

START OF TRANSCRIPT

[00:00:30] COMMISSION VICE PRESIDENT TOSHIKO
[00:00:31] HASEGAWA CONVENING THE REGULAR MEETING
[00:00:34] OF OCTOBER 24, 2023. THE TIME IS
[00:00:37] 10:31 A.M.. WE'RE MEETING IN PERSON
[00:00:40] TODAY AT SEATAC INTERNATIONAL AIRPORT
[00:00:43] CONFERENCE CENTER AND VIRTUALLY VIA
[00:00:45] MICROSOFT TEAMS. PRESENT WITH ME TODAY
[00:00:48] ARE COMMISSIONER CALKINS, FELLEMAN AND
[00:00:50] MOHAMMED, WHO CURRENTLY GATHERED IN AN
[00:00:52] EXECUTIVE SESSION ROOM AWAITING THE
[00:00:54] OPENING OF THE PUBLIC MEETING.
[00:00:55] COMMISSIONER CHO IS ABSENT AND EXCUSED
[00:00:58] FROM THE MEETING. WE'LL NOW RECESS INTO
[00:01:01] EXECUTIVE SESSION TO DISCUSS ONE ITEM
[00:01:03] REGARDING LITIGATION OR POTENTIAL
[00:01:04] LITIGATION OR LEGAL RISK PIER RCW 42 31
[00:01:09] 10, SECTION ONE A AND COLLECTIVE
[00:01:12] BARGAINING PER RCW 42.34
[00:01:18] FOR APPROXIMATELY 30 MINUTES AND
[00:01:20] SEPARATELY. ONE ITEM REGARDING
[00:01:22] LITIGATION OR POTENTIAL LITIGATION OR
[00:01:24] LEGAL RISK PER RCW 42.30.110,
[00:01:27] SECTION ONE A FOR APPROXIMATELY 30
[00:01:29] MINUTES AND WILL RECONVENE INTO PUBLIC
[00:01:31] SESSION AT TWELVE NOON. THANK YOU. AND
[00:01:33] THEN MADAM COMMISSIONER PRESIDENT, JUST
[00:01:35] ONE CORRECTION. I UNDERSTAND JUST FROM
[00:01:37] AARON PRITCHARD JUST A FEW MINUTES AGO
[00:01:39] THAT COMMISSIONER CHO MAY BE JOINING THE
[00:01:41] EXECUTIVE SESSION VIRTUALLY. YES. VERY
[00:01:44] GOOD. THANK YOU. THANK YOU. WE ARE IN
[00:01:46] RECESS.
[00:01:50] THIS IS COMMISSION VICE PRESIDENT
[00:01:52] TOSHIKO HASAGAWA RECONVENING THE REGULAR
[00:01:54] MEETING OF OCTOBER 24, 2023. THE TIME
[00:01:58] IS TWELVE 06:00 P.M.. WE'RE MEETING IN
[00:02:00] PERSON TODAY AT SEATTLE TACOMA
[00:02:02] INTERNATIONAL AIRPORT CONFERENCE CENTER.
[00:02:04] CLERK HART, PLEASE CALL THE ROLL OF ALL
[00:02:06] THE COMMISSIONERS IN ATTENDANCE. THANK
[00:02:09] YOU. MADAM COMMISSIONER PRESIDENT,
[00:02:10] BEGINNING WITH COMMISSIONER CALKINS
[00:02:15] HERE. THANK YOU. COMMISSIONER FELLEMAN
[00:02:19] IS IN THE BUILDING AND I AM ASSUMING
[00:02:20] WILL BE JOINING US SHORTLY.
[00:02:22] COMMISSIONER HASEGAWA? PRESENT. THANK
[00:02:24] YOU. COMMISSIONER MOHAMMED? PRESENT.
[00:02:26] THANK YOU. YOU DO HAVE A QUORUM. THANK
[00:02:28] YOU. A FEW HOUSEKEEPING ITEMS BEFORE WE
[00:02:30] BEGIN. FOR EVERYONE IN THE MEETING ROOM,
[00:02:32] PLEASE TURN YOUR CELL PHONES ONTO
[00:02:34] SILENT. FOR ANYONE PARTICIPATING ON
[00:02:37] TEAMS, PLEASE MUTE YOUR SPEAKERS WHEN
[00:02:39] NOT ACTIVELY SPEAKING OR PRESENTING.
[00:02:42] PLEASE ALSO KEEP YOUR CAMERAS OFF UNLESS
[00:02:44] YOU'RE A MEMBER OF THE COMMISSION OR THE
[00:02:45] EXECUTIVE DIRECTOR PARTICIPATING
[00:02:47] VIRTUALLY, OR IF YOU'RE A MEMBER OF
[00:02:48] STAFF IN A PRESENTATION AND ARE ACTIVELY
[00:02:50] ADDRESSING THE COMMISSION. MEMBERS OF
[00:02:52] THE PUBLIC ADDRESSING THE COMMISSIONER

[00:02:54] DURING PUBLIC COMMENT MAY TURN ON THEIR
[00:02:56] CAMERAS WHEN THEIR NAME IS CALLED TO
[00:02:58] SPEAK AND WE'LL TURN THEM BACK OFF AGAIN
[00:03:00] AT THE CONCLUSION OF THEIR REMARKS. FOR
[00:03:02] ANYONE AT THE DIVES HERE TODAY, PLEASE
[00:03:03] TURN OFF THE SPEAKERS ON ANY COMPUTERS
[00:03:06] AND SILENCE YOUR DEVICES.
[00:03:09] PLEASE ALSO REMEMBER TO ADDRESS YOUR
[00:03:11] REQUEST TO BE RECOGNIZED, TO SPEAK
[00:03:12] THROUGH THE CHAIR AND WAIT TO SPEAK
[00:03:14] UNTIL YOU HAVE BEEN RECOGNIZED. YOU'LL
[00:03:16] TURN YOUR MICROPHONES ON AND OFF AS
[00:03:18] NEEDED. ALL OF THE ITEMS NOTED HERE WILL
[00:03:20] ENSURE A SMOOTHER MEETING. THANK YOU SO
[00:03:22] MUCH FOR YOUR COOPERATION. ALL VOTES
[00:03:25] TODAY WILL BE TAKEN BY THE ROLL CALL
[00:03:26] METHOD, SO IT'S CLEAR FOR ANYONE
[00:03:27] PARTICIPATING VIRTUALLY HOW VOTES ARE
[00:03:29] CAST. COMMISSIONER WILL SAY AYE OR NAME
[00:03:31] WHEN THEIR NAME IS CALLED.
[00:03:35] WE ARE MEETING ON THE ANCESTRAL LANDS
[00:03:37] AND WATERS OF THE COAST SALISH PEOPLE
[00:03:39] WITH WHOM WE SHARE THE COMMITMENT TO
[00:03:41] STEWARD THESE NATURAL RESOURCES FOR
[00:03:42] FUTURE GENERATIONS. THIS MEETING IS
[00:03:45] BEING DIGITALLY RECORDED AND MAY BE
[00:03:47] VIEWED OR HEARD AT ANY TIME AT THE
[00:03:49] PORT'S WEBSITE AND MAY BE REBROADCAST BY
[00:03:52] KING COUNTY TELEVISION. PLEASE STAND OR
[00:03:55] JOIN US NOW FOR THE PLEDGE OF
[00:03:57] ALLEGIANCE. I PLEDGE ALLEGIANCE TO
[00:04:00] THE FLAG OF THE UNITED STATES OF
[00:04:02] AMERICA, AND TO THE REPUBLIC FOR WHICH
[00:04:05] IT STANDS, ONE NATION UNDER GOD,
[00:04:08] INDIVISIBLE, WITH LIBERTY AND JUSTICE
[00:04:10] FOR ALL.
[00:04:15] THE FIRST ITEM OF BUSINESS TODAY IS THE
[00:04:17] APPROVAL OF THE AGENDA. AS A REMINDER,
[00:04:20] IF A COMMISSIONER WISHES TO COMMENT FOR
[00:04:22] OR AGAINST AN ITEM ON THE CONSENT
[00:04:23] AGENDA, IT IS NOT NECESSARY TO PULL THE
[00:04:26] ITEM FROM THE CONSENT AGENDA. RATHER,
[00:04:28] YOU MAY OFFER SUPPORT OR OPPOSING
[00:04:30] COMMENTS LATER IN THIS MEETING. ONCE WE
[00:04:32] GET TO THE CONSENT AGENDA, PLEASE WAIT
[00:04:35] UNTIL THE MOTION TO APPROVE THE CONSENT
[00:04:37] AGENDA IN ORDER TO MAKE YOUR COMMENTS.
[00:04:41] HOWEVER, IT IS APPROPRIATE AT THIS TIME
[00:04:44] IF A COMMISSIONER WANTS TO ASK QUESTIONS
[00:04:45] OF STAFF OR WISH TO HAVE A DIALOGUE ON A
[00:04:47] CONSENT AGENDA ITEM, TO REQUEST THAT THE
[00:04:50] ITEM BE PULLED FOR A SEPARATE
[00:04:51] DISCUSSION. SO WITH THAT,
[00:04:53] COMMISSIONERS, ARE THERE ANY ITEMS TO BE
[00:04:55] PULLED FROM CONSENT OR ANY MOTIONS TO
[00:04:57] REARRANGE THE ORDERS OF THE DAY? YES,
[00:05:00] COMMISSIONER FELLEMAN? YEAH, I'D LIKE TO
[00:05:03] HAVE ITEM TEN, EIGHT H.
[00:05:08] ANY ITEM THAT HAS A COST OF \$200 MILLION
[00:05:11] SEEMS TO NEED TO HAVE AT LEAST SOME
[00:05:13] PUBLIC AIRING. THIS CURRENT
[00:05:17] REQUEST IS \$50 MILLION.
[00:05:23] THERE'S TALKING ABOUT PAVING, BUT

[00:05:26] THERE'S ASSOCIATED UTILITIES AND THINGS
[00:05:28] LIKE THAT. I JUST THINK IT'S TOO BIG A
[00:05:30] NUMBER NOT TO HAVE SOME DISCUSSION.
[00:05:32] VERY WELL. THANK YOU. COMMISSIONER
[00:05:34] FELLEMAN HAS PULLED ITEM EIGHT H FROM
[00:05:37] THE CONSENT AGENDA. ARE THERE ANY OTHER
[00:05:40] ITEMS TO BE PULLED FROM THE CONSENT
[00:05:43] AGENDA? ANY MOTIONS TO REARRANGE
[00:05:46] PROCEEDINGS OF THE DAY? SO NOW THE
[00:05:48] QUESTION IS, ON APPROVAL OF THE AGENDA,
[00:05:50] IS THERE A MOTION TO APPROVE THE AGENDA
[00:05:52] AS AMENDED? SO MOVED.
[00:05:55] SECOND. THE MOTION HAS BEEN MADE AND
[00:05:58] SECONDED BY COMMISSIONERS MOHAMMED AND
[00:06:00] CALKINS. IS THERE ANY OBJECTION
[00:06:04] TO APPROVAL OF THE AGENDA? I'M SEEING
[00:06:07] NONE. IT IS APPROVED.
[00:06:11] SO WE HAVE NO SPECIAL ORDERS OF THE DAY,
[00:06:16] WHICH MEANS THAT WE CAN MOVE INTO OUR
[00:06:18] EXECUTIVE DIRECTOR'S REPORT. EXECUTIVE
[00:06:20] DIRECTOR METRUCK. TAKE IT AWAY,
[00:06:24] VICE PRESIDENT. THANK YOU. HOW'S IT
[00:06:25] GOING? GOOD AFTERNOON, COMMISSIONERS.
[00:06:27] IN BETWEEN MEETINGS, I SPENT THE LAST
[00:06:29] WEEK AT THE GLOBAL MARITIME FORUM SUMMIT
[00:06:32] IN ATHENS, GREECE, AND I'D LIKE TO JUST
[00:06:34] TALK ABOUT THAT FOR A SECOND. THE SUMMIT
[00:06:36] WAS AN INCREDIBLE OPPORTUNITY TO BE WITH
[00:06:37] LIKE MINDED INDUSTRY LEADERS AND OTHER
[00:06:39] STAKEHOLDERS ACROSS THE MARITIME
[00:06:41] INDUSTRIES, ESPECIALLY OUR SISTER PORTS
[00:06:43] IN SINGAPORE AND ROTTERDAM. IN THE WAKE
[00:06:46] OF THIS SUMMER'S INTERNATIONAL MARITIME
[00:06:47] ORGANIZATION'S COMMITMENTS TO MARITIME
[00:06:49] DECARBONIZATION, THERE WAS SIGNIFICANT
[00:06:52] DISCUSSION AT THE GMF OF WHAT WILL BE
[00:06:54] NEEDED TO ADVANCE ZERO EMISSION FUELS
[00:06:56] FROM A POLICY, TECHNOLOGY AND
[00:06:58] PARTNERSHIP LEVEL. IN PARTICULAR, THERE
[00:07:00] WAS GREAT DISCUSSION OF GREEN CORRIDORS,
[00:07:03] AND IT WAS A REALLY GOOD OPPORTUNITY TO
[00:07:06] LEARN MORE ABOUT HOW OUR INTERNATIONAL
[00:07:08] PARTNERS ARE PURSUING THEIR PARALLEL
[00:07:10] EFFORTS. AND LOOK FOR LESSONS LEARNED
[00:07:12] BETWEEN US. AND I LOOK FORWARD TO
[00:07:14] SHARING MORE ABOUT THE DETAILED
[00:07:15] TAKEAWAYS ABOUT THIS WITH YOU ALL AT A
[00:07:17] LATER DATE. IN OTHER MARITIME NEWS,
[00:07:20] WHILE OUR 2023 CRUISE SEASON IS NOT YET
[00:07:23] OVER, I'M VERY PLEASED TO SHARE THAT IT
[00:07:25] WAS OUR MOST SUCCESSFUL EVER, WITH AN
[00:07:27] ESTIMATED 1.7 MILLION REVENUE
[00:07:30] PASSENGERS. CONSIDERING THAT THE SEASON,
[00:07:32] WHICH ENDS ON OCTOBER 30, WAS PROJECTED
[00:07:34] TO SEE 1.4 MILLION PASSENGERS, THIS IS
[00:07:37] QUITE A MILESTONE. THERE'LL BE MUCH MORE
[00:07:39] IN OUR END OF SEASON RECAP, BUT I WANT
[00:07:41] TO THANK THE INCREDIBLE MARITIME AND
[00:07:43] AVIATION STAFF AND PARTNERS WHO HELP
[00:07:45] FACILITATE THIS RECORD BREAKING YEAR.
[00:07:48] OF COURSE, WE MEASURE OUR SUCCESS IN
[00:07:50] CRUISE NOT ONLY ON THE ECONOMIC IMPACT,
[00:07:52] BUT HOW WE CONTINUE TO LEAN INTO

[00:07:54] SUSTAINABILITY AND DECARBONIZATION.
[00:07:57] TO THAT END, WE CAN ALL CELEBRATE THE
[00:07:58] GREAT NEWS FROM THE LAST WEEK THAT THE
[00:08:01] PACIFIC NORTHWEST WAS SELECTED BY THE
[00:08:03] US. DEPARTMENT OF ENERGY TO BE A
[00:08:05] REGIONAL CLEAN HYDROGEN HUB ELIGIBLE TO
[00:08:08] RECEIVE \$1 BILLION IN FEDERAL FUNDING
[00:08:12] TO PURSUE DEVELOPMENT AND IMPLEMENTATION
[00:08:13] OF GREEN HYDROGEN AS AN ENERGY SOURCE.
[00:08:16] CONGRATULATIONS TO OUR PARTNERS AT THE
[00:08:19] NORTHWEST SEAPORT ALLIANCE WHO HAVE
[00:08:21] FUNDED PROJECTS AS PART OF THIS HUB.
[00:08:22] AND SPECIAL THANKS TO THE PORT'S SENIOR
[00:08:24] ENVIRONMENTAL PROGRAM MANAGER, DAVID
[00:08:26] FUJIMOTO FOR AYE. EFFORTS TO REPRESENT
[00:08:29] THE PORT OF SEATTLE IN THIS IMPORTANT
[00:08:30] WORK. MOVING IN TODAY'S COMMISSIONER
[00:08:33] MEETING AND I'D LIKE TO HIGHLIGHT A FEW
[00:08:34] ITEMS ON THE CONSENT AGENDA. WE HAVE A
[00:08:37] PROJECT THAT WILL REPLACE TWO OUTDATED
[00:08:39] FLAT CONFIGURATION BAGGAGE CAROUSELS
[00:08:42] WITH MORE MODERN SLANTED CONFIGURATION
[00:08:44] UNITS. THIS REPLACEMENT WILL FREE UP
[00:08:46] ADDITIONAL SQUARE FOOTAGE IN OUR
[00:08:48] CONSTRAINED AIRPORT THAT CAN BE USED FOR
[00:08:50] TENANT SPACE BUILDOUT. WE ALSO HAVE
[00:08:52] PHASE FOUR OF OUR PASSENGER LOADING
[00:08:54] BRIDGES. THESE ARE CRITICAL AND
[00:08:55] ESSENTIAL INFRASTRUCTURE FOR OPERATING
[00:08:57] AN AIRPORT AND THE PORT OF OUR
[00:08:58] CONTINUING EFFORT AT RENEWAL AND
[00:09:01] UPGRADING OUR FACILITIES. AND ALSO
[00:09:04] I'M GOING TO COMMENT HERE, THIS IS
[00:09:05] PULLED FROM THE AGENDA, BUT WE HAD ON
[00:09:07] THE CONSENT AGENDA, NOW PULLED INTO THE
[00:09:09] AGENDA. IT'S OUR NEXT PHASE OF OUR
[00:09:10] AVIATION PAVEMENT PROGRAM. THESE
[00:09:13] MULTIYEAR PROGRAMS CONTINUE TO ENSURE
[00:09:15] AIRFIELD, PAVEMENT AND UTILITY ASSETS
[00:09:17] ARE MANAGED IN A SAFE AND EFFECTIVE
[00:09:19] FASHION. MAINTAINING THIS INFRASTRUCTURE
[00:09:21] IS CRITICAL AND ESSENTIAL FOR AIRPORT
[00:09:23] OPERATIONS. AND I WANT TO GIVE SPECIAL
[00:09:25] THANKS TO THE GREAT WORK OF THE AVIATION
[00:09:27] FINANCE TEAM WHO HAVE BEEN INCREDIBLY
[00:09:29] SUCCESSFUL IN SECURING FEDERAL GRANTS
[00:09:31] FOR THESE PROJECTS. IN DEVELOPING THIS
[00:09:35] PROPOSED PLAN OF FINANCE,
[00:09:39] MOVING TO THE NEXT SUBJECT THERE, WHICH
[00:09:42] IS OUR PROPOSED TAX LEVY AND PLAN OF
[00:09:44] FINANCE. AND IN DEVELOPING THIS PROPOSED
[00:09:46] PLAN OF FINANCE, WHICH WE'LL BE
[00:09:48] DISCUSSING LATER IN THE PROGRAM, WE'VE
[00:09:50] BEEN FOCUSED ON HOW TO MAKE HISTORIC AND
[00:09:52] STRATEGIC INVESTMENTS IN PORT
[00:09:54] INFRASTRUCTURE PROGRAMS IN OUR WORKFORCE
[00:09:57] AND COMMUNITIES WHILE SIMULTANEOUSLY
[00:09:59] ENSURING THE FINANCIAL RESPONSIBILITY
[00:10:01] AND SUSTAINABILITY OF OUR ORGANIZATION.
[00:10:04] AFTER TODAY'S BRIEFING, THE FULL
[00:10:06] PROPOSED BUDGET WILL BE RELEASED TO THE
[00:10:07] PUBLIC ON THURSDAY WITH A PRESS RELEASE
[00:10:10] AND INTERACTIVE WEBSITE. IN ADVANCE OF

[00:10:11] THE FIRST READING AT OUR NEXT COMMISSION
[00:10:13] MEETING. SO, COMMISSIONERS, THIS
[00:10:15] CONCLUDES MY REMARKS.
[00:10:38] THANK YOU, EXECUTIVE DIRECTOR METRUCK.
[00:10:40] AND THAT BRINGS US TO THE COMMITTEE
[00:10:44] REPORT SECTION OF OUR AGENDA. AND I'D
[00:10:46] LIKE TO WELCOME COMMISSION STRATEGIC
[00:10:49] ADVISOR ERICA CHUNG TO PROVIDE THE
[00:10:51] REPORT. SHE'S ONLINE.
[00:10:54] GOOD AFTERNOON. HELLO. GOOD AFTERNOON.
[00:10:57] VICE PRESIDENT HASEGAWA COMMISSIONERS.
[00:11:00] EXECUTIVE DIRECTOR METRUCK. I HAVE THREE
[00:11:02] COMMITTEE REPORTS FOR YOU TODAY. ON
[00:11:05] OCTOBER 17, COMMISSIONER MOHAMED AND
[00:11:07] CALKINS CONVENED THE AVIATION COMMITTEE.
[00:11:10] THE COMMITTEE DISCUSSED AVIATION,
[00:11:12] DINING AND RETAIL OPPORTUNITIES COMING
[00:11:14] AVAILABLE IN THE NEAR TERM AND THE
[00:11:16] TIMELINE FOR OPPORTUNITIES INTO THE
[00:11:18] FUTURE. ALSO ON OCTOBER 17,
[00:11:20] COMMISSIONERS, HASEGAWA CALKINS CONVENED
[00:11:23] THE EQUITY AND WORKFORCE DEVELOPMENT
[00:11:24] COMMITTEE. COMMISSIONERS HEARD AN UPDATE
[00:11:27] ON THE YOUTH MARITIME CAREER LAUNCH
[00:11:29] PROGRAM AND GAVE THEIR INPUT AS TO WAYS
[00:11:32] TO FURTHER DIVERSIFY THE APPLICANT POOL
[00:11:35] AND KEEP EMPLOYEES ENGAGED IN THE
[00:11:37] PROGRAM. OEDI AND BUDGET STAFF ALSO
[00:11:40] PRESENTED TO COMMISSIONERS ON THE PORT'S
[00:11:42] EQUITY AND BUDGETING EFFORTS.
[00:11:45] COMMISSIONERS CHECKED IN ON STAFF'S
[00:11:47] CAPACITY TO ADMINISTER THE PROGRAM AND
[00:11:49] HEARD THAT WORK DONE IN PRIOR YEARS HAS
[00:11:52] STREAMLINED THE EFFORTS THIS YEAR. ALSO
[00:11:54] ON OCTOBER 17, THE PORT PORTWIDE ARTS
[00:11:57] AND CULTURE BOARD MET WITH COMMISSIONER
[00:11:59] CHO ATTENDING. THE BOARD WAS INTRODUCED
[00:12:02] TO TAMARI BENZIRI,
[00:12:07] THE NEWEST PUBLIC MEMBER TO THE PORT,
[00:12:10] AND DISCUSSED THE TERMS AND PROCESS OF
[00:12:12] ONBOARDING NEW MEMBERS. THE BOARD ALSO
[00:12:15] RECEIVED A BRIEFING ON AV ART FUNDING
[00:12:17] AUTHORIZATION FOR 2024, DISCUSSED THE
[00:12:20] BOARD'S WORK PLAN FOR 2024, AND AN
[00:12:23] UPDATE OF REMAINING PROJECTS FOR 2023.
[00:12:25] A COUPLE OF EVENTS THAT ARE COMING UP
[00:12:29] INCLUDE A ONE NIGHT EVENT FEATURING NEON
[00:12:32] BY KELSEY FERN KOFF IN COLLABORATION
[00:12:35] WITH PILCHUCK SCHOOL OF GLASS AT THE SEA
[00:12:38] SELL, LOT HILL, TEN ON SATURDAY,
[00:12:40] NOVEMBER 4, FROM FIVE TO 09:00 P.M..
[00:12:43] AND NEW ICONS PORTRAITS OF BURIEN
[00:12:46] SURVIVORS ART BY GRACE ATHENA FLOAT AND
[00:12:49] RECEPTION AT PIER 69 ON DECEMBER 19,
[00:12:52] 2023, AT 04:00 P.M.. THIS CONCLUDES MY
[00:12:55] REPORT. THANK YOU. THANK YOU.
[00:12:59] DOES ANYBODY HAVE ANY QUESTIONS FOR
[00:13:01] ERICA? ALL RIGHT,
[00:13:05] MOVING FORWARD, WE ARE NOW AT THE PUBLIC
[00:13:08] COMMENT SECTION OF OUR AGENDA. THE PORT
[00:13:10] COMMISSION WELCOMES PUBLIC COMMENT AS AN
[00:13:12] IMPORTANT PART OF THE PUBLIC PROCESS.
[00:13:14] COMMENTS ARE RECEIVED AND CONSIDERED BY

[00:13:16] THE COMMISSION IN ITS DELIBERATIONS.
[00:13:19] BEFORE WE TAKE PUBLIC COMMENT, WE'D LIKE
[00:13:21] TO REVIEW OUR RULES FOR IN PERSON AND
[00:13:23] VIRTUAL COMMENT. CLERK HART, PLEASE PLAY
[00:13:25] THE RECORDED RULES.
[00:13:38] THE PORT OF SEATTLE COMMISSIONER
[00:13:39] WELCOMES YOU TO OUR MEETING TODAY. AS
[00:13:42] NOTED, PUBLIC COMMENT IS AN IMPORTANT
[00:13:44] PART OF THE PUBLIC PROCESS, AND THE PORT
[00:13:46] OF SEATTLE COMMISSION THANKS YOU FOR
[00:13:48] JOINING US. THE COMMISSION ACCEPTS IN
[00:13:51] PERSON, VIRTUAL AND WRITTEN PUBLIC
[00:13:53] COMMENT REGARDING MATTERS RELATED TO THE
[00:13:55] CONDUCT OF PORT BUSINESS. BEFORE WE
[00:13:58] PROCEED, HERE ARE THE COMMISSION'S
[00:14:01] PUBLIC COMMENT RULES OF PROCEDURE. FOR
[00:14:02] YOUR INFORMATION, EACH COMMENTER WILL
[00:14:05] HAVE TWO MINUTES TO SPEAK AND SHOULD
[00:14:07] STAY WITHIN THE ALLOTTED TIME. A TIMER
[00:14:10] WILL THINK
[00:14:19] THAT VIDEO JUST TIED UP AND A BUZZER
[00:14:21] WILL SOUND AT THE END OF THE TWO MINUTE
[00:14:23] PERIOD. FOR EACH SPEAKER, THE COMMISSION
[00:14:26] RESERVES THE RIGHT TO RECEIVE COMMENTS
[00:14:28] SPECIFICALLY RELATED TO THE CONDUCT OF
[00:14:30] COURT BUSINESS. IF COMMENTS ARE NOT
[00:14:33] RELATED TO THE CONDUCT OF COURT
[00:14:34] BUSINESS, THE PRESIDING OFFICER WILL
[00:14:36] STOP THE SPEAKER AND ASK THAT COMMENTS
[00:14:39] BE KEPT TO MATTERS RELATED TO THE
[00:14:41] CONDUCT OF PORT BUSINESS. THIS RULE
[00:14:44] APPLIES TO BOTH INTRODUCTORY AND
[00:14:45] CONCLUDING REMARKS. ALL REMARKS SHOULD
[00:14:48] BE ADDRESSED TO THE COMMISSIONER AS A
[00:14:50] BODY AND NOT TO INDIVIDUAL
[00:14:52] COMMISSIONERS. DISRUPTIONS OF
[00:14:55] COMMISSIONER PUBLIC MEETINGS ARE
[00:14:56] PROHIBITED. DISRUPTIONS INCLUDE, BUT ARE
[00:14:59] NOT LIMITED TO THE FOLLOWING REFUSAL OF
[00:15:02] A SPEAKER TO LIMIT REMARKS TO TOPICS
[00:15:04] RELATED TO THE CONDUCT OF PORT BUSINESS
[00:15:07] THREATS AND ABUSIVE OR HARASSING
[00:15:10] BEHAVIOR AND LANGUAGE OBSCENE LANGUAGE
[00:15:13] AND GESTURES. REFUSAL OF A SPEAKER TO
[00:15:16] COMPLY WITH THE ALLOTTED TIME SET FOR
[00:15:18] THE INDIVIDUAL SPEAKER'S PUBLIC COMMENT
[00:15:21] LEAVING THE PODIUM OR TESTIMONY TABLE TO
[00:15:24] PHYSICALLY APPROACH COMMISSIONER OR
[00:15:26] STAFF DURING ONE'S PUBLIC COMMENTS
[00:15:29] PROVIDED SPEAKERS MAY AUTHOR WRITTEN
[00:15:31] MATERIALS TO THE COMMISSION CLERK AND
[00:15:34] ANY BEHAVIOR THAT DISRUPTS, DISTURBS OR
[00:15:37] OTHERWISE IMPEDES THE MEETING.
[00:15:40] ANY DISRUPTION WILL RESULT IN THE
[00:15:42] SPEAKER'S MICROPHONE BEING IMMEDIATELY
[00:15:44] SHUT OFF BY THE PRESIDING OFFICER, AND A
[00:15:47] WARNING OR LOSS OF SPEAKING PRIVILEGES
[00:15:49] OR REMOVAL FROM THE MEETING ROOM MAY
[00:15:51] OCCUR AS PROVIDED IN THE COMMISSION'S
[00:15:54] BYLAW. WRITTEN MATERIALS PROVIDED TO THE
[00:15:57] CLERK WILL BE INCLUDED IN TODAY'S
[00:15:59] MEETING RECORD. THE CLERK HAS A LIST OF
[00:16:02] THOSE PREPARED TO SPEAK. WE ARE TAKING

[00:16:04] COMMENTS FROM ANYONE WHO HAS SIGNED UP
[00:16:06] TO SPEAK VIRTUALLY, AS WELL AS FROM
[00:16:08] ANYONE WHO HAS JOINED US TODAY HERE IN
[00:16:10] THE MEETING ROOM WHEN YOUR NAME IS
[00:16:13] CALLED. IF YOU ARE JOINING VIRTUALLY,
[00:16:15] PLEASE UNMUTE YOURSELF, THEN PLEASE
[00:16:17] REPEAT YOUR NAME FOR THE RECORD AND
[00:16:19] STATE YOUR TOPIC RELATED TO THE CONDUCT
[00:16:22] OF PORT BUSINESS. YOU MAY TURN ON YOUR
[00:16:24] CAMERA AT THIS TIME. THE TWO MINUTE
[00:16:27] TIMER WILL THEN BEGIN. IF YOU'RE ON THE
[00:16:30] TEAM'S MEETING AND AT THE SAME TIME
[00:16:32] STREAMING THE MEETING ON THE WEBSITE,
[00:16:34] PLEASE MUTE THE WEBSITE STREAM TO AVOID
[00:16:36] FEEDBACK. WHEN YOU HAVE CONCLUDED YOUR
[00:16:38] REMARKS, YOU MAY AGAIN TURN OFF YOUR
[00:16:40] CAMERA AND MUTE YOUR SPEAKER. IF YOU ARE
[00:16:44] SPEAKING FROM THE MEETING ROOM, PLEASE
[00:16:45] COME TO THE TESTIMONY TABLE, REPEAT YOUR
[00:16:48] NAME FOR THE RECORD, AND STATE YOUR
[00:16:49] TOPIC RELATED TO THE CONDUCT OF PORT
[00:16:51] BUSINESS. OUR PUBLIC COMMENT PERIOD WILL
[00:16:54] NOW COMMENCE. THANK YOU AGAIN FOR
[00:16:56] JOINING US TODAY.
[00:17:01] WONDERFUL. SO WE DO HAVE SOME FOLKS
[00:17:03] SIGNED UP TO PROVIDE PUBLIC COMMENT.
[00:17:05] CLERK HART WILL GUIDE US THROUGH. THANK
[00:17:08] YOU. GIVE ME JUST ONE MOMENT HERE.
[00:17:21] THANK YOU, MADAM COMMISSIONER VICE
[00:17:23] PRESIDENT. I WILL ALTERNATE BETWEEN OUR
[00:17:25] VIRTUAL SPEAKERS AND OUR IN ROOM
[00:17:27] SPEAKERS TODAY. AND WE WILL BEGIN WITH
[00:17:29] THE IN ROOM SPEAKER, ANDREW SCHIFFER.
[00:17:36] AND ANDREW, IF YOU WOULD REPEAT YOUR
[00:17:38] NAME FOR THE RECORD AND STATE YOUR TOPIC
[00:17:40] RELATED TO THE CONDUCT OF PORT BUSINESS
[00:17:42] FOR US, PLEASE. THANK YOU. SURE.
[00:17:46] HELLO. MY NAME IS ANDREW SCHIFFER AND
[00:17:48] I'M HERE TO GIVE PUBLIC COMMENT ON
[00:17:50] AGENDA ITEM TEN B. 8TH AVENUE SOUTH,
[00:17:52] GATEWAY PARK NORTH. MEMORANDUM OF
[00:17:54] AGREEMENT WITH CITY OF SEATTLE. I'M A
[00:17:57] RESIDENT OF GEORGETOWN AND A MEMBER OF
[00:17:58] THE PORT COMMUNITY ACTION TEAM. THE
[00:18:00] RESIDENTS OF THE GEORGETOWN NEIGHBORHOOD
[00:18:02] OF SEATTLE HAVE BEEN ADVOCATING FOR THIS
[00:18:03] SPACE, KNOWN AS GATEWAY PARK NORTH, TO
[00:18:04] BE TRANSFORMED INTO AN ACCESSIBLE
[00:18:06] SHORELINE PARK SPACE FOR OVER 40 YEARS.
[00:18:09] THIS PARTNERSHIP BETWEEN THE PORT AND
[00:18:10] THE CITY HAS BEEN BUILT OVER MANY YEARS,
[00:18:12] AND THIS NEXT STEP FORWARD WITH THE CITY
[00:18:13] LEADING AND THE PORT CONTRIBUTING FUNDS
[00:18:15] FOR DESIGN AND PERMITTING, IS A CRUCIAL
[00:18:17] ASPECT OF THIS PROJECT ACTUALLY COMING
[00:18:19] TO FRUITION. SO WE, THE COMMUNITY, ARE
[00:18:21] IN SUPPORT OF THIS PROPOSAL. I WANT TO
[00:18:23] THANK THE PORT FOR FOLLOWING THROUGH
[00:18:24] WITH THIS NEXT STEP IN THE PROCESS OF
[00:18:26] MAKING AN ACCESSIBLE SHORELINE PARK IN
[00:18:27] GEORGETOWN A REALITY, AS WAS ORIGINALLY
[00:18:30] AGREED UPON IN THE DUWAMISH VALLEY
[00:18:31] COMMUNITY BENEFITS COMMITMENT. I ALSO

