

START OF TRANSCRIPT

[00:00:29] Good morning. This is Commission President

[00:00:31] Hamdi Mohammed convening the regular

[00:00:34] meeting of May 14,

[00:00:35] 2024. The time is now

[00:00:39] 10:30 a.m. We're meeting in person today

[00:00:42] at the Port of Seattle Headquarter

[00:00:44] building, commission chambers and

[00:00:46] virtually via Microsoft Teams. Present

[00:00:49] with me today are commissioners chair,

[00:00:52] Felleman and Hasegawa, who are currently

[00:00:55] gathered in the executive session room

[00:00:57] awaiting the opening of the public

[00:00:59] meeting. We'll now recess into the

[00:01:02] executive session to discuss two items

[00:01:05] regarding litigation, potential litigation

[00:01:09] or legal risk per RCW 4200

[00:01:13] 3100 ten section one I.

[00:01:17] The session is expected to last for about

[00:01:20] 60 minutes. We'll reconvene into public

[00:01:23] session at at 12:00 p.m. Thank you all.

[00:01:28] We are in recess. Thank you.

[00:01:36] Good afternoon, everyone. This is

[00:01:38] Commission President Hamdi Mohammed

[00:01:40] reconvening the regular meeting of May 14,

[00:01:43] 2024. The time is now 12:04

[00:01:47] p.m. We're meeting today in person at the

[00:01:50] Port of Seattle Headquarter building,

[00:01:52] commission chamber, and virtually via

[00:01:54] Microsoft. Team Clerk Hart please call the

[00:01:57] role for the commissioners in attendance

[00:01:59] today. Thank you. Beginning with

[00:02:01] Commissioner Cho present.

[00:02:05] Thank you, Commissioner. Commissioner

[00:02:07] Felleman present. Thank you. Commissioner

[00:02:09] Hasegawa present. Thank you. And

[00:02:12] Commissioner Mohamed present. Thank you.

[00:02:14] We do have a quorum established. Thank you

[00:02:16] so much. A few housekeeping items before

[00:02:19] we begin today. For everyone in the

[00:02:22] meeting room, please turn your cell phones

[00:02:24] to silent. For anyone participating on

[00:02:27] Microsoft Team, please mute your speakers

[00:02:30] when not actively speaking or presenting.

[00:02:34] Please keep your cameras off unless you

[00:02:37] are a member of the commission or the

[00:02:39] executive director participating virtually

[00:02:42] or you are a member of the staff in a

[00:02:44] presentation mode and actively addressing

[00:02:47] the commission. Members of the public

[00:02:49] addressing the commission during public

[00:02:51] comment please turn on your cameras when

[00:02:54] your name is called to speak and then

[00:02:56] you'll turn them back off again at the

[00:02:58] conclusion of your remarks. For anyone at

[00:03:00] the dais, please turn off the speakers on

[00:03:03] the computers and silence your devices.

[00:03:05] Please also remember to address your

[00:03:07] request to be acknowledged, to speak

[00:03:10] through the chair, and wait to speak until

[00:03:12] you have been recognized. You'll turn your

[00:03:14] microphones on and off as needed. All of

[00:03:17] the items noted here will ensure a
[00:03:19] smoother meeting. Thank you all all the
[00:03:22] votes today will be taken by a roll call
[00:03:24] method so it is clear for anyone
[00:03:26] participating, virtually how votes are
[00:03:28] casted. Commissioners will say aye or nay
[00:03:31] when their names are called. We're meeting
[00:03:34] here today on the ancestral lands and
[00:03:36] waters of the Coast Salish, people with whom
[00:03:39] we share a commitment to steward these
[00:03:41] natural resources for generations to
[00:03:46] come. This meeting is digitally being
[00:03:50] recorded and may be viewed or heard at any
[00:03:52] time on the port's website and may be
[00:03:54] rebroadcasted by King County Television.
[00:03:56] Now please stand and join me for the
[00:03:58] pledge of Allegiance.
[00:04:03] I pledge of Allegiance to the flag of the
[00:04:06] United States of America and to the
[00:04:08] Republic for which it stands, one nation
[00:04:11] under God, indivisible, with liberty and
[00:04:14] justice for all. Thank you all.
[00:04:19] The first item of business today is the
[00:04:21] approval of the agenda. As a reminder, if
[00:04:24] a commissioner wishes to make a general
[00:04:26] comment for or against an item on the
[00:04:29] consent agenda, it is not necessary to
[00:04:32] pull the item. It's not necessary to
[00:04:35] pull the item from the consent agenda.
[00:04:37] Rather, a commissioner may offer
[00:04:39] supporting or opposing comments later in
[00:04:42] this meeting once we get to the part of
[00:04:45] the agenda, that part of the agenda.
[00:04:46] These comments are in order once the
[00:04:49] motion to approve the consent agenda has
[00:04:52] been made, however, it is appropriate at
[00:04:55] this time if a commissioner wants to ask
[00:04:57] questions of staff or wishes to have a
[00:05:00] dialogue on a consent agenda item to
[00:05:02] request the item be pulled for a separate
[00:05:05] discussion.
[00:05:09] Are there any items to be pulled from the
[00:05:11] consent agenda or any motions to rearrange
[00:05:15] the order of the day hearing?
[00:05:19] None. Commissioners, the question is now
[00:05:21] on the approval of the agenda. Is there a
[00:05:23] motion to approve the agenda as presented?
[00:05:27] So moved. Seconded. Wonderful. The motion
[00:05:30] has been made and seconded. Is there any
[00:05:31] objections to approval of the agenda as
[00:05:34] presented? Hearing none.
[00:05:37] The agenda is approved as presented.
[00:05:41] Moving us along, there is no special
[00:05:44] orders scheduled for today, so we'll move
[00:05:46] forward. The next item on our agenda is
[00:05:49] the executive director's report.
[00:05:51] Executive Director Metruck, you have the
[00:05:53] floor. Good afternoon, commissioners. I'd
[00:05:56] like to begin my remarks by thanking
[00:05:58] deputy Executive Director Karen Goon for
[00:06:01] leading in my place at last commission
[00:06:02] meeting while I was away in business
[00:06:04] travel. Thanks, Karen, and all the staff

[00:06:06] that filled in while I was away. I'd also
[00:06:09] like to note that last week was public
[00:06:11] service recognition week. I believe that
[00:06:13] public service is a calling, so it's right
[00:06:16] for public employers like the Port of
[00:06:17] Seattle to take time to reach out, to
[00:06:19] thank and recognize those that work in
[00:06:21] public service. I'd like to also express
[00:06:24] my gratitude to everyone in our workforce
[00:06:26] that participated in the events for public
[00:06:28] service Recognition Week last week,
[00:06:31] especially our human resources team for
[00:06:33] taking the lead on organizing the various
[00:06:35] celebratory events throughout the port.
[00:06:37] The many different locations that we have
[00:06:39] throughout the port, visiting with staff
[00:06:41] at various work locations and seeing what
[00:06:44] they do day in and day out is truly a
[00:06:46] highlight of my job and I appreciated them
[00:06:49] spending time with me. And I do encourage
[00:06:52] all staff who have something to share to
[00:06:54] invite the executive leadership team,
[00:06:55] including myself, to their work site to
[00:06:57] see what everyone's working on. I'd also
[00:07:00] like to. I'd also like to wish everyone
[00:07:03] this month a happy Asian American Native
[00:07:05] Hawaiian and Pacific Islander month.
[00:07:07] During May, we take time to honor,
[00:07:09] recognize and celebrate the innumerable
[00:07:11] contributions, vibrant cultures and rich
[00:07:13] heritage of Asian Americans, Native
[00:07:16] Hawaiian and Pacific Islander communities.
[00:07:18] I look forward to the reading of the
[00:07:20] proclamation honoring these contributions
[00:07:22] at our next commission meeting.
[00:07:25] Commissioners in the last few weeks, port
[00:07:27] employees were recognized by external
[00:07:29] organizations for their stewardship of
[00:07:31] financial and environmental resources.
[00:07:34] Last month, the Government Finance
[00:07:36] Officers association provided the Port of
[00:07:39] Seattle with its Distinguished Budget
[00:07:40] Presentation award for the 2024 budget
[00:07:43] document. To achieve the award, the budget
[00:07:46] document must meet nationally recognized
[00:07:47] best practices related to its
[00:07:49] effectiveness as a policy document, a
[00:07:51] financial plan, an operations guide, and a
[00:07:54] communications device. If this award seems
[00:07:57] familiar, it's because this represents the
[00:08:00] 17th consecutive year the team has
[00:08:02] received this award. While it may feel it
[00:08:05] has become routine, on the contrary, it
[00:08:07] takes a lot of work and it demonstrates
[00:08:09] the port's ongoing commitment to the high
[00:08:11] standards of fiscal stewardship and
[00:08:13] excellence in financial management. In
[00:08:16] other good news, our accounting and
[00:08:17] financial reporting team also achieved an
[00:08:20] ultra clean audit outcome with no audit
[00:08:22] findings or recommendations from the
[00:08:24] external auditors for all of their 2023
[00:08:27] audits. This outcome affirms and validates

[00:08:29] the excellence of our accounting and
[00:08:31] financial reporting team and help
[00:08:34] make the port a highly effective public
[00:08:36] agency. Also last month, the Seattle
[00:08:40] 2030 district District awarded the
[00:08:44] port their Leadership Vision Award for our
[00:08:47] sustainable evaluation framework. The
[00:08:50] Sustainable Evaluation Framework is a
[00:08:52] comprehensive approach to building
[00:08:53] sustainability into our capital projects
[00:08:56] authorized by the commission in 2020.
[00:08:59] SEF projects come from 2020
[00:09:03] alone, have avoided almost 600 tons of
[00:09:05] annual CO2 emissions, as well as
[00:09:07] benefiting other environmental areas and
[00:09:09] people centered features. This is a
[00:09:12] portwide program and win to share the
[00:09:14] pride of the award and to thank the
[00:09:16] broader team, the award will be visiting
[00:09:19] kind of like the Stanley cup, if you know
[00:09:20] how that moves around from place to place,
[00:09:24] will move to various staff meetings with a
[00:09:26] number of different groups, including
[00:09:27] maritime and aviation, project management,
[00:09:30] planning, engineering, aviation finance
[00:09:32] and others. Congratulations to everyone
[00:09:35] who was involved for this recognition and
[00:09:36] for the commission, especially
[00:09:38] Commissioner Felleman for your leadership
[00:09:40] on sustainability in the sustainable
[00:09:44] environmental framework Evaluation
[00:09:46] framework. Commissioners later this week,
[00:09:50] I'll be signing a memorandum of
[00:09:52] understanding with the Minority Business
[00:09:53] Development Agency, a bureau of the United
[00:09:56] States Department of Commerce, to foster
[00:09:58] the growth and global competitiveness of
[00:10:00] minority business enterprises. We will
[00:10:02] host the signing ceremony at our
[00:10:04] headquarters building this Thursday. I
[00:10:06] want to acknowledge me and rice diversity
[00:10:07] and contracting director Dave McFadden,
[00:10:12] our managing director for economic
[00:10:14] development, and Commissioner Sam Cho for
[00:10:16] bringing this partnership to fruition.
[00:10:19] Moving to today's commission meeting, I'd
[00:10:21] like to highlight just a couple items.
[00:10:23] Item 8d on our consent agenda today is a
[00:10:26] contract related to the operation and
[00:10:27] management of the ramp Tower at Seattle
[00:10:30] Tacoma international airport. SEA is the
[00:10:33] 11th busiest airport in the United States,
[00:10:35] serving over 50 million passengers
[00:10:37] annually. However, as you know, we're not
[00:10:39] even in the top 20 airports when it comes
[00:10:41] to our actual footprint. On slightly under
[00:10:45] 4 sq. Mi, we have an intricate and highly
[00:10:48] compacted layout of taxi lanes, aprons and
[00:10:51] terminals. This can lead to congestion and
[00:10:53] inefficiencies in aircraft movement on the
[00:10:55] ground if not properly managed. The ramp
[00:10:58] control tower operated by the port is an
[00:11:00] important asset that provides advisory

[00:11:02] instructions for aircraft moving to and
[00:11:04] from these areas. The ramp control tower
[00:11:07] improves safety efficiency and reduces
[00:11:09] greenhouse gas emissions by eliminating
[00:11:11] gridlock and facilitating aircraft
[00:11:13] movements. Item eight g on our consent
[00:11:17] agenda is related to waterfront signage.
[00:11:19] The city of Seattle and Friends of
[00:11:20] Waterfront park are putting the finishing
[00:11:22] touches on the new waterfront new
[00:11:25] waterfront park. Combined with the Elliott
[00:11:26] Bay Connections project, this creates 59
[00:11:29] acres of new park in Seattle. Our goal is
[00:11:31] to ensure that visitors and residents see
[00:11:33] the working waterfront and port facilities
[00:11:36] as part of that experience along our
[00:11:37] waterfront. Item eight k on our consent
[00:11:41] agenda agenda is related to the 2025 art
[00:11:44] program CIP at the airport. You'll receive
[00:11:48] a request for maritime art acquisition at
[00:11:50] our next commission meeting. We have two
[00:11:53] significant aviation items coming forward
[00:11:55] today as new business and presentations
[00:11:57] and staff reports. Item ten, C 15
[00:12:01] is the design and construction
[00:12:03] authorization for the s concourse, which
[00:12:06] is critical for investment to extend the
[00:12:08] useful life of a key facility for
[00:12:11] international gateway. Our team worked
[00:12:13] hard to phase this work in a way that
[00:12:15] minimizes operational disruptions and
[00:12:17] preserves customer service. Item eleven
[00:12:20] A is the Sea Stakeholder Advisory
[00:12:23] Roundtable 2023 annual report, which
[00:12:27] highlights the collaboration between the
[00:12:28] airport and nearport community leaders to
[00:12:30] tackle the issues of most relevance to
[00:12:33] Seattle Tacoma international airports,
[00:12:35] neighboring cities. We see very real
[00:12:38] outcomes as a result of this partnership,
[00:12:40] including successful advocacy to include
[00:12:43] start priorities in the five year Federal
[00:12:45] Aviation Administration reauthorization,
[00:12:48] which was passed by the United States
[00:12:49] Senate last Thursday and is going before
[00:12:51] the US House today. Finally, I want to
[00:12:54] offer my support for an order. The
[00:12:56] commission is considering removing
[00:12:58] requirements for college degrees for
[00:13:01] jobs unless legally required, this order
[00:13:04] recognizes the value of experience for
[00:13:06] those competing for positions here at the
[00:13:07] Port of Seattle. I appreciate the many
[00:13:10] conversations I've had, not just about
[00:13:11] this order, but about the value of
[00:13:13] education. I'm proud of the many ways the
[00:13:15] port supports education, including our
[00:13:17] tuition reimbursement program. I hope we
[00:13:20] continue to have an open dialogue about
[00:13:21] removing barriers and supporting our
[00:13:23] employees in pursuit of education and
[00:13:25] careers as well. Commissioners, this
[00:13:27] concludes my remarks. Thank you. Thank

