

## START OF TRANSCRIPT

[00:00:27] ALL RIGHT? THIS IS COMMISSION  
[00:00:30] PRESIDENT SAM CHO CONVENING THE REGULAR  
[00:00:32] MEETING OF AUGUST 8, 2023. THE TIME IS  
[00:00:35] 10:30 A.M.. WE ARE MEETING IN PERSON  
[00:00:38] TODAY AT THE PORT OF SEATTLE  
[00:00:39] HEADQUARTERS BUILDING. COMMISSIONER  
[00:00:40] CHAMBERS AND VIRTUALLY VIA MICROSOFT  
[00:00:41] TEAMS. PRESENT WITH ME TODAY ARE  
[00:00:44] COMMISSIONERS FELLEMAN, HASEGAWA AND  
[00:00:45] MOHAMMED, WHO ARE CURRENTLY GATHERED IN  
[00:00:47] THE EXECUTIVE SESSION ROOM AWAITING THE  
[00:00:49] OPENING OF THE PUBLIC MEETING.  
[00:00:50] COMMISSIONER CALKINS IS ABSENT AND  
[00:00:52] EXCUSED FROM THIS MEETING. COMMISSIONER  
[00:00:54] MOHAMMED IS RECUSED FROM PARTICIPATING  
[00:00:56] IN A PORTION OF THE SESSION TODAY.  
[00:00:58] WE'LL NOW RECESS INTO EXECUTIVE SESSION  
[00:01:00] TO DISCUSS ONE ITEM REGARDING LITIGATION  
[00:01:02] AND OR POTENTIAL LITIGATION OR LEGAL  
[00:01:05] RISK, PER RCW 42.30.110,  
[00:01:08] SUB ONE, SUB I FOR APPROXIMATELY 30  
[00:01:10] MINUTES AND SEPARATELY. ONE ITEM  
[00:01:12] REGARDING LITIGATION AND OR LEGAL RISK,  
[00:01:15] PER RCW 42.30.110,  
[00:01:18] SUB ONE, SUB I, AND PERFORMANCE OF A  
[00:01:20] PUBLIC EMPLOYEE PER RCW 42.30,  
[00:01:23] POINT ELEVEN, SUB ONE, SUB G, FOR  
[00:01:27] APPROXIMATELY 20 MINUTES AND WE'LL  
[00:01:28] RECONVENE INTO PUBLIC SESSION AT NOON  
[00:01:30] SHARP. THANK YOU VERY MUCH. THANK YOU.  
[00:01:33] WE ARE NOW IN RECESS. GOOD AFTERNOON.  
[00:01:38] THIS IS COMMISSION PRESIDENT SAM CHO  
[00:01:40] RECONVENING THE REGULAR MEETING OF  
[00:01:42] AUGUST 8th 2023. THE TIME IS 12:08 P.M..  
[00:01:46] APOLOGIZE FOR BEING A LITTLE  
[00:01:48] LATE TODAY. WE'RE MEETING IN PERSON  
[00:01:50] TODAY AT THE PORT OF SEATTLE  
[00:01:51] HEADQUARTERS BUILDING. COMMISSION  
[00:01:53] CHAMBERS. DEPUTY CLERK PAYNE  
[00:01:56] WILL CALL THE ROLL OF COMMISSIONERS IN  
[00:01:58] ATTENDANCE TODAY. THANK YOU.  
[00:02:01] FIRST COMMISSIONER CHO. PRESENT.  
[00:02:04] COMMISSIONER FELLEMAN. PRESENT.  
[00:02:07] COMMISSIONER HASEGAWA. PRESENT. AND  
[00:02:09] COMMISSIONER MOHAMMED. PRESENT. YOU DO  
[00:02:11] HAVE A QUORUM. EXCELLENT. THANK YOU SO  
[00:02:12] MUCH. A FEW HOUSEKEEPING ITEMS BEFORE WE  
[00:02:14] BEGIN. FOR EVERYONE IN THE ROOM TODAY,  
[00:02:16] PLEASE TURN YOUR CELL PHONES TO SILENT.  
[00:02:18] FOR ANYONE PARTICIPATING ON MICROSOFT  
[00:02:20] TEAMS, PLEASE MUTE YOUR SPEAKERS. WHEN  
[00:02:22] NOT ACTIVELY SPEAKING OR PRESENTING,  
[00:02:24] PLEASE KEEP YOUR CAMERAS OFF UNLESS  
[00:02:26] YOU'RE A MEMBER OF THE COMMISSION OR  
[00:02:27] EXECUTIVE DIRECTOR PARTICIPANT  
[00:02:28] VIRTUALLY, OR YOU ARE A MEMBER OF THE  
[00:02:30] STAFF. IN A PRESENTATION, YOU ARE  
[00:02:31] ACTIVELY ADDRESSING THE COMMISSION.  
[00:02:33] MEMBERS OF THE PUBLIC, ADDRESSING THE  
[00:02:35] COMMISSIONER DURING THE PUBLIC COMMENT  
[00:02:36] MAY TURN ON THEIR RULES WHEN THEIR NAME

[00:02:38] IS CALLED TO SPEAK AND WILL TURN THEM  
[00:02:40] BACK OFF AGAIN AT THE CONCLUSION OF  
[00:02:42] THEIR REMARKS. FOR ANYONE AT THE DAIS  
[00:02:44] HERE TODAY, PLEASE TURN OFF THE SPEAKERS  
[00:02:46] ON ANY COMPUTERS AND SILENCE YOUR  
[00:02:48] DEVICES. PLEASE ALSO REMEMBER TO ADDRESS  
[00:02:50] YOUR REQUEST TO BE RECOGNIZED, TO SPEAK  
[00:02:52] THROUGH THE CHAIR, AND TO WAIT TO SPEAK  
[00:02:54] UNTIL YOU HAVE BEEN RECOGNIZED. YOU'LL  
[00:02:56] TURN ON YOUR MICROPHONES ON AND OFF AS  
[00:02:58] NEEDED. ALL THE ITEMS NOTED HERE WILL  
[00:03:00] ENSURE A SMOOTHER MEETING, SO I THANK  
[00:03:01] YOU IN ADVANCE. ALL VOTES TODAY WILL BE  
[00:03:04] TAKEN BY ROLL CALL METHODS SO THAT IT'S  
[00:03:06] CLEAR FOR ANYONE PARTICIPATING VIRTUALLY  
[00:03:08] HOW VOTES ARE CAST. COMMISSIONERS WILL  
[00:03:10] SAY AYE OR NAY WHEN THEIR NAME IS  
[00:03:11] CALLED. WE ARE MEETING ON THE ANCESTRAL  
[00:03:13] LANDS AND WATERS OF THE COAST SALISH  
[00:03:15] PEOPLE WITH WHOM WE SHARE A COMMITMENT  
[00:03:17] TO STEWARD THESE NATURAL RESOURCES FOR  
[00:03:19] FUTURE GENERATIONS. THIS MEETING IS  
[00:03:21] BEING DIGITALLY RECORDED AND MAY BE  
[00:03:23] VIEWED OR HEARD AT ANY TIME ON THE  
[00:03:25] PORT'S WEBSITE AND MAY BE REBROADCASTED  
[00:03:29] BY KING COUNTY TELEVISION. PLEASE JOIN  
[00:03:31] ME NOW AND STAND FOR THE PLEDGE OF ALLEGIANCE.  
[00:03:36] [Reciting the Pledge of Allegiance]  
[00:03:51] FIRST ITEM OF BUSINESS DAY IS APPROVAL  
[00:03:53] OF THE AGENDA. AS A REMINDER, IF A  
[00:03:55] COMMISSIONER WISHES TO COMMENT FOR  
[00:03:57] AGAINST AN ITEM ON THE CONSENT AGENDA,  
[00:03:58] IT IS NOT NECESSARY TO PULL THE ITEM.  
[00:04:00] RATHER, A COMMISSIONER MAY OFFER  
[00:04:02] SUPPORTING OR OPPOSING COMMENTS ONCE THE  
[00:04:04] MOTION TO APPROVE THE CONSENT AGENDAS ON  
[00:04:06] THE FLOOR AND BEFORE THE VOTE IS TAKEN.  
[00:04:08] HOWEVER, IF A COMMISSIONER WANTS TO ASK  
[00:04:10] QUESTIONS OF STAFF OR WISHES TO HAVE A  
[00:04:12] DIALOGUE ON A CONSENT AGENDA ITEM, IT IS  
[00:04:14] APPROPRIATE TO REQUEST THE ITEM TO BE  
[00:04:15] PULLED FOR SEPARATE DISCUSSION. ARE  
[00:04:17] THERE ANY ITEMS TO BE PULLED FROM THE  
[00:04:18] CONSENT AGENDA OR MOTIONS TO REARRANGE  
[00:04:20] THE ORDERS OF THE DAY? YES,  
[00:04:22] COMMISSIONER FELLEMAN? I'D LIKE TO JUST  
[00:04:24] ASK A QUESTION ABOUT ITEM EIGHT E.  
[00:04:29] OKAY, SO WE WILL TABLE THAT ONE.  
[00:04:32] ACTUALLY, WE WILL GO AHEAD AND VOTE ON  
[00:04:35] IT AND THEN YOU CAN ASK YOUR QUESTION  
[00:04:36] AFTERWARDS.  
[00:04:50] YES, I THINK ITEM EIGHT E SHOULD BE  
[00:04:53] PULLED BEFORE THE VOTE. THE DISCUSSION  
[00:04:55] SHOULD HAPPEN BEFORE THE VOTE.  
[00:04:58] SO CLERK, I THINK WE CAN IF WE'RE JUST  
[00:05:01] ASKING QUESTIONS, DO WE NEED TO PULL IT?  
[00:05:04] OH, YOU'RE ASKING QUESTIONS, NOT JUST  
[00:05:05] MAKING COMMENTS. RIGHT. I'D SUPPORT  
[00:05:08] COMMISSIONER. OKAY. MOHAMMED'S REQUEST  
[00:05:11] TO PULL IT INSTEAD OF JUST ASKING A  
[00:05:13] QUESTION. IF THAT'S WHAT YOU PREFER.  
[00:05:14] OKAY. AND THEN, COMMISSIONER HASEGAWA,  
[00:05:16] DO YOU HAVE QUESTIONS OR JUST COMMENTS

[00:05:17] REGARDING EIGHT C? OH, A QUESTION.  
[00:05:20] OKAY, SO THEN WE HAVE A MOTION TO MOVE  
[00:05:23] EIGHT C AND EIGHT E. IS THERE A FIRST AND A  
[00:05:25] SECOND? SO MOVED.  
[00:05:29] SECOND. GREAT. SO THE MOTION ON THE  
[00:05:31] BOARD IS TO AMEND THE CONSENT AGENDA TO  
[00:05:33] REMOVE EIGHT C AND EIGHT E AND VOTE ON A,  
[00:05:36] B AND D. DO I HAVE A FIRST AND A SECOND?  
[00:05:39] SO MOVED SECOND.  
[00:05:43] I GUESS WE'LL TAKE A ROLL CALL VOTE.  
[00:05:45] OKAY.  
[00:05:49] COMMISSIONER FELLEMAN?  
[00:05:52] AYE. COMMISSIONER HASAGAWA? AYE.  
[00:05:56] COMMISSIONER MOHAMED? AYE. AND  
[00:05:58] COMMISSIONER CHO? AYE. WE HAVE FOUR AYES  
[00:06:01] AND ZERO NAYS. GREAT. SO WE HAVE JUST  
[00:06:03] APPROVED EIGHT A, EIGHT B AND 8D ON THE  
[00:06:06] CONSENT AGENDA. WE WILL NOW GO TO EIGHT  
[00:06:08] C AND TURN IT OVER TO STEVE METRUCK AND  
[00:06:12] COMMISSIONER TOSHIKO HASEGAWA FOR  
[00:06:14] QUESTIONS. BUT FIRST, STEVE, GO AHEAD  
[00:06:15] AND INTRODUCE THE ITEM REAL QUICK.  
[00:06:20] SORRY, SHE'S GOING QUICKLY. SO, ITEM  
[00:06:22] EIGHT C. EIGHT C. YES.  
[00:06:35] LITERALLY, THIS IS THE MONTHLY LOCATION  
[00:06:38] OF PRIOR EXECUTIVE DIRECTOR DELEGATION  
[00:06:40] ACTIONS. I GUESS THIS IS A NON REPORT  
[00:06:44] FOR THIS MONTH. I GUESS BASICALLY IT'S  
[00:06:47] SUPPOSED TO BUY THE TRANSPARENCY FOR THE  
[00:06:50] DELEGATION OF RESPONSIBILITY AND  
[00:06:52] AUTHORITY THAT ARE DELEGATED TO ME UNDER  
[00:06:54] THE AVIATION TO DO THAT. AND THERE WERE  
[00:06:56] NO APPROVALS THAT I APPROVED FOR THIS  
[00:06:58] MONTH OF JULY. RIGHT. MY ONLY QUESTION  
[00:07:01] ON IT WAS, DOES IT NEED TO BE ON CONSENT  
[00:07:05] IF THERE'S NOTHING'S IN THE NEGATIVE  
[00:07:07] REPORT? IT'S A NEGATIVE REPORT. I TAKE  
[00:07:10] THAT, COMMISSIONER, AND WE'LL TAKE A  
[00:07:12] LOOK AT THAT. IF THERE'S NOTHING, THEN  
[00:07:13] WHAT ARE YOU VOTING ON? THEY'RE NOT  
[00:07:16] VOTING.  
[00:07:19] I THINK WE SHOULD REMOVE IT. THEN IT'S  
[00:07:22] REMOVED,  
[00:07:26] SO NO IMPLICATIONS FOR US. IS THAT  
[00:07:28] CORRECT? CORRECT. YES, I THINK IS IT  
[00:07:31] OKAY? YES, YOU CAN DO I TRIED ASKING  
[00:07:34] BEFORE THE MEETING AND NOBODY HAD. I'M  
[00:07:36] SORRY ABOUT THAT, COMMISSIONER. NO, I  
[00:07:37] THINK THAT'S CLARIFIED. ALL RIGHT,  
[00:07:39] THANK YOU. ALL RIGHT, GREAT. AND THEN  
[00:07:40] WE'LL MOVE ON TO EIGHT EIGHT E.  
[00:07:49] ALL RIGHT. ITEM EIGHT E FOR CRUISE.  
[00:07:54] STEVE, IF YOU WANT TO QUICKLY GIVE US A  
[00:07:55] SYNOPSIS AND THEN WE'LL LET COMMISSIONER  
[00:07:58] FELLEMAN ASK US QUESTIONS. SURE. I'LL  
[00:08:01] READ INTO THE RECORD FIRST,  
[00:08:02] COMMISSIONER JOE AUTHORIZATION FOR THE  
[00:08:05] EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT  
[00:08:08] FOR TWO NEW CRUISE PASSENGER SECONDARY  
[00:08:10] GATEWAYS FOR THE SMITH COVE CRUISE  
[00:08:12] TERMINAL AT PIER 91 IN THE AMOUNT OF  
[00:08:15] \$8,700,000 OF A TOTAL ESTIMATED PROJECT  
[00:08:18] COST OF \$9 MILLION.

[00:08:21] COMMISSIONERS, OUR EXISTING CRUISE SHIP  
[00:08:23] CRUISE PASSENGER GANGWAYS AT TERMINAL 91  
[00:08:26] ARE NEAR THE END OF THEIR USEFUL LIFE.  
[00:08:28] PROCURING TWO NEW GANGWAYS WILL IMPROVE  
[00:08:30] SAFETY, ACCESSIBILITY, AND CRUISE  
[00:08:32] PASSENGER VESSEL EMBARKMENT AND  
[00:08:36] DISEMBARKMENT EXPERIENCE.  
[00:08:41] IT'LL ALSO PROVIDE US WITH THE ABILITY  
[00:08:43] TO CONTINUE OPERATIONS IN THE CASE OF  
[00:08:45] THE GANGWAY GOING OUT OF SERVICE AND TO  
[00:08:47] ANSWER QUESTIONS, WE HAVE MARIE  
[00:08:50] ELLINGSON, I DON'T KNOW IF SHE'S ON  
[00:08:52] VIRTUALLY AND TIM LATTER, THE CAPITAL  
[00:08:55] PROJECT MANAGER, AND MARIE SO ARE  
[00:08:58] YOU THERE, TIM? I SEE YOU, TIM. AND I  
[00:09:00] SEE MARIE. VERY GOOD. EXCELLENT.  
[00:09:01] COMMISSIONER FELLEMAN, GO AHEAD AND ASK  
[00:09:03] YOUR WELL, ACTUALLY,  
[00:09:06] COMMISSIONER MOHAMMED WANTED THIS ITEM  
[00:09:07] PULLED. SO DO YOU WANT TO GO FIRST?  
[00:09:11] I JUST HAD A QUESTION ABOUT SO  
[00:09:14] REALLY MOSTLY ABOUT THE ACCOUNTING FOR  
[00:09:16] IT, BUT I GUESS I'M DRAWING MY ATTENTION  
[00:09:19] DOWN HERE. FIRST OF ALL, DOES 66 HAVE  
[00:09:22] TWO GATEWAYS GANGWAYS?  
[00:09:28] YES, IT DOES. OKAY. AND IT SEEMS TO ME,  
[00:09:30] CERTAINLY WITH THE LARGER SHIPS, IT ONLY  
[00:09:32] MAKES SENSE AND YOU SAY THAT THIS  
[00:09:36] PROVIDES INCREASED, ACTUALLY,  
[00:09:37] FLEXIBILITY FOR THE SHORE POWER, WHICH  
[00:09:40] IS A SEPARATE ITEM FOR BEING ABLE TO  
[00:09:42] ACCESS SHIPS OF DIFFERENT SIZES AND  
[00:09:45] STUFF. WHAT MY QUESTION HAD TO DO WITH  
[00:09:48] WAS THAT IT SAYS THIS PROJECT WILL BE  
[00:09:51] FUNDED BY THE GENERAL FUND, WHEREAS THE  
[00:09:55] ITEM WITH THE SHORE POWER, WHICH I KIND  
[00:09:58] OF THOUGHT THESE WOULD BE PRESENTED  
[00:09:59] TOGETHER, SAYS IT'S FROM THE  
[00:10:03] CRUISE BUDGET. AND THIS IS JUST  
[00:10:05] SOMETHING I BRING UP ALL THE TIME IN  
[00:10:08] THAT JUST CRUISES ARE BRIGHTEST LIGHT  
[00:10:11] IN THE MARITIME BUDGET,  
[00:10:15] BUT THOSE THINGS THAT ARE ASSOCIATED  
[00:10:18] WITH OPERATIONS VERSUS CAPITAL ARE KEPT  
[00:10:23] APART. SO WHEN I KEEP ON ASKING IT,  
[00:10:26] WHAT IS THE NET PROFITABILITY OF CRUISE  
[00:10:28] AT THE END OF THE YEAR? THESE SORT OF  
[00:10:31] INVESTMENTS ARE NOT PART OF THAT  
[00:10:34] CALCULATION. IT'S A LUCRATIVE REVENUE  
[00:10:37] GENERATOR, BUT IT COSTS MONEY TO MAKE  
[00:10:39] MONEY. AND SO I JUST THINK THAT THE NET  
[00:10:41] RESULT SHOULD BE PRESENTED AS THE NATURE  
[00:10:45] OF THE CRUISE. NOW, CLEARLY, WE HAVE  
[00:10:47] LEASE OBLIGATIONS TO MAINTAIN OUR BIRTHS  
[00:10:50] VENDORING AND THINGS LIKE THAT IS PART  
[00:10:52] OF THAT INCREASING THE CAPACITY TO  
[00:10:55] HANDLE ADDITIONAL GANGWAYS. THIS, TO ME,  
[00:10:58] WOULD BE SEEN AS, WHILE IMPORTANT,  
[00:11:01] POTENTIALLY SOMETHING WE WOULD SHARE  
[00:11:03] WITH THE CRUISE OPERATOR.  
[00:11:07] AND IF WE'RE JUST GOING TO ABSORB IT,  
[00:11:09] THEN I JUST AM TALKING ABOUT HOW IT  
[00:11:11] WOULD BE ACCOUNTED FOR.

[00:11:18] IS THERE A QUESTION, COMMISSIONER, I  
[00:11:19] UNDERSTAND THAT KELLY ZUPAN JUST CAME TO  
[00:11:22] THE CHAMBERS THERE,  
[00:11:26] AND I THINK HE WAS GOING TO ADDRESS THIS  
[00:11:28] QUESTION. YES, THANK YOU. YEAH. KELLY,  
[00:11:30] DO YOU WANT TO JOIN US? WELL, LET ME  
[00:11:32] JUST SAY IN GENERAL, COMMISSIONER, THAT  
[00:11:35] AS WE LOOK AT HERE, YOUR QUESTION IS  
[00:11:37] MORE ABOUT HOW DO YOU ACCOUNT FOR IT TO  
[00:11:40] REFLECT ON IT? AND I THINK KELLY CAN  
[00:11:41] TALK ABOUT THAT AS WE ROLL THEM IN. I  
[00:11:43] MEAN, WE DON'T HAVE SEPARATE FUNDS TO  
[00:11:45] PAY FOR SEPARATE ITEMS, BUT I'LL LET  
[00:11:47] KELLY ADDRESS THAT. YES, COMMISSIONER,  
[00:11:50] WE TYPICALLY ACCOUNT FOR IT IN THE  
[00:11:52] DEPRECIATION LINE, AND WE LOOK AT THAT  
[00:11:55] WHEN WE GO THROUGH THE BUDGET WITH YOU.  
[00:11:57] WE LOOK AT THAT OVERALL AS WELL. WE  
[00:12:00] DON'T LOOK AT IT AS MUCH ON THE YEAR TO  
[00:12:03] DATE NUMBERS BECAUSE ESPECIALLY WITH  
[00:12:06] CRUISE, BECAUSE THE REVENUE IS VERY  
[00:12:09] CYCLICAL. IT HITS MOSTLY IN JULY AND  
[00:12:12] AUGUST. BUT WE DO HAVE THAT IN BUDGET  
[00:12:14] NUMBERS, AND WE LOOK AT IT THAT WAY,  
[00:12:16] AND IT STILL CLEARS PROFIT, EVEN  
[00:12:18] INCLUDING THE DEPRECIATION COST. BUT  
[00:12:20] OBVIOUSLY, THERE'S A BIG CHUNK OF IT. I  
[00:12:22] DON'T HAVE THAT NUMBER RIGHT OFFHAND,  
[00:12:24] BUT WE DO HAVE THAT. AND WHEN WE GO  
[00:12:26] THROUGH THE BUDGET PRESENTATION WITH YOU  
[00:12:28] IN OCTOBER, WE WILL DISPLAY IT AS THE  
[00:12:30] OVERALL FOR ALL THE BUSINESS LINES. WE  
[00:12:33] WILL DISPLAY THAT OVERALL PROFITABILITY  
[00:12:35] FOR YOU AS WELL. I GUESS THAT WAS MY  
[00:12:38] QUESTION, HOW IT'S BROKEN DOWN BY  
[00:12:40] BUSINESS LINE? BECAUSE WE DO THINGS LIKE  
[00:12:42] WE INCREASE THE WATER MAIN, WE DO OTHER  
[00:12:44] THINGS TO ACCOMMODATE THIS BURGEONING  
[00:12:46] BUSINESS. I'M JUST SAYING, AT THE END OF  
[00:12:49] THE DAY, FOR THAT GIVEN YEAR, THERE'S  
[00:12:52] REVENUE AND THERE'S EXPENSE, AND I  
[00:12:55] RARELY SEE THIS REPRESENTED AS THE  
[00:12:58] NET PROFITABILITY OF CREWS.  
[00:13:02] YES. SO IF IT'S AMORTIZED, DEPRECIATE,  
[00:13:05] WHATEVER, IF IT'S A \$9 MILLION PROJECT  
[00:13:09] OVER A 20 YEAR PERIOD OF TIME, WE CAN  
[00:13:11] KNOCK OFF, WHATEVER, 450,000, WHATEVER  
[00:13:13] IT IS PER YEAR AS AN EXPENSE TOWARDS  
[00:13:17] THE NET REVENUE. YEAH,  
[00:13:23] I DON'T UNDERSTAND THE QUESTION OF WHEN  
[00:13:25] YOU WANT US TO SHOW THIS? WE DO DO IT.  
[00:13:27] LIKE I SAID, EVERY YEAR DURING THE  
[00:13:28] BUDGET SEASON, WE TALK ABOUT, YEAH, LET  
[00:13:32] ME JUMP IN THE COMMISSIONER. WE CAN  
[00:13:33] ACTUALLY DO THAT KIND OF ROLL UP FOR  
[00:13:34] TOP. WHAT I HEAR YOU IS NOT JUST ON THIS  
[00:13:36] ONE, BUT IN GENERAL. RIGHT. OF ALL THOSE  
[00:13:38] THINGS FOR EACH BUSINESS LINE,  
[00:13:42] IT'S CHARACTERIZED DIFFERENTLY FOR THE  
[00:13:44] SHORE POWER. AND SO IT SAYS SPECIFICALLY  
[00:13:46] FOR SHORE POWER, CRUISE LINE BUSINESS.  
[00:13:49] AND SO AT THE END OF THE YEAR, WE SAID,  
[00:13:51] OH, WE HAD AN ADDITIONAL \$4 MILLION OR

[00:13:54] SOMETHING FROM CRUISE TO GO INTO  
[00:13:56] WORKFORCE DEVELOPMENT, WHICH IS A GOOD  
[00:14:00] THING. BUT TO BE ABLE TO SAY THAT CAME  
[00:14:02] FROM CRUISE. THAT MEANS THAT WE  
[00:14:04] UNDERSTAND WHAT THE EXPENSES, OTHER  
[00:14:07] EXPENSES FROM CRUISE WERE, TO KNOW WHAT  
[00:14:10] THE DELTA WAS THAT WE BECAUSE TO ME,  
[00:14:13] WE SHOULD BE REINVESTING CRUISE INTO  
[00:14:15] CRUISE FIRST. RIGHT? SO THOSE EXPENSES  
[00:14:18] SHOULD BE COVERING THOSE REVENUES SHOULD  
[00:14:21] BE COVERING THE MAINTENANCE AND  
[00:14:23] OPERATION OF CRUISE. ANYTHING LEFT OVER  
[00:14:26] FROM THAT, IT'S LIKE A GENERAL FUND KIND  
[00:14:28] OF A QUESTION. AND THAT'S A GENERAL  
[00:14:29] WELL, I THINK GOING BACK TO THAT ONE  
[00:14:31] SPECIFIC CASE I THINK WE WERE LOOKING AT  
[00:14:35] DURING THE ACTUAL BUDGET WE WERE  
[00:14:37] EXECUTING THAT PROBABLY WOULDN'T  
[00:14:41] RETURN TO THAT ALL THE TIME, BUT I THINK  
[00:14:44] THAT WAS A SPECIFIC CASE. BUT I HEAR  
[00:14:45] YOUR QUESTION ABOUT THAT REFLECTING  
[00:14:50] REALLY IT'S THE CASH FLOW OF WHAT IT  
[00:14:52] COMES OUT TO AND HOW THE EXPENSES  
[00:14:54] AGAINST THOSE INDIVIDUAL THINGS. SO WE  
[00:14:56] CAN COVER THAT IN THE BUDGET BRIEFING  
[00:14:58] WHEN WE GO FORWARD. GREAT. THANK YOU  
[00:15:01] VERY MUCH. THANKS, KAI. I APPRECIATE YOU  
[00:15:02] COMING UP, ANSWERING THOSE QUESTIONS. I  
[00:15:04] WENT A LITTLE OUT OF ORDER HERE. WE'RE  
[00:15:06] ACTUALLY GOING TO VOTE ON THE CONSENT  
[00:15:07] AGENDA LATER IN THE AGENDA RIGHT NOW,  
[00:15:09] WHERE THE QUESTION IS APPROVAL OF THE  
[00:15:10] AGENDA, IS THERE A MOTION TO APPROVE THE  
[00:15:13] AGENDA AS AMENDED? SO MOVED. GREAT.  
[00:15:17] SECOND. I THOUGHT WE DID. YEAH, I  
[00:15:20] THOUGHT SO TOO. THE MOTION HAS BEEN MADE  
[00:15:22] AND SECONDED. IS THERE ANY OBJECTION TO  
[00:15:23] THE APPROVAL OF THE AGENDA AS AMENDED  
[00:15:26] HEARING? NONE. THE AGENDA IS APPROVED AS  
[00:15:28] AMENDED. WE HAVE NO SPECIAL ORDERS FOR  
[00:15:31] TODAY. SO THEN WE'LL MOVE ON TO THE  
[00:15:33] EXECUTIVE DIRECTOR'S. PORT EXECUTIVE  
[00:15:35] DIRECTOR METRUCK. NO ADDITIONAL  
[00:15:38] QUESTIONS, BUT WE'RE GOING TO GO BACK TO  
[00:15:39] IT. YEAH, CONSENT IS AFTER PUBLIC  
[00:15:41] COMMENT, SO WE'LL COME BACK TO CONSENT  
[00:15:43] AGENDA AFTERWARDS. SORRY, THAT'S MY  
[00:15:44] FAULT.  
[00:15:47] COMMISSIONER, GOOD AFTERNOON. I HOPE  
[00:15:49] EVERYONE HAD A GREAT WEEKEND AND THAT  
[00:15:51] YOU WERE ABLE TO ENJOY AT LEAST SOME OF  
[00:15:53] THE SEAFAIR AND SEATTLE FLEET WEEK LAST  
[00:15:55] WEEK. IF YOU JUST GIVE ME A MOMENT OF  
[00:15:57] PRIVILEGE. I JUST WANT TO REFLECT  
[00:15:59] BECAUSE ACTUALLY THIS AUGUST 4, LAST  
[00:16:01] FRIDAY WAS MEANINGFUL FOR ME BECAUSE IT  
[00:16:04] WAS 45 YEARS AGO ON LAST FRIDAY, WHERE I  
[00:16:07] WAS ON A VESSEL DOCKED AT PIER 70 45  
[00:16:12] YEARS AGO LAST FRIDAY ON AUGUST 4. SO I  
[00:16:15] WAS FIVE YEARS OLD, AND I  
[00:16:19] DON'T KNOW HOW THEY GOT ME IN THE COAST  
[00:16:20] GUARD THEN, BUT ANYWAY BUT IT WAS JUST  
[00:16:22] LOOKING BACK THERE, BUT IT JUST CAME



[00:16:25] FULL CIRCLE FOR ME LAST FRIDAY. LOOKING  
[00:16:26] AT THAT WHEN WE HAD THE ARCHIVE OF WHERE  
[00:16:28] SHIPS WERE DOCKED AT THAT TIME AND  
[00:16:31] REFLECTING BACK ON THAT TIME ONLY 45  
[00:16:33] YEARS AGO AND COMING FULL CIRCLE HERE,  
[00:16:36] AS I'VE SAID BEFORE, AN HONOR TO BE HERE  
[00:16:37] AT THE PORT OF SEATTLE TO DO THAT.  
[00:16:40] THANKS FOR THAT. JUST A MOMENT OF  
[00:16:42] REFLECTION ON THAT AND LAST WEEK'S  
[00:16:44] CELEBRATION, IT ALSO REMIND ME OF FLEET  
[00:16:46] WEEK AND THE SEAFAIR CELEBRATION  
[00:16:49] INCLUDED A NUMBER OF PORT RELATED  
[00:16:51] HIGHLIGHTS HERE AT THE PORT, THE PARADE  
[00:16:54] OF NAVAL AND COAST GUARD VESSELS FROM  
[00:16:55] THE US. AND CANADA WAS ENJOYED BY  
[00:16:57] HUNDREDS FROM PIER 62 VIEWPOINT AND  
[00:17:00] INCLUDED A US. COAST GUARD SEARCH AND  
[00:17:02] RESCUE DEMONSTRATION FEATURING A WATER  
[00:17:05] HELICOPTER WATER RESCUE, WHICH I'M SURE  
[00:17:08] WAS MUCH BETTER THAN THE BLUE ANGELS.  
[00:17:10] SO LET ME JUST SAY THAT AND THEN A  
[00:17:12] NATURALIZATION CEREMONY FOR 21  
[00:17:14] CITIZENSHIP CANDIDATES AT PIER 66,  
[00:17:16] WHERE COMMISSIONER CHO PROVIDED SOME  
[00:17:18] INSPIRATIONAL WORDS ALONG WITH REAR  
[00:17:21] ADMIRAL FOSSE, THE NEWLY INSTALLED COAST  
[00:17:23] GUARD DISTRICT 13 COMMANDER AND THEN  
[00:17:27] COMMISSIONER CALKINS ALSO JOINED THE  
[00:17:28] STUDENTS FROM AVIATION HIGH SCHOOL AND  
[00:17:30] THE BLUE ANGELS AT BOEING FIELD. ALSO  
[00:17:32] LAST WEEK, AND FOR THE FIRST TIME, THE  
[00:17:34] FLEET GATHERED AT TERMINAL 46 TO WELCOME  
[00:17:36] THE GENERAL PUBLIC. IN FACT, NEARLY 4600  
[00:17:39] COMMUNITY MEMBERS HAD THE OPPORTUNITY TO  
[00:17:41] MEET SAILORS, TOUR THE VESSELS AND ALSO  
[00:17:44] SEE EXHIBITS, INCLUDING THE ILWU, I  
[00:17:47] BELIEVE HAD AN EXHIBIT THERE ALONG ON  
[00:17:49] 46, ALONG WITH OTHER PROGRAMS.  
[00:17:52] AND MY SPECIAL THANKS TO THE NORTHWEST  
[00:17:53] SEAPORT ALLIANCE FOR THEIR COLLABORATION  
[00:17:55] ON THIS EFFORT AND TO EVERYONE ON OUR  
[00:17:56] TEAM THAT WORKED TO MAKE THESE EVENTS  
[00:17:58] HAPPEN. AND AS MANY OF YOU KNOW,  
[00:18:01] COMMISSIONER SEATTLE IS ALSO IN THE  
[00:18:03] MIDST OF HOSTING THE ASIA PACIFIC  
[00:18:05] ECONOMIC COOPERATION SENIOR OFFICIALS  
[00:18:07] AND MINISTERIAL MEETINGS. APEC IS A  
[00:18:10] REGIONAL ECONOMIC FORUM ESTABLISHED IN  
[00:18:13] 1989 TO LEVERAGE THE GROWING  
[00:18:14] INTERDEPENDENCE OF THE ASIA PACIFIC  
[00:18:17] REGION. APEC'S 21 MEMBER ECONOMIES,  
[00:18:20] INCLUDING THE UNITED STATES, AIM TO  
[00:18:22] CREATE GREATER PROSPERITY FOR THE PEOPLE  
[00:18:24] OF THE REGION BY PROMOTING BALANCED,  
[00:18:26] INCLUSIVE, SUSTAINABLE, INNOVATIVE AND  
[00:18:28] SECURE GROWTH, AS WELL AS BY  
[00:18:30] ACCELERATING REGIONAL ECONOMIC  
[00:18:32] INTEGRATION AS THE TRANS PACIFIC GATEWAY  
[00:18:35] FOR PEOPLE AND GOODS. THE PORT OF  
[00:18:36] SEATTLE IS PARTICULARLY ATTUNED TO THE  
[00:18:38] IMPORTANCE OF THESE RELATIONSHIPS. AND  
[00:18:40] SO WE ARE EXCITED TO BE PLAYING A MAJOR  
[00:18:41] ROLE IN HOSTING THIS YEAR'S MEETINGS.

[00:18:44] FROM FACILITATING INTERNATIONAL RIVALS  
[00:18:45] AT SEA FOR VISITING FOREIGN DIGNITARIES,  
[00:18:48] TO SPEAKING ON PANELS, TO HOSTING MAJOR  
[00:18:51] RECEPTION AND EVENTS AT PIER 69, WE ARE  
[00:18:54] DEEPLY ENGAGED IN BOTH THE CONTENT AND  
[00:18:56] THE LOGISTICS OF MAKING THE MINISTERIALS  
[00:18:58] A SUCCESS. AND A HUGE THANK YOU TO KAREN  
[00:19:00] ZOG BLACK FOR HER TIRELESS WORK IN  
[00:19:03] COORDINATING THESE ACTIVITIES AT SEA,  
[00:19:05] THE COMINGS AND GOINGS AND ACTUALLY THE  
[00:19:08] EVENTS THEMSELVES ON OUR BEHALF TO THE  
[00:19:10] HUGE TEAM OF PORT EMPLOYEES AND PARTNERS  
[00:19:12] WHO ARE SUPPORTING HER IN THESE EFFORTS.  
[00:19:15] FINALLY, I WANT TO MENTION THAT I WAS  
[00:19:17] PLEASED TO JOIN COMMISSIONER CHO,  
[00:19:19] COMMISSIONER CALKINS AND AVIATION  
[00:19:20] MANAGING DIRECTOR LANCE LITTLE LAST WEEK  
[00:19:22] AT THE BOARD OF DIRECTORS MEETING FOR  
[00:19:24] ALASKA AIR GROUP, THE PARENT COMPANY OF  
[00:19:26] ALASKA AIRLINES AND HORIZON AIRLINES.  
[00:19:29] WE'VE HAD AN OPPORTUNITY TO MEET WITH  
[00:19:30] THE BOARD IN THE PAST, WHICH IS AN  
[00:19:31] IMPORTANT OPPORTUNITY FOR COLLABORATION  
[00:19:33] AND COORDINATION WITH SEATTLE'S HOMETOWN  
[00:19:36] AIRLINE. THIS YEAR'S MEETING WAS  
[00:19:38] PARTICULARLY TIMELY GIVEN THAT THE  
[00:19:40] ALASKA BOARD HAS IDENTIFIED SEA  
[00:19:42] MODERNIZATION AS ONE OF THEIR MOST  
[00:19:44] IMPORTANT STRATEGIC CORPORATE  
[00:19:45] PRIORITIES. WE ARE ALREADY COLLABORATING  
[00:19:47] WITH THEM ON MAJOR CAPITAL PROJECTS LIKE  
[00:19:49] THE NORTH MAINE TERMINAL MODERNIZATION  
[00:19:51] PROJECT, ALSO KNOWN AS THE SEA GATEWAY,  
[00:19:54] AND WE HAVE MANY SHARED PRIORITIES ON  
[00:19:56] TOPICS LIKE SUSTAINABILITY, SAFETY,  
[00:19:59] ANTI HUMAN TRAFFICKING, AND WORKFORCE  
[00:20:01] DEVELOPMENT. COMMISSIONER CHO AND  
[00:20:03] CALKINS ALSO HAD THE CHANCE TO HIGHLIGHT  
[00:20:04] SOME OF THE MAJOR NON AVIATION  
[00:20:06] ACTIVITIES GOING ON AT THE PORT.  
[00:20:09] OVERALL, IT WAS A VERY PRODUCTIVE  
[00:20:10] CONVERSATION ON TOPICS BIG AND SMALL,  
[00:20:12] AND IT WAS EXCITING TO HEAR ABOUT  
[00:20:13] ALASKA'S PRIORITIES. I LOOK FORWARD TO  
[00:20:16] ONGOING CONVERSATIONS WITH ALL OF OUR  
[00:20:18] TENANTS AND PARTNERS ABOUT CONTINUING TO  
[00:20:20] IMPROVE OUR FACILITIES AND THE CUSTOMER  
[00:20:22] EXPERIENCE AT SEA. MOVING TO TODAY'S  
[00:20:26] COMMISSIONER MEETING, I'D LIKE TO  
[00:20:27] HIGHLIGHT A FEW ITEMS. ON THE CONSENT  
[00:20:30] AGENDA IS AN ACTION THAT WILL MAXIMIZE  
[00:20:32] THE FLEXIBILITY OF AIRLINE GATES,  
[00:20:34] AIRPLANE GATES TO ACCOMMODATE INCREASED  
[00:20:36] AIR TRAVEL DEMAND IN ANTICIPATED GATE  
[00:20:38] OUTAGES CAUSED BY OTHER MAJOR  
[00:20:40] CONSTRUCTION PROJECTS. WE'RE ALSO ASKING  
[00:20:43] FOR APPROVAL FOR THE PURCHASE OF NEW  
[00:20:44] CRUISE GANGWAYS, WHICH ARE ESSENTIAL TO  
[00:20:47] OUR OPERATIONAL CONTINUITY AND  
[00:20:48] FLEXIBILITY. ON OUR ACTION AGENDA TODAY,  
[00:20:51] WE HAVE SEVERAL ACTIONS RELATED TO  
[00:20:53] MARITIME, INCLUDING ADDITIONAL ACTIONS  
[00:20:55] TO INCREASE THE USE OF SHORE POWER FOR



[00:20:57] CREWS AT TERMINAL 91, THE REDEVELOPMENT  
[00:20:59] OF COMMERCIAL FISHING FACILITIES AT  
[00:21:01] PIERS SIX AND EIGHT AT TERMINAL 91, AND  
[00:21:04] CONSTRUCTION OF OUR MARITIME INNOVATION  
[00:21:05] CENTER. WE'LL CLOSE OUR MEETING WITH THE  
[00:21:08] SECOND QUARTER 2023 FINANCIAL  
[00:21:10] PERFORMANCE BRIEFING, WHICH I KNOW THAT  
[00:21:12] ALL OF YOU ARE LOOKING FORWARD TO.  
[00:21:14] COMMISSIONERS, THIS CONCLUDES MY  
[00:21:16] REMARKS. OKAY, THANK YOU VERY MUCH.  
[00:21:19] I ALSO WANT TO GIVE A SHOUT OUT TO KAREN  
[00:21:21] ZOGBLACK FOR ALL THE GREAT WORK SHE'S  
[00:21:23] DOING FOR APEC. IT'S NOT AN  
[00:21:26] EASY LIFT. ALL RIGHT, SO I  
[00:21:29] UNDERSTAND THAT THERE ARE NO COMMITTEE  
[00:21:30] REPORTS TODAY, SO WE WILL GO AHEAD AND  
[00:21:33] MOVE ON IN THE AGENDA. WE ARE NOW AT THE  
[00:21:35] PUBLIC COMMENT SECTION OF OUR AGENDA.  
[00:21:36] THE PORT COMMISSION WELCOMES PUBLIC  
[00:21:38] COMMENT AS AN IMPORTANT PART OF THE  
[00:21:39] PUBLIC PROCESS. COMMENTS ARE RECEIVED  
[00:21:41] AND CONSIDERED BY COMMISSION IN ITS  
[00:21:43] DELIBERATIONS. BEFORE WE TAKE PUBLIC  
[00:21:45] COMMENT, LET'S REVIEW OUR RULES FOR IN  
[00:21:47] PERSON AND VIRTUAL PUBLIC COMMENT.  
[00:21:49] DEPUTY CLERK PAYNE, PLEASE PLAY THE  
[00:21:51] RECORDED RULES.  
[00:22:16] YOU MAY NEED TO RESHARE WITH SOUND.  
[00:22:17] BARRY CRUISE.  
[00:22:28] YOU HAVE TO READ IT WELL.  
[00:22:35] THE PORT OF SEATTLE COMMISSION WELCOMES  
[00:22:37] YOU TO OUR MEETING TODAY. AS NOTED,  
[00:22:40] PUBLIC COMMENT IS AN IMPORTANT PART OF  
[00:22:42] THE PUBLIC PROCESS, AND THE PORT OF  
[00:22:44] SEATTLE COMMISSION THANKS YOU FOR  
[00:22:46] JOINING US. THE COMMISSION ACCEPTS IN  
[00:22:48] PERSON, VIRTUAL AND WRITTEN PUBLIC  
[00:22:51] COMMENT REGARDING MATTERS RELATED TO THE  
[00:22:53] CONDUCT OF COURT BUSINESS. BEFORE WE  
[00:22:56] PROCEED, HERE ARE THE COMMISSION'S  
[00:22:58] PUBLIC COMMENT RULES OF PROCEDURE. FOR  
[00:23:00] YOUR INFORMATION, EACH COMMENTER WILL  
[00:23:03] HAVE TWO MINUTES TO SPEAK AND SHOULD  
[00:23:05] STAY WITHIN THE ALLOTTED TIME. A TIMER  
[00:23:08] WILL APPEAR ON THE SCREEN AND A BUZZER  
[00:23:10] WILL SOUND AT THE END OF THE TWO MINUTE  
[00:23:12] PERIOD. FOR EACH SPEAKER, THE  
[00:23:14] COMMISSIONER RESERVES THE RIGHT TO  
[00:23:16] RECEIVE COMMENTS SPECIFICALLY RELATED TO  
[00:23:18] THE CONDUCT OF PORT BUSINESS. IF  
[00:23:20] COMMENTS ARE NOT RELATED TO THE CONDUCT  
[00:23:22] OF PORT BUSINESS, THE PRESIDING OFFICER  
[00:23:25] WILL STOP THE SPEAKER AND ASK THAT  
[00:23:27] COMMENTS BE KEPT TO MATTERS RELATED TO  
[00:23:29] THE CONDUCT OF PORT BUSINESS. THIS RULE  
[00:23:32] APPLIES TO BOTH INTRODUCTORY AND  
[00:23:34] CONCLUDING REMARKS. ALL REMARKS SHOULD  
[00:23:37] BE ADDRESSED TO THE COMMISSION AS A BODY  
[00:23:39] AND NOT TO INDIVIDUAL COMMISSIONERS.  
[00:23:42] DISRUPTIONS OF COMMISSION PUBLIC  
[00:23:44] MEETINGS ARE PROHIBITED. DISRUPTIONS  
[00:23:47] INCLUDE, BUT ARE NOT LIMITED TO THE  
[00:23:48] FOLLOWING REFUSAL OF A SPEAKER TO LIMIT

[00:23:52] REMARKS TO TOPICS RELATED TO THE CONDUCT  
[00:23:54] OF PORT BUSINESS THREATS AND ABUSIVE  
[00:23:57] OR HARASSING BEHAVIOR AND LANGUAGE  
[00:24:00] OBSCENE LANGUAGE AND GESTURES.  
[00:24:03] REFUSAL OF A SPEAKER TO COMPLY WITH THE  
[00:24:05] ALLOTTED TIME SET FOR THE INDIVIDUAL  
[00:24:07] SPEAKER'S PUBLIC COMMENT LEAVING THE  
[00:24:10] PODIUM OR TESTIMONY TABLE TO PHYSICALLY  
[00:24:13] APPROACH COMMISSIONERS OR STAFF DURING  
[00:24:15] ONE'S PUBLIC COMMENT PROVIDED SPEAKERS  
[00:24:18] MAY AUTHOR WRITTEN MATERIALS TO THE  
[00:24:20] COMMISSION CLERK AND ANY BEHAVIOR THAT  
[00:24:24] DISRUPTS, DISTURBS, OR OTHERWISE IMPEDES  
[00:24:26] THE MEETING. ANY DISRUPTION WILL RESULT  
[00:24:30] IN A SPEAKER'S MICROPHONE BEING  
[00:24:32] IMMEDIATELY SHUT OFF BY THE PRESIDING  
[00:24:34] OFFICER AND A WARNING OR LOSS OF  
[00:24:37] SPEAKING PRIVILEGES OR REMOVAL FROM THE  
[00:24:39] MEETING ROOM MAY OCCUR AS PROVIDED IN  
[00:24:42] THE COMMISSION'S BYLAWS WRITTEN  
[00:24:44] MATERIALS PROVIDED TO THE CLERK WILL BE  
[00:24:46] INCLUDED IN TODAY'S MEETING RECORD. THE  
[00:24:49] CLERK HAS A LIST OF THOSE PREPARED TO  
[00:24:51] SPEAK. WE ARE TAKING COMMENTS FROM  
[00:24:54] ANYONE WHO HAS SIGNED UP TO SPEAK  
[00:24:55] VIRTUALLY, AS WELL AS FROM ANYONE WHO  
[00:24:57] HAS JOINED US TODAY HERE IN THE MEETING  
[00:24:59] ROOM WHEN YOUR NAME IS CALLED. IF YOU  
[00:25:02] ARE JOINING VIRTUALLY, PLEASE UNMUTE  
[00:25:04] YOURSELF. THEN PLEASE REPEAT YOUR NAME  
[00:25:07] FOR THE RECORD AND STATE YOUR TOPIC  
[00:25:09] RELATED TO THE CONDUCT OF PORT BUSINESS.  
[00:25:11] YOU MAY TURN ON YOUR CAMERA AT THIS  
[00:25:13] TIME. THE TWO MINUTE TIMER WILL THEN  
[00:25:16] BEGIN. IF YOU'RE ON THE TEAM'S MEETING  
[00:25:19] AND AT THE SAME TIME STREAMING THE  
[00:25:21] MEETING ON THE WEBSITE, PLEASE MUTED THE  
[00:25:23] WEBSITE STREAM TO AVOID FEEDBACK. WHEN  
[00:25:26] YOU HAVE CONCLUDED YOUR REMARKS, YOU MAY  
[00:25:28] AGAIN TURN OFF YOUR CAMERA AND MUTED  
[00:25:30] YOUR SPEAKER. IF YOU ARE SPEAKING FROM  
[00:25:33] THE MEETING ROOM, PLEASE COME TO THE  
[00:25:34] TESTIMONY TABLE, REPEAT YOUR NAME FOR  
[00:25:37] THE RECORD, AND STATE YOUR TOPIC RELATED  
[00:25:39] TO THE CONDUCT OF PORT BUSINESS. OUR  
[00:25:41] PUBLIC COMMENT PERIOD WILL NOW COMMENCE.  
[00:25:44] THANK YOU AGAIN FOR JOINING US TODAY.  
[00:25:47] ALL RIGHT. THANK YOU, MS. CLERK HART. A  
[00:25:50] REMINDER THAT EVEN WHEN SHE'S NOT HERE,  
[00:25:51] SHE'S ALWAYS WITH US. WE WILL START  
[00:25:54] WITH OUR FIRST IN PERSON. I'M GOING TO  
[00:25:56] DO MY USUAL ROTATING BETWEEN IN PERSON  
[00:25:59] AND VIRTUAL COMMENTS. OUR FIRST IN  
[00:26:01] PERSON IS ALEX ZIMMERMAN.  
[00:26:04] THANK YOU. PLEASE STATE YOUR  
[00:26:08] NAME AND THE TOPIC RELATED TO POOR  
[00:26:09] CONDUCT AND THEN WE'LL START THE CLOCK.  
[00:26:12] YES, THANK YOU VERY MUCH.  
[00:26:15] YEAH. MY NAME ALEX ZIMMERMAN.  
[00:26:20] WE'LL START AFTER YOU SAY YOUR NAME AND  
[00:26:23] STATE YOUR TOPIC. AND I LIVE IN BELLY  
[00:26:25] FOR 25 YEARS. I COME TODAY FOR A  
[00:26:28] PARTICULAR REASON, BECAUSE I SAID CHURCH

[00:26:31] DISCRIMINATE ME AND HATE ME BECAUSE I AM  
[00:26:34] A JEW AND HE SUPPORT IRANIAN MUSLIM  
[00:26:37] COUNTRY THAT IN BELLEVUE. WHAT IS MY  
[00:26:39] COMPETITOR. SO THIS IS EXACTLY WHAT HAS  
[00:26:41] HAPPENED, AND I WILL BE COMPLAINING  
[00:26:43] ABOUT THIS TO POLICE. ALEX, THIS IS  
[00:26:45] GOING TO BE YOUR FIRST WARNING. YOU'RE  
[00:26:46] NOT ALLOWED TO MAKE REFERENCES TO  
[00:26:48] POLITICAL CAMPAIGNS OR ACTIVITIES  
[00:26:50] RELATED TO YOUR CAMPAIGN. AND I WILL BE  
[00:26:54] COMPLAINING TO POLICE. NOW, THIS IS  
[00:26:56] EXACTLY WHAT IS EVEN DELIVERING TO YOU  
[00:26:58] BECAUSE IT'S TOO MUCH. WHAT IS DEMOCRAT  
[00:27:02] MAFIA DOING WITH SOMEBODY WHO GO AGAINST  
[00:27:05] HER KINDLY? THAT YOU  
[00:27:08] UNDERSTAND WHY I'M TALKING. YOU CAN CUT  
[00:27:10] ME OR YOU DON'T CUT. THERE'S NOTHING  
[00:27:11] CHANGED. I WILL COMPLAIN ABOUT YOU  
[00:27:13] CRYING CRIME. ANTI SEMITISM.  
[00:27:17] ALEX, YOU'RE NOT ALLOWED TO MAKE DIRECT  
[00:27:19] COMMENTS TO COMMISSIONERS. PLEASE REFER  
[00:27:20] TO THE BODY OF THE COMMISSION AND NOT  
[00:27:22] INDIVIDUAL COMMISSIONERS. THAT'S YOUR  
[00:27:24] SECOND WARNING. THIS A HATE CRIME. I  
[00:27:26] WILL COMPLAIN TO POLICE NOW AND I DOING  
[00:27:28] THIS BEFORE TOO MANY DEMOCRAT MAFIA.  
[00:27:30] YEAH. DON'T THINKING ABOUT THIS. I GO TO  
[00:27:33] POLICE NOW AND THIS HATE CRIME IS A  
[00:27:36] FELONY RIGHT NOW. IT'S EXACTLY WHAT WILL  
[00:27:39] BE HAPPENING. YEAH. BYE MY FRIEND.  
[00:27:42] THANK YOU. MOVING ON IN PUBLIC COMMENT.  
[00:27:45] WE'RE GOING TO GO VIRTUAL REBECCA  
[00:27:47] LAVELLE, ARE YOU WITH US?  
[00:27:51] I THINK SHE'S VIRTUAL REBECCA.  
[00:28:01] OKAY, WE'LL MOVE ON TO THE NEXT VIRTUAL  
[00:28:04] COMMENTATOR AND COME BACK TO REBECCA  
[00:28:05] ABIGAIL BELGNAP.  
[00:28:10] ABIGAIL, CAN YOU HEAR ME?  
[00:28:16] AYE.THERE. YES, CAN YOU HEAR ME? OKAY,  
[00:28:18] THERE YOU GO. YEP. AYE.ABIGAIL. GO AHEAD  
[00:28:20] AND RESTATE YOUR FULL NAME AND THE TOPIC  
[00:28:22] RELATED TO POOR BUSINESS AND WE'LL START  
[00:28:23] THE CLOCK. YES, MY NAME  
[00:28:27] IS ABIGAIL BELNAP AND TOPIC TODAY I'M  
[00:28:30] JUST COMMENTING ON BEHALF OF COPPERWORKS  
[00:28:32] DISTILLING COMPANY LOCATED ON THE  
[00:28:34] WATERFRONT. I AM THE MARKETING MANAGER  
[00:28:35] FOR THIS COMPANY AND THIS IS JUST A  
[00:28:38] COMMENT IN SUPPORT OF THE CRUISE  
[00:28:40] INDUSTRY HERE IN SEATTLE. AS I  
[00:28:43] MENTIONED, WE'RE ON THE WATERFRONT.  
[00:28:45] WE'RE RIGHT ACROSS FROM MINERS LANDING.  
[00:28:47] WE GET A LOT OF TRAFFIC IN SUMMERTIME.  
[00:28:50] THIS IS OUR PEAK SEASON AND WE GET A  
[00:28:53] MAJOR WHO  
[00:28:58] ARE SO WE'RE VERY HAPPY TO SEE ALL THE  
[00:29:01] TRAFFIC THAT THE CRUISES BRING TO THE  
[00:29:03] WATERFRONT AND TO A SMALL BUSINESS LIKE  
[00:29:05] OURS. WE HAVE NOT EXACTLY STRUCTURED  
[00:29:09] SOME BUSINESS DECISIONS AROUND IT, BUT  
[00:29:11] IT HAS INFLUENCED OUR THINKING AND HOW  
[00:29:13] WE CAN BEST ACCOMMODATE THAT TRAFFIC TO  
[00:29:15] OUR TASTING ROOM. IN A FEW DIFFERENT