[00:18:34] WANT TO ACKNOWLEDGE THAT THIS IS AN
[00:18:35] INTERMEDIATE STEP FOR DESIGN AND
[00:18:37] PERMITTING AND THAT TO FULFILL ITS
[00:18:39] COMMITMENT, THE PORT WILL NEED TO FOLLOW
[00:18:40] THROUGH THIS PROJECT ALL THE WAY TO THE
[00:18:42] CONSTRUCTION PHASES CURRENTLY PROJECTED
[00:18:43] FOR 2026. I WOULD LIKE TO THANK THE PORT
[00:18:46] STAFF, JOHN SLOAN, DANIEL BUTZICK AND
[00:18:48] GEORGE BLOMBERG, FOR ALL THEIR HARD WORK
[00:18:49] AND CONTRIBUTIONS ON THIS PROJECT, AS
[00:18:51] WELL AS THE GEORGETOWN YOUTH COUNCIL FOR
[00:18:52] CONTINUING TO KEEP THE COMMUNITY AND THE
[00:18:54] PORT INVOLVED IN THIS PROJECT. THANK YOU
[00:18:56] VERY MUCH.
[00:19:00] THANK YOU, ANDREW. OUR NEXT SPEAKER IS
[00:19:02] VIRTUAL, AND IT IS JAKE BOOKWALTER.
[00:19:06] JAKE, IF YOU COULD REPEAT YOUR NAME FOR
[00:19:07] THE RECORD AND STATE YOUR TOPIC RELATED
[00:19:09] TO THE CONDUCT OF PORT BUSINESS,
[00:19:10] PLEASE.
[00:19:13] HELLO. MY NAME IS JAKE BOOKWALTER. I
[00:19:16] WILL BE SPEAKING ON ITEM TEN B RELATED
[00:19:19] TO EIGHTH AVENUE SOUTH FUNDING AND A
[00:19:21] MEMORANDUM OF AGREEMENT WITH THE CITY OF
[00:19:23] SEATTLE. I AM A LIFELONG RESIDENT OF
[00:19:25] GEORGETOWN, AND I'VE BEEN GOING TO
[00:19:27] GATEWAY PARK NORTH SINCE I WAS A KID.
[00:19:29] EVEN AS A KID, I REALIZED THAT SOMETHING
[00:19:32] WASN'T RIGHT WITH THE PARK. IT DIDN'T
[00:19:33] LOOK LIKE OTHER PARKS THAT I VISITED
[00:19:35] WITH MY FAMILY. IT FRANKLY LOOKED LIKE
[00:19:38] IT HADN'T BEEN INVESTED IN, AND THERE
[00:19:41] WAS NEVER ANYONE THERE, WHICH IS NOT
[00:19:44] RIGHT, BECAUSE, AS YOU MAY KNOW, THAT IS
[00:19:46] CURRENTLY GEORGETOWN'S ONLY RIVER
[00:19:47] ACCESS, ONLY PUBLIC GREEN RIVER
[00:19:51] ACCESS. AND AS SUCH,
[00:19:54] WE DESERVE A SORRY, I GOT SIDETRACKED
[00:19:57] APOLOGIES. AS A COMMUNITY, WE DESERVE
[00:20:00] RIVER ACCESS. AND CURRENTLY MUCH
[00:20:04] OF THE COMMUNITY DOESN'T KNOW THAT
[00:20:05] GATEWAY PARK NORTH EXISTS WITH THE
[00:20:08] GEORGETOWN YOUTH COUNCIL. I HAVE
[00:20:09] ORGANIZED CLEANUPS AT THE PARK, AND WE
[00:20:12] HAVE HAD COMMUNITY COME OUT AND THEY'VE
[00:20:13] SEEN THE PARK AND THEY'VE ACKNOWLEDGED
[00:20:15] THAT IT IS A BEAUTIFUL SPACE AND THAT AS
[00:20:18] A COMMUNITY, WE DESERVE TO HAVE THAT
[00:20:19] SPACE FOR THE COMMUNITY AND FOR US TO
[00:20:22] ACCESS AND RECREATE ON THE RIVER. THIS
[00:20:25] IS A CRITICAL NEXT STEP FORWARD FROM THE
[00:20:27] PORT OF SEATTLE TO COMMIT TO WORKING
[00:20:29] WITH THE CITY. AND AS SUCH, AS A MEMBER
[00:20:31] OF THE COMMUNITY, I SUPPORT IT. THANK
[00:20:33] YOU.
[00:20:37] THANK YOU, JAKE. OUR NEXT IN HOUSE
[00:20:39] SPEAKER IS IRIS ANTMAN. IRIS, PLEASE
[00:20:42] REPEAT YOUR NAME FOR THE RECORD AND YOUR
[00:20:43] TOPIC RELATED TO THE CONDUCT OF PORT
[00:20:45] BUSINESS. THANK YOU.
[00:20:49] IT IS. YES. GOOD AFTERNOON.
[00:20:52] MY NAME IS IRIS ANTMAN, AND I'M A MEMBER
[00:20:54] OF SEATTLE CRUISE CONTROL, HERE TO SPEAK

[00:20:57] ABOUT THE HARMS OF CRUISE. CRUISE SHIPS
[00:21:00] POLLUTE OUR WATERS AND AIR, ENDANGER
[00:21:02] COMMUNITY HEALTH, JEOPARDIZE OUR
[00:21:04] CLIMATE, OVERWHELM DESTINATION
[00:21:06] COMMUNITIES AND INFRASTRUCTURE, AND
[00:21:09] EXPLOIT ONBOARD WORKERS. IT'S TIME.
[00:21:12] THE PORT OF SEATTLE ACTS NOW TO REDUCE
[00:21:14] THESE HARMS. THE WORLD IS CHANGING ALL
[00:21:17] AROUND US. WE ARE EXPERIENCING GLOBAL
[00:21:20] WARMING, RESULTING IN INCREASED
[00:21:22] WILDFIRES, DROUGHTS, FLOODING, AND SO
[00:21:24] MUCH MORE. AND WHAT IS THE PORT OF
[00:21:26] SEATTLE DOING PROMOTING MORE CRUISES?
[00:21:30] THIS IS NOT WHAT IS HAPPENING ACROSS THE
[00:21:32] GLOBE WHERE CITIZENS AND THEIR CITIES
[00:21:34] ARE PUSHING BACK. THEY ARE SAYING NO.
[00:21:37] VENICE, ITALY, PLACED A BAN ON LARGE
[00:21:39] CRUISE SHIPS IN 2021. MONTEREY,
[00:21:42] CALIFORNIA, CITY COUNCIL VOTED TO BAN
[00:21:45] CRUISE SHIPS. HOUSTON, TEXAS, IN 2016
[00:21:48] STOPPED WELCOMING CRUISE SHIPS INTO ITS
[00:21:50] HARBOR. KEY WEST, FLORIDA, VOTED IN 2022
[00:21:54] TO ALLOW ONLY ONE CRUISE SHIP PER DAY.
[00:21:57] AMSTERDAM CITY COUNCIL HAS VOTED TO BAN
[00:21:59] CRUISE SHIPS. BARCELONA'S REGIONAL
[00:22:02] GOVERNMENT LAST YEAR SAID IT WILL LIMIT
[00:22:04] CRUISE LINERS ARRIVING AT WHAT WAS ONCE
[00:22:06] EUROPE'S BUSIEST CRUISE TERMINAL. IN
[00:22:09] MARSEILLE, ONE OF EUROPE'S BIGGEST
[00:22:11] CRUISE PORTS, MORE THAN 52,000 PEOPLE
[00:22:14] HAVE SIGNED A PETITION TO BAN POLLUTING
[00:22:17] CRUISE SHIPS FROM THE CITY. BAR HARBOR,
[00:22:19] MAINE, SUCCESSFULLY PASSED CITIZEN
[00:22:21] INITIATIVES TO LIMIT DISEMBARKING
[00:22:23] PASSENGERS TO 1000 PER DAY. CHARLESTON,
[00:22:26] SOUTH CAROLINA OUSTED REPEATED
[00:22:29] ENVIRONMENTAL OFFENDER CARNIVAL, THE
[00:22:31] LARGEST CRUISE SHIP COMPANY IN THE
[00:22:32] WORLD, FROM USING IT AS A HOME PORT.
[00:22:35] AND LA ROCHELLE, FRANCE, IS REDUCING
[00:22:38] CRUISE SHIP SAILINGS TO MEET THEIR
[00:22:40] CLIMATE GOALS. CITIES AND CITIZENS ARE
[00:22:43] PUSHING BACK AGAINST THE HARMS OF
[00:22:44] CRUISE. THEY ARE SAYING NO. AND WHAT IS
[00:22:47] THE PORT OF SEATTLE DOING PROMOTING MORE
[00:22:50] CRUISES? THERE'S SOMETHING TERRIBLY
[00:22:52] WRONG WITH THIS PICTURE, AND ONLY YOU
[00:22:54] CAN FIX IT. PLEASE STOP PROMOTING MORE
[00:22:56] CRUISES. IT'S TIME TO CAP AND REDUCE
[00:22:59] CRUISE SAILINGS. THANK YOU VERY MUCH.
[00:23:03] THANK YOU, IRIS.
[00:23:09] OUR NEXT VIRTUAL SPEAKER IS JC. HARRIS.
[00:23:11] JC. IF YOU'RE ON THE LINE, PLEASE REPEAT
[00:23:13] YOUR NAME FOR THE RECORD AND STATE YOUR
[00:23:15] TOPIC RELATED TO THE CONDUCT OF PORT
[00:23:17] BUSINESS, PLEASE. MY NAME IS JC.
[00:23:21] HARRIS, AND THE TOPIC IS TAX
[00:23:24] LEVY COMMISSIONERS.
[00:23:28] IT'S WITH A HEAVY HEART. EVERY YEAR I
[00:23:30] HEAR THE ANNUAL DISCUSSION OF YOUR TAX
[00:23:32] LEVY, DESPITE YOUR CLAIMS TO BE THE MOST
[00:23:35] PROGRESSIVE COMMISSION IN SO MANY YEARS.
[00:23:37] IN FACT, THE TAX LEVY IS EVIDENCE THAT

[00:23:41] THINGS ARE ACTUALLY GETTING LESS
[00:23:43] EQUITABLE. FOR CITIES LIKE DES MOINES,
[00:23:46] THE OPTICS ON PROJECTS LIKE THE WIND
[00:23:48] FARM SOUND FABULOUS. BUT FOR AIRPORT
[00:23:51] COMMUNITIES, THEY ARE A DISTRACTION.
[00:23:54] YOU CONTINUE TO MAKE MORE REVENUE, BUT
[00:23:56] THE AMOUNT COMING BACK TO COMMUNITIES
[00:23:58] LIKE DES MOINES ACTUALLY DECLINES.
[00:24:02] THE TAX LEVY IS PARTICULARLY ONEROUS
[00:24:05] TO DES MOINES FOR TWO REASONS. AS YOU
[00:24:08] WELL KNOW, YOU TAKE THE LION'S SHARE OF
[00:24:10] THAT MONEY TO PAY OFF YOUR BONDS. WE
[00:24:13] LITERALLY PAY YOU TO EXPAND THE AIRPORT
[00:24:15] AND INCREASE THE NOISE AND POLLUTION.
[00:24:18] AND THEN THE TINY PERCENTAGE OF THAT
[00:24:20] LEVY, WHICH PROVIDES GRANTS FOR ECONOMIC
[00:24:23] AND ENVIRONMENT IS SIMPLY A
[00:24:25] REDISTRIBUTION OF OUR OWN MONEY. AND
[00:24:28] MUCH OF IT IS LEFT ON THE TABLE BECAUSE
[00:24:31] THERE ARE OFTEN NOT GROUPS TO EVEN
[00:24:33] APPLY. THE BIGGEST MITIGATION YOU COULD
[00:24:36] MAKE IN A STROKE OF A PEN FOR
[00:24:38] COMMUNITIES LIKE DES MOINES WOULD BE
[00:24:40] EITHER, A SIMPLY GIVE US THE SAME DEAL
[00:24:44] THAT YOU GIVE THE CITY OF SEATAC, OR B
[00:24:47] JUST REBATE OUR SHARE OF THAT TAX LEVY.
[00:24:51] OKAY? JUST DON'T TAKE THE MONEY IN THE
[00:24:53] FIRST PLACE. FIRST OF ALL, WE WOULDN'T
[00:24:56] HAVE THE INSULT OF PUNCHING OURSELVES IN
[00:24:58] THE FACE WITH YOUR DEVELOPMENT. AND
[00:25:02] SECOND OF ALL, IT WOULD COMPLETELY
[00:25:04] REMOVE THE WHOLE RUBE GOLDBERG OF
[00:25:06] ADMINISTRATIVE COSTS. THE LIFEBLOOD OF
[00:25:09] ANY COMMUNITY LIKE DES MOINES IS
[00:25:11] STRUCTURAL REVENUE, NOT GRANTS. YOU CAN
[00:25:14] PROVIDE THAT TO US PREDICTABILITY.
[00:25:17] AND LAST BUT NOT LEAST, WE KNOW THE
[00:25:20] NEEDS OF OUR COMMUNITY BETTER THAN YOU
[00:25:23] EVER WILL. SO ONE WONDERS WHY YOU
[00:25:27] JUST CAN'T STOP TRYING TO DO THAT.
[00:25:30] PLEASE HELP US WITH THAT. AND THANK YOU
[00:25:33] VERY MUCH FOR YOUR TIME.
[00:25:36] THANK YOU, JC.
[00:25:40] OUR NEXT SPEAKER IN HOUSE IS MICHAEL
[00:25:42] CARTER.
[00:25:49] MICHAEL CARTER.
[00:25:53] OKAY, WE'LL COME BACK TO MICHAEL. GOING
[00:25:55] BACK TO OUR VIRTUAL LIST, THE SPEAKER IS
[00:25:58] IAN BRIGHT. IAN, IF YOU'RE ON THE LINE,
[00:26:00] PLEASE GO AHEAD AND REPEAT YOUR NAME FOR
[00:26:02] THE RECORD AND STATE YOUR TOPIC RELATED
[00:26:04] TO THE CONDUCT OF PORT BUSINESS,
[00:26:05] PLEASE.
[00:26:09] HELLO, I'M IAN BRIGHT. I'M GOING TO TALK
[00:26:12] ABOUT ITEM TEN, B EIGHTH AVENUE SOUTH,
[00:26:14] OR AS WE CALL IT, GATEWAY PARK NORTH.
[00:26:17] I'M THE CO FOUNDER WITH JAKE AND
[00:26:21] THE CURRENT PROGRAM COORDINATOR, SO I
[00:26:24] FIRST WANTED TO RE HIGHLIGHT THE
[00:26:26] IMPORTANCE OF HAVING ACCESS TO WATER IN
[00:26:29] GEORGETOWN. SINCE GEORGETOWN IS SUCH AN
[00:26:31] INDUSTRIAL AREA, THE IMPORTANCE
[00:26:36] OF GREEN SPACES IS ELEVATED.

[00:26:40] THE GEORGETOWN YOUTH COUNCIL HAS BEEN
[00:26:41] WORKING ON GATEWAY PARK NORTH FOR YEARS,
[00:26:43] BUT THE COMMUNITY HAS BEEN WORKING ON
[00:26:45] THE PARK FOR 40 YEARS. THIS AMOUNT OF
[00:26:48] TIME SHOWS HOW IMPORTANT IT IS TO THE
[00:26:49] COMMUNITY. JAKE AND I HAVE SEEN HUNDREDS
[00:26:53] OF PEOPLE SPEND THEIR WEEKENDS CLEANING
[00:26:55] UP THE PARK FOR HOURS.
[00:26:59] AND I JUST WANTED TO SAY THANK YOU TO
[00:27:01] THE PORT FOR SUPPORTING GATEWAY PARK
[00:27:02] NORTH. YEAH,
[00:27:09] THANK YOU SO MUCH, IAN. AND CALLING ONE
[00:27:12] LAST TIME FOR MICHAEL CARTER.
[00:27:16] OKAY. AND NO MICHAEL CARTER IN THE ROOM.
[00:27:18] MADAM COMMISSION. VICE PRESIDENT. THANK
[00:27:21] YOU, CLERK HART. THAT CONCLUDES OUR
[00:27:22] SIGNUPS FOR TODAY. WE'LL SCAN THE ROOM
[00:27:24] TO SEE IF THERE'S ANYBODY HERE IN PERSON
[00:27:26] WHO'D LIKE TO PROVIDE PUBLIC COMMENT.
[00:27:34] AND WE'LL CHECK TO SEE THE VIRTUAL SPACE
[00:27:36] IF THERE'S ANYBODY ONLINE WHO'D LIKE TO
[00:27:38] PROVIDE PUBLIC COMMENT.
[00:27:42] GOING ONCE, GOING TWICE.
[00:27:45] ALL RIGHT, AT THIS TIME, I'LL ASK THE
[00:27:49] CLERK TO PLEASE GIVE A SYNOPSIS OF ANY
[00:27:51] WRITTEN COMMENTS THAT WE HAVE RECEIVED.
[00:27:53] THANK YOU. GOOD AFTERNOON, MADAM.
[00:27:54] COMMISSION. VICE PRESIDENT. MEMBERS OF
[00:27:56] THE COMMISSION, EXECUTIVE DIRECTOR
[00:27:57] METRUCK, WE HAVE RECEIVED ONE WRITTEN
[00:27:59] COMMENT FOR TODAY'S MEETING. THIS HAS
[00:28:01] BEEN PREVIOUSLY DISTRIBUTED TO YOU AND
[00:28:03] WILL BECOME A PART OF THE MEETING
[00:28:04] RECORD. HERE TODAY. THE COMMENT COMES
[00:28:07] FROM NICK REYNOLDS, WHO WRITES IN
[00:28:09] SUPPORT OF ITEM TEN B AND TO EXPRESS AYE.
[00:28:11] HOPE FOR A POSITIVE OUTCOME RELATED TO
[00:28:13] IMPROVEMENTS AND ONGOING WORK AT GATEWAY
[00:28:16] PARK NORTH, NOTING THAT A GATHERING
[00:28:18] SPACE WOULD BE APPRECIATED BY THE
[00:28:19] COMMUNITY FOR GENERATIONS TO COME. AND
[00:28:22] THAT CONCLUDES OUR WRITTEN COMMENTS
[00:28:23] RECEIVED TODAY. VERY GOOD. HEARING NO
[00:28:25] FURTHER PUBLIC TESTIMONY, WE WILL MOVE
[00:28:27] TO THE CONSENT AGENDA. ITEMS ON THE
[00:28:30] CONSENT AGENDA ARE CONSIDERED ROUTINE
[00:28:32] AND WILL BE ADOPTED BY ONE MOTION. THE
[00:28:34] ITEMS THAT ARE REMOVED FROM THE CONSENT
[00:28:36] AGENDA WILL BE CONSIDERED SEPARATELY.
[00:28:38] IMMEDIATELY AFTER ADOPTION OF THE
[00:28:40] REMAINING CONSENT AGENDA ITEMS,
[00:28:42] COMMISSIONER FELLEMAN DID REMOVE ITEM
[00:28:46] EIGHT H. SO AT THIS TIME, I'M
[00:28:47] ENTERTAINING A MOTION TO APPROVE THE
[00:28:49] CONSENT AGENDA COVERING ITEMS EIGHT A
[00:28:52] THROUGH G. SO COVID.
[00:28:57] THANK YOU. THE MOTION HAS BEEN MOVED AND
[00:28:59] SECONDED BY COMMISSIONERS MOHAMMED AND
[00:29:01] FELLEMAN. AT THIS TIME, COMMISSIONERS,
[00:29:04] PLEASE SAY AYE OR NAY WHEN YOUR NAME
[00:29:08] IS CALLED FOR APPROVAL OF THE CONSENT
[00:29:09] AGENDA, BEGINNING WITH COMMISSIONER
[00:29:11] CALKINS. AYE. THANK YOU. COMMISSIONER

[00:29:14] FELLEMAN. AYE. THANK YOU. COMMISSIONER
[00:29:17] HASEGAWA. AYE. THANK YOU. AND
[00:29:20] COMMISSIONER MOHAMMED. AYE. THANK YOU.
[00:29:22] FOUR AYES, ZERO NAYS FOR THIS ITEM. THE
[00:29:25] ITEM THE MOTION CARRIES. THANK YOU. SO
[00:29:28] AT THIS TIME EXECUTIVE DIRECTOR METRUCK,
[00:29:30] WILL YOU PLEASE INTRODUCE ITEM EIGHT H?
[00:29:33] LET ME GO AHEAD AND READ THAT INTO THE
[00:29:34] RECORD. SURE. THIS IS ITEM EIGHT
[00:29:38] H. AUTHORIZATION FOR THE EXECUTIVE
[00:29:40] DIRECTOR TO ADVERTISE AND EXECUTE A
[00:29:42] CONSTRUCTION CONTRACT FOR 2024 AIRFIELDS
[00:29:45] PROJECT. CONTRACT ONE TO TRANSFER BUDGET
[00:29:48] AUTHORIZATION AS NECESSARY BETWEEN THE
[00:29:50] 2024 AIRFIELD PROJECTS TO TRANSFER
[00:29:53] BUDGET AND AUTHORIZATION FOR GATE B
[00:29:56] ELEVEN PASSENGER LOADING BRIDGE CIVIL
[00:29:58] FOUNDATION FROM THE PLB PHASE THREE
[00:30:00] PROJECT TO THE 2021 THROUGH 2025.
[00:30:03] AIRFIELD PAVEMENT AND SUPPORTING
[00:30:05] INFRASTRUCTURE REPLACEMENT PROGRAM TO
[00:30:08] PROCURE LONG LEAD ITEMS TO INCLUDE A
[00:30:10] PROJECT LABOR AGREEMENT FOR THE
[00:30:11] CONTRACT. AND TO AUTHORIZE USE OF PORT
[00:30:14] CREWS FOR ABATEMENT WORK FOR A TOTAL
[00:30:15] REQUESTED AMOUNT OF \$50,500,000 AND A
[00:30:19] TOTAL ESTIMATED PROJECT COST OF
[00:30:21] \$200,300,000.
[00:30:25] COMMISSIONERS, MAINTAINING OUR AIRFIELD
[00:30:27] IS ESSENTIAL FOR SAFE OPERATIONS OF
[00:30:29] AIRCRAFT AT OUR AIRPORT. THIS ACTION
[00:30:32] REPLACES DISTRESSED AIRFIELD PAVEMENT,
[00:30:34] JOINT SEALANT, AS WELL AS CONDUCT SOME
[00:30:36] DRAINAGE WORK ON OUR TAXI LANES. WE
[00:30:38] ANTICIPATE A FEDERAL GRANT REIMBURSEMENT
[00:30:40] OF \$8 MILLION FOR 2024 AND 50 MILLION
[00:30:43] OVER THE EXPECTED LIFE OF THE PROGRAM.
[00:30:45] SO WE HAVE A NUMBER OF PRESENTERS HERE.
[00:30:47] I'M NOT SURE. SO ROBERT KAKILIS,
[00:30:51] AIRPORT OPERATIONS, DEVELOPMENT MANAGER,
[00:30:53] AIRFIELD OPERATIONS. AND ISA AND
[00:30:57] GUBA CAPITAL,
[00:30:59] PROJECT MANAGER FROM PROJECT MANAGEMENT
[00:31:03] GROUP. SO I GUESS TURN OVER TO ROBERT
[00:31:06] FIRST. AND I BELIEVE WE HAVE PAUL SHEN
[00:31:09] FROM OUR FACILITIES INFRASTRUCTURE ON
[00:31:11] THE PHONE. I BELIEVE. YEAH, I'M ONLINE.
[00:31:15] I'D JUST LIKE TO APOLOGIZE AHEAD OF TIME
[00:31:16] FOR NOT GIVING YOU THE HEADS UP
[00:31:18] BEFOREHAND, BUT THANK YOU FOR BEING ABLE
[00:31:20] TO DO THIS ON THE FLY. WE WERE GOING TO
[00:31:22] BE HERE ANYWAY, SO NO WORRIES, I'M SURE.
[00:31:25] YEAH. ACTUALLY RELISH THE OPPORTUNITY TO
[00:31:27] PRESENT THIS WORK. THIS IS GREAT WORK.
[00:31:29] DO YOU WANT US TO GO THROUGH THE
[00:31:30] PRESENTATION OR JUST ASK QUESTIONS OR
[00:31:34] COMMISSIONER, THERE IS A SHORT
[00:31:35] PRESENTATION. WE CAN GO THROUGH THOSE.
[00:31:37] I THINK THAT'S A GOOD WAY TO GO. AND
[00:31:38] THEN WE CAN ANSWER QUESTIONS.
[00:31:43] SO EVERYTHING THE CLERK READ INTO THE
[00:31:46] RECORD IS CORRECT ON A HIGH LEVEL, JUST
[00:31:48] TO SET THE STAGE.

[00:31:51] SEATAC IS A VERY SMALL FOOTPRINT. AND AS
[00:31:53] COOL AS IT IS TO BUILD ALL THESE NEW
[00:31:55] FACILITIES ON THE AIRFIELD, LIKE THE IF
[00:31:57] NORTH STAR AND SOON TO BE CCE PROJECT
[00:32:01] CONCOURSE EXPANSION, WE HAVE A LOT OF
[00:32:03] OLD STUFF OUT THERE, TOO, THAT NEEDS TO
[00:32:04] BE REPLACED AND MAINTAINED. SO THIS
[00:32:07] PROJECT IS TO THIS CONTRACT, I SHOULD
[00:32:09] SAY, BECAUSE THERE'S MORE THAN ONE
[00:32:10] CAPITAL PROJECT IS TO REPLACE A WHOLE
[00:32:13] BUNCH OF OLD PAVEMENT THAT'S OUT IN
[00:32:15] FRONT OF MAINLY CONCOURSE B FOR NEXT
[00:32:17] YEAR, MAINLY. IN ADDITION TO THAT,
[00:32:20] REPLACE SOME OF THE IN GROUND
[00:32:22] INFRASTRUCTURE UTILITIES THAT ARE ALL
[00:32:24] UNDERSIZED OR OVER CAPACITY AT THE SAME
[00:32:27] TIME. ALSO TRANSFER SOME AUTHORIZATION
[00:32:31] FROM THE PASSENGER LOADING BRIDGE CIP TO
[00:32:33] THIS PROJECT. AGAIN, THE IDEA BEING WE
[00:32:36] HAVE A LOT OF WORK OUT THERE IN A VERY
[00:32:37] CONFINED FOOTPRINT, AND BY BRINGING THEM
[00:32:40] ALL INTO ONE CONTRACT, IT MAKES IT MUCH
[00:32:41] MORE EFFICIENT DOLLAR WISE AND TIME
[00:32:43] WISE, BUT ALSO A LOT LESS IMPACTFUL TO
[00:32:45] OUR PASSENGERS AND TO OUR AIRLINE
[00:32:47] CUSTOMERS. SO THE AMOUNT OF
[00:32:51] THE AUTHORIZATION REQUEST IS FOR
[00:32:53] \$50,500,000 FOR THIS, FOR A TOTAL
[00:32:57] ESTIMATE OF 200. GOT TO
[00:33:00] START WEARING THESE NOW,
[00:33:02] \$200,300,000. AND IF
[00:33:06] YOU WANT TO GO INTO MORE DETAILS, ESSAY
[00:33:07] IS HERE TO KEEP GOING THROUGH THE
[00:33:08] PRESENTATION.
[00:33:13] VERY GOOD.
[00:33:20] SURE. I WOULD CONTINUE ON THE
[00:33:22] PRESENTATION. THERE'S JUST A FEW. GOOD
[00:33:25] AFTERNOON, EVERYONE. SO, AS ROB
[00:33:28] MENTIONED, THIS IS PART OF OUR
[00:33:31] PROGRAMMATIC APPROACH OF REPLACING
[00:33:34] DAMAGED PAVEMENT AND SUPPORTING
[00:33:36] STRUCTURE. TODAY WE ARE HERE TO ASK
[00:33:39] FOR THE 2024 PAVEMENT
[00:33:43] REPLACEMENT SCOPE AS WELL AS THE FL
[00:33:45] UTILITY REPLACEMENT SCOPE. IT'S WORTH
[00:33:49] MENTIONING THAT THE PAVEMENT REPLACEMENT
[00:33:51] SCOPE IS THE YEAR FOUR OF A FIVE YEAR
[00:33:54] PROGRAM THAT BEGAN IN 2021 AND WILL
[00:33:58] BE CONCLUDED IN 2025.
[00:34:01] WE ARE ALSO RECEIVING
[00:34:05] GRANT FOR A PORTION OF THE
[00:34:08] SCOPE. SO CALL THE ROLL THAT WILL BE
[00:34:11] PERFORMED WILL BE GRANT ELIGIBLE. WE ARE
[00:34:13] SLATED TO RECEIVE \$8 MILLION. THE WORK
[00:34:17] IS CURRENTLY SCHEDULED TO BE ADVERTISED
[00:34:21] NEXT MONTH AND WE ARE PLANNING
[00:34:25] TO BE DONE WITH THE WORK BY THE END OF
[00:34:28] 2024, IN DECEMBER.
[00:34:31] UM,
[00:34:39] SO THE FIRST PART OF THIS PROJECT,
[00:34:42] AS I MENTIONED, IS THE PAVEMENT AND
[00:34:44] SUPPORTING INFRASTRUCTURE, WHICH FOCUSES
[00:34:47] ON REPLACING DISTRESS PAVEMENT. 2024

[00:34:49] SCOPE WILL BE FOCUSING ON TAXI LANE
[00:34:52] WHISKEY, WHICH IS JUST LOCATED WEST OF
[00:34:54] CONCOURSE B. AND WE'RE ALSO GOING TO BE
[00:34:56] REPLACING THE APRON ASSOCIATED WITH THAT
[00:34:59] TERMINAL. NEXT SLIDE, PLEASE.
[00:35:03] AND THE FL UTILITY IMPROVEMENT PROJECT
[00:35:06] FOCUSES ON REPLACING DISTRESSED
[00:35:10] UTILITIES AS WELL AS UPGRADING THOSE
[00:35:13] UTILITIES TO MEET OUR PROJECTED
[00:35:17] GROWTH. AND WE ARE GOING
[00:35:20] TO BE COMBINING BOTH PROJECTS
[00:35:24] INTO ONE CONSTRUCTION PACKAGE TO TAKE
[00:35:27] ADVANTAGE OF, TO REDUCE THE IMPACTS
[00:35:31] TO THE AIRPORT OPERATION. NEXT.
[00:35:37] SO ON THIS EXHIBIT, YOU CAN SEE THE
[00:35:40] GENERAL LOCATION OF THE WORK. AS I
[00:35:42] MENTIONED, THE TAXI LANE WHISKEY THERE
[00:35:45] YOU SEE IN THE BIG RECTANGLE IS JUST
[00:35:47] WEST OF THE CONCOURSE B AND CENTRAL
[00:35:49] TERMINAL. BUT WE'RE ALSO GOING TO BE
[00:35:51] REPLACING THE APRON AREAS THAT ARE
[00:35:53] ADJACENT TO THE BUILDING.
[00:35:59] SO, AS I MENTIONED, CONSTRUCTION IS
[00:36:01] SCHEDULED TO TAKE PLACE IN 2024 SECOND
[00:36:04] QUARTER, AND WE ARE PLANNING TO BE DONE
[00:36:08] WITH THE WORK BY THE END OF 2024.
[00:36:15] SO THE TWO PROGRAMS THAT I JUST COVERED,
[00:36:18] THE 2021 TO 2025 AIRFIELD PAYMENT AND
[00:36:21] SUPPORTING INFRASTRUCTURE PIECE. THE
[00:36:24] AMOUNT WE'RE ASKING FOR UNDER THIS
[00:36:26] CONTRACT IS FOR YEAR FOUR, WHICH IS
[00:36:28] 32,620,000 OF THE 160,000,000
[00:36:34] PROGRAM BUDGET. AND THEN THE SECOND
[00:36:37] PORTION OF THE PROJECT IS THE FL UTILITY
[00:36:39] IMPROVEMENT. AND WE ARE REQUESTING
[00:36:41] 17,880,000 OF
[00:36:46] THE 40,272,000
[00:36:51] PROJECT COST FOR A COMBINED OF
[00:36:54] 50,500,000. AND THE TOTAL
[00:36:58] PROGRAM COST IS 200,300,000.
[00:37:05] THANK YOU VERY MUCH. PERFECT. SO,
[00:37:08] COMMISSIONER, THE ITEM BEFORE US IS
[00:37:10] REQUESTING AUTHORIZATION FOR THE
[00:37:12] EXECUTIVE DIRECTOR TO ADVERTISE AND
[00:37:13] EXECUTE A CONSTRUCTION CONTRACT FOR THE
[00:37:16] 2024 AIRFIELD PROJECTS. CONTRACT ONE TO
[00:37:18] TRANSFER BUDGET AND AUTHORIZATION IS
[00:37:20] NECESSARY BETWEEN THE 2024 AIRFIELD
[00:37:23] PROJECTS TO TRANSFER BUDGET
[00:37:24] AUTHORIZATION FOR GATE B ELEVEN
[00:37:25] PASSENGER LOADING BRIDGE PLB CIVIL
[00:37:28] FOUNDATION FROM THE PLB PHASE THREE
[00:37:30] PROJECT TO THE 2021 TO 2025 AIRFIELD.
[00:37:32] PAVEMENT AND SUPPORTING INFRASTRUCTURE
[00:37:34] REPLACEMENT PROGRAM TO PROCURE LONG LEAD
[00:37:38] ITEMS, TO INCLUDE A PROJECT LABOR
[00:37:40] AGREEMENT FOR THE CONTRACT AND TO
[00:37:42] AUTHORIZE USE OF PORT CREWS FOR
[00:37:44] ABATEMENT WORK FOR A TOTAL REQUESTED
[00:37:46] AMOUNT OF \$50,500,000 AND A TOTAL
[00:37:49] ESTIMATED PROJECT COST OF \$200,300,000.
[00:37:53] DO I HAVE A MOTION?
[00:37:56] SO MOVED. DO I HAVE A SECOND? ARE THERE

[00:37:59] ANY QUESTIONS OR COMMENTS FOR STAFF AT
[00:38:01] THIS TIME, COMMISSIONER CALKINS?
[00:38:04] SO IF WE GO BACK TO SLIDE
[00:38:08] SIX,
[00:38:19] THAT HAS GOT TO BE SOME OF THE BUSIEST
[00:38:21] REAL ESTATE ON OUR RAMP. SO HOW DO WE DO
[00:38:24] THIS WHILE WE'VE GOT PLANES AND TRUCKS
[00:38:27] AND EVERYBODY TAXIING AROUND THIS AND
[00:38:30] STILL STAY ON THAT SIX MONTH TIMELINE?
[00:38:34] THAT'S A REALLY GOOD QUESTION. SO A LOT
[00:38:37] OF PLANNING HAS CONDUCTED A
[00:38:41] VERY ROBUST WE DEVELOPED A VERY ROBUST
[00:38:45] COMMUNICATION PLAN. AND FOR ALMOST A
[00:38:48] YEAR AND A HALF, WE'VE BEEN EXECUTING
[00:38:51] THAT PLAN, WHICH INCLUDES LOTS OF
[00:38:53] COORDINATION WITH AIRLINES OPERATIONS.
[00:38:56] WE CONDUCTED A SAFETY RISK MANAGEMENT
[00:38:59] PANEL WHICH INVOLVED THE FAA TOWER.
[00:39:03] BUT TO MAKE IT SIMPLE, WE'VE DEVELOPED
[00:39:07] ALL THIS WORK INTO NINE CONSTRUCTION
[00:39:11] PHASES, AND EACH PHASE WILL BE
[00:39:15] CLOSING APPROXIMATELY TWO TO THREE GATES
[00:39:17] PER PHASE TO REDUCE
[00:39:21] THE IMPACT THAT WAY. AND ALSO BASED
[00:39:25] ON FEEDBACK WE RECEIVED FROM THE
[00:39:27] STAKEHOLDERS, WE'VE ALSO PHASED THE WORK
[00:39:30] SO THAT THE MOST IMPACTFUL PORTION OF
[00:39:32] THE WORK, WHICH IS THAT TAXI LANE
[00:39:34] WHISKEY WILL BE FULLY RESTORED
[00:39:38] DURING THE SUMMER PEAK SEASON, THREE
[00:39:40] MONTHS. SO FOR SIX WEEKS,
[00:39:44] WE'RE NOW GOING TO BE WORKING ON THE
[00:39:46] TAXI LANE RECONSTRUCTION. DURING THAT
[00:39:49] PERIOD, WE'LL BE FOCUSING ON THE APRON
[00:39:51] AREAS ADJACENT TO THE TERMINAL.
[00:39:54] SO LOTS OF COORDINATION. WE'VE MET
[00:39:58] WITH DIFFERENT STAKEHOLDERS ON A BI
[00:40:01] WEEKLY BASIS TO MAKE SURE THAT WE ARE
[00:40:04] GETTING INPUTS FROM ALL THE
[00:40:05] STAKEHOLDERS. THANK YOU. MR.
[00:40:09] FELLEMAN, THANKS AGAIN FOR THE
[00:40:13] PRESENTATION ON SUCH SHORT NOTICE. I
[00:40:16] JUST SAW JUST I GUESS IT'S IN THE
[00:40:19] APPENDIX, THE LAST PAGE OF THE
[00:40:22] PRESENTATION, WHERE YOU TALK ABOUT RISKS
[00:40:27] AND MITIGATIONS. AND SO THIS IS A HUGE
[00:40:30] PROJECT THAT'S UNDER A PROJECT LABOR
[00:40:32] AGREEMENT, BUT YOU'RE PUTTING
[00:40:36] AS A PROBABILITY OR AN IMPACT OF MEDIUM
[00:40:39] ASSOCIATED WITH LABOR AND SUPPLIER
[00:40:42] AGREEMENT NEGOTIATIONS THAT MIGHT IMPACT
[00:40:45] CONSTRUCTION IF THERE'S A STRIKE. SO
[00:40:47] WE'RE TALKING ABOUT THE STRIKE BEING
[00:40:49] WITH THE SUPPLIERS, NOT WITH US.
[00:40:52] THAT'S WHAT WE'RE TALKING.
[00:40:56] AND DO YOU HAVE REASON TO BELIEVE
[00:40:57] THERE'S A CONCERN ABOUT THIS?
[00:41:01] WELL, WE ARE PLANNING TO INCLUDE
[00:41:05] A PROJECT LABOR AGREEMENT TO HELP
[00:41:07] MITIGATE THAT RISK. BUT WE ALSO, AS FAR
[00:41:10] AS THE LONG LEAD ITEMS, WE'RE PLANNING
[00:41:12] TO PROCURE THOSE MATERIALS AHEAD OF
[00:41:15] TIME. THE LONG LEAD ITEMS.

