

START OF TRANSCRIPT

[00:00:27] YOU.  
[00:00:30] THIS IS COMMISSION VICE PRESIDENT  
[00:00:32] TOSHIKO HASEGAWA CONVENING THE REGULAR  
[00:00:34] MEETING OF SEPTEMBER 12, 2023. THE TIME  
[00:00:38] IS 10:29 A.M.  
[00:00:42] AND 46 SECONDS. WE'RE MEETING IN PERSON  
[00:00:46] TODAY AT THE PORT OF SEATTLE  
[00:00:47] HEADQUARTERS BUILDING. COMMISSION  
[00:00:49] CHAMBERS AS WELL AS VIRTUALLY VIA MICRO  
[00:00:52] SOFT TEAM COUSIN. WITH ME TODAY ARE  
[00:00:53] COMMISSIONERS CAULKINS, FELLEMAN AND  
[00:00:55] MOHAMED, WHO ARE CURRENTLY GATHERED IN  
[00:00:57] THE EXECUTIVE SESSION ROOM AWAITING THE  
[00:00:59] OPENING OF THE PUBLIC MEETING.  
[00:01:00] COMMISSIONER CHO WILL BE JOINING THE  
[00:01:02] MEETING LATER THIS MORNING. WE WILL NOW  
[00:01:05] RECESS INTO THE EXECUTIVE SESSION TO  
[00:01:07] DISCUSS TWO ITEMS REGARDING LITIGATION  
[00:01:09] OR POTENTIAL LITIGATION OR LEGAL RISK  
[00:01:11] FOR RCW 42.30.1101  
[00:01:16] I FOR APPROXIMATELY 45 MINUTES AND WILL  
[00:01:19] RECONVENE INTO PUBLIC SESSION AT TWELVE  
[00:01:20] NOON. COMMISSIONER MOHAMMED AND SHOW ARE  
[00:01:23] RECUSED FROM PARTICIPATING IN THE SECOND  
[00:01:25] DISCUSSION. THANK YOU. THANK YOU. WE ARE  
[00:01:28] IN RECESS.  
[00:01:32] THIS IS COMMISSION VICE PRESIDENT  
[00:01:34] TOSHIKO HASEGAWA RECONVENE THE REGULAR  
[00:01:36] MEETING OF SEPTEMBER 12, 2023. THE TIME  
[00:01:40] IS TWELVE 07:00 P.M.. WE'RE MEETING  
[00:01:43] IN PERSON TODAY AT THE PORT OF SEATTLE  
[00:01:45] HEADQUARTERS BUILDING AT THE  
[00:01:47] COMMISSIONER CHAMBERS. CLERK HART,  
[00:01:49] PLEASE CALL THE ROLL OF ALL COMMISSIONER  
[00:01:50] IN ATTENDANCE. THANK YOU, COMMISSIONER.  
[00:01:52] VICE PRESIDENT BEGINNING WITH  
[00:01:54] COMMISSIONER CALKINS JOINING US  
[00:01:55] VIRTUALLY HERE.  
[00:01:59] AND JUST SO YOU'RE AWARE, COMMISSIONER  
[00:02:01] HASEGAWA IS REALLY FAINT ON THE AUDIO.  
[00:02:04] OKAY, THANK YOU VERY MUCH.  
[00:02:07] COMMISSIONER CHO WILL BE JOINING US HERE  
[00:02:09] SHORTLY. COMMISSIONER FELLEMAN?  
[00:02:11] PRESENT. THANK YOU. COMMISSIONER  
[00:02:13] HASEGAWA? PRESENT. THANK YOU. AND  
[00:02:15] COMMISSIONER MOHAMMED. PRESENT. THANK  
[00:02:17] YOU. WE DO HAVE A QUORUM HERE TODAY.  
[00:02:19] THANK YOU. CLERK HART. A FEW  
[00:02:20] HOUSEKEEPING ITEMS BEFORE WE BEGIN. FOR  
[00:02:23] EVERYONE IN THE MEETING ROOM. PLEASE DO  
[00:02:25] TURN OFF YOUR CELL PHONES OR TURN THEM  
[00:02:28] ON TO SILENT. FOR ANYONE PARTICIPATING  
[00:02:30] VIA MICROSOFT TEAMS, PRETTY PLEASE MUTE  
[00:02:32] YOUR SPEAKERS WHEN NOT ACTIVELY SPEAKING  
[00:02:34] OR PRESENTING. PLEASE KEEP YOUR CAMERAS  
[00:02:37] OFF UNLESS YOU'RE A MEMBER OF THE  
[00:02:38] COMMISSION OR THE EXECUTIVE DIRECTOR  
[00:02:40] PARTICIPATING VIRTUALLY, OR YOU ARE A  
[00:02:42] MEMBER OF STAFF IN A PRESENTATION AND  
[00:02:44] ARE ACTIVELY ADDRESSING THE COMMISSION.  
[00:02:46] MEMBERS OF THE PUBLIC ADDRESSING THE

[00:02:48] COMMISSION DURING PUBLIC COMMENT MAY  
[00:02:49] TURN ON THEIR CAMERAS WHEN THEIR NAME IS  
[00:02:51] CALLED TO SPEAK, AND WILL TURN THEM BACK  
[00:02:53] OFF AGAIN AT THE CONCLUSION OF THEIR  
[00:02:55] REMARKS. FOR ANYONE AT THE DAIS HERE  
[00:02:57] TODAY, PLEASE TURN OFF THE SPEAKERS AND  
[00:02:59] ANY COMPUTERS AND SILENCE YOUR DEVICES.  
[00:03:01] PLEASE ALSO REMEMBER TO ADDRESS YOUR  
[00:03:03] REQUEST TO BE RECOGNIZED, TO SPEAK TO  
[00:03:04] THE CHAIR, AND TO WAIT TO SPEAK UNTIL  
[00:03:06] YOU'VE BEEN RECOGNIZED. YOU'LL TURN YOUR  
[00:03:08] MICROPHONES ON AND OFF AS NEEDED. ALL  
[00:03:10] THE ITEMS NOTED HERE WILL ENSURE A  
[00:03:12] SMOOTH MEETING. THANK YOU. ALL VOTES  
[00:03:15] TODAY WILL BE TAKEN BY THE ROLL CALL  
[00:03:17] METHOD, SO IT'S CLEAR FOR ANYONE  
[00:03:18] PARTICIPATING VIRTUALLY HOW VOTES ARE  
[00:03:20] CAST. COMMISSIONERS WILL SAY AYE OR NAY  
[00:03:23] WHEN THEIR NAME IS CALLED. WE'RE MEETING  
[00:03:26] TODAY ON THE ANCESTRAL LANDS AND WATERS  
[00:03:28] OF THE COAST SALISH, PEOPLES WITH WHOM  
[00:03:30] WE SHARE A COMMITMENT TO STEWARD THESE  
[00:03:31] NATURAL RESOURCES FOR FUTURE  
[00:03:33] GENERATIONS. THIS MEETING IS BEING  
[00:03:36] DIGITALLY RECORDED AND MAY BE VIEWED OR  
[00:03:38] HEARD AT ANY TIME ON THE PORT'S WEBSITE  
[00:03:40] AND MAY BE REBROADCASTED BY KING COUNTY  
[00:03:43] TELEVISION. NOW PLEASE STAND OR JOIN US  
[00:03:45] FOR THE PLEDGE OF ALLEGIANCE.  
[00:03:49] I PLEDGE ALLEGIANCE TO THE FLAG OF THE  
[00:03:52] UNITED STATES OF AMERICA AND TO THE  
[00:03:54] REPUBLIC FOR WHICH IT STANDS, ONE NATION  
[00:03:57] UNDER GOD, INDIVISIBLE, WITH LIBERTY AND  
[00:04:00] JUSTICE FOR ALL.  
[00:04:12] GOOD AFTERNOON. THANK YOU SO MUCH AND I  
[00:04:14] APOLOGIZE FOR BEING A LITTLE LATE.  
[00:04:16] THANK YOU, VICE PRESIDENT HASEGAWA, FOR  
[00:04:19] SUBBING IN FOR A SECOND THERE. THE FIRST  
[00:04:21] ITEM OF TODAY'S BUSINESS IS APPROVAL OF  
[00:04:23] THE AGENDA. AS A REMINDER, IF A  
[00:04:25] COMMISSIONER WISHES TO COMMENT FOR OR  
[00:04:27] AGAINST AN ITEM ON THE CONSENT AGENDA,  
[00:04:29] IT IS NOT NECESSARY TO PULL THE ITEM  
[00:04:30] FROM CONSENT AGENDA. RATHER, A  
[00:04:32] COMMISSIONER MAY OFFER SUPPORTING  
[00:04:34] OPPOSING COMMENTS LATER IN THE MEETING.  
[00:04:37] ONCE WE GET TO THE CONSENT AGENDA,  
[00:04:39] PLEASE WAIT UNTIL THE MOTION TO APPROVE  
[00:04:40] THE CONSENT AGENDA IS ON THE FLOOR FOR  
[00:04:43] THESE COMMENTS, IF ANY. HOWEVER, IT IS  
[00:04:46] APPROPRIATE THIS TIME IF A COMMISSIONER  
[00:04:48] WANTS TO ASK QUESTIONS OF STAFF OR  
[00:04:49] WISHES TO HAVE A DIALOGUE ON A CONSENT  
[00:04:51] AGENDA ITEM, TO REQUEST THE ITEM BE  
[00:04:54] PULLED FOR A SEPARATE DISCUSSION. ARE  
[00:04:56] THERE ANY ITEMS TO BE PULLED FROM THE  
[00:04:57] CONSENT AGENDA OR ANY MOTIONS TO  
[00:04:59] REARRANGE THE ORDER OF THE DAY?  
[00:05:03] ALL RIGHT. SEEING NONE THE  
[00:05:04] COMMISSIONERS, THE QUESTION IS NOW  
[00:05:05] APPROVAL ON THE AGENDA. IS THERE A  
[00:05:07] MOTION TO APPROVE THE AGENDA? SO MOVED.  
[00:05:10] SECOND. GREAT. THE MOTION HAS BEEN MADE

[00:05:12] AND SECONDED. IS THERE ANY OBJECTION TO  
[00:05:14] APPROVAL OF THE AGENDA AS PRESENTED?  
[00:05:17] HEARING NONE. THE AGENDA IS APPROVED AS  
[00:05:20] PRESENTED. WE DO NOT HAVE ANY SPECIAL  
[00:05:23] ORDERS SCHEDULED FOR TODAY, SO WE WILL  
[00:05:25] GO ON TO OUR NEXT ITEM ON THE AGENDA,  
[00:05:27] WHICH IS THE EXECUTIVE DIRECTOR'S  
[00:05:29] REPORT. EXECUTIVE DIRECTOR METRUCK. YOU  
[00:05:31] HAVE A FLOOR. THANK YOU,  
[00:05:35] MR. PRESIDENT. GOOD AFTERNOON,  
[00:05:37] COMMISSIONER. I HOPE THAT YOU ALL HAD  
[00:05:39] THE OPPORTUNITY TO ENJOY THE RECESS IN  
[00:05:41] THE LABOR DAY HOLIDAY AND WERE ABLE TO  
[00:05:43] RECHARGE FOR THE UPCOMING FULL ON SPRINT  
[00:05:46] TOWARDS THE END OF THE YEAR. SEEMS  
[00:05:48] ALREADY HERE. WE ARE IN THE SECOND WEEK  
[00:05:51] OF SEPTEMBER. I'D LIKE TO EXPRESS MY  
[00:05:54] DEEP APPRECIATION AND GRATITUDE FOR ALL  
[00:05:56] THE STAFF THAT WORK DURING THIS BUSY  
[00:05:57] TRAVEL PERIOD TO KEEP OUR GATEWAYS OPEN  
[00:06:00] AND OPERATING. BEFORE I GIVE SOME  
[00:06:02] UPDATES, I'D LIKE TO ACKNOWLEDGE THAT  
[00:06:04] YESTERDAY WAS THE 22ND ANNIVERSARY OF  
[00:06:07] THIS SEPTEMBER 11 ATTACKS ON OUR NATION.  
[00:06:10] FOR ALL OF US, IT'S OUR OPPORTUNITY TO  
[00:06:12] REFLECT. AND THAT DAY IS BURNED INTO THE  
[00:06:14] MEMORIES OF ALL OF US. AND FOR MYSELF,  
[00:06:16] I'D JUST LIKE TO TAKE A MOMENT TO  
[00:06:18] REFLECT ON THAT DAY, BECAUSE I FOUND  
[00:06:20] MYSELF I WAS SERVING IN THE US. COAST  
[00:06:22] GUARD AT THE TIME I WAS ASSIGNED AS  
[00:06:25] CAPTAIN OF THE PORT IN SAN DIEGO. AND ON  
[00:06:27] SEPTEMBER 11, I WAS ACTUALLY IN  
[00:06:28] WASHINGTON, DC. AT FAA HEADQUARTERS THAT  
[00:06:31] MORNING. I REMEMBER HEARING THE  
[00:06:33] ANNOUNCEMENT AND CANCELING THE  
[00:06:35] CONFERENCE I WAS AT AND HEADING INTO THE  
[00:06:37] LOBBY WHERE THE TELEVISION PORTRAYED  
[00:06:41] THE EVENTS HAPPENING. WALKING OUTSIDE ON  
[00:06:43] THE NATIONAL MALL, I COULD SEE THE SMOKE  
[00:06:44] RISING THE DISTANCE AND LATER LEARNED  
[00:06:47] THAT WAS FROM THE PENTAGON. THE ATTACKS  
[00:06:48] GOING ON AT THE PENTAGON THAT WEEK WAS  
[00:06:52] A LOT OF CHAOS AS THE THINGS THAT  
[00:06:53] UNFOLDED THERE AND I NEEDED TO GET BACK  
[00:06:56] TO THE WEST COAST. AND I SUBSEQUENTLY I  
[00:06:58] REMEMBER FLYING BACK CROSS COUNTRY LATER  
[00:07:00] THAT WEEK IN THE BACK OF A C 130,  
[00:07:05] BACK TO MY COMMAND IN SAN DIEGO,  
[00:07:07] REALIZING THAT EVERYTHING WAS ABOUT THE  
[00:07:08] CHANGE IN THE WORLD OF SAFETY AND  
[00:07:09] SECURITY OF THOSE THAT DO THAT. AND FOR  
[00:07:12] ME, THE ANNIVERSARY OF 911 EVERY YEAR IS  
[00:07:14] AN OPPORTUNITY TO RECOGNIZE THOSE FIRST  
[00:07:16] RESPONDERS AND CIVILIAN HEROES THAT TOOK  
[00:07:18] ACTION TO PROTECT OTHERS ON THAT FATEFUL  
[00:07:21] DAY THAT RAN INTO DANGER INSTEAD OF  
[00:07:23] AWAY, WITH MANY MAKING THE ULTIMATE  
[00:07:26] SACRIFICE, AS WE KNOW. AND IT'S ALSO AN  
[00:07:29] OPPORTUNITY TO REFLECT ON THE FACT THAT  
[00:07:31] WE HAVE MADE OURSELVES MORE RESILIENT AS  
[00:07:33] A PORT AND AS A NATION THAN WE WERE IN  
[00:07:35] THE PAST, AND THAT WE'RE BETTER PREPARED

[00:07:37] TO ANTICIPATE RISKS AND THREATS TO US  
[00:07:40] ACROSS THE BOARD. AND I THINK HERE AT  
[00:07:42] THE PORT, THAT IS SOMETHING WE TAKE VERY  
[00:07:44] SERIOUSLY, AND THAT A WAY TO HONOR THE  
[00:07:46] SACRIFICE OF THE HEROES WHO LOST THEIR  
[00:07:48] LIVES ON THAT DAY IS TO BE BETTER  
[00:07:50] PREPARED AND TO STAY VIGILANT IN ALL  
[00:07:52] THAT WE DO HERE AT THE PORT. ESPECIALLY  
[00:07:54] OUR FIRST RESPONDERS ON OUR FIRE AND  
[00:07:57] POLICE DEPARTMENTS CONTINUE TO KEEP  
[00:07:59] FOCUS ON SAFETY AND SECURITY OF EVERYONE  
[00:08:01] WHO USES OUR FACILITIES AND  
[00:08:03] TRANSPORTATION SYSTEMS. SO THAT WHAT  
[00:08:05] HAPPENED 22 YEARS AGO AS IT CONTINUES TO  
[00:08:08] TOUCH OUR DAILY LIVES AND THAT WE ARE  
[00:08:11] REMINDED NEVER TO FORGET THAT  
[00:08:14] DAY AND WHAT IT MEANS FOR US AND OUR  
[00:08:16] RESPONSIBILITIES TO SAFELY AND SECURELY  
[00:08:20] OPERATE OUR FACILITIES. SO THANK YOU FOR  
[00:08:22] THAT OPPORTUNITY TO TALK ABOUT THAT.  
[00:08:25] SPEAKING OF FIRST RESPONDERS, I'M  
[00:08:27] PLEASED TO HIGHLIGHT TWO GREAT STORIES  
[00:08:29] RELATED TO THE PORT OF SEATTLE POLICE  
[00:08:30] DEPARTMENT. FIRST, OUR SEA CARES  
[00:08:33] PROGRAM, WHICH COORDINATES A NON LAW  
[00:08:35] ENFORCEMENT RESPONSE TO PEOPLE  
[00:08:36] EXPERIENCING HOMELESSNESS OR CRISIS AT  
[00:08:38] SEA, WAS FEATURED IN AIRPORT IMPROVEMENT  
[00:08:41] MAGAZINE. IN PARTICULAR, THE ARTICLE  
[00:08:45] HIGHLIGHTS THE AMAZING WORK OF VICTORIA  
[00:08:48] ROSETTA SEVA AND OFFICER MICHELLE  
[00:08:51] BRAGEL, WHO LEAD THAT EFFORT. BETWEEN  
[00:08:53] MAY 2021 AND APRIL 2023,  
[00:08:57] THE DUO TALLIED 494 AIRPORT  
[00:09:00] ENCOUNTERS, 239 OF WHICH WERE WITH  
[00:09:03] INDIVIDUALS EXPERIENCING HOMELESSNESS.  
[00:09:06] NO ARRESTS WERE MADE IN 204 OF THE 239  
[00:09:09] ENCOUNTERS, AND 159 OF THE PEOPLE  
[00:09:12] INVOLVED ACCEPTED SOME TYPE OF  
[00:09:14] ASSISTANCE OR REFERRAL FROM SEA CARES.  
[00:09:17] THIS ARTICLE ALSO HIGHLIGHTED THE  
[00:09:19] IMPORTANCE OF PARTNERSHIPS, INCLUDING  
[00:09:21] WITH KING COUNTY MOBILE CRISIS TEAM AND  
[00:09:22] OTHER SOCIAL SERVICE AGENCIES, TO  
[00:09:25] FACILITATE CONNECTIONS TO RESOURCES FOR  
[00:09:27] PEOPLE EXPERIENCING HOMELESSNESS.  
[00:09:30] SECOND, OUR PORT OF SEATTLE POLICE  
[00:09:32] DEPARTMENT CONTINUES TO DO AMAZING WORK  
[00:09:34] TO COORDINATE RELIEF EFFORTS IN RESPONSE  
[00:09:36] TO THE DEVASTATING FIRES ON MAUI. SO  
[00:09:39] FAR, MORE THAN 14,600 POUNDS OF DONATED  
[00:09:43] RELIEF SUPPLIES HAVE BEEN TRANSPORTED TO  
[00:09:45] THE RESIDENTS AND FIRST RESPONDERS OF  
[00:09:47] MAUI IN JUST THREE WEEKS. THEIR WORK  
[00:09:50] CONTINUES, AND THEIR LIST OF PARTNER  
[00:09:51] AGENCIES CONTINUES TO GROW. SPECIAL  
[00:09:54] KUDOS TO SERGEANT TONY KELAHUI FOR  
[00:09:59] CREATING THIS AMAZING ACHIEVEMENT AND A  
[00:10:01] HUGE THANK YOU TO EVERYONE INVOLVED IN  
[00:10:03] THESE MUCH NEEDED AND DEEPLY APPRECIATED  
[00:10:05] EFFORTS. SPEAKING OF HAWAII, I ALSO  
[00:10:08] WANTED TO HIGHLIGHT THAT THE PORT OF  
[00:10:10] SEATTLE COMMISSIONER FRED FELLEMAN

[00:10:11] REPRESENTED THE PORT IN WELCOMING THE  
[00:10:18] HOKALEA SORRY. THANK YOU, COMMISSIONER  
[00:10:22] HOKALEA AND ITS CREW TO PIER 62 IN THE  
[00:10:24] BELL HARBOR MARINA LAST MONTH. OVER 400  
[00:10:27] PEOPLE ATTENDED THE EVENT IN PERSON,  
[00:10:29] AND MANY MORE WERE TUNING IN. BACK IN  
[00:10:31] HAWAII AND ACROSS THE WORLD, THE  
[00:10:33] SUQUAMISH AND MUCKLESHOOT TRIBES,  
[00:10:35] NATIVE HAWAIIAN AND PACIFIC ISLANDER  
[00:10:36] COMMUNITY MEMBERS IN THE PORT. IN THE  
[00:10:39] CITY OF SEATTLE, OFFICIALS WELCOMED THE  
[00:10:41] VESSEL AND HER CREW. THE TRIBAL NATION'S  
[00:10:43] PROTOCOL OPENED THE WAY FOR A FLOTILLA  
[00:10:45] OF OUTRIGGER PADDLING CANOES, THE CITY'S  
[00:10:47] FIREBOAT, AND OTHER VESSELS THAT GAVE  
[00:10:50] THE HOKILEA AND HER CREW A CAPTIVATING  
[00:10:53] WATER WELCOME. THE EVENT WAS A MOMENTOUS  
[00:10:57] OPPORTUNITY TO AMPLIFY THE VOICES OF  
[00:10:59] NATIVE PEOPLE ACROSS THE PACIFIC AND  
[00:11:01] HERE AT HOME. ON BEHALF OF THE  
[00:11:03] POLYNESIAN VOYAGING SOCIETY, MASTER  
[00:11:05] NAVIGATOR AND CEO NAINOA THOMPSON  
[00:11:10] HELPED SPREAD AWARENESS ON HOW WE CAN  
[00:11:12] SAVE THE OCEAN, WORK THROUGH KINDNESS  
[00:11:15] AND COMPASSION, AND SHARE AND PROTECT  
[00:11:17] NATURAL RESOURCES RESPONSIBLY. OH,  
[00:11:20] GREAT, THEY HAVE THE PHOTO THERE TO SHOW  
[00:11:22] THAT. THANK YOU TO THE MANY PORT STAFF  
[00:11:24] WHO SUPPORTED THE EVENT, INCLUDING NATE  
[00:11:25] CAMINOS, ROSIE COURTNEY, AND DARYL DARE.  
[00:11:29] COMMISSIONERS, THANK YOU FOR JOINING ME  
[00:11:30] AND THE PORT MARITIME STAFF OUTSIDE THE  
[00:11:33] BUILDING RIGHT BEFORE TODAY'S COMMISSION  
[00:11:34] MEETING TO SEE SOME OF THE EXAMPLES OF  
[00:11:36] HOW WE'RE TRANSITIONING OUR PORT  
[00:11:38] VEHICLES TO LOW AND ZERO EMISSION  
[00:11:40] TECHNOLOGIES. WE'RE VERY PLEASED TO  
[00:11:42] DISPLAY NOT ONLY ELECTRIC CARS AND  
[00:11:44] TRUCKS, BUT ALSO THE BRAND NEW ELECTRIC  
[00:11:45] SKIFF THAT'S BEEN DEVELOPED AS AN  
[00:11:48] INNOVATION PARTNERSHIP BETWEEN MARINE  
[00:11:50] MAINTENANCE AND THE FISHERMAN'S TERMINAL  
[00:11:52] STAFF. EVEN MORE EXCITING, THE SKIFF WAS  
[00:11:54] DESIGNED AND BUILT BY COMPANIES  
[00:11:55] PARTICIPATING IN THE MARITIME BLUE  
[00:11:57] INNOVATION ACCELERATOR THAT THE PORT IS  
[00:11:59] A FUNDER OF. IT HAD A GREAT VIEW. I  
[00:12:01] CAN'T WAIT. I'D LIKE TO RIDE AROUND ON  
[00:12:03] THE BOAT MYSELF. I HEAR IT HAS GREAT  
[00:12:04] ACCELERATION AND ALL THE VEHICLES HAVE  
[00:12:06] GREAT TORQUE AT THE LINE, WHICH IS  
[00:12:09] EXCITING TO DRIVE ELECTRIC VEHICLE AND  
[00:12:13] TO SEE THEM IN ACTION. AND THE USE OF  
[00:12:15] THIS NEW TECHNOLOGY WILL INFORM FUTURE  
[00:12:18] MARITIME ELECTRIFICATION EFFORTS AND  
[00:12:19] PROJECTS AS WE GO FORWARD. AND THANK YOU  
[00:12:22] TO COMMISSIONERS FOR ALL YOUR SUPPORT OF  
[00:12:24] ELECTRIFICATION OF THESE VEHICLES,  
[00:12:25] PARTICULARLY THE SKIFF, GETTING THE  
[00:12:27] SKIFF INTO OPERATION. AND THANK YOU TO  
[00:12:30] ALL THE STAFF WHO HELPED MAKE TODAY'S  
[00:12:33] SHOWCASE HAPPEN. I JUST WISH I HAD MORE  
[00:12:35] TIME TO SPEND WITH THEM BECAUSE THERE

[00:12:36] WAS A LOT TO TALK ABOUT. EACH ONE WANTED  
[00:12:38] TO TALK ABOUT THEIR OWN VEHICLE AND  
[00:12:40] THEIR OWN VESSEL AND DOING THAT, SO I  
[00:12:42] HOPE TO SPEND MORE TIME WITH THEM. AND  
[00:12:44] LASTLY, BEFORE I HIGHLIGHT ITEMS ON  
[00:12:46] TODAY'S AGENDA, I'D LIKE TO SHARE THAT  
[00:12:48] THE FINAL LABOR DAY HOLIDAY AIR TRAFFIC  
[00:12:50] NUMBERS ARE IN, AND IT APPEARS THAT  
[00:12:52] WE'RE ONLY 2% SHORT OF THE 2019 BASED  
[00:12:56] LEVELS BASED ON TSA SECURITY CHECKPOINT  
[00:12:58] DATA. WHILE WE'VE NOT REACHED 219 LEVELS  
[00:13:01] YET, THE TREND SUGGESTS THAT TRAVEL AND  
[00:13:03] PASSENGER VOLUMES ARE REBOUNDING VERY  
[00:13:06] QUICKLY, WHICH IS GOOD NEWS FOR US IN  
[00:13:08] THE REGIONAL ECONOMY. SPEAKING OF COAST  
[00:13:11] COVID RECOVERY, I HOPE THAT YOU'VE ALL  
[00:13:13] SEEN THE NEWS THAT LUFTHANSA IS  
[00:13:15] OFFICIALLY LAUNCHING ITS SERVICE FROM  
[00:13:17] SEA TO MUNICH. ORIGINALLY ANNOUNCED  
[00:13:19] BEFORE THE PANDEMIC, THE START OF THIS  
[00:13:21] NEW DIRECT INTERNATIONAL CONNECTION TO  
[00:13:25] ANOTHER CITY IN GERMANY IS YET ANOTHER  
[00:13:27] SIGN OF THE ROBUST AIR TRAVEL REBOUND.  
[00:13:30] AND THEN, MOVING ON TODAY'S COMMISSION  
[00:13:32] MEETING, I'D LIKE TO HIGHLIGHT JUST A  
[00:13:33] COUPLE ITEMS. UNDER NEW BUSINESS TODAY,  
[00:13:36] WE'LL ACT ON TWO ITEMS THAT HAVE BEEN IN  
[00:13:37] THE WORKS FOR A VERY, VERY LONG TIME AND  
[00:13:40] ARE FINALLY COMING FOR YOUR APPROVAL,  
[00:13:42] THANKS TO THE HARD WORK OF THE PORT  
[00:13:43] STAFF. FIRST, WE WILL FINALLY APPROVE  
[00:13:46] PROCEEDING WITH THE DESIGN AGREEMENT FOR  
[00:13:47] THE WEST WATERWAY IN PARTNERSHIP WITH  
[00:13:49] THE US ARMY CORPS OF ENGINEERS, WHICH IS  
[00:13:52] A SIGNIFICANT MILESTONE FOR OUR EFFORT  
[00:13:54] TO MODERNIZE TERMINAL FIVE.  
[00:13:56] SPECIFICALLY, THIS PROJECT WILL RESULT  
[00:13:58] IN DEEPENING THE WATERWAY TO 57FT TO  
[00:14:00] BETTER ACCOMMODATE LARGER CONTAINER  
[00:14:02] VESSELS. SECOND, WE WILL MOVE FORWARD  
[00:14:05] WITH IMPROVING THE T 91 BIKE PATH,  
[00:14:07] SPECIFICALLY REMOVING THE OVERPASS  
[00:14:09] BRIDGE THAT SERVES AS A MAJOR CHOKE  
[00:14:11] POINT FOR CYCLISTS AND PEDESTRIANS  
[00:14:13] COMING FROM NORTH SEATTLE TOWARD THE  
[00:14:15] SEATTLE WATERFRONT, AND VICE VERSA.  
[00:14:18] IT'LL BE A GREAT DAY WHEN BIKERS NO  
[00:14:20] LONGER HAVE TO IGNORE THE IT'S WRITTEN  
[00:14:23] THIS WAY THAT BICYCLISTS WILL NO LONGER  
[00:14:26] HAVE TO IGNORE THE PLEASE DISMOUNT AND  
[00:14:28] WALK YOUR BIKE. I'M SURE EVERYBODY DOES  
[00:14:30] DISMOUNT TO WALK THEIR BIKE SIGNS  
[00:14:32] CURRENTLY POSTED ON EITHER SIDE OF THE  
[00:14:34] BRIDGE. AND FINALLY, YOU'LL RECEIVE A  
[00:14:36] BRIEFING ON OUR POST INTERNATIONAL  
[00:14:38] RIVALS FACILITY AIRLINE REALIGNMENT,  
[00:14:40] WHICH WILL BETTER SITUATE OUR AIRLINE  
[00:14:42] TENANTS THROUGHOUT THE AIRPORT. AND I'LL  
[00:14:44] HAVE MORE TO SAY ABOUT EACH OF THESE  
[00:14:45] WHEN THEY COME BEFORE YOU COMMISSIONERS,  
[00:14:47] THIS CONCLUDES MY REMARKS. THANK YOU.  
[00:14:50] EXCELLENT. THANK YOU FOR THOSE UPDATES,  
[00:14:52] STEVE. WE ARE NOW ON TO COMMITTEE

[00:14:54] REPORTS. ERICA CHUNG, COMMISSION  
[00:14:55] STRATEGIC ADVISOR, WILL PROVIDE THE  
[00:14:57] UPDATES. GOOD AFTERNOON, PRESIDENT CHO.  
[00:15:00] COMMISSIONER AND EXECUTIVE DIRECTOR  
[00:15:01] METRUCK. I HAVE TWO COMMITTEE REPORTS FOR  
[00:15:04] YOU TODAY. ON SEPTEMBER 7, COMMISSIONER  
[00:15:06] MOHAMED CONVENED THE AUDIT COMMITTEE  
[00:15:10] WITH COMMISSIONER CHO AND PUBLIC MEMBER  
[00:15:12] SARAH HOLMSTEIN ATTENDANCE. THE  
[00:15:14] COMMITTEE APPROVED TWO MOTIONS ONE TO  
[00:15:16] APPROVE THE LAST SET OF MEETING MINUTES,  
[00:15:18] AND ONE TO APPROVE THE 2024 PROPOSED  
[00:15:20] INTERNAL AUDIT BUDGET. THE COMMITTEE  
[00:15:23] ALSO RECEIVED THE ENTRANCE AUDIT OPENING  
[00:15:25] FROM THE OFFICE OF THE WASHINGTON STATE  
[00:15:27] AUDITOR, WHICH IS THE 2022  
[00:15:30] ACCOUNTABILITY AUDIT OF THE PORT. THE  
[00:15:32] AUDITOR'S OFFICE WILL SHARE THE SPECIFIC  
[00:15:34] AREAS OF REVIEW UPON COMPLETING THEIR  
[00:15:36] PLANNING PROCEDURES IN AVIATION. OPEN  
[00:15:38] ISSUES FOR THE INTERNAL AUDIT DEPARTMENT  
[00:15:41] WERE OVERVIEWED, AS WAS THE STATUS OF  
[00:15:43] THE 2023 AUDIT PLAN. TWO PERFORMANCE  
[00:15:46] AUDIT REPORTS AND ONE LIMITED CONTRACT  
[00:15:48] COMPLIANCE AUDIT REPORT WERE SHARED WITH  
[00:15:50] THE COMMITTEE MEMBERS, WITH MANAGEMENT  
[00:15:52] TEAMS PROVIDING THEIR RESPONSES TO THE  
[00:15:54] AUDITS. THREE INFORMATIONAL TECHNOLOGY  
[00:15:57] AUDITS WERE LATER PRESENTED IN NONPUBLIC  
[00:15:59] SESSION DUE TO THE SECURITY SENSITIVE  
[00:16:01] NATURE OF THE ITEMS. THE NEXT AUDIT  
[00:16:04] COMMITTEE MEETING WILL BE HELD IN  
[00:16:05] DECEMBER. ON JULY 26, THE HIGHLINE  
[00:16:09] FORUM MET WITH COMMISSIONER FELLEMAN  
[00:16:11] CHAIRING THE MEETING AND THEY RECEIVED  
[00:16:12] SEVERAL UPDATES. HIGHLINE FORUM RECEIVED  
[00:16:15] AN UPDATE FROM MEETING SITE HOST  
[00:16:17] HIGHLINE SCHOOL DISTRICT SUPERINTENDENT  
[00:16:19] DR. EVAN DURAN, WHO SPOKE TO THE SCHOOL  
[00:16:22] DISTRICT'S COMMITMENT TO CULTURE OF  
[00:16:24] BELONGING, INNOVATIVE LEARNING,  
[00:16:27] BILINGUAL AND BILATERAL LEARNING, AND  
[00:16:29] HELPING STUDENTS BECOME FUTURE READY.  
[00:16:31] PRESENTERS FROM THE PORT TRADE AND  
[00:16:33] DEVELOPMENT ALLIANCE, ANEW AND THE CITY  
[00:16:36] OF BURIEN SPOKE TO THEIR WORKFORCE  
[00:16:37] DEVELOPMENT PROGRAM OFFERING. FORUM  
[00:16:40] MEMBERS WERE VERY IMPRESSED WITH THE  
[00:16:41] MANY OFFERING AND SPOKE TO THE NEED TO  
[00:16:43] FIND BETTER WAYS TO CONSOLIDATE ALL  
[00:16:45] WORKFORCE DEVELOPMENT INFORMATION AND  
[00:16:48] SHARE IT WITH THE PUBLIC. AVIATION  
[00:16:50] DIRECTOR LANCE LITTLE PROVIDED THE START  
[00:16:52] UPDATE FROM THE JUNE 28TH MEETING,  
[00:16:55] WHICH INCLUDED A PRESENTATION BY THEN  
[00:16:57] COMMERCIAL AVIATION COORDINATING  
[00:16:59] COMMISSION CHAIR AND FEDERAL POLICY  
[00:17:03] UPDATE AND THE PROGRESS BEING MADE ON  
[00:17:06] INCLUDING START PRIORITIES IN THE  
[00:17:08] UPCOMING 2023 FAA REAUTHORIZATION BILL.  
[00:17:13] AS PART OF THE ROUND THE TABLE SHARING,  
[00:17:15] COMMISSIONER FELLEMAN SHARED  
[00:17:19] THE PORT COMMISSION'S ADOPTION OF THE