[00:29:17] DAYS. WE'VE NOTICED THESE FOLKS COMING  
[00:29:19] IN EARLY FROM THE CRUISES AND THEY'RE  
[00:29:21] WAITING OUTSIDE OUR DOOR BEFORE WE ARE  
[00:29:23] OFFICIALLY OPEN SO THAT THEY CAN COME IN  
[00:29:25] AND ENJOY TASTING WITH US. SO WE HAD  
[00:29:27] THOUGHT ABOUT ADJUSTING OUR BUSINESS  
[00:29:29] HOURS TO ACCOMMODATE THAT. WE HAD  
[00:29:32] PLANNED TO DO THIS ANYWAYS BECAUSE WE'VE  
[00:29:33] NEEDED TO BEEF UP STAFFING FOR A WHILE.  
[00:29:35] BUT WE HAVE ADDED ANOTHER FULL TIME  
[00:29:37] POSITION TO OUR TASTING ROOM ON THE  
[00:29:39] WATERFRONT TO HELP WITH THAT AS WELL.  
[00:29:41] AND IT'S REALLY WONDERFUL. WE SEE FOLKS  
[00:29:43] ALL OVER THE COUNTRY THANKS TO THE  
[00:29:45] CRUISE INDUSTRY BRINGING IN WATERFRONTS.  
[00:29:47] AND THESE ARE FOLKS THAT NORMALLY WE  
[00:29:49] WOULD NEVER HAVE A CHANCE TO MEET AND  
[00:29:51] HAVE NOT REALLY INTERACTED WITH OUR  
[00:29:53] BUSINESS AND OUR BRAND BEFOREHAND. SO  
[00:29:55] APPRECIATE THAT HELPFUL PUSH FOR OUR  
[00:29:58] SMALL BUSINESS. THANK YOU. THANK YOU SO  
[00:30:00] MUCH, ABIGAIL. MOVING BACK IN PERSON,  
[00:30:02] WE HAVE HAROLD EUGLES.  
[00:30:12] HELLO, MY NAME IS HAROLD EUGLES. I'M  
[00:30:15] PRESIDENT OF ILW LOCAL 19 HERE IN THE  
[00:30:17] PORT OF SEATTLE. WE REPRESENT THE  
[00:30:19] WORKERS THAT WORK ON THE CRUISE SHIPS  
[00:30:20] AND THE CONTAINER SHIPS, GRAIN SHIPS,  
[00:30:22] EVERYTHING HERE. I WANT TO THANK  
[00:30:26] EXECUTIVE DIRECTOR METRUCK AND THE  
[00:30:28] COMMISSIONERS ALLOWING ME TO SPEAK,  
[00:30:30] SPEAKING ON BEHALF OF THE SUPPORT FOR  
[00:30:33] THE CRUISE INDUSTRY. IT HAS BEEN A VERY  
[00:30:36] GOOD JOB FOR OUR MEMBERSHIP. WE  
[00:30:39] APPRECIATE THE CHANCE TO WORK TOGETHER  
[00:30:43] WITH THE DIFFERENT VENDORS AND THAT'S  
[00:30:45] WHY WE'RE KIND OF EXCITED ABOUT THIS NEW  
[00:30:48] COLD IRON THAT'S GOING TO COME IN PLACE.  
[00:30:51] WATTS ELECTRIC. WE LOOK FORWARD TO  
[00:30:53] WORKING WITH THEM. HOPEFULLY WE'LL BE  
[00:30:55] ABLE TO GET 100% COMPLIANCE OF PLUGGING  
[00:30:58] IN EVERY SHIP. WE'VE HAD A HISTORY OVER  
[00:31:00] THE LAST 1012 YEARS OF BEING ABLE TO  
[00:31:02] PLUG IN AND HOPEFULLY WE CAN MAKE THAT  
[00:31:04] 100% ALONG WITH WHAT'S GOING ON WITH THE  
[00:31:06] SEAPORT ALLIANCE. WE GREATLY APPRECIATE  
[00:31:09] THAT. ALSO ON THE SECOND GANGWAY,  
[00:31:12] WE KNOW IT'S VITAL TO HAVE THAT BECAUSE  
[00:31:15] AS THESE SHIPS GET BIGGER AND BIGGER,  
[00:31:17] SOMETIMES WE'RE MOVING OFF OF 5000  
[00:31:20] PASSENGERS ON AND OFF A VESSEL AND THEY  
[00:31:22] TURN THESE SHIPS OVER WITHIN ONE SHIFT.  
[00:31:25] AND I KNOW IT'S VERY IMPORTANT. 66 HAS  
[00:31:28] BEEN DOING THE TWO GANGWAY OPERATION AND  
[00:31:31] SO WE LOOK FORWARD TO THAT. AND WE ALSO  
[00:31:35] APPLAUD THE CRUISE SHIP INDUSTRY AND THE  
[00:31:38] PORT DIRECTIVE TO TRY TO BRING IN GREEN  
[00:31:42] INITIATIVES. I THINK IT'S VERY IMPORTANT  
[00:31:45] BECAUSE WE'RE NOT ONLY IMPORTANT TO  
[00:31:49] HAVE JOBS, WE HAVE TO TAKE CARE OF THE  
[00:31:51] PUGET SOUND AND ALASKA, AND WE GOT TO  
[00:31:54] SPEAK UP FOR THE OTHER PEOPLE WHO DON'T  
[00:31:57] HAVE A CHANCE TO. AND SO WE WANT TO

[00:31:59] REPRESENT EVERYBODY AND JUST WANT TO SAY  
[00:32:03] THANKS AGAIN. WE SUPPORT THE CRUISE  
[00:32:05] INDUSTRY, WE SUPPORT THE GREEN  
[00:32:07] INITIATIVE AND WE SPECIALLY SUPPORT  
[00:32:12] THAT WE WORK TOGETHER, THE ILW, THE PORT  
[00:32:15] COMMISSIONS AND ALL THE VENDORS AND MAKE  
[00:32:17] SURE THIS HAPPENS. THANK YOU VERY MUCH.  
[00:32:20] EXCELLENT. THANK YOU SO MUCH, HAROLD,  
[00:32:21] FOR THOSE COMMENTS AND THE COMMENTARY.  
[00:32:23] WE'RE MOVING BACK VIRTUALLY TO JOSHUA  
[00:32:26] BERGER. JOSHUA, YOU WITH US?  
[00:32:32] GOOD AFTERNOON. YOU CAN HEAR ME? OKAY,  
[00:32:34] CAN HEAR YOU. GREAT. PLEASE STATE YOUR  
[00:32:36] NAME AND YOUR TOPIC. GO AHEAD. YEAH,  
[00:32:39] JOSHUA BERGER, YOUR ENTHUSIASTIC SUPPORT  
[00:32:41] OF THE FULL AUTHORIZATION RENOVATION OF  
[00:32:44] THE SEATTLE SHIP SUPPLY BUILDING. I AM  
[00:32:47] THE PRESIDENT CEO OF WASHINGTON MARITIME  
[00:32:49] BLUE. WE ARE THE NONPROFIT ORGANIZATION,  
[00:32:51] INNOVATION CLUSTER ORGANIZATION  
[00:32:52] INTENDING TO BE THE PRIME TENANT AND  
[00:32:54] OPERATOR OF THE PROPOSED MARITIME  
[00:32:56] INNOVATION CENTER. IT'S BEEN QUITE A  
[00:32:58] JOURNEY TO GET TO THIS POINT. SINCE  
[00:32:59] 2016, WE'VE JOINED FORCES TO ENVISION,  
[00:33:02] DESIGN AND IMPLEMENT THE ORGANIZATION  
[00:33:04] PROGRAMMING AND ECOSYSTEM TO BECOME A  
[00:33:06] GLOBAL LEADER IN MARITIME, OCEANS AND  
[00:33:08] FISHERIES INNOVATION FOR A SUSTAINABLE  
[00:33:11] AND EQUITABLE BLUE ECONOMY. IN THE LAST  
[00:33:13] FOUR YEARS, WE'VE DELIVERED A NATIONALLY  
[00:33:15] AND NOW GLOBALLY RENOWNED ACCELERATOR  
[00:33:17] PROGRAM. WE'VE RUN THE FIRST EVER  
[00:33:18] INTERNATIONAL ACCELERATOR, ATTRACTING  
[00:33:20] THE BEST OF THE BEST ACROSS THE GLOBE TO  
[00:33:22] SEATTLE. AND WE'RE ABOUT TO LAUNCH THE  
[00:33:24] NEW SEATTLE MARITIME BLUE INCUBATOR. WE  
[00:33:27] DO ALL THIS NOW AT THE BLUE HUB,  
[00:33:29] CURRENTLY LOCATED IN THE SECOND FLOOR OF  
[00:33:30] THE FISHERMAN'S CENTER BUILDING  
[00:33:32] OVERLOOKING THE TERMINAL. WE LEAD 6000  
[00:33:34] SQFT. WHERE WE OPERATE A. COLLABORATIVE  
[00:33:36] WORKSPACE WITH SUBTENANTS HOST EVENTS,  
[00:33:39] RUN PROGRAMMING FOR STARTUPS STUDENTS,  
[00:33:41] MEMBERS, AND PARTNERS, AS WELL AS HOST  
[00:33:43] HIGH LEVEL GOVERNMENT OFFICIALS AND  
[00:33:45] BUSINESS DELEGATIONS FROM AROUND THE  
[00:33:46] WORLD, AND GENERALLY FOSTER  
[00:33:48] COLLABORATION IN ALL THINGS MARITIME,  
[00:33:50] OCEANS AND FISHERIES. WE'RE NOW READY TO  
[00:33:53] SCALE THIS WORK INTO THE NEW MARITIME  
[00:33:55] INNOVATION CENTER AND FULLY LEVERAGE ITS  
[00:33:57] 20,000 ACHIEVE. OUR SHARED MISSION.  
[00:34:00] WE'VE WORKED CLOSELY WITH PORT STAFF  
[00:34:02] THROUGH THE DESIGN PROCESS. WE'VE  
[00:34:03] ENGAGED ARCHITECTS ON DESIGN AND  
[00:34:05] PLANNING THE TENANT IMPROVEMENTS ON TOP  
[00:34:07] OF THE CORN SHELL AND ARE CURRENTLY  
[00:34:09] NEGOTIATING LEASE FOR LONG TERM TENANCY  
[00:34:11] AND OPERATIONS IN THIS NEW LIVING  
[00:34:13] BUILDING RESTORATION, A FIRST OF ITS  
[00:34:15] KIND IN THE WORLD. WE'RE GOING TO BE  
[00:34:16] ABLE TO TELL THE REMARKABLE STORY OF THE

[00:34:19] LEGACY INDUSTRIAL SECTOR, ITS HISTORY,  
[00:34:21] ALONGSIDE THE STORY OF INNOVATION,  
[00:34:23] RESILIENCE, AND INCLUSION. IT WILL BE A  
[00:34:25] BEAUTIFUL AND ATTRACTIVE AND MULTIPLE  
[00:34:28] SENSES OF THE WORD AND A BEACON FOR THE  
[00:34:30] NATURAL EVOLUTION OF OUR WORK ON NEAR  
[00:34:32] AND FOR THE WATER. SO I KINDLY ASK FOR A  
[00:34:35] FULL VOTE OF AUTHORIZATION OF FUNDS,  
[00:34:37] AND I'M THRILLED TO TAKE THIS NEXT STEP  
[00:34:39] TOGETHER. REALLY, THANK YOU ALL FOR YOUR  
[00:34:42] LEADERSHIP, YOUR INVESTMENT AND  
[00:34:43] COMMITMENT TO THIS REGION'S CONTINUED  
[00:34:45] GROWTH AS THE CENTER OF EXCELLENCE FOR  
[00:34:48] INNOVATION, SUSTAINABILITY, AND EQUITY  
[00:34:50] IN THE BLUE ECONOMY. GREAT. THANK YOU,  
[00:34:52] JOSHUA. NEXT IN PERSON IS GOING TO BE  
[00:34:56] GERARD WURTZ.  
[00:35:05] GOOD TO SEE YOU. IF YOU COULD SAY YOUR  
[00:35:07] NAME AND YOUR TOPIC. GOOD AFTERNOON. MY  
[00:35:09] NAME IS GERARD WURTZ AND THE SUBJECT IS  
[00:35:12] ECONOMIC IMPACT OF THE CRUISE BUSINESS  
[00:35:14] ALONG THE WATERFRONT. IS YOUR MIC ON? I  
[00:35:17] BELIEVE SO. IS IT ON?  
[00:35:24] NO, NO, I'M ASKING IF HE HAS YOU CAN'T  
[00:35:26] HEAR ME? NO, I HAVEN'T  
[00:35:29] TOUCHED THIS AT ALL. THERE WE GO.  
[00:35:35] BOB DONAGHAN WAS NOT ABLE TO BE HERE  
[00:35:37] PERSONALLY TODAY, AND SO HE ASKED ME TO  
[00:35:40] COME. HE'S LEFT A LETTER THAT I'LL LEAVE  
[00:35:42] WITH THE COMMISSION CLERK FOR EACH OF  
[00:35:45] YOU, AND IT REALLY GOES TO THE HEART OF  
[00:35:50] WHAT SORT OF BENEFIT THE CRUISE INDUSTRY  
[00:35:52] IS PROVIDING FOR SEATTLE BUSINESSES  
[00:35:55] ALONG THE WATERFRONT. THE SEATTLE  
[00:35:59] HISTORIC WATERFRONT ASSOCIATION CONSISTS  
[00:36:01] PRIMARILY OF THE BUSINESSES BETWEEN  
[00:36:03] COLEMAN DOCK AND PIER 70. AND I KNOW  
[00:36:06] THOSE BUSINESSES, JUST AS I KNOW MANY OF  
[00:36:08] YOU DO, AND THEY'RE OVERWHELMINGLY  
[00:36:11] LOCAL. THERE'S A LOT OF FAMILY  
[00:36:13] BUSINESSES. AND THE MESSAGE TODAY THAT  
[00:36:17] WE HEARD ALSO FROM ABIGAIL IS THE  
[00:36:19] IMPORTANCE OF THE CRUISE BUSINESS FOR  
[00:36:21] THESE LOCAL MERCHANTS. MORE THAN HALF OF  
[00:36:24] THE BUSINESS OF THESE COMPANIES COMES IN  
[00:36:27] DURING THE SUMMER. YOU CAN TALK TO A LOT  
[00:36:30] OF THE MANAGERS IN THE RESTAURANTS AND  
[00:36:33] THE HOTELS, AND THEY CAN PRACTICALLY  
[00:36:34] TELL YOU HOW MANY SHIPS ARE IN PORT JUST  
[00:36:36] BASED ON HOW MANY PEOPLE ARE HERE. AND  
[00:36:39] TO ECHO SOMETHING THAT ABIGAIL SAID  
[00:36:41] EARLIER, THE CRUISE VISITORS  
[00:36:45] TO SEATTLE BRING SO MUCH TO OUR  
[00:36:47] COMMUNITY. THEY'RE HERE MAYBE VISITING  
[00:36:49] FAMILY OR FRIENDS WHO LIVE HERE. MAYBE  
[00:36:51] IT'S THE FIRST TIME THEY'RE IN THE CITY  
[00:36:53] AND THEY HAVE THE OPPORTUNITY TO BECOME  
[00:36:55] AMBASSADORS FOR US. SO WE REALLY WANT TO  
[00:36:56] PUT OUR FIRST, BEST FOOT FORWARD ON THE  
[00:36:59] WATERFRONT. AND THE CRUISE SHIP  
[00:37:02] VISITORS, WHICH WERE ABSENT DURING THE  
[00:37:04] PANDEMIC, IT'S GREAT TO HAVE THEM BACK.  
[00:37:07] THERE ARE SOME NUMBERS IN THE LETTER,



[00:37:10] BUT WE HOPE TO REACH 2019 LEVELS AGAIN  
[00:37:13] IN TERMS OF NUMBER OF VISITORS ALONG THE  
[00:37:15] WATERFRONT, APPROXIMATELY 6 MILLION. SO  
[00:37:17] THANK YOU. WE THANK YOU FOR YOUR SERVICE  
[00:37:20] AND FOR YOUR WORK TO BRING THESE PEOPLE  
[00:37:22] TO SEATTLE, AND WE SUPPORT THE  
[00:37:25] CONTINUATION IN A GREEN AND SUSTAINABLE  
[00:37:27] WAY. THANK YOU VERY MUCH. THANK YOU VERY  
[00:37:30] MUCH. ALL RIGHT, AND THEN AMY SALLIN  
[00:37:34] IS NEXT. AMY. HEY, AMY, CAN YOU STATE  
[00:37:37] YOUR FULL NAME AND YOUR TOPIC AND THEN  
[00:37:39] WE'LL START THE CLOCK FOR YOU? YES, I AM  
[00:37:42] AMY SALON, DIRECTOR OF THE BURIE CENTER  
[00:37:45] FOR ENTREPRENEURSHIP AT THE UNIVERSITY  
[00:37:47] OF WASHINGTON. AND I AM SPEAKING IN  
[00:37:49] SUPPORT OF THE MARITIME INNOVATION  
[00:37:52] CENTER PROJECT.  
[00:37:55] I BELIEVE THE CENTER WILL PROVIDE THE  
[00:37:57] OPPORTUNITY FOR THE MARITIME INDUSTRY  
[00:38:00] AND PROGRAMS SUCH AS THE MARITIME BLUE  
[00:38:02] INNOVATION ACCELERATOR, AS JOSHUA  
[00:38:04] MENTIONED, TO REALLY LEVERAGE THE  
[00:38:06] ENTREPRENEURIAL AND BUSINESS COMMUNITIES  
[00:38:08] AROUND THE PACIFIC NORTHWEST. IN  
[00:38:11] PARTICULAR, IT CAN BE A BASE WHERE  
[00:38:13] ANYONE ENGAGED WITH THE SPACE CAN  
[00:38:15] LEVERAGE COLLABORATIONS WITH THE  
[00:38:17] UNIVERSITY OF WASHINGTON, WHICH IS A KEY  
[00:38:19] PARTNER IN TRANSLATIONAL INNOVATION  
[00:38:21] ACTIVITIES. FOR EXAMPLE, THE FOSTER  
[00:38:24] SCHOOL OF BUSINESS AND THE BURIE CENTER  
[00:38:26] FOR ENTREPRENEURSHIP. COLLEGES OF  
[00:38:28] ENGINEERING AND THE ENVIRONMENT,  
[00:38:30] FISHERY SCIENCE, COMPUTER SCIENCE,  
[00:38:33] CLEAN ENERGY INSTITUTE, COMMOTION,  
[00:38:36] WHICH IS UW'S TECHNOLOGY LICENSING  
[00:38:38] OFFICE, EARTH LAB, JUST TO NAME A FEW.  
[00:38:41] WITH CONTINUED COLLABORATION BETWEEN THE  
[00:38:44] PORT AND THE UW, THE MARITIME INNOVATION  
[00:38:46] CENTER CAN PROVIDE ESSENTIAL RESOURCES  
[00:38:49] TO CONTINUE ALL OF THIS ENTREPRENEURIAL  
[00:38:53] EDUCATION. MENTORING, NETWORKING FOR  
[00:38:56] NEW BUSINESS, DEVELOPING IN THE MARITIME  
[00:38:58] TECHNOLOGY SECTOR, COWORKING AND A MAKER  
[00:39:02] SPACE FOR MARITIME PROFESSIONALS TO  
[00:39:04] COLLABORATE WITH STUDENT AND FACULTY  
[00:39:06] INNOVATORS. SO, AS I STATED IN MY LETTER  
[00:39:08] OF SUPPORT THAT YOU HAVE, I STRONGLY  
[00:39:10] BELIEVE THIS FACILITY WILL BECOME A KEY  
[00:39:13] DRIVER TO SPUR NEW TECHNOLOGIES IN THE  
[00:39:16] MARITIME INDUSTRY AND OUR REGION. THANK  
[00:39:19] YOU. THANK YOU SO MUCH. AND THEN  
[00:39:22] WE HAVE ONE LAST SPEAKER. WE'LL CIRCLE  
[00:39:24] BACK. REBECCA FROM GSP IS ON THE LINE,  
[00:39:27] AND I SEE SHE'S RIGHT THERE. IF YOU  
[00:39:31] COULD STATE YOUR NAME AND THE TOPIC,  
[00:39:32] AND THEN WE'LL GIVE YOU TWO MINUTES.  
[00:39:34] YES, THANK YOU SO MUCH. GOOD AFTERNOON.  
[00:39:36] REBECCA LOVELL, THE CHIEF OPERATING  
[00:39:38] OFFICER OF GREATER SEATTLE PARTNERS.  
[00:39:41] WE ARE A NONPROFIT, PUBLIC AND  
[00:39:44] PRIVATE PARTNERSHIP DEDICATED TO  
[00:39:47] ECONOMIC DEVELOPMENT AND TO A DYNAMIC

[00:39:49] AND RESILIENT ECONOMY. AND I AM HERE  
[00:39:52] TODAY AGAIN, LIKE AMY AND JOSH BEFORE  
[00:39:54] ME, TO ENTHUSIASTICALLY OFFER SUPPORT ON  
[00:39:57] BEHALF OF GSP FOR THE FULL AUTHORIZATION  
[00:40:00] OF FUNDS TO SUPPORT THE MARITIME  
[00:40:01] INNOVATION CENTER. JUST A FEW COMMENTS  
[00:40:04] ON WHY THIS IS SUCH A MEANINGFUL  
[00:40:06] INVESTMENT FOR OUR REGION AND OUR  
[00:40:08] WORKFORCE. THE CONVERGENCE OF MARITIME  
[00:40:12] FISHERIES, GREEN ECONOMY AND TECHNOLOGY  
[00:40:14] IS LIKE NONE OTHER AROUND THE WORLD.  
[00:40:17] AND HAVING PERSONALLY LED INCUBATORS AND  
[00:40:19] ACCELERATORS FOR THE LAST 15 YEARS, I  
[00:40:22] CAN ATTEST THAT THERE IS NOTHING LIKE  
[00:40:24] THE MAGIC OF IN PERSON COLLABORATION  
[00:40:27] WHEN IT COMES TO INSPIRING THE NEXT  
[00:40:29] GENERATION OF OUR WORKFORCE AND ENSURING  
[00:40:32] THAT INNOVATION CONTINUES TO THRIVE AND  
[00:40:34] FLOURISH HERE IN OUR REGION. EVERYTHING  
[00:40:37] FROM THE ACCELERATOR ITSELF, WHICH JOSH  
[00:40:40] HAS ABLY LED AND SUPPORTED FOR A NUMBER  
[00:40:43] OF YEARS, TO CO WORKING SPACE. AS AMY  
[00:40:46] MENTIONED, THERE IS SOMETHING TRULY  
[00:40:49] SERENDIPITOUS THAT HAPPENS WHEN YOU HAVE  
[00:40:51] PEOPLE WORKING TOGETHER AND ENGINEERING  
[00:40:53] SERENDIPITY IN A PHYSICAL SPACE LIKE  
[00:40:56] THIS IS A REALLY SMART INVESTMENT FOR  
[00:40:58] ALL OF US AS A REGION. EVERYTHING ABOUT  
[00:41:02] THIS INVESTMENT SPEAKS TO OUR VALUES OF  
[00:41:05] INCLUSIVE WORKFORCE DEVELOPMENT, OF A  
[00:41:08] SUSTAINABLE ECONOMY, EVERYTHING FROM THE  
[00:41:11] BUILDING ITSELF TO THE INNOVATIONS THAT  
[00:41:12] CAN HAPPEN WITHIN. WE CAN'T BE MORE  
[00:41:15] ENTHUSIASTIC ABOUT VOICING OUR SUPPORT  
[00:41:18] AND URGE THIS BODY TO VOTE FOR A FULL  
[00:41:20] AUTHORIZATION OF FUNDS. THANK YOU FOR  
[00:41:22] THE OPPORTUNITY. THANK YOU VERY MUCH.  
[00:41:24] THANK YOU VERY MUCH. I BELIEVE THAT  
[00:41:26] CONCLUDES ALL OF OUR PUBLIC COMMENTS.  
[00:41:30] CLERK COULD YOU PLEASE SUMMARIZE ANY  
[00:41:32] COMMENTS THAT MAY HAVE BEEN SUBMITTED OR  
[00:41:34] WRITTEN TO US AS WELL AS SUMMARY? DO YOU  
[00:41:37] WANT TO CALL IF THERE'S ANYONE ELSE ON  
[00:41:38] THE LINE OR IN THE ROOM? SURE. IS THERE  
[00:41:40] ANYONE ELSE ON THE LINE WHO WISHES TO  
[00:41:42] SPEAK OR IN THE ROOM WHO WISHES TO  
[00:41:43] SPEAK? ALL RIGHT. SEEING NONE. CLERK GO  
[00:41:47] AHEAD.  
[00:41:52] THANK YOU. GOOD AFTERNOON, MR.  
[00:41:54] COMMISSION PRESIDENT. MEMBERS OF THE  
[00:41:56] COMMISSION. EXECUTIVE DIRECTOR METRUCK.  
[00:41:57] WE HAVE RECEIVED 54 WRITTEN COMMENTS  
[00:41:59] PRIOR TO OUR MEETING TODAY. THESE HAVE  
[00:42:02] BEEN DISTRIBUTED TO YOU IN ADVANCE OF  
[00:42:03] THE MEETING AND BECOME A PART OF THE  
[00:42:04] MEETING RECORD. OF THE PUBLIC RECORD.  
[00:42:07] 43 SUBMISSIONS TODAY COME FROM CITIZENS  
[00:42:09] WHO WRITE TO ASK THE PORT COMMISSIONER  
[00:42:11] TO CAP THE NUMBER OF 2024 SEASON  
[00:42:13] SAILINGS AND PASSENGERS AT OUR BELOW  
[00:42:15] 2019 LEVELS, REDUCING THESE NUMBERS  
[00:42:18] EVERY YEAR UNTIL THE INDUSTRY NO LONGER  
[00:42:20] POLLUTES THE OCEANS AND AIR AND NO

[00:42:22] LONGER EMITS CLIMATE CHANGING GREENHOUSE  
[00:42:24] GAS EMISSIONS. THE NAMES OF THE CITIZENS  
[00:42:26] ARE LISTED ON EACH OF THE WRITTEN  
[00:42:27] COMMENTS AND WILL ALSO BE ADDED TO THE  
[00:42:28] MEETING MINUTES NOEMI MAXWELL, ALLISON  
[00:42:31] OSTERER, TARIQ FAYED, JULIA BUCK, JIM  
[00:42:34] BERNTHAL, JACQUELINE CASEY AND SANDY  
[00:42:36] HUNT. ALL RIGHT. TO THANK COMMISSIONER  
[00:42:38] AND PORT STAFF FOR THEIR RECENT ACTIONS  
[00:42:40] TO PROTECT NORTH SEATAC PARK, REQUESTS  
[00:42:43] ADEQUATE TIME FOR PUBLIC COMMENT ON  
[00:42:45] ORDER 2023 TEN. THE FORD IS FINALIZED IN  
[00:42:48] THE FALL AND CALLS ATTENTION TO RECENT  
[00:42:50] SEATTLE TIMES REPORTING OF THE RAPID  
[00:42:51] LOSS OF TREES TO DEVELOPMENT IN THE  
[00:42:53] SEATTLE AREA. BARBARA MCMICHAEL WRITES  
[00:42:55] TO THANK THE PORT COMMISSION ON THE  
[00:42:57] CREATION OF ORDER 2023 TEN, BUT IS  
[00:43:00] CONCERNED OVER THE ENVIRONMENTAL IMPACTS  
[00:43:02] OF THE AIRPORT ON HER COMMUNITY AND THE  
[00:43:04] PRESERVATION OF ALL FORESTED LANDS THAT  
[00:43:06] REMAIN. IRIS ANTMAN WRITES REGARDING THE  
[00:43:08] HARMS OF CRUISING AND THE CLIMATE  
[00:43:10] CRISIS. SHE ALSO ASKS FOR CLARIFICATION  
[00:43:12] ON THE PUBLIC COMMENT PROCESS AND INPUT  
[00:43:14] PLAN FOR ORDER 2023 TEN.  
[00:43:17] RAMSAY COOKMAN WRITES IN SUPPORT OF THE  
[00:43:19] PRESERVATION OF NORTH SEATAC PARK AND  
[00:43:21] CONCERNS OVER THE AMOUNT OF DEVELOPMENT  
[00:43:23] AND SHRIEKING GREEN SPACE IN THEIR AREA.  
[00:43:25] AMY SALIN HAS SUBMITTED A LETTER OF  
[00:43:27] SUPPORT FOR THE PORT OF SEATTLE'S  
[00:43:28] MARITIME INNOVATION CENTER PROJECT THAT  
[00:43:31] ALSO SUPPORTS HER SPOKEN TESTIMONY.  
[00:43:33] THANK YOU. GREAT. THANK YOU SO MUCH FOR  
[00:43:35] THAT SYNOPSIS. YES. COMMISSIONER  
[00:43:37] HASEGAWA, CAN YOU PLEASE REPEAT THE NAME  
[00:43:39] OF THE PERSON WHO WROTE IN REQUESTING  
[00:43:41] FOR CLARIFICATION ON THE PROCESS FOR THE  
[00:43:42] INPUT ON THE TREE ORDER? YES. THERE ARE  
[00:43:46] SEVERAL NOE. B MAXWELL, ALLISON OSTER,  
[00:43:49] TARIQ FAYED, JULIA BUCK, JIM BERNTHAL,  
[00:43:52] JACQUELINE CASEY, SANDY HUNTS AND IRIS  
[00:43:54] ADMIN. THANK YOU. ALL RIGHT.  
[00:43:57] THANK YOU SO MUCH. HEARING NO FURTHER  
[00:44:00] PUBLIC TESTIMONY, WE'LL MOVE ON TO THE  
[00:44:02] CONSENT AGENDA. WE'LL GO BACK. ITEMS ON  
[00:44:05] THE CONSENT AGENDA ARE CONSIDERED  
[00:44:07] ROUTINE AND WILL BE ADOPTED BY ONE  
[00:44:08] MOTION. ITEMS REMOVED FROM THE CONSENT  
[00:44:10] AGENDA WILL BE CONSIDERED SEPARATELY  
[00:44:11] IMMEDIATELY AFTER THE ADOPTION OF THE  
[00:44:12] REMAINING CONSENT AGENDA ITEMS. AT THIS  
[00:44:14] TIME, THE CHAIR WILL ENTERTAIN A MOTION  
[00:44:16] TO APPROVE THE CONSENT AGENDA ITEMS  
[00:44:18] COVERING ITEMS EIGHT A, EIGHT B AND 8D.  
[00:44:23] SO MOVED. SECOND. GREAT. THE MOTION  
[00:44:26] WAS MADE AND SECONDED. COMMISSIONERS,  
[00:44:28] PLEASE SAY AYE OR NAY WHEN YOUR NAME IS  
[00:44:30] CALLED FOR AN APPROVAL OF THE CONSENT  
[00:44:31] AGENDA. THANK YOU. COMMISSIONER  
[00:44:34] FELLEMAN. AYE. COMMISSIONER HASEGAWA.  
[00:44:37] AYE. COMMISSIONER MOHAMMED? AYE. AND

[00:44:39] COMMISSIONER CHO. AYE. THERE ARE FOUR  
[00:44:42] AYES AND ZERO NAYS FOR THIS ITEM.  
[00:44:44] GREAT. THE MOTION PASSES. WE WILL NOW GO  
[00:44:46] BACK TO ITEM EIGHT E ON THE CONSENT  
[00:44:48] AGENDA. I APOLOGIZE. COMMISSIONER  
[00:44:49] MOHAMMED, PLEASE. THE FLOOR IS YOURS FOR  
[00:44:52] QUESTIONS. YEAH. THANK YOU FOR THE TIME.  
[00:44:56] I JUST WANTED SOMEONE TO BE ABLE TO  
[00:44:58] ANSWER FOR THE BENEFIT OF THE PUBLIC IF  
[00:45:01] SOMEONE COULD EXPLAIN JUST THE URGENCY  
[00:45:03] OF THIS INVESTMENT AND IF THERE ARE ANY  
[00:45:07] PUBLIC SURETY CONCERNS AT THIS TIME. I  
[00:45:09] KNOW THAT THE GANGWAY IS AT ITS SERVICE  
[00:45:13] LIFETIME. ARE THERE ANY DAMAGES TO IT AT  
[00:45:15] THIS MOMENT? ARE THERE ANY SAFETY  
[00:45:18] CONCERNS?  
[00:45:24] THANK YOU, COMMISSIONER. THERE ARE NO  
[00:45:27] CURRENT DAMAGES OR SAFETY CONCERNS.  
[00:45:30] WHERE WE WOULD BENEFIT BY INCREASED  
[00:45:32] SAFETY IS TO MAKE SURE THAT WE'RE  
[00:45:34] OFFERING GANGWAYS THAT MATCH THE  
[00:45:36] CAPACITIES ON THE SHIPS SO THAT WE'RE  
[00:45:38] NOT TRYING TO FIT TOO MANY PEOPLE  
[00:45:40] THROUGH ANY ONE PARTICULAR GANGWAY.  
[00:45:44] ALSO, THE CURRENT SECONDARY GANGWAY ON  
[00:45:46] THE EAST SIDE IS NOT ADA COMPLIANT, SO  
[00:45:49] THIS WOULD GIVE US A BACKUP OPTION THAT  
[00:45:53] IS ADA COMPLIANT. AND WE  
[00:45:56] DON'T CURRENTLY HAVE A SECONDARY GANGWAY  
[00:45:58] ON THE WEST SIDE, SO THAT GIVES US THAT  
[00:46:01] OCCUPANCY AS WELL. GREAT. THAT CONCLUDES  
[00:46:04] MY QUESTION. THAT'S SUFFICIENT.  
[00:46:07] EXCELLENT. COMMISSIONER HASEGAWA.  
[00:46:12] SO THE ORIGINAL AMOUNT  
[00:46:16] OF THIS PROJECT WAS SUPPOSED TO BE  
[00:46:18] \$300,000 AND IT'S JUMPED UP TO 9  
[00:46:22] MILLION. CORRECT.  
[00:46:26] WOULD YOU LIKE ME TO RESPOND TO THAT,  
[00:46:28] MURRAY? THAT WOULD BE GREAT. THANKS,  
[00:46:30] TIM. OKAY. COMMISSIONER, GOOD AFTERNOON.  
[00:46:33] I'M TIM LEONARD, PROJECT MANAGER FOR  
[00:46:35] THIS WITH WATERFRONT PROJECT MANAGEMENT.  
[00:46:37] WE ACTUALLY HAVE AN INITIAL \$300,000  
[00:46:40] BUDGET THAT WAS AUTHORIZED THROUGH THE  
[00:46:43] CRUISE BUSINESS GROUP, ESSENTIALLY TO  
[00:46:46] ENABLE US TO START MOVING FORWARD ON THE  
[00:46:49] NECESSARY ACTIONS OR ACTIVITIES ON THIS  
[00:46:52] PROJECT. SUCH AS WE PROCURED THE  
[00:46:55] SERVICES OF A TECHNICAL CONSULTANT WHO  
[00:46:58] HAS BEEN WORKING WITH PORT STAFF AS WELL  
[00:47:00] AS CRUISE TERMINALS OF AMERICA AND SSA.  
[00:47:02] AND WE'RE IN THE PROCESS RIGHT NOW OF  
[00:47:04] DETERMINING THE BEST OPTION FOR THE  
[00:47:06] SECONDARY GANGWAYS AS WELL AS THE  
[00:47:08] REQUIREMENTS THAT NEED TO BE INCLUDED IN  
[00:47:10] THE REQUEST FOR A PROPOSAL THAT WE'LL BE  
[00:47:13] ADVERTISING ALONG WITH OUR CONTRACTS.  
[00:47:18] PROCUREMENT OFFICE. OKAY, THANK YOU.  
[00:47:21] HOPEFULLY THAT ANSWERS YOUR QUESTION.  
[00:47:22] THANK YOU. AND SO WE CURRENTLY HAVE THE  
[00:47:28] WEST GATEWAY AND THE EAST GATEWAY, AND  
[00:47:30] THE EAST GATEWAY HAS A SECONDARY GATEWAY  
[00:47:32] WHICH IS AT THE END OF SERVICE LIFE.

[00:47:36] CORRECT. SO THIS REQUEST IS LOOKING FOR  
[00:47:39] FIRST AND FOREMOST TO BE ABLE  
[00:47:43] TO MAKE IMPROVEMENTS OR TO FULLY REPLACE  
[00:47:46] THE EXISTING SECONDARY EAST GANGWAY.  
[00:47:48] CORRECT. AND THAT'S A MAINTENANCE,  
[00:47:52] THAT'S A MAINTENANCE LEVEL REQUEST.  
[00:47:57] WE ARE LOOKING TO PROCURE TWO NEW  
[00:47:59] SECONDARY GANGWAYS WHICH WILL REPLACE  
[00:48:01] THE EXISTING SINGLE SECONDARY GANGWAY.  
[00:48:05] AND THIS WILL ENABLE US TO, IN ADDITION  
[00:48:07] TO THE PRIMARY GANGWAYS WHICH ARE NOT  
[00:48:10] INVOLVED HERE, THEY'RE IN OPERATION,  
[00:48:12] WE'RE GOING TO HAVE A NEW SECONDARY  
[00:48:14] GANGWAY AT THE EAST BERTH AND THEN THIS  
[00:48:17] WILL ENABLE US TO HAVE A SECONDARY  
[00:48:19] GANGWAY AT THE WEST BERTH AS WELL. SO  
[00:48:21] ESSENTIALLY TWO NEW SECONDARY GANGWAYS  
[00:48:23] TO REPLACE AN EXISTING SINGLE SECONDARY  
[00:48:26] GANGWAY. OKAY, SO IT'S NOT JUST,  
[00:48:29] I MEAN REPLACING I'M LOOKING AT THE  
[00:48:31] ALTERNATIVES THAT YOU PRESENTED TO US.  
[00:48:35] ALTERNATIVE ONE, DO NOTHING.  
[00:48:37] ALTERNATIVE TWO, DO SOMETHING. BUT  
[00:48:39] LATER, ALTERNATIVE THREE, PROCURE TWO,  
[00:48:41] NEW CRUISE PASSENGER SECONDARY GATEWAYS.  
[00:48:44] AND I'M WONDERING WHAT THE THOUGHT WAS  
[00:48:47] OR THE PROCESS WAS BEHIND POTENTIALLY  
[00:48:52] AN ALTERNATIVE FOUR WHERE YOU ACT ON  
[00:48:56] REPLACING THE DILAPIDATED OR END OF LIFE  
[00:48:59] SECONDARY EAST GANGWAY AND THEN  
[00:49:03] IMMEDIATELY AND THEN AT A LATER DATE,  
[00:49:05] ADD THE ADDITIONAL CAPACITY AT THE WEST  
[00:49:08] GANGWAY. WHAT'S THE  
[00:49:12] TIME URGENCY ASSOCIATED WITH DOING BOTH  
[00:49:14] NOW? SO ACTUALLY, AS I UNDERSTAND IT,  
[00:49:18] THERE WERE TWO SECONDARY GANGWAYS AT ONE  
[00:49:20] POINT IN OPERATION. ONE IS NO LONGER IN  
[00:49:23] SERVICE DUE TO MAINTENANCE ISSUES.  
[00:49:27] AND ACTUALLY THE EXISTING SECONDARY  
[00:49:29] GANGWAY AT THE EAST BERTH IS COMPRISED  
[00:49:31] OF PARTS FROM THAT GANGWAY AS WELL AS  
[00:49:34] OTHERS AFFECTED HAS BEEN ASSEMBLED BASED  
[00:49:38] ON PARTS FROM MULTIPLE GANGWAYS. SO THE  
[00:49:41] NEED IS REALLY TWO SECONDARY GANGWAYS.  
[00:49:44] THIS HAS EXISTED AND IT NEEDS TO BE  
[00:49:46] ADDRESSED AT BOTH BIRTHS. SO TO JUST  
[00:49:49] REPLACE THE EXISTING EAST BERTH  
[00:49:52] SECONDARY GANGWAY WOULD ONLY ADDRESS A  
[00:49:54] PART OF THE PROBLEM. IT'S REALLY THE  
[00:49:56] NEED IS FOR A SECONDARY GANGWAY IN  
[00:49:58] ADDITION TO A PRIMARY GANGWAY AT BOTH  
[00:50:00] BIRTHS.  
[00:50:07] I STILL FEEL LIKE I DON'T HAVE CLARITY  
[00:50:09] ON WHAT I UNDERSTAND NEEDING TO  
[00:50:11] ACCOMMODATE CAPACITY BECAUSE DEMAND HAS  
[00:50:13] BEEN AT AN ALL TIME HIGH, BUT ARE THERE  
[00:50:16] SAFETY ISSUES ASSOCIATED WITH NEEDING  
[00:50:18] ADDITIONAL WITH MEETING CAPACITY NEEDS?  
[00:50:21] AND THEN WHAT ARE THE IMPLICATIONS FOR  
[00:50:23] THE WORKFORCE CONDITIONS ASSOCIATED WITH  
[00:50:25] THAT AS WELL?  
[00:50:28] SO THE SAFETY ASPECT WOULD BE FROM THE  
[00:50:30] STANDPOINT OF MEETING OR BEING COMPLIANT

[00:50:32] WITH ADA REQUIREMENTS. AS HAS BEEN  
[00:50:36] STATED, THE TREND IN THE CRUISE  
[00:50:37] INDUSTRY, AS YOU'RE WELL AWARE, I'M  
[00:50:39] SURE, IS THAT THE VESSELS ARE GETTING  
[00:50:40] LARGER. SO THE NEED FOR A GREATER  
[00:50:42] VERTICAL RANGE AS WELL AS HORIZONTAL  
[00:50:44] RANGE TO MEET TO CONNECT WITH THE  
[00:50:46] NECESSARY OR THE ACTUAL SHIPS THAT ARE  
[00:50:49] BIRTHING AT THE TWO BIRTHS IS  
[00:50:54] INCREASING. SO RIGHT NOW THAT SECONDARY  
[00:50:56] BERTH THAT'S IN OPERATION OR I'M SORRY,  
[00:50:59] SECONDARY GANGWAY ON THE EAST BERTH  
[00:51:02] THAT'S IN OPERATION IS NOT ADA  
[00:51:03] COMPLIANT. SO IF THE PRIMARY GANGWAY  
[00:51:06] WERE TO GO DOWN AND WE ARE UTILIZING THE  
[00:51:08] SECONDARY GANGWAY AS A BACKUP AND  
[00:51:10] EMERGENCY BACKUP, WE'RE LIMITED IN  
[00:51:13] MEETING ADA COMPLIANCE. SO WE'RE LOOKING  
[00:51:16] TO ACHIEVE FULL ADA COMPLIANCE BETWEEN  
[00:51:18] THE PRIMARY AND THE SECONDARY GANGWAYS,  
[00:51:21] AS WELL AS MEET THE GROWING CAPACITY  
[00:51:23] NEEDS AND THE MOBILITY NEEDS. THE  
[00:51:25] SECONDARY GANGWAY THAT'S CURRENTLY IN  
[00:51:27] PLACE NEEDS TO BE ASSEMBLED AND  
[00:51:29] DISASSEMBLED WHEN IT'S UTILIZED. AND THE  
[00:51:31] MOBILITY OF THE FOOTPRINT IS TAKING UP  
[00:51:34] ON THE APRON AND THE ABILITY TO MOVE  
[00:51:37] THAT AROUND ON THE APRON TO ACCOMMODATE  
[00:51:39] OTHER NEEDS IN CONJUNCTION WITH  
[00:51:41] OPERATIONS IS VERY LIMITED. SO I GUESS  
[00:51:43] YOU COULD SAY FROM A SAFETY STANDPOINT  
[00:51:45] ALSO IN PROVIDING THE MOST EFFICIENT  
[00:51:48] OPERATIONS ON THE APRON IS ANOTHER THING  
[00:51:51] THAT WE'RE LOOKING TO ACHIEVE AS PART OF  
[00:51:52] THESE NEW GANGWAYS THAT WE'RE LOOKING TO  
[00:51:55] PROCURE. AND THEN IN OUR  
[00:51:58] BRIEFING HERE, IT SAYS THAT ADDING A  
[00:52:00] SECONDARY GANGWAY ON THE  
[00:52:04] WEST SIDE WOULD CREATE ADDITIONAL  
[00:52:08] FLEXIBILITY FOR SHORE POWER CONNECTIONS.  
[00:52:10] HOW DOES THAT WORK? CORRECT.  
[00:52:13] SO AS WILL BE PRESENTED AS PART OF THAT  
[00:52:16] ACTION ITEM, THE NEW SHORE POWER  
[00:52:17] EQUIPMENT IS MORE MOBILE. THESE NEW  
[00:52:20] GANGWAYS WILL BE MORE MOBILE IN ORDER TO  
[00:52:23] WORK IN CONJUNCTION WITH THAT NEW SHORE  
[00:52:26] POWER AGREEMENT OR EQUIPMENT AS FAR AS  
[00:52:29] THE OPERATIONS ON THE APRON. SO AGAIN,  
[00:52:34] THE EXISTING GANGWAY, THE SECONDARY  
[00:52:35] GANGWAY I HAVE IS STATIONARY AND IT'S  
[00:52:38] BASICALLY LOCKED INTO PLACE. SO YOUR  
[00:52:40] ABILITY TO FLEXIBILITY IN CONJUNCTION  
[00:52:43] WITH THE VARYING SIZE VESSELS THAT ARE  
[00:52:45] BIRTHED AT THE CRUISE TERMINAL IS  
[00:52:49] LIMITED CURRENTLY. SO THE NEW GANGLIES  
[00:52:52] WILL BE MORE MOBILE IN CONJUNCTION WITH  
[00:52:53] THAT NEW SHORE POWER EQUIPMENT.  
[00:52:58] COMMISSIONER VAUGHN. SO TO BE CLEAR,  
[00:53:01] THIS IS FOR EMBARKATION AND  
[00:53:02] DISEMBARKATION. CORRECT.  
[00:53:07] JUST IN TERMS OF GETTING PEOPLE ON AND  
[00:53:08] OFF THE VESSEL QUICKLY, I THINK THAT'S  
[00:53:10] AN IMPORTANT FEATURE. ADA IS OBVIOUSLY



[00:53:12] VERY IMPORTANT FEATURE, BUT IN AN  
[00:53:14] EMERGENCY, TO GET PEOPLE OFF THE VESSEL,  
[00:53:17] IF THERE'S ANY PROBLEM ON BOARD IN A  
[00:53:18] SPEEDY FASHION, IT SEEMS LIKE TO ME  
[00:53:21] THERE'S CLEARLY VALUE IN DOING THIS.  
[00:53:24] I THINK ONE OF THE QUESTIONS I JUST HAD  
[00:53:26] IS IN TERMS OF YOU WANT TO HAVE THIS  
[00:53:28] OPERATIONAL BY 2025. SO ARE CONSTRUCTION  
[00:53:32] GOING TO OCCUR DURING THE 2024 SEASON OR  
[00:53:34] YOU CAN TRY TO ACCOMMODATE ALL THAT IN  
[00:53:36] THE OFFSEASON? THAT'S CORRECT. SO WE'RE  
[00:53:39] LOOKING TO HAVE THE NEW GANGWAYS IN  
[00:53:41] PLACE FOR SERVICE AT THE START OF THE  
[00:53:44] 2025 CRUISE SEASON. THESE GANGWAYS WILL  
[00:53:47] BE ASSEMBLED OVER WELL BY A  
[00:53:49] MANUFACTURER. THE PRIMARY GANGWAYS RIGHT  
[00:53:51] NOW ARE OVERSEAS. WE MAY HAVE A VENDOR,  
[00:53:54] DEPENDING ON THE PROCUREMENT. THE  
[00:53:57] RESPONSES TO THE REQUEST FOR PROPOSAL,  
[00:53:59] WE MAY HAVE ONE WITHIN THE US. THAT  
[00:54:01] REMAINS TO BE SEEN. BUT THE POINT BEING  
[00:54:03] IS THAT WE'RE LOOKING TO EXECUTE A  
[00:54:06] CONTRACT WITH A VENDOR TO MANUFACTURE  
[00:54:08] AND DELIVER THE GANGWAYS, AND THEN  
[00:54:11] THEY'LL BE ASSEMBLED AND COMMISSIONED AT  
[00:54:13] T 91. SO THE CONSTRUCTION REALLY TAKES  
[00:54:15] PLACE OFF SITE, BUT WE'RE LOOKING TO  
[00:54:17] HAVE THEM IN PLACE BY THE START OF THE  
[00:54:20] 2025 CRUISE SEASON,  
[00:54:24] IDEALLY. SO YOU DON'T ANTICIPATE ANY  
[00:54:27] IMPACT ON THE OPERATIONS IN 2025 OTHER  
[00:54:30] THAN ACHIEVE OR IN 2024, OTHER THAN  
[00:54:33] ACHIEVING THE BENEFITS IN 2025.  
[00:54:36] CORRECT. AND JUST LAST THING. SO DID THE  
[00:54:39] PREVIOUS GANGWAYS LIVE UP TO THEIR  
[00:54:43] DURATION? DID YOU GET WHAT YOU EXPECTED  
[00:54:45] TO GET OUT OF THEM? DID THEY SURVIVE THE  
[00:54:48] LIFESPAN YOU EXPECTED THEM TO?  
[00:54:51] THE PIER. SECONDARY GANGWAYS.  
[00:54:54] YEAH. DID THEY GET THEIR USEFUL LIFE?  
[00:54:59] I BELIEVE SO. AND MARIA, YOU'RE MORE  
[00:55:03] FAMILIAR WITH THE HISTORY? SURE. YEAH.  
[00:55:05] THEY BASICALLY WERE PARTS OF OTHER  
[00:55:08] GANGWAYS. FRANKENSTEIN, IF YOU WILL.  
[00:55:11] SO, LIKE, THE CURRENT SECONDARY GANGWAY  
[00:55:14] ON THE NEXT SLIDE IS ACTUALLY PIECES OF  
[00:55:16] DIFFERENT GANGWAYS, INCLUDING TERMINAL  
[00:55:18] 30. I THINK  
[00:55:22] WE GOT GOOD LIFE OUT OF PIECES OF THEM,  
[00:55:25] FOR SURE. AND WE DIDN'T USE THAT IN OUR  
[00:55:27] ADVERTISING FRANKEN TERMINAL. ALL RIGHT,  
[00:55:30] MOVING ON. ALL RIGHT, SORRY. CAN I GET A  
[00:55:34] MOTION ON EIGHT E, PLEASE? SO MOVED.  
[00:55:37] SECOND. GREAT. CAN WE ROLL CALL A VOTE  
[00:55:39] FOR EIGHT E, PLEASE? YES. FIRST. YOU HAVE  
[00:55:42] COMMISSIONER FELLEMAN? AYE.  
[00:55:44] COMMISSIONER HASEGAWA AYE. COMMISSIONER  
[00:55:47] MOHAMED AYE. AND COMMISSIONER CHO? AYE.  
[00:55:50] FOUR AYES AND ZERO NAYS FOR THIS ITEM.  
[00:55:52] EXCELLENT. THANK YOU. THE MOTION PASSES.  
[00:55:54] MOVING ON TO THE AGENDA, WE HAVE FIVE  
[00:55:56] NEW BUSINESS ITEMS TODAY. DEPUTY CLERK  
[00:55:58] PAYNE, PLEASE READ THE ITEM INTO THE

[00:56:00] RECORD. AND THEN EXECUTIVE DIRECTOR  
[00:56:01] MERCHANT WILL THEN INTRODUCE THE ITEM.  
[00:56:03] THANK YOU. BEGINNING WITH ITEM TEN B,  
[00:56:05] COMMERCIAL AVIATION COORDINATING  
[00:56:07] COMMISSION BRIEFING COMMISSIONERS  
[00:56:22] THE COMMERCIAL AVIATION COORDINATING  
[00:56:24] COMMISSIONER, THE CACC WAS CREATED BY  
[00:56:26] THE STATE LEGISLATURE IN 2019, HAS BEEN  
[00:56:29] TASKED WITH RECOMMENDING A SINGLE  
[00:56:30] PREFERRED LOCATION FOR A NEW COMMERCIAL  
[00:56:32] SERVICE AIRPORT BY JUNE 15,  
[00:56:34] 2023. THE PORT OF SEATTLE SERVED ON THE  
[00:56:39] I DON'T KNOW IF WE'RE CALLING IT  
[00:56:40] SEACREST,  
[00:56:43] I'M SURE I DON'T KNOW. CAC SERVED ON THE  
[00:56:46] CAC IN A TECHNICAL ADVISORY COMMITTEE.  
[00:56:49] IN 2023, THE STATE LEGISLATURE VOTED TO  
[00:56:51] SHIFT THE CAC TO A NEW COMMERCIAL  
[00:56:53] AVIATION WORKGROUP. HOWEVER, THE CAC'S  
[00:56:55] FINAL REPORT TO THE STATE LEGISLATURE  
[00:56:57] CONTAINS VALUABLE INFORMATION ABOUT THE  
[00:56:59] FUTURE OF REGIONAL AIRPORT CAPACITY THAT  
[00:57:01] HAS SIGNIFICANT BEARING ON OUR PLANS AT  
[00:57:03] SEATTLE TACOMA INTERNATIONAL AIRPORT AS  
[00:57:06] WE DEVELOP OUR OWN INFRASTRUCTURE.  
[00:57:08] TODAY'S PRESENTATION WILL SUMMARIZE THE  
[00:57:10] HISTORY, PROCESS, FINDINGS AND NEXT STEP  
[00:57:12] FROM THE CAC'S FINAL REPORT. AND OUR  
[00:57:14] PRESENTERS ARE RF GAUSS, AVIATION CHIEF  
[00:57:17] OPERATING OFFICER, AND WARREN  
[00:57:19] HENDRICKSON, CHAIR, COMMERCIAL AVIATION  
[00:57:21] COORDINATING COMMISSION, THE CAC. SO  
[00:57:23] I'LL TURN IT OVER TO RF FIRST.  
[00:57:26] THANK YOU, COMMISSIONER AND EXECUTIVE  
[00:57:28] DIRECTOR. AS STATED. AND FOR THE RECORD,  
[00:57:30] I'M ARIF GAUSS, CHIEF OPERATING OFFICER  
[00:57:32] AT SEATAC AIRPORT. AND I'M PLEASED TO BE  
[00:57:35] HERE TODAY TO INTRODUCE TODAY'S TOPIC,  
[00:57:37] THE COMMERCIAL AVIATION COORDINATING  
[00:57:39] COMMISSION AND AS JUST STATED,  
[00:57:41] AFFECTIONATELY KNOWN AS CAC. AND THAT'S  
[00:57:43] HOW I'LL REFER IT TO IT FOR THE REST OF  
[00:57:45] MY COMMENTS. AND OUR SPEAKER CAC CHAIR,  
[00:57:49] WARREN HENDRICKSON. I HAD A PLEASURE TO  
[00:57:52] PERSONALLY SERVE ON THE CAC, AND I WANT  
[00:57:54] TO START BY PUBLICLY THANKING WARREN FOR  
[00:57:58] AYE. STEADY, THOUGHTFUL, AND DEDICATED  
[00:57:59] LEADERSHIP ON AYE. VERY CHALLENGING AND  
[00:58:02] CONTROVERSIAL PROCESS. AS YOU PROBABLY  
[00:58:04] SAW IN THE NEWS OVER THE PAST YEAR,  
[00:58:06] THIS HAS OFTEN FELT LIKE A THANKLESS  
[00:58:08] JOB, AND THERE WAS SIGNIFICANT COMMUNITY  
[00:58:10] RESISTANCE TO SOME OF CAC'S FINDINGS.  
[00:58:13] WE WERE VERY FORTUNATE TO HAVE SOMEONE  
[00:58:15] OF WARREN'S BACKGROUND ON THE CAC, TO  
[00:58:17] NAME A FEW OF AYE. ACCOMPLISHMENTS. HE  
[00:58:19] WAS AN INSTRUCTOR PILOT IN THE US AIR  
[00:58:22] FORCE, A COMMERCIAL AIR TRANSPORT PILOT,  
[00:58:25] AND STARTING FROM THE SMALLEST TO THE  
[00:58:27] LARGEST RATED ON THE 737, THE 757,  
[00:58:31] THE 767, THE SEVEN SEVEN SEVEN, AND THE  
[00:58:34] ICONIC SEVEN FOUR SEVEN. HE WAS ALSO THE  
[00:58:38] FLEET MANAGER FOR THE BOEING SEVEN FOUR