[00:41:19] SO I'M JUST CLARIFYING THAT YOU'RE A
[00:41:21] RISK OF STRIKE? OH, NO, NOT AT THE
[00:41:24] MOMENT. BASED ON ALL THE LABOR
[00:41:27] CONTRACTS THAT ARE GOING TO BE EXPIRING,
[00:41:30] WE THINK THE RISK IS MEDIUM.
[00:41:36] ALL RIGHT. SO AGAIN, JUST TO CLARITY,
[00:41:38] THAT'S BETWEEN THE SUPPLIER AND THEM,
[00:41:42] NOT BETWEEN IT WOULD BE KIND OF HARD TO
[00:41:44] BELIEVE THAT IF WE HAVE A PLA THAT WE'D
[00:41:47] BE CONCERNED ABOUT STRIKES, IT'S BETWEEN
[00:41:50] THE SUPPLIER AND THE CONTRACTOR.
[00:41:53] RIGHT. THEN THE ONLY OTHER THING WAS THE
[00:41:57] 8% DBE GOAL.
[00:42:01] RIGHT. AND THAT WAS DETERMINED BASED
[00:42:05] ON WHAT WE THINK IS AVAILABLE FOR SUCH A
[00:42:08] BIG JOB? THAT'S CORRECT.
[00:42:11] THE DBE GOAL WAS ESTABLISHED BY OUR
[00:42:14] DIVERSITY AND CONTRACTING OFFICE AT 8%,
[00:42:19] AND IT'S BASED ON THE
[00:42:23] TYPE OF WORK AND THE ACDBE AVAILABILITY
[00:42:28] ANALYSIS THAT WAS PERFORMED. THAT'S HOW
[00:42:30] THE GOAL WAS ESTABLISHED. I THANK YOU,
[00:42:34] AND I WISH YOU THE BEST OF LUCK IN THE
[00:42:36] SCHEDULING OF THIS GREATLY CHALLENGING
[00:42:38] AND EXPENSIVE PROJECT. BUT THANKS AGAIN
[00:42:41] FOR SHARING THAT WITH US. YOU'RE
[00:42:42] WELCOME. ALL RIGHT, SEEING NO FURTHER
[00:42:45] QUESTIONS OR COMMENTS, COMMISSIONERS,
[00:42:47] PLEASE SAY AYE OR NAY WHEN YOUR NAME IS
[00:42:48] CALLED. THANK YOU. BEGINNING WITH
[00:42:50] COMMISSIONER CALKINS. AYE. THANK YOU.
[00:42:53] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[00:42:55] COMMISSIONER HASEGAWA. AYE. THANK YOU.
[00:42:58] AND COMMISSIONER MOHAMMED. THANK YOU.
[00:43:00] FOUR AYES. ZERO NAYS FOR THIS ITEM.
[00:43:02] THANK YOU, CLERK HART. AND THANK YOU,
[00:43:03] STAFF, FOR PRESENTING THE MOTION PASSES.
[00:43:07] FOR THE RECORD, THE MOTION PASSES. WE
[00:43:10] HAVE TWO ADDITIONAL ITEMS TODAY LISTED
[00:43:12] UNDER NEW BUSINESS. CLERK HART, PLEASE
[00:43:14] READ THE FIRST ITEM INTO THE RECORD AND
[00:43:16] EXECUTIVE DIRECTOR METRUCK WILL INTRODUCE
[00:43:17] THE ITEM. THANK YOU, COMMISSIONER. VICE
[00:43:21] PRESIDENT, THIS IS AGENDA ITEM TEN, A
[00:43:23] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR
[00:43:25] TO ENTER INTO A MEMORANDUM OF AGREEMENT
[00:43:27] WITH KING COUNTY TO JOIN THE COALITION
[00:43:28] FOR CLIMATE CAREERS IN THE AMOUNT OF
[00:43:31] \$100,000.
[00:43:34] COMMISSIONERS, WHILE I HAVE THE
[00:43:36] AUTHORITY TO SIGN THIS MEMORANDUM OF
[00:43:37] AGREEMENT, UNDER THE NEW DELEGATION OF
[00:43:39] AUTHORITY, WE ARE BRINGING IT FORWARD TO
[00:43:41] THE COMMISSION IN PUBLIC SESSION. SINCE
[00:43:42] THE COMMISSION HAS DIRECTED THE PORT TO
[00:43:44] IMPLEMENT A GREEN CAREERS WORKFORCE
[00:43:46] DEVELOPMENT STRATEGY, THROUGH RESOLUTION
[00:43:49] 37 76. THIS ACTION PROVIDES SEED FUNDING
[00:43:52] FOR A NEW COLLABORATIVE THAT WILL BRING
[00:43:54] TOGETHER PUBLIC AND PRIVATE
[00:43:55] ORGANIZATIONS AS WELL AS FRONTLINE
[00:43:57] COMMUNITIES TO DEVELOP A REGIONAL
[00:43:59] APPROACH TO GREEN JOBS. WE'RE EXCITED TO

[00:44:01] SUPPORT THIS INNOVATIVE NEW EFFORT TO
[00:44:04] HELP BREAK DOWN REGIONAL SILOS FOR GREEN
[00:44:06] JOB CREATION. WE BELIEVE THAT THIS
[00:44:08] EFFORT WILL BE A GREAT COMPLEMENT TO OUR
[00:44:10] EXISTING PORT SPECIFIC PROGRAMS. THE
[00:44:12] PRESENTER THIS AFTERNOON IS TIFFANY
[00:44:14] SEVILLA. TIFFANY,
[00:44:18] THANK YOU, EXECUTIVE DIRECTOR AND PORT
[00:44:20] OF SEATTLE COMMISSIONERS, FOR CARRYING
[00:44:22] OUT THIS INVITATION TODAY. AS THE
[00:44:25] EXECUTIVE DIRECTOR SAID, I'M SPEAKING
[00:44:27] ABOUT A PROPOSED MEMORANDUM OF AGREEMENT
[00:44:29] WITH KING COUNTY FOR THE PORT TO JOIN
[00:44:31] THE COALITION FOR CLIMATE CAREERS. NEXT
[00:44:34] SLIDE, PLEASE. I'LL START BY TALKING
[00:44:37] ABOUT HOW WE GOT HERE. SO, THIS BUILDS
[00:44:41] UPON A LONG HISTORY OF THE PORT OF
[00:44:43] SEATTLE COMMISSION AND OTHER REGIONAL
[00:44:45] GOVERNMENT AGENCIES EMPHASIZING THE
[00:44:48] IMPORTANCE OF GREEN JOBS WORKFORCE
[00:44:50] DEVELOPMENT COLLABORATION THROUGHOUT OUR
[00:44:52] REGION. IN JUNE OF 2020 IN THE WORKFORCE
[00:44:55] DEVELOPMENT POLICY DIRECTIVE, THE PORT
[00:44:57] OF SEATTLE COMMISSION DIRECTED THE PORT
[00:45:00] TO IMPLEMENT STRATEGIES FOR GREEN
[00:45:02] CAREERS WORKFORCE DEVELOPMENT AND
[00:45:05] CONTINUES TO URGE US TO BREAK DOWN
[00:45:08] SILOS, WHICH LED US IN 2021
[00:45:11] TO BEGIN MEETING WITH OUR COUNTERPARTS
[00:45:13] AT KING COUNTY AND THE CITY OF SEATTLE,
[00:45:16] WHO HAVE ALSO BEEN RAMPING UP THEIR
[00:45:18] GREEN JOBS WORKFORCE DEVELOPMENT
[00:45:20] PRIORITIES. WE STARTED MEETING MONTHLY
[00:45:22] TO TALK ABOUT OUR SHARED PRIORITIES.
[00:45:26] THEN LAST YEAR, IF YOU'LL REMEMBER,
[00:45:29] WE'VE WORKED WITH THE SEATTLE JOBS
[00:45:30] INITIATIVE TO PUBLISH A MARITIME AND
[00:45:32] GREEN CAREERS PATHWAYS REPORT, WHICH
[00:45:35] IDENTIFIED SOME OF THE TOP GREEN CAREER
[00:45:37] PATHWAYS IN PORT RELATED INDUSTRIES THAT
[00:45:40] INCLUDED ELECTRICIANS AND HVAC
[00:45:42] INSTALLERS, AMONG OTHER CLEAN ENERGY
[00:45:45] CONSTRUCTION TRADES CAREERS. AND THEN AT
[00:45:48] THE END OF LAST YEAR, RECOGNIZING THE
[00:45:51] IMPORTANCE OF WORKING TOGETHER
[00:45:53] COLLABORATIVELY WITH DIFFERENT
[00:45:55] STAKEHOLDERS, COMMISSION APPROVED A
[00:45:58] MEMORANDUM OF AGREEMENT WITH KING COUNTY
[00:46:00] TO SHARE THE COST OF A FUSE EXECUTIVE
[00:46:03] FELLOW WHO WOULD HELP COORDINATE A
[00:46:06] REGIONAL GREEN JOBS COALITION. AT THE
[00:46:09] BEGINNING OF THIS YEAR, KING COUNTY
[00:46:11] PUBLISHED THEIR OWN GREEN JOBS STRATEGY
[00:46:13] WITH GOALS FOR THE NEXT TWO YEARS,
[00:46:15] WHICH INCLUDED SUPPORTING THIS REGIONAL
[00:46:18] GREEN JOBS COALITION. AND THEN IN APRIL
[00:46:21] OF THIS YEAR, A SMALL STEERING COMMITTEE
[00:46:24] PUT TOGETHER TO FIGURE OUT WHAT THIS
[00:46:26] REGIONAL COALITION COULD LOOK LIKE,
[00:46:29] STARTED TO MEET. SO, WHO WAS PART OF
[00:46:31] THAT STEERING COMMITTEE? NEXT SLIDE,
[00:46:33] PLEASE. I WANT TO EMPHASIZE THAT THIS
[00:46:37] WAS A SMALL BUT MIGHTY TASK FORCE OF

[00:46:40] REPRESENTATIVES FROM DIFFERENT WORKFORCE
[00:46:43] DEVELOPMENT STAKEHOLDERS.
[00:46:46] IT'S NOT REPRESENTATIVE OF WHAT THE
[00:46:49] ENTIRE COALITION WILL BE, IT'LL BE A
[00:46:52] MUCH BROADER COALITION. THIS WAS JUST A
[00:46:54] GROUP OF DEDICATED PROFESSIONALS WHO
[00:46:56] CAME TOGETHER TO FIGURE OUT THE VISION
[00:46:58] FOR THIS REGIONAL COALITION. FIGURE OUT
[00:47:01] THE FRAMEWORK. SO THERE WERE 16 OF US,
[00:47:04] INCLUDING GOVERNMENT AGENCIES, INDUSTRY
[00:47:07] EMPLOYERS, LABOR UNIONS AND EDUCATIONAL
[00:47:10] INSTITUTIONS, WHO WERE TASKED WITH
[00:47:12] FIGURING OUT A GOVERNANCE STRUCTURE AND
[00:47:14] FINANCIAL FRAMEWORK FOR THIS COALITION.
[00:47:18] REPRESENTATIVES FROM EACH OF THE
[00:47:19] GOVERNMENT AGENCIES WERE AT THE STAFF
[00:47:21] LEVEL, I REPRESENTED THE PORT OF
[00:47:23] SEATTLE, AND OTHER
[00:47:27] ORGANIZATIONS THAT WERE REPRESENTED
[00:47:29] INCLUDED THE WHITE CENTER COMMUNITY
[00:47:31] DEVELOPMENT ASSOCIATION AND THE IBEW
[00:47:36] LOCAL 46 ELECTRICIANS UNION. NEXT SLIDE,
[00:47:39] PLEASE. I WANT TO
[00:47:43] EMPHASIZE THAT THIS SMALL
[00:47:47] STEERING COMMITTEE OR THIS TASK FORCE
[00:47:49] CAME TOGETHER AND DETERMINED THAT THIS
[00:47:52] COALITION IS NECESSARY BEYOND
[00:47:57] WHAT OTHER ORGANIZATIONS LIKE THE
[00:47:59] WORKFORCE DEVELOPMENT COUNCIL OF
[00:48:00] SEATTLE, KING COUNTY CAN DO. THE SCOPE
[00:48:04] EXTENDS BEYOND THAT TO INCLUDE
[00:48:07] ONE DAY MULTIPLE COUNTIES. SO NOT JUST
[00:48:10] KING COUNTY, BUT PIERCE,
[00:48:15] SNOHOMISH AND KITSAP COUNTY, AS WELL AS
[00:48:18] NOT BEING RESTRICTED BY WIOA FEDERAL
[00:48:22] RESTRICTIONS ON HOW TO USE FUNDING. THE
[00:48:25] WAY WDC IS, AND IN FACT, A
[00:48:27] REPRESENTATIVE FROM THE WDC PARTICIPATED
[00:48:29] IN THIS STEERING COMMITTEE. AND WHAT
[00:48:32] THIS STEERING COMMITTEE CAME UP WITH IS
[00:48:34] WHAT WE'RE CALLING THE COALITION FOR
[00:48:36] CLIMATE CAREERS, OR C THREE. AND THE
[00:48:38] MISSION STATEMENT, AS CAN BE SEEN HERE,
[00:48:41] IS TO BE A STRATEGIC COLLABORATION AMONG
[00:48:44] PUBLIC AND PRIVATE ORGANIZATIONS AND
[00:48:46] FRONTLINE COMMUNITIES DEDICATED TO
[00:48:49] ESTABLISHING AN INCLUSIVE AND PROSPEROUS
[00:48:51] GREEN WORKFORCE IN KING COUNTY. AND I
[00:48:54] WANT TO EMPHASIZE, AS THE EXECUTIVE
[00:48:56] DIRECTOR MENTIONED, THIS IS IN ALIGNMENT
[00:48:59] WITH OUR EXISTING GREEN CAREERS
[00:49:01] PRIORITIES. THE CAREERS THAT WE'RE
[00:49:04] TALKING ABOUT HERE ARE INCLUSIVE OF PORT
[00:49:06] RELATED INDUSTRIES LIKE AVIATION AND
[00:49:10] MARITIME AND CONSTRUCTION. AND SO SOME
[00:49:14] OF THE GOALS IF WE GO TO THE NEXT SLIDE
[00:49:16] FOR THIS COALITION INCLUDE
[00:49:20] FOCUSES ON FUNDING, COALITION BUILDING,
[00:49:24] COMMUNITY ENGAGEMENT, WORKFORCE
[00:49:27] DEVELOPMENT AND DEVELOPMENT, AND
[00:49:29] RESEARCH AROUND THE GREEN ECONOMY,
[00:49:31] REALLY POSITIONING OURSELVES TO BE
[00:49:34] LEADERS ACROSS THE REGION IN

[00:49:38] DEVELOPING A GREEN WORKFORCE.
[00:49:42] IF WE GO TO THE NEXT SLIDE,
[00:49:46] COALITION MEMBERS, AS I SAID, ARE GOING
[00:49:49] TO BE MUCH BROADER THAN THE
[00:49:50] ORGANIZATIONS WHO PARTICIPATED IN
[00:49:53] FIGURING OUT WHAT THIS MIGHT LOOK LIKE.
[00:49:55] IT'LL BE OPEN TO THE GENERAL PUBLIC. SO
[00:49:58] COMMUNITY MEMBERS AS WELL AS
[00:50:00] ORGANIZATIONS, INCLUDING THE MANY
[00:50:02] STAKEHOLDERS IDENTIFIED HERE, WORKFORCE
[00:50:05] DEVELOPMENT, LABOR UNIONS, COMMUNITY
[00:50:08] BASED ORGANIZATIONS, EDUCATIONAL
[00:50:10] INSTITUTIONS, EMPLOYERS, AND LOCAL
[00:50:12] GOVERNMENT. IF WE GO TO THE NEXT SLIDE,
[00:50:17] THERE IS A SEVEN PAGE GOVERNANCE
[00:50:19] DOCUMENT THAT DETAILS WHAT THE STRUCTURE
[00:50:21] OF THIS COALITION WILL LOOK LIKE. BUT
[00:50:24] JUST A HIGH LEVEL OVERVIEW IS THAT IT
[00:50:26] WILL BE LED BY AN EXECUTIVE STEERING
[00:50:28] COMMITTEE THAT WILL SET FUNDING
[00:50:32] PRIORITIES AND MAKE SURE THE COALITION
[00:50:33] ALIGNS WITH ITS STATED GOALS. THE
[00:50:36] EXECUTIVE STEERING COMMITTEE WILL
[00:50:38] INCLUDE A SEAT FOR THE PORT OF SEATTLE
[00:50:41] AND WILL DIRECT A CONTRACTED CONSULTANT
[00:50:44] TO BE A COORDINATOR TO EXECUTE COALITION
[00:50:47] PRIORITIES. I'LL GO INTO THE SCOPE OF
[00:50:49] WORK FOR THIS COORDINATOR IN A COUPLE OF
[00:50:51] MOMENTS. ADDITIONALLY,
[00:50:54] THE STEERING COMMITTEE DETERMINED THAT
[00:50:55] IN ORDER TO BE NIMBLE ENOUGH TO RESPOND
[00:50:58] TO CURRENT EMERGING FUNDING
[00:51:00] OPPORTUNITIES RELATED TO GREEN JOBS,
[00:51:02] RATHER THAN SETTING THIS UP AS A 501
[00:51:05] RIGHT NOW, WHICH TAKES QUITE A BIT OF
[00:51:07] TIME, ONE OF THE FIRST TASKS OF THIS
[00:51:10] COALITION IS GOING TO BE IDENTIFYING A
[00:51:13] FISCAL SPONSOR. SO AN EXISTING 501 THAT
[00:51:16] WILL BE RESPONSIBLE FOR MANAGING FUNDS.
[00:51:20] NEXT SLIDE, PLEASE.
[00:51:24] SO WHY SHOULD THE PORT JOIN THIS? AS I
[00:51:28] REFERENCED THE PORT OF SEATTLE WORKFORCE
[00:51:30] DEVELOPMENT POLICY DIRECTIVE EARLIER,
[00:51:32] WE ARE TASKED WITH FOSTERING PARTNERSHIP
[00:51:36] WITH THE MANY STAKEHOLDERS IDENTIFIED
[00:51:38] HERE, COMMUNITY BASED ORGANIZATIONS,
[00:51:41] LABOR, INDUSTRY TO MAXIMIZE THE
[00:51:44] WORKFORCE DEVELOPMENT IMPACT OF THE PORT
[00:51:46] OF SEATTLE. SO IT'S NATURAL AND I THINK
[00:51:49] IMPORTANT THAT WE PARTICIPATE IN THIS
[00:51:53] KIND OF COALITION. ADDITIONALLY, THOSE
[00:51:56] FUNDING OPPORTUNITIES I MENTIONED, SUCH
[00:51:58] AS THE INFLATION REDUCTION ACT AND THE
[00:52:03] DIFFERENT FEDERAL AND STATE FUNDING
[00:52:05] OPPORTUNITIES FOR GREEN JOBS, MANY OF
[00:52:07] THESE REQUIRE COLLABORATION AND
[00:52:10] PARTNERSHIPS IN ORDER TO BE COMPETITIVE.
[00:52:12] SO FOR OUR REGION TO BE ABLE TO ACCESS
[00:52:15] THESE OPPORTUNITIES, WE HAVE TO FORM
[00:52:16] THESE PARTNERSHIPS NOW. NEXT SLIDE,
[00:52:19] PLEASE. SO WHAT
[00:52:23] THIS LOOKS LIKE FOR THE PORT RIGHT NOW
[00:52:25] IS A \$100,000 CONTRIBUTION PAID BY THE

[00:52:28] PORT TO KING COUNTY OUT OF THE WORKFORCE
[00:52:30] DEVELOPMENT BUDGET AS PART OF THE SHARED
[00:52:33] COST OF THIS CONTRACTED FACILITATOR WHO
[00:52:35] WILL CARRY OUT THE COALITION'S
[00:52:37] PRIORITIES. THE FUNDING STRATEGY OF C
[00:52:41] THREE IS STILL IN DEVELOPMENT. IT DOES
[00:52:43] INCLUDE SECURING ONE TIME SEED FUNDING
[00:52:45] FROM THE PORT AS WELL AS OTHER LOCAL
[00:52:48] GOVERNMENT AGENCIES, AND EVENTUALLY WILL
[00:52:51] INCLUDE BOTH PUBLIC AND PRIVATE FUNDING
[00:52:53] SOURCES. NEXT SLIDE,
[00:52:56] PLEASE. THE FULL
[00:53:00] SCOPE OF WORK FOR THE CONTRACTED
[00:53:02] COORDINATOR IS ATTACHED TO THE
[00:53:03] MEMORANDUM OF AGREEMENT. BUT BROADLY,
[00:53:06] THE OVERARCHING TASKS OF THE COORDINATOR
[00:53:08] ARE LEADERSHIP AND GOVERNANCE,
[00:53:11] COMMUNICATION, PROMOTION OF THE
[00:53:13] COALITION, AND MANAGING THE COALITION'S
[00:53:16] RESOURCES. AND THAT CONCLUDES MY
[00:53:20] PRESENTATION ON THE COALITION FOR
[00:53:22] CLIMATE CAREERS, AND I WELCOME YOUR
[00:53:24] QUESTIONS AT THIS TIME. VERY GOOD.
[00:53:26] THANK YOU SO MUCH, TIFFANY, FOR THE
[00:53:28] PRESENTATION. COMMISSIONERS, DO YOU HAVE
[00:53:30] QUESTIONS AT THIS TIME? MR. FELLEMAN,
[00:53:35] THANKS SO MUCH FOR THAT. IT'S REALLY
[00:53:36] GREAT TO SEE US FINDING NEW
[00:53:38] OPPORTUNITIES TO BUILD ON THE GREEN JOBS
[00:53:39] INITIATIVES. AND THANK YOU FOR FINDING
[00:53:42] THAT AND LEVERAGING THE CLIMATE
[00:53:44] COMMITMENT ACT IJA AND OTHER
[00:53:47] SOURCES. THERE WAS THAT WHOLE GREEN I
[00:53:51] FORGET THE CLIMATE CORE SOUNDS LIKE A
[00:53:54] GREAT IDEA. AND C THREE, S AND K FOUR.
[00:53:58] WE HAVE THIS WHOLE COALITION OF
[00:54:00] ACRONYMS. BUT WHAT I DON'T SEE IS WHAT
[00:54:03] IS THE TOTAL BUDGET AND WHAT ARE THE
[00:54:04] OTHER AGENCIES WHO ARE CONTRIBUTING? SO
[00:54:07] THIS IS RIGHT NOW JUST PAYING FOR A
[00:54:09] CONSULTANT. ARE THERE OTHER KNOWN
[00:54:12] EXPENSES? SO JUST LIKE, WHAT IS THE PORT
[00:54:16] OF SEATTLE'S 100,000 IN THE BIGGER MIX?
[00:54:19] THANK YOU FOR THAT QUESTION,
[00:54:20] COMMISSIONER FELLEMAN. I CAN'T SPEAK
[00:54:22] RIGHT NOW ON THE COMMITMENTS OF THE
[00:54:24] OTHER GOVERNMENT AGENCIES WHO ARE BEING
[00:54:26] ASKED FOR SEED FUNDING. THEIR
[00:54:28] CONTRIBUTIONS ARE LIKELY TO COME OUT OF
[00:54:30] THEIR BUDGET FOR NEXT YEAR. AND PART OF
[00:54:32] WHY I'M MAKING THIS PROPOSAL NOW IS THAT
[00:54:34] WE HAVE THE FUNDING FOR IT THIS YEAR.
[00:54:37] HOWEVER, I DO EXPECT IT TO BE A SIMILAR
[00:54:40] SIGNIFICANT CONTRIBUTION. AND THERE'S
[00:54:42] ALSO A REPORT THAT I'LL BE ABLE TO
[00:54:44] PROVIDE NEXT WEEK THAT HAS MORE DETAILS
[00:54:47] ABOUT HOW THE FUNDING STRATEGY FOR C
[00:54:50] THREE IS BEING PUT TOGETHER. BUT IT WILL
[00:54:53] INCLUDE NOT JUST PUBLIC GOVERNMENT
[00:54:56] AGENCY FUNDING, BUT ALSO PRIVATE
[00:54:58] CONTRIBUTIONS AS WELL. THANKS FOR THAT.
[00:55:02] I JUST SOMETIMES LIKE TO SEE, LIKE, YOU
[00:55:03] MAKE IT LIKE A CHALLENGE GRANT. THIS

[00:55:06] MONEY IS AVAILABLE CONTINGENT ON A MATCH
[00:55:08] OR SOMETHING LIKE THAT JUST TO LEVERAGE
[00:55:10] OTHER PARTICIPATION, BUT SEEMS LIKE A
[00:55:13] GREAT INVESTMENT FOR THE PORT.
[00:55:19] MR. MOHAMMED WELL, I'M JUST
[00:55:23] GLAD TO SEE THAT WE ARE PARTICIPATING AS
[00:55:27] A REGION TO RESPOND TO THIS AND THE FACT
[00:55:30] THAT WE'RE COMING TO THE TABLE WITH THE
[00:55:31] COUNTY AND OTHER AGENCIES, THAT
[00:55:34] COORDINATED RESPONSE IS WHAT IS NEEDED
[00:55:36] WHEN WE'RE TALKING ABOUT CREATING
[00:55:38] PATHWAYS TO GREEN JOBS. AND SO I JUST
[00:55:40] WANT TO COMMEND YOU GUYS FOR DOING THAT.
[00:55:41] AND I THINK IT'S STRATEGIC TO LOOK AT
[00:55:43] UNDERSPEND AND COME TO THE TABLE
[00:55:46] QUICKLY. BY ALLOCATING SOME DOLLARS TO
[00:55:49] THAT, I APPRECIATE COMMISSIONER FELLEMAN
[00:55:51] AND ASKING WHAT THE OTHER AGENCIES ARE
[00:55:54] PAYING. I THINK THAT IS IMPORTANT. AND
[00:55:56] IF WE ARE CONTRIBUTING MORE,
[00:55:59] I WOULD SAY I HOPE THAT WE'LL BE ABLE TO
[00:56:01] HAVE A SAY IN SOME OF THE OUTCOMES THAT
[00:56:03] WE'RE LOOKING FORWARD TO SEEING. BUT
[00:56:05] AGAIN, JUST GRATITUDE ON THE WORK THAT
[00:56:07] YOU GUYS ARE DOING.
[00:56:11] I GUESS MY QUESTIONS ARE, I SEE THAT
[00:56:15] WITHIN THE SCOPE OF WORK, THIS GROUP
[00:56:17] WILL MAKE BUDGETARY RECOMMENDATIONS FOR
[00:56:19] COALITION SPENDING. TO WHOM DO THEY MAKE
[00:56:21] RECOMMENDATIONS AND WHAT'S THE FEEDBACK
[00:56:24] LOOP TO THE PORT OF SEATTLE? SO THE PORT
[00:56:27] OF SEATTLE, BEING PART OF THE EXECUTIVE
[00:56:29] STEERING COMMITTEE, WILL HELP SET
[00:56:31] DIRECTION FOR HOW THE COALITION SPENDS
[00:56:34] THE FUNDING IT RECEIVES,
[00:56:37] AND RECOMMENDATIONS WILL BE MADE.
[00:56:41] I GUESS RECOMMENDATIONS WILL BE MADE BY
[00:56:44] THE CONTRACTED COORDINATOR TO THE
[00:56:46] COALITION, THE BROADER COALITION, AND
[00:56:49] THAT INCLUDES A DIVERSITY OF ENTITIES.
[00:56:53] AND WHAT WE'RE AUTHORIZING NOW IS TO
[00:56:56] SHARE IN THE COST OF A CONSULTANT. BUT
[00:56:59] AFTER THE CONSULTANT DOES THEIR WORK
[00:57:02] WITHIN THE SCOPE OF THIS AGREEMENT AND
[00:57:05] IDENTIFY PRIORITIES AND NEEDS AND
[00:57:08] THEN MAKES RECOMMENDATIONS FOR COALITION
[00:57:10] SPENDING, WHERE DOES THAT MONEY COME
[00:57:12] FROM? THAT'S A GREAT QUESTION,
[00:57:15] COMMISSIONER. AND THE FUNDING STRATEGY
[00:57:18] IS STILL TO BE DEVELOPED PARTLY BY THAT
[00:57:22] CONSULTANT. A LOT OF THE WORK THAT HAS
[00:57:24] BEEN DONE SO FAR BY THE TASK FORCE HAS
[00:57:27] JUST BEEN TO FIGURE OUT WHAT WOULD THE
[00:57:29] FRAMEWORK FOR THIS COALITION BE. BUT THE
[00:57:33] FULL FUNDING STRATEGY IS STILL IN
[00:57:35] DEVELOPMENT. IS THERE ANOTHER PUBLIC
[00:57:37] PARTNER BESIDES KING COUNTY AS A
[00:57:41] PART OF THIS COALITION? YES, THE CITY OF
[00:57:44] SEATTLE HAS BEEN PART OF THE DEVELOPMENT
[00:57:45] OF THIS AS WELL. AND I CAN ASSUME THAT
[00:57:48] THEY'RE ALSO CONTRIBUTING FINANCIALLY.
[00:57:51] THEY WILL BE ASKED TO. THEY'LL BE ASKED,
[00:57:53] YES. SO, GIVEN THE WORK

