COMMENT LEAVING THE
[00:47:31] PODIUM OR TESTIMONY TABLE TO PHYSICALLY

[00:47:33] APPROACH COMMISSIONER OR STAFF DURING
[00:47:35] ONE'S PUBLIC COMMENT PROVIDED SPEAKERS
[00:47:38] MAY OFFER WRITTEN MATERIALS TO
[00:47:40] COMMISSIONER CLERK AND ANY BEHAVIOR THAT
[00:47:42] DISTURBS OR OTHERWISE IMPEDES THE
[00:47:44] MEETING. ANY DISRUPTION WILL RESULT IN A
[00:47:47] SPEAKER'S MICROPHONE BEING IMMEDIATELY
[00:47:48] SHOT OFF IN A WARNING OR LOSS OF
[00:47:50] SPEAKING PRIVILEGES OR REMOVAL FROM THE
[00:47:52] MEETING AS PROVIDED IN THE COMMISSION'S
[00:47:54] BYLAWS WRITTEN MATERIALS PROVIDED TO THE
[00:47:56] CLINIC WILL BE INCLUDED IN TODAY'S
[00:47:58] MEETING RECORD. THE CLERK HAS A LIST OF
[00:48:01] THOSE PREPARED TO SPEAK. WE ARE TAKING
[00:48:03] COMMENTS FOR ANYONE WHO HAS SIGNED UP TO
[00:48:05] SPEAK VIRTUALLY AS WELL AS ANYONE WHO
[00:48:06] HAS JOINED US IN CHAMBERS. WHEN I CALL
[00:48:08] YOUR NAME. IF YOU ARE JOINING VIRTUAL,
[00:48:10] PLEASE UNMUTE YOURSELF THE PORT, REPEAT
[00:48:12] FOR YOUR NAME FOR THE RECORD, AND STATE
[00:48:15] YOUR TOPIC RELATED TO THE CONTRACT OF
[00:48:17] BUSINESS. IF YOU'RE ON A TEAM'S MEETING
[00:48:19] AND AT THE SAME TIME STREAMING THE
[00:48:21] MEETING ON THE WEBSITE, PLEASE MEET THE
[00:48:22] WEBSITE STREAM TO AVOID FEEDBACK. IF YOU
[00:48:25] ARE SPEAKING FROM THE ROOM, PLEASE COME
[00:48:27] TO THE TESTIMONY TABLE, REPEAT YOUR NAME
[00:48:28] FOR THE RECORD, AND STATE YOUR TOPIC
[00:48:29] RELATED TO CONDUCT OF FORT BUSINESS.
[00:48:32] ALL RIGHT, OUR FIRST SPEAKER IS JOEL
[00:48:35] KUNSLER. JOEL, CAN YOU HEAR ME?
[00:48:39] YES, I CAN HEAR YOU JUST FINE. JOE
[00:48:43] KUNSWICK HERE. I HAVE A FEW CONCERNS
[00:48:47] ABOUT PUBLIC COMMENT ADMINISTRATION,
[00:48:49] AND ALSO I REALLY WANT TO
[00:48:53] THANK THE PORT FOR SOME OF THE GOOD WORK
[00:48:54] YOU'RE DOING AS WELL.
[00:48:58] THAT'S MY COMMENTS. GO AHEAD.
[00:49:02] ALL RIGHT, THANK YOU.
[00:49:05] I WANT TO START WITH THE PUBLIC
[00:49:09] COMMENT ADMINISTRATION. I'M NOT GOING TO
[00:49:12] NAME THE TROUBLED INDIVIDUAL BECAUSE
[00:49:14] HE'S A CANDIDATE FOR OFFICE, BUT THE
[00:49:17] TROUBLED INDIVIDUAL CAME TO YOUR LAST
[00:49:19] MEETING AND HURLED HATE AT THE INTERIM
[00:49:22] CHAIR. AND I WOULD APPRECIATE IF THIS
[00:49:25] INDIVIDUAL WAS CENSURED AND BANNED
[00:49:29] FROM YOUR MEETINGS FOR AT LEAST SIX
[00:49:31] MONTHS, BECAUSE THIS HAS BECOME A
[00:49:33] PATTERN WITH HIM. AND I FOUND HIS
[00:49:35] BEHAVIOR TO BE ANTI AMERICAN, RACIST,
[00:49:38] ET CETERA. AND I WANT TO APOLOGIZE TO
[00:49:40] MS. HASEGAWA FOR HAVING TO SIT THROUGH
[00:49:42] THAT AND I WASN'T THERE. MOVING ON,
[00:49:45] I WANT TO COMMEND THE PORT VERY MUCH FOR
[00:49:47] YOUR WORK ON BIOFUELS AND STUFF. I
[00:49:49] REALLY APPRECIATE YOU GUYS DOING A STUDY
[00:49:50] SESSION ON IT SO GUYS LIKE I, WHO ALSO
[00:49:52] REPORT ON THE PORT CAN LEARN FROM YOUR
[00:49:54] EXPERTS IN AN AVAILABLE FORMAT AND TAKE
[00:49:58] THE SUPPLEMENTAL EDUCATION. SORT OF LIKE
[00:50:01] HOW PUBLIC SERVANTS HAVE TO TAKE
[00:50:04] CONTINUING EDUCATION. WE WHO REPORT ON

[00:50:07] AIRPORT BUSINESS NEED TO HAVE THAT
[00:50:09] CONTINUING ED. SO I REALLY APPRECIATE
[00:50:12] THAT. AND OBVIOUSLY, AS SOMEONE WHO VERY
[00:50:15] MUCH WOULD LIKE TO FLY ON BIOFUEL FUELED
[00:50:17] FLIGHTS, AM OPTIMISTIC TO ONE DAY
[00:50:20] ACTUALLY KNOWINGLY DO SO, I UNDERSTAND
[00:50:24] IT HAS TO BE BLENDED IN ALL. AND
[00:50:27] FINALLY, IF I MAY, WITH ABOUT 30 SECONDS
[00:50:30] LEFT TO GO, I TRIED TO LOBBY ALASKA
[00:50:33] AIRPORTS TO GET A BOOM OVER TO YOUR
[00:50:36] SUPERSONIC JET SO WE COULD ALL GO
[00:50:38] SUPERSONIC THEATER, BECAUSE YOU'RE ALL
[00:50:40] AWESOME PEOPLE. AND I ABSOLUTELY LOVE
[00:50:42] THE PORT OF SEATTLE AIRPORT. IT IS THE
[00:50:44] BEST AIRPORT IN THE WORLD, AND I WOULD
[00:50:46] GLADLY DEBATE ANYONE WHO SAYS OTHERWISE,
[00:50:48] BECAUSE GETTING TO WATCH YOU JUST FLY IS
[00:50:50] ABSOLUTELY AWESOME. SO KEEP ME OFF SOME
[00:50:52] STAMPS OF THE BULLIES AND THAT'S
[00:50:55] ABOUT IT. MY COMMENTS ARE SMALL. THANK
[00:50:57] YOU. THANK YOU SO MUCH, JOE. NEXT ON OUR
[00:51:00] LIST OF SPEAKERS IS IRIS ANTMAN. IRIS,
[00:51:03] CAN YOU HEAR ME?
[00:51:11] YES, I CAN HEAR YOU. THANK YOU. GREAT.
[00:51:14] IF YOU COULD STATE YOUR FULL NAME FOR
[00:51:15] THE RECORD AND TOPIC RELATED TO THE
[00:51:16] CONDUCT REPORT BUSINESS, AND THEN WE'LL
[00:51:18] START THE CLOCK WHEN YOU START. THANK
[00:51:21] YOU. GOOD AFTERNOON. MY NAME IS IRIS
[00:51:23] ANTMAN. I'M A MEMBER OF SEATTLE CRUISE
[00:51:26] CONTROL AND I'M ADDRESSING THE HARMS OF
[00:51:29] CRUISE. THE CLIMATE CRISIS IS HERE NOW.
[00:51:33] GLOBAL WARMING, CAUSED PRIMARILY BY
[00:51:36] FOSSIL FUEL BURNING, CONTINUES UNABATED.
[00:51:39] THE ACTIONS THAT GOVERNMENTS AND
[00:51:42] CORPORATIONS HAVE TAKEN TO LIMIT
[00:51:44] GREENHOUSE GAS EMISSIONS TO DATE ARE
[00:51:46] POSITIVE, BUT SO LIMITED THEY HAVE
[00:51:49] MINIMAL IMPACT. THE CRITICAL AND BOLD
[00:51:52] STEPS NEEDED HAVE NOT BEEN FORTHCOMING
[00:51:55] BY THE ORGANIZATIONS THAT HAVE THE POWER
[00:51:57] TO MAKE THEM. CASE IN POINT THE
[00:52:00] PORT IS WORKING TO INSTALL SHORE POWER
[00:52:03] AT T 66 BY 2024,
[00:52:06] ENABLING CRUISE SHIPS AT PORT TO RUN ON
[00:52:09] ELECTRICITY. THIS WILL BENEFIT LOCAL
[00:52:11] COMMUNITIES, AIR AND WATER QUALITY. AND
[00:52:14] IMPORTANT AS THIS IS, SHIP EMISSIONS,
[00:52:16] WHILE AT BERTH ACCOUNT FOR LESS THAN 4%
[00:52:20] OF TOTAL EMISSIONS. AND THEREFORE,
[00:52:22] USING SHORE POWER WILL SUBSTANTIVELY
[00:52:24] REDUCE OVER. CRITICAL AND BOLD STEPS BY
[00:52:28] THE PORT WOULD BE TO CAP THE NUMBER OF
[00:52:31] CRUISE SHIP SAILINGS TO 2019 LEVELS AND
[00:52:34] THEN REDUCE THOSE NUMBERS UNTIL SHIPS
[00:52:36] CAN SAIL WITHOUT POLLUTING THE OCEANS
[00:52:39] AND AIR AND WITHOUT EMITTING CLIMATE
[00:52:41] WARMING GREENHOUSE GASES. GREEN TECH AND
[00:52:44] A SUPPOSED GREEN CRUISE CORRIDOR, AS
[00:52:46] NICE AS THEY SOUND, WILL NOT ADDRESS THE
[00:52:49] CARBON POLLUTION PROBLEM WE FACE. AND
[00:52:51] SPENDING TIME AND MONEY OVER THE NEXT
[00:52:53] FEW DECADES DEVELOPING CONCEPTS THAT MAY

[00:52:56] HAVE NEGLIGIBLE RESULTS WILL BE OUR
[00:52:58] UNDOING. IT IS TIME TO MAKE BOLD AND
[00:53:01] UNCOMFORTABLE DECISIONS. THESE DECISIONS
[00:53:04] ARE IN YOUR HANDS. THE PORT MUST TURN
[00:53:06] AWAY FROM THE CRUISE INDUSTRY, AS
[00:53:08] COMFORTABLE AND FAMILIAR AS IT HAS
[00:53:10] BECOME, AND RATHER USE ITS RESOURCES TO
[00:53:13] CREATIVELY DEVELOP ENVIRONMENTALLY SOUND
[00:53:16] BUSINESSES. AND I WANT TO THANK YOU FOR
[00:53:19] THE GOOD WORK THAT YOU'RE DOING. THE
[00:53:21] PRIDE PROCLAMATION IS BEAUTIFUL. I KNOW
[00:53:24] THAT YOU'RE ALL WELL MEANING AND
[00:53:27] WONDERFUL PEOPLE. AND I JUST IMPLOR YOU
[00:53:30] TO UNDERSTAND WHAT WE'RE FACING AND HOW
[00:53:33] YOU CAN POSITIVELY IMPACT
[00:53:38] OUR DIFFICULTIES. THANK YOU. THANK YOU,
[00:53:40] IRIS. THANK YOU SO MUCH. NEXT ON OUR
[00:53:42] LIST IS MARIA BATIOLA. MARIA, CAN YOU
[00:53:44] HEAR ME?
[00:53:48] THANK YOU. MY NAME IS MARIA BATIOLA AND
[00:53:51] I'M COMMENTING ON ITEM TEN C, THE SAMP
[00:53:54] ENVIRONMENTAL ASSESSMENT. HONORABLE
[00:53:57] PRESIDENT CHO, VICE PRESIDENT HASEGAWA,
[00:54:01] SECRETARY OF FELLEMAN, COMMISSIONER
[00:54:03] MOHAMMED AND COMMISSIONER CALKINS. I'M
[00:54:07] MAKING THIS PUBLIC COMMENT AND SENT A
[00:54:08] DETAILED LETTER ON BEHALF OF THE BEACON
[00:54:10] HILL COUNCIL. SENT TO THE LA RASA KING
[00:54:13] COUNTY INTERNATIONAL AIRPORT COMMUNITY
[00:54:15] COALITION, WHITE SKY AND 350 SEATTLE
[00:54:19] AVENUE, THEY ARE RAISING THE VOICES OVER
[00:54:21] 400,000 RESIDENTS LIVING NEAR THE SEATAC
[00:54:24] AIRPORT AND OTHERS FLIGHT PATH OR 64%
[00:54:27] PEOPLE OF COLOR, MIXED RACE AND 29%
[00:54:30] IMMIGRANTS AND REFUGEES. OUR COMMUNITIES
[00:54:33] EXPERIENCE INEQUITABLE ENVIRONMENTAL,
[00:54:35] HEALTH AND CLIMATE HARMS FROM SEATAC
[00:54:38] FLIGHT OPERATIONS THAT ARE ALMOST BACK
[00:54:40] TO 450,000 FLIGHT OPERATIONS PRE COVID
[00:54:43] LEVELS. THE SAMP OR SUSTAINABLE AIRPORT
[00:54:46] MASTER PLAN WOULD FURTHER HARM OUR
[00:54:47] RESIDENTS. THEREFORE, WE RESPECTIVELY
[00:54:50] REQUEST THAT THE COMMISSION GO BEYOND
[00:54:52] THE PROPOSED SAMP EA AND APPROVE A SAMP
[00:54:55] ENVIRONMENTAL IMPACT STATEMENT FOR BOTH
[00:54:58] NEAR TERM AND LONG TERM PROJECTS AND
[00:55:00] FUND IT ACCORDINGLY TO ENSURE A
[00:55:02] CUMULATIVE IMPACT. ANALYSIS IS CONDUCTED
[00:55:05] ON ALL AIR, NOISE AND CLIMATE POLLUTION
[00:55:07] PRODUCED BY AND FACILITATED BY DETACHED
[00:55:10] AIRPORT FACILITIES AND OPERATIONS. FOUR
[00:55:13] YEARS AGO WE SHARED THESE CONCERNS WITH
[00:55:15] PORT COMMISSIONERS CHO AND BOWMAN WROTE
[00:55:18] TO YOU ON JANUARY 17 OF 2020 THAT LED TO
[00:55:20] THE MARCH 15, 2023 CONVENING HOSTED
[00:55:24] BY VICE PRESIDENT HASEGAWA, WHERE WE MADE
[00:55:27] THIS VERY SAME REQUEST TO HER AND TO
[00:55:30] SECRETARY FELLEMAN. I KNOW THAT WE BOTH
[00:55:33] SHARE THE SAME CARE FOR OUR COMMUNITY,
[00:55:35] THE PLANET AND OUR JOINT FUTURES.
[00:55:38] PLEASE REMEMBER THAT OUR HEALTH AND OUR
[00:55:40] LIVES MATTER AND THEY'RE NOT EXPENDABLE.
[00:55:43] WE'RE AVAILABLE FOR FURTHER DIALOGUE AND

[00:55:45] LOOK FORWARD TO A POSITIVE RESPONSE TO
[00:55:47] OUR REQUEST FOR AN EIS FOR BOTH SHORT
[00:55:51] TERM AND LONG TERM. THANK YOU. THANK YOU
[00:55:54] MARIA. NEXT ON OUR LIST IS DAVID
[00:55:57] GOEBBEL. DAVID, CAN YOU HEAR ME?
[00:56:01] YES. HI, CAN YOU HEAR ME? YES, WE CAN.
[00:56:03] IF YOU COULD RESTATE YOUR NAME FOR THE
[00:56:05] RECORD AND TALK. DAVID GOEBBEL,
[00:56:06] PRESIDENT OF VASHON. FAIR SKIES. A FIVE,
[00:56:08] ONE C THREE. I'M SPEAKING TODAY
[00:56:10] REGARDING ALSO ITEM TEN C, THE VERY LONG
[00:56:12] RUNNING STAMP FIRST AUTHORIZED IN 2015.
[00:56:16] ON APRIL 25, 2017, OVER SIX YEARS AGO,
[00:56:19] DAVID SUMI, THE FA'S NORFOLK MOUNTAIN
[00:56:21] REGIONAL ADMINISTRATOR, SAT RIGHT THERE.
[00:56:23] IF I WAS THERE TODAY, SITTING AT THE
[00:56:25] PODIUM, I'D BE POINTING THE BANK OF
[00:56:26] SEATS TO MY LEFT. BUT THE FAIR GODS WERE
[00:56:28] NOT COOPERATING TODAY, UNFORTUNATELY,
[00:56:31] AND DESCRIBED THE NEXT GEN FOCUSING OF
[00:56:33] HALF OF SOUTHWEST ARRIVED SOUTH FLOW
[00:56:35] ARRIVALS OVER A 100 YARD WIDE STRIP OF
[00:56:37] VASHON ISLAND AS THE MOST SIGNIFICANT
[00:56:39] CHANGE TO COMMERCIAL AVIATION IN THE
[00:56:41] PUGET SOUND REGION SINCE THE
[00:56:42] INTRODUCTION OF CIVILIAN RADAR AFTER
[00:56:44] WORLD WAR II. THIS RADICAL CHANGE WITH
[00:56:46] ZERO OUTREACH TO THE COMMUNITY MOST
[00:56:49] IMPACTED BY IT VASHON ISLAND WAS
[00:56:51] REVIEWED UNDER THE GREENER SKIES EA.
[00:56:53] ITS FONZIE ROD, WHICH IS FINDING OF NO
[00:56:55] SIGNIFICANT IMPACT RECORD OR DECISION IN
[00:56:57] NEPA SPEAK, WAS EXECUTED IN LATE 2012.
[00:57:00] BUT THE CHANGES OVER VASHON ISLAND
[00:57:02] DESCRIBED IN IT WEREN'T ACTUALLY
[00:57:04] SUBSTANTIALLY IMPLEMENTED UNTIL MID
[00:57:05] 2015. YET IN A DRAFT OF THE SAMPA EA
[00:57:08] SENT TO THE FAA IN EARLY 21 2021, THE
[00:57:11] CUMULATIVE IMPACT CHAPTER INCLUDED A
[00:57:13] HOST OF MUNDANE PROJECTS SUCH AS
[00:57:15] WIDENING OF SOUTH 144TH WAY, YET
[00:57:18] EXPLICITLY EXCLUDED THE MOST SIGNIFICANT
[00:57:20] CHANGE TO THE PUGET SOUND AIRSPACE IN
[00:57:22] THE LAST 70 YEARS. THE TWO NEW NEXT GEN
[00:57:25] NAYS, THE RMPS WERE NEVER FULLY
[00:57:27] IMPLEMENTED OVER ELLIOTT BAY. THAT'S A
[00:57:30] WHOLE NOTHER ISSUE. THIS IS
[00:57:31] UNACCEPTABLE. THE CURRENT SAMPA NEPA EA
[00:57:34] CUMULATIVE IMPACT MUST INCLUDE A FULL
[00:57:36] CONSIDERATION OF THE GREENER SKIES EA AS
[00:57:38] IMPLEMENTED. I REPEAT, AS IMPLEMENTED
[00:57:41] FULL CONSIDERATION OF THE NEXT GEN
[00:57:43] IMPACTS AS IMPLEMENTED IN THE SAMP EA IS
[00:57:46] A BRIGHT RED LINE FOR VASHON FAIR SKIES.
[00:57:49] INCLUSION IN THE CIPA EIS IS NOT A
[00:57:51] SUBSTITUTE, IT MUST BE IN THE FEDERAL
[00:57:53] NEPA AND I'M SORRY I DIDN'T MAKE IT
[00:57:56] THERE TODAY. I WAS REALLY HOPING TO ALL
[00:57:58] SEE YOU IN PERSON AGAIN AND SOME OF YOU
[00:57:59] FOR THE FIRST TIME, BUT I'LL MAKE IT
[00:58:01] AGAIN AT SOME POINT IN THE FUTURE.
[00:58:03] FERRIES WERE HALF AN HOUR LATE TODAY AND
[00:58:05] I WOULD HAVE MISSED IT. ALL RIGHT,