[00:17:21] 2023 TEN ON LAND STEWARDSHIP AND  
[00:17:24] THE COMMISSION'S RECENT ADOPTION OF THE  
[00:17:26] AUTHORIZATION FOR THE SOUND INSTALLATION  
[00:17:28] PHASE TWO APARTMENT PROGRAM. THIS  
[00:17:30] CONCLUDES MY REPORT. THANK YOU.  
[00:17:34] EXCELLENT. THANK YOU SO MUCH, ERICA,  
[00:17:35] FOR THOSE UPDATES. ANY QUESTIONS FROM  
[00:17:37] COMMISSIONER REGARDING COMMITTEES? ALL  
[00:17:40] RIGHT, SAYING NONE. WE WILL MOVE ON. WE  
[00:17:43] ARE NOW AT THE PUBLIC COMMENT SECTION OF  
[00:17:45] OUR AGENDA. THE PORT COMMISSION WELCOMES  
[00:17:47] PUBLIC COMMENT AS AN IMPORTANT PART OF  
[00:17:48] THE PUBLIC PROCESS. COMMENTS ARE  
[00:17:50] RECEIVED AND CONSIDERED BY THE  
[00:17:52] COMMISSION IN ITS DELIBERATIONS. BEFORE  
[00:17:54] WE TAKE PUBLIC COMMENT, LET'S REVIEW OUR  
[00:17:56] RULES FOR IN PERSON AND VIRTUAL PUBLIC  
[00:17:57] COMMENT. CLERK HART, PLEASE PLAY THE  
[00:17:59] RECORDED RULES.  
[00:18:03] AS NOTED, PUBLIC COMMENT IS AN IMPORTANT  
[00:18:06] PART OF THE PUBLIC PROCESS AND THE PORT  
[00:18:08] OF SEATTLE COMMISSION THANKS YOU FOR  
[00:18:10] JOINING US. THE COMMISSION ACCEPTS IN  
[00:18:13] PERSON, VIRTUAL AND WRITTEN PUBLIC  
[00:18:15] COMMENT REGARDING MATTERS RELATED TO THE  
[00:18:17] CONDUCT OF PORT BUSINESS. BEFORE WE  
[00:18:20] PROCEED, HERE ARE THE COMMISSION'S  
[00:18:22] PUBLIC COMMENT RULES OF PROCEDURE. FOR  
[00:18:24] YOUR INFORMATION, EACH COMMENTER WILL  
[00:18:27] HAVE TWO MINUTES TO SPEAK AND SHOULD  
[00:18:29] STAY WITHIN THE ALLOTTED TIME. A PIER  
[00:18:32] WILL APPEAR ON THE SCREEN AND A BUZZER  
[00:18:34] WILL SOUND AT THE END OF THE TWO MINUTE  
[00:18:36] PERIOD. FOR EACH SPEAKER, THE COMMISSION  
[00:18:39] RESERVES THE RIGHT TO RECEIVE COMMENTS  
[00:18:41] SPECIFICALLY RELATED TO THE CONDUCT OF  
[00:18:43] PORT BUSINESS. IF COMMENTS ARE NOT  
[00:18:45] RELATED TO THE CONDUCT OF PORT BUSINESS,  
[00:18:47] THE PRESIDING OFFICER WILL STOP THE  
[00:18:49] SPEAKER AND ASK THAT COMMENTS BE KEPT TO  
[00:18:52] MATTERS RELATED TO THE CONDUCT OF PORT  
[00:18:54] BUSINESS. THIS RULE APPLIES TO BOTH  
[00:18:57] INTRODUCTORY AND CONCLUDING REMARKS.  
[00:19:00] ALL REMARKS SHOULD BE ADDRESSED TO THE  
[00:19:02] COMMISSION AS A BODY AND NOT TO  
[00:19:04] INDIVIDUAL COMMISSIONERS.  
[00:19:07] DISRUPTIONS OF COMMISSION PUBLIC  
[00:19:08] MEETINGS ARE PROHIBITED. DISRUPTIONS  
[00:19:11] INCLUDE, BUT ARE NOT LIMITED TO THE  
[00:19:13] FOLLOWING REFUSAL OF A SPEAKER TO LIMIT  
[00:19:16] REMARKS TO TOPICS RELATED TO THE CONDUCT  
[00:19:18] OF PORT BUSINESS THREATS AND ABUSIVE  
[00:19:21] OR HARASSING BEHAVIOR AND LANGUAGE  
[00:19:24] OBSCENE LANGUAGE AND GESTURES.  
[00:19:27] REFUSAL OF A SPEAKER TO COMPLY WITH THE  
[00:19:29] ALLOTTED TIME SET FOR THE INDIVIDUAL  
[00:19:31] SPEAKER'S PUBLIC COMMENT LEAVING THE  
[00:19:35] PODIUM OR TESTIMONY TABLE TO PHYSICALLY  
[00:19:37] APPROACH COMMISSIONER OR STAFF DURING  
[00:19:40] ONE'S PUBLIC COMMENT PROVIDED SPEAKERS  
[00:19:42] MAY AUTHOR WRITTEN MATERIALS TO THE  
[00:19:45] COMMISSIONER CLERK AND ANY BEHAVIOR THAT  
[00:19:48] DISRUPTS, DISTURBS OR OTHERWISE IMPEDES



[00:19:51] THE MEETING. ANY DISRUPTION WILL RESULT  
[00:19:55] IN A SPEAKER'S MICROPHONE BEING  
[00:19:56] IMMEDIATELY SHUT OFF BY THE PRESIDING  
[00:19:58] OFFICER AND A WARNING OR LOSS OF  
[00:20:01] SPEAKING PRIVILEGES OR REMOVAL FROM THE  
[00:20:03] MEETING ROOM MAY OCCUR AS PROVIDED IN  
[00:20:06] THE COMMISSION'S BYLAWS. WRITTEN  
[00:20:08] MATERIALS PROVIDED TO THE CLERK WILL BE  
[00:20:10] INCLUDED IN TODAY'S MEETING RECORD. THE  
[00:20:13] CLERK HAS A LIST OF THOSE PREPARED TO  
[00:20:15] SPEAK. WE ARE TAKING COMMENTS FROM  
[00:20:18] ANYONE WHO HAS SIGNED UP TO SPEAK  
[00:20:19] VIRTUALLY AS WELL AS FROM ANYONE WHO HAS  
[00:20:22] JOINED US TODAY HERE IN THE MEETING ROOM  
[00:20:24] WHEN YOUR NAME IS CALLED, IF YOU ARE  
[00:20:26] JOINING VIRTUALLY, PLEASE UNMUTE  
[00:20:29] YOURSELF. THEN PLEASE REPEAT YOUR NAME  
[00:20:31] FOR THE RECORD AND STATE YOUR TOPIC  
[00:20:33] RELATED TO THE CONDUCT OF PORT BUSINESS.  
[00:20:35] YOU MAY TURN ON YOUR CAMERA AT THIS  
[00:20:37] TIME. THE TWO MINUTE TIMER WILL THEN  
[00:20:41] BEGIN. IF YOU'RE ON THE TEAM'S MEETING  
[00:20:43] AND AT THE SAME TIME STREAMING THE  
[00:20:45] MEETING ON THE WEBSITE, PLEASE MUTED THE  
[00:20:47] WEBSITE STREAM TO AVOID FEEDBACK. WHEN  
[00:20:50] YOU HAVE CONCLUDED YOUR REMARKS, YOU MAY  
[00:20:52] AGAIN TURN OFF YOUR CAMERA AND MUTE YOUR  
[00:20:54] SPEAKER. IF YOU ARE SPEAKING FROM THE  
[00:20:57] MEETING ROOM, PLEASE COME TO THE  
[00:20:58] TESTIMONY TABLE, REPEAT YOUR NAME FOR  
[00:21:01] THE RECORD AND STATE YOUR TOPIC RELATED  
[00:21:03] TO THE CONDUCT OF PORT BUSINESS. OUR  
[00:21:05] PUBLIC COMMENT PERIOD WILL NOW COMMENCE.  
[00:21:08] THANK YOU AGAIN FOR JOINING US TODAY.  
[00:21:11] AWESOME. THANK YOU SO MUCH. AS A  
[00:21:13] REMINDER, PLEASE MAKE SURE YOU STATE  
[00:21:15] YOUR FULL NAME AND THE TOPIC RELATED TO  
[00:21:17] PORT BUSINESS FOR THE RECORD. OUR FIRST  
[00:21:19] SPEAKER TODAY IN PERSON WILL BE ALEX  
[00:21:21] ZIMMERMAN.  
[00:21:28] ALEX, PLEASE STATE YOUR FULL NAME AND  
[00:21:30] YOUR TOPIC RELATED TO PORT BUSINESS AND  
[00:21:31] THEN WE'LL START THE CLOCK.  
[00:21:44] HELLO. MY NAME IS ALEX.  
[00:21:50] I WANT TO SPEAK SOMETHING ABOUT VERY  
[00:21:53] IMPORTANT. I SAY WE HAVE TOO  
[00:21:56] MANY SHIPS, WE HAVE EXPERIENCE WITH 911.  
[00:22:01] SO I THINK CONVENIENT RIGHT NOW  
[00:22:05] BE MORE CAREFUL BECAUSE WE HAVE A WAR  
[00:22:08] WITH IRANIAN MUSLIM AND RUSSIAN  
[00:22:10] TERRORIST. IRANIAN SIDER IN SEATTLE  
[00:22:14] INDIAN COUNTRY SUPPORT THEM. SO NEED TO  
[00:22:17] BE VERY CAREFUL ABOUT THIS IN THIS  
[00:22:19] SITUATION. I HAVE A SMALL PROPOSITION.  
[00:22:22] WHAT IS I THINK ABSOLUTELY IMPORTANT FOR  
[00:22:26] KEEP THIS SITUATION IN QUIET?  
[00:22:29] I DEMAND IMPEACH COMMISSIONER CHO  
[00:22:33] BECAUSE HE'S FROM MY UNDERSTANDING,  
[00:22:35] ACTING LIKE A CRIMINAL IS MY OPINION.  
[00:22:38] IN IMPEACHMENT CAN BE VERY IMPORTANT  
[00:22:41] BECAUSE WE HAVE A PEOPLE WHO TOTALLY  
[00:22:44] DESERVE THIS. BECAUSE THEY STOPPING  
[00:22:46] PEOPLE LIKE ME FOR EXAMPLE AND ANOTHER

[00:22:49] PEOPLE WHO HAVE DIFFERENT OPINION MAKE  
[00:22:52] THIS TRICK. YOU KNOW WHAT HAS BEEN IN  
[00:22:54] TOTALLY STOPPING US SITUATION VERY  
[00:22:57] CRITICAL BECAUSE WE NEED STOPPING THIS  
[00:22:59] BECAUSE DEMOCRATIC PARTY DEMOCRATIC  
[00:23:03] MAFIOSI DOING THIS IN EVERY MEETING.  
[00:23:06] YOU KNOW WHAT THIS MEANS? I HAVE A DOZEN  
[00:23:08] AND DOZEN TRESPASSES. YOU KNOW WHAT THIS  
[00:23:09] MEANS? ONLY BECAUSE I HAVE DIFFERENT  
[00:23:11] OPINION. SO RIGHT NOW I THINK IT'S VERY  
[00:23:14] IMPORTANT IMPEACH COMMISSIONER CHO  
[00:23:17] CIVILIAN UNDERSTAND WHAT HAS HAPPENED  
[00:23:20] RIGHT NOW. WE IMPEACH A PRESIDENT. WHY  
[00:23:22] WE CANNOT IMPEACH A COMMISSIONER. YOU  
[00:23:25] KNOW WHAT THIS MEANS? WHAT IS I THINKING  
[00:23:26] FOR MANY TIMES INTERRUPT ME WITH OUR  
[00:23:29] ABSOLUTELY REASON. YOU KNOW WHAT THIS  
[00:23:31] MEAN IT TO ME LOOK LIKE A HATE CRIME.  
[00:23:33] SO RIGHT NOW I SPEAK TO EVERYBODY WHO  
[00:23:35] LISTEN TO ME. STAND UP AMERICA. WE NEED  
[00:23:38] STOP AND DEMOCRATIC MAFIA WHO CONTROL US  
[00:23:40] FOR LAST 30 YEARS. THANK YOU VERY MUCH.  
[00:23:44] THANK YOU, ALEX. I'M FLATTERED. OUR NEXT  
[00:23:47] SPEAKER IS VIRTUAL VICKI CLARK.  
[00:23:51] VICKY, CAN YOU HEAR ME?  
[00:23:55] YES. GREAT. EXCELLENT. IF YOU COULD  
[00:23:57] STATE YOUR FULL NAME AND YOUR TOPIC AND  
[00:23:59] THEN WE'LL START THE CLOCK. SURE. MY  
[00:24:02] NAME IS VICKY CLARK. I'M SPEAKING ON  
[00:24:04] BEHALF OF CASCADE BICYCLE CLUB AND  
[00:24:06] COMMENTING TODAY ON ITEM 10:00 ET 91  
[00:24:10] TRAIL BRIDGE REMOVAL AND WIDENING.  
[00:24:16] THANK YOU. THANK YOU FOR THE OPPORTUNITY  
[00:24:18] TO SPEAK TODAY. COMMISSIONERS, CASCADE  
[00:24:20] BICYCLE CLUB ADVOCATES FOR THE NEEDS OF  
[00:24:22] PEOPLE WHO WANT TO OR NEED TO BIKE ALL  
[00:24:24] ACROSS THE STATE OF WASHINGTON AND  
[00:24:26] ESPECIALLY HERE IN SEATTLE. MY COMMENT  
[00:24:30] SPECIFICALLY. THANK YOU. WE'RE REALLY  
[00:24:33] EXCITED TO SEE THE PLANS TO REMOVE THE T  
[00:24:35] 91 TRAIL BRIDGE ON THE ELLIOTT BAY  
[00:24:38] TRAIL. THE BRIDGE IS A CHALLENGING PINCH  
[00:24:41] POINT, AS MENTIONED EARLIER, BUT RATHER  
[00:24:44] DWELL ON ITS SHORTCOMINGS. I'D RATHER  
[00:24:46] FOCUS ON WHAT REMOVING THE BRIDGE AND  
[00:24:48] WIDENING THE TRAIL MEANS. A SAFER, MORE  
[00:24:51] CONSISTENT AND COMFORTABLE RIDE OR  
[00:24:54] STROLL. SINCE THE PROJECT WASN'T  
[00:24:56] ANNOUNCED, I'VE HEARD GREAT EXCITEMENT  
[00:24:58] FROM PEOPLE WHO BIKE ABOUT HOW THIS WILL  
[00:25:01] IMPROVE THEIR BIKING EXPERIENCE. I THINK  
[00:25:03] THIS IS GOING TO BE A BIG IMPROVEMENT TO  
[00:25:04] THE BIKING COMMUNITY IN SEATTLE. AND  
[00:25:07] WITH THE IMPROVEMENTS FURTHER SOUTH ON  
[00:25:09] ALASKA WAY AND ALONG THE WATERFRONT  
[00:25:12] TRAIL, REMOVING THIS PINCH POINT FROM  
[00:25:13] THE BIKE NETWORK WILL HAVE RIPPLE  
[00:25:15] EFFECTS ON ACCESS TO, ACCESS TO AND  
[00:25:18] EXPERIENCE OF THE TRAIL. I WANT TO THANK  
[00:25:21] YOU ALL FOR YOUR WORK ADVANCING THIS  
[00:25:22] PROJECT, BOTH STAFF AND COMMISSION. ONE  
[00:25:26] NOTE GIVEN THE MONTH LONG CONSTRUCTION  
[00:25:29] WINDOW, WE REALLY LOOK FORWARD TO SEEING

[00:25:32] THE PLANS FOR A SAFE AND CONVENIENT  
[00:25:34] DETOUR AROUND THE TRAIL BRIDGE  
[00:25:38] WHILE IT'S UNDER CONSTRUCTION FOR PEOPLE  
[00:25:40] WHO RELY ON THE TRAIL TODAY TO GET  
[00:25:42] AROUND. AGAIN, THANK YOU FOR YOUR TIME.  
[00:25:44] HAVE THE AFTERNOON.  
[00:25:47] EXCELLENT. THANK YOU SO MUCH FOR  
[00:25:50] PROVIDING YOUR TESTIMONY, VICKI. NEXT ON  
[00:25:53] OUR LIST IS IN PERSON. SANDY OLSEN AND  
[00:26:00] THE REMAINING TESTIFIERS ARE ALL IN  
[00:26:02] PERSON. SO MY  
[00:26:06] NAME IS SANDY OLSEN, VICE PRESIDENT OF  
[00:26:07] CORPORATE AFFAIRS AT CARNIVAL  
[00:26:10] CORPORATION AND I'M SPEAKING ABOUT  
[00:26:12] CRUISING. SO THANK YOU, COMMISSIONER,  
[00:26:14] FOR THE OPPORTUNITY TO COMMENT TODAY.  
[00:26:16] AND MAY I ALSO RECOGNIZE MR. METRUCK AND  
[00:26:19] PORT STAFF FOR THEIR LEADERSHIP AND HARD  
[00:26:21] WORK. WE ARE PROUD OF OUR LONG STANDING  
[00:26:23] RELATIONSHIP WITH THE PORT OF SEATTLE  
[00:26:25] WITH FOUR OF OUR CRUISE LINES HOLLAND  
[00:26:27] AMERICA LINE, PRINCESS CRUISES,  
[00:26:29] SEABORNE AND CARNIVAL CRUISE LINE.  
[00:26:30] SAILING FROM THE CITY OR CALLING AT THIS  
[00:26:32] PORT, WE'RE VERY MUCH PART OF THE FABRIC  
[00:26:34] OF SEATTLE. WE'RE ESTABLISHED AS HOLLAND  
[00:26:37] AMERICA LINE WEST TOURS IN 1983 WITH  
[00:26:40] WEST TOURS IN SEATTLE WAY BEFORE THAT  
[00:26:42] DATE. AND TODAY WE'VE GOT MORE THAN 750  
[00:26:45] TEAM MEMBERS LIVING AND WORKING IN  
[00:26:46] SEATTLE TO SUPPORT OUR OPERATIONS. I  
[00:26:49] WANTED TO REFLECT ON CARNIVAL  
[00:26:50] CORPORATION'S SHARED LEADERSHIP WITH THE  
[00:26:52] PORT OF SEATTLE ON SUSTAINABILITY BUT  
[00:26:55] PARTICULARLY USING SHORE POWER AS A  
[00:26:57] GREAT EXAMPLE OF THAT. SO TOGETHER WE'VE  
[00:27:00] HELPED PIONEER THIS TECHNOLOGY ALMOST 20  
[00:27:02] YEARS AGO AND IT IS NOW ACCEPTED AROUND  
[00:27:04] THE WORLD AS AN IMPORTANT TECHNOLOGY TO  
[00:27:07] REDUCE EMISSIONS. ONLY LAST WEEK IN  
[00:27:09] HAMBURG, OUR INDUSTRY BODY CLEAR  
[00:27:12] REPORTED THAT 32 PORTS WORLDWIDE HAVE AT  
[00:27:15] LEAST ONE CRUISE BERTH WITH PLUGIN  
[00:27:16] CAPABILITY. AND IMPRESSIVELY TWO OF  
[00:27:19] THOSE BERTHS ARE RIGHT HERE IN SEATTLE  
[00:27:22] AT TERMINAL 19, TERMINAL 91 WHERE ALL OF  
[00:27:25] OUR SHIPS HOME PORT DURING THE SEASON.  
[00:27:28] WE INSTALLED SHORE POWER AT THE FORMER  
[00:27:30] CRUISE BERTH, T 30, ALMOST 20 YEARS AGO.  
[00:27:33] AT THE TIME, IT WAS THE SECOND ENABLED  
[00:27:35] BERTH IN THE WORLD AFTER JUNEAU WHICH  
[00:27:37] WAS ALSO PIONEERED BY OUR CRUISE LINE,  
[00:27:39] PRINCESS CRUISES. AND JUST TWO YEARS  
[00:27:41] LATER WE INVESTED IN ELECTRIFYING A  
[00:27:43] SECOND BERTH AT T 91 FOR HOLLAND AMERICA  
[00:27:46] LINE. SO 20 YEARS AGO, IT WAS A TRULY  
[00:27:48] NOVEL WAY TO BEGIN REDUCING EMISSIONS  
[00:27:50] AND BENEFITING LOCAL COMMUNITIES AND IT  
[00:27:53] REMAINS SO TODAY. WE'RE PROUD OF THE  
[00:27:55] IMPACT OUR SHORE POWER COLLABORATION  
[00:27:57] WITH THE PORT HAS ALSO MADE ON THE LOCAL  
[00:27:59] BUSINESS COMMUNITY INCLUDING PROVIDING A  
[00:28:02] CATALYST FOR A HOMEGROWN SUCCESS STORY

[00:28:05] IN THE LOCAL FIRM, WATTS MARINE WHO'S  
[00:28:07] NOW RECOGNIZED AS A GLOBAL LEADER IN  
[00:28:09] THIS FIELD. SO, IN CONCLUSION, WE LOOK  
[00:28:12] FORWARD TO CONTINUED COLLABORATION WITH  
[00:28:13] THE PORT ON PROJECTS SUCH AS THE GREEN  
[00:28:15] CORRIDOR OF WHICH WE ARE BOTH FIRST  
[00:28:17] MOVERS AND COMMEND THE COMMISSION FOR  
[00:28:20] ESTABLISHING THE MARITIME INNOVATION  
[00:28:22] CENTER TO DEVELOP THE NEXT GENERATION OF  
[00:28:24] SUSTAINABILITY TECHNOLOGY. THANK YOU  
[00:28:27] VERY MUCH. THANK YOU. ALL RIGHT,  
[00:28:31] NEXT ON OUR LIST OF SPEAKERS IS RENEE.  
[00:28:39] GOOD AFTERNOON. MY NAME IS RENEE LIMOGE  
[00:28:41] REEVE, AND I SERVE AS VICE PRESIDENT FOR  
[00:28:43] GOVERNMENT AND COMMUNITY RELATIONS FOR  
[00:28:44] CRUISE LINES INTERNATIONAL ASSOCIATION.  
[00:28:46] WE'RE A GLOBAL TRADE ASSOCIATION FOCUSED  
[00:28:50] ON CRUISING AND WE REPRESENT MORE THAN  
[00:28:52] 50 CRUISE LINES MORE THAN 250 SHIPS AND  
[00:28:55] 30 MILLION CRUISERS WHO VISIT OVER 1000  
[00:28:58] PORTS EVERY YEAR. WHILE I'M BASED IN  
[00:29:00] ALASKA, I'M LUCKY ENOUGH TO HAVE THIS  
[00:29:02] ENTIRE PACIFIC NORTHWEST AS MY REGION  
[00:29:04] AND I AM PRIVILEGED TO BE HERE TO  
[00:29:06] PROVIDE PUBLIC TESTIMONY TODAY. I WANT  
[00:29:09] TO THANK THE MEMBERS OF THE PORT  
[00:29:10] COMMISSION WHO HAVE JOINED US ON BOARD  
[00:29:11] MEMBER CRUISE LINES THIS SEASON. FOR  
[00:29:13] THOSE OF YOU THAT HAVEN'T HAD THE  
[00:29:15] OPPORTUNITY WE'RE HAPPY TO WORK WITH YOU  
[00:29:17] AND THE PORT STAFF TO MAKE THAT HAPPEN.  
[00:29:20] WE APPRECIATE YOUR WILLINGNESS TO LEARN  
[00:29:21] ABOUT THE TECHNOLOGIES THAT PUT THE  
[00:29:23] CRUISE INDUSTRY AT THE FOREFRONT OF  
[00:29:24] SUSTAINABILITY IN THE MARITIME SECTOR.  
[00:29:27] OUR DATA CONTINUES TO SHOW THE  
[00:29:28] TREMENDOUS PROGRESS THAT OUR INDUSTRY IS  
[00:29:30] MAKING. FOR EXAMPLE, CRUISE LINES HAVE  
[00:29:32] COMMITTED TO NOT DISCHARGING UNTREATED  
[00:29:34] SEWAGE ANYWHERE IN THE WORLD DURING  
[00:29:35] NORMAL OPERATIONS ACROSS THE CLIA CRUISE  
[00:29:38] LINE MEMBER FLEET 202 SHIPS REPRESENTING  
[00:29:41] 80% OF THE GLOBAL PASSENGER CAPACITY ARE  
[00:29:44] EQUIPPED WITH ADVANCED WASTEWATER  
[00:29:45] TREATMENT SYSTEMS. THESE SYSTEMS OPERATE  
[00:29:48] TO A HIGHER STANDARD THAN SHORESIDE  
[00:29:49] TREATMENT PLANTS IN MANY COASTAL CITIES.  
[00:29:52] ALL CLIA MEMBER CRUISE LINE NEW BUILD  
[00:29:54] SHIPS ARE SPECIFIED FOR ADVANCED  
[00:29:56] WASTEWATER TREATMENT SYSTEMS, WHICH WILL  
[00:29:58] BRING THE TOTAL TO 242 SHIPS,  
[00:30:00] REPRESENTING 80% OF THE FLEET AND 84% OF  
[00:30:03] GLOBAL CAPACITY. THESE AND OTHER FACTS  
[00:30:06] ABOUT CRUISE SUSTAINABILITY CAN BE FOUND  
[00:30:07] IN CLIA'S RECENTLY RELEASED  
[00:30:09] ENVIRONMENTAL TECHNOLOGIES AND PRACTICES  
[00:30:11] REPORT, WHICH I SHARED WITH EACH OF YOU  
[00:30:12] VIA EMAIL LAST WEEK. PLEASE FEEL FREE TO  
[00:30:15] REACH OUT TO ME WITH ANY QUESTIONS ABOUT  
[00:30:17] THAT OR CONCERNS YOU MAY HAVE. CLIA  
[00:30:19] REMAINS COMMITTED TO OUR PARTNERSHIP  
[00:30:21] WITH THE PORT AND THE GREATER SEATTLE  
[00:30:23] AREA, AND THANK YOU FOR LETTING ME BE

[00:30:25] HERE TODAY. EXCELLENT.  
[00:30:28] THANK YOU SO MUCH, RENEE. AND THEN  
[00:30:30] LASTLY, OUR LAST SPEAKER OF THE DAY IS  
[00:30:32] GLENN STOCKWELL.  
[00:30:47] COMMISSIONER. MY NAME IS GLENN  
[00:30:48] STOCKWELL. I'M FROM EASTERN WASHINGTON.  
[00:30:51] I'VE MET WITH COMMISSIONER JOE ON  
[00:30:53] FEBRUARY 7, 2018. WE WERE TALKING  
[00:30:57] ABOUT THE SUBJECT I'M HERE TO TALK TO  
[00:30:58] YOU ABOUT TODAY. I'VE BEEN ON THE  
[00:31:01] SUBJECT. I'VE SPENT A LIFETIME ON IT.  
[00:31:04] THIS IS ABOUT BRINGING IN FRANKLIN  
[00:31:06] FELLEMAN OR ROOSEVELT'S COMPLETE  
[00:31:08] COLUMBIA BASIN PROJECT.  
[00:31:10] I'M FOR THE TOTAL COMPLETION OF IT.  
[00:31:14] THIS BOOK I GAVE TO GARY LOCKE YEARS  
[00:31:16] AGO, AND YOU'LL SEE IT ALSO ON MY  
[00:31:20] WEB WITH MARIA CANTWELL, AND I'M  
[00:31:23] HOLDING THE BOOK. THIS EXPLAINS HOW TO  
[00:31:26] FUND THE PROJECT. IT ALSO TALKS  
[00:31:30] ABOUT HOW WE CAN HELP SOCIAL SECURITY  
[00:31:34] BY USING THIS PROJECT AS A TEST CASE.  
[00:31:38] AND I WOULD ALSO LIKE TO INCLUDE MY  
[00:31:40] FRIEND, SENATOR BOB HASEGAWA.  
[00:31:47] HE WANTS TO PUT IN A BANKING SYSTEM.  
[00:31:49] I'D LIKE TO SEE HOW WE COULD DO THAT.  
[00:31:51] HE'S BEEN AT THIS FOR 1314 YEARS. I HOLD  
[00:31:55] A RECORD. I'VE BEEN THERE LONGER. BUT  
[00:31:57] ANYWAY, JUST SO  
[00:32:01] YOU KNOW, I PUT TOGETHER VERY LARGE  
[00:32:03] PROJECTS BEFORE. I WAS IN BUSINESS WITH  
[00:32:05] A MAN THAT WENT AROUND TO 50 DIFFERENT  
[00:32:07] COUNTRIES PUTTING IN CANAL PROJECTS. I  
[00:32:10] UNDERSTAND WHAT IT IS I'M TALKING ABOUT.  
[00:32:12] OKAY. THE OTHER THING IS THAT YEARS AGO,  
[00:32:16] WHEN SEATTLE AND KING COUNTY GOT INTO  
[00:32:18] IT, THEY NEEDED A SOLID WASTE LANDFILL.  
[00:32:22] I'M THE PERSON THAT GAVE THE LANDFILL TO  
[00:32:25] THEM. AND SO I'VE BEEN AT THIS FOR A LOT  
[00:32:28] OF YEARS. AND SO I'M GOING TO TELL YOU  
[00:32:31] THAT I'VE TAKEN THIS TO  
[00:32:35] TWO GOVERNORS. THREE GOVERNORS GARY  
[00:32:40] LOTT, CHRISTINE,  
[00:32:44] GREGOIRE, AND ALSO JAY INSLEE. AND OUT OF  
[00:32:47] THE THREE, CHRISTINE REALLY WORKED THE  
[00:32:50] HARDEST ON IT, IN MY OPINION.  
[00:32:55] MY PROPOSAL HAS MADE IT TO TWO  
[00:32:58] PRESIDENTS, AND I STARTED  
[00:33:02] THIS IN 1986. SO I REALLY DON'T CARE IF  
[00:33:06] ALIENS DON'T COME IN AND PUT THE  
[00:33:08] PROJECT. AND I WOULD AGREE WITH THAT.  
[00:33:11] THANKS, GLENN. YOUR TIME IS UP. I'M  
[00:33:14] SORRY. HOPE TO SEE YOU BACK HERE,  
[00:33:16] THOUGH. THANK YOU VERY MUCH FOR YOUR  
[00:33:17] TIME. IT'S GOOD TO SEE YOU. ALL RIGHT,  
[00:33:20] THAT ACTUALLY CONCLUDES OUR SIGNUPS FOR  
[00:33:22] TODAY. IS THERE ANYONE ELSE PRESENT ON  
[00:33:24] THE TEAM'S? CALL OR. PRESENT IN THE ROOM  
[00:33:26] TODAY? WHO DIDN'T SIGN UP? WHO WISHES TO  
[00:33:27] ADDRESS THE COMMISSIONER? IF SO, PLEASE  
[00:33:29] STATE AND SPELL YOUR NAME AND STATE THE  
[00:33:31] TOPIC RELATED TO THE CONDUCT OF POOR  
[00:33:32] BUSINESS YOU WISH TO SPEAK ABOUT FOR THE