[00:57:57] THAT THE PORT OF SEATTLE HAS DONE IN
[00:58:00] CAREER PATHWAYS AND DEVELOPING GREEN
[00:58:02] JOBS AND ORGANIZATIONS, AND THE
[00:58:07] SUMMITS THAT WE FACILITATE TO BREAK DOWN
[00:58:09] THOSE SILOS AMONG PARTNERS AND SHARED
[00:58:12] LESSONS LEARNED AND STRATEGIES IN ORDER
[00:58:14] TO BE SUCCESSFUL AS
[00:58:19] MAJOR PLAYERS WITHIN THE PORT OF SEATTLE
[00:58:21] TOWARDS DEVELOPING PATHWAYS TO GREEN
[00:58:23] JOBS WILL THEY BE INVOLVED ALSO
[00:58:27] IN THIS EFFORT? YES. AS MEMBERS
[00:58:31] IN THE COALITION? YES. I HEAR A LOT FROM
[00:58:34] COMMUNITY MEMBERS,
[00:58:38] INCLUDING FROM ONE EXISTING
[00:58:42] INSTITUTIONAL COMMUNITY BASED WORK GROUP
[00:58:45] THAT WE HAVE CALLED PCAT ABOUT THIS
[00:58:47] CONCEPT OF VOLUNTEER FATIGUE. SO WHAT
[00:58:50] MAKES THIS SPECIAL THAT KING COUNTY IS
[00:58:52] ASKING US TO CONTRIBUTE \$100,000 INSTEAD
[00:58:55] OF REINVENTING THE WHEEL AND PUTTING
[00:58:58] EXTRA WORKLOAD ON OUR EXISTING
[00:59:02] PROGRAM PARTICIPANTS.
[00:59:08] THANK YOU FOR THAT QUESTION,
[00:59:09] COMMISSIONER.
[00:59:13] IF I UNDERSTAND CORRECTLY, SOME OF THE
[00:59:15] QUESTION IS ABOUT WHEN PEOPLE ARE ASKED
[00:59:18] TO PROVIDE INPUT INTO THIS KIND OF WORK,
[00:59:20] THEY'RE OFTEN ASKED TO DO IT ON A
[00:59:22] VOLUNTARY BASIS. AND THAT
[00:59:26] IS A CONCERN THAT'S BEEN BROUGHT UP BY
[00:59:28] OUR STEERING COMMITTEE. AND THERE IS
[00:59:31] EXPECTATION IN THE FULL GOVERNANCE
[00:59:35] DOCUMENT THAT COALITION MEMBERS OR THAT
[00:59:37] FUNDING WILL BE AVAILABLE FOR COALITION
[00:59:39] MEMBERS TO BE COMPENSATED FOR THEIR TIME
[00:59:43] WHEN THEY'RE MEMBERS OF COMMUNITY. SO
[00:59:45] NOT STAFF LIKE MYSELF PARTICIPATING AS
[00:59:49] PART OF MY WORK. OKAY.
[00:59:52] AND FOR A FOLLOW UP QUESTION,
[01:00:01] IS THERE SOMEBODY ELSE WHO'D LIKE TO
[01:00:02] COME AND PRESENT? YEAH, I WOULD LOVE I'M
[01:00:13] SORRY. I'M SO SORRY. THE PERFECT TIME
[01:00:16] FOR THAT WOULD HAVE BEEN DURING PUBLIC
[01:00:17] COMMENT. NO, I APPRECIATE
[01:00:20] IT. WE'LL THANK YOU FOR THAT. PLEASE DO
[01:00:25] FEEL FREE TO WRITE IN AND FORMALLY
[01:00:27] SUBMIT PUBLIC COMMENT.
[01:00:33] I GUESS MY OTHER
[01:00:36] QUESTION IS ABOUT THAT'S.
[01:00:47] OKAY, THANK YOU. THAT'S VERY
[01:00:49] INFORMATIVE. HAS NWSA, GIVEN THEIR WORK
[01:00:52] IN THE MARITIME SPACE, BEEN CONSIDERED
[01:00:54] TO BE A PART OF THIS OR HELPED THINK
[01:00:56] TAKE AROUND CAREERS AND PATHWAYS TOWARDS
[01:01:00] GREEN JOBS? I WOULD LOVE TO INCLUDE NWSA
[01:01:03] AS PART OF THE COALITION. WE HAVEN'T
[01:01:07] SPOKEN TO THEM ABOUT IT YET, BUT ALSO
[01:01:10] THIS IS BRAND NEW AND I GUESS I SHOULD
[01:01:13] EMPHASIZE THAT THIS WOULD BE THE PORT'S
[01:01:15] OPPORTUNITY TO POSITION US AS A LEADER
[01:01:19] IN SUPPORTING THIS.
[01:01:26] HAVE SORRY. SO WE HAVE OUR EQUITY
[01:01:30] INDEX, RIGHT? AND WE HAVE STRATEGIES TO

[01:01:33] MAKE SURE THAT WE ARE DOING SPECIFIC
[01:01:35] TARGETED ENGAGEMENT IN HISTORICALLY
[01:01:38] MARGINALIZED BUT ALSO DISPARATELY
[01:01:39] IMPACTED COMMUNITIES, FOR CLIMATE
[01:01:42] RESILIENCE, FOR ENVIRONMENTALISM.
[01:01:45] HOW DOES THIS CENTER OUR GOALS
[01:01:50] AROUND OUR TRIPLE BOTTOM LINE, WHICH IS
[01:01:53] NOT JUST PROMOTING ECONOMIC
[01:01:54] OPPORTUNITIES AND NOT JUST PROMOTING A
[01:01:58] BETTER QUALITY OF LIFE AND HEALTHY
[01:01:59] ENVIRONMENT, BUT ALSO ADVANCING RACIAL
[01:02:01] EQUITY? FOR ME, I THINK HAVING
[01:02:05] THE OPPORTUNITY TO BE ON THE EXECUTIVE
[01:02:07] STEERING COMMITTEE AND TO MAKE
[01:02:08] RECOMMENDATIONS AND BRING ALONG OUR
[01:02:10] COMMUNITY PARTNERS, IN PARTICULAR THE
[01:02:13] COMMUNITY BASED ORGANIZATIONS THAT THE
[01:02:15] PORT ALREADY WORKS SO CLOSELY WITH AND
[01:02:18] SHINE A LIGHT ON OUR PARTNERS IN SOUTH
[01:02:21] KING COUNTY AND THROUGHOUT SOUTH
[01:02:22] SEATTLE. THAT'S HOW WE CAN LEVERAGE OUR
[01:02:25] POSITION IN BEING PART OF THIS WORK.
[01:02:32] HOW WILL THIS WORK CENTER COMMUNITIES OF
[01:02:34] COLOR? COMMUNITIES OF COLOR ARE
[01:02:38] EXPLICITLY WRITTEN INTO THE VISION
[01:02:41] FOR THIS COALITION.
[01:02:44] AND HAVING COMMUNITIES
[01:02:48] OF COLOR AND COMMUNITY BASED
[01:02:49] ORGANIZATIONS PARTICIPATE IN THE BROADER
[01:02:51] COALITION AND MAKING SURE THAT THEY ARE
[01:02:53] COMPENSATED FOR THEIR PARTICIPATION AND
[01:02:56] MAKING SURE THEY HAVE ACCESS TO FUNDING
[01:02:58] AND RESOURCES AS PART OF THIS COALITION
[01:03:01] IS ALL PART OF THE BROADER GOALS.
[01:03:04] AND WHAT DIVISION OR OFFICE WITHIN KING
[01:03:08] COUNTY WILL BE OVERSEEING THIS TASK
[01:03:10] FORCE? SO THE TASK FORCE I'VE
[01:03:13] TALKED ABOUT SO FAR HAS BEEN OPERATING
[01:03:16] THIS YEAR. BUT GOING FORWARD,
[01:03:19] THE COALITION ISN'T SOMETHING THAT WOULD
[01:03:21] BE NECESSARILY OVERSEEN BY KING COUNTY.
[01:03:24] OUR CONTRIBUTION WOULD BE MADE TO KING
[01:03:26] COUNTY RIGHT NOW SO THAT THEY WOULD BE
[01:03:29] ABLE TO PULL TOGETHER CONTRIBUTIONS
[01:03:31] FROM, WELL, THEIR OWN CONTRIBUTION AND
[01:03:35] POTENTIAL OTHER GOVERNMENT AGENCY
[01:03:37] CONTRIBUTIONS TO PROCURE A CONSULTANT
[01:03:41] COORDINATOR FOR THE FIRST COUPLE
[01:03:44] YEARS WORK OF THE COALITION SO THAT'S
[01:03:48] THE SUPPORT KING COUNTY WOULD BE
[01:03:49] PROVIDING. BUT THIS COALITION WOULD BE A
[01:03:52] SEPARATE ENTITY, BUT THEY DON'T HAVE A
[01:03:55] CONTINUED COMMITMENT TO ACTUALLY FUND OR
[01:03:57] RESOURCE THE WORK OF THIS BLOOMING TASK
[01:04:01] FORCE. THEY WOULD HAVE THIS AGREEMENT
[01:04:03] WITH US, AND THEY WOULD ALSO BE
[01:04:05] PARTICIPATING IN THE EXECUTIVE STEERING
[01:04:07] COMMITTEE.
[01:04:15] I WISH I HAD ADDITIONAL INFORMATION
[01:04:17] ABOUT THE STEERING COMMITTEE AND ITS
[01:04:19] SCOPE OF WORK BEYOND THE SCOPE OF WORK
[01:04:21] FOR THE COORDINATOR ITSELF, SO THAT I
[01:04:24] KNEW WHAT ITS GOALS AND OUTCOMES WERE.

[01:04:27] TO ME, IT'S JUST STILL NOT CLEAR AND HOW
[01:04:30] WE'RE EXPECTING TO CONTRIBUTE AND WHAT
[01:04:32] THAT MEANS FOR LONG TERM GAINS. I'M
[01:04:35] CONCERNED ABOUT VOLUNTEER FATIGUE.
[01:04:37] WE'VE JUST HEARD IT SO MUCH. AND
[01:04:40] \$100,000. I'LL BE VOTING TO APPROVE THIS
[01:04:45] BECAUSE IT'S WORTH THE INVESTMENT.
[01:04:50] BUT I'M GOING TO ASK THAT YOU PROVIDE
[01:04:53] ADDITIONAL INFORMATION ABOUT THE ACTUAL
[01:04:56] SCOPE OF WORK FOR THIS TASK FORCE,
[01:04:59] INCLUDING A FEEDBACK LOOP AND THEIR PLAN
[01:05:01] FOR CONTINUED FUNDING TO ACT FOR
[01:05:04] IMPLEMENTATION. SO, WITH THAT,
[01:05:08] DO I HAVE ANY OTHER QUESTIONS OR
[01:05:09] COMMENTS FROM COMMISSIONERS?
[01:05:14] CLERK HART, PLEASE. NO, I NEED A MOTION,
[01:05:18] SO MOVE SECOND. I HAVE A MOTION AND A
[01:05:21] SECOND FROM COMMISSIONER MOHAMED.
[01:05:22] COMMISSIONER FELLEMAN, CLERK HART,
[01:05:24] PLEASE CALL THE ROLL. AND COMMISSIONER,
[01:05:28] SAY AYE WHEN YOUR NAME IS CALLED.
[01:05:32] COMMISSIONERS, IF I MAY JUST ADD ONE
[01:05:35] COMMENT. LUIS NAVARRO, DIRECTOR OF
[01:05:37] WORKFORCE DEVELOPMENT. AND I JUST WANT
[01:05:39] TO SAY THOSE WERE VERY GOOD QUESTIONS.
[01:05:41] THERE ARE TWO PLACES THAT WE COME BACK
[01:05:45] TO YOU WITH DETAILED INFORMATION. ONE IS
[01:05:49] OUR ANNUAL REPORT TO COMMISSION ON THE
[01:05:52] INVESTMENTS IN WORKFORCE DEVELOPMENT,
[01:05:54] THE RESULTS, AND HOW THAT MONEY IS
[01:05:57] BENEFITING COMMUNITIES, IN PARTICULAR
[01:05:59] BIPOC COMMUNITIES, IMMIGRANT AND REFUGEE
[01:06:02] COMMUNITIES. SO WE COME TO YOU IN THE
[01:06:04] FIRST QUARTER WITH A DETAILED REPORT
[01:06:07] EVERY YEAR, AS WE ARE REQUIRED FOR THIS
[01:06:10] PARTICULAR EFFORT. THERE IS ANOTHER
[01:06:13] PARALLEL THAT WE CURRENTLY OPERATE
[01:06:15] UNDER, AND THAT'S IN THE CONSTRUCTION
[01:06:17] ARENA, WE HAVE A REGIONAL PUBLIC OWNERS
[01:06:20] COLLABORATION WHERE WE BRING THE PORT OF
[01:06:23] SEATTLE'S EQUITY IDEAS AND GOALS AND
[01:06:27] ASPIRATIONS. AND OUR VOICE IS IMPORTANT
[01:06:30] IN THAT CONSTRUCTION RELATED PROCESS.
[01:06:33] THIS WILL BE SIMILAR, BUT YOUR QUESTIONS
[01:06:35] FOR MORE INFORMATION ARE IMPORTANT, AND
[01:06:37] WE'LL BE PROVIDING THOSE AS NECESSARY.
[01:06:40] THANK YOU. THANK YOU. THERE IS A MOTION
[01:06:44] AND A SECOND ON THE FLOOR FOR THE VOTE,
[01:06:45] BEGINNING WITH COMMISSIONER CALKINS AYE.
[01:06:49] THANK YOU. COMMISSIONER FELLEMAN. AYE.
[01:06:52] THANK YOU. COMMISSIONER HASEGAWA. AYE.
[01:06:54] THANK YOU. AND COMMISSIONER MOHAMMED
[01:06:56] AYE. THANK YOU. FOUR AYES, ZERO NAYS FOR
[01:06:59] THIS ITEM. THE MOTION CARRIES.
[01:07:02] THANK YOU, TIFFANY. THANK YOU,
[01:07:04] COMMISSIONER. ALL RIGHT, MOVING ON TO
[01:07:06] THE NEXT ITEM. I UNDERSTAND COMMISSIONER
[01:07:08] MOHAMED NEEDS TO RECUSE HERSELF FOR
[01:07:10] AGENDA ITEM TEN B. IS THAT CORRECT,
[01:07:12] COMMISSIONER? YES. THANK YOU.
[01:07:15] MEMBERS OF THE COMMISSION, I WOULD LIKE
[01:07:16] TO RECUSE MYSELF FROM ITEM TEN B DUE TO
[01:07:19] A POTENTIAL CONFLICT OF INTEREST, OR A

[01:07:22] POTENTIAL APPEARANCE OF CONFLICT OF
[01:07:23] INTEREST. THIS ITEM ADDRESSES AN
[01:07:26] AGREEMENT BETWEEN THE PORT OF SEATTLE
[01:07:28] AND THE CITY OF SEATTLE. SINCE I'M AN
[01:07:30] EMPLOYEE OF THE CITY OF SEATTLE, AND
[01:07:32] AFTER CONSULTING WITH COMMISSION COUNCIL
[01:07:35] AND OUT OF ABUNDANCE OF CAUTION, I WOULD
[01:07:38] LIKE TO RECUSE MYSELF AT THIS TIME FROM
[01:07:40] CONSIDERING THIS MATTER. THANK YOU.
[01:07:43] THANK YOU, COMMISSIONER. PLEASE GO AHEAD
[01:07:45] AND LEAVE THE MEETING AT THIS TIME AND
[01:07:48] DO NOT REJOIN UNTIL STAFF LETS YOU KNOW
[01:07:50] THE ITEM HAS CONCLUDED. AND CLERK HART,
[01:07:53] PLEASE READ THE NEXT ITEM INTO THE
[01:07:55] RECORD IN JUST A MOMENT,
[01:08:00] AND THEN EXECUTIVE DIRECTOR METRUCK WILL
[01:08:02] INTRODUCE IT.
[01:08:05] THANK YOU. THIS IS AGENDA ITEM TEN B.
[01:08:09] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR
[01:08:11] TO SIGN A MEMORANDUM OF AGREEMENT WITH
[01:08:12] THE CITY OF SEATTLE ENABLING THE PORT TO
[01:08:14] PROVIDE FUNDING UP TO \$500,000 AND
[01:08:17] APPROXIMATELY \$50,000 IN KIND SUPPORT
[01:08:19] FOR SITE CHARACTERIZATION. DESIGN AND
[01:08:22] PERMITTING OF THE 8TH AVENUE SOUTH
[01:08:24] GATEWAY PARK NORTH PROJECT AND TO
[01:08:26] AUTHORIZE FUNDING IN THE AMOUNT OF
[01:08:28] \$317,128 TO SUPPORT CITY
[01:08:32] LED SITE CHARACTERIZATION, DESIGN AND
[01:08:34] PERMITTING TASKS FOR A TOTAL ESTIMATED
[01:08:36] PROJECT COST OF \$2,600,000.
[01:08:39] COMMISSIONERS SIMILAR TO THE LAST ITEM.
[01:08:41] WHILE I HAVE AUTHORITY TO SIGN THIS
[01:08:43] MEMORANDUM OF AGREEMENT, UNDER THE NEW
[01:08:44] DELEGATION OF AUTHORITY, WE'RE BRINGING
[01:08:46] IT FORWARD TO YOU TODAY, SINCE IT
[01:08:48] FULFILLS A REQUIREMENT OF THE DUWAMISH
[01:08:50] VALLEY COMMUNITY BENEFITS COMMITMENT.
[01:08:52] THIS PROJECT LOCATION WAS IDENTIFIED AS
[01:08:54] AN ACTION AREA TO IMPROVE PUBLIC PARKS
[01:08:56] AND GREEN SPACE UNDER THE HEALTHY
[01:08:58] ENVIRONMENT AND COMMUNITIES GOAL.
[01:08:59] WITHIN THE POLICY DIRECTIVE, THE MEMBERS
[01:09:02] OF THE COMMUNITY HAVE PRIORITIZED THIS
[01:09:03] PROJECT. I'M VERY PLEASED TO BRING IT
[01:09:05] FORWARD TO YOU FOR YOUR CONSIDERATION
[01:09:06] TODAY. WE HAVE A NUMBER OF PRESENTERS
[01:09:09] HERE. WE HAVE SARAH OJET, DIRECTOR OF
[01:09:11] MARITIME ENVIRONMENT SUSTAINABILITY. I
[01:09:14] SEE JOHN SLOAN THERE. HE'S LISTED HERE.
[01:09:16] JOHN SLOAN, SENIOR MANAGER FOR
[01:09:17] ENVIRONMENTAL PROGRAMS. DANIELLE
[01:09:19] BOOTSICK, ENVIRONMENTAL PROGRAM MANAGER,
[01:09:22] AND JULIE EWAN, MANAGER, WATERFRONT
[01:09:25] CAPITAL PROJECTS. SO WITH THAT, I
[01:09:27] BELIEVE I'M TURNING OVER TO YOU, SARAH.
[01:09:28] YES. THANK YOU, EXECUTIVE DIRECTOR.
[01:09:33] YES. TODAY WE'RE GOING TO TALK WITH YOU
[01:09:35] ABOUT THE EIGHTH AVENUE SOUTH AND GATEWAY
[01:09:36] PARK NORTH SITE. REALLY EXCITED TO SHARE
[01:09:39] WITH YOU THIS PROPOSAL. THIS SITE HAS
[01:09:42] BEEN AN INFORMAL PUBLIC RIVER ACCESS FOR
[01:09:44] DECADES. OKAY.

[01:09:52] CAN YOU HEAR ME? MAYBE I NEED TO BE A
[01:09:53] LITTLE CLOSER. I NEED BIGGER EARS.
[01:09:56] HOW'S THIS? ALL RIGHT, I'LL LEAN IN.
[01:10:00] SO TODAY WE'RE GOING TO TALK ABOUT THE
[01:10:01] 8TH AVENUE SOUTH AND GATEWAY PARK NORTH.
[01:10:03] I'M PLEASED TO BE HERE. THIS SITE HAS
[01:10:05] BEEN AN INFORMAL PUBLIC RIVER ACCESS
[01:10:07] SITE FOR DECADES. THE GEORGETOWN
[01:10:09] COMMUNITY HAS BEEN ORGANIZING AND
[01:10:11] ADVOCATING FOR THIS SITE TO BECOME A
[01:10:13] PUBLIC PARK FOR DECADES. THE CITY OF
[01:10:15] SEATTLE HAS NOW ALLOCATED 1.75 MILLION
[01:10:18] TOWARDS ACCESS IMPROVEMENTS IN THE 8TH
[01:10:20] AVENUE SOUTH CORRIDOR, ENABLING THIS
[01:10:23] PARK PROJECT TO PROCEED. AND THEN IN
[01:10:26] 2019, AS PART OF THE DUWAMISH VALLEY
[01:10:28] COMMUNITY BENEFITS AGREEMENT, THE PORT
[01:10:30] OF SEATTLE COMMITTED TO HELP THE
[01:10:32] COMMUNITY ACHIEVE THEIR VISION FOR A
[01:10:33] PARK IN THIS LOCATION. THE PORT
[01:10:36] INITIALLY BEGAN TO PLAN A BANK LINE
[01:10:38] STABILIZATION PROJECT AT THE SITE, BUT
[01:10:40] IT SOON BECAME CLEAR THAT IT'D BE MORE
[01:10:42] EFFECTIVE FOR THE PORT TO PARTNER WITH
[01:10:43] THE CITY OF SEATTLE AND CONTRIBUTE TO
[01:10:45] THE CITY'S PROJECT FINANCIALLY AND WITH
[01:10:47] OUR STAFF EXPERTISE. TODAY, WE HAVE
[01:10:50] BEFORE THE COMMISSION A REQUEST THAT HAS
[01:10:53] TWO ELEMENTS. FIRST IS A REQUEST FOR
[01:10:55] APPROVAL FOR THE EXECUTIVE DIRECTOR TO
[01:10:57] SIGN A MEMORANDUM OF AGREEMENT WITH THE
[01:10:59] CITY OF SEATTLE TO FORMALIZE THE
[01:11:01] PARTNERSHIP AND PROVIDE A MECHANISM FOR
[01:11:02] TRANSFERRING FUNDS TO THE CITY TO
[01:11:04] SUPPORT A PORTION OF THE PROJECT WORK.
[01:11:07] AND SECONDLY, AS A REQUEST TO AUTHORIZE
[01:11:09] A SPECIFIC EXPENDITURE OF PORT FUNDS FOR
[01:11:12] DESIGN AND PERMITTING OF THE PROJECT.
[01:11:15] THIS PROJECT IS VERY IMPORTANT TO THE
[01:11:17] DUWAMISH VALLEY COMMUNITY. IT'S BEEN
[01:11:20] IDENTIFIED BY THE PORT COMMUNITY ACTION
[01:11:23] TEAM, OUR PCAT, AS A PRIORITY, AND
[01:11:25] AGAIN, IT'S PART OF OUR FORMAL SET OF
[01:11:27] COMMITMENTS IN THE DUWAMISH VALLEY
[01:11:29] COMMUNITY BENEFITS AGREEMENT. I'M GOING
[01:11:32] TO NOW HAND IT OVER TO DANIELLE BUTZICK,
[01:11:34] OUR ENVIRONMENTAL PROGRAM MANAGER, TO
[01:11:36] PROVIDE A MORE DETAILED PRESENTATION.
[01:11:38] THANK YOU. THANKS, SARAH.
[01:11:42] MY NAME IS DANIELLE BUTZICK. I AM, AS
[01:11:44] SARAH SAID, AN ENVIRONMENTAL PROGRAM
[01:11:46] MANAGER IN OUR MARITIME ENVIRONMENT
[01:11:48] SUSTAINABILITY DEPARTMENT. I'M VERY,
[01:11:51] VERY EXCITED TO BE HERE SHARING THIS
[01:11:53] PROPOSAL WITH YOU. THIS HAS BEEN A LONG
[01:11:55] TIME COMING, AND IT'S A REALLY IMPORTANT
[01:11:58] STEP FOR THE COMMUNITY IN GETTING
[01:12:00] SOMETHING THAT THEY'VE BEEN WORKING ON
[01:12:01] FOR A REALLY LONG TIME. YOU CAN GO TO
[01:12:04] THE NEXT SLIDE, PLEASE,
[01:12:07] JUST SOME INITIAL CONTEXT. SARAH
[01:12:10] PROVIDED A LITTLE BIT IN HER OPENING
[01:12:12] REMARKS. THIS IS A SITE THAT IS THE

[01:12:16] GEORGETOWN COMMUNITY'S ONLY RIVER
[01:12:18] ACCESS. THEY'VE REALLY BEEN ACTIVELY
[01:12:22] ADVOCATING FOR THIS TO BE A PUBLIC PARK
[01:12:24] FOR OVER 40 YEARS. A PORTION OF THE SITE
[01:12:27] IS OWNED BY SEATTLE PARKS AND
[01:12:29] RECREATION. IT ACTUALLY HAS LANDMARK
[01:12:32] STATUS DUE TO THE PUMP HOUSES
[01:12:35] ASSOCIATION WITH THE HISTORIC GEORGE
[01:12:37] PLANT OR THE GEORGETOWN STEAM PLANT.
[01:12:40] IT WAS TRANSFERRED TO PARKS AND
[01:12:42] RECREATION IN 2010 FROM SEATTLE CITY
[01:12:45] LIGHT AS PART OF THAT LANDMARKING
[01:12:48] PROCESS. SO THE PORT INITIALLY
[01:12:52] AUTHORIZED FUNDING FOR THE BANK LINE
[01:12:54] STABILIZATION PROJECT, WHICH WAS
[01:12:55] INTENDED TO KIND OF KICK START THIS PARK
[01:12:58] DEVELOPMENT PROJECT THAT THE COMMUNITY
[01:13:00] HAD BEEN ADVOCATING FOR SO LONG. BUT
[01:13:03] REALLY, THROUGHOUT THE COURSE OF
[01:13:05] PARTNERING WITH THE CITY, IT BECAME
[01:13:07] CLEAR THAT A BETTER STRATEGY WOULD BE
[01:13:09] FOR US TO SUPPORT THE CITY'S DESIGN
[01:13:13] PROCESS RATHER THAN GOING ON PARALLEL
[01:13:17] TRACKS. SO THAT APPROACH,
[01:13:20] WE REALLY FOUND, WOULD REDUCE PERMITTING
[01:13:23] REDUNDANCIES AND WOULD ENABLE THE
[01:13:25] DESIGNS TO REALLY BE INTEGRATED.
[01:13:28] SO, AS SARAH SAID, THIS IS ACTUALLY TWO
[01:13:30] SEPARATE REQUESTS.
[01:13:34] ONE IS FOR THE EXECUTIVE DIRECTOR TO
[01:13:38] SIGN THE MEMORANDUM OF AGREEMENT, AND
[01:13:41] THE OTHER IS A FUNDING AUTHORIZATION
[01:13:43] REQUEST FOR FUNDING FOR DESIGN AND
[01:13:46] PERMITTING. SO YOU WILL NOTICE THAT THE
[01:13:49] TIMELINE THAT WE'VE PROVIDED IN THE
[01:13:51] MEMO, IT PUTS THE COMPLETION DATE
[01:13:54] AT ABOUT 2028, THE END OF
[01:13:57] 2028 TO BE SPECIFIC, AND THERE'S
[01:14:00] CONSIDERABLE TIME ALLOWED FOR
[01:14:02] PERMITTING. THIS IS BECAUSE THIS PROJECT
[01:14:05] IS LIKELY TO BE PRETTY COMPLEX AS FAR
[01:14:07] AS PERMITTING BECAUSE IT IS IN WATER AS
[01:14:10] WELL AS THERE WILL BE SIGNIFICANT PUBLIC
[01:14:12] INVOLVEMENT IN THE DESIGN, AND IT IS
[01:14:15] REALLY COMPLEX WITH THE VARIOUS
[01:14:17] DIFFERENT OWNERSHIP AND PROPERTIES ON
[01:14:20] SITE. WE DO THINK THAT THE
[01:14:25] INITIAL SCHEDULE IS REFLECTING THAT THE
[01:14:27] PERMITTING WILL BE COMPLETED IN THE
[01:14:31] THIRD QUARTER OF 2026 AND CONSTRUCTION
[01:14:34] WILL BE COMPLETE BY Q FOUR OF 2028,
[01:14:36] AND THAT IS DEPENDENT ON THE CITY'S
[01:14:40] RESOURCING AND SCHEDULING AS WELL. SO TO
[01:14:43] COVER THIS SLIDE, THE MOA, THE
[01:14:46] MEMORANDUM OF AGREEMENT, IS IT COMMITS
[01:14:50] US TO PROVIDING 500,000 UP TO 500,000
[01:14:54] FOR DESIGN AND PERMITTING SUPPORT. THE
[01:14:57] CITY WILL INVOICE US FOR ACTUAL COSTS,
[01:15:00] AND THEN IT ALSO PROVIDES IN KIND
[01:15:04] SUPPORT IN THE FORM OF STAFF EXPERTISE
[01:15:07] IN PERMITTING AND DESIGN, HABITAT DESIGN
[01:15:11] AND POTENTIALLY HABITAT MATERIALS, AND
[01:15:13] POTENTIAL USE OF OUR DUWAMISH VALLEY

[01:15:15] COMMUNITY HUB FOR MEETING SPACES. THE
[01:15:19] PROJECT IS AS SARAH MENTIONED THE
[01:15:22] PROJECT, OR MAYBE IT WAS EXECUTIVE
[01:15:23] DIRECTOR METRUCK MENTIONED. THIS PROJECT
[01:15:26] IS CALLED OUT IN THE DUWAMISH VALLEY
[01:15:27] COMMUNITY BENEFITS COMMITMENT IN SECTION
[01:15:30] FIVE PUBLIC PARKS AND OPEN AND GREEN
[01:15:33] SPACE. SO IT IS SOMETHING THAT WE'VE
[01:15:36] BEEN TALKING ABOUT FOR A LONG TIME.
[01:15:38] IT'S SOMETHING THAT THE COMMUNITY HAS
[01:15:39] BEEN REALLY ADVOCATING FOR THE PORT TO
[01:15:41] SUPPORT FOR A LONG TIME. SO THIS IS JUST
[01:15:44] A REALLY EXCITING PROCESS FOR US TO BE
[01:15:47] KICKING OFF. AND I'LL TURN IT OVER TO
[01:15:48] JULIE FOR A COUPLE OF MINUTES TO TALK
[01:15:51] ABOUT THE FUNDING REQUEST.
[01:15:54] DANIELLE GOOD AFTERNOON. MY NAME IS
[01:15:57] JULIE YOON, CAPITAL PROJECT MANAGER.
[01:15:59] LIKE SARAH AND DANIELLE SAID, I JUST
[01:16:03] WANTED TO ELABORATE ON THE FACT THAT
[01:16:05] GOING HAND IN HAND WITH THE MOA APPROVAL
[01:16:07] REQUEST, WE'RE ALSO COMING HERE WITH A
[01:16:11] REQUEST FOR DESIGN AUTHORIZATION AND
[01:16:12] FUNDING IN THE AMOUNT OF \$317,128,
[01:16:17] AS YOU SEE IN THE SLIDE THERE, WHICH
[01:16:21] BRINGS THE CURRENT AUTHORIZATION TO DATE
[01:16:23] TO \$550,000. AND AS DANIELLE SAID,
[01:16:26] THAT WILL ALLOW THE PORT OF SEATTLE TEAM
[01:16:29] TO BE ABLE TO PROVIDE THE CONTRIBUTION
[01:16:31] OF FUNDS AS WELL AS IN KIND STAFF
[01:16:33] SUPPORT THROUGHOUT DESIGN AND PERMITTING
[01:16:38] IN COLLABORATION WITH THE CITY OF
[01:16:39] SEATTLE. AND LOOKING AHEAD, I JUST
[01:16:42] WANTED TO GIVE HEADS UP AS WELL THAT
[01:16:47] AT THE COMPLETION OF THE PERMITTING AND
[01:16:50] DESIGN, THE TEAM DOES ANTICIPATE
[01:16:54] RETURNING TO COMMISSION WITH A SIMILARLY
[01:16:56] KIND OF COUPLED REQUEST THAT'LL
[01:17:01] INCLUDE THE CONSTRUCTION MOA, AS WELL AS
[01:17:03] A CONSTRUCTION AUTHORIZATION AT THAT
[01:17:05] TIME IN THE AMOUNT OF AROUND \$2050,000.
[01:17:11] HAND IT BACK OVER TO YOU. YOU CAN GO TO
[01:17:15] THE NEXT SLIDE NOW. SO THIS SLIDE
[01:17:18] IS REALLY JUST TO ORIENT YOU TO THE
[01:17:20] PROJECT SITE. AS YOU CAN SEE, THESE RED
[01:17:24] LINES, THOSE ARE THE PROPERTY
[01:17:25] BOUNDARIES. THERE ARE FOUR SEPARATE
[01:17:27] PROPERTIES ON OR ADJACENT TO THIS
[01:17:30] PROJECT SITE, WHICH MAKES IT REALLY
[01:17:32] COMPLICATED. THERE'S A
[01:17:37] CITY RIGHT OF WAY SITE THAT IS OWNED BY
[01:17:40] SEATTLE DEPARTMENT OF TRANSPORTATION
[01:17:42] CITY PARKS PROPERTY, AND THEN THE
[01:17:46] PORTION OF THE PROPERTY IS WITHIN THE
[01:17:49] FORMER COMMERCIAL WATERWAY DISTRICT
[01:17:52] NUMBER ONE. AND THEN WHERE
[01:17:55] THE NUMBER TWO IS THAT SITE IS THE
[01:17:58] CROWLEY PARCEL, WHICH IS CURRENTLY AN
[01:18:02] ECOLOGY MANDATED CLEANUP. SO THERE ARE
[01:18:06] A LOT OF DIFFERENT MOVING PARTS HERE ON
[01:18:07] THIS SITE. AND WHERE YOU CAN SEE THE RED
[01:18:11] CIRCLE WHERE IT SAYS PROJECT SITE,
[01:18:13] THAT'S KIND OF THE HEART OF THE SITE.