[00:58:06] THANK YOU. THANKS DAVID.
[00:58:10] NEXT IS PEGGY PRINCE. PEGGY, CAN YOU
[00:58:11] HEAR ME? I'M TOLD THAT PEGGY HAS LEFT
[00:58:14] THE MEETING. OKAY. ALL RIGHT, SO IF
[00:58:17] I'M NOT MISTAKEN, THAT CONCLUDES OUR
[00:58:19] SIGN UPS FOR TODAY. IS THERE ANYONE ELSE
[00:58:22] PRESENT ON THE TEAM'S CALL OR PRESENT IN
[00:58:24] THE ROOM TODAY WHO DIDN'T SIGN UP, WHO
[00:58:25] WISHES TO ADDRESS THE COMMISSION? IF SO,
[00:58:28] PLEASE STATE AND SPELL YOUR NAME AND
[00:58:29] STATE THE TOPIC RELATED TO THE CONDUCT
[00:58:30] OF POOR BUSINESS YOU WISH TO SPEAK ABOUT
[00:58:32] FOR THE RECORD. ALL RIGHT, SEEING NONE
[00:58:35] AT THIS TIME, I'LL ASK THE CLERK TO
[00:58:37] PLEASE GIVE US A SYNOPSIS OF ANY WRITTEN
[00:58:38] COMMENTS RECEIVED.
[00:58:41] GOOD AFTERNOON, MR. COMMISSION
[00:58:43] PRESIDENT. MEMBERS OF THE COMMISSION,
[00:58:44] EXECUTIVE DIRECTOR OF METRUCK. WE'VE
[00:58:46] RECEIVED FOUR WRITTEN COMMENTS PRIOR TO
[00:58:48] OUR MEETING TODAY. THESE HAVE BEEN
[00:58:50] DISTRIBUTED TO YOU IN ADVANCE OF THE
[00:58:51] MEETING AND WILL BECOME A PART OF THE
[00:58:52] PUBLIC RECORD. WRITTEN COMMENTS TODAY
[00:58:55] COME FROM LAURA GIBBONS WHO WRITES
[00:58:57] REGARDING ITEM TEN C ON THE AGENDA,
[00:58:59] STATING THAT ADDITIONAL FUNDING FOR NEPA
[00:59:01] AND SIPA STUDIES SHOULD BE UNNECESSARY.
[00:59:04] CITING EXISTING STUDIES SHOWING HARMFUL
[00:59:06] EFFECTS OF AVIATION ON THE CLIMATE AND
[00:59:08] COMMUNITIES, SHE STATED THE FUNDING
[00:59:10] SHOULD BE USED FOR ADDITIONAL MITIGATION
[00:59:12] FOR COMMUNITIES IMPACTED BY AIRPORT
[00:59:14] EMISSIONS AND NOISE. THE NEXT WRITTEN
[00:59:17] COMMENT RECEIVED IS FROM ROSEMARY MOORE
[00:59:19] WHO WRITES REGARDING ITEM TEN C,
[00:59:21] STATING THAT THERE ARE EXISTING REPORTS,
[00:59:22] INCLUDING THE IPCC REPORT REGARDING
[00:59:25] AVIATION'S CONTRIBUTION TO GLOBAL
[00:59:27] WARMING. SHE STATES THAT FLIGHTS SHOULD
[00:59:29] BE REDUCED AND THE FUNDING FOR ITEM TEN
[00:59:31] C SHOULD GO TO FUNDING ALTERNATE CLEANER
[00:59:34] FORMS OF TRANSPORT SUCH AS LONG HAUL
[00:59:36] ELECTRIC RAIL FOR ADDITIONAL MITIGATION
[00:59:38] AND FOR ADDITIONAL MITIGATION FOR
[00:59:40] COMMUNITIES IMPACTED BY AIRPORT
[00:59:41] EMISSIONS AND NOISE. AND THEN WE
[00:59:44] RECEIVED WRITTEN COMMENTS TO SUPPORT THE
[00:59:46] SPOKEN COMMENTS HERE TODAY FROM BOTH JOE
[00:59:48] KENSLER AND MARIA BATIOLA. SO THAT
[00:59:51] CONCLUDES THE WRITTEN COMMENTS RECEIVED
[00:59:53] TODAY. EXCELLENT. ALL RIGHT.
[00:59:56] HEARING NO FURTHER PUBLIC TESTIMONY,
[00:59:57] WE'LL MOVE ON TO THE CONSENT AGENDA.
[01:00:00] ITEMS ON THE CONSENT AGENDA ARE
[01:00:02] CONSIDERED ROUTINE AND WOULD BE ADOPTED
[01:00:04] BY ONE MOTION. ITEMS REMOVED FROM THE
[01:00:06] CONSENT AGENDA WILL BE CONSIDERED
[01:00:07] SEPARATELY IMMEDIATELY AFTER THE
[01:00:08] ADOPTION OF THE REMAINING CONSENT AGENDA
[01:00:10] ITEMS. AT THIS TIME, THE CHAIR WILL
[01:00:12] ENTERTAIN A MOTION TO APPROVE THE
[01:00:14] CONSENT AGENDA COVERING ITEM EIGHT A.

[01:00:16] EIGHT B. EIGHT C.
[01:00:20] IS THERE A MOTION?
[01:00:23] SO COVID SECOND.
[01:00:27] ALL RIGHT, THE MOTION HAS BEEN MADE AND
[01:00:29] SECONDED. COMMISSIONERS, PLEASE SAY AYE
[01:00:31] OR NAY WHEN YOUR NAME IS CALLED FOR
[01:00:35] APPROVAL OF THE CONSENT AGENDA,
[01:00:36] BEGINNING WITH COMMISSIONER CALKINS.
[01:00:38] AYE. THANK YOU. COMMISSIONER FELLEMAN.
[01:00:40] AYE. THANK YOU. COMMISSIONER HASEGAWA.
[01:00:44] AYE. THANK YOU. COMMISSIONER MOHAMMED.
[01:00:48] AYE. THANK YOU. AND COMMISSIONER CHO.
[01:00:50] AYE. THANK YOU. FIVE AYES, ZERO NAYS.
[01:00:53] GREAT. AGENDA IS APPROVED AS PRESENTED.
[01:00:56] THANK YOU VERY MUCH. MOVING ON IN THE
[01:00:58] AGENDA, WE HAVE THREE NEW BUSINESS ITEMS
[01:01:00] TODAY. CLERK HART, PLEASE READ THE FIRST
[01:01:03] ITEM INTO THE RECORD, AND EXECUTIVE
[01:01:04] DIRECTOR METRUCK WILL THEN INTRODUCE IT.
[01:01:06] THANK YOU. THIS IS AGENDA ITEM TEN A
[01:01:09] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR
[01:01:11] TO AUTHORIZE \$46 MILLION OF SUPPLEMENTAL
[01:01:13] FUNDING TO MEET CURRENT BUILDING CODE
[01:01:15] REQUIREMENTS AND COMPLETE PHASE B
[01:01:17] CONSTRUCTION TO APPROVE THE FINAL
[01:01:19] GUARANTEED MAXIMUM PRICE OF \$546,000,000
[01:01:23] FOR THE OVERALL PROGRAM AND TO EXECUTE A
[01:01:26] TENANT REIMBURSEMENT AGREEMENT WITH
[01:01:27] ALASKA AIRLINES FOR THIS PORTION OF THE
[01:01:30] WORK OF THE NORTH MAIN TERMINAL
[01:01:31] REDEVELOPMENT PROGRAM AT SEATTLE TACOMA
[01:01:33] INTERNATIONAL AIRPORT. COMMISSIONERS,
[01:01:37] THE MODERNIZATION OF THE NORTH MAIN
[01:01:38] TERMINAL, ALSO KNOWN AS THE SEA GATEWAY
[01:01:41] PROJECT, IS A SIGNIFICANT OPPORTUNITY TO
[01:01:43] ENHANCE THE TRAVELER EXPERIENCE. IT
[01:01:45] INCLUDES RECONFIGURING THE 40 YEAR OLD
[01:01:47] TERMINAL NORTH END TICKETING AREA,
[01:01:49] EXPANDING THE SECURITY CHECKPOINT, AND
[01:01:51] CREATING AN UPDATED LIGHT FILLED SPACE.
[01:01:54] LIGHT FILLED OPEN SPACE WHICH WILL
[01:01:56] FACILITATE NEW TECHNOLOGY AND BUILDING
[01:01:58] STANDARDS TO HELP PASSENGERS MOVE
[01:02:00] QUICKLY AND EASILY THROUGH THE TERMINAL.
[01:02:02] THE PROJECT IS BEING DONE IN PARTNERSHIP
[01:02:04] WITH ALASKA AIRLINES. THE \$46 MILLION
[01:02:07] PROJECT AUTHORIZATION INCREASE WAS
[01:02:10] FORESHADOWED IN THE LAST PRESENTATION ON
[01:02:12] THIS TOPIC AS AN EXPECTED CHANGE.
[01:02:14] HOWEVER, I WANT TO BE CLEAR THAT THESE
[01:02:16] INVESTMENTS, WHICH ARE MAINLY AROUND THE
[01:02:18] CORE INFRASTRUCTURE IN THAT PART OF THE
[01:02:20] AIRPORT, WOULD HAVE TO BE DONE
[01:02:21] EVENTUALLY AND WERE INITIALLY PART OF A
[01:02:23] FUTURE PROJECT. SO WHILE THE BUDGET WILL
[01:02:26] INCREASE FOR THIS PROJECT, THERE WILL BE
[01:02:28] A CORRESPONDING DECREASE IN COST FOR A
[01:02:30] FUTURE CAPITAL INVESTMENT. SO THE
[01:02:32] PRESENTERS TODAY ARE ALAN OLSEN,
[01:02:34] CAPITAL PROJECT MANAGER IN AVIATION,
[01:02:37] RICK DUNCAN, DIRECTOR, AVIATION BUSINESS
[01:02:39] PROPERTIES, AND RANDY FRITZ, DIRECTOR,
[01:02:42] AIRPORT AFFAIRS, ALASKA AIR GROUP. AND

[01:02:44] ALSO WE HAVE OTHER STAFF IS AVAILABLE TO
[01:02:47] ANSWER QUESTIONS SHOULD THEY COME UP.
[01:02:49] SO I GUESS, ALAN, I'M TURNING OVER TO
[01:02:51] YOU. I'LL KICK IT OFF REAL QUICKLY.
[01:02:54] OKAY? GOOD AFTERNOON, COMMISSIONERS.
[01:02:57] THANK YOU, EXECUTIVE DIRECTOR METRUCK.
[01:03:00] AS MENTIONED, THIS IS FOR AN ADDITIONAL
[01:03:02] \$46 MILLION FOR THE FINAL GUARANTEED
[01:03:05] MAXIMUM PRICE OF THE OVERALL PROGRAM AT
[01:03:07] 546,000,000. YOU LAST SAW THIS TRA
[01:03:11] COME THROUGH ON MARCH 28. WE HAVE SOME
[01:03:13] NEW EYE CANDY TO SHOW YOU FOR THIS
[01:03:16] PROJECT. HOPEFULLY, THIS WILL BE THE
[01:03:17] LAST TIME WE NEED ANYTHING FROM THE
[01:03:19] COMMISSION UNTIL THE RIBBON CUTTING
[01:03:21] CEREMONY. ULTIMATELY, THE PROJECT WILL
[01:03:23] NET AN ADDITIONAL 11,000 IN RENTABLE
[01:03:26] SQUARE FEET. AT TODAY'S RATE, THAT
[01:03:28] SHOULD BE ABOUT 2.3 MILLION ADDITIONAL
[01:03:30] RENT. AND THIS WAS ALSO APPROVED BY THE
[01:03:33] MII WITH AN AFFIRMED VOTE. 20 SIGNATORY
[01:03:37] AIRLINES ALL VOTED. NOT A SINGLE NO ON
[01:03:39] THIS. SO THERE'S A LOT OF PARTNERSHIP
[01:03:41] HERE. A LOT OF FOLKS REALLY DO SEE THE
[01:03:44] BENEFIT TO THIS LOBBY. AND AS MENTIONED,
[01:03:48] I'M JOINED WITH ALAN OLSEN FROM THE
[01:03:50] PROJECT MANAGEMENT GROUP AND RANDY KURTZ
[01:03:52] FROM ALASKA AIRLINES JUST TO HIGHLIGHT
[01:03:54] THE EXCITEMENT AND THE COLLABORATION FOR
[01:03:56] THIS PROJECT. ALAN,
[01:04:00] NEXT SLIDE, PLEASE.
[01:04:08] THIS GIVES US A PRETTY GOOD OVERVIEW OF
[01:04:10] WHAT RICK JUST SAID.
[01:04:14] NEXT SLIDE. CAN I GET YOU TO PULL THAT
[01:04:16] MIC A LITTLE BIT CLOSER TO YOU, PLEASE?
[01:04:18] THANK YOU. THANK YOU. YES, WE HAVE AN
[01:04:21] ANIMATION TO SHARE.
[01:04:26] YES, THERE'S BAGGAGE CLAIM IN HERE.
[01:04:29] MY FAVORITE.
[01:07:11] YES.
[01:07:23] NEXT SLIDE, PLEASE.
[01:07:27] AND AS WE DISCUSSED EARLIER, THIS
[01:07:30] PROJECT IS PART OF THE SCA GATEWAY
[01:07:33] PROGRAM. AND WE'VE BEEN WORKING IN
[01:07:36] CLOSE COOPERATION WITH OUR EXTERNAL
[01:07:40] RELATIONS PARTNERS AND ALASKA'S
[01:07:43] COMMUNICATIONS GROUP TO GET
[01:07:47] THE WORD OUT ON THIS WORK. AND I
[01:07:53] THINK WE'VE BEEN VERY SUCCESSFUL IN THAT
[01:07:55] EFFORT UP TO THIS POINT. NEXT SLIDE,
[01:07:57] PLEASE. AND HERE ARE
[01:08:01] SOME OF THE COMMUNICATIONS TACTICS THAT
[01:08:04] HAVE BEEN USED BY THE TEAM TO GET THE
[01:08:06] WORD OUT TO FOLKS NOT ONLY ABOUT THE
[01:08:10] IMPACTS THAT ARE BEING CAUSED BY THIS
[01:08:12] WORK, BUT ALSO WHAT GREAT THINGS THERE
[01:08:15] ARE IN STORE. NEXT SLIDE,
[01:08:18] PLEASE. SO, AS WE DISCUSSED,
[01:08:21] THE PORT IN ALASKA HAVE BEEN WORKING
[01:08:23] TOGETHER ON NORTH MAIN TERMINAL
[01:08:25] REDEVELOPMENT PROGRAM SINCE EARLY 2019.
[01:08:27] AND ALASKA IS TAKING THE
[01:08:30] LEAD ON DESIGNING AND CONSTRUCTING THE

[01:08:33] WORK THROUGH A PROGRESSIVE DESIGN BUILD
[01:08:36] PROJECT DELIVERY. AND WE HAVE A MULTI
[01:08:39] PHASE TENANT REIMBURSEMENT AGREEMENT
[01:08:42] WITH ALASKA AIRLINES TO COVER THIS WORK.
[01:08:46] AND WHAT WE'RE DOING HERE AT THE NORTH
[01:08:48] END OF THE MAIN TERMINAL IS GOING TO BE
[01:08:49] PICKED UP BY FUTURE PROJECTS,
[01:08:54] MOST NOTABLY NORTH EXCUSE ME, THE MAIN
[01:08:56] TERMINAL IMPROVEMENTS PROGRAM, WHICH IS
[01:08:59] PROGRAM DEVELOPMENT RIGHT NOW. NEXT
[01:09:02] SLIDE, PLEASE. SO,
[01:09:06] AS WE DISCUSSED, ALSO IN 1968, THE MAIN
[01:09:09] TERMINAL WAS DESIGNED FOR 25 MILLION
[01:09:12] ANNUAL PASSENGERS. AND NOW WE ARE
[01:09:15] GETTING VERY CLOSE TO EXCEEDING THAT.
[01:09:17] AND DURING PEAK TRAVEL PERIODS, WE'RE
[01:09:20] SEEING SIGNIFICANT CONGESTION IN THE
[01:09:23] ALASKA TICKETING AREA AND IN SECURITY
[01:09:26] SCREENING CHECKPOINT FIVE AND ALL THE
[01:09:29] OTHER CHECKPOINTS AS WELL. AND IT'S
[01:09:31] WORTH NOTING THAT 50% OF THE PASSENGERS
[01:09:34] THAT ARE COMING TO THE AIRPORT ARE
[01:09:36] TRANSITING THROUGH THIS AREA. SO THE
[01:09:41] KEY BENEFITS OF THIS WORK ARE WE ARE
[01:09:44] BRINGING THESE AREAS INTO COMPLIANCE
[01:09:46] WITH CURRENT BUILDING AND FIRE CODE.
[01:09:48] WE'RE ADDRESSING EXISTING AND
[01:09:50] ANTICIPATING NEAR TERM PASSENGER GROWTH
[01:09:53] PROJECTIONS. WE ARE INCORPORATING SOME
[01:09:57] OF THE LATEST ADVANCES IN PASSENGER
[01:09:59] PROCESSING TECHNOLOGY, SOME OF WHICH ARE
[01:10:02] ACTUALLY IN OPERATION RIGHT NOW,
[01:10:05] AND WE ALSO ARE UPDATING THE BUILDING
[01:10:08] FINISHES AND UPGRADING THE OVERALL
[01:10:10] PASSENGER EXPERIENCE AT THE AIRPORT.
[01:10:14] NEXT SLIDE, PLEASE.
[01:10:17] WE DID COME TO THE SEA ACT
[01:10:21] COMMITTEE IN FEBRUARY OF THIS YEAR TO
[01:10:26] PRESENT OUR SUSTAINABLE EVALUATION
[01:10:28] FRAMEWORK. WE HAD HAD MULTIPLE MEETINGS
[01:10:32] WITH THE SPARK COMMITTEE AND WE
[01:10:35] DID THEN ARRIVE AT A SUSTAINABLE DESIGN
[01:10:40] STRATEGY. AND JUST
[01:10:43] SOME QUICK HIGHLIGHTS HERE. WE DID LOOK
[01:10:46] AT 45 DIFFERENT STRATEGIES AND SETTLED
[01:10:49] ON 20. THERE'S AN ESTIMATED 19
[01:10:53] TONS OF CARBON THAT IS GOING TO BE
[01:10:55] REDUCED ANNUALLY. IT WILL COST \$4
[01:10:58] MILLION TO IMPLEMENT THESE CARBON
[01:11:00] REDUCING STRATEGIES OVER THE LIFE OF THE
[01:11:03] FACILITY, WHICH EQUATES TO \$165
[01:11:07] TO \$1,000 PER TON OF CARBON REDUCED.
[01:11:10] WE'RE ON TRACK TO ACHIEVE LEAD SILVER
[01:11:13] FOR COMMERCIAL INTERIOR.
[01:11:16] NEXT SLIDE, PLEASE. HERE'S A
[01:11:20] HIGH LEVEL OVERVIEW OF WHERE THE WORK IS
[01:11:22] TAKING PLACE. WE'RE TOUCHING PRETTY MUCH
[01:11:25] EVERY PART OF THE MAIN TERMINAL ON ONE
[01:11:28] LEVEL OR ANOTHER. WE'RE CURRENTLY ACTIVE
[01:11:32] IN PHASE A WORK WHICH, IF YOU'VE BEEN IN
[01:11:34] THE BAGGAGE CLAIM OR ON THE BRIDGE LEVEL
[01:11:36] OR EVEN ON THE DEPARTURES DRIVE, YOU
[01:11:39] WILL PROBABLY HAVE SEEN EVIDENCE OF