[00:58:40] SEVEN EXECUTIVE DIRECTOR FOR WAMA,  
[00:58:43] WHICH IS A WASHINGTON AIRPORTS  
[00:58:45] MANAGEMENT ASSOCIATION AND HAS HAD ROLES  
[00:58:48] AT TWO WASHINGTON PORTS, BREMERSON AND  
[00:58:51] OLYMPIA, CURRENTLY SERVING AS ACTING  
[00:58:53] DIRECTOR OF OPERATIONS FOR OLYMPIA  
[00:58:54] REGIONAL AIRPORT. TO STATE THE OBVIOUS,  
[00:58:57] THE WORK OF THE CAC IS LINKED TO THE  
[00:58:58] FUTURE OF OUR AIRPORT SEATAC. WE KNOW THAT  
[00:59:01] WE CANNOT ACCOMMODATE ALL FUTURE  
[00:59:02] PROJECTED PASSENGER DEMAND THROUGH OUR  
[00:59:04] FACILITY, AND THAT IS WHY THE PORT  
[00:59:06] COMMISSION SEVERAL YEARS AGO FORMALLY  
[00:59:08] ENDORSED THE STATE PROCESS FOR  
[00:59:10] IDENTIFYING ADDITIONAL REGIONAL AIRPORT  
[00:59:12] CAPACITY. WHILE WE ARE DOING OUR BEST TO  
[00:59:16] BUILD OUT SEA INVESTING, CURRENTLY 4.6  
[00:59:19] BILLION, THAT WAS APPROVED BY THE  
[00:59:20] COMMISSION ON AN ANNUAL BASIS AS WE GO  
[00:59:23] THROUGH THE FINANCIAL APPROVAL PROCESS  
[00:59:26] FOR CONDUCTING TO IMPROVE OUR  
[00:59:28] INFRASTRUCTURE AND CONDUCTING AN  
[00:59:30] ENVIRONMENTAL REVIEW FOR FUTURE  
[00:59:31] ENHANCEMENTS. HOWEVER, WE DO RELY ON THE  
[00:59:34] STATE AND OTHERS TO FIGURE OUT HOW TO  
[00:59:36] ADDRESS THE FUTURE OF OUR REGION'S  
[00:59:37] TRANSPORTATION SYSTEM, WHETHER IT BE  
[00:59:39] EXPANSION OF EXISTING REGIONAL AIRPORTS  
[00:59:42] OR A BRAND NEW AIRPORT IN WASHINGTON  
[00:59:44] STATE, OR HIGH SPEED RAIL, URBAN AIR  
[00:59:46] MOBILITY, OR A COMBINATION OF ALL OF  
[00:59:48] THEM. THE STATE LEGISLATORS SUNSET THE  
[00:59:51] CAC THIS YEAR, BUT THEIR FINDINGS ARE  
[00:59:54] STILL IMPORTANT TO HEAR AS WE THINK  
[00:59:56] ABOUT OUR OWN FUTURE PLANS AND OUR  
[00:59:58] ENGAGEMENT WITH OTHER REGIONAL  
[00:59:59] STAKEHOLDERS. AND SO I LOOK FORWARD TO  
[01:00:01] HEARING WARREN'S REMARKS, AND I KNOW HE  
[01:00:04] WILL BE PLEASED TO ANSWER ANY QUESTIONS  
[01:00:05] THAT YOU HAVE ABOUT THE CAC'S PROCESS  
[01:00:07] FINDINGS AND SUGGESTED NEXT STEPS. SO  
[01:00:09] WITH THAT, LET ME TURN THINGS OVER TO  
[01:00:11] WARREN TO GO THROUGH AYE. SLIDES. THANK  
[01:00:13] YOU. THANK YOU. GOOD AFTERNOON,  
[01:00:14] COMMISSIONER. GOOD AFTERNOON, EXECUTIVE  
[01:00:16] DIRECTOR, METRUCK AND ERIC, THANK YOU FOR  
[01:00:18] THAT KIND INTRODUCTION. THERE'S A LOT OF  
[01:00:21] WORDS TO EXPLAIN THAT APPARENTLY I CAN'T  
[01:00:23] HOLD A JOB OVER THE LENGTH OF MY CAREER,  
[01:00:25] SO I'VE HAD A GREAT NUMBER OF AVIATION  
[01:00:28] ADVENTURES, AND I'M THRILLED TO BE HERE.  
[01:00:30] MY ROLE WITH THE PORT OF OLYMPIA AND  
[01:00:33] SERVING BOTH AS AIRPORT SENIOR MANAGER  
[01:00:35] AND ACTING DIRECTOR OF OPERATIONS HAS NO  
[01:00:37] CONNECTION AT ALL TO THE CAC, TO THE  
[01:00:38] COMMERCIAL AVIATION COORDINATING  
[01:00:40] COMMISSION. I CAME TO THE CAC AS A  
[01:00:42] COMMISSION MEMBER, NON VOTING MEMBER,  
[01:00:44] AS A RESULT OF MY ROLE AND APPOINTED  
[01:00:47] DELEGATE AS THE WASHINGTON STATE  
[01:00:48] AVIATION ALLIANCE REPRESENTATIVE TO THE  
[01:00:50] CAC. THAT IS AN ORGANIZATION OF ALL THE  
[01:00:53] GENERAL AVIATION ORGANIZATIONS IN THE

[01:00:55] STATE DEDICATED TO LEGISLATIVE ADVOCACY  
[01:00:58] ON BEHALF OF GENERAL AVIATION. SO THAT'S  
[01:01:00] HOW I CAME TO JOIN THE CAC FROM THERE,  
[01:01:03] IT HAS BEEN A VERY INTERESTING,  
[01:01:05] CHALLENGING, REWARDING PROCESS OVER THE  
[01:01:07] PAST FOUR YEARS. I WILL SAY THAT IF  
[01:01:10] ANYBODY THOUGHT THIS WOULD BE A GREAT  
[01:01:11] WAY TO GET YOUR 15 MINUTES OF FAME, I  
[01:01:13] WOULD NOT RECOMMEND IT. IN ANY CASE,  
[01:01:16] LET ME TELL YOU A LITTLE BIT OF THE  
[01:01:17] STORY ABOUT WHERE WE'VE BEEN, WHERE WE  
[01:01:19] ARE, AND WHERE WE NEED TO GO FROM THE  
[01:01:22] POSITION OF COMMERCIAL AVIATION CAPACITY  
[01:01:24] IN THE FUTURE. NEXT SLIDE, PLEASE.  
[01:01:29] SO, OUR BACKGROUND, WE'VE BEEN AT THIS  
[01:01:30] FOR OVER FOUR YEARS, IDENTIFIED BY THE  
[01:01:32] STATE LEGISLATURE AND CREATED AT THAT  
[01:01:34] TIME IN 2019. WE STOOD UP, WE THOUGHT IT  
[01:01:37] WAS GOING TO BE A TWO YEAR EFFORT, AND  
[01:01:38] IT WAS EXTENDED TO TWICE THAT DURATION  
[01:01:40] AS A RESULT OF THE PANDEMIC. THAT TURNED  
[01:01:43] OUT TO BE A BLESSING AND A CURSE ALL AT  
[01:01:45] THE SAME TIME. BUT IT ALSO PROVIDED US  
[01:01:47] ADDITIONAL TIME TO GO AHEAD AND  
[01:01:49] DELIBERATE AND MAKE SOME  
[01:01:50] RECOMMENDATIONS. THE GOAL, AS WAS  
[01:01:52] AMENDED OVER TIME, AS A RESULT OF THE  
[01:01:55] PANDEMIC, WAS TO IDENTIFY A SINGLE  
[01:01:56] PREFERRED LOCATION FOR A NEW COMMERCIAL  
[01:01:58] AVIATION FACILITY, WHETHER THAT BE A NEW  
[01:02:00] AIRPORT OR USING AN EXISTING AIRPORT BY  
[01:02:03] JUNE 15 OF THIS YEAR. THE MEMBERSHIP WAS  
[01:02:06] COMPRISED OF 27 TOTAL MEMBERS, 15 VOTING  
[01:02:09] AND TWELVE NON VOTING. IT WOULD BE THE  
[01:02:11] 15 VOTING MEMBERS BY A 60% MAJORITY.  
[01:02:13] THAT WOULD THEN MAKE THE FINAL  
[01:02:15] RECOMMENDATION IN EACH PLACE. BUT WE  
[01:02:19] TOOK THE ROLE AS COMMISSION MEMBERS THAT  
[01:02:21] EVERYBODY HAD AN EQUAL SEAT AT THE TABLE  
[01:02:24] AND EVERYONE WAS A PARTICIPANT AT EQUAL  
[01:02:27] LEVEL. ONLY WHEN WE CAME TO ACTUAL VOTES  
[01:02:30] DID WE ACTUALLY MAKE A DETERMINATION  
[01:02:33] BETWEEN VOTING AND NON VOTING. IN TERMS  
[01:02:35] OF ROLE, I WILL HAVE TO SAY IT WAS  
[01:02:37] INCREDIBLE TO HAVE A SEAT AT THE TABLE  
[01:02:40] WITH THIS GROUP OF 27. THEY WERE THE  
[01:02:42] RIGHT PEOPLE FOR THE RIGHT TASK.  
[01:02:44] CRITICAL THINKERS, STATEWIDE  
[01:02:46] REPRESENTATIVES, INDUSTRY, GOVERNMENT,  
[01:02:49] AIRPORT AVIATION, STRONG THINKERS,  
[01:02:51] COMMUNITY ADVOCATES AND WAZDAI AVIATION  
[01:02:54] DID AN ABSOLUTELY SUPERLATIVE ROLE WITH  
[01:02:57] MINIMAL RESOURCES IN PROVIDING  
[01:02:58] ADMINISTRATIVE SUPPORT. NEXT SLIDE,  
[01:03:01] PLEASE.  
[01:03:04] SO THE PROCESS WAS TO PROVIDE  
[01:03:06] RECOMMENDATIONS TO SOLVE THE SHORTAGE OF  
[01:03:08] CAPACITY, NOT IN TERMS OF JUST  
[01:03:09] COMMERCIAL AIR PASSENGER SERVICE, BUT  
[01:03:12] ALSO AIR CARGO AND GENERAL AVIATION.  
[01:03:14] THERE WERE THREE PHASE DEADLINES JANUARY  
[01:03:17] 22, OCTOBER 22, AND THEN JUNE OF THIS  
[01:03:19] YEAR. THE FUNDING MADE AVAILABLE TO THE

[01:03:22] CAC WAS LIMITED TO PUBLIC OUTREACH AND  
[01:03:24] ADMINISTRATIVE PURPOSES ONLY. THAT'S AN  
[01:03:26] IMPORTANT POINT. WE HAD NO SPECIFIC  
[01:03:29] FUNDING FOR RESEARCH AND ANALYSIS, AND  
[01:03:32] THAT WAS A SIGNIFICANT CONSTRAINT PLACED  
[01:03:35] UPON THE COMMISSION'S WORK THAT WE HAD  
[01:03:36] TO BE CREATIVE TO WORK AROUND. NEXT  
[01:03:39] SLIDE, PLEASE. THE RECOMMENDATIONS  
[01:03:43] ALSO INCLUDED A COUPLE OF RESTRICTIONS  
[01:03:45] THAT WERE PLACED BY THE ORIGINAL  
[01:03:47] LEGISLATION ON THE CAC'S WORK. FIRST,  
[01:03:49] RECOMMENDATIONS COULD NOT INCLUDE THOSE  
[01:03:51] LOCATED IN A COUNTY WITH A POPULATION OF  
[01:03:53] 2 MILLION OR MORE. THERE'S ONLY ONE  
[01:03:55] COUNTY IN THE STATE WITH A POPULATION  
[01:03:56] THAT HIGH. THAT WOULD BE KING COUNTY.  
[01:03:59] OPTIONS ALSO FOR A NEW COMMERCIAL  
[01:04:01] AVIATION FACILITY COULD NOT INCLUDE  
[01:04:02] SIDING ON A FACILITY OF A MILITARY  
[01:04:05] INSTALLATION THAT WOULD EITHER BE  
[01:04:06] INCOMPATIBLE OR AFFECT ITS ABILITY TO  
[01:04:08] CARRY OUT ITS MISSION REQUIREMENTS.  
[01:04:10] NEXT SLIDE. ESSENTIALLY, THAT MEANT WE  
[01:04:14] COULD NOT TOUCH KING COUNTY, WE COULD  
[01:04:16] NOT TOUCH JBLM. INITIALLY,  
[01:04:19] THERE WAS CONVERSATION ABOUT IS THERE A  
[01:04:21] ROLE THAT JBLM COULD PLAY BY COMMISSION  
[01:04:24] MEMBERS IN TERMS OF A JOINT USE CIVIL  
[01:04:26] MILITARY FIELD? THERE ARE EXAMPLES OF  
[01:04:28] THAT ELSEWHERE IN THE COUNTRY.  
[01:04:30] CHARLESTON, SOUTH CAROLINA, PROBABLY THE  
[01:04:32] MOST NOTABLE EXAMPLE. THERE ARE OTHERS.  
[01:04:34] BUT THE END RESULT WAS WE QUICKLY  
[01:04:36] REALIZED THAT WE COULD NOT EVEN VENTURE  
[01:04:38] INTO THAT CONVERSATION BASED UPON THE  
[01:04:40] WAY THE LEGISLATION WAS WRITTEN. NEXT  
[01:04:43] SLIDE, PLEASE. WE HAVE NOT  
[01:04:47] EMBARKED ON THIS JOURNEY JUST RECENTLY.  
[01:04:50] THERE'S A LONG HISTORY GOING BACK TO  
[01:04:52] 1992. THE FLIGHT PLAN STUDY CAME OUT  
[01:04:56] WITH THREE RECOMMENDATIONS. THE FIRST  
[01:04:58] RECOMMENDATION WAS BUILD A THIRD RUNWAY  
[01:05:00] AT SEATAC. CHECK, WE'VE DONE THAT. THE  
[01:05:03] SECOND RECOMMENDATION WAS TO INITIATE  
[01:05:05] COMMERCIAL SERVICE AT PAINT FIELD.  
[01:05:07] CHECK, WE'VE DONE THAT. AND THE THIRD  
[01:05:09] RECOMMENDATION WAS TO CONSTRUCT A NEW  
[01:05:10] AIRPORT IN SOUTH PUGET SOUND. AND HERE  
[01:05:13] WE ARE 31 YEARS LATER AND WE ARE  
[01:05:16] STILL AT THE TABLE DISCUSSING THE NEED  
[01:05:20] TO ADDRESS AVIATION CAPACITY. MORE  
[01:05:23] RECENTLY, THE FAA BEGAN TO REALIZE AND  
[01:05:26] EXECUTIVE DIRECTOR METRUCK JUST TALKED  
[01:05:27] EVEN JUST PREVIOUSLY, ABOUT ATTENDING  
[01:05:29] ALASKA AIR GROUP'S BOARD MEETING WHERE  
[01:05:31] CAPACITY NORTH TERMINAL EXPANSION.  
[01:05:33] CERTAINLY THIS WAS AN ISSUE. THE FAA SAW  
[01:05:35] THE IMPACT OF SEATAC AND ITS ABILITY TO  
[01:05:38] HANDLE COMMERCIAL AVIATION TRAFFIC  
[01:05:41] MOVING FORWARD OVER THE NEXT SEVERAL  
[01:05:42] DECADES AND REALIZED THAT WE NEED TO  
[01:05:45] FIGURE OUT WHEN THIS CAPACITY IS GOING  
[01:05:47] TO AYE. THE WALL AND WHAT WE CAN DO ABOUT

[01:05:49] IT. SO THEY COMMISSIONED THE PUGET SOUND  
[01:05:51] REGIONAL COUNCIL PSRC. THAT COMPLETED,  
[01:05:54] UNDER FAA FUNDING AS THE LEAD AGENCY,  
[01:05:57] THE REGIONAL AVIATION BASELINE STUDY.  
[01:05:59] IT WAS COMPLETED TWO YEARS AGO. AND  
[01:06:01] ULTIMATELY, AND AS YOU ARE PROBABLY VERY  
[01:06:04] WELL AWARE, PSRC KNOWS FORECASTING.  
[01:06:06] WHEN YOU GO BACK AND LOOK 30 YEARS AGO  
[01:06:08] AT WHAT PSRC PREDICTED FOR TODAY, THEY  
[01:06:11] ARE SPOT ON. THEY PREDICTED A 27 MILLION  
[01:06:14] PASSENGER GAP, 800,000 METRUCK TONS OF  
[01:06:17] CARGO, BASICALLY TWICE WHAT EXISTS  
[01:06:19] TODAY, AND ALSO, IF WE DID NOT ADDRESS  
[01:06:22] THE NEEDS, A \$31 BILLION ANNUAL ECONOMIC  
[01:06:25] IMPACT LOSS AND A LOSS OF 209,000 JOBS.  
[01:06:29] NEXT SLIDE.  
[01:06:34] THIS WORK OF THE PSRC AND THE REGIONAL  
[01:06:36] BASELINE STUDY WAS ALSO CONFIRMED BY A  
[01:06:39] CONSULTANT NAMED KIMLEY HORN, WHO IS  
[01:06:41] WORKING RIGHT NOW ON AN AVIATION SYSTEM  
[01:06:43] PLAN FOR WSDOT AVIATION. AND THEY  
[01:06:47] CONFIRMED ALL OF THOSE NUMBERS WERE IN  
[01:06:48] FACT TRUE. THEY TWEAKED THEM A LITTLE  
[01:06:50] FURTHER. YOU CAN SEE HERE THE IMPACT OF  
[01:06:53] GROWTH. WE INITIALLY THOUGHT THAT SEATAC  
[01:06:55] AND PAIN FIELD COMBINED WOULD REACH  
[01:06:57] CAPACITY ABOUT 2027 TO 2028. YOU CAN  
[01:07:00] SEE THE IMPACT OF THE PANDEMIC ON THOSE  
[01:07:03] NUMBERS. AND ESSENTIALLY WE CROSSED THE.  
[01:07:05] BLUE HORIZONTAL LINE. NOW IN  
[01:07:07] APPROXIMATELY 2032, AT THAT POINT IN  
[01:07:10] TIME, WITH ALL OF THE CAPACITY  
[01:07:12] IMPROVEMENTS PLANNED FOR BOTH PAIN FIELD  
[01:07:14] AND SEATAC, WE WILL REACH THE LIMITS AND  
[01:07:17] THEN FROM THAT POINT ON, DEMAND WILL  
[01:07:19] EXCEED SUPPLY. ALTHOUGH SOME DEMAND  
[01:07:23] WILL GO TO OTHER AIRPORTS AROUND THE  
[01:07:25] STATE OR WILL BYPASS WASHINGTON STATE  
[01:07:27] COMPLETELY, WE STILL NEED 27 MILLION  
[01:07:29] PASSENGERS AND 800,000 TONS OF CARGO TO  
[01:07:32] MEET THE NEED NEXT SLIDE.  
[01:07:36] SO AT THE END OF PHASE ONE IN JANUARY  
[01:07:38] 2022, WE STARTED OFF WITH A LIST OF  
[01:07:42] ALL THE EXISTING AIRPORTS, ONE IN  
[01:07:43] EASTERN WASHINGTON, 17 AROUND PUGET  
[01:07:46] SOUND. AND WE TOOK A LOOK AND SAID, CAN  
[01:07:48] WE TAKE ADVANTAGE OF WHAT THESE AIRPORTS  
[01:07:50] HAVE TO OFFER TODAY, INTRODUCE OR EXPAND  
[01:07:53] COMMERCIAL SERVICE AT EACH OR MANY OF  
[01:07:55] THOSE AIRPORTS, AND WILL THAT SOLVE THE  
[01:07:57] PROBLEM? AND THE ANSWER WE CAME TO IN  
[01:07:59] THAT FIRST YEAR AS A COMMISSION WAS NO.  
[01:08:03] NO AIRPORT EXISTING RIGHT NOW AROUND  
[01:08:06] PUGET SOUND CAN EXPAND TO THE POINT  
[01:08:08] NECESSARY TO REACH THE TARGET OF 27  
[01:08:11] MILLION PASSENGERS. IT WOULD TAKE FIVE  
[01:08:14] OR SIX COMMERCIAL AIRPORTS AROUND PUGET  
[01:08:17] SOUND IN ADDITION TO SEATAC AND PAYNE  
[01:08:19] FIELD, EACH ONE PROVIDING APPROXIMATELY  
[01:08:21] FOUR TO 6 MILLION PASSENGERS EACH, TO GO  
[01:08:24] AHEAD AND BEGIN TO ADDRESS THE CAPACITY  
[01:08:26] NEEDS. THE INDUSTRY, AS WE HAD MEMBERS  
[01:08:28] OF THE CAC AT THE TABLE, WOULD NOT



[01:08:30] SUPPORT SPREADING THEIR ASSETS, THEIR  
[01:08:32] EMPLOYEES, THEIR EQUIPMENT THAT THINLY.  
[01:08:35] THINK OF THE BAY AREA WHERE YOU HAVE SAN  
[01:08:37] FRANCISCO, OAKLAND AND SAN JOSE. YOU  
[01:08:40] HAVE THREE AIRPORTS IN A TRIANGULAR  
[01:08:42] ARRANGEMENT TO MEET THE CAPACITY OF THE  
[01:08:44] ENTIRE AREA. HERE AGAIN REFERRING  
[01:08:48] BACK TO THE 1992 STUDY, PAIN FIELD,  
[01:08:50] SEATAC AND A SOUTH PUGET SOUND AIRPORT  
[01:08:53] LINED MORE IN A STRAIGHT LINE THAN IN A  
[01:08:55] TRIANGLE. BUT IT WOULD BE THREE  
[01:08:56] COMMERCIAL AIRPORTS WOULD PROVIDE THEM  
[01:08:58] THE NEEDED CAPACITY OVER TIME. AND  
[01:09:01] THAT'S WHERE WE WERE LEFT AFTER THAT  
[01:09:02] FIRST YEAR. WE CAN'T DO IT WITH EXISTING  
[01:09:04] AIRPORTS. WE NEED A GREENFIELD SITE AND  
[01:09:07] A GREENFIELD SITE. IT'S VERY IMPORTANT  
[01:09:09] TO UNDERSTAND WHAT THAT MEANS. IT  
[01:09:11] DOESN'T MEAN AN UNDEVELOPED RURAL AREA.  
[01:09:13] THIS IS NOT A CASE WHERE IN DENVER,  
[01:09:16] COLORADO THEY COULD GO OUT AND BUY 52 SQ  
[01:09:19] MI OF ADAMS COUNTY AND ONLY AFFECT  
[01:09:21] ELEVEN LANDOWNERS. THAT'S NOT THE CASE  
[01:09:23] IN PUGET SOUND. SO BY GREENFIELD SITE WE  
[01:09:26] MEAN SIMPLY A LOCATION WHERE AN AIRPORT  
[01:09:28] DOES NOT CURRENTLY EXIST. AND WE KNOW  
[01:09:31] AND IDENTIFY THAT, YES, THESE SITES WILL  
[01:09:34] IN FACT BE HOME FOR BUSINESSES, RURAL  
[01:09:36] COMMUNITIES, RESIDENTS, CHURCHES,  
[01:09:38] SCHOOLS, AND IT WILL HAVE AN IMPACT.  
[01:09:40] THERE IS NO QUESTION THAT IT WILL. BUT  
[01:09:42] GREENFIELD SITE WAS SPECIFICALLY THAT IT  
[01:09:44] IS NOT AN EXISTING AIRPORT. THE CAC WAS  
[01:09:48] NOT FUNDED FOR THE TECHNICAL ANALYSIS TO  
[01:09:50] GO THERE. AND THAT'S WHERE WSDOT  
[01:09:52] AVIATION AND AGAIN, I HAVE TO GIVE IN  
[01:09:54] PARTICULAR CREDIT TO SENIOR AVIATION  
[01:09:55] PLANNER AT THE TIME, ROB HODGMAN FOR  
[01:09:57] COMING UP WITH THE CONCEPT ON HOW DO WE  
[01:09:59] GET THE RESEARCH AND ANALYSIS THAT WE  
[01:10:01] NEED TO GO AHEAD AND IDENTIFY THAT GIVEN  
[01:10:04] WE WEREN'T FUNDED FOR THAT PURPOSE BY  
[01:10:05] THE LEGISLATURE. SO EVERY FIVE TO SEVEN  
[01:10:09] YEARS, THE STATE DOES AN AVIATION SYSTEM  
[01:10:11] PLAN. THIS IS FUNDED BY THE FAA, AND  
[01:10:14] BASICALLY IT'S A CLEAN SHEET DESIGN  
[01:10:15] WHERE IT'S LIKE, WHERE ARE WE? WHAT DO  
[01:10:17] WE HAVE IN THE STATE FOR AVIATION? WHAT  
[01:10:19] DO WE NEED BASED UPON THE FORECAST, AND  
[01:10:21] HOW DO WE GET THERE? SO IT WAS TIME TO  
[01:10:24] REPLENISH THAT EXISTING AVIATION SYSTEM  
[01:10:27] PLAN. AND SO THEY HIRED KIMLEY HORN AS  
[01:10:29] THE COLTONS TO DO IT, AND THE FAA BACKED  
[01:10:32] IT WITH FUNDING. AND WE FRONT LOADED  
[01:10:34] WITH FAA APPROVAL TO GO AHEAD AND STUDY  
[01:10:37] GREENFIELD SITES UP AND DOWN PUGET SOUND  
[01:10:40] THAT WOULD HELP THEN FUND AND FEED THE  
[01:10:42] DATA THAT THE CAC NEEDED TREMENDOUSLY  
[01:10:45] CREATIVE WITHOUT SPENDING A DIME OF CAC  
[01:10:47] MONEY OR LEGISLATURE APPROPRIATION TO  
[01:10:50] PROVIDE US THE ANALYSIS THAT WE NEEDED.  
[01:10:52] NEXT SLIDE.  
[01:10:56] SO THE AVIATION SYSTEM PLAN MUST BE

[01:10:59] NOTED, WAS NOT BOUND BY THE SAME  
[01:11:01] LEGISLATIVE RESTRICTIONS ON KING COUNTY  
[01:11:03] AND MILITARY INSTALLATIONS THAT THE CAC  
[01:11:05] WAS. THEY COULD LOOK ANYWHERE. THEY HAD  
[01:11:07] NO RESTRICTIONS, AND THEY DID. AND  
[01:11:09] ULTIMATELY, THEY LOOKED AT TEN POTENTIAL  
[01:11:12] GREENFIELD SITES IN SIX COUNTIES.  
[01:11:15] AND THE REASON WHY KING COUNTY  
[01:11:17] SOUTHEAST, IN THE MIDDLE OF THE PACK  
[01:11:19] THERE, HAS A DOUBLE ASTERISK IS BECAUSE,  
[01:11:21] AGAIN, THE AVIATION SYSTEM PLAN COULD  
[01:11:23] CONSIDER KING COUNTY, THE CAC COULD NOT.  
[01:11:27] SO ALTHOUGH THE INFORMATION WAS  
[01:11:28] AVAILABLE TO US, THERE WAS NO ACTION  
[01:11:31] THAT COULD BE TAKEN BY THE CAC ON THAT  
[01:11:33] TYPE OF A GREENFIELD SITE. NEXT SLIDE.  
[01:11:39] THERE WERE EIGHT MAJOR FACTORS THAT WERE  
[01:11:41] CONSIDERED AT A VERY HIGH, VERY  
[01:11:43] STRATEGIC LEVEL. FAR MORE DETAIL GOES,  
[01:11:46] AND THERE'S A LITTLE BIT OF THE CHECKING  
[01:11:48] OF THE EGG. DO YOU DO WORK TO FIGURE OUT  
[01:11:49] WHERE COULD WE PUT A NEW AIRPORT ON A  
[01:11:51] GREENFIELD SITE, OR DO YOU PUT A PLACE  
[01:11:54] ON THE GROUND TO SAY, WELL, LET'S  
[01:11:55] INVESTIGATE THAT, AND THERE'S NO RIGHT  
[01:11:57] OR WRONG APPROACH. ULTIMATELY, WE  
[01:12:00] CREATED TEN GREENFIELD SITES AND SAID,  
[01:12:02] WHAT ARE THE FACTORS IN EACH OF THESE  
[01:12:04] MAJOR AGE STRATEGIC AREAS? AND I REALLY  
[01:12:06] WANT TO CALL ATTENTION TO THE BOTTOM  
[01:12:08] LINE THAT YOU SEE THERE. THAT IS THE  
[01:12:12] CAPACITY THAT COULD BE REACHED OR  
[01:12:14] ACHIEVED BY EACH OF THOSE GREENFIELD  
[01:12:16] SITES. AND ANYTHING SHY OF 20 MILLION  
[01:12:19] PASSERS A YEAR DOES NOT PUT A  
[01:12:20] SIGNIFICANT DENT IN WHAT WE REALLY NEED  
[01:12:22] 30, 40 YEARS DOWN THE ROAD. SO THIS  
[01:12:26] INFORMATION THEN CAME TO THE CAC. WE HAD  
[01:12:28] TO MAKE A DECISION. IT'S ALSO NOTABLE  
[01:12:30] THAT OF ALL OF THE TEN GREENFIELD SITES,  
[01:12:33] THE ONLY ONE WITHOUT A RED METRUCK IS IN  
[01:12:35] FACT, KING COUNTY SOUTHEAST, ONLY GREEN  
[01:12:38] AND YELLOW. BUT AGAIN, WE COULD NOT GO  
[01:12:41] THERE. SO IT WAS DISCOUNTED. BUT NOTICE  
[01:12:43] THE CAPACITY POTENTIAL. IT WAS PROVIDED  
[01:12:45] BASED UPON THE AREAS THAT COULD BE  
[01:12:47] SERVED. THE COMMISSION THEN TOOK A LOOK  
[01:12:50] AT THE TWO SNOHOMISH COUNTY SITES, BUT  
[01:12:51] REALIZED THAT THAT WOULD CONFLICT  
[01:12:52] DIRECTLY WITH PAYNE FIELD. SO KNOWING  
[01:12:55] THAT PAIN FIELD AND SNOHOMISH COUNTY  
[01:12:58] WOULD HAVE THEIR OWN CAPACITY NEEDS IN  
[01:13:01] THE FUTURE, KING COUNTY THEN WAS OFF THE  
[01:13:03] TABLE FOR CONSIDERATION. THAT LEFT THE  
[01:13:06] TWO PIERCE COUNTY SITES AS BEING THE ONE  
[01:13:09] THAT COULD PROVIDE THE GREATEST DENT IN  
[01:13:10] CAPACITY. THE COMMISSION WAS  
[01:13:12] UNSATISFIED, HOWEVER, IN JUST LOOKING AT  
[01:13:15] JUST PIERCE COUNTY ALONE AND WANTED TO  
[01:13:18] KNOW WHAT ELSE NEEDED TO BE CONSIDERED.  
[01:13:19] SO THE NEXT MOST VIABLE SITE IN SOUTH PUGET  
[01:13:22] SOUND WAS THE THURSTON COUNTY CENTRAL  
[01:13:24] SITE, RECOGNIZING THAT IT WOULD ONLY

[01:13:26] PROVIDE SHY OF 8 MILLION PASTORS PER  
[01:13:28] YEAR. BUT THE END RESULT WOULD BE AT  
[01:13:30] LEAST IT WOULD BE HELPFUL, BUT WE NEEDED  
[01:13:32] TO LOOK AT IT. NEXT SLIDE, PLEASE.  
[01:13:36] SO COME THIS PAST OCTOBER, WE HAD TO  
[01:13:38] LOOK AT EXACTLY WHERE THESE SITES ARE.  
[01:13:40] SO THESE ARE THE TWO PIERCE COUNTY SITES  
[01:13:43] HERE. ONE IS SOUTH OF GRAHAM ON THE  
[01:13:45] LEFT. THE ONE ON THE RIGHT IS SOUTH OF  
[01:13:47] JBLM. DOES NOT OVERLAP JBLM PROPERTY.  
[01:13:51] NEXT SLIDE, PLEASE.  
[01:13:55] THE THURSTON COUNTY CENTRAL SITE IS  
[01:13:58] SOUTH OF THE LACEY URBAN GROWTH AREA,  
[01:14:01] DOES OVERLIE A PORTION OF JBLM. THE  
[01:14:03] THURSTON COUNTY SOUTH SITE, A LITTLE  
[01:14:06] FURTHER TO THE SOUTHWEST, WAS NOT  
[01:14:07] CONSIDERED. SO THOSE WERE THE THREE  
[01:14:09] GREENFIELD SITES THAT HAD THE ATTENTION  
[01:14:11] OF THE COMMISSION. NEXT SLIDE.  
[01:14:15] I WAS CURIOUS ABOUT EXACTLY HOW MUCH OF  
[01:14:17] AN OVERLAP THERE WAS. JBLM. SO THIS IS  
[01:14:20] MY DRAWING, AND ANY INACCURACIES ARE  
[01:14:22] MINE, BUT THAT IS A SIX MILE DIAMETER  
[01:14:24] CIRCLE THAT DUPLICATES THE THURSTON  
[01:14:28] COUNTY CENTRAL SITE ON TOP OF THE  
[01:14:30] THURSTON COUNTY COMPREHENSIVE LAND USE  
[01:14:32] PLAN. AND YOU CAN SEE WHERE IT TOUCHES  
[01:14:34] THE LACEY URBAN GROWTH AREA TO THE  
[01:14:35] NORTH. AND ABOUT ONE THIRD OF THE BOTTOM  
[01:14:38] PART OF THAT CIRCLE DOES, IN FACT,  
[01:14:40] DIRECTLY OVERLIE JBLM. SO THAT WOULD  
[01:14:43] MEAN THAT THAT PORTION OF THAT CIRCLE  
[01:14:45] COULD NOT BE CONSIDERED BY THE CAC, BUT  
[01:14:47] A PORTION OF IT COULD, AND THAT'S WHY IT  
[01:14:49] REMAINED IN CONSIDERATION. NEXT SLIDE,  
[01:14:51] PLEASE.  
[01:14:55] SO THE END RESULT WAS WITH THE DATA THAT  
[01:14:57] CAME TO US LAST OCTOBER. THE VOTING  
[01:15:00] MEMBERS OF THE COMMISSION MADE TWO  
[01:15:02] RECOMMENDATIONS IN OUR PHASE TWO  
[01:15:03] RECOMMENDATION. THE FIRST ONE WAS TO ADD  
[01:15:05] CAPACITY TO PAYNE FIELD ACCORDING TO ITS  
[01:15:08] AIRPORT MASTER PLAN. AND I BELIEVE,  
[01:15:10] COMMISSIONER, YOU'RE FAMILIAR THAT AN  
[01:15:11] AIRPORT MASTER PLAN IS SOMETHING THAT IS  
[01:15:14] REQUIRED BY THE FAA TO SPONSOR AND  
[01:15:18] CREATE FUTURE DEVELOPMENT. IT HAS AN  
[01:15:20] OUTLOOK FOR TEN YEARS OR A NEAR TERM  
[01:15:22] FORECAST FOR TEN YEARS, AND AN OUTLOOK  
[01:15:24] OUT TO 20. SO ADD CAPACITY TO PAIN FIELD  
[01:15:28] AS IT COULD, ACCORDING TO ITS OWN MASTER  
[01:15:30] PLAN, BUT THEN CONTINUE TO DEVELOP A  
[01:15:32] GREENFIELD SITE, A 3100 ACRE, TWO RUNWAY  
[01:15:36] CONFIGURATION AT ONE OF THREE POTENTIAL  
[01:15:38] GREENFIELD SITES IN PIER OR THURSTON  
[01:15:41] COUNTIES, AND THEN TAKE A LITTLE BIT  
[01:15:43] DEEPER DIVE IN TERMS OF AIRSPACE,  
[01:15:45] STRUCTURE, INFRASTRUCTURE, ROADS, AND TO  
[01:15:49] SEE WHAT WE COULD DO. NEXT SLIDE.  
[01:15:53] THIS IS WHERE IT GOT INTERESTING. SO  
[01:15:56] THIS PAST OCTOBER, UP UNTIL THEN, WAS  
[01:15:59] THE PUBLIC, WERE LOCAL GOVERNMENTS AWARE  
[01:16:01] OF THE CAC? PROBABLY IN GENERAL TERMS.

[01:16:03] BUT AS IS NO SURPRISE, ONCE YOU PUT  
[01:16:06] THREE SIX MILE CIRCLES ON THE GROUND,  
[01:16:09] YOU GET EVERYONE'S ATTENTION. AND THE  
[01:16:11] CAC DID. NOT A SINGLE LOCAL GOVERNMENT,  
[01:16:15] WHETHER THAT BE CITY, COUNTY, OR PORT,  
[01:16:17] NOR ANY OF FOUR SOVEREIGN TRIBAL  
[01:16:20] NATIONS, WAS WILLING TO SUPPORT THE  
[01:16:23] THURSTON AND PIER COUNTY GREENFIELD  
[01:16:25] SITE. AIRPORT LOCATIONS? NONE.  
[01:16:27] NONE. UNIVERSALLY WIDESPREAD PUBLIC  
[01:16:30] OPPOSITION ADMITTEDLY KNOWING  
[01:16:34] TRANSPORTATION AND INFRASTRUCTURE  
[01:16:35] LIMITATIONS. THEY WERE NOT ON THE I FIVE  
[01:16:37] QUARTER. THEY HAD NO DIRECT ROAD SUPPORT  
[01:16:40] THAT WAS VIABLE, NO REAL MAJOR  
[01:16:42] INFRASTRUCTURE IN TERMS OF WASTEWATER,  
[01:16:44] ELECTRICAL GENERATION, POWER,  
[01:16:46] STORMWATER CAPABILITY. AND THEN YOU ADD  
[01:16:49] ON TOP OF THAT THE ENVIRONMENTAL  
[01:16:51] CONCERNS, THE PIER COUNTY SITES, AND THE  
[01:16:53] THURSTON COUNTY SITE. ALL THREE DIRECTLY  
[01:16:55] AFFECT THE NISQUALI RIVER WATERSHED,  
[01:16:58] SACRED GROUNDS TO THE NISQUALI INDIAN  
[01:17:00] TRIBE. THE THURSTON COUNTY SITE ALSO  
[01:17:03] SITS ON TOP OF THE THURSTON COUNTY  
[01:17:04] AQUIFER SO YOU ADD ALL OF THAT AND  
[01:17:08] YOU REALIZE THAT THIS IS A TOUGH SELL.  
[01:17:11] AND REALIZING THAT WITH THE ABILITY NOT  
[01:17:14] TO GO TO KING COUNTY, NOT TO AFFECT JBLM  
[01:17:18] TAKING A LOOK AT THESE, WE LITERALLY,  
[01:17:20] AS A COMMISSIONER, RAN INTO A BRICK  
[01:17:22] WALL. NEXT SLIDE.  
[01:17:26] THERE WAS, HOWEVER, SOME GOOD NEWS. THE  
[01:17:28] CITY OF YAKIMA SAW THE EFFORTS OF THE  
[01:17:31] CAC. THEY WERE AWARE OF IT. THEY SAW THE  
[01:17:33] NEEDS FOR CAPACITY, AND THEY VOTED AS A  
[01:17:36] FORMAL COUNCIL AND MAYOR POLLED. THE  
[01:17:38] CITY GOT A 75% TO 80% POSITIVE RETURN  
[01:17:41] RATE AND SAID, WE'LL TAKE IT. COME HERE.  
[01:17:45] WHICH IS INCREDIBLE. WE HAD ONE  
[01:17:46] GOVERNMENT IN THE STATE OF WASHINGTON  
[01:17:48] THAT SAID, WE WANT IT, BRING IT, AND  
[01:17:50] WE'LL FIGURE IT OUT. AS IS NO SURPRISE,  
[01:17:55] WHEN YOU LOOK AT THE NUMBER OF  
[01:17:57] PASSENGERS AND THE LOCATION OF YAKIMA,  
[01:18:01] WHEN YOU BREAK DOWN THE NUMBERS, IT  
[01:18:03] MEANT THAT GREAT, WE COULD GO TO YAKIMA.  
[01:18:05] THEY WOULD BUILD THE AIRPORT. NOW WE HAD  
[01:18:07] TO FIGURE OUT A WAY OF GETTING 55,000  
[01:18:10] PASSENGERS A DAY FROM PUGET SOUND TO  
[01:18:12] YAKIMA. HOW WOULD WE DO THAT? AS AN  
[01:18:15] EXAMPLE, RAIL. WELL, POSSIBLY THE  
[01:18:19] HIGHEST, MOST DENSE QUARTER FOR RAIL IN  
[01:18:22] THE COUNTRY IS THE ACALA TRAIN BY AMTRAK  
[01:18:24] FROM BOSTON TO NEW YORK TO PHILADELPHIA  
[01:18:26] TO WASHINGTON TO DC. IN THE THREE YEARS  
[01:18:29] PRIOR TO THE PANDEMIC, ITS AVERAGE DAILY  
[01:18:32] CAPACITY WAS 9700. WE'RE TALKING 55,000  
[01:18:36] PEOPLE A DAY TO AND FROM YAKIMA FROM ALL  
[01:18:39] CORNERS OF THE STATE. HOW DO WE DO THAT?  
[01:18:42] THERE WERE THREE CONSISTENT RESPONSES  
[01:18:44] FROM THE PUBLIC BUILD TO MEET CAPACITY  
[01:18:47] IN AN ENVIRONMENTALLY SUSTAINABLE WAY.

[01:18:49] ABSOLUTELY. WHEN THE COMMISSION STARTED  
[01:18:51] ITS WORK, WE HAD FOUR FUNDAMENTAL  
[01:18:52] PRINCIPLES WHEN WE FIRST MET AND SAID,  
[01:18:54] THIS IS HOW WE'RE GOING TO DO OUR JOB.  
[01:18:56] THE FIRST ONE IS ECONOMIC FEASIBILITY  
[01:18:59] AND TWO, PUBLIC BENEFIT. THIRD WAS  
[01:19:02] ENVIRONMENTAL SUSTAINABILITY, AND THE  
[01:19:03] FOURTH WAS SOCIAL JUSTICE. AND I WILL  
[01:19:05] HAVE TO SAY THE COMMISSION, IN EVERY  
[01:19:08] DELIBERATION, EVERY COMMENT, EVERY  
[01:19:10] DISCUSSION, ADHERED TO THOSE PRINCIPLES  
[01:19:14] ON A DAILY BASIS. THAT WAS ONE OF THE  
[01:19:17] MORE REWARDING PARTS OF THE WORK THAT WE  
[01:19:19] DID. THE PUBLIC ALSO SAID EXPAND  
[01:19:21] EXISTING AIRPORTS, WHILE THE  
[01:19:23] COMMISSIONER HAD ALREADY BEEN DOWN THAT  
[01:19:24] ROAD AND REALIZED THAT WE GET WHY PEOPLE  
[01:19:27] WOULD SAY THAT. BUT WE CAME TO THE  
[01:19:29] CONCLUSION THAT THAT WAS NOT ACHIEVABLE  
[01:19:31] AND MAXIMIZE TRAVEL BY RAIL. THERE  
[01:19:33] CERTAINLY IS A ROLE FOR HIGH SPEED RAIL  
[01:19:35] TO PLAY, BUT THAT WAS NOT WITHIN THE  
[01:19:37] PURVIEW THAT WAS GIVEN TO THE  
[01:19:38] COMMISSION, NOR DID WE HAVE THE  
[01:19:40] AUTHORITY TO INVESTIGATE IT. BUT IT WAS  
[01:19:42] A GOOD PUBLIC FEEDBACK. ADMITTEDLY,  
[01:19:44] THERE'S NO QUESTION THAT HIGH SPEED RAIL  
[01:19:46] AND WE'VE SEEN THIS IN EUROPE WHERE  
[01:19:49] DESTINATIONS OF A CERTAIN DISTANCE NOW  
[01:19:51] ARE OBLIGATED TO GO BY RAIL RATHER THAN  
[01:19:54] BY AIR. SO THERE IS THAT CAPABILITY  
[01:19:57] IF YOU BUILD THE SYSTEM, BUT WHAT THE  
[01:20:00] EXPENSE? AND IF YOU BUILD IT, WILL THEY  
[01:20:02] COME? THE CAPACITY OF THE ACILLA TRAIN  
[01:20:04] AND AMTRAK IS NO QUESTION HIGHER THAN  
[01:20:06] 9700 A DAY. BUT THE TICKETS ARE NOT  
[01:20:09] AFFORDABLE, AND PEOPLE WILL DRIVE RATHER  
[01:20:11] THAN TAKE RAIL. SO AT WHAT POINT DOES  
[01:20:13] THAT BREAK EVEN? SOMETHING TO BE  
[01:20:15] CONSIDERED IN THE FUTURE, BUT CERTAINLY  
[01:20:17] WHEN WE'RE TALKING ABOUT A MAJOR AIRPORT  
[01:20:19] THAT WILL SERVE THE DOMESTIC US. NOT  
[01:20:21] INTERNATIONAL, FOR THIS NEW CAPACITY IS  
[01:20:24] AT SOME POINT IN TIME, AIR DOES BECOME  
[01:20:27] FAR MORE EFFICIENT THAN RAIL. AND SO  
[01:20:29] EXACTLY WHERE THAT LINE IS, HOW THAT  
[01:20:31] GETS ADDRESSED, BUT CERTAINLY SOMETHING  
[01:20:33] A DATA BLOCK, A CHECKMARK FOR FUTURE  
[01:20:36] STUDY. AND LASTLY, THE PUBLIC OUTREACH  
[01:20:39] CHALLENGE FROM THE DAY THAT WE STARTED  
[01:20:40] BUSINESS WAS AVIATION CREATED A  
[01:20:42] DISTRIBUTION AND A WEBSITE FOR THE CAC.  
[01:20:46] AND WE HAD AT THE END, 920 PEOPLE HAD  
[01:20:49] SIGNED UP FOR DIRECT DISTRIBUTION RIGHT  
[01:20:51] FROM THE SOURCE ON EVERYTHING THAT WE  
[01:20:52] DID WITHIN THREE WEEKS OF PUTTING THE  
[01:20:55] GREENFIELD SITES ON THE GROUND,  
[01:20:57] FACEBOOK GROUP STARTED UP THAT IN THREE  
[01:20:59] WEEKS, HAD 4200 MEMBERS. HOW DO WE  
[01:21:02] COMPETE AND GET THE WORD TO PEOPLE IN  
[01:21:06] A SOCIAL MEDIA ENVIRONMENT EFFECTIVELY?  
[01:21:08] AND THAT WAS DEFINITELY A CHALLENGE.  
[01:21:10] I'LL COME BACK TO THAT IN A FEW SLIDES.

[01:21:12] NEXT SLIDE, PLEASE.  
[01:21:15] ONE OF THE THINGS THAT WE NEED TO BE  
[01:21:17] AWARE OF IS THAT NO ACTION DOES NOT MEAN  
[01:21:19] NO IMPLICATIONS. AND I KNOW I'M NOT  
[01:21:22] TELLING YOU ANYTHING THAT YOU DON'T  
[01:21:23] ALREADY KNOW, COMMISSIONER. CERTAINLY  
[01:21:25] SEATAC WILL AYE. ITS CAPACITY. WHAT WILL BE  
[01:21:28] THE IMPACT OF THAT? MOSTLY IT'S GOING TO  
[01:21:31] BE LOSS OF SERVICE. AND WHEN YOU THINK  
[01:21:33] ABOUT THAT, HOW DOES THAT PLAY OUT?  
[01:21:35] WELL, WHEN YOU HAVE LIMITED NUMBER OF  
[01:21:37] SLOTS AND ARRIVALS AND DEPARTURES AT  
[01:21:38] SEATAC, THE AIRLINES ARE GOING TO BE  
[01:21:40] FORCED TO USE BIGGER AIRPLANES. THAT  
[01:21:42] MEANS THE USE OF SMALLER AIRCRAFT TO  
[01:21:45] THINNER ROUTES AND LOWER GAUGE EQUIPMENT  
[01:21:47] TO OTHER DESTINATIONS THAT DON'T HAVE  
[01:21:49] THE TRAFFIC WILL BE LOST. SO YOU NEED  
[01:21:52] THE BIG JETS AND PEOPLE THAT WANT TO GO  
[01:21:54] SOMEWHERE, WHETHER IT BE THE EAST COAST  
[01:21:56] OR TO ORLANDO OR FLORIDA OR ANY NUMBER  
[01:21:59] OF CITIES AROUND THE COUNTRY, THEY'LL  
[01:22:00] HAVE TO CONNECT. THEY'LL HAVE TO GO  
[01:22:02] THROUGH SALT LAKE OR LA OR ATLANTA OR  
[01:22:03] DALLAS OR CHICAGO OR MINNEAPOLIS.  
[01:22:05] THAT'S WHAT THEY'LL HAVE TO DO. BECAUSE  
[01:22:07] YOU CAN'T AFFORD A LARGER NUMBER OF  
[01:22:09] SMALLER AIRPLANES TO THINNER ROUTES WHEN  
[01:22:11] YOU HAVE THE CAPACITY AND DEMAND THEY'LL  
[01:22:13] HAVE TO GO SOMEWHERE ELSE. AND THAT  
[01:22:15] MEANS MORE CONNECTIONS AND LOSS OF  
[01:22:16] NONSTOP SERVICE. NEEDLESS TO SAY,  
[01:22:18] HIGHER PRICES, AIRFIELD RESTRICTIONS,  
[01:22:20] SLOT BIDDING AMONG THE AIRLINES, YOU  
[01:22:23] NAME IT. INCREASED PRESSURE THEN ALSO ON  
[01:22:25] SMALL COMMERCIAL SERVICE AIRPORTS. IT  
[01:22:27] MIGHT PRICE A NORMAL FAMILY OUT OF THE  
[01:22:29] MARKET, WHERE THEY MIGHT HAVE TO GO TO  
[01:22:31] PORTLAND OR TO TRI CITIES OR TO SPOKANE  
[01:22:33] TO TAKE THEIR FAMILY ON VACATION. NEXT  
[01:22:36] SLIDE, PLEASE. HERE'S THE  
[01:22:40] PUBLIC ENGAGEMENT METRICS. COULD WE HAVE  
[01:22:42] DONE A BETTER JOB? ABSOLUTELY. I AM  
[01:22:44] CONVINCED. HOWEVER, WE DID THE BEST WE  
[01:22:46] COULD WITH THE BUDGET THAT WE HAD AND  
[01:22:49] THE CONSULTANT TEAM THAT WE HAD, AND  
[01:22:51] THESE BULLETS OVER THESE TWO SLIDES.  
[01:22:53] TELL THE NUMBERS, AND THEY'RE AVAILABLE  
[01:22:55] IN YOUR PACKET. YOU CAN COME BACK TO  
[01:22:56] THEM, BUT TENS OF THOUSANDS OF  
[01:22:59] INTERACTIONS WITH THE PUBLIC. I  
[01:23:02] PERSONALLY HOSTED THE FIVE VIRTUAL DROP  
[01:23:05] IN SESSIONS. IT WAS LIKE, ASK ANY  
[01:23:06] QUESTION, ANYTIME, ANY BOUNDARIES, AND  
[01:23:09] WE HAD OVER 400 PEOPLE IN THOSE FIVE  
[01:23:11] SESSIONS. I ONLY WISH THAT WE HAD MORE  
[01:23:14] TIME TO ANSWER EVERYBODY'S QUESTIONS,  
[01:23:15] BUT ALL WE COULD DO WAS DO THE BEST WE  
[01:23:17] CAN. I WILL GIVE THE PUBLIC CREDIT.  
[01:23:21] THEY WERE RESPECTFUL. THEY WERE KIND.  
[01:23:23] THEY WERE DEMANDING, BUT THEY WANTED  
[01:23:26] STRAIGHT ANSWERS AND STRAIGHT TALK AND  
[01:23:29] RIGHTLY SO. SO THAT WAS DIFFICULT,



[01:23:33] CHALLENGING, BUT IT WAS AN ABSOLUTE  
[01:23:35] PLEASURE TO ENGAGE AND TO TRY TO TELL  
[01:23:38] THE STORY SO THAT WE WERE ALL ON THE  
[01:23:40] SAME PAGE GOING FORWARD. NEXT SLIDE,  
[01:23:42] PLEASE. MORE METRICS THAT WE  
[01:23:46] HAVE RIGHT HERE SO YOU CAN SEE THE  
[01:23:48] NUMBERS THAT WE'VE DONE HERE. OKAY,  
[01:23:49] NEXT SLIDE.  
[01:23:54] SO, ON TOP OF ALL THIS, GIVEN THE PUBLIC  
[01:23:56] FEEDBACK, ERIC ALREADY SPOKE TO A LITTLE  
[01:23:59] BIT ABOUT THE ENGROSSED SUBSTITUTE HOUSE  
[01:24:01] BILL 1791. THE LEGISLATURE REALIZED WE  
[01:24:04] MAY NEED TO RESET THIS AND TAKE OUT THE  
[01:24:07] CAC AND THEN REPLACE IT WITH ANOTHER  
[01:24:08] GROUP. SO THAT WAS THE INTENTION, TO GO  
[01:24:11] AHEAD AND DO THAT, REPEAL THE STATUTE.  
[01:24:13] SO AS A RESULT, THE CAC, WE HAD TO TAKE  
[01:24:15] A SEATAC BACK BECAUSE, WELL, WE SEE WHAT  
[01:24:17] THE LEGISLATIVE INTENT WAS. WE SHOULDN'T  
[01:24:20] HAVE A MEETING AND MAKE A RECOMMENDATION  
[01:24:21] WHEN WE MAY BE ABOLISHED, AND WE DIDN'T  
[01:24:23] KNOW WHAT THE GOVERNOR WOULD DO. SO NEXT  
[01:24:26] SLIDE. THE BILL PASSED. UNFORTUNATELY,  
[01:24:29] THE GOVERNOR DECIDED TO VETO MOST OF THE  
[01:24:31] BILL FOUR SIGNIFICANT SECTIONS.  
[01:24:34] BASICALLY, ONE OF THE KEY ONES WAS THAT  
[01:24:37] HE VETOED THE SECTION THAT WOULD HAVE  
[01:24:39] ABOLISHED THE CAT, AND THAT MEANT THAT  
[01:24:41] WE WERE BACK IN BUSINESS, AND WE STILL  
[01:24:43] HAD A STATUTORY REQUIREMENT TO GO AHEAD  
[01:24:45] AND MAKE A RECOMMENDATION. NEXT SLIDE,  
[01:24:48] PLEASE.  
[01:24:51] SO WE JOINED THAT MEETING IN JUNE 9,  
[01:24:55] SIX DAYS BEFORE THE DEADLINE. AND  
[01:24:57] ULTIMATELY, WE HAD TO FIGURE OUT HOW WE  
[01:24:59] WERE GOING TO ADDRESS WHAT WE HAD  
[01:25:01] LEARNED AND WHAT WE WERE GOING TO DO.  
[01:25:02] AND GIVEN THE TIME AVAILABLE, WE CREATED  
[01:25:05] A SURVEY TO GO AHEAD AND HOPEFULLY POINT  
[01:25:08] THE COMMISSION IN THE RIGHT DIRECTION.  
[01:25:10] I WILL GO THROUGH THESE NEXT FEW SLIDES  
[01:25:12] VERY QUICKLY, BECAUSE, AGAIN, THEY'RE IN  
[01:25:14] YOUR PACKET AND LET'S TAKE THEM ONE AT A  
[01:25:17] TIME FOR THE HIGH LEVEL OVERVIEW OF THE  
[01:25:18] RESULTS THAT CAME FROM THE COMMISSION.  
[01:25:20] NEXT SLIDE, PLEASE. SO CAN WE USE  
[01:25:24] AN EXISTING AIRPORT? DO WE NEED A  
[01:25:25] GREENFIELD SITE? CLEARLY GREENFIELD  
[01:25:28] SITE, THE COMMISSION WAS UNANIMOUS ABOUT  
[01:25:30] THAT, IN FACT, FOR THE LAST TWO TO THREE  
[01:25:32] YEARS OF OUR OPERATION. NEXT SLIDE,  
[01:25:34] PLEASE. SHOULD WE GO TO PAINE FIELD OR  
[01:25:37] A GREENFIELD SITE? WE NEED A GREENFIELD  
[01:25:39] SITE. PAINE FIELD WILL HELP, BUT IT'S NOT  
[01:25:41] THE ANSWER. NEXT SLIDE. WHICH GREENFIELD  
[01:25:44] SITE DO YOU PREFER? RECOGNIZING THE  
[01:25:47] FEEDBACK, THE COMMUNITY, THE LACK OF  
[01:25:48] GOVERNMENT SUPPORT, THE END RESULT WAS  
[01:25:51] WE NEED A GREENFIELD SITE. WE DON'T KNOW  
[01:25:54] WHERE IT IS. NEXT SLIDE.  
[01:25:58] SHOULD YAKIMA BE SELECTED? I MEAN, THEY  
[01:26:00] RAISED THEIR HAND. THE ANSWER WAS NO.  
[01:26:03] THAT WE RECOGNIZE THE CHALLENGES OF