[01:18:15] BUT IDEALLY THAT WHOLE
[01:18:19] CORRIDOR WILL EVENTUALLY BE IMPROVED
[01:18:22] WHERE YOU SEE THE FOUR INDICATING THE
[01:18:24] EIGHTH AVENUE SOUTH CORRIDOR AS WELL AS
[01:18:27] THE WHOLE WATERFRONT SECTION OF THIS
[01:18:30] PROPERTY. NEXT SLIDE, PLEASE.
[01:18:35] AND THIS SLIDE IS TO ORIENT YOU TO THE
[01:18:38] COMMUNITY'S VISION FOR THE SITE. SO THIS
[01:18:40] IS THE CONCEPT THAT WAS PRESENTED TO THE
[01:18:43] COMMUNITY BY THE CITY AND THEIR DESIGN
[01:18:45] TEAM IN 2022. THIS DESIGN WAS DEVELOPED
[01:18:49] COLLABORATIVELY WITH MANY COMMUNITY
[01:18:51] MEMBERS AND A COMMUNITY ORIENTED
[01:18:56] DESIGN FIRM. THE DESIGN WAS FUNDED BY
[01:18:59] A DEPARTMENT OF NEIGHBORHOODS GRANT
[01:19:02] AWARDED BY THE CITY AND MANAGED BY THE
[01:19:04] SEATTLE PARKS FOUNDATION. THEY WERE THE
[01:19:07] FISCAL SPONSOR FOR THE GRANT. THE DESIGN
[01:19:10] WAS TRANSFERRED TO THE CITY WHEN THE
[01:19:12] CITY ALLOCATED 1.7 MILLION FOR THE
[01:19:15] CORRIDOR IMPROVEMENTS ON THE 8TH AVENUE
[01:19:19] SOUTH STREET CORRIDOR. THIS IS THE
[01:19:22] CONCEPT FROM WHICH THE DESIGN IS GOING
[01:19:24] TO START. AND SINCE THERE HAS BEEN
[01:19:27] FUNDING FOR THE CORRIDOR IMPROVEMENTS
[01:19:29] ALONG EIGHTH AVENUE SOUTH, THE YELLOW
[01:19:35] BOX OR HASHED MARKS INDICATE WHAT
[01:19:39] WAS INITIALLY THOUGHT TO BE THE
[01:19:40] POTENTIAL PHASE ONE AREA, WHICH WOULD BE
[01:19:42] THE BANK LINE STABILIZATION OR
[01:19:44] RESTORATION PROJECT. BUT NOW THAT THERE
[01:19:46] IS FUNDING FOR THAT CORRIDOR, THERE ARE
[01:19:49] GOING TO BE SOME EARLY STORMWATER
[01:19:53] IMPROVEMENTS AND ACCESS IMPROVEMENTS TO
[01:19:55] THAT CORRIDOR. SO REALLY, THE 8TH AVENUE
[01:19:58] SOUTH SECTION OF THE SITE IS THE PHASE
[01:20:01] ONE. NEXT SLIDE,
[01:20:06] PLEASE. SO THE SCOPE FOR THE CITY
[01:20:10] INCLUDES REALLY LEADING THE SITE
[01:20:12] CHARACTERIZATION, THE DESIGN, THE
[01:20:15] CONTRACT FOR DESIGN, AS WELL AS THE
[01:20:17] PERMITTING TASKS. SO THE CITY WILL BE
[01:20:20] THE LEAD ON THE PROJECT. THEY WILL BE
[01:20:23] THE APPLICANT FOR ANY PERMITS, THEY'RE
[01:20:26] GOING TO BE LEADING ANY OUTREACH WITH
[01:20:28] THE COMMUNITY, AND THEY'LL ALSO BE,
[01:20:32] AS I SAID, MANAGING ANY CONTRACTS FOR
[01:20:34] THE DESIGN AND THE PORT. YOU CAN
[01:20:38] GO TO THE NEXT SLIDE BECAUSE THE NEXT
[01:20:40] ONE IS GOING TO DETAIL OUR ROLE. THE
[01:20:42] PORT IS GOING TO BE A PARTNER IN THIS.
[01:20:44] WE WILL PROVIDE SUPPORT, WE WILL PROVIDE
[01:20:48] FUNDING AND IN KIND SUPPORT IN
[01:20:51] THE FORM OF MATERIALS AND STAFF
[01:20:54] EXPERTISE, BUT WE WILL NOT BE LEADING
[01:20:57] THIS PROJECT. WE WILL BE JUST
[01:21:00] REALLY PLAYING A SUPPORTING ROLE.
[01:21:03] AS JULIE MENTIONED, WE'RE ANTICIPATING
[01:21:07] THAT THERE WILL BE A FUTURE REQUEST FOR
[01:21:09] CONSTRUCTION SUPPORT. WE EXPECT THAT TO
[01:21:12] BE A SEPARATE MEMORANDUM OF AGREEMENT OR
[01:21:15] AN ADDENDUM OR AMENDMENT TO THIS MOA.
[01:21:20] SO THE CONSTRUCTION FUNDING,

[01:21:23] CONSTRUCTION WORK IS NOT INCLUDED IN
[01:21:25] THIS CURRENT AUTHORIZATION,
[01:21:28] BUT WE DO EXPECT THAT TO HAPPEN SOMETIME
[01:21:31] IN 2026 OR SO WHEN PERMITTING AND DESIGN
[01:21:34] HAVE BEEN COMPLETED.
[01:21:39] AND NEXT SLIDE, I WILL
[01:21:43] LET JULIE TALK TO THE DESIGN
[01:21:45] AUTHORIZATION COMPONENT. THIS IS
[01:21:49] JUST ANOTHER SLIDE TO DISTINGUISH THE
[01:21:52] SECOND REQUEST ON THIS AGENDA ITEM FOR
[01:21:55] DESIGN AUTHORIZATION AND FUNDING. NO NEW
[01:21:58] INFORMATION, BUT AGAIN, IN SUPPORT
[01:22:01] OF THE MOA, THE TEAM IS REQUESTING
[01:22:05] DESIGN AUTHORIZATION AND FUNDING, AGAIN
[01:22:07] IN THE AMOUNT OF \$317,128.
[01:22:11] THAT'LL BRING THE TOTAL AUTHORIZATION UP
[01:22:15] TO \$550,000 OUT OF
[01:22:18] AN ESTIMATED TOTAL PROJECT COST OF \$2.6
[01:22:21] MILLION. AND AS
[01:22:27] HAS BEEN DESCRIBED IN THE PREVIOUS
[01:22:29] SLIDES, THAT'LL ALLOW FOR THE PORT TO BE
[01:22:31] ABLE TO PROVIDE THE IN KIND STAFF
[01:22:33] SUPPORT AS WELL AS CONTRIBUTION OF
[01:22:36] FUNDS TO THE CITY OF SEATTLE THROUGHOUT
[01:22:38] THE DESIGN AND PERMITTING PHASE LEADING
[01:22:42] UP TO THE NEXT TIME WE RETURN TO
[01:22:45] COMMISSION FOR THE NEXT CONSTRUCTION
[01:22:48] PHASE.
[01:22:53] THAT CONCLUDES OUR PRESENTATION.
[01:22:56] COMMISSIONERS, DO YOU HAVE ANY QUESTIONS
[01:22:57] OR COMMENTS? COMMISSIONER CALKINS,
[01:23:00] THANK YOU FOR THE PRESENTATION. THAT WAS
[01:23:03] WONDERFUL TO HEAR THE DESCRIPTION. WHEN
[01:23:05] READING THROUGH THE MATERIALS AHEAD OF
[01:23:08] TIME, I WAS REFLECTING ON
[01:23:12] WELL, ANDREW, THANK YOU FOR COMING TO
[01:23:15] PRESENT. I DON'T THINK WE'VE SEEN EACH
[01:23:16] OTHER IN PERSON SINCE PRE COVID, BUT I'M
[01:23:19] REALLY IMPRESSED WITH THE DOGGED
[01:23:21] ADVOCACY OF GEORGETOWN COMMUNITY
[01:23:24] MEMBERS, PARTICIPANTS IN PCAT AND
[01:23:26] OTHERS. AND THIS IS ONE OF THOSE
[01:23:28] INSTANCES WHERE WHEN THE COMMUNITY
[01:23:30] SPEAKS, WE OUGHT TO LISTEN. AND THIS HAS
[01:23:31] BEEN A REAL PRIORITY. AND SO I'M
[01:23:35] GRATEFUL THAT THE CITY OF SEATTLE IS
[01:23:37] TAKING THIS PROJECT ON AND THAT WE GET
[01:23:39] TO PARTNER WITH THEM AS THEY LEAD THIS
[01:23:41] PROJECT. THE OTHER THOUGHT I HAD WAS
[01:23:45] THIS IS PROBABLY THREE MONTHS AGO NOW,
[01:23:47] BUT THERE WAS AN ARTICLE ABOUT HOW EVEN
[01:23:51] SORT OF POSTAGE STAMP SIZE,
[01:23:54] REINTRODUCTION OF NATURAL SPACES CAN
[01:23:57] HAVE A HUGE BENEFIT TO THE ECOLOGY OF
[01:24:01] AN AREA. AND AS SOMEBODY WHO WORKED IN
[01:24:04] GEORGETOWN FOR TWELVE YEARS, IT ALWAYS
[01:24:08] FELT LIKE THAT WAS SOMETHING IN DIRE
[01:24:11] NEED. I REMEMBER AT ONE POINT WE
[01:24:13] PURCHASED JUST A SET OF BIKES THAT
[01:24:15] ANYBODY IN OUR BUSINESS COULD USE TO GO
[01:24:17] AROUND AND GET FOOD FOR LUNCH OR JUST
[01:24:20] RIDE SOMEWHERE TO SIT AND HAVE A PICNIC.
[01:24:23] AND THEY JUST DIDN'T GET THAT USED THAT

[01:24:26] MUCH BECAUSE AT 6TH AND MICHIGAN, WHERE
[01:24:28] WE WERE LOCATED, IT WAS HARD TO FIND
[01:24:30] GOOD GREEN SPACE AND THIS WOULD BE
[01:24:32] EASILY BIKEABLE FOR THOSE FOLKS. SO NICE
[01:24:35] PLACE TO SIT ON THE WATERFRONT AND WATCH
[01:24:37] HERONS FLY IN AND HAVE YOUR SANDWICH.
[01:24:39] SO I'M GLAD WE CAN HELP SUPPORT THE CITY
[01:24:42] OF SEATTLE IN THIS, AND I LOOK FORWARD
[01:24:43] TO THE FUTURE REQUEST FOR CONSTRUCTION
[01:24:46] WHEN WE GET TO THAT PHASE. THANKS.
[01:24:48] COMMISSIONER FELLEMAN,
[01:24:53] IT'S ALWAYS WONDERFUL TO SEE CONCRETE
[01:24:57] TURNED INTO GREENERY. THAT'S A BEAUTIFUL
[01:24:59] THING. AND I GUESS I HAD A COUPLE
[01:25:02] OF QUESTIONS. THIS PIECEMEAL LAND
[01:25:04] OWNERSHIP IS PRETTY CRAZY, BUT WE HAVE
[01:25:07] NO DIRT IN THE GAME, RIGHT?
[01:25:11] WE'RE HELPING BEAUTIFY OTHER PEOPLE'S
[01:25:15] LAND. RIGHT. WE ARE DOING THIS WORK AS
[01:25:18] PART OF OUR COMMITMENT UNDER THE I
[01:25:23] KNOW, BUT WE HAVE NO OWNERSHIP IN THE
[01:25:24] LAND. RIGHT? I MIGHT
[01:25:28] BE ABLE TO PROVIDE CLARIFICATION TO YOUR
[01:25:31] QUESTION. THERE IS SOME COMMERCIAL
[01:25:33] WATERWAY DISTRICT PROPERTY INVOLVED
[01:25:35] WHICH THE PORT HAS A LIMITED INTEREST IN
[01:25:37] AS A SUCCESSOR, BUT IT'S NOT TRUE
[01:25:39] PROPERTY OWNERSHIP. YEAH, I WAS
[01:25:42] WONDERING ABOUT HOW YOU WERE GOING TO
[01:25:43] ANSWER THAT QUESTION.
[01:25:47] THANK YOU FOR THAT. BUT THE
[01:25:51] FACT OF THE MATTER IS SO THIS IS GOING
[01:25:52] TO INCLUDE SHORELINE RESTORATION AS
[01:25:55] WELL. RIGHT. AND SO WHAT I WOULD
[01:25:59] HAVE LOVED TO SEE, AND I'M SURE WE'LL
[01:26:01] GET TO SEE IN THE KNOW,
[01:26:05] AS COMMISSIONER CALKINS TALKED ABOUT
[01:26:06] POSTAGE STAMPS, THE FACT IS THAT THERE'S
[01:26:09] A BUNCH OF POSTAGE STAMPS ALONG THE
[01:26:10] RIVER. AND TO SEE THE PROXIMITY OF THIS
[01:26:13] TO THE OTHERS, WHERE REFUGE CAN BE
[01:26:17] CREATED ALONG THE ROUTE OF A MIGRATORY
[01:26:19] FISH, IT WOULD BE JUST KIND OF FUN TO
[01:26:21] SEE HOW THE STRING OF PEARLS CONTINUE TO
[01:26:25] BOTH IN TERMS OF FOR THE PARK SPACE FOR
[01:26:27] THE COMMUNITY AS WELL AS FOR THE
[01:26:28] MIGRATORY SPECIES USING IT. I THINK THAT
[01:26:31] WOULD BE A REALLY NICE ENHANCEMENT. THE
[01:26:33] ONLY OTHER THING IS,
[01:26:36] AGAIN, THE OVERALL BUDGET, HOW MUCH IS
[01:26:39] THE PORT OF SEATTLE? WE'RE NOT PUTTING
[01:26:41] PROPERTY IN THE GAME, BUT WE'RE BEING
[01:26:43] ASKED TO DO DESIGN AND DEVELOPMENT.
[01:26:46] IS THERE AN ESTIMATE?
[01:26:49] LIKE YOU SAID, DEPARTMENT OF
[01:26:51] NEIGHBORHOODS GAVE A GRANT TO DO THIS
[01:26:53] INITIAL DESIGN. HOW BIG WAS THAT? I'M
[01:26:56] ACTUALLY NOT AWARE OF THE SIZE OF THAT
[01:26:58] GRANT. I DON'T THINK THAT IT WAS
[01:26:59] SIGNIFICANT. IT HELPED GET TO
[01:27:04] CONCEPTUAL DESIGN. BUT THE CITY HAS
[01:27:06] ADDITIONAL FUNDING ALLOCATED TO FURTHER
[01:27:09] THE DESIGN BEYOND CONCEPT.

[01:27:14] WE KNOW THAT THE INITIAL BUDGET FOR THE
[01:27:16] CITY IS ABOUT 15 MILLION TO 20 MILLION.
[01:27:19] THAT'S REALLY ROUGH THAT'S IN THIS
[01:27:20] CONCEPTUAL PHASE. THEY'LL REFINE THAT AS
[01:27:22] THEY MOVE THROUGH DESIGN AND PERMITTING.
[01:27:25] ALL RIGHT, SO THAT'S THE BALLPARK
[01:27:27] ESTIMATED TOTAL PROJECT. CORRECT. AND SO
[01:27:31] WE'RE BEING ASKED RIGHT NOW THIS
[01:27:34] AUTHORIZATION OF UP TO WHAT, 550?
[01:27:36] CORRECT. BUT THE ASSUMPTION THAT
[01:27:40] WE'RE LIKELY TO BE COME BACK TO ASK
[01:27:42] SOMETHING AROUND 2 MILLION IN THE FUTURE
[01:27:45] YES. OF A 15 MILLION SOMEWHAT.
[01:27:48] ALL RIGHT, JUST TO GET US THE SCOPE OF
[01:27:50] WORK. BUT THE ONLY OTHER FOLKS THAT HAVE
[01:27:52] ACTUAL FINANCIAL SKIN IN THE GAME WOULD
[01:27:55] BE THE CITY, CORRECT? YES. AT THIS
[01:27:57] POINT. ALL RIGHT. LAST THING, WHEN YOU
[01:28:00] SAY CROWLEY PROPERTY, I MEAN YOU'RE
[01:28:01] SAYING IT'S A REMEDIATION SITE, BUT DOES
[01:28:04] CROWLEY STILL OWN IT? I AM NOT SURE WHO
[01:28:07] THE CURRENT OWNER OF THAT PROPERTY IS.
[01:28:10] THE CROWLEY SITE IS WHEN THAT'S WHO
[01:28:13] OWNED IT. WHEN ECOLOGY DESIGNATED AS A
[01:28:15] CLEANUP SITE. I DON'T KNOW WHO THE
[01:28:18] CURRENT OWNER OF THAT PROPERTY IS, BUT
[01:28:21] TYPICALLY WHOEVER OWNED IT STILL OWNS
[01:28:24] THE POLLUTION. OH, ABSOLUTELY. YEAH. SO
[01:28:26] I MEAN, I'M JUST WONDERING IN TERMS OF
[01:28:28] WHEN YOU SEE A PRIVATE PIECE OF LAND IN
[01:28:30] AVIATION TO THE SMORGASBORD OF ALL THIS
[01:28:32] PUBLIC LAND, IT SEEMS TO BE YEAH, AND TO
[01:28:35] BE CLEAR, THE CROWLEY SITE IS NOT PART
[01:28:38] OF THE SITE THAT'S PROPOSED FOR THE PARK
[01:28:41] DEVELOPMENT. IT'S ADJACENT TO JUST KIND
[01:28:44] OF A FACT TO CONSIDER THAT THERE'S A
[01:28:46] CLEANUP SITE ADJACENT TO THIS. THANK YOU
[01:28:49] FOR THAT CLARIFICATION.
[01:28:53] SO I GUESS I'M WONDERING,
[01:28:56] CAN YOU DESCRIBE WHAT THE ENGAGEMENT
[01:28:59] WITH PCAT HAS BEEN AROUND THIS TO DATE
[01:29:01] AND GIVEN THAT THE CITY OF SEATTLE IS
[01:29:04] REALLY LEADING ON THIS AND THE PORT OF
[01:29:05] SEATTLE IS SUPPORTING THIS EFFORT. WHAT
[01:29:08] WILL THE CONTINUED ENGAGEMENT AND
[01:29:10] FEEDBACK LOOP BE WITH PCAT, WHICH IS THE
[01:29:13] PORT STAKEHOLDER GROUP FOR THE AREA?
[01:29:16] YEAH, SO AS YOU KNOW, THIS SITE IS A
[01:29:20] PCAT PRIORITY. THEY'VE COMMUNICATED THAT
[01:29:23] THIS PARTICULAR PROJECT IS ONE OF THEIR
[01:29:24] PRIORITIES FOR THIS YEAR. UP UNTIL EARLY
[01:29:28] THIS YEAR, THERE WAS A OR MAYBE IT WAS
[01:29:31] LATE LAST YEAR, WE WERE MEETING MONTHLY
[01:29:34] WITH THE COMMUNITY ON THE DESIGN AS THIS
[01:29:37] DESIGN WAS DEVELOPED,
[01:29:39] AND THAT WAS ACTUALLY LED BY THE PORT.
[01:29:43] WE FACILITATED THAT EFFORT BECAUSE WE
[01:29:46] WERE IN THE MIDST OF SCOPING AND WORKING
[01:29:49] ON OUR BANK LINE STABILIZATION PROJECT
[01:29:54] AND IT REALLY JUST BECAME CLEAR THAT WE
[01:29:55] NEEDED TO HAVE BETTER COORDINATION WITH
[01:29:57] THE CITY AND WITH THE COMMUNITY AND MAKE
[01:29:59] SURE THAT EVERYBODY WAS ON THE SAME

[01:30:01] PAGE. AND SO WE MET MONTHLY AND WE'VE
[01:30:04] BEEN REALLY ENGAGED. THE PCAT HAS
[01:30:08] BEEN SUPER ENGAGED AND GEORGETOWN YOUTH
[01:30:10] COUNCIL HAS BEEN REALLY INVOLVED IN
[01:30:13] THIS, AS WAS
[01:30:18] THERE WAS A LOT OF COORDINATION. AND
[01:30:20] THEN WHEN WE KIND OF DECIDED TO MOVE IN
[01:30:23] A DIFFERENT DIRECTION AND THE PORT WAS
[01:30:25] WE WERE NO LONGER PURSUING THAT BANK
[01:30:27] LINE STABILIZATION WORK AND MOVED INTO
[01:30:31] KIND OF A PARTNERSHIP ROLE WITH THE
[01:30:33] CITY. THERE WERE
[01:30:36] A LOT OF THINGS THAT NEEDED TO HAPPEN ON
[01:30:38] THE CITY'S SIDE AS FAR AS GETTING A
[01:30:41] CONTRACTOR AND FIGURING OUT HOW THEY
[01:30:43] WERE GOING TO SCOPE THE PROJECT AND GET
[01:30:45] FUNDING. SO IT SLOWED DOWN A BIT.
[01:30:49] THERE WAS STILL COORDINATION ON THE
[01:30:52] CITY'S END, LIKE SUBSTANTIAL
[01:30:54] COORDINATION THAT THE CITY WAS DOING,
[01:30:55] WORKING WITH BUSINESSES ON NOT ONLY THIS
[01:30:58] PROJECT, BUT ON JUST A LOT
[01:31:02] OF KIND OF IMPROVEMENT WORK
[01:31:06] THAT THEY'RE WORKING ON IN THE
[01:31:08] GEORGETOWN AREA WITH JUST ENHANCING THE
[01:31:12] ENVIRONMENT FOR THE COMMUNITY MEMBERS
[01:31:15] THERE, PARTICULARLY THIS 8TH AVENUE
[01:31:18] SOUTH CORRIDOR, THOUGH.
[01:31:23] SO I HAD REQUESTED THE BUDGET AND
[01:31:26] ASSESSMENT OF DUWAMISH VALLEY PARKS,
[01:31:28] WHICH COMMISSIONER FELLEMAN WAS KIND
[01:31:29] ENOUGH TO SECOND. AND I'M WONDERING,
[01:31:33] IS THIS PARK STILL GOING TO BE
[01:31:35] CONSIDERED AN ASSESSMENT OF DUWAMISH
[01:31:36] VALLEY?
[01:31:42] I BELIEVE THE ASSESSMENT OF DUWAMISH
[01:31:45] VALLEY PARKS WERE PORT OF SEATTLE PARKS,
[01:31:48] SO AS SUCH, THIS WOULD NOT BE INCLUDED.
[01:31:53] IT'S NOT ONE OF OUR PARKS. YEAH, GREAT.
[01:31:56] PERFECT. OKAY,
[01:32:00] COMMISSIONER FELLEMAN,
[01:32:03] AGAIN, I THINK IT'S USEFUL TO SEE WHERE
[01:32:05] THOSE OTHER PARKS KNOW WHETHER IT'S OUR
[01:32:08] PROPERTY OR NOT. THE COMMUNITY HAS
[01:32:10] ACCESS DUE TO THIS PROXIMITY AND WHEN WE
[01:32:12] START THINKING ABOUT OTHER STREET ENDS
[01:32:15] OR WHATEVER, HOW THEY ARE SPACED
[01:32:17] RELATIVE TO THE OTHER. AND WE'RE GOING
[01:32:19] TO INVEST IN HABITAT RESTORATION. SO
[01:32:23] WHILE IT MAY NOT BE PART OF OUR
[01:32:24] ASSESSMENT, IT'S STILL PART OF THE
[01:32:26] COMMUNITY AND ECOLOGICAL ASSET WOULD BE
[01:32:28] JUST GOOD TO SEE THE BEST PROPERTY IS
[01:32:31] ADJACENT TO SOMEBODY ELSE'S PROPERTY
[01:32:32] THAT IS USEFUL. RIGHT. SO THANK YOU FOR
[01:32:35] THAT. YEAH. I LIKE TO SEE THE PORT OF
[01:32:37] SEATTLE MAXIMIZING ITS FOOTPRINT OF
[01:32:39] INFLUENCE WHEN IT COMES TO ENVIRONMENTAL
[01:32:40] JUSTICE, PARTICULARLY FOR BELOVED
[01:32:42] COMMUNITIES LIKE GEORGETOWN AND SOUTH
[01:32:44] PARK. SEEING NO FURTHER QUESTIONS
[01:32:48] OR COMMENTS, COMMISSIONERS, DO I HAVE A
[01:32:50] MOTION? IN A SECOND. SO MOVED. SECOND.

[01:32:54] THE MOTION HAS BEEN MADE AND SECONDED BY
[01:32:56] COMMISSIONER CALKINS AND FELLEMAN AND
[01:32:58] CLERK HART. PLEASE CALL THE ROLL. AND
[01:33:00] COMMISSIONERS SAY AYE OR NAY WHEN YOUR
[01:33:02] NAME IS CALLED. THANK YOU. BEGINNING
[01:33:04] WITH COMMISSIONER CALKINS. AYE. THANK
[01:33:07] YOU. COMMISSIONER FELLEMAN. AYE. THANK
[01:33:09] YOU. AND COMMISSIONER HASEGAWA. AYE.
[01:33:12] THANK YOU. THREE AYES, ZERO NAYS FOR
[01:33:14] THIS ITEM. THANK YOU. THE MOTION PASSES.
[01:33:19] SO LET'S TAKE A MOMENT TO LET
[01:33:21] COMMISSIONER MOHAMED KNOW THAT WE'RE
[01:33:23] READY FOR HER TO REJOIN.
[01:33:29] YES, I'VE JUST SENT THAT REQUEST.
[01:33:31] OKAY. SO AS COMMISSIONER MOHAMED
[01:33:36] REJOINS THE MEETING, WE WILL MOVE TO
[01:33:38] ITEM NUMBER ELEVEN, PRESENTATIONS AND
[01:33:40] STAFF REPORTS. CLERK HART, PLEASE READ
[01:33:42] THE NEXT ITEM INTO THE RECORD, AND THEN
[01:33:44] EXECUTIVE DIRECTOR METRUCK WILL THEN
[01:33:45] INTRODUCE IT.
[01:33:50] THANK YOU. THIS IS AGENDA ITEM ELEVEN A.
[01:33:52] THE TAX LEVY DRAFT PLAN OF FINANCE FOR
[01:33:54] THE 2024 2028. I'M SORRY? FOR 2024.
[01:33:57] 2028. AND IT'S BRIEFING COMMISSIONERS.
[01:34:03] I CAN WAIT. SHOULD I WAIT FOR
[01:34:04] COMMISSIONER? I WOULD SAY GO AHEAD AND
[01:34:06] PROCEED. COMMISSIONERS,
[01:34:09] OVER THE PAST SEVERAL MONTHS, YOU HAVE
[01:34:12] ENGAGED IN A THOUGHTFUL STRATEGIC REVIEW
[01:34:13] OF OUR SPENDING PRIORITIES FOR THE 2024
[01:34:16] BUDGET. KEY TO IMPLEMENTING YOUR VISION
[01:34:19] FOR THOSE INVESTMENTS IS HOW WE PAY FOR
[01:34:20] THEM. THE DRAFT PLAN OF FINANCE LOOKS AT
[01:34:23] A MIX OF REVENUE SOURCES, INCLUDING OUR
[01:34:25] OPERATING INCOME AND THE PORT'S PROPERTY
[01:34:27] TAX AUTHORITY. IN DEVELOPING THIS
[01:34:29] PROPOSED PLAN OF FINANCE, WE HAVE BEEN
[01:34:31] FOCUSED ON FINANCIAL RESPONSIBILITY AND
[01:34:33] SUSTAINABILITY OF OUR ORGANIZATION. IN
[01:34:36] PARTICULAR, WE'RE ABOUT TO SPEND AN
[01:34:37] AVERAGE OF \$1 BILLION A YEAR FOR THE
[01:34:39] NEXT FIVE YEARS, AND PLANNING TO MAKE
[01:34:42] MAJOR INVESTMENTS IN ENVIRONMENTAL
[01:34:44] CLEANUP AS WELL. THIS YEAR, IN ORDER TO
[01:34:46] PREPARE FOR THOSE MAJOR EXPENDITURES,
[01:34:48] WE ARE ALIGNING OUR FINANCING STRATEGIES
[01:34:50] TO ENSURE THAT WE STRIKE A BALANCE
[01:34:52] BETWEEN OUR CURRENT CAPACITY AND THE
[01:34:54] UNCERTAIN FISCAL OUTLOOK AHEAD. WE ARE
[01:34:56] ALSO VERY SENSITIVE TO THE IMPACT ON THE
[01:34:59] KING COUNTY TAXPAYER. THERE ARE A NUMBER
[01:35:01] OF SUBSTANTIVE ASPECTS OF TODAY'S
[01:35:05] PRESENTATION, BUT I WANT TO HIGHLIGHT
[01:35:06] OUR STAFF PROPOSAL TO INCREASE THE
[01:35:09] PORT'S PROPERTY TAX LEVY BY 4.8%.
[01:35:12] THIS INCREASE MEETS THOSE CRITERIA THAT
[01:35:15] I LAID OUT ABOVE, AND PROVIDES AN
[01:35:17] ADDITIONAL \$4 MILLION IN LEVY CASH IN
[01:35:19] 2024. I KNOW THAT COMMISSIONER WILL BE
[01:35:22] CONSIDERING POLICIES AT FUTURE MEETINGS
[01:35:24] TO ENSURE THAT THESE ADDITIONAL REVENUES
[01:35:26] ARE TARGETED TO FUND OUR ENVIRONMENTAL

[01:35:28] RESPONSIBILITIES, WHICH I STRONGLY
[01:35:30] SUPPORT. I ALSO WANT TO HIGHLIGHT THAT
[01:35:32] UNDER THIS PLAN, THE LEVY INCREASE IS
[01:35:34] ONLY EXPECTED TO INCREASE IN A \$10 PIER
[01:35:38] YEAR INCREASE TO THE MEDIAN HOMEOWNER
[01:35:41] IN KING COUNTY. I LOOK FORWARD TO
[01:35:43] HEARING YOUR FEEDBACK DURING TODAY'S
[01:35:45] DISCUSSION. SO FINALLY, I WANT TO
[01:35:47] MENTION THAT THE FULL PROPOSED PUGET
[01:35:49] WILL BE RELEASED THIS THURSDAY WITH A
[01:35:51] PRESS RELEASE AND AN INTERACTIVE
[01:35:52] WEBSITE. WE LOOK FORWARD TO YOUR FIRST
[01:35:55] READING OF OUR PROPOSED BUDGET AT YOUR
[01:35:57] NEXT MEETING IN NOVEMBER. SO, THE
[01:35:59] PRESENTERS THIS AFTERNOON, I'M GOING TO
[01:36:01] KICK US OFF AND GO OVER A FEW SLIDES,
[01:36:02] AND THEN I'LL HAND IT OVER TO ELIZABETH
[01:36:04] MORRISON, A DIRECTOR OF CORPORATE
[01:36:06] FINANCE, AND SCOTT BERTRAM, MANAGER OF
[01:36:10] CORPORATE FINANCE. SO CAN WE GO TO THE
[01:36:12] SLIDESHOW, PLEASE? NEXT SLIDE, PLEASE,
[01:36:17] COMMISSIONERS. HERE'S JUST THE ITEMS
[01:36:19] WE'RE GOING TO WALK THROUGH. I'M GOING
[01:36:20] TO TOUCH REAL QUICKLY ON THE BUDGET
[01:36:22] PROCESS TIMELINE. I'VE ALREADY TALKED
[01:36:24] ABOUT THE BOTTOM LINE UP FRONT A LITTLE
[01:36:26] BIT, BUT I'LL GO OVER THAT IN DETAIL.
[01:36:28] THEN WE'LL HAVE THE TAX LEVY BACKGROUND
[01:36:30] AND UPDATE. ELIZABETH WILL GO THROUGH
[01:36:31] THAT. AND THEN WE'LL GO INTO THE DRAFT
[01:36:33] PLAN OF FINANCE FOR 2024 TO 2028, AND
[01:36:37] WE'LL LOOK BEYOND 2028.
[01:36:40] AND THEN WE'LL FINALIZE OUR
[01:36:42] RECOMMENDATION FOR THE TAX LEVY. AND
[01:36:45] THEN, OF COURSE, WE'LL LOOK AT OTHER
[01:36:47] FINANCE INITIATIVES. AND THEN THERE'S
[01:36:49] SOME APPENDIX IN YOUR MATERIALS.
[01:36:51] THERE'S AN APPENDIX WITH ADDITIONAL
[01:36:53] INFORMATION. SO NEXT SLIDE, PLEASE,
[01:36:57] COMMISSIONERS. THERE WE ARE. YOU'RE WELL
[01:36:58] FAMILIAR WITH THIS OF WHERE WE ARE IN
[01:37:01] THIS PROCESS, BUT HERE WE ARE AT THE
[01:37:02] PLAN OF FINANCE AND TAX LEVY BRIEFING.
[01:37:05] AND NEXT WILL BE THE FIRST READING AND
[01:37:08] PUBLIC HEARING FOR THE 2024 BUDGET ON
[01:37:10] NOVEMBER 14, WITH THE FINAL READING AND
[01:37:13] FINAL PASSAGE ON THE
[01:37:17] 21 NOVEMBER. NEXT SLIDE, PLEASE.
[01:37:21] SO THE BOTTOM LINE UP FRONT THE
[01:37:26] BOTTOM LINE UP FRONT IS THAT WE'RE GOING
[01:37:27] TO IMPLEMENT THE RECOMMENDATIONS THAT
[01:37:29] CAME OUT OF THE JUNE AND JULY BUDGET
[01:37:31] RETREATS AND THE DISCUSSIONS THAT WE HAD
[01:37:33] WITH YOU. WE'LL CONTINUE TO STEWARD
[01:37:35] RESOURCES TO PREPARE FOR THE FUTURE, TO
[01:37:38] MEET OUR GROWING OPERATIONAL AND
[01:37:40] REGIONAL NEEDS WITH A CONTINUED FOCUS ON
[01:37:43] ENVIRONMENTAL REMEDIATION AND POTENTIAL
[01:37:45] ECONOMIC UNCERTAINTY THAT'S OUT THERE.
[01:37:47] AND THIS INCLUDES GLOBAL DEVELOPMENTS AS
[01:37:50] WELL THAT MAY HAVE INTRODUCED
[01:37:53] UNCERTAINTY INTO OUR ECONOMIC WORLD
[01:37:55] GOING FORWARD, WE'LL CONSIDER BEGINNING