[00:13:30] you, executive director Metruck, for that
[00:13:32] update. We are now at
[00:13:35] the committee reports. I will kick it over
[00:13:38] to Erika Chung, our strategic strategic
[00:13:40] advisor. Erika, you have the floor. Good
[00:13:43] afternoon, commission president Mohammed
[00:13:45] and commissioners and executive director
[00:13:48] Metruck. I have three committee reports for
[00:13:50] you today. On April 23, commission
[00:13:53] president Mohammed and vice president
[00:13:54] Hasegawa convened the airport workforce
[00:13:57] Conditions ad hoc committee. First, the
[00:13:59] committee heard initial feedback from our
[00:14:01] consultant imagine institute regarding
[00:14:03] childcare needs. We learned that 70% of
[00:14:06] airport workers reside in extreme
[00:14:07] childcare access deserts. 92% of the jobs
[00:14:11] posted on airport jobs require work
[00:14:13] outside of the 06:00 a.m. To 06:00 p.m.,
[00:14:16] timeframe and that majority of employer
[00:14:19] respondents report challenges hiring
[00:14:21] retaining employees due to childcare
[00:14:23] challenges. Their final recommendation to
[00:14:25] the commission is on July 9,
[00:14:28] commissioners also received a legal update
[00:14:30] on the health care for airport workers
[00:14:32] question. Commissioners directed a survey
[00:14:34] of airport workers asking about their
[00:14:37] healthcare needs in as efficient a
[00:14:40] timeframe as possible. Finally,
[00:14:42] commissioners heard an update on our third
[00:14:44] party code of conduct efforts. This effort
[00:14:47] will launch in June. On April 30, the
[00:14:50] Equity and Workforce Development Committee
[00:14:52] was convened by commissioners Hasegawa and
[00:14:54] Calkins. There was one item for briefing
[00:14:56] and discussion, an update and finding on
[00:14:59] the South King County International public
[00:15:01] market study. This item is also scheduled
[00:15:04] for a presentation later at today's
[00:15:06] commission meeting. On May 8,
[00:15:08] commissioners Cho and Felleman convened the
[00:15:10] sustainability, environment and climate
[00:15:12] committee. There were two items on the
[00:15:14] agenda for briefing and discussions.
[00:15:16] First was the airline realignment. Under
[00:15:19] the sustainability evaluation framework,
[00:15:21] staff evaluated 34 sustainability
[00:15:24] strategies compared to port baseline
[00:15:27] standards to reduce carbon emission and
[00:15:29] energy use, as well as evaluating equity
[00:15:32] and access to improve daily work
[00:15:34] environment of employees. Commissioner
[00:15:36] Felleman asked for visibility on how we
[00:15:39] meet code compared to how we exceed code
[00:15:42] and for added detail on various
[00:15:43] alternatives assessed. Staff also share
[00:15:46] that the Port of Seattle received a
[00:15:48] leadership Vision award specifically for
[00:15:50] the sustainable Evaluation Framework
[00:15:54] policy. The second item was the Maritime
[00:15:57] Climate and Air Action Plan 2023
[00:16:01] implementation update. The MCAP adopted

[00:16:05] was adopted in 2021 is the port's
[00:16:08] implementation plan for the Northwest
[00:16:10] port's clean air strategy and charts a
[00:16:13] course for the Port of Seattle to achieve
[00:16:15] its maritime related climate and air
[00:16:17] goals. Commissioner learned that in 2023,
[00:16:20] staff made progress on 34 of 43 MCAP
[00:16:24] strategies and were very complimentary of
[00:16:26] this year's accomplishments, which include
[00:16:29] ongoing efforts to increase the efficiency
[00:16:31] of buildings, vehicles, and vessels and
[00:16:34] use renewable fuels and clean energy
[00:16:37] sources. This concludes my report. Thank
[00:16:40] you. Thank you,
[00:16:43] Erika, for that update. Are there any
[00:16:45] questions for Erica Chung hearing?
[00:16:48] None. Thank you again.
[00:16:53] Moving us along. We are now at the public
[00:16:55] comment section of the agenda. The Port of
[00:16:59] Seattle Commission welcomes public comment
[00:17:01] as an important part of the public
[00:17:03] process. Comments are received and
[00:17:05] considered by the commission in its
[00:17:08] deliberations. Before we take public
[00:17:10] comment, let's review our rules for in
[00:17:12] person and virtual public comment. Clark
[00:17:15] Hart Please play the recording.
[00:17:26] The Port of Seattle Commission welcomes
[00:17:28] you to our meeting today. As noted,
[00:17:30] public comment is an important part of the
[00:17:32] public process, and the Port of Seattle
[00:17:34] Commission thanks you for joining us.
[00:17:36] Before proceeding, we will overview the
[00:17:39] rules.
[00:17:43] I apologize, we've really been having
[00:17:45] problems with this recording. The Port of
[00:17:49] Seattle Commission welcomes you to our
[00:17:51] meeting today. As noted, public comment is
[00:17:53] an important part of the public process,
[00:17:56] and the Port of Seattle Commission thanks
[00:17:58] you for joining us. Before proceeding, we
[00:18:00] will overview the rules governing public
[00:18:02] comment for your general information,
[00:18:05] each speaker will have two minutes to
[00:18:07] speak unless otherwise revised by the
[00:18:09] presiding officer for the purposes of
[00:18:10] meeting efficiency, and the speaker shall
[00:18:12] keep their remarks within the allotted
[00:18:14] time, provided a timer will appear on the
[00:18:17] screen and a buzzer will sound at the end
[00:18:19] of the speaker's comment period. The
[00:18:21] commission accepts comments on items
[00:18:23] appearing on its agenda and items related
[00:18:25] to the conduct of port business.
[00:18:27] Presiding officer will ask speakers to
[00:18:29] limit their comments to these topics.
[00:18:31] This rule applies to both introductory and
[00:18:34] concluding remarks. Disruptions of
[00:18:36] commissioned public meetings are
[00:18:38] prohibited. General disruptions include,
[00:18:40] but are not limited to, the speaking
[00:18:43] before being recognized by the presiding
[00:18:45] officer holding or placing banners and

[00:18:47] signs in the meeting room in a way that
[00:18:49] endangers others or obstructs the flow of
[00:18:51] people or view of others at the meeting
[00:18:54] intentionally disrupting, disturbing, or
[00:18:56] otherwise impeding attendance or
[00:18:58] participation at a meeting refusing to
[00:19:00] follow the direction of the presiding
[00:19:02] officer or security personnel attempting
[00:19:05] to use the comment time for purposeful
[00:19:06] delay without conveying a discernible
[00:19:08] message using the comment period to assist
[00:19:11] in the campaign for election of any person
[00:19:14] to any office or for the promotion of or
[00:19:16] opposition to any ballot proposition,
[00:19:19] except when addressing action being taken
[00:19:21] by the commission on a ballot proposition
[00:19:24] appearing on its agenda directing public
[00:19:26] comments to the audience engaging in
[00:19:29] abusive or harassing behavior, including,
[00:19:31] but not limited to, derogatory remarks
[00:19:33] based on age, race, color, national
[00:19:36] origin, ancestry, religion, disability,
[00:19:39] pregnancy, sex, gender, sexual
[00:19:42] orientation, transgender status, marital
[00:19:45] status, or any other category protected by
[00:19:47] law, the use of obscene or profane
[00:19:49] language and gestures, assaults or other
[00:19:52] threatening behavior, and sexual
[00:19:54] misconduct or sexual harassment for safety
[00:19:57] purposes, individuals are asked not to
[00:20:00] physically approach commissioners or staff
[00:20:02] at the meeting table during the meeting.
[00:20:04] Individuals may provide written public
[00:20:06] comment before or after the meeting, and
[00:20:09] in addition, speakers may offer written
[00:20:11] materials to the commissioned clerk for
[00:20:13] distribution during their testimony to the
[00:20:15] commission. A detailed list of the public
[00:20:17] comment rules is available through the
[00:20:19] commission clerk. If a meeting is
[00:20:21] disrupted by an individual in attendance
[00:20:23] in the meeting room or by an individual
[00:20:25] providing public comment in person or
[00:20:28] virtually, the port will impose
[00:20:30] progressive consequences that may result
[00:20:32] in exclusion from future meetings.
[00:20:35] Written materials provided to the clerk
[00:20:36] will be included in today's meeting
[00:20:38] record. The clerk has a list of those
[00:20:40] prepared to speak. When your name is
[00:20:43] called, please come to the testimony table
[00:20:45] or unmute yourself. If joining virtually,
[00:20:48] repeat your name for the record and state
[00:20:51] your topic related to an item on the
[00:20:53] agenda or related to the conduct of port
[00:20:55] business. For those joining virtually when
[00:20:58] you have concluded your remarks, please
[00:21:00] turn off your camera and mute your
[00:21:02] microphone. Our public comment period will
[00:21:05] now commence. Thank you again for joining
[00:21:07] us today.
[00:21:10] Thank you for playing the recording clerk.
[00:21:12] Hart. Please call the first speaker one.

[00:21:14] Thank you. Let me go ahead and get our
[00:21:16] timer up.
[00:21:23] There we go. And our first speaker today
[00:21:25] is Alex Zimmerman.
[00:21:30] When you're ready, Alex, please restate
[00:21:32] your name for the record and your agenda
[00:21:34] item or topic related to the conduct of
[00:21:37] port business, please. Thank you,
[00:21:40] Alex. I'll start the timer at that
[00:21:43] time. I'm lucky
[00:21:46] as I remember my name is
[00:21:56] working. I will start it after you
[00:21:58] introduce yourself again and your topic?
[00:22:00] Alex. Yeah. Hi. Hi. Hi. Hi.
[00:22:04] Hi. Hi. Hi. My name Alex Zimmerman.
[00:22:09] And your topic? Alex. Oh, but this not
[00:22:12] will be. I'll start it after you give us
[00:22:14] your topic. Okay, no problem. I want to
[00:22:16] make sure you have your full two minutes.
[00:22:17] Absolutely no problem. My topic, public
[00:22:20] testimony procedure. Thank you.
[00:22:23] Yeah, my name Alex Zimmerman. Yeah,
[00:22:27] I remember my name. This little bit
[00:22:30] surprised me. Yeah. Now I'm talking about
[00:22:32] public testimony procedure. This idiotic
[00:22:37] two pages. You know what this means? Come
[00:22:39] in Seattle in 2015 only for one man, Alex
[00:22:43] Zimmerman. They have all newspaper talk
[00:22:46] about this is Alex Zimmerman rules. So
[00:22:48] what has happened for ten years? All this
[00:22:51] Democrat mafia, you know what is mean?
[00:22:53] Junta star. Use these rules who by
[00:22:55] definition harassment, impeachment, pure
[00:22:57] crime. They violate all constitution,
[00:23:00] whole court decision, all of it without
[00:23:02] exception. Who care about this. When we
[00:23:05] have a city who controlled by minority.
[00:23:09] For example, here is the most arid
[00:23:11] percentage minority. But Seattle have only
[00:23:14] 30 percentage minority. So that's very
[00:23:16] interesting for me. These very low class
[00:23:18] people so not surprise me. So these
[00:23:21] primitive low class people make these
[00:23:23] stupid rules. And how these people can
[00:23:26] operate with big corporation with \$1
[00:23:29] billion. I never see like this before in
[00:23:31] my life. Yeah, it's very strange to me.
[00:23:34] It's very strange. Seattle is a city of
[00:23:37] idiot. And I'm talking about this a most
[00:23:39] important year every day. My opinion
[00:23:42] right now straight. This year is a
[00:23:45] critical year. What's happened right now
[00:23:47] in this year, all in America state,
[00:23:50] Washington, in Seattle, it will be for
[00:23:52] another 2025 years. Or America will become
[00:23:55] big, make America great again.
[00:23:59] All America will be disappearing.
[00:24:01] Everybody knows this. All professional, I
[00:24:04] think. And I'm professional, too. Maybe
[00:24:06] small, but professional. So when we doing
[00:24:09] this right now, we don't clean what has
[00:24:11] happened. This dirty, chan controlling,
[00:24:13] but damn nazi fascist junta for last 40