[01:11:41] THAT. WE'RE CREATING 24,000
[01:11:46] TENANT AND OPERATIONAL SPACE ON THE
[01:11:48] BRIDGE PROMENADE, WHICH REQUIRES A FAIR
[01:11:50] AMOUNT OF WORK ON THE BAGGAGE CLAIM
[01:11:52] LEVEL BELOW, WHICH IS UNDERWAY RIGHT
[01:11:54] NOW. AND WE ARE BEGINNING TO
[01:11:57] DO ENTRY DOOR RELOCATIONS ON THE
[01:12:00] DEPARTURES DRIVE AND CONSTRUCT BUMP OUTS
[01:12:03] AT THE CURTAIN WALL TO ACCOMMODATE
[01:12:06] EXISTING TICKETING AND BACKDROP.
[01:12:10] PHASE B WORK, WHICH WE ARE HOPING TO
[01:12:12] BEGIN IN THIRD QUARTER THIS YEAR, IS
[01:12:15] GOING TO PRIMARILY BE ON THE TICKETING
[01:12:18] AND MEZZANINE LEVEL, AS WELL AS SECURITY
[01:12:20] SCREENING CHECKPOINT NUMBER FIVE. AND WE
[01:12:24] ARE ALSO IN THE PROCESS,
[01:12:27] COMPLETELY RENOVATING THE RESTROOMS
[01:12:31] ADJACENT TO SECURITY SCREENING
[01:12:33] CHECKPOINT.
[01:12:36] NEXT SLIDE, PLEASE.
[01:12:40] PHASE B CONSTRUCTION. EXCUSE ME. PHASE A
[01:12:43] CONSTRUCTION IS CURRENTLY AT 100% DESIGN
[01:12:47] AND PHASE B IS AT 90% DESIGN,
[01:12:50] AND WE'RE EXPECTING FULL BUILDING
[01:12:54] PERMITS TO BE RECEIVED BY THE END OF
[01:12:57] THIRD QUARTER, EARLY FOURTH QUARTER THIS
[01:12:59] YEAR.
[01:13:03] NEXT SLIDE.
[01:13:06] HERE'S AN OVERALL HIGH LEVEL COST
[01:13:08] BREAKDOWN OF OUR PREVIOUS REQUESTS,
[01:13:12] PLUS THIS REQUEST, WHICH IS A BIT OF A
[01:13:14] SUMMARY.
[01:13:18] AS RICK SAID EARLIER, WE HOPE THIS IS
[01:13:21] THE LAST TIME WE HAVE TO COME BACK TO
[01:13:22] SEE YOU GUYS TO ASK FOR ADDITIONAL
[01:13:24] FUNDING. NEXT SLIDE.
[01:13:28] AS WE DISCUSSED, WHEN WE CAME HERE ON
[01:13:30] THE 28 MARCH, WE WERE ANTICIPATING
[01:13:33] SOME ADDITIONAL COSTS, UP TO 50 MILLION,
[01:13:37] AND THIS GIVES A BREAKDOWN OF THE 46
[01:13:40] MILLION THAT WE ARE REQUESTING. THE TWO
[01:13:42] BIG AREAS ARE
[01:13:46] ADDRESSING CODE COMPLIANCE AND THEN
[01:13:49] DESIGN DEVELOPMENT.
[01:13:54] NEXT SLIDE, OUR CURRENT
[01:13:58] SCHEDULE SUMMARY. AND YOU'LL NOTICE IN
[01:14:00] THE UPPER RIGHT HAND CORNER WE HAVE
[01:14:03] INSERTED A SOCCER BALL FOR OUR
[01:14:07] EXPECTED PASSENGER SPIKE FOR
[01:14:11] THE FIFA WORLD CUP. AND WE ARE CURRENTLY
[01:14:15] ON TRACK TO BE AT SUBSTANTIAL COMPLETION
[01:14:19] FOR THE PROJECT BY THE END OF MAY 2026.
[01:14:26] AND WE'RE. CONTINUING TO WORK TO BETTER
[01:14:28] THAT SCHEDULE. NEXT SLIDE,
[01:14:32] PLEASE. SOME KEY PROGRAM RISKS AND
[01:14:36] MITIGATION. OPERATIONAL IMPACTS ARE THE
[01:14:39] NUMBER ONE WITH THE HIGHEST IMPACT, AND
[01:14:42] WE HAVE BEEN WORKING CEASELESSLY WITH A
[01:14:45] LARGE NUMBER OF PORT AND OTHER
[01:14:48] STAKEHOLDERS TO MITIGATE THOSE IMPACTS
[01:14:51] TO THE FULLEST EXTENT POSSIBLE. THERE
[01:14:54] ARE GOING TO BE IMPACTS TO THIS WORK,
[01:14:57] AND WE'VE BEEN VERY CLEAR ABOUT THAT

[01:15:00] FROM THE BEGINNING. BUT I BELIEVE
[01:15:02] THROUGH THE COOPERATION THAT WE HAVE
[01:15:06] WITH OUR ORAT PARTNERS,
[01:15:11] EXTERNAL RELATIONS, CUSTOMER EXPERIENCE,
[01:15:14] AIRPORT DINING AND RETAIL, AND OF
[01:15:16] COURSE, ALASKA AIR GROUP, WE'VE BEEN
[01:15:19] ABLE TO MINIMIZE THOSE TO THE FULLEST
[01:15:21] EXTENT POSSIBLE. AND THEN THERE ARE A
[01:15:24] NUMBER OF OTHER PROJECTS THAT ARE TAKING
[01:15:26] PLACE IN THE SAME FOOTPRINT THAT WE ARE
[01:15:28] REGULARLY COORDINATING WITH, MOST
[01:15:31] RECENTLY WITH TERMINAL SECURITY
[01:15:33] ENHANCEMENTS, BUT ALSO WITH THE ONGOING
[01:15:36] EFFORTS OF BAGGAGE OPTIMIZATION AND
[01:15:38] SEVERAL OTHER PROJECTS.
[01:15:41] NEXT SLIDE.
[01:15:45] HERE'S A HIGH LEVEL OVERVIEW OF SOME OF
[01:15:47] THE CONSTRUCTION AND OPERATIONAL
[01:15:49] READINESS PLANS THAT WE'VE PUT IN PLACE.
[01:15:53] THERE HAVE BEEN SEVERAL THAT HAVE BEEN
[01:15:55] EXECUTED UP TO THIS POINT, AND THERE
[01:15:57] WILL BE SEVERAL MORE BEFORE THE PROJECT
[01:15:59] IS OVER. NEXT SLIDE,
[01:16:02] PLEASE. AND HERE ARE SOME
[01:16:06] PROGRESS PHOTOS OF THE WORK THAT'S
[01:16:08] TAKING PLACE ON THE BAGGAGE CLAIM AND
[01:16:10] THE PROMENADE LEVEL,
[01:16:13] EXTENDING THAT FLOOR TO CREATE MORE
[01:16:16] SPACE ON THE BRIDGE PROMENADE. NEXT
[01:16:20] SLIDE. HERE IS THE
[01:16:24] DOOR 33 RELOCATION, THE FIRST OF THE
[01:16:27] DOOR RELOCATIONS WE'RE DOING ON THE
[01:16:29] DEPARTURES DRIVE THAT WILL BE HOPEFULLY
[01:16:34] OPERATIONAL BY THE END OF AUGUST THIS
[01:16:36] YEAR. WE'RE ON TRACK FOR THAT. AND THEN
[01:16:39] NEXT SLIDE, PLEASE.
[01:16:43] AND HERE'S WORK THAT'S TAKING PLACE ON
[01:16:45] THE DEPARTURES CURBSIDE TO CREATE A
[01:16:48] WATERTIGHT ENVELOPE FOR THE BRIDGE
[01:16:51] PROMENADE LEVEL DOWN ON THE LEVEL BELOW.
[01:16:56] NEXT SLIDE.
[01:16:59] HERE'S SOME SHOTS OF SOME OF THE NEW
[01:17:02] TECHNOLOGY THAT ALASKA HAS PUT IN PLACE
[01:17:05] DURING THE WORK AT ZONE AT THE FAR NORTH
[01:17:07] END OF THE TICKETING AREA. AND THERE
[01:17:11] IS MORE OF THIS TYPE OF WORK TO COME ON
[01:17:13] THE TICKETING LEVEL, AND IT'S ALL BEING
[01:17:15] PHASED. NEXT SLIDE,
[01:17:19] I WILL TURN IT OVER TO
[01:17:22] RANDY FIERCE. OKAY. THANK YOU, ALAN.
[01:17:26] THANK YOU, RICK. JUST ALL I TESTIFIED A
[01:17:29] FEW MONTHS AGO ON THE SAME PROJECT. I
[01:17:32] JUST WANT TO REPEAT HOW MUCH WE AT
[01:17:34] ALASKA REALLY APPRECIATE THE
[01:17:35] COLLABORATION WITH THE PORT OF SEATTLE
[01:17:37] WITH LANCE AND AYE. ENTIRE TEAM.
[01:17:41] IT'S HARD WORK, AND IT'S DIFFICULT TO
[01:17:43] SORT OF GO FIRST, BUT WE KNOW THAT WE'RE
[01:17:45] ALSO GOING TO BE SETTING THE STANDARD
[01:17:47] FOR THE REST OF THE TERMINAL, SO WE WANT
[01:17:49] TO MAKE SURE THAT ALL THOSE PIECES FIT
[01:17:51] TOGETHER, AS I KNOW THE PORT DOES, TOO.
[01:17:54] AND WE'RE JUST VERY ENTHUSIASTIC AND

[01:17:57] EXCITED ABOUT THIS PROJECT. THANK YOU.
[01:18:02] ALL RIGHT, THANK YOU SO MUCH FOR THE
[01:18:03] PRESENTATION. VERY EXCITING TO SEE THE
[01:18:05] VIDEO AND THE RENDERING AND THE PICTURES
[01:18:07] OF THE WORK. ARE THERE ANY QUESTIONS FOR
[01:18:09] STAFF AT THIS TIME FROM COMMISSIONERS?
[01:18:11] COMMISSIONER CALKINS?
[01:18:16] I DON'T KNOW IF I'VE GOT TOO MANY
[01:18:17] QUESTIONS, BUT WANTED TO MAKE A FEW
[01:18:20] COMMENTS ABOUT THE PROJECT AND WHY
[01:18:23] I CONTINUE TO SUPPORT IT IN SPITE OF THE
[01:18:25] ADDITIONAL COST. ON THE ONE HAND, I
[01:18:28] UNDERSTAND THAT VIRTUALLY EVERY CAPITAL
[01:18:30] PROJECT RIGHT NOW IS EXPERIENCING THESE
[01:18:33] COST OVERRUNS BECAUSE OF THE
[01:18:34] INFLATIONARY ENVIRONMENT AND HOW
[01:18:37] DIFFICULT IT IS TO FIND CONTRACTORS AND
[01:18:39] LABORS AND ALL OF THE ISSUES THAT WE
[01:18:41] HEAR ACROSS THE SEAPORT AND THE AIRPORT
[01:18:44] AND EVERYWHERE. AND SO I'M SYMPATHETIC,
[01:18:47] CERTAINLY I ALSO WANT TO JUST TALK A
[01:18:50] LITTLE BIT ABOUT THE IMPORTANCE OF THIS
[01:18:52] PROJECT FOR THE PORT AS A WHOLE AND
[01:18:56] FRAME WHY I THINK IT'S IT'S SO ESSENTIAL
[01:18:58] THAT WE FUND IT. ONE IS THAT, YOU KNOW,
[01:19:01] ESSENTIALLY WE'RE WORKING WITH A SHELL
[01:19:02] THAT WAS BUILT FOR AN AVIATION CONCEPT
[01:19:06] THAT IS QUITE OUT OF DATE, THAT IT WAS
[01:19:09] PRIOR TO 911, PRIOR TO THE ANTICIPATED
[01:19:12] CROWDS THAT WE'RE NOW RECEIVING AT SEA.
[01:19:14] AND SO WHAT WE HAVE ASKED DESIGNERS TO
[01:19:17] DO IS TO TAKE THAT EXISTING SHELL AND
[01:19:21] MAXIMIZE IT FOR THE NEW AVIATION
[01:19:23] REALITY. AND THAT'S WHY YOU SEE SUCH
[01:19:25] INTERESTING INNOVATIONS, THE BUMP OUTS
[01:19:27] TO THE DRIVE THAT ALLOW FOR ESSENTIALLY
[01:19:30] SOME OF THE PROCESSING WORK THAT WOULD
[01:19:32] BE DONE FURTHER INTO THE AIRPORT IN
[01:19:34] SPACES THAT WERE EXTERIOR PRIOR TO THIS
[01:19:37] OR TAKING THE PROMENADE LEVEL AND USING
[01:19:39] THAT FOR SPACES THAT ARE MAYBE NOT AS
[01:19:42] MUCH CUSTOMER FACING, BUT WHERE SOME OF
[01:19:43] THE BACK OFFICE ASPECTS OF AN AIRPORT
[01:19:47] OPERATIONS HAVE TO HAPPEN. WE'RE ALSO
[01:19:50] DOING A FEW THINGS TO MAKE OUR
[01:19:54] USE OF SPACE MORE EFFICIENT. AND ALASKA
[01:19:57] HAS BEEN TRULY INNOVATIVE ON THAT, AND I
[01:19:59] APPRECIATE THAT IN A LOT OF WAYS,
[01:20:02] BECAUSE WE ARE ONE OF THE SMALLEST
[01:20:03] FOOTPRINTS PER PASSENGER OPERATIONS.
[01:20:07] WE NEED TO DO IT HERE. WE NEED TO
[01:20:09] INNOVATE ON THESE THINGS BECAUSE A
[01:20:12] DENVER TYPE AIRPORT WITH 17,000 ACRES,
[01:20:15] THEY'VE GOT THE LUXURY OF SPREADING OUT
[01:20:17] OF 52. WE DON'T. WE'VE GOT TO MAKE USE
[01:20:19] OF THE SPACE REALLY EFFICIENTLY. THE
[01:20:21] OTHER THING THAT WE'RE DOING BECAUSE OF
[01:20:22] THAT IS WE'RE PUSHING ACTIVITIES OFF
[01:20:25] SITE THAT MIGHT OTHERWISE HAPPEN HERE.
[01:20:27] AND OUR CARRIER PARTNERS ARE LEADING ON
[01:20:30] THAT AS WELL, USING TECHNOLOGY TO ALLOW
[01:20:32] FOR PEOPLE TO DO PARTS OF THE CHECK IN
[01:20:34] PROCESS THAT WOULD OTHERWISE HAVE TO BE

[01:20:36] DONE ON THE AIRPORT. AND SO BY DOING SO,
[01:20:38] YOU MINIMIZE THE AMOUNT OF TIME THAT
[01:20:41] CUSTOMERS ARE STANDING IN FRONT OF
[01:20:42] CUSTOMER SERVICE AGENTS OR AT TSA OR
[01:20:44] ELSEWHERE, AND AGAIN, REDUCING THE
[01:20:46] AMOUNT OF SORT OF FRICTION BETWEEN CURB
[01:20:48] AND GATE. AND THAT'S REALLY, REALLY
[01:20:50] IMPORTANT IN THESE THINGS. WE'RE ALSO
[01:20:53] TRYING TO WORK TO REDUCE REDUNDANCIES.
[01:20:55] I THINK ALL OF US AS TRAVELERS
[01:20:57] UNDERSTAND WHAT IT'S LIKE WHEN YOU GET
[01:20:59] TO THE AIRPORT AND HOW MANY TIMES YOU
[01:21:00] HAVE TO PULL OUT YOUR I'D OR YOUR TICKET
[01:21:03] OR THE QR CODE FROM YOUR PHONE. IF WE
[01:21:06] CAN REDUCE THE NUMBER OF TIMES THAT
[01:21:08] PEOPLE HAVE TO DO THAT. IT MAY SOUND
[01:21:10] SIMPLE, BUT IF YOU THINK ABOUT WHAT THE
[01:21:12] DIFFERENCE BETWEEN 90 SECONDS IN FRONT
[01:21:14] OF TICKET COUNTER VERSUS 45 SECONDS
[01:21:18] DOESN'T MAKE A BIG DEAL FOR YOU. BUT IF
[01:21:20] THERE'S 1000 PEOPLE TRYING TO GET ON
[01:21:22] FIVE FLIGHTS IN AN HOUR, THOSE 45
[01:21:26] EXTRA SECONDS CAN MEAN THE DIFFERENCE
[01:21:28] BETWEEN SOMEBODY MAKING A FLIGHT OR NOT,
[01:21:30] OR HAVING TIME TO GO AND PATRONIZE ONE
[01:21:32] OF OUR RESTAURANTS OR NOT, WHICH IS ALSO
[01:21:33] IMPORTANT. AND SO THIS PROJECT AS
[01:21:37] A SORT OF FIRST IN KIND FOR US AT SEA
[01:21:41] IS EXTRAORDINARILY IMPORTANT TO GET
[01:21:43] RIGHT. AND IT ALSO IS DONE IN SUCH A WAY
[01:21:46] THAT WILL ALLOW US TO BUILD OUT THE REST
[01:21:48] OF THE AIRPORT WITH SOME OF THE
[01:21:50] LEARNINGS FROM THIS. AND ALSO IN A
[01:21:52] SIMILAR DESIGN SO THAT WE'RE NOT
[01:21:53] CREATING A PATCHWORK QUILT OF DIFFERENT
[01:21:56] EXPERIENCES BASED ON WHICH CARRIER
[01:21:58] YOU'RE COMING TO FLY WITH ON ANY GIVEN
[01:21:59] DAY. THE FINAL THING I WOULD SAY IS
[01:22:03] A LITTLE BIT OF AN ADVANCED WARNING
[01:22:07] ABOUT WHAT WE ANTICIPATE TO COME, WHICH
[01:22:09] IS WE ARE SOLVING THAT FIRST ENGAGEMENT
[01:22:13] YOU HAVE WHEN YOU ARRIVE AT THE PORT AS
[01:22:16] YOU CHECK IN YOUR BAG OR IF YOU NEED TO
[01:22:18] CHECK IN TO GET TICKETED OR WHATEVER.
[01:22:20] BUT WHAT COMES NEXT IS AIRPORT SECURITY
[01:22:23] IS GETTING THROUGH A TSA CHECKPOINT.
[01:22:26] AND THAT'S SOMETHING WHERE I THINK THE
[01:22:27] AIRPORT AND OUR CARRIERS ARE DEEPLY
[01:22:29] COMMITTED TO WORKING WITH THE FEDERAL
[01:22:31] GOVERNMENT TO STREAMLINE THAT PROCESS.
[01:22:35] BECAUSE IF YOU'VE BEEN AT THE AIRPORT
[01:22:36] THIS WEEK, YOU KNOW THAT'S WHERE THE
[01:22:38] REAL LONG LINES ARE. AND NO MATTER HOW
[01:22:42] MANY STAFF WE THROW AT IT, HOW MANY
[01:22:44] ADDITIONAL TSA AGENTS WE'RE ABLE TO GET
[01:22:46] COMMITTED TO THE AIRPORT, IF THAT
[01:22:49] PROCESS STILL TAKES A REALLY LONG TIME
[01:22:51] ON AN INDIVIDUAL BASIS, WE WILL ALWAYS
[01:22:52] HAVE THAT KIND OF BACKUP. AND SO ONE
[01:22:55] THING THAT I'M REALLY ENCOURAGING US AS
[01:22:57] A COLLECTIVE, NOT JUST THE PORT OR OUR
[01:23:00] CARRIER AIRLINES, BUT ALL OF US
[01:23:02] TOGETHER, IS TO WORK WITH THE FEDERAL