[00:33:34] RECORD. ALL RIGHT,  
[00:33:38] SEEING NONE AT THIS TIME, I'LL ASK THE  
[00:33:39] CLERK TO PLEASE GIVE A SYNOPSIS OF  
[00:33:41] WRITTEN COMMENTS RECEIVED. THANK YOU.  
[00:33:44] MR. COMMISSIONER PRESIDENT. WE HAVE  
[00:33:45] RECEIVED WRITTEN COMMENTS TODAY FROM  
[00:33:47] BOTH MR. STOCKWELL AND MR. ZIMMERMAN,  
[00:33:49] AND THESE HAVE BEEN DISTRIBUTED TO YOU  
[00:33:51] PRIOR TO THE MEETING. ACTUALLY, LET ME  
[00:33:53] CORRECT THAT. MR. ZIMMERMAN GAVE ME HIS.  
[00:33:54] COMMENT PRIOR TO THIS MEETING, SO WE  
[00:33:56] WILL GET THAT DISTRIBUTED AS SOON AS THE  
[00:33:57] MEETING CONCLUDES. THAT CONCLUDES OUR  
[00:34:00] WRITTEN COMMENTS RECEIVED TODAY. GREAT.  
[00:34:01] THANK YOU SO MUCH. HEARING NO FURTHER  
[00:34:03] PUBLIC TESTIMONY, WE'LL MOVE ON TO THE  
[00:34:05] CONSENT AGENDA. ITEMS ON THE CONSENT  
[00:34:08] AGENDA ARE CONSIDERED ROUTINE AND WILL  
[00:34:09] BE ADOPTED BY ONE MOTION. ITEMS REMOVED  
[00:34:11] FROM THE CONSENT AGENDA WILL BE  
[00:34:12] CONSIDERED SEPARATELY IMMEDIATELY AFTER  
[00:34:14] ADOPTION OF THE REMAINING CONSENT AGENDA  
[00:34:16] ITEM. AT THIS TIME, THE CHAIR WILL  
[00:34:18] ENTERTAIN A MOTION TO APPROVE THE  
[00:34:19] CONSENT AGENDA, COVERING ITEMS EIGHT A,  
[00:34:22] EIGHT B, EIGHT C AF AND EIGHT G.  
[00:34:26] SO MOVED. SECONDED. GREAT. THE MOTION  
[00:34:29] WAS MADE AND SECONDED. COMMISSIONERS,  
[00:34:31] PLEASE SAY AYE OR NAY WHEN YOUR NAME IS  
[00:34:32] CALLED FOR APPROVAL OF THE CONSENT  
[00:34:34] AGENDA, BEGINNING WITH COMMISSIONER  
[00:34:36] CALKINS. AYE. THANK YOU.  
[00:34:40] COMMISSIONER FELLEMAN. AYE. THANK YOU.  
[00:34:43] COMMISSIONER HASEGAWA. AYE.  
[00:34:46] THANK YOU. COMMISSIONER MOHAMMED. AYE.  
[00:34:48] THANK YOU. AND COMMISSIONER CHO. AYE.  
[00:34:51] THANK YOU. FIVE AYES, ZERO NAYS FOR THIS  
[00:34:53] ITEM. EXCELLENT. THE MOTION PASSES.  
[00:34:57] ALL RIGHT, MOVING ALONG ON THE AGENDA  
[00:34:59] HERE, WE HAVE THREE NEW BUSINESS ITEMS  
[00:35:01] TODAY. CLERK HART, PLEASE READ THE FIRST  
[00:35:03] ITEM INTO THE RECORD. EXECUTIVE DIRECTOR  
[00:35:05] METRUCK WILL THEN INTRODUCE THE ITEM.  
[00:35:07] THANK YOU, MR. COMMISSIONER, PRESIDENT,  
[00:35:09] ITEMS TEN A AND B ARE BOTH NUMBER NOT  
[00:35:11] USED. SO WE'LL BEGIN WITH ITEM NUMBER  
[00:35:13] TEN C TODAY. THIS IS ORDER NUMBER 2020  
[00:35:16] 313, AN ORDER ESTABLISHING THE AIRPORT  
[00:35:19] WORKFORCE CONDITIONS COMMITTEE AS THE  
[00:35:21] PORT OF SEATTLE COMMISSIONER AD HOC  
[00:35:23] COMMITTEE COMMISSIONERS, MORE THAN  
[00:35:26] 20,000 PEOPLE WORK AT OR AROUND SEATTLE  
[00:35:29] TACOMA INTERNATIONAL AIRPORT, MAKING IT  
[00:35:31] ONE OF THE LARGEST JOB SITES IN THE  
[00:35:32] STATE OF WASHINGTON. THE PORT RELIES  
[00:35:35] DEEPLY ON THE ABILITY OF OUR PARTNERS,  
[00:35:36] VENDORS AND TENANTS TO BE ABLE TO  
[00:35:38] RECRUIT AND RETAIN A HIGH QUALITY  
[00:35:40] WORKFORCE IN ORDER FOR OUR AIRPORT TO  
[00:35:42] OPERATE SUCCESSFULLY AND EFFICIENTLY.  
[00:35:44] TODAY'S ORDER WILL INCREASE COMMISSION  
[00:35:46] OVERSIGHT OVER SOME OF THE POLICY ISSUES  
[00:35:48] THAT ARE KEY TO THAT GOAL. AND I LOOK

[00:35:50] FORWARD TO WORKING CLOSELY WITH YOU IN  
[00:35:52] THE FUTURE THROUGH THIS COMMITTEE ONCE  
[00:35:54] IT'S ESTABLISHED. SO, WITH THAT, I'D  
[00:35:56] LIKE TO TURN OVER TO PRESENTER ERICA  
[00:35:58] CHUNG. THERE YOU ARE, ERICA. AND  
[00:36:01] STRATEGIC ADVISOR FOR THE COMMISSION  
[00:36:03] OFFICE TO PRESENT. ERICA. GOOD AFTERNOON  
[00:36:06] AGAIN. PRESIDENT CHO, COMMISSIONER AND  
[00:36:09] EXECUTIVE DIRECTOR. IT IS THANKS TO THE  
[00:36:12] LEADERSHIP AND VISION OF COMMISSIONER  
[00:36:13] HASAGAWA THAT I'M HERE BEFORE YOU TO  
[00:36:15] PRESENT THE ORDER FORMALIZING THE  
[00:36:17] CREATION OF THE AIRPORT WORKFORCE  
[00:36:19] CONDITIONS AD HOC COMMITTEE. SEATAC  
[00:36:22] INTERNATIONAL AIRPORT WORKERS ARE A  
[00:36:24] CRITICAL COMPONENT TO THE OPERATION OF  
[00:36:25] THE AIRPORT. IS ONE OF THE LARGEST  
[00:36:28] JOB SITES IN KING COUNTY, WITH MORE THAN  
[00:36:31] 250 DIFFERENT EMPLOYERS OPERATING ON  
[00:36:33] SITE AND OFFER MANY QUALITY JOBS FOR  
[00:36:36] WORKERS IN OUR REGION WITH VARIETY OF  
[00:36:38] BACKGROUNDS AND SKILL SET. DURING THE  
[00:36:41] WORKER RECRUITMENT RETENTION ROUNDTABLE  
[00:36:43] CONVENED BY COMMISSIONERS ON MAY 23,  
[00:36:46] 2023, THEY HEARD COMMENTS FROM SEA  
[00:36:49] BUSINESS PARTNERS, LABOR  
[00:36:50] REPRESENTATIVES, AND WORKERS WHO SHARE  
[00:36:52] SOME BARRIERS TO RECRUITMENT AND  
[00:36:54] RETENTION, INCLUDING IMPROVED ACCESS TO  
[00:36:56] CHILDCARE AND HEALTH CARE FOR SEA  
[00:36:58] WORKERS. BY ESTABLISHING AN AD HOC  
[00:37:01] COMMITTEE, COMMISSIONER WILL HAVE THE  
[00:37:02] OPPORTUNITY TO MORE DEEPLY EXPLORE THE  
[00:37:04] BARRIERS TO RECRUITMENT AND RETENTION.  
[00:37:07] COMMISSIONERS HASEGAWA AND MOHAMED WILL  
[00:37:09] SERVE ON THE AD HOC COMMITTEE. THE  
[00:37:10] COMMITTEE WILL OFFER OVERSIGHT,  
[00:37:12] INFORMATION, ADVICE, AND RECOMMENDATION  
[00:37:15] ABOUT PORT EFFORTS TO SUPPORT SEA  
[00:37:17] WORKERS. AS PART OF OUR MISSION TO  
[00:37:19] ADVANCE ECONOMIC DEVELOPMENT AND IN  
[00:37:21] FULFILLMENT OF THE PORT CENTURY AGENDA  
[00:37:23] GOALS, THE COMMITTEE WILL PRIORITIZE  
[00:37:26] INITIATIVES THAT ARE CURRENTLY UNDERWAY  
[00:37:28] AND NOT UNDER THE PURVIEW OF STANDING  
[00:37:30] COMMITTEES, INCLUDING EXPLORATION OF  
[00:37:33] AFFORDABLE AND ACCESSIBLE CHILDCARE FOR  
[00:37:34] WORKERS. ESTABLISHMENT OF A PORT  
[00:37:38] WIDE THIRD PARTY CODE OF CONDUCT THAT  
[00:37:40] OUTLINES THE PORT'S EXPECTATION FOR ITS  
[00:37:42] VENDORS RELATED TO TOPICS LIKE  
[00:37:44] RESPECTABLE WORK SITE CIVIL RIGHTS AND  
[00:37:46] COMBATING HUMAN TRAFFICKING. PROVISION  
[00:37:49] FOR THE FREE HYGIENE PRODUCTS.  
[00:37:51] PROVISION FOR FREE. HYGIENE PRODUCTS TO  
[00:37:54] WORKERS, TRAVELERS AND VISITORS AND  
[00:37:56] ADVOCACY FOR AFFORDABLE, ACCESSIBLE  
[00:37:58] HEALTH CARE OPTIONS FOR NON PORT WORKERS  
[00:38:01] AT SEA, BOTH THROUGH DIRECT ENGAGEMENT  
[00:38:03] WITH EMPLOYERS AS WELL AS ADVOCACY AT  
[00:38:05] THE STATE AND FEDERAL LEVEL. THIS  
[00:38:07] CONCLUDES MY PRESENTATION. GREAT.  
[00:38:13] ARE THERE ANY QUESTIONS FOR STAFF AT

[00:38:15] THIS TIME FROM COMMISSIONERS? ALL RIGHT,  
[00:38:19] HEARING. NO FURTHER QUESTIONS FOR THIS  
[00:38:20] ITEM. IS THERE A MOTION AND A SECOND?  
[00:38:22] WE'LL DO DISCUSSION AFTER THE MOTION AND  
[00:38:24] SECOND. ALL RIGHT, THE MOTION WAS MADE  
[00:38:27] AND SECONDED. I'LL GIVE THE FLOOR TO  
[00:38:31] COMMISSIONER HASEGAWA FIRST. THANK YOU,  
[00:38:33] PRESIDENT CHO. I COULD NOT BE MORE  
[00:38:36] EXCITED ABOUT THE ESTABLISHMENT OF THIS  
[00:38:38] AD HOC COMMITTEE. AND I THINK  
[00:38:41] I FIRST AND FOREMOST NEED TO ACKNOWLEDGE  
[00:38:43] THE HISTORY OF WORK THAT HAS GONE INTO  
[00:38:46] SO MANY OF THESE DIFFERENT ITEMS,  
[00:38:48] BECAUSE A LOT OF IT IS NOT NEW.  
[00:38:51] WE'VE BEEN HEARING FROM MEMBERS OF THE  
[00:38:52] PUBLIC AT LARGE, WE'VE BEEN HEARING FROM  
[00:38:54] AIRPORT COMMUNITY MEMBERS, WE'VE BEEN  
[00:38:56] HEARING FROM AIRPORT WORKERS, WE'VE BEEN  
[00:38:58] HEARING FROM THE LABOR UNIONS ABOUT THE  
[00:39:02] WORKFORCE CONDITIONS, WHAT IT MEANS TO  
[00:39:04] THE WORKERS, AND WHAT IT MEANS FOR THE  
[00:39:06] PORT OF SEATTLE AS A COMPETITIVE  
[00:39:07] EMPLOYER. AND AFTER ROBUST  
[00:39:12] CIVIC ENGAGEMENT, AFTER ROBUST  
[00:39:14] CONVERSATIONS INTERNALLY AMONG STAFF  
[00:39:17] WITH A CULMINATION OF SOME REALLY HARD  
[00:39:20] THOUGHT WORK BY A LOT OF DIFFERENT  
[00:39:22] PARTIES, I THINK THERE'S A LOT OF  
[00:39:24] POLITICAL WILL AND A LOT OF MOMENTUM TO  
[00:39:27] MAKE SOME GREAT PROGRESS ON A PLETHORA  
[00:39:29] OF ISSUES. I WOULD ALSO LIKE TO  
[00:39:33] ACKNOWLEDGE ERICA CHO, WHO PRESENTED THE  
[00:39:36] ITEM TODAY FOR BRINGING TOGETHER SO MANY  
[00:39:39] DIFFERENT PIECES. I'M SORRY, ERICA  
[00:39:41] CHUNG. WE ARE FAMILY, BUT I LIKE THAT  
[00:39:45] FOR BRINGING TOGETHER SO MANY DIFFERENT  
[00:39:47] PIECES FOR US TO BE ABLE TO CONSIDER IN  
[00:39:49] A LINEAR FASHION AS A BODY TODAY,  
[00:39:53] AND ACTUALLY IN A LOT OF THE THOUGHT  
[00:39:55] PROCESSES THAT I HAD WITH COMMISSIONER  
[00:39:58] MOHAMMED. WHO CARES? ALL MY COLLEAGUES  
[00:40:01] CARE DEEPLY ABOUT ALL OF THESE ITEMS.  
[00:40:03] BUT IT WAS WITH COMMISSIONER MOHAMED  
[00:40:05] WHERE I WAS ON A PHONE CALL AND SAID, I  
[00:40:07] WISH THERE WAS JUST MORE STRUCTURE  
[00:40:10] AROUND THESE DIFFERENT ISSUES SO THAT WE  
[00:40:12] COULD MAKE LINEAR PROGRESS ON ALL OF  
[00:40:14] THEM. AND SHE SAID, THERE'S A COMMON  
[00:40:16] THEME HERE AND HOW ABOUT WE DO AN AD HOC  
[00:40:18] COMMITTEE? AND SO I THINK  
[00:40:21] THAT ACKNOWLEDGEMENT IS REALLY CRUCIAL  
[00:40:23] HERE. I AM SO EXCITED TO PUT  
[00:40:27] FORTH THIS ORDER AND TO BE JOINED ON  
[00:40:28] THIS AD HOC COMMITTEE WITH COMMISSIONER  
[00:40:31] MOHAMED TO BE ABLE TO PROVIDE OVERSIGHT  
[00:40:34] ADVICE AND GUIDANCE AND BE ABLE TO  
[00:40:36] RECEIVE TIMELY, REGULAR UPDATES ON THESE  
[00:40:39] SEPARATE BODIES OF WORK, INCLUDING THE  
[00:40:43] ESTABLISHMENT OF ACCESSIBLE CHILDCARE AT  
[00:40:45] SEATAC AIRPORT, INCLUDING MAKING  
[00:40:52] HYGIENE PRODUCTS AVAILABLE FOR FREE  
[00:40:56] TO WORKERS AND TRAVELERS AND VISITORS AT SEA  
[00:40:59] AIRPORT, INCLUDING ENSURING



[00:41:03] THAT WE HAVE A THIRD PARTY CODE OF  
[00:41:05] CONDUCT. WHEN IT COMES TO THINGS, THE  
[00:41:08] WAY VENDORS ARE TREATING WORKERS AND  
[00:41:13] ALSO THE ADVOCACY FOR AFFORDABLE  
[00:41:17] HEALTH CARE FOR ALL WORKERS AT SEATAC  
[00:41:19] AIRPORT. THERE ARE DIFFERENT PLACES  
[00:41:23] WHERE THIS WORK HAS LIVED ON, LIKE  
[00:41:25] AVIATION AND THROUGH WORKFORCE EQUITY  
[00:41:28] AND WORKFORCE DEVELOPMENT. SO I  
[00:41:30] APPRECIATE THAT BOTH OF THOSE  
[00:41:32] DEPARTMENTS ARE GOING TO BE COMING  
[00:41:33] TOGETHER TO SUPPORT THE WORK OF THIS AD  
[00:41:35] HOC COMMITTEE. AND I'M SO PLEASED  
[00:41:39] THAT WE'RE JUST GOING TO AYE. THE GROUND  
[00:41:40] RUNNING AND WE'RE GOING TO CONVENE FOR  
[00:41:41] THE FIRST TIME LATER ON THIS MONTH.  
[00:41:44] THANK YOU ALL SO MUCH TO MY COLLEAGUES  
[00:41:45] FOR THE THOUGHT AND THE QUESTIONS AND  
[00:41:48] THE INPUT THAT YOU PUT INTO THIS ORDER,  
[00:41:50] GETTING IT OVER THE FINISH LINE TODAY.  
[00:41:53] THE FINISH LINE IS REALLY JUST A NEW  
[00:41:54] STARTING POINT. THANK YOU. EXCELLENT.  
[00:41:57] THANK YOU SO MUCH, COMMISSIONER MOHAMED.  
[00:42:02] SURE, YEAH, I'M LOOKING FORWARD TO  
[00:42:05] SUPPORTING THIS ORDER AS WELL TODAY.  
[00:42:08] WE HAD HELD A ROUNDTABLE MEETING  
[00:42:12] EARLIER THIS YEAR WITH A LOT OF THE  
[00:42:15] AIRPORT WORKERS, UNION REPRESENTATIVES  
[00:42:18] AND OTHER FOLKS AND THEY SHARED A LOT OF  
[00:42:20] CONCERNS. AND AS COMMISSIONERS WHO ALL  
[00:42:23] HAVE ALSO FULL TIME JOBS, IT IS REALLY  
[00:42:26] DIFFICULT TO TRACK ALL OF THE DIFFERENT  
[00:42:28] THINGS. AND I THINK THE AD HOC  
[00:42:30] COMMITTEES GIVE US AN OPPORTUNITY TO  
[00:42:32] FOCUS AND TRACK SOME OF WHAT IS  
[00:42:34] HAPPENING AND FOR US TO HAVE AN AVENUE  
[00:42:36] TO SEE THE PROGRESS THAT'S BEING MADE  
[00:42:38] AND FOR US TO GIVE POLICY  
[00:42:40] RECOMMENDATIONS AND SO FORTH TO STAFF  
[00:42:42] MEMBERS. THANK YOU, COMMISSIONER  
[00:42:45] HASEGAWA, FOR YOUR LEADERSHIP. YOU  
[00:42:47] WORKED ON THIS REALLY HARD AND FOLLOWED  
[00:42:49] UP, FOLLOWED THROUGH WITH IT. AND I WANT  
[00:42:53] TO THANK YOU FOR SPEARHEADING THAT AND  
[00:42:55] BRINGING IT ACROSS THE FINISH LINE. I AM  
[00:42:58] REALLY EXCITED ABOUT THE AFFORDABLE  
[00:43:02] AND ACCESSIBLE CHILDCARE OPPORTUNITY,  
[00:43:05] THE POSSIBILITY OF THAT AT SEA. WE'RE  
[00:43:07] SEEING A LOT OF AIRPORTS AROUND THE  
[00:43:09] COUNTRY MOVING IN THAT DIRECTION TODAY.  
[00:43:11] SO I THINK THERE IS A LOT OF  
[00:43:13] OPPORTUNITIES FOR THAT. WE KNOW THAT  
[00:43:15] CHILDCARE FACILITIES ARE LIMITED IN  
[00:43:18] OUR STATE RIGHT NOW. THE COMMISSION  
[00:43:22] AMENDED ITS LEGISLATIVE AGENDA THIS YEAR  
[00:43:24] TO INCLUDE INCREASING INCLUDED  
[00:43:27] HOUSE BILL 1199, WHICH ADDRESSED SOME  
[00:43:31] OF THOSE BARRIERS FOR CERTAIN CHILDCARE  
[00:43:33] PROVIDERS, REDUCING BURDENS ON THOSE  
[00:43:37] CRITICAL SERVICE WORKERS. AND THAT BILL  
[00:43:40] ACTUALLY PASSED. SO THAT WAS REALLY  
[00:43:42] GREAT. AND SO I THINK THIS BUILDS ON  
[00:43:45] THAT MOMENTUM. IT ALLOWS OUR WORKERS AT

[00:43:49] THE AIRPORT AND ACROSS THE PORT TO KNOW  
[00:43:51] THAT WE PRIORITIZE THESE TYPES OF THINGS  
[00:43:54] AND NOW WE HAVE A PLATFORM TO FOLLOW  
[00:43:56] THROUGH ON THAT AND SEE WHAT COMES OUT  
[00:43:57] OF IT. SO, YEAH, I LOOK FORWARD TO  
[00:43:59] SUPPORTING THIS. AND AGAIN, THANK YOU,  
[00:44:00] COMMISSIONER HASEGAWA, FOR YOUR  
[00:44:02] LEADERSHIP. EXCELLENT. THANK YOU,  
[00:44:03] COMMISSIONER MOHAMED. COMMISSIONER  
[00:44:05] FELON. I WOULD JUST LIKE TO LEND MY  
[00:44:08] SUPPORT AND THE AMAZING THING THAT I SAW  
[00:44:10] DURING COVID ESPECIALLY, WAS EVERYBODY  
[00:44:12] UNDERSTOOD CHILDCARE WAS AN IMPORTANT  
[00:44:13] ISSUE. BUT DURING COVID IT JUST MADE IT  
[00:44:15] SO INCREDIBLY APPARENT THAT THIS WAS KEY  
[00:44:18] TO OUR ECONOMIC RECOVERY. AND ESPECIALLY  
[00:44:20] WOMEN OF COLOR WERE PARTICULARLY HARD  
[00:44:22] AYE., WHICH HAD TRICKLE DOWN EFFECTS  
[00:44:23] THROUGHOUT OUR REGION. SO CLEARLY, IF  
[00:44:25] THERE'S SOMETHING WE CAN DO AT THE  
[00:44:27] AIRPORT WHERE THE 24/7 OPERATION MAKES  
[00:44:30] THAT CHALLENGE EVEN GREATER, I FULLY  
[00:44:32] SUPPORT THAT EFFORT. SO THANK YOU FOR  
[00:44:33] INTRODUCING IT. EXCELLENT. THANK YOU,  
[00:44:35] COMMISSIONER FELLEMAN. COMMISSIONER  
[00:44:37] CALKINS. ANY COMMENTS?  
[00:44:42] ALL RIGHT, HEARING NONE. SORRY, SAM.  
[00:44:47] JUST TO SAY I'M FULLY SUPPORTIVE. MY  
[00:44:49] PERSPECTIVE ON THIS HAS BEEN INFORMED,  
[00:44:52] I THINK, BY PARTICIPATION ON THE  
[00:44:54] AVIATION COMMITTEE WHERE WE ALWAYS HAVE  
[00:44:56] A FULL AGENDA. AND WE HAD TRIED, I THINK  
[00:44:59] OFTEN TO KIND OF SHOE HORN IN OTHER VERY  
[00:45:02] IMPORTANT TOPICS THAT WERE CLOSELY  
[00:45:06] ENOUGH RELATED TO THE AIRPORT THAT IT  
[00:45:07] MADE SENSE, BUT WE COULD NEVER QUITE  
[00:45:11] GET TO EVERYTHING. AND SO I REALLY  
[00:45:12] APPRECIATE THAT COMMISSIONER  
[00:45:16] HASEGAWA AND MOHAMED HAVE TAKEN THIS  
[00:45:18] INITIATIVE TO ADD EVEN MORE WORK TO  
[00:45:21] THEIR OWN PLATES AND I'M GRATEFUL THAT  
[00:45:24] THEY'RE WILLING TO CARRY THIS BURDEN AND  
[00:45:25] I LOOK FORWARD TO THE RESULTS.  
[00:45:28] EXCELLENT. THANK YOU, COMMISSIONER  
[00:45:29] CALKINS. LET ME JUST CONCLUDE ALSO, AND  
[00:45:32] CLOSE THIS UP BY THANKING YOU,  
[00:45:34] COMMISSIONER HASEGAWA AND MOHAMMED, FOR  
[00:45:36] YOUR LEADERSHIP ON KNOW. I THINK THAT  
[00:45:40] SOME OF THE ISSUES THAT ARE BEING  
[00:45:41] COVERED BY THIS AD HOC COMMITTEE ARE  
[00:45:42] CRUCIAL TO US. WE OFTEN TALK ABOUT THE  
[00:45:44] FUTURE OF WORK, A POST PANDEMIC REALITY,  
[00:45:47] AND I THINK THAT A LOT OF THE TOPICS  
[00:45:49] THAT ARE ENTAILED IN THIS NEW AD HOC  
[00:45:52] COMMITTEE WILL COVER A LOT OF THOSE.  
[00:45:54] AND I REALLY LOOK FORWARD TO SEEING THAT  
[00:45:57] OVERSIGHT, THE ADVICE AND THE GUIDELINES  
[00:45:59] THAT YOU DEVELOP THROUGH THIS WORK. I  
[00:46:01] ALSO REALLY APPRECIATE IT BECAUSE I  
[00:46:03] THINK IT REALLY PUTS US ON THE FOREFRONT  
[00:46:04] AS A PUBLIC AGENCY. AND AS YOU ALL KNOW,  
[00:46:07] WE LIKE TO BE SET AN EXAMPLE FOR OUR  
[00:46:09] AGENCIES ACROSS THE STATE AND QUITE

[00:46:12] FRANKLY, ACROSS THE COUNTRY. AND SO,  
[00:46:14] LOOKING FORWARD TO WHAT YOU ALL CONJURE  
[00:46:16] UP, I KNOW IT'S GOING TO BE GOOD AND NOT  
[00:46:19] EASY, BUT VERY MUCH LOOKING FORWARD TO  
[00:46:22] IT. AND SO I WANT TO THANK YOU ONE LAST  
[00:46:23] TIME. SO WITH THAT, CLERK CARR, PLEASE  
[00:46:26] CALL THE ROLL FOR THE VOTE.  
[00:46:27] COMMISSIONERS, PLEASE SAY OUR NAME WHEN  
[00:46:28] YOUR NAME IS CALLED. THANK YOU.  
[00:46:30] BEGINNING WITH COMMISSIONER HASEGAWA.  
[00:46:31] AYE. THANK YOU. COMMISSIONER MOHAMED  
[00:46:34] AYE. THANK YOU. COMMISSIONER CALKINS.  
[00:46:37] AYE. THANK YOU. COMMISSIONER FELLEMAN.  
[00:46:40] AYE. THANK YOU. AND COMMISSIONER CHOSE.  
[00:46:42] AYE. THANK YOU. FIVE AYES AND ZERO NAYS  
[00:46:45] FOR THIS ITEM. EXCELLENT. THE MOTION  
[00:46:47] PASSES. YES. CLERK HART, PLEASE READ THE  
[00:46:51] NEXT ITEM INTO THE RECORD. EXECUTIVE  
[00:46:52] DIRECTOR WILL THEN INTRODUCE IT. THANK  
[00:46:55] YOU. THIS IS AGENDA ITEM TEN D  
[00:46:57] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[00:46:59] TO EXECUTE A DESIGN AGREEMENT AND ALL  
[00:47:01] OTHER DOCUMENTS ASSOCIATED WITH THE US.  
[00:47:04] ARMY CORPS OF ENGINEERS FOR THE  
[00:47:05] PRECONSTRUCTION ENGINEERING AND DESIGN  
[00:47:07] PHASE OF THE WEST WATERWAY CHANNEL  
[00:47:09] DEEPENING PROJECT, AND TO AUTHORIZE THE  
[00:47:12] PRECONSTRUCTION ENGINEERING AND DESIGN  
[00:47:13] PHASE OF THE WEST WATERWAY CHANNEL  
[00:47:15] DEEPENING PROJECT, INCLUDING EXECUTION  
[00:47:18] OF OUTSIDE SERVICES, CONTRACTS AND  
[00:47:20] SERVICE DIRECTIVES IN AN ESTIMATED  
[00:47:22] AMOUNT OF \$4 MILLION AND A TOTAL  
[00:47:24] AUTHORIZED PROJECT AMOUNT OF \$5,650,000.  
[00:47:29] COMMISSIONERS, THIS ACTION IS A  
[00:47:31] SIGNIFICANT MILESTONE FOR OUR EFFORTS TO  
[00:47:33] MODERNIZE OUR GATEWAY AT TERMINAL FIVE,  
[00:47:35] TO ACCOMMODATE LARGER CONTAINER SHIPS,  
[00:47:37] AND TO ENHANCE THE GLOBAL  
[00:47:38] COMPETITIVENESS OF THE NORTHWEST SEAPORT  
[00:47:40] ALLIANCE. THIS PROJECT WILL DEEPEN THE  
[00:47:43] WEST WATERWAY TO 57FT, REDUCING  
[00:47:45] OPERATIONAL DELAYS CURRENTLY EXPERIENCED  
[00:47:47] BY SHIPS THAT HAVE TO WAIT FOR THE TIDE  
[00:47:49] BEFORE UNLOADING. AS PART OF THIS  
[00:47:51] ACTION, THE PORT WILL CONDUCT SEDIMENT  
[00:47:53] CHARACTERIZATION TO DETERMINE WHETHER  
[00:47:55] DREDGED MATERIAL WILL BE SUITABLE FOR  
[00:47:56] OPEN WATER DISPOSAL. I WANT TO THANK THE  
[00:47:59] MANY STAFF AND PARTNERS THAT HAVE WORKED  
[00:48:02] VERY HARD FOR MANY YEARS TO GET US TO  
[00:48:04] THIS POINT AND SHARE MY APPRECIATION FOR  
[00:48:05] THE US. ARMY CORPS OF ENGINEERS FOR  
[00:48:07] THEIR COLLABORATION. THE CORPS IS THE  
[00:48:10] LEAD AGENCY TO PERFORM THE WORK, AND THE  
[00:48:12] PORT PARTICIPATES IN THE PROJECT AS A  
[00:48:15] LOCAL SPONSOR. BY CONTRIBUTING FUNDING  
[00:48:17] AND STAFF TIME, WE EXPECT DESIGN TO BE  
[00:48:19] COMPLETE IN 2026. AND WE HAVE PRESENTERS  
[00:48:22] THIS AFTERNOON ARE STEPHANIE JONES,  
[00:48:24] STEBBINS, MANAGING DIRECTOR OF MARITIME  
[00:48:26] DIVISION, AND ARTHUR KIM, CAPITAL  
[00:48:28] PROJECT MANAGER AND WATERFRONT PROJECT

[00:48:32] MANAGEMENT TEAM. SO WITH THAT, I'LL TURN  
[00:48:34] OVER TO YOU, STEPHANIE, FIRST. YES.  
[00:48:36] THANK YOU VERY MUCH. THANKS, STEVE. AND  
[00:48:38] I JUST WANT TO REITERATE THE IMPORTANCE  
[00:48:39] OF THIS FOR THE OVERALL HEALTH OF OUR  
[00:48:42] HARBOR. AND REALLY, THE ESSENCE OF WHAT  
[00:48:44] I THINK A PUBLIC PORT IS HERE FOR IS TO  
[00:48:47] MAKE OUR HARBOR ACCESSIBLE FOR COMMERCE  
[00:48:50] AND THE VESSELS THAT DELIVER THAT. THIS  
[00:48:52] IS A REALLY IMPORTANT PART OF MAKING OUR  
[00:48:54] HARBOR READY FOR THE SHIPS THAT ARE  
[00:48:56] CARRYING CARGO TODAY. AND WE'VE JUST  
[00:48:59] SPENT A LOT OF RESOURCES MAKING TERMINAL  
[00:49:01] FIVE BIG SHIP READY. AND THIS IS A  
[00:49:03] REALLY IMPORTANT PARTNER TO THAT AND  
[00:49:05] PART OF WHAT THE HOMEPORT DOES, REALLY,  
[00:49:06] TO SUPPORT THE NORTHWEST SEAPORT  
[00:49:08] ALLIANCE AND MAKE SURE OUR HARBOR IS  
[00:49:10] READY. SO I DO STRONGLY URGE YOU TO  
[00:49:14] SUPPORT THE AGREEMENTS NECESSARY TO MOVE  
[00:49:16] FORWARD WITH DESIGN. WE'RE IN THE EARLY  
[00:49:18] STAGES, YET SUPER COMPLICATED PROJECT.  
[00:49:20] I'M GOING TO TURN OVER TO ARTHUR KIM,  
[00:49:22] WHO IS OUR PROJECT MANAGER IN CHARGE OF  
[00:49:24] THIS. BUT I ALSO WANT TO COMMENT THAT  
[00:49:26] SARAH OGE IS IN THE AUDIENCE IN CASE  
[00:49:28] THERE'S ENVIRONMENTAL QUESTIONS THAT ARE  
[00:49:31] DIFFICULT. SO WITH THAT, I'LL TURN IT  
[00:49:33] OVER TO ARTHUR. THANK YOU. GOOD  
[00:49:36] AFTERNOON. COMMISSIONERS EXECUTIVE  
[00:49:38] DIRECTOR, METRUCK AND COMMISSION STAFF.  
[00:49:40] THANK YOU VERY MUCH FOR THE OPPORTUNITY  
[00:49:41] TO PRESENT THE WEST WATERWAY DEEPENING  
[00:49:43] PROJECT TODAY. AGAIN. MY NAME IS ARTHUR  
[00:49:45] KIM. I'M A CAPITAL PROJECT MANAGER WITH  
[00:49:47] THE WATERFRONT PROJECT MANAGEMENT TEAM.  
[00:49:50] NEXT SLIDE, PLEASE.  
[00:49:54] TODAY WE ARE REQUESTING COMMISSIONER  
[00:49:56] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[00:49:59] TO EXECUTE A DESIGN AGREEMENT AND ALL  
[00:50:01] ASSOCIATED DOCUMENTS WITH THE US. ARMY  
[00:50:03] CORPS OF ENGINEERS FOR THE PRE  
[00:50:04] CONSTRUCTION, ENGINEERING AND DESIGN  
[00:50:06] PHASE OF THE WEST WATERWAY DEEPENING  
[00:50:08] PROJECT. AND ALSO NUMBER TWO AUTHORIZED  
[00:50:10] THE PRECONSTRUCTION ENGINEERING AND  
[00:50:12] DESIGN PHASE OF THE WEST WATERWAY  
[00:50:13] CHANNEL DEEPENING PROJECT, INCLUDING  
[00:50:15] EXECUTION OF OUTSIDE SERVICES,  
[00:50:17] CONTRACTS AND SERVICE AGREEMENTS FOR AN  
[00:50:20] ESTIMATED PORT TOTAL COST OF \$4 MILLION,  
[00:50:22] WITH THE TOTAL AUTHORIZED AMOUNT FOR THE  
[00:50:25] PROJECT TO BE \$5,650,000.  
[00:50:28] TO KIND OF QUICKLY SUMMARIZE THOSE TWO.  
[00:50:30] THE FIRST ONE WOULD BE AN AGREEMENT WITH  
[00:50:33] THE ARMY CORPS THAT WE WOULD HAVE TO  
[00:50:34] SIGN. AND THE SECOND REQUEST IS FOR THE  
[00:50:36] FUNDING TO HELP SUPPORT THAT DESIGN  
[00:50:38] AGREEMENT. NEXT SLIDE,  
[00:50:41] PLEASE.  
[00:50:45] THIS MAP RIGHT HERE SHOWS HARBOR ISLAND  
[00:50:47] RIGHT IN THE MIDDLE OF A T 18. THE WEST  
[00:50:49] WATERWAY IS ON THE LEFT SIDE THERE THAT