[00:24:16] years. We will be disappear like a.
[00:24:19] Like a smoke. Stand up America as go
[00:24:23] bring America back. Thank you very much.
[00:24:27] Bye bye. Alex. Dinner.
[00:24:31] Clark Hart, please call the next speaker.
[00:24:33] Thank you. Our next speaker is joining us
[00:24:35] virtually, and that is Kyle Moore. And he
[00:24:37] is our last signup that we have today.
[00:24:40] Kyle, please go ahead and restate your
[00:24:42] name for the record and your agenda item
[00:24:44] or your topic related to the conduct of
[00:24:46] port business, please. And then I'll start
[00:24:47] the timer. Yeah, this is Kyle Moore. I'm
[00:24:50] the new interim city manager for city of
[00:24:52] Sea-Tac, and I'm speaking about the start
[00:24:55] annual report. Thank you.
[00:24:59] All right, I would want to thank you,
[00:25:01] port commission president Mohammed and
[00:25:03] port commissioners. My name is Kyle Moore.
[00:25:05] I'm the newly appointed interim city
[00:25:07] manager for City of Sea-Tac. City of Sea-Tac
[00:25:10] has served on sea stakeholder Advisory
[00:25:13] Roundtable, also known as Start, since its
[00:25:15] very beginning, because residents of
[00:25:17] Sea-Tac understand firsthand what living
[00:25:19] next to an airport can be like, both the
[00:25:22] positives and negatives. I also want to
[00:25:24] thank managing director Lance Little and
[00:25:26] port staff for all their hard work in
[00:25:28] getting this program off the ground and
[00:25:30] for keeping it moving in the right
[00:25:32] direction. Start gives residents of Sea-Tac
[00:25:35] a seat at the table to come up with
[00:25:37] practical solutions. So I'm here to
[00:25:39] express my appreciation of what's been
[00:25:42] accomplished to date. I also look forward
[00:25:44] to continued collaboration and successes
[00:25:47] in 2024 and beyond. I want to particularly
[00:25:50] call out the work of starts two working
[00:25:52] groups, the Aviation Noise Working group
[00:25:55] and the federal policy Working group.
[00:25:57] Several aviation noise working group
[00:25:58] initiatives have made a real impact in
[00:26:01] reducing late night noise and potential.
[00:26:03] The Runway use plan and the late night
[00:26:05] noise limitation program have changed how
[00:26:07] airlines utilize sea, both in terms of
[00:26:11] when they fly and what aircraft they use.
[00:26:13] The federal policy Working group, for
[00:26:15] which I'm a member, has a shared
[00:26:17] legislative agenda, and it's been a great
[00:26:19] collaboration. Last year I had the
[00:26:21] pleasure of flying to DC with my now Mayor
[00:26:24] Mohamed Eagal, council members Peter Kwan
[00:26:26] and port commission president Mohammed,
[00:26:28] along with other city start members and
[00:26:30] elected officials for the DC fly in to
[00:26:33] advocate for the FAA Reauthorization Act.
[00:26:36] I want to say that we were very successful
[00:26:38] in our talks to the congressional
[00:26:40] delegation, and I want to thank everyone
[00:26:42] involved for that work. The city of
[00:26:44] Sea-Tac, at the start of the year,

[00:26:46] appointed two community representatives to
[00:26:48] start, Julie Lee and Roger Katic, and both
[00:26:51] have attended Start's in person planning
[00:26:53] meeting last month, where we all took part
[00:26:55] in a brainstorming session on agenda items
[00:26:58] for future meetings and an airfield air
[00:27:00] cargo tour. So thank you for all of your
[00:27:03] work on this issue, and I want to thank
[00:27:05] everyone for at the port for their work
[00:27:08] with start Clark.
[00:27:17] That concludes our signups for today, is
[00:27:20] that correct? Yes, and just a thanks to
[00:27:22] Kyle for aye. public comment. Yes, we don't
[00:27:25] have anybody else signed up if you'd like
[00:27:27] to call for the room or. Perfect
[00:27:30] virtually. Is there anyone else present on
[00:27:32] the team's call or present in the room
[00:27:34] today who did not sign up but wishes to
[00:27:37] address the commission? If so, please
[00:27:40] state your name and the topic related to
[00:27:43] port conduct that you would wish to speak
[00:27:46] about for the record hearing.
[00:27:53] None at this time. I'll ask clerk Hart to
[00:27:56] please give us a synopsis of written
[00:27:58] comments that we have received. Thank you,
[00:28:00] Madam Commission president. Good
[00:28:02] afternoon, members of the commission.
[00:28:04] Madam Commission president, we have
[00:28:05] received 25 written comments submitted for
[00:28:07] the meeting today. These have been
[00:28:09] previously distributed to you and will
[00:28:11] become a part of the meeting record. All
[00:28:14] are related to the request for the port to
[00:28:16] reduce the number of crew sailings until
[00:28:18] there is no water error and climate
[00:28:20] pollution for the port to lobby the
[00:28:22] Washington state legislature to expand the
[00:28:24] mission of Washington ports to include
[00:28:27] stewardship, to support the proposed US
[00:28:30] Clean Shipping act, to reject false
[00:28:32] solutions to approach discussions, goals,
[00:28:35] studies, et cetera, related to the cruise
[00:28:37] sector in an honest and unbiased way, and
[00:28:40] to work in collaboration to support
[00:28:41] regional solutions that could reduce harm
[00:28:44] immediately. And these letters are coming
[00:28:47] from Jim Birthnall, Sarah Bliss, Paul
[00:28:51] Brown, Beth Brenton, Chris Covert Bolts,
[00:28:54] Gregory Denton, Kevin Gallagher, Derek
[00:28:59] Glentville. Sorry, I apologize. Bree
[00:29:02] Glencid, Mary Hanson, Jared Hill,
[00:29:05] Eugen Schiaenie Johnson, Sophia Keller,
[00:29:09] Leo Kooswicks, and Breck Libakue.
[00:29:14] Continuing with Jason Lee, Lori Lecky,
[00:29:17] Beth McKelvey, Jean Myers, Audrey
[00:29:20] Olshevsky, Donald Parda, Charles Raymond,
[00:29:25] Veronica Refin, and Angela Zalbin. And
[00:29:27] that concludes the written comments
[00:29:29] received today. Thank you, clerk Hart.
[00:29:32] Hearing no further public comment. We will
[00:29:34] now move forward to the consent agenda.
[00:29:39] Items on the consent agenda are considered
[00:29:41] routine and will be adopted by one motion.

[00:29:44] Items removed from the consent agenda will
[00:29:46] be considered separately after adoption of
[00:29:49] the remaining consent agenda. Items at
[00:29:52] this time, the chair will entertain a
[00:29:54] motion to approve the consent consent
[00:29:57] agenda. Items covering eight a, eight b,
[00:30:00] eight c.
[00:30:10] Are there any comments for items that are
[00:30:12] on the consent agenda?
[00:30:17] I will take the motion first. So I move
[00:30:20] that we approve approve items
[00:30:24] eight a through k on
[00:30:28] the consent agenda. Is there a second?
[00:30:30] 2nd commissioners, are there any
[00:30:33] comments on any of these items at this
[00:30:35] time? Yes. Thank you. Thank you,
[00:30:39] Madam President. There's one item, eight
[00:30:41] j, on the agenda that the court supported
[00:30:44] back in 2019. This innovative approach to
[00:30:46] address the longstanding need in the
[00:30:48] maritime workforce by the creation of the
[00:30:50] maritime high school. And since it has
[00:30:52] such a high profile in our organization,
[00:30:54] I just thought real quickly to highlight
[00:30:56] some of the things that are in the memo.
[00:30:59] And this item that we just approved
[00:31:02] includes two years of funding, which is
[00:31:05] technically the last two years that we
[00:31:07] originally supported for a million dollar
[00:31:10] authorization for the. For the
[00:31:14] program, to get the first cohort of
[00:31:16] students through the program. But, you
[00:31:18] know, that's what we said in 2019. The
[00:31:21] memo documents there were currently 121
[00:31:23] students enrolled, with 53% of them
[00:31:26] identified as white. However, none of them
[00:31:29] as identified as native American, which
[00:31:31] the reason I highlight that is because I
[00:31:33] saw Jake Beattie while I was in DC, and he
[00:31:35] told me specifically that he'd like to
[00:31:38] expand the outreach to First Nation tribal
[00:31:41] leaders here, and that I'm hoping that the
[00:31:44] board can help with that effort as well as
[00:31:47] one of the things I think that all of the
[00:31:49] workforce programs that we've ever dealt
[00:31:50] with want to do is create better
[00:31:52] mechanisms to track, you know, these
[00:31:55] folks, we train these folks, and then
[00:31:57] what's the connection to the. To the
[00:31:59] community, to the. To the industry? And I
[00:32:01] know that that's part of what Jake is
[00:32:04] going to be looking for as well in the
[00:32:05] maritime high school success of actually,
[00:32:09] you know, putting these cohorts into the
[00:32:11] workforce. So I just wanted to bring that
[00:32:15] to folks attention. And I hope the poor
[00:32:17] can help with the outreach to tribes,
[00:32:19] maybe even this summer. Thank you,
[00:32:22] Commissioner Felleman, for those comments.
[00:32:23] And I see that our director of equities
[00:32:27] in the room, director Bookda, are
[00:32:28] nodding plenty of times during your
[00:32:31] comments, so I'm sure that's duly noted.

[00:32:33] Thanks for those comments. Commissioners,
[00:32:35] please say aye or nay when your name is
[00:32:38] called for the approval of the agenda.
[00:32:40] Clerk Hart. Thank you.
[00:32:43] Beginning with Commissioner Cho, who's
[00:32:44] joining us virtually. Aye. Thank you,
[00:32:47] Commissioner Felleman. Aye. Thank you,
[00:32:50] Commissioner Hasegawa. Aye. Thank you,
[00:32:53] Commissioner Mohammed. Aye. Thank you.
[00:32:55] Four ayes, zero news for this item. Very
[00:32:57] good. The motion passes, moving us along.
[00:33:02] We have three new business items today.
[00:33:05] Clerk Hart, please read the first item
[00:33:07] into the record. Then Executive Director
[00:33:09] Metruck will introduce the item. Thank you.
[00:33:12] This is agenda Item Ten A, introduction of
[00:33:15] resolution number 3823, a resolution
[00:33:18] amending the policy directive for salaries
[00:33:20] and benefits for employees not covered by
[00:33:23] a collective bargaining agreement
[00:33:25] established by resolution number 3820 and
[00:33:28] providing an effective date for all
[00:33:29] amendments of June 1, 2024.
[00:33:33] Commissioners, every year you approve the
[00:33:36] salary ranges and grades for port
[00:33:39] employees. This year, we're asking
[00:33:40] something different. We're asking you to
[00:33:42] approve job titles, salary ranges and pay
[00:33:44] grades that reflect the work underway to
[00:33:46] improve the ports compensation program.
[00:33:49] As you'll hear in this presentation, the
[00:33:51] board is updating a program that is more
[00:33:52] than 20 years old to be more simple, more
[00:33:55] transparent, and more equitable. This is a
[00:33:58] multiphase project. Approving the new job
[00:34:00] titles, salary ranges and pay ranges is a
[00:34:03] key element. We will continue implementing
[00:34:06] this program over the course of 2024. So
[00:34:09] presenters this afternoon are Katie
[00:34:11] Girard, senior director of Human
[00:34:13] Resources, Kasia Reichstein,
[00:34:17] director of Total Rewards Human Resources,
[00:34:19] and Chris Beck, manager, Total rewards and
[00:34:22] human resources. So I'll turn it over to
[00:34:24] Katie to kick us off. Thank you. Thank
[00:34:26] you, Executive Director Metruck. And hello.
[00:34:28] Good afternoon, commissioners. Really
[00:34:30] excited to be with you today. This has
[00:34:32] been a long project and this is a major
[00:34:34] milestone that we're reaching today by
[00:34:36] introducing the changes to the salary and
[00:34:39] benefits resolution. Next slide, please.
[00:34:45] All right, so we're going to do a quick
[00:34:47] overview of the compensation project and
[00:34:49] what we've been working on for the last
[00:34:51] three years. We'll also talk about the
[00:34:54] background on the salary and benefits
[00:34:55] process and your role in that, and then
[00:34:57] we'll go through the recommended updates
[00:34:59] and changes that we're introducing to you
[00:35:02] today. Next slide, please.
[00:35:06] All right, so this is a slide that really
[00:35:08] talks about the things that we've