[01:23:03] GOVERNMENT ON FIGURING OUT WAYS WHERE WE
[01:23:05] CAN ENSURE SAFETY AND SECURITY, BUT ALSO
[01:23:08] REDUCE THE AMOUNT OF TIME THAT FOLKS
[01:23:10] SPEND IN THE SECURITY PROCESS SO THAT
[01:23:13] WE'RE ABLE TO GET THEM TO THE GATES
[01:23:14] QUICKLY. FOR ME, IT'S GETTING THEM TO
[01:23:17] THE FUN SIDE OF THE AIRPORT WHERE THE
[01:23:19] DINING AND RETAIL IS, WHERE THEY GET TO
[01:23:22] RELAX AND READ THE PAPER OR THEIR BOOK
[01:23:23] OR LISTEN TO A PODCAST AS THEY'RE
[01:23:25] WAITING FOR THEIR FLIGHT TO ARRIVE WHERE
[01:23:27] THEY CAN SPEND SOME MONEY AT OUR
[01:23:29] TENANTS. SO FOR THAT, I THINK THAT WE
[01:23:32] NEED TO BE THINKING ABOUT THAT REALLY
[01:23:33] CONSCIENTIOUSLY NOW AS WE THINK ABOUT
[01:23:35] THE NEXT STEP FOR CONTINUING TO MAKE SEA
[01:23:39] THE BEST AIRPORT IN NORTH AMERICA.
[01:23:42] THANK YOU, COMMISSIONER CALKINS.
[01:23:43] COMMISSIONER MOHAMMED,
[01:23:50] THANK YOU FOR THE TIME. I REALLY
[01:23:52] APPRECIATE THE COMMENTS THAT
[01:23:53] COMMISSIONER CALKINS HAS MADE THAT THIS
[01:23:56] PROJECT IS REALLY MORE SO ABOUT
[01:23:58] ENHANCING SAFETY AND MAKING SURE THAT
[01:24:00] PEOPLE CAN GO IN AND OUT OF OUR AIRPORT
[01:24:03] IN THE SMOOTHEST WAY. AND SO LESS ABOUT
[01:24:07] BEAUTIFICATION AND MORE ABOUT SURETY. I
[01:24:09] THINK SOMETIMES WHEN PEOPLE SEE THESE
[01:24:10] ANIMATIONS AND THESE CHANGES, THEY DO
[01:24:12] GET IN THE MINDSET OF WE'RE TRYING TO
[01:24:14] JUST MAKE THE AIRPORT LOOK BETTER AND SO
[01:24:17] WE'RE TRYING TO DO BOTH. AND I
[01:24:19] APPRECIATE THOSE COMMENTS. I JUST WANTED
[01:24:20] TO SAY THAT MY QUESTION TO STAFF IS
[01:24:24] COULD YOU JUST PROVIDE MORE DETAILS
[01:24:26] ABOUT THE SPECIFIC BUILDING CODE
[01:24:28] REQUIREMENTS THAT IS REQUIRING THESE
[01:24:32] ADDITIONAL DOLLARS? WERE YOU GUYS NOT
[01:24:34] AWARE OF THAT BEFORE THE PROJECT BEGAN?
[01:24:37] WHEN DID THAT CHANGE HAPPEN? I'M HAVING
[01:24:39] A HARD TIME FOLLOWING THAT. SO WE WERE
[01:24:42] AWARE OF AT A HIGH LEVEL OF WHAT
[01:24:45] THE BUILDING CODE REQUIREMENTS WERE,
[01:24:48] ESPECIALLY AS REGARDS LIFE SAFETY.
[01:24:52] BUT WE WEREN'T REALLY CLEAR ON THE
[01:24:55] EXTENT TO WHICH WE WERE GOING TO HAVE TO
[01:24:57] GO WITH SOME OF THESE ITEMS UNTIL
[01:25:01] WE WERE ABLE TO SIT DOWN WITH THE PORT
[01:25:04] OF SEATTLE FIRE DEPARTMENT AND THE
[01:25:06] AIRPORT BUILDING. DEPARTMENT AND REALLY
[01:25:11] GET DEEP INTO THE CODE AND FIGURE OUT
[01:25:14] EXACTLY WHAT THE AREAS WERE THAT NEEDED
[01:25:18] TO HAVE ATTENTION IN ORDER FOR THIS
[01:25:20] SCOPE OF WORK TO BE OCCUPIED BY THE TIME
[01:25:24] WE WERE DONE CONSTRUCTING IT. THAT WAS
[01:25:26] NOT VERY CLEARLY UNDERSTOOD AT THE
[01:25:28] BEGINNING. IT'S BEEN A LEARNING PROCESS.
[01:25:33] OKAY, GREAT. AND WAS THERE ANY SORT OF
[01:25:35] NEW INFORMATION THAT DAYLIGHTED SOME OF
[01:25:37] THAT THAT HAD TO DO WITH THE PANDEMIC
[01:25:38] CHANGES OR ANY SORT OF OUTSIDE ISSUES?
[01:25:43] WERE WE NOT ABLE TO MAKE SOME
[01:25:45] PREDICTIONS BASED OFF OF WHAT OTHER

[01:25:46] AIRPORTS HAVE DONE OR OTHER PROJECTS
[01:25:49] THAT HAVE HAPPENED? NO, I DON'T BELIEVE
[01:25:52] SO. IT WAS MORE OF A DISCOVERY PROCESS.
[01:25:55] WE HAD A VERY GOOD IDEA FROM THE PROJECT
[01:25:57] DEFINITION DOCUMENT WHAT THE AREAS WERE
[01:26:00] THAT REQUIRED ATTENTION. BUT IT WASN'T
[01:26:04] UNTIL WE ACTUALLY GOT DEEP INTO THE
[01:26:06] DESIGN THAT WE UNDERSTOOD THE EXTENT OF
[01:26:09] SOME OF THE ISSUES LIKE THE FIREPROOFING
[01:26:12] OF THE VERTICAL UTILITY SHAFTS AND HOW
[01:26:15] EXTENSIVE THAT WORK WAS,
[01:26:19] JUST AS AN EXAMPLE.
[01:26:23] THAT'S REALLY HELPFUL. MY LAST QUESTION
[01:26:26] IS AROUND I KNOW YOU'VE SHARED SOME OF
[01:26:29] THIS IN OTHER PRESENTATIONS, BUT MAYBE
[01:26:31] YOU COULD REMIND US AROUND THE SECURITY
[01:26:33] SCREENING CHECKPOINT FIVE, WHAT ARE THE
[01:26:36] CHANGES THAT ARE BEING MADE THERE TO
[01:26:38] ENHANCE SECURITY AND SAFETY?
[01:26:41] YOU MEAN TO MAKE IT MORE EFFICIENT?
[01:26:46] CORRECT. INSTEAD OF HAVING THE STAGGERED
[01:26:48] LANES IN THE LAYOUT THAT THEY ARE IN
[01:26:51] RIGHT NOW, THE SPACE
[01:26:54] THAT IS CURRENTLY BEING USED ADJACENT TO
[01:26:57] SECURITY SCREENING CHECKPOINT FIVE THAT
[01:26:59] WAS FORMER BACKUP HOUSE OFFICES IS GOING
[01:27:02] TO BE TAKEN OVER. AND THAT'S GOING TO
[01:27:05] ALLOW US TO PUT SIX ABREAST SCREENING
[01:27:09] LANES AND A MUCH LARGER QUEUING AREA
[01:27:13] THAT BEGINS BACK IN ZONE SIX.
[01:27:17] THAT IS GOING TO TAKE SOME OF THE
[01:27:19] PRESSURE OFF OF THE AREA IN THE
[01:27:22] ESPLANADE THAT IS CURRENTLY OVERFLOWING
[01:27:25] AND THE PORT SECURITY. THERE'S GOING TO
[01:27:29] BE AN ACTUAL RECOMPOSE AREA WHERE PEOPLE
[01:27:32] CAN GET THEIR LUGGAGE
[01:27:35] TOGETHER, GET THEIR BELT AND SHOES ON.
[01:27:37] THERE'S GOING TO BE MORE THAN THREE
[01:27:39] BENCHES AND IT'S
[01:27:43] GOING TO MAKE THINGS A LOT EASIER AND
[01:27:45] HOPEFULLY MOVE MUCH MORE SMOOTHLY. AND
[01:27:48] THERE IS A PROVISION FOR A 7TH SCREENING
[01:27:50] LANE TO BE ADDED IN THE FUTURE. GREAT.
[01:27:54] AND I KNOW YOU GUYS ARE STAGNATING THESE
[01:27:56] PROJECTS THAT ARE COMING ONLINE AT
[01:27:58] DIFFERENT TIMES. WHEN IS THAT CHECKPOINT
[01:28:01] FIVE CHANGES COMING ONLINE? WHEN WILL
[01:28:03] THAT BE DONE? OR IS IT ALL AROUND THE
[01:28:05] SAME EXACT TIME? IT WILL BE FINISHED BY
[01:28:08] THE END OF MAY 2026, PER THE CURRENT
[01:28:10] SCHEDULE. OKAY, GREAT. THANK YOU. THAT
[01:28:14] CONCLUDES MY QUESTION. THANK YOU FOR THE
[01:28:15] TIME. THANK YOU. COMMISSIONER MOHAMED.
[01:28:17] ANY OTHER QUESTIONS? COMMISSIONER
[01:28:18] FELLEMAN. THANKS AGAIN.
[01:28:23] I'VE SAID BEFORE, BUT I THINK THIS IS
[01:28:25] THE SINGLE BIGGEST TRANSFORMATION OF THE
[01:28:27] ENTRY TO THE AIRPORT WE'RE GOING TO SEE
[01:28:29] YET, AND REALLY WILL SET THE TONE FOR
[01:28:32] ALL THE GREAT STUFF THAT'S GOING ON
[01:28:34] BEHIND IT. AND SO I'M VERY EXCITED ABOUT
[01:28:36] SEEING THIS HAPPEN. AND I HAD THE
[01:28:37] PLEASURE OF GOING TO THE ALASKA AIRLINES

[01:28:39] AVIATION DAY TO PLAY WITH THE NEW
[01:28:41] TECHNOLOGY, WHICH I GUESS HAS BEEN IN
[01:28:43] EUROPE FOR A WHILE, BUT IT REALLY LOOKS
[01:28:46] LIKE R. IT'S PRETTY SPACE AGE,
[01:28:50] AND I THINK PEOPLE WILL LEARN HOW TO USE
[01:28:52] IT PRETTY QUICKLY, BUT WE KNOW IT WORKS,
[01:28:54] SO THAT'S A GOOD THING. WITH REGARDS TO
[01:28:57] THE TSA STUFF, THOUGH, I THINK THOSE NEW
[01:29:00] SCANNERS ARE ACTUALLY SLOWER, WHICH IS
[01:29:03] DISCONCERTING THAT WE HAVE BETTER,
[01:29:06] PERHAPS BETTER TECHNOLOGY TO SCAN, BUT
[01:29:08] IT TAKES LONGER TO GET THROUGH. AND I'M
[01:29:11] REALLY WONDERING ABOUT THAT DECISION,
[01:29:13] BUT THAT'S NOT YOUR DIRECT PROBLEM. BUT
[01:29:16] IT DOES SEEM TO UNDERMINE THE GOOD WORK
[01:29:19] THAT YOU ARE DOING. BUT JUST FOR
[01:29:20] CLARITY, IN TERMS OF TODAY'S VOTE, THIS
[01:29:24] ISN'T ABOUT LABOR SHORTAGES AND
[01:29:27] INFLATION AND STUFF. THIS IS ABOUT DOING
[01:29:29] ADDITIONAL WORK. RIGHT. AND SO WE ARE
[01:29:32] GETTING MORE FOR THE WE'RE PAYING FOR
[01:29:35] SOMETHING THAT WE ACTUALLY ARE GAINING.
[01:29:37] RIGHT. AND IT WAS JUST A MISCALCULATION
[01:29:41] IN TERMS OF QUITE HOW MUCH THAT WAS
[01:29:42] GOING TO ADD TO THE BILL. CORRECT. ALL
[01:29:46] RIGHT, WELL, IT'S LOOKING FORWARD TO
[01:29:49] IT. THE ONLY CHALLENGE I SEE HERE IS,
[01:29:52] OF COURSE, DOING IT WHILE YOU'RE
[01:29:54] OPERATING. SO, AGAIN, MY BEST VIEW ON
[01:29:58] THAT, JUST FOR SOME PERSPECTIVE,
[01:30:01] I WAS JOKING WITH THE TEAM THAT I WAS
[01:30:05] IN FIFTH GRADE WHEN THE MAIN TERMINAL
[01:30:07] OPENED IN 1970.
[01:30:12] YEAH, NO, IT'S DEFINITELY IN NEED OF I
[01:30:15] WON'T START BY TELLING YOU HOW OLD I WAS
[01:30:17] IN 1970,
[01:30:20] BUT I WILL TWINKLE IN THE EYE,
[01:30:24] BUT I WILL ALSO PILE ON AND THANK YOU
[01:30:26] AND OUR PARTNERS AT ALASKA AIRLINES FOR
[01:30:28] THIS PROJECT. COMMISSIONER CALKINS AND
[01:30:31] ZAI AND I HAD RECENTLY AN OPPORTUNITY
[01:30:34] TO MEET WITH ALASKA AIRLINES LEADERSHIP
[01:30:36] AND LEARN MORE ABOUT THE WORLD CLASS HUB
[01:30:39] THAT YOU ALL ARE TRYING TO BUILD HERE AT
[01:30:41] SEATTLE TACOMA INTERNATIONAL AIRPORT.
[01:30:43] AND I WILL SAY THAT IT'S VERY EXCITING
[01:30:45] TO SEE THE INITIATIVE AND THE THE
[01:30:47] AMBITION. AS YOU ALL KNOW, OUR GOAL IS
[01:30:50] TO BECOME A FIVE STAR AIRPORT. AND THIS
[01:30:52] PROJECT IS ONE OF MANY PROJECTS THAT
[01:30:55] WILL HOPEFULLY GET US TO THAT POINT.
[01:30:59] OBVIOUSLY, THIS PROJECT IS A PART OF A
[01:31:01] LARGER ECOSYSTEM WITHIN THIS AIRPORT.
[01:31:03] AND IF THERE'S ANYTHING THAT I'VE
[01:31:05] LEARNED ABOUT AIRPORT OPERATIONS IN THE
[01:31:07] LAST FOUR YEARS IS THAT AIRPORT
[01:31:09] OPERATIONS IS A LOT LIKE A BALLOON.
[01:31:10] WHEN YOU SQUEEZE IT, SOMETHING POPS OUT
[01:31:12] SOMEWHERE ELSE, AND WE CAN SOLVE A
[01:31:14] PROBLEM ON THE FRONT END OF OUR AIRPORT,
[01:31:17] BUT THEN THAT COULD CREATE CONGESTION OR
[01:31:19] PROBLEMS ELSEWHERE, LIKE AT TSA OR WITH
[01:31:23] BAGGAGE HANDLING. AND SO,

[01:31:26] AS EXCITED AS I AM ABOUT THIS PROJECT
[01:31:28] AND ALL THE AMAZING TECHNOLOGY WE'LL BE
[01:31:30] BRINGING HERE, I HOPE THAT WE ARE ALSO
[01:31:33] SKIING TO WHERE THE PUCK IS GOING AND
[01:31:35] THINKING ABOUT HOW THIS WILL HAVE
[01:31:36] IMPLICATIONS FOR THE BROADER ECOSYSTEM
[01:31:38] AT OUR AIRPORT. AND HOPEFULLY WE WILL
[01:31:40] HAVE PLENTY OF LESSONS LEARNED FOR THE
[01:31:43] REST OF THE TERMINAL AND AREAS OF THE
[01:31:46] AIRPORT. SO, THANK YOU SO MUCH AGAIN FOR
[01:31:48] ALL THE GREAT WORK, AND WE'RE REALLY
[01:31:49] LOOKING FORWARD TO SEEING THIS DONE FOR
[01:31:52] THE WORLD CUP. ALL RIGHT,
[01:31:55] HEARING. NO FURTHER QUESTIONS FOR THIS
[01:31:57] ITEM. IS THERE A MOTION AND A SECOND?
[01:32:00] SO MOVE. SECOND. GREAT.
[01:32:03] THE MOTION WAS MADE AND SECOND. CLERK
[01:32:05] HART, PLEASE CALL THE ROLL FOR THE VOTE.
[01:32:06] COMMISSIONERS, PLEASE SAY AYE OR NAY
[01:32:08] WHEN YOUR NAME IS CALLED. THANK YOU.
[01:32:09] BEGINNING WITH COMMISSIONER CALKINS.
[01:32:11] AYE. THANK YOU. COMMISSIONER FELLEMAN.
[01:32:13] AYE. THANK YOU. COMMISSIONER HASEGAWA.
[01:32:17] AYE. THANK YOU. COMMISSIONER MOHAMED.
[01:32:20] AYE. THANK YOU. AND COMMISSIONER CHO.
[01:32:23] AYE. THANK YOU. FIVE NAYS ZERO
[01:32:27] NAYS FOR THIS ITEM. AND I'M SORRY, I
[01:32:29] JUST WANT TO NOTE THAT WE HAVE LOST OUR
[01:32:32] CAMERA A COUPLE OF TIMES DURING THIS
[01:32:33] MEETING. WE'RE HAVING A LITTLE BIT OF
[01:32:34] TECHNICAL DIFFICULTY, OKAY? BUT IT WILL
[01:32:37] COME BACK ON. THANK YOU. EXCELLENT. THE
[01:32:40] MOTION PASSES. CLERK HART, PLEASE READ
[01:32:42] THE NEXT ITEM INTO THE RECORD.
[01:32:43] EXECUTIVE DIRECTOR METRUCK, PLEASE. THEN
[01:32:46] INTRODUCE IT. THANK YOU, JIM.
[01:32:47] APPRECIATE IT. THANK YOU. THIS IS AGENDA
[01:32:51] ITEM TEN B. AUTHORIZATION FOR THE
[01:32:53] EXECUTIVE DIRECTOR TO INCREASE THE
[01:32:55] AUTHORIZED TOTAL BUDGET FOR THE
[01:32:56] CONCOURSE A BUILDING EXPANSION FOR
[01:32:58] LOUNGES PROJECT BY \$21,507,000
[01:33:01] AND TO INCREASE THE TENANT REIMBURSEMENT
[01:33:05] AGREEMENT BUDGET FROM EIGHTY NINE
[01:33:06] MILLION. NINE HUNDRED AND SIXTY THOUSAND
[01:33:08] DOLLARS TO ONE HUNDRED AND ELEVEN
[01:33:10] MILLION FIVE HUNDRED AND EIGHT THOUSAND
[01:33:11] DOLLARS FOR A TOTAL ESTIMATED PROJECT
[01:33:13] COST OF \$126,507,000.
[01:33:17] COMMISSIONERS, THIS BUDGET AUTHORIZATION
[01:33:19] INCREASE REQUEST FOR THE CONCOURSE A
[01:33:22] LOUNGE EXPANSION WAS INITIALLY
[01:33:23] IDENTIFIED IN MAY 2022. HOWEVER, THE
[01:33:26] PORT OF SEATTLE WAS NOT ABLE TO VALIDATE
[01:33:28] THE ADDITIONAL 3 MILLION PRIOR TO THE
[01:33:29] MAY 2022 COMMISSION REQUEST TO ADVANCE
[01:33:32] THE PROJECT. THE PORT HELD THE \$3
[01:33:35] MILLION UNTIL THE COST VALIDATIONS WERE
[01:33:37] FINALIZED. WE NOW ARE READY TO PROCEED
[01:33:40] WITH THIS PROJECT, WHICH IS BEING DONE
[01:33:41] IN PARTNERSHIP WITH DELTA AIRLINES. TO
[01:33:44] PRESENT. WE HAVE AGAIN RICK DUNCAN,
[01:33:46] DIRECTOR OF AVIATION BUSINESS PROPERTIES