[00:50:52] ACTUALLY IS GOING TO BE SUPPORTING  
[00:50:53] TERMINAL FIVE.  
[00:50:57] NEXT SLIDE, PLEASE.  
[00:51:00] THIS ONE IS A LITTLE BIT MORE DETAILED  
[00:51:02] AREA OF THE FEDERAL NAVIGATION CHANNEL  
[00:51:04] THAT THE WEST WATERWAY DEEPENING PROJECT  
[00:51:06] WILL AFFECT. YOU CAN SEE WITHIN THE  
[00:51:08] BLACK BOX THERE THE RED AND BLUE AREAS  
[00:51:11] SHOWING WHERE THE FULL FEDERAL CHANNEL  
[00:51:13] THAT'S GOING TO BE DEEPEMED FOR THIS  
[00:51:14] PROJECT. THE RED AREAS SOME OF THE  
[00:51:17] HIGHEST POINTS ARE ACTUALLY AT -37FT  
[00:51:20] THIS PROJECT'S GOAL IS TO GO TO -57FT  
[00:51:25] AND YOU CAN SEE SOME OF THE DIMENSIONS  
[00:51:27] HERE AND THE SIZE AND THE BERTH OR THE  
[00:51:29] DEPTH OF HOW LARGE THE AREA THE  
[00:51:31] DEEPENING CHANNEL WILL BE. NEXT SLIDE,  
[00:51:34] PLEASE. GIVE A LITTLE MORE BACKGROUND.  
[00:51:38] IN 2014, MANAGING MEMBERS APPROVED THE  
[00:51:41] JOINT FEASIBILITY STUDY WITH THE ARMY  
[00:51:43] CORPS TO DEEPEN THAT CHANNEL FOR THE  
[00:51:45] EAST AND WEST WATERWAYS. IN 2017, THAT  
[00:51:48] FEASIBILITY REPORT WAS COMPLETED. IN  
[00:51:50] 2018, CONGRESS ACTUALLY AUTHORIZED THE  
[00:51:53] DEEPENING OF THE CHANNEL TO -57FT IN  
[00:51:56] 2020 US ARMY CORPS RECEIVED FUNDING FOR  
[00:51:59] PRECONSTRUCTION ENGINEERING AND DESIGN  
[00:52:01] FOR THE WEST WATERWAY. BUT THERE WAS A  
[00:52:04] LITTLE BIT OF A DELAY WITHIN THE  
[00:52:06] PROCESSES AND THEN THE US. ARMY CORPS  
[00:52:08] ESTIMATES ABOUT 700,000 CUBIC YARDS WILL  
[00:52:11] BE DREDGED FOR THIS OVERALL PROJECT.  
[00:52:12] AND THEY HAVE REENGAGED US EARLIER THIS  
[00:52:15] YEAR TO CONTINUE ON WITH THIS PROJECT.  
[00:52:16] AND THAT'S WHY WE'RE PRESENTING HERE  
[00:52:18] TODAY. NEXT SLIDE,  
[00:52:20] PLEASE. A LITTLE MORE DETAIL ABOUT THE  
[00:52:23] ARMY CORPS OF ENGINEERS PARTNERSHIP.  
[00:52:26] THE DESIGN AGREEMENT THAT WE ARE ASKING  
[00:52:28] FOR AUTHORIZATION TODAY COMMITS THE PORT  
[00:52:30] OF SEATTLE, AS NON FEDERAL SPONSORS, TO  
[00:52:33] SHARE 50% OF THE DESIGN COSTS WITH CASH  
[00:52:36] OR WORK IN KIND. THE ARMY CORPS WILL  
[00:52:39] MANAGE THE PED PHASE, WHICH IS THE  
[00:52:41] ENGINEERING DESIGN PHASE, INCLUDING  
[00:52:43] ENVIRONMENTAL, PERMITTING, ENGINEERING  
[00:52:45] AND LEAD OVERALL DESIGN. THE PORT WILL  
[00:52:48] BE RESPONSIBLE FOR THE SEDIMENT  
[00:52:49] CHARACTERIZATION, GEOTECHNICAL  
[00:52:51] ENGINEERING, AND PARTICIPATION IN SHIP  
[00:52:54] SIMULATIONS. THAT BUNDLE RIGHT THERE IS  
[00:52:56] CONSIDERED THE WORKING KIND. PAYMENT  
[00:52:59] WILL BE MADE UP OF THE DIFFERENCE  
[00:53:01] BETWEEN THE WORKING KIND AND THE 50 50  
[00:53:04] SPLIT. IN CASE THE WORKING KIND DOES NOT  
[00:53:06] REACH 50% OF THE TOTAL DESIGN COST.  
[00:53:08] SOME OF THE PORT COSTS WILL NOT BE  
[00:53:10] ELIGIBLE FOR THE WORKING KIND CREDIT  
[00:53:12] THOUGH. NEXT SLIDE,  
[00:53:16] PLEASE.  
[00:53:19] LIKE TO DISCUSS WHY WE NEED TO DEEPEN  
[00:53:20] THE WEST WATERWAY. SEATTLE HARBOR IS A  
[00:53:22] MAJOR GATEWAY FOR REGIONAL NATIONAL

[00:53:24] EXPORTS AND IMPORTS. IF WE DON'T DEEPEN,  
[00:53:27] WE COULD POTENTIALLY LOSE MARKET SHARE  
[00:53:29] TO OTHER PORTS, ESPECIALLY ON THE WEST  
[00:53:31] COAST. CONTAINER SHIPS ARE INCREASING IN  
[00:53:34] SIZE EVERY YEAR AND WE NEED DEEPER  
[00:53:36] NAVIGATION CHANNELS OR RISK CAUSING  
[00:53:38] OPERATIONAL DELAYS. WITHOUT THE  
[00:53:41] DEEPENING. RIGHT NOW, THE LARGEST SHIPS  
[00:53:43] WOULD HAVE TO WAIT FOR THE HIGHEST TIDE  
[00:53:44] TO EITHER COME IN AND OUT OF THE FEDERAL  
[00:53:46] CHANNEL. WE ALSO HAVE CURRENTLY THE  
[00:53:50] TERMINAL FIVE BERTH MODERNIZATION  
[00:53:51] PROJECT. IT IS CURRENTLY DEEPENING THE  
[00:53:53] BERTH FOR THE LARGEST SHIPS, BUT OUR  
[00:53:56] FEDERAL CHANNELS ARE NOT READY FOR THOSE  
[00:53:58] LARGER SHIPS CURRENTLY. NEXT SLIDE,  
[00:54:01] PLEASE. THIS GRAPHIC KIND  
[00:54:05] OF SHOWS YOU A LITTLE MORE IN DEPTH OF  
[00:54:07] THE IMPORTANCE OF DEEPENING CHANNEL. AS  
[00:54:09] I MENTIONED EARLIER, SOME OF OUR HIGHEST  
[00:54:11] POINTS IN THE FEDERAL CHANNEL ARE -37FT  
[00:54:14] THAT IS ACTUALLY NOT EVEN LARGE ENOUGH  
[00:54:15] TO SAFELY NAVIGATE THE 5000 TEU SHIPS  
[00:54:18] CURRENTLY.  
[00:54:23] NEXT SLIDE, PLEASE. THIS IS  
[00:54:26] A BASIC SCHEDULE OF THE DESIGN THAT WE  
[00:54:28] ARE WORKING WITH THE ARMY CORPS OF  
[00:54:29] ENGINEERS TODAY. I'M ASKING FOR THE  
[00:54:31] AUTHORIZATION TO ENTER THE DESIGN  
[00:54:34] AGREEMENT. WE WILL ACTUALLY EXECUTE THE  
[00:54:37] DESIGN AGREEMENT UPON APPROVAL TODAY ON  
[00:54:39] THIS WEEK, AND SO WE WANT TO GET THE  
[00:54:41] DESIGN KICKED OFF IMMEDIATELY WITH THE  
[00:54:42] ARMY CORPS OF ENGINEERS. SO WE WILL  
[00:54:46] START THE DESIGN IN THE Q FOUR OF THIS  
[00:54:48] YEAR, AND ALSO WE WILL PROCURE A WORK IN  
[00:54:50] KIND CONSULTANT WHO WILL HANDLE THE  
[00:54:52] THREE BUNDLES THAT I MENTIONED BEFORE.  
[00:54:55] WE EXPECT TO HAVE THAT IN Q TWO OF NEXT  
[00:54:57] YEAR KICKING OFF, AND THEN DESIGN IS  
[00:55:01] EXPECTED TO TAKE APPROXIMATELY 30  
[00:55:02] MONTHS, AND SO WE ANTICIPATE Q THREE OF  
[00:55:05] 2026 FOR THE COMPLETION OF DESIGN.  
[00:55:09] NEXT SLIDE, PLEASE.  
[00:55:13] ON THIS ONE, WE HAVE THE BUDGETS AND  
[00:55:15] AUTHORIZATIONS. WE DID HAVE PREVIOUS  
[00:55:17] AUTHORIZATIONS. \$150,000 WAS OF  
[00:55:20] EXECUTIVE AUTHORIZATION IN PREPARATION  
[00:55:22] FOR TODAY'S MEETING, AS WELL AS WE HAD  
[00:55:25] AN EXPENSE PROJECT THROUGH THE ALLIANCE  
[00:55:27] FOR THE FEASIBILITY STUDY, WHICH WAS  
[00:55:28] \$1.5 MILLION. TODAY WE'RE ASKING FOR  
[00:55:31] ANOTHER \$4 MILLION TO COMPLETE THROUGH  
[00:55:34] TO DESIGN FOR A TOTAL ASK OF  
[00:55:44] ORIGINAL ITS ESTIMATE OF BACK IN 2017,  
[00:55:46] ANTICIPATES THE REST OF THE COST AT \$23  
[00:55:49] MILLION IN 850,000.  
[00:55:52] BUT AGAIN, THAT WAS AN ESTIMATE FROM  
[00:55:54] 2017 AND WILL NEED TO BE REVISED UPON  
[00:55:56] THE EXECUTION OF THE DESIGN AGREEMENT.  
[00:56:00] NEXT SLIDE, PLEASE.  
[00:56:04] HERE ON THE CONE OF CERTAINTY WE HAVE  
[00:56:05] THE FEASIBILITY STUDY DONE AND SO WE ARE

[00:56:08] JUST PAST THE PLANNING STAGE, BUT WE  
[00:56:10] HAVE NOT YET AYE. THE DESIGN PHASE YET.  
[00:56:12] SO YOU CAN SEE ON THE RED AREA ARROW  
[00:56:15] WHERE WE HAVE PLACED IT ON THE GRAPHIC.  
[00:56:19] NEXT SLIDE, PLEASE. IN CONCLUSION,  
[00:56:23] WE HAVE AN AUTHORIZATION REQUEST. TOTAL  
[00:56:26] AMOUNT OF THIS REQUEST IS FOR \$4  
[00:56:27] MILLION. OUR NEXT STEPS ARE GOING TO BE  
[00:56:30] TO EXECUTE THE DESIGN AGREEMENT AND  
[00:56:32] ASSOCIATE DOCUMENTS. WE WILL BEGIN  
[00:56:34] DESIGN WITH THE US. ARMY CORPS OF  
[00:56:36] ENGINEERS, AND THEN WE WILL ADVERTISE  
[00:56:38] AND AWARD A PROJECT SPECIFIC SERVICE  
[00:56:40] AGREEMENT FOR OUR PORTION OF THE WORKING  
[00:56:42] KIND IN THE DESIGN PROCESS.  
[00:56:46] NEXT SLIDE, PLEASE.  
[00:56:49] I'D LIKE TO WELCOME ANY QUESTIONS AT  
[00:56:51] THIS TIME AND THANK YOU VERY MUCH FOR  
[00:56:52] GIVING ME YOUR TIME TODAY. GREAT, THANK  
[00:56:54] YOU SO MUCH. ARE THERE ANY QUESTIONS FOR  
[00:56:56] STAFF AT THIS TIME FROM COMMISSIONERS?  
[00:56:57] YES, COMMISSIONER FELLEMAN,  
[00:57:01] THANK YOU VERY MUCH FOR THAT IMPORTANT  
[00:57:02] QUESTION. AND OF COURSE, IF WE'RE GOING  
[00:57:04] TO HAVE MARINE TERMINALS, THEY HAVE TO  
[00:57:06] BE FUNCTIONAL. SO IT'S AMAZING, THOUGH,  
[00:57:08] IT TAKES, WHAT, A YEAR AND A HALF TO  
[00:57:10] DESIGN SOMETHING, NO LESS, TO CONSTRUCT  
[00:57:12] IT? IT IS A MAJOR UNDERTAKING. MAYBE I  
[00:57:15] EVEN UNDERESTIMATED THAT. A COUPLE OF  
[00:57:18] QUESTIONS, THOUGH. ONE, I SEE THAT THE  
[00:57:20] SEAPORT ALLIANCE HAS A SHARE IN THIS.  
[00:57:22] IS THAT BECAUSE IN THAT GRAPHIC ON THAT,  
[00:57:24] THERE'S A LITTLE BIT OF THE BERTH  
[00:57:26] DEEPENING ASSOCIATED WITH THE CHANNEL  
[00:57:28] DEEPENING AS SHOWN IN FIGURE,  
[00:57:32] NOT NUMBERED OH FOUR. IS THAT THE CASE?  
[00:57:35] IT'S PART OF THAT HATCHED. THAT IS  
[00:57:37] CORRECT. THERE IS A SMALL SLIVER OF THAT  
[00:57:39] CROSS HATCH AREA THAT IS WITHIN THIS  
[00:57:43] PROJECT, AS WELL AS THE BERTH DEEPENING  
[00:57:45] OR THE BERTH T FIVE. BUT THE REASON THAT  
[00:57:48] THEY PAID FOR SOME IS JUST IN THE WAY  
[00:57:50] THE CHARTER WAS SET UP. THE HOME PORTS  
[00:57:52] PAID FOR THE FEASIBILITY STUDY, BUT I'M  
[00:57:54] SORRY, THE NWSA PAID FOR THE FEASIBILITY  
[00:57:56] STUDY, BUT THE HOME PORTS PAY FROM THERE  
[00:57:59] ON OUT. IT'S JUST WHAT WE AGREED TO AS  
[00:58:01] WE STARTED, BECAUSE I KNOW THE ALLIANCE  
[00:58:04] IS INVOLVED WITH THE DREDGING OF THE  
[00:58:06] BERTH, RIGHT? SO THIS IS ACTUALLY NOT  
[00:58:10] DREDGING, BUT DESIGN FOR THE CHANNEL.  
[00:58:13] IS THAT WHAT WE'RE RIGHT NOW, WE'RE ONLY  
[00:58:15] TALKING ABOUT DESIGN THE CHANNEL CORRECT  
[00:58:18] FOR ITS CHANNEL DESIGN. AND DUE TO THE  
[00:58:21] VAGARIES OF THE ALLOCATION, THE SEAPORT  
[00:58:24] ALLIANCE TAKES A MILLION AND A HALF OR  
[00:58:26] WHATEVER OF THAT. THEY DID THE  
[00:58:29] FEASIBILITY STUDY PORTION, AND FROM  
[00:58:32] THERE ON OUT, THE HOME PORTS PAY. YES.  
[00:58:35] THANK YOU FOR THAT CLARIFICATION. AND  
[00:58:36] THEN WHEN WE LOOK AT THE BECAUSE THIS  
[00:58:38] AREA HAS BEEN DREDGED BEFORE, SO ARE

[00:58:42] THE BLUE AREAS LIKE NATIVE SOILS?  
[00:58:45] ARE WE DOWN TO THE BOTTOM THERE IN TERMS  
[00:58:48] OF SO ALL THOSE TYPES OF INFORMATION  
[00:58:51] WILL BE COMING OUT IN THE SEDIMENT  
[00:58:52] CHARACTERIZATION STUDIES, AND THAT'S WHY  
[00:58:54] WE NEED THE AUTHORIZATION TODAY.  
[00:58:58] UNFORTUNATELY, I CAN'T BE READY TO  
[00:59:00] ANSWER THAT QUESTION FOR YOU AT THIS  
[00:59:01] MOMENT. OKAY, BUT THIS  
[00:59:05] ISN'T THE FIRST GO AROUND IN DREDGING.  
[00:59:07] THIS TERMINAL, I'M ALMOST  
[00:59:11] FOR SURE. WE'RE FOCUSED ON THE CHANNEL  
[00:59:14] HERE, NOT THE TERMINAL. CORRECT?  
[00:59:17] I'M SORRY, I MISSPOKE, BUT I  
[00:59:21] SEEM TO RECALL THOUGH, THAT ANYWAY, IT  
[00:59:23] IS INTERESTING HOW THERE'S THIS GREAT  
[00:59:25] DISPARITY FROM IN FRONT OF THE TERMINAL  
[00:59:27] TO THE ENTRY AREA, WHICH IS WHERE MOST  
[00:59:30] OF THE DREDGING HAS TO OCCUR. SO I'M  
[00:59:32] JUST CONCERNED THAT THAT'S THE AREA  
[00:59:34] WHERE WE'RE GOING TO SEE LIKELY HIGHER  
[00:59:35] POLLUTION LEVELS, AND THAT WHEN WE'RE  
[00:59:38] JUST IN A DESIGN PHASE RIGHT NOW. THE  
[00:59:40] ACTUAL REAL EXPENSE IS GOING TO BE HOW  
[00:59:42] HOT THOSE SEDIMENTS ARE GOING TO BE FOR  
[00:59:44] UPLAND DISPOSAL. WHEREAS I WOULD EXPECT  
[00:59:47] WHERE IT'S DEEPER, IT'S BEEN DREDGED  
[00:59:49] BEFORE AND LIKELY CLEANER. AND SO IT  
[00:59:52] LOOKS LIKE WE HAVE A LARGE AREA OF  
[00:59:55] UNDEDGED MATERIAL, SO FEARFUL OF  
[00:59:59] PERHAPS WHAT THE OVERALL AND WE HAVE  
[01:00:01] LOCKHEED, RIGHT, WAS UP AT THAT CORNER.  
[01:00:03] SO ANYWAY, THAT'S JUST A FLAG FOR THAT  
[01:00:07] CONE OF UNCERTAINTY. BUT ANYWAY, I THINK  
[01:00:11] THAT COVERS MY YEAH, THAT'S A GREAT  
[01:00:13] POINT, COMMISSIONER. GREAT.  
[01:00:14] COMMISSIONER MOHAMED, THANK YOU FOR THE  
[01:00:18] PRESENTATION. I JUST HAD A QUICK  
[01:00:20] QUESTION ABOUT THE PORTION OF THE FUNDS  
[01:00:22] THAT WE'RE REQUIRED TO PAY. ARE WE  
[01:00:25] GOING AFTER ANY FEDERAL DOLLARS FOR OUR  
[01:00:28] PORTION? DOES THIS QUALIFY FOR THE  
[01:00:30] HARBOR MAINTENANCE TAX?  
[01:00:33] SO WHEN I LAST SPOKE WITH THE HARBOR  
[01:00:36] MAINTENANCE TAX FOLKS, THEY INFORMED ME  
[01:00:39] IT WAS FOR MAINTENANCE STRETCHING ONLY,  
[01:00:41] NOT FOR CHANNEL DEEPENING. AND SO THIS  
[01:00:44] PROJECT WOULD NOT QUALIFY FOR HMT ABOUT  
[01:00:47] OTHER FEDERAL DOLLARS. SO THE FEDERAL  
[01:00:49] GOVERNMENT WILL BE PAYING FOR HALF OF  
[01:00:51] THIS PROJECT ALREADY, AND I THINK  
[01:00:53] WHETHER WE COULD GET DIFFERENT FUNDING  
[01:00:57] FOR THE OTHER HALF. I KNOW WHEN I GO  
[01:00:59] SHOPPING, I CAN ONLY USE ONE COUPON  
[01:01:01] SOMETIMES, SO I DON'T KNOW IF WE ARE I  
[01:01:03] TRY TO USE TWO SOMETIMES. YEAH. SO I  
[01:01:06] THINK EVERYTHING THAT WE CAN POSSIBLY  
[01:01:09] GET, WE WILL BE LOOKING FOR. BUT MY  
[01:01:11] UNDERSTANDING IS THAT THAT 50% WOULD BE  
[01:01:14] OUR LIMIT. BUT I WILL FOLLOW UP ON THAT  
[01:01:16] TO CONFIRM THAT WE'VE LEFT NO STONE  
[01:01:18] UNTURNED. THAT'S RIGHT. I MEAN, THERE'S  
[01:01:20] A LOT OF FEDERAL DOLLARS RIGHT NOW.



[01:01:21] WE'RE IN A VERY UNIQUE PLACE, AND I  
[01:01:23] THINK WE SHOULD GO AFTER ANY DOLLARS,  
[01:01:26] GOOD STEWARDS OF THOSE PUBLIC DOLLARS,  
[01:01:29] THE LOCAL ONE, WE'LL BE SURE TO ADD THE  
[01:01:31] TWO AGENDA POINTS FOR OUR MEETINGS. AND  
[01:01:32] I KNOW YOU SAID WITH THE DREDGING, YOU  
[01:01:35] WON'T KNOW EXACTLY HOW THINGS WILL LOOK  
[01:01:37] UNTIL THE PROJECT ACTUALLY GOES  
[01:01:38] UNDERWAY, BUT DO YOU HAVE ANY IDEA WHEN  
[01:01:42] THE NEXT TIME SOMETHING LIKE THIS WILL  
[01:01:44] COME IN FRONT OF US WHERE ADDITIONAL  
[01:01:46] DREDGING WILL BE REQUIRED, OR WILL WE  
[01:01:49] GET THOSE ESTIMATES AFTER THE FACT?  
[01:01:52] MY UNDERSTANDING IS THAT WE WOULD GET  
[01:01:54] THE ESTIMATES FOR HOW VERY I  
[01:01:57] KNOW ARTHUR AND THE TEAM HAVE BEEN VERY  
[01:01:59] CONSERVATIVE IN TERMS OF ESTIMATING HOW  
[01:02:02] MUCH WILL REQUIRE UPLAND DISPOSAL OF THE  
[01:02:06] SEDIMENTS, AND WE WILL DO THOSE  
[01:02:08] ESTIMATES AND THEN WE WOULD COME BACK  
[01:02:10] HERE BEFORE CONSTRUCTION WAS AUTHORIZED.  
[01:02:13] SO YOU WOULD SEE THOSE NUMBERS BEFORE WE  
[01:02:15] ACTUALLY GOT INTO CONSTRUCTION. THANK  
[01:02:17] YOU. THANK YOU FOR THOSE ANSWERS.  
[01:02:19] GREAT. ANY OTHER QUESTIONS?  
[01:02:21] COMMISSIONER CALKINS, ANY QUESTIONS FOR  
[01:02:22] THIS ITEM? NO, NO. THIS ONE. THANK YOU.  
[01:02:26] GREAT HEARING. NO FURTHER QUESTIONS FOR  
[01:02:28] THIS ITEM. IS THERE A MOTION IN THE  
[01:02:29] SECOND? SO MOVED? SECOND.  
[01:02:33] GREAT. THE MOTION WAS MADE AND SECONDED.  
[01:02:35] CLERK HART, PLEASE CALL THE ROLL FOR THE  
[01:02:36] VOTE. THANK YOU. BEGINNING WITH  
[01:02:40] COMMISSIONER CALKINS. AYE. THANK YOU.  
[01:02:43] COMMISSIONER FELLEMAN. AYE. THANK YOU.  
[01:02:47] COMMISSIONER HASEGAWA. AYE. THANK YOU.  
[01:02:49] COMMISSIONER MOHAMED. AYE. THANK YOU.  
[01:02:51] AND COMMISSIONER CHO. AYE. THANK YOU.  
[01:02:54] FIVE AYES, ZERO AND NAYS FOR THIS ITEM.  
[01:02:56] EXCELLENT. THE MOTION PASSES. THANK YOU,  
[01:02:57] ARTHUR. THANK YOU, STEPHANIE. THANK YOU,  
[01:02:59] EVERYONE. ALL RIGHT, MOVING ON IN THE  
[01:03:02] AGENDA, LET'S SEE HERE.  
[01:03:07] I CAN GO AHEAD AND READ THE NEXT ITEM  
[01:03:09] INTO THE RECORD. GO AHEAD, PLEASE. AND  
[01:03:10] THEN EXECUTIVE DIRECTOR WILL INTRODUCE  
[01:03:12] IT. THANK YOU. THIS IS AGENDA ITEM TEN E  
[01:03:15] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR  
[01:03:17] TO PROCEED WITH DESIGN AND CONSTRUCTION  
[01:03:19] FOR THE T 91 TRAIL BRIDGE REMOVAL AND  
[01:03:22] SEGMENT WIDENING IN THE REQUESTED AMOUNT  
[01:03:24] OF \$1,475,000 AND A TOTAL ESTIMATED  
[01:03:28] PROJECT COST OF \$1,525,000.  
[01:03:32] COMMISSIONERS, ALTHOUGH THE REQUESTED  
[01:03:35] AMOUNT FOR THIS ITEM IS WITHIN MY  
[01:03:36] DELEGATED AUTHORITY, WE DECIDED TO BRING  
[01:03:38] THIS ITEM FORWARD FOR CONSIDERATION IN  
[01:03:40] PUBLIC SESSION DUE TO BOTH COMMISSION  
[01:03:42] AND COMMUNITY INTEREST IN THE ITEM. AS A  
[01:03:44] CYCLIST MYSELF, I'VE EXPERIENCED RIDING  
[01:03:46] ALONG THE T 91 TRAIL BRIDGE, AND I'VE  
[01:03:48] SEEN FIRSTHAND THE CONGESTION AND PINCH  
[01:03:51] POINTS AT THE SITE THAT WE'RE

[01:03:52] ADDRESSING. REMOVING THE TRAIL BRIDGE  
[01:03:55] AND WIDENING THE SEGMENT WILL PROVIDE  
[01:03:57] BENEFITS TO BOTH CYCLISTS AND  
[01:03:58] PEDESTRIANS ALIKE AND SERVE AS AN  
[01:04:00] EXCELLENT COMPLEMENT TO OTHER EFFORTS  
[01:04:02] HAPPENING ALONG THE SEATTLE WATERFRONT.  
[01:04:04] THIS PROJECT HAS LONG BEEN DISCUSSED AND  
[01:04:06] IS VERY EXCITING TO SEE IT FINALLY  
[01:04:07] COMING TO FRUITION. AND WE HAVE  
[01:04:09] PRESENTERS TODAY ARE KARA LEASE,  
[01:04:11] DIRECTOR OF REAL ESTATE DEVELOPMENT AND  
[01:04:13] ECONOMIC DEVELOPMENT, AND STEFAN NGUYEN,  
[01:04:16] CAPITAL, PROJECT MANAGER, WATERFRONT  
[01:04:18] PROJECT MANAGEMENT. SO, KARA, THANK YOU,  
[01:04:22] DIRECTOR METRUCK. AND THANK YOU,  
[01:04:24] COMMISSIONERS. STEFAN AND I ARE HAPPY TO  
[01:04:27] BRING THIS SMALL BUT MIGHTY PROJECT FOR  
[01:04:29] YOUR APPROVAL TODAY. A LITTLE CONTEXT  
[01:04:32] BEFORE STEFAN GETS INTO THE PARTICULARS.  
[01:04:37] WE HAVE HEARD FROM, IN FACT, MANY OF OUR  
[01:04:39] DIRECTORS WHO COMMUTE TO PIER 69 THROUGH  
[01:04:42] THIS TRAIL, BUT CERTAINLY FROM MEMBERS  
[01:04:44] OF THE PUBLIC FOR DECADES. THE IMPINGED  
[01:04:48] AREAS IN THIS PART OF THE TRAIL ARE A  
[01:04:50] REAL SAFETY HAZARD, AND WE TAKE SAFETY  
[01:04:53] VERY SERIOUSLY HERE AT THE PORT OF  
[01:04:54] SEATTLE. SO OUR MAIN DESIGN OBJECTIVE IS  
[01:04:58] REALLY TO IMPROVE SAFETY. PEOPLE DON'T  
[01:05:00] DISMOUNT. PEOPLE HURTLE DOWN THIS BRIDGE  
[01:05:03] AND AYE. PEDESTRIANS. WE EVEN HAD SOME OF  
[01:05:07] THIS HAPPEN TO US WHEN WE WERE DOING  
[01:05:08] SITE INVESTIGATION. WE HAVE A CRITICAL  
[01:05:11] PARTNER IN THIS AREA. IT'S BNSF RAILWAY.  
[01:05:14] THE PINCH POINTS ARE THERE IN PART IN  
[01:05:16] LARGE PART BECAUSE OF OPERATIONAL  
[01:05:19] INTERESTS THEY HAVE IN THE AREA. SO  
[01:05:21] WE'LL BE WORKING AND COORDINATING WITH  
[01:05:23] THEM AS WE MOVE FORWARD ON THIS DESIGN.  
[01:05:27] WE ANTICIPATED THE PUBLIC INTEREST AND  
[01:05:30] WE WILL WORK WITH OUR COMPS TEAM AS WE  
[01:05:33] MOVE FORWARD ON OUR DESIGN TO JUST.  
[01:05:35] SHOW WHAT'S GOING ON AND TO WORK ON THE  
[01:05:37] REROUTING THAT WILL BE NEEDED FOR  
[01:05:39] CONSTRUCTION. WE UNDERSTAND HOW  
[01:05:41] IMPORTANT THAT IS FOR THE PERIOD OF OUR  
[01:05:43] CONSTRUCTION. SO WITH ALL OF THAT,  
[01:05:46] I WILL TURN IT OVER TO STEFAN TO TALK  
[01:05:49] ABOUT THE PARTICULARS, AND I'LL BE HERE  
[01:05:51] FOR ADDITIONAL QUESTIONS. THANK YOU FOR  
[01:05:53] YOUR INTEREST. GREAT. THANK YOU, KIRA.  
[01:05:56] GOOD AFTERNOON, COMMISSIONERS,  
[01:05:57] DIRECTOR, METRUCK AND STAFF. I'M EXCITED  
[01:06:00] TO BE HERE TO PRESENT THIS REQUEST BOTH  
[01:06:03] AS A DAILY USER OF THIS TRAIL, AS MY  
[01:06:07] BIKE COMMUTE TO WORK, AND NOW TO BE ABLE  
[01:06:09] TO BE HERE AS A STEWARD OF THE TRAIL.  
[01:06:11] SO THANK YOU. NEXT SLIDE,  
[01:06:15] PLEASE.  
[01:06:19] SO, TODAY'S REQUEST OF COMMISSION IS FOR  
[01:06:22] FULL PROJECT AUTHORIZATION FOR THE  
[01:06:24] EXECUTIVE DIRECTOR TO EXECUTE AN IDIQ  
[01:06:26] DESIGN SERVICE DIRECTIVE, ADVERTISE  
[01:06:29] AWARD, AND EXECUTE A MAJOR WORKS