[01:26:05] GETTING THE PEOPLE THERE, BUT WE DO  
[01:26:06] APPRECIATE THEIR PARTICIPATION. NEXT  
[01:26:08] SLIDE. DO YOU BELIEVE IT IS POSSIBLE TO  
[01:26:11] HAVE A NEW PRIMARY COMMERCIAL FACILITY  
[01:26:13] COMPLETE BY 2040 SPLIT? IT TAKES  
[01:26:16] FOREVER TO BUILD AN AIRPORT. TAKES  
[01:26:19] FOREVER TO BUILD AN AIRPORT. DENVER FROM  
[01:26:21] 83 TO OPEN TO 90 512 YEARS. AND THAT WAS  
[01:26:27] A GOOD START. WE DON'T HAVE THAT HERE  
[01:26:29] YET. NEXT SLIDE.  
[01:26:33] AND THEN WHAT OTHER IMPORTANT ITEMS NEED  
[01:26:35] TO BE CONSIDERED? IDENTIFY AN AIRPORT  
[01:26:38] SPONSOR AS YOU ARE. THE PORT OF SEATTLE  
[01:26:40] IS THE SPONSOR FOR PORT OF SEATAC  
[01:26:43] INTERNATIONAL AIRPORT. THAT MEANS THE  
[01:26:44] AIRPORT OWNER. SO WE HAVE TO FIND  
[01:26:47] FUNDING, WE HAVE TO WRITE A MASTER PLAN,  
[01:26:49] WE HAVE TO FIND THE INFRASTRUCTURE. WE  
[01:26:51] NEED INDUSTRY COMMITMENTS THAT THEY'RE  
[01:26:52] GOING TO OPERATE FROM. THE NEXT SLIDE.  
[01:26:55] NEXT SLIDE, PLEASE. WOULD YOU PREFER A  
[01:26:58] NO ACTION ALTERNATIVE? NO,  
[01:27:01] BECAUSE THEN WE WOULD FOREVER THROTTLE  
[01:27:05] THE ECONOMIC IMPACT OF WASHINGTON STATE  
[01:27:08] LOCALLY AND NATIONALLY. NEXT SLIDE,  
[01:27:10] PLEASE.  
[01:27:18] HAS THE ABILITY TO MAKE RECOMMENDATIONS  
[01:27:20] IN KING COUNTY BEEN A HINDRANCE OR  
[01:27:23] INABILITY RATHER? AND YES, IT WAS. NEXT  
[01:27:26] SLIDE. EVEN MORE SO BY ONE ADDITIONAL  
[01:27:28] VOTE. EVEN NOT BEING ABLE TO TALK TO  
[01:27:31] JBLM WAS ALSO A HINDRANCE. SO BOTH WERE  
[01:27:33] LIMITATIONS. NEXT SLIDE. SO ULTIMATELY  
[01:27:38] NEXT SLIDE. WHAT WERE WE TO DO? WE  
[01:27:40] NEEDED TO CONSIDER ALL OF THIS, THE  
[01:27:42] FEEDBACK, THE LACK OF LOCAL GOVERNMENT  
[01:27:44] SUPPORT, LACK OF INDIAN SOVEREIGN NATION  
[01:27:46] SUPPORT, THE LEGISLATIVE INTENT. THE  
[01:27:48] GOVERNOR'S VETO COMMENT SAID YOU GUYS  
[01:27:49] NEED TO GO AHEAD AND WORK ON EXISTING  
[01:27:51] AIRPORTS, WAS PART OF AYE. VETO MESSAGE.  
[01:27:54] THE SURVEY RESPONSES? OUR STATUTORY  
[01:27:57] RESPONSIBILITY IS WE WERE TOLD THAT WE  
[01:27:59] BY LAW HAVE TO MAKE A RECOMMENDATION.  
[01:28:01] NEXT SLIDE, PLEASE. SO THE END RESULT  
[01:28:04] WAS WE LOOKED AT WHAT WE NEEDED TO DO,  
[01:28:07] WHAT THE LEGISLATURE ASKED US TO DO.  
[01:28:09] NEXT SLIDE. AND ULTIMATELY WHAT  
[01:28:13] THE COMMISSION ELECTED TO DO IS WE DON'T  
[01:28:16] HAVE ENOUGH DATA OR SUPPORT OR FUNDING  
[01:28:18] TO REALLY SAY ONE LOCATION ON THE  
[01:28:21] GROUND. STATE LEGISLATURE. HERE IS OUR  
[01:28:25] SURVEY RESULTS AND WE PRESENTED THAT AS  
[01:28:28] A BODY OF KNOWLEDGE TO THE LEGISLATURE  
[01:28:30] TO SAY HERE IS WHERE WE'VE BEEN AND WHAT  
[01:28:33] WE NEED TO GO FORWARD AND BRIEFLY, I'LL  
[01:28:35] FINISH UP WITH. NEXT SLIDE.  
[01:28:39] SO THE NEXT STEPS. HERE'S WHERE WE ARE.  
[01:28:41] THE CACA OFFICIALLY SUNSETED AND I WAS  
[01:28:44] PUT OUT OF THE CHAIR JOB. YAY FOR ME.  
[01:28:47] EFFECTIVE JUNE 30. THE COG LEGALLY  
[01:28:50] ESTABLISHED ON JULY 23. RECRUITING OF  
[01:28:53] THE MEMBERS WILL BE ON A SCHEDULE TO BE

[01:28:55] DETERMINED. GOVERNOR INSLEE HAS  
[01:28:56] INDICATED HE WILL APPOINT THIS NEW BODY.  
[01:28:58] I WILL OFFER THE NEW WORK GROUP WITH A  
[01:29:01] TRANSITION. BUT THESE NEXT FEW QUESTIONS  
[01:29:03] ARE REALLY THE KEY OF AND WHAT I WANT TO  
[01:29:05] LEAVE WITH YOU TODAY. NEXT SLIDE. THE  
[01:29:08] NEXT STEPS FOR ALL OF US WHO WILL LEAD  
[01:29:10] THIS EFFORT. WE HAVE AN INTERSTATE  
[01:29:13] HIGHWAY SYSTEM BECAUSE OF PRESIDENT  
[01:29:15] EISENHOWER. WE PUT A MAN ON THE MOON IN  
[01:29:17] EIGHT YEARS BECAUSE OF PRESIDENT  
[01:29:18] KENNEDY. DENVER AIRPORT WAS BUILT  
[01:29:22] IN TWELVE YEARS BECAUSE OF GOVERNOR RAY  
[01:29:24] ROMER AND MAYOR FREDERICO PENA.  
[01:29:28] AT THE TIME, GOVERNOR ROEMER WAS QUOTED  
[01:29:31] AS SAYING THIS DECISION ON THE AIRPORT  
[01:29:34] WILL BE THE MOST IMPORTANT ECONOMIC  
[01:29:35] DECISION THIS STATE WILL MAKE IN 20  
[01:29:37] YEARS. I WOULD SAY IN RETROSPECT,  
[01:29:39] PROBABLY THE MOST IMPORTANT DECISION IN  
[01:29:41] 50 YEARS. WHEN YOU LOOK AT WHAT DENVER  
[01:29:43] IS TODAY, 215 DESTINATIONS FROM DENVER,  
[01:29:46] FOURTH LARGEST AIRPORT IN THE COUNTRY.  
[01:29:50] BUT WHAT DOES THAT MEAN NOW GOING  
[01:29:51] FORWARD FOR THE REST OF US? NEXT SLIDE.  
[01:29:55] WE'VE GOT TO EXPAND THE TEAM AND WE HAVE  
[01:29:57] TO ASK OURSELVES SOME HARD QUESTIONS.  
[01:29:59] DO WE AGREE WE HAVE A PROBLEM? IS  
[01:30:02] COMMERCIAL AVIATION CAPACITY LIMITATIONS  
[01:30:04] A PROBLEM FOR US, FOR THIS STATE, FOR  
[01:30:06] THIS ECONOMY? IF WE DON'T AGREE,  
[01:30:10] THEN WE'RE DONE AND WE CAN'T MOVE  
[01:30:12] FORWARD. BUT WE HAVE TO AGREE AS A GROUP  
[01:30:15] OF ALL GOVERNMENTS, FEDERAL, STATE AND  
[01:30:17] LOCAL PORTS, SOVEREIGN NATIONS, THE  
[01:30:19] PUBLIC, THE COMMUNITIES. NEXT SLIDE.  
[01:30:22] IF WE AGREE THERE IS A PROBLEM, IS IT  
[01:30:25] WORTH SOLVING? IT'S GOING TO COST,  
[01:30:27] THERE WILL BE IMPACTS, NO QUESTION. IF  
[01:30:30] WE CAN'T AGREE IT'S WORTH SOLVING, THEN  
[01:30:32] WE TAKE THE NO ACTION ALTERNATIVE. BUT  
[01:30:34] IF WE AGREE IT'S WORTH SOLVING. NEXT  
[01:30:36] SLIDE. HOW DO WE SOLVE IT? AND THIS IS A  
[01:30:39] BIG FACTOR BECAUSE WHAT THE LEGISLATURE  
[01:30:42] ASKED THE CAC TO DO WAS DEFINE WHERE WE  
[01:30:45] NEED TO FIND NOT ONLY WHERE, BUT HOW.  
[01:30:48] WHAT WILL IT LOOK LIKE? WHAT EMERGING  
[01:30:49] TECHNOLOGIES COME INTO PLAY? HOW CAN WE  
[01:30:52] BUILD THE PORT OF THE FUTURE? TO SOME  
[01:30:54] EXTENT, WE SHOULD CONSIDER THIS AN  
[01:30:55] OPPORTUNITY THAT THIS IS NOT SEATAC 2.0 OR  
[01:30:58] PAINE FIELD 2.3. THIS IS A NEW AIRPORT  
[01:31:02] WITH A NEW OPPORTUNITY TO GO AHEAD AND  
[01:31:04] PROTECT AND GROW THE ECONOMIC  
[01:31:07] DEMOGRAPHICS OF THE ENTIRE STATE AND THE  
[01:31:09] REGION. WE HAVE A BIG PART TO PLAY. WE  
[01:31:11] ARE ONE OF THE TOP TEN AVIATION  
[01:31:13] DESTINATIONS IN THE COUNTRY. AND HOW DO  
[01:31:16] WE PROTECT THAT CAPACITY GOING FORWARD?  
[01:31:18] AND LASTLY, NEXT SLIDE. IF NOT,  
[01:31:21] IF WE'RE NOT WILLING TO TACKLE THOSE  
[01:31:23] QUESTIONS, ARE WE WILLING TO ACCEPT THE  
[01:31:25] CONSEQUENCES OF NO ACTION? AND WITH

[01:31:28] THAT, I THANK YOU FOR YOUR TIME. IF  
[01:31:30] THERE'S ANY QUESTIONS I COULD ANSWER FOR  
[01:31:31] YOU, IT WOULD BE MY PLEASURE. THANK YOU  
[01:31:35] SO MUCH FOR THAT THOROUGH BRIEFING. AND  
[01:31:38] THIS, FOR MY COLLEAGUES, IS AN  
[01:31:40] INFORMATIONAL ONLY ITEM. SO THERE WILL  
[01:31:43] BE NO ACTION ASSOCIATED WITH THE ITEM  
[01:31:45] TODAY, BUT I WILL OPEN IT UP TO COMMENTS  
[01:31:47] AND QUESTIONS FOR COMMISSIONER AT THIS  
[01:31:49] TIME. PLEASE LET ME KNOW IF YOU WOULD  
[01:31:50] LIKE TO ASK A QUESTION, MAKE A COMMENT.  
[01:31:54] YEAH. COMMISSIONER FELLEMAN,  
[01:31:58] THANK YOU SO MUCH FOR THAT BIT OF  
[01:32:00] HISTORY AND CONGRATULATIONS ON  
[01:32:03] YOUR RETIREMENT. WE SHOULD  
[01:32:07] ALL BE SO LUCKY. BUT THE THING  
[01:32:10] THAT'S ALWAYS TROUBLED ME IS, IN  
[01:32:12] ADDITION TO THE NEED FOR GENERAL  
[01:32:13] AVIATION AND AIR CARGO, OF COURSE THE  
[01:32:15] AIRLINES ALWAYS TALK ABOUT THE NEED FOR  
[01:32:17] CONNECTING FLIGHTS. AND SO YOUR POINT  
[01:32:19] ABOUT HAVING THE THREE AIRPORTS IN  
[01:32:21] CALIFORNIA AND HAVING SOME PROXIMITY,  
[01:32:23] THAT'S ALWAYS SOME HELP. BUT THE IDEA  
[01:32:26] THAT BACK IN 1992, THAT THE RECOGNITION  
[01:32:29] OF THE NEED FOR AN AIRPORT TO THE SOUTH,  
[01:32:31] THIS IS CLEARLY WHERE OUR POPULATION  
[01:32:33] GROWTH IN THE LARGE PART IS COMING.  
[01:32:35] IT'S WHERE LIGHT RAIL IS GOING. IT JUST  
[01:32:37] SEEMS TO BE I THINK ONE OF THE GREAT  
[01:32:40] CHALLENGES OF SEATAC IS OUR KIND OF  
[01:32:43] INABILITY TO GET PEOPLE THERE AND BACK  
[01:32:45] IN A MASS TRANSIT KIND OF A WAY. SO THAT  
[01:32:48] CAPACITY IS IMPROVING TO THE SOUTH.  
[01:32:52] AND THE NEED FOR AIR CARGO AND HAVING  
[01:32:55] SCATTERED SMALL AIRPORTS AROUND THE AREA  
[01:32:57] DOES NOT REALLY ADDRESS THE NEED FOR THE  
[01:32:59] CONSOLIDATION OF AIR CARGO. BUT GOING TO  
[01:33:02] THE SOUTH, AGAIN, YOU HAVE SOME  
[01:33:04] POTENTIAL FOR EQUIDISTANCE TO THE KENT  
[01:33:06] VALLEY DISTRIBUTION CENTER SO THAT IF  
[01:33:09] YOU HAVE SOMETHING TO THE SOUTH AND YOU  
[01:33:10] HAVE SOMETHING AT SEATAC, YOU CAN AT LEAST  
[01:33:13] CONSOLIDATE AND REDISTRIBUTE AS NEEDED.  
[01:33:16] WHICH THEN BRINGS ME TO THE  
[01:33:21] FACT THAT YOU HAD THE LUXURY OF THIS FAA  
[01:33:23] AVIATION SYSTEM PLAN THAT SORT OF  
[01:33:27] TOOK OFF THE BOUNDS OF THE LEGISLATIVE  
[01:33:30] RESTRICTIONS. AND YOU NOTED THAT NORTH  
[01:33:32] CAROLINA IN CHARLESTON HAS THIS JOINT  
[01:33:35] USE WITH A MILITARY BASE. AND I'M  
[01:33:39] JUST WONDERING TO THE DEGREE I  
[01:33:41] UNDERSTAND THERE'S LIKE A DOZEN PLACES  
[01:33:43] THAT HAVE AIR NATIONAL GUARDS SHARING  
[01:33:45] SPACE WITH COMMERCIAL AVIATION AND  
[01:33:47] SOMETHING LIKE A HALF DOZEN MILITARY  
[01:33:49] BASES THAT SHARE THAT CAPACITY. BUT  
[01:33:52] NORTH CAROLINA I KNOW SPECIFICALLY  
[01:33:53] ABOUT. BUT I'M JUST WONDERING, DID THE  
[01:33:55] AIR SAFETY PLAN GET INTO ANY DETAIL IN  
[01:33:58] TERMS OF OPERATIONALLY HOW YOU THINK  
[01:34:00] THAT HAPPENED? BECAUSE IT STRIKES ME  
[01:34:01] THAT PROBABLY LONG AFTER I'M GONE,

[01:34:04] THAT'S THE ONLY PLACE THAT MAKES SENSE  
[01:34:06] TO ME, BUT OBVIOUSLY THE MILITARY FEELS  
[01:34:09] OTHERWISE. I'M JUST WONDERING TO THE  
[01:34:12] DEGREE THAT DID YOU HAVE A CHANCE TO  
[01:34:14] DIVE INTO NORTH CAROLINA? ONLY FROM MY  
[01:34:18] MILITARY BACKGROUND AND MY COMMERCIAL  
[01:34:20] AVIATION BACKGROUND WAS I AWARE OF THESE  
[01:34:22] JOINT USE AIRPORTS. I HAD 24 YEARS OF  
[01:34:24] MILITARY SERVICE AND I OPERATED FROM IN  
[01:34:27] MY YEARS WITH THE ARIZONA AIR NATIONAL  
[01:34:29] GUARD, OPERATE FROM A JOINT USE FIELD.  
[01:34:31] IT'S DOABLE, IT'S CAPABLE. THE CAC  
[01:34:34] COULD NOT GO THERE BECAUSE OF THE  
[01:34:36] LEGISLATIVE RESTRICTION. AND JBLM, WHEN  
[01:34:39] WE DREW THE CIRCLES ON THE MAP, THEY DID  
[01:34:41] MAKE A PUBLIC STATEMENT THROUGH THEIR  
[01:34:42] PUBLIC SPOKESPERSON, AND WE DID HAVE A  
[01:34:44] REPRESENTATIVE JBLM ON THE COMMISSION AS  
[01:34:46] A NON VOTING MEMBER. AND THEY SAID,  
[01:34:49] ANYTHING YOU DO WILL IMPACT THE MISSION.  
[01:34:51] AND THEN THAT TOOK IT OFF THE TABLE. IF  
[01:34:53] WE'RE SERIOUS ABOUT THIS GOING FORWARD,  
[01:34:55] ALL YOU HAVE TO DO IS LOOK GOOGLE. THIS  
[01:34:57] IS MY OWN PERSONAL OPINION NOW, BUT AS  
[01:34:59] AN AVIATION REPRESENTATIVE THAT IS  
[01:35:01] INVOLVED IN THIS PROCESS, IF YOU DO A  
[01:35:03] GOOGLE OR SEARCH OF PUGET SOUND, WHERE  
[01:35:05] IS THE LAND WHERE YOU DON'T FORCE  
[01:35:07] BUSINESSES AND COMMUNITIES TO MOVE?  
[01:35:09] IT'S A JBLM. AND WE NEED TO FIND A WAY,  
[01:35:13] FEDERALLY STATE, LOCAL LEADERSHIP, OF  
[01:35:17] BRINGING JBLM TO THE TABLE ON HOW CAN WE  
[01:35:19] MEET YOUR NEEDS AND RESTRICTIONS WHILE  
[01:35:22] STILL MEETING THE NEEDS OF PUGET SOUND  
[01:35:25] IN A LARGE VIEW. DOES THE BASE HAVE TO  
[01:35:27] BE WHERE THE POPULATION IS? NO. THE C  
[01:35:30] 17S OPERATE FROM GRANT COUNTY  
[01:35:33] INTERNATIONAL AIRPORT. THE ARMY TRAINS  
[01:35:35] AT YAKIMA RESERVATION. COULD THERE BE  
[01:35:37] SOME MEANS BY WHICH THIS TRANSITION PLAN  
[01:35:40] TO EASTERN WASHINGTON? BUT WHERE DOES  
[01:35:42] THE AVIATION CAPACITY HAVE TO BE? IT HAS  
[01:35:45] TO BE WHERE THE PEOPLE ARE, AND THAT IS  
[01:35:48] THE TIEBREAKER. AND SOMEHOW WE NEED TO  
[01:35:50] BRIDGE THAT GAP. IN MY OWN MIND GOING  
[01:35:52] FORWARD, TO HAVE THAT CONVERSATION, TO  
[01:35:54] GO AHEAD AND FIND OUT HOW DO WE MEET  
[01:35:56] EVERYBODY'S NEEDS? WHEN I GAVE A  
[01:35:58] PRESENTATION LIKE THIS TO PIERCE COUNTY,  
[01:36:00] ONE OF THE COUNCIL MEMBERS CAME UP TO ME  
[01:36:02] AFTERWARDS AND SAID, WELL, RECOGNIZING  
[01:36:05] THAT THE MCCORD RUNWAY MAY NOT WORK  
[01:36:07] BECAUSE IT'S TOO CONSTRAINED, DOESN'T  
[01:36:09] PROVIDE THE TRUE RUNWAY CONFIGURATION.  
[01:36:11] BUT IF YOU BUILT NEW RUNWAYS FURTHER  
[01:36:13] SOUTH INTO FORT LEWIS, COULDN'T THEY BE  
[01:36:15] SHARED BY THE CTA 17S? ABSOLUTELY.  
[01:36:19] ALL IT TAKES IS A LITTLE BIT OF EFFORT.  
[01:36:21] THE PORT OF TACOMA, THE PIERCE COUNTY,  
[01:36:23] WILL FIGHT TOOTH AND NAIL TO HAVE ANY  
[01:36:26] IMPACT AT ALL ON JBLM. AND THEY HAVE  
[01:36:28] TOLD ME DIRECTLY, I UNDERSTAND THAT.  
[01:36:30] BUT ULTIMATELY, IF WE'RE THINKING 30,

[01:36:32] 40, 50 YEARS DOWN THE ROAD, THE ECONOMIC  
[01:36:35] IMPACT OF A SEATAC TYPE OF AIRPORT WITH  
[01:36:37] THAT CAPACITY FAR EXCEEDS THE ECONOMIC  
[01:36:40] IMPACT OF JBLM. SO YES, WILL THERE BE  
[01:36:43] CHURN? WILL THERE BE IMPACT? BUT IN  
[01:36:45] TERMS OF WHERE IS THE LAND, WHERE IS THE  
[01:36:46] NEED, WHERE IS THE POPULATION GROWTH?  
[01:36:48] TO ME, I THINK THERE'S A DOOR THERE THAT  
[01:36:51] NEEDS TO BE OPENED, BUT IT'S GOING TO  
[01:36:53] TAKE A LOT OF PEOPLE AT THE TABLE TO GO  
[01:36:55] AHEAD AND MEET EVERYBODY'S NEEDS GOING  
[01:36:57] FORWARD. IT'S A DIFFICULT CHALLENGE. I  
[01:36:59] LOVE THE FACT THAT SOMEBODY WHO HAS SO  
[01:37:01] MUCH MORE EXPERIENCE THAN ME COMES TO  
[01:37:02] THE SAME CONCLUSIONS. BUT THE OTHER  
[01:37:04] COMPONENT IS THAT THESE COMMUNITIES ARE  
[01:37:07] ALREADY EXPOSED TO HEAVY AVIATION NOISE.  
[01:37:11] SO THAT THERE IS ALSO, WHEN YOU TALK  
[01:37:12] ABOUT GREENFIELD, THIS ISN'T GREENFIELD  
[01:37:15] IN THAT SENSE. YOU HAVE THAT COMMUNITY  
[01:37:18] EXPOSURE. YOU ALSO HAVE THE IDEA THAT  
[01:37:20] YOU WOULD HAVE RESIDENTS RATHER THAN  
[01:37:22] JUST TRANSIENT COMMUNITIES IN THE  
[01:37:24] MILITARY. BUT PORT OF TACOMA, AS A  
[01:37:26] SEAPORT ALLIANCE MEMBER, IT'S A  
[01:37:28] STRATEGIC PORT. IT'S IMPORTANT TO HAVE  
[01:37:29] THAT RELATIONSHIP WITH THE MILITARY,  
[01:37:31] AND THE MILITARY NEEDS. TO BE THERE. IT  
[01:37:33] JUST SEEMS TO ME THAT WE'VE JUST BEEN  
[01:37:35] TOLD A PRIORITY, YOU CAN'T LOOK. AND IT  
[01:37:38] JUST STRIKES ME THAT'S WHY I WAS  
[01:37:41] WONDERING WHETHER BEING ABLE TO TAKE A  
[01:37:43] DEEPER DIVE TO SEE ARE THERE ANY WAYS IN  
[01:37:46] WHICH THESE THINGS COULD BE  
[01:37:47] ACCOMMODATED. MOSES LAKE HAS THE LONGEST  
[01:37:49] AIRFIELD, RIGHT? HOW MUCH LONGER DOES IT  
[01:37:51] TAKE TO GET THERE? KNOW? SO ANYWAY, BUT  
[01:37:53] THANK YOU FOR THAT CANDID RESPONSE.  
[01:37:56] COMMISSIONER MOHAMED WELL,  
[01:38:01] FIRST OF ALL, I JUST WANTED TO SAY THANK  
[01:38:03] YOU FOR THE BRIEFING. THIS WAS VERY  
[01:38:04] INFORMATIVE. AND I'VE SAID THIS BEFORE,  
[01:38:08] DISAPPOINTING. AT THE SAME TIME,  
[01:38:11] ONE OF THE QUESTIONS THAT I HAD WAS  
[01:38:14] AROUND TO PREVENT THE RESTART OF THE  
[01:38:18] COMMISSION. TO ME, IT SEEMED LIKE MAYBE  
[01:38:21] MIDWAY SOME OF WHAT THE OUTCOME WAS OF  
[01:38:24] THE COMMISSION AND THE DIRECTION THAT  
[01:38:25] THINGS WERE GOING IN, AND ESPECIALLY THE  
[01:38:29] RESPONSE COULD HAVE BEEN PREDICTED FROM  
[01:38:31] THE PUBLIC AND THE COMMUNITY. AND SO  
[01:38:34] WERE THERE ANY CONSIDERATION MIDWAY TO  
[01:38:36] PAUSE? I FEEL VERY DISAPPOINTED THAT  
[01:38:40] THIS WHOLE THING IS GOING TO GO BACK TO  
[01:38:41] THE DRAWING BOARD, AND I'M CURIOUS IF  
[01:38:44] THERE'S ANYTHING THAT YOU CAN SHARE  
[01:38:45] AROUND THAT. WE CONSIDERED THAT,  
[01:38:48] ESPECIALLY GIVEN I MEAN, WHEN WE GOT  
[01:38:50] INTO THE PANDEMIC AND IT WAS LIKE TEAMS  
[01:38:52] AND ZOOM AND HOW DO WE DO ONLINE AND HOW  
[01:38:55] DO WE ENGAGE THE PUBLIC IN A MEANINGFUL  
[01:38:57] WAY, IT WAS CHALLENGING, AND THERE'S NO  
[01:39:00] QUESTION THERE WERE LESSONS LEARNED,



[01:39:02] AND WE WONDERED WHETHER OR NOT A PAUSE  
[01:39:04] WOULD BE APPROPRIATE. WE HAD FOUR NON  
[01:39:07] VOTING LEGISLATIVE MEMBERS ON THE  
[01:39:09] COMMISSION AS WELL. AND THE QUESTION  
[01:39:11] WAS, SHOULD WE GO BACK AND EXTEND THE  
[01:39:13] TIMETABLE EVEN FURTHER? BUT MOSTLY IT  
[01:39:15] WAS LIKE, LET'S CONTINUE THIS PROCESS  
[01:39:18] AND THEN SEE WHERE WE CAN GET TO FIGURE  
[01:39:20] OUT WHAT'S GOING ON. BUT CERTAINLY THE  
[01:39:22] PUBLIC FEEDBACK, EVEN WITHIN THE  
[01:39:24] LEGISLATURE, THIS BILL PASSED  
[01:39:25] UNANIMOUSLY IN BOTH HOUSES, BOTH SIDES  
[01:39:28] OF THE AISLE, AND THEN THE NEW BOARD  
[01:39:31] GROUP DID NOT. I MEAN, SO CLEARLY THE  
[01:39:34] MESSAGE WAS BEING RECEIVED BY THE  
[01:39:35] LEGISLATURES IN TERMS OF THE COMMUNITIES  
[01:39:38] THAT THEY REPRESENTED. WHAT NEEDS TO  
[01:39:41] HAPPEN GOING FORWARD IS WE DON'T  
[01:39:43] NECESSARILY HAVE TO START OVER. BUT  
[01:39:45] CERTAINLY EVERYTHING THAT WE'VE DONE  
[01:39:47] THIS PAST FOUR YEARS BECOMES NOW PART OF  
[01:39:49] THE BODY OF KNOWLEDGE AND WE SHARE THAT  
[01:39:51] TO THE NEXT GROUP. MY CANDID CONCERN  
[01:39:53] ABOUT THE WORK GROUP IS THEIR ONLY  
[01:39:55] REQUIREMENT IS TO MAKE AN ANNUAL REPORT  
[01:39:57] TO THE LEGISLATURE. THEY DON'T HAVE IT  
[01:39:59] DELIVERABLE, THEY DON'T HAVE A SPECIFIC  
[01:40:01] MANDATE, THEY DON'T HAVE THE AUTHORITY  
[01:40:03] TO MAKE ANY DECISIONS. THEY HAVE THE  
[01:40:06] ABILITY AND THE TASK TO GO AHEAD AND  
[01:40:08] CONTINUE TO STUDY AND MAKE A REPORT.  
[01:40:11] AND THE OPEN ENDED QUESTION IS, DOES  
[01:40:13] THAT MOVE THE BALL FORWARD TO MEET THE  
[01:40:16] NEEDS THAT WE KNOW ARE COMING DOWN THE  
[01:40:17] ROAD? WE IN THE PLANNING BUSINESS AND IN  
[01:40:20] THE PORT BUSINESS ARE IN THE ROLE OF  
[01:40:23] PREDICTING THE FUTURE, PREPARING OUR  
[01:40:25] COMMUNITIES FOR THE FUTURE THAT WE KNOW  
[01:40:26] IS COMING. THE QUESTION IS, HOW DO WE DO  
[01:40:29] THAT AND HAVE TOTAL SUPPORT AND BUY IN.  
[01:40:33] THAT'S REALLY HELPFUL AND OUGHT TO BE  
[01:40:36] SOMETHING THAT THEY CONSIDER IN THE  
[01:40:39] FUTURE HAVING MORE THAN JUST AN ANNUAL  
[01:40:41] REPORT BEING THEIR RESPONSIBILITY. MY  
[01:40:43] OTHER QUESTION IS HOW MUCH TIME MAYBE  
[01:40:45] WAS SPENT ON DISCUSSING THE PUBLIC  
[01:40:48] SURETY CONCERNS AT SEATAC AIRPORT  
[01:40:52] WITH THE CAPACITY INCREASING AND JUST  
[01:40:54] KNOWING THAT THERE'S CLEARLY A  
[01:40:57] CONSEQUENCE FOR A NO ACTION  
[01:41:01] AND THAT THERE IS A CLEAR CONNECTION  
[01:41:05] TO PUBLIC SAFETY IN CONNECTION TO THAT  
[01:41:07] THAT WE NEED TO TAKE ACTION BECAUSE AT  
[01:41:10] SOME POINT IT'S GOING TO BE A PUBLIC  
[01:41:11] SAFETY CONCERN. WAS THAT A PART OF  
[01:41:16] YOU GUYS' DISCUSSIONS? A BIG PART OF IT.  
[01:41:18] AND THEN MY LAST QUESTION IS AROUND  
[01:41:23] STRATEGIES, TALKING ABOUT MITIGATION  
[01:41:27] STRATEGIES FOR COMMUNITIES NEAR THESE  
[01:41:29] AIRPORTS. I THINK A BIG REASON WHY THE  
[01:41:32] PUBLIC PUSHED BACK AND A LOT OF  
[01:41:33] COMMUNITIES PUSHED BACK IS BECAUSE  
[01:41:36] PEOPLE DON'T UNDERSTAND SORT OF THE

[01:41:38] SUPPORT THAT THEY WILL RECEIVE  
[01:41:40] ESPECIALLY FOR THOSE WHO WILL LIVE  
[01:41:42] ADJACENT TO AN AIRPORT. AND SO IF  
[01:41:45] YOU CAN MAYBE SPEAK TO THAT A LITTLE BIT  
[01:41:47] THAT'D BE HELPFUL. ABSOLUTELY. YOU'RE  
[01:41:49] ABSOLUTELY RIGHT. THE SAFETY AND SOCIAL  
[01:41:52] ENVIRONMENTAL CONCERNS WERE UPFRONT AND  
[01:41:54] PERSONAL TO EVERY MEMBER OF THE  
[01:41:56] COMMISSION. WE HAD ABOUT FOUR OR FIVE  
[01:41:58] INFORMATIONAL SESSIONS DEVOTED TO HAVING  
[01:42:01] ENVIRONMENTAL SOCIAL JUSTICE EXPERTS  
[01:42:03] COME AND SPEAK TO US. WE HAD THE  
[01:42:05] BENEFITS OF THE STUDY OF PARTICULATES  
[01:42:07] AND THE WORK THAT WAS DONE HERE WITH  
[01:42:08] REGARD TO TRANSPORTATION INFRASTRUCTURE  
[01:42:11] IMPACTS ON COMMUNITIES. THE PARTICULATES  
[01:42:14] THAT WERE COMING FROM EXHAUST THE IMPACT  
[01:42:16] OF SUSTAINABLE FUELS THAT WERE BEING  
[01:42:18] INTRODUCED HERE. BUT THE TROUBLE IS, AS  
[01:42:20] YOU WELL KNOW IS WE COULD GO 100%  
[01:42:22] SUSTAINABLE FUEL FROM SEATAC INTERNATIONAL  
[01:42:24] AIRPORT BUT THAT MEANS ALL THE OTHER  
[01:42:26] AIRPLANES COMING FROM EVERYWHERE ELSE IN  
[01:42:27] THE WORLD ARE NOT BURNING THAT  
[01:42:29] SUSTAINABLE FUEL. SO THERE'S STILL GOING  
[01:42:30] TO BE THAT IMPACT AND THE QUESTION IS  
[01:42:33] HOW DO WE MOVE THAT FORWARD? SENATOR  
[01:42:35] KAREN KAISER AND REPRESENTATIVE TINA  
[01:42:37] ORVILLE. SENATOR KAREN KAISER WAS THE  
[01:42:39] SPONSORING MEMBER OF THE STATE HOUSE  
[01:42:42] THAT BROUGHT THE CAC TO FRUITION BECAUSE  
[01:42:45] OF THE IMPACT KNOWING ON THE  
[01:42:47] COMMUNITIES. AND THAT'S WHY BOTH SENATOR  
[01:42:49] KAISER AND REPRESENTATIVE ORVILLE HAD  
[01:42:50] SEATS ON THE COMMISSION AS NON VOTING  
[01:42:52] MEMBERS SO THEY COULD THEN SPEAK  
[01:42:54] DIRECTLY TO THE IMPACT ON THE  
[01:42:55] COMMUNITIES FROM BOTH AN ENVIRONMENTAL  
[01:42:57] AND SAFETY ASPECT AS WELL AS A  
[01:42:59] TRANSPORTATION ASPECT THAT WAS KEY TO  
[01:43:02] OUR UNDERSTANDING. AND THEN WE HAD THE  
[01:43:03] BENEFIT OF THE STUDIES THAT CAME TO US  
[01:43:05] AS WELL. SO THAT WAS IMPORTANT. WITH  
[01:43:08] REGARD TO THE SECOND QUESTION GOING  
[01:43:10] FORWARD IN TERMS OF THE COMMUNITIES  
[01:43:12] GOING FORWARD IS WE RECOGNIZE THAT THIS  
[01:43:14] HAS TO BE EMERGING TECHNOLOGY. WE HAVE  
[01:43:16] TO USE ELECTRIC AVIATION. THERE ARE  
[01:43:18] ALREADY AIRCRAFT FLYING THAT ARE  
[01:43:21] COMMERCIAL SIZE, RELATIVELY SMALL  
[01:43:23] RANGE, LIMITED BUT THAT COULD ENTER INTO  
[01:43:26] COMMERCIAL SERVICE. ONCE SUPERVISED OR  
[01:43:28] CERTIFIED THEY ARE ALREADY IN TESTING  
[01:43:30] AND FLYING. SO IT'S NOT A PIPE DREAM.  
[01:43:33] SOME PEOPLE BELIEVE IT IS BUT IT'S NOT  
[01:43:35] AS FAR AWAY AS I THINK WE THINK. AND WE  
[01:43:37] NEED TO EMBRACE AND FUND AND SUPPORT  
[01:43:40] THOSE EFFORTS BECAUSE THAT WILL MITIGATE  
[01:43:42] THE PARTICULATES, THAT WILL MITIGATE THE  
[01:43:44] FUEL ISSUES, THAT WILL MITIGATE THE  
[01:43:46] EMISSIONS AND WILL PROVIDE A BETTER  
[01:43:48] CAPABILITY WITH QUIETER OPERATIONS. SO  
[01:43:51] YES TO BOTH OF YOUR QUESTIONS, SPOT ON

[01:43:53] EXACTLY WHERE WE NEED TO GO, BUT  
[01:43:55] CERTAINLY A PART OF OUR CONVERSATION.  
[01:43:57] YEAH, I REALLY APPRECIATE THE TIME AND  
[01:43:59] JUST WANT TO SAY THAT I THINK EMBRACING  
[01:44:02] AND FUNDING THESE INNOVATIVE IDEAS AND  
[01:44:06] ALSO I THINK THERE'S AN OPPORTUNITY FOR  
[01:44:09] THE STATE AND OUR LEGISLATORS TO  
[01:44:11] UNDERSTAND THAT WHEN YOU HAVE AN AIRPORT  
[01:44:13] AND THE COMMUNITIES NEAR IT,  
[01:44:18] IT'S A BENEFIT TO THE ENTIRE REGION.  
[01:44:20] AND BY PROVIDING SUPPORT TO THEM AND  
[01:44:22] SHOWING THAT THROUGH FUNDING AND HEARING  
[01:44:26] THEM OUT BETTER, I DO THINK THEN PEOPLE  
[01:44:28] IN THE REST OF THE STATE WILL BE MORE  
[01:44:31] WELCOMING OF AN AIRPORT. SO I SAY DO  
[01:44:33] RIGHT BY SEATAC AND THE COMMUNITIES  
[01:44:37] ADJACENT TO OUR AIRPORT EVEN MORE. AND I  
[01:44:39] THINK MORE COMMUNITIES WILL WELCOME A  
[01:44:42] SECOND AIRPORT AND WE'RE READY FOR IT.  
[01:44:44] IT'S OVERDUE. AND THANK YOU FOR YOUR  
[01:44:45] TIME AND YOUR SERVICE. THANK YOU,  
[01:44:47] COMMISSIONER. I WILL SAY THAT OUR SOCIAL  
[01:44:49] JUSTICE GUIDING PRINCIPLE THAT WE  
[01:44:52] ADOPTED OUR FIRST YEAR AT OUR FIRST  
[01:44:54] MEETING, FIRST TWO MEETINGS, WAS NO  
[01:44:57] ONE SHOULD BENEFIT AT THE EXPENSE OF ANY  
[01:44:59] OTHER SEGMENT OF OUR COMMUNITY. THAT HAS  
[01:45:02] TO BE PART OF THE PROCESS GOING FORWARD.  
[01:45:04] IF YOU CAN DO THAT, THEN YOU WILL GET BY  
[01:45:07] IT.  
[01:45:11] WELL, I JUST WANTED TO OPEN BY  
[01:45:15] THANKING YOU FOR YOUR LEADERSHIP ON THIS  
[01:45:18] COMMISSION AND I HEARD YOU IN YOUR  
[01:45:20] OPENING COMMENTS WHEN YOU SAID IT  
[01:45:21] OFTENTIMES FEELS LIKE A THANKLESS JOB.  
[01:45:24] AND WE UNDERSTAND THE CHALLENGES  
[01:45:27] IN NAVIGATING COMMUNITY CONCERNS,  
[01:45:31] BALANCING THAT IMPACT WITH BENEFIT AND  
[01:45:34] OPPORTUNITY. AND IT TRULY IS A  
[01:45:37] BALANCING ACT. AND I LOVE WHAT YOU SAID  
[01:45:41] ABOUT MAKING SURE THAT OPPORTUNITY FOR  
[01:45:43] PUBLIC ENGAGEMENT WAS THERE. YOUR  
[01:45:46] LEADERSHIP IN PERSONALLY FACILITATING  
[01:45:49] PUBLIC COMMENT AND FIELDING QUESTIONS  
[01:45:51] AND CONCERNS WITH OVER 400 PEOPLE, BUT  
[01:45:54] THAT YOU REFERRED TO THAT AS A PIECE OF  
[01:45:55] THE JOY OF THE WORK. THANK YOU.  
[01:45:58] IF IT IS LINKED LIST, THEN LET ME THANK  
[01:46:00] YOU PERSONALLY FOR THAT LEADERSHIP.  
[01:46:04] COMMISSIONER FELLEMAN ASKED MY QUESTIONS  
[01:46:08] ABOUT FUTURE CONSIDERATIONS OF JBLM. I  
[01:46:11] WON'T ASK YOU TO REPEAT YOUR ANSWER.  
[01:46:14] AND I DID ALSO HEAR YOU ABOUT  
[01:46:17] ALTERNATIVES. RIGHT. AND THAT NONE OF  
[01:46:19] THIS EXISTS WITHIN A SILO. NO ACTION  
[01:46:22] DOES NOT MEAN NO IMPACT. I DO THINK THAT  
[01:46:25] THERE ARE CONTINUED OPPORTUNITIES FOR  
[01:46:27] LEADERSHIP BY THE PORT OF SEATTLE. AND  
[01:46:30] JUST SO THAT YOU KNOW, WE ARE HAVING  
[01:46:32] ONGOING CONVERSATIONS ABOUT HOW WE CAN  
[01:46:35] CONTINUE TO INFLUENCE THE STATE  
[01:46:36] LEGISLATURE FOR A CONTINUED CONVERSATION  
[01:46:39] NOT JUST ABOUT THE DEVELOPMENT OF A NEW

[01:46:41] GREENFIELD SPACE, BUT ALSO ABOUT THE  
[01:46:44] ESTABLISHMENT OF A HIGH SPEED GROUND  
[01:46:47] ALTERNATIVE, SOMETHING THAT WOULD GIVE  
[01:46:50] PEOPLE, BOTH WITHIN  
[01:46:53] TIME AND ECONOMIC BALANCE,  
[01:46:59] A FEASIBLE ALTERNATIVE TO TRAVEL TO  
[01:47:01] AVIATION. BUT I  
[01:47:05] ALSO JUST WANTED TO REITERATE,  
[01:47:09] IF YOU'RE THE CAC, I THINK THE NEXT ONE  
[01:47:11] IS THE COG. THAT'S WHAT WE STARTED TO DO  
[01:47:14] WITH IT. I REALLY APPRECIATE YOUR  
[01:47:18] OPTIMISM AND YOUR FRAMEWORK THAT IT'S  
[01:47:20] TRULY AN OPPORTUNITY ABOUT THE HOW AND  
[01:47:24] I MEAN, COMMISSIONER AT, PRESIDENT  
[01:47:26] SHELBY, THE FIRST TO TELL YOU WE'VE BEEN  
[01:47:28] RECOGNIZED AS THE BEST AIRPORT IN NORTH  
[01:47:30] AMERICA FOR TWO YEARS IN A ROW NOW COME  
[01:47:33] FOR OUR TITLE, RIGHT? THINK OF SOMETHING  
[01:47:35] NEW AND A MORE SUSTAINABLE WAY FOR,  
[01:47:38] AS YOU PUT IT, SIR, THE AIRPORT OF THE  
[01:47:41] FUTURE AND HOW WE CAN BUILD THAT TO MEET  
[01:47:42] THE NEEDS OF OUR REGION.  
[01:47:46] BUT THAT ULTIMATELY, NO MATTER HOW THE  
[01:47:49] COG IS STOOD UP, EMPOWERED, RESOURCED  
[01:47:52] WHO'S APPOINTED TO IT, IT IS GOING TO  
[01:47:56] REQUIRE POLITICAL LEADERSHIP AT THE  
[01:47:59] EXECUTIVE LEVEL. AND SO THAT'S THE OTHER  
[01:48:02] THING THAT WE NEED TO BALANCE AS WE HEAR  
[01:48:04] YOUR CALL FOR INFLUENCE AT THE FEDERAL  
[01:48:07] LEVEL IN CONGRESS TO MAYBE OPEN UP SOME  
[01:48:10] OPPORTUNITIES SO THAT JBLM CAN BE A MORE  
[01:48:14] ACTIVE PART OF THE CONVERSATION. THE  
[01:48:16] CONSIDERATION, THE TIME URGENCY THAT  
[01:48:18] WE'RE SEEING AROUND ALL OF THIS. WE  
[01:48:20] SHOULD HAVE GOTTEN STARTED TEN YEARS AGO  
[01:48:24] IF WE WERE TRULY GOING TO MEET THE NEEDS  
[01:48:27] OF WHAT OUR PROJECTED GROWTH AND DEMAND  
[01:48:29] WAS GOING TO BE AND THAT WE,  
[01:48:32] AFTER TWELVE TREMENDOUS YEARS, WILL BE  
[01:48:35] WELCOMING A NEW GOVERNOR AND THAT THERE  
[01:48:37] IS A PRESIDENTIAL ELECTION UPON US. AND  
[01:48:39] SO THESE ARE CONVERSATIONS, THERE IS  
[01:48:41] POLITICAL UNCERTAINTY AND THOSE ARE ALL  
[01:48:45] THINGS THAT WE'RE JUST GOING TO HAVE TO  
[01:48:46] CONTINUE TO NAVIGATE AND LEAN INTO  
[01:48:50] TOGETHER AND EVERYBODY'S GOING TO HAVE  
[01:48:51] TO LEAN INTO THOSE CONVERSATIONS. BUT  
[01:48:54] THAT AWARENESS ASPECT AND THE CONTINUED  
[01:48:57] OPPORTUNITY FOR LEADERSHIP BY THE PORT  
[01:48:58] OF SEATTLE TO TALK ABOUT THE URGENCY OF  
[01:49:01] THESE NEEDS, THAT WE CANNOT  
[01:49:05] MEET THE NEEDS OF THIS REGION. AND WE  
[01:49:08] ARE DOING EVERYTHING THAT WE CAN TO KEEP  
[01:49:11] UP WITH THE CURRENT RATE OF DEMAND, TO  
[01:49:15] SAY NOTHING OF WHAT'S TO COME. SO YOU  
[01:49:18] HAVE US IN PARTNERSHIP. THANK YOU SO  
[01:49:20] VERY MUCH FOR THE THOUGHTFUL  
[01:49:22] PRESENTATION AND THANK YOU SO MUCH FOR  
[01:49:24] ALL YOUR WORK TO DATE. THANK YOU, SIR.  
[01:49:27] THANK YOU. COMMISSIONER HASEGAWA, I HAD  
[01:49:29] A FEW QUESTIONS FOR YOU AS WELL. THAT  
[01:49:31] SLIDE YOU HAD WITH ESSENTIAL FACTORS,  
[01:49:33] THAT WAS COLOR CODED GREEN, WHITE,

[01:49:35] GREEN, I THINK IT WAS RED AND YELLOW.  
[01:49:37] WE REFER TO IT AS OUR CHICLET CHART.  
[01:49:42] WERE YOUR CHICLETS WEIGHTED? YES,  
[01:49:44] THEY WERE. SO HOW WERE THEY WEIGHTED?  
[01:49:48] EACH ONE OF THOSE AND ALL OF THIS  
[01:49:50] INFORMATION IS AVAILABLE AND CAN WE GO  
[01:49:51] BACK TO THAT SLIDE, PLEASE? SURE CAN.  
[01:49:57] IT WOULD HAVE BEEN SLIDE. THERE YOU GO.  
[01:50:00] SO EACH ONE OF THOSE FACTORS, GREEN,  
[01:50:02] YELLOW OR RED, WERE A DEFINED METRUCK  
[01:50:06] WITHIN THAT STRATEGIC AREA, WHETHER IT  
[01:50:09] BE TERRAIN, PROPERTY ACQUISITION, OR THE  
[01:50:11] ENTIRE LIST THERE. AND SO THE QUESTION  
[01:50:14] WAS, WE DEFINED A METRUCK BASED UPON  
[01:50:17] THOSE THREE COLOR CODES AND THEN THE  
[01:50:18] QUESTION WAS AS THE AVIATION PLAN WITH  
[01:50:21] ITS RESEARCH ANALYST TEAM THEN WOULD GO  
[01:50:24] INTO EACH OF THOSE SITES AND SAY WHERE  
[01:50:26] AMONG IN THAT METRUCK DID THE CRITERIA BE  
[01:50:30] REACHED. AND THERE WAS A LOT OF DETAIL  
[01:50:32] INVOLVED IN EACH OF THOSE TO GO THROUGH.  
[01:50:35] BUT IN TERMS OF EACH ONE OF  
[01:50:38] THOSE HAD ITS OWN SPECIFIC SET OF  
[01:50:40] METRICS THAT ULTIMATELY DETERMINED WHAT  
[01:50:43] ITS COLOR CODING WOULD BE. SO I JUST  
[01:50:46] WANT TO MAKE SURE I'M UNDERSTANDING YOU  
[01:50:48] CORRECTLY. THE ESSENTIAL FACTORS COLUMN  
[01:50:51] WITH THE TERRAIN IMPACT, PROPERTY  
[01:50:53] ACQUISITION, ENVIRONMENTAL JUSTICE,  
[01:50:55] THOSE HAD WHAT YOU'RE CALLING CRITERIA.  
[01:50:57] CRITERIA. EACH ONE OF THEM, EACH ONE OF  
[01:50:59] THOSE CATEGORIES HAD THREE SEPARATE  
[01:51:00] CRITERIA. THAT TO BE GREEN, YOU HAD TO  
[01:51:02] REACH THIS LEVEL. TO BE YELLOW, YOU FELL  
[01:51:05] WITHIN THIS RANGE. TO BE RED, YOU FELL  
[01:51:07] BELOW A CERTAIN BENCHMARK. I UNDERSTAND  
[01:51:09] THAT, BUT I GUESS WHAT I'M ASKING IS,  
[01:51:11] WERE THEY WEIGHTED RELATIVE TO EACH  
[01:51:12] OTHER? OH, NO, THEY WERE NOT. AND WHY  
[01:51:15] WAS EIGHT STANDALONE THANK YOU FOR THAT.  
[01:51:18] YES, THERE WERE EIGHT STANDALONE FACTORS  
[01:51:20] THAT THEY WERE NOT PRIORITIZED AMONG  
[01:51:24] THEM. OKAY. SO FOR INSTANCE, POPULATION  
[01:51:27] SERVED WAS NOT WEIGHTED GREATER THAN,  
[01:51:29] FOR INSTANCE, TERRAIN IMPACT. THEY WERE  
[01:51:31] LOOKED AT SEPARATELY. THEY WERE LOOKED  
[01:51:32] AT SEPARATELY. THAT'S CORRECT. OKAY.  
[01:51:37] AND THEN I THINK ONE COMMENT I'LL MAKE,  
[01:51:41] I THINK THAT'S IMPORTANT. FIRST OF ALL,  
[01:51:43] I THINK IT IS IMPORTANT TO WEIGHT THESE.  
[01:51:44] RIGHT. THESE ARE NOT FACTORS  
[01:51:48] INDEPENDENT OF EACH OTHER. THAT'S  
[01:51:50] CORRECT. RIGHT. THIS IS PART OF A  
[01:51:52] HOLISTIC ANALYSIS. AND TO NOT WEIGH ONE  
[01:51:55] THING THAT MIGHT BE MORE IMPORTANT IN  
[01:51:57] ANALYSIS THAN THE OTHER, I THINK IS A  
[01:51:59] HUGE MISS. AND I THINK PERHAPS IF YOU  
[01:52:01] DID WEIGHT THIS, THE ULTIMATE WHAT IS  
[01:52:04] GREEN OR WHAT WAS YELLOW OR WHAT WAS RED  
[01:52:06] MIGHT HAVE CHANGED A LITTLE BIT. RIGHT.  
[01:52:08] AND SO I DON'T KNOW THAT FOR A FACT.  
[01:52:10] BUT FOR INSTANCE, IF ENVIRONMENTAL  
[01:52:12] JUSTICE WAS HIGHER UP OR WEIGHTED MORE,

[01:52:15] THAT COULD HAVE SKEWED SOME OF THESE  
[01:52:17] SITES IN ONE WAY OR ANOTHER OR COST  
[01:52:21] PROPERTY ACQUISITION, CERTAIN AREAS ARE  
[01:52:24] MORE EXPENSIVE THAN OTHERS TO ACQUIRE  
[01:52:26] PROPERTY IN. AND HOW MUCH OF THAT IS  
[01:52:29] WEIGHTED RELATIVE TO ENVIRONMENTAL  
[01:52:31] JUSTICE? RIGHT. AND SO I'M JUST THROWING  
[01:52:33] THAT OUT THERE. I UNDERSTAND THAT THIS  
[01:52:35] IS SUNSETTING, SO OBVIOUSLY THERE'S  
[01:52:36] NOTHING WE CAN DO AT THIS POINT, BUT  
[01:52:38] IT'S JUST ON THE RECORD, SOMETHING THAT  
[01:52:40] WE SHOULD I'M A DATA GUY, CLEARLY, AND  
[01:52:42] SOMETHING THAT WE SHOULD TAKE INTO  
[01:52:43] ACCOUNT FOR FUTURE STUDIES. I THINK IT'S  
[01:52:45] REALLY, REALLY IMPORTANT. AND I DON'T  
[01:52:47] KNOW IF YOU WANT TO COMMENT OR AGREE,  
[01:52:49] BUT I THINK THAT WAS MY INITIAL REACTION  
[01:52:52] WHEN I SAW THIS. I THINK THOSE POINTS  
[01:52:53] ARE VERY WELL TAKEN BECAUSE, FOR  
[01:52:55] EXAMPLE, A WETLAND IMPACT OR A  
[01:52:57] FLOODPLAIN IMPACT ON ONE SIDE,  
[01:53:00] YOU CAN LOOK AT THAT AND GO, THE SCIENCE  
[01:53:02] AND TECHNOLOGY MAY ALLOW US TO FIND WAYS  
[01:53:04] TO MITIGATE THAT. IT'S JUST A MATTER OF  
[01:53:06] COST. AUBREE CORRECT. BUT ENVIRONMENTAL  
[01:53:08] JUSTICE, WAIT A SECOND. NOW WE'RE  
[01:53:11] TALKING PEOPLE, WE'RE TALKING  
[01:53:12] ENVIRONMENT, WE'RE TALKING LONG TERM  
[01:53:14] PROTECTION OF THE EARTH. AND NOW THAT  
[01:53:16] HAS A WHOLE DIFFERENT LEVEL. BUT THAT  
[01:53:18] GETS DOWN TO THE SITE ANALYSIS. AND  
[01:53:20] AGAIN, THE FUNDING THAT WAS AVAILABLE,  
[01:53:23] THE AMOUNT OF TIME THAT WE HAD  
[01:53:24] AVAILABLE, AND THE ABILITY FOR THE TEAM  
[01:53:26] TO PROVIDE US WITHIN THE TIME FRAMES  
[01:53:28] THAT WE HAD BY STATUTE WERE THAT WE WILL  
[01:53:31] DO WHAT WE CAN. RECOGNIZING THAT THIS IS  
[01:53:33] ONLY SCRATCHING THE SURFACE. THIS DIDN'T  
[01:53:35] EVEN LOOK AT AIRSPACE, FOR EXAMPLE.  
[01:53:37] RIGHT. THAT WAS MY NEXT QUESTION,  
[01:53:38] ACTUALLY. ISSUES WITH REGARD TO AIRSPACE  
[01:53:40] IN TERMS OF WHAT THAT WAS ULTIMATELY  
[01:53:43] WHAT IT CAME DOWN TO TO THE COMMISSION  
[01:53:45] IS RECOGNIZING THAT THE OVERALL VALUE OF  
[01:53:48] THIS CERTAINLY HAS A POLITICAL OVERTONE  
[01:53:50] IN TERMS OF OUR COMMUNITIES. THE SOCIAL  
[01:53:52] ENVIRONMENTAL PIECE ESPECIALLY, IT WAS  
[01:53:54] WHERE CAN WE MEET THE CAPACITY? BECAUSE  
[01:53:56] THAT'S WHAT WE WERE CHARGED TO DO, MEET  
[01:53:58] THE CAPACITY. AND THEN AGAIN, GOING  
[01:54:00] FORWARD, I THINK YOUR COMMENTS,  
[01:54:02] COMMISSIONER, ARE EXACTLY WHAT NEEDS TO  
[01:54:04] BE CONSIDERED AS THE BODY OF POLITICS  
[01:54:07] GOES FORWARD. GREAT. I APPRECIATE THAT.  
[01:54:09] ACTUALLY, MY SECOND QUESTION WAS  
[01:54:10] REGARDING JBLM. AND WHEN WE ELIMINATED  
[01:54:14] JBLM, YOU SAID IT WAS BECAUSE OF  
[01:54:15] GEOGRAPHIC OVERLAP. BUT I WAS GOING TO  
[01:54:17] ASK YOU IF THAT'S PHYSICAL GEOGRAPHY ON  
[01:54:20] THE GROUND OR AIRSPACE OVERLAP AS WELL.  
[01:54:23] JBLM IN THEIR PUBLIC STATEMENT SAID BOTH  
[01:54:26] EVEN SIGHTING NEAR JBLM WOULD BE AN  
[01:54:29] ISSUE BECAUSE THE AMOUNT OF HELICOPTER