[01:33:48] AND AARON GORA CAPITAL PROJECT MANAGER,
[01:33:51] AVIATION. EXCELLENT. THANK YOU VERY
[01:33:54] MUCH. GOOD AFTERNOON ONCE AGAIN. SO THE
[01:33:59] TRAVEL INDUSTRY HAS SHIFTED A BIT, AND
[01:34:02] AIRPORT LOUNGES ARE GETTING MORE AND
[01:34:04] MORE IMPORTANT. THE PARTNERSHIPS
[01:34:07] WITH CREDIT CARDS, WITH THIRD PARTY
[01:34:09] VENDORS LIKE PRIORITY PASS AIRLINE
[01:34:12] ALLIANCES, REALLY ALLOW JUST THE NORMAL
[01:34:15] TRAVELER AND THE FAMILY TO HAVE ACCESS
[01:34:17] TO THESE LOUNGES. IT'S NO LONGER JUST
[01:34:19] THE FIRST CLASS EXECUTIVES.
[01:34:22] AND IT ALSO PROVIDES A SECONDARY BENEFIT
[01:34:25] OF WHEN YOU HAVE OVERCROWDED HOLD ROOMS.
[01:34:27] IT'S ADDITIONAL SPACE FOR PEOPLE TO KIND
[01:34:29] OF HANG OUT, HAVE SOME SNACKS AND WAIT
[01:34:31] FOR THEIR FLIGHT. THIS ALSO
[01:34:36] LUCRATIVE BENEFIT OF BRINGING IN MORE
[01:34:38] NON AERO REVENUE, WHICH HELPS THE PORT
[01:34:40] IMMENSELY. SO UPON THE COMPLETION OF
[01:34:43] THIS PROJECT, THE PORT OF SEATTLE HAS AN
[01:34:45] ADDITIONAL 35,000 RENTABLE SPACE FOR TWO
[01:34:47] NEW LOUNGES. ONE WILL BE FOR DELTA AND
[01:34:50] THE SECOND WILL BE AN EXPANDED COMMON
[01:34:52] USE LOUNGE OWNED BY SEATTLE. THE
[01:34:55] REVENUES FROM THIS EXPANDED LOUNGE WE
[01:34:58] ANTICIPATE TO BREAK EVEN IN 2030 AND
[01:35:00] HAVE APPROXIMATELY 3 MILLION IN NET CASH
[01:35:03] FLOW BY 2035. WE ARE JOINED HERE,
[01:35:06] AS MENTIONED BY THE PROJECT MANAGEMENT
[01:35:08] GROUP AND ALSO THREE EXECUTIVES FROM
[01:35:11] DELTA HAVE FLOWN IN FROM ATLANTA TO SHOW
[01:35:14] SUPPORT FOR THIS PROJECT. BRIAN MILLER,
[01:35:17] SCOTT METER AND JEFF BLACKSTOCK ARE HERE
[01:35:19] AS WELL TO ANSWER ANY KIND OF QUESTIONS
[01:35:21] YOU MIGHT HAVE. AARON HI.
[01:35:24] THANK YOU. GOOD AFTERNOON,
[01:35:25] COMMISSIONERS. MY NAME IS AARON GORA AND
[01:35:27] I'M THE PROGRAM LEADER FOR THE TENANT
[01:35:29] PROGRAM HERE AT THE AIRPORT. AS RICK
[01:35:31] MENTIONED, WE'RE HERE TODAY TO REQUEST
[01:35:33] AN ADDITIONAL BUDGET INCREASE FOR THE
[01:35:35] CONCOURSE BUILDING EXPANSION FOR
[01:35:37] LOUNGES. IN TODAY'S PRESENTATION, I'LL
[01:35:40] BE PROVIDING A BRIEF DESCRIPTION
[01:35:42] JUSTIFICATION FOR THE REQUEST AND ALSO A
[01:35:44] HIGH LEVEL OVERVIEW OF ALL OF THE COST
[01:35:47] INCREASES TO DATE IN SUPPORT OF OUR
[01:35:49] REQUEST FOR AN ADDITIONAL \$21.5 MILLION.
[01:35:52] NEXT SLIDE.
[01:35:55] DELTA HAS DESIGNED AND IS CURRENTLY
[01:35:57] UNDER CONSTRUCTION OF THE APPROXIMATE
[01:35:59] 52,000 SQUARE FOOT BUILDING EXPANSION AT
[01:36:02] THE END OF CONCOURSE A. THIS PROJECT IS
[01:36:05] BEING DEVELOPED BY A TENANT
[01:36:06] REIMBURSEMENT AGREEMENT. THIS PROJECT
[01:36:09] WILL ALSO INCORPORATE A NEW PASSENGER
[01:36:11] LOUNGE FOR DELTA AND PROVIDE A NEW
[01:36:12] BUILDOUT SPACE FOR THE FUTURE CLUB AT
[01:36:15] SEA. NEXT SLIDE DELTA
[01:36:20] HAS NOTIFIED THE PORT OF ADDITIONAL
[01:36:22] PROJECT INCREASES AND ESCALATIONS DURING
[01:36:24] THEIR EFFORTS TO EXECUTE THE FINAL

[01:36:26] GUARANTEED MAXIMUM PRICE WITH THEIR
[01:36:28] CONTRACTOR. THESE COST INCREASES ARE A
[01:36:31] DIRECT RESULT OF ONE, A DELAYED
[01:36:33] CONSTRUCTION START AND SUBSEQUENT
[01:36:35] INCREASES IN THE OVERALL PROJECT
[01:36:36] DURATION AND TWO, ESCALATION IN
[01:36:40] CONSTRUCTION COSTS FOR MATERIALS AND
[01:36:41] LABOR. THERE'S ALSO AN EXTREMELY HIGH
[01:36:44] DEGREE OF VOLATILITY IN THE CONSTRUCTION
[01:36:46] MARKET WHICH HAS IMPACTED THE GLOBAL
[01:36:48] SUPPLY CHAIN. OF THE IMPACTS THAT I'VE
[01:36:51] JUST LISTED, ONLY ONE OF THOSE WAS
[01:36:53] WITHIN THE PROJECT CONTROL AND THAT WAS
[01:36:55] THE DELAYED CONSTRUCTION START. THOSE
[01:36:58] DELAYS WERE ATTRIBUTED TO AN EXTENDED
[01:37:00] PERMITTING REVIEW PERIOD WHICH REQUIRED
[01:37:02] MULTIPLE DESIGN PACKAGES TO ACHIEVE A
[01:37:05] PERMIT. ADDITIONALLY, THE PORT HAD TO
[01:37:07] OUTSOURCE THE BUILDING DEPARTMENT'S CODE
[01:37:09] COMPLIANCE REVIEW TO A THIRD PARTY DUE
[01:37:12] TO THE STAFF'S LIMITED CAPACITY TO
[01:37:14] CONDUCT THAT REVIEW IN HOUSE. NEXT
[01:37:16] SLIDE.
[01:37:19] DELINEATED IN BLUE IS THE PROJECT
[01:37:21] AVIATION ON THE EAST SIDE OF CONCOURSE A
[01:37:24] ACROSS FROM GATE A ELEVEN AND DIRECTLY
[01:37:26] SOUTH OF THE IAF. NEXT SLIDE.
[01:37:32] WHEN COMPLETE, THIS PROJECT WILL PROVIDE
[01:37:34] A NEW PASSENGER LOUNGE FOR DELTA ON THE
[01:37:36] TOP FLOOR AND PROVIDE A NEW BUILDOUT
[01:37:39] SPACE FOR THE PORT'S FUTURE COMMON USE
[01:37:41] LOUNGE OR CLUB AT SEA ON THE BOTTOM.
[01:37:44] NEXT SLIDE. NEXT.
[01:37:48] I'D LIKE TO PROVIDE A HIGH LEVEL
[01:37:50] OVERVIEW OF THE PROJECT COST INCREASES
[01:37:52] REQUESTED THUS FAR. IN DECEMBER OF 2021,
[01:37:56] THE PROJECT RECEIVED COMMISSIONER
[01:37:57] AUTHORIZATION FOR A TOTAL PROJECT VALUE
[01:38:00] OF \$78.5 MILLION, WITH 66
[01:38:04] MILLION ALLOCATED TO THE TRA. PROJECT
[01:38:07] COSTS AT THAT TIME WERE BASED OFF THE
[01:38:09] 60% DESIGN PACKAGE. STAFF RETURNED
[01:38:13] IN MAY OF 2022 TO REQUEST AN ADDITIONAL
[01:38:15] INCREASE OF 26.5 MILLION, BRINGING THE
[01:38:19] NEW TOTAL PROJECT VALUE TO 105,000,090
[01:38:23] OF THAT WAS ALLOCATED TO THE TRA. THE
[01:38:26] MAJOR COST DRIVERS THAT WERE ASSOCIATED
[01:38:28] WITH OUR MAY 2022 COMMISSION REQUEST
[01:38:31] INCORPORATED THE ADDITIONAL COST BASED
[01:38:33] ON THE DESIGN PROGRESSION FROM THE 60%
[01:38:36] DESIGN PACKAGE TO THE 100% DESIGN
[01:38:39] PACKAGE, AS WELL AS SUBSTANTIAL
[01:38:41] INCREASES IN THE CONSTRUCTION MATERIALS
[01:38:44] AS A RESULT OF THAT ESCALATION.
[01:38:47] BEFORE WE MOVE FORWARD, IT'S REALLY
[01:38:49] IMPORTANT THAT I ELABORATE ON A FEW
[01:38:51] ELEMENTS CONCERNING THE FIXED GUARANTEED
[01:38:53] MAXIMUM PRICE. WITHOUT AN FGMP TO
[01:38:56] CONTRACTUALLY LOCK IN THE CONSTRUCTION
[01:38:58] PRICING, ALL PARTIES WERE SUSCEPTIBLE TO
[01:39:01] INCREASES IN ESCALATION AND CONSTRUCTION
[01:39:04] COSTS, DELTA FOR THEIR COSTS ASSOCIATED
[01:39:07] WITH THEIR LOUNGE BUILDOUT, AND THEN THE

[01:39:09] PORT FOR OUR REIMBURSABLE SCOPED ITEM.
[01:39:13] AS OUTLINED IN THE COMMISSION MEMO, THE
[01:39:15] FGMP WAS NOT EXECUTED AFTER OUR MAY 2022
[01:39:19] PUGET INCREASE BECAUSE THE PORT WAS NOT
[01:39:21] ABLE TO VALIDATE APPROXIMATELY 3 MILLION
[01:39:24] OF THE PROPOSED PROJECT INCREASES. TO
[01:39:27] ADVANCE THE PROJECT AND AVOID FURTHER
[01:39:28] CONSTRUCTION DELAYS, BOTH DELTA AND THE
[01:39:31] PORT COLLABORATIVELY AGREED TO START THE
[01:39:33] ENABLING WORK FOR THE CONCOURSE
[01:39:35] EXPANSION WHILE ALL OF THOSE
[01:39:37] NEGOTIATIONS TOOK PLACE TO RESOLVE THOSE
[01:39:39] \$3 MILLION IN DISPUTE. AS SUCH,
[01:39:43] DELTA AND THEIR SELECTED CONTRACTOR
[01:39:45] EXECUTED A PARTIAL GUARANTEED MAXIMUM
[01:39:48] PRICE SO THAT THEY COULD BEGIN THE WORK.
[01:39:51] THIS PARTIAL AGREEMENT, HOWEVER, DID NOT
[01:39:54] PROTECT DELTA OR THE PORT FROM
[01:39:56] ADDITIONAL COST INCREASES ATTRIBUTED TO
[01:39:59] ESCALATION.
[01:40:02] OUR JUNE REQUEST TODAY IS TO INCREASE
[01:40:04] THE TOTAL PROJECT BUDGET BY
[01:40:05] APPROXIMATELY 21 MILLION. THIS BUDGET
[01:40:08] INCREASE INCORPORATES ALL PROJECT
[01:40:10] INCREASES AS A RESULT OF ESCALATION
[01:40:12] SINCE MAY OF 2022 AND THE DESIGN
[01:40:16] PROGRESSION THROUGH THE PERMITTING
[01:40:17] PROCESS, WHICH WAS COMPLETED IN AUGUST
[01:40:19] OF 2022. SINCE THEN, ALL NEGOTIATIONS
[01:40:23] BETWEEN DELTA AND THE PORT HAVE
[01:40:24] CONCLUDED, AND ALL PROJECT COSTS HAVE
[01:40:26] BEEN SUCCESSFULLY VALIDATED. NEXT SLIDE.
[01:40:31] TODAY, WE ARE REQUESTING TO INCREASE THE
[01:40:33] OVERALL TRA BUDGET EXCUSE ME. FROM
[01:40:36] ROUGHLY 90 MILLION TO APPROXIMATELY
[01:40:39] 111,000,000. THIS WOULD BRING THE TOTAL
[01:40:42] PROJECT VALUE TO APPROXIMATELY 126.5
[01:40:45] MILLION. NEXT SLIDE.
[01:40:49] THANK YOU SO MUCH FOR YOUR TIME TODAY.
[01:40:51] DO YOU GUYS HAVE ANY QUESTIONS?
[01:40:55] THANKS FOR THE PRESENTATION. ANY
[01:40:56] QUESTIONS FROM COMMISSIONERS? ALL RIGHT,
[01:41:00] COMMISSIONER MOHAMMED,
[01:41:09] THANK YOU FOR THE TIME. SORRY, I
[01:41:11] COULDN'T FIND MY MUTE BUTTON THERE FOR A
[01:41:12] SECOND. WELL, FIRST OF ALL, THANK YOU
[01:41:14] FOR THE PRESENTATION AND THE INFORMATION
[01:41:16] THAT YOU'VE SHARED. I JUST WANTED TO ASK
[01:41:20] A CLARIFYING QUESTION.
[01:41:23] SPECIFICALLY FOR THE PUBLIC'S BENEFIT,
[01:41:25] HOW WILL THE FUNDS BE SOURCED?
[01:41:28] SPECIFICALLY, WILL ALL OF THE FUNDS FOR
[01:41:31] THIS PARTICULAR PROJECT COME FROM THE
[01:41:33] TENANT REIMBURSEMENT AND
[01:41:37] NOT FROM TAXPAYERS DOLLARS OR TAX LEVY
[01:41:40] FUNDS? I JUST WANT TO MAKE SURE OF THAT.
[01:41:45] YEAH, IT'LL COME FROM THE AIRLINE RATES
[01:41:47] AND CHARGES 77% OF IT AND THEN THE
[01:41:50] REMAINDER WILL BE FROM AIRPORT DINING
[01:41:52] AND RETAIL, ALL RECOVERED THROUGH RENT
[01:41:55] AND THEN, OF COURSE, THE EVENTUAL INCOME
[01:41:59] FROM THE COMMON USE LOUNGE.
[01:42:04] THANK YOU. THAT WAS MY ONLY QUESTION.

[01:42:06] GREAT. COMMISSIONER CALKINS,
[01:42:10] JUST A COUPLE OF KIND OF TECHNICAL
[01:42:13] QUESTIONS AND I THINK THIS PROBABLY
[01:42:14] APPLIES TO BOTH PROJECTS HERE. SO
[01:42:16] FORGIVE ME EARLIER FOR AS COMMISSIONER
[01:42:18] FELON POINTED OUT, I USED SECOND ACTION
[01:42:22] ITEM TALKING POINTS ON THE FIRST ACTION
[01:42:23] ITEM, BUT I DO APPRECIATE THAT WE'RE IN
[01:42:26] INFLATION, ET CETERA, ET CETERA. MY
[01:42:29] QUESTION IS WE'RE DOING A TENANT
[01:42:31] REIMBURSEMENT HERE. SO IT SOUNDS LIKE
[01:42:33] THE TENANT IS FINANCING THE INITIAL COST
[01:42:35] OF THE CONSTRUCTION AND THEN WE
[01:42:37] REIMBURSE THEM. SUPPOSE THEY ISSUE US
[01:42:40] INVOICES AND WE SEND CHECK AND THEN WE
[01:42:42] WRITE THEM A CHECK. I DON'T KNOW IF DAN
[01:42:46] THOMAS IS ON, BUT I'M CURIOUS. FOR THESE
[01:42:49] BIG CAPITAL PROJECTS, WE OFTEN WILL USE
[01:42:51] BONDS TO COVER THE COSTS OF THEM AND
[01:42:54] WHETHER IT'S GEO BONDS OR REVENUE BONDS
[01:42:57] OF SOME SORT. BUT I WOULD BE CURIOUS TO
[01:42:59] KNOW, ARE WE STILL ABLE TO USE THAT KIND
[01:43:01] OF BONDING CAPACITY FOR PROJECTS THAT
[01:43:03] ARE BUILT OUT BY TENANTS LIKE THIS
[01:43:06] PROJECT? AND IF THE CURRENT RATE
[01:43:10] ENVIRONMENT IS INCREASING THE
[01:43:12] ANTICIPATED COST OF THE PORT OVER THE
[01:43:15] LIFE OF THE PROJECT BECAUSE WE'RE IN A
[01:43:17] LITTLE BIT HIGHER RATE
[01:43:20] ENVIRONMENT. I DON'T KNOW IF
[01:43:23] THAT'S A QUESTION FOR DAN THOMAS OR
[01:43:26] HEIDI, IF SHE'S ON THE LINE. I'M NOT
[01:43:28] SURE IF SHE IS. OR IN THE COMMISSIONER,
[01:43:31] THIS IS DAN THOMAS, I'M ON THE LINE.
[01:43:34] SO YES, TO THE EXTENT THAT PORT FUNDS
[01:43:36] ARE ULTIMATELY USED FOR THE PROJECT,
[01:43:38] EVEN IF IT'S A TENANT REIMBURSEMENT
[01:43:40] PROJECT, WE CAN ISSUE BONDS FOR THAT.
[01:43:43] IN THIS CASE, THERE WOULD BE AIRPORT
[01:43:44] REVENUE BONDS. AND WE DON'T HAVE A
[01:43:48] BOND ISSUE SCHEDULED FOR THIS YEAR
[01:43:50] BECAUSE WE HAVE ADEQUATE FUNDS. BUT WE
[01:43:52] ARE ANTICIPATING LIKELY ISSUING BONDS
[01:43:54] NEXT YEAR. SO WHILE THE FACT THAT
[01:43:57] INTEREST RATES ARE HIGHER NOW, WE'VE GOT
[01:43:59] ANOTHER YEAR TO GO AND HOPEFULLY RATES
[01:44:01] WILL EASE UP A BIT BEFORE WE GET TO THAT
[01:44:03] POINT. BUT AS YOU KNOW, WE ALWAYS FACE
[01:44:05] FLUCTUATING INTEREST COSTS. INTEREST
[01:44:08] RATES. OKAY, THANKS, THAT'S HELPFUL.
[01:44:11] AND THEN THE OTHER QUESTION I HAD IS I
[01:44:15] KNOW THAT OFTEN, MAYBE NOT IN THIS TYPE
[01:44:18] OF PROJECT, BUT OFTEN AS A PART OF
[01:44:20] FINANCING ANY BIG PROJECT, WE'RE ALSO
[01:44:23] LOOKING FOR GRANT OPPORTUNITIES FROM
[01:44:26] FEDERAL GOVERNMENT, EVEN STATE
[01:44:27] GOVERNMENT, CERTAINLY ON THE SEAPORT
[01:44:29] SIDE WHERE OFTEN PROJECTS PENCIL OUT
[01:44:32] BECAUSE OF SUPPORT FROM GRANTS.
[01:44:36] WHEN WE USE A TRA MODEL, DO WE LIMIT OUR
[01:44:40] ABILITY TO PURSUE GRANTS FOR THIS? AND
[01:44:42] ARE THERE ANY THAT COULD SUPPORT A
[01:44:43] PROJECT LIKE THIS?