[01:06:30] CONSTRUCTION CONTRACT, AND TO COMPLETE  
[01:06:32] THE BRIDGE REMOVAL SEGMENT WIDENING OF  
[01:06:35] THE TERMINAL 91 TRAIL. THIS  
[01:06:37] AUTHORIZATION TODAY IS FOR \$1,475,000  
[01:06:42] FOR A PROJECT TOTAL ESTIMATE COST OF  
[01:06:45] \$1,525,000.  
[01:06:51] NEXT SLIDE, PLEASE.  
[01:06:58] I PUT A LITTLE CONTEXT AND PROJECT  
[01:07:00] LOCATION. THE SLIDE ON THE LEFT SIDE  
[01:07:03] KIND OF SHOWS THE EXTENT OF WHAT'S  
[01:07:06] SOMETIMES REFERRED TO AS ELLIOTT BAY  
[01:07:07] TRAIL. IT BEGINS JUST RIGHT AROUND THE  
[01:07:10] CORNER FROM US HERE AT THE SCULPTURE  
[01:07:11] PARK. GOES THROUGH MYRTLE EDWARDS  
[01:07:14] CENTENNIAL PARK BY THE EXPEDIA CAMPUS.  
[01:07:17] AND THEN THERE'S A CIRCUMNAVIGATION OF  
[01:07:19] TERMINAL 91. THE SLIDE ON THE RIGHT IS  
[01:07:24] BASICALLY THE LITTLE RED SQUARE ON THE  
[01:07:26] LEFT ONE. THAT'S OUR WORK AREA WITHIN  
[01:07:29] IT. AND THEN YOU CAN SEE THE TWO  
[01:07:32] SEGMENTS. SO THESE ARE TWO NON  
[01:07:35] CONTIGUOUS SEGMENTS AS PART OF THIS MUCH  
[01:07:37] LARGER TRAIL. AND REALLY, I THINK WE'RE  
[01:07:41] CATEGORIZING THIS AS REALLY MORE OF A  
[01:07:44] KIND OF REPAIR AND REPLACE TYPE OF  
[01:07:47] PROJECT. NEXT SLIDE,  
[01:07:50] PLEASE.  
[01:07:55] SO, STARTING FROM THE NORTH PINCH POINT,  
[01:07:57] WORKING OUR WAY BACK TOWARDS DOWNTOWN,  
[01:08:00] HERE'S A PICTURE OF THE CURRENT NORTH  
[01:08:02] PINCHPOINT BRIDGE TAKEN FROM WITHIN THE  
[01:08:05] TERMINAL. IT WAS ORIGINALLY PLACED SO  
[01:08:08] THAT WHEN THEY WERE OFFLOADING CARS FROM  
[01:08:10] TERMINAL 91 OR ONLOADING ONTO THE  
[01:08:13] TRAINS, THEY WOULD BE ABLE TO DRIVE  
[01:08:16] THROUGH THIS AND NOT INTERRUPT THE  
[01:08:17] TRAIL. BEFORE THIS BRIDGE WENT IN,  
[01:08:19] THERE WAS GATES AND FENCES THAT THEY  
[01:08:21] WOULD CLOSE DOWN TO BE ABLE TO GET  
[01:08:24] THROUGH IT, JUST BECAUSE THE SLIDE IS  
[01:08:27] REALLY KIND OF HELPFUL FOR THIS. SO  
[01:08:28] WHAT'S GOING TO HAPPEN IN THIS LOCATION  
[01:08:30] IS THIS WILL BE REMOVED DOWN TO THE  
[01:08:31] GROUND, AND WE'RE REPLACED WITH AN ON  
[01:08:34] GRADE TRAIL. NEXT SLIDE,  
[01:08:37] PLEASE.  
[01:08:43] AND THIS IS PROBABLY EVERYONE'S FAVORITE  
[01:08:45] MOMENT ON THE TRAIL. PINCHES DOWN TO  
[01:08:50] IF I REALLY STRETCH MY TAPE ABOUT 5FT  
[01:08:53] BETWEEN KIND OF FENCE POST TO FENCE  
[01:08:55] POST, EVEN WITH THE WEEDS AND OTHER  
[01:08:57] STUFF, IT REALLY RIDES A LOT SMALLER  
[01:09:00] THAN THAT. SO IN THIS LOCATION, THROUGH  
[01:09:02] AN EASEMENT WITH BNSF RAILROAD, WE ARE  
[01:09:04] GOING TO BE ABLE TO GAIN AN ADDITIONAL  
[01:09:06] 3FT OF WIDTH IN THIS LOCATION, WHICH  
[01:09:10] WILL EFFECTIVELY PLUS OR  
[01:09:13] MINUS END OF ABOUT EIGHT FOOT SIX,  
[01:09:15] TOTAL WIDTH ABOUT 8FT OF CONCRETE. WHEN  
[01:09:16] WE TAKE THE POST OUT. AND SO THEY'LL BE  
[01:09:19] VASTLY IMPROVE THE CIRCULATION THROUGH  
[01:09:22] THIS AREA. NEXT SLIDE, PLEASE.  
[01:09:27] SO THE PROJECT OBJECTIVES WE TALKED

[01:09:29] ABOUT, YOU KNOW, IMPROVE PUBLIC SAFETY,  
[01:09:33] UPGRADE THESE TRAIL SEGMENTS TO THE  
[01:09:35] AMERICAN ASSOCIATION OF HIGHWAY  
[01:09:37] TRANSPORTATION OFFICIAL DESIGN STANDARDS  
[01:09:39] WHERE APPLICABLE TO ALLOW FOR TWO WAY  
[01:09:41] TRAFFIC AND REDUCE RISK OF COLLISION.  
[01:09:44] WE'RE ALSO GOING TO BE LOOKING AT NACTO  
[01:09:46] STANDARDS IN COLLABORATION WITH A  
[01:09:48] SUSTAINABILITY TEAM. AND WHERE THOSE  
[01:09:50] OFFER ANY STANDARDS THAT ARE GREATER  
[01:09:55] KIND OF MORE STRINGENT FOR PUBLIC SAFETY  
[01:09:57] THAN AASHTO, WE WILL ADOPT THOSE. THE  
[01:09:59] NEXT THING, THE IMPROVED ACCESSIBILITY  
[01:10:01] AND PAUSE HERE JUST FOR A LITTLE BIT  
[01:10:04] EVERYWHERE. WE'RE CALLING THIS A TRAIL  
[01:10:06] PROJECT. AND I KNOW CASCADE BIKE  
[01:10:08] COMPANIES TALK ABOUT IT. PEOPLE CALL IT  
[01:10:09] THE BIKE TRAIL. BUT THIS IS A TRAIL THAT  
[01:10:11] IS USED BY SO MANY PEOPLE. AND WE KNOW  
[01:10:14] BIKERS AND PEOPLE OVERCOMEMENT BIKES.  
[01:10:16] THAT'S REALLY GOING TO HELP. BUT WE ALSO  
[01:10:17] HAVE PEOPLE ON STROLLERS, WALKERS,  
[01:10:21] ROLLERBLADES, ROLLER SKATES, ALL KINDS  
[01:10:24] OF MODES OF TRANSPORTATION. AND EVEN  
[01:10:27] SOME CASES, THERE'S PEOPLE COMING TO THE  
[01:10:28] CRUISE TERMINAL WITH LUGGAGE. AND SO  
[01:10:31] THIS REALLY IS A TRAIL ACCESSIBILITY  
[01:10:32] PROJECT THAT IS A HUGE BENEFIT TO  
[01:10:35] BIKERS. BUT THE IMPETUS ABOUT IT IS  
[01:10:38] REALLY TO EXPAND THE NUMBER OF USERS WHO  
[01:10:40] CAN ENJOY THAT. AND SO I REALLY WANT TO  
[01:10:42] HIGHLIGHT THAT POINT THAT THIS ISN'T  
[01:10:44] JUST FOR BIKERS.  
[01:10:49] NEXT SLIDE, PLEASE.  
[01:10:55] SO THIS JUST RESTATES WHAT I TALKED  
[01:10:57] ABOUT ON THE PHOTOS PROJECTS WHERE WE  
[01:11:00] MOVE THE EXISTING PEDESTRIAN BIKE BRIDGE  
[01:11:02] REPLACED WITH THE ON GRADE PATH. AND  
[01:11:03] ACTUALLY, THIS PHOTO IS AS YOU APPROACH  
[01:11:06] THE BRIDGE COMING FROM THE NORTH. AND  
[01:11:08] YOU CAN SEE BOTH THE PITCH OF IT IS  
[01:11:12] DIFFICULT EVEN FOR WALKERS, AND IT'S  
[01:11:15] VERY NARROW FOR TWO WAY TRAFFIC. AND  
[01:11:18] THEN THE OTHER ELEMENTS ARE THE  
[01:11:21] WIDEN EXISTING PINCH POINT SOUTH OF THE  
[01:11:24] PEDESTRIAN BIKE BRIDGE AND THEN UPGRADE  
[01:11:27] TO THE EXISTING RAIL CROSSING. AND THERE  
[01:11:29] WAS A LITTLE PHOTO IN THAT LAST SLIDE OF  
[01:11:30] THE RAIL CROSSING, WHICH WE WANT TO  
[01:11:33] BRING UP TO BETTER STANDARDS AGAIN FOR  
[01:11:35] ALL PRINCIPAL USERS.  
[01:11:38] NEXT SLIDE, PLEASE.  
[01:11:42] SO GOING THROUGH THE PROJECT RISK, MANY  
[01:11:45] OF THE ONES THAT YOU I'M NOT GOING TO  
[01:11:47] SPEND TOO MUCH TIME ON IT. YOU KIND OF  
[01:11:48] SEE WITH MOST PROJECTS PERMIT ISSUANCE.  
[01:11:51] THAT ALWAYS IS A WE HAVE  
[01:11:54] MINIMAL CONTROL OVER THE DURATION OF  
[01:11:56] THAT, BUT I THINK WE'VE BUILT ENOUGH  
[01:11:58] TIME INTO THE SCHEDULE TO GET IT IN A  
[01:12:01] CERTAIN AMOUNT OF TIME. AND WE CAN  
[01:12:03] MITIGATE THAT WITH POTENTIALLY WHEN WE  
[01:12:05] ADVERTISE, WHEN WE'RE CONVINCED THERE

[01:12:08] AREN'T GOING TO BE ANY OTHER REVISIONS.  
[01:12:10] THE UNFORESEEN HAZARDOUS MATERIAL IN THE  
[01:12:12] BUILDING SITE. THIS SITE DOES HAVE SOIL  
[01:12:15] CHARACTERISTICS WE'VE TESTED. IT DOES  
[01:12:18] HAVE CONTAMINATIONS IN VARIOUS DEGREES  
[01:12:20] IN DIFFERENT SPOTS. AND THERE IS A  
[01:12:22] DEPARTMENT OF ECOLOGY STATUE DOWN WHERE  
[01:12:25] THE TANK FARM USED TO BE. SO WE'VE  
[01:12:28] REALLY KIND OF FOCUSED ON HOW WE CAN DO  
[01:12:30] THIS BASICALLY DISTURBING AND REMOVING  
[01:12:32] AS LITTLE SOIL AS POSSIBLE. AND SO WITH  
[01:12:36] THE EXCEPTION OF THE SOIL, WE'LL HAVE TO  
[01:12:38] REMOVE ON THE VENUS F RAIL TO EXPAND IT.  
[01:12:41] THE GOAL IS TRY TO LEAVE EVERYTHING IN  
[01:12:43] PLACE, REMOVE THE FOUNDATIONS,  
[01:12:46] SLEEP THEM IN PLACE AND STUFF, AND  
[01:12:47] REALLY TRY DISTURB AS MUCH AND BUILD UP  
[01:12:49] TO REALLY MITIGATE OPENING UP THOSE  
[01:12:52] HAZARDS. WEATHER DELAY IS ALWAYS JUST A  
[01:12:55] PLAY IN PAVING PROJECTS. BIG ONE  
[01:12:59] RISK IS INCREASED PUBLIC RESPONSE TO  
[01:13:01] DETOUR FROM EXTENDED TRAIL CLOSURE. AND  
[01:13:03] THAT'S THE ONE I THINK WE'RE TAKING  
[01:13:06] REALLY AT THE HIGHEST LEVEL. THERE WAS A  
[01:13:08] ONE DAY CLOSURE EARLIER THIS YEAR FOR A  
[01:13:10] MAINTENANCE PROJECT WHERE THEY PAVED  
[01:13:13] KIND OF FROM THE BRIDGE PHOTO I SHOWED  
[01:13:15] YOU ALL THE WAY UP TO THE NORTH END OF  
[01:13:17] THE TERMINAL. AND THAT ONE DAY CLOSURE  
[01:13:21] WAS SHORT, HAD ADEQUATE DETOUR, DETOUR,  
[01:13:25] BUT REALLY GOT A LOT OF RESPONSE TO IT.  
[01:13:27] AND SO WE REALLY NEED TO ADDRESS THAT.  
[01:13:29] IS THAT THE BEST DETOUR? HOW CAN WE  
[01:13:31] BETTER MESSAGE IT, REALLY GET BUY IN AND  
[01:13:34] REALLY KIND OF EDUCATE PEOPLE? WHAT ARE  
[01:13:36] WE DOING AND WHY ARE WE DOING THIS? AND  
[01:13:39] THAT'S GOING TO BE A BIG PART OF THIS  
[01:13:40] PROJECT. ALSO IN THE FUNDING  
[01:13:44] AUTHORIZATION WE'VE ASKED FOR, WE'VE  
[01:13:46] BUILT SOME SPACE INTO THAT, THAT IF  
[01:13:48] THERE'S OPPORTUNITIES FOR WORKING EXTRA  
[01:13:50] SHIFTS TO REALLY TRY TO DECREASE THE  
[01:13:52] DURATION OF CONSTRUCTION TO REALLY  
[01:13:54] MINIMIZE THAT IMPACT. AND WE'RE  
[01:13:56] SCHEDULING TO START THE PROJECT AFTER  
[01:13:58] LABOR DAY, WHERE WE DO TEND TO SEE A  
[01:14:02] DECREASE IN TRAIL USAGE TO  
[01:14:04] UNFORTUNATELY, PEOPLE LEFT ARE THE  
[01:14:05] HARDCORE USERS THAT USE IT FOR WORK,  
[01:14:08] BUT A LITTLE BIT OF MITIGATION TO THE  
[01:14:10] PUBLIC. SO THAT'S HOW WE'RE GOING TO  
[01:14:11] ADDRESS THAT. AND THE LAST RISK,  
[01:14:15] WHICH ALSO IS JUST A CONSTANT ONE YOU  
[01:14:17] GUYS HEAR, IS ALWAYS THE RISK OF  
[01:14:19] SIGNIFICANT OVERESTIMATE. BUT I THINK  
[01:14:21] WE'VE IMPROVED IN OUR CONTINGENCY AND  
[01:14:24] WHAT WE'RE REQUESTING TODAY. NEXT SLIDE,  
[01:14:27] PLEASE. THERE'S A TRAIL SCHEDULE.  
[01:14:31] IF WE RECEIVE AUTHORIZATION TODAY, WE'D  
[01:14:34] REALLY KIND OF WORK ON COMPLETING THE  
[01:14:36] DESIGN THROUGH THE END OF THE YEAR,  
[01:14:39] KIND OF GOING THROUGH THE FIRST QUARTER.  
[01:14:42] WE DO OUR PERMITTING AND BID DOCS

[01:14:46] AND THEN REALLY ADVERTISE IN  
[01:14:51] THE APRIL MAY  
[01:14:55] PERIOD, HOPEFULLY AWARDING THE CONTRACT  
[01:14:58] IN AROUND JULY. AND THEN, LIKE I  
[01:15:02] SAID, BEGIN THE PROJECT HOPEFULLY IN THE  
[01:15:06] EARLY FALL MONTHS WHEN USAGE GOES DOWN,  
[01:15:08] BUT WEATHER STILL HOLDS ON TO SOME  
[01:15:11] DEGREE. AND NEXT SLIDE.  
[01:15:17] SO STATED IN THE INTRO. CURRENT PROJECT  
[01:15:19] ESTIMATE IS ABOUT \$1.5 MILLION.  
[01:15:23] WE DID A PREVIOUS AUTHORIZATION OF  
[01:15:25] 50,000 TO BRING US TO THIS POINT. THE  
[01:15:28] CURRENT REQUEST IS FOR 1,475,000  
[01:15:32] FOR A TOTAL OF \$1,525,000.  
[01:15:39] NEXT SLIDE.  
[01:15:43] ANY QUESTIONS? LET'S TALK ABOUT IT.  
[01:15:45] EXCELLENT. THANK YOU. KIRA AND STEFAN.  
[01:15:47] ANY QUESTIONS FOR STAFF COMMISSIONER  
[01:15:49] FELLEMAN? WELL,  
[01:15:52] THANK YOU SO MUCH. IT'S GREAT TO SEE  
[01:15:54] THIS COMING TO FRUITION. AND THANK YOU  
[01:15:56] EXECUTIVE METRUCK FOR BRINGING THIS  
[01:15:57] FORWARD, EVEN THOUGH IT'S WITHIN YOUR  
[01:15:59] DELEGATED AUTHORITY BECAUSE IT HAS A  
[01:16:01] BROAD PUBLIC INTEREST AS WELL AS  
[01:16:03] PERSONAL INTEREST. ONE OF THE BENEFITS  
[01:16:05] OF TENURE IS TO GET TO SEE  
[01:16:08] THINGS LIKE THIS COME TO FRUITION. AND  
[01:16:10] SO IT'S DEFINITELY BEEN A BIG GOAL OF  
[01:16:12] MINE. AND I ACTUALLY REALLY APPRECIATE  
[01:16:14] THE IDEA THAT I FINALLY UNDERSTAND WHY  
[01:16:16] THE BRIDGE TO NOWHERE EXISTS IN THE  
[01:16:18] FIRST PLACE. NOW, THE FACT THAT THE CARS  
[01:16:20] HAD TO DRIVE UNDER IT, I HAD NO IDEA.  
[01:16:23] SO THANK YOU FOR THAT ALONE. WE'RE  
[01:16:25] FEELING FURTHER EDUCATED,  
[01:16:29] BUT THERE WAS TWO THINGS. ONE WAS THE  
[01:16:34] I GUESS KNOWING THE I  
[01:16:41] THINK THE IMPORTANCE OF THIS, GIVEN THAT  
[01:16:44] IT'S BEEN ALWAYS AN OBVIOUS THING TO  
[01:16:45] ANYBODY WHO WROTE IT, AND I JUST  
[01:16:46] RECENTLY WROTE IT WITH THE PAVING, IT'S  
[01:16:48] SO MUCH NICER ALREADY AND ACTUALLY MAKES  
[01:16:51] THE OTHER IMPEDIMENTS STAND OUT EVEN  
[01:16:53] WORSE, BECAUSE OTHERWISE IT'S SO LOVELY.  
[01:16:55] BUT WITH THE PHILANTHROPIC INVESTMENT IN  
[01:16:58] OUR WATERFRONT TRAIL AS IT IS, THIS ONLY  
[01:17:01] TAKES ON EVEN GREATER PRIORITY THAT WE  
[01:17:03] HAVE THIS CONNECTIVITY THROUGHOUT THE  
[01:17:05] WATERFRONT. SO IT'S REALLY, I THINK,  
[01:17:07] OPPORTUNE MOMENT, AND I'M VERY EXCITED  
[01:17:10] ABOUT THAT CONNECTIVITY. I ALSO WANT TO  
[01:17:12] ACKNOWLEDGE THE IMPORTANCE THAT JOHN  
[01:17:13] WOLF PLAYED IN THIS EFFORT AND THAT  
[01:17:15] THERE HAD BEEN A LONG TIME BACK AND  
[01:17:17] FORTH WITH LOCAL BNSF STAFF. AND THAT  
[01:17:20] BECAUSE THE SEAPORT ALLIANCE DOES A LOT  
[01:17:22] OF WORK WITH BNSF, AND I RAISED CONCERN  
[01:17:25] TO AYE. THAT WE WERE HAVING SOME  
[01:17:27] DISAGREEMENTS WITH WHOSE PROPERTY IS  
[01:17:29] WHOSE. AND KIRA, THANK YOU SO MUCH FOR  
[01:17:31] DOING THAT DUE DILIGENCE AND FINDING OUT  
[01:17:33] THAT IT'S ACTUALLY OUR PROPERTY. BUT

[01:17:36] STILL, JOHN'S CONTACT WITH HEADQUARTERS,  
[01:17:38] I THINK, DEFINITELY HELPED FACILITATE  
[01:17:40] THE LOCAL CONVERSATION. AND SO GREAT  
[01:17:42] TEAM EFFORT. ALWAYS LIKE TO SEE THE  
[01:17:44] ALLIANCE AND THE PORT WORKING WELL  
[01:17:45] TOGETHER AND SEEING THIS COME TO  
[01:17:47] FRUITION. SO THANK YOU SO MUCH. I CAN'T  
[01:17:49] WAIT FOR YOUR INAUGURAL RIDE THROUGH THE  
[01:17:51] GROUP SEGMENT. GREAT.  
[01:17:55] YES. COMMISSIONER MOHAMED. YEAH. I ECHO  
[01:17:59] COMMISSIONER FELLEMAN'S SENTIMENTS, AND  
[01:18:00] THANK YOU GUYS FOR BRINGING THIS  
[01:18:01] FORWARD. I REALLY APPRECIATED WHAT YOU  
[01:18:03] SAID ABOUT THIS IS REALLY ABOUT TRAIL  
[01:18:06] ACCESSIBILITY PROJECT, THAT IT'S NOT  
[01:18:08] ONLY ABOUT BIKERS, BUT THERE'S SO MANY  
[01:18:10] OTHER PEOPLE WHO END UP USING THAT  
[01:18:12] SPACE. AND SO I APPRECIATE WHAT YOU GUYS  
[01:18:14] ARE BRINGING BEFORE US. AND THEN YOU  
[01:18:15] ALSO MENTIONED THAT THERE WILL PROBABLY  
[01:18:17] BE SOME CHALLENGES WITH PERMITTING. AND  
[01:18:19] I DO WONDER, WITH THE WATERFRONT PROJECT  
[01:18:22] THAT THE CITY OF SEATTLE IS UNDERTAKING,  
[01:18:24] IS THERE SOME LEVEL OF COORDINATION? DO  
[01:18:27] THESE TIMELINES OVERLAP? YEAH, WELL, SO  
[01:18:30] I WANT TO RESTATE I WOULDN'T SAY  
[01:18:32] PROBLEMS WITH PROBLEMS. YOU DIDN'T SAY  
[01:18:34] THAT A COUPLE WEEKS AGO. YEAH, THERE'S  
[01:18:36] ALWAYS A LEVEL OF UNCERTAINTY. IS IT  
[01:18:38] GOING TO TAKE FOUR MONTHS? IS IT GOING  
[01:18:39] TO TAKE SIX MONTHS? AND SO REALLY JUST  
[01:18:42] WANTING TO BE SORT OF CANDID ABOUT SOME  
[01:18:46] OF THOSE TIMELINE DELIVERABLES WORKING  
[01:18:47] WITH THE CITY, THE PERMITTING THIS  
[01:18:50] INCLUDES IS REALLY BE TWO PART. THERE'S  
[01:18:53] A DEMO PERMIT, WHICH IS THE REMOVAL OF  
[01:18:55] THE BRIDGE, AND A GRADING PERMIT IS  
[01:18:58] REALLY THE EXTENT OF IT IN THE GRADING,  
[01:19:01] SPEAKING TO AND DIRECTING THE  
[01:19:05] DRAINAGE TO THE EXISTING STORMWATER  
[01:19:06] SYSTEM. SO THEY'RE VERY KIND OF IN  
[01:19:09] PLACE, DISTINCT PERMITTING, NOT REALLY  
[01:19:12] KIND OF CONNECTED WITH THESE LARGER  
[01:19:14] EFFORTS. THIS IS ALL ON PORT PROPERTY.  
[01:19:17] SO THERE'S NO RIGHT OF WAY ISSUES.  
[01:19:22] WE'RE NOT TOUCHING ANY OF THE RIGHT OF  
[01:19:24] WAY. SO S DOT AND THINGS LIKE THAT. SO  
[01:19:27] THE CONSTRUCTION AREA HAS VERY LITTLE  
[01:19:30] OUTRIGHT SORT OF CONNECTION TO RIGHT OF  
[01:19:34] WAY AS OTHER AGENCIES. NOW, THE DETOUR  
[01:19:38] THAT DOES VERY MUCH INVOLVE SDOT BECAUSE  
[01:19:42] WE'RE GOING TO HAVE TO REALLY MOVE  
[01:19:43] PEOPLE ONTO CITY ROADS FOR PORTIONS  
[01:19:46] OF IT. I THINK THE TIE  
[01:19:50] IN I SEE IS REALLY THE COMMUNICATION  
[01:19:51] PIECE, AND I THINK REALLY, AS WE MESSAGE  
[01:19:56] THIS AND HOPEFULLY AS THE PROJECT IS  
[01:19:58] COMING UP, WE PUT BILLBOARDS ON SHOWING  
[01:20:00] WHAT IT'S GOING TO DO. THE ATTENTION  
[01:20:03] THIS IS GETTING BECAUSE OF THIS PRIVATE  
[01:20:05] PUBLIC PARTNERSHIP COMING.  
[01:20:08] IT COULD HAVE BEEN BETTER TIMING WHEN I  
[01:20:09] SAW THAT. GREAT. THANK YOU. THANK YOU

[01:20:12] FOR THOSE ANSWERS. YEAH. EXCELLENT. ANY  
[01:20:14] OTHER QUESTIONS? COMMISSIONER CALKINS,  
[01:20:16] ANY QUESTIONS FROM YOU?  
[01:20:20] NONE FOR ME. AS SOMEBODY WHO HAS  
[01:20:22] OCCASIONALLY RIDDEN OVER THIS WITH MY  
[01:20:24] KIDS, I'M ESPECIALLY EXCITED TO HAVE IT  
[01:20:26] BE EASIER FOR THOSE THAT DON'T HAVE  
[01:20:28] GEARS ON THEIR LITTLE BIKES.  
[01:20:32] EXCELLENT HEARING. NO FURTHER QUESTIONS  
[01:20:34] FOR THIS ITEM. IS THERE A MOTION AND A  
[01:20:35] SECOND? SO PLEASANTLY  
[01:20:39] MOVED. SECOND. GREAT. THE MOTION WAS  
[01:20:41] MADE AND SECONDED. CLERK HART, PLEASE  
[01:20:43] CALL THE ROLL FOR THE VOTE. THANK YOU.  
[01:20:45] BEGINNING WITH COMMISSIONER CALKINS.  
[01:20:48] AYE. THANK YOU. COMMISSIONER FELLEMAN.  
[01:20:51] AYE. THANK YOU. COMMISSIONER HASEGAWA.  
[01:20:54] AYE. THANK YOU. COMMISSIONER MOHAMED.  
[01:20:56] AYE. THANK YOU. AND COMMISSIONER CHO.  
[01:20:58] AYE. THANK YOU. FIVE AYES, ZERO NAYS FOR  
[01:21:01] THIS ITEM. THANK YOU SO MUCH. YEAH.  
[01:21:04] THANK YOU, EVERYONE. THANK YOU VERY  
[01:21:06] MUCH, TEAM. MOVING ON IN THE AGENDA, WE  
[01:21:08] ARE MOVING ON TO ITEM ELEVEN A  
[01:21:10] PRESENTATION TO STAFF REPORTS. CLERK  
[01:21:12] HART, PLEASE READ THE NEXT ITEM INTO THE  
[01:21:13] RECORD. THE EXECUTIVE DIRECTOR METRUCK  
[01:21:15] WILL THEN INTRODUCE IT. THANK YOU. THIS  
[01:21:17] IS AGENDA ITEM ELEVEN A, THE POST  
[01:21:19] INTERNATIONAL ARRIVALS FACILITY AIRLINE  
[01:21:21] REALIGNMENT PROGRAM STATUS BRIEFING  
[01:21:25] COMMISSIONERS, THE OPENING OF OUR  
[01:21:27] INTERNATIONAL ARRIVALS FACILITY CREATED  
[01:21:29] A NEED FOR US TO REVIEW THE RELOCATION  
[01:21:32] OF AIRLINES AT SEA TO BALANCE AIRPORT  
[01:21:34] FACILITIES. THE PROPOSED AIRLINE  
[01:21:36] REALIGNMENT PLAN TOOK OVER TWO YEARS TO  
[01:21:39] NEGOTIATE AND IS SUPPORTED BY OUR  
[01:21:40] AIRLINE TENANTS. EARLIER THIS YEAR, YOU  
[01:21:42] AUTHORIZED ADDITIONAL DESIGN FUNDS TO  
[01:21:44] ENSURE CODE COMPLIANCE FOR REPLACING  
[01:21:46] HVAC AND AIR HANDLING UNITS. THIS  
[01:21:49] BRIEFING WILL PROVIDE AN UPDATE ON THE  
[01:21:50] PROJECT, THE SCOPE OF THE WORK, AND THE  
[01:21:52] ESTIMATED PROJECT SCHEDULE IN ADVANCE OF  
[01:21:54] CONSTRUCTION AUTHORIZATION AT OUR NEXT  
[01:21:56] COMMISSION MEETING. SO THE PRESENTERS I  
[01:21:58] HAVE LISTED ARE JASON JOHNSON, SENIOR  
[01:22:00] MANAGER, AIRLINE AFFAIRS AND AVIATION  
[01:22:03] PROPERTIES SEAN ANDERSON, CAPITAL  
[01:22:05] PROGRAM LEADER, AND LETTY POWELL,  
[01:22:08] CONTRACTOR, AVIATION PROJECT MANAGEMENT  
[01:22:10] GROUP. SO I'LL TURN IT OVER TO JASON.  
[01:22:15] JASON. GOOD AFTERNOON, PRESIDENT CHO,  
[01:22:18] EXECUTIVE METRUCK COMMISSIONERS. THANK  
[01:22:21] YOU FOR THE OPPORTUNITY TO PROVIDE YOU  
[01:22:22] AN UPDATE ON THIS ONGOING EFFORT. WITH  
[01:22:25] THE COMPLETION OF THE IAF, A MAJORITY OF  
[01:22:27] GATES ON CONCOURSE A WERE CONVERTED FROM  
[01:22:29] DOMESTIC OPERATIONS ONLY TO GATES  
[01:22:32] CAPABLE OF ACCOMMODATING INTERNATIONAL  
[01:22:33] OPERATIONS. UNITED IS CURRENTLY ASSIGNED  
[01:22:36] PREFERENTIAL GATES IN THESE CONVERTED



[01:22:38] GATES, BUT THEY NO LONGER OPERATE  
[01:22:40] INTERNATIONAL FLIGHTS. FROM SEATAC. THIS  
[01:22:42] PUTS THEIR DOMESTIC ONLY OPERATIONS AT  
[01:22:44] RISK OF BEING RELOCATED WHEN AN  
[01:22:46] INTERNATIONAL OPERATION NEEDS THESE  
[01:22:48] RESOURCES. AS SUCH, WE'VE ELECTED TO USE  
[01:22:50] OUR LEASE AUTHORITY TO RELOCATE UNITED  
[01:22:52] OFF OF THESE INTERNATIONAL GATES. NEXT  
[01:22:55] SLIDE, PLEASE. IN THIS BRIEFING,  
[01:22:58] THE PROJECT TEAM WILL GIVE YOU UPDATES  
[01:23:00] ON OUR DESIGN, DEVELOPMENT, PROGRESS,  
[01:23:02] THE BUDGET RISKS SCHEDULE, AND OUR  
[01:23:05] ESTIMATE OF FUTURE COMMISSION ACTIONS  
[01:23:06] AND BRIEFINGS. NEXT SLIDE, PLEASE.  
[01:23:11] IN THIS PROJECT, WE PROPOSE TO RELOCATE  
[01:23:13] UNITED OFF OF THE INTERNATIONAL GATES ON  
[01:23:15] CONCOURSE A, INCLUDING THEIR SUPPORT  
[01:23:17] SPACES. THE PORT WILL CONSTRUCT THE  
[01:23:19] MAJORITY OF THE REPLACEMENT PREMISES FOR  
[01:23:22] UNITED. HOWEVER, UNITED ELECTED TO  
[01:23:23] CONSTRUCT THE REPLACEMENT PREMISES FOR  
[01:23:25] THEIR LOUNGE UNDER A MEMORANDUM OF  
[01:23:27] AGREEMENT WITH US FOR REIMBURSEMENT OF  
[01:23:30] THOSE COSTS. IN ADDITION, THIS PROJECT  
[01:23:32] WILL ALSO REPURPOSE THE PORTION OF  
[01:23:34] UNDERUTILIZED TICKET COUNTERS IN THE  
[01:23:36] CENTER OF THE AIRPORT FOR COMMON USE.  
[01:23:39] AND WITH THAT, SEAN ANDERSON AND LETTY  
[01:23:42] POWELL WILL DISCUSS THE REST OF THE  
[01:23:43] PROJECT. THANK YOU. ALL RIGHT. GOOD  
[01:23:46] AFTERNOON, COMMISSIONERS. MR. METRUCK.  
[01:23:49] THIS SLIDE ILLUSTRATES IN A  
[01:23:53] GRAPHICAL MODE BOTH THE WORK THAT WE'LL  
[01:23:57] BE DOING AS WELL AS THE MOVEMENT OF  
[01:23:59] AIRLINES AT THE AIRPORT. CONCOURSE A IS  
[01:24:03] SHOWN ON THE LOWER LEFT OF THE GRAPHIC,  
[01:24:06] AND CONCOURSE B ON THE UPPER RIGHT,  
[01:24:08] WITH THE MAIN TERMINAL TOWARD THE MIDDLE  
[01:24:11] AND LOWER RIGHT. THE NUMBER ONE ON  
[01:24:15] THE SLIDE INDICATES THE MOVEMENT OF  
[01:24:17] UNITED AIRLINES FROM A TO B.  
[01:24:21] AND OUR GREATEST AMOUNT OF WORK IS ON  
[01:24:23] CONCOURSE B ITSELF, WHERE WE ARE  
[01:24:25] REMODELING SPACE TO MAKE ROOM FOR  
[01:24:27] UNITED, AND THAT'S REPRESENTED BY THE  
[01:24:30] BLUE SHAPES, AND THIS IS ON THE RAMP  
[01:24:32] LEVEL, WHICH IS BELOW THE PUBLIC  
[01:24:36] LEVEL WHERE THE GATES ARE LOCATED.  
[01:24:39] THE RED SHAPES INDICATE SPACE THAT WE  
[01:24:42] ARE REMODELING PRIMARILY AS PART OF OUR  
[01:24:45] ENABLING PACKAGE WITH OTHER AIRLINES  
[01:24:48] MOVING THEM ON CONCOURSE B TO MAKE SPACE  
[01:24:50] FOR UNITED, AND THAT ALSO INCLUDES  
[01:24:54] CODE UPGRADES TO THE SPACES,  
[01:24:56] ACCESSIBILITY IMPROVEMENTS, AND  
[01:24:59] REMODELED RESTROOMS. THE NUMBER TWO IS  
[01:25:02] JUST AN ARROW SHOWING THE MOVEMENT AT  
[01:25:04] DELTA AIRLINES FROM B TO A,  
[01:25:07] INCLUDING SOME WORK ON SPACES FOR THEM,  
[01:25:11] REPRESENTED BY THE HASHED RED SQUARES.  
[01:25:16] AND THEN THERE'S SOME SPACES AT THE END  
[01:25:18] OF CONCOURSE A WHICH WE WILL BE LIGHTLY  
[01:25:21] TOUCHING, MAKING THEM READY FOR FUTURE