[01:54:30] TRAFFIC THAT TAKES PLACE TO AND FROM  
[01:54:33] THEIR FACILITIES, THAT OVERFLY LOCAL  
[01:54:35] COMMUNITIES. BECAUSE I'VE OFTEN HEARD  
[01:54:37] THE ARGUMENT THAT THE REASON BOEING  
[01:54:38] FIELD CAN EXPAND TO COMMERCIAL IS  
[01:54:40] BECAUSE IT'S THE SAME AIRSPACE AS SEATAC.  
[01:54:42] AND SO I DON'T KNOW IF THAT'S THE CASE.  
[01:54:44] THAT IS DEFINITELY TRUE. BOEING FIELD  
[01:54:45] RIGHT NOW OPERATES UNDER THE UMBRELLA OF  
[01:54:48] WHAT'S CALLED CLASS BRAVO AIRSPACE FOR  
[01:54:50] SEATAC. AND SO THERE ARE DEFINITE IMPACTS  
[01:54:52] FOR BOEING FIELD NOT BEING ABLE TO  
[01:54:54] EXPAND EVEN TODAY UNDER INSTRUMENT  
[01:54:56] FLIGHT CONDITIONS. DEPARTURES AND  
[01:54:58] ARRIVALS AT BOEING FIELD ARE IMPACTED  
[01:55:00] BASED UPON THE NATURE OF THE TRAFFIC AT  
[01:55:01] SEATAC, EVEN TO SOME EXTENT AS FAR NORTH  
[01:55:04] AS PAINE FIELD IS PAINE FIELD. ALSO THEIR  
[01:55:06] AIRSPACE IS IMPACTED BY WHITBY ISLAND  
[01:55:10] NAVAL AIRSPACE AND AS WELL AS BOEING  
[01:55:12] FIELD OPERATIONS. THAT'S GREAT INSIGHTS.  
[01:55:14] AND THEN LASTLY, I JUST WANT TO MAKE A  
[01:55:15] POINT HERE, AND I THINK WHAT YOU SAID  
[01:55:17] EARLIER ABOUT AVIATION NEEDING TO BE  
[01:55:21] WHERE THE PEOPLE ARE, I REALLY HAVE A  
[01:55:23] PROBLEM WITH THAT. AND I WANT TO  
[01:55:24] CHALLENGE THAT POINT BECAUSE I FEEL LIKE  
[01:55:26] THERE ARE COUNTLESS EXAMPLES AROUND THE  
[01:55:27] WORLD WHERE THE AIRPORT ISN'T NEAR A  
[01:55:30] HIGH POPULATION DENSE AREA. RIGHT?  
[01:55:32] LONDON, HONG KONG, SEOUL, SOUTH KOREA.  
[01:55:36] YOU TAKE A 45 MINUTES TO AN HOUR TRAIN  
[01:55:38] INTO THE CITY. AND I KNOW THAT YOU MADE  
[01:55:40] A REFERENCE TO THE ACELA TRAIN. I'VE  
[01:55:43] TAKEN THE ACELA MANY TIMES FROM DC. TO  
[01:55:45] NEW YORK. AND LET ME JUST TELL YOU,  
[01:55:46] THAT IS NOT A STANDARD YOU SHOULD BE  
[01:55:48] ASPIRING TO. IT IS NOT A GREAT SERVICE.  
[01:55:50] IT IS NOT FAST. IT'S KIND OF SAD  
[01:55:52] ACTUALLY, HOW SLOW THAT TRAIN IS. AND WE  
[01:55:56] KNOW THAT STATES LIKE CALIFORNIA ARE  
[01:55:58] BUILDING TRAINS BETWEEN LA AND SAN  
[01:55:59] FRANCISCO. I LIKE TO THINK BIG PICTURE  
[01:56:03] AND THINK, WHY CAN'T WE CONNECT SPOKANE  
[01:56:04] TO SEATTLE AND HAVE YAKIMA IN BETWEEN?  
[01:56:06] RIGHT. AND HAVE THAT 45 MINUTES TRAIN  
[01:56:10] BETWEEN SEATTLE AND YAKIMA AND YAKIMA TO  
[01:56:13] SPOKANE. THAT'S FAR SHORT OF OUR  
[01:56:16] DISTANCE THAN LA. TO SAN FRANCISCO OR  
[01:56:18] EVEN SAN FRANCISCO TO THE CENTRAL  
[01:56:20] VALLEY. AND SO, YOU KNOW, I APPRECIATED  
[01:56:23] THIS PRESENTATION BECAUSE IT ACTUALLY  
[01:56:26] HIGHLIGHTED SOME OF THE, NO OFFENSE,  
[01:56:28] THE CRUTCH OF WHAT YOU WERE AUTHORIZED  
[01:56:31] TO DO. YOU WERE NOT ALLOWED TO CONSIDER  
[01:56:32] KING COUNTY JBLM WAS OFF THE TABLE. AND I  
[01:56:35] FEEL LIKE YOU WERE KIND OF SET UP FOR  
[01:56:37] FAILURE, KIND OF, IN A SENSE. YEAH. NO  
[01:56:40] RESEARCH BUDGET TO THE REAL DUE  
[01:56:41] DILIGENCE. AND SO I WOULD HOPE THAT  
[01:56:44] GOING FORWARD, WHETHER WE CALL IT THE  
[01:56:46] COG OR WHATEVER, THAT WE PUT SOME REAL  
[01:56:48] RESOURCES BEHIND THIS AND

[01:56:49] INTENTIONALITY, THAT THIS ISN'T SOME  
[01:56:52] KNOW THING THAT WE'RE DOING TO APPEASE A  
[01:56:55] BUNCH OF POLITICIANS WHO ARE PISSED OFF  
[01:56:56] ABOUT AIRPLANE NOISE IN OUR  
[01:56:58] NEIGHBORHOOD. RIGHT. I DON'T KNOW WHY  
[01:57:00] YAKIMA WAS ELIMINATED AND NOT JUST  
[01:57:02] SUGGESTED WITH AN ASTERISK NEXT TO IT.  
[01:57:04] I NOTICED THAT THE RECOMMENDATION  
[01:57:05] SUGGESTED WE SHOULD DO THIS PROVIDED  
[01:57:08] THAT WE EXPAND PAIN FIELD AND SEATAC.  
[01:57:10] WELL, THAT'S AN ASTERISK IN MY VIEW.  
[01:57:12] RIGHT. SO I DON'T UNDERSTAND WHY THE  
[01:57:14] COMMITTEE DECIDED TO ELIMINATE YAKIMA  
[01:57:16] ALTOGETHER AND NOT PROVIDE A QUALIFIED  
[01:57:20] CONCLUSION THAT SAYS YAKIMA WOULD BE  
[01:57:23] GREAT IF X, Y, AND Z. RIGHT. AND LASTLY,  
[01:57:26] AND I'LL GET OFF MY SOAPBOX TO YOUR  
[01:57:28] POINT, THERE'S A TREMENDOUS AMOUNT OF  
[01:57:29] EMERGING TECHNOLOGY HAPPENING. I JUST  
[01:57:32] HAD A MEETING A COUPLE OF DAYS AGO OF A  
[01:57:34] TECH ENTREPRENEUR WHO WANTED TO DO  
[01:57:36] VERTICAL TAKEOFFS FROM THE DOWNTOWN  
[01:57:39] SEATTLE AREA TO THE AIRPORT. RIGHT. A  
[01:57:41] LOT OF AVIATION IS DOING SOME AMAZING  
[01:57:44] STUFF UP NORTH. AND SO I DO FEEL LIKE  
[01:57:47] THIS IS A ONCE IN A GENERATION  
[01:57:49] OPPORTUNITY. AND I'D BE REMISS IF I  
[01:57:51] DIDN'T JUST MENTION THAT THERE ARE  
[01:57:52] TRILLIONS OF DOLLARS IN THE FEDERAL  
[01:57:54] GOVERNMENT FOR INFRASTRUCTURE PROJECTS  
[01:57:56] RIGHT NOW THAT NEED TO GET OUT THE DOOR  
[01:57:58] IN THE NEXT FIVE YEARS. THIS IS A GOLDEN  
[01:58:00] OPPORTUNITY FOR US, IF YOU REALLY LOOK  
[01:58:01] AT IT FROM A 10,000 FOOT LEVEL  
[01:58:03] PERSPECTIVE. AND THIS POLITICAL BS,  
[01:58:06] QUITE FRANKLY, IS REALLY GETTING IN THE  
[01:58:08] WAY OF, I THINK ABOUT SOUND TRANSIT AND  
[01:58:11] LIGHT RAIL. AND IF WE HAD BUILT THAT 30  
[01:58:13] YEARS AGO, IF WE DIDN'T POLITICIZE IT  
[01:58:16] AND WE JUST MADE THE RIGHT DECISION, WE  
[01:58:18] WOULDN'T BE WHERE WE ARE TODAY. RIGHT.  
[01:58:21] AND SO I REALLY AM HOPING THAT WE CAN  
[01:58:23] GET TO A POINT WHERE WE CAN MAKE SMART,  
[01:58:26] DATA DRIVEN DECISIONS THAT REALLY LOOK  
[01:58:30] TOWARDS THE FUTURE AND WE CAN REALLY SHY  
[01:58:32] AWAY FROM ALL THIS POLITICAL GESTURING  
[01:58:36] AND PERFORMATIVE PERFORMANCE. AND THIS  
[01:58:37] IS NOT ASSESSMENT OF YOU OR YOUR  
[01:58:40] WORK. I GOT THE SENTIMENTS OF MY  
[01:58:42] COLLEAGUES. I WANT TO THANK YOU SO MUCH  
[01:58:43] FOR ALL THE TREMENDOUS WORK THAT YOU'VE  
[01:58:45] DONE AND CONGRATULATE YOU ON FINALLY  
[01:58:48] YOUR RETIREMENT. BUT I HOPE THAT THERE  
[01:58:50] ARE SOME STRONG LESSONS LEARNED FROM  
[01:58:52] THIS EXPERIENCE THAT WILL CARRY OVER TO  
[01:58:54] THE NEXT EXPERIENCE. AND SO WITH THAT,  
[01:58:56] I WILL CLOSE THIS SECTION OF THE  
[01:58:59] AGENDA THANK YOU SO MUCH AGAIN FOR  
[01:59:01] COMING IN AND PROVIDING THAT BRIEFING.  
[01:59:03] THANK YOU. THANK YOU, DIRECTOR METRUCK.  
[01:59:06] APPRECIATE THAT. THANK YOU VERY MUCH.  
[01:59:07] ABSOLUTELY. DEBBIE. CLERK PLAIN. IF WE  
[01:59:10] CAN GO ON TO THE NEXT ITEM AND EXECUTIVE

[01:59:12] DIRECTOR METRUCK WILL INTRODUCE THE ITEM.  
[01:59:15] THANK YOU. THIS IS ITEM TEN C  
[01:59:17] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[01:59:19] TO ENTER A CONTRACT FOR THE PROCUREMENT  
[01:59:20] OF A PROPRIETARY SHORE POWER SYSTEM  
[01:59:23] CONSISTING OF TWO MOBILE CABLE  
[01:59:25] POSITIONING DEVICES FOR PIER 91 AND THE  
[01:59:28] AMOUNT REQUESTED OF \$2,500,000 OF A  
[01:59:30] TOTAL ESTIMATED PROJECT COST OF  
[01:59:32] \$2,750,000.  
[01:59:36] COMMISSIONERS ACQUIRING THESE MOBILE  
[01:59:38] CABLE POSITIONING DEVICES WILL INCREASE  
[01:59:40] THE ABILITY OF CRUISE SHIPS AT TERMINAL  
[01:59:42] 91 TO PLUG IN TO SHORE TO PLUG  
[01:59:45] INTO SHORE POWER CAPABLE DUE  
[01:59:48] TO VARYING SHIP CONFIGURATIONS. THERE  
[01:59:50] ARE CURRENTLY INSTANCES WHERE THE SHIPS  
[01:59:51] CANNOT ACCESS SHORE POWER DUE TO SIMPLY  
[01:59:55] TO THE LOCATION AND THE POSITIONING OF  
[01:59:56] THE VESSELS. AND THIS ACTION WILL  
[01:59:58] SUPPORT OUR EFFORTS TO BE THE GREENEST  
[01:59:59] PORT IN NORTH AMERICA AND OUR WORK TO  
[02:00:01] ENSURING THAT EVERY CRUISE SHIP AT OUR  
[02:00:03] PORT UTILIZES SHORE POWER NO LATER THAN  
[02:00:06] THE YEAR 2030, IF NOT SOONER. I HAVE TO  
[02:00:08] SAY, AS I KNOW WE'VE ADDRESSED SOME OF  
[02:00:10] THESE ISSUES ALREADY. AND HERE  
[02:00:12] PRESENTING TODAY IS LINDA SPRINGMAN,  
[02:00:14] DIRECTOR OF CRUISE OPERATIONS, AND KELLY  
[02:00:17] PURNELL, CAPITAL PROJECT MANAGER.  
[02:00:22] THANK YOU. THANKS, EXECUTIVE DIRECTOR  
[02:00:23] METRUCK.  
[02:00:27] THANKS, EXECUTIVE DIRECTOR METRUCK. AND  
[02:00:29] GOOD AFTERNOON, COMMISSIONER. GO AHEAD  
[02:00:31] TO THE NEXT SLIDE.  
[02:00:34] GO TO THE NEXT ONE. SORRY. I'M HERE  
[02:00:37] TODAY TO REQUEST AUTHORIZATION FOR THE  
[02:00:39] EXECUTIVE DIRECTOR TO ENTER INTO  
[02:00:41] CONTRACT FOR THE PROCUREMENT OF TWO  
[02:00:43] CABLE POSITIONING DEVICES AS A RETROFIT  
[02:00:46] TO OUR EXISTING EQUIPMENT AT TERMINAL  
[02:00:48] 91. TODAY, WE ARE ASKING FOR  
[02:00:50] AUTHORIZATION OF \$2.5 MILLION FOR  
[02:00:52] PURCHASE AND INSTALLATION OF THIS  
[02:00:54] EQUIPMENT. NEXT SLIDE, PLEASE.  
[02:00:57] AS YOU KNOW, WE CURRENTLY HAVE TWO SHORE  
[02:00:59] POWER CONNECTIONS AT TERMINAL 91. WHEN  
[02:01:02] THEY WERE FIRST INSTALLED HERE IN  
[02:01:03] SEATTLE AT TERMINAL 30, THEY WERE THE  
[02:01:05] SECOND AND THIRD SHORE POWER CONNECTIONS  
[02:01:08] IN THE WORLD. WHEN TERMINAL 91 CRUISE  
[02:01:11] TERMINAL WAS COMPLETED, THE EQUIPMENT  
[02:01:13] WAS RELOCATED TO THIS NEW LOCATION 15  
[02:01:15] YEARS AGO. SINCE THAT TIME, SHORE POWER  
[02:01:18] DEVELOPMENT HAS CONTINUED TO EVOLVE. AS  
[02:01:20] YOU ALSO KNOW, WE ARE IN THE MIDDLE OF A  
[02:01:22] PROJECT AT PIER 66 TO INSTALL SHORE  
[02:01:24] POWER. AND THAT EQUIPMENT WILL COME WITH  
[02:01:26] THIS FLEXIBILITY PROVIDED BY CABLE  
[02:01:28] POSITIONING DEVICES ALLOWING FOR  
[02:01:31] APPROXIMATELY 40FT OF AVIATION FROM  
[02:01:33] EITHER SIDE OF THE FIXED INSTALLATION TO  
[02:01:36] ACCOMMODATE THE POSITIONING OF SHORE

[02:01:38] PIER CONNECTIONS ON BOARD SHIPS.  
[02:01:40] UNFORTUNATELY, GIVEN THE AVIATION OF  
[02:01:42] SHIP SIZES AND DESIGN, THERE IS NO  
[02:01:44] STANDARD FOR LOCATION OF THIS EQUIPMENT  
[02:01:45] ON BOARD SHIPS WITH THE GOAL OF  
[02:01:48] MINIMIZING OPERATIONAL CHALLENGES TO  
[02:01:50] DAILY SHIP TURN OPERATIONS. ADDING THIS  
[02:01:52] FLEXIBILITY TO THE EQUIPMENT AT TERMINAL  
[02:01:54] 91 MINIMIZES GANGWAY MOVES AND REDUCES  
[02:01:58] OTHER OPERATIONAL ISSUES THAT MIGHT NEED  
[02:02:01] ADJUSTING RELATED TO EFFICIENT SHIP  
[02:02:03] TURNAROUNDS, INCLUDING LUGGAGE, LOAD AND  
[02:02:06] OFFLOAD AND PROVISIONING, WITH THE GOAL  
[02:02:08] OF PROVIDING THE BEST OPTIMIZATION OF  
[02:02:10] OUR ASSETS AND THEIR LIFESPAN AND  
[02:02:12] ACCELERATING EMISSIONS REDUCTIONS BY  
[02:02:15] ELIMINATING BARRIERS. NEXT SLIDE.  
[02:02:20] IN 2022 OF THE SHIPS EQUIPPED WITH SHORE  
[02:02:22] POWER 83% CONNECTION RATE WAS ACHIEVED.  
[02:02:26] THIS RESULTED IN 2022  
[02:02:30] OF AVOIDING 2000 TONS OF GREENHOUSE GAS  
[02:02:32] EMISSIONS AND ANECDOTALLY THROUGH JUNE  
[02:02:35] OF THIS YEAR, WE HAD ALREADY ACHIEVED 40  
[02:02:39] SHORE POWER CONNECTIONS AND WE'RE  
[02:02:40] WAITING FOR THE JULY NUMBERS. NEXT  
[02:02:42] SLIDE. THIS EFFORT ALIGNS WITH THE PORT  
[02:02:45] CENTURY AGENDA GOALS TO RESPONSIBLY  
[02:02:47] INVEST IN ECONOMIC GROWTH OF THE REGION,  
[02:02:50] BEING THE GREENEST AND MOST ENERGY  
[02:02:52] EFFICIENT PORT IN NORTH AMERICA AND  
[02:02:54] BEING A HIGHLY EFFECTIVE PUBLIC AGENCY.  
[02:02:56] NEXT SLIDE. AND I WILL NOW TURN IT OVER  
[02:02:59] TO KELLY PERNELL, THE PROJECT MANAGER  
[02:03:00] FOR THIS EFFORT. IS THIS WORKING?  
[02:03:03] OKAY, GREAT. GOOD AFTERNOON.  
[02:03:05] COMMISSIONERS EXECUTIVE DIRECTOR.  
[02:03:08] WE WILL BE PROCURING TWO MOBILE CABLE  
[02:03:12] POSITIONING DEVICES, OR CPDS, TO MODIFY  
[02:03:15] THE EXISTING SHORE POWER CONNECTION  
[02:03:16] SYSTEMS ON PIER 91 EAST AND WEST BERTHS.  
[02:03:20] THE CPDS ARE BUILT ON A MOBILE EMISSION  
[02:03:23] FREE PLATFORM WITH AN EXTENDABLE BOOM  
[02:03:25] THAT HAS A MULTIDIRECTIONAL PIVOT. THE  
[02:03:28] CPDS HAVE THE CAPABILITY TO MOVE THE  
[02:03:30] LARGE SHORE POWER CABLES UP AND DOWN THE  
[02:03:32] PIER AS THEY ARE NOT FIXED TO A SINGLE  
[02:03:35] POINT OF CONNECTION. CURRENTLY, THE  
[02:03:38] SHORE POWER CABLES RUN TO STATIC  
[02:03:40] CONNECTION POINTS ON THE PIERS ON A  
[02:03:43] FIXED JIB CRANE. THE PIER 91 WEST JIB  
[02:03:46] CRANE IS SHOWN IN THIS IMAGE. YOU CAN  
[02:03:47] SEE THAT IT'S QUITE FIXED.  
[02:03:51] AS YOU CAN SEE, IT HAS LIMITED  
[02:03:53] MANEUVERABILITY AND LIMITED REACH. DUE  
[02:03:56] TO THE CONSTRAINTS OF THE EXISTING SHORE  
[02:03:58] POWER CONNECTION SYSTEM. NOT ALL SHORE  
[02:04:00] POWER CAPABLE SHIPS CAN PLUG IN AS LINDA  
[02:04:03] DISCUSSED PREVIOUSLY. NEXT SLIDE,  
[02:04:05] PLEASE.  
[02:04:09] FOR OUR PROCUREMENT OF THE TWO CPDS,  
[02:04:13] WE HAVE OBTAINED A COMPETITION WAIVER TO  
[02:04:15] ENTER A CONTRACT WITH WATTS MARINE. IN  
[02:04:18] THIS IMAGE ON THE SLIDE IS AN EXAMPLE OF

[02:04:21] THE MOBILE CABLE POSITIONING DEVICES  
[02:04:22] THAT WATTS MARINES BUILT IN COMPARISON  
[02:04:25] TO THE FIXED JIB CRANE SHOWN ON THE  
[02:04:27] PREVIOUS SLIDE. THE DEVICE ALLOWS  
[02:04:29] MAXIMUM FLEXIBILITY THROUGH  
[02:04:31] MANEUVERABILITY ALONG THE PIER AS WELL  
[02:04:33] AS THE EXTENDABLE BOOM THAT CAN MOVE IN  
[02:04:35] MULTIPLE DIRECTIONS. TO EXTEND THE SHORE  
[02:04:37] POWER CABLES FOR PLUG IN TO THE SHIFTS,  
[02:04:40] THE EXISTING SHORE POWER CABLE WILL BE  
[02:04:42] REMOVED FROM THE EXISTING JIB CRANE.  
[02:04:45] THE JIB CRANES WILL BE COMMISSIONER AND  
[02:04:47] THE CABLES WILL BE RELOCATED ONTO THE  
[02:04:49] MOBILE CPDS. THE PROCUREMENT PACKAGE  
[02:04:52] WILL INCLUDE DESIGN AND ENGINEERING,  
[02:04:54] DELIVERY, INSTALLATION AND COMMISSIONING  
[02:04:56] OF THE CPDS, ALONG WITH SOME MINOR  
[02:04:58] ELECTRICAL MODIFICATIONS. MOTT'S MARINE  
[02:05:01] WILL THEN ALSO BE CONTRACTED TO OPERATE  
[02:05:03] THE SYSTEM ONCE INSTALLED. NEXT SLIDE.  
[02:05:07] OUR GOAL FOR THE SCHEDULE FOR THIS  
[02:05:09] PROJECT IS TO START OUR PROCUREMENT IN  
[02:05:11] QUARTER THREE OF THIS YEAR. SO SHORTLY  
[02:05:13] AFTER AUTHORIZATION TO PROCEED,  
[02:05:15] DELIVERY AND INSTALLATION OF THE MOBILE  
[02:05:17] CPDS IS ANTICIPATED IN QUARTER TWO OF  
[02:05:20] 2024 AND IN USE FOR THE 2024 CRUISE  
[02:05:24] SEASON. THE INTENT IS TO AVOID ANY  
[02:05:26] IMPACTS TO THE CRUISE OPERATIONS FOR  
[02:05:28] 2024. NEXT SLIDE, PLEASE.  
[02:05:33] WE HAVE ESTIMATED OUR PROJECT COST TO BE  
[02:05:36] \$2.75 MILLION. OUR ESTIMATE FOR THE  
[02:05:39] PROCUREMENT PACKAGE OF THAT AMOUNT, AS  
[02:05:42] DESCRIBED PREVIOUSLY, IS 2.5 MILLION,  
[02:05:44] WITH 250,000 IN OUR SOFT COSTS.  
[02:05:49] NEXT SLIDE. THAT IS THE CONCLUSION OF  
[02:05:52] OUR PRESENTATION. EXCELLENT THANK YOU SO  
[02:05:53] MUCH. ANY QUESTIONS FROM COMMISSIONERS  
[02:05:55] BEFORE WE VOTE? OF COURSE. ALL RIGHT.  
[02:06:00] SO I SEE THIS IS BEING PAID FOR BY THE  
[02:06:02] TAX LEVY WHEREAS THE OTHER ONE WAS BASED  
[02:06:05] ON GENERAL REVENUE, GENERAL FUND. I  
[02:06:08] MEAN, IT'S ALL THE SAME POT OF MONEY,  
[02:06:12] BUT THE FACT IT'S DISTINGUISHED AS TAX  
[02:06:14] LEVY MONEY, IS THERE A RATIONALE  
[02:06:18] FOR THAT?  
[02:06:22] THAT'S ON PAGE SIX OF THE MEMO. SORRY,  
[02:06:24] I WAS GOING TO POINT OUT I THINK DAN HAS  
[02:06:26] AYE. HAND UP. DAN. ARE YOU RESPONDING TO  
[02:06:29] COMMISSIONER FELLEMAN? YES, I AM. OKAY.  
[02:06:31] THANK YOU, COMMISSIONER. YES,  
[02:06:34] COMMISSIONER, THE MEMO DOES SAY THAT'S  
[02:06:35] TAX LEVY FUNDED. HOWEVER, THAT WAS  
[02:06:37] SUPPOSED TO HAVE BEEN CHANGED. SO I  
[02:06:39] APOLOGIZE. THAT SHOULD BE GENERAL FUND  
[02:06:42] CONSISTENT WITH THE PIER 66 SHORE POWER  
[02:06:44] PROJECT. APOLOGIZE FOR THE MISTAKE.  
[02:06:48] VERY GOOD. THANK YOU FOR THAT  
[02:06:49] CLARIFICATION. I DID HAVE ANOTHER  
[02:06:52] QUESTION WAS ABOUT THE HOW  
[02:06:55] MANY MORE SHIPS THAN YOU SAY RIGHT NOW  
[02:06:58] WE'RE GETTING 69 OF 83 HAVE CONNECTED TO  
[02:07:02] THE SHORE POWER AT THIS 83% RATE.

[02:07:04] RIGHT. SO IS THAT OF ALL THE SHORE POWER  
[02:07:08] CAPABLE VESSELS OR IS THAT JUST TOTALLY  
[02:07:11] ALL THE VESSELS THAT CALLED ON THE PORT?  
[02:07:13] 83% COULD DO IT. I'M JUST WONDERING HOW  
[02:07:15] MANY MORE SHIPS DO WE GET IF WE HAVE  
[02:07:17] THIS CAPABILITY? IT'S A COMBINATION OF  
[02:07:20] FACTORS. SO THE 69 IS OF THE SHORE POWER  
[02:07:23] CAPABLE SHIPS. THERE ARE ABOUT JUST  
[02:07:25] UNDER 200 CALLS AT TERMINAL 91 AND THEY  
[02:07:28] ARE NOT ALL SHORE POWER CAPABLE RIGHT  
[02:07:30] NOW. WHAT THIS DOES IS IT'S GOING TO  
[02:07:32] FIRST OF ALL, THE TWO OF THE SHIPS THAT  
[02:07:35] ARE THERE RIGHT NOW WE HAVE TO MOVE THE  
[02:07:37] GANGWAYS FOR THEM TO BE ACCOMMODATED.  
[02:07:40] AND SO WE'RE HOPING TO STOP MOVING  
[02:07:41] GANGWAYS. WE TALKED ABOUT GANGWAYS  
[02:07:43] EARLIER TODAY. AND THEN NEXT YEAR WE  
[02:07:45] HAVE A COUPLE OF DIFFERENT SHIPS COMING  
[02:07:47] IN AND WE WANT TO BE ABLE TO ACCOMMODATE  
[02:07:48] THEM. SO ANY SHIP THAT IS SHORE POWER  
[02:07:51] CAPABLE THIS YEAR THAT IS TRYING TO PLUG  
[02:07:53] IN, WE ARE ACCOMMODATING VIA THE GANGWAY  
[02:07:55] MOVE. AND SO THAT WILL BE THE CASE. SO  
[02:07:58] ANY SHIP THAT WILL BE SHORE POWER  
[02:07:59] CAPABLE WILL BE ABLE TO BE PLUGGED IN.  
[02:08:02] WITH THE ADVENT OF MOVABLE GANGWAYS  
[02:08:06] AND MOVABLE SHORE POWER YEAH. BOTH ARE  
[02:08:08] INTERRELATED WITH THE GANGWAY  
[02:08:10] PROCUREMENT AND THIS SHORE POWER. SO  
[02:08:13] THEN I QUESTION WHY IS IT THAT WE HAVE A  
[02:08:14] 2025 GOAL TO REQUIRE SHORE  
[02:08:18] POWER CAPABLE SHIPS TO ADD TERMINAL 91?  
[02:08:22] I MEAN, IF YOU'RE SHORE POWER CAPABLE  
[02:08:25] AND WE CAN PROVIDE THE POWER, WHY ISN'T  
[02:08:28] IT JUST A REQUIREMENT THAT YOU'LL USE IT  
[02:08:30] GIVEN THE FACT THEY'RE GOING TO SAVE  
[02:08:31] MONEY ON FUEL ANYWAY? SOME OF THE SHIPS  
[02:08:33] DON'T HAVE SHORE POWER RIGHT NOW. SO  
[02:08:35] YOU'RE TALKING ABOUT THEY'RE PLANNING TO  
[02:08:37] DEPLOY SHORE POWER CAPABLE SHIPS HERE.  
[02:08:40] RIGHT NOW THE REQUIREMENT WE HAVE IS BY  
[02:08:43] 2030 ALL SHIPS WILL BE SHORE POWER  
[02:08:45] CAPABLE. AND WE'RE HAVING VERY  
[02:08:46] PRODUCTIVE DISCUSSIONS ABOUT  
[02:08:48] ACCELERATING THAT RIGHT NOW. NO, BUT I'M  
[02:08:50] SAYING BY 2025 WE SAY IF YOU ARE CAPABLE  
[02:08:53] TO PLUG IN, YOU WILL PLUG IN? YES. WHY  
[02:08:55] ISN'T THAT CURRENTLY, OR AT LEAST NEXT  
[02:08:58] YEAR, WHEN EVERYBODY WHO CAN PLUG IN CAN  
[02:09:01] PLUG IN? WE DO SAY THAT NOW, IF YOUR  
[02:09:03] SHIP IS SHORE POWER CAPABLE, YOU WILL  
[02:09:06] PLUG IN. ALL RIGHT, SO IT JUST SAYS IN  
[02:09:08] THE PAGE TWO OF THE MEMO THAT THAT WON'T  
[02:09:11] BE CALLED FOR TILL 2025. I THOUGHT THAT  
[02:09:14] WAS THE CASE, TOO. DON'T GET ME WRONG,  
[02:09:16] THAT WAS ALWAYS MY UNDERSTANDING. SO I  
[02:09:18] WAS A LITTLE DUMBFOUNDED WHEN I SAW THIS  
[02:09:20] TO BE THE CASE, BECAUSE IT DOESN'T  
[02:09:21] REQUIRE YOU TO BE SHORE POWER CAPABLE.  
[02:09:23] BUT IF YOU ARE, AND NOW THE PROBLEM IS  
[02:09:26] NO LONGER OURS TO GET YOU THE CABLE,  
[02:09:28] WHY ISN'T THAT JUST A YOU ARE CORRECT.  
[02:09:31] GOOD CATCH ON THAT. IF YOUR SHIP IS



[02:09:33] SHORE POWER CAPABLE, WE EXPECT YOU TO  
[02:09:35] PLUG IN NOW, AND BY 2030, WE EXPECT  
[02:09:38] SHIPS TO PLUG IN. SO THAT'S LIKE IN THE  
[02:09:41] TARIFFS OR WHATEVER? YEAH, THAT IS IN  
[02:09:43] THE TARIFF, THE 2030 DATE. SO COOL. I  
[02:09:45] CAUGHT TWO MISTAKES SO FAR. RIGHT? LET  
[02:09:46] ME SEE IF I CAN KEEP GOING. NO, I THINK  
[02:09:49] THAT COVERS IT. THE ONLY QUESTION LIKE  
[02:09:52] THE OTHER ONE, ONE CAN SEE THIS IS SORT  
[02:09:54] OF LIKE A CRANE. LIKE THE ANALOGY FOR  
[02:09:57] SEAPORT ALLIANCE, RIGHT? THE TENANT PAYS  
[02:10:00] FOR THE CRANE, OR THE GANGWAY COULD BE  
[02:10:03] SEEN AS THE CRANE FOR THE HUMANS. BUT WE  
[02:10:06] ABSORB THESE COSTS. WE ARE BUYING THE  
[02:10:10] EQUIPMENT. WHEN THE SHIPS ARRIVE AND  
[02:10:12] PLUG IN, THEY COVER THE COSTS OF  
[02:10:15] ACTUALLY HIRING THE STAFF TO DO THE  
[02:10:16] PLUGGING IN AND PAYING THE ELECTRICITY.  
[02:10:19] AND DID WE WORK THIS OUT WITH ILW IN  
[02:10:21] TERMS OF WHO'S DOING THE WORK AT THIS  
[02:10:23] POINT? WE HAVE NOT HAD THAT DISCUSSION  
[02:10:25] ABOUT THESE EXTENSIONS, BUT THEY ARE  
[02:10:28] CURRENTLY DOING THAT AT TERMINAL 91 WITH  
[02:10:30] THE FIXED GEN. ALL RIGHT, THANK YOU.  
[02:10:32] ANY OTHER QUESTIONS? ALL RIGHT, CAN I  
[02:10:35] GET A MOTION AND A SECOND FOR THIS ITEM?  
[02:10:37] SO MOVED. SECOND. ALL RIGHT, DEPUTY CORP  
[02:10:40] PAYNE, PLEASE CALL THE ROLL FOR THE  
[02:10:41] VOTE. THANK YOU. COMMISSIONER FELLEMAN.  
[02:10:46] AYE. COMMISSIONER HASAGAWA? AYE.  
[02:10:49] COMMISSIONER MOHAMED AYE, AND  
[02:10:51] COMMISSIONER CHO AYE HAS FOUR AYES AND  
[02:10:53] ZERO NAYS FOR THIS ITEM. EXCELLENT. THE  
[02:10:55] MOTION PASSES. ALL RIGHT, DEPUTY CLERK,  
[02:10:58] PLEASE READ THE NEXT ITEM INTO THE  
[02:11:00] RECORD AND EXECUTIVE DIRECTOR WILL  
[02:11:02] INTRODUCE IT. THIS IS ITEM TEN D  
[02:11:05] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[02:11:07] TO ADVERTISE THE WARD AND EXECUTE A  
[02:11:09] MAJOR WORTH CONSTRUCTION CONTRACT TO  
[02:11:12] COMPLETE THE REDEVELOPMENT OF THE  
[02:11:13] TERMINAL 91, VERSE SIX AND EIGHT, TO  
[02:11:15] UTILIZE A PROJECT LABOR AGREEMENT AND TO  
[02:11:18] ENTER INTO AGREEMENTS IN SUPPORT OF  
[02:11:20] COMPLETION OF THE WORK, INCLUDING TRIBAL  
[02:11:22] AGREEMENTS FOR TERMINAL 91, BURST, SIX  
[02:11:24] INNATE REDEVELOPMENT AND ADDITIONAL  
[02:11:26] STORMWATER TREATMENT CONSTRUCTION  
[02:11:27] FUNDING IN THE AMOUNT OF \$71,825,000 AND  
[02:11:31] A TOTAL ESTIMATED PROJECT COST OF \$76  
[02:11:34] MILLION. COMMISSIONERS,  
[02:11:38] THIS PROJECT WILL REDEVELOP THE BURST  
[02:11:40] AND ADJOINING APRON AREAS ALONG THE  
[02:11:42] NORTHEAST SIDE OF TERMINAL 91. THIS NEW  
[02:11:45] INFRASTRUCTURE WILL HELP ENSURE THE LONG  
[02:11:47] TERM VIABILITY OF THE PORT AS THE HOME  
[02:11:49] TO THE NORTH PACIFIC FISHING FLEET IN  
[02:11:51] ADDITION, THIS PROJECT WILL ALSO REMOVE  
[02:11:52] OVER 2000 CREOSOTE PILES FROM THE  
[02:11:54] WATERWAY. OUR PRESENTERS THIS AFTERNOON  
[02:11:56] ARE KELLY GOODWIN, SENIOR MANAGER,  
[02:11:58] MARITIME OPERATIONS, AND MARK LONGRIDGE,  
[02:12:01] CAPITAL PROJECT MANAGER. SO I THINK,

[02:12:03] KELLY, TURN IT OVER TO YOU FIRST. YES,  
[02:12:05] GREAT. THANK YOU. GOOD AFTERNOON,  
[02:12:07] COMMISSIONERS. AND THANK YOU, EXECUTIVE  
[02:12:08] DIRECTOR METRUCK. WE'RE HERE TO REQUEST  
[02:12:12] NEXT SLIDE, PLEASE. HERE TO REQUEST  
[02:12:15] CONSTRUCTION AUTHORIZATION FOR JUST  
[02:12:17] UNDER \$72 MILLION FOR THE REDEVELOPMENT  
[02:12:20] OF BURST SIX AND EIGHT AT TERMINAL 91.  
[02:12:23] NEXT SLIDE, PLEASE. I'M GOING TO TOUCH  
[02:12:26] ON THE PURPOSE AND NEED FOR THIS  
[02:12:27] PROJECT, AND THEN MARK WILL SHARE A  
[02:12:29] LITTLE MORE DETAIL ABOUT THE PROJECT  
[02:12:30] ITSELF. TERMINAL 91 IS LOCATED AT THE  
[02:12:34] NORTH END OF LA BAY. BURST SIX  
[02:12:37] AND EIGHT RESIDE IN THE NORTHEAST CORNER  
[02:12:39] OF PIER 90. THE GREEN BOX AREA ON THIS  
[02:12:42] SLIDE SHOWS THE PROJECT LOCATION,  
[02:12:45] APPROXIMATELY 65,000 BURST SPACE.  
[02:12:49] THESE BURSTS ARE THE LAST TWO BURSTS  
[02:12:51] REQUIRING REDEVELOPMENT FROM LOAD  
[02:12:54] RESTRICTED CREOSOTE SOAKED TIMBER TO  
[02:12:57] MODERN STRONG PRESTRESSED CONCRETE AT  
[02:13:00] THIS TERMINAL, THIS PROJECT IS CRUCIAL  
[02:13:03] TO ANCHORING THE COMMERCIAL FISHING AND  
[02:13:04] SUPPORTING BUSINESSES IN THIS REGION.  
[02:13:07] THE THING I LOVE ABOUT TERMINAL 91 IS  
[02:13:10] HOW UNIQUE THIS PROPERTY IS IN THE  
[02:13:12] PORT'S PORTFOLIO. IT'S ONE OF, IF NOT  
[02:13:15] THE FIRST, PROPERTY PURCHASED BY THE  
[02:13:17] PORT AROUND 1911, AND TODAY IT SERVES  
[02:13:20] A MULTITUDE OF USES VITAL TO OUR HARBOR  
[02:13:22] AND OUR REGION. I THINK OF IT AS A PORT  
[02:13:25] WITHIN A PORT. DUE TO THE SHEER SIZE OF  
[02:13:27] THE PROPERTY, APPROXIMATELY 200 ACRES,  
[02:13:31] AS WELL AS THE NUMBER OF USES TAKING  
[02:13:32] PLACE HERE. NO OTHER PROPERTY CAN BOAST  
[02:13:36] THAT IT SERVES AS HOME TO THE NORTH  
[02:13:37] PACIFIC KETCHUP PROCESSOR FLEET AND  
[02:13:40] ACCOMMODATES TWO CRUISE SHIP BERTHS AT  
[02:13:42] OVER 1200 LINEAL FEET EACH,  
[02:13:46] AND WHEN NOT FULL WITH THESE VESSELS,  
[02:13:48] ACCOMMODATES RESEARCH VESSELS, SHIPS OF  
[02:13:51] STATE TUGS, BARGES, OTHER MARITIME  
[02:13:53] USERS, AND HAS FISH PROCESSING COLD  
[02:13:56] STORAGE FACILITIES ON SITE AS WELL.  
[02:14:00] NEXT SLIDE, PLEASE. THIS SLIDE  
[02:14:04] SHOWS TERMINAL 91 IN FULL SWAY. HERE YOU  
[02:14:07] CAN SEE JUST HOW CONGESTED AND BUSY THE  
[02:14:09] PORT APRONS ARE WHEN THE FLEET IS  
[02:14:11] ALONGSIDE. OUR PROJECT AREA IS LOCATED  
[02:14:14] AT THE TOP RIGHT CORNER OF THIS SLIDE,  
[02:14:15] JUST SOUTH OF THE MAGNOLIA BRIDGE, AND  
[02:14:18] THE FISHING FLEET THAT CALLS TERMINAL 91  
[02:14:20] HOME. FISHES ONE OF THE BEST MANAGED  
[02:14:22] FISHERIES IN THE WORLD, WITH THE  
[02:14:24] SMALLEST CARBON FOOTPRINT OF ALMOST ANY  
[02:14:26] PROTEIN. THE WILD ALASKA POLLOCK FISHERY  
[02:14:31] IS CERTIFIED BY BOTH THE RESPONSIBLE  
[02:14:33] FISHERIES MANAGEMENT AND THE MARINE  
[02:14:35] STEWARDSHIP COUNCIL PROGRAMS, BOTH OF  
[02:14:38] WHICH ARE RECOGNIZED BY THE GLOBAL  
[02:14:39] SUSTAINABLE SEAFOOD INITIATIVE.  
[02:14:43] WHEN THE FLEET IS IMPORT, THEY RELY ON

[02:14:46] WIDE, STRONG, PURE APRONS TO OFFLOAD  
[02:14:49] FROZEN FISH, FISH MEAL, ROW AND  
[02:14:52] FISH OIL. THIS INFRASTRUCTURE IS ALSO  
[02:14:55] VITAL TO THE NETWORK OF MARITIME  
[02:14:58] SERVICES REQUIRING ACCESS TO THESE SHIPS  
[02:15:00] TO PERFORM REPAIRS, UPGRADES AND  
[02:15:02] MAINTENANCE. EACH OF THE COMMERCIAL  
[02:15:04] FISHING VESSELS THAT MOOR AT 91 EMPLOY  
[02:15:07] 50 TO 150 CREW MEMBERS, AND THESE ARE  
[02:15:10] US. FLAGGED VESSELS.  
[02:15:13] THE PORT'S MOST RECENT ECONOMIC IMPACT  
[02:15:15] STUDY IDENTIFIED THAT IN 2017,  
[02:15:18] COMMERCIAL FISHING CONTRIBUTED 11,300  
[02:15:22] JOBS TO OUR STATE AND 1.4 BILLION IN  
[02:15:26] BUSINESS OUTPUT. ADDITIONALLY, THE 2017  
[02:15:29] FISHING VESSEL MORTGAGE ANALYSIS FROM S  
[02:15:32] TWO STRATEGY NOTED, QUOTE, FISHING AND  
[02:15:34] SEAFOOD PROCESSING SECTOR OF MARITIME  
[02:15:37] INDUSTRY AS A WHOLE HAS BY FAR THE  
[02:15:39] LARGEST REVENUE IMPACT TO THE STATE OF  
[02:15:42] ANY MARITIME SECTOR AND IS AT LEAST  
[02:15:45] EQUAL IN JOB PRODUCTION TO THE OTHER  
[02:15:48] SECTORS. UNQUOTE, THE VENDORS AND  
[02:15:50] SERVICE PROVIDERS SERVING THESE SHIPS  
[02:15:52] ARE LOCAL AND PROVIDE FAMILY WAGE  
[02:15:54] MARITIME INDUSTRIAL JOBS IN OUR REGION.  
[02:15:57] FOR EXAMPLE, MORE THAN 20 WELDERS AND  
[02:15:59] REFRIGERATION CRAFTSPEOPLE RECENTLY  
[02:16:02] SPENT THREE MONTHS UPGRADING THE  
[02:16:03] REFRIGERATION SYSTEM ON BOARD THE VESSEL  
[02:16:06] EXCELLENCE. AND YOU CAN SEE HER AT THE  
[02:16:08] BOTTOM RIGHT OF THIS SLIDE, AND THAT'S  
[02:16:11] NOT UNIQUE TO THAT VESSEL. THAT SORT OF  
[02:16:15] ACTIVITY IS TAKING PLACE ON EACH OF  
[02:16:16] THESE VESSELS WHEN THEY'RE IN PORT. AND  
[02:16:19] IMPORTANT TO NOTE, TOO, IS THE  
[02:16:20] COMMERCIAL FISHING INDUSTRY CONTINUED TO  
[02:16:22] BE STABLE AND WORKING THROUGHOUT THE  
[02:16:24] COVID PANDEMIC. NEXT SLIDE, PLEASE.  
[02:16:28] THIS IS JUST A SNAPSHOT OF OUR DAILY  
[02:16:30] BERTH PLAN WHEN THE FLEET'S IN PORT.  
[02:16:33] AND YOU CAN SEE THAT THE ONLY OPEN  
[02:16:35] UNDERUTILIZED SPACE IS IN THE LOCATION  
[02:16:37] OF OUR PROJECT IN THE LOWER RIGHT  
[02:16:39] CORNER. NEXT SLIDE, PLEASE.  
[02:16:42] SO THIS FLEET IS MODERNIZING, AND OUR  
[02:16:45] CUSTOMERS ARE INVESTING MILLIONS OF  
[02:16:46] DOLLARS TO BUILD BRAND NEW VESSELS AND  
[02:16:49] OR MODERNIZE EXISTING VESSELS. THE  
[02:16:52] BOTTOM LEFT PICTURE OF THIS SLIDE SHOWS  
[02:16:54] A NEW BUILD OR RELATIVELY NEW BUILD,  
[02:16:57] AMERICA'S FINEST. AND SHE'S RECEIVING  
[02:17:00] FINISHING TOUCHES AT DAKOTA CREEK  
[02:17:02] SHIPYARD IN ANACORDES, WHERE SHE WAS  
[02:17:04] BUILT. AND JUST TODAY, THIS MORNING,  
[02:17:07] THE 328 FOOT, BRAND NEW ARCTIC FJORD  
[02:17:11] PULLED INTO TERMINAL 91, AND SHE'S  
[02:17:14] REPLACING THE OLDER 275 FOOT VESSEL.  
[02:17:18] WHEN WE CAME TO YOU FOR DESIGN  
[02:17:19] AUTHORIZATION, THE NEW ARCTIC FJORD WAS  
[02:17:22] JUST A RENDERING AS SEEN AT THE TOP  
[02:17:24] RIGHT OF THIS SLIDE. AND NOW SHE'S A  
[02:17:26] REALITY SITTING ALONGSIDE OUR PIER. THE

[02:17:29] NEW BUILDS ARE LARGER THAN THE VESSELS  
[02:17:31] THEY'RE REPLACING, AND THIS MEANS THAT  
[02:17:34] VESSELS THAT PREVIOUSLY MAY HAVE BEEN  
[02:17:36] ABLE TO MOW AT FISHERMAN'S TERMINAL OR  
[02:17:38] THE MIC ARE NOW TOO LONG AND ARE LOOKING  
[02:17:40] TO MOOR AT TERMINAL 91. FISHING  
[02:17:43] COMPANIES ARE ALSO GROWING. FOR EXAMPLE,  
[02:17:46] BOTH OCEAN PEACE AND O'HARA COMPANIES  
[02:17:48] HAVE ADDED ADDITIONAL VESSELS TO THEIR  
[02:17:50] FLEET IN THE LAST FIVE YEARS AND WANT TO  
[02:17:52] BE AT TERMINAL 91. RESTORING EXISTING  
[02:17:55] LOAD LIMITED AND PARTIALLY CONDEMNED  
[02:17:58] MORTGAGE FACILITIES TO THEIR FULL  
[02:17:59] CAPACITY IS THE FIRST STEP IN MEETING  
[02:18:01] THESE NEEDS. DEMAND FOR MORTGAGE  
[02:18:04] CONTINUES TO GROW, AND THIS PROJECT  
[02:18:06] RESPONDS TO THAT DEMAND. REDEVELOPMENT  
[02:18:09] OF BURST SIX AND EIGHT IS CRITICAL TO  
[02:18:10] ENSURING THE LONG TERM VIABILITY OF THE  
[02:18:13] PORT AS THE HOME TO THE NORTH PACIFIC  
[02:18:15] FISHING FLEET. SO I'D NOW LIKE TO TURN  
[02:18:17] IT OVER TO CAPITAL PROJECT MANAGER MARK  
[02:18:20] LONGRIDGE, AND HE'LL DISCUSS THE DETAILS  
[02:18:22] OF THE PROJECT. THANKS, KELLY. NEXT  
[02:18:25] SLIDE, PLEASE.  
[02:18:28] SO, AS KELLY MENTIONED, I'M MARK  
[02:18:30] LONGRIDGE. I'M A CAPITAL PROJECT MANAGER  
[02:18:32] HERE IN THE WATERFRONT PROJECT  
[02:18:33] MANAGEMENT GROUP. I'D LIKE TO TELL YOU A  
[02:18:35] LITTLE BIT ABOUT OUR PLANNED PROJECT  
[02:18:36] WORK. BUT FIRST, PAINT A BETTER PICTURE  
[02:18:39] OF THE CURRENT FACILITY AND ITS  
[02:18:40] CONDITION. SO THE BERTH SIX AND EIGHT  
[02:18:42] AREA OF PIER 90, AS KELLY MENTIONED, IS  
[02:18:44] THE OLDEST REMAINING SECTION OF THE  
[02:18:46] ORIGINAL PIER AND ITS CREOSOTE TIMBER  
[02:18:48] PILE CONSTRUCTION. IT WAS ORIGINALLY  
[02:18:50] BUILT AS ONE OF THE FIRST PORT  
[02:18:51] FACILITIES AND HAD BEEN UPDATED OVER THE  
[02:18:53] DECADES, BOTH IN THE 40S, SUBSTANTIALLY  
[02:18:56] WHEN THE NAVY TOOK OVER THE FACILITY AND  
[02:18:58] MOST RECENTLY IN ABOUT 1985. PIER  
[02:19:01] STRUCTURE HAS SOME SIGNIFICANT  
[02:19:03] DETERIORATION AND MOST OF THE FACILITY  
[02:19:05] IS SIGNIFICANTLY LOAD RESTRICTION  
[02:19:07] RESTRICTED WITH THE BALANCE BEING  
[02:19:09] CONDEMNED. WHILE WE USE THE BIRTHS AS  
[02:19:11] LABOR FACILITIES, OCCASIONALLY THEY ARE  
[02:19:13] NOT AVAILABLE AS FULL BERTHS FOR OUR  
[02:19:15] CUSTOMERS TO OFFLOAD AND SERVICE THEIR  
[02:19:17] VESSELS. NEXT SLIDE, PLEASE.  
[02:19:21] HAVING A CLOSER LOOK UNDER THE DECK, WE  
[02:19:23] CAN SEE SOME OF THE DETERIORATION OF THE  
[02:19:24] FACILITY AND THE TIGHT SPACING NECESSARY  
[02:19:27] FOR THE OLDER STYLE OF CREOSOTE TIMBER  
[02:19:28] PILE SUPPORTED PIER ON THE RIGHT HERE.  
[02:19:31] EACH OF OUR NEW PRECAST PILES WILL BE  
[02:19:33] SUBSTANTIALLY STRONGER THAN THE EXISTING  
[02:19:35] TIMBER PILES AND SO WILL ALLOW A MUCH  
[02:19:37] WIDER SPACING OF THE PILES AND THE PIER  
[02:19:40] VENTS UNDERNEATH THE PIER. THIS MEANS  
[02:19:42] WHILE WE WILL BE REMOVING OVER 2200  
[02:19:45] CREOSOTE PILES, THE NEW STRONGER PIER

[02:19:48] WILL ONLY NEED ABOUT 240 PILES TO  
[02:19:50] SUPPORT IT. WHILE NOT THE PRIMARY GOAL  
[02:19:52] OF THE WORK, THE REMOVAL OF THESE  
[02:19:54] DETERIORATED CONCRETE SORRY,  
[02:19:55] DETERIORATED CREOSOTE PILES FROM THE  
[02:19:57] WATER COLUMN WILL BE A SIGNIFICANT  
[02:19:59] ENVIRONMENTAL BENEFIT FROM OUR WORK AS  
[02:20:01] WELL. NEXT SLIDE.  
[02:20:04] HERE WE CAN SEE A CROSS SECTION OF THE  
[02:20:05] PROPOSED PIER, INCLUDING THOSE PRECAST  
[02:20:07] PILES AND DECK PANELS THAT I MENTIONED.  
[02:20:09] OUR WORK WILL ALSO RESHAPE THE SLOPE  
[02:20:11] ALONG THE BERTH AND REPLACE THE EXISTING  
[02:20:13] ROCK WITH A THICK LAYER OF PROTECTIVE  
[02:20:15] RIP WRAP AND A LAYER OF FISH ROCK TO  
[02:20:17] IMPROVE BOTH ITS STABILITY AND THE  
[02:20:18] HABITAT OF THE BERTH. WHILE THIS PROJECT  
[02:20:21] DOES NOT INCLUDE ANY SIGNIFICANT BERTH  
[02:20:23] DEEPENING, WE ARE DREDGING SOME AREAS TO  
[02:20:25] REINFORCE THE TOE OF THE SLOPE. AS YOU  
[02:20:27] CAN SEE HERE, THE YELLOW CROSS SECTION.  
[02:20:30] ALL OF THESE LOAD BEARING PILES THAT  
[02:20:31] WE'RE GOING TO USE IN THE NEW FACILITY  
[02:20:33] WILL NEED TO BE IMPACT DRIVEN AND  
[02:20:35] PROOFED WITHIN OUR PERMIT WINDOW. AND WE  
[02:20:38] HAVE BEEN AND WILL KEEP WORKING WITH OUR  
[02:20:40] NEIGHBORS, INCLUDING THE QUEEN ANNE AND  
[02:20:42] MAGNOLIA NEIGHBORHOOD ADVISORY COUNCIL,  
[02:20:43] OR NAC, TO KEEP THEM UP TO DATE ON THE  
[02:20:45] PROJECT AND MINIMIZE ANY POTENTIAL  
[02:20:47] IMPACTS FROM THE CONSTRUCTION,  
[02:20:48] INCLUDING CONSTRUCTION NOISE. IN OUR  
[02:20:51] DESIGN EFFORT FOR THE PIER, WE  
[02:20:53] DISCOVERED THAT TO MEET THE CURRENT  
[02:20:54] SEISMIC CODE, OUR WORK NEEDED TO EXTEND  
[02:20:56] BEHIND THE SEA WALL ON THE LEFT OF THIS  
[02:20:58] SLIDE AND INCLUDE SIGNIFICANT GROUND  
[02:21:00] IMPROVEMENTS TO STIFFEN UP THE SOIL IN  
[02:21:02] THAT AREA ALSO. NEXT SLIDE.  
[02:21:07] THIS EXPANDED OUR SCOPE OF THE PROJECT  
[02:21:09] TO INCLUDE REPLACEMENT OF A COLLECTION  
[02:21:10] OF MOBILE BUILDINGS ON AND BEHIND THE  
[02:21:12] APRON, INCLUDING BOTH TENANT AND PORT  
[02:21:14] OPERATION SPACES, AND THAT PROVIDED SOME  
[02:21:17] MORE SUSTAINABILITY OPPORTUNITIES IN  
[02:21:19] COMPLETING OUR WORK AS WELL. OUR PLANS  
[02:21:21] INCLUDE REPLACING THE SIX EXISTING  
[02:21:23] BUILDINGS ON SITE NOW WITH TWO  
[02:21:25] CONSOLIDATED ONES FOR TENANT AND PORT  
[02:21:27] STAFF RESPECTIVELY. WE PLAN TO INCLUDE  
[02:21:30] SOLAR PV PANEL ARRAYS ON THE PORT  
[02:21:32] OCCUPIED BUILDING THAT ARE SIZED TO  
[02:21:34] COVER THE ANNUAL ELECTRIC NEEDS OF THAT  
[02:21:36] BUILDING. WE HAVE ALSO INCLUDED AN  
[02:21:39] INNOVATIVE SANITARY SEWER CONNECTION  
[02:21:41] SYSTEM FOR VESSELS USING THE BERTH AND  
[02:21:43] HAVE BEEN WORKING WITH OUR FLEET  
[02:21:44] MANAGERS TO INCLUDE EXTRA ELECTRIC  
[02:21:46] VEHICLE CHARGING SPACES TO SUPPORT THEIR  
[02:21:48] EFFORTS AS WELL. WORKING WITH THE  
[02:21:51] STORMWATER STAFF, WE IDENTIFIED AN  
[02:21:54] ADDITIONAL 100,000 TERMINAL AREA OUTSIDE  
[02:21:57] OF OUR AFFECTED PROJECT AREA THAT WE CAN

[02:22:00] PROVIDE TREATMENT FOR BY ADDING  
[02:22:02] ADDITIONAL VAULTS UNDER OUR CONTRACT  
[02:22:03] WORK, AND SO WE'RE TAKING ADVANTAGE OF  
[02:22:05] THAT OPPORTUNITY ALSO. AND AS I  
[02:22:07] MENTIONED, THE REMOVAL OF THE  
[02:22:08] DETERIORATED CREOSOTE DOCK PROVIDES THE  
[02:22:11] LARGEST ENVIRONMENTAL BENEFIT OF OUR  
[02:22:12] WORK BY FAR. NEXT SLIDE.  
[02:22:17] LOOKING AT OUR PROJECT SCHEDULE, WE'RE  
[02:22:19] CURRENTLY PUTTING THE FINISHING TOUCHES  
[02:22:20] ON OUR DESIGN READY TO BID PACKAGE AND  
[02:22:22] WAITING FOR FINAL FEDERAL AND CITY  
[02:22:24] PERMITS BEFORE ADVERTISING THE CONTRACT.  
[02:22:26] OUR HOPE IS TO ADVERTISE AS SOON AS  
[02:22:28] POSSIBLE AND EXECUTE THE CONTRACT  
[02:22:29] TOWARDS THE END OF THIS YEAR. THIS WILL  
[02:22:32] HELP OUR SELECTED CONTRACTOR PROCURE THE  
[02:22:34] LONG LEAD ITEMS THAT THEY NEED, SUCH AS  
[02:22:36] PRECAST AND ELECTRICAL COMPONENTS, TO BE  
[02:22:38] READY TO START THE WORK, AND IN  
[02:22:40] PARTICULAR, BE READY FOR THE INWATER  
[02:22:41] WORK WINDOW OPENING IN AUGUST OF 2024,  
[02:22:44] WHICH YOU CAN SEE ON THIS SCHEDULE. OUR  
[02:22:47] CONSTRUCTION SCHEDULE IS AGGRESSIVE TO  
[02:22:49] GET THE FACILITY COMPLETED AND ONLINE AS  
[02:22:51] SOON AS POSSIBLE, AND THE CURRENT  
[02:22:53] SCHEDULE HAS THE WORK COMPLETING IN THE  
[02:22:55] THIRD QUARTER OF 2025. NEXT SLIDE,  
[02:22:58] PLEASE. AS YOU KNOW, NO CAPITAL PROJECT  
[02:23:02] IS WITHOUT RISK AS THIS CONE OF  
[02:23:04] UNCERTAINTY THAT YOU'RE FAMILIAR WITH  
[02:23:06] SHOWS. WHILE WE CONTINUE TO GET MORE  
[02:23:08] CERTAINTY IN THE WORK AS WE PROGRESS TO  
[02:23:10] THE RIGHT, THERE IS STILL SIGNIFICANT  
[02:23:11] AMOUNT OF UNCERTAINTY TO OUR WORK. WE  
[02:23:14] CONTINUE TO SEE A VOLATILE CONSTRUCTION  
[02:23:16] MARKET, ESCALATING PRICES AND LONG LEAD  
[02:23:18] ITEMS FOR CRITICAL PROJECT ELEMENTS.  
[02:23:21] NEXT SLIDE. IN LIGHT OF THIS, IN OUR  
[02:23:24] DESIGN EFFORT, WE PERFORMED A  
[02:23:25] COMPREHENSIVE RISK ANALYSIS OF THE  
[02:23:27] PROJECT AT SEVERAL STAGES IN THE DESIGN  
[02:23:29] TO IDENTIFY, QUANTIFY AND POTENTIALLY  
[02:23:32] MITIGATE PROJECT RISKS AS MUCH AS  
[02:23:34] POSSIBLE. AS YOU CAN SEE IN THIS TABLE  
[02:23:36] THOUGH, THERE ARE STILL RISKS WE'RE  
[02:23:37] FACING AND WE WILL CONTINUE TO MONITOR  
[02:23:40] AND MITIGATE THESE. NEXT SLIDE.  
[02:23:44] SO, AS KELLY MENTIONED IN HER REMARKS,  
[02:23:46] WE'RE COMING TO YOU TODAY FOR THE FULL  
[02:23:47] CONSTRUCTION AUTHORIZATION OF JUST UNDER  
[02:23:49] \$72 MILLION TO ADVERTISE, AWARD AND  
[02:23:52] COMPLETE THIS WORK UNDER A PROJECT TOTAL  
[02:23:54] OF \$76 MILLION. WITH YOUR APPROVAL  
[02:23:57] TODAY, WE'LL BE ABLE TO COMPLETE OUR  
[02:23:58] DESIGN AND PERMITTING EFFORTS,  
[02:24:00] ADVERTISE THE WORK, AND COMPLETE THE  
[02:24:03] WORK TO MODERNIZE THE LAST REMAINING  
[02:24:04] PIECE OF ONE OF OUR KEY INDUSTRIAL  
[02:24:06] TERMINALS. NEXT SLIDE. AND WITH THAT,  
[02:24:10] WE'D BE HAPPY TO TAKE ANY QUESTIONS YOU  
[02:24:12] MIGHT HAVE. GREAT. ANY QUESTIONS FOR  
[02:24:13] STAFF? THANK YOU FOR THE PRESENTATION.