[01:44:48] SO I'M BY NO MEANS FAA GRANT ASSURANCE
[01:44:51] EXPERT, BUT I BELLEVUE BECAUSE THIS IS
[01:44:53] A REVENUE GENERATING CONCEPT. YOU CAN'T
[01:44:57] USE FAA GRANTS FOR IT IF THERE ARE OTHER
[01:45:00] GRANTS. I'M NOT SURE. I'M SEEING A LOT
[01:45:03] OF ASCENDING NODS IN THE AUDIENCE, TOO,
[01:45:05] FROM OTHER EXPERTS, SO OKAY, I
[01:45:06] APPRECIATE THAT. I FIGURED, YEAH,
[01:45:07] THEY'RE PROBABLY NOT GOING TO SUPPORT
[01:45:09] THIS KIND OF THING VERSUS REPAVING THE
[01:45:12] RUNWAY OR SOMETHING. OKAY, THANK YOU.
[01:45:15] AND THANKS FOR THE PRESENTATION,
[01:45:17] COMMISSIONER FELLEMAN.
[01:45:20] THANK YOU VERY MUCH. I HAVE ONE VERY
[01:45:24] APPRECIATIVE STATEMENT HERE THAT THE
[01:45:26] TRANSPARENCY IN WHICH YOU SHOW THE
[01:45:28] CHANGES FROM THE BEGINNING THROUGH THE
[01:45:31] PROCESS, THIS IS EXACTLY HOW I WOULD SO
[01:45:34] WE KNOW WHERE WE STARTED AND WHY THINGS
[01:45:37] CHANGED ALONG THE WAY. SO THANK YOU VERY
[01:45:39] MUCH. GREAT COMMUNICATION TOOL.
[01:45:43] THE ONE THING I SAW WAS THIS SUBJECT
[01:45:46] TO ANY OF THE SUSTAINABLE EVALUATION
[01:45:48] FRAMEWORK. ARE THERE ANY THINGS ADDED TO
[01:45:51] THIS BUILDING DESIGN THAT WOULD BE ABOVE
[01:45:54] AND BEYOND CODE FOR ENERGY REDUCTION,
[01:45:57] WATER SAVINGS, ANYTHING OF THAT SORT?
[01:46:01] DELTA IS DOING THEIR OWN VERSION OF
[01:46:03] DESIGN FOR THEIR LOUNGE, SO THEY DO HAVE
[01:46:06] ELEMENTS PERTAINING TO WHAT THEY'RE
[01:46:08] DOING ON THEIR TI SIDE. FOR THE CLUB AT
[01:46:10] SEA, WE'RE ABOUT 60% DESIGN, AND SO WE
[01:46:14] ARE STILL DEVELOPING WHAT THAT DESIGN
[01:46:16] LOOKS LIKE. SO I DON'T HAVE A FINALIZED
[01:46:18] ANSWER FOR YOU JUST YET IN TERMS OF ANY
[01:46:20] OF THOSE SUSTAINABLE ITEMS. LIKE I SAID,
[01:46:23] WE'RE ABOUT 60% RIGHT NOW. USUALLY IT
[01:46:26] COMES BEFORE THE CC COMMITTEE.
[01:46:30] WE CHANGE THE NAME OF IT. I'LL NEVER
[01:46:32] REMEMBER IT AT ABOUT
[01:46:35] 30% DESIGN. THERE'S SOME DISCUSSION
[01:46:38] ABOUT ENGINEERING, AND ONE OF THE THINGS
[01:46:40] THAT WE'VE LEARNED OVER THE YEARS IS
[01:46:42] THAT THE EARLIER START THOSE
[01:46:44] CONVERSATIONS, IT'S A LOT EASIER TO
[01:46:46] BUILD THEM INTO THE DESIGN THAN TRYING
[01:46:48] TO TACK SOMETHING ON LATER ON ANYWAY.
[01:46:53] AND I WOULD ASSUME, QUITE FRANKLY, THAT
[01:46:55] SOME OF THOSE SORT OF THINGS, IF YOU'RE
[01:46:57] PUTTING SOLAR CELLS OR WHATEVER ON A
[01:46:58] PROJECT, THOSE MIGHT BE GRANT ELIGIBLE.
[01:47:01] I WOULD IMAGINE THOSE ARE PLACES WHERE
[01:47:04] INFRASTRUCTURE GRANTS AND THINGS LIKE
[01:47:06] THAT COULD ACTUALLY UNDERWRITE SOME OF
[01:47:09] THOSE ADDITIONAL COSTS. SO TO THE DEGREE
[01:47:12] WE THINK ABOUT THOSE THINGS EARLIER THAN
[01:47:13] LATER, THAT'S GREAT. I KNOW C CONCOURSE.
[01:47:16] WE HAVE ALL SORTS OF STUFF IN THE MAKING
[01:47:18] FOR THAT. SO, ANYWAY, THANKS AGAIN FOR
[01:47:21] THE TRANSPARENCY. MY PLEASURE.
[01:47:25] GREAT. ANY OTHER QUESTIONS FROM
[01:47:27] COMMISSIONERS?
[01:47:31] ALL RIGHT, HEARING NO FURTHER QUESTIONS

[01:47:33] FOR THIS ITEM. IS THERE A MOTION? IN A
[01:47:34] SECOND. SO COVID SECOND.
[01:47:39] GREAT. THE MOTION WAS MADE AND SECONDED.
[01:47:41] CLERK HART, PLEASE CALL THE ROLL FOR THE
[01:47:42] VOTE. THANK YOU.
[01:47:46] BEGINNING WITH COMMISSIONER CALKINS. AYE.
[01:47:49] THANK YOU. COMMISSIONER FELLEMAN. AYE.
[01:47:51] THANK YOU. COMMISSIONER HASEGAWA.
[01:47:55] AYE. THANK YOU. COMMISSIONER MOHAMMED
[01:47:59] AYE. THANK YOU. AND COMMISSIONER CHO
[01:48:02] AYE. FIVE AYES, ZERO NAYS FOR THIS ITEM.
[01:48:06] EXCELLENT. THE MOTION PASSES. THANK YOU
[01:48:08] VERY MUCH. THANK YOU. CLERK HART,
[01:48:11] PLEASE READ THE NEXT ITEM INTO THE
[01:48:12] RECORD. EXECUTIVE DIRECTOR WILL THEN
[01:48:14] INTRODUCE IT. THANK YOU. THIS IS AGENDA
[01:48:17] ITEM TEN. C. AUTHORIZATION FOR THE
[01:48:19] EXECUTIVE DIRECTOR TO EXECUTE AN
[01:48:21] AMENDMENT TO THE EXISTING SUSTAINABLE
[01:48:23] AIRPORT MASTER PLAN, ENVIRONMENTAL
[01:48:26] REVIEW, PERSONAL SERVICES AGREEMENT WITH
[01:48:30] LANDRUM AND BROWN FOR AN INCREASE OF
[01:48:31] \$2,350,000 AND A TOTAL CONTRACT AMOUNT
[01:48:35] OF \$8,750,000.
[01:48:38] COMMISSIONERS, AS YOU KNOW, THE PORT IS
[01:48:40] IN THE. MIDST OF AN ENVIRONMENTAL REVIEW
[01:48:42] PROCESS FOR 30 PROJECTS AT SEA, WHICH
[01:48:45] ARE COLLECTIVELY PART OF A SUSTAINABLE
[01:48:47] AVIATION MASTER PLAN, OR SAMP. DUE TO
[01:48:50] IMPACTS OF THE PANDEMIC AND OUR DESIRE
[01:48:51] TO ENSURE THE ACCURACY AND THE
[01:48:53] COMPREHENSIVENESS OF THE ENVIRONMENTAL
[01:48:54] REVIEW, WE ANNOUNCED LAST YEAR THAT OUR
[01:48:56] TIMELINE TO RELEASE A DRAFT
[01:48:58] ENVIRONMENTAL ANALYSIS HAS BEEN PUSHED
[01:49:00] TO THE END OF NEXT YEAR. THIS REQUESTED
[01:49:03] BUDGET AUTHORIZATION WILL INCREASE WILL
[01:49:06] COVER THE ADDITIONAL ANALYSIS AND
[01:49:07] RELATED ACTIVITIES TO DELIVER ON THAT
[01:49:09] UPDATED TIMELINE. PLEASE NOTE THAT WE
[01:49:12] ARE COMMITTED TO A ROBUST PUBLIC
[01:49:13] ENGAGEMENT PROCESS AS PART OF THE DRAFT
[01:49:16] ENVIRONMENTAL ANALYSIS. AND SO YOUR
[01:49:18] APPROVAL OF THESE FUNDS WILL GET US TO
[01:49:20] THE POINT WHERE WE CAN FULLY ENGAGE OUR
[01:49:22] STAKEHOLDERS AND CONSTITUENTS IN
[01:49:23] SOLICITING THEIR FEEDBACK ON THESE 30
[01:49:26] PROJECTS. I KNOW THAT MANY MEMBERS OF
[01:49:29] THE COMMUNITY ARE LOOKING FORWARD TO
[01:49:30] THAT OPPORTUNITY AND WE ARE LOOKING
[01:49:31] WORKING HARD TO MEET THIS TIMELINE. I
[01:49:34] WILL EMPHASIZE THAT COMPLETING THE
[01:49:35] ENVIRONMENTAL REVIEW IS ONLY ONE STEP
[01:49:37] AND A LONGER PROCESS FOR YOU AS
[01:49:39] COMMISSIONER CHO ULTIMATELY DECIDE
[01:49:41] WHETHER AND WHEN TO AUTHORIZE
[01:49:43] CONSTRUCTION ON ANY INDIVIDUAL PROJECT.
[01:49:45] SO THE PRESENTERS THIS AFTERNOON ARE
[01:49:48] SARAH COX, DIRECTOR, AVIATION
[01:49:50] ENVIRONMENT AND SUSTAINABILITY. STEVE
[01:49:51] REIBOLT, SENIOR ENVIRONMENTAL PROGRAM
[01:49:53] MANAGER, AND ARF GAUSS, AVIATION CHIEF
[01:49:56] OPERATING OFFICER. SO I DON'T KNOW IF

[01:49:58] ARF, ARE YOU BEGINNING OR SARAH. SARAH.
[01:50:01] THANK YOU, EXECUTIVE DIRECTOR METRUCK.
[01:50:03] AND GOOD AFTERNOON, COMMISSIONERS. I'M
[01:50:05] SARAH COX, THE DIRECTOR OF AVIATION,
[01:50:06] ENVIRONMENT, SUSTAINABILITY. TODAY WE
[01:50:09] ARE HERE REQUESTING TO INCREASE THE
[01:50:11] SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:50:13] TERM PROJECTS ENVIRONMENTAL REVIEW
[01:50:16] CONTRACT BUDGET BY 2.35 MILLION FOR A
[01:50:19] TOTAL CONTRACT VALUE OF 8.75 MILLION.
[01:50:23] THIS FUNDING SUPPORTS ANALYSIS AND
[01:50:25] SCHEDULE IMPACTS RELATED TO THE COVID-19
[01:50:28] PANDEMIC. ARIF GAUSS, OUR AVIATION CHIEF
[01:50:32] OPERATING OFFICER, WILL START BY
[01:50:33] DISCUSSING THE PURPOSE AND IMPORTANCE OF
[01:50:35] THE SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:50:38] TERM PROJECTS. AND THEN STEVE RIBOLT,
[01:50:41] OUR SENIOR ENVIRONMENTAL PROGRAM MANAGER
[01:50:43] AND THE PROJECT MANAGER FOR THE
[01:50:45] SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:50:47] TERM PROJECT ENVIRONMENTAL REVIEW WILL
[01:50:50] PROVIDE AN UPDATE ON THE
[01:50:54] VARIOUS NEAR TERM PROJECTS, THE RECENTLY
[01:50:56] UPDATED AVIATION DEMAND FORECAST, OUR
[01:50:59] SCHEDULE UPDATE AND RATIONALE FOR
[01:51:02] TODAY'S BUDGET INCREASE REQUEST, AND I
[01:51:05] WILL NOW TURN IT OVER TO ERIC. THANK
[01:51:07] YOU. THANK YOU, SARAH. COMMISSIONER,
[01:51:09] THANK YOU FOR THE OPPORTUNITY TO
[01:51:11] INTRODUCE TODAY'S ITEM. BEFORE WE GO
[01:51:13] INTO THE SPECIFICS OF TODAY'S PUGET
[01:51:15] REQUEST, I WANTED TO GIVE YOU SOME
[01:51:16] OVERALL BACKGROUND ON WHY THE PORT IS
[01:51:19] CURRENTLY UNDERTAKING THE ENVIRONMENTAL
[01:51:21] REVIEW. AN AIRPORT MASTER PLAN IS A
[01:51:24] STANDARD PROCESS THAT AIRPORTS UNDERGO
[01:51:26] IN CONJUNCTION WITH THE FAA ON A REGULAR
[01:51:28] BASIS. THE FOCUS OF THESE PLANNING
[01:51:30] EFFORTS IS TO ACCOMMODATE PROJECTED
[01:51:32] PASSENGER DEMAND IN A WAY THAT MEETS
[01:51:34] FEDERAL STANDARDS RELATED TO SAFETY AND
[01:51:36] OPERATIONAL EFFICIENCY. THIS PLANNING
[01:51:38] PROCESS IS PARTICULARLY IMPORTANT IN OUR
[01:51:41] REGION, GIVEN THAT SEA SERVES AS A
[01:51:43] PRIMARY COMMERCIAL SERVICE AND AIR CARGO
[01:51:45] FACILITY IN OUR REGION, AND GIVEN THE
[01:51:49] STATE LEGISLATURE'S RECENT DECISION TO
[01:51:51] SUNSET THE COMMERCIAL AVIATION
[01:51:53] COORDINATING COMMITTEE. WE EXPECT TO
[01:51:55] CONTINUE TO PLAY THAT ROLE FOR THE
[01:51:57] FORESEEABLE FUTURE. AT SEA, WE CALL OUR
[01:52:00] PLANNING PROCESS SUSTAINABLE AIRPORT
[01:52:02] MASTER PLAN, OR SAM, TO DEMONSTRATE OUR
[01:52:05] COMMITMENT TO INCLUDING SUSTAINABILITY
[01:52:06] IN ALL OUR THINKING ABOUT THESE
[01:52:08] PROJECTS. IN PARTICULAR, WE ARE
[01:52:11] CURRENTLY UNDERTAKING ENVIRONMENTAL
[01:52:12] REVIEW OF 30 PROJECTS THAT RANGE ALL THE
[01:52:14] WAY FROM AIRFIELD IMPROVEMENTS TO
[01:52:16] ROADWAY ENHANCEMENTS TO PROPOSED 19 GATE
[01:52:19] NORTH TERMINAL FACILITY. AGAIN, THESE
[01:52:22] PROJECTS ARE SPECIFICALLY TARGETED
[01:52:24] TOWARDS ACCOMMODATING DEMAND THAT WE

[01:52:26] BELIEVE IS COMING TO THE REGION, SO THAT
[01:52:28] SEA DOES NOT SERVE AS A CHOKE POINT TO
[01:52:30] FUTURE ECONOMIC GROWTH. AS THE EXECUTIVE
[01:52:33] DIRECTOR METRUCK JUST STATED, THE
[01:52:35] ADDITIONAL FUNDS THAT ARE BEING
[01:52:36] REQUESTED TODAY ARE REQUIRED BECAUSE OF
[01:52:38] THE WORK TO UPDATE OUR DEMAND FORECAST
[01:52:41] AND PLAN FOR A NEW OPENING YEAR FOR THE
[01:52:45] NEW OPENING YEAR OF 2032 FOR THE
[01:52:48] PROJECTS INSTEAD OF 2027.
[01:52:51] WE KNOW THE PUBLIC EXPECTS US TO BE AS
[01:52:53] ACCURATE AND COMPREHENSIVE AS POSSIBLE
[01:52:55] IN OUR ENVIRONMENTAL REVIEW EFFORTS,
[01:52:57] AND SO THIS ADDITIONAL INVESTMENT WILL
[01:52:59] HELP US TO ENSURE THE HIGHEST QUALITY
[01:53:01] PRODUCT FOR OUR CONSTITUENTS TO BE ABLE
[01:53:03] TO RESPOND TO DURING THE PUBLIC COMMENT
[01:53:06] PERIOD ON THE DRAFT. ENVIRONMENTAL
[01:53:08] REVIEW AS A REMINDER, ONCE ENVIRONMENTAL
[01:53:11] REVIEW IS COMPLETED, ALL PROJECT
[01:53:13] AUTHORIZATION REQUESTS COME BEFORE THE
[01:53:16] COMMISSION TO CONSIDER FOR APPROVAL
[01:53:20] WHETHER AND WHEN THESE PROJECTS ARE
[01:53:21] APPROVED AND CONSTRUCTED. SEA WILL
[01:53:25] CONTINUE TO SEE FUTURE DEMAND FOR
[01:53:26] PASSENGER AND CARGO GROWTH. THE QUESTION
[01:53:29] IS HOW WELL WILL WE SERVE IT AND HOW
[01:53:33] WILL WE SIMULTANEOUSLY MEET OUR
[01:53:34] ENVIRONMENTAL SUSTAINABILITY AND QUALITY
[01:53:37] OF LIFE GOALS? I'M PLEASED NOW TO TURN
[01:53:40] THINGS OVER TO STEVE RIBEL TO WALK YOU
[01:53:42] THROUGH THE PRESENTATION. NEXT SLIDE,
[01:53:44] PLEASE.
[01:53:48] GOOD AFTERNOON, COMMISSIONERS AND
[01:53:50] EXECUTIVE DIRECTOR METRUCK. THE NEAR TERM
[01:53:52] PROJECTS WERE IDENTIFIED AS PART OF THE
[01:53:54] SUSTAINABLE AIRPORT MASTER PLAN. THESE
[01:53:56] PROJECTS WERE IDENTIFIED AS REASONABLE
[01:53:58] AND FORESEEABLE. THE NEAR TERM PROJECTS
[01:54:01] ARE CURRENTLY WHAT IS IN ENVIRONMENTAL
[01:54:02] REVIEW. THE SUSTAINABLE AIRPORT MASTER
[01:54:05] PLAN ALSO IDENTIFIED A SUITE OF PROJECTS
[01:54:08] KNOWN AS THE LONG TERM VISION PROJECTS
[01:54:10] THAT ARE WELL INTO THE FUTURE AND WILL
[01:54:11] REQUIRE ADDITIONAL PLANNING AND
[01:54:13] ENVIRONMENT REVIEW. WHAT YOU SEE ON THE
[01:54:16] SCREEN ARE THE FIVE PURPOSE AND NEEDS OF
[01:54:18] THE SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:54:20] TERM PROJECTS ENVIRONMENT REVIEW ONE, A
[01:54:24] NEED FOR ADDITIONAL GATES AND PROCESSING
[01:54:26] FACILITIES. TWO, A NEED FOR ADDITIONAL
[01:54:28] CARGO FACILITIES. THREE, UPDATE OF
[01:54:31] AIRFIELD INFRASTRUCTURE TO MEET FA
[01:54:33] STANDARDS. FOUR, UPDATES TO THE AIRFIELD
[01:54:36] TO IMPROVE EFFICIENCY AND FIVE, A NEED
[01:54:38] FOR ADDITIONAL FUEL STORAGE THAT SUPPORT
[01:54:40] THE PORT'S SUSTAINABLE AVIATION FUEL
[01:54:43] INITIATIVE. NEXT SLIDE.
[01:54:47] THIS IS AN AERIAL OF SEATAC INTERNATIONAL
[01:54:49] AIRPORT DEPICTING THE PROPOSED NEAR TERM
[01:54:51] PROJECTS. THE RIGHT SIDE OF THE SCREEN
[01:54:53] IS NORTH NEAR TERM PROJECT HIGHLIGHTS
[01:54:56] INCLUDE A NEW TERMINAL WITH 19 NEW

[01:54:58] GATES. THESE ARE IDENTIFIED IN BLUE NEAR
[01:55:00] THE BOTTOM OF THE SCREEN. ADDITIONAL
[01:55:02] PASSENGER AND EMPLOYEE PARKING. THESE
[01:55:05] SITES ARE LOCATED ADJACENT TO THE NEW
[01:55:07] GATES NEAR THE BOTTOM OF THE SCREEN AND
[01:55:09] THE BLUE BOX ADJACENT TO THE EXISTING
[01:55:12] NORTH EMPLOYEE PARKING LOT ON THE RIGHT
[01:55:14] SIDE OF THE SCREEN. ADDITIONAL ROADWAY
[01:55:16] IMPROVEMENTS THAT WOULD ALIGN THE
[01:55:17] ROADWAY PARALLEL TO THE LINK LIGHT RAIL,
[01:55:19] WHICH IS SHOWN IN LIGHT BLUE, AGAIN NEAR
[01:55:22] THE BOTTOM OF THE SCREEN. AN AUTOMATED
[01:55:24] PEOPLE MOVER WITH THREE STATIONS TO
[01:55:25] CONNECT THE RENTAL CAR FACILITY, NEW
[01:55:27] TERMINAL AND MAIN TERMINAL. THIS IS
[01:55:29] SHOWN AT THE BLACK DOTTED LINE, AGAIN AT
[01:55:31] THE BOTTOM OF THE SCREEN, A NEW AIRCRAFT
[01:55:34] RESCUE AND FIREFIGHTING FACILITY, OR
[01:55:36] ARP. THIS IS SHOWN AT THE BLUE POLYGON
[01:55:38] AT THE SOUTH END OF THE RUNWAY. THIS IS
[01:55:40] NOW ON THE LEFT SIDE OF THE SCREEN.
[01:55:42] VARIOUS AIRFIELD IMPROVEMENTS TO ENHANCE
[01:55:44] SAFETY AND EFFICIENCY. THESE ARE
[01:55:46] IDENTIFIED AS RED AND ORANGE ON THE
[01:55:48] RUNWAY AREA. A WEST SIDE MAINTENANCE
[01:55:50] CAMPUS. A PROJECT TO ACCOMMODATE
[01:55:52] DISPLACEMENT OF FACILITIES FROM THE NEW
[01:55:54] TERMINAL, SHOWN AS ORANGE BROWN AT THE
[01:55:56] TOP OF THE SCREEN, ADDITIONAL JET FUEL
[01:55:59] CAPACITY TO SUPPORT THE PORT SUSTAINABLE
[01:56:02] AVIATION FUEL INITIATIVE. THESE ARE
[01:56:04] SHOWN AS THE GREEN POLYGONS ON THE SOUTH
[01:56:06] SIDE OF THE AIRPORT AND TO THE LEFT OF
[01:56:07] YOUR SCREEN. NEXT SLIDE THIS
[01:56:12] SLIDE IS A VISUAL REPRESENTATION OF THE
[01:56:14] UPDATED AVIATION DEMAND FORECAST AND THE
[01:56:16] CONSTRAINED OPERATING GROWTH SCENARIOS
[01:56:18] THAT WERE RECENTLY COMPLETED. THIS WAS
[01:56:20] LAST UPDATED AND PRESENTED TO COMMISSION
[01:56:22] IN EARLY 2020. IT WAS RECENTLY UPDATED
[01:56:25] AT THE REQUEST OF FAA AS GROWTH
[01:56:28] AT SEATAC HAS CHANGED AS A RESULT OF THE
[01:56:30] COVID-19 PANDEMIC IN THIS DIAGRAM.
[01:56:34] THE BLUE LINE REPRESENTS THE UPDATED
[01:56:36] AVIATION DEMAND FORECAST WHERE SEATAC HAS
[01:56:38] NO CONSTRAINTS. THE GRAY TO ORANGE LINE
[01:56:41] SHOWS A NO ACTION ALTERNATIVE OR WITHOUT
[01:56:44] THE NEAR TERM PROJECTS. IF THE AIRPORT
[01:56:46] DOES NOT BUILD THE SAMP NEAR TERM
[01:56:48] PROJECTS, SEATAC WILL BE LIMITED BY GATES
[01:56:50] AND PLACES TO PARK AIRCRAFT, NOT
[01:56:53] BUILDING GATES OR ADDITIONAL AIRCRAFT.
[01:56:55] PARKING WILL LIMIT GROWTH AT SEATAC.
[01:56:57] HOWEVER, THE AIRPORT WOULD STILL SEE
[01:56:59] MINOR GROWTH SINCE AIRLINES WILL FIND
[01:57:01] NAYS TO SQUEEZE ADDITIONAL OPERATIONS
[01:57:03] INTO THE FACILITY. THE CONTINUOUS GRAY
[01:57:06] LINE SHOWS THE PROPOSED ACTION OR WITH
[01:57:08] THE NEAR TERM PROJECTS AROUND 2031. YOU
[01:57:12] SEE AN INCREASE IN GROWTH WHEN GATES AND
[01:57:14] OTHER PROJECTS COME ONLINE. HOWEVER,
[01:57:16] NOT LONG AFTER THE SECOND TERMINAL IN
[01:57:18] NORTH GATES OPEN, THE AIRPORT WILL BE IN