[01:37:57] TO EARMARK FUNDS TO PAY FOR THE PORT'S
[01:37:59] ENVIRONMENTAL RESPONSIBILITIES. AGAIN,
[01:38:01] THAT'S SOMETHING THAT I SUPPORT, THAT
[01:38:02] WE'RE IN DISCUSSIONS WITH THE COMMISSION
[01:38:05] ON THAT. AND THEN OUR ANNUAL LEVY
[01:38:07] PROPOSED AT 75% OF THE PORT'S MAXIMUM
[01:38:10] ALLOWABLE LEVY, SOMETHING WE DISCUSSED
[01:38:12] BEFORE WITH YOU. AND SO THE 2024 TAX
[01:38:15] LEVY WILL BE 86.7 MILLION. IT REPRESENTS
[01:38:19] A 4.8% INCREASE FROM 2023 AND
[01:38:23] PROVIDES AN ADDITIONAL \$4 MILLION IN
[01:38:25] LEVY CASH IN 2024. NEXT SLIDE, PLEASE.
[01:38:29] AND SO AT THIS POINT, I'M GOING TO TURN
[01:38:31] IT OVER TO ELIZABETH MORRISON TO WALK
[01:38:33] THROUGH THE REST OF THE PRESENTATION.
[01:38:34] ELIZABETH, THANK YOU AND GOOD AFTERNOON.
[01:38:37] I'LL BEGIN WITH THE TAX LEVY AND THEN
[01:38:40] ASK SCOTT BERTRAM TO PRESENT THE DRAFT
[01:38:43] PLAN OF FINANCE. WE'LL BEGIN WITH SOME
[01:38:45] BACKGROUND. THE PORT CAN ASSESS A LEVY
[01:38:49] ON PROPERTY WITHIN KING COUNTY PER STATE
[01:38:53] LAW, AND THE LEVY IS APPROVED EACH YEAR
[01:38:57] BY THE COMMISSION. THE COMMISSION
[01:38:58] APPROVES AN AMOUNT OF THE LEVY, AND THAT
[01:39:01] AMOUNT CAN BE ANYTHING UP TO THE
[01:39:03] STATUTORY MAXIMUM FOR 2024.
[01:39:06] THAT MAXIMUM AMOUNT IS JUST OVER
[01:39:08] 115,000,000.
[01:39:12] THE LEVY CAN ALSO BE LEVERAGED BY
[01:39:15] ISSUING GENERAL OBLIGATION BONDS, WHICH
[01:39:18] ARE THEN PAID FOR FROM THE TAX LEVY.
[01:39:21] ALL OF THE PORT'S EXISTING GENERAL
[01:39:24] AVIATION BONDS HAVE BEEN USED FOR
[01:39:26] NONAIRPORT INFRASTRUCTURE,
[01:39:29] SPECIFICALLY FOR THE SR 99 TUNNEL
[01:39:33] AND FOR CONTAINER TERMINALS OPERATED
[01:39:37] BY THE NORTHWEST SEAPORT ALLIANCE AND
[01:39:40] FISHERMAN'S TERMINAL. THE DEBT SERVICE
[01:39:43] ON THOSE BONDS IS THE FIRST CLAIM ON THE
[01:39:46] ANNUAL TAX LEVY. IN ADDITION, THE PORT
[01:39:49] USES THE TAX LEVY TO PAY FOR ITS
[01:39:52] ENVIRONMENTAL LIABILITIES, THE
[01:39:55] REMEDIATION THAT WE DO ON OUR LEGACY
[01:39:58] PROPERTIES. WE ALSO HAVE REGIONAL
[01:40:02] TRANSPORTATION FUNDED BY THE TAX LEVY
[01:40:05] AND A NUMBER OF COMMUNITY PROGRAMS THAT
[01:40:08] THE COMMISSION HAS INITIATED OVER THE
[01:40:11] YEARS. AND ANYTHING LEFT
[01:40:15] OVER AFTER ALL THOSE THINGS ARE PAID FOR
[01:40:17] IS AVAILABLE TO CASH FUND VARIOUS NON
[01:40:21] AIRPORT CAPITAL INVESTMENTS.
[01:40:25] NEXT SLIDE, PLEASE.
[01:40:29] THIS IS THE HISTORY OF THE TAX LEVY.
[01:40:32] BEGINNING IN 1990, STATE LAW CHANGED SO
[01:40:35] THAT THE PORT COULD TAX LESS THAN THE
[01:40:38] MAXIMUM AND STILL BE ABLE TO BUMP
[01:40:41] UP TO THAT MAXIMUM IF NEEDED.
[01:40:45] OVER THE COURSE OF THIS PERIOD, THE PORT
[01:40:49] HAS LEVIED APPROXIMATELY 75% OF THE
[01:40:53] MAXIMUM ON AVERAGE. BUT YOU CAN SEE THAT
[01:40:55] IT HAS VARIED OVER TIME, WITH 50% IN
[01:40:59] SOME YEARS AND UP TO 90% IN OTHER YEARS
[01:41:02] AS NEEDED. BUT OVER

[01:41:06] THE AVERAGE OVER THIS PERIOD IS ABOUT
[01:41:08] 75%, AND THAT HAS ROUGHLY KEPT
[01:41:11] UP WITH INFLATION. NEXT SLIDE,
[01:41:14] PLEASE.
[01:41:18] THIS SUMMER, THE COMMISSION HAD TWO
[01:41:21] BUDGET RETREATS DURING WHICH WE
[01:41:23] DISCUSSED, AMONG OTHER THINGS, THE TAX
[01:41:26] LEVY. BASED ON THOSE DISCUSSIONS, STAFF
[01:41:29] HAS WORKED OUT THE FOLLOWING APPROACH
[01:41:33] TO BOTH THE 2024 BUDGET FOR THE TAX LEVY
[01:41:37] AND FOR OUR FIVE YEAR DRAFT PLAN OF
[01:41:40] FINANCE. SO THE APPROACH INCLUDES
[01:41:43] CONTINUING AT THIS 75% OF THE MAXIMUM,
[01:41:48] WHICH PRESERVES A CUSHION THAT THE PORT
[01:41:51] CAN TAP INTO DURING TIMES OF ADVERSITY.
[01:41:55] AND IT ALSO IS A SUPPORT
[01:41:59] OF OUR GOOD CREDIT RATING.
[01:42:02] WHEN INVESTORS LOOK AT THE PORT WHEN
[01:42:05] CREDIT RATING AGENCIES LOOK AT THE PORT
[01:42:07] AND THEY SEE THAT WE HAVE A PATTERN OF
[01:42:11] TAXING BELOW OUR MAXIMUM, THEY VIEW THAT
[01:42:14] VERY POSITIVELY BECAUSE IT DOES GIVE US
[01:42:16] FLEXIBILITY TO ADDRESS ADVERSITY. THE
[01:42:19] PRIMARY BENEFICIARY OF THOSE STRONG
[01:42:22] CREDIT RATINGS IS THE AIRPORT AND HELPS
[01:42:24] KEEP THE COST TO THE AIRPORT AND THE
[01:42:26] AIRLINES LOW.
[01:42:31] THE PLAN INCLUDES THE PORT CONTINUING TO
[01:42:34] SUPPORT THE ENVIRONMENTAL REMEDIATION
[01:42:38] PROJECTS. WHAT WILL BE CHANGING IS THE
[01:42:41] EXPECTATION OF THE AMOUNT THAT WE WILL
[01:42:44] PAY FOR THOSE PROJECTS AS A NUMBER OF
[01:42:47] THEM BEGIN TO KICK IN IN TERMS OF THE
[01:42:51] SPENDING, WE EXPECT THAT SPENDING TO
[01:42:53] INCREASE AND TO PAY FOR THOSE PROJECTS
[01:42:57] WE ANTICIPATE USING A COMBINATION OF
[01:43:00] LEVY, CASH AND GENERAL OBLIGATION BONDS.
[01:43:05] THE FUNDING APPROACH ALSO INCLUDES THE
[01:43:07] CONTINUATION OF FUNDING FOR COMMUNITY
[01:43:10] PROGRAMS AT APPROXIMATELY THE CURRENT
[01:43:12] LEVEL OF 13 MILLION OUT OF THE TAX LEVY.
[01:43:15] SOME OF THE PROGRAMS ALSO RECEIVE
[01:43:17] FUNDING FROM OTHER SOURCES BEYOND THE
[01:43:19] TAX LEVY AND THE REMAINING FUNDS TO BE
[01:43:23] USED FOR NONAPORT CAPITAL.
[01:43:27] NEXT SLIDE, PLEASE.
[01:43:31] THE PORT ALWAYS CONSIDERS THE IMPACT ON
[01:43:35] TAXPAYERS, SO THE PROPOSED LEVY INCREASE
[01:43:39] OF ABOUT 4 MILLION TO 86.7 MILLION
[01:43:44] ALSO LEADS TO AN INCREASE IN THE LEVY
[01:43:47] RATE. TO BE CLEAR, THAT RATE IS
[01:43:51] INCREASING BECAUSE OF A COMBINATION OF
[01:43:54] THE INCREASE IN THE TAX LEVY AND A
[01:43:56] DECREASE IN ASSESSED VALUE. THE
[01:43:58] PRELIMINARY ASSESSED VALUE FOR 2024 IS
[01:44:01] ACTUALLY LOWER THAN THE ASSESSED VALUE
[01:44:04] FOR 2023. SO THAT
[01:44:08] LEADS TO THE CALCULATION OF WHAT'S
[01:44:10] CALLED THE MILLAGE RATE, THE CENTS PER
[01:44:13] THOUSAND OF ASSESSED VALUE THAT PROPERTY
[01:44:16] OWNERS PAY. IN 2023,
[01:44:19] THE MEDIAN HOME VALUE WAS 853,000.
[01:44:24] WE DON'T HAVE THE 2024 NUMBER YET. THE

[01:44:27] COUNTY WILL PROVIDE THAT IN 2024.
[01:44:31] SO APPLYING THAT NEW RATE TO THAT SAME
[01:44:34] 2023 MEDIAN HOME VALUE,
[01:44:38] WE CALCULATE AN INCREASE OF ROUGHLY \$10
[01:44:42] TO THE MEDIAN HOMEOWNER.
[01:44:49] AND JUST TO PUT THIS IN CONTEXT,
[01:44:52] IN 2023, THE PORT PORTS LEVY
[01:44:56] REPRESENTED A LITTLE OVER 1% OF THE
[01:44:59] TOTAL AMOUNT THAT HOMEOWNERS PAY IN
[01:45:02] VARIOUS TAXES TO SCHOOLS AND OTHER
[01:45:06] GOVERNMENT, CITY, COUNTY, ET CETERA.
[01:45:11] NEXT SLIDE, PLEASE.
[01:45:16] THIS IS AN ILLUSTRATION OF HOW THE TAX
[01:45:18] LEVY USES ARE EXPECTED TO SHIFT OVER THE
[01:45:21] NEXT FIVE YEARS. SO LOOKING AT THE LAST
[01:45:25] FIVE YEARS COMPARED TO THE NEXT FIVE
[01:45:27] YEARS, WE STILL HAVE THE PAYMENT OF
[01:45:30] GENERAL OBLIGATION BOND DEBT SERVICE AS
[01:45:32] THE PRIMARY USE OF THE TAX LEVY, AND WE
[01:45:36] ARE EXPECTING TO ISSUE ADDITIONAL GEO
[01:45:38] BONDS DURING THIS PERIOD OF
[01:45:41] APPROXIMATELY 350,000,000.
[01:45:45] WHAT'S CHANGING IS THE INCREASE IN THE
[01:45:49] USE OF THE LEVY FOR ENVIRONMENTAL
[01:45:51] REMEDIATION PAYMENTS. SO THAT WILL TAKE
[01:45:55] APPROXIMATELY 25% OF THE TAX LEVY OVER
[01:45:58] THE NEXT FIVE YEAR PERIOD. WE'LL ALSO
[01:46:02] SEE A SMALL INCREASE IN THE PERCENTAGE
[01:46:04] THAT GOES TO COMMUNITY PROGRAMS, AND
[01:46:07] THAT'S BECAUSE THE COMMUNITY PROGRAM
[01:46:09] FUNDING HAS GROWN IN THE LAST FEW YEARS.
[01:46:12] SO WHEN WE LOOK AT THE WHOLE PAST FIVE
[01:46:15] YEAR PERIOD, WE'RE PICKING UP SOME YEARS
[01:46:17] WHERE WE DIDN'T HAVE AS MUCH FUNDING OF
[01:46:20] COMMUNITY PROGRAMS. SO WHAT'S DECREASING
[01:46:23] IS THE USE OF THE TAX LEVY FOR CAPITAL.
[01:46:27] AND THAT'S ONE OF THE REASONS WE WILL BE
[01:46:29] RELYING MORE ON GENERAL OBLIGATION BONDS
[01:46:31] FOR THE NEXT FIVE YEARS TO HELP PAY FOR
[01:46:33] SOME OF THE CAPITAL THAT WON'T BE PAID
[01:46:35] FOR FROM THE TAX LEVY. THE LITTLE SLIVER
[01:46:39] OF OTHER THE PAST FIVE YEARS, MOST OF
[01:46:42] THAT WAS THE PORT'S MEMBERSHIP
[01:46:44] CONTRIBUTION TO THE NORTHWEST SEAPORT
[01:46:46] ALLIANCE. THE LAST PAYMENT IS EXPECTED
[01:46:49] TO BE MADE AT THE END OF THIS YEAR FOR
[01:46:53] THE NEXT FIVE YEARS, THAT OTHER INCLUDES
[01:46:56] THE GATEWAY
[01:47:00] PARK SOUTH, AS WELL AS SOME OTHER
[01:47:04] SMALL ITEMS.
[01:47:12] ALL RIGHT, ARE THERE ANY QUESTIONS ON
[01:47:15] THE TAX LEVY BEFORE WE MOVE TO THE PLAN
[01:47:17] OF FINANCE? COMMISSIONER CALKINS,
[01:47:21] CAN YOU REMIND US WHEN YOU TALK ABOUT
[01:47:24] THE STATUTORILY ALLOWED MAXIMUM
[01:47:28] ALLOWABLE LEVY, WHY COULDN'T WE JUST SAY
[01:47:32] WE WANT A BILLION DOLLARS NEXT YEAR?
[01:47:34] WHAT PREVENTS US FROM SENDING IT THROUGH
[01:47:37] THE ROOF? YES,
[01:47:41] THERE ARE TWO STATUTES THAT DICTATE THE
[01:47:45] MAXIMUM. ONE IS SPECIFIC TO PORTS. THE
[01:47:48] OTHER IS GENERAL TO PROPERTY TAX. AT
[01:47:51] THIS POINT, IT'S THAT GENERAL LIMITATION

[01:47:54] THAT RESTRICTS IT. AND THAT GENERAL
[01:47:56] LIMITATION IS COMMONLY REFERRED TO AS
[01:48:00] THE 1% LIMIT. SO EVERY YEAR,
[01:48:03] THE MAXIMUM LEVY INCREASES BY 1% PLUS
[01:48:07] A FACTOR FOR NEW CONSTRUCTION, WHICH,
[01:48:11] WHEN WE'VE LOOKED AT IT OVER TIME. ON
[01:48:14] AVERAGE, THAT'S ABOUT A 2% INCREASE EACH
[01:48:17] YEAR. SO EACH YEAR THAT MAXIMUM
[01:48:19] INCREASES BY 2%. IF THE PORT WANTED TO
[01:48:22] GO ABOVE THE MAXIMUM, IT WOULD REQUIRE A
[01:48:25] VOTE OF THE PEOPLE. SO WITHIN THAT
[01:48:28] MAXIMUM, THE COMMISSION HAS FULL
[01:48:29] AUTHORITY TO VOTE, BUT BEYOND THAT
[01:48:32] REQUIRES A VOTE OF THE PEOPLE.
[01:48:38] I'M NOT SURE IF YOU'RE FAMILIAR WITH
[01:48:40] THIS, BUT IT'S MY UNDERSTANDING THAT
[01:48:41] THERE'S A NUMBER OF MUNICIPALITIES THAT
[01:48:42] ARE CONSIDERING ASKING THE LEGISLATURE
[01:48:46] TO CHANGE THAT. HAVE YOU HEARD ANY?
[01:48:50] BECAUSE THIS 1% HAS NOT MEANT FOR A LOT
[01:48:53] OF MUNICIPALITIES REAL FINANCIAL
[01:48:55] HARDSHIP AS THEY FACE INCREASED DEMAND
[01:48:59] FOR SERVICES, A HIGH INFLATIONARY
[01:49:00] ENVIRONMENT, ET CETERA. IS THERE ANY
[01:49:04] DISCUSSION AROUND THAT THAT YOU'RE
[01:49:05] FAMILIAR WITH? YES, I THINK THAT
[01:49:07] DISCUSSION HAS HEATED UP RECENTLY AS
[01:49:09] INFLATION HAS OUTSTRIPPED THAT 1%.
[01:49:13] THE LIMIT FACTOR USED TO BE 6%. AND THEN
[01:49:16] THERE WAS A TIM EYMAN INITIATIVE I'VE
[01:49:18] FORGOTTEN THE YEAR. I THINK IT WAS BACK
[01:49:20] IN THE 1990S THAT REDUCED THAT
[01:49:24] 6% LIMIT TO 1%. AND AT THE TIME
[01:49:27] THERE WAS A LOT OF CONCERN THAT THAT WAS
[01:49:30] GOING TO BE A PROBLEM FOR MUNICIPALITIES
[01:49:34] BECAUSE IT WOULDN'T KEEP UP WITH
[01:49:36] INFLATION. BUT THEN WE'VE GONE THROUGH A
[01:49:39] PERIOD OF VERY LOW INFLATION, AND SO
[01:49:44] IT HASN'T BEEN AS MUCH OF A PROBLEM
[01:49:48] AS ANTICIPATED. PLUS,
[01:49:51] SOME MUNICIPALITIES HAVE BEEN ABLE TO
[01:49:54] HAVE EXTRA LEVIES FOR VARIOUS THINGS
[01:49:58] THAT ARE OUTSIDE OF THEIR GENERAL LEVY
[01:50:02] TO GET AROUND THAT. BUT NOW, WITH
[01:50:05] INFLATION AS HIGH AS IT IS, I THINK
[01:50:07] THERE IS MORE INTEREST IN RAISING
[01:50:11] THAT LEVY LIMIT. AND WHAT IS THE BARRING
[01:50:17] THAT 1%? WHAT IS THE PORT SPECIFIC
[01:50:23] STATUTORY LIMIT? FORTY FIVE CENTS PER
[01:50:27] YEAR INCREASE. SORRY? FORTY FIVE
[01:50:31] CENTS PER THOUSAND DOLLARS OF ASSESSED
[01:50:33] VALUE. SO I BELIEVE THAT WOULD TRANSLATE
[01:50:36] INTO A MAXIMUM LEVY OF OVER 300 MILLION
[01:50:40] IF WE WERE ABLE TO BE WITHIN THAT LIMIT.
[01:50:43] BUT BECAUSE THE 1% LIMIT IS LOWER,
[01:50:48] WE'RE BOUND BY THE FORGIVE ME IF YOU
[01:50:50] JUST SAID DOLLAR SIGN, 300 MILLION PER
[01:50:53] YEAR, THAT WOULD FUND A LOT OF DIFFERENT
[01:50:56] PROJECTS. BUT I APPRECIATE THE
[01:50:58] BACKGROUND ON THE STATUTORY MAXIMUM.
[01:51:00] THAT KIND OF HELPS TO UNDERSTAND WHERE
[01:51:01] THAT RED LINE COMES FROM ON THAT PAGE
[01:51:04] SEVEN. APPRECIATE IT.

[01:51:08] COMMISSIONER MOHAMMED.
[01:51:12] THANK YOU. ON SLIDE TEN.
[01:51:16] I KNOW THAT IN SLIDE 27 YOU'RE GOING
[01:51:19] TO BREAK DOWN SOME OF THIS NUMBERS,
[01:51:21] BUT IT DOESN'T FURTHER
[01:51:25] EXPLAIN WHERE SOME OF THESE DOLLARS ARE
[01:51:27] GOING IN PARTICULAR. ONCE THE
[01:51:32] PROPOSED BUDGET IS PUBLISHED ONLINE,
[01:51:35] WILL YOU FURTHER BREAK DOWN THESE
[01:51:37] NUMBERS ON SLIDE TEN AROUND THE
[01:51:39] ENVIRONMENTAL PIECE AND THEN ALSO THE
[01:51:42] COMMUNITY PROGRAMS I'M LOOKING AT LIKE
[01:51:44] FOR INSTANCE, THE SOUTH KING COUNTY
[01:51:46] FUND. THERE ARE A NUMBER OF DIFFERENT
[01:51:48] CITIES THAT WE'RE SUPPORTING, AND THE
[01:51:52] SEATAC COMMUNITY RELIEF IS CALLED OUT ON
[01:51:54] 27. BUT I AM WONDERING, ARE WE GOING TO
[01:51:56] SEE THIS FURTHER BROKEN DOWN?
[01:51:59] YES. ACTUALLY IN THE APPENDIX ON SLIDE
[01:52:03] 27 AND 28 GIVES DETAIL OF THE
[01:52:07] COMMUNITY PROGRAMS.
[01:52:10] OKAY. AND 29 GIVES DETAIL OF THE.
[01:52:13] CAPITAL PLAN. THE ENVIRONMENTAL SPENDING
[01:52:18] WE DO NOT BREAK DOWN BECAUSE THAT
[01:52:20] INFORMATION IS PROTECTED, RIGHT?
[01:52:22] CORRECT. AND THEN I JUST HAD ONE LAST
[01:52:24] QUICK QUESTION ON THAT SLIDE. ON THE
[01:52:27] CAPITAL SECTION, IT GOES FROM 28%
[01:52:30] TO 15%. HOW DO YOU BALANCE OUT THE
[01:52:33] BUDGET? WHERE IS THAT OTHER 13% COMING
[01:52:35] FROM? IT'S A LITTLE BIT OF A
[01:52:39] PROBLEM SOLVING EXERCISE, BUT WE START
[01:52:41] WITH THE PRIORITIES OF USE OF THE LEVY.
[01:52:45] AND THE CAPITAL SPENDING IS THE LAST
[01:52:49] PRIORITY IN THE WAY WE'VE APPROACHED
[01:52:52] THIS FUNDING PLAN. SO WHATEVER ISN'T
[01:52:55] FUNDED WITH THE TAX LEVY, WE EITHER LOOK
[01:52:58] AT GENERAL OBLIGATION BONDS WITHIN OUR
[01:53:01] POLICY LIMITS OR WE MOVE IT TO THE
[01:53:04] GENERAL FUND FOR FUNDING.
[01:53:07] VERY GOOD. THANK YOU,
[01:53:11] COMMISSIONER. I'M SORRY, VICE PRESIDENT.
[01:53:15] DO WE WANT TO GO TO THOSE SLIDES? DID
[01:53:17] YOU WANT TO LOOK AT THOSE SLIDES OR ARE
[01:53:18] YOU GOOD? IT'S GOOD. I WILL LOOK AT THE
[01:53:20] APPENDIX. THAT WAS HELPFUL.
[01:53:22] COMMISSIONER THOMPSON.
[01:53:25] THANKS SO MUCH. ONCE AGAIN. I WAS JUST
[01:53:28] WONDERING, JUST GENERALLY, DON'T WE
[01:53:30] USUALLY PASS THE SEAPORT ALLIANCE BUDGET
[01:53:32] FIRST BEFORE WE GET INTO THIS? OR WAS IT
[01:53:35] BECAUSE OF MY MESSING WITH THE SCHEDULE
[01:53:37] THROUGH MY TRAVEL THAT WE'RE GOING TO DO
[01:53:40] THAT FRIDAY?
[01:53:43] THE ALLIANCE BUDGET IS TYPICALLY RIGHT
[01:53:46] AROUND THE TIME OF THIS PRESENTATION AND
[01:53:49] I CAN'T RECALL WHICH IS FIRST OR WHICH
[01:53:51] IS SECOND, TYPICALLY. BUT OUR PASSING OF
[01:53:55] THE PORT BUDGET WILL OCCUR AFTER THE
[01:53:58] PASSAGE OF THE ALLIANCE BUDGET. THAT'S
[01:54:01] MY UNDERSTANDING OF THE SEQUENCE. SO
[01:54:03] IT'S JUST THIS BRIEFING THAT'S COMING
[01:54:05] BEFORE. RIGHT, BUT OBVIOUSLY THE

[01:54:07] BRIEFING ISN'T THE ISSUE. IT'S THE FACT
[01:54:09] THAT WE'RE PUBLISHING OUR DRAFT BUDGET
[01:54:12] THIS WEEK BEFORE. RIGHT. SO I
[01:54:16] JUST DIDN'T KNOW. I DON'T THINK THIS IS
[01:54:17] TYPICALLY THE WAY IT'S DONE. USUALLY WE
[01:54:20] HAVE THE ALLIANCE REVENUE AND DEBT IS
[01:54:23] TAKEN RIGHT OFF THE TOP AND THEN WE TALK
[01:54:25] ABOUT THE REST. ISN'T THAT TRADITIONALLY
[01:54:27] THE WAY WE'VE DONE THIS? WE DO HAVE A
[01:54:29] VERY ITERATIVE PROCESS WITH THE ALLIANCE
[01:54:31] SO WE RECEIVE INFORMATION FROM THEM AND
[01:54:34] PROVIDE INFORMATION TO THEM THROUGHOUT
[01:54:36] THIS WHOLE BUDGET PROCESS. SO IT
[01:54:39] IS INCORPORATED. AS SCOTT WILL DISCUSS,
[01:54:43] THE EXPECTED CAPITAL PLAN FOR THE
[01:54:45] ALLIANCE IS INCORPORATED IN OUR DRAFT
[01:54:48] PLAN OF FINANCE. IF YOU ALL CHANGE THE
[01:54:51] CAPITAL PLAN AT THE ALLIANCE MEETING,
[01:54:54] THEN WE WILL FOLLOW UP WITH WHEN WE DO
[01:54:57] THE FINAL BUDGET. THANK YOU. IT'S A
[01:54:59] PRETTY DYNAMIC PROCESS THESE DAYS. I
[01:55:02] ALSO APPRECIATE IN FOLLOWING UP ON
[01:55:05] COMMISSIONER MOHAMMED'S QUESTION ABOUT
[01:55:07] THE ENVIRONMENT 25% JUMP FROM
[01:55:10] 8%. NOW,
[01:55:13] I KNOW WE HAD THE CONVERSATION LAST TIME
[01:55:16] THAT WE WERE JUST GOING TO SORT OF PUT
[01:55:18] ASIDE WHATEVER WAS I THINK IT WAS \$25
[01:55:21] MILLION. I THINK THAT WAS THE NUMBER
[01:55:24] THAT WAS THROWN OUT THERE, KNOWING THAT
[01:55:26] WE'RE GOING TO BANK IT FOR FUTURE
[01:55:28] EXPENSE. IS THIS AN ASSUMED LIABILITY
[01:55:33] OR IS THIS JUST ASSUMING WE'RE BANKING
[01:55:35] SOME MONEY? SO THAT 25% NUMBER
[01:55:39] REPRESENTS AN ESTIMATE OF
[01:55:42] THE ENVIRONMENTAL REMEDIATION SPENDING
[01:55:45] THAT WILL OCCUR OVER THE NEXT FIVE YEAR
[01:55:48] PERIOD. AND AS EXECUTIVE
[01:55:52] DIRECTOR METRUCK MENTIONED IN AYE.
[01:55:54] COMMENTS. WE ARE IN CONVERSATIONS
[01:55:58] WITH YOU, INCLUDING TODAY ABOUT THE
[01:56:01] POSSIBILITY OF TAKING SOME OF THE LEVY
[01:56:03] FUNDS AND SETTING THEM ASIDE TO FUND
[01:56:07] SOME OF THESE EXPENSES. RIGHT.
[01:56:11] I MEAN, IT JUST STRIKES ME AT SOME
[01:56:13] POINT, GIVEN THE STATUS OF THE INCREASE
[01:56:17] IN SALARIES, FOR EXAMPLE, THAT THERE'S
[01:56:22] NEW LARGE EXPENSES AND OTHER
[01:56:26] NEGATIVE TRENDS, THAT JUST KNOWING
[01:56:30] WHEN THOSE EXPENSES COME UP, IT SEEMS
[01:56:31] LIKE WE SHOULD BE SPENDING THE MONEY AT
[01:56:32] THE TIME. IT WOULD BE NICE IF WE HAD THE
[01:56:34] LUXURY JUST TO PUT IT IN THE PIGGY BANK.
[01:56:36] BUT THIS SEEMS LIKE AT THIS MOMENT
[01:56:37] THAT'S NOT GREAT IN MY OPINION. BUT I
[01:56:41] ALSO SEE, LIKE IF YOU LOOK AT GOING BACK
[01:56:43] TO APPENDIX 28 ON PAGE 28, I'M SORRY,
[01:56:48] THE ENVIRONMENT CATEGORY IS NOT JUST
[01:56:50] THIS LIABILITY. THERE'S SMALLER THINGS
[01:56:53] THAT ARE IN THERE, LIKE SUSTAINABLE
[01:56:55] AVIATION FUEL AIR EMISSION PROGRAM.
[01:56:58] THERE'S LOW CARBON FUEL STANDARD.
[01:57:00] THERE'S THE AIRPORT, COMMUNITY ECOLOGY

[01:57:02] FUNDS AND THE ENERGY SUSTAINABILITY
[01:57:04] FUND. WHAT'S INTERESTING ABOUT SOME OF
[01:57:06] THOSE IS THAT THEY'RE ZEROED OUT. AND SO
[01:57:10] I SEE THAT THE SUSTAINABLE AVIATION FUEL
[01:57:13] AND AIR EMISSION PROGRAM IS ZEROED OUT
[01:57:15] FOR 2024. BUT WHEN I ASKED ABOUT THIS AT
[01:57:18] OUR LAST BUDGET BRIEFING, WE WERE TOLD
[01:57:20] THERE'S LIKE A MILLION SOMETHING TO DO,
[01:57:23] THIS CONVENTIONAL POLLUTANTS PROGRAM.
[01:57:25] SO WHILE IT SAYS ZERO HERE, WE WERE TOLD
[01:57:28] AT THE LAST MEETING THERE'S OVER A
[01:57:31] MILLION DOLLARS TO DO THAT AND THAT'S IN
[01:57:34] THE PORT PUGET. SO IT'S NOT PART OF THE
[01:57:37] TAX LEVY IN THE BUDGET. VERY GOOD.
[01:57:43] I GUESS I JUST DON'T UNDERSTAND WHAT
[01:57:45] THIS LOW CARBON FUEL STANDARD INITIATIVE
[01:57:48] WHEN WE'VE PASSED THE INITIATIVE, I
[01:57:50] DON'T KNOW WHAT WE'RE PUTTING MONEY
[01:57:52] INTO. I GUESS IT WOULD JUST BE GOOD TO
[01:57:54] GET MAYBE A MORE DETAILED BRIEFING ON
[01:57:57] WHAT SOME OF THOSE ENVIRONMENTAL
[01:57:58] PROGRAMS THAT ARE BEYOND JUST CLEANUP
[01:58:01] LIABILITY ISSUES. I THOUGHT I
[01:58:05] HAD ONE OTHER QUESTION WAS CAN
[01:58:11] YOU JUST GET A POINT OF REFERENCE? SO
[01:58:13] WE'RE GOING TO GET THIS ADDITIONAL \$4
[01:58:18] MILLION FOR THE PROPOSED INCREASE,
[01:58:22] WHICH BASICALLY COMES OUT TO ADDITIONAL
[01:58:24] \$10 PER \$850,000 HOUSEHOLD.
[01:58:30] WHAT IS OVERALL EXECUTIVE METRUCK?
[01:58:34] WHAT IS THE ESTIMATE INCREASE IN SALARY
[01:58:36] THAT WE'RE GOING TO BE SUBJECT TO THIS
[01:58:38] YEAR? WE'LL BE PROPOSING 5% FOR
[01:58:43] CPI PLUS 2% PAPER.
[01:58:46] DO YOU HAVE LIKE A BALLPARK LIKE THAT
[01:58:48] NUMBER OVERALL OF THE OVERALL NUMBER OF
[01:58:51] THAT OF THE TOTAL INCREASE?
[01:58:54] I DON'T HAVE THAT OFF THE TOP OF MY HEAD
[01:58:57] BECAUSE THAT'S AN INCREASE OVER OUR
[01:59:00] TOTAL HUMAN CAPITAL. IT'S JUST
[01:59:03] PERCENTAGE INCREASE. YEAH, THIS IS GOING
[01:59:05] TO BE, I THINK, A LOT BIGGER NUMBER THAN
[01:59:07] WHAT WE'RE TALKING ABOUT INCREASING HERE
[01:59:08] AND ASSOCIATED WITH INFLATION.
[01:59:12] THIS IS A SMALL INCREASE GIVEN
[01:59:15] INCREASING ENVIRONMENTAL LIABILITIES,
[01:59:17] INCREASING SALARIES AND INCREASING
[01:59:22] INFLATION. AND JUST IN TERMS OF WHEN
[01:59:25] PEOPLE SAY WHY ARE YOU RAISING THE LEVY,
[01:59:27] THERE'S A LOT GOING ON HERE THAT'S NOT
[01:59:31] IN THE BRIGHTEST PICTURE. WHEN YOU LOOK
[01:59:34] AT ALL THE FACTORS YOU JUST TALKED
[01:59:36] ABOUT, INCLUDING INFLATION AGAINST THAT
[01:59:38] THE 4.8% WE BALANCE A LOT OF THOSE
[01:59:40] THINGS WHEN WE COME UP WITH A PROPOSED
[01:59:44] TAX LEVY INCREASE. ALL RIGHT, GREAT.
[01:59:46] WELL, THANK YOU FOR THAT. ONE MORE
[01:59:49] QUESTION. YES, OF COURSE.
[01:59:53] I THINK I MENTIONED THIS EVERY YEAR,
[01:59:55] AND I CONTINUE TO I JUST WANT TO
[01:59:56] EMPHASIZE ON SLIDE ON
[02:00:03] SLIDE NINE,
[02:00:07] ELIZABETH, WE HAD A UNIQUE THING HAPPEN