[02:24:16] YEAH, COMMISSIONER MOHAMED. WELL,  
[02:24:19] FIRST OF ALL, I JUST WANT TO SAY THANK  
[02:24:20] YOU FOR THE PRESENTATION. WE ARE PROUD  
[02:24:23] OF THE HISTORY OF TERMINAL 91 AND OUR  
[02:24:26] FISHING FLEET. AND SO I REALLY DO  
[02:24:27] APPRECIATE THE IMPORTANT WORK THAT YOU  
[02:24:30] ALL ARE DOING. I DO HAVE TWO QUESTIONS.  
[02:24:34] ONE IS, IS ANY OF THE PORT PORTION OF  
[02:24:37] THE FUNDING THAT IS BEING ASKED WILL BE  
[02:24:41] CONSIDERED FOR ANY SORT OF GRANT  
[02:24:43] FUNDING? IS ANY OF THIS PROJECT ELIGIBLE  
[02:24:46] FOR THAT? AND IF SO, COULD YOU SHARE A  
[02:24:49] BREAKDOWN OF THAT? SEE, DIRECTOR LYLES  
[02:24:52] CAME ON, BUT I WAS GOING TO RESPOND.  
[02:24:55] WE ARE LOOKING AT GRANT OPPORTUNITIES,  
[02:24:58] IF THEY'RE AVAILABLE THROUGH OUR  
[02:24:59] EXTERNAL RELATIONS AND GOVERNMENT  
[02:25:01] RELATIONS STAFF. AND IF ANYTHING IS  
[02:25:04] AVAILABLE, WE'LL CERTAINLY WORK TO TAKE  
[02:25:06] ADVANTAGE OF THAT.  
[02:25:11] OKAY. AND THEN MY OTHER  
[02:25:15] QUESTION IS, COULD YOU ELABORATE JUST A  
[02:25:17] LITTLE BIT ON THE  
[02:25:20] REASONS BEHIND THE INCREASE IN THE TOTAL  
[02:25:22] PROJECT ESTIMATE? HOW MUCH OF THAT IS  
[02:25:25] SUPPLY CHAIN ISSUES? COULD SOMEONE SHARE  
[02:25:28] JUST A LITTLE MORE INFORMATION ON THAT?  
[02:25:30] ABSOLUTELY. SO AT A PLANNING LEVEL  
[02:25:32] ESTIMATE, WHEN WE CAME FOR DESIGN, THE  
[02:25:33] PROJECT WAS SIGNIFICANTLY LOWER COST.  
[02:25:36] THAT'S PART OF THAT CONE OF UNCERTAINTY.  
[02:25:38] THE MAJOR CHANGES THAT WE'VE SEEN ARE  
[02:25:40] SOME EXPANSION OF SCOPE. LIKE I SAID,  
[02:25:42] TO MEET THE CURRENT SEISMIC CODE, WE HAD  
[02:25:44] TO EXPAND THE PROJECT BEYOND JUST THE  
[02:25:45] PURE REPLACEMENT AND INCLUDE SOME DEEP  
[02:25:48] SOIL MIXING AND SOIL STABILIZATION  
[02:25:50] BEHIND THE PIER, WHICH THEN MEANS WE  
[02:25:52] NEED TO MOVE THE BUILDINGS OUT OF THE  
[02:25:54] WAY TO BE ABLE TO DO THAT. SO WE'RE  
[02:25:56] GETTING MORE SCOPE THAN WE ORIGINALLY  
[02:25:57] PLANNED. WE WILL GET REFRESHED  
[02:25:59] FACILITIES FOR THE PORT AND FOR TENANT  
[02:26:02] OPERATORS AND USERS OF THE FACILITY. SO  
[02:26:05] WE HAVE A LITTLE BIT MORE SCOPE. BUT  
[02:26:07] WE'VE ALSO SEEN HISTORIC ESCALATION AND  
[02:26:10] SOME REALLY BIG CHANGES SINCE WE CAME TO  
[02:26:12] YOU, I THINK, IN 2019 FOR THE INITIAL  
[02:26:14] ONE. AND SO THAT'S INCORPORATED IN  
[02:26:16] THERE. IN OUR CURRENT ESTIMATE, WE DO  
[02:26:18] HAVE A SIGNIFICANT AMOUNT OF  
[02:26:19] CONTINGENCY. WE'VE ESCALATED THESE  
[02:26:21] COSTS. WE SEE THAT VOLATILITY IN THE  
[02:26:23] MARKET, BUT WE'RE TRYING TO GET THE BEST  
[02:26:24] COST THAT WE CAN, AND THAT'S WHY WE SEE  
[02:26:25] THE HIGHER PRICE. HOW DOES THAT  
[02:26:26] INFORMATION COME BACK TO THE PUBLIC WHEN  
[02:26:29] SOME OF THAT IS SORTED OUT? I'M NOT SURE  
[02:26:32] I UNDERSTAND YOUR QUESTION. JUST WITH  
[02:26:35] THE ESTIMATED COST, I GUESS THEY'LL COME  
[02:26:37] BACK TO COMMISSION FOR APPROVAL, RIGHT?  
[02:26:40] CORRECT. THIS IS THE FUNDING FOR THE  
[02:26:43] ENTIRE SO WE'VE CARRIED THIS PROJECT AT

[02:26:45] A TOTAL OF \$70 MILLION IN THE LAST TWO  
[02:26:47] ANNUAL BUDGETS, AND IT'S NOW AT \$76  
[02:26:50] MILLION WOULD BE THE PROJECT TOTAL FOR  
[02:26:52] THIS COST. THE DETAILS OF OUR ESTIMATE,  
[02:26:56] WE WANT TO MAKE SURE THAT WE CAN  
[02:26:58] CERTAINLY SHARE THOSE WITH YOU. WE WANT  
[02:26:59] TO BE CAREFUL TO NOT SHOW OUR CARDS FOR  
[02:27:02] POTENTIAL BIDDERS TOO, AND SPOIL THAT  
[02:27:05] SURPRISE. THAT MAKES SENSE. THANK YOU  
[02:27:07] FOR THOSE ANSWERS. ALL RIGHT, HEARING NO  
[02:27:11] FURTHER. GO AHEAD, FRED.  
[02:27:14] COMMISSIONER FRED TO YOU. SO I  
[02:27:18] THANK YOU SO MUCH. IT'S AN ENORMOUS SUM  
[02:27:19] OF MONEY THAT WE NEED TO SPEND TO  
[02:27:22] PRESERVE OUR ASSETS IF WE'RE GOING TO BE  
[02:27:23] A PORT. SO I'M FULLY IN SUPPORT OF THE  
[02:27:26] IDEA. THE FACT THAT WE'RE GETTING RID OF  
[02:27:28] CREOSOTE, ALL THAT GOOD STUFF, MORE  
[02:27:31] STORMWATER THAN WE NEED. THANK YOU.  
[02:27:34] IT'S ALL GOOD. SO WHY DO WE LET IT GO SO  
[02:27:37] LONG? WELL, HOW ARE YOU IN A SITUATION  
[02:27:40] WHERE WE HAVE A CONDEMNED DOCK?  
[02:27:45] SO I CAN ONLY SPEAK TO THAT ANECDOTALLY  
[02:27:48] AND STARTING THIS PROJECT? ONE OF THE  
[02:27:50] TASKS I TRIED TO DO WAS TO FIND OUT HOW  
[02:27:52] LONG THIS HAD BEEN LOAD RESTRICTED OR  
[02:27:54] CONDEMNED. I SAID THE LAST MAJOR WORK WE  
[02:27:56] SAW WAS IN 1985. I COULDN'T FIND ANYONE  
[02:27:59] AT THE PORT WHO'D WORKED HERE LONG  
[02:28:00] ENOUGH TO BE ABLE TO GIVE ME THAT  
[02:28:02] ANSWER. SO IT HAS BEEN IN THIS CONDITION  
[02:28:04] FOR SOME TIME. IT'S BEEN AN ITEM ON THE  
[02:28:07] CAPITAL PLAN AND I THINK UNDER  
[02:28:09] CONSIDERATION FOR A LONG TIME. BUT THIS  
[02:28:11] IS THE FIRST TIME THAT WE'VE HAD TO GET  
[02:28:14] THE BACKING TO BE ABLE TO COMPLETE THE  
[02:28:15] DESIGN AND DO COMPLETE THE WORK.  
[02:28:21] I DON'T KNOW IF THAT IS A CLEAR ENOUGH  
[02:28:22] ANSWER. NO, THANK YOU FOR GETTING TO IT.  
[02:28:24] IT'S AN IMPORTANT ASSET. YEAH. AND I  
[02:28:26] KNOW ALSO IN OUR PLANNING PROCESS OVER  
[02:28:28] THE YEARS, I HAPPEN TO BE TALKING TO  
[02:28:30] SOME OF THE PLANNERS ON THIS, IS THAT  
[02:28:31] THEY LOOKED AT COMPARISONS LIKE  
[02:28:33] INVESTMENT RETURN ON INVESTMENT IN THIS  
[02:28:35] VERSUS THINGS LIKE ACQUIRING OTHER  
[02:28:37] PROPERTIES. SO, I MEAN, THERE WAS A TIME  
[02:28:39] WHEN WE WERE ASSESSING IS IT WORTH THE  
[02:28:41] REINVESTMENT HERE? VERSUS OTHER USES OF  
[02:28:44] THE FUNDS. I'M SURE THE DILAPIDATION  
[02:28:46] OCCURRED WELL BEFORE YOUR TENURE BEEN  
[02:28:49] IT'S OBVIOUSLY BEEN UNATTENDED TO FOR  
[02:28:52] SOME TIME. COMMISSIONER?  
[02:28:55] YES, I'M SORRY, I HAD MY HAND RAISED.  
[02:28:58] KENNY LYLES DIRECTOR OF OPERATIONS AND  
[02:29:02] SECURITY I WOULD LIKE TO HIGHLIGHT THAT  
[02:29:05] MARK LONGRIDGE, OUR PROJECT CAPITAL  
[02:29:08] PROJECT MANAGER, WAS THE PROJECT MANAGER  
[02:29:10] OVER THE SOUTHWEST PORTION OF  
[02:29:14] PIER 91. SO IT'S NOT A CASE  
[02:29:18] OF OVERALL NEGLECT. WE HAVE BEEN  
[02:29:21] UPGRADING THE INFRASTRUCTURE. WE ALSO  
[02:29:23] RECENTLY UPGRADED THE NORTHWEST

[02:29:28] PIER FENDER SYSTEM. SO WE ARE  
[02:29:30] INCREMENTALLY ADDRESSING SOME OF THESE  
[02:29:34] END OF LIFE PORTIONS OF THE DOCK. AND  
[02:29:37] MARK, YOU COULD PROBABLY ADD TO THAT IF  
[02:29:39] YOU WOULD LIKE, BUT I WANTED TO MAKE  
[02:29:40] SURE THAT WE DIDN'T INCLUDE THAT AS  
[02:29:42] WELL. SO THANK YOU VERY MUCH. THANK YOU  
[02:29:46] FOR THAT CLARIFICATION. AND I'M A FAN OF  
[02:29:49] INFRASTRUCTURE. I WANT YOU TO SPEND THE  
[02:29:51] MONEY. THIS IS WHAT WE'RE HERE FOR. AND  
[02:29:53] I DIDN'T MEAN TO POINT FINGERS THERE,  
[02:29:56] BUT ONE OF THE THINGS YOU ALSO ARE DOING  
[02:29:58] IS DOING A PUMP OUT, RIGHT? YOU'RE  
[02:30:00] TALKING ABOUT PUTTING A PUMP OUT ON THE  
[02:30:02] SYSTEM AND IT'S FALSE. STILL NOT GOING  
[02:30:04] TO BE A PUMP OUT. IT'S A CONNECTION. SO  
[02:30:07] WE'RE NOT QUITE SURE HOW IT'S GOING TO  
[02:30:08] WORK YET. SORRY, IT'S NOT A PUMP OUT,  
[02:30:11] IT'S ACTUALLY A CONNECTION TO THE SEWER  
[02:30:12] SYSTEM. CORRECT. AND BETTER YET,  
[02:30:16] AND WILL FOSS STILL BE A TENANT TO THE  
[02:30:18] SOUTH, I MEAN, TO THE NORTH? I SAW THAT  
[02:30:21] IN THAT DESIGN. IT SAID TUGS.  
[02:30:24] THAT'S TO BE DETERMINED. WE STILL NEED  
[02:30:26] TO SEE HOW WE'LL ACCOMMODATE EVERYBODY  
[02:30:29] AND HAVE THE HIGHEST USE FOR THOSE  
[02:30:30] BURSTS. I SEE. WELL, I DIDN'T REALLY  
[02:30:33] CARE WHETHER IT WAS FOSTER OR NOT, BUT I  
[02:30:35] KNOW THAT WE'RE LOOKING TO HAVE PLACES  
[02:30:37] FOR TUGS TO PUMP OUT. AND TO  
[02:30:41] THE DEGREE THAT THIS BERTH WOULD BE ABLE  
[02:30:43] TO BE ACCESSED BY VESSELS IN NEED OF  
[02:30:46] THAT SERVICE, WHICH ARE MOSTLY TUGS, I  
[02:30:49] WAS JUST WONDERING WHETHER OR TO MY  
[02:30:52] QUESTION IS COULD WE POSITION A PUMP  
[02:30:54] OUT, FOR LACK OF A BETTER WORD, AT A  
[02:30:58] PLACE THAT WOULD BE MULTIPLY  
[02:31:01] ACCESSIBLE? I'M JUST WONDERING IF WE'RE  
[02:31:04] THINKING ABOUT THAT BECAUSE WE DO KNOW  
[02:31:06] THE MARINE TRADE FOLKS ARE ASKING US TO  
[02:31:09] LOOK FOR CAPACITY TO DO THAT. AND I  
[02:31:12] JUST DON'T KNOW IF THAT'S KIND OF PART  
[02:31:14] OF YOUR SCOPE OF THINKING. IT'S  
[02:31:16] DEFINITELY ON OUR MIND AS WE LOOK AT OUR  
[02:31:18] ASSETS AND WORKING WITH OUR PLANNING  
[02:31:20] TEAM TO SEE WHERE WE CAN MEET THE NEEDS  
[02:31:22] OF OUR MARITIME USERS. HOW IT WILL WORK  
[02:31:26] WITH THIS FACILITY, WE'RE NOT QUITE SURE  
[02:31:28] YET. CERTAINLY IT WON'T BE A CONSISTENT  
[02:31:31] ACCESS WITH THE FISHING VESSELS BLOCKING  
[02:31:33] ACCESS AT CERTAIN PARTS OF THE YEAR,  
[02:31:35] BUT WHEN THE FISHING FLEETS OUT, WE'LL  
[02:31:38] SEE HOW THESE WORK AND IF WE CAN MAKE  
[02:31:40] THEM WORK FOR THAT. AND I WOULD ALSO  
[02:31:43] ENCOURAGE US OR DISCOURAGE US FOR  
[02:31:46] DEFINING THE WAY IN WHICH THE PILES ARE  
[02:31:49] GOING TO BE DRIVEN THAT WE NEED PILES  
[02:31:53] TO BE PUT IN. WE HAVE RUN INTO SOME  
[02:31:55] CHALLENGES AT THE SEAPORT ALLIANCE.  
[02:31:57] SPECIFYING WE SHOULD BE  
[02:32:01] CALLING FOR WHAT NEEDS TO BE DONE. HOW  
[02:32:03] IT'S DONE SEEMS TO BE SHOULD BE THE  
[02:32:05] RESPONSIBILITY OF THE CONTRACTOR FROM A

[02:32:08] LIABILITY PERSPECTIVE. I JUST SUGGEST  
[02:32:11] THAT WE DEFINE THE NEED AND SOMEBODY  
[02:32:14] ELSE DOES THE HOW.  
[02:32:17] YEAH, THERE IS SOME FLEXIBILITY WITHIN  
[02:32:20] THE CONTRACT, BUT TO GET OUR  
[02:32:21] CONSTRUCTION PERMIT, WE DO HAVE TO  
[02:32:22] PROVIDE THE STRUCTURAL CALCULATIONS THAT  
[02:32:24] SHOW THE CAPACITY OF THOSE PILES AND  
[02:32:28] FOR THE GEOTECHNICAL CONDITIONS THAT WE  
[02:32:31] HAVE SO WE CAN'T PERFORM AT SPEC. IT TOO  
[02:32:34] MUCH. BUT WE DO PROVIDE THERE IS THAT  
[02:32:38] FLEXIBILITY WITHIN THE CONTRACTS. AND  
[02:32:41] FINALLY, YOU'RE PUTTING SOLAR ON THE  
[02:32:43] ROOFS. THIS IS LIKE THE FOURTH PROJECT  
[02:32:45] I'VE SEEN, LIKE THIS YEAR THAT WE'RE  
[02:32:47] SOLARIZING. THERE'S BEEN A LONG TIME  
[02:32:49] SINCE WE'VE BEEN DESCRIBING SOLAR. IT'S  
[02:32:50] NOT COST EFFECTIVE BECAUSE WE HAVE A LOW  
[02:32:54] CARBON ELECTRICAL GRID ALREADY. WHAT'S  
[02:32:56] THE NET BENEFIT OF DOING THAT? I'M  
[02:32:59] DELIGHTED. I'VE ALWAYS SAID THAT BY  
[02:33:01] REDUCING THE DEMAND ON THE GRID,  
[02:33:03] OBVIOUSLY, YOU JUST SAW IN THE PAPER  
[02:33:05] WITH THE MELT OF THIS GADGET, WE'RE  
[02:33:07] GOING TO BE BUYING POWER FROM  
[02:33:09] CALIFORNIA. I THINK THE MORE WE TAKE  
[02:33:11] RESPONSIBILITY FOR GENERATING OUR OWN  
[02:33:12] ELECTRICITY, I SALUTE YOU FOR TAKING  
[02:33:14] THAT INITIATIVE. AND THANK YOU. ALL  
[02:33:16] RIGHT, HEARING NO FURTHER QUESTIONS FOR  
[02:33:18] THIS ITEM. IS THERE A MOTION IN A  
[02:33:19] SECOND? STILL MOVED.  
[02:33:22] SECOND. ALL RIGHT. THE MOTION WAS MADE  
[02:33:24] AND SECONDED. DEPUTY CLERK, PLEASE CALL  
[02:33:26] THE ROLL FOR THE VOTE. THANK YOU.  
[02:33:28] COMMISSIONER FELLEMAN. AYE.  
[02:33:31] COMMISSIONER HASEGAWA. AYE.  
[02:33:33] COMMISSIONER MOHAMED AYE. AND  
[02:33:35] COMMISSIONER CHO AYE. THERE ARE FOUR  
[02:33:37] AYES AND ZERO NAYS FOR THIS ITEM.  
[02:33:38] EXCELLENT. THE MOTION PASSES. THANK YOU  
[02:33:40] VERY MUCH, COMMISSIONER, CAN I MAKE ONE  
[02:33:43] COMMENT HERE AS YOU FINISH UP, I JUST  
[02:33:45] WANT TO SAY THAT KELLY, YOU SAW THE ONE  
[02:33:49] SLIDE THERE THAT SHOWED THE POSITIONING  
[02:33:51] OF THE VESSELS THERE. I JUST WANT TO  
[02:33:53] CALL KELLY GOODWIN AND HER TEAM ABOUT  
[02:33:56] THAT IS A THING. WE JUST KIND OF WENT  
[02:33:58] OVER THAT REALLY QUICKLY. THAT'S  
[02:33:59] SOMETHING THEY DO CONTINUOUSLY TO FIND  
[02:34:01] AS MORE AND MORE DEMANDS FOR LARGER TO  
[02:34:02] LARGER SHIPS. THAT THAT IS SOMETHING  
[02:34:04] THAT THE TEAM DOES AN EXCELLENT JOB ON  
[02:34:06] AND DON'T GET A CHANCE TO ALWAYS TALK  
[02:34:08] ABOUT THAT HERE. SO I JUST WANT TO GIVE  
[02:34:10] THEM A SHOUT OUT. GREAT. THANK YOU.  
[02:34:11] THANK YOU FOR THAT. ALL RIGHT, DEPUTY  
[02:34:14] CLERK PAYNE, PLEASE READ THE NEXT ITEM  
[02:34:17] INTO THE RECORD AND EXECUTIVE DIRECTOR  
[02:34:19] WILL THEN INTRODUCE THEM.  
[02:34:22] THANK YOU. THIS IS ITEM TEN E  
[02:34:24] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[02:34:26] TO INCREASE THE CONTRACT VALUE FOR THE

[02:34:28] EXISTING SERVICE. CONTRACTS FOR  
[02:34:30] CUSTODIAL SERVICES AT SEATTLE TACOMA  
[02:34:33] INTERNATIONAL AIRPORT BY \$54,300,000 FOR  
[02:34:36] A NEW CUMULATIVE VALUE OF \$149,300,000.  
[02:34:40] TO AUTHORIZE THE EXECUTIVE DIRECTORS TO  
[02:34:42] RECOMPETE AND EXECUTE UP TO TWO FIVE  
[02:34:45] YEAR CUSTODIAL SERVICE CONTRACTS TO ADD  
[02:34:47] WASTE REMOVAL SERVICES FOR THE AIRPORT  
[02:34:49] DINING AND RETAIL TENANTS, AND TO ADD  
[02:34:51] THE COMMISSIONER PUBLIC HEALTH AND  
[02:34:53] SAFETY INITIATIVE SURFACE COMPLEMENTARY  
[02:34:56] HYGIENE PRODUCTS AT SEATTLE TACOMA  
[02:34:57] INTERNATIONAL AIRPORT. COMMISSIONERS.  
[02:35:01] IN 2023, SEATTLE TACOMA INTERNATIONAL  
[02:35:04] AIRPORT WAS GIVEN THE AWARD. THE  
[02:35:05] CLEANEST AIRPORT IN THE UNITED STATES BY  
[02:35:08] SKYTRACKS SEA WAS ONLY THE SECOND,  
[02:35:11] ONLY SECOND ONLY TO VANCOUVER IN NORTH  
[02:35:13] AMERICA. IN THIS REGARD, THIS HONOR IS  
[02:35:15] LARGELY DUE TO THE AVIATION MAINTENANCE  
[02:35:16] TEAM AND THE SERVICE CONTRACTS WE HAVE  
[02:35:19] FOR CUSTODIAL SERVICES. THE  
[02:35:21] AUTHORIZATION WILL INCREASE THE VALUE OF  
[02:35:22] THE EXISTING CONTRACT TO REFLECT ACTUAL  
[02:35:24] COSTS, ADD A NEW SERVICE TO MEET TENANT  
[02:35:26] NEEDS, AND ADD CAPACITY TO PROVIDE  
[02:35:28] COMPLEMENTARY HYGIENE PRODUCTS TO  
[02:35:30] TRAVELERS AND STAFF AT THE AIRPORT. THE  
[02:35:32] PRESENTERS ARE THIS AFTERNOON MIKE  
[02:35:34] TASKER DIRECTOR, AVIATION MAINTENANCE.  
[02:35:36] AND GINA KIM, SENIOR MANAGER, AVIATION  
[02:35:40] MAINTENANCE, CUSTODIAL SERVICES. SO I'LL  
[02:35:42] BEGIN WITH YOU, MIKE. THANK YOU. GOOD  
[02:35:45] AFTERNOON, COMMISSIONER AND EXECUTIVE  
[02:35:46] DIRECTOR METRUCK. I'M MIKE TASKER,  
[02:35:47] DIRECTOR OF AVIATION MAINTENANCE. AS WAS  
[02:35:49] SAID, I'M HERE WITH GINA KIM, SENIOR  
[02:35:51] MANAGER OF AVIATION SERVICE CONTRACT  
[02:35:53] MANAGEMENT. WE'RE HERE TODAY TO REQUEST  
[02:35:55] AUTHORIZATION FOR CUSTODIAL SERVICES AT  
[02:35:57] THE AIRPORT. NEXT SLIDE.  
[02:36:03] AS WAS MENTIONED IN THE OVERVIEW, THERE  
[02:36:05] ARE MULTIPLE ELEMENTS TO THE ACTION  
[02:36:07] REQUESTED AND WE'LL GO THROUGH THEM  
[02:36:08] SEPARATELY. NEXT SLIDE.  
[02:36:12] THE FIRST ELEMENT OF THE REQUEST IS TO  
[02:36:14] INCREASE THE AUTHORIZATION FOR  
[02:36:15] ADDITIONAL FUNDING. WE PREVIOUSLY CAME  
[02:36:17] TO COMMISSION IN MARCH OF 2020 AND ASKED  
[02:36:19] FOR 95 MILLION IN AUTHORITY FOR  
[02:36:22] CUSTODIAL SERVICES IN UP TO FOUR ZONES  
[02:36:24] TO GET US THROUGH 2026. THIS WAS BEFORE  
[02:36:27] SENDING THE PROPOSALS OUT FOR BID. WHEN  
[02:36:29] THE PROPOSALS CAME BACK AT NEARLY  
[02:36:30] 135,000,000, WE KNEW WE'D RETURN TO  
[02:36:33] COMMISSION FOR ADDITIONAL AUTHORIZATION.  
[02:36:35] THIS REQUEST IS FOR AN ADDITIONAL 54.3  
[02:36:37] MILLION, WITH A NEW TOTAL OF 149.3  
[02:36:39] MILLION. THIS TAKES THE ORIGINAL  
[02:36:43] SHORTFALL INTO ACCOUNT AND ADDS FOR  
[02:36:44] INFLATION AND NEW ELEMENTS OF THIS  
[02:36:45] REQUEST. NEXT SLIDE AFTER  
[02:36:51] BRINGING UP THE ZONE CONCEPT ON THE

[02:36:52] PREVIOUS SLIDE, IT MAY BE GOOD TO  
[02:36:53] PROVIDE A BRIEF HISTORY ON THE ZONE  
[02:36:55] CONCEPT. PRIOR TO 2017, THE AIRPORT WAS  
[02:36:58] SERVICED BY ONE CUSTODIAL SERVICE  
[02:37:00] PROVIDER. THE ZONE CONCEPT WAS PRESENTED  
[02:37:02] TO ENHANCE CUSTOMER SERVICE, BOOST  
[02:37:05] COMPETITION BETWEEN CONTRACTORS,  
[02:37:06] INCREASE WMBE PARTICIPATION, LEVERAGE  
[02:37:09] LABOR HARMONY, AND CREATE JOBS WITH  
[02:37:10] LIVING WAGES. THE NUMBER OF CONTRACTED  
[02:37:12] WORKERS IN 2017 WAS 165, AND TODAY IT'S  
[02:37:15] ALMOST DOUBLE AT 320. THERE ARE  
[02:37:17] CURRENTLY FIVE ZONES. IAF WAS THE ZONE  
[02:37:20] FIVE YOU SEE THERE IN PURPLE THAT WAS  
[02:37:21] AFTER ADDED IN 2020. ZONE ONE IS THE  
[02:37:25] SOUTH SIDE OF THE SECURE SIDE OF THE  
[02:37:26] AIRPORT. ZONE TWO IS THE NORTH SIDE OF  
[02:37:28] THE SECURE SIDE OF THE AIRPORT TO  
[02:37:30] INCLUDE CENTRAL TERMINAL. ZONE THREE IS  
[02:37:33] THE NON SECURE PART OF THE TERMINAL,  
[02:37:35] AND ZONE FOUR IS THE NON PUBLIC FACING  
[02:37:37] PARTS OF THE AIRPORT AND AIRPORT  
[02:37:38] PROPERTIES TO INCLUDE AIRPORT OPERATION  
[02:37:40] BUILDING. SLIDE THE  
[02:37:45] SECOND ELEMENT IS TO RECOMPETE UP TO TWO  
[02:37:47] CUSTODIAL SERVICE CONTRACTS. ONE ZONE  
[02:37:49] MUST BE RECOMPETED AS A STUN, AND THE  
[02:37:50] OTHER ZONE IS AT THE END OF ITS BASE  
[02:37:52] TERM AND COULD BE RECOMPETED. THESE  
[02:37:55] CONTRACTS ARE PERFORMANCE BASED. SLIDE  
[02:38:00] WE USE SEVERAL ELEMENTS TO EVALUATE  
[02:38:01] PERFORMANCE. WE EVALUATE RESPONSE TIMES  
[02:38:03] AND COMPLETION OF WORK. WE LEVERAGE  
[02:38:04] MAXIMO FOR TRACKING THE DATA. PORT STAFF  
[02:38:07] PERFORMS VIOCHI AUDITS, WHICH IS A  
[02:38:09] REVIEW OF THE SPACES AND EVALUATE THEIR  
[02:38:10] CLEANLINESS. TRAINING IS PERFORMED WITH  
[02:38:13] THE STAFF TO TRY TO HAVE CONSISTENCY IN  
[02:38:14] EVALUATION, AND THERE IS AN INCENTIVE  
[02:38:17] FOR THE CONTRACTS IF THEY SCORE GREATER  
[02:38:19] THAN 80%, THERE IS INCENTIVES FOR HIGH  
[02:38:21] LEVELS OF PERFORMANCE. SLIDE CUSTOMERS  
[02:38:26] CAN ALSO GENERATE SERVICE REQUESTS AT  
[02:38:28] THE RESTROOM VIA OPTICO, WHICH IS  
[02:38:30] LEVERAGING TECHNOLOGY, WHICH IS A QR  
[02:38:31] CODE AT THE RESTROOM ENTRANCE, OR USE A  
[02:38:33] CSAY APP, WHICH IS A TEXT OR QR CODE  
[02:38:36] THAT IS PROVIDED ON THE RESTROOM  
[02:38:37] MIRRORS. OPTICAL CAN ALSO PROVIDE TIME  
[02:38:40] FROM WHEN THE LAST CLEANING AND  
[02:38:42] SERVICING OF THE RESTROOM WAS  
[02:38:43] ACCOMPLISHED. ACI OR AIRPORTS COUNCIL  
[02:38:46] INTERNATIONAL ALSO PERFORMS INSPECTIONS  
[02:38:47] FOR THE AIRPORT SERVICE QUALITY  
[02:38:48] QUARTERLY RESTROOMS PLAY A BIG ROLE IN  
[02:38:50] THE AIRPORT SERVICE QUALITY AND AS WAS  
[02:38:52] MENTIONED, WE ARE PROUD TO HAVE BEEN  
[02:38:53] SELECTED THE BEST AIRPORT IN NORTH  
[02:38:55] AMERICAN 2022 AND 2023, CLEANEST AIRPORT  
[02:38:58] IN 2022 AND WE'RE SECOND IN 2023.  
[02:39:02] SLIDE THE THIRD ELEMENT OF THIS REQUEST  
[02:39:06] HAS A LOT OF INTEREST FROM HERE I  
[02:39:09] BELIEVE IN THE COMMISSION. THIS THIRD



[02:39:10] ELEMENT IS THE REQUEST TO IMPLEMENT THE  
[02:39:12] COMMISSION PUBLIC HEALTH AND SAFETY  
[02:39:13] INITIATIVE. THIS WILL PROVIDE HYGIENE  
[02:39:15] PRODUCTS IN THE PUBLIC RESTROOMS AT THE  
[02:39:16] AIRPORT IN 2024 AND GOING FORWARD.  
[02:39:20] NEXT SLIDE PLEASE. PLEASE. THE FOURTH  
[02:39:23] AND LAST ELEMENT OF THIS REQUEST IS TO  
[02:39:26] PROVIDE CONTRACTING AUTHORITY FOR  
[02:39:27] AIRPORT DINING AND RETAIL WASTE REMOVAL.  
[02:39:30] THIS IS JUST A REQUEST FOR CONTRACTING  
[02:39:32] AUTHORITY AS THE COST WILL BE REIMBURSED  
[02:39:34] BY THE TENANTS. THE INTENT HERE IS TO  
[02:39:36] MITIGATE WASTE CONTAMINATION, FOD,  
[02:39:37] INCREASE ENVIRONMENTAL STEWARDSHIP  
[02:39:39] EFFICIENCY AND CUSTOMER EXPERIENCE.  
[02:39:41] SOMETIMES. THEY SAY PICTURES WORTH 1000  
[02:39:43] WORDS. IF YOU LOOK AT THE PICTURES ON  
[02:39:44] THE SLIDE, THIS IS WHAT WE CAN MANAGE  
[02:39:48] OR DEAL WITH FREQUENTLY AT THE AIRPORT.  
[02:39:51] AND WE BELIEVE WE CAN ADDRESS THAT BY  
[02:39:53] HAVING A CONTRACTED SERVICE SLIDE.  
[02:39:57] AND WITH THAT QUESTIONS?  
[02:40:01] IT ANY  
[02:40:11] QUESTIONS?  
[02:40:15] SUCH A LITTLE STALE. ANY QUESTIONS?  
[02:40:19] COMMISSIONER, HOW'S IT GOING?  
[02:40:23] I'M BESIDE MYSELF ABOUT THIS REQUEST.  
[02:40:27] I DID NOT KNOW THAT SEATAC AIRPORT WAS  
[02:40:30] RECOGNIZED AS THE CLEANEST AIRPORT 2022  
[02:40:32] AND THE SECOND CLEANEST IN 2023.  
[02:40:35] HYGIENE AND MAKING SURE THAT WE'RE  
[02:40:37] PROMOTING PUBLIC HEALTH IS A CORE  
[02:40:40] COMPONENT OF WHAT WE DO TO MAXIMIZE THE  
[02:40:43] CUSTOMER EXPERIENCE, BUT ALSO MAKE SURE  
[02:40:46] THAT WE HAVE OPTIMAL WORKFORCE  
[02:40:48] CONDITIONS FOR OUR THOUSANDS OF  
[02:40:51] EMPLOYEES AT SEA. WE ARE  
[02:40:54] MORE THAN TRIPLING WELL, NOT MORE THAN  
[02:40:57] WE'RE ALMOST TRIPLING THE CONTRACT OR  
[02:41:01] THE INVESTMENT THAT WE'RE MAKING INTO  
[02:41:03] HYGIENE AT SEATAC AIRPORT, INCLUDING NEW  
[02:41:07] CONTRACTS, AS WELL AS AN ABILITY  
[02:41:11] TO IMPLEMENT THE COMMISSION INITIATIVE  
[02:41:16] TO MAKE AVAILABLE PERIOD PRODUCTS  
[02:41:20] TO THE PUBLIC AND TO THE WORKERS FOR  
[02:41:28] VERY, I THINK, SOCIALLY SPEAKING, A HUGE  
[02:41:31] STEP FORWARD. AND WHAT WE'RE ABLE TO DO  
[02:41:33] TODAY COLLECTIVELY AT THE PORT OF  
[02:41:35] SEATTLE. AND IT'S BEEN A LONG TIME  
[02:41:38] COMING FOR YEARS. THANK YOU SO MUCH  
[02:41:41] TO THE PORT OF SEATTLE STAFF AND THANK  
[02:41:43] YOU SO MUCH TO MY COLLEAGUES UPON THE  
[02:41:46] COMMISSION FOR PROVIDING THE  
[02:41:49] GUIDANCE AND THE SUPPORT IN ORDER TO  
[02:41:51] BRING US TO WHERE WE ARE TODAY. I  
[02:41:54] WHOLEHEARTEDLY LOOK FORWARD TO  
[02:41:58] SUPPORTING THIS. GREAT. THANK YOU.  
[02:42:00] COMMISSIONER, HOW'S IT GOING? ANY OTHER  
[02:42:01] QUESTIONS? REAL QUICKLY, I HAD  
[02:42:05] HEARD THAT THERE WAS A BUDGET SHORTFALL  
[02:42:07] FOR 2023. AND IS THAT COVERED IN THIS?  
[02:42:10] YEAH, WE CAN GET THROUGH 2023 AND GET TO  
[02:42:12] EARLY 2024 OUT OF THE AUTHORIZATION. WE

[02:42:14] HAVE BUDGET. IT'S THE AUTHORITY THAT  
[02:42:16] WE'RE GOING TO RUN OUT OF EARLY NEXT  
[02:42:18] YEAR IF THIS ISN'T APPROVED. OKAY, SO  
[02:42:21] THE CURRENT CONTRACTORS THAT WE HAVE ON  
[02:42:24] FOR CUSTODIAL SERVICES WILL AT THE VERY  
[02:42:26] LEAST SEE OUT THE REST OF THE REMAINDER  
[02:42:27] OF THE YEAR. YES. AND THAT'S NOT  
[02:42:30] NECESSARILY IMPACTED BY THIS. AND SO IN  
[02:42:33] 2024, YOU MAY OR MAY NOT REBID THOSE  
[02:42:36] CUSTODIAL CONTRACTS OR CHOOSE TO EXECUTE  
[02:42:40] ON THE ONE YEAR. IS IT THE ONE YEAR  
[02:42:41] OPTIONS OR WHAT? WE HAVE ONE YEAR  
[02:42:43] OPTIONS. SO THERE'S A BASE CONTRACT OF  
[02:42:45] TWO YEARS. SO ONE CONTRACT NEEDS TO BE  
[02:42:47] REBID ZONE THREE AND THE OTHER ONE IS UP  
[02:42:50] FOR THE BASE BID IS OVER. AND THEN WE  
[02:42:52] CAN EVALUATE THE PERFORMANCE AND HAVE  
[02:42:53] THE ABILITY TO RECOMPETE.  
[02:42:56] IT DOESN'T MEAN WE WILL, BUT WE'D LIKE  
[02:42:58] AN OPPORTUNITY WITH THE AUTHORIZATION TO  
[02:43:01] RECOMPETE. OKAY. AND ZONE THREE IS  
[02:43:04] DIFFERENT FROM THE NEW ZONE THREE, OR  
[02:43:06] ARE THOSE THE SAME? ZONE THREE IS THE  
[02:43:08] SAME ONE THERE. IT'S UP FOR COMPETITION.  
[02:43:10] OH, I SEE, I SEE. BECAUSE I WAS LOOKING  
[02:43:12] AT THIS AND THERE WAS TWO ZOOM GROUPS.  
[02:43:13] GOT IT. OKAY. ALL RIGHT. SEEING NO  
[02:43:16] FURTHER QUESTIONS. IS THERE A MOTION?  
[02:43:17] IN A SECOND. SO MOVED.  
[02:43:21] EXCELLENT. GREAT. CLERK, PLEASE CALL THE  
[02:43:25] ROLL. THANK YOU. COMMISSIONER FELLEMAN?  
[02:43:29] AYE. COMMISSIONER HASAGAWA AYE.  
[02:43:33] COMMISSIONER MOHAMMED AYE. AND  
[02:43:35] COMMISSIONER CHO? AYE. THAT'S FOUR AYES  
[02:43:37] AND ZERO NAYS FOR THIS ITEM. THANK YOU.  
[02:43:39] THE MOTION PASSES. THANKS, KIM.  
[02:43:40] APPRECIATE IT. ALL RIGHT,  
[02:43:44] MOVING ON TO THE AGENDA,  
[02:43:47] CLERK PAYNE, PLEASE GO AHEAD AND READ  
[02:43:49] THE NEXT ITEM INTO THE RECORD, AND  
[02:43:50] EXECUTIVE DIRECTOR WILL INTRODUCE IT.  
[02:43:52] THANK YOU. THIS IS ITEM TEN. F  
[02:43:54] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[02:43:56] TO ADVERTISE, AWARD AND EXECUTE A MAJOR  
[02:43:59] WORKS CONSTRUCTION CONTRACT UTILIZING A  
[02:44:01] PROJECT LABOR AGREEMENT TO ENABLE  
[02:44:03] CONSTRUCTION OF A PACKAGE OF  
[02:44:04] IMPROVEMENTS TO THE FISHERMAN'S  
[02:44:06] TERMINAL, INCLUDING THE RENOVATION. OF A  
[02:44:08] SHIP SUPPLY BUILDING INTO THE MARITIME  
[02:44:10] INNOVATION CENTER AND A SET OF PUBLIC  
[02:44:12] SPACE IMPROVEMENTS TO FISHERMAN'S  
[02:44:14] TERMINAL FOR A TOTAL AMOUNT REQUESTED OF  
[02:44:16] \$27,415,415 AND A  
[02:44:20] TOTAL PROJECT AUTHORIZATION OF  
[02:44:23] \$32,600,000.  
[02:44:26] COMMISSIONER, I'M PLEASED TO INTRODUCE  
[02:44:27] THIS ITEM AUTHORIZING THE CONSTRUCTION  
[02:44:29] OF THE MARITIME INNOVATION CENTER AND  
[02:44:31] OTHER IMPROVEMENTS TO FISHERMAN'S  
[02:44:33] TERMINAL TODAY. THE INVESTMENT IN THE  
[02:44:35] MARITIME INNOVATION CENTER IS AN EXAMPLE  
[02:44:36] OF OUR PORTWIDE COMMITMENT TO INNOVATION

[02:44:38] AND ENTREPRENEURSHIP. WITH THE MARITIME  
[02:44:41] INNOVATION CENTER, OR THE MIC, WE TAKE  
[02:44:43] THE OLDEST BUILDING AT FISHERMAN'S  
[02:44:44] TERMINAL AND MAKE IT NEW WITH A CUTTING  
[02:44:47] EDGE DESIGN THAT FULLY REVEALS THE 100  
[02:44:49] YEAR OLD BEAMS INSIDE, AS WELL AS THE  
[02:44:51] LIVING BUILDING STANDARD SUSTAINABILITY  
[02:44:54] IMPROVEMENTS. THIS PROJECT TAKES A  
[02:44:56] HUMBLE AND INDUSTRIAL BUILDING AND  
[02:44:57] REMAKES IT FOR A NEW ERA. THIS  
[02:45:00] INVESTMENT IS AN EMBODIMENT OF OUR  
[02:45:02] POSITIVE AND FUTURE FOCUSED OUTLOOK ON  
[02:45:04] THE MARITIME INDUSTRIES. IT TAKES THOSE  
[02:45:07] PAST OUR LEGACY PROGRAMS. IT TAKES THEM  
[02:45:09] INTO THE FUTURE IN DRIVING INTO THE  
[02:45:12] NEWER BLUE ECONOMY. THIS AUTHORIZATION  
[02:45:15] ALSO INCLUDES A PACKAGE OF PUBLIC SPACE  
[02:45:18] IMPROVEMENTS, WHICH INCLUDE ART SIGNAGE,  
[02:45:19] WAYFINDING LANDSCAPING, AND NEW  
[02:45:22] INTERPRETIVE SIGNAGE AT FISHERMAN'S  
[02:45:24] TERMINAL. THE PRESENTERS ARE THIS  
[02:45:25] AFTERNOON DAVE MCFADDEN, MANAGING  
[02:45:27] DIRECTOR, ECONOMIC DEVELOPMENT DIVISION  
[02:45:29] CAROL LISE, DIRECTOR OF REAL ESTATE  
[02:45:31] DEVELOPMENT AND ECONOMIC DEVELOPMENT AND  
[02:45:33] KELLY PURNELL, CAPITAL PROJECT MANAGER  
[02:45:36] FOR WATERFRONT. AND SO WITH THAT, I'LL  
[02:45:37] TURN OVER DAVE MCVAD. THANK YOU. GOOD  
[02:45:40] AFTERNOON, COMMISSIONER. AND EXECUTIVE  
[02:45:42] DIRECTOR METRUCK. WE'RE PLEASED TO BE  
[02:45:44] HERE TODAY. I'M NOT SURE WITH THIS  
[02:45:47] PROJECT THAT WE'RE AT THE TOP OF THE  
[02:45:48] MOUNTAIN, BUT I THINK WE CAN CERTAINLY  
[02:45:52] SEE THE SUMMIT, AND THAT IS EXCITING.  
[02:45:55] LET'S GO TO THE NEXT SLIDE, PLEASE.  
[02:45:57] WE'RE SEEKING YOUR AUTHORIZATION TO  
[02:45:59] REBUILD THE HISTORIC SHIP SUPPLY  
[02:46:01] BUILDING AND TRANSFORM IT INTO A STATE  
[02:46:03] OF THE ART MODERN MARITIME INNOVATION  
[02:46:05] CENTER. WE'RE ALSO SEEKING AUTHORIZATION  
[02:46:07] TO DEVELOP WAYFINDING SIGNAGE AND  
[02:46:09] INTERPRETIVE DISPLAYS THAT WILL  
[02:46:11] COMPLEMENT OUR RENOVATIONS AT  
[02:46:12] FISHERMAN'S TERMINAL AND HELP TELL THE  
[02:46:15] STORY BEHIND THIS LIVING LEGACY.  
[02:46:18] THIS FACILITY WILL BE A SPARK THAT  
[02:46:21] IGNITES THE INNOVATION WITHIN THE  
[02:46:23] MARITIME INDUSTRY. AND THIS SPARK WILL  
[02:46:25] GROW INTO A FIRE THAT HELPS SUSTAIN THIS  
[02:46:28] VITAL INDUSTRY INTO THE FUTURE. THE ROI  
[02:46:31] ON THIS FACILITY CANNOT BE MEASURED IN  
[02:46:33] RENT ALONE. THE MARITIME INNOVATION  
[02:46:36] CENTER IS MORE THAN A BUILDING. IT'S THE  
[02:46:39] HEART OF A NEW NETWORK SUPPORTING  
[02:46:41] MARITIME ENTREPRENEURS. THIS FACILITY,  
[02:46:44] OVER TIME, WILL HELP HUNDREDS OF  
[02:46:46] ENTREPRENEURS AND IDEAS MOVE FORWARD  
[02:46:48] THAT HELP SUSTAIN THE PORT AND OUR  
[02:46:50] MARITIME INDUSTRY. IT WILL ALSO ADVANCE  
[02:46:53] WORKFORCE DEVELOPMENT, ACTING AS A  
[02:46:55] CENTER OF DISCOVERY FOR KIDS CURIOUS  
[02:46:58] ABOUT CAREERS IN THE MARITIME INDUSTRY.  
[02:47:01] LET'S GO TO THE NEXT SLIDE.