[00:35:09] improved, but I wanted to give you a
[00:35:10] little bit of background on why we needed
[00:35:12] to address them. It's been just over five
[00:35:14] years that I joined the port, and coming
[00:35:16] into this organization, there were
[00:35:17] definitely some things that caught my
[00:35:19] attention. There was lots of feedback from
[00:35:22] employees about different programs
[00:35:23] administered by the HR department, and
[00:35:26] compensation was one that I heard a lot
[00:35:27] about. We definitely had issues with
[00:35:31] our salary increases. There had previously
[00:35:33] been larger salary increases through the
[00:35:36] pay for performance system, and there was
[00:35:38] a real need to address the changes in CPI
[00:35:41] throughout the region. We also had lots of
[00:35:44] inconsistencies around our job
[00:35:46] descriptions and different authors would
[00:35:48] do different things at different times.
[00:35:50] And it wasn't, you know, well managed in
[00:35:53] terms of the variety of types of work that
[00:35:56] we have here at the port. And so we wanted
[00:35:57] to bring some consistency to that process.
[00:36:00] We also used a point factor system, which
[00:36:03] is very confusing for non compensation
[00:36:05] professionals and really did not help us
[00:36:08] in the way of making sure we were
[00:36:10] educating our managers and our employees
[00:36:12] about our compensation program. We also
[00:36:15] had rather large pay bands, so someone
[00:36:17] performing the same work could make
[00:36:18] substantially different amounts of pay for
[00:36:21] the same work being performed. We also
[00:36:24] previously aligned our market reference
[00:36:28] point to the midpoint of our salary ranges
[00:36:30] and felt like that was not something to
[00:36:33] make us as competitive as we could be in
[00:36:36] the organization. So throughout my time
[00:36:39] here at the port, we engaged an outside
[00:36:41] vendor, a local WMBE firm, compensation
[00:36:43] connections, to help us really look at our
[00:36:46] compensation program over variety
[00:36:50] of areas. We held several focus groups.
[00:36:54] We really did a kind of a landscape scan
[00:36:57] to see what was going on in the market.
[00:36:59] We put together multiple design teams, we
[00:37:01] had sounding boards, we had training for
[00:37:03] managers at different points throughout
[00:37:06] this project, and we have already
[00:37:09] implemented some exciting things. So back
[00:37:11] in 2023, we did establish the COLA and the
[00:37:14] Cola plus program program, and we've been
[00:37:16] operating under that for the last two
[00:37:18] years. We did simplify the job description
[00:37:21] and asked all of our managers to rewrite
[00:37:23] the job descriptions for all of our non
[00:37:25] represented staff. That is no small feat.
[00:37:28] Over 800 job descriptions were written.
[00:37:31] New matrixes were developed to help people
[00:37:34] build their careers here at the port to
[00:37:35] really show a pathway forward throughout
[00:37:38] our organization, we also expanded our
[00:37:40] market pricing tools and made it a much

[00:37:42] more robust and nimble system so that we
[00:37:45] have good information about the market for
[00:37:47] the jobs that we perform. And what we're
[00:37:50] bringing to you today is that new pay
[00:37:52] structure where we've really looked at
[00:37:54] what is best for our organization. Making
[00:37:57] them a little bit more narrow, but also
[00:37:59] further apart. So there's more growth from
[00:38:00] one range to the next. And so we're really
[00:38:03] excited. We also did, one other change
[00:38:06] that I want to make note is that we did
[00:38:07] make a separate salary structure for our
[00:38:10] executive positions. And so that is a new
[00:38:13] element that we're introducing this year.
[00:38:15] So we will now have two salary structures
[00:38:17] that we're asking you to approve. And
[00:38:20] underlying all of this, we also went
[00:38:22] through that comprehensive equity
[00:38:23] assessment throughout the organization and
[00:38:25] the women of color assessment, and that
[00:38:28] provided a lot of good information and
[00:38:30] what some additional concerns were
[00:38:32] regarding our pay program. And so we have
[00:38:36] established a new pay equity philosophy,
[00:38:39] and we are in the final stages of
[00:38:41] finalizing a methodology that will bring
[00:38:43] more consistency to the program that we
[00:38:45] offer here at the port. Next slide,
[00:38:49] please. So this has been a multi year
[00:38:52] project. We have definitely put in a lot
[00:38:54] of blood, sweat and tears into this work.
[00:38:58] We are definitely really focused on those
[00:39:00] principles of equity, simplicity and
[00:39:02] transparency. And we've really done a top
[00:39:05] down, across the board review. So all the
[00:39:09] training, all the communications, the
[00:39:11] processes, the practices, we now have much
[00:39:14] better information about the data that's
[00:39:16] contained in our job descriptions. And so
[00:39:18] I think we're really well positioned to
[00:39:20] have a really robust, competitive pay
[00:39:23] structure going forward with that. It
[00:39:26] comes with emotions. Right. Pay is
[00:39:28] personal. And while there are some that
[00:39:31] will see some good changes that are
[00:39:34] perceived as positive, there's also some
[00:39:36] that are also really challenged with some
[00:39:39] of these changes. We're doing our best to
[00:39:41] really educate everyone as to the why of
[00:39:43] the changes that we're bringing forward.
[00:39:47] But we do just want to acknowledge that
[00:39:49] this is definitely a big cultural change
[00:39:52] for our organization that comes with an
[00:39:55] emotional response. Next slide, please.
[00:39:59] All right, so this is the new structure.
[00:40:02] So we previously had a structure that had
[00:40:04] 36 grades. We're moving to a structure
[00:40:07] that has 20. I got the question of why
[00:40:10] start with 50? We really just wanted to
[00:40:12] show a difference from what we've had
[00:40:14] before and where we're starting anew with
[00:40:16] this new structure. So we'll start at a
[00:40:18] grade 50 and go up to 70. And you'll see

[00:40:21] here that we've also made a reference to
[00:40:24] the market reference point, which is now
[00:40:26] at the 25th percentile instead of the
[00:40:29] midpoint. So it gets people to market
[00:40:31] sooner in the grade and gives them much
[00:40:33] more space above market in the new salary
[00:40:35] grades. Next slide, please.
[00:40:40] And then this is the. We use the same
[00:40:42] design principles for the executive grade
[00:40:44] structure. It really does make in
[00:40:47] terms of design and there is some overlap,
[00:40:49] but it's not an exact continuation of
[00:40:53] the previous one that you just saw. There
[00:40:55] is some overlap, but just wanted to do
[00:40:57] something separate to recognize executive
[00:41:00] compensation here at the port. Next slide,
[00:41:03] please. All right, and as
[00:41:07] I explained in our briefing, this is we
[00:41:09] have changed the approach to a phased
[00:41:11] approach. So today we're asking for the
[00:41:12] adoption or introducing the new salary
[00:41:15] structure along with some technical
[00:41:18] corrections and some of the other areas
[00:41:20] related to definitions and just some
[00:41:22] wordsmithing for clarity and a few other
[00:41:24] minor changes. And then we will be moving
[00:41:27] forward with our pay equity methodology.
[00:41:29] There's some additional work that needs to
[00:41:31] be done and so that we are aiming towards
[00:41:34] q three for an implementation of that pay
[00:41:36] equity methodology that will result in
[00:41:39] some, some, but not all employees
[00:41:41] receiving an increase at that time. We are
[00:41:43] currently in the process of re reviewing
[00:41:45] people's work experience to really
[00:41:47] determine where they should be in that pay
[00:41:49] range. And those new processes and
[00:41:52] guidelines for promotions, temporary
[00:41:54] assignment and new higher offers will also
[00:41:56] be completed at that time. Just as a
[00:42:00] reminder, we are looking at both
[00:42:01] experience and performance as the factors
[00:42:05] that could differentiate why someone makes
[00:42:07] something different for performing the
[00:42:09] same work. All right, and I'm
[00:42:12] going to turn it over to our total rewards
[00:42:14] director, Kesha Reichstein. Thank you,
[00:42:17] Katie. Good afternoon, commissioners. So,
[00:42:20] in addition to providing the background of
[00:42:22] the comp project, we're here to request
[00:42:24] introduction of resolution 3823, the 2024
[00:42:28] Salary and benefits resolution that will
[00:42:31] update the port salary and benefits policy
[00:42:33] directive. The salary and benefits
[00:42:35] directive specifies the pay and benefits
[00:42:38] programs for non represented employees at
[00:42:40] the port. Per RCW 530-8170
[00:42:45] it is required that the Port Commission
[00:42:47] authorizes revisions to the pay and
[00:42:49] benefits programs that are part of the
[00:42:51] port's overall total rewards package for
[00:42:53] non represented employees. This year's
[00:42:56] changes in include the introduction of the

[00:42:59] two graded salary structure and additional
[00:43:03] language updates resulting from the
[00:43:04] compensation project and other definition
[00:43:07] updates. Next slide, please.
[00:43:11] The pay ranges at the port reflect the
[00:43:13] minimum and maximum amount that the port
[00:43:15] pays to employees whose jobs are assigned
[00:43:18] to a specific range. The 2024 graded
[00:43:21] salary range structures reflect what the
[00:43:24] external market is paying for similar
[00:43:25] work. As Katie described, we are
[00:43:28] introducing two graded salary range
[00:43:30] structures, a 20 grade structure for the
[00:43:33] majority of non represented jobs and a
[00:43:35] second seven grade structure for executive
[00:43:38] leadership positions. Each port
[00:43:41] job was assigned to a pay range through a
[00:43:43] job assessment process. Job assessment is
[00:43:46] a common practice to use the essential
[00:43:48] responsibility and qualifications of a
[00:43:50] port job to determine a competitive salary
[00:43:53] using external market pricing reference
[00:43:56] tools employees are placed on the new
[00:43:59] graded salary structure based on their job
[00:44:01] grades, their jobs grade assignment. So
[00:44:05] there is no pay change for employees
[00:44:06] associated with the introduction of this
[00:44:08] new graded salary structure unless the
[00:44:12] employee's current pay is less than the
[00:44:14] new minimum minimum of their assigned pay
[00:44:15] grade and those employees will receive an
[00:44:18] increase to their base pay up to the
[00:44:20] minimum of the new pay range. We're also
[00:44:23] recommending updating language to align
[00:44:26] with the job assessment process, which is
[00:44:29] a change from the previous job evaluation
[00:44:31] method. Next slide, please.
[00:44:36] In addition, we're also recommending other
[00:44:38] language updates that support changes
[00:44:40] coming from the compensation project. We
[00:44:44] recommend updating the description for
[00:44:46] initial pay rates to align to our pay
[00:44:49] equity methodology. The description for
[00:44:51] initial pay rates will read as pay rates
[00:44:54] for newly hired employees will be within
[00:44:56] the pay ranges set forth in the graded
[00:44:58] salary range structure and newly hired
[00:45:01] employees placement within the pay range
[00:45:03] will be based on related experience they
[00:45:05] bring to the port. In addition,
[00:45:08] previously, the chief of police, the fire
[00:45:11] chief, deputy chief of police and
[00:45:13] assistant fire chief positions were
[00:45:16] excluded from the job evaluation
[00:45:18] methodology. Pay ranges for those
[00:45:21] positions were determined through the same
[00:45:23] process we're introducing as job
[00:45:25] assessment, so the exclusion from this
[00:45:27] process is no longer needed in the
[00:45:29] resolution. Next slide we
[00:45:36] are recommending a change to the
[00:45:37] definition of at will. Currently, there is
[00:45:40] a legacy provision for employees hired

[00:45:42] prior to January 1, 2014 that we recommend
[00:45:46] be removed so that the AT will designation
[00:45:49] can be extended to all executive
[00:45:51] leadership positions. We are recommending
[00:45:55] a change to the seasonal employment
[00:45:57] employee definition to be a term of six
[00:45:59] months or less changed from less than a
[00:46:01] full year, and that aligns us to
[00:46:03] regulations like the Affordable Care act
[00:46:06] and other internal policies and business
[00:46:08] practices. And lastly, we are recommending
[00:46:12] updates to the definitions of port, paid
[00:46:14] family and medical leaves to align with
[00:46:17] the state's definitions. Medical leave is
[00:46:20] for an employee's serious medical
[00:46:21] condition. Family leave is to care for a
[00:46:24] family member. The port administers the
[00:46:27] paid leave plans and these definition
[00:46:29] updates do not result in a substantive
[00:46:31] change to the plans. So next
[00:46:35] slide please. The cost of the salary and
[00:46:39] benefit policy directive that we are
[00:46:41] recommending includes increasing 42
[00:46:44] employees base pay to the minimum of their
[00:46:46] new pay grade on the 2020 2024 graded
[00:46:49] salary range structure. We expect this
[00:46:51] cost to be approximately \$191,000 per
[00:46:55] annum. Next slide.
[00:47:00] So this is the presentation and
[00:47:02] recommendations we have for you today.
[00:47:03] Katie and I are happy to answer any
[00:47:06] questions.
[00:47:12] Commissioners, are there any questions for
[00:47:16] the presenters today?
[00:47:20] Commissioner Felleman, thank you for this
[00:47:23] heroic undertaking and I'm sure it's not
[00:47:25] without a lot of heartburn. So I just
[00:47:27] think it's really important that the one
[00:47:29] thing I learned when you briefed me on
[00:47:30] this, that to make clear that nobody's
[00:47:33] salary goes down. So this is. Everybody
[00:47:36] hear that nobody's salary goes down,
[00:47:38] right? That is correct. Thank you for
[00:47:40] stressing that. And then. But where the
[00:47:43] challenges, like, sort of like the glass
[00:47:46] ceiling can be aye. a little sooner or
[00:47:49] things like this, that the grade that
[00:47:51] you're in, you may not be able to exceed.
[00:47:55] Yeah. I mean, you know, we do. We set a
[00:47:57] value for every job that's performed at
[00:47:59] the port. And so when you aye. the maximum
[00:48:02] of that grade, that is the maximum. Our
[00:48:05] current practice is to do lump sum
[00:48:07] payments beyond that, but there are no
[00:48:09] additional adjustments to base. There is
[00:48:12] one exception. Like, every year, we will
[00:48:13] look at the cost of labor and make an
[00:48:15] adjustment to the pay grades. In the past,
[00:48:18] it's been from 0% adjustment up to 4%
[00:48:21] adjustment. So as we do that over the
[00:48:24] year, there will be possibility for people
[00:48:26] to get some changes to their base. But it
[00:48:28] really just depends on what's happening in