[01:57:20] A CONSTRAINED ENVIRONMENT WITH MINIMAL
[01:57:21] GROWTH. THE KEY TAKEAWAY IS RELATED TO
[01:57:24] THE UPDATED DEMAND FORECAST. PASSENGER
[01:57:27] AND OPERATIONS AT SEATAC ARE RECOVERING
[01:57:29] SLOWER THAN ANTICIPATED. THE NEW
[01:57:31] FORECAST IS APPROXIMATELY 5 MILLION
[01:57:33] ANNUAL PASSENGERS OR LESS IN 2032 THAN
[01:57:36] WAS IDENTIFIED IN THE 2019 CONSTRAINED
[01:57:39] OPERATING GROWTH SCENARIO. WE WILL
[01:57:41] CONTINUE TO USE THE CONSTRAINED
[01:57:42] OPERATING GROWTH SCENARIO AS THESE NEW
[01:57:45] NUMBERS MORE ADEQUATELY REFLECT CURRENT
[01:57:47] AND FUTURE ENVIRONMENTAL CONDITIONS.
[01:57:50] ALL OF THESE CONSIDERATIONS ENSURE THAT
[01:57:51] WE ARE USING THE MOST ACCURATE AND
[01:57:53] UPTODATE INFORMATION TO COMPLETE A
[01:57:55] THOROUGH ENVIRONMENTAL ANALYSIS. NEXT
[01:57:58] SLIDE, PLEASE. THIS SLIDE REPRESENTS THE
[01:58:01] CURRENT SCHEDULE FOR THE NATIONAL
[01:58:03] ENVIRONMENTAL POLICY ACT AND STATE
[01:58:04] ENVIRONMENTAL POLICY ACT DOCUMENTATION.
[01:58:07] THIS INCLUDES THE RELEASE OF DRAFT
[01:58:09] DOCUMENTS, AGENCY AND PUBLIC COMMENT
[01:58:11] PERIODS, AND ANTICIPATED COMPLETION
[01:58:13] DATES. THE GREEN DOTS REPRESENT KEY
[01:58:16] MILESTONES. THE BLUE DOTS REPRESENT
[01:58:18] MILESTONES WHERE AGENCY AND COMMUNITY
[01:58:20] ENGAGEMENT OCCURS. LOOKING FORWARD KEY
[01:58:23] UPDATES TO THE SCHEDULE INCLUDE AGENCY
[01:58:25] AND PUBLIC REVIEW OF THE NEPA
[01:58:27] ENVIRONMENTAL ASSESSMENT THAT'S
[01:58:28] ANTICIPATED IN LATE 2024. A DECISION
[01:58:32] FROM THE FA ON THE NEPA ENVIRONMENTAL
[01:58:34] ASSESSMENT THAT'S ANTICIPATED IN EARLY
[01:58:36] TO MID 2025. THE RELEASE OF THE
[01:58:39] SEPA ENVIRONMENTAL IMPACT STATEMENT FOR
[01:58:42] AGENCY AND PUBLIC REVIEW THAT IS
[01:58:43] ANTICIPATED IN MID 2025. A DECISION FROM
[01:58:47] THE PORT ON THE SEPA ENVIRONMENTAL
[01:58:49] IMPACT STATEMENT THAT'S ANTICIPATED AT
[01:58:51] THE END OF 2025, AND THAT WOULD CONCLUDE
[01:58:54] THE ENVIRONMENTAL REVIEW PROCESS FOR THE
[01:58:57] SAMP NEAR TERM PROJECTS. I WANT TO
[01:58:59] EMPHASIZE THAT THE COMPLETION OF THE
[01:59:01] SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:59:03] TERM PROJECT ENVIRONMENT REVIEW DOES NOT
[01:59:05] APPROVE PROJECTS. TO MOVE FORWARD,
[01:59:07] CAPITAL DEVELOPMENT TEAM MUST COME BACK
[01:59:09] TO THE COMMISSION TO APPROVE PROJECTS.
[01:59:11] THIS IS THE SAME APPROVAL PROCESS THAT
[01:59:13] OCCURS TODAY FOR OTHER PROJECTS. THE
[01:59:15] ENVIRONMENTAL TEAM WILL CONTINUE TO
[01:59:16] CONDUCT AN OBJECTIVE ENVIRONMENTAL
[01:59:18] REVIEW WITH A THOROUGH ANALYSIS TO
[01:59:20] IDENTIFY ANY POTENTIAL ENVIRONMENTAL
[01:59:21] IMPACTS OF THE NTPS OR NEAR TERM
[01:59:24] PROJECTS. IF THERE ARE ANY ADDITIONAL
[01:59:26] IMPACTS TO THE SCHEDULE, WE'LL CONTINUE
[01:59:28] TO KEEP YOU UPDATED. NEXT SLIDE,
[01:59:30] PLEASE. WE ARE HERE TODAY TO REQUEST
[01:59:33] \$2.35 MILLION. THIS REQUEST IS FOR
[01:59:36] A CONTRACT BUDGET INCREASE DUE TO
[01:59:38] IMPACTS AND DELAYS RESULTING FROM THE

[01:59:40] COVID-19 PANDEMIC. THIS FUNDING REQUEST
[01:59:43] CONTINUES TO RESERVE FUNDS FOR A ROBUST
[01:59:45] OUTREACH AND ENGAGEMENT PROGRAM. AS A
[01:59:48] RESULT OF THE PANDEMIC, WE HAD TO CHANGE
[01:59:50] THE YEAR THE PORT ANTICIPATED HAVING
[01:59:52] SUSTAINABLE AIRPORT MASTER PLAN NEAR
[01:59:54] TERM PROJECTS TO BE OPERATIONAL OR
[01:59:57] SUBSTANTIALLY COMPLETE. ORIGINALLY,
[01:59:59] THIS WAS 2027 IS NOW 2032.
[02:00:03] AT THE REQUEST OF THE FAA, WE HAVE
[02:00:05] UPDATED THE AVIATION DEMAND FORECASTS TO
[02:00:07] REFLECT THE CURRENT CONDITIONS AT SEATAC
[02:00:11] AS WE RECOVER FROM THE COVID-19 PANDEMIC
[02:00:14] AS IDENTIFIED ON THE PREVIOUS SLIDE.
[02:00:16] AND WHILE THIS TOOK TIME TO UPDATE, IT
[02:00:19] ENSURES THAT WE ARE USING THE MOST UP TO
[02:00:20] DATE FORECAST NUMBERS THAT ARE THE BASIS
[02:00:23] FOR THE ENVIRONMENTAL REVIEW. WITH THE
[02:00:26] UPDATE OF THE OPENING YEAR TO 2032 AND A
[02:00:29] NEW AVIATION DEMAND FORECAST, THIS HAS
[02:00:31] RESULTED IN A NEED TO UPDATE THE
[02:00:33] TECHNICAL ANALYSIS. THIS IS A HUGE
[02:00:35] UNDERTAKING. WILL TAKE MONTHS TO
[02:00:37] COMPLETE. NEXT SLIDE, PLEASE.
[02:00:41] AT THIS TIME, WE ARE REQUESTING
[02:00:43] COMMISSION'S AUTHORIZATION TO INCREASE
[02:00:44] THE SUSTAINABLE AIRPORT MASTER PLAN
[02:00:46] ENVIRONMENTAL CONTRACT BY \$2.35 MILLION,
[02:00:49] FOR A TOTAL CONTRACT VALUE OF \$8.75
[02:00:51] MILLION. THANK YOU. AND THIS CONCLUDES
[02:00:54] OUR PRESENTATION. GREAT. THANKS, TIM.
[02:00:56] APPRECIATE IT. I'M GOING TO GO AHEAD AND
[02:00:58] OPEN IT UP FOR QUESTIONS FROM
[02:00:59] COMMISSIONER.
[02:01:06] ALL RIGHT. COMMISSIONER FELLEMAN,
[02:01:09] THANK YOU VERY MUCH FOR THIS. IT'S A
[02:01:12] LONG PROCESS, AND I'M JUST CONFUSED BY
[02:01:15] ONE OF THE STATEMENTS THAT WAS MADE BY
[02:01:19] ON THE GRAPHIC BEFORE.
[02:01:23] THE STATEMENT I THOUGHT I HEARD WAS THAT
[02:01:25] THE GROWTH WAS SLOWER THAN EXPECTED AND
[02:01:28] SO THAT YOU'RE USING THIS CONSTRAINED
[02:01:30] MODEL. BUT WE JUST HEARD IN THE MORNING
[02:01:32] THAT WE'RE EXCEEDING ANY NUMBERS THAT WE
[02:01:35] HAD BEFORE.
[02:01:40] AND I UNDERSTAND YOU'RE UPDATING THE
[02:01:41] NUMBERS TO REFLECT THE CURRENT GROWTH,
[02:01:43] BUT I JUST DON'T UNDERSTAND THE
[02:01:45] EXPLANATION OF THE FIGURE WHEN YOU TALK
[02:01:48] ABOUT THE EXPECTATION, BECAUSE I KNOW
[02:01:50] INTERNATIONAL TRAVEL IS SLOWER THAN WE
[02:01:52] EXPECTED, BUT OVERALL NUMBERS ARE UP,
[02:01:54] RIGHT? YES. I CAN BRIEFLY DISCUSS THAT.
[02:01:57] I AM NOT A FORECAST EXPERT. FIRST AND
[02:01:59] FOREMOST, THOSE ARE VERY TECHNICAL
[02:02:01] INDIVIDUALS. WHAT YOU'RE HEARING, THE
[02:02:04] INDIVIDUAL DAYS ARE PEAK FORECASTS OR
[02:02:06] DAYS THAT WE'RE GETTING RIGHT NOW. THIS
[02:02:08] FORECAST ARE DEFLECTIVE OF THE ANNUAL
[02:02:10] GROWTH. WHAT WE SAW PREVIOUSLY IN 2019,
[02:02:14] WE HAD A HIGHER ANNUAL GROWTH RATE OVER
[02:02:16] TIME. WHAT WE'RE SEEING NOW WITH AN
[02:02:18] UPDATED FORECAST IS NOW A LOWER ANNUAL

[02:02:20] GROWTH OVER TIME. PEAK VERSUS TOTAL.
[02:02:24] THANK YOU. ANSWERS THE QUESTION.
[02:02:26] APPRECIATE IT.
[02:02:29] ONE OTHER THING. SO THE BOTTOM LINE IS
[02:02:31] THIS IS MONEY FOR ADDITIONAL ANALYSIS TO
[02:02:35] UNDERSTAND THE IMPACTS ASSOCIATED WITH
[02:02:37] THE PROJECT, GIVEN THE DELAYS AND MAYBE
[02:02:41] BETTER SPECIFICITY ON WHAT THOSE
[02:02:43] PROJECTS ARE. THAT'S CORRECT. WE
[02:02:46] COMPLETED A MAJORITY OF OUR ANALYSIS
[02:02:48] INITIALLY BEFORE THE PANDEMIC. WITH THE
[02:02:51] UPDATED FORECAST AND THE NEW
[02:02:52] CONSTRUCTION YEARS, WE HAVE TO
[02:02:54] ESSENTIALLY START OVER. SO WE'RE
[02:02:56] UPDATING ALL OR STARTING EVERYTHING FROM
[02:02:58] SCRATCH AT THIS POINT. SO IT'S ALL FOR
[02:03:00] TECHNICAL ANALYSIS. AND AGAIN, I WANT TO
[02:03:02] EMPHASIZE THIS RESERVES MONEY FOR A
[02:03:04] ROBUST PUBLIC OUTREACH AND ENGAGEMENT
[02:03:06] STRATEGY AS WELL. SO WE WERE SPENDING
[02:03:09] MONEY THAT NOW WE PRESERVE THAT MONEY SO
[02:03:12] WE CAN DO THE PUBLIC OUTREACH WITH THIS
[02:03:15] MONEY IN THE BANK. BASICALLY, IT'S
[02:03:16] BACKFILLING A LITTLE BIT, CORRECT? YES.
[02:03:18] ALL RIGHT. BUT THE BOTTOM LINE IS WE
[02:03:21] WILL THEN HAVE THE MOST UP TO DATE
[02:03:23] INFORMATION AS COMMISSIONER CHO MAKE
[02:03:25] DECISIONS ON A PER PROJECT BASIS,
[02:03:28] WHETHER THEY MOVE FORWARD. YES. WHILE
[02:03:30] THERE'S A DELAY, THERE'S ALSO POSITIVE
[02:03:32] HAVING MORE ACCURATE AND UPDATED NUMBERS
[02:03:34] FOR OUR ENVIRONMENTAL ANALYSIS. THANK
[02:03:36] YOU VERY MUCH. GREAT. ANY OTHER
[02:03:38] QUESTIONS? COMMISSIONER CALKINS?
[02:03:41] JUST TO ECHO, I THINK, A SENTIMENT THAT
[02:03:45] I THINK IS PROBABLY REFLECTED ACROSS THE
[02:03:47] COMMISSIONER, WHICH IS, WE ARE
[02:03:49] INTERESTED IN THE MOST ROBUST,
[02:03:50] COMPREHENSIVE ANALYSIS POSSIBLE FOR
[02:03:52] THESE QUESTIONS THAT HAVE HUGE
[02:03:55] IMPLICATIONS FOR OUR INSTITUTION AND FOR
[02:03:57] THE COMMUNITIES AROUND US. WE ARE
[02:03:59] SUPPORTIVE OF GOING OVER AND ABOVE ON
[02:04:02] COMMUNITY ENGAGEMENT. AND WHEN A MATTER
[02:04:05] LIKE THIS COMES. OF COURSE, WHERE THESE
[02:04:08] THINGS COST MONEY AND WE NEED ADDITIONAL
[02:04:11] AUTHORIZATION TO ENSURE THAT GETS DONE,
[02:04:13] I HAPPILY SUPPORT THAT.
[02:04:16] COMMISSIONER MOHAMMED,
[02:04:22] THANK YOU FOR THE TIME. I ECHO
[02:04:26] THE WORDS OF MY COLLEAGUES. I DO HAVE
[02:04:29] ONE QUESTION REGARDING JUST
[02:04:32] WHEN WE WILL RECEIVE THE COMPREHENSIVE
[02:04:35] PLAN AND THE WORK SCOPE AROUND THE
[02:04:37] OUTREACH PLAN. SO MAYBE
[02:04:41] I'LL START WITH MY QUESTION. WHEN WILL
[02:04:44] WE EXPECT TO RECEIVE THAT COMPREHENSIVE
[02:04:46] PLAN AND WORK SCOPE, AND WHEN WILL THAT
[02:04:49] BE AVAILABLE TO THE PUBLIC? SO, THE
[02:04:51] GREAT QUESTION. THANK YOU,
[02:04:52] COMMISSIONER. WE ANTICIPATE THE RELEASE
[02:04:54] OF THE DRAFT NEPA ENVIRONMENTAL
[02:04:55] ASSESSMENT IN LATE 2024. WE WILL HAVE AN

[02:04:59] UPDATED ENGAGEMENT PLAN PROBABLY IN MID
[02:05:02] 2024. AND WE'RE HAPPY TO SHARE THAT WITH
[02:05:04] YOU. OKAY, GREAT.
[02:05:07] I'M PLANNING TO SUPPORT THIS ITEM TODAY,
[02:05:10] AND I WILL SAY I JUST RECENTLY HAD A
[02:05:11] CONVERSATION WITH SOMEONE WHO LIVES IN
[02:05:14] SOUTH KING COUNTY. IT WAS A GROUP. AND
[02:05:16] ONE OF THE THINGS THAT THEY SAID WAS
[02:05:17] THAT THEY HOPE THAT THE START COMMITTEE
[02:05:20] SHOULD NOT BE THE SOLE GROUP CONSULTING
[02:05:23] THE PORT WHEN IT COMES TO STAMP
[02:05:24] PROJECTS. AND I THINK THIS ACTION TODAY,
[02:05:27] I BELIEVE, SHOWS OUR COMMITMENT TO
[02:05:29] THOROUGHLY AND COMPREHENSIVELY PROVIDE
[02:05:32] AN OUTREACH PLAN. AND NOT ONLY DO THE
[02:05:34] TECHNICAL ANALYSIS OF THE PROJECTS, BUT
[02:05:37] REALLY, IT GIVES THE COMMISSIONERS THE
[02:05:40] OPPORTUNITY TO ALSO SUPPORT THAT ROBUST,
[02:05:43] COMPREHENSIVE OUTREACH PLAN SO THAT
[02:05:46] EVERYONE'S VOICE COULD BE HEARD AND THAT
[02:05:50] WE ALL PRIORITIZE OUR ENGAGEMENT,
[02:05:54] STAKEHOLDER ENGAGEMENT. AND THAT IS OUR
[02:05:56] INTENT HERE. AND I ALSO JUST WANT TO
[02:05:58] UNDERSCORE THAT CONSTRUCTION ACTIVITIES
[02:06:01] WILL NOT TAKE PLACE WITHOUT THE APPROVAL
[02:06:03] OF COMMISSIONER. IT TAKES A COMMISSION
[02:06:06] VOTE TO APPROVE THOSE THINGS. AND WE
[02:06:08] INTEND TO DO THIS WORK IN A WAY THAT'S
[02:06:12] DILIGENT AND DOING OUR DUE DILIGENCE AS
[02:06:15] WELL AS PREPARED TO EXERCISE OUR POWER
[02:06:18] WHEN NEEDED. THANK YOU FOR THE TIMING.
[02:06:23] ANY OTHERS? COMMISSIONER HASEGAWA?
[02:06:28] THANK YOU. PRESIDENT SHOW. SO, JUST TO
[02:06:31] CLARIFY THE TIMELINE, THE NEPA
[02:06:34] ENVIRONMENTAL ASSESSMENT DRAFT DOCUMENT
[02:06:36] WILL BE READY BY Q FOUR OF 2024.
[02:06:40] YES. WE ARE CURRENTLY ON SCHEDULE TO
[02:06:42] RELEASE THE DRAFT NEPA EA IN LATE 2024.
[02:06:45] AND THEN
[02:06:49] THE OPPORTUNITY FOR PUBLIC COMMENT AFTER
[02:06:51] THAT WILL HAPPEN IN Q ONE OF 2025.
[02:06:55] IT WILL HAPPEN AT THE TIME OF THE
[02:06:56] RELEASE OF THE DOCUMENT. SO WHEN WE
[02:06:58] RELEASE IT, THERE WILL BE AN EXTENDED
[02:06:59] PUBLIC COMMENT PERIOD WHERE WE'LL
[02:07:01] RELEASE THE DOCUMENT TO BOTH THE AGENCY
[02:07:03] AND THE PUBLIC. THERE'LL BE A VARIETY OF
[02:07:05] AT WHICH POINT WE WILL MOVE INTO THE
[02:07:07] SEPA PROCESS FOR AN ENVIRONMENTAL IMPACT
[02:07:10] STATEMENT. YES. THE NEPA ENVIRONMENTAL
[02:07:13] ASSESSMENT WILL BE FOLLOWED BY A STATE
[02:07:15] ENVIRONMENTAL POLICY. ACTOR SEPA
[02:07:16] ENVIRONMENTAL IMPACT STATEMENT. AND THE
[02:07:20] SEPA EIS PROCESS WILL TAKE PLACE OVER
[02:07:23] THE COURSE OF 2025. THAT'S CORRECT.
[02:07:27] AND THERE WILL BE A TIME FOR AND THE
[02:07:30] PUBLIC WILL RECEIVE THOSE RESULTS WITH
[02:07:33] FULL TRANSPARENCY AND ALL THE SAME
[02:07:35] INFORMATION THAT THE COMMISSIONER WILL
[02:07:36] ALSO RECEIVE. AND THE PUBLIC WILL HAVE
[02:07:39] THE OPPORTUNITY TO BE ABLE TO YOU
[02:07:47] FROZE ON US. YEAH, I WAS WONDERING
[02:07:50] IF IT'S ME. I THINK IT'S JUST CURRENT.