[02:00:08] IN THAT THE OVERALL PROPERTY VALUES
[02:00:12] DECREASED FROM 23 TO 24.
[02:00:16] IS THAT WHAT WE'RE HEARING? THAT'S
[02:00:18] CORRECT. THAT'S BASED ON THE PRELIMINARY
[02:00:20] ASSESSED VALUE FROM THE COUNTY. OKAY.
[02:00:23] SO WHEN WE SAY, BASED ON THAT,
[02:00:27] THE ESTIMATED MEDIUM HOME PORT TAX IS
[02:00:29] GOING FROM \$80 TO \$90,
[02:00:33] THAT ASSUMES THAT THE TOTAL NUMBER OF
[02:00:35] HOUSEHOLDS REMAINS THE SAME. CORRECT.
[02:00:39] BECAUSE THE WAY WE SAY WE NEED X AMOUNT
[02:00:42] OF MONEY, WE'RE GOING TO DIVIDE THAT
[02:00:45] PRORATA AMONGST ALL OF THE HOUSES,
[02:00:49] PROPERTIES, COMMERCIAL PROPERTIES, ET
[02:00:52] CETERA, IN THE COUNTY. SO IF THE
[02:00:55] MEDIAN IS STATIC,
[02:00:59] LET'S SAY, THEN IF WE ADD MORE HOUSES,
[02:01:03] MORE BUILDINGS, MORE TAXABLE ITEMS,
[02:01:05] THEN THAT NUMBER WOULD BE SPREAD OVER A
[02:01:09] GREATER NUMBER OF TOTAL UNITS. CORRECT.
[02:01:12] SO THE CALCULATION IS THE LEVY
[02:01:16] THAT THE COMMISSION SETS DIVIDED BY THE
[02:01:18] AMOUNT OF THE ASSESSED VALUE, THAT SETS
[02:01:21] THE LEVY RATE, THAT RATE IS APPLIED TO
[02:01:25] THE VALUE OF HOUSES. SO THEN IF MORE
[02:01:28] HOUSES ARE ADDED, MORE BUILDINGS ARE
[02:01:30] ADDED IN A GIVEN YEAR, THEN THAT
[02:01:33] AMOUNT IS SPREAD OVER.
[02:01:36] THEY ARE THEN ADDED TO THOSE WHO ARE
[02:01:40] TAXED. CORRECT. IT'S NOT DEPENDENT ON
[02:01:42] THE NUMBER OF HOUSES. IT DEPENDS ON THE
[02:01:46] CALCULATED RATE APPLIED TO THE VALUE OF
[02:01:49] EACH HOUSE. AND SO WHAT WOULD HAPPEN IS,
[02:01:51] IF MORE PROPERTIES WERE ADDED,
[02:01:55] ASSESSED VALUE WOULD INCREASE AND THE
[02:01:57] RATE WOULD DECREASE. AND SO EACH
[02:02:01] HOMEOWNER, ASSUMING THAT VALUE OF THE
[02:02:05] MEDIAN HOME STAYS THE SAME, WOULD PAY
[02:02:07] LESS THAN THE \$90.
[02:02:10] ESSENTIALLY WHAT I'M SAYING IS, IF MORE
[02:02:12] PEOPLE ARE NOW BEARING THE BURDEN OF
[02:02:15] THIS, THEN ANY INDIVIDUAL PERSON WOULD,
[02:02:18] AS A PERCENTAGE OF THE OVERALL, WOULD
[02:02:21] TAKE ON A LOWER BURDEN. IS THAT CORRECT?
[02:02:24] YES. INDIRECTLY? YES. OKAY. I JUST WANT
[02:02:27] TO MAKE SURE THAT'S SO PROVIDED KING
[02:02:29] COUNTY IS GROWING, THEN WE'RE SPREADING
[02:02:32] THE BURDEN OVER A LARGER NUMBER OF
[02:02:35] BUSINESSES, RESIDENTS THAT ARE PAYING
[02:02:37] THAT. APPRECIATE THAT. THANKS FOR THE
[02:02:40] CLARIFICATION. EXECUTIVE DIRECTOR
[02:02:43] METRUCK. I THINK, JUST TO ADD TO THAT
[02:02:45] DISCUSSION, IT'S IMPORTANT. I THINK, AS
[02:02:46] ELIZABETH SAID, WE SET THE AMOUNT. IT'S
[02:02:49] NOT LIKE THEN IF THE NUMBERS CHANGE, WE
[02:02:51] DON'T BRING IN MORE BECAUSE WE SET THE
[02:02:53] PERCENTAGE, WE SET THE AMOUNT, AND WE
[02:02:55] WORK WITH THE ASSESSOR ON HOW TO DO
[02:02:58] THAT. THAT'S AN IMPORTANT POINT THAT WE
[02:02:59] DON'T WE SET VERY TARGETED AND WE'RE
[02:03:03] STRATEGIC ABOUT IT, AND IF THINGS
[02:03:05] CHANGE, WE DON'T BRING IN EXTRA FUNDS.
[02:03:09] POINT OF REFERENCE. I KEEP ON SAYING

[02:03:12] THIS, BUT YOU KEEP ON USING THAT SAME
[02:03:13] PICTURE ON PAGE NINE OF THE HOUSE.
[02:03:16] THAT'S HARD TO BELIEVE. IT'S AN \$850,000
[02:03:18] MEDIAN HOUSE, BUT CERTAINLY LOOKS LIKE
[02:03:20] MINE, BUT IT TOOK AN INCREDIBLE AYE.
[02:03:23] ON THE EVALUATION. I'M HAPPY THAT I'M
[02:03:27] NOT SELLING ANYTIME SOON. SO MY TAX RATE
[02:03:29] IS DOWN, BUT A REMARKABLE
[02:03:32] AMOUNT OF MONEY, LIKE ALMOST \$100,000.
[02:03:35] AND SO THAT'S A PRETTY RADICAL CHANGE
[02:03:38] OVER ONE YEAR. THANKS FOR THAT.
[02:03:42] SO I GUESS I'M WONDERING,
[02:03:46] CAN YOU TALK ABOUT SO
[02:03:49] IT'S NOT AS IF WE COULD IS
[02:03:54] THE TAX LEVIED EQUALLY ACROSS
[02:03:58] KING COUNTY CITIES?
[02:04:01] BY LAW IT HAS TO BE APPLIED EQUALLY.
[02:04:05] OKAY. THE RATE APPLIED TO THE
[02:04:09] ASSESSED VALUE. IT'S NOT AS IF WE COULD
[02:04:10] EXEMPT COVINGTON, WHICH IS FAR AWAY FROM
[02:04:13] THE AIRPORT AND NOT ON THE FLIGHT PATH.
[02:04:15] AND IT'S NOT AS IF WE COULD EXEMPT DES
[02:04:17] MOINES, WHICH IS DISPARATELY IMPACTED
[02:04:20] BY AIRPORT OPERATIONS. NO, WE HAVE NO
[02:04:23] CONTROL OVER THAT. BETWEEN STATE LAW AND
[02:04:26] THE COUNTY ASSESSOR, THEY WOULD
[02:04:27] DETERMINE THAT THE EXCEPTIONS ARE FOR
[02:04:30] LOW INCOME ELDERLY. THEY CAN BE EXEMPT
[02:04:34] FROM TAXES. THE EXCEPTION WOULD BE FOR
[02:04:37] LOW INCOME FOLKS OR FOR THE ELDERLY,
[02:04:40] NOT FOR RESIDENTS OF A SPECIFIC CITY.
[02:04:43] CORRECT. ARE WE ALLOWED TO DEDICATE A
[02:04:46] SPECIFIC PERCENTAGE OF LEVY RESOURCES TO
[02:04:50] A CITY? THE COMMISSION
[02:04:53] HAS WIDE LATITUDE IN HOW THE LEVY IS
[02:04:57] USED WITHIN OUR STATUTORY AUTHORITY
[02:05:01] OF HOW WE SPEND MONEY. SO THAT WOULD BE
[02:05:04] THE ONLY LIMITATION. AND I SEE THAT 25%
[02:05:11] IS PROJECTED TO GO TOWARDS ENVIRONMENTAL
[02:05:13] CAUSES AND 12% TOWARDS COMMUNITY
[02:05:15] PROGRAMS. WHAT ARE SOME OF THE TOOLS
[02:05:18] THAT WE HAVE TO MAKE SURE THAT EQUITY
[02:05:22] IS PART OF OUR ASSESSMENT WHEN SPENDING
[02:05:23] TAX LEVY FUNDS? THE TAX
[02:05:27] LEVY SPENDING IN THOSE AREAS, WELL, FOR
[02:05:30] THE COMMUNITY PROGRAMS IS TERMINAL BY
[02:05:32] THE COMMISSIONER AND THE PROGRAMS THAT
[02:05:35] ARE APPROVED BY THE COMMISSION. AND SO
[02:05:38] THE USE OF THE TAX LEVY IN THAT AREA IS
[02:05:42] REALLY VERY DISCRETIONARY.
[02:05:45] THE ENVIRONMENTAL SPENDING IS DICTATED
[02:05:49] BY THE LIABILITIES ASSOCIATED WITH
[02:05:51] LEGACY PROJECTS OR LEGACY PROPERTIES
[02:05:55] AND MOST OF THAT IS IN THE SOUTH KING
[02:05:58] COUNTY DUWAMISH RIVER AREA.
[02:06:02] JUST THIS YEAR THE COMMISSION ROLLED OUT
[02:06:04] A TOOL TO BE ABLE TO ASSESS EQUITY SPEND
[02:06:08] THROUGH OUR OVERALL PUGET. IS THERE A
[02:06:10] WAY TO CHOP THAT UP? TO TAKE A LOOK
[02:06:13] SPECIFICALLY AT TAX LEVY FUNDS,
[02:06:17] WE CAN LOOK AT THE EQUITY SPENDING AND
[02:06:20] WHAT PART OF THAT IS LEVY FUNDED?
[02:06:24] THAT'S PRIMARILY OPERATING EXPENSES

[02:06:27] WHICH WOULD BE PAID FROM OPERATING
[02:06:29] REVENUES, BUT SOME OF THE EXPENSES ARE
[02:06:31] LEVY FUNDED, SO WE CAN BREAK THAT OUT.
[02:06:34] COMMISSIONER, IF I CAN JUST TALK ABOUT
[02:06:36] OVERALL APPROACH TO THIS AS WELL. YOU
[02:06:38] LOOK AT ENVIRONMENTAL RESPONSE FOR THE
[02:06:41] USES OF THE TAX LEVY AND YOU LOOK AT FOR
[02:06:43] GEO, BOND, DEBT SERVICE AND THEN CAPITAL
[02:06:45] INVESTMENTS. AS WE LOOK AT THOSE, THOSE
[02:06:47] ARE NOT BROKEN DOWN INTO. WE OPERATE TWO
[02:06:50] PRIMARY GATEWAYS, MARITIME AND AIRPORT.
[02:06:52] OF COURSE, AVIATION STANDS BY ITSELF AND
[02:06:55] WE LOOK AT THOSE INVESTMENTS IN THOSE
[02:06:57] THAT ARE BENEFITED THROUGHOUT KING
[02:06:59] COUNTY. SO EVEN THOUGH THAT SPEND ON THE
[02:07:01] CAPITAL IS WITHIN THERE, IT'S ALL THE
[02:07:02] BENEFITS. WE KNOW THE ECONOMIC BENEFITS
[02:07:04] FOR ALL OF THOSE BENEFIT EVERYONE WITHIN
[02:07:06] KING COUNTY AND THOSE ARE THE CAPITAL
[02:07:08] INVESTMENTS. OPERATING OF THOSE GATEWAYS
[02:07:10] IS THE BIGGEST WAY WE IMPACT THE ECONOMY
[02:07:13] HERE IN KING COUNTY AND ACTUALLY REST OF
[02:07:16] THE STATE AS WELL. SO THAT'S WHY YOU SEE
[02:07:18] A LOT OF THE TAX LEVY FUNDS GOING
[02:07:20] TOWARDS CAPITAL, WHICH KEEPS THOSE
[02:07:22] IMPORTANT GATEWAYS OPERATING AND
[02:07:24] MAINTAINING THOSE, AS WE HEARD TODAY.
[02:07:26] SO I'M JUST SAYING IS THERE'S DIFFERENT
[02:07:27] NAYS ON THE COMMUNITY PROGRAMS AND THE
[02:07:29] SPEND? WE DO USE EQUITY AS WE LOOK AT
[02:07:32] THOSE, THOSE COMMUNITIES THAT ARE
[02:07:33] ADJOINING AND MAKING SOME OF THOSE
[02:07:35] COMMUNITY INVESTMENTS IN THOSE
[02:07:37] ENVIRONMENTAL CLEANUPS ARE IMPORTANT
[02:07:38] PART OF THAT. INCREASE THE QUALITY OF
[02:07:40] THAT TOO. I'M JUST SAYING WE APPLY AN
[02:07:41] OVERALL APPROACH TO A BALANCED APPROACH
[02:07:45] TO HOW WE SPEND THE TAX LEVY. IN DOING
[02:07:47] THOSE. I THINK WE CAN BREAK DOWN
[02:07:50] WHERE SOME OF THOSE TAX LEVY USES IN THE
[02:07:54] SPEND GO TO, BUT IT DOESN'T TELL THE
[02:07:56] WHOLE STORY, I GUESS IS WHAT I'M SAYING.
[02:07:58] RIGHT? AND THAT'S PART OF WHY HAVING AN
[02:08:00] EQUITY INDEX WITH A MAP AVAILABLE THAT
[02:08:03] SHOWS DISPARATELY IMPACTED ENVIRONMENTAL
[02:08:05] JUSTICE COMMUNITIES AND HOW THAT
[02:08:08] OVERLAYS WITH THE DIFFERENT PROGRAMMING
[02:08:10] AND THE DIFFERENT RESOURCES THAT WE'RE
[02:08:11] DEDICATING BACK INTO THOSE COMMUNITIES
[02:08:15] COULD BE REALLY USEFUL FOR ALL OF US.
[02:08:17] SO THANK YOU SO MUCH FOR THAT
[02:08:19] EXPLANATION. ANYTHING ELSE FROM
[02:08:21] COMMISSIONERS BEFORE WE MOVE ON IN THE
[02:08:22] PRESENTATION? ALL RIGHT,
[02:08:27] THANK YOU AND GOOD AFTERNOON. NEXT
[02:08:30] SLIDE, PLEASE. SO THIS SLIDE PROVIDES A
[02:08:32] LITTLE BACKGROUND ON THE PLAN OF
[02:08:33] FINANCE. AS YOU KNOW, IT'S THE FUNDING
[02:08:35] PLAN FOR THE PORT'S FIVE YEAR CIP. AND
[02:08:39] AS STEVE NOTED TO BEGIN, WE ALSO KNOW,
[02:08:42] OBVIOUSLY BEYOND THE FIVE YEAR PERIOD AT
[02:08:45] SOME OF THE RAMIFICATIONS AND THINGS
[02:08:47] SORT OF IN THE PIPELINE, AND WE'LL TOUCH

[02:08:49] ON THAT A LITTLE BIT ON A LATER SLIDE.
[02:08:52] THIS PLAN IS PROVIDED EACH YEAR TO THE
[02:08:54] COMMISSION AS PART OF THE BUDGET PROCESS
[02:08:56] AND IS BASED ON DETAILED OPERATING AND
[02:08:59] CAPITAL FORECASTS FROM OUR AIRPORT AND
[02:09:03] NON AIRPORT LINES OF BUSINESS,
[02:09:05] INCLUDING THE NORTHWEST SEAPORT
[02:09:07] ALLIANCE. FROM A FUNDING PERSPECTIVE,
[02:09:10] WE DO BIFURCATE THIS OUT BETWEEN THE
[02:09:12] AIRPORT AND THE NON AIRPORT BUSINESSES,
[02:09:14] AS YOU KNOW, DUE TO FAA RULES ON REVENUE
[02:09:17] DIVERSION. AND LIKE ANY FORECAST,
[02:09:20] THERE WILL BE CHANGES. AND THE PLAN WAS
[02:09:22] CREATED TO BE FLEXIBLE AND REALLY HELP
[02:09:25] ENSURE THAT THE PORT CONTINUES DOWN A
[02:09:28] FINANCIALLY SUSTAINABLE PATH. THIS PLAN
[02:09:31] ALSO PROVIDES USEFUL INFORMATION TO
[02:09:33] EXTERNAL STAKEHOLDERS SUCH AS INVESTORS,
[02:09:36] RATING AGENCIES, AND PROVIDES SOME GOOD
[02:09:40] INFORMATION ON THE WELL BEING AND THE
[02:09:41] PORT'S APPROACH TO FINANCIAL
[02:09:43] STEWARDSHIP. NEXT SLIDE, PLEASE.
[02:09:48] SO THIS SLIDE COVERS THE COMPREHENSIVE
[02:09:51] NON AIRPORT CAPITAL PLAN OVER THE NEXT
[02:09:53] FIVE YEARS, WHICH TOTALS 913,000,000.
[02:09:57] JUST AS A REMINDER, THE NON AIRPORT CIP
[02:10:00] INCLUDES THE CIP FROM MARITIME AND EDD,
[02:10:04] AS WELL AS THE PORT'S 50% SHARE OF THE
[02:10:06] NORTHWEST SEAPORT ALLIANCE.
[02:10:09] YOU WERE BRIEFED BY STEPHANIE JONES
[02:10:12] DEBBINS AND KELLY ZUPAN AND DAVE
[02:10:14] MCFADDEN AT THE LAST COMMISSION BRIEFING
[02:10:16] ON THE MARITIME AND EDD CIP, AND SLIDE
[02:10:19] 38 IN THE APPENDIX PROVIDE SOME OF THE
[02:10:21] BACKGROUND AT A PROJECT LEVEL. FOR YOUR
[02:10:24] REFERENCE, THE NORTHWEST SEAPORT
[02:10:27] ALLIANCE BUDGET BRIEFING IS THIS FRIDAY.
[02:10:31] AND YOU'LL BE BRIEFED ON THEIR
[02:10:33] \$420,000,000 CIP. SO OUR FUNDING
[02:10:36] PLAN COVERS THE 210,000,000, WHICH IS
[02:10:39] OUR 50% SHARE.
[02:10:42] THE CHART ON THE LEFT SHOWS THE ANNUAL
[02:10:45] NON AIRPORT CAPITAL SPENDING DURING THE
[02:10:47] FORECAST PERIOD. AND AS YOU CAN SEE,
[02:10:49] THE FORECASTED SPENDING EACH YEAR IS
[02:10:53] GREATER THAN OUR PRIOR YEAR MAXIMUM
[02:10:55] ANNUAL SPENDING FOR OUR NON AIRPORT
[02:10:57] BUSINESSES, WHICH WAS BACK IN 2009. SO A
[02:10:59] SIGNIFICANT AMOUNT OF CIP IN THE
[02:11:01] PIPELINE. NEXT SLIDE, PLEASE.
[02:11:08] SO THIS SLIDE COVERS THE FUNDING PLAN
[02:11:11] ASSOCIATED WITH THAT NON AIRPORT CIP
[02:11:13] THAT WE JUST DISCUSSED. OPERATING
[02:11:16] SOURCES ACCOUNT FOR 44% OF THE
[02:11:19] FUNDING IN THIS PLAN. THAT INCLUDES
[02:11:22] OPERATING CASH, WHICH INCLUDES BOTH
[02:11:25] EXISTING NON AIRPORT GENERAL FUND
[02:11:27] BALANCES AND FUTURE NON AIRPORT
[02:11:29] REVENUES. IN TOTAL, THOSE WILL FUND
[02:11:32] APPROXIMATELY 305,000,000. MOST OF
[02:11:36] THE OPERATING CASH FLOW FOR THE NON
[02:11:37] AIRPORT BUSINESSES IS DERIVED FROM THE
[02:11:39] NORTHWEST SEAPORT ALLIANCE, AND SLIDE 39

[02:11:42] IN THE APPENDIX PROVIDES SOME OF THAT
[02:11:44] BREAKOUT. IF YOU'RE INTERESTED IN SEEING
[02:11:45] SOME OF THE DETAIL, THE PORT IS ALSO
[02:11:48] ABLE TO LEVERAGE SOME OF THE NONAIRPORT
[02:11:52] OPERATING REVENUES IN THE FORM OF FUTURE
[02:11:54] REVENUE BONDS, WHICH ARE ASSUMED TO FUND
[02:11:56] 95 MILLION OF THIS CIP. THE REVENUE BOND
[02:11:59] CAPACITY IS DUE IN PART BECAUSE OF A
[02:12:02] DECREASE IN EXISTING REVENUE BOND DEBT
[02:12:05] SERVICE DURING THE FORECAST PERIOD
[02:12:07] BEGINNING IN 2027. THE TAX LEVY
[02:12:12] IS EXPECTED TO FUND APPROXIMATELY 52% OF
[02:12:15] THE CIP. THIS INCLUDES LEVY CASH,
[02:12:18] EXISTING GEO BONDS, AND FUTURE GEO
[02:12:20] BONDS. AS YOU KNOW, GEO BOND DEBT
[02:12:22] SERVICE IS PAID FROM TAX LEVY FUNDS.
[02:12:24] AND LOOKING AT THE GRAPH, YOU'LL SEE 78
[02:12:27] MILLION OF LEVY FUNDING HERE. THAT
[02:12:30] REPRESENTS THE LEVY CASH FUNDING OF THE
[02:12:32] CIP. WE'VE GOT 45 MILLION OF REMAINING
[02:12:35] GEO BOND PROCEEDS FROM OUR PRIOR GEO
[02:12:38] BOND ISSUANCE BACK IN 2022, AND WE HAVE
[02:12:41] FORECASTED THE NEED FOR APPROXIMATELY
[02:12:43] 351,000,000 OF ADDITIONAL GEO BONDS
[02:12:46] DURING THE FORECAST PERIOD. SOME OF THIS
[02:12:49] ISSUANCE MAY COME AS EARLY AS NEXT YEAR.
[02:12:53] NEXT SLIDE, PLEASE.
[02:12:57] SO AVIATION STAFF BRIEF YOU ON
[02:13:00] THE AIRPORT CIP BACK ON OCTOBER 10.
[02:13:03] SLIDE 36 IN THE APPENDIX HAS SOME
[02:13:05] INFORMATION ON THEIR \$5 BILLION CIP.
[02:13:08] NOT GOING TO SPEND MUCH TIME ON THE CIP
[02:13:10] ITSELF, BUT THIS SLIDE HERE WILL HELP
[02:13:12] COVER THE FUNDING. LOOKING AT THE CHART,
[02:13:15] REVENUE BONDS ARE EXPECTED TO FUND OVER
[02:13:18] 80% OF THE AIRPORT CIP. THIS INCLUDES
[02:13:21] EXISTING REVENUE BONDS OF ABOUT 400
[02:13:23] MILLION FROM OUR PRIOR TWO BOND
[02:13:25] ISSUANCES THAT OCCURRED IN 2021 AND
[02:13:26] 2022. WE ARE ALSO EXPECTING
[02:13:30] NEARLY 3.6 BILLION OF FUTURE REVENUE
[02:13:33] BONDS TO FUND THE AIRPORT CIP,
[02:13:36] A PORTION OF WHICH LIKELY TO COME AS
[02:13:38] EARLY AS NEXT YEAR. OPERATING CASH AT
[02:13:41] THE AIRPORT IS EXPECTED TO FUND OVER
[02:13:44] 630,000,000 OF THEIR CIP. THIS INCLUDES
[02:13:48] BOTH EXISTING CASH AND FUTURE AIRPORT
[02:13:50] CASH FLOWS. THE AIRPORT HAS BEEN
[02:13:52] BUILDING UP THEIR CASH BALANCES TOWARDS
[02:13:55] 18 MONTHS ON M LIQUIDITY TARGET, WHICH
[02:13:57] IS EXPECTED TO BE REACHED BY 2025.
[02:14:02] THE AIRPORT DOES HAVE SOME OTHER UNIQUE
[02:14:04] FUNDING SOURCES FOR ITS CAPITAL PLAN,
[02:14:06] THE BIGGEST OF WHICH IS CAPITAL GRANTS.
[02:14:08] WE'VE GOT NEARLY 360,000,000 OF CAPITAL
[02:14:11] GRANTS GRANT FUNDING FOR THE AIRPORT
[02:14:13] CIP. THESE ARE ALMOST ENTIRELY
[02:14:15] ENTITLEMENT GRANTS FROM THE FAA, SO
[02:14:18] THEY'RE AIP GRANTS OR THE BIPARTISAN
[02:14:20] INFRASTRUCTURE LAW.
[02:14:24] NEXT SLIDE, PLEASE.
[02:14:28] SO THIS IS, I THINK, AN IMPORTANT SLIDE,
[02:14:30] AND GOING BACK TO WHAT WE TOUCHED ON

[02:14:32] PREVIOUSLY ABOUT THE IMPORTANCE OF
[02:14:34] LOOKING BEYOND JUST THE FIVE YEAR
[02:14:36] HORIZON. THIS HELPS US
[02:14:39] AVOID MAKING FINANCIAL DECISIONS NOW
[02:14:42] THAT MAY BENEFIT US NOW BUT HAVE ADVERSE
[02:14:44] IMPACTS IN THE FUTURE. THIS SLIDE
[02:14:47] OUTLINES SOME OF THE KEY CONSIDERATIONS
[02:14:48] AND OUTCOMES AS IT RELATES MORE
[02:14:51] SPECIFICALLY TOWARDS THAT LONGER TERM
[02:14:53] VIEW. SO, LOOKING AT THE LEFT, TOUCHING
[02:14:56] ON A FEW OF THE ASSUMPTIONS THAT I THINK
[02:14:57] ARE IMPORTANT, WE'VE TALKED ABOUT
[02:14:58] ENVIRONMENTAL. AS WE DISCUSSED WITH YOU
[02:15:00] AT THE JULY RETREAT, THE PORT IS
[02:15:02] ANTICIPATING AND PLANNING FOR KNOWN
[02:15:04] LEGACY ENVIRONMENTAL REMEDIATION COSTS
[02:15:06] THAT WILL REQUIRE SIGNIFICANT RESOURCES,
[02:15:08] PARTICULARLY IN THAT SECOND FIVE YEAR
[02:15:10] PERIOD. IN TERMS OF CAPITAL INVESTMENTS,
[02:15:13] WE EXPECT TO HAVE A CONTINUED NEED FOR
[02:15:16] CAPITAL INVESTMENTS AT BOTH OUR AIRPORT
[02:15:18] AND NON AIRPORT PROPERTIES. AS MENTIONED
[02:15:21] AT THE LAST COMMISSIONER BRIEFING,
[02:15:24] MARITIME AND EDD HAVE IDENTIFIED OVER
[02:15:26] 400 MILLION OF CAPITAL PROJECTS THAT
[02:15:30] WERE POSTPONED OR DEFERRED DURING THE
[02:15:32] CURRENT FIVE YEAR FORECAST PERIOD THAT
[02:15:34] WE CONTINUE TO BE MINDFUL OF AND
[02:15:37] COMMUNITY PROGRAMS. WE ARE ASSUMING A
[02:15:39] CONTINUATION OF FUNDING NEEDED FOR THE
[02:15:41] VARIOUS COMMUNITY PROGRAMS AT ABOUT THE
[02:15:43] LEVEL WE'RE FUNDING THEM NOW, AND WE
[02:15:46] TALKED ABOUT SOME OF THAT. DETAIL CAN BE
[02:15:48] FOUND IN THE APPENDIX, PARTICULARLY
[02:15:49] PAGES 27 AND 28. SHIFTING TO
[02:15:53] THE RIGHT, LOOKING AT SOME OF THE
[02:15:54] RESULTS, THE GOOD NEWS IS THAT BASED ON
[02:15:58] THIS PLAN, WE COULD FUND ALMOST 700
[02:16:00] MILLION OF NON AIRPORT CIP IN THAT
[02:16:02] SECOND FIVE YEAR PERIOD. SO THIS WOULD
[02:16:05] INCLUDE FUNDING CAPACITY FOR MOST OF THE
[02:16:07] 400 MILLION OF POSTPONED OR DEFERRED
[02:16:09] MARITIME AND EDD PROJECTS. ONE OF THE
[02:16:12] POTENTIAL RISKS, HOWEVER, IS THE NEED TO
[02:16:14] MAXIMIZE DEBT FUNDING BOTH GEO BONDS AND
[02:16:18] REVENUE BONDS TO SUPPORT THESE HIGHER
[02:16:20] COSTS. SO MEANING THE PORT WOULD BE
[02:16:23] FULLY LEVERAGED WITHIN OUR ESTABLISHED
[02:16:25] FINANCIAL TARGETS. SO WHAT DOES THIS ALL
[02:16:27] MEAN? IT MEANS THE PORT'S ABILITY TO
[02:16:30] RESPOND TO ADVERSE OR UNINTENDED OR
[02:16:33] UNANTICIPATED EVENTS MAY REQUIRE
[02:16:35] REDUCING SPENDING OR INCREASING THE TAX
[02:16:38] LEVY ABOVE THE 75% THAT ELIZABETH
[02:16:41] MENTIONED. NEXT SLIDE,
[02:16:45] PLEASE.
[02:16:49] SO THE RECOMMENDATIONS ARE A REITERATION
[02:16:52] OF THE BOTTOM LINE UPFRONT THAT
[02:16:53] EXECUTIVE DIRECTOR METRUCK REVIEWED.
[02:16:57] WE RECOMMEND CONTINUING TO MANAGE THE
[02:16:59] TAX LEVY IN A BALANCED WAY THAT PROVIDES
[02:17:02] FOR FINANCIAL RESILIENCE AND SUPPORTS
[02:17:05] THE PORT'S GOOD CREDIT RATING OVER THE

[02:17:07] LONG TERM. WE RECOMMEND PRESERVING
[02:17:11] SOME LEVY CAPACITY SO THAT WE CAN
[02:17:14] ADDRESS HIGHER ENVIRONMENTAL SPENDING OR
[02:17:16] ADVERSE CHANGES TO INCOME THAT MIGHT
[02:17:20] REQUIRE INCREASES IN THE TAX LEVY ABOVE
[02:17:23] THAT 75% OF THE MAXIMUM TARGET.
[02:17:27] AND WE RECOMMEND CONSIDERING SETTING
[02:17:30] ASIDE SOME FUNDS FOR ENVIRONMENTAL
[02:17:34] REMEDIATION. THIS WOULD LIKELY BE A
[02:17:36] GRADUAL APPROACH, SETTING SOME FUNDS
[02:17:39] ASIDE OVER TIME TO ADDRESS
[02:17:43] THE ENVIRONMENTAL REMEDIATION COSTS
[02:17:47] IN THE FUTURE. NEXT SLIDE,
[02:17:50] PLEASE.
[02:17:54] SO, SLIDE 18 COVERS SOME OF THE FINANCE
[02:17:57] INITIATIVES THAT MAY BE BROUGHT FORWARD
[02:17:59] TO THE COMMISSION OVER THE NEXT YEAR OR
[02:18:01] SO. AS MENTIONED PREVIOUSLY, A
[02:18:03] SIGNIFICANT PORTION OF THE AIRPORT CIP
[02:18:05] IS EXPECTED TO BE FUNDED WITH FUTURE
[02:18:06] REVENUE BONDS, AND WE EXPECT THE PORTION
[02:18:08] OF THAT FUNDING TO COME FROM A NEW BOND
[02:18:10] ISSUANCE NEXT YEAR. STAFF WILL ALSO
[02:18:13] CONTINUE TO MONITOR THE NON AIRPORT CIP
[02:18:16] AND ASSESS WHETHER GEO BONDS WILL BE
[02:18:18] NEEDED IN 2024 AS WELL.
[02:18:21] THE PORT DOES HAVE OUTSTANDING DEBT.
[02:18:23] OUTSTANDING REVENUE BOND DEBT IS
[02:18:25] ACTUALLY CALLABLE AND CALLABLE NEXT YEAR
[02:18:28] THAT MAY BE ABLE TO BE REFUNDED FOR
[02:18:30] INTEREST SAVINGS DEPENDING ON MARKET
[02:18:32] CONDITIONS. THE STAFF CONTINUOUSLY
[02:18:35] MONITORS ITS OUTSTANDING DEBT FOR SUCH
[02:18:37] OPPORTUNITIES TO REFINANCE AT LOWER
[02:18:39] COSTS.
[02:18:42] FINANCE STAFF WILL ALSO CONTINUE TO
[02:18:44] MANAGE THE PORT'S VARIABLE RATE DEBT,
[02:18:46] CREDIT AGREEMENTS AND RENEWALS OVER THE
[02:18:48] NEXT YEAR. AND WE ARE EXPECTING TO
[02:18:50] COMPLETE OUR FINANCIAL ADVISOR
[02:18:52] PROCUREMENT LATER THIS YEAR OR EARLY
[02:18:55] NEXT YEAR. FINALLY, THE FINANCE STAFF
[02:18:58] WILL CONTINUE TO EVALUATE ANY FUNDING
[02:19:01] ALTERNATIVES THAT MAY BE APPLICABLE,
[02:19:04] INCLUDING TIFIA LOANS. THIS CONCLUDES
[02:19:08] OUR PRESENTATION. HAPPY TO ANSWER
[02:19:11] QUESTIONS. COMMISSIONER, QUESTIONS FOR
[02:19:14] STAFF. COMMISSIONER MOHAMED,
[02:19:19] THANK YOU FOR THAT PRESENTATION. I HAVE
[02:19:23] A QUESTION AROUND THE CITY OF SEATAC'S
[02:19:27] COMMUNITY RELIEF. IS THERE SOMEONE THAT
[02:19:29] COULD SPEAK TO THAT SPECIFIC INVESTMENT?
[02:19:34] I CAN TAKE THAT ON. THAT'S THE ILA,
[02:19:38] RIGHT? YES. IT'S A 1.4 MILLION PAYMENT
[02:19:41] TO THE CITY OF SEATAC EACH YEAR AS PART OF
[02:19:45] AN INTERLOCAL AGREEMENT WITH THE CITY
[02:19:48] THAT ALLOWED FOR THE PORT OF SEATTLE TO
[02:19:52] DO ITS OWN PERMITTING. SO WE DON'T HAVE
[02:19:54] TO GO THROUGH THE CITY OF SEATAC IN
[02:19:57] ORDER TO GET CONSTRUCTION PERMITS WHICH
[02:20:00] GREATLY EXPEDITES OUR ABILITY TO DELIVER
[02:20:03] CAPITAL. SO THIS IS PERMITTING, NOT
[02:20:06] PROGRAMS OR JUST DOLLARS FOR SAFETY,