[00:48:30] the market and what we adjust our grades
[00:48:32] by each year. All right. And one other
[00:48:34] thing is that the at will definition,
[00:48:36] that's just to define for. It's for ELT
[00:48:39] members, or is that beyond ELT members?
[00:48:41] We do have an additional position beyond
[00:48:43] the executive team, but there's one
[00:48:46] executive team member that was hired prior
[00:48:48] to that being introduced into the
[00:48:50] resolution. And so we are making that
[00:48:52] change at this time. But so this will only
[00:48:55] apply to ELT members other than this one
[00:48:58] individual, or the salary structure will
[00:49:01] only apply to ELT members? Correct. All
[00:49:03] right. Thank you very much. You're
[00:49:04] welcome. Thank you, Commissioner Felleman,
[00:49:06] for those questions. Commissioner Hasegawa.
[00:49:07] Thank you. So, couple questions on
[00:49:11] slide eleven. I didn't realize that
[00:49:15] current ELT positions were not at will
[00:49:19] or exempt. Yeah, it's a legacy thing. It
[00:49:21] was introduced in 2014. So there is one.
[00:49:23] One person who was hired before that into
[00:49:26] executive position that will be changing.
[00:49:29] And they'll become an exempt employee at
[00:49:31] that point in time? Yes. They'll become an
[00:49:33] at will employee at that time. Okay. Yes.
[00:49:36] And then for on slide five,
[00:49:41] going through the chart, can you just
[00:49:42] verify that this is based upon FTEs and
[00:49:45] not part time positions? Yeah. This is a
[00:49:49] reflex. Full time salaries? Yes. Can you
[00:49:52] go to slide eight for me, please?
[00:49:55] The resolution. And what it does, does the
[00:49:58] resolution exclude education from being an
[00:50:02] allowable consideration, or does it just
[00:50:05] allow for other areas to also lend
[00:50:08] themselves for consideration.
[00:50:11] We just, we defined our pay equity
[00:50:14] philosophy with the factors being expanded
[00:50:16] and then performance once you're at the
[00:50:18] port. Okay. Yeah. And is
[00:50:23] there actual verbiage of the resolution
[00:50:26] before us to consider? Yeah. That should
[00:50:29] be part of your document set that has the
[00:50:31] full resolution. It's quite lengthy.
[00:50:34] There are all sorts of things defined in
[00:50:36] it. And what we've highlighted today are
[00:50:38] the changes. Okay. And then
[00:50:41] when are we anticipating this to come
[00:50:44] before us? It will next be before you
[00:50:47] for a vote on May 28. On May 28,
[00:50:51] correct. Okay. Thank you.
[00:50:59] Thank you. Commissioner Hasegawa.
[00:51:03] Just pausing to make sure that
[00:51:05] Commissioner Cho doesn't have a virtual
[00:51:07] hand up. Okay. Mr. Metruck has
[00:51:10] some comments. I just wanted to follow up
[00:51:13] on Commissioner Felleman's question about
[00:51:14] the lump sums. I just wanted to clarify,
[00:51:17] actually, that takes place today under the
[00:51:19] existing structure. Do you want to talk
[00:51:20] about that for a second, Katie? Just

[00:51:22] saying. So that's not a new development.
[00:51:23] That's, it does exist already today in the
[00:51:26] existing structure. Yeah. So today if you
[00:51:29] reach the maximum of your pay grade and
[00:51:32] let's say we apply a cola or a pay for
[00:51:34] performance increase, they would get that
[00:51:36] as a lump sum payment as opposed to a
[00:51:38] change to their base pay. So they're still
[00:51:41] getting more pay every year that they're
[00:51:44] at the max. It's just administered in a
[00:51:46] different way. It's in a lump sum payment
[00:51:48] rather than spread out throughout the
[00:51:49] year. And that's current practice today.
[00:51:52] Yeah.
[00:51:56] Great. I just have a couple of questions
[00:51:59] myself. Could you speak
[00:52:02] just a little bit to how employees were
[00:52:06] able to weigh in on this process, what
[00:52:09] opportunities they've had to provide
[00:52:10] comments and the considerations for that?
[00:52:14] Sure. So we have had active opportunities
[00:52:17] for people to participate. When we
[00:52:19] originally were started, we did surveys
[00:52:22] and focus groups to get input on what
[00:52:23] employees were wanting to see in their
[00:52:25] compensation program. Program. We have
[00:52:28] subsequently held several executive
[00:52:30] director town halls, HR broadcasts. We did
[00:52:32] develop a comp chat series where people
[00:52:34] could come and get their questions asked.
[00:52:36] We have a robust website on our compass
[00:52:39] site that has a variety of information
[00:52:41] available, faqs. We have an employee
[00:52:45] feedback email box that people submit
[00:52:48] their questions and then those are
[00:52:50] addressed and posted on compassion. All of
[00:52:52] our live events are posted as well, so
[00:52:55] people can see what our responses are to
[00:52:57] the questions that have been submitted by
[00:52:59] employees. Great. That's really helpful.
[00:53:03] And additionally, this is not going to
[00:53:06] impact represented employees, obviously.
[00:53:08] Correct. This is just for non represented.
[00:53:10] Right. Great. And then I just quickly
[00:53:13] wanted to hear how potentially this can
[00:53:16] impact our budget overall, in the next
[00:53:18] three to five to ten years. Is that
[00:53:20] something you all assessed? Yes. So until
[00:53:24] we get the review done of work experience,
[00:53:27] I can't give you what the actual dollar
[00:53:29] will be, but we do expect to increase our
[00:53:32] payroll costs over time. There are
[00:53:35] individuals that will be due pay equity
[00:53:36] adjustments, and we've shared those. Just
[00:53:39] bringing people to minimum, that's
[00:53:40] something we've done every year as we
[00:53:42] adjust the. The pay grades. Sometimes
[00:53:45] there are some employees that their
[00:53:46] current salary is below the minimum. So
[00:53:48] that's done every year when we have that
[00:53:51] situation. So we don't have an overall
[00:53:53] estimate, but we do have money in the
[00:53:55] budget for what we expect to come

[00:53:58] our way. And it could be substantial. But
[00:54:01] we are, you know, until we get the work
[00:54:04] experience review done, we don't have the
[00:54:07] total dollar figure. We're in discussions
[00:54:10] right now with Dan Thomas and aye. team in
[00:54:12] terms of the 2025 budget planning to put
[00:54:15] some assumptions in there based on our
[00:54:16] best information available at this time.
[00:54:18] Thank you, director, for those answers.
[00:54:21] That concludes my comments. Are there any
[00:54:23] additional comments before we move
[00:54:25] forward? Thank you. Okay, so can you
[00:54:28] describe for me the difference between the
[00:54:31] use of the word evaluation versus the use
[00:54:33] of the word assessed and what that's hoped
[00:54:36] to. Sure. So, previously we used
[00:54:41] a tool called Job Mez, and we called it a
[00:54:43] job evaluation. Now we're really leading
[00:54:46] with market, and so we're no longer using
[00:54:48] that evaluation tool. So we wanted to
[00:54:50] signal that it's now different and it
[00:54:52] really is a market assessment to determine
[00:54:54] the value of each of the jobs here at the
[00:54:56] port. Okay, thank you.
[00:55:00] And then you
[00:55:05] talk about in section, at the draft
[00:55:07] resolution, section five 1d,
[00:55:10] it says, replacing the phrase required
[00:55:13] skill level, responsibility, and effort
[00:55:15] required in working conditions with
[00:55:17] essential responsibilities and minimum
[00:55:19] qualifications. Can you talk to me about
[00:55:22] the nuance of, for example, posting
[00:55:24] something and having a. A list of required
[00:55:28] versus desired qualifications? Sure.
[00:55:32] Again, those are changes to align with the
[00:55:34] new job description that we have in place.
[00:55:36] We have essential functions, we have
[00:55:37] minimum requirements, we have preferred
[00:55:39] requirements, and so on the job posting,
[00:55:42] we'll now say which of those things are
[00:55:44] required and which ones are desired. If
[00:55:47] it's required, it's something you have to
[00:55:49] have to be considered for the job. The
[00:55:51] desired are not deal breakers. Right. So
[00:55:54] you can still get in the door without
[00:55:55] meeting the desired qualifications. So a
[00:55:58] desired qualification, although it's not
[00:56:00] required, it could help you get the job,
[00:56:02] but you're not being compensated
[00:56:04] accordingly? Or is that actually addressed
[00:56:07] within the language of this resolution?
[00:56:10] Education with a distinct value in how we
[00:56:13] assign pay to new employees is not
[00:56:15] addressed. Okay.
[00:56:18] And I also just
[00:56:21] wanted to
[00:56:25] lend my appreciation to you all for this
[00:56:27] body of work. It's built off of lots of
[00:56:30] research and lots of engagement with folks
[00:56:32] to understand the facts of where people
[00:56:34] are barriers and a strategy to overcome
[00:56:37] those barriers to equal to fair pay.

[00:56:40] And I also think that as an employer,
[00:56:43] one of the business biggest risk to an
[00:56:45] institution would be turnover. And we
[00:56:48] would hate to lose talent because we can't
[00:56:50] compete as an employer. And I
[00:56:53] think it's so important that we take care
[00:56:55] of staff. I just think it's a really,
[00:56:58] really critical piece of what we do and
[00:57:00] are able to maintain functionality as an
[00:57:03] institution. Thank you for making us
[00:57:05] stronger. Thank you for making us more.
[00:57:06] Just wanted to echo what President
[00:57:08] Mohammed mentioned, that this is for
[00:57:10] represented non represented employees,
[00:57:12] though, through our sea workforce
[00:57:15] conditions committee, President Mohammed
[00:57:17] and I are taking a look at how we can
[00:57:20] address justice in access to
[00:57:23] benefits for non represented employees at
[00:57:26] the airport, including things like
[00:57:28] childcare, healthcare and or capacities
[00:57:30] for all. Thank you. Thank you.
[00:57:33] All right. Are there any additional
[00:57:37] comments at this time? Thank you,
[00:57:41] director, for the presentation. Executive
[00:57:42] director Metruck has a final comment.
[00:57:45] Thank you, commissioners. And I do want to
[00:57:46] add, I want to thank Katie and her team in
[00:57:49] HR, but also everyone throughout the board
[00:57:51] that participated in the process. I know
[00:57:53] this really matters. Katie kind of touched
[00:57:54] on it, but when you touch everybody non
[00:57:57] represented in the port on their pay, of
[00:57:59] course there's interest from all of those.
[00:58:01] But I think, you know, what we want to
[00:58:03] build for is all those elements, and I
[00:58:05] think Commissioner Hasegawa will aye. on
[00:58:07] those, which is we want to be more
[00:58:08] equitable in what we're doing. We want to
[00:58:10] be transparent and we want to be
[00:58:12] simplified so it's more easily understood.
[00:58:14] And really the example, Katie didn't use
[00:58:16] the example, but it's often the one that I
[00:58:19] like to use, which is we can look at two
[00:58:22] people doing the same level of work with
[00:58:23] the same experience and understand why
[00:58:27] they should be paid, paid the same and not
[00:58:28] paid differently throughout the port. And
[00:58:30] so that's really the outcomes that we're
[00:58:31] seeking, is those being equitable in
[00:58:35] that pay, in having a simple and
[00:58:38] understandable. Thank you, executive
[00:58:41] director Metruck hearing. No further
[00:58:43] questions for this item. Is there a motion
[00:58:46] and a second to approve item ten a for
[00:58:48] introduction of the resolution number
[00:58:50] 3823. So moved.
[00:58:53] Seconded. The motion has been made and
[00:58:55] seconded. Commissioners, are there any
[00:58:57] additional discussions or debate on this
[00:58:59] item hearing? None. Clerk Hart, please
[00:59:02] call the roll for the vote.
[00:59:03] Commissioners, please say I or nay when

[00:59:05] your name is called for the vote,
[00:59:07] beginning with Commissioner Cho.
[00:59:10] Aye. Thank you. Commissioner Felleman.
[00:59:12] Aye. Thank you. Commissioner Hasegawa.
[00:59:15] Aye. Thank you. Commissioner Mohammed.
[00:59:17] Aye. Thank you for ayes for the second
[00:59:19] item. Great. The motion is the motion to
[00:59:22] introduce resolution number 3823 has
[00:59:26] passed. The resolution will come back
[00:59:28] before the commission on May 28 for
[00:59:31] consideration of adoption. Thank you again
[00:59:34] for the presentation.
[00:59:44] Clerk Hart, please read the next item into
[00:59:46] the record. Commission strategic advisor
[00:59:49] Tyler will then introduce the item.
[00:59:53] Thank you. This is agenda item ten b,
[00:59:55] adoption of order number 20240 seven.
[00:59:58] An order shredding the paper ceiling, end
[01:00:01] quote. At the Port of Seattle by
[01:00:03] eliminating unnecessary post secondary
[01:00:05] degree requirements for port jobs.
[01:00:10] Good afternoon, commissioners. I am very
[01:00:12] excited to present this order, a change in
[01:00:14] our hiring practices that aligns the port
[01:00:16] with both local and national employment
[01:00:18] trends. Commission president Mohammed
[01:00:20] brought forth this order, commission order
[01:00:22] number 20240 seven to shred the
[01:00:26] paper ceiling by eliminating unnecessary
[01:00:29] post secondary degree requirements for
[01:00:31] most positions here at the Port of
[01:00:33] Seattle. The text of this order directs
[01:00:35] the executive director or a designated
[01:00:38] delegate to remove degree requirements for
[01:00:40] all port jobs unless such qualifications
[01:00:43] are legally necessary for performing the
[01:00:45] job's essential functions. You may be
[01:00:48] aware of the phenomenon called degree
[01:00:50] inflation, where over the last few
[01:00:52] decades, many jobs that did not previously
[01:00:54] require a four year college degree now do
[01:00:57] require a four year degree. Studies from
[01:01:00] institutions like the Harvard Business
[01:01:02] School have shown that this trend creates
[01:01:04] inefficiency in the labor market and
[01:01:06] restricts organizations from finding the
[01:01:08] best talent for their job openings.
[01:01:11] Implementing this order requires a clear
[01:01:13] framework. As I said previously, we will
[01:01:15] maintain degree requirements where they
[01:01:17] are a legal necessity for the role for all
[01:01:19] other positions. Hiring managers who
[01:01:21] believe a degree is necessary for success
[01:01:23] in the role may petition the executive
[01:01:25] director or the senior director of human
[01:01:27] resources for an exception. These changes
[01:01:29] will be integrated into our HRAT talent
[01:01:32] acquisition policy to ensure compliance
[01:01:34] and uniformity across the board. We would
[01:01:38] not be alone in making these changes,
[01:01:39] including the state of Washington's
[01:01:41] substitute House Bill 20 216. At least 16
[01:01:45] other us states have adopted similar