[02:07:53] YEAH. INPUT ON THAT
[02:07:56] TOSHIKO YOU FROZE ON US. CAN YOU ASK
[02:07:58] THAT LAST QUESTION? CAN YOU HEAR ME NOW?
[02:07:59] THERE YOU GO. CAN YOU ASK THAT LAST
[02:08:00] QUESTION AGAIN? YEAH.
[02:08:03] I'M GOING TO TURN MY CAMERA OFF SO I
[02:08:05] DON'T GET FROZEN ON A FUNNY FACE,
[02:08:07] BECAUSE A GOOD PHOTO OF ME. PUBLIC
[02:08:09] SPEAKING DOES NOT EXIST. AFTER THE
[02:08:12] SEPA EIS, THERE WILL BE AN OPPORTUNITY
[02:08:15] FOR THE PUBLIC TO BE ABLE TO THEY WILL
[02:08:18] RECEIVE THE RESULTS AT THE SAME TIME AS
[02:08:20] THE COMMISSION. THEY WILL HAVE AN
[02:08:22] OPPORTUNITY TO BE ABLE TO PROVIDE PUBLIC
[02:08:24] INPUT. YES. SO THE WAY THE PROCESS WILL
[02:08:27] WORK IS THAT WE'LL RELEASE THE DRAFT
[02:08:29] NEPA EA. THERE WILL BE A PUBLIC COMMENT
[02:08:31] PERIOD. ALL THOSE COMMENTS THAT WE
[02:08:33] RECEIVED AS PART OF THE NEPA PROCESS
[02:08:34] WILL BE AVAILABLE TO THE COMMISSIONERS
[02:08:36] AND THE PUBLIC TO REVIEW. ONCE NEPA IS
[02:08:39] FINALIZED BY THE FEDERAL AVIATION
[02:08:41] ADMINISTRATION WILL START THE CIPA EIS,
[02:08:44] THERE'LL BE A PUBLIC COMMENT PERIOD
[02:08:46] ASSOCIATED WITH THAT. AND THEN WE'LL
[02:08:48] ALSO BE ABLE TO SHARE THE OUTCOME OF ALL
[02:08:50] THOSE PUBLIC COMMENTS BEFORE THE PORT
[02:08:52] ISSUES A FINAL DOCUMENT AND DECISION
[02:08:55] ON THE CIPA PROCESS. AND THEN IN
[02:08:59] 2026, THAT'S WHEN THE COMMISSIONER
[02:09:01] BEGINS TO RECEIVE PROJECTS ON A
[02:09:04] PROJECT BY PROJECT BASIS, AND WE'LL BE
[02:09:08] ABLE TO CONSIDER THEM. THAT'S CORRECT.
[02:09:11] OKAY, THANK YOU. I APPRECIATE CLARITY ON
[02:09:15] THE PROCESS TO COME. GREAT.
[02:09:18] AND I THINK COMMISSIONER FELLEMAN HAD
[02:09:19] ONE LAST COMMENT TO MAKE.
[02:09:23] YEAH. TWO THINGS. ONE IS WE'RE SO USED
[02:09:26] TO THIS STUFF, THE JARGON IS PERHAPS
[02:09:28] HARD FOR EVERYBODY TO UNDERSTAND AND
[02:09:30] JUST THE PROCESS OF SIPA AND NEPA. SO
[02:09:33] STATE ENVIRONMENTAL POLICY ACT HAS ITS
[02:09:36] PROCESS. THE NATIONAL ENVIRONMENTAL
[02:09:39] POLICY ACT THEIR PROCESS. THE PORT IS
[02:09:42] FOLLOWING THE STATE PROCESS THAT
[02:09:46] THE ARMY ARMY CORPS FAA IS
[02:09:50] USING, THE ENVIRONMENTAL ASSESSMENT
[02:09:52] PROCESS, WHICH IS UNDER THE FEDERAL
[02:09:56] LAW. HOWEVER,
[02:09:59] ONCE THE ARMY CORPS COMPLETES THEIR
[02:10:01] ENVIRONMENTAL ASSESSMENT, THEY ARE ABLE
[02:10:06] I DON'T KNOW WHY THIS IS, BUT I'M MUCH
[02:10:08] MORE USED TO DEALING WITH THE CORE THAN
[02:10:11] THE PROBLEMS LIKE THE FEDERAL AGENCY.
[02:10:13] RIGHT. SO ONCE THE FAA COMPLETES THEIR
[02:10:16] ENVIRONMENTAL ASSESSMENT, THEY MAY
[02:10:18] DETERMINE AT THAT TIME THAT IT TRIGGERS
[02:10:20] A FULLER EIS, THAT'S WITHIN THE NORMAL
[02:10:24] FEDERAL PROCESS, IT MAY NOT BE THE CASE.
[02:10:26] AND AGAIN, I THINK IT'S IMPORTANT TO
[02:10:28] RECOGNIZE THAT THIS IS MORE OF A
[02:10:30] PLANNING DOCUMENT, THAT IT'S NOT A
[02:10:32] CONSTRUCTION DOCUMENT. SO THEY'RE

[02:10:34] EVALUATING THE IMPACT OF THIS OVERALL
[02:10:36] PLAN. WHETHER OR NOT THEY THINK IT
[02:10:39] TRIGGERS THE FULL EIS OR NOT IS YET TO
[02:10:42] BE DETERMINED, BECAUSE WE HEARD FROM A
[02:10:45] COUPLE OF THE PUBLIC COMMENT SPEAKERS
[02:10:46] THAT WE WANT TO MAKE THEM DO THIS, THAT
[02:10:49] OR THE OTHER THING. I JUST THINK THAT AS
[02:10:52] FAR AS STARTING AT THE EA,
[02:10:55] THAT DOES NOT MEAN IT PRECLUDES THEM
[02:10:57] FROM CONTINUING ON. THEY MAY OR MAY NOT,
[02:11:00] BUT IT'S NOT A FINAL DECISION AT THIS
[02:11:03] POINT. YEAH. SO THE FEDERAL AVIATION
[02:11:05] ADMINISTRATION IS THE LEAD AGENCY FOR
[02:11:07] THE NATIONAL ENVIRONMENTAL POLICY ACT.
[02:11:09] THEY HAVE REQUESTED AT THIS TIME THAT WE
[02:11:11] START THE ANALYSIS WITH AN ENVIRONMENTAL
[02:11:12] ASSESSMENT. ONCE WE SEE THE RESULTS OF
[02:11:15] THAT ENVIRONMENTAL ASSESSMENT, THE FAA
[02:11:19] MAY DECIDE THAT WE NEED TO DO AN
[02:11:21] ENVIRONMENTAL IMPACT STATEMENT, AN EIS.
[02:11:24] AT THIS TIME, WE ARE FOCUSED ON THE EA
[02:11:27] AND TRYING TO GET ALL THAT DOCUMENTATION
[02:11:29] TO THE FAA. IT'S EXTREMELY ROBUST
[02:11:32] WHETHER WE DO AN EA OR AN EIS, WE WILL
[02:11:35] STILL DO AN IN DEPTH AND DETAIL ANALYSIS
[02:11:38] FOR THE EA OR AN EIS SHOULD IT ARISE.
[02:11:41] AND JUST AGAIN, FOR PUBLIC ENGAGEMENT,
[02:11:44] THEY RELEASE A DRAFT. THERE'S A 30,
[02:11:46] 60, 90 DAY PUBLIC COMMENT PERIOD. THEN A
[02:11:50] FEDERAL COMES OUT AND THEN A RECORD OF
[02:11:52] DECISION WITH THE ACTION. SO THERE ARE
[02:11:55] PLACES FOR PUBLIC ENGAGEMENT THROUGHOUT,
[02:11:58] STARTING WITH ACTUALLY SCOPING, OR DID
[02:12:01] WE BASICALLY SCOPE THIS PROJECT BACK IN
[02:12:04] THE DAY? ARE WE GOING TO REVISIT
[02:12:06] SCOPING? WE WILL NOT REVISIT SCOPING AT
[02:12:08] THIS TIME. THE PROJECT STILL REMAIN THE
[02:12:10] SAME BACK IN 2020, WHEN WE CAME TO
[02:12:13] COMMISSION IS WHEN WE MADE A
[02:12:14] RECOMMENDATION THAT WE DO BOTH A NEPA
[02:12:17] SEPARATE OF SEPA. WHAT THAT ALSO ALLOWS
[02:12:20] IS TWO OPPORTUNITIES FOR THE AGENCIES
[02:12:22] AND PUBLIC TO COMMENT, WHICH I THINK IS
[02:12:24] A BENEFIT TO INCREASE OUR PUBLIC
[02:12:25] OUTREACH AND ENGAGEMENT AS WELL. SO ONE
[02:12:29] CAN INFORM THE OTHER AS THEY STAGGER
[02:12:31] THROUGH THE PROCESS? YES. SO WE WILL USE
[02:12:34] A LOT OF THE ANALYSIS FOR CIPA THAT
[02:12:35] WE'VE UNDERGONE UNDER THE NEPA
[02:12:37] ENVIRONMENTAL ASSESSMENT. THANK YOU. I
[02:12:41] HOPE THAT CLARIFIES STUFF FOR THE
[02:12:42] PUBLIC. GREAT. THANK YOU SO MUCH.
[02:12:47] OH, COMMISSIONER, HOW'S IT GOING ON?
[02:12:52] CAN WE RETURN TO SLIDE
[02:12:55] FOUR, PLEASE?
[02:12:59] THE ENVIRONMENTAL REVIEW ANALYSIS BASED
[02:13:01] ON CONSTRAINED GROWTH SCENARIO.
[02:13:04] IT'S ONE MORE SLIDE BACK. SLIDE FOUR.
[02:13:08] PAGE FOUR IS LISTED IN THE POWERPOINT.
[02:13:12] SO WHAT ARE THE ASSUMPTIONS WITH THE
[02:13:15] RED LINE, THE GRAY LINE, AND THE DOTTED
[02:13:17] BLUE LINE? SO THE BLUE LINE REPRESENTS
[02:13:20] AN UNCONSTRAINED FORECAST. THAT MEANS

[02:13:23] THAT SEATAC COULD GROW AT ANY AMOUNT IN
[02:13:25] ANY PERCENTAGE WITHOUT ANY CONSTRAINTS
[02:13:27] THAT ARE ASSOCIATED WITH THE AIRPORT.
[02:13:29] SO, FOR EXAMPLE, SIZE, THE AMOUNT OF
[02:13:31] GATES, WE WOULD HAVE AMPLE UNLIMITED
[02:13:34] SUPPLY. AS YOU'VE HEARD PREVIOUSLY,
[02:13:37] SEATAC HAS A VERY SMALL FOOTPRINT.
[02:13:40] WE HAD TO UNDERGO WHAT'S CALLED A
[02:13:42] CONSTRAINED OPERATING GROWTH SCENARIO.
[02:13:44] IT'S KIND OF AN ALTERNATIVE FORECAST TO
[02:13:47] LOOK AT WHEN AN AIRPORT DOES HAVE
[02:13:49] CONSTRAINTS ASSOCIATED. WHAT ARE THE
[02:13:51] IMPACTS TO FUTURE GROWTH? FOR SEATAC,
[02:13:54] WE IDENTIFIED ONE PRIMARY CONSTRAINT,
[02:13:56] AND THAT'S AIRCRAFT GATES AND HOLD
[02:13:59] POSITIONS ON THE GROUND. WE SIMPLY DON'T
[02:14:01] HAVE ENOUGH PLACES TO PARK AIRCRAFT. SO
[02:14:04] WHAT THE ORANGE LINE SHOWS IS IF WE
[02:14:06] CHOOSE TO DO NOTHING AT SEATAC AIRPORT,
[02:14:09] WE WILL OPERATE IN A VERY LIMITED
[02:14:11] CAPACITY AS SOON AS 2027.
[02:14:16] WHAT YOU SEE IS THE GRAY LINE, WHICH IS
[02:14:17] THE INCREASE OR THE BUMP THAT'S WHEN WE
[02:14:21] PUSH. IF THE PROPOSED NEAR TERM PROJECTS
[02:14:23] MOVE FORWARD, THAT ALLOWS US TO BRING IN
[02:14:25] MORE CAPACITY AT THE AIRPORT, BOTH
[02:14:27] OPERATIONS AND PASSENGERS.
[02:14:35] ARE THESE PROJECTIONS BASED UPON THE
[02:14:38] ASSUMPTION THAT THERE WOULD NOT BE A
[02:14:40] SECOND AIRPORT IN WASHINGTON STATE TO
[02:14:43] SERVICE INTERNATIONAL DOMESTIC TRAVEL
[02:14:45] NEEDS? THAT STUDY ACTUALLY ANTICIPATED
[02:14:48] THAT THE NEAR TERM PROJECTS WOULD
[02:14:50] HAPPEN, SO IT ASSUMED THAT THE NEAR TERM
[02:14:53] PROJECTS WOULD MOVE FORWARD INTO THE
[02:14:54] FUTURE.
[02:14:57] I'M REFERRING TO THE PROSPECT THAT'S
[02:15:00] HAPPENING BEYOND THE PORT OF SEATTLE AND
[02:15:02] KING COUNTY ABOUT ESTABLISHING A SECOND
[02:15:05] AIRPORT THAT MIGHT BE ABLE TO ABSORB
[02:15:07] SOME OF THE TRAVEL DEMANDS AND NEEDS
[02:15:10] OF WASHINGTONIANS WHO ARE CURRENTLY
[02:15:14] TRAVELING INTO SEA IN ORDER TO TRAVEL
[02:15:17] FROM THERE ON OUT. DOES THIS ASSUME
[02:15:21] THAT THERE WOULD NOT BE ANOTHER
[02:15:24] ALTERNATIVE OPTION TO SERVICE DEMAND
[02:15:28] AND THAT WE WOULD ABSORB THE BULK OF THE
[02:15:31] PUBLIC DEMAND FOR TRAVEL?
[02:15:34] SO THE CACC STUDY PARDON ME, I DON'T
[02:15:37] RECALL WHAT THE ACRONYM STANDS FOR WAS
[02:15:39] THE INITIAL AIRPORT SIDING STUDY THAT
[02:15:41] WAS COMPLETED OR ESSENTIALLY STOPPED.
[02:15:44] THAT STUDY ANTICIPATED THAT NEAR TERM
[02:15:47] PROJECTS WOULD OCCUR. SO WHAT IT DID IT
[02:15:49] LOOKED AT IS HOW MUCH ADDITIONAL
[02:15:50] CAPACITY WOULD BE NEEDED IN THE REGION
[02:15:53] IF SEATAC WAS TO MOVE FORWARD WITH THE
[02:15:55] NEAR TERM PROJECTS. THE STUDY
[02:15:59] HAS SINCE STOPPED, AS YOU KNOW, AND IS
[02:16:01] REEVALUATING WHAT IT NEEDS TO ASSESS
[02:16:04] FUTURE GROWTH IN THE REGION.
[02:16:09] I THINK IT'S IMPORTANT TO POINT OUT,
[02:16:11] TOO, THAT THE CHART WE'RE LOOKING AT

[02:16:13] HERE CONTEMPLATES A PERIOD THROUGH 2037,
[02:16:17] WHICH ISN'T EVEN TO THE POINT WHERE A
[02:16:20] SECOND AIRPORT COULD HAVE BEEN CITED HAD
[02:16:23] THAT BEEN SUCCESSFUL. SO IT CONTEMPLATES
[02:16:26] AIR TRAFFIC REGARDLESS WHETHER
[02:16:30] IN THE FUTURE THERE WERE A SECOND
[02:16:31] AIRPORT.
[02:16:35] THAT'S CORRECT. ALL RIGHT.
[02:16:39] HEARING NO FURTHER QUESTIONS FOR THIS
[02:16:40] ITEM. IS THERE A MOTION IN A SECOND?
[02:16:47] YES. SO MOVED.
[02:16:51] SECOND. ALL RIGHT, THE MOTION HAS BEEN
[02:16:53] MADE AND SECONDED. CLERK HART, PLEASE
[02:16:55] CALL THE ROLL FOR THE VOTE. THANK YOU.
[02:16:57] BEGINNING WITH COMMISSIONER CALKINS.
[02:16:58] AYE. THANK YOU. COMMISSIONER FELLEMAN.
[02:17:01] AYE. THANK YOU. COMMISSIONER HASAGAWA.
[02:17:04] AYE. THANK YOU. COMMISSIONER MOHAMMED.
[02:17:08] AYE. THANK YOU. AND COMMISSIONER CHO.
[02:17:10] AYE. THANK YOU. FIVE AYES, ZERO NAYS FOR
[02:17:13] THIS ITEM. GREAT. THE MOTION PASSES.
[02:17:15] THANK YOU, TEAM. SO WE HAVE
[02:17:18] NO PRESENTATIONS AND STAFF REPORTS
[02:17:20] TODAY, SO THAT MEANS THAT THAT CONCLUDES
[02:17:23] OUR BUSINESS MEETING AGENDA FOR THE DAY.
[02:17:25] ARE THERE ANY CLOSING COMMENTS AT THIS
[02:17:27] TIME OR MOTIONS RELATED TO COMMITTEE
[02:17:28] REFERRALS FROM COMMISSIONERS?
[02:17:32] ALL RIGHT. SEEING NONE. EXECUTIVE
[02:17:34] DIRECTOR METRUCK, ANY CLOSING COMMENTS
[02:17:35] FOR US TODAY? NO. COMMISSIONERS, THANK
[02:17:38] YOU FOR YOUR TIME ON REVIEWING THESE
[02:17:40] IMPORTANT ITEMS TODAY. THANK YOU.
[02:17:42] GREAT. HEARING NO FURTHER COMMENTS AND
[02:17:44] HAVING NO FURTHER REGULAR BUSINESS. IF
[02:17:45] THERE IS NO OBJECTION, THE COMMISSIONER
[02:17:47] WILL TAKE A TEN MINUTE BREAK AND WILL
[02:17:49] THEN RECESS INTO EXECUTIVE SESSION PER
[02:17:51] RCW 42.30.110, SUB ONE, SUB F,
[02:17:55] AND SUB ONE, SUB I, FOR APPROXIMATELY AN
[02:17:58] HOUR. NO ACTION WILL BE TAKEN DURING
[02:18:00] THIS TIME, AND THE MEETING WILL TURN
[02:18:01] IMMEDIATELY AFTER THE CONCLUSION OF THE
[02:18:03] SESSION. WE ARE IN RECESS AT TWO,
[02:18:05] EXECUTIVE SESSION AT 02:20 P.M..
[02:18:09] THANK YOU VERY MUCH.

END OF TRANSCRIPT