[02:20:09] SPECIFICALLY WITHIN THE CITY OF SEATAC.
[02:20:11] SO THE USE ISN'T RELATED TO PERMITTING.
[02:20:14] BUT THE GENESIS OF THE PAYMENT WAS
[02:20:18] IN THIS ILA THAT INCLUDED THEY
[02:20:22] GAVE US THE PERMITTING AUTHORITY AND WE
[02:20:24] GAVE THEM 1.4 MILLION A YEAR FOR SAFETY.
[02:20:28] COMMISSIONER, YOU MAY BE MORE FAMILIAR
[02:20:29] WITH IT THROUGH YOUR JOINT ADVISORY
[02:20:32] COMMITTEE PARTICIPATION. I THINK YOU
[02:20:33] GUYS MAY HAVE SOME SORT OF APPROVAL
[02:20:36] COMING THROUGH THEIR RECOMMENDATION.
[02:20:38] YEAH, AND I ASKED THE QUESTION BECAUSE
[02:20:40] IT'S COMING UP IN THE PUBLIC. THERE ARE
[02:20:43] A NUMBER OF LOCAL CITY COUNCIL MEMBERS
[02:20:46] OUTSIDE OF THE CITY OF SEATAC WHO'S
[02:20:47] INTERESTED IN KNOWING WHAT THIS DOLLAR
[02:20:49] AMOUNT IS AND HOW COME THEIR CITY IS NOT
[02:20:52] RECEIVING THE SAME SORT OF CONTRIBUTION.
[02:20:54] SO IT'S HELPFUL TO HEAR EXACTLY WHAT
[02:20:57] THESE DOLLARS ARE GOING TOWARDS. I DID
[02:21:00] MENTION TOO MANY OF THEM THAT I SERVE ON
[02:21:01] JC AND EXACTLY WHAT THOSE DOLLARS IS,
[02:21:04] BUT IT'S GOOD FOR TRANSPARENCY PURPOSES
[02:21:06] AND FOR US TO BE ACCOUNTABLE TO THE
[02:21:08] PUBLIC. I HAD ANOTHER QUESTION THAT'S
[02:21:11] SOMEWHAT SIMILAR IS THE SOUTH KING
[02:21:12] COUNTY FUND. THOSE DOLLARS GO TO
[02:21:16] ORGANIZATIONS THAT ARE SERVING SOUTH
[02:21:19] KING COUNTY CITIES LIKE DES MOINES,
[02:21:21] BURIEEN, FEDERAL WAY, SEATAC AS
[02:21:25] WELL.
[02:21:29] THE QUESTION THAT I HAVE AROUND THAT
[02:21:31] INVESTMENT, I DON'T KNOW IF THERE'S
[02:21:32] SOMEONE HERE OR ONLINE THAT COULD JUST
[02:21:34] BRIEFLY SPEAK TO IT WHEN WE'RE MAKING
[02:21:37] THAT INVESTMENT IN THE SOUTH KING COUNTY
[02:21:38] FUNDS, ARE THE LOCAL CITIES BEING
[02:21:41] CONSULTED? MY UNDERSTANDING
[02:21:45] IS YES, BUT I JUST WANT TO MAKE SURE
[02:21:46] THAT I DON'T KNOW IF THAT'S A GOVERNMENT
[02:21:48] RELATIONS QUESTION, BUT THAT'S ALSO
[02:21:49] ANOTHER THING THAT I'VE HEARD, AND I
[02:21:51] THINK SINCE THESE DOLLARS ARE COMING OUT
[02:21:54] OF THE TAX LEVY DOLLARS AND THEIR
[02:21:56] COMMUNITY INVESTMENTS, IT WOULD BE
[02:21:58] HELPFUL FOR US TO JUST EXPLAIN WHAT THAT
[02:22:00] PROCESS LOOKS LIKE. AND IF THEY'RE NOT
[02:22:02] BEING CONSULTED, IT IS AN OPPORTUNITY
[02:22:04] FOR THE COMMISSION TO CONSIDER INCLUDING
[02:22:07] CONSULTING THOSE CITIES AND SEEING IF
[02:22:09] THAT IS AN AREA OF INVESTMENT THAT WE
[02:22:11] WOULD LIKE TO MAKE. I THINK THAT'S NOT
[02:22:15] WE CAN GET YOU MORE ADDITIONAL
[02:22:17] INFORMATION. IT'S DONE THROUGH AN RFP
[02:22:18] PROCESS, SO I HAVE TO LOOK TO SEE I
[02:22:22] DON'T KNOW, THERE'S A REVIEW OF THE RFPs
[02:22:24] AND I'M NOT SURE IF THERE'S OTHER
[02:22:26] PROCESSES IN THAT WHERE THE CITY WOULD
[02:22:28] BE APPROPRIATE TO CONSULT WITH THEM AS
[02:22:31] PART OF THAT PROCESS. BUT THAT'S
[02:22:32] SOMETHING DEFINITELY WE CAN TAKE A LOOK
[02:22:34] AT. YEAH. NOT SO MUCH OF WHEN THE RFP
[02:22:37] GOES OUT AND WE'RE TRYING TO CONTRACT

[02:22:39] WITH ORGANIZATIONS, BUT IT'S THE PRE
[02:22:42] WORK THAT I'M TALKING ABOUT. DO WE
[02:22:44] CONSULT THE LOCAL CITIES BEFORE WE
[02:22:48] EVEN GET TO THE STEP OF PUTTING OUT AN
[02:22:51] RFP AND THINKING ABOUT CONTRACTING? MY
[02:22:54] UNDERSTANDING IS YES, BUT I JUST WANT TO
[02:22:56] BE ABLE TO CONFIRM THAT AS WE'RE TALKING
[02:22:58] ABOUT THESE TAX LEVY DOLLARS AND WE'RE
[02:23:02] MOVING FORWARD ON SOME OF THESE ACTIONS.
[02:23:06] IF SOMEONE CAN COME BACK TO ME WITH THAT
[02:23:08] INFORMATION, WE CAN GET BACK TO YOU ON
[02:23:10] THAT. COMMISSIONER. PERFECT. THANK YOU.
[02:23:11] THAT CONCLUDES MY QUESTION.
[02:23:13] COMMISSIONER CALKINS NO
[02:23:20] I THINK WE'VE HAD A LOT OF FROM THE
[02:23:22] BUDGET RETREATS THROUGH THE SUMMER TO
[02:23:24] THIS, I'M REALLY EXCITED TO SEE THIS
[02:23:27] MOVE TOWARD A LITTLE BIT OF THE
[02:23:31] DEVELOPMENT OF A FUND MOVING FORWARD
[02:23:35] THAT WILL ALLOW US TO QUICKLY
[02:23:39] MEET OUR OBLIGATIONS ASSOCIATED WITH
[02:23:41] ENVIRONMENTAL CLEANUPS IN PARTICULAR.
[02:23:43] SO I JUST WANT TO CALL THAT OUT. I THINK
[02:23:45] THAT'S A REALLY RESPONSIBLE THING TO DO.
[02:23:47] WHEN WE FIRST STARTED TALKING ABOUT IT,
[02:23:49] I USE THE METAPHOR OF MY OWN EXPERIENCE
[02:23:51] AS A DAD OF THREE KIDS SAVING FOR
[02:23:54] COLLEGE. I KNOW THAT THAT'S OUT THERE
[02:23:56] AND I KNOW I WANT TO BE READY FOR IT.
[02:23:57] AND ALTHOUGH MY KIDS WON'T GET THE
[02:24:01] BENEFIT OF THE COLLEGE EDUCATION UNTIL
[02:24:02] THEY TAKE IT, I AM GOING TO START SAVING
[02:24:05] NOW TO MAKE SURE THAT THAT'S AVAILABLE
[02:24:06] TO THEM. AND SO IN MUCH THE SAME WAY
[02:24:10] WHAT DAMAGE WAS DONE IN THE PAST AND
[02:24:13] WILL BE CLEANED UP AS QUICKLY AS
[02:24:15] POSSIBLE, WE WANT TO JUST MAKE SURE THAT
[02:24:17] FINANCES ARE NOT THE ISSUE THAT PREVENTS
[02:24:20] US FROM DOING THAT. COMMISSIONER FELLEMAN
[02:24:27] BUT THE ALTERNATE WAY THAT WE'VE BEEN
[02:24:28] DEALING WITH THIS LIABILITY THAT ALWAYS
[02:24:31] HANGS OVER AHEAD IS KEEPING THAT BUFFER
[02:24:33] OF THE LEVY TO BE ABLE TO INCREASE IT
[02:24:35] WHEN NEEDED. RIGHT. SO WE CAN HEDGE OUR
[02:24:39] BETS DEPENDING ON WHEN WE KNOW THAT
[02:24:42] THESE EXPENSES ARE COMING UP. AND WE
[02:24:45] ACTUALLY HAVE A VERY WIDE RANGE OF WHAT
[02:24:47] OUR LIABILITY IS RIGHT NOW. AND SO, AS
[02:24:50] THAT IS WORKED OUT, I CERTAINLY AGREE
[02:24:53] THAT WE CAN'T WELCH ON OUR
[02:24:55] RESPONSIBILITIES, BUT I JUST KNOW THAT
[02:24:57] THERE'S DIFFERENT WAYS OF APPROACHING
[02:24:59] BANKING THAT CAPACITY. AND SO THAT, TO
[02:25:02] ME, IS VERY IMPORTANT. THE THING THAT I
[02:25:05] MENTIONED THAT THE LAST TIME WE
[02:25:06] DISCUSSED, WHEN YOU LOOK AT THE LEVY,
[02:25:11] THE CHART THAT SHOWS VERSUS MAXIMUM
[02:25:15] VERSUS THE YOU
[02:25:19] PROVIDE US WITH YOUR BEST JUDGMENT. WE
[02:25:21] HAVE VERY LITTLE REASON TO QUESTION IT,
[02:25:23] BUT IT'S ONE LINE, RIGHT? SO YOU DON'T
[02:25:26] PROVIDE US WITH AND IF WE DID THIS, WE
[02:25:29] WOULD BE SHORT THAT, OR IF WE DID THIS,

[02:25:31] WE WOULD HAVE GREATER RISK OF DEFAULT.
[02:25:35] WHATEVER. WHAT I WAS ASKING PREVIOUSLY,
[02:25:39] YOU'RE USING BEST JUDGMENT BASED ON ALL
[02:25:41] KINDS OF INFORMATION WE'LL NEVER HAVE
[02:25:43] ACCESS TO. BUT THE
[02:25:46] QUESTION IN TERMS OF ARE THERE SOME
[02:25:48] PLACES WHERE YOU'RE BEING MORE
[02:25:49] CONSERVATIVE AND OTHER PLACES WHERE
[02:25:51] YOU'RE BEING MORE BULLISH? I MEAN, IS
[02:25:52] THERE, IN THE COURSE OF TRYING TO
[02:25:54] EVALUATE THIS NET JUDGMENT OF YOURS,
[02:26:00] WHAT'S THE INFLATION RATE GOING TO BE?
[02:26:02] YOU DON'T REALLY GIVE US KIND OF THE
[02:26:05] RATIONALE BEHIND WHERE YOU DREW THAT
[02:26:08] LINE. AND BY NOT PROVIDING A RANGE, A
[02:26:11] BOUNDS TO LOOK AT, WE'VE TRUSTED
[02:26:15] YOU ALONG. WE'RE VERY GOOD AT DOING
[02:26:18] OUR BUDGETING. AND SO I JUST THINK FROM
[02:26:20] A TRANSPARENCY PERSPECTIVE, THOUGH, IT
[02:26:22] WOULD BE JUST KIND OF GOOD TO BE ABLE TO
[02:26:24] SAY, BASED ON X, Y OR Z,
[02:26:27] THIS IS WHY WE'RE PUTTING THIS FORWARD
[02:26:30] AND HAVING A RANGE OF CHOICES. RIGHT?
[02:26:36] SURE. THAT'S A VERY GOOD POINT.
[02:26:40] I BELIEVE AT THE BUDGET RETREAT, WE
[02:26:43] SHOWED YOU WHAT WOULD HAPPEN IF WE
[02:26:45] INCREASE THE LEVY BY 5% EACH YEAR, AND
[02:26:48] WITHIN TEN YEARS WE AYE. THE MAXIMUM. SO
[02:26:51] THAT WOULD BE ONE OPTION TO ASSUME A
[02:26:55] HIGHER INCREASE EACH YEAR TO TAP
[02:27:00] INTO THOSE FUNDS. NOW,
[02:27:04] THE RECOMMENDATION IS TO LEAVE
[02:27:07] SOME OF THAT GAP BETWEEN THE MAXIMUM
[02:27:11] AND THE ACTUAL LEVY SO THAT WHEN WE AYE.
[02:27:14] SOMETHING, EITHER A REMEDIATION PAYMENT
[02:27:18] THAT'S COMING SOONER THAN WE HAD
[02:27:19] ANTICIPATED OR A DOWNTURN IN THE ECONOMY
[02:27:23] THAT NEEDS TO BE ADDRESSED, WE HAVE THAT
[02:27:25] CUSHION. SO WE DO TRY TO BALANCE REALISM
[02:27:29] AND CONSERVATISM IN THIS PLANNING. I
[02:27:33] WOULD NOT SAY IT'S OVERLY CONSERVATIVE,
[02:27:35] BUT IT'S RESILIENT. AND HAVING THINGS
[02:27:38] LIKE OUR FINANCIAL POLICIES AND THAT
[02:27:41] CUSHION, THAT 75% OF MAXIMUM FOR
[02:27:44] PLANNING PURPOSES PROVIDES A RESILIENCY
[02:27:48] THAT ALLOWS US TO NOT BE OVERLY
[02:27:50] CONSERVATIVE IN OTHER AREAS.
[02:27:54] SO IF WE COULD LOOK AT SLIDE SEVEN OF
[02:28:01] THE LEVY PORTION. SORRY,
[02:28:07] ELIZABETH, GOING BACK, HOW MUCH OF
[02:28:10] THE GAP BETWEEN THE ACTUAL LEVY AND
[02:28:14] THE MAXIMUM ALLOWABLE LEVY? CAN WE
[02:28:18] GO BACK AND THEN ASK FOR
[02:28:22] FROM A 2010 OR 2015
[02:28:26] PROPERTY OWNER SO WE CAN'T GO BACK AND
[02:28:29] GET LEVY THAT WE DIDN'T ASSESS IN PRIOR
[02:28:33] YEARS? IT ISN'T BANKABLE THEN IF WE
[02:28:35] DON'T ASK FOR IT NOW. WE CAN'T GO BACK
[02:28:39] AND ASK FOR IT LATER. AND SO MY POINT
[02:28:41] IS, WE'RE TRYING TO BALANCE BETWEEN AT
[02:28:45] A TIME WHEN THERE IS A LITTLE BIT OF
[02:28:48] SPACE AND TO TAKE A LITTLE BIT MORE,
[02:28:52] BANK IT NOW FOR THAT FUTURE LIABILITY.

[02:28:56] IF WE DON'T DIVERT THOSE DOLLARS,
[02:29:00] THEY'RE GONE FOR GOOD. AND I
[02:29:03] THINK THIS IS THE BALANCE THAT WE'RE
[02:29:05] TALKING ABOUT. THE RECOMMENDATION IS,
[02:29:08] SURE, YOU COULD TAKE THE MAXIMUM
[02:29:10] ALLOWABLE AND PUT THAT IN A BANK, AND
[02:29:11] THAT WOULD MAKE IT EASIER FOR SOME
[02:29:13] FUTURE COMMISSION BECAUSE YOU'D HAVE A
[02:29:14] LITTLE BIT MORE. BUT INSTEAD OF GOING
[02:29:16] THAT FAR, LET'S DO A REASONABLE AMOUNT
[02:29:18] TO BEGIN THAT PROCESS. AND I REALLY
[02:29:20] APPRECIATE STAFF EFFORT OVER THE COURSE
[02:29:22] OF THIS PROCESS TO SAY, IN FACT, WE
[02:29:24] DON'T NEED TO INCREASE IT THAT MUCH
[02:29:25] BECAUSE THERE IS SOME
[02:29:29] CASH FLOW THAT WE CAN ACCESS FROM THIS
[02:29:31] YEAR'S BUDGET AND TRANSFER OVER. SO
[02:29:33] INSTEAD OF TAKING AN ENORMOUS NEW JUMP
[02:29:36] IN THE LEVY TO BEGIN THIS FUND, WE
[02:29:38] ACTUALLY HAVE THE CASH FLOW TO BE ABLE
[02:29:39] TO DO IT NOW. AND I THINK THAT'S A
[02:29:41] REASONABLE BALANCE BETWEEN A MARGINAL
[02:29:43] INCREASE IN THE LEVY TO SUPPORT THIS AND
[02:29:46] ALSO BANKING SOME OF THE ADDITIONAL
[02:29:50] CASH FLOW THAT WE HAVE GENERATED THIS
[02:29:52] YEAR TO GET THIS THING STARTED. AND I
[02:29:55] THINK THAT'S, AS YOU SAID, A REASONABLY
[02:29:58] CONSERVATIVE WAY TO START THIS
[02:30:02] PROCESS OF CREATING A KIND OF RAINY DAY
[02:30:04] FUND OR WHATEVER WE END UP CALLING IT.
[02:30:06] THANKS.
[02:30:10] WELL, I LIKE TO THINK OF MYSELF AS THE
[02:30:13] PRIMARY TARGET FOR CONSUMING
[02:30:17] THIS DOCUMENT THAT YOU'VE PRODUCED,
[02:30:21] AND I AM PLEASED TO HAVE RECEIVED IT.
[02:30:25] THANK YOU ALL FOR THIS BOOK OF GOODNESS
[02:30:28] AND FOR THE VERY THOROUGH PRESENTATION.
[02:30:32] THE COMMISSIONER, A VERY SMALL PIECE OF
[02:30:35] THIS, ARE REPRESENTED BY COMMISSIONER
[02:30:39] ASKS.
[02:30:44] THOSE COMMISSION ASKS ARE BASED UPON
[02:30:46] WHAT WE HEAR ALL YEAR AND ALL
[02:30:50] TERM LONG FROM THE CONSTITUENCY.
[02:30:53] SO AS A PRIMARY TARGETED AUDIENCE
[02:30:57] OF THIS DOCUMENT, ONE OF THE THINGS THAT
[02:31:00] I WOULD LOVE TO BE ABLE TO EASILY SEE
[02:31:03] AND CONVEY IS HOW COMMISSION ASKS
[02:31:07] HAVE BEEN PITCHED OR CONSIDERED
[02:31:11] OR APPROVED. IF THIS IS THE FINAL
[02:31:15] DOCUMENT, I'D JUST LIKE TO RECOMMEND A
[02:31:17] SECTION EITHER IN THE INDEX OR THE
[02:31:21] APPENDICES THAT SUMMARIZES COMMISSIONER
[02:31:25] ASKS AND TOTALS THAT WOULD BE REALLY
[02:31:28] HELPFUL FOR US IN THAT CONTINUED EFFORT
[02:31:32] FOR THIS DOCUMENT TO TELL THE STORY OF
[02:31:35] HOW WE'RE HONORING OUR TRIPLE BOTTOM
[02:31:36] LINE WITH THAT WITHOUT
[02:31:40] ANY YES. ALL RIGHT.
[02:31:44] I'VE BEEN TRYING TO GET MY HEAD AROUND
[02:31:45] THAT QUESTION TOO. SURE. SO IF THE
[02:31:48] COMMUNITY PROGRAMS ARE 19,000,728
[02:31:53] OFFHAND,
[02:31:56] BUT THE LEVY IS GENERATING 86.7

[02:32:00] MILLION, SO IF YOU JUST LOOK AT IT'S,
[02:32:02] LIKE 23% OF THE
[02:32:07] OVERALL LEVY REVENUE GOES TO COMMUNITY
[02:32:09] PARTNERS. AS EXECUTIVE METRUCK POINTED
[02:32:11] OUT, THOUGH, THE HEALTHY ORGANIZATION IS
[02:32:15] CONTRIBUTING TO THE TRIPLE BOTTOM LINE
[02:32:16] THAT WE HAVE COMMUNITIES BENEFITING FROM
[02:32:18] THE REVENUES THAT WE GENERATE AS WELL.
[02:32:20] BUT IF WE LOOK AT THE
[02:32:25] LEVY, OR ACTUALLY, IF YOU JUST LOOK
[02:32:28] AT OUR \$19 MILLION
[02:32:32] AS COMPARED TO THE \$1.4 BILLION BUDGET
[02:32:36] OF THE ORGANIZATION. TO YOUR POINT,
[02:32:38] IT'S A VERY SMALL NUMBER. SO SOMETIMES I
[02:32:41] KIND OF THINK THAT WE'RE NEVER GOING TO
[02:32:43] BALANCE THE BUDGET ON THE BACK OF
[02:32:45] COMMUNITY PROGRAMS. I MEAN, WE CAN
[02:32:48] TRIPLE THE COMMUNITY PROGRAMS AND IT
[02:32:49] STILL IS PRETTY CLOSE TO IRRELEVANT TO
[02:32:52] THE BIGGER PICTURE OF THINGS. I DON'T
[02:32:53] WANT TO SAY IRRELEVANT, BUT IT'S JUST,
[02:32:55] I THINK IMPORTANT TO KEEP IN MIND THE
[02:32:57] CONTEXT, THE RELATIVE ISSUE OF THESE
[02:33:00] COMMUNITY PROGRAMS RELATIVE TO A \$1.4
[02:33:03] BILLION BUDGET. AND I THINK THAT'S SORT
[02:33:05] OF WHERE YOU WERE GETTING AT. IT'S JUST
[02:33:07] GOOD TO BE ABLE TO FRAME IT AS BEST.
[02:33:11] COMMISSIONER MOHAMED. THANK YOU.
[02:33:16] YEAH. AND I MEAN, OBVIOUSLY TO THAT
[02:33:18] POINT, THE COMMUNITY BENEFITS FROM ALL
[02:33:21] OF THE OPERATIONS THAT WE ARE WORKING
[02:33:23] ON. WE ARE A PUBLIC AGENCY. SO WHETHER
[02:33:25] THAT IS WHAT'S HAPPENING AT OUR
[02:33:27] WATERFRONT TO THE AIRPORT, THEY ARE
[02:33:29] BENEFITING FROM THAT. BUT I THINK THEY
[02:33:31] ARE MOST INTERESTED IN TALKING ABOUT THE
[02:33:33] TAX LEVY DOLLARS WHEN WE'RE OUT THERE.
[02:33:35] I KNOW THAT DAVE KAPLAN IS HERE, WHO IS
[02:33:40] OUR LOCAL GOVERNMENT RELATIONS MANAGER.
[02:33:44] I THINK DAVE WOULD LIKE TO SPEAK ON THE
[02:33:48] QUESTION THAT I ASKED EARLIER. AND I DID
[02:33:49] CHECK IN BEFORE I CALLED AYE. UP HERE SO
[02:33:52] EVERYONE CAN RELAX. I HAPPENED TO BE
[02:33:55] UPSTAIRS BUT OVERHEARD THE QUESTION, SO
[02:33:57] I RACED DOWN HERE IN CASE THERE WAS
[02:33:59] NOBODY HERE TO ANSWER IT. COVID KAPLAN,
[02:34:01] LOCAL GOVERNMENT RELATIONS MANAGER FOR
[02:34:03] THE PORT. YOUR QUESTION REGARDING THE
[02:34:05] SOUTH KING COUNTY FUND, THE STATE
[02:34:09] LAW THAT ALLOWS FOR THE FUNDING
[02:34:13] OF PROGRAMS TO LOCAL COMMUNITY
[02:34:15] ORGANIZATIONS IS A VERY NARROW, FOCUSED
[02:34:18] ONE AND REQUIRES THOSE PROJECTS TO
[02:34:21] ACTUALLY HAPPEN ON PUBLIC LAND. CITIES
[02:34:24] TYPICALLY TEND TO BE THE PRIMARY
[02:34:26] LANDHOLDER IN A JURISDICTION, BUT SO ARE
[02:34:29] SCHOOL DISTRICTS. SO FOR EXAMPLE, THERE
[02:34:31] ARE PROJECTS AND IN FACT, I THINK SOME
[02:34:32] OF THE GRANTS THAT HAVE BEEN GIVEN OUT
[02:34:34] HAVE BEEN FOR PROJECTS THAT HAVE BEEN ON
[02:34:36] SCHOOL DISTRICT GROUNDS. SO AS LONG AS
[02:34:39] IT'S ON PUBLIC PROPERTY, THOSE NONPROFIT
[02:34:41] ORGANIZATIONS, SO THEY HAVE TO WORK WITH

[02:34:44] THE CITY, OBVIOUSLY, BECAUSE THE CITY
[02:34:47] GIVES THE APPROVAL ON THAT BEING LOCATED
[02:34:49] ON THEIR PROPERTY IN THE SAME WAY THAT
[02:34:51] THE SCHOOL DISTRICT WOULD IF IT WAS ON
[02:34:52] SCHOOL DISTRICT PROPERTY. SO THEN ARE
[02:34:55] YOU SAYING YES TO US OR
[02:34:58] YOUR TEAM CONSULTING WITH THE LOCAL
[02:35:01] CITIES, THE SOUTH KING COUNTY CITIES,
[02:35:03] BEFORE THOSE PROJECTS GO INTO ACTION,
[02:35:06] BEFORE WE EVEN TALK ABOUT AN RFP
[02:35:08] PROCESS, ARE THE LOCAL CITY COUNCIL
[02:35:10] MEMBERS OR DEPARTMENTS AWARE OF
[02:35:14] THE SOUTH KING COUNTY FUND AND OUR
[02:35:16] INTENTION OF WHERE THE INVESTMENTS ARE
[02:35:18] GOING TO GO? AJ. MCCLURE AND ELISE AIDAN
[02:35:22] COULD ANSWER THAT BETTER, BUT THEY DO
[02:35:25] HAVE THE CONVERSATIONS WITH THE LOCAL
[02:35:27] JURISDICTIONS BECAUSE ONE OF THE
[02:35:30] QUESTIONS THAT'S POSED IS, HAVE YOU
[02:35:31] ACTUALLY HAD THAT CONVERSATION WITH
[02:35:35] WHOSE PROPERTY YOU'RE GOING TO DO THE
[02:35:36] WORK ON THE APPLICATION? GREAT. WELL,
[02:35:40] THANK YOU FOR THAT ANSWER. AND I THINK
[02:35:42] AS WE TALK ABOUT RENEWING THAT FUND AND
[02:35:44] COMING OUT OF THE TAX BUFFY DOLLARS. I
[02:35:46] JUST WANT TO UNDERSCORE THAT. SO IF AJ
[02:35:47] AND ELISE ARE LISTENING, PLEASE NOTE
[02:35:50] THAT. THANK YOU, COMMISSIONER, DO WE
[02:35:54] HAVE ANY OTHER COMMENTS, DAVE,
[02:35:57] BEFORE YOU LEAVE? SO IT DOES HELP ME
[02:36:00] HERE FOR 1 SECOND, BECAUSE THE AIRPORT,
[02:36:04] THE FLIGHT SAFETY CORRIDOR WHERE WE CAN
[02:36:08] CUT TREES ON PRIVATE PROPERTY, WE'RE
[02:36:12] ALSO AUTHORIZED TO BE ABLE TO PLANT
[02:36:14] TREES ON PRIVATE PROPERTY. SO I'M JUST
[02:36:17] WONDERING THIS MAY BE JUST APPLES AND
[02:36:20] ORANGES HERE, BUT IT'S PUBLIC MONEY
[02:36:22] GOING INTO PRIVATE PROPERTY. BUT ONE
[02:36:26] GIVETH, ONE TAKETH AWAY. I'M NOT SURE
[02:36:28] HOW THAT MAY BE PERTINENT. REGARDING
[02:36:30] FLIGHT QUARTER SAFETY PROGRAM, WE FOLLOW
[02:36:33] THE LOCAL JURISDICTION'S REQUIREMENTS IN
[02:36:35] TERMS OF TREE REPLACEMENT AND WHAT THE
[02:36:38] PROPERTY OWNER WANTS. IN TERMS OF THAT,
[02:36:41] IN TERMS OF THE OBVIOUSLY ON OUR OWN
[02:36:44] PROPERTY, WE'VE BEEN FOLLOWING THE
[02:36:45] COMMISSION'S GUIDANCE ON THE FOUR TO ONE
[02:36:47] REPLACEMENT AND THE MAINTENANCE OF
[02:36:49] PROPERTY FROM THERE. MY POINT WAS JUST
[02:36:51] IN TERMS OF OUR ABILITY TO SPEND OUR
[02:36:54] DOLLARS ON PRIVATE PROPERTY, THAT WAS
[02:36:56] THE I MIGHT BE ABLE TO IT'S RELATED
[02:36:59] TO MITIGATION FOR THE FACT THAT WE'RE
[02:37:02] HAVING TO REMOVE THE TREES FOR SURETY.
[02:37:05] THIS PETE RAMOS FOR GENERAL COUNSEL FOR
[02:37:07] THE PORT I THINK IF I'M TRACKING RIGHT,
[02:37:11] OUR ACE FUND FOR ENVIRONMENTAL PROJECTS
[02:37:15] DOES HAPPEN ON PUBLIC LANDS UNDER THE
[02:37:17] STATE STATUTE. SO THERE'S A LIMITATION
[02:37:19] FOR THAT SPECIFIC PROGRAM. FLIGHT
[02:37:21] CORRIDOR PROGRAM IS DIFFERENT
[02:37:22] AUTHORITIES COMPLETELY. THEY'RE TWO
[02:37:24] SEPARATE STATUTORY SCHEMES. DOES THAT GO

[02:37:27] TO YOUR QUESTION? I DIDN'T KNOW WHETHER
[02:37:29] IT WAS AN OVERALL LANGUAGE.
[02:37:34] YES, AND IT'S ALSO SUPPORTED THROUGH
[02:37:37] STATE LAW, BUT YEAH.
[02:37:40] ALL RIGHT, COMMISSIONERS, DO WE HAVE ANY
[02:37:42] OTHER QUESTIONS OR COMMENTS FROM STAFF?
[02:37:46] IS THERE A SPECIAL PART THREE TO THE
[02:37:48] PRESENTATION WE DON'T KNOW ABOUT? ALL
[02:37:51] RIGHT, LET'S BRING THAT ON YOU. WELL,
[02:37:54] VERY THANK YOU SO MUCH. AND THAT
[02:37:55] CONCLUDES OUR BUSINESS MEETING AGENDA
[02:37:57] FOR THE DAY. THANK YOU VERY MUCH FOR THE
[02:37:58] PRESENTATION.
[02:38:02] COMMISSIONER, DO YOU HAVE ANY CLOSING
[02:38:05] COMMENTS AT THIS TIME OR MOTIONS
[02:38:07] RELATING TO COMMITTEE REFERRALS FROM AT
[02:38:11] ALL?
[02:38:14] ANY EXCITING TRAVELS COMING UP THAT
[02:38:16] ANYBODY WOULD LIKE TO SHARE? THINK WE
[02:38:20] JUST SENT SAM FOR ALL THAT STUFF. JUST
[02:38:24] OUR GLOBE'S DAUGHTER. WELL, I DID HAVE
[02:38:26] THE PLEASURE OF JUST COMING BACK FROM
[02:38:28] PORTUGAL WHERE WE ATTENDED THE GREEN
[02:38:30] PORTS CONFERENCE, WHERE WE LEARNED WITH
[02:38:33] SANDY KRILROY AS WELL, THAT A LOT ABOUT
[02:38:36] ALTERNATIVE FUELS AND THINGS THAT PORTS
[02:38:40] CAN DO TO SERVICE THAT. ALSO GOT A
[02:38:42] CHANCE TO MEET WITH THE FOLKS AT
[02:38:43] PRINCIPAL POWER LEARNING ABOUT THEIR
[02:38:45] INTERESTS IN OFFSHORE WIND IN OUR AREA.
[02:38:48] AND OVERALL IT WAS A REALLY KIND OF A
[02:38:52] GREAT COLLECTION OF PEOPLE FROM
[02:38:53] DIFFERENT DISCIPLINES THAT MADE FOR A
[02:38:55] VERY PRODUCTIVE THING. AND I'M HOPING
[02:38:57] THAT SANDY AND I WILL BE ABLE TO PUT
[02:38:59] TOGETHER A BETTER SUMMARY OF DETAILS FOR
[02:39:02] YOU AT ANOTHER TIME. COMMISSIONER
[02:39:04] FELLEMAN, I THINK YOU ALSO HAVE A
[02:39:05] KEYNOTE AT AN ECOTOURISM CONFERENCE THAT
[02:39:08] YOU HELPED KICKSTART LAST YEAR THAT'S
[02:39:10] CURRENTLY TAKING PLACE IN YAKIMA, THAT
[02:39:11] YOU'RE DRIVING YEAH, BECAUSE I JUST CAME
[02:39:13] BACK FROM ONE PLACE. I HAVE TO GO RUN
[02:39:15] AND SNOQUALMIE'S GOT SNOW IN IT RIGHT
[02:39:17] NOW. SO, YEAH, TONIGHT I LEAVE TO GO TO
[02:39:18] YAKIMA ON THURSDAY THERE'S. THE
[02:39:22] SUSTAINABLE TOURISM COMPONENT OF THE
[02:39:25] STATEWIDE TOURISM CONFERENCE THAT WE
[02:39:27] CREATED LAST YEAR IS NOW BEING CARRIED
[02:39:30] ON BY THE WASHINGTON STATE TOURISM
[02:39:31] OFFICE. AND SO THEY ASKED ME TO KICK
[02:39:34] OFF THE CONFERENCE, WHICH WAS VERY NICE
[02:39:36] OF DAVE LAMFORD. THANK YOU FOR REMINDING
[02:39:38] ME. THANK YOU FOR REMINDING US. WELL,
[02:39:41] SINCE YOU ASKED, I AM ALSO LEAVING ON
[02:39:44] FRIDAY TO ABU DHABI TO PARTICIPATE
[02:39:48] IN THE WORLD PORTS CONFERENCE.
[02:39:51] IAPH I DID PARTICIPATE IN IT
[02:39:54] LAST YEAR WAS DOWN THE STREET, THOUGH.
[02:39:55] IT WAS IN VANCOUVER. SO THIS IS GOING TO
[02:39:58] BE A LONGER TRIP. AND IT WAS VERY
[02:40:00] INFORMATIVE. I'M LOOKING FORWARD TO
[02:40:02] GOING THERE, GAINING NEW KNOWLEDGE AND

[02:40:04] BRINGING THAT BACK TO THE PORT OF
[02:40:05] SEATTLE. THANK YOU. ALL RIGHT,
[02:40:08] EXECUTIVE DIRECTOR METRUCK, DO YOU HAVE
[02:40:10] ANY CLOSING COMMENTS FOR US TODAY? NO.
[02:40:12] THANKS, COMMISSIONERS. AND THANKS FOR
[02:40:13] THE ITEMS YOU PASSED TODAY. AND THANKS
[02:40:14] FOR YOUR FEEDBACK, ESPECIALLY HERE ON
[02:40:16] THE BUDGET AS WE COME TO THE CONCLUSION
[02:40:19] OF THOSE DISCUSSIONS ON THAT. THANK YOU.
[02:40:21] THANK YOU, SIR. AND HEARING NO FURTHER
[02:40:22] COMMENTS AND NO FURTHER BUSINESS, IF
[02:40:25] THERE IS NO OBJECTION, THEN WE ARE
[02:40:27] ADJOURNED AT 02:44 P.M..

END OF TRANSCRIPT