[02:47:05] NEXT SLIDE. OUR JOURNEY REALLY  
[02:47:09] ON THIS PROJECT, AS JOSHUA MENTIONED,  
[02:47:11] BEGAN SEVEN YEARS AGO AS WE WERE  
[02:47:13] FINALIZING A NEW STRATEGIC PLAN AT  
[02:47:15] FISHERMAN'S TERMINAL. AS THIS PLAN WAS  
[02:47:17] GETTING FINALIZED, WE ENVISIONED  
[02:47:19] CREATING A MARITIME INCUBATOR AT  
[02:47:21] FISHERMAN'S TERMINAL. WE THEN SAW AN  
[02:47:23] OPPORTUNITY TO REDEVELOP THE SHIP SUPPLY  
[02:47:25] BUILDING INTO THIS FACILITY. THE SEED  
[02:47:28] WAS PLANTED AT THIS POINT, BUT WE HAVE  
[02:47:30] HAD TO DO TREMENDOUS WORK TO BRING THIS  
[02:47:32] PROJECT TO FRUITION. OVER THE PAST SEVEN  
[02:47:35] YEARS, WE'VE COMPLETED FEASIBILITY  
[02:47:37] STUDIES, WRITTEN BUSINESS PLANS,  
[02:47:39] ENGAGED COUNTLESS MARITIME AND COMMUNITY  
[02:47:41] STAKEHOLDERS, BUILT A RELATIONSHIP WITH  
[02:47:44] MARITIME BLUE, SPAWNED A NEW MARITIME  
[02:47:47] ACCELERATOR PROGRAM, AND DONE TREMENDOUS  
[02:47:49] DESIGN WORK TO MAKE THIS FACILITY  
[02:47:51] UNIQUELY SUSTAINABLE. LET'S GO TO THE  
[02:47:54] NEXT SLIDE.  
[02:47:57] WE WERE FURTHER SPURRED TO ACTION WHEN  
[02:47:59] ONE OF OUR STUDIES SHOWED THAT THERE  
[02:48:00] WERE OVER 60 INCUBATOR AND ACCELERATOR  
[02:48:03] PROGRAMS IN THE SEATTLE REGION, BUT NONE  
[02:48:06] OF THEM WERE FOCUSED ON MARITIME.  
[02:48:08] DURING THIS TIME, WE DISCOVERED A COUPLE  
[02:48:10] BRIGHT LOCAL MARITIME ENTREPRENEURS THAT  
[02:48:13] HAD FLOWN HALFWAY AROUND THE WORLD TO  
[02:48:15] ATTEND THE PORT OF ROTTERDAM'S  
[02:48:16] ACCELERATOR PROGRAM. ONE OF THOSE FIRMS  
[02:48:19] INDICATED THAT THEY HAD STARTED IN A  
[02:48:21] SEATTLE ACCELERATOR, BUT GOT DISCOURAGED  
[02:48:24] WHEN PROGRAM DIRECTORS TOLD THEM TO  
[02:48:26] SHIFT THEIR FOCUS FROM MARITIME TO  
[02:48:28] HEALTHCARE. NOW, YEARS LATER, WE'VE  
[02:48:32] SHOWN THAT IF WE BUILD THIS FACILITY,  
[02:48:33] THAT WILL INDEED ATTRACT THE  
[02:48:35] ENTREPRENEURS AND EXPERTS ALIKE THAT CAN  
[02:48:38] DRIVE SUCCESS WITHIN THE MARITIME  
[02:48:40] INDUSTRY. THIS IS A HUGE STRIDE. IT'S AN  
[02:48:43] EXCITING DAY, AND AGAIN, I WANT TO THANK  
[02:48:46] YOU. AS THE PORT COMMISSIONER, WE'VE  
[02:48:48] APPRECIATED YOUR SUPPORT BUT ALSO YOUR  
[02:48:50] QUESTIONS AND DRIVE TO DIG DEEPER ON  
[02:48:53] THIS PROJECT, BUT ALSO WANT TO COMMEND  
[02:48:56] PORT STAFF, MARITIME BLUE AND NUMEROUS  
[02:48:58] STAKEHOLDERS FOR GETTING US TO THIS  
[02:49:00] POINT. AND AT THIS POINT, WHAT I'D LIKE  
[02:49:02] TO DO IS TURN IT OVER TO MY ASSOCIATES,  
[02:49:04] KIRA LEESE AND KELLY PURNELL, WHO WILL GO  
[02:49:07] OVER KEY PROJECT DETAILS. THANK YOU,  
[02:49:10] DAVE. AND THANK YOU, COMMISSIONERS. IT  
[02:49:13] IS A REAL PLEASURE TO BE HERE WITH YOU  
[02:49:15] AND PRESENT THIS PROJECT FOR YOUR  
[02:49:16] APPROVAL. BEFORE I BEGIN, I, TOO, WANT  
[02:49:20] TO ACKNOWLEDGE THAT BETWEEN MYSELF AND  
[02:49:23] PROJECT MANAGER PERNELL, WE REPRESENT  
[02:49:25] JUST TWO OF THE COUNTLESS HANDS AND  
[02:49:28] HEARTS FROM ACROSS THE BOARD OVER THE  
[02:49:30] LAST SEVEN YEARS THAT HAVE BEEN PART OF  
[02:49:32] THE PROJECT TEAM TO DELIVER THIS SET OF

[02:49:35] PROJECTS. FIRST IN THE EFFORT TO DEVELOP  
[02:49:37] A COMPREHENSIVE VISION AND PLAN FOR  
[02:49:40] FISHERMEN'S TERMINAL AND THEN TAKING THE  
[02:49:42] STEPS TO SET A DESIGN FRAMEWORK THAT HAS  
[02:49:44] YIELDED THE PROJECTS. WE'RE HERE TODAY  
[02:49:46] TO DISCUSS THE MARITIME INNOVATION  
[02:49:48] CENTER PURPOSE BUILT FOR THE MARITIME  
[02:49:51] INDUSTRY AND SHOWCASING OUR COMMITMENT  
[02:49:54] TO THE FUTURE OF THE PEOPLE WHO MAKE UP  
[02:49:57] FISHERMAN'S TERMINAL AND THE MARITIME  
[02:49:59] INDUSTRY. SO LET ME GO OVER A FEW  
[02:50:02] ELEMENTS OF DESIGN AND CONSTRUCTION OF  
[02:50:04] THIS AMAZING PROJECT. NEXT SLIDE,  
[02:50:06] PLEASE. THE SHIP SUPPLY  
[02:50:11] BUILDING HAS BEEN AT THIS SPOT ON THE  
[02:50:14] DOCKS OF FT FOR 105 YEARS.  
[02:50:17] THE KEY PRINCIPLE OF OUR DESIGN APPROACH  
[02:50:19] IS THAT THE FOOTPRINT AND ENVELOPE OF  
[02:50:22] THIS BUILDING WILL REMAIN JUST WHERE  
[02:50:24] IT'S BEEN FOR ALL OF THOSE 105 YEARS.  
[02:50:27] THE BUILDING WILL BE COMPLETELY  
[02:50:29] RENOVATED USING EXISTING BEAMS AND  
[02:50:31] INCLUDING NEW GLASS EXTERIOR DOORS AND  
[02:50:33] WINDOWS TO ENHANCE THE TRANSPARENCY,  
[02:50:37] INCORPORATE NATURAL LIGHT AND FRESH AIR,  
[02:50:40] ONE OF THE ELEMENTS THAT'S REQUIRED AS  
[02:50:42] PART OF LIVING BUILDING CHALLENGE  
[02:50:44] CERTIFICATION. WE ARE INCORPORATING AN  
[02:50:48] EXCITING DESIGN GESTURE, THE 105 YEAR  
[02:50:51] OLD WOOD BEAMS IN OUR FINAL DESIGN,  
[02:50:53] WITH THE ADDITION OF STEEL BEAMS TO  
[02:50:55] SUPPORT SEISMIC ENGINEERING REQUIREMENTS  
[02:50:57] OF A CONTEMPORARY PROJECT. THE  
[02:51:00] SIGNIFICANT CHALLENGES OF DESIGN ARE IN  
[02:51:02] THE FOUNDATION SYSTEM, POOR SOIL  
[02:51:05] CONDITIONS AND THE FACT THAT THE  
[02:51:06] BUILDING IS SUPPORTED ON PILES WHICH  
[02:51:08] THEMSELVES ARE FROM A CENTURY AGO AND  
[02:51:11] THE FACT THAT IN ORDER TO REPLACE THE  
[02:51:12] PILES, WE NEED TO BASICALLY PICK THE  
[02:51:14] BUILDING UP AND PUT IT IN THE PARKING  
[02:51:17] LOT NEXT TO IT WHILE WE FIX THE PILES.  
[02:51:21] THAT JUST OUTLINES JUST ONE OF THE MANY  
[02:51:23] CHALLENGES WE FACED IN A DESIGN ON THE  
[02:51:26] EXISTING FOOTPRINT TO A CONTEMPORARY  
[02:51:28] STANDARD. NEXT SLIDE, PLEASE.  
[02:51:33] CONSTRUCTION WILL BE COMPLICATED AND A  
[02:51:36] BIT LATER IN THIS PRESENTATION, KELLY  
[02:51:38] WILL DISCUSS HOW WE'VE WORKED THROUGH  
[02:51:39] AND PLANNED FOR SOME OF THOSE  
[02:51:41] COMPLICATIONS. WE'VE ANTICIPATED AND  
[02:51:43] MITIGATED THE RISKS. CONSTRUCTION WILL  
[02:51:46] COMMENCE WITH ABATEMENT OF REGULATED  
[02:51:48] MATERIALS IN THE EXISTING STRUCTURE AND  
[02:51:50] SOME SELECTIVE DEMOLITION IN THE  
[02:51:52] INTERIOR, TAKING CARE TO PROTECT THOSE  
[02:51:55] TIMBER STRUCTURES WHICH WILL BE  
[02:51:56] PRESERVED IN THE FINAL PRODUCT. THE  
[02:51:59] FOUNDATION SYSTEM, NAMELY THE NEW  
[02:52:01] STRUCTURAL PILE THAT THE BUILDING  
[02:52:02] FOUNDATION WILL EVENTUALLY REST ON,  
[02:52:04] WILL TAKE PARTICULAR CARE DURING THE  
[02:52:06] CONSTRUCTION PERIOD, AFTER WHICH THE

[02:52:08] BUILDING WILL BE FULLY REHABILITATED,  
[02:52:11] FIRST WITH OUR WORK ON CORE AND SHELL  
[02:52:13] AND THEN FINALLY WITH TENANT  
[02:52:14] IMPROVEMENTS TO SUPPORT MARITIME BLUE.  
[02:52:17] IT INCLUDES NEW UTILITY SERVICE, NEW  
[02:52:19] BUILDING PERIMETER AND PARKING. IT  
[02:52:22] SOUNDS STRAIGHTFORWARD, BUT IT'S NOT.  
[02:52:24] WE HAVE BEEN TALKING TO POTENTIAL  
[02:52:26] GENERAL CONTRACTORS ABOUT THIS PROJECT  
[02:52:28] AHEAD OF BUILDING TO CONFIRM OUR  
[02:52:30] ASSUMPTIONS IN A PRE BID ENVIRONMENT.  
[02:52:32] JUST ONE STEP WE ARE TAKING TO REDUCE  
[02:52:34] RISK OVERALL. AND AGAIN, KELLY WILL TALK  
[02:52:37] MORE ABOUT OUR RISK MANAGEMENT APPROACH  
[02:52:39] WHEN SHE MAKES HER PUGET COMMENTS A BIT  
[02:52:41] LATER. NEXT SLIDE, PLEASE.  
[02:52:46] HAVE YOU'VE HEARD? THE SUSTAINABILITY  
[02:52:48] APPROACH IN OUR DESIGN IS TO ACHIEVE  
[02:52:50] LIVING BUILDING STANDARD CERTIFICATION  
[02:52:52] IN THIS PROJECT, MANY OF YOU HAVE WORKED  
[02:52:55] WITH LEAD AND OTHER CERTIFICATIONS THAT  
[02:52:57] SET GREEN BUILDING STANDARDS. IN THE US.  
[02:52:59] THE LIVING FUTURES INSTITUTE DEVELOPED  
[02:53:01] LBC STANDARDS, WHICH SIGNIFICANTLY WORKS  
[02:53:04] WITH BIOPHILIC DESIGN PRINCIPLES,  
[02:53:06] OR THE PRACTICE OF RECONNECTING PEOPLE  
[02:53:09] AND NATURE WITHIN THE BUILT ENVIRONMENT.  
[02:53:12] BIOPHILIC DESIGN INVOLVES TRANSLATING  
[02:53:14] ELEMENTS DERIVED FROM NATURE INTO DESIGN  
[02:53:16] OUTCOMES AND ULTIMATELY IMPROVE THE  
[02:53:19] HEALTH AND WELL BEING OF OCCUPANTS AND  
[02:53:21] FOSTER A CONNECTION TO NATURE.  
[02:53:23] NONETHELESS, THE PORT SUSTAINABLE  
[02:53:25] EVALUATION FRAMEWORK SELECTED MARITIME  
[02:53:27] INNOVATION CENTER AS A PILOT PROJECT FOR  
[02:53:30] OUR SUSTAINABILITY POLICY, AND WE WORK  
[02:53:32] CLOSELY WITH THE ENVIRONMENTAL TEAM TO  
[02:53:33] LOOK AT OPTIONS TO BUILDING DESIGN IN  
[02:53:35] LIGHT OF OUR DESIRE TO BE THE GREENEST  
[02:53:37] PORT IN NORTH AMERICA. AS YOU SEE IN  
[02:53:40] THIS GRAPHIC, WHICH MANY OF YOU HAVE  
[02:53:41] SEEN MANY TIMES, THERE ARE MANY FACETS  
[02:53:44] TO THIS CONSTRUCTION THAT ADVANCE OUR  
[02:53:46] PRIORITIES AROUND SUSTAINABILITY. SOME  
[02:53:49] THINGS MOST ARE FAMILIAR WITH  
[02:53:51] PHOTOVOLTAIC PANELS, GROUND SOURCE,  
[02:53:53] HEAT EXCHANGE, THE TREATMENT OF  
[02:53:54] WASTEWATER ON SITE. IN ADDITION, THERE  
[02:53:57] ARE RED LIST MATERIALS THAT WILL BE  
[02:53:58] PROHIBITED IN CONSTRUCTION. THE PROJECT  
[02:54:00] IS NET POSITIVE FOR ENERGY AND WITH OUR  
[02:54:02] SALVAGE APPROACH, REDUCED CARBON  
[02:54:05] EMISSIONS AND CARBON CAPTURE OVER THE  
[02:54:06] LIFE OF THE OPERATING FACILITY.  
[02:54:09] UNLIKE SOME OF THE MORE TECHNICAL  
[02:54:12] PROVISAS IN THE LBC FRAMEWORK,  
[02:54:14] LBC ALSO REQUIRES HEIGHTENED EQUITY  
[02:54:18] COMMITMENTS FOR DESIGN AND ENGAGEMENT IN  
[02:54:20] CONSTRUCTION AND IN TERMS OF THE  
[02:54:22] WORKFORCE CONTRACTED FOR THIS PROJECT,  
[02:54:25] AMONG MANY OTHER REQUIREMENTS. NEXT  
[02:54:27] SLIDE, PLEASE.  
[02:54:30] THE MARITIME INNOVATION CENTER AND THE



[02:54:33] SURROUNDING PUBLIC PROJECT ALSO INCLUDES  
[02:54:36] ART. WORKING WITH THE ART TEAM, TOMMY  
[02:54:38] GREGORY AND ANNABELLE GOEVIC, WHO  
[02:54:41] SOLICITED ARTISTS TO WORK WITH THE  
[02:54:42] PROJECT TEAM, WERE HAPPY TO BE WORKING  
[02:54:44] WITH LOCAL ARTISTS SHOGO ODA AND TY  
[02:54:47] JUVENILE. THESE SKETCHES ARE THE  
[02:54:49] PRELIMINARY CONCEPTS THEY'VE PROVIDED  
[02:54:51] WILL BE INCORPORATED AS PERMANENT  
[02:54:53] FEATURES INTO THE FINAL DESIGN, WITH THE  
[02:54:55] LIKELIHOOD THAT MR. ODA'S GRAPHIC WILL  
[02:54:59] BE INCORPORATED ONTO THE EXTERIOR OF  
[02:55:02] NETSHED THREE, WHILE TY'S PIECE WILL BE  
[02:55:04] ON THE MAKE ITSELF. NEXT SLIDE, PLEASE.  
[02:55:09] IN ADDITION TO CONSTRUCTION OF THE  
[02:55:11] MARITIME INNOVATION CENTER, WE HAVE THIS  
[02:55:13] SET OF PUBLIC SPACE IMPROVEMENTS  
[02:55:15] DESIGNED TO ENHANCE THE PUBLIC  
[02:55:16] EXPERIENCE OF FISHERMEN'S TERMINAL AND  
[02:55:19] PROVIDE SIGNIFICANT UPDATES TO  
[02:55:21] WAYFINDING SIGNAGE, LANDSCAPING AND AN  
[02:55:24] UPDATE AND OVERHAUL OF THE EXISTING  
[02:55:26] INTERPRETIVE SIGNAGE PROGRAM AT  
[02:55:28] FISHERMAN'S TERMINAL. NEXT SLIDE,  
[02:55:31] PLEASE. THE SLIDE GIVES  
[02:55:34] YOU JUST AN OVERVIEW OF WHERE THE SITE  
[02:55:36] IMPROVEMENT PROJECT LOCATIONS ARE AT FT  
[02:55:41] AND WE'LL BE, GENERALLY SPEAKING, AT THE  
[02:55:43] SCALE OF A PEDESTRIAN ORIENTED SET OF  
[02:55:46] IMPROVEMENTS WITH ENHANCED ADA  
[02:55:50] COMPLIANCE AS WELL. NEXT SLIDE, PLEASE.  
[02:55:55] AS PART OF OUR COMMITMENT TO EQUITY AND  
[02:55:57] COMMUNITY ENGAGEMENT, WE ALSO TOOK THE  
[02:55:59] OPPORTUNITY THIS PROJECT REPRESENTED TO  
[02:56:01] UPDATE THE CONTENT OF INTERPRETIVE  
[02:56:03] SIGNAGE AT FT TO COMPLEMENT THE NEW,  
[02:56:06] MORE ENGAGING SIGNAGE DESIGN. LAST YEAR,  
[02:56:09] WORKING WITH THE TEAM FROM OEDI AND  
[02:56:12] EXTERNAL RELATIONS AND CONSULTING WITH  
[02:56:13] HEADWATER PEOPLE TO ENSURE WE HAVE A  
[02:56:16] STRONG AWARENESS OF THE NATIVE  
[02:56:17] EXPERIENCE. IN OUR PLACE HERE, WE HIRED  
[02:56:21] A PUBLIC HISTORIAN, SHARON BOSWELL, AND  
[02:56:23] ENGAGED A PANEL OF FISHERS AND  
[02:56:25] PROFESSIONALS FROM A NUMBER OF CULTURAL  
[02:56:26] INSTITUTIONS TO ADVISE US ON  
[02:56:30] THE PROJECT, INCLUDING THE NORDIC  
[02:56:31] HERITAGE CENTER, MOHAI BURIEN MUSEUM.  
[02:56:35] THAT ALL HELP SHARON TO DEVELOP NEW  
[02:56:37] CONTEMPORARY CONTENT FOR THIS HISTORY  
[02:56:39] RECOUNTED IN THESE PANELS. THE RESULT  
[02:56:42] WILL BE A MORE COMPLETE AND  
[02:56:44] COMPREHENSIVE APPRECIATION OF THE  
[02:56:45] COMMUNITIES AND PEOPLE OF FT, AS WELL AS  
[02:56:48] THE INDUSTRIES AND EXPERIENCE THAT HAVE  
[02:56:50] MADE FISHERMEN'S TERMINAL CENTRAL TO THE  
[02:56:52] HISTORY OF PUGET SOUND AND THE  
[02:56:53] LIVELIHOOD OF FISHERS THROUGHOUT THE  
[02:56:55] REGION FOR OVER 100 YEARS. NEXT SLIDE,  
[02:56:58] PLEASE. THIS OUTLINE  
[02:57:02] IS JUST ONE WAY THAT WE ARE LOOKING AT  
[02:57:04] THE PAST IN THESE PANELS, HIGHLIGHTING  
[02:57:06] BOTH HERITAGE AND ECOLOGY, INDUSTRY AND

[02:57:09] COMMUNITY HISTORY. EVEN LOOKING AT  
[02:57:11] THINGS LIKE BOAT TYPES AND FISHING  
[02:57:13] SPECIES THAT HAVE BEEN IMPORTANT AT FT.  
[02:57:16] NOW I WANT TO TURN THE PRESENTATION OVER  
[02:57:18] TO PROJECT MANAGER KELLY PURNELL, WHO  
[02:57:20] WILL WALK YOU THROUGH OUR BUDGETS FOR  
[02:57:23] THIS PROJECT AND SOME IMPORTANT RISK  
[02:57:25] MITIGATION ASPECTS OF OUR FINANCIAL  
[02:57:27] APPROACH. I DO WANT TO REMIND FOLKS  
[02:57:30] THAT THE DEPARTMENT OF COMMERCE GAVE \$5  
[02:57:33] MILLION TO THE CONSTRUCTION OF THIS  
[02:57:35] PROJECT, SO THAT WILL ALSO BE PART OF  
[02:57:37] THE PLANS FOR THE PROJECT.  
[02:57:40] KELLY ALL RIGHT. I'M NOT SURE IF THIS  
[02:57:43] ONE IS WORKING. I FEEL THAT ONE. THANK  
[02:57:46] YOU. NEXT SLIDE, PLEASE.  
[02:57:53] ALL RIGHT, AS YOU CAN SEE, OUR ESTIMATED  
[02:57:55] TOTAL PROJECT COSTS FOR THE MARITIME  
[02:57:57] INNOVATION CENTER ARE \$29.4 MILLION.  
[02:58:00] I PROVIDED A BREAKDOWN HERE FOR YOU TO  
[02:58:03] LOOK AT. I WOULD ALSO LIKE  
[02:58:07] TO SPEAK A LITTLE BIT MORE TO THE  
[02:58:09] CONSTRUCTION MITIGATION COSTS THAT YOU  
[02:58:11] SEE IN LINE TWO THERE. SO IF YOU GO TO  
[02:58:14] THE NEXT SLIDE, PLEASE.  
[02:58:17] I PROVIDED A BREAKDOWN OF THE  
[02:58:18] CONTINGENCIES THAT WE HAVE ALLOCATED FOR  
[02:58:20] THIS PROJECT. WE CALL THEM EXTRAORDINARY  
[02:58:23] RISK MITIGATION COSTS BECAUSE THEY ARE  
[02:58:26] SOMEWHAT ABOVE AND BEYOND WHAT WE WOULD  
[02:58:28] USUALLY CARRY, AS KIRA DISCUSSED EARLIER  
[02:58:32] ON SLIDE SEVEN FOR REFERENCE, WE HAVE  
[02:58:34] SIGNIFICANT PROPOSED BUILDING  
[02:58:35] IMPROVEMENTS FOR THE MARITIME INNOVATION  
[02:58:38] CENTER, AS WELL AS CHALLENGES AS THE  
[02:58:40] BUILDING IS OVER 100 YEARS OLD.  
[02:58:44] WE HAVE ABATEMENT OF REGULATED  
[02:58:45] MATERIALS, WHICH WE'VE DONE EXTENSIVE  
[02:58:47] SURVEY OF THE BUILDING AND HAVE  
[02:58:48] IDENTIFIED MOST OF THE REGULATED  
[02:58:50] MATERIALS, BUT THERE IS A POSSIBILITY  
[02:58:52] THAT WE'LL FIND MORE. CURRENTLY,  
[02:58:55] WE HAVE POOR CONSTRUCTION SERVICES  
[02:58:57] SCHEDULED TO ABATE MOST OF IT IN  
[02:58:58] ADVANCE, SO WE SHOULD KNOW EARLY ON.  
[02:59:03] AS KIRA MENTIONED AS WELL, THE TIMBER  
[02:59:05] FRAMING IS ORIGINAL. IT'S OLD GROWTH  
[02:59:07] WOOD THAT IS BOTH STRUCTURAL AS WELL AS  
[02:59:09] PROVIDING RUSTIC AESTHETIC COMPONENTS TO  
[02:59:11] THE BUILDING. THE TIMBER FRAMING WILL BE  
[02:59:13] HEAVILY REINFORCED WITH MODERN STEEL  
[02:59:15] FRAMING THAT WILL ENHANCE THE STRUCTURAL  
[02:59:16] STABILITY OF THE BUILDING.  
[02:59:20] THE TIMBER FRAMING WILL ALSO HELP TO  
[02:59:23] PRESERVE THE ORIGINAL HISTORIC CHARACTER  
[02:59:25] OF THE BUILDING, AND IT TIES TO THE  
[02:59:26] LIVING BUILDING CHALLENGE IMPERATIVE TO  
[02:59:28] REACH THE ORIGINAL MATERIALS. IT ALSO  
[02:59:30] TIES DIRECTLY TO ONE OF OUR MOST  
[02:59:33] IMPORTANT FEATURES OF THE PROJECT,  
[02:59:35] WHICH IS THE NEW DEEP DRIVEN STEEL PILE  
[02:59:39] FOUNDATION FOR THE BUILDING. THIS IS  
[02:59:41] NECESSARY TO SEISMICALLY STABILIZE THE

[02:59:43] BUILDING DUE TO THE LIQUEFIABLE SOILS  
[02:59:44] LOCATED AT THE SITE. IT ALSO CARRIES  
[02:59:47] SOME OF THE LARGEST RISK IN THAT WE MUST  
[02:59:49] MOVE THE BUILDING. I MENTIONED THESE  
[02:59:52] SPECIFIC COMPONENTS OF THE PROJECT SCOPE  
[02:59:54] BECAUSE A GREAT DEAL OF WORK HAS GONE  
[02:59:55] INTO IDENTIFYING RISKS ASSOCIATED WITH  
[02:59:57] RENOVATING THIS HISTORIC BUILDING.  
[02:59:59] DURING THE PROJECT DESIGN PHASE, WE HELD  
[03:00:02] TWO INTENSIVE RISK ANALYSIS WORKSHOPS.  
[03:00:04] THESE ANALYSES AND SUBSEQUENT  
[03:00:05] STATISTICAL MODELING HAVE ALLOWED US TO  
[03:00:07] BETTER UNDERSTAND THAT THIS PARTICULAR  
[03:00:10] PROJECT HAS SIGNIFICANT RISK WITH  
[03:00:11] POTENTIALLY LARGE COST AND SCHEDULING  
[03:00:13] PACKS. WE ALSO HELD MANY INDIVIDUAL  
[03:00:16] CONTRACTING INFORMATION SESSIONS, AS  
[03:00:17] KIRA MENTIONED, WHICH FURTHER  
[03:00:19] HIGHLIGHTED KNOWN AND UNKNOWN CHALLENGES  
[03:00:21] THAT WE NEEDED TO ADDRESS. SOME OF THESE  
[03:00:24] RISKS ARE KNOWN, BUT UNABLE TO BE FULLY  
[03:00:26] QUANTIFIED UNTIL CONSTRUCTION IS  
[03:00:27] UNDERWAY. AS KIRA DISCUSSED EARLIER,  
[03:00:36] AS IS THE CASE WITH MANY PORT WATERFRONT  
[03:00:38] PROPERTIES, THE SOILS EFFICIENT TERMINAL  
[03:00:40] ARE OF POOR QUALITY DUE TO OLD FILL ON  
[03:00:42] TOP OF SIDELINES. WE HAVE DONE MANY  
[03:00:44] ADVANCED STUDIES FOR THE FOUNDATION  
[03:00:46] ANALYSIS, ENVIRONMENTAL CONSIDERATIONS,  
[03:00:49] HAZARDOUS MATERIALS AND  
[03:00:50] CONSTRUCTABILITY. THESE HAVE INFORMED  
[03:00:53] HOW WE WILL ADDRESS OUR RISKS, BUT WE  
[03:00:55] NEED TO KNOW THAT WE NEED TO BE PREPARED  
[03:00:57] FOR THE UNKNOWN. ADDITIONALLY, THE  
[03:00:59] PROJECT IS OPERATIONALLY CONSTRAINED  
[03:01:01] BOTH IN OUR LACK OF PHYSICAL SPACE AND  
[03:01:04] DAY TO DAY AND SEASONAL OPERATIONS FOR  
[03:01:06] THE COMMERCIAL FISHING FLEET.  
[03:01:08] THEREFORE, WE HAVE STRUCTURED OUR  
[03:01:10] CONSTRUCTION BUDGET WITH ENHANCED  
[03:01:11] CONTINGENCIES TO ACCOUNT FOR THE  
[03:01:13] IMPACTFUL POTENTIAL ON RISK POTENTIAL ON  
[03:01:16] THIS PROJECT. WE'RE CARRYING AN  
[03:01:18] ADDITIONAL 10% ABOVE OUR TYPICAL AND OUR  
[03:01:20] CONTINGENCY FUNDING. WE ARE CARRYING  
[03:01:23] EXTRA FUNDING FOR HAZARDOUS MATERIAL  
[03:01:25] REMOVAL ABOVE AND BEYOND THAT WHICH IS  
[03:01:27] CURRENTLY IDENTIFIED IN CASE THEY ARE  
[03:01:29] FOUND DURING THE DEMOLITION. WE ARE ALSO  
[03:01:32] CARRYING FUNDS SET ASIDE SPECIFICALLY  
[03:01:35] FOR THE CONTRACTOR TO USE FOR SITE  
[03:01:36] VERIFICATION IN ADVANCE OF BEGINNING  
[03:01:39] CONSTRUCTION TO ADDRESS ISSUES THAT MAY  
[03:01:40] ARISE AFTER THEY HAVE DETERMINED THEIR  
[03:01:43] BEST MEANS AND METHODS OF THE  
[03:01:44] CONSTRUCTION. AND LASTLY, WE ARE  
[03:01:46] CARRYING ADDITIONAL FUNDS FOR SITE  
[03:01:48] SPECIFIC SECURITY. GIVEN THE HIGH  
[03:01:50] LIKELIHOOD OF BREAK INS AND THEFTS AT  
[03:01:52] THE CONSTRUCTION SITE, THIS WILL PROVIDE  
[03:01:54] A PORT SECURITY GUARD DURING ALL NON  
[03:01:56] CONSTRUCTION HOURS. NEXT SLIDE,  
[03:01:59] PLEASE.

[03:02:03] HERE'S A CONTINUATION OF OUR PROJECT  
[03:02:04] COST ESTIMATES SPECIFIC TO OUR PUBLIC  
[03:02:06] SITE IMPROVEMENTS COMPONENT OF THE  
[03:02:08] OVERALL PROJECT, INCLUDING THE  
[03:02:10] PEDESTRIAN BIKE IMPROVEMENTS,  
[03:02:12] INTERPRETIVE SIGNAGE, PUBLIC ART, AMONG  
[03:02:14] OTHERS. OUR NEXT SLIDE.  
[03:02:21] HERE'S OUR OVERALL SCHEDULE FOR THE  
[03:02:23] PROJECT. CURRENTLY, OUR PROJECT HAS  
[03:02:25] FINISHED OUR 100% DESIGN AND WE ARE  
[03:02:27] PUTTING THE FINISHING TOUCHES ON OUR BID  
[03:02:28] SET. PENDING THE ISSUANCE OF OUR  
[03:02:31] CONSTRUCTION PERMIT, WHICH WE ANTICIPATE  
[03:02:33] THIS MONTH, WE INTEND TO ADVERTISE THE  
[03:02:36] PROJECT AT THE END OF AUGUST OR EARLY  
[03:02:37] SEPTEMBER, WITH CONTRACT EXECUTION IN  
[03:02:40] NOVEMBER. WE HAVE A LONG SUBMITTAL  
[03:02:43] PERIOD, WHICH WE HAVE SET ASIDE TO BE  
[03:02:45] USED FOR THE CONTRACTOR, BOTH THEIR  
[03:02:47] SUBMITTALS AND FOR SITE VERIFICATION.  
[03:02:49] THIS IS PART OF OUR RISK MITIGATION  
[03:02:51] STRATEGY. CONSTRUCTION IS ANTICIPATED TO  
[03:02:54] BEGIN IN MAY OF 2024, WITH SUBSTANTIAL  
[03:02:56] COMPLETION IN QUARTER THREE OF 2025.  
[03:03:00] THIS WILL BE FOLLOWED BY A TWELVE MONTH  
[03:03:02] LIVING BUILDING CHALLENGE CERTIFICATION  
[03:03:03] PERIOD AND THEN CLOSE OUT.  
[03:03:07] NEXT SLIDE,  
[03:03:10] OPEN UP THE QUESTIONS. ALL RIGHT, THANK  
[03:03:13] YOU. QUESTIONS FROM COMMISSIONERS.  
[03:03:18] ALL RIGHT, COMMISSIONER FRED,  
[03:03:22] WELL, THANKS SO MUCH. WHAT AN EXCITING  
[03:03:24] PROJECT, AND I'VE HAD THE PLEASURE OF  
[03:03:27] SNOOPING AROUND INSIDE THE DUSTY  
[03:03:29] BUILDING BACK WITH COMMISSIONER  
[03:03:32] STEINBROOK IN THE DAY. AND WE LOVE THE  
[03:03:35] BONES AND LOOKING FORWARD TO SEEING THEM  
[03:03:39] COME BACK TO LIFE. IT'S REALLY A  
[03:03:41] SPECTACULAR THING. AND THE MISSION OF  
[03:03:43] THE BUILDING IS WHAT'S NOT TO LIKE?  
[03:03:47] HAVING A CHANCE TO GO TO NORWAY A COUPLE  
[03:03:48] OF TIMES AND SEEING THESE SORT OF  
[03:03:50] INNOVATION CENTERS. THIS IS A GREAT  
[03:03:52] THING. SO CLEARLY THE ROI ON SOMETHING  
[03:03:55] LIKE THIS CANNOT BE MEASURED ON  
[03:03:57] SOMETHING LIKE WHATEVER. IT'S \$1,600 A  
[03:03:59] SQUARE FOOT THAT'S GOING TO TAKE A  
[03:04:02] LITTLE WHILE TO GET BACK.  
[03:04:04] BUT YOU'RE ASSUMING IT'S SOMETHING LIKE  
[03:04:07] 550,000 A YEAR WOULD  
[03:04:10] BE GENERATED, APPROXIMATELY, IF THAT'S  
[03:04:13] WHAT YOU'RE SHOOTING FOR. I'M NOT  
[03:04:15] WORKING ON THE INCOME SIDE OF THAT YET.  
[03:04:21] I DON'T BELIEVE WE HAVE ARRIVED AT A  
[03:04:25] PRICE THROUGH ANY NEGOTIATIONS THAT WE  
[03:04:28] HAVEN'T STARTED THAT. I SAW SOMETHING  
[03:04:31] HERE. THERE IS MAYBE A NOTE IN THE MEMO  
[03:04:33] BACK UNDER FINANCIAL RETURN THAT PEGS  
[03:04:36] INCOME. I'M NOT SURE WE ACTUALLY PUT  
[03:04:38] THAT IN THERE. I PULLED IT FROM  
[03:04:41] SOMEPLACE. BUT WITH  
[03:04:45] THIS PEDAL CERTIFICATION, I WOULD ASSUME  
[03:04:48] THERE'S GOING TO BE SOME UNANTICIPATED

[03:04:50] ONM EFFORTS TO KEEP SOMETHING LIKE THIS  
[03:04:53] INNOVATIVE. I REMEMBER WHEN THE BULLET  
[03:04:56] CENTER OPENED UP ORIGINALLY, THE  
[03:04:59] SANITATION SYSTEM WASN'T EXACTLY UP TO  
[03:05:01] SPEC. I WAS THERE FOR THAT, BUT NOT  
[03:05:05] SPECIFICALLY, BUT YEAH, SIGNIFICANTLY  
[03:05:08] SMALLER PROJECT, SAME ARCHITECT, MILLER  
[03:05:10] HALL, AND THE SERVICE THEY'VE PROVIDED  
[03:05:12] IN GUIDING US THROUGH THE ELEMENTS OF  
[03:05:14] THE LVC VERY IMPRESSED WITH THIS. SO  
[03:05:16] THEY'RE ON OUR SIDE. I THINK THEY'RE  
[03:05:18] HERE TODAY TO HELP WALK US THROUGH  
[03:05:21] SOME OF THAT MANY FEATURES. THERE ARE  
[03:05:24] FEATURES, MATERIAL TO THE PROJECT.  
[03:05:27] THERE ARE ALSO THINGS LIKE WE NEED A  
[03:05:29] COMMUNITY GARDEN ELEMENT THAT WE'VE GOT  
[03:05:32] TO LOCATE. SO THERE'S A LOT OF UNUSUAL  
[03:05:35] FEATURES IN LVC IN THERE. WELL, IT'S  
[03:05:37] GREAT THAT WE HAVE THEM TO A LOT OF HAS  
[03:05:40] GONE ON SINCE THAT BUILDING WAS BUILT,  
[03:05:41] SO WE'LL HAVE A LOT OF LESSONS LEARNED  
[03:05:44] FROM THAT PERIOD OF TIME. BUT THE LAST  
[03:05:46] TIME WE WERE, AS A COMMISSION, FULLY  
[03:05:48] BRIEFED ON THIS, I GUESS, WAS IN  
[03:05:49] NOVEMBER 22, BASED ON THE BRIEFING  
[03:05:53] MEMO HERE. SO I HAVE SEVERAL QUESTIONS  
[03:05:56] TO ASK. IT'S NOT A REFLECTION OF MY LACK  
[03:05:58] OF INTEREST IN THE PROJECT, BUT I DIDN'T  
[03:06:01] HAVE A CHANCE TO. SOME OF THE GRAPHICS  
[03:06:03] I'VE SEEN HERE ARE NEW TO ME.  
[03:06:07] FIRST TIME SEEING THEM. IT'S AN EXCITING  
[03:06:10] THING. I WOULD JUST DEFINITELY WANT TO  
[03:06:12] ASK A LITTLE BIT MORE ABOUT. ONE OF THE  
[03:06:14] THINGS THAT I KNOW THAT'S UNIQUE ABOUT  
[03:06:15] THE BUILDING IS THAT IT'S WITHIN THE  
[03:06:17] SHORELINE. AND YOU CAN'T BUILD THIS  
[03:06:20] HEIGHT OF A BUILDING THIS CLOSE TO  
[03:06:21] SHORE, BUT IT'S NOT  
[03:06:24] EXACTLY A SHORELINE DEPENDENT USE.  
[03:06:28] SO I'M JUST WONDERING, IT SEEMS TO ME  
[03:06:30] THAT WE'RE GOING THROUGH SOME HEROIC  
[03:06:32] EXPENSE TO BE ABLE TO PUT IT BACK WITHIN  
[03:06:35] THE 200 FOOT ZONE. CORRECT. AND SO I  
[03:06:39] ASSUME IT'S PROBABLY ALREADY LIKE 100  
[03:06:41] FOOT SETBACK, AT LEAST SOMETHING LIKE  
[03:06:43] THAT. SO THE PRESERVATION  
[03:06:46] OF THE FOOTPRINT WAS A KEY DESIGN  
[03:06:48] ELEMENT OF THE PROJECT. I MENTIONED IT  
[03:06:50] IN OUR COMMENTS, AND IT DOES PROTECT THE  
[03:06:53] FULL BUILDING ENVELOPE, AS YOU SUGGEST.  
[03:06:56] WE COULDN'T BUILD SUCH A BUILDING TODAY,  
[03:06:58] EVEN WITH THE SETBACK. SO WE WORKED  
[03:07:02] VERY HARD, VERY ASSIDUOUSLY, TO FIGURE  
[03:07:05] OUT HOW TO MAKE THIS WORK IN  
[03:07:09] THAT FOOTPRINT. AND REALLY THE BIGGEST  
[03:07:11] CHALLENGE IS THOSE PILES UNDERNEATH THAT  
[03:07:14] POOR SOIL CONDITION. SO MOST  
[03:07:18] OF OUR DESIGN INGENUITY WENT INTO THE  
[03:07:20] FOUNDATION SYSTEM, AND I THINK I MIGHT  
[03:07:23] HAVE FORGOTTEN IF YOU HAD A SPECIFIC  
[03:07:24] QUESTION I'M GOING TO SETTING  
[03:07:29] THE BUILDING BACK 200FT.  
[03:07:34] IT WOULDN'T WORK BECAUSE OF WE

[03:07:38] WOULD NOT NO LONGER KIND OF HAVE THE  
[03:07:41] GROUND TO DO THAT IN. I THINK THE  
[03:07:44] PROJECT WAS ANTICIPATED AS I THINK WE  
[03:07:47] HAD A COUPLE OF CHOICES IN THE EARLY  
[03:07:49] STRATEGIES. MAYBE JUST TAKE THE BUILDING  
[03:07:51] DOWN, BUILD A NEW BUILDING IN ITS PLACE.  
[03:07:53] BUT THE FRAMEWORK, LITERALLY, THAT  
[03:07:56] ENVELOPE THAT BUILDING ENVELOPE SO CLOSE  
[03:07:58] TO THE EDGE OF THE DOCK. THE SHIP  
[03:08:01] SUPPLY BUILDING, ITS FORMER USE WAS A  
[03:08:03] CHANCELLORY. THEY WERE SELLING MATERIALS  
[03:08:06] TO THE FISHERS, SORT OF LIKE A  
[03:08:09] DEPARTMENT STORE FOR FISHERS. AND WE  
[03:08:11] WANTED THAT CONTINUITY OF THE PROJECT.  
[03:08:13] SO IT REALLY WASN'T SERIOUSLY CONSIDERED  
[03:08:15] TO MOVE IT BACK INTO THE BUT YOU'RE  
[03:08:19] MOVING IT INTO A PARKING LOT AND  
[03:08:20] BRINGING IT BACK TO THE SITE. AND SO I  
[03:08:23] WAS JUST WONDERING, ISN'T IT SOMEWHAT  
[03:08:25] LESS HEROIC TO GO BACK A COUPLE HUNDRED  
[03:08:27] FEET RATHER THAN HAULING AN OLD  
[03:08:31] RICKETY BUILDING ACROSSWAY? I JUST DON'T  
[03:08:34] UNDERSTAND WHY NEEDING TO BE IN THE  
[03:08:36] WATER, BECAUSE IF IT WASN'T IN THE  
[03:08:38] FOOTPRINT IN THE SHORELINE, I'M JUST  
[03:08:41] WONDERING, WOULDN'T THAT HAVE BEEN A BIG  
[03:08:42] COST SAVINGS CONCEIVABLY?  
[03:08:46] WE'VE LOOKED AT THE PERMIT FROM THE  
[03:08:49] STANDPOINT OF THE SHORELINE PRESERVATION  
[03:08:51] AND THE OPPORTUNITY TO PRESERVE THE  
[03:08:53] BUILDING, SO WE DIDN'T SERIOUSLY  
[03:08:55] CONSIDER MOVING IT BACK FOR A COST  
[03:08:56] DIFFERENTIAL. ALL RIGHT, AGAIN,  
[03:09:00] IT'S NOT LIKE WE ARE LAUNCHING A BOAT  
[03:09:02] FROM IT.  
[03:09:05] AGAIN, I HAVEN'T HAD A CHANCE TO REALLY  
[03:09:08] DIG INTO THAT. I GUESS ONE OF  
[03:09:12] THE QUESTIONS I KNOW THE SECURITY IS  
[03:09:13] ALWAYS A CONCERN. YOU'RE TALKING ABOUT  
[03:09:15] PAYING FOR A PERSON. I ASSUME WE'RE  
[03:09:17] GOING TO PUT CAMERAS UP AND THINGS LIKE  
[03:09:18] THIS. IS THAT PART OF THE YEAH,  
[03:09:22] THAT'S PART OF THE STANDARD, IS TO HAVE  
[03:09:24] CAMERAS, FENCING. THAT'S ALL PART OF IT.  
[03:09:28] BUT THE BIGGER CONCERN THAT CONTINUED TO  
[03:09:30] COME UP DURING OUR RISK MITIGATION  
[03:09:33] CONVERSATIONS WAS THAT DURING THE OFF  
[03:09:37] CONSTRUCTION HOURS, SO NIGHTTIMES  
[03:09:39] WEEKENDS, WHENEVER OUR CONTRACTORS  
[03:09:41] WEREN'T THERE, WE ONLY HAD A SINGLE  
[03:09:42] SECURITY GUARD THAT PATROLS THREE  
[03:09:44] PROPERTIES. AND SO WE HAD LARGE GAPS IN  
[03:09:47] WHEN A SECURITY GUARD WOULD BE AVAILABLE  
[03:09:50] AND POTENTIALLY WOULD NOT BE ABLE TO  
[03:09:52] HAVE A RESPONSE IN TIME TO PREVENT ANY  
[03:09:54] THEFT OR BREAK INS OR PROPERTY DAMAGE.  
[03:09:57] SO ULTIMATELY, WHAT CAME OUT OF THOSE  
[03:09:59] DISCUSSIONS WAS THAT WE NEEDED TO  
[03:10:00] PROVIDE A PORT SECURITY GUARD, AND WE  
[03:10:03] CAN DO IT. OKAY. IN ADDITION TO CAMERA  
[03:10:06] GEAR AND ALL THAT OTHER FUN STUFF. ALL  
[03:10:07] RIGHT, LAST QUESTION. AS A MEMBER OF THE  
[03:10:09] ART BOARD, THIS HAS BEEN AN EVOLVING



[03:10:11] QUESTION ABOUT HOW WE HAVE THE MARITIME  
[03:10:14] AND THE AVIATION PROGRAMS GOING  
[03:10:15] TOGETHER. I KNOW IT'S A WORK IN  
[03:10:17] PROGRESS, AND THIS THING HAS BEEN GOING  
[03:10:19] ON FOR A WHILE. SO I JUST HAVE A COUPLE  
[03:10:21] OF QUESTIONS ABOUT THIS. SO AT \$32  
[03:10:24] MILLION FOR THE ESTIMATED PROJECT COST,  
[03:10:28] AT A 1% FOR ART, WE HAVE \$320,000.  
[03:10:31] YOU SEE, I'M LIKE THAT.  
[03:10:36] THE ACTUAL ART PIECE. IN FACT,  
[03:10:39] I THINK IT'S FANTASTIC. THE NATIVE  
[03:10:41] ARTIST IS ACTUALLY TULALIP RIGHT. SO IT'S  
[03:10:44] NOT JUST A TRIBAL GUY. HE'S  
[03:10:46] WASHINGTONIA. WE LOVE THIS. AND THE  
[03:10:49] PIECE LOOKS BEAUTIFUL. AND I THINK IT  
[03:10:51] WOULD LOOK REALLY GREAT ON THE BLADE OF  
[03:10:52] A PROPELLER. BUT ANYWAY, OTHER THAN  
[03:10:54] THAT, YOU LOOK AT THE SHAPE.  
[03:10:58] BEAUTIFUL. BUT TELL ME OF  
[03:11:02] THE 320, IS THAT ALL GOING INTO THE ART  
[03:11:06] PROGRAM OR ARE WE CREATING SOME FUND?  
[03:11:08] HOW IS THAT WORKING? YEAH, DO YOU WANT  
[03:11:10] TO ANSWER THE BUDGET PART? YEAH, FOR THE  
[03:11:13] BUDGET PART OF IT. SO ORIGINALLY,  
[03:11:14] BECAUSE THE BUDGET HAS CHANGED, THE TWO  
[03:11:17] CONTRACTS THAT WE CURRENTLY HAVE RIGHT  
[03:11:18] NOW IS ACTUALLY ONLY FOR 147,000. AND  
[03:11:22] THEN WE'VE GOT ANOTHER 50 THAT WE'VE  
[03:11:24] ALLOCATED FOR SITE IMPROVEMENTS, ART.  
[03:11:25] SO WE HAVE ADDITIONAL MONEY THAT WE CAN  
[03:11:27] DO SOMETHING ELSE WITH, WHETHER IT'S  
[03:11:30] GOING INTO A FUND OR FOR ADDITIONAL ART.  
[03:11:33] YEAH, I THINK THE ONLY THING I'D ADD,  
[03:11:35] WE COULD EITHER DO MORE ART RIGHT AT THE  
[03:11:37] MINK, OR WE COULD DO IT ON OTHER  
[03:11:40] AREA OF [inaudible] IF WE'D LIKE.  
[03:11:45] IT'S JUST A QUESTION. SO 140 OF THE 320  
[03:11:49] WE KNOW WHAT WE'RE DOING WITH, PLUS THE  
[03:11:52] 50 FOR THE ADDITIONAL SITE IMPROVEMENTS  
[03:11:54] FOR ZIPPER. AND WE DON'T HAVE A COST  
[03:11:56] ESTIMATE YET FOR THE INSTALLATION FULLY.  
[03:11:59] RIGHT. WE'VE GOT THE CONCEPT DRAWINGS  
[03:12:00] THAT THEY HAVE GOT THE CONCEPT DRAWINGS.  
[03:12:02] BUT THE CONTRACT ITSELF IS 140. YES. SO  
[03:12:05] THAT WOULD BE INCLUSIVE. AND THIS 50  
[03:12:08] MILLION, I WAS TOLD THERE'S SORT OF LIKE  
[03:12:10] A DIFFERENT SUM. IS THIS LIKE SOMETHING  
[03:12:12] THAT HAS TO BE SPENT THIS YEAR? IS THERE  
[03:12:15] ANYTHING OR IS IT ALL FROM THE SAME 1%  
[03:12:18] POT? I THINK THAT I UNDERSTAND. WELL,  
[03:12:21] MAYBE DAVE SHOULD ANSWER THIS ONE. BUT  
[03:12:23] YOU HAVE THE 1% THAT IS DERIVED FROM OUR  
[03:12:25] CAPITAL PROJECT THAT'S AVAILABLE TO  
[03:12:27] SPEND ON ART. WE PUT AN RFP OUT TO GET  
[03:12:31] THE ARTS COMPONENT THAT WE DO. WE'VE GOT  
[03:12:33] ANOTHER RFI OUT ON THE PUBLIC SPACE  
[03:12:36] IMPROVEMENT ART. SO THERE WILL BE THAT  
[03:12:38] TO COME ALONG. OKAY. I BELIEVE THE  
[03:12:40] OPPORTUNITY EXISTS TO PUT THE REST OF  
[03:12:42] THE BALANCE INTO THE ART POOL.  
[03:12:47] WHAT IS THAT DIFFERENCE BETWEEN WHAT IS  
[03:12:50] THE 50,000? YOU SAID PUBLIC SPACE. SO WE  
[03:12:54] HAVE THE TWO ASPECTS OF THIS PROJECT.

[03:12:56] WE HAVE THE CONSTRUCTION OF THE MARITIME  
[03:12:58] INNOVATION CENTER, ONE CAPITAL PROJECT.  
[03:13:00] AND THEN WE HAVE THE PUBLIC SPACE  
[03:13:02] IMPROVEMENTS, THE SIGNAGE AND  
[03:13:04] LANDSCAPING AND SO FORTH THAT'S LARGE  
[03:13:06] ENOUGH FOR A 1% FOR ART INVESTMENT AS  
[03:13:08] WELL. SO THAT'S GOT A COMPLEMENT OF ART.  
[03:13:11] SO THAT ART WOULD BE SEPARATE FROM  
[03:13:14] THE ACTUAL SIGNAGE, BUT PART OF RELATED  
[03:13:17] TO INTEGRATED INTO THE WALKWAYS AND  
[03:13:20] THAT'S RIGHT. YOU'RE EXACTLY.  
[03:13:21] FANTASTIC. LOOK FORWARD TO HAVING FAVORS  
[03:13:23] AND THINGS LIKE THAT. LOOK FORWARD TO  
[03:13:25] HAVING THE FURTHER CONVERSATION WITH THE  
[03:13:26] ART BOARD AND ALL THAT AS THIS EVOLVES.  
[03:13:28] VERY EXCITING PROJECT. LOOKING FORWARD  
[03:13:30] TO SEEING IT BREAKING GROUND. THANK YOU.  
[03:13:32] THANK YOU, COMMISSIONER. THANK YOU. ANY  
[03:13:34] OTHER QUESTIONS FROM COMMISSIONER, I  
[03:13:36] HAVE A REALLY QUICK QUESTION. DOES THIS  
[03:13:38] PROJECT, I'M NOT TALKING ABOUT DURING  
[03:13:40] CONSTRUCTION, BUT IN GENERAL AFFECT THE  
[03:13:43] OPERABILITY AND. OR FUNCTIONALITY OF  
[03:13:45] FISHERMAN'S TERMINAL? EXCEPTIONALLY GOOD  
[03:13:48] QUESTION. SO WE HAVE TAKEN PAINS  
[03:13:52] TO DEVELOP A COMMUNICATION STRATEGY WITH  
[03:13:56] AN EXTERNAL CONSULTANT AND INVOLVING OUR  
[03:13:58] ENTIRE OPERATING TEAM TO SOME EXTENT TO  
[03:14:01] MAKE SURE THAT WE UNDERSTAND THE  
[03:14:04] COMPLEMENT OF OPERATING NOT ONLY THE  
[03:14:07] OPERATIONS OF FISHERMAN'S TERMINAL, BUT  
[03:14:09] CONSTRUCTION PROJECTS AND SIGNIFICANTLY,  
[03:14:11] EVENTS. WE HAVE THE HOMECOMING  
[03:14:15] OF THE FLEET. WE'VE GOT THE FALL  
[03:14:16] FESTIVAL. WE'VE GOT A NUMBER OF OTHER  
[03:14:18] COMMUNITY EVENTS THAT WE DON'T WANT TO  
[03:14:21] NOT DO. SO WE'VE GOT A COMPREHENSIVE  
[03:14:24] COMMUNICATION STRATEGY, WORKING WITH THE  
[03:14:26] EXTERNAL RELATIONS TEAM AND OUR OUTSIDE  
[03:14:28] CONSULTANT TO MAKE SURE THAT EVERYBODY  
[03:14:30] IS INFORMED OF THE SCHEDULES IF THERE'S  
[03:14:32] DELAYS, EMERGENCIES AND SO FORTH, JUST  
[03:14:35] REALLY TO PROTECT THE INTEGRITY OF THE  
[03:14:37] OPERATING PARADIGM AT FISHERMAN'S  
[03:14:39] TERMINAL DURING CONSTRUCTION. GREAT,  
[03:14:40] AND I APPRECIATE THAT. AND I THINK YOU  
[03:14:43] KNOW WHERE THAT QUESTION CAME FROM. I  
[03:14:45] THINK THERE'S A LOT OF CONCERN FROM  
[03:14:46] THOSE WHO WORK IN THE INDUSTRY OVER THIS  
[03:14:49] PROJECT. THEY WORK WITHIN CONSTRAINT  
[03:14:52] ENVIRONMENTS TO BEGIN WITH, AND THE PORT  
[03:14:53] US TO MAKE A HUGE INVESTMENT IN A REAL  
[03:14:56] ESTATE PROPERTY THAT'S NOT ARGUABLY  
[03:14:59] BEING USED FOR FISHING OR COMMERCIAL  
[03:15:02] FISHING ACTIVITIES IS A CONCERN TO THE  
[03:15:04] COMMUNITY. SO I APPRECIATE THAT YOU HAVE  
[03:15:05] THOUGHT OF THAT AND HAVE A COMMUNICATION  
[03:15:07] STRATEGY IN PLAN WITH THAT. YEAH.  
[03:15:13] SO THE OTHER DISCUSSION WAS ALWAYS ABOUT  
[03:15:16] COMMUNITY GATHERING SPACE AND WHETHER OR  
[03:15:18] NOT THIS BUILDING WOULD BE ABLE TO SERVE  
[03:15:21] THE COMMUNITY AT THE FISHERMAN'S  
[03:15:22] TERMINAL IN ADDITION TO THE INNOVATORS

[03:15:25] FROM AROUND THE WORLD. AND FROM WHAT I  
[03:15:27] REMEMBER DAVEY TELLING ME, AND I THINK  
[03:15:28] THIS IS A REALLY IMPORTANT PART OF THE  
[03:15:30] STORY THAT YOU'RE ALSO LOOKING AT  
[03:15:32] DEVELOPING THE YOU  
[03:15:36] JUST BECAUSE I THINK THAT'S IMPORTANT  
[03:15:38] FOR FOLKS TO HEAR AS WELL. I REALLY  
[03:15:39] DON'T THINK THAT'S RELEVANT TO THIS  
[03:15:40] PROJECT. IT'S DIRECTLY RELEVANT BECAUSE  
[03:15:42] WE'RE TAKING AWAY POTENTIAL SPACE. THAT  
[03:15:45] WOULD BE QUICK. DAVE, PLEASE. YEAH,  
[03:15:47] SURE. THE MARITIME INNOVATION CENTER  
[03:15:50] WILL BE AVAILABLE FOR MEETINGS THAT  
[03:15:54] ARE FOCUSED ON THE INDUSTRY, MARITIME  
[03:15:56] INDUSTRY, FISHING INDUSTRY. SO, YES, IT  
[03:15:58] IS AVAILABLE. AND WHAT FRED'S REALLY  
[03:16:01] ALLUDING TO IS ALSO AS WE DEVELOP MINK,  
[03:16:04] WE ARE DOUBLING THE SIZE OF THE NORDBY  
[03:16:06] CONFERENCE ROOM. SO WE'RE ACTUALLY  
[03:16:07] PROVIDING MORE RESOURCES FOR FOLKS THAT  
[03:16:10] WANT TO GET TOGETHER THAN WE'VE HAD EVEN  
[03:16:13] BEFORE WE STARTED THE MINK. CAN I GET A  
[03:16:16] MOTION AND A SECOND ON THIS ITEM,  
[03:16:17] PLEASE? SECOND. ALL RIGHT, CLERK PAYNE,  
[03:16:20] PLEASE GO AHEAD AND CALL THE ROLL.  
[03:16:23] THANK YOU. COMMISSIONER FELLEMAN? AYE.  
[03:16:26] COMMISSIONER HASAGAWA AYE.  
[03:16:30] COMMISSIONER MOHAMMED AYE. AND  
[03:16:32] COMMISSIONER CHO? AYE. THERE ARE FOUR  
[03:16:34] AYES AND ZERO NAYS FOR THIS ITEM.  
[03:16:36] EXCELLENT. THE MOTION PASSES. THANK YOU  
[03:16:37] VERY MUCH. ALL RIGHT, MOVING. THAT TAKE  
[03:16:40] CARE OF ALL OUR NEW BUSINESS. MOVING ON  
[03:16:42] TO ITEM ELEVEN PRESENTATIONS AND STAFF  
[03:16:45] REPORTS. DEPUTY COOK PAYNE, PLEASE READ  
[03:16:46] THE NEXT ITEM INTO THE RECORD AND  
[03:16:48] EXECUTIVE DIRECTOR METRUCK WILL THEN  
[03:16:50] INTRODUCE IT. THANK YOU. THIS IS ITEM  
[03:16:52] ELEVEN A Q TWO. 2023 FINANCIAL  
[03:16:55] PERFORMANCE BRIEFING.  
[03:16:58] COMMISSIONER,  
[03:17:01] COMMISSIONERS, I'M HAPPY TO REPORT THAT  
[03:17:04] THE 2023 FINANCIAL PERFORMANCE RESULTS  
[03:17:06] FOR THE FIRST HALF OF THE YEAR WERE  
[03:17:08] STRONG. SEA PASSENGERS VOLUMES CONTINUE  
[03:17:11] TO REBOUND AND ARE EXPECTED TO BE 8.8%  
[03:17:13] HIGHER THAN 2022 AND 3.4% LOWER THAN  
[03:17:17] PRE PANDEMIC VOLUMES IN 2019. AIRPORT  
[03:17:21] AERONAUTICAL REVENUES ARE PERFORMING  
[03:17:22] BETTER THAN THE BUDGET. WE EXPECT  
[03:17:24] ANOTHER ROBUST YEAR FOR OUR CRUISE  
[03:17:26] BUSINESS, WITH A PROJECTED 287 SAILINGS  
[03:17:29] AND A RECORD 1.4 MILLION REVENUE  
[03:17:32] PASSENGERS. AS A REMINDER, EACH HOME  
[03:17:34] PORTED VESSEL BRINGS IN OVER \$4 MILLION  
[03:17:36] TO LOCAL ECONOMY. WHILE OUR GRAIN  
[03:17:39] TERMINAL AND CONFERENCE CENTER ARE  
[03:17:40] PERFORMING BELOW BUDGET PROJECTIONS.  
[03:17:44] OUR FISHING, COMMERCIAL AND RECREATIONAL  
[03:17:46] MARINAS AND MARITIME PORTFOLIO ARE  
[03:17:47] EXPECTED TO EXCEED REVENUE TARGETS THIS  
[03:17:50] YEAR. OVERALL, WE EXPECT STRONG  
[03:17:52] FINANCIAL PERFORMANCE RESULTS FOR THE