[01:25:23] LEASES WITH FUTURE TENANTS.  
[01:25:27] THE NUMBER THREE HIGHLIGHTS, REALLY,  
[01:25:29] SOME OF OUR MAJOR WORK AS WELL, WHICH IS  
[01:25:31] TO PROVIDE APPROPRIATE VENTILATION AIR  
[01:25:34] TO THE NEW SPACES WE ARE BUILDING ON  
[01:25:37] CONCOURSE B. AND IT INCLUDES THE  
[01:25:40] REPLACEMENT OF TWO AIR HANDLERS, WHICH  
[01:25:43] WILL BE LARGER, BUT ALSO MORE EFFICIENT.  
[01:25:46] THESE AIR HANDLERS ARE BEING DESIGNED IN  
[01:25:50] A MANNER THAT ALLOWS A FUTURE PROJECT  
[01:25:54] THAT WILL BE COMING INTO CONCOURSE B TO  
[01:25:57] CONNECT TO THEM AND MAKE FURTHER  
[01:26:00] IMPROVEMENTS TO THE VENTILATION  
[01:26:02] THROUGHOUT THE CONCOURSE IN THE FUTURE.  
[01:26:07] THE LAST PIECE OF WORK THAT THE PORT  
[01:26:08] WILL BE UNDERTAKING IS REPRESENTED BY  
[01:26:11] THE NUMBER FOUR, WHICH IS THE TICKET  
[01:26:13] COUNTERS TOWARD THE CENTER OF THE MAIN  
[01:26:15] TERMINAL. THESE ARE ADJACENT TO  
[01:26:17] SOUTHWEST AIRLINES, AND WE'RE GOING TO  
[01:26:19] BE CONVERTING THEM INTO A MORE FLOW  
[01:26:22] THROUGH CONDITION AND  
[01:26:27] CREATING MORE IMPROVING THE  
[01:26:30] EFFICIENCY OF THOSE TICKET COUNTERS.  
[01:26:34] AND THEN THE NUMBER FIVE REPRESENTS THE  
[01:26:38] WORK BY UNITED AIRLINES, WHO WILL BE  
[01:26:41] REMODELING A VACATED LOUNGE INTO THEIR  
[01:26:44] NEW LOUNGE ON CONCOURSE B. THIS WILL BE  
[01:26:48] WORK UNDERTAKEN BY UNITED, COMPLETED BY  
[01:26:51] THEM, BUT PAID FOR BY THE PORT OF  
[01:26:53] SEATTLE AS PART OF THIS PROJECT.  
[01:26:57] AND NOW I'LL TURN IT OVER TO PROJECT  
[01:27:01] MANAGER LETTY POWELL FOR THE NEXT FEW  
[01:27:03] SLIDES. ALL RIGHT. THE PROJECT WILL  
[01:27:06] DELIVER THE INFRASTRUCTURE AND FACILITY  
[01:27:09] IMPROVEMENTS TO SUPPORT THE AIRLINE  
[01:27:11] RELOCATION IN FOUR PACKAGES. SINCE WE  
[01:27:13] SAW YOU LAST IN FEBRUARY, THE ENABLING  
[01:27:16] PACKAGE THAT DELIVERS INITIAL TENANT  
[01:27:19] RELOCATIONS AND CODE UPGRADES HAS BEEN  
[01:27:22] PROGRESSED TO 100% DESIGN DEVELOPMENT.  
[01:27:25] THE REMAINING BASE SCOPE FOR THE AIRLINE  
[01:27:28] REALIGNMENT IS AT APPROXIMATELY 60%  
[01:27:30] DESIGN RIGHT NOW. AS WE MENTIONED, THE  
[01:27:33] UNITED AIRLINE LOUNGE IS BEING  
[01:27:35] COORDINATED UNDER A SEPARATE MOA WITH  
[01:27:38] UNITED. WE ARE EXPECTING 30% DESIGN  
[01:27:41] COMPLETE BY THE END OF THIS YEAR. OUR  
[01:27:43] PROJECT TEAM IS COORDINATING VERY  
[01:27:45] CLOSELY WITH THEM, AS WE ALL HAVE KEY  
[01:27:47] INTERESTS TO ALIGN THE DELIVERY OF BOTH  
[01:27:50] OF OUR SPACES. NEXT SLIDE, PLEASE.  
[01:27:55] AIRLINE REALIGNMENT HAS BEEN IDENTIFIED  
[01:27:58] AS A TIER TWO PROJECT FOR ENVIRONMENTAL  
[01:28:01] REGULATORY COMPLIANCE. OUR PROJECT TEAM  
[01:28:04] HAS BEEN COLLABORATING WITH THE SPARK  
[01:28:06] COMMITTEE OVER THE LAST SEVERAL MONTHS  
[01:28:08] TO IDENTIFY SUSTAINABILITY STRATEGIES.  
[01:28:11] I'M HIGHLIGHTING THREE KEY STRATEGIES  
[01:28:14] HERE FOR YOU TODAY. I AM PARTICULARLY  
[01:28:17] EXCITED ABOUT THE EQUITY STRATEGIES AND  
[01:28:20] MATERIAL THAT HAVE BEEN IDENTIFIED.  
[01:28:22] GENDER NEUTRAL RESTROOMS, IMPROVED

[01:28:25] INTERIOR ACCESSIBILITY, AND NONHAZARDOUS  
[01:28:28] MATERIALS WILL HAVE A DIRECT AND  
[01:28:31] IMMEDIATE EFFECT TO ALL THE AIRLINE AND  
[01:28:33] PORT INDIVIDUALS THAT ARE WORKING ON THE  
[01:28:36] RAMP LEVEL BACK OF HOUSE SPACE IN  
[01:28:38] CONCOURSE B. THIS IS A VINTAGE BUILDING,  
[01:28:42] AND SO IMPROVEMENTS ARE MUCH NEEDED.  
[01:28:47] THIS IS SOMETHING THAT I THINK THAT THE  
[01:28:50] PEOPLE WHO WE ARE WORKING IN AND AROUND  
[01:28:52] WILL MAYBE HAVE A LITTLE BIT MORE  
[01:28:53] UNDERSTANDING OF US DISRUPTING THEIR  
[01:28:56] OPERATIONS WHEN WE'RE GOING TO DELIVER  
[01:28:57] SOMETHING THAT REALLY IMPROVES THEIR  
[01:28:59] EVERYDAY LIFE. WE WILL BE RETURNING WITH  
[01:29:02] THE SEAC COMMITTEE IN OCTOBER AS PART OF  
[01:29:05] THEIR OVERALL UPDATE TO THE COMMISSION  
[01:29:07] ON SUSTAINABILITY TO PROVIDE MORE  
[01:29:08] DETAILS OF WHERE WE'RE AT HERE.  
[01:29:11] NEXT SLIDE TO SEAN. I BELIEVE SO.  
[01:29:17] OUR PROJECT ESTIMATES ARE CONTINUING TO  
[01:29:19] BE REFINED AS WE PROGRESS THE DESIGN.  
[01:29:23] WE'RE WORKING WITH OUR DESIGNERS AND OUR  
[01:29:25] GENERAL CONTRACTOR CONSTRUCTION MANAGER,  
[01:29:28] OR GCCM, PARTNERS, ALONG WITH OUR  
[01:29:31] PROJECT CONTROL STAFF. WE HAVE NOW  
[01:29:35] BROUGHT US TO A TOTAL PROJECT COST IN A  
[01:29:37] RANGE OF  
[01:29:42] THAT IS LOWER THAN WHAT WE HAD  
[01:29:44] PREVIOUSLY PRESENTED, WHICH WAS IN THE  
[01:29:46] \$98 MILLION TO \$172,000,000.  
[01:29:52] WHILE WE CAN'T GUARANTEE THAT THIS TREND  
[01:29:54] WILL CONTINUE, WE ARE EVALUATING  
[01:29:58] MEANS TO SHORTEN THE PROJECT SCHEDULE.  
[01:30:00] WE'LL GET INTO THAT IN A LITTLE BIT,  
[01:30:01] AND THAT WILL HAVE A COROLLARY IMPACT  
[01:30:05] ON REDUCING COSTS AS WELL. IF WE MOVE TO  
[01:30:09] THE NEXT SLIDE, TALKING ABOUT  
[01:30:12] SCHEDULE, WE ARE REPRESENTING  
[01:30:16] WHAT WE'RE CALLING OUR ENABLING WORK IN  
[01:30:18] THE FIRST BAR AND THE REMAINING  
[01:30:22] PORT WORK IN THE SECOND BAR. AND THE  
[01:30:26] THIRD BAR REPRESENTS AGAIN THAT SEPARATE  
[01:30:29] WORK BEING COMPLETED BY UNITED AIRLINES  
[01:30:32] UNDER A MEMORANDUM OF AGREEMENT.  
[01:30:35] RIGHT NOW YOU CAN SEE IN THE BLUE BOX  
[01:30:38] WHERE WE'RE PROJECTING THAT UNITED WOULD  
[01:30:40] BE OPERATING OUT OF CONCOURSE B IN THE  
[01:30:43] THIRD QUARTER OF 2025.  
[01:30:47] WE ARE EVALUATING OPTIONS ON HOW TO  
[01:30:50] BRING THAT BACK AND ACTUALLY GET UNITED  
[01:30:52] OPERATING ON CONCOURSE B SOONER THAN  
[01:30:54] THAT, BOTH WITH REDUCING  
[01:31:00] CONSTRUCTION DURATIONS BUT ALSO LOOKING  
[01:31:02] AT OTHER ALTERNATIVES OF HOW WE CAN GET  
[01:31:05] UNITED INTO THAT SPACE SOONER. AND SO  
[01:31:08] THAT MAY HAVE AN IMPACT ON SOME OF THE  
[01:31:11] WORK WE NEED TO DO WITH THEIR SPACE.  
[01:31:13] THERE MAY BE FOR INSTANCE, A NEED FOR  
[01:31:15] SOME TEMPORARY AIR HANDLERS, THINGS OF  
[01:31:17] THAT SORT. BUT WE ARE CONTINUING TO  
[01:31:19] EVALUATE HOW CAN WE GET UNITED COVID  
[01:31:22] OVER SOONER THAN WHAT WE HAVE DEPICTED  
[01:31:24] IN THIS SLIDE TODAY. AND SO

[01:31:28] I WILL TURN IT BACK TO LETTY FOR THE  
[01:31:31] NEXT FEW SLIDES. GREAT PROJECT  
[01:31:34] RISK CONTINUES TO BE MITIGATED AS WE  
[01:31:37] GAIN COST AND SCHEDULE CERTAINTY AS  
[01:31:39] DESIGN IS PROGRESSED. THERE ARE THREE  
[01:31:42] KEY AREAS THAT WE'VE HIGHLIGHTED TODAY  
[01:31:44] THAT ARE AMONG OUR HIGHEST RISKS THAT  
[01:31:46] WE'RE TRACKING. A BIG CHALLENGE FOR THE  
[01:31:49] PROJECT TEAM HAS BEEN THE SITE  
[01:31:51] VERIFICATION AND DOCUMENTATION OF  
[01:31:53] EXISTING CONDITIONS. AS I MENTIONED  
[01:31:56] ALLUDED TO EARLIER, OUR VINTAGE  
[01:31:57] BUILDING, LASER SCANNING AND 3D MODELING  
[01:32:01] EFFORTS HAVE UNDERGONE OVER THE LAST  
[01:32:03] SEVERAL MONTHS AND THIS HAS BEEN A KEY  
[01:32:05] COMPONENT TO INFORMING THE DESIGN  
[01:32:09] AND ALSO ABLE TO REDUCE THE OVERALL  
[01:32:12] PUGET THAT SEAN ALLUDED TO EARLIER IN  
[01:32:15] THE PRESENTATION. COMPLEX PHASING  
[01:32:19] IS A CHALLENGE THAT OUR TEAM HAS BEEN  
[01:32:21] ABLE TO TACKLE HEAD ON. BRINGING IN THE  
[01:32:24] MECHANICAL AND ELECTRICAL TRADE PARTNERS  
[01:32:26] DURING PRECONSTRUCTION HAS PROVED  
[01:32:29] INVALUABLE TO DEVELOPING AND IMPROVING  
[01:32:33] THE COMPLEX PHASING THAT IS NEEDED. SO  
[01:32:36] AS WE CONTINUE AGAIN TO GET TOWARDS 100%  
[01:32:38] DESIGN FOR THE BASE SCOPE, I EXPECT TO  
[01:32:41] SEE SOME A LOT OF IMPROVEMENT IN THIS  
[01:32:43] AREA AS WELL. AND FINALLY, WE ARE  
[01:32:46] WORKING IN A 24 HOURS A DAY, SEVEN DAY A  
[01:32:49] WEEK FACILITY. ENSURING OUR CONSTRUCTION  
[01:32:53] ACTIVITIES ARE PERFORMED SAFELY WITHOUT  
[01:32:56] INTERRUPTION TO AIRLINE AND PORT  
[01:32:58] OPERATIONS IS OUR TOP PRIORITY. THE  
[01:33:01] PROJECT IS CONTINUING TO COLLABORATE  
[01:33:04] WITH PORT STAKEHOLDERS TO ENSURE THAT  
[01:33:08] WE IDENTIFY THE OPERATIONAL CONSTRAINTS  
[01:33:10] AND INCLUDE THOSE PROVISIONS WITHIN OUR  
[01:33:12] CONTRACT DOCUMENTS. NEXT SLIDE.  
[01:33:18] AND AS YOU ARE VERY FAMILIAR WITH THE  
[01:33:20] CONE OF CERTAINTY, AS YOU CAN SEE,  
[01:33:23] SINCE WE WERE HERE BACK IN FEBRUARY,  
[01:33:24] WE'VE CONTINUED TO PROGRESS TOWARDS THE  
[01:33:26] RIGHT SIDE OF THAT CONE. WE ARE  
[01:33:28] APPROXIMATELY IN THE MIDDLE WHERE THE  
[01:33:30] RED NARROWS IS INDICATING RIGHT NOW.  
[01:33:34] AS WE CONTINUE TO FINISH THE DESIGN BY  
[01:33:36] THE END OF THIS YEAR, WE EXPECT TO BE  
[01:33:39] ABLE TO DELIVER A BUDGET AND SCHEDULE  
[01:33:43] THAT WE CAN HAVE CONFIDENCE IN. AND  
[01:33:45] STAND BY. AND NEXT  
[01:33:48] SLIDE. AND THIS IS OUR  
[01:33:52] LAST SLIDE FOR TODAY. REALLY JUST  
[01:33:55] HIGHLIGHTING WHEN WE WILL BE RETURNING  
[01:33:58] TO YOU FOR CONSTRUCTION AUTHORIZATIONS.  
[01:34:02] FIRST UP IN SEPTEMBER, THE NEXT MEETING  
[01:34:05] IN SEPTEMBER WE'LL BE REQUESTING  
[01:34:07] AUTHORIZATION FOR OUR FIRST PACKAGE OF  
[01:34:10] ENABLING WORK, APPROXIMATELY \$14  
[01:34:12] MILLION. WE'RE ALSO LOOKING TO RETURN IN  
[01:34:16] DECEMBER FOR THE REMAINING CONSTRUCTION  
[01:34:20] AUTHORIZATION FOR THE REMAINING PORT  
[01:34:22] WORK, AND THEN AT THAT TIME, ALSO

[01:34:25] PROVIDE A BRIEFING ON THE UNITED  
[01:34:27] AIRLINES LOUNGE PROJECT. AND SO WITH  
[01:34:31] THAT, I WANT TO THANK YOU FOR YOUR TIME.  
[01:34:34] LOOK FORWARD TO SEEING YOU AGAIN AT THE  
[01:34:36] NEXT MEETING AND WOULD LIKE TO TAKE ANY  
[01:34:40] QUESTIONS YOU MIGHT HAVE. THANK YOU SO  
[01:34:42] MUCH FOR THE PRESENTATION. JUST TO NOTE  
[01:34:44] THAT COMMISSIONER CHO HAS LEFT THE  
[01:34:46] MEETING. SO AT THIS TIME,  
[01:34:49] COMMISSIONERS, I'LL LOOK TO MY  
[01:34:50] COLLEAGUES WITH ANY QUESTIONS OR  
[01:34:51] COMMENTS YOU MAY HAVE. COMMISSIONER  
[01:34:52] MOHAMED. THANK YOU. FIRST OF ALL, FOR  
[01:34:56] THE THOROUGH PRESENTATION. I HAD A QUICK  
[01:34:59] QUESTION AROUND SLIDE NUMBER FOUR.  
[01:35:04] I'M CURIOUS ABOUT HOW THE DECISIONS ARE  
[01:35:06] MADE AROUND THIS. IT'S OBVIOUSLY REALLY  
[01:35:08] IMPORTANT DECISIONS THAT YOU GUYS ARE  
[01:35:09] MAKING. HOW DO YOU DECIDE WHAT AIRLINE  
[01:35:11] GOES WHERE AND WHO'S PART OF THAT  
[01:35:14] DECISION MAKING PROCESS AND WHAT INPUTS  
[01:35:16] ARE TAKEN FROM EMPLOYEES AND SO  
[01:35:20] FORTH? CERTAINLY SO THE PROJECT  
[01:35:23] DID GO THROUGH A VERY THOROUGH  
[01:35:26] PRELIMINARY EVALUATION OF DIFFERENT  
[01:35:30] OPTIONS THAT INCLUDED THE MOVEMENT  
[01:35:33] OF DIFFERENT AIRLINES TO DIFFERENT  
[01:35:35] LOCATIONS. WE EVALUATED THE PRIMARY  
[01:35:39] PURPOSE WAS TO GET UNITED OFF OF THOSE  
[01:35:41] INTERNATIONAL GATES WHERE THEY COULD BE  
[01:35:44] EVENTUALLY BUMPED TO MORE STABLE GATES,  
[01:35:48] IF YOU WILL, DOMESTIC OPERATIONAL GATES.  
[01:35:52] AND SO WE LOOKED AT SEVERAL DIFFERENT  
[01:35:54] LOCATIONS, INCLUDING CONCOURSES C AND D,  
[01:35:58] AND EVEN THE S CONCOURSE,  
[01:36:01] THE SOUTH SATELLITE AS WELL. AND PART OF  
[01:36:04] THE ATTRACTIVENESS OF THIS PARTICULAR  
[01:36:08] CHOSEN OPTION WAS REDUCING THE  
[01:36:12] NUMBER OF OTHER AIRLINES THAT WOULD GET  
[01:36:14] MOVED. AND REALLY TRYING TO LIMIT  
[01:36:18] THAT PART OF THE ATTRACTIVENESS TOO,  
[01:36:21] WAS JUST, IN ESSENCE, IF YOU WILL,  
[01:36:24] SWAPPING GATES WITH DELTA AIRLINES, WHO  
[01:36:26] HAS INTERNATIONAL OPERATIONS AND WOULD  
[01:36:28] BE MOVING INTO THE GATES, ESSENTIALLY,  
[01:36:31] THAT UNITED IS OPERATING OUT OF NOW,  
[01:36:34] WAS WORKING THEN WITH SOMEBODY WHO'S  
[01:36:38] MOTIVATED TO MOVE.  
[01:36:41] AND UNITED HAS BOTH UNITED AND  
[01:36:45] DELTA HAVE BEEN VERY STRONG PARTNERS  
[01:36:47] WITH US IN ADVANCING THIS PROJECT. SO IT  
[01:36:51] SOUNDS LIKE THERE IS SOME CONSENSUS  
[01:36:52] AROUND THAT. INDEED. OKAY, GREAT.  
[01:36:55] THAT WAS MY QUESTION.  
[01:37:00] COMMISSIONER FELLEMAN,  
[01:37:03] I GOT TO TELL YOU, THIS IS LIKE JUST ONE  
[01:37:06] OF THE OTHER PROJECTS AT THE AIRPORT.  
[01:37:07] IT JUST AMAZES ME THE CREATIVITY THAT  
[01:37:10] GOES INTO THIS, AND THEY CALL IT  
[01:37:12] REALIGNMENT. IT COULD BE LIKE THE  
[01:37:13] MUSICAL CHAIRS. I MEAN, IT IS  
[01:37:14] EXTRAORDINARY WHAT YOU GUYS HAVE BEEN  
[01:37:16] ABLE TO JUST ENVISION, NO LESS

[01:37:18] IMPLEMENT, AS YOU SAY, WHILE CONDUCTING  
[01:37:21] BUSINESS. IT REALLY IS VISIONARY, AND I  
[01:37:24] REALLY APPRECIATE THAT. AND I ALSO  
[01:37:26] APPRECIATE, OBVIOUSLY, THE COLLABORATION  
[01:37:27] THAT THE AIRLINES HAVE TO GO THROUGH TO  
[01:37:29] LIVE THROUGH SUCH A PROCESS. AND SO I'M  
[01:37:32] REALLY DELIGHTED TO SEE THIS MOVING  
[01:37:35] FORWARD. AND I THINK THERE'S ALSO  
[01:37:37] IMPROVEMENTS IN ACCESS TO GATES FOR WIDE  
[01:37:40] BODIES AS ALSO ANOTHER BENEFIT OF DOING  
[01:37:43] THIS. SO IT'S LIKE, WHAT'S NOT TO LIKE?  
[01:37:46] AND THEN ALSO THE CREATIVITY THAT UNITED  
[01:37:48] CAN THEN GO AND DO THEIR OWN  
[01:37:49] CONSTRUCTION. SO THERE'S ALL THESE  
[01:37:51] MULTIPLE WAYS IN WHICH YOU'RE COMPLETING  
[01:37:53] THIS, ALL OF WHICH SHOWS TREMENDOUS  
[01:37:55] FLEXIBILITY AND INGENUITY. SO THANK YOU  
[01:37:57] SO MUCH. THANK YOU, COMMISSIONER.  
[01:38:00] COMMISSIONER CALKINS.  
[01:38:04] YEAH, THANKS. THANKS FOR THE  
[01:38:06] PRESENTATION. THIS HAS GOT TO BE ONE OF  
[01:38:09] THE MORE CHALLENGING ASPECTS OF RUNNING  
[01:38:10] AN AIRPORT IS MAKING SURE THAT EVERYBODY  
[01:38:14] IS IN AN OPTIMAL LOCATION BASED ON  
[01:38:17] TICKETING BAGGAGE HANDLING AND THEN  
[01:38:21] WEIGHING THAT AGAINST THE SIZE  
[01:38:25] OF THE PRESENCE OF A PARTICULAR CARRIER  
[01:38:26] IN THE AIRPORT. AND HOW DO WE  
[01:38:28] ACCOMMODATE THE BIG,  
[01:38:31] MEDIUM AND SMALL IN AN EQUITABLE WAY?  
[01:38:34] AND SO I DON'T ENVY THE WORK TO GET  
[01:38:37] CONSENSUS AMONG OUR CARRIERS, BUT I  
[01:38:39] CERTAINLY APPLAUD EVERYBODY THAT HAS  
[01:38:42] PARTICIPATED IN THOSE CONVERSATIONS.  
[01:38:45] WHEN WE LOOK AT THESE BIG PROJECTS,  
[01:38:47] WE'RE OBVIOUSLY ALWAYS FORCED TO BALANCE  
[01:38:52] TWO VERY IMPORTANT FACTORS BUDGET AND  
[01:38:55] SCHEDULE. AND OFTEN  
[01:38:58] I THINK OUR INCLINATION IS TO SACRIFICE  
[01:39:01] A LITTLE BIT OF SCHEDULE TO MAKE UP SOME  
[01:39:03] IN BUDGET. WHEN I LOOK AT THE SCHEDULE  
[01:39:06] OVERVIEW AND I CAN'T SEE THE PAGE NUMBER  
[01:39:10] ON IT, BUT MAYBE WE COULD BRING THAT UP,  
[01:39:13] THAT PARTICULAR SLIDE UP. THERE IS AN  
[01:39:16] ELEMENT OF THAT SCHEDULE OVERVIEW THAT  
[01:39:18] GIVES ME REAL CONCERN, WHICH IS  
[01:39:22] WE HAVE A COUPLE OF MAJOR MOMENTS  
[01:39:26] COMING UP HERE IN AIRPORT USE  
[01:39:30] WHERE WE CANNOT AFFORD TO SLIP AT ALL ON  
[01:39:33] THIS SCHEDULE.  
[01:39:37] FIRST IS THE INCREASED OPENING OF TRANS  
[01:39:41] PACIFIC TRAFFIC AT THE AIRPORT. SO WE'RE  
[01:39:43] ANTICIPATING FLIGHTS THAT HAD BEEN  
[01:39:47] MOTHBALLED DURING THE COVID PANDEMIC  
[01:39:51] FROM CHINA AND FROM ELSEWHERE IN ASIA TO  
[01:39:53] BE REINSTITUTED. THOSE ARE EXTREMELY  
[01:39:56] IMPORTANT FOR OUR REGION ECONOMICALLY.  
[01:39:59] AND IN A TIME WHEN THE TENSION BETWEEN  
[01:40:03] US AND CHINA IS WHERE IT IS, WE WANT TO  
[01:40:06] ENCOURAGE THAT KIND OF BILATERAL  
[01:40:08] MOVEMENT. AND SO AS AN AIRPORT, WE WANT  
[01:40:11] TO ROLL OUT THE RED CARPET FOR FOLKS  
[01:40:14] VISITING FROM CHINA AND ELSEWHERE IN

[01:40:16] ASIA. AND THEN THE SECOND IS RIGHT AT  
[01:40:18] THE END OF THE CHART. WE'RE ONE OF THE  
[01:40:20] HOST CITIES FOR FIFA 2026.  
[01:40:23] THIS IS AN ENORMOUS WORLD EVENT. IT'S AN  
[01:40:27] OPPORTUNITY FOR US TO SHOWCASE OUR  
[01:40:29] REGION. MORE PEOPLE WATCH THE WORLD CUP  
[01:40:32] THAN WATCH THE OLYMPICS. AND WHILE  
[01:40:35] SOCCER MAY NOT BE THE MOST POPULAR SPORT  
[01:40:39] HERE, IT CERTAINLY IS IN MOST OF THE  
[01:40:40] WORLD. AND WE REALLY WANT TO MAKE SURE  
[01:40:42] THAT WHEN FOLKS WHO HAVE NEVER SPENT  
[01:40:46] TIME IN SEATTLE COME AND GET THEIR FIRST  
[01:40:48] IMPRESSION HERE, THAT IT'S THROUGH AN  
[01:40:51] AIRPORT THAT WORKS SMOOTHLY, THAT IS  
[01:40:54] LOGICAL, IN WHICH THE  
[01:40:58] IAF WELCOME MAT IS AMAZING,  
[01:41:02] BUT THAT ALSO, UPON RETURN, THAT THEIR  
[01:41:06] FLIGHTS ARE SENSICAL. SO THAT  
[01:41:11] IT APPEARS AS IF WE WILL MAKE IT JUST IN  
[01:41:14] TIME BASED ON THOSE SCHEDULING CONCERNS.  
[01:41:18] HOWEVER, IF PAST IS PROLOGUE, WE KNOW  
[01:41:22] THAT THERE'S A LOT OF THINGS OUTSIDE OF  
[01:41:23] OUR CONTROL THAT COULD IMPACT SCHEDULE.  
[01:41:26] AND SO I THINK I'M JUST GOING TO USE MY  
[01:41:28] COMMENT TODAY TO SAY THAT AS  
[01:41:32] WE CONTINUE FORWARD IN THIS PROJECT,  
[01:41:35] PLEASE DO NOT DELAY IN BRINGING FORWARD  
[01:41:37] TO US OPPORTUNITIES TO EITHER ACCELERATE  
[01:41:40] SCHEDULE OR KEEP IT ON PACE,  
[01:41:43] EVEN IF IT MIGHT REQUIRE A. LITTLE BIT  
[01:41:46] MORE INVESTMENT UPFRONT. I THINK IT  
[01:41:51] WOULD BE UNWISE FOR US TO TRY TO BE  
[01:41:54] PENNYWISE AND POUND FOOLISH IN THIS  
[01:41:55] SITUATION IN PARTICULAR. AND SO IN THAT  
[01:41:58] BALANCE BETWEEN SCHEDULE AND BUDGET,  
[01:42:00] PLEASE KNOW WHERE I'M INCLINED ON THIS  
[01:42:02] ONE THAT WE REALLY DO NEED TO MAKE  
[01:42:04] SCHEDULE ON THIS.  
[01:42:08] TOTALLY UNDERSTOOD, COMMISSIONER. AND  
[01:42:11] WE'RE CONTINUING TO MAKE EFFORTS TOWARDS  
[01:42:13] COMPLETING THIS PROJECT SOONER THAN WHAT  
[01:42:15] WE'RE DEPICTING. I THINK WE'VE GOT  
[01:42:18] OPTIONS THAT WE'RE IN THE PROCESS OF  
[01:42:21] EVALUATING, INCLUDING WHAT TEMPORARY  
[01:42:24] FACILITIES WE COULD MOVE AIRLINES INTO  
[01:42:28] TO ALLOW THAT TO HAPPEN. AND WE'LL  
[01:42:31] CONTINUE TO BE WORKING WITH OUR GENERAL  
[01:42:34] GCCM AND DESIGN PARTNERS, AS WELL AS  
[01:42:37] WITH OUR AIRPORT STAKEHOLDERS TO SEE  
[01:42:40] WHAT STEPS WE CAN TAKE TOWARD THAT END  
[01:42:43] AND REALLY TRYING TO GET THE  
[01:42:46] PROJECT AND GET UNITED MOVED CLOSER  
[01:42:49] TO THE BEGINNING OF 2025 AS OPPOSED TO  
[01:42:53] WHERE WE'RE SHOWING IT NOW. I APPRECIATE  
[01:42:55] THAT. THANK YOU SO MUCH. COMMISSIONER  
[01:42:57] MOHAMED, I THINK, COMMISSIONER CALKINS,  
[01:43:00] THANK YOU FOR THE COMMENTS YOU MADE. I  
[01:43:01] THINK IT WAS REALLY GREAT. WHAT DO THEY  
[01:43:04] SAY? ABOUT 100 MILLION TUNE IN TO THE  
[01:43:06] SUPER BOWL AND 3.5 BILLION  
[01:43:10] TUNE IN TO FIFA, THE WORLD CUP?  
[01:43:13] AND I THINK THAT'S REALLY IMPORTANT  
[01:43:15] POINTS THAT YOU'VE MADE. AND I DO

[01:43:17] WONDER, JUST AS PART OF THAT RISK  
[01:43:20] MANAGEMENT AND ARE YOU GUYS TAKING THESE  
[01:43:22] LARGE EVENTS INTO ACCOUNT? AND HOW IS  
[01:43:24] THAT INFORMATION GOING TO COME BACK TO  
[01:43:26] US AS COMMISSIONERS IF THAT TIMELINE IS  
[01:43:29] GOING TO CHANGE OR IF WE'RE AT RISK OF  
[01:43:31] THAT CHANGING AT ANY POINT SO THAT WE  
[01:43:34] CAN BE ABLE TO MAKE SOME EARLY  
[01:43:36] DECISIONS? AND CERTAINLY WE CAN  
[01:43:39] RELAY THAT INFORMATION BACK TO YOU AS WE  
[01:43:42] GET IT DEVELOPED. WE WILL, OF COURSE,  
[01:43:44] BE RETURNING TO THE COMMISSION AT THE  
[01:43:47] NEXT MEETING, BUT ALSO IN DECEMBER, AND  
[01:43:50] WE SHOULD HAVE SOME DEVELOPMENTS BY THAT  
[01:43:53] POINT THAT WE CAN SHARE WITH YOU AT THE  
[01:43:55] DECEMBER MEETING, IF NOT SOONER AS THEY  
[01:43:59] OCCUR. GREAT.  
[01:44:02] CAN WE TURN TO SLIDE SIX FOR ME,  
[01:44:05] PLEASE? TAKING A LOOK AT THE EQUITY  
[01:44:08] STRATEGIES THAT YOU'VE IDENTIFIED. SO  
[01:44:11] FOR THE RESTROOMS THAT ARE THERE, WE'RE  
[01:44:14] TALKING ABOUT ONE GENDER NEUTRAL  
[01:44:17] RESTROOMS, JUST ONE AREA THAT WILL  
[01:44:19] ACCOMMODATE PEOPLE OF ALL IDENTITIES.  
[01:44:22] OKAY. AND THEN DO THOSE ALSO FEATURE  
[01:44:24] FAMILY STALLS? DO YOU MIND IF  
[01:44:28] I PLEASE, YEAH. THIS IS A  
[01:44:32] BACK OF HOUSE RAMP LEVEL ONLY, JUST FOR  
[01:44:35] THE PORT AND AIRLINE WORKERS. GOT IT.  
[01:44:38] YEAH. SO NO FAMILY PROVISIONS. WE  
[01:44:41] ACTUALLY EXPLORED THAT AND EVEN LIKE A  
[01:44:42] NURSING ROOM, BUT BECAUSE OF SAFETY  
[01:44:45] DANGERS DOWN THERE, JUST WITH 24/7  
[01:44:48] OPERATIONS AND NOT HAVING ALWAYS 100%  
[01:44:52] PEOPLE AROUND ALL THE TIME WITH THE  
[01:44:54] MAINTENANCE FOLKS, THEY WERE CONCERNED  
[01:44:55] ABOUT THAT. ABOUT SECURITY SPECIFICALLY,  
[01:44:58] JUST ABOUT HAVING THE  
[01:45:03] USE OF THE ROOM NOT BEING MUTED FOR WHAT  
[01:45:05] IT WAS SUPPOSED TO BE USED AND BEING  
[01:45:08] DAMAGED AND TRASHED. AND THEN THE PEOPLE  
[01:45:11] WHO WERE USING THAT JUST NOT FEELING  
[01:45:13] SAFE ABOUT BEING IN A ROOM. THAT LOCKS.  
[01:45:16] AND SO IT'S OUR GENDER NEUTRAL. WE WERE  
[01:45:18] KEEPING AN OPEN FLOOR SETTING AND THEN  
[01:45:20] WORKING WITH MAINTENANCE AND OPERATIONS  
[01:45:21] TO MAKE SURE THAT THEY HAVE MORE REGULAR  
[01:45:23] ROUNDS DURING THE OFF HOURS. OKAY. SO  
[01:45:25] THERE'S BEEN A LOT OF COLLABORATION JUST  
[01:45:27] TO MAKE SURE THE FUNCTION OF THE SPACE  
[01:45:30] ALSO MEETS THE OPERATION AND THE FOLKS  
[01:45:32] THAT WERE THERE. OKAY. AND THEN FOR  
[01:45:37] EMPLOYEE BREAK ROOMS, WHERE ARE THOSE  
[01:45:38] GOING TO BE LOCATED? ON OUR MAP?  
[01:45:42] THOSE ARE PART OF THE AIRLINE.  
[01:45:45] SO WE'RE PROVIDING TENANT AND AIRLINE  
[01:45:47] SPACE. AND SO AS PART OF THEIR FUNCTION  
[01:45:49] TO SUPPORT THEIR RAMP OPERATIONS, THEY  
[01:45:51] HAVE DIFFERENT BREAK ROOMS. SO THAT'S  
[01:45:54] WITHIN OUR CONCOURSE B RAMP LEVEL,  
[01:45:56] WE'LL BE PROVIDING FOR UNITED AIRLINES,  
[01:45:59] DELTA AIRLINES, AND THEN SOME SKYWEST  
[01:46:02] AIRLINES FACILITIES. OKAY, THANK YOU.