[01:01:47] policies limiting degree requirements for
[01:01:49] most state government positions. By
[01:01:52] adopting order number 22,407, the
[01:01:54] commission president anticipates several
[01:01:56] outcomes. Increased access to port jobs
[01:01:59] for a broader and more diverse talent
[01:02:00] pool, enhanced operational efficiency by
[01:02:03] focusing on practical skills and
[01:02:04] experience and finally, strengthened
[01:02:07] community ties and support as we offer
[01:02:09] more opportunities to local residents,
[01:02:10] regardless of their educational background
[01:02:13] for the public. I'll go ahead and read the
[01:02:15] text of the order, which is as follows
[01:02:19] the Port commission hereby orders the
[01:02:21] executive director or a delegate to remove
[01:02:23] all requirements for a post secondary
[01:02:25] college or university degree for all jobs
[01:02:28] at the port, unless that degree is
[01:02:29] required by law for an employee to perform
[01:02:31] the essential functions of that position.
[01:02:33] Should a hiring manager have a non legal
[01:02:35] but significant rationale for narrowing
[01:02:37] their potential hiring pool for a given
[01:02:39] position by requiring a certain degree,
[01:02:41] they may petition the executive director
[01:02:43] and or senior director of human resources
[01:02:45] for the ability to do so. The actions
[01:02:47] above shall be incorporated into the
[01:02:49] ports. H hr eight talent acquisition
[01:02:51] policy. So, in conclusion, order number
[01:02:54] 20240 7 may represent a pivotal step in
[01:02:57] our port's commitment to inclusivity and
[01:02:59] efficiency. Thank you again for the
[01:03:01] opportunity to present.
[01:03:04] Thank you, Tyler, for introducing the
[01:03:08] item. Commissioners, is there any
[01:03:10] questions for this order?
[01:03:16] Commissioner Felleman,
[01:03:19] I just want to know how it relates to the
[01:03:20] presentation we just had on. Does it an
[01:03:24] emphasis on the scoring or,
[01:03:28] you know, how is this being folded in or
[01:03:30] has already been folded in? And thank you.
[01:03:35] I'll pass it over to our senior director
[01:03:37] of human resources. Yeah. Thank you,
[01:03:38] Commissioner. Katie Girard, senior
[01:03:40] director of human resources. Resources.
[01:03:42] It's actually perfect timing. As we
[01:03:46] were redoing all of our job descriptions.
[01:03:47] That was actually something we were very
[01:03:50] intentional about asking, why is the
[01:03:53] degree required? What degree is required?
[01:03:55] Because so many different institutions use
[01:03:57] so many different names for similar type
[01:03:59] bodies of study. So it really is
[01:04:02] good timing. The way that we captured our
[01:04:05] job description information from managers,
[01:04:08] we can actually very quickly assess how
[01:04:10] many jobs currently require a degree, and
[01:04:13] we've done that and we are in discussions
[01:04:15] with recommending changes to all of those
[01:04:17] managers. We will, of course, entertain

[01:04:20] the exception requests should we get them.
[01:04:22] We haven't. We're not quite there yet,
[01:04:23] but we do have ready access to all the
[01:04:25] jobs here at the port that require a
[01:04:27] degree. We were not in that position
[01:04:29] before last year, so that is actually
[01:04:31] really good timing to be able to do the
[01:04:33] assessment and make the changes where
[01:04:34] needed. Great. Thank you for that answer.
[01:04:39] Commissioner Hasegawa, any questions?
[01:04:42] Does this preclude the employer from
[01:04:45] listing education as a preferred
[01:04:48] qualification? We don't believe that
[01:04:51] it does. It's the requirement. So it opens
[01:04:54] the door for anyone who doesn't have the
[01:04:56] degree but still could have it identified
[01:04:58] as a preferred qualification in practice,
[01:05:03] how do you imagine this would make a
[01:05:04] difference if they're still listing a
[01:05:07] degree as a preferred qualification and it
[01:05:10] therefore gives them an edge in hiring?
[01:05:12] Yeah. So as we receive applicants, we
[01:05:15] screen for minimum qualifications. That's
[01:05:17] then who is considered for advancing into
[01:05:20] the next phase of the process. And so the
[01:05:24] recruiter consultation with the hiring
[01:05:26] manager makes those calls in terms of
[01:05:29] what's being brought forward by each of
[01:05:31] those candidates that meet the minimums
[01:05:33] first. So that's the first cutoff to get
[01:05:35] into the process and be able to continue.
[01:05:38] Certainly if they have 100 candidates,
[01:05:40] they might want to look at the preferred
[01:05:42] candidates first to see if there's a way
[01:05:45] to narrow it that way. It really all
[01:05:46] depends on the size of the pool that we
[01:05:48] have and what is being brought forward and
[01:05:50] what specifically a hiring manager is
[01:05:52] looking for. And do you think that that
[01:05:55] helps us compete with other places where
[01:05:57] it does, where folks having education
[01:06:01] or a certain level of education, which is
[01:06:02] a preferred qualification, that that could
[01:06:04] give them an edge in a different
[01:06:06] employment setting? I suppose that's
[01:06:09] possible. You know, it goes to the culture
[01:06:12] and what someone brings to the table.
[01:06:14] I've certainly been in government a long
[01:06:16] time and have seen people that were
[01:06:18] precluded from getting into a job that
[01:06:20] they probably would have been very
[01:06:21] successful in and vice versa. You know,
[01:06:24] someone who has the degree that maybe
[01:06:26] doesn't offer the experience that's really
[01:06:28] needed for the job at hand. So it really
[01:06:30] is individual, where we're always looking
[01:06:32] for the best candidate for each of our
[01:06:34] jobs. And is that if it was listed not as
[01:06:37] a required qualification but as preferred
[01:06:40] qualification, could it come up within the
[01:06:43] range of the salary position as like a
[01:06:46] tool for leverage, for negotiating pay?
[01:06:48] Or is negotiating pay even something that

[01:06:51] the port of Seattle will do anymore as a
[01:06:53] starting point? We're really trying to get
[01:06:55] negotiation out of our process because
[01:06:57] that's where inconsistencies occur. So
[01:06:59] having a formula that we are still working
[01:07:02] on finalizing, but having that focused on
[01:07:04] the experience you bring to the job at the
[01:07:07] level of what, what the scope and
[01:07:09] responsibility is for the job you're being
[01:07:11] hired is what we will be assessing to
[01:07:13] determine starting pay. And even though
[01:07:16] experience might be separate from
[01:07:18] education, experience is still going to be
[01:07:20] an objective measurement, as objective
[01:07:24] as possible. We ask people to tell us how
[01:07:26] their job is similar to the job that
[01:07:29] they're being hired for and then making
[01:07:30] that assessment. And the idea is that
[01:07:32] we're eliminating bias and hiring
[01:07:34] processes. Correct. Thank you. Thank you,
[01:07:37] director, for those answers. Any
[01:07:39] additional questions for staff at this
[01:07:42] point? Executive Director Metruck has a
[01:07:45] comment. Yeah, just, I think it kind of
[01:07:47] built building on your discussion,
[01:07:48] Commissioner Hasegawa, is that that level
[01:07:50] of experience in this opens up the door to
[01:07:52] widen, to broaden the pool. You talked
[01:07:54] about it perhaps being shrinking if you're
[01:07:56] applying for other jobs, it'll actually,
[01:07:58] in my view, will broaden that the pool so
[01:08:00] we will have more candidates to look at.
[01:08:02] And then my experience, similar to
[01:08:05] Director Gerard's, is that sometimes that
[01:08:07] experience really has a value into itself,
[01:08:11] and that's what we're looking at, similar
[01:08:12] experience or experience that leads to
[01:08:14] that. So I think it'll. I think this is a
[01:08:17] great step that will help us broaden that
[01:08:19] pool of applicants.
[01:08:22] Great. Thank you for those additional
[01:08:24] comments. Any further questions for
[01:08:28] staff? So hearing no
[01:08:31] further questions for this item. Is there
[01:08:33] a motion and a second to adopt this item?
[01:08:36] So moved. Second. Commissioners, is there
[01:08:40] any further discussion or debate on this
[01:08:42] item? I have some comments that I'd like
[01:08:45] to provide. Considering that I brought
[01:08:47] this order forward, I just would like to
[01:08:49] say that I think this action is really
[01:08:51] designed to open up opportunities to
[01:08:54] create more opportunities for folks who do
[01:08:57] have significant job experience,
[01:09:00] maybe technical degrees, certificates,
[01:09:03] and who want to be able to have an
[01:09:05] opportunity to work at a place like the
[01:09:08] port of Seattle. As someone who has
[01:09:11] multiple degrees from the University of
[01:09:13] Washington, it's important to note that I
[01:09:16] am not trying to remove consideration for
[01:09:19] degrees in hiring processes. Instead, I
[01:09:22] view this order as a way to broaden the

[01:09:25] pool of applicants who are considered for
[01:09:28] poor jobs in a matter that is transparent
[01:09:32] and equal. I see this as a legislation
[01:09:35] similar to the ban the box legislation
[01:09:38] that we've seen in Washington state, and
[01:09:40] also just want to underscore that this
[01:09:43] order aligns with the Washington State
[01:09:45] House Bill 20 216 that just recently
[01:09:49] passed. And also, there are 16
[01:09:52] other states across the United States that
[01:09:55] have eliminated degree requirements for
[01:09:58] most state positions. And last year, I
[01:10:01] actually participated in a Harvard
[01:10:03] fellowship program, and this particular
[01:10:06] issue came up. It's in the language of the
[01:10:08] order as well, where Harvard Business
[01:10:10] School has found that these degreed
[01:10:12] inflation metrics that we see
[01:10:16] for many four year college degree
[01:10:19] requirements that previously was not
[01:10:21] required is creating a phenomenon that is
[01:10:23] making the US labor market more
[01:10:25] ineffective. And that is just the fact.
[01:10:28] And so I think this will not undermine
[01:10:31] degrees, but just create more
[01:10:33] opportunities for folks who, who may not
[01:10:36] be able to go to a four year institution
[01:10:38] or who have significant job experience,
[01:10:41] and a degree is not necessary for them to
[01:10:44] apply for a particular position. So I
[01:10:46] don't think anyone should feel threatened
[01:10:47] by this or feel like, oh, my God, my
[01:10:50] degree doesn't have value. It has a lot of
[01:10:53] values. Again, as someone who has multiple
[01:10:55] degrees from the University of Washington
[01:10:57] hopes to get a PhD someday. We think
[01:11:01] your degrees are very important. You
[01:11:03] should go after that. We support
[01:11:05] education. We're just saying that this is
[01:11:07] a way to create more opportunities for
[01:11:10] all. And so I'm looking forward to the
[01:11:12] vote today. With that said, Clark Hart,
[01:11:15] please call the roll for the vote.
[01:11:16] Commissioners, please say aye or nay when
[01:11:18] your name is called. Thank you. We'll
[01:11:20] begin with Commissioner Mohamed. Aye.
[01:11:22] Thank you, Commissioner Cho.
[01:11:29] Commissioner Felleman. Aye. Thank you,
[01:11:32] Commissioner Hasegawa. Aye. Thank you,
[01:11:34] Commissioner Cho. Is he
[01:11:38] still online? He is.
[01:11:41] And one more time, calling for
[01:11:43] Commissioner Cho. Hi. Sorry.
[01:11:46] I got disconnected. Sure.
[01:11:50] I'm sorry for the vote. I didn't hear you,
[01:11:52] commissioner. Aye. Thank you very much.
[01:11:56] Four ayes, zero nays for this item. Thank
[01:11:59] you. The motion has passed. Can I put a
[01:12:02] comment? Yes, Commissioner Felleman has a
[01:12:03] comment. It's muted.
[01:12:06] I just wanted to say nothing out loud.
[01:12:08] No. I wanted to thank Commissioner
[01:12:12] Muhammad for the leadership in taking