[03:17:54] YEAR, WHICH SETS US UP NICELY AS WE  
[03:17:56] BUILD THE BUDGET TOWARDS 2024. WHILE OUR  
[03:17:59] PERFORMANCE IS STRONG, I WANT TO  
[03:18:00] REITERATE MY MESSAGE FROM PREVIOUS  
[03:18:02] BUDGET DISCUSSIONS ABOUT THE NEED TO BE  
[03:18:04] FISCALLY RESPONSIBLE OR FISCALLY  
[03:18:07] STRATEGIC IN WHAT WE'RE DOING. ALTHOUGH  
[03:18:10] WE HAVE BENEFITED GREATLY FROM A STRONG  
[03:18:11] RECOVERY OF TRAVEL AND TOURISM OVER THE  
[03:18:13] PAST SEVERAL YEARS, POST COVID, THERE'S  
[03:18:15] SIGNIFICANT UNCERTAINTY ON THE HORIZON,  
[03:18:17] PARTICULARLY RELATED TO PLANNING FOR  
[03:18:19] COSTS RELATED TO ENVIRONMENTAL  
[03:18:21] REMEDIATION AND, OF COURSE,  
[03:18:25] INFLATION. SO PRESENTING THIS AFTERNOON,  
[03:18:28] WE HAVE DAN THOMAS, CHIEF FINANCIAL  
[03:18:29] OFFICER, AND ROBERT GIACOPETTI,  
[03:18:33] AVIATION GRANTS PROGRAM MANAGER. SO WITH  
[03:18:35] THAT, I TURN OVER TO YOU, DAN. THANK  
[03:18:38] YOU, STEVE. AND GOOD AFTERNOON,  
[03:18:39] COMMISSIONERS. WE ALSO HAVE MICHAEL  
[03:18:40] THOMAS JOINING US AS WELL. I'M JUST  
[03:18:43] GOING TO KICK OFF ALSO WITH JUST A FEW  
[03:18:44] HIGHLIGHTS. STEVE MENTIONED A FEW OF THE  
[03:18:47] OPERATING AND FINANCIAL HIGHLIGHTS FOR  
[03:18:49] THE YEAR, BUT JUST WANTED TO NOTE ONE  
[03:18:51] THING THAT'S ON THIS FIRST SLIDE IS AT  
[03:18:53] THIS POINT, THROUGH SECOND QUARTER,  
[03:18:55] OPERATING EXPENSES ARE NEARLY \$16  
[03:18:57] MILLION BELOW BUDGET AND THROUGH  
[03:19:01] SECOND QUARTER AND ARE EXPECTED TO BE \$5  
[03:19:03] MILLION UNDER BUDGET BY YEAR END. WE'LL  
[03:19:05] HIGHLIGHT SOME MORE OF THAT LATER IN THE  
[03:19:07] PRESENTATION. AND ON THE REVENUE SIDE,  
[03:19:09] THROUGH SECOND QUARTER, REVENUES ARE  
[03:19:11] \$8.3 MILLION OVER BUDGET AND BY YEAR END  
[03:19:14] ARE FORECASTED TO BE \$18 MILLION OVER  
[03:19:16] BUDGET. SO AGAIN, WE'RE FORECASTING  
[03:19:18] PRETTY STRONG PERFORMANCE FOR THE YEAR.  
[03:19:21] AND IMPORTANTLY, ON THE CAPITAL SPENDING  
[03:19:23] SIDE, WE ARE NOW FORECASTING FOR THE  
[03:19:25] YEAR TO SPEND JUST OVER \$500 MILLION.  
[03:19:27] AND THAT REPRESENTS 93.5% OF THE BUDGET  
[03:19:31] FOR THIS YEAR. AND THAT REALLY IS  
[03:19:32] NOTEWORTHY BECAUSE OUR NORMAL COMPLETION  
[03:19:35] RATE SPENDING RATE TENDS TO BE SOMETIMES  
[03:19:37] IN THE 70% TO 80% RANGE. SO 93.5% IS  
[03:19:41] REALLY, REALLY GOOD, AND WE'RE HOPING  
[03:19:42] THAT CAN HOLD THROUGH THE END OF THE  
[03:19:45] YEAR. YOU ALSO HAVE A FULL REPORT IN  
[03:19:48] YOUR PACKET, THE MULTI PAGE DETAILED  
[03:19:50] FINANCIAL REPORT, JUST TO MENTION THAT.  
[03:19:52] AND WITH THAT, I'LL TURN OVER TO ROBERT  
[03:19:54] TO HIGHLIGHT THE AIRPORT PERFORMANCE.  
[03:19:56] THANK YOU, DAN. COMMISSIONERS, THANK YOU  
[03:19:58] VERY MUCH. I'M HERE ON BEHALF OF HEIDI  
[03:20:00] PAPICHUK TO PRESENT THE AVIATION  
[03:20:02] DIVISION'S Q TWO FINANCIAL RESULTS.  
[03:20:07] THIS MIGHT MOVE ALONG MORE SWIFTLY IF I  
[03:20:10] JUST REMIND YOU REALLY QUICKLY OF OUR  
[03:20:12] KEY PERFORMANCE, OUR GOALS, WHICH IS  
[03:20:15] YEAR END CASH BALANCE, DEBT SERVICE  
[03:20:17] COVERAGE, COMING IN ON OR SLIGHTLY

[03:20:20] UNDER BUDGET AND IMPROVING THE AIRPORT'S  
[03:20:22] NOI. AND I'M HAPPY TO REPORT THAT WE ARE  
[03:20:26] ON TARGET TO MEET ALL OF THOSE. NEXT  
[03:20:28] SLIDE, PLEASE. OKAY,  
[03:20:33] THIS CHART, I WANT YOU TO FOCUS ON THE  
[03:20:34] RIGHT HERE, WHICH HAS THE PASSENGERS IN  
[03:20:38] MILLIONS. AND WE'RE CALKINS OUR WAY  
[03:20:41] BACK TO 2019 LEVELS. IF YOU LOOK AT THE  
[03:20:43] BOTTOM ROW THERE, THE 2023 FORECAST  
[03:20:47] IS 50 MILLION ANNUAL PASSENGERS, WHICH  
[03:20:50] IS ONLY 3.4% LOWER THAN 2019.  
[03:20:54] OUR SORT OF BASELINE. AND WE'RE  
[03:20:57] OPTIMISTIC THAT BY 2024, WE'LL BE BACK.  
[03:21:02] AS YOU KNOW, PASSENGER GROWTH IS KEY TO  
[03:21:04] OUR NON AERO REVENUE, WHICH IS KEY TO  
[03:21:08] OUR NOI. SO ON THE NEXT SLIDE,  
[03:21:11] YOU WILL SEE RIGHT IN THE REVENUE  
[03:21:14] SECTION, UNDER NON AERONAUTIC REVENUE,  
[03:21:18] WE ARE BETTER THAN BUDGET BY \$21  
[03:21:20] MILLION. SO WE'RE QUITE PLEASED ABOUT  
[03:21:23] THAT. TAKE US TOWARDS OUR GOAL.  
[03:21:26] AND IF YOU LOOK AT OUR NOI, YOU CAN SEE  
[03:21:28] WE'RE \$23 MILLION BETTER,  
[03:21:32] AGAIN, THAN BUDGET.  
[03:21:37] WITH REGARD TO ONM EXPENSES, WE'RE  
[03:21:39] COMING IN SLIGHTLY UNDER BUDGET, WHICH  
[03:21:41] IS GOOD NEWS. AND AS YOU KNOW, THE  
[03:21:44] AERONAUTIC REVENUES ARE COST RECOVERY.  
[03:21:46] SO THAT'S WHY THOSE ARE DOWN BELOW,  
[03:21:50] WE HAVE OUR KEY MEASURES. NON ZERO NOS.  
[03:21:53] WE JUST MENTIONED CPE. AGAIN,  
[03:21:56] BETTER THAN BUDGET. AND DEBT SERVICE  
[03:21:58] COVERAGE COMING IN BETTER THAN WE  
[03:22:01] ANTICIPATED OR BUDGETED. NEXT SLIDE,  
[03:22:04] PLEASE.  
[03:22:09] IT SO ON OUR OPERATING EXPENSES.  
[03:22:12] AGAIN, COMING IN UNDER BUDGET. YEAR TO  
[03:22:16] DATE, 10.4 MILLION, PRIMARILY DRIVEN BY  
[03:22:19] OUTSIDE SERVICES. ONE OF THE BIGGEST  
[03:22:21] DRIVERS IS SOME DELAYS IN SOME EXPENSE  
[03:22:24] PROJECTS, AIRLINE REALIGNMENT BEING THE  
[03:22:26] MOST SIGNIFICANT. NEXT SLIDE.  
[03:22:32] AND OUR FULL YEAR FORECAST IS THAT WE  
[03:22:34] COME IN UNDER 1.8 MILLION. WE DON'T WANT  
[03:22:37] TO COME IN TOO LOW. MIGHT MEAN THAT WE  
[03:22:38] DIDN'T DO SOMETHING WE PROMISED. SO THIS  
[03:22:41] IS OUR SWEET SPOT. OKAY, NEXT SLIDE.  
[03:22:47] ON AERONAUTIC REVENUES, AGAIN,  
[03:22:49] CORRELATES HIGHLY WITH OPERATING  
[03:22:53] EXPENSES, WE EXPECT TO COME IN SLIGHTLY  
[03:22:56] UNDER BUDGET. NEXT SLIDE.  
[03:23:01] OKAY, I'M MOVING QUITE QUICKLY BECAUSE  
[03:23:04] I'M SURE EVERYONE'S KIND OF TIRED.  
[03:23:10] THE NON ERROR REVENUE GROWTH, YOU CAN  
[03:23:13] SEE IT'S VERY STRONG.  
[03:23:16] IT'S HIGHER THAN BUDGET.  
[03:23:20] IT'S AT \$12.68 PER EMPLOYMENT,  
[03:23:23] WHICH IS ACTUALLY STRONGER THAN 2019.  
[03:23:27] \$10.40 PER EMPLOYMENT. SO WE'RE DOING  
[03:23:30] REALLY STRONG. NEXT SLIDE.  
[03:23:34] THIS BREAKS OUT THAT NON AERONAUTIC  
[03:23:35] REVENUE A LITTLE BIT MORE GRANULARLY,  
[03:23:38] WHERE YOU CAN SEE BY THE VARIOUS NOT

[03:23:42] COST CENTERS, BUT REVENUE CENTERS.  
[03:23:44] PUBLIC PARKING IS OUR STRONGEST. WE'VE  
[03:23:47] DISCUSSED BEFORE, PARKING RATE INCREASE  
[03:23:50] IS PRIMARILY DRIVING THAT.  
[03:23:56] NEXT SLIDE. ARE THERE ANY QUESTIONS ON  
[03:23:57] THIS SLIDE? MOVE FORWARD.  
[03:24:01] NEXT SLIDE, PLEASE. OKAY, HERE'S OUR  
[03:24:03] FEDERAL RELIEF DOE SUMMARY. I'M SORRY,  
[03:24:06] GRANT SUMMARY. AND SO THIS HASN'T  
[03:24:07] CHANGED FROM THE LAST PRESENTATION. I  
[03:24:11] THINK WE SHOULD MAKE THAT THE TECHNICAL  
[03:24:12] TERM. YEAH, FEDERAL DOE. SORRY ABOUT  
[03:24:14] THAT. LIKE THAT. I WAS THINKING,  
[03:24:18] ALL RIGHT, SO DEBT SERVICE RATIO  
[03:24:22] REFERENCED EARLIER ON, AGAIN, COMING IN  
[03:24:25] BETTER THAN BUDGET.  
[03:24:29] WHEN YOU TAKE DOWN THE NON  
[03:24:33] AIRLINE REVENUE INCREASE COMING DOWN ALL  
[03:24:37] THE WAY TO WHAT WE HAVE AVAILABLE FOR  
[03:24:39] DEBT SERVICE, ALMOST 369,000,000.  
[03:24:42] AND THEN WHAT OUR ACTUAL DEBT SERVICE  
[03:24:46] IS 312,000,000.  
[03:24:49] THAT LEAVES A COVER RATIO OF 2.4,  
[03:24:52] WHICH MAKES THE INVESTMENT COMMUNITY  
[03:24:54] QUITE HAPPY. SO WE ARE IN VERY GOOD  
[03:24:56] FINANCIAL CONDITION. NEXT SLIDE  
[03:25:03] AGAIN, REFERENCED UPFRONT REGARDING OUR  
[03:25:06] CASH BALANCE BEING ONE OF OUR KEY GOALS,  
[03:25:09] WE ARE LOOKING TO COME IN \$11 MILLION  
[03:25:12] OVER OUR TARGET.  
[03:25:17] NEXT SLIDE, PLEASE. AND THE EXECUTIVE  
[03:25:21] DIRECTOR HAD MENTIONED THAT WE'RE DOING  
[03:25:23] REALLY WELL AND DAN ON OUR CAPITAL  
[03:25:26] SPENDING. WE ARE WITHIN 94% OF BUDGET,  
[03:25:29] SO WE ARE GETTING THINGS ACCOMPLISHED.  
[03:25:36] AND THAT'S ALL I HAVE AVAILABLE FOR  
[03:25:38] QUESTIONS AFTER THE PRESENTATION. YEAH,  
[03:25:40] I THINK THERE'S A QUESTION AMONGST ALL  
[03:25:42] COMMISSIONERS WHEN WE TALK ABOUT THE  
[03:25:43] REVENUES. WHAT IS THE OTHERS CATEGORY?  
[03:25:46] IT'S A PRETTY BIG CHUNK. I KNEW YOU  
[03:25:48] WOULD. WHICH SLIDE ARE YOU ON? WELL,  
[03:25:51] TEN. WE CAN START AT TEN. YEAH, I'M  
[03:25:53] LOOKING AT THE BRIEFING MEMO, AND THAT  
[03:25:55] DOESN'T OKAY.  
[03:26:01] SLIDE TEN.  
[03:26:04] NON ARROW. YEAH.  
[03:26:08] SO THAT IS IN  
[03:26:15] THAT BUCKET, YOU HAVE OUR FLIGHT  
[03:26:16] KITCHEN, WHICH IS REALLY STRONG. WE HAVE  
[03:26:19] OUR CLUBS AND LOUNGES. OH, I SEE. AND  
[03:26:22] SOME COMMERCIAL PROPERTIES AS WELL.  
[03:26:25] YEAH, THOSE ARE SOME OF  
[03:26:28] THE BIGGEST BUCKETS. SO CONVERT ALSO ON  
[03:26:31] THE SPENDING SIDE I THINK THIS IS WHERE  
[03:26:33] YOU'RE GETTING IT. ON THE SPENDING SIDE,  
[03:26:34] WHAT IS THE OTHERS CATEGORY ON THE  
[03:26:37] SPENDING SIDE? ON SLIDE 14. SLIDE 14.  
[03:26:41] LET ME SEE HERE.  
[03:26:46] THIS IS THE CAPITAL SLIDE. YEAH.  
[03:26:51] IF YOU COULD JUMP TO PAGE OR THOSE ARE  
[03:26:54] ALL OUTLINED IN THE APPENDIX.  
[03:26:58] YEAH, PAGE 49. 49, YOU SAID?



[03:27:01] YEAH.  
[03:27:06] WE LIST OUT ONLY THOSE MEGAPROJECTS TO  
[03:27:08] ROLL OUT A ROLL UP OF ALL THE PROJECTS,  
[03:27:10] WHICH IS LIKE, THERE'S OVER 100, RIGHT?  
[03:27:12] YEAH.  
[03:27:22] OH, I SEE. YEAH.  
[03:27:26] OKAY, GREAT. ANY OTHER QUESTIONS ON  
[03:27:29] AVIATION? IF NOT, WE'LL MOVE ON TO C  
[03:27:32] FOUR. GREAT. THANK YOU. THANK YOU.  
[03:27:46] GOOD AFTERNOON, COMMISSIONER. WE WILL  
[03:27:48] NOW QUICKLY RUN THROUGH THE FIRST HALF  
[03:27:50] FINANCIAL PERFORMANCE FOR THE SEAPORT AT  
[03:27:52] A HIGH LEVEL, INCLUDING MARITIME AND  
[03:27:54] ECONOMIC DEVELOPMENT DIVISIONS, ALONG  
[03:27:56] WITH STORMWATER UTILITY AND OUR POSITION  
[03:27:59] IN THE JOINT VENTURE WITH NORTHWEST  
[03:28:01] SEAPORT ALLIANCE. WE WILL GO THROUGH  
[03:28:03] NINE SLIDES, ANSWER ANY QUESTIONS YOU  
[03:28:05] MAY HAVE. IF YOU WANT A DEEPER LOOK AT  
[03:28:09] INDIVIDUAL BUSINESSES OR SERVICE GROUPS,  
[03:28:11] THERE ARE A NUMBER OF DETAILED SLIDES IN  
[03:28:13] THE APPENDIX AS WELL. NEXT SLIDE,  
[03:28:17] PLEASE. THIS SLIDE OF KEY  
[03:28:20] METRICS REALLY TELLS THE FIRST HALF OF  
[03:28:22] THE STORY. AS EXECUTIVE DIRECTOR METRUCK  
[03:28:25] MENTIONED, WE MAINTAIN EXCELLENT  
[03:28:28] OCCUPANCY RATES IN CREWS AND AT OUR  
[03:28:30] MARINAS, FISHING, AND COMMERCIAL  
[03:28:32] TERMINALS. THESE WERE OFFSET BY SOME  
[03:28:35] CHALLENGES PERTAINING TO LOWER CARGO  
[03:28:38] VOLUMES AT THE SEAPORT ALLIANCE AND AT  
[03:28:41] THE GRAIN TURMOIL. NEXT SLIDE,  
[03:28:43] PLEASE. HERE IS A  
[03:28:47] ROLL UP OF THE PORT DIVISIONS. OUR YEAR  
[03:28:50] TO DATE NET OPERATING INCOME IS HIGHER  
[03:28:52] THAN PUGET BY JUST UNDER \$7 MILLION.  
[03:28:55] BUT WE ARE ANTICIPATING FINISHING THE  
[03:28:57] YEAR CLOSER TO 3 MILLION ABOVE BUDGET,  
[03:29:00] AS WE OFTEN GET AN UPTICK IN SPENDING IN  
[03:29:02] THE SECOND HALF OF THE YEAR.  
[03:29:05] NEXT SLIDE, PLEASE.  
[03:29:09] NOW WE WILL WALK THROUGH THE INDIVIDUAL  
[03:29:11] DIVISIONS, STARTING WITH MARITIME. WE  
[03:29:13] ARE PLANNING TO EXCEED OUR REVENUE  
[03:29:15] BUDGET BY APPROXIMATELY \$1.7 MILLION,  
[03:29:19] WITH CRUISE OCCUPANCY OFFSET BY LOWER  
[03:29:22] FIRST HALF DEMAND AND GRAIN VOLUMES FROM  
[03:29:24] CHINA.  
[03:29:28] THE FISHING AND RECREATIONAL MARINAS ARE  
[03:29:30] PERFORMING WELL, PARTICULARLY TERMINAL  
[03:29:32] 91, AS THEY HAVE ADDED SEVERAL EVENTS,  
[03:29:35] INCLUDING THE RETURN OF THE ROW AUCTION,  
[03:29:37] WHICH BROUGHT BUYERS FROM ASIA TO BID ON  
[03:29:40] POLLOCK SKIINGS. WE EXPECT  
[03:29:44] TO RAMP UP CAPITAL SPENDING IN THE  
[03:29:46] SECOND HALF OF THE YEAR AS WE MOVE MORE  
[03:29:48] PROJECTS INTO THE CONSTRUCTION STAGE.  
[03:29:52] MANY WERE PRESENTED TODAY.  
[03:29:54] ADDITIONALLY, WE SAW OVER 2100 CHUM  
[03:29:57] COUNTED AS A RESULT OF THE HABITAT  
[03:30:00] IMPROVEMENTS AT TERMINAL 117 OR THE  
[03:30:02] DUWAMISH RIVER PEOPLE'S PARK.  
[03:30:06] NEXT SLIDE, PLEASE.

[03:30:10] YEAR TO DATE NET OPERATING INCOME IS  
[03:30:13] \$3.7 MILLION FAVORABLE TO BUDGET AND  
[03:30:16] 1.4 MILLION BETTER THAN 2022.  
[03:30:20] THE REVENUES ARE UP 13% IN 2023  
[03:30:26] FROM A 4.2 MILLION INCREASE IN CREWS,  
[03:30:30] WITH GROWTH IN OUR FISHING AND  
[03:30:31] COMMERCIAL AND MARINAS REVENUE OFFSET BY  
[03:30:35] REVENUE AND GRAIN VOLUMES. EXPENSES ARE  
[03:30:38] UP FROM 2022 BY 9%, PRIMARILY FROM  
[03:30:41] PAYROLL AND GENERAL INFLATION.  
[03:30:45] AGAIN, CAPITAL SPENDING IS EXPECTED TO  
[03:30:47] TICK UP IN THE SECOND HALF OF THE YEAR  
[03:30:48] AS MORE PROJECTS MOVE TO CONSTRUCTION.  
[03:30:52] NEXT SLIDE, PLEASE.  
[03:30:56] STORMWATER UTILITY IS COMING IN AS  
[03:30:58] PLANNED A BUDGET. THE MAINTENANCE,  
[03:31:00] CENTRAL SERVICE AND CENTRAL SERVICES  
[03:31:02] VARIANCES ARE A RESULT OF ABOUT \$450,000  
[03:31:06] IN EXPENSES MISAPPLIED TO THE WRONG  
[03:31:08] CATEGORY, ABSENT THAT, BOTH ARE RIGHT ON  
[03:31:11] BUDGET.  
[03:31:14] NEXT SLIDE, PLEASE. STOP ME IF I'M GOING  
[03:31:16] TOO FAST.  
[03:31:21] THIS IS A BREAKDOWN OF THE NORTHWEST  
[03:31:23] SEAPORT ALLIANCE OPERATING RESULTS.  
[03:31:25] REVENUES ARE BELOW BUDGET BY \$3.8  
[03:31:28] MILLION, DRIVEN BY LOWER VOLUMES WITH  
[03:31:31] EXPENSES LOWER THAN BUDGET. DUE TO  
[03:31:33] TIMING OF MAINTENANCE PROJECTS AND  
[03:31:35] VOLUME RELATED COST, THEY ARE FORECASTED  
[03:31:38] TO END OF THE YEAR NEAR BUDGET.  
[03:31:41] THESE YEAR TO DATE OPERATING INCOME  
[03:31:43] NUMBERS NETTED TO \$64.3 MILLION,  
[03:31:47] COUPLED WITH \$10.4 MILLION IN  
[03:31:50] DEPRECIATION AMOUNT TO \$53.8 MILLION.  
[03:31:54] THE PORT GETS 50% OF THIS,  
[03:31:58] ALONG WITH SOME NONOPERATING ITEMS SUCH  
[03:32:00] AS GRANTS THAT FEED INTO \$28.9  
[03:32:04] MILLION OF DISTRIBUTABLE INCOME. YOU  
[03:32:07] WILL SEE ON THE NEXT SLIDE.  
[03:32:10] NEXT SLIDE, PLEASE.  
[03:32:14] THIS SLIDE SHOWS THE FINANCIAL STATEMENT  
[03:32:17] FOR OUR NET STAKE IN THE JOINT VENTURE,  
[03:32:20] WHICH INCLUDES THAT \$28.9 MILLION OF  
[03:32:23] DISTRIBUTABLE INCOME FROM THE NORTHWEST  
[03:32:25] SEAPORT ALLIANCE, ALONG WITH SOME  
[03:32:27] REVENUES AND EXPENSES BORNE BY THE PORT  
[03:32:30] RELATED TO NORTHWEST SEAPORT ALLIANCE  
[03:32:32] LICENSED PROPERTIES THAT ARE NOT  
[03:32:34] INCLUDED FOR THE CHARTER. THE CONTOUR  
[03:32:38] REVENUE IS MOSTLY RELATED TO THE PORTS  
[03:32:40] LEASING ONE THIRD OF TERMINAL 46.  
[03:32:45] OTHER REVENUES INCLUDE HIGHER TENANT  
[03:32:48] REIMBURSEMENTS FOR MAINTENANCE WORK AND  
[03:32:50] UNBUDGETED REVENUE FROM THE PACIFIC  
[03:32:52] CRANE MAINTENANCE LEASE. ON THE PORTS  
[03:32:54] PORTION OF TERMINAL 46, EXPENSES ARE  
[03:32:58] TRACKING TO BUDGET, ABSENT THAT \$426,000  
[03:33:00] T FIVE ENVIRONMENTAL EXPENSE.  
[03:33:07] NEXT SLIDE, PLEASE.  
[03:33:10] AND AGAIN, NEXT SLIDE. THE NEXT  
[03:33:14] TWO SLIDES ARE ON THE ECONOMIC  
[03:33:16] DEVELOPMENT DIVISION. HOLD ON, LET'S

[03:33:17] PAUSE THERE. ANY QUESTIONS ON THE  
[03:33:19] SEAPORT STUFF RIGHT NOW?  
[03:33:22] YEAH. COMMISSIONER FRED. COMMISSIONER  
[03:33:24] FRED. SO THE STORMWATER UTILITY YOU SAID  
[03:33:28] WAS PERFORMING AS EXPECTED, BUT IT'S  
[03:33:30] DOWN. I MEAN, I NEVER KIND OF FUN THAT  
[03:33:33] WE GET MONEY FROM STORMWATER, BUT  
[03:33:35] SURETY. -78% FROM 2022.  
[03:33:39] THAT'S WHAT WAS EXPECTED BACK  
[03:33:44] TO THAT ONE.  
[03:33:46] THAT'S PAGE 21 DOWN.  
[03:33:53] I MEAN, REVENUE IS AT 1%.  
[03:33:57] AND OUR EXPENSES AGAIN, I THINK I  
[03:33:59] MENTIONED EARLIER, WE TYPICALLY PUGET AN  
[03:34:01] UPTICK IN EXPENSES IN THE SECOND HALF OF  
[03:34:04] THE YEAR. SO WE'RE STILL FORECASTING TO  
[03:34:06] BUDGET ON THERE.  
[03:34:09] OKAY, SO CHANGE FROM 2022  
[03:34:13] AFTER DEPRECIATION  
[03:34:17] WAS A CHANGE OF -78%  
[03:34:23] IS THAT WHAT THE LOWER RIGHT. HAND  
[03:34:24] CORNER SAYS. YEAH, I MEAN,  
[03:34:27] BUT THAT NUMBER IF YOU LOOK AT IT IN  
[03:34:29] REAL DOLLARS, WE'RE TALKING LIKE  
[03:34:31] \$200,000 OVERALL.  
[03:34:35] ALL RIGHT, WELL, ALL RIGHT. THAT'S WHAT  
[03:34:38] THE OKAY.  
[03:34:43] ALL RIGHT. THE QUESTION WAS I  
[03:34:47] GUESS IT WENT BACK TO I GUESS IT WAS AN  
[03:34:49] AVIATION QUESTION. SO I GUESS THIS  
[03:34:52] FOUNDATIONAL THING I WAS TALKING ABOUT  
[03:34:53] BEFORE WAS THAT WE HAVE ALL THE CAPITAL  
[03:34:56] STUFF LUMPED TOGETHER, AND THEN WE HAVE  
[03:34:58] THE DIFFERENT LINES OF BUSINESS REVENUES  
[03:35:00] SEPARATELY REPORTED. RIGHT. SO WHEN IT  
[03:35:03] COMES TO LOOKING AT CREWS,  
[03:35:06] WE DON'T REALLY HAVE WHAT THAT NET IS.  
[03:35:09] YEAH, I ACTUALLY DID POLL WITH THAT  
[03:35:12] NET IS SO WHAT  
[03:35:16] WE'RE PLANNING FOR THE YEAR TYPICALLY  
[03:35:18] HERE'S WHAT OUR 23 WE'RE FORECASTING  
[03:35:20] 2023 TO LOOK LIKE FOR CRUISE, WE'VE GOT  
[03:35:23] \$38 MILLION APPROXIMATELY WITH \$16  
[03:35:26] MILLION IN EXPENSES. SO THEN WE WOULD  
[03:35:29] THEN SAY NET OPERATING INCOME OF \$22  
[03:35:32] MILLION, AND THEN WE HAVE SIX ADDITIONAL  
[03:35:35] MILLION OF CAPITAL. SO IT REALLY BRINGS,  
[03:35:38] IF YOU INCLUDE ALL OF OUR INVESTMENTS,  
[03:35:39] IT WOULD BRING ABOUT \$16 MILLION OF  
[03:35:43] FUNDING TO THE PORT THAT CAN BE USED FOR  
[03:35:46] OTHER ITEMS, AND IT KIND OF COMPENSATES  
[03:35:50] FOR SOME OF OUR OTHER FISHING. I THINK  
[03:35:52] THAT'S GREAT. IT DOES FLOAT OUR BOAT,  
[03:35:55] SO TO SPEAK. AND I THINK IT'S IMPORTANT  
[03:35:57] TO UNDERSTAND, THOUGH, THAT WHEN IT'S  
[03:35:59] NOT ALL WRAPPED UP, IT IS COMPENSATING  
[03:36:02] FOR OTHER THINGS, BUT THE NET FOR IT I  
[03:36:06] THINK, IS JUST GOOD VISIBILITY. SO THANK  
[03:36:08] YOU FOR THAT. SURE. AND WE DO SHOW A LOT  
[03:36:10] OF THIS IN THE APPENDIX WITH THE NET OF  
[03:36:13] DEPRECIATION AS WELL. SO I JUST DID TALK  
[03:36:16] ABOUT IT SO MUCH IN THE DIVISIONAL  
[03:36:18] PORTFOLIO. THANKS. GREAT. THANKS,

[03:36:20] KELLY. WE CAN MOVE ON TO ECON DOVE  
[03:36:22] THERE'S. QUESTIONS? NOPE. OKAY.  
[03:36:28] WAS THERE ANOTHER QUESTION? NO, THANKS.  
[03:36:36] OKAY,  
[03:36:38] SO THE NEXT FEW SLIDES ARE ON THE  
[03:36:40] ECONOMIC DEVELOPMENT DIVISION. THEY ARE  
[03:36:43] TRACKING THE BUDGET. WITH THE EXCEPTION  
[03:36:46] OF SOME UNPLANNED QUARTER ONE CONFERENCE  
[03:36:49] AND EVENT CENTER CANCELLATIONS, THE BELL  
[03:36:52] STREET GARAGE IS RETURNING TO PRE  
[03:36:54] PANDEMIC LEVELS. PIER 66 ELEVATORS  
[03:36:58] ARE AT SUBSTANTIAL COMPLETION. WE ARE  
[03:37:00] MOVING INTO THE CONSTRUCTION PHASE FOR  
[03:37:03] THE MARITIME INNOVATION CENTER AND  
[03:37:05] GETTING CLOSER TO CONSTRUCTION AT  
[03:37:06] TERMINAL 91 UPLANDS.  
[03:37:10] NEXT SLIDE, PLEASE. THE YEAR TO DATE  
[03:37:13] OPERATING INCOME IS THREE QUARTERS OF A  
[03:37:15] MILLION FAVORABLE TO BUDGET, AND ABOUT  
[03:37:17] 1.2 MILLION HIGHER THAN 2022.  
[03:37:20] DESPITE THE LOWER CONFERENCE CENTER  
[03:37:22] VOLUMES THAN PLANNED, WE ARE STILL OVER  
[03:37:25] \$800,000 IN CONFERENCE REVENUE HIGHER  
[03:37:28] THAN 2022. AND COUPLED WITH INCREASED  
[03:37:31] PARKING VOLUMES ARE UP IN REVENUE 25%.  
[03:37:34] YEAR OVER YEAR EXPENSES ARE UP 5%  
[03:37:39] FROM 2022. WITH PAYROLL AND OTHER  
[03:37:42] INFLATIONARY INCREASES OFFSET BY THE  
[03:37:45] TOURISM RECOVERY INITIATIVE. WITH  
[03:37:47] WASHINGTON TOURISM ALLIANCE COMPLETION  
[03:37:50] IN APRIL OF LAST YEAR, WE ARE EXPECTED  
[03:37:53] TO SPEND ABOUT 95% OF CAPITAL BUDGET AS  
[03:37:55] WE RAMP UP TERMINAL 91 UPLANDS WORLD  
[03:37:59] TRADE CENTER WEST ROOF REPLACEMENT AND  
[03:38:02] 69 UNDER DOCK UTILITY WORK.  
[03:38:07] AND THAT DOES IT FOR SEAPORT. ANY  
[03:38:09] QUESTIONS? GREAT, GO AHEAD. FOR ECON.  
[03:38:13] SO WHEN YOU TALK ABOUT CONFERENCE  
[03:38:14] CENTER, DOES THAT INCLUDE WORLD  
[03:38:18] TRADE CENTER? PROBABLY NOT, RIGHT? YES  
[03:38:22] IT IS. IT'S MOSTLY THE BELL HARBOR AND  
[03:38:24] THERE'S SOME BECAUSE DO YOU HAVE  
[03:38:27] OFFHAND, YOU KNOW, OUR OCCUPANCY AT  
[03:38:30] WORLD TRADE? THE BUILDING?  
[03:38:33] YEAH. JUST BECAUSE PEOPLE  
[03:38:37] TELL ME WHY AREN'T YOU DOING PUTTING  
[03:38:40] INNOVATORS IN THAT SPACE IF WE HAVE ROOM  
[03:38:42] THERE AS WELL? DO WE KNOW IF  
[03:38:45] THAT'S LIKE DAVE'S LEFT? I GUESS, YEAH,  
[03:38:48] MAYBE GET BACK TO YOU ON THAT ONE.  
[03:38:51] IT'S A QUALITY SPACE, I JUST KNOW WE  
[03:38:53] HAVEN'T BEEN ABLE TO RENT IT ALL.  
[03:38:56] CORRECT AND I WOULD LIKE TO COME BACK  
[03:38:59] AND ANSWER THAT QUESTION MORE ACCURATELY  
[03:39:01] AND GIVE YOU SPECIFIC OCCUPANCY. I THINK  
[03:39:03] THE STRUGGLE HAS BEEN WITH SOME OF THE  
[03:39:05] WATERFRONT CONSTRUCTION PANDEMIC IMPACT  
[03:39:08] ON OFFICE. IT'S BEEN A HARD SPACE TO  
[03:39:10] FILL AND ALSO THE SPACES WE HAVE ARE  
[03:39:13] LARGE, THEY'RE TYPICALLY IN THE LARGER  
[03:39:15] BLOCK OF 4000.  
[03:39:19] WILL CONSULT WITH JENNIFER TO DETERMINE  
[03:39:21] GOING FORWARD WHETHER WE NEED TO ADDRESS

[03:39:23] OR CHANGE ANY OF THE SPACE  
[03:39:24] CHARACTERISTICS IN THAT BUILDING. BUT I  
[03:39:26] KNOW EFFORTS ARE STILL MADE THROUGH OUR  
[03:39:28] BROKER AND THROUGH OUR STAFF TO TRY AND  
[03:39:30] FILL THOSE SPACES. JUST SUCH A GREAT  
[03:39:32] BUILDING. I JUST AM SURPRISED THAT IT'S  
[03:39:34] HARD TO SELL. WELL, MAYBE WITH THE ELITE  
[03:39:37] WAY TAKING CARE OF SOME OF THE TRAFFIC,  
[03:39:38] WHO KNOWS, BUT IT SEEMS LIKE A BIT OF A  
[03:39:41] DIME IN THE ROUGH. ALL RIGHT,  
[03:39:44] COMMISSIONER, WE CAN REPORT BACK TO ALL  
[03:39:46] THE COMMISSIONER. COMMISSIONER ON IT.  
[03:39:50] ALL RIGHT. CENTRAL SERVICES.  
[03:39:59] GOOD AFTERNOON, COMMISSIONER. AND EXCEPT  
[03:40:01] THE DIRECTOR METRUCK IN THE NEXT FEW  
[03:40:03] SLIDES I'M GOING TO WALK THROUGH THE  
[03:40:05] CENTRAL SERVICES AS WELL AS THE PROVIDE  
[03:40:07] NUMBERS FOR YOU. NEXT SLIDE PLEASE.  
[03:40:16] SO HERE'S THE CENTRAL SERVICE NUMBER FOR  
[03:40:19] THE YEAR. WE ARE EXPECTING 244,000  
[03:40:26] OPERATING REVENUES ABOVE BUDGET AND  
[03:40:29] THAT'S MAINLY BECAUSE OF THE UNBUDGETED  
[03:40:33] POLICE FOR FEATURES REVENUE. ON THE  
[03:40:35] EXPENSES SIDE, MOST DEPARTMENT  
[03:40:39] WILL COME IN BELOW BUDGET AND WE EXPECT  
[03:40:42] ABOUT 3 MILLION BELOW BUDGET FOR THE  
[03:40:44] YEAR. ON THE RIGHT HAND SIDE, A FEW  
[03:40:48] BUSINESS HIGHLIGHT. YOU CAN ACTUALLY  
[03:40:51] FIND MUCH MORE IN THE VTN REPORT IN YOUR  
[03:40:54] PACKAGE. I AM HERE TO JUST WANT TO  
[03:40:57] HIGHLIGHT A FEW FOR YOU. THE FIRST ONE  
[03:41:01] IS WE HAVE HOSTED THE MULTICULTURE  
[03:41:06] WATER FUND BOAT TOUR FOR ABOUT 250  
[03:41:11] COMMUNITY MEMBERS. AND SECOND ONE IS  
[03:41:14] THAT WE ALSO HOSTED THE ANNUAL SOUTH  
[03:41:17] KING COUNTY COMMUNITY IMPACT FUND  
[03:41:20] ENVIRONMENT AND JOB SYMPOSIUM WITH ABOUT  
[03:41:23] 150 ATTENDEES. LAST BUT  
[03:41:26] NOT LEAST, THE PORT COMPLETED THE  
[03:41:31] EQUITABLE SPENDING AND ACCOUNTABILITY  
[03:41:33] PROJECT ESEP FRAMEWORK AND WE ARE USING  
[03:41:37] IT AS A PILOT FOR THE 2024 BUDGET AND  
[03:41:39] YOU WILL HEAR MORE IN THE NEXT FEW  
[03:41:41] MONTHS WHEN WE WILL FINISH THE 2024  
[03:41:45] PROPOSED BUDGET AND WE'LL REPORT THOSE  
[03:41:47] RESULT TO YOU. NEXT SLIDE PLEASE.  
[03:41:53] THIS CHART SHOWS THE 2023 YEAR  
[03:41:56] TO DATE CENTRAL SERVICES EXPENSES  
[03:41:59] COMPARED TO THOSE IN THE PAST TWO YEARS  
[03:42:02] AND TO THE BUDGET OVERALL. THE 2023  
[03:42:06] YEAR TO DATE OPERATING EXPENSES ARE 4.9  
[03:42:10] MILLION BELOW BUDGET AND DUE TO LOWER  
[03:42:12] PAYROLL AND THE OUTSIDE SERVICES AND  
[03:42:15] 12.2 MILLION HIGHER THAN LAST YEAR.  
[03:42:19] ALSO MAINLY BECAUSE OF HIGHER PAYROLLS,  
[03:42:21] WE HAVE THE NUMBER OF NEW FTE AND WITH  
[03:42:23] THE PAY INCREASE THAT WE HAVE THIS YEAR  
[03:42:27] AND ALSO MORE SPENDING ON THE OUTSIDE  
[03:42:30] SERVICES. NEXT SLIDE PLEASE.  
[03:42:36] SO, THIS CHART ON THE LEFT SOLD THE YEAR  
[03:42:39] TO DATE BUDGET VARIANCE AND  
[03:42:43] THE CHART ON THE RIGHT HAND SIDE, SO  
[03:42:45] WHERE THOSE MAJOR VARIANTS CAME FROM.

[03:42:49] SO, WHILE THE FOUR PAYROLLS WERE 2.6  
[03:42:52] MILLION LOWER THAN THE BUDGET,  
[03:42:56] YOU ARE SEEING A NUMBER OF BUDGET  
[03:42:59] VARIANTS IN THOSE THREE MAJOR CATEGORY  
[03:43:03] SALARIES, WAGES AND CHARGES TO CAPITAL.  
[03:43:09] SO, ONE OF THE MOST NOTICEABLE BUDGET  
[03:43:12] VARIANCE CAME FROM THE PAYROLL CHARGE TO  
[03:43:15] CAPITAL. AS YOU CAN SEE FROM THE BLUE  
[03:43:18] LINE THERE, IT'S ABOUT 18% BELOW BUDGET.  
[03:43:24] THE OTHER ONE I WOULD LIKE TO HIGHLIGHT  
[03:43:26] HERE IS THE OUTSIDE SERVICES WHICH IS  
[03:43:29] 2.8 MILLION OR ABOUT 15% UNDER BUDGET.  
[03:43:33] SO THOSE ARE THE TWO MAJOR CATEGORIES  
[03:43:36] THAT WE ARE SEEING IN SINOPAN PERCENTAGE  
[03:43:39] IN TERMS OF THE BUDGET VARIANCE PIER.  
[03:43:43] SO THESE ARE THE CENTRAL SERVICE NUMBER.  
[03:43:45] IF YOU DON'T HAVE ANY QUESTION, I WILL  
[03:43:47] GO TO THE PORT Y NUMBERS,  
[03:43:50] BUT I'LL PAUSE IT HERE. YEAH,  
[03:43:53] COMMISSIONER FRED HAS A QUESTION. SO I  
[03:43:57] KNOW WE ALWAYS ASK THESE STUPID  
[03:43:58] QUESTIONS ABOUT CENTRAL SERVICE BECAUSE  
[03:44:00] IT'S LIKE SOME ALLOCATION OF PIECES OF  
[03:44:03] EVERYBODY GETS TUCKED IN HERE.  
[03:44:06] WHEN I LOOK AT LEGISLATION, THE STAFF  
[03:44:09] INCENTIVIZATION THE TWO TO ONE BILL  
[03:44:11] MATCHES STRAIGHT UP PUBLIC AFFAIRS  
[03:44:15] RELATED THINGS. SO WE'RE TAKING THESE  
[03:44:18] ARE BUSINESS HIGHLIGHTS FOR ESSENTIAL.  
[03:44:20] SO SOME PORTION OF PIERCE'S TIME OF  
[03:44:23] OTHER FOLKS' TIME, IS THAT'S WHAT IT SEE,  
[03:44:27] I KNEW THE ANSWER TO THE QUESTION, BUT  
[03:44:29] IF YOU TOOK ALL OF THESE YOUR  
[03:44:33] HIGHLIGHTS AND HOW MUCH  
[03:44:36] IS ALL THAT REALLY? THOSE ARE THINGS  
[03:44:38] THAT WE ARE VERY PROUD OF AND THINGS  
[03:44:40] LIKE THAT. BUT IT'S PROBABLY A SMALL  
[03:44:42] PIECE OF OVERALL THE BUDGET FOR  
[03:44:45] CENTRAL SERVICES, ISN'T IT? THAT'S  
[03:44:48] PROBABLY TRUE IN TERMS OF THE BUDGET  
[03:44:50] AMOUNT, BUT THE BUSINESS HIGHLIGHT IS  
[03:44:52] MORE ON THE IMPACT AND SOME OF THE  
[03:44:54] OUTREACH THAT WE ENGAGE THE COMMUNITIES.  
[03:44:57] BUT IF WE JUST LOOK AT OBVIOUSLY  
[03:45:01] POLICE AND ENGINEERING AND CORE  
[03:45:03] ESSENTIAL, THESE ARE THE BIG TICKET  
[03:45:05] ITEMS, A LOT OF THESE ARE COMMISSIONER  
[03:45:09] INITIATIVES AND IMPORTANT THINGS TO OUR  
[03:45:11] COMMUNITIES AND THINGS LIKE THAT. BUT I  
[03:45:13] JUST WOULD BE INTERESTED TO KNOW IN THE  
[03:45:14] CONTEXT OF THE OVERALL CENTRAL SERVICES  
[03:45:17] BUDGET, THIS SEEMS LIKE PROBABLY  
[03:45:19] ROUNDING ERROR. THAT'S PROBABLY TRUE A  
[03:45:23] BIG PART. WE HAVE SEVERAL LARGE  
[03:45:25] DEPARTMENTS, AS YOU KNOW, THE POLICE IS  
[03:45:27] THE BIGGEST ONE, BUT ALSO THE ICT,  
[03:45:30] HR AND ACCOUNTING AND A  
[03:45:34] NUMBER OF LARGE DEPARTMENTS THAT WE  
[03:45:35] SUPPORTING FOR Y. YES, I THINK  
[03:45:39] IN THE FUTURE. THANKS FOR THAT FEEDBACK.  
[03:45:41] I THINK WE CAN LOOK AT WHAT ARE THE BIG  
[03:45:43] BUDGET DRIVERS, THE BIG ONES? WE CAN  
[03:45:46] REFLECT THOSE. AND ALSO I WOULD LIKE TO



[03:45:49] POINT OUT THAT IN THE VITAMIN REPORT,  
[03:45:51] THAT'S A TABLE THAT LISTS ALL THOSE BY  
[03:45:54] DEPARTMENTS AND THEIR BUDGET AMOUNT,  
[03:45:56] ACTUAL SPENDING AMOUNT AND THE  
[03:45:58] VARIANCES. THANK YOU. GREAT. ALL RIGHT,  
[03:46:00] WE CAN MOVE ON THE PORTWIDE. OKAY, NEXT  
[03:46:02] SLIDE. ONE MORE, PLEASE.  
[03:46:05] SO HERE'S THE POWERWIDE NUMBERS BY  
[03:46:12] MAJOR CATEGORY. THE BULL BAR IS THE  
[03:46:16] NAUTICAL REVENUE AND THE GREEN  
[03:46:20] BAR IS THE REVENUE  
[03:46:27] AND THE LIGHT BULB IS THE LONG AIRPORT  
[03:46:29] REVENUE. SO YOU CAN SEE THE THREE MAJOR  
[03:46:31] COMPONENTS AND THEN WEBB IS JUST THE  
[03:46:34] OPERATING EXPENSES AND BLUE LINES THE  
[03:46:38] NET OPERATING INCOME. SO YOU CAN SEE  
[03:46:41] FROM THE CHART HERE, BASICALLY WE HAVE A  
[03:46:43] VERY STRONG RECOVERY FROM THE PANDEMIC  
[03:46:46] IN THE LAST COUPLE OF YEARS. AND OUR  
[03:46:48] YEAR TO DATE ACTUAL IS ALSO PERFORMED  
[03:46:51] BETTER THAN THE BUDGET. SO OVERALL  
[03:46:55] WE ARE 8.3 MILLION ABOVE BUDGET ON THE  
[03:46:59] REVENUE SIDE AND THEN ALSO ON THE  
[03:47:01] EXPENSES SIDE, 15.7 MILLION BELOW BUDGET  
[03:47:05] AND THE NET OPERATING INCOME BEFORE  
[03:47:07] DEPRECIATION WAS 24 MILLION ABOVE  
[03:47:11] BUDGET. SO IT IS STRONG ITSELF OVERALL.  
[03:47:14] NEXT SLIDE, PLEASE.  
[03:47:17] SO, FOR THE FULL YEAR, WE ARE EXPECTING  
[03:47:20] 18.3 MILLION ABOUT BUDGET AND MAINLY DUE  
[03:47:23] TO HIGHER LONG AERONAUTICAL REVENUES AND  
[03:47:26] CRUISE REVENUE AND POSSIBLY OFFSET BY  
[03:47:30] THE LOWER AERONAUTICAL REVENUE AT THE  
[03:47:32] AIRPORT AND ALSO THE GRAIN VOLUME  
[03:47:34] REVENUE THERE. ON THE EXPENSES SIDE, WE  
[03:47:38] ARE FORECASTING 5 MILLION BELOW BUDGET  
[03:47:41] AND MEAN TO SOME VACANCIES AND LOWER  
[03:47:44] UTILITIES AND THIRD PARTY MANAGEMENT  
[03:47:46] COST. NET OPERATING INCOME BEFORE  
[03:47:49] DEPRECIATION. DEPRECIATION IS FORECAST  
[03:47:53] TO BE 23 MILLION ABOUT BUDGET AND 69  
[03:47:56] MILLION OR ABOUT 20% ABOVE THE 2022  
[03:48:00] LEVEL. SO IT'S PRETTY GOOD RESULT.  
[03:48:04] NEXT SLIDE, PLEASE. LAST BUT NOT  
[03:48:07] LEAST IS THE PORT Y CAPITAL SPENDING  
[03:48:10] NUMBER. WE SPEND ABOUT 194,000,000  
[03:48:15] IN THE FIRST HALF OF THE YEAR AND WE  
[03:48:18] EXPECT TO SPEND ABOUT 506,000,000 FOR  
[03:48:23] THE YEAR. SO THESE ARE THE OVERALL PORT  
[03:48:26] Y SUMMARY. AND THEN AGAIN, YOU CAN SEE  
[03:48:29] THE DETAIL IN THE APPENDIX OR THIS LINE  
[03:48:32] IN THE APPENDIX AS WELL AS THE WRITTEN  
[03:48:34] REPORT IN YOUR PACKAGE. SO WITH THAT,  
[03:48:36] HAPPY TO ANSWER ANY FURTHER QUESTIONS  
[03:48:38] THAT YOU MAY HAVE. GREAT. ANY QUESTIONS  
[03:48:39] FROM COMMISSIONERS? NO.  
[03:48:43] ANY ADDITIONAL QUESTIONS? SO, JUST A  
[03:48:46] QUICK QUESTION WITH REGARDS TO IT SEEMS  
[03:48:48] LIKE A LOT OF THE SAVINGS THAT WE'RE  
[03:48:50] EXHIBITING, ESPECIALLY ON THE AVIATION  
[03:48:52] SIDE, IS DUE TO PROJECT DELAY. AND SO  
[03:48:55] WHEN IT COMES TO YEAR OVER YEAR  
[03:48:56] BUDGETING, DO WE JUST ROLL OVER OR DO WE

[03:49:01] I'M CURIOUS, FROM AN ACCOUNTING  
[03:49:03] STANDPOINT, HOW DO WE ACCOUNT FOR THOSE  
[03:49:08] SAVINGS? IT'S NOT REALLY A SAVINGS,  
[03:49:10] REALLY. IT'S MORE OF A DELAY, RIGHT?  
[03:49:12] YES. IF ON THE EXPENSE, OPERATING  
[03:49:14] EXPENSE SIDE, THEN WE SPEND YEAR BY  
[03:49:17] YEAR. IF IT'S ON TALKING ABOUT THE  
[03:49:18] CAPITAL SPENDING, THEN SOME OF THEM HAVE  
[03:49:21] SOME TRUE SAVING, BUT LOTS OF THEM, IF  
[03:49:22] IT'S BECAUSE OF DELAY, THEN WE OBVIOUSLY  
[03:49:25] HAVE TO FINISH THE PROJECT AND VOTE IT.  
[03:49:26] SO WE WOULD OBVIOUSLY ACCOUNT FOR THAT  
[03:49:28] IN NEXT YEAR'S BUDGET, RIGHT? WE WOULD  
[03:49:30] REFLECT THAT. AND THAT'S WHY WE GO BACK  
[03:49:32] TO LOOKING AT AND THIS IS WHY THE NUMBER  
[03:49:34] THERE AND THE 95% EXECUTION OF THE  
[03:49:37] CAPITAL BUDGET IS VERY IMPORTANT FOR US.  
[03:49:39] IT GETS US CLOSER TO OUR BUDGETED  
[03:49:41] SPENDING OF DOING THAT. BUT IT ALSO  
[03:49:42] MEANS WE'RE DELIVERING THOSE KEY  
[03:49:43] PROJECTS AS WELL WE HAVE IN OUR CAPITAL  
[03:49:46] PLAN. AND YOU'RE RIGHT, MR. PRESIDENT,  
[03:49:49] THAT DELAYS KNOW IT COULD BE JUST  
[03:49:51] SLIDING. THERE'S NOT SAVINGS THERE.  
[03:49:53] IT'S JUST SLIDING WITHIN THAT OKAY. ALL  
[03:49:56] RIGHT. THANK YOU SO MUCH, MICHAEL.  
[03:49:57] THANK YOU. APPRECIATE IT. ALL RIGHT,  
[03:50:00] THAT CONCLUDES OUR BUSINESS MEETING  
[03:50:01] AGENDA FOR THE DAY. ARE THERE ANY  
[03:50:03] CLOSING COMMENTS AT THIS TIME OR MOTIONS  
[03:50:05] RELATING TO COMMITTEE REFERRALS FOR  
[03:50:06] COMMISSIONER? COMMISSIONER HASEGAWA.  
[03:50:10] THANK YOU. I KNOW IT'S GOING TO BE A BIT  
[03:50:12] OF A RECESS BEFORE WE RECONVENE IN  
[03:50:15] PUBLIC FORUM. AS A COMMISSION IN  
[03:50:17] SEPTEMBER, I JUST WANTED TO INTRODUCE  
[03:50:20] THE IDEA TO COMMISSIONERS, MEMBERS OF  
[03:50:22] THE PUBLIC PORT STAFF,  
[03:50:26] OF A POTENTIAL ORDER COMING FORWARD TO  
[03:50:30] ESTABLISH AN AD HOC COMMITTEE THAT WILL  
[03:50:33] ADDRESS SPECIFICALLY WORKFORCE  
[03:50:35] CONDITIONS. THE PURPOSE FOR ME  
[03:50:38] ESTABLISHING, SEEKING TO ESTABLISH THIS  
[03:50:40] SORT OF AN AD HOC COMMITTEE IS TO BE  
[03:50:43] ABLE TO ADVANCE IN A STREAMLINED FASHION  
[03:50:45] SOME OF THE PRIORITY ITEMS THAT WE'VE  
[03:50:47] BEEN WORKING ON ON AN AD HOC BASIS.  
[03:50:51] THAT INCLUDES THE ISSUE OF CHILDCARE,  
[03:50:55] WHICH IS AN EXPRESS PRIORITY BY MY  
[03:50:57] COLLEAGUES UPON THE COMMISSION, AS WELL  
[03:50:59] AS THE ONGOING CHALLENGE OF ADDRESSING  
[03:51:01] THE NEEDS FOR HEALTH CARE FROM SOME OF  
[03:51:04] OUR AIRPORT WORKERS AS WELL.  
[03:51:08] AND SO THIS WOULD BE A FORUM WHERE WE'LL  
[03:51:11] BE ABLE TO BE ABLE TO RECEIVE REGULAR  
[03:51:14] AND DEPENDABLE UPDATES AS A COMMITTEE  
[03:51:16] REPORTED OUT TO THE FULL COMMISSION ON A  
[03:51:18] REGULAR BASIS AND BE ABLE TO PROVIDE  
[03:51:21] INPUT AND GUIDANCE ON THESE WORKFORCE  
[03:51:23] CONDITIONS ISSUES. EXCELLENT. THANK YOU  
[03:51:26] SO MUCH FOR THAT. COMMISSIONER HASEGAWA.  
[03:51:28] EXECUTIVE DIRECTOR METRUCK. ANY CLOSING  
[03:51:30] COMMENTS? OH, YEAH, COMMISSIONER

[03:51:31] FELLEMAN. I JUST WANTED TO ACKNOWLEDGE  
[03:51:33] THIS FANTASTIC EVENT WE WERE AT ON THE  
[03:51:35] 30TH AT ALKAI WHEN THE MUCKLESHOOT  
[03:51:38] PULLED OFF A REMARKABLE EVENT OF 100  
[03:51:41] PLUS CANOES FROM ALL OVER THE NORTHWEST  
[03:51:43] REGION, LANDING IN INCREDIBLE TIMING AND  
[03:51:47] FANFARE, INCREDIBLY ORGANIZED EVENT.  
[03:51:49] AND IT WAS GREAT FOR THE PORT TO BE  
[03:51:52] THERE IN FORCE AND SHOW OUR RESPECTS.  
[03:51:55] EXCELLENT. THANK YOU FOR BEING THERE ON  
[03:51:56] OUR BEHALF. EXECUTIVE DIRECTOR METRUCK.  
[03:51:59] ANY CLOSING COMMENTS TODAY? THANKS,  
[03:52:01] COMMISSIONER. I KNOW IT WAS A LONG  
[03:52:02] MEETING, BUT I THINK ENDING ON JUST HOW  
[03:52:05] WE'RE PERFORMING FINANCIALLY THROUGH THE  
[03:52:07] HALF THE YEAR AS WE'VE GONE TO THE  
[03:52:08] BUDGET SEASON IS A GREAT, AND I  
[03:52:10] APPRECIATE YOUR TIME ON THAT. THANK YOU.  
[03:52:12] EXCELLENT. WELL, HEARING NO FURTHER  
[03:52:14] COMMENTS OR HAVING NO FURTHER BUSINESS,  
[03:52:16] IF THERE IS NO OBJECTION, WE ARE  
[03:52:17] ADJOURNED RIGHT BEFORE 4:00, 3:58.  
[03:52:21] THANK YOU ALL. APPRECIATE IT. THANK YOU,  
[03:52:24] EVERYONE.  
[03:52:38] YOU OUR.

END OF TRANSCRIPT