[01:46:04] THAT'S REALLY HELPFUL. COMMISSIONER  
[01:46:07] FELLEMAN, THANK YOU FOR THE CLARIFICATION  
[01:46:10] THAT IT'S NOT FOR THE PUBLIC. BUT IT  
[01:46:13] JUST REMINDED ME THAT WE LEARNED SOME  
[01:46:16] TIME AGO THAT IN THE PUSH FOR GENDER  
[01:46:19] NEUTRAL, THAT THERE WAS SOME POTENTIAL  
[01:46:22] UNANTICIPATED CONSEQUENCES ASSOCIATED  
[01:46:25] WITH HUMAN TRAFFICKING. THAT THE  
[01:46:27] TRAFFICKER COULD FOLLOW THE PERSON INTO  
[01:46:29] THE ROOM. AND I WAS JUST WONDERING, ONE  
[01:46:33] OF THESE THINGS LIKE NO GOOD DEED SHOULD  
[01:46:34] GO, RIGHT? I'M JUST WONDERING, HAVE WE  
[01:46:37] THOUGHT ABOUT HOW TO BALANCE THAT  
[01:46:39] CHALLENGE IN THIS PARTICULAR NO,  
[01:46:43] I UNDERSTAND THIS IS NOT PERTINENT HERE,  
[01:46:45] BUT WE ARE TRYING TO DO GENDER  
[01:46:47] NEUTRALITY AS MUCH AS POSSIBLE. BUT AT  
[01:46:49] THE SAME TIME, WE'RE ALSO VERY CONCERNED  
[01:46:51] ABOUT HUMAN TRAFFICKING. SO HAS THERE  
[01:46:53] BEEN SOME DESIGN THOUGHT ABOUT HOW TO  
[01:46:57] CONTEND WITH THESE POTENTIALLY OPPOSING  
[01:47:00] GOALS? THAT IS A VERY GOOD QUESTION.  
[01:47:04] IF IT'S OKAY WITH YOU, I'D LIKE TO TAKE  
[01:47:07] THAT BACK TO REALLY, OUR RESTROOM TEAM  
[01:47:10] AND HAVE THEM ADDRESS THAT QUESTION FOR  
[01:47:12] YOU, GIVEN IT'S NOT PERTINENT TO THIS  
[01:47:14] CONVERSATION. CERTAINLY. THANK YOU SO  
[01:47:17] MUCH. YEAH. OKAY. THANK YOU FOR THAT.  
[01:47:20] ARE THERE ANY FURTHER QUESTIONS OR  
[01:47:22] COMMENTS? THANK YOU SO MUCH FOR THE  
[01:47:24] PRESENTATION AND FOR YOUR WORK ON THIS.  
[01:47:26] THANK YOU VERY MUCH. THANK YOU. ALL  
[01:47:29] RIGHT, AND WE WILL MOVE FORWARD TO THE  
[01:47:31] NEXT ITEM. CLAIRE CLARK, PLEASE READ IT  
[01:47:33] INTO THE RECORD AND EXECUTIVE DIRECTOR  
[01:47:36] METRUCK WILL THEN INTRODUCE IT. THANK  
[01:47:38] YOU. COMMISSION VICE PRESIDENT. THIS IS  
[01:47:40] AGENDA ITEM ELEVEN B THE 2023 PORT OF  
[01:47:42] SEATTLE AFFIRMATIVE ACTION PROGRAM  
[01:47:44] BRIEFING. COMMISSIONERS, THIS IS OUR  
[01:47:47] ANNUAL BRIEFING OF OUR AFFIRMATIVE  
[01:47:49] ACTION PROGRAM. BOTTOM LINE UPFRONT. WE  
[01:47:53] CONTINUE TO SEE NO UNDERREPRESENTATION  
[01:47:55] OF MINORITIES IN ANY EQUAL EMPLOYMENT  
[01:47:57] OPPORTUNITY TO OUR EEO JOB GROUPS AT THE  
[01:48:00] PORT. WHILE WE DO HAVE TWO  
[01:48:02] UNDERREPRESENTED EEO JOB GROUPS FOR  
[01:48:05] WOMEN, WE WILL CONTINUE TO WORK IN  
[01:48:06] COLLABORATION WITH TALENT ACQUISITION  
[01:48:09] AND TALENT CONNECTIONS TO CONDUCT  
[01:48:10] TARGETED OUTREACH AND RECRUITMENT FOR  
[01:48:12] THESE EEO JOB GROUPS. WHILE THESE  
[01:48:15] RESULTS ARE STRONG, I WANT TO ASSURE YOU  
[01:48:18] THAT I WANT TO ACKNOWLEDGE THAT WE STILL  
[01:48:20] HAVE SIGNIFICANT OPPORTUNITIES FOR  
[01:48:22] GROWTH AND IMPROVEMENT IN THIS REGARD.  
[01:48:24] AND YOU ARE ALREADY AWARE OF A NUMBER OF  
[01:48:26] INITIATIVES LED BY HUMAN RESOURCES IN  
[01:48:29] THE OFFICE OF EQUITY, DIVERSITY AND  
[01:48:30] INCLUSION TO ENSURE THAT WE ARE TRULY  
[01:48:32] REALIZING OUR EQUITY GOALS ACROSS THE  
[01:48:34] PORT. SO THE PRESENTERS THIS AFTERNOON  
[01:48:36] ARE CYNTHIA ALVAREZ, SENIOR MANAGER

[01:48:39] EMPLOYEE RELATIONS FROM HUMAN RESOURCES,  
[01:48:43] AND GEORGE JENNAKAKIS, AFFIRMATIVE  
[01:48:45] ACTION PROGRAM MANAGER, EMPLOYEE  
[01:48:47] RELATIONS FROM HUMAN RESOURCES AS WELL.  
[01:48:49] SO CYNTHIA, I'LL TURN IT OVER TO YOU.  
[01:48:53] THANK YOU AND GOOD AFTERNOON. I'M  
[01:48:56] CYNTHIA ALVAREZ, SENIOR MANAGER,  
[01:48:58] EMPLOYEE RELATIONS WITH HR. I'M JOINED  
[01:49:01] TODAY WITH GEORGE JENNAKAKIS,  
[01:49:04] OUR AFFIRMATIVE ACTION PROGRAM MANAGER,  
[01:49:06] TO PRESENT THE 2023 AFFIRMATIVE ACTION  
[01:49:10] BRIEFING. NEXT SLIDE, PLEASE.  
[01:49:15] THE PORT OF SEATTLE AFFIRMATIVE ACTION  
[01:49:17] PROGRAM CONTINUES TO MEET OUR COMPLIANCE  
[01:49:20] REPORTING RESPONSIBILITIES, AS WELL AS  
[01:49:23] REFLECTS THE PORT'S COMMITMENT TO  
[01:49:25] EQUITY, DIVERSITY, AND INCLUSION.  
[01:49:28] OUR FIRST SLIDE HERE IS A QUICK  
[01:49:30] REFRESHER OF OUR AFFIRMATIVE ACTION  
[01:49:33] PROGRAM PURPOSE AND REQUIREMENT. WE ARE  
[01:49:36] REQUIRED AS A FEDERAL CONTRACTOR TO  
[01:49:38] CREATE THREE ANNUAL AFFIRMATIVE ACTION  
[01:49:41] PLANS ONE FOR WOMEN AND MINORITIES, ONE  
[01:49:44] FOR INDIVIDUALS WITH DISABILITIES, AND  
[01:49:46] ONE FOR VEVRAA PROTECTIVE VETERANS. OUR  
[01:49:49] AFFIRMATIVE ACTION PROGRAM ALSO ENSURES  
[01:49:52] THAT WE TAKE GOOD FAITH EFFORTS TO  
[01:49:54] RECRUIT, HIRE, AND RETAIN QUALIFIED  
[01:49:57] WOMEN, MINORITIES, INDIVIDUALS WITH  
[01:49:59] DISABILITIES, AND VEVRAA PROTECTED  
[01:50:01] VETERANS. OUR PROGRAM ALSO ENSURES THAT  
[01:50:04] THE REPRESENTATION OF INDIVIDUALS WITHIN  
[01:50:07] THESE GROUPS MEETS THE STANDARDS SET OUT  
[01:50:10] FOR US BY THE OFFICE OF FEDERAL CONTRACT  
[01:50:13] COMPLIANCE PROGRAMS OR OFCCP NEXT SLIDE,  
[01:50:17] PLEASE.  
[01:50:20] AND NOW I'M GOING TO TURN IT OVER TO  
[01:50:23] GEORGE, WHO IS GOING TO JUMP INTO OUR  
[01:50:25] 2023 PROGRAM HIGHLIGHTS. THANK YOU.  
[01:50:30] THANKS, NYTHIA. GOOD AFTERNOON,  
[01:50:33] COMMISSIONERS. MY NAME IS GEORGE  
[01:50:34] CHINCAKIS. I'M THE PORT PORTS BURIEN OF  
[01:50:36] ACTION PROGRAM MANAGER. I'M JUST GOING  
[01:50:39] TO COVER SOME OF THE HIGHLIGHTS OF OUR  
[01:50:41] 2023 PERMIT ACTION PLAN YEAR. SO THIS  
[01:50:44] FIRST SLIDE IS THE KEY POINTS FROM THE  
[01:50:46] PLAN YEAR. AS THE EXECUTIVE DIRECTOR  
[01:50:50] POINTED OUT, WE HAD NO UNDERUTILIZATIONS  
[01:50:53] FOR MINORITIES IN ANY OF OUR 17 EEO JOB  
[01:50:55] GROUPS. WE DID HAVE TWO  
[01:50:57] UNDERUTILIZATIONS FOR WOMEN AND JOB  
[01:51:00] GROUPS 21, OUR TECHNICIANS JOB GROUP AND  
[01:51:02] JOB GROUP 28, OUR NON COMMISSION  
[01:51:04] PROTECTIVE SERVICES JOB GROUP. WE  
[01:51:07] CONDUCTED OUR 2023 EEO COMPENSATION  
[01:51:10] ANALYSIS AND CONTINUED TO FIND THAT  
[01:51:13] THERE ARE DISPARITIES OF 7.5%  
[01:51:17] AND GREATER IN PAY FOR PEOPLE PORN AND  
[01:51:20] SAME WORK. HOWEVER, THAT'S REGARDLESS OF  
[01:51:22] RACE AND GENDER, HR IS ALSO IN THE  
[01:51:25] MIDDLE OF A COMPENSATION PROJECT THAT IS  
[01:51:27] ADDRESSING PAY DISPARITIES THROUGH OUR  
[01:51:29] PAY EQUITY ANALYSIS, AND WE WILL

[01:51:30] CONTINUE TO MONITOR OUR PROGRESS WITH  
[01:51:32] OUR ANNUAL EU COMPENSATION ANALYSIS.  
[01:51:34] THIS PAST PLAN YEAR, WE CONDUCTED A FULL  
[01:51:36] AUDIT OF THE PORT'S AFFIRMATIVE ACTION  
[01:51:37] PROGRAM. WE HAVE TAKEN A NUMBER OF STEPS  
[01:51:39] TO IMPROVE OUR DATA COLLECTION, EEO JOB  
[01:51:41] REACH ASSIGNMENTS, AND OUR APPLICANT  
[01:51:42] FLOW CONSIDERATIONS FOR MORE ACCURATE  
[01:51:44] ANALYSIS GOING FORWARD INTO THE 2024  
[01:51:46] PLAN YEAR AND BEYOND. NEXT SLIDE,  
[01:51:49] PLEASE.  
[01:51:53] THIS SLIDE LOOKS AT OUR OTHER TWO PLANS  
[01:51:55] FOR THIS SLIDE LOOKS AT OUR OTHER TWO  
[01:51:59] PLANS FOR SECTION 503 INDIVIDUALS WITH  
[01:52:01] DISABILITY AND OUR BEVERAGE PROTECTED  
[01:52:02] VETS. THE FIRST BOX THERE IS THE  
[01:52:06] ASPIRATIONAL GOAL THAT LFCCP SET FOR  
[01:52:09] 2023 FOR 7% FOR INDIVIDUALS WITH  
[01:52:11] DISABILITY AND 5.5% FOR BEVERLY  
[01:52:13] PROTECTIVE VETERANS. THIS LAST PLAN  
[01:52:15] YEAR, WE HAD AN INCREASE FOR INDIVIDUAL  
[01:52:18] DISABILITIES OR THOSE IDENTIFYING AS  
[01:52:22] SUCH 9%, WHICH IS INCREASE OF 1.6%  
[01:52:26] AND THEN A SLIGHT DECREASE IN VERTICA  
[01:52:28] VETS DOWN TO 8.86%. BOTH OF THESE  
[01:52:32] ARE STILL WELL ABOVE THE ASPIRATIONAL  
[01:52:34] GOAL SET BY OC. NEXT SLIDE, PLEASE.  
[01:52:41] THIS IS A CLOSER LOOK AT THE  
[01:52:42] UNREALIZATION THAT WE FOUND FOR OUR TWO  
[01:52:46] JOB GROUPS FOR WOMEN. SO FOR  
[01:52:49] TECHNICIANS. JOB GROUP 21. THESE  
[01:52:51] POSITIONS CONSIST MOSTLY OF ICT SURVEY  
[01:52:54] AND MAPPING, AVIATION, MAINTENANCE,  
[01:52:56] LOGISTICS AND CONSTRUCTION SERVICES.  
[01:52:58] AND THEN FOR THE NON COMMISSION  
[01:52:59] PROTECTIVE SERVICES COMMAND. THOSE ARE  
[01:53:01] UPPER LEVEL FIRE COMMAND POSITIONS,  
[01:53:04] CAPTAIN, SIGN, CHIEFS, ASSISTANT CHIEF  
[01:53:06] POSITIONS. JUST QUICKLY GOING OVER THESE  
[01:53:08] BOXES HERE YOU HAVE THE FIRST ONE.  
[01:53:10] THERE IS TOTAL NUMBER OF EMPLOYEES IN  
[01:53:12] THE POSITIONS, NUMBER OF FEMALE IN THOSE  
[01:53:15] FEMALES IN THE JOB GROUP AND THEN AN  
[01:53:18] AVAILABILITY BENCHMARK IS THE WEIGHTED  
[01:53:20] AVAILABILITY BASED ON EXTERNAL AND  
[01:53:22] INTERNAL APPLICANTS AND THE DIFFERENCE  
[01:53:24] IS THE NUMBER OF PEOPLE SHORT OF  
[01:53:28] MEETING THAT BENCHMARK. FOR TECHNICIANS,  
[01:53:29] WE'RE CURRENTLY AT 36% FOR THAT PLAN  
[01:53:32] YEAR AND WE HIRED 49 POSITIONS  
[01:53:35] AND ONLY 18 OF THEM WERE FOR FEMALES.  
[01:53:38] PLACEMENT RATES ABOUT 37%, SO SLIGHTLY  
[01:53:41] HIGHER THAN OUR CURRENT RATE. AND THE  
[01:53:43] PORT METRUCK GROUP 28, WE'RE CURRENTLY  
[01:53:47] AT 3.9%, SO WELL BELOW THE 20.68% YOU  
[01:53:50] SEE THERE. WE ONLY HAD ONE POSITION UP  
[01:53:52] FROM LAST YEAR. NEXT SLIDE,  
[01:53:56] PLEASE. NEXT SLIDE.  
[01:54:02] THIS IS A LOOK AT OUR NONREPRESENTED PAY  
[01:54:06] BY GRADE. THIS ONE IS GENDER.  
[01:54:09] IT'S IMPORTANT TO NOTE THIS IS THE NON  
[01:54:11] REP. ONLY NON REP MAKES UP JUST OVER  
[01:54:14] HALF OF OUR EMPLOYEE WORKFORCE. SO WE'RE

[01:54:17] ONLY SEEING ABOUT HALF THE PICTURE HERE.  
[01:54:19] SO WOMAN REPRESENTATION OVERALL IS AT  
[01:54:23] 33%. THIS IS AS OF AUGUST 15.  
[01:54:27] WE ARE SEEING THAT FEMALE REPRESENTATION  
[01:54:29] STARTS VERY HIGH IN ENTRY LEVEL  
[01:54:32] POSITIONS AND THEN WE SEE DIP AS WE GET  
[01:54:35] TO GRADES 25 TO 29TH AND NEVER FALLING  
[01:54:37] BELOW OUR REPRESENTATION. AND ONCE WE  
[01:54:39] GET INTO HIGHER GRADE, WOMEN  
[01:54:40] REPRESENTATION GROWS. THE PORT IS DOING  
[01:54:43] WELL AT ADVANCING FROM WOMEN AT THE TOP  
[01:54:44] LEVELS OF THE ORGANIZATION. NEXT SLIDE,  
[01:54:48] PLEASE.  
[01:54:54] THIS IS THE SAME CHART, BUT FOR MINORITY  
[01:54:56] REPRESENTATION. WE SEE THE SAME KIND  
[01:54:59] OF STARTING HERE WHERE MINORITY  
[01:55:00] REPRESENTATION IS STRONG IN ENTRY LEVEL  
[01:55:02] POSITIONS, GRADES 15 THROUGH 19. BUT  
[01:55:05] THEN WE SEE A STEADY DROP IN PROGRESS AS  
[01:55:07] WE PROGRESS INTO HIGHER GRADES. THIS  
[01:55:09] REFLECTS THAT WE CONTINUE TO HAVE  
[01:55:11] OPPORTUNITIES TO IMPROVE OUR RECRUITMENT  
[01:55:12] AND DEVELOPMENT OF MINORITY EMPLOYEES AS  
[01:55:14] THEY ADVANCE IN THEIR CAREERS. NEXT  
[01:55:17] SLIDE, PLEASE.  
[01:55:21] THIS IS A GENERAL LOOK AT OUR  
[01:55:25] REPRESENTATION OF THE PORT COMPARED TO  
[01:55:27] OUR THREE MAJOR SURROUNDING AREAS. SO  
[01:55:30] THIS DATA FOR KING, PIERCE, AND SNOHOMISH  
[01:55:32] REPRESENTS STRAIGHT POPULATION, SO  
[01:55:35] THAT'S ALL JUVENILES, RETIRED, ELDERLY  
[01:55:39] AND NON WORKING ADULTS ARE INCLUDED IN  
[01:55:40] THIS. WHAT WE'RE SEEING HERE OF NOTE IS  
[01:55:43] THAT OUR MINORITY REPRESENTATION DOES  
[01:55:47] WELL REFLECT PIERCE AND SNOHOMISH AND  
[01:55:50] SLIGHTLY LESS THAN NEXT  
[01:55:53] SLIDE.  
[01:55:57] SO MOVING FORWARD INTO OUR 2024 PLAN  
[01:55:59] YEAR, AS STATED EARLIER, CONTINUING TO  
[01:56:02] PARTNER TALENT, EXISTING AND EMERGING  
[01:56:03] TALENT TO IDENTIFY RECRUITMENT  
[01:56:06] OPPORTUNITIES, ESPECIALLY FOR  
[01:56:08] UNDERUTILIZATIONS. AS A  
[01:56:12] REACTION TO THIS PAST PLAN YEAR, WE HAVE  
[01:56:15] PUT IN A FLAGGER INTO TALENT,  
[01:56:19] JUST WORKFLOW TO AUTOMATICALLY TRIGGER  
[01:56:21] WHENEVER A POSITION FOR ONE OF OUR  
[01:56:24] UNUTILIZATIONS APPEARS SO THAT WE CAN  
[01:56:28] CREATE MORE TARGETED OUTREACH  
[01:56:29] OPPORTUNITIES FOR WOMEN IN THOSE  
[01:56:31] POSITIONS. WORKPLACE RESPONSIBILITY,  
[01:56:33] EMPLOYEE RELATIONS. CONTINUING IN OUR  
[01:56:35] PROCESS IMPROVEMENT WORK,  
[01:56:38] HR IS CONTINUING IN ITS CODE OF CONDUCT  
[01:56:40] POLICIES, REVIEW AND UPDATES. AND WE'VE  
[01:56:43] ESTABLISHED A TEAM IN HR TO REVIEW  
[01:56:46] ALL POLICY UPDATES AND RENEWS THROUGH AN  
[01:56:50] EQUITY LENS BEFORE FINALIZING.  
[01:56:53] AND WE ARE ALSO PREPARING TO EVALUATE  
[01:56:56] OUR EEO JOB GROUPS FOLLOWING HR'S  
[01:56:57] IMPLEMENTATION OF THIS NEW PAY RATE  
[01:56:59] STRUCTURE. THAT IS ALL THE SLIDES I HAVE  
[01:57:02] AND WELCOME. ANY QUESTIONS? THANK YOU.

[01:57:17] THANK YOU FOR THE PRESENTATION. I'M  
[01:57:20] GOING TO TURN TO MY COLLEAGUES FOR  
[01:57:21] QUESTIONS.  
[01:57:26] IT'S JUST ONE OBSERVATION THAT IT JUST  
[01:57:28] SEEMS THAT OUR SCORE REGARDING RACE  
[01:57:31] VERSUS GENDER IS FAR WORSE WITH  
[01:57:35] REGARDS TO OPPORTUNITIES AS THE GRADES  
[01:57:38] GET HIGHER. CORRECT? YOU ARE  
[01:57:41] CORRECT, SIR. DO YOU SEE THIS AS  
[01:57:44] DIFFERENT STRATEGIES TO ADDRESS EACH  
[01:57:47] ONE, OR IS IT BASICALLY THE SAME  
[01:57:49] APPROACH? WELL,  
[01:57:53] I THINK THAT WE WILL BE WORKING VERY  
[01:57:56] CLOSELY WITH OUR TALENT ACQUISITION TEAM  
[01:57:59] TO WORK ON CREATING SUCH A STRATEGY TO  
[01:58:02] ADDRESS THE NUMBERS FOR MINORITIES  
[01:58:06] AND TO EXPLORE OPPORTUNITIES MOVING  
[01:58:08] FORWARD.  
[01:58:13] ALL RIGHT. THANK YOU, COMMISSIONER  
[01:58:15] CALKINS.  
[01:58:19] YOU KNOW, WE'VE ALL BEEN WATCHING  
[01:58:22] CAREFULLY AFTER A COUPLE OF KEY SUPREME  
[01:58:25] COURT DECISIONS ABOUT BOTH LOCAL AND  
[01:58:28] FEDERAL LEVEL, THE ABILITY TO USE  
[01:58:33] SOME OF THESE METRICS TO HELP TO  
[01:58:35] ENCOURAGE DIVERSITY IN WORKPLACES,  
[01:58:37] OBVIOUSLY IN SCHOOL ADMISSIONS, THINGS  
[01:58:39] LIKE THAT. I'M WONDERING IF YOU ALL  
[01:58:42] EXPERTS IN THIS AREA HAVE BEEN PART OF  
[01:58:46] CONVERSATIONS HAPPENING AMONGST  
[01:58:48] PROFESSIONALS LIKE YOU ABOUT HOW TO  
[01:58:52] MANAGE, AFTER THOSE DECISIONS TO STILL  
[01:58:55] WORK TOWARDS THE SAME OUTCOME, WHICH IS  
[01:58:57] TO ENSURE THAT OUR WORKFORCE REFLECTS  
[01:58:59] OUR COMMUNITY SUFFICIENTLY.  
[01:59:03] YES, WE WERE FAMILIAR, OF COURSE, WITH  
[01:59:06] THE SUPREME COURT'S DECISION WHICH, AS  
[01:59:09] YOU MENTIONED EARLIER, IMPACTS COLLEGE  
[01:59:11] ADMISSIONS. IT DID NOT IMPACT THE  
[01:59:14] EMPLOYMENT AFFIRMATIVE ACTION IN THE  
[01:59:16] EMPLOYMENT ARENA. IT DID NOT CHANGE  
[01:59:21] OR IN ANY WAY ALTER THE PORT'S  
[01:59:25] RESPONSIBILITIES TO COMPLY WITH OFCCP  
[01:59:28] AFFIRMATIVE ACTION REPORTING  
[01:59:30] REQUIREMENTS.  
[01:59:33] BUT WE LOOK FOR OPPORTUNITIES TO  
[01:59:37] EXPLORE. I AM  
[01:59:41] FAMILIAR WITH COLLEAGUES IN THE FIELD  
[01:59:43] WHO HAVE READ ARTICLES ABOUT  
[01:59:47] ORGANIZATIONS LOOKING AT THEIR EDI  
[01:59:50] EFFORTS AND REVISITING THEIR EDI  
[01:59:53] EFFORTS. OF COURSE, THAT IS NOT  
[01:59:55] SOMETHING THAT THE PORT OR I WOULD  
[01:59:57] SUPPORT PERSONALLY. AND AGAIN, THERE'S  
[01:59:59] NOTHING THAT WITH  
[02:00:06] OUR AFFIRMATIVE ACTION PROGRAM,  
[02:00:10] THERE'S NO PLUS ONE PREFERENCE FOR RACE.  
[02:00:12] THERE'S NO QUOTAS. WE ARE LOOKING TO  
[02:00:15] MAKE GOOD FAITH EFFORTS TO RECRUIT,  
[02:00:17] HIRE AND RETAIN QUALIFIED WOMEN AND  
[02:00:19] MINORITIES, INDIVIDUALS WITH  
[02:00:21] DISABILITIES, FEWER, PROTECTIVE  
[02:00:22] VETERANS.

[02:00:26] THAT HASN'T CHANGED. BUT CONTINUE TO  
[02:00:30] BE VERY INVOLVED IN PROFESSIONAL  
[02:00:35] GROUPS THAT CONTINUE THIS DISCUSSION.  
[02:00:37] TO STRATEGIZE FOR WHAT THE FUTURE MAY  
[02:00:39] HOLD, WE DON'T KNOW. WELL, PLEASE LET US  
[02:00:43] KNOW AS YOU EXPERTS CONTINUE  
[02:00:47] TO FACE UNCERTAIN WATERS AND YOUR  
[02:00:50] COLLEAGUES ARE FINDING WAYS TO ACHIEVE  
[02:00:52] THE ULTIMATE GOAL, WHICH IS, AS I SAID,  
[02:00:54] TO HAVE TRUE REPRESENTATION IN OUR  
[02:00:57] WORKFORCE AND CONTRACTORS AND OTHERS.  
[02:00:59] PLEASE DON'T HESITATE TO SHARE THOSE  
[02:01:01] FINDINGS WITH US TOO. ABSOLUTELY. THANK  
[02:01:04] YOU, GEORGE. IS THAT A MICHIGAN SURETY  
[02:01:07] YOU'RE DOES?  
[02:01:10] IT IS. I HOPE THAT MICHIGAN  
[02:01:15] AND WASHINGTON CAN MEET IN THE COLLEGE  
[02:01:18] CHAMPIONSHIP THIS YEAR AND THAT MICHIGAN  
[02:01:21] GOES DOWN TO WASHINGTON. BUT ANYWAY,  
[02:01:23] YOU GUYS LOOK GREAT THIS YEAR. VICE  
[02:01:25] VERSA.  
[02:01:28] DIRECTOR GERARD. YEAH. THANK YOU. KATIE  
[02:01:31] GERARD, SENIOR DIRECTOR FOR HUMAN  
[02:01:33] RESOURCES I JUST WANT TO ADD SOME  
[02:01:34] ADDITIONAL CONTEXT TO SOME OF THE WORK  
[02:01:36] THAT WE ARE DOING. SO, COMMISSIONER  
[02:01:37] FELLEMAN, IN REGARDS TO THE EQUITY IN  
[02:01:41] OUR SALARIES, THAT IS A PROJECT THAT WE  
[02:01:43] ARE VERY CLOSE TO BEING READY TO  
[02:01:45] IMPLEMENT. WITH THE NEW PAY EQUITY  
[02:01:46] METHODOLOGY FOR OUR NON REPRESENTED PAY  
[02:01:49] GRADES, THAT'S A SIGNIFICANT CHANGE FOR  
[02:01:51] OUR ORGANIZATION, AND IT WILL GET US  
[02:01:53] MUCH MORE CONSISTENT IN HOW WE ADDRESS  
[02:01:55] SALARY ACROSS THE BOARD. AND SO I'M  
[02:01:58] REALLY LOOKING FORWARD TO SEEING WHAT  
[02:01:59] HAPPENS AFTER WE IMPLEMENT IN 2024 THAT  
[02:02:03] NEW STRUCTURE. AND IN TERMS OF THE  
[02:02:06] OUTREACH, RIGHT. THOSE ARE THE TOOLS  
[02:02:07] THAT WE'VE HAD. WE'RE IN WASHINGTON  
[02:02:09] STATE, I 200 HAS BEEN IN PLACE FOR  
[02:02:10] YEARS. SO OUR PROACTIVE OUTREACH IS  
[02:02:13] REALLY THE BEST THING THAT WE CAN DO.  
[02:02:15] AND WE HAVE REALLY STEPPED UP OUR  
[02:02:16] EFFORTS IN THAT SPACE, NOT ONLY FROM  
[02:02:18] BUILDING OUR PIPELINE THROUGH OUR HIGH  
[02:02:20] SCHOOL AND COLLEGE INTERNSHIP PROGRAMS,  
[02:02:22] OUR VET FELLOW PROGRAMS, BUT JUST WE  
[02:02:24] HAVE MORE STAFF IN THAT AREA. CERTAINLY  
[02:02:26] WE'VE BROUGHT IN LOTS OF NEW EMPLOYEES  
[02:02:28] INTO THE PORT. AND SO EVERY HIRE IS AN  
[02:02:31] OPPORTUNITY TO MAKE SURE WE HAVE A  
[02:02:32] DIVERSE POOL. WE'VE ALSO BEEN PARTNERING  
[02:02:35] WITH OEDI TO MAKE SURE THAT THE PANELS  
[02:02:38] ARE FULL OF DIFFERENT PERSPECTIVES. AND  
[02:02:40] SO AS PEOPLE ARE INTERVIEWING AND BEING  
[02:02:42] CONSIDERED, WE HAVE A LOT OF PEOPLE  
[02:02:44] LOOKING AT THOSE INDIVIDUAL CANDIDATES.  
[02:02:46] SO I FEEL CONFIDENT. I MEAN, WE ARE AN  
[02:02:48] ORGANIZATION. THERE'S SOME THINGS THAT  
[02:02:50] HAVE REALLY IMPROVED. WE HAVE BETTER  
[02:02:52] DATA. TODAY, WHEN I CAME IN THE DOOR,  
[02:02:55] THERE WAS 18% TO 20% THAT DIDN'T EVEN