[01:12:14] this, and I think we should hold her
[01:12:15] multiple degrees against her, although it
[01:12:18] did help with the election, I'm sure. But
[01:12:20] no, thank you very much. And I'm glad it
[01:12:22] dovetailed so nicely with our other work
[01:12:24] on salaries. So appreciate that. Thank
[01:12:26] you. Thank you, Commissioner Felleman, for
[01:12:29] those comments. Clerk Hart, please read
[01:12:31] the next item into the record, and then
[01:12:33] executive director Metruck, you'll have the
[01:12:35] floor for the introduction. Thank you.
[01:12:37] This is agenda item ten c, authorization
[01:12:39] for the executive director to prepare
[01:12:41] design and construction bid packages for s
[01:12:43] concourse, facilitating projects,
[01:12:46] to procure long lead items, to utilize
[01:12:48] port cruise for design support, to execute
[01:12:51] an alternative delivery contract, and to
[01:12:54] increase the project authorization by \$25
[01:12:56] million for a total project authorization
[01:12:59] to date of \$127,500,000.
[01:13:06] Commissioners, before I present the next
[01:13:10] item, which Lance and aye. team are all
[01:13:13] here to do this, but I would like to take
[01:13:16] a point of personal privilege to recognize
[01:13:18] the contributions of one of our employees,
[01:13:21] and that is Kazuei Ijuata. So,
[01:13:25] Kazue, you know, I want to recognize her
[01:13:28] and take this opportunity before this
[01:13:30] item. It's related to that, and I want to
[01:13:32] recognize her for developing international
[01:13:34] service at the airport. Kuzaway started
[01:13:36] her career at Seattle at Seattle Tacoma
[01:13:39] International Airport nearly 40 years ago
[01:13:41] when she was 15, and she
[01:13:45] has traveled every corner of the planet
[01:13:47] finding win win solutions that better
[01:13:49] connect with our community to the world
[01:13:51] and help airlines run successful
[01:13:53] businesses. She has played a critical role
[01:13:56] in defining today's Pacific Northwest
[01:13:59] economy, cultural diversity, and
[01:14:01] opportunities, not to mention those family
[01:14:04] connections as well, throughout the world.
[01:14:06] I just want to highlight a few of the
[01:14:08] statistics that show the growth in our
[01:14:09] region during her tenure. Back in
[01:14:13] 1989, our airport served almost 5 million
[01:14:15] passengers, and this year we will serve
[01:14:18] over 50 million passengers. In 1989, we
[01:14:22] had 15 airlines with international service
[01:14:24] and only eight with service to Asia or
[01:14:26] Europe. By the end of 2024, we'll have 53
[01:14:30] services to 33 international destinations
[01:14:33] on 28 different airlines. Those numbers
[01:14:37] are amazing, and that's what we call the
[01:14:39] causeway effect causeway.
[01:14:42] Thank you for your service. What you've
[01:14:44] done has been an incredible representative
[01:14:46] of the region in the port.
[01:15:02] Executive director Metruck, would you like
[01:15:04] me to call causeway up for any comments?
[01:15:07] Sure. I think that we would welcome that

[01:15:09] just in case.
[01:15:13] Yeah. And I'd like to give an opportunity
[01:15:16] for commissioner Cho make any comments as
[01:15:18] well. Point of privilege.
[01:15:21] Well, thank you so very much. I am really
[01:15:25] humbled, and I feel truly grateful.
[01:15:28] And there are a few things in my life that
[01:15:31] I've done right. One is that nearly 40
[01:15:33] years ago, I came to Seattle with
[01:15:37] only two suitcases and one way ticket and
[01:15:40] decided to live here. That was really the
[01:15:43] right thing to do. I was actually very
[01:15:44] cold, even. It was June because I only
[01:15:47] brought warm clothes, and I didn't have
[01:15:49] money to buy new clothes. I was freezing
[01:15:51] all the time. Second, I chose to work
[01:15:55] for the port of Seattle, and I think the
[01:15:57] best job is to work for the benefit of the
[01:16:00] community you love. And I was truly
[01:16:03] grateful that poor Seattle gave a chance
[01:16:06] to a girl from Tokyo with virtually no
[01:16:09] experience at the time. And finally,
[01:16:12] I think one of the best things I've done
[01:16:14] is to marry my husband, and he's here
[01:16:17] today.
[01:16:21] And it was really actually a package
[01:16:23] because I couldn't have done my job
[01:16:25] without aye. support all along. So it's
[01:16:28] been truly a great privilege for me.
[01:16:31] Thank you, everyone, for all your support.
[01:16:34] And I would truly cherish my memory of
[01:16:36] having walked here. Thank you, everyone.
[01:16:38] Thank you.
[01:16:43] Kazuya, you could stay. We have a couple
[01:16:44] of comments from commissioners. Feel free
[01:16:46] to stay seated. Point of personal
[01:16:49] privilege. Commissioner Hasegawa. Kazuhi
[01:16:53] san, I wanted to thank you for all of
[01:16:56] your years of service in Japanese culture.
[01:17:00] We're born into a sense of debt, and we
[01:17:03] spend our whole lives trying to pay that
[01:17:05] debt back to the society that has given so
[01:17:07] much to us. And when I see somebody
[01:17:12] who came before me at the port of Seattle,
[01:17:13] who has done so much to make it what it is
[01:17:15] today, to step in only two years ago, and
[01:17:19] to be able to continue the legacy of
[01:17:21] service, I very much think of it as having
[01:17:24] inherited that legacy from all of you who
[01:17:26] have done that work for so long, and we
[01:17:30] will spend. We'll spend the rest. I'll
[01:17:33] spend the rest of my tenure trying to pay
[01:17:35] that forward. Thank you so much for your
[01:17:37] example.
[01:17:42] Thank you. Commissioner Hasegawa.
[01:17:44] Commissioner Felleman.
[01:17:47] Well, causeway, I've had a chance to watch
[01:17:50] you in action for some time now and even
[01:17:52] had to go to China for cutting the road
[01:17:54] ribbon on Xiamen airlines, which turned
[01:17:57] off again and on again. So we appreciate
[01:18:00] your tenacity. And the one thing I recall
[01:18:03] most about, I think the thing I've told

[01:18:05] you most over the years is while we've
[01:18:07] been having all these growing pains and
[01:18:10] trying to fit another wide body into the
[01:18:13] gate, if we could, I was always thinking
[01:18:16] that you should have paid administrative
[01:18:17] leave because you've been so successful.
[01:18:20] We just need to catch up to ourselves
[01:18:22] while you are out there continuing to
[01:18:25] encourage more folks to come our way. And
[01:18:27] I'm so appreciative that you have done
[01:18:29] such a phenomenal job and your legacy will
[01:18:32] go on for a very long time. What
[01:18:33] Commissioner Metruck does? Commissioner
[01:18:35] Metruck? Executive Metruck. I didn't mean to
[01:18:37] downgrade them. Executive Metruck was
[01:18:40] summarizing. What just happened since 1989
[01:18:43] is extraordinary. So thank you so much for
[01:18:45] your service, and I hope you stay nearby.
[01:18:48] Thank you very much. Commissioner CHO.
[01:18:52] Yes, thank you so much. You know, I'd just
[01:18:55] like to echo the sentiments of my
[01:18:56] colleagues. Causeway. You and I have had
[01:18:58] the opportunity to travel together in
[01:19:01] recent years, most recently in Sydney.
[01:19:04] And I saw you in action talking to some
[01:19:07] potential new carriers for gateway. And
[01:19:10] quite frankly, it's no, no mystery why
[01:19:13] we've been successful when it comes to
[01:19:16] expanding our portfolio of offerings,
[01:19:17] when it comes to international travel.
[01:19:19] You're such a huge part of the reason why
[01:19:22] we continue to have both in our gateway,
[01:19:25] why we recovered beyond our
[01:19:28] pre pandemic service offerings.
[01:19:31] And, you know, we're in tremendous debt to
[01:19:34] the tremendous work that you've done. I
[01:19:36] think it goes underappreciated how much
[01:19:40] and how difficult it really is to
[01:19:44] accommodate international carriers.
[01:19:48] It's a completely different ballgame than
[01:19:51] domestic carriers, as you know and as many
[01:19:54] of my colleagues here know. And for us to
[01:19:56] work in such a constrained space where,
[01:19:59] quite frankly, for many years, we didn't
[01:20:01] have the IAF and we didn't have enough
[01:20:04] gates, it's truly remarkable what we've
[01:20:06] been able to accomplish. And so all that
[01:20:09] a huge credit to you and your team, all
[01:20:11] the work you've done over the years. You
[01:20:14] know, I hope to continue to build on your
[01:20:17] legacy and we hope to continue to see you
[01:20:19] around the board. So thank you so much and
[01:20:21] we wish you best. Thank you,
[01:20:24] commissioner. Yeah, I also just want to
[01:20:27] take a moment to echo those same
[01:20:29] sentiments I heard of your name and you
[01:20:32] and your work before I got to meet you in
[01:20:34] person. And so I truly believe that your
[01:20:37] legacy will live on throughout the port,
[01:20:40] whether you're here or not. And it was a
[01:20:43] pleasure being able to meet you at the
[01:20:46] opening of the indian consular general's
[01:20:49] reception and the opening of that office

[01:20:51] in Seattle at the time. And your passion
[01:20:55] for the work really comes through. And
[01:20:57] again, I just want to say thank you for
[01:20:59] your public service, and it's great to see
[01:21:01] how much director Little lights up to see
[01:21:04] you being celebrated in this moment. And
[01:21:06] so that really does speak volumes to your
[01:21:10] leadership and the work that you've done
[01:21:11] here at the port of Seattle. Again, thank
[01:21:12] you for your public service. Thank you,
[01:21:14] commissioner, and thank you everyone. And
[01:21:16] it's been really a great honor for me.
[01:21:18] Thank you. Thank you again.
[01:21:27] Executive director Metruck. Thanks.
[01:21:31] We'll segue now, but I, and I know that
[01:21:33] director Little will have an opportunity
[01:21:35] to say some things about Causeway. I don't
[01:21:36] know if you want to say anything now.
[01:21:38] Yes, I would definitely. Thank you.
[01:21:42] I heard about Causeway before I met her as
[01:21:44] well, but I've had the display pleasure of
[01:21:46] actually working with her and to see her
[01:21:48] genius at work. We have had to go to
[01:21:51] different locations to convince airlines
[01:21:54] to come here versus going to other cities.
[01:21:55] It's a very competitive thing. They're
[01:21:57] trying to make a decision, should they go
[01:21:58] to Vancouver, LA, San Francisco?
[01:22:02] And Causeway is so brilliant in preparing
[01:22:05] myself and some of the other team members
[01:22:07] when you go to these air service
[01:22:09] development trip, because it's a different
[01:22:11] culture, it's a different behavior, it's
[01:22:13] different everywhere. It's different in
[01:22:15] Asia, different in the Middle east,
[01:22:16] different in North America,
[01:22:20] etcetera. And she is
[01:22:24] so prepared, she's so good at what she
[01:22:26] does, and you're in her presence and
[01:22:28] you're in awe and you're just seeing this
[01:22:30] genius at work. And I'm going to miss her
[01:22:33] more than anyone is because I'm the
[01:22:34] biggest beneficiary. As I said in the
[01:22:36] quarterly review earlier, I have on my
[01:22:40] performance plan every year, air service
[01:22:42] development goals. I've never missed one
[01:22:45] of them ever. In fact, the complaint I get
[01:22:48] from the operations and the planning and
[01:22:50] development team is that, hey, tell
[01:22:52] Causeway to slow down. We don't have
[01:22:53] enough gates for all these airlines coming
[01:22:54] in. So I've been, like, the biggest
[01:22:56] beneficiary and causeway. We're gonna miss
[01:22:59] you so much. It was a pleasure working
[01:23:01] with you. I've had the pleasure of meeting
[01:23:02] your host husband as well. Just a
[01:23:04] fantastic individual, and we're just
[01:23:06] really, really going to miss you here.
[01:23:07] But thank you for everything that you have
[01:23:09] done. Your legacy will live on here at the
[01:23:11] port forever. Thank you.
[01:23:21] Thank you, commissioners. And that's a
[01:23:22] great segue, because we're going to be

[01:23:24] asking you today to invest in facilities
[01:23:26] that support international travel. Was
[01:23:29] that a trick? Causeway is
[01:23:32] going to help you guys get the yes votes,
[01:23:34] huh? Yes. Yes.
[01:23:37] Commissioners. The south satellite on the
[01:23:40] s concourse was constructed in 1971 and
[01:23:42] serves millions of passengers each year.
[01:23:45] In October 2022, you provided initial
[01:23:47] authorization to reimagine this outdated
[01:23:49] facility through addressing critical code
[01:23:52] requirements and enhancements to to the
[01:23:54] passenger experience by repurposing of the
[01:23:57] existing federal Inspection service area,
[01:23:59] concourse level renovations, and expanded
[01:24:01] penthouse level. Our team is back before
[01:24:03] you today, led by managing director of
[01:24:06] aviation Lance Liddell, to request
[01:24:08] authorization for facilitating projects to
[01:24:11] ensure minimal gate outages and passenger
[01:24:13] impacts during construction. So the
[01:24:16] presenters are director Little John
[01:24:18] Freeman, capital project manager Chris
[01:24:21] Colder, Campbell, program leader, and
[01:24:24] Kerry Stevens, director of aviation
[01:24:25] facilities and Campbell programs. So with
[01:24:27] that, I'll turn it over to management
[01:24:29] director Lance. Thank you, executive
[01:24:31] director Metruck. Good afternoon again,
[01:24:33] commissioners. Before handing over to
[01:24:36] Chris and John, I'd like to just say a few
[01:24:38] words about the significance of this
[01:24:41] project. As you have heard me say on many
[01:24:43] occasions, we have these long term goals
[01:24:46] to become a five star rated airport, to be
[01:24:49] in the top 25 airport worldwide, and to
[01:24:53] have level of service, optimum
[01:24:54] sustainability, go greenest airport goals,
[01:24:58] et cetera, et cetera. So this is one of
[01:25:00] the many projects that I've shown many
[01:25:02] times in the puzzles that were putting
[01:25:04] together. Other projects included the
[01:25:06] international arrival facility, the North
[01:25:09] Concourse Central Terminal, which are all
[01:25:11] completed. And, of course, we're doing the
[01:25:13] north main terminal with Alaska Airlines,
[01:25:16] the widens, arrivals, and many other
[01:25:19] project restrooms, etcetera. However, the
[01:25:22] difference with this project is that it
[01:25:24] will be more than, like, the most
[01:25:26] expensive, the most disruptive, the most
[01:25:28] complicated project in the history of the
[01:25:31] airport. That's how important it is. And
[01:25:34] one of the reasons, of course, there are
[01:25:36] many reasons. One of them is that we have
[01:25:37] such small footprint. We are
[01:25:40] one of the most densely, if not the most
[01:25:42] densely operated airport in the United
[01:25:44] States. And it makes everything that we're
[01:25:46] doing that much more complicated. The
[01:25:48] ideal situation would be to just shut down
[01:25:50] the entire concourse. Rebuild it or shut
[01:25:53] down half of it? Rebuild it. Alas, we do