[02:02:57] IDENTIFY THEIR RACE. IN OUR SYSTEM,  
[02:03:00] WE'RE DOWN TO 13%. THAT'S SIGNIFICANT IN  
[02:03:03] MY MIND THAT PEOPLE ARE NOW WILLING TO  
[02:03:05] SHARE THEIR RACE INFORMATION WITH US SO  
[02:03:07] WE HAVE BETTER INFORMATION TO ANALYZE.  
[02:03:10] GEORGE HAS COME IN. IT'S A NEW POSITION  
[02:03:12] AS OF LAST YEAR AS AN AFFIRMATIVE ACTION  
[02:03:14] PROGRAM MANAGER, SO A DEDICATED RESOURCE  
[02:03:17] TO REALLY AUDIT OUR PROGRAM. HE'S DONE A  
[02:03:19] GREAT JOB PUT IN SOME NEW TOOLS TO  
[02:03:22] REALLY MAKE SURE THAT WE'RE ADDRESSING  
[02:03:23] WHERE OUR UNDERREPRESENTATION EXISTS.  
[02:03:25] AND FOR US, THAT'S FOR WOMEN. IT'S NOT  
[02:03:27] FOR PEOPLE OF COLOR. BUT CERTAINLY ON  
[02:03:29] THE EQUITY FOCUS ON SALARY. WITH OUR  
[02:03:31] COMP PROJECT, WE'LL BE ABLE TO BEGIN TO  
[02:03:33] ADDRESS THOSE THINGS AND HAVE REALLY A  
[02:03:35] LOT BETTER DATA TO MAKE SURE WE'RE  
[02:03:36] MAKING DECISIONS THAT ARE NOT BASED ON  
[02:03:38] RACE AND GENDER.  
[02:03:43] WELL, THANK YOU SO MUCH FOR THE  
[02:03:46] PRESENTATION. I'LL SAY IT'S SO IMPORTANT  
[02:03:48] THAT WE DAYLIGHT THE REALITY OF OUR  
[02:03:51] POSITION RIGHT NOW SO THAT WE CAN  
[02:03:54] STRATEGIZE TOGETHER ON HOW WE CAN BEGIN  
[02:03:56] TO CLOSE SOME OF THESE EQUITY GAPS. I  
[02:03:59] MEAN, OBVIOUSLY, IT'S VERY DISCONCERTING  
[02:04:02] TO LOOK AT THE GAPS THAT CLEARLY  
[02:04:05] CONTINUE TO EXIST RIGHT HERE WITHIN THE  
[02:04:08] PORT OF SEATTLE BETWEEN STAFF WHO HOLD  
[02:04:12] SIMILAR POSITIONS AND DOING SIMILAR  
[02:04:14] FUNCTIONS. AND SO I REALLY,  
[02:04:17] REALLY APPRECIATE DIRECTOR GERARD'S  
[02:04:20] ADDITIONAL CONTEXT ABOUT ACTIONS  
[02:04:24] THAT WE ARE ACTUALLY GOING TO BE TAKING.  
[02:04:26] I MEAN, THE KEYWORD AFFIRMATIVE ACTION  
[02:04:29] IS ACTION. WELL,  
[02:04:33] THEY'RE BOTH KEYWORDS, I'M HOPING.  
[02:04:37] CAN YOU TALK TO ME JUST A LITTLE BIT  
[02:04:38] MORE ABOUT AN ANTICIPATED TIMELINE FOR  
[02:04:41] AN IMPLEMENTATION STRATEGY TO GIVE PAY  
[02:04:44] RAISES TO MEMBERS OF OUR WORKFORCE?  
[02:04:49] BECAUSE HIRING IS IMPORTANT, RETENTION  
[02:04:52] IS IMPORTANT. BUT A KEY PIECE OF THAT IS  
[02:04:54] NOT JUST THAT PEOPLE ARE HERE, IT'S THAT  
[02:04:56] THEY'RE ALSO BEING FAIRLY TREATED IN  
[02:04:57] EARNINGS AND APPRECIATED. SO ADDITIONAL  
[02:05:01] INFORMATION ABOUT THAT AND A POTENTIAL  
[02:05:03] TIMELINE WOULD BE HELPFUL FOR US, FOR  
[02:05:05] SURE. SO WE'RE A LITTLE BIT BEHIND  
[02:05:07] SCHEDULE. I AM VERY UPFRONT ABOUT THAT.  
[02:05:09] WE ARE LOOKING AT A 2024 IMPLEMENTATION.  
[02:05:13] PART OF OUR PAY EQUITY STRATEGY IS TO  
[02:05:16] LOOK AT BOTH EXPERIENCE THAT EVERYONE  
[02:05:18] BRINGS TO THE TABLE. THAT IS NOT  
[02:05:20] SOMETHING THAT WE HAD READILY AVAILABLE.  
[02:05:21] SO OVER THE SUMMER, WE'VE ASKED EVERY  
[02:05:23] NON REPRESENTED EMPLOYEE TO SUBMIT THEIR  
[02:05:26] SIMILAR EXPERIENCE TO WHAT THEY'RE DOING  
[02:05:28] TODAY. SO WE CAN START TO ANALYZE,  
[02:05:30] OKAY, IF I HAVE NINE YEARS AS A KIND OF  
[02:05:32] SENIOR DIRECTOR OF HR AND SOMEBODY ELSE  
[02:05:35] HAS THREE YEARS AS AN HR CONSULTANT,

[02:05:38] THAT THAT'S A FACTOR THAT WILL ACTUALLY  
[02:05:39] GO INTO WHERE THEIR SALARY SHOULD BE  
[02:05:41] SET. SO WE NEED TO GATHER THAT  
[02:05:43] INFORMATION, AND WE'RE ABOUT 85%  
[02:05:46] COMPLETE OF ANALYZING IT. THERE WILL BE  
[02:05:48] A PROCESS WHERE WE SHARE THE EXPERIENCE  
[02:05:51] FACTOR WITH EACH OF THOSE EMPLOYEES.  
[02:05:53] AND SO WE'RE HOPEFUL FOR THE FIRST PART  
[02:05:56] OF 2024, I'D BE HAPPY TO DO TWO TWO ONE  
[02:05:59] TO KIND OF GIVE YOU A LITTLE BIT MORE  
[02:06:00] UNDERSTANDING OF THE CHANGES THAT WE'RE  
[02:06:02] MAKING AND WHAT THE NEW KIND OF DESIGN  
[02:06:05] PHILOSOPHIES ARE GOING FORWARD. I THINK  
[02:06:06] THAT WOULD BE GOOD FOR YOU ALL TO KNOW  
[02:06:08] IN ANTICIPATION OF, BECAUSE YOU WILL  
[02:06:10] RECEIVE THE SALARY AND BENEFITS  
[02:06:11] RESOLUTION THAT WILL HAVE ALL OF THAT  
[02:06:12] NEW INFORMATION AND PROCESS IN IT. SO AS  
[02:06:16] SOON AS WE'RE A LITTLE BIT CLOSER,  
[02:06:17] MAYBE LATER THIS YEAR, WE CAN START  
[02:06:19] THOSE TWO TWO ONES SO THAT CAN GET YOU  
[02:06:21] ALL UP TO SPEED ON WHAT WE'RE PROPOSING.  
[02:06:23] SO IN TERMS OF IDENTIFYING THE FUNDING  
[02:06:25] SOURCES NECESSARY IN ORDER TO IMPLEMENT  
[02:06:27] THAT, ARE WE TALKING ABOUT THE UPCOMING  
[02:06:28] BUDGET CYCLE? YEAH,  
[02:06:31] COMMISSIONER, YOU'LL SEE THOSE THAT'S  
[02:06:33] PART OF THE DISCUSSION IS HOW WE CAN  
[02:06:34] IMPLEMENT IT WITHIN THE BUDGET. AND  
[02:06:36] YOU'LL SEE THAT PROPOSED, ESPECIALLY THE  
[02:06:38] SALARY AND BENEFITS RESOLUTION COMING  
[02:06:39] FORWARD, BUT AS A PART OF THE OVERALL  
[02:06:41] BUDGET. AND THAT ACTUALLY KNOW. THERE'S  
[02:06:44] TWO PARTS OF THAT, AS KATIE HAS TALKED  
[02:06:47] ABOUT, WHICH IS THE COMPENSATION STUDY,  
[02:06:49] BUT THERE'S ALSO THE OTHER SIDE OF  
[02:06:50] LOOKING AT JUST PAY EQUITY AS WELL.  
[02:06:54] SO THE TWO ELEMENTS OF THAT WILL BE  
[02:06:56] REFLECTED IN THIS YEAR'S BUDGET. YEAH.  
[02:06:58] AND THEN IN TERMS OF STRATEGIES AND IT'S  
[02:07:01] ALMOST LIKE CORRECTIVE ACTION. RIGHT?  
[02:07:03] SO I'M REALLY GLAD TO HEAR THAT THERE'S  
[02:07:06] A PLAN FOR THAT.  
[02:07:08] WHAT HAS THIS STUDY REVEALED OR WHAT HAS  
[02:07:12] THE WOMAN OF COLOR ASSESSMENT REVEALED  
[02:07:15] ABOUT CAUSATION? THAT THERE'S SUCH STARK  
[02:07:18] DISPARITY BETWEEN PEOPLE HOLDING SIMILAR  
[02:07:21] POSITIONS DOING SIMILAR WORK BUT IN WHAT  
[02:07:23] THEY'RE EARNING? PART OF IT'S  
[02:07:25] STRUCTURAL. IN MY MIND, IF WE LOOK AT  
[02:07:27] WHAT OUR CURRENT PAY BANDS LOOK LIKE  
[02:07:28] TODAY, THEY'RE PRETTY BROAD. SO SOMEONE  
[02:07:31] THAT IS BRAND NEW TO A FIELD AND AT THE  
[02:07:33] LOWER END OF THAT IT'S A 50% GAP TO THE  
[02:07:37] TOP. AND SO CERTAINLY DIFFERENT PEOPLE  
[02:07:39] ARE GOING TO BE AT ALL DIFFERENT LEVELS  
[02:07:41] OF THAT BAND. WE ARE GOING  
[02:07:44] TO NARROWS THE BANDS A LITTLE BIT BUT WE  
[02:07:46] ARE GOING TO MAKE THEM MORE COMPETITIVE.  
[02:07:48] WE ARE LOOKING AT MARKET BUT CERTAINLY  
[02:07:50] JUST SOME INCONSISTENCIES. SOME MANAGERS  
[02:07:52] WILL REALLY FIGHT HARD THAT THIS PERSON  
[02:07:54] NEEDS TO START HIGHER IN THE RANGE.



[02:07:56] OTHERS ARE LIKE OH, I WANT TO START  
[02:07:58] EVERYONE AT THE BEGINNING. SO THERE'S  
[02:07:59] JUST BEEN SOME INCONSISTENCIES. WE'VE  
[02:08:01] ALWAYS ALLOWED PEOPLE TO BRING PEOPLE IN  
[02:08:04] BELOW THE MIDPOINT AND REQUIRE  
[02:08:07] JUSTIFICATION TO BRING IN SOMEONE ABOVE  
[02:08:09] THE MIDPOINT. THAT'S BEEN A REGULAR  
[02:08:11] PROCESS. BUT THAT KIND OF BELOW THE  
[02:08:13] MIDPOINT CAN BE VERY VARIABLE AND OVER  
[02:08:16] TIME CAN HAVE A BIG IMPACT ON HOW  
[02:08:18] SOMEONE'S SALARY PROGRESSES. AND SO I  
[02:08:21] THINK SOME OF IT WAS STRUCTURAL BUT ALSO  
[02:08:22] JUST HOW DIFFERENT MANAGERS WOULD  
[02:08:25] ADVOCATE AND HOW THE NEGOTIATION PROCESS  
[02:08:27] WENT. WHAT WE'RE MOVING TO IS A MORE  
[02:08:29] PREDICTIVE PAY ANALYSIS WHERE WE WOULD  
[02:08:31] LOOK AT WHAT SIMILAR EXPERIENCE SOMEBODY  
[02:08:33] HAS TO THEN PLACE THEM IN THE BAND AND  
[02:08:36] THEN PERFORMANCE AND COLA WOULD BE THE  
[02:08:39] WAYS THAT THEY PROGRESS THROUGH THAT  
[02:08:40] BAND DOING THE SAME WORK. SO IT'S A MORE  
[02:08:43] CONSISTENT APPROACH TO ADMINISTERING PAY  
[02:08:46] FOR THE PEOPLE DOING SIMILAR JOBS. I  
[02:08:48] REALLY APPRECIATE THE EFFORT THAT YOU'VE  
[02:08:50] INVESTED TO UNDERSTAND THIS AS A  
[02:08:51] STRUCTURAL ISSUE SO THAT WE CAN CONTINUE  
[02:08:53] TO STRATEGIZE AROUND IT. AND IT'S  
[02:08:55] INTERESTING THE POINT OF ENTRY AND HIRE  
[02:08:57] OF WHAT THEY'RE RECEIVING IN PAY WHEN  
[02:09:00] THEY FIRST COME ON BOARD IS ASSESSED  
[02:09:01] BASED UPON WHAT? THEIR EXPERTISE  
[02:09:05] OR WHAT EXPERIENCE THEIR EXPERIENCE.  
[02:09:09] BUT WHY THERE'D BE SUCH STARK DIFFERENCE  
[02:09:11] AT THE POINT OF ENTRY THEN BETWEEN MALES  
[02:09:14] OR WHITES, BETWEEN NON MALES AND  
[02:09:18] NON WHITES AT THE POINT OF ENTRY THAT  
[02:09:20] LISA STARTS DISPARITIES RAISES OTHER  
[02:09:23] QUESTIONS FOR ME. HOW ARE WE CONSIDERING  
[02:09:27] THE TOTALITY OF WHAT MAKES SOMEBODY  
[02:09:29] QUALIFIED? ARE THERE PAY NEGOTIATIONS  
[02:09:33] THAT WE ALLOW FOR OR ARE  
[02:09:37] THERE OTHER FACTORS THAT THERE ARE  
[02:09:40] CURRENTLY TODAY? BUT WE'RE CHANGING  
[02:09:42] THAT. SO WE WILL START TO SEE ON OUR JOB  
[02:09:45] ANNOUNCEMENTS THAT OUR PAY BAND IS THIS  
[02:09:47] WE ALREADY, AS REQUIRED, WE ALREADY PUT  
[02:09:49] THE FULL BAND THAT'S AVAILABLE ASSIGNED  
[02:09:52] TO THAT JOB. BUT WE'LL SAY IF YOU BRING  
[02:09:54] SIX YEARS OF EXPERIENCE YOU CAN EXPECT  
[02:09:56] YOUR SALARY TO BE IN THIS MUCH SMALLER  
[02:09:58] SPACE BECAUSE IT'S RELATIVE TO THE  
[02:10:00] EXPERIENCE YOU BRING TO THE TABLE. SO  
[02:10:02] WE'LL START PROMOTING THAT ON OUR JOB  
[02:10:04] ANNOUNCEMENTS. ONCE WE HAVE THE FULL  
[02:10:06] METHODOLOGY IMPLEMENTED, THERE ARE SOME  
[02:10:08] KIND OF VARIABLES THAT WE'RE STILL  
[02:10:10] WORKING THROUGH TO KIND OF FIND OUT WHAT  
[02:10:12] THAT RIGHT MIX OF EXPERIENCE. CREDIT  
[02:10:14] SHOULD BE AS WELL BECAUSE WE HAVE A PAY  
[02:10:16] FOR PERFORMANCE SYSTEM HERE AT THE PORT,  
[02:10:18] WE'RE CONTINUING WITH THAT. THEN THERE  
[02:10:21] WILL BE ONCE YOU'RE IN THE PORT, THE  
[02:10:22] PROGRESSION CAN BE MADE BASED ON

[02:10:24] PERFORMANCE. SO THAT WILL BE THE SECOND  
[02:10:26] FACTOR FOR CURRENT EMPLOYEES.  
[02:10:27] EXCELLENT. SO THIS POOL, THIS ASSESSMENT  
[02:10:30] IS BASED UPON PORT OF SEATTLE EMPLOYEES,  
[02:10:35] CORRECT? YEP. THE SALARY IS ALL JUST OUR  
[02:10:38] NON REP, SO IT DOES NOT INCLUDE OUR  
[02:10:40] REPRESENTATIVES. AND CAN YOU TAKE  
[02:10:41] SNAPSHOTS BY DEPARTMENT AS WELL TO BE  
[02:10:44] ABLE TO IDENTIFY? AND THEN IS PORT OF  
[02:10:47] SEATTLE POLICE ALSO A PART OF THIS STUDY  
[02:10:50] AS WELL? THEY ARE REPRESENTED, SO WAGES  
[02:10:53] AND SALARIES ARE SET THROUGH  
[02:10:54] NEGOTIATIONS. SO THAT'S A SEPARATE  
[02:10:56] PROCESS. BUT WE LOOK AT MARKET DATA AND  
[02:10:59] ALL OF THOSE THINGS AS WE NEGOTIATE  
[02:11:01] UNDER MIKHAIL O'BRIEN. OKAY. THANK YOU  
[02:11:03] SO VERY MUCH FOR THE QUESTIONS.  
[02:11:05] ANYTHING ELSE FROM THE BODY? THANK YOU  
[02:11:07] FOR THE PRESENTATION AND THE AMAZING  
[02:11:09] WORK. APPRECIATE IT. THANK YOU.  
[02:11:12] I'M CHEERING NOW. OKAY. SO I GUESS THAT  
[02:11:17] ACTUALLY CONCLUDES OUR BUSINESS MEETING  
[02:11:18] AGENDA FOR THE DAY. AND AT THIS TIME WE  
[02:11:20] CAN MOVE TO CLOSING COMMENTS FROM  
[02:11:22] COMMISSIONER. IS THERE ANYTHING FOR THE  
[02:11:26] GOOD OF THE ORDER RELATING TO COMMITTEE  
[02:11:29] REFERRALS? SINCE COMMISSIONER MOHAMED  
[02:11:31] HAS A HAPPY NOTE TO END ON, I THINK I'D  
[02:11:33] RATHER GO FIRST. GO FOR IT. ABSOLUTELY.  
[02:11:36] WELL, ACTUALLY, I JUST WANT TO REITERATE  
[02:11:38] THE IMPORTANCE OF ACKNOWLEDGING 911,  
[02:11:41] HAVING MY GREAT GRANDPARENTS GROWING UP  
[02:11:43] FROM THAT ON FROM NEW YORK. AND IT IS A  
[02:11:46] SOLEMN TIME FOR ME, AND ONE THAT I THINK  
[02:11:50] THE REFLECTION ON OUR VULNERABILITY AS A  
[02:11:52] COUNTRY AND CERTAINLY OUR VULNERABILITY  
[02:11:54] AND DEMOCRACY RIGHT NOW, IT'S A GREAT  
[02:11:57] MOMENT TO REFLECT AND I DO APPRECIATE  
[02:11:59] EXECUTIVE METRUCK'S CHANCE TO BRING IT TO  
[02:12:01] OUR ATTENTION. AND COMMISSIONER  
[02:12:06] CALKINS.  
[02:12:11] YEAH, SURE. SO I THINK THE THING I WOULD  
[02:12:14] REFLECT ON TODAY IS BACK TO SCHOOL.  
[02:12:18] SOMEBODY WHO IS SO GRATEFUL TO HAVE  
[02:12:22] A GOOD PUBLIC SCHOOL SYSTEM TO SEND MY  
[02:12:24] THREE KIDS OFF TO AND KNOW THAT THEY'RE  
[02:12:27] GOING TO BE TAKEN CARE OF AND COME BACK  
[02:12:29] A LITTLE BIT SMARTER AT THE END OF EACH.  
[02:12:35] FOR I'M SURE ALL PARENTS CAN AGREE WITH  
[02:12:37] ME IN SAYING IT REALLY IS A WONDERFUL  
[02:12:39] TIME OF YEAR TO GET THEM BACK ON THE  
[02:12:40] SCHOOL BUS EACH MORNING. THANK YOU,  
[02:12:43] COMMISSIONER CALKINS AND COMMISSIONER  
[02:12:45] MOHAMMED.  
[02:12:49] I FEEL LIKE I'M BEING PRESSURED INTO MY  
[02:12:51] COMMENTS.  
[02:12:57] I JUST WANT TO ECHO YOUR WORDS ABOUT  
[02:12:59] 911. I HAVE TO START THERE. AND I REALLY  
[02:13:02] APPRECIATED EXECUTIVE DIRECTOR METRICS  
[02:13:05] COMMENTS, AND THAT WAS A  
[02:13:08] CHANGING MOMENT FOR SO MANY PEOPLE IN  
[02:13:11] OUR COUNTRY, SO MANY AMERICANS IN THE  
[02:13:13] COUNTRY. AND I WAS SO GRATEFUL TO SEEING

[02:13:15] ALL THE FIREFIGHTERS FIRST RESPONDERS.  
[02:13:17] I WAS PRETTY YOUNG WHEN 911 HAPPENED,  
[02:13:19] AND TO ME, IT WASN'T REALLY CLEAR WHAT  
[02:13:21] THAT MOMENT WAS AND HOW LIFE CHANGING IT  
[02:13:24] WOULD BE FOR SO MANY PEOPLE IN OUR  
[02:13:26] COMMUNITY, INCLUDING SO MANY PEOPLE FROM  
[02:13:28] THE SIKH COMMUNITY, THE MUSLIM  
[02:13:30] COMMUNITY. I THOUGHT IT WAS A MOMENT OF  
[02:13:34] UNIFICATION FOR SO MANY AMERICANS IN  
[02:13:35] THIS COUNTRY. TO SAY THAT SOMETHING SO  
[02:13:37] TERRIBLE HAPPENED TO THE UNITED STATES,  
[02:13:40] AND THEN TO FEEL LIKE YOU, CLERK HART,  
[02:13:42] OF THAT PROBLEM IS PAINFUL.  
[02:13:45] SEE, I SHOULDN'T HAVE BROUGHT IT UP. I  
[02:13:48] SHOULDN'T HAVE BROUGHT IT UP. BUT I DO  
[02:13:50] REFLECT IT'S A MOMENT OF REFLECTION AND  
[02:13:53] IT STILL MAKES ME VERY PROUD TO BE AN  
[02:13:56] AMERICAN AND VERY PROUD TO HAVE SEEN SO  
[02:13:59] MANY PEOPLE COME TOGETHER AND FIGHT FOR  
[02:14:02] THE COUNTRY AND FOR THOSE WHO ARE  
[02:14:05] IMPACTED BY IT INDIRECTLY. I ALSO WANT  
[02:14:08] TO ACKNOWLEDGE THAT PAIN BECAUSE IT'S  
[02:14:10] REAL. THAT SAID,  
[02:14:14] THURSDAY I'LL END IN  
[02:14:18] MORE KIND OF AN EXCITING  
[02:14:22] NOTE FOR OUR CITY. THURSDAY IS BEYONCE  
[02:14:25] KNOWLES CONCERT. AND IF YOU GUYS KNOW  
[02:14:28] ME, YOU KNOW I'M A HUGE BEYONCE FAN  
[02:14:32] AND I DIDN'T  
[02:14:35] DO IT. ACTUALLY, OUR COMMISSION STAFF,  
[02:14:38] I CALLED THEM EARLIER, JOKING AROUND AND  
[02:14:41] SAYING THAT THIS IS THE BEST WEEK OF THE  
[02:14:44] SUMMER BECAUSE BEYONCE KNOWLES IS COMING  
[02:14:46] TO OUR CITY AND THAT IT'S GOING TO BE AN  
[02:14:48] INCREDIBLE CONCERT AND THAT WE SHOULD DO  
[02:14:51] A PROCLAMATION TONIGHT. WHEN I CAME INTO  
[02:14:52] THE OFFICE, CREATED THE PROCLAMATION AND  
[02:14:56] WE SHARED IT AROUND, BUT I THINK IT'S  
[02:14:59] JUST I'M UPLIFTING. I WOULD VOTE FOR  
[02:15:01] THAT, HONDI, YOU'RE GOING TO VOTE FOR  
[02:15:02] HER? PEOPLE HAVE SIGNED. IT'S LIKE A  
[02:15:05] REAL SORT OF INTERNAL THING. BUT YEAH,  
[02:15:09] I WAS UPLIFTING IT BECAUSE I THINK  
[02:15:11] COMING OUT OF THE PANDEMIC WHERE WE WERE  
[02:15:13] SEPARATED FOR SO LONG, I THINK THESE  
[02:15:16] CONCERTS THAT COME TO OUR REGION IS SO  
[02:15:18] IMPORTANT. WE SAW THE TAYLOR SWIFT  
[02:15:20] CONCERT AND HAVING BEYONCE COME HERE,  
[02:15:22] SHE'S GOING TO DRAW, I THINK, LIKE  
[02:15:23] 80,000 PEOPLE THAT'S GOING TO FILL UP  
[02:15:25] THAT STADIUM. AND I THINK IT REALLY DOES  
[02:15:27] ALIGN WITH THE PORT'S VISION. WHEN WE  
[02:15:29] TALK ABOUT TOURISM AND TRAVEL, PEOPLE  
[02:15:31] ARE GOING TO BE COMING THROUGH OUR  
[02:15:33] AIRPORT TO BE ABLE TO WATCH THE SHOW.  
[02:15:36] AND SO IT ADDS TO OUR LOCAL ECONOMY AND  
[02:15:39] SUPPORTS SO MANY OF OUR LOCAL SMALL  
[02:15:41] BUSINESSES. AND SO EVERYONE WHO IS PART  
[02:15:44] OF THE BEEHIVE, I WILL SEE YOU ON  
[02:15:46] THURSDAY, ENJOY THE CONCERT AND SUPPORT  
[02:15:50] LOCAL RESTAURANTS IN THE CID.  
[02:15:54] I JUST WANTED TO ECHO MY GRATITUDE TO  
[02:15:57] EXECUTIVE DIRECTOR METRUCK FOR THAT

[02:15:59] PERSONAL ANECDOTE ABOUT WHERE YOU WERE  
[02:16:03] JUST A JUXTAPOSE SORT OF THE  
[02:16:05] GENERATIONAL DIFFERENCE. THREE OUT OF  
[02:16:07] FIVE MEMBERS OF THIS COMMISSION WERE  
[02:16:09] WALKING THE HALLS OF THEIR SCHOOL,  
[02:16:12] THEIR GRADE SCHOOL, IN ELEMENTARY AND  
[02:16:14] MIDDLE SCHOOL. AND I JUST REMEMBER  
[02:16:18] MY OWN. IT WAS, FOR ME,  
[02:16:21] A MOMENT TO, I THINK, ONE OF  
[02:16:25] THOSE FIRST MOMENTS OF UNDERSTANDING,  
[02:16:28] JUST BEING SO  
[02:16:31] CONFUSED, BUT ALSO UNDERSTANDING THAT  
[02:16:33] SOMETHING THAT HAPPENED SO FAR AWAY HAS  
[02:16:35] A VERY REAL IMPACT RIGHT HERE AT HOME.  
[02:16:38] THE FEAR THAT FOLKS FELT, THE CONFUSION  
[02:16:40] THAT FOLKS FELT, AND THEN THE IMPACT  
[02:16:43] THAT IT HAD ON OUR LOCAL COMMUNITY  
[02:16:44] MEMBERS AND. I REMEMBER THAT WAS A  
[02:16:47] TEACHABLE MOMENT WITHIN MY FAMILY ABOUT  
[02:16:49] WHAT IT WAS TO BE TARGETED NOT FOR WHAT  
[02:16:52] YOU'VE DONE, BUT FOR WHO YOU WERE. AND  
[02:16:56] IN THE JAPANESE AMERICAN WORLD WAR II  
[02:16:58] EXPERIENCE, AND KNOWING THAT RACISM VERY  
[02:17:01] MUCH EXISTS WITHIN OUR COMMUNITY  
[02:17:03] MEMBERS, AND KNOWING THAT MEMBERS OF THE  
[02:17:06] SIKH AND MUSLIM COMMUNITY WERE GOING TO  
[02:17:08] BE PRESENT DAY TARGETS OF THAT RACISM,  
[02:17:10] THAT BIGOTRY AND THAT XENOPHOBIA,  
[02:17:14] AND IT JUST STILL SHOWS UP IN SO MANY  
[02:17:18] WAYS AGAINST SO MANY DIFFERENT GROUPS OF  
[02:17:19] PEOPLE. FOR AGAIN,  
[02:17:23] NOTHING MORE THAN WHO WE ARE.  
[02:17:28] THANK YOU SO MUCH FOR BRINGING THAT UP  
[02:17:30] BECAUSE IT'S TEACHABLE TO US ABOUT THE  
[02:17:32] OPPORTUNITIES TO BE ABLE TO COME  
[02:17:34] TOGETHER AND DEMONSTRATE THAT UNITED WE  
[02:17:36] ARE STRONGER AS THE SUM OF MANY PARTS.  
[02:17:40] THANK YOU. AND I'M LOOKING TO  
[02:17:41] COMMISSIONER FELLEMAN, I PROMISE IT'S  
[02:17:44] NOT ABOUT 911, BUT I WANT TO BOUNCE OFF  
[02:17:48] OF BEYONCE BECAUSE IT'S VERY  
[02:17:51] INTERESTING THAT THERE ARE THESE HUGE  
[02:17:52] STORIES ABOUT HOW MUCH MONEY THESE FEW  
[02:17:55] GIANT EVENTS OCCUR. AND THEN THERE WAS A  
[02:17:57] STORY IN THE TIMES ABOUT THE SMALL  
[02:17:59] VENUES THAT ARE STRUGGLING AND THAT THE  
[02:18:01] ART COMMUNITY AND HOW MUCH THE ART  
[02:18:03] COMMUNITY IS HAVING A CHALLENGE FILLING  
[02:18:05] THEIR THEATERS. AND THAT HOW IMPORTANT  
[02:18:09] ART IS TO OUR CULTURE. AND NOW THAT I'M  
[02:18:11] ON THE ART COMMITTEE AND WE HAVE THIS  
[02:18:13] FANTASTIC VITALITY IN OUR ART BUSINESS  
[02:18:16] THAT WE'RE CREATING THESE OPPORTUNITIES  
[02:18:18] FOR ARTISTS IS FANTASTIC. BUT IT WAS  
[02:18:20] REALLY TALKING ABOUT THE PERFORMING ARTS  
[02:18:22] AND TRYING TO GET PEOPLE INTO THEATERS,  
[02:18:25] WHICH OBVIOUSLY NOW WITH THE RESURGENCE  
[02:18:26] OF COVID THE CHALLENGES THAT POSES.  
[02:18:30] SO I DON'T WANT TO BELITTLE THAT  
[02:18:32] IMPORTANT ECONOMIC INJECTION THAT ONE  
[02:18:35] DAY BRINGS, BUT WE HAVE ALL THESE FOLKS  
[02:18:38] THAT ARE STRUGGLING ON A REGULAR BASIS.  
[02:18:40] AND SO THAT SMALL BUSINESS IMPACT, I

[02:18:43] THINK WE STILL HAVE TO THINK ABOUT  
[02:18:45] REVITALIZING THE REGION.  
[02:18:49] IT TAKES A VILLAGE. SO ANYWAY, I JUST  
[02:18:50] DIDN'T BECAUSE I THINK IT OVERSHADOWS IT  
[02:18:53] A LITTLE BIT, BUT ALL THE  
[02:18:56] POWER TO HER AND WE'RE LOOKING FORWARD  
[02:18:58] TO SEEING THE PLACE GET PUMPED UP.  
[02:19:00] THANK YOU. EXECUTIVE DIRECTOR METRUCK.  
[02:19:02] ANY CLOSING COMMENTS? THOSE ARE  
[02:19:05] HARD TO FOLLOW, COMMISSIONERS, BUT  
[02:19:08] THANKS. COMMISSIONERS. I APPRECIATE THE  
[02:19:11] THINGS WE PASSED TODAY AND THE  
[02:19:12] DISCUSSIONS THAT WE HAD AND YOUR  
[02:19:13] FEEDBACK ON THOSE IMPORTANT ISSUES. AND  
[02:19:15] LET ME JUST REFLECT, I MEAN, THAT TIME,  
[02:19:18] 911, IT DID BRING PEOPLE TOGETHER. AND I  
[02:19:21] THINK THE SUPPORT THAT CAME OUT, OF  
[02:19:23] COURSE, WHEN YOU HAD THOSE ATTACKS,  
[02:19:27] PERHAPS ON MOSQUES AND OTHER THINGS THAT  
[02:19:30] PEOPLE REALIZED, I THINK THERE WAS  
[02:19:33] A FEELING OF PEOPLE COMING TOGETHER BACK  
[02:19:35] THEN. AND I THINK THAT'S THE THING WE  
[02:19:37] HAVE TO DO NOW IS THAT TO REALIZE THAT  
[02:19:41] IT'S NOT THE COLOR OF YOUR SKIN OR YOUR  
[02:19:44] RELIGION THAT DRIVES THOSE THINGS, BUT  
[02:19:45] EXTREMISM OR THOSE THREATS THAT DO THAT.  
[02:19:48] SO I THINK THERE'S SOME LESSONS LEARNED  
[02:19:50] IN THAT TOO, THAT UNFORTUNATELY WE HAVE  
[02:19:52] TO RELEARN FROM TIME TO TIME, BUT I  
[02:19:55] THINK IT GIVES THE OPPORTUNITY FOR US TO  
[02:19:57] BE MORE RESILIENT AND MORE PREPARED AS  
[02:20:01] WE GO INTO THE FUTURE FOR THOSE THINGS.  
[02:20:03] SO THANK YOU FOR THOSE THOUGHTS AND  
[02:20:06] ALL YOUR WORK TODAY. THANK YOU. THANK  
[02:20:08] YOU. AND HEARING NO FURTHER COMMENTS AND  
[02:20:10] HAVING NO FURTHER BUSINESS, IF THERE IS  
[02:20:12] NO OBJECTION, WE ARE ADJOURNED.  
[02:20:15] AND AT 02:25 P.M.. THANK YOU.  
[02:20:19] THANK YOU,

END OF TRANSCRIPT