[01:25:55] not have that luxury because we have to
[01:25:58] keep operations going. We have to keep
[01:25:59] airlines operations going, especially
[01:26:01] international operations, and that makes
[01:26:04] it that much more complicated. Now,
[01:26:07] when the facility is completed, it will
[01:26:09] have all these wonderful amenities to meet
[01:26:11] the needs of our traveling public, which
[01:26:14] John and Chris will talk about. However,
[01:26:17] the important thing to remember is first
[01:26:18] and foremost, this is a safety and a
[01:26:21] compliance code upgrade project. That's
[01:26:24] very important to remember. It's a safety
[01:26:26] project. Seismic upgrades, code upgrades,
[01:26:29] etcetera. Very, very important to
[01:26:31] remember. So without any further ado,
[01:26:33] I'll hand over to Chris.
[01:26:37] John Freeman, capital program leader,
[01:26:39] overall responsible for the SCE project.
[01:26:42] Next slide, please. So with this, the
[01:26:46] project is part of the upgrade sea
[01:26:50] program. So working very closely with
[01:26:51] external relations and just across the
[01:26:54] airport as a whole, make sure we're
[01:26:55] getting, getting word out as the project
[01:26:57] starts progressing along through design
[01:26:59] just on the impacts that are going to
[01:27:00] occur when they're going to start seeing
[01:27:02] those gate outages, see construction, be
[01:27:05] able to start getting out some sketches
[01:27:07] and drawings so that individuals that are
[01:27:09] going to be traveling through the airport
[01:27:10] have an idea what they're going to be
[01:27:11] seeing here in the next couple of years.
[01:27:14] We're also going to be doing some big
[01:27:15] media tour things, just prepping everyone
[01:27:17] as we get ready to start all of that.
[01:27:19] Next slide, please. So as both executive
[01:27:23] director Metruck and Lance said with this,
[01:27:27] it really is a 50 plus year old building
[01:27:29] now, and we want to give it another 50
[01:27:31] year life. That primary objective is the
[01:27:34] structural component, both gravity and
[01:27:36] seismic upgrades throughout the entire
[01:27:38] building. We also need to upgrade the
[01:27:41] utilities to the building. There's
[01:27:42] currently only a single water source that
[01:27:44] enters the building. Not very viable if we
[01:27:46] have some sort of issue with it. Need to
[01:27:47] provide the redundancy, also need to, you
[01:27:50] know, get smoke control, updated h vac
[01:27:52] systems that are more energy efficient
[01:27:54] meeting the current codes, get all that
[01:27:57] accomplished as that primary objective,
[01:27:59] secondary is really just enhance the
[01:28:01] passenger experience. This is a 50 year
[01:28:03] old building. There's still some of the
[01:28:05] old ceiling tile out there that has, you
[01:28:07] know, some of the cigarette smoke stain in
[01:28:09] it and stuff like that in some of the
[01:28:10] spaces allowed. So lots
[01:28:14] of stuff going on with that.
[01:28:18] Commissioner Cho, do you have a question?

[01:28:23] Okay, so lots of ADR opportunities
[01:28:26] throughout it. Right now, we only have
[01:28:27] four restaurants available for passengers.
[01:28:29] We'll likely see upwards of ten plus when
[01:28:32] we're completed with it. Also, you know,
[01:28:34] new sensory room, mother suites, options
[01:28:37] like that very similar to what's at the
[01:28:38] new normal north concourse. We'll also put
[01:28:40] on the S concourse, providing more
[01:28:41] opportunities there. One big difference
[01:28:44] from this project as compared to the N
[01:28:46] concourse, as we are not going to be
[01:28:48] adding any gates and it does not increase
[01:28:50] overall capacity of the airport. We are
[01:28:52] space constrained just to meet the FAA
[01:28:54] requirements of the existing building. So
[01:28:56] we're not going to add any gates. And
[01:28:59] that's a big piece we want everyone to
[01:29:00] know. Also, so far we've already selected
[01:29:04] a designer, a contractor, project
[01:29:06] management controls, and a commissioning
[01:29:08] agent. And we started the 30% design with
[01:29:11] the contractor. We are going with an
[01:29:13] alternative delivery of a general
[01:29:15] contractor construction manager, which is
[01:29:17] a lessons learned. This is the same
[01:29:19] methodology that we used on the North Star
[01:29:21] north satellite project. We had a lot of
[01:29:24] success with that working hand in hand
[01:29:25] with the contractor early on. There's a
[01:29:28] little bit of difference in that with a
[01:29:30] design build, the designer is contracted
[01:29:32] directly to the contractor. We're going
[01:29:34] with the GCCM. They're contracted directly
[01:29:37] to the port. So it gives us a lot more
[01:29:38] flexibility and control over the design,
[01:29:41] while also having that contractor there
[01:29:43] looking at constructability, providing
[01:29:44] pricing at each phase of the design as we
[01:29:47] move forward. Additionally, under the
[01:29:49] project management and controls piece of
[01:29:51] the project, we have a airline specific
[01:29:54] project manager. It was very slow,
[01:29:55] similar to the airline technical
[01:29:57] representative that the airport uses
[01:29:58] today. To really coordinate with all those
[01:30:00] international and domestic airlines that
[01:30:02] use this facility. We felt it would be
[01:30:05] very beneficial to ensure that the
[01:30:07] airlines are being updated, have all the
[01:30:09] information they need at any one time.
[01:30:12] And as I said, we're starting the 30%
[01:30:13] design going to be completed with that
[01:30:15] towards the end of this year for base
[01:30:16] building. And with that, I'm going to turn
[01:30:19] it over to Chris. We can really start
[01:30:20] talking about why we're here here today
[01:30:21] with the facilitating projects and what
[01:30:23] we're getting ready to do.
[01:30:27] Yeah. Thanks, John. Next slide,
[01:30:31] please. So,
[01:30:34] during our initial commission
[01:30:36] authorization, when we were here before

[01:30:37] you, we communicated that we'd be back to
[01:30:40] talk about the operational impacts and how
[01:30:42] we'd address those. So really, that's what
[01:30:44] I want to dive into right now.
[01:30:49] John referenced the north satellite
[01:30:51] project and how successful that was. So
[01:30:54] when we started this project, we took a
[01:30:57] similar initial approach to phasing, and
[01:31:01] we're going to do it first the north half,
[01:31:03] then the south half. But immediately what
[01:31:06] we saw is what that would do to the
[01:31:09] operational impact. Thanks to Causeway and
[01:31:13] all of her international traffic that
[01:31:15] she's brought us, what that actually does
[01:31:18] to the s concourse is, has a cascading
[01:31:21] effect throughout the airports when you
[01:31:23] start to take out gates there. So,
[01:31:26] looking at this, we realized our
[01:31:29] regular approach wouldn't work. If we took
[01:31:32] a kind of standard approach here, we'd
[01:31:34] have 50 to 70 gates, 50 to 70
[01:31:37] flights that would be uncertain, served
[01:31:40] during our busiest summer days. So that
[01:31:43] doesn't mean 50 to 70 flights without a
[01:31:46] gate. That means 50 to 70 flights,
[01:31:48] period, don't have a place to even park at
[01:31:50] our airport if we proceeded in a normal
[01:31:53] way. And so it
[01:31:57] was clear we needed a suite of solutions.
[01:32:00] So if you go to the next slide,
[01:32:04] this is just a sampling of some of the
[01:32:07] alternatives we looked at, as Lance
[01:32:09] alluded to, were an extremely space
[01:32:12] constrained airport. So we really had to
[01:32:14] take a no stones unturned approach as we
[01:32:17] looked around the airport for places to
[01:32:20] park aircraft and then
[01:32:24] be able to move people out to those
[01:32:26] aircraft.
[01:32:30] One of the things we looked at in our
[01:32:32] approach was a variety of competing
[01:32:36] factors that included how well some of
[01:32:39] these other facilitating type projects
[01:32:43] would impact cost and schedule,
[01:32:48] overall customer experience, how well they
[01:32:51] met the airline's needs, and then the
[01:32:54] compatibility with the airport's own
[01:32:57] planning objectives. One of the things we
[01:33:00] ended up doing was we put a team together,
[01:33:03] and that team consisted of an airline
[01:33:05] technical representative. It consisted of
[01:33:07] people from our operations team, customer
[01:33:09] experience, security, and other
[01:33:11] stakeholders. And then we use those
[01:33:14] factors to evaluate these different
[01:33:16] facilitating alternatives.
[01:33:19] Next slide. So what we came up
[01:33:23] with was a menu approach.
[01:33:27] It includes both revising our phasing
[01:33:31] concept and then some facilitating
[01:33:33] projects that are going to help us solve
[01:33:37] the issue for our flights.
[01:33:41] John is going to talk about the phasing

[01:33:44] approach here in a bit. But one of the
[01:33:47] things he did working with our design and
[01:33:50] management team was to come up with a
[01:33:53] multiphase approach which accomplishes
[01:33:57] all of our seismic and structural upgrades
[01:33:59] while limiting gate closures during any
[01:34:02] period in the project. So really, it's
[01:34:05] that phasing revision of the phasing
[01:34:08] that's the real heavy lifter that helps
[01:34:10] lower the overall impact that the project
[01:34:13] has to our gates. The other
[01:34:16] part of the equation is some of the
[01:34:17] facilitating projects, and this includes a
[01:34:22] short term hold room facility that
[01:34:25] replaces some of the hold rooms eliminated
[01:34:28] during the actual construction. We also
[01:34:31] have a variety of aircraft pasture
[01:34:35] operations that are going to need to shift
[01:34:37] out to different places around the ramp.
[01:34:40] And then finally, we are converting an
[01:34:42] existing busing gate back to a contact
[01:34:44] gate served by a loading bridge on the
[01:34:47] deconcourse. So John
[01:34:51] alluded to this, but these facilitating
[01:34:53] projects, they directly offset the gate
[01:34:55] and hold room capacity, lost it as
[01:34:57] concourse during construction. These are
[01:35:00] short term improvements and they
[01:35:04] do not increase the number of gates or
[01:35:07] increase capacity at sea. They are just
[01:35:09] there to mitigate the construction. At
[01:35:13] this point, I'm going to pivot back to
[01:35:14] John. He's going to talk about some of the
[01:35:15] schedule and cost impacts that go along
[01:35:18] with this.
[01:35:22] Thank you, Chris. Next slide, please. So
[01:35:25] with this, the rephrase of the base
[01:35:26] building, as Chris said, really was the
[01:35:28] biggest piece of that 50 to 70 flights.
[01:35:30] We're seeing that reduce down to ten to 15
[01:35:32] flights per day. By going to the rephrase,
[01:35:36] we worked with the designer and contractor
[01:35:38] on this. The designer was able to come up
[01:35:40] with the three kind of schematics you see
[01:35:41] at the bottom of the quadrant, north,
[01:35:43] south and west link. The idea behind that
[01:35:46] was just come up with options that they
[01:35:47] felt did not have a fatal flaw to do the
[01:35:50] phasing, but also be able to design the
[01:35:51] building so that we could complete the
[01:35:53] work safely and work through it from that.
[01:35:56] We then then turn that over to the
[01:35:57] contractor, did the same assessment for
[01:35:59] them, look at the three options, final
[01:36:01] fatal flaw. If not, come up with an
[01:36:03] overall pricing estimate that you could
[01:36:05] with it. And they were able to complete
[01:36:07] all this within about a three week time
[01:36:09] period. It was a very heavy lift that we
[01:36:11] requested of them, but they all aye. the
[01:36:13] ground run and worked really hard to come
[01:36:15] up with the options for us and prove that
[01:36:17] we could go to a multi phase approach as

[01:36:19] compared to the two phase that we're
[01:36:21] initially starting with with and be able
[01:36:22] to do so safely for the passengers.
[01:36:26] With that, though, it's about two to three
[01:36:28] years of additional construction time that
[01:36:29] we feel like going to the multi phase.
[01:36:31] From two phase, there is some additional
[01:36:33] cost and we have to do a lot of the
[01:36:35] repetitive of the mobilization and
[01:36:36] demobilization of some of the workers that
[01:36:39] increase some of the cost to it. And we'll
[01:36:41] work the interior piece of the work
[01:36:43] separate of the exterior piece. Once we
[01:36:45] get more into the design and actually know
[01:36:46] which option we're going to go with, it
[01:36:48] looks like right now we're leaning more
[01:36:50] towards kind of the north south approach.
[01:36:52] It seems to work the best on the initial
[01:36:54] structural design work that's going on,
[01:36:56] but we'll continue to evaluate as we move
[01:36:58] forward through this 30% design next
[01:37:01] slide. So with that, the overall
[01:37:05] increase to the budget, the rephase is the
[01:37:08] largest amount, about \$300 million.
[01:37:10] Direct construction on that would be about
[01:37:12] 250 million. The other 50 million would
[01:37:14] cover the design and just overall costs
[01:37:18] for project management and staff for that
[01:37:21] additional two to three years of time,
[01:37:23] bring it up to about \$300 million in
[01:37:25] total. And that is ensuring that we have
[01:37:27] no more than three widebody gates out of
[01:37:29] service at any one time throughout the
[01:37:31] entire life of the project. The remaining
[01:37:34] pieces at Cargo 367 and the D six PLB
[01:37:37] conversion is about 175, \$79 million
[01:37:40] combined between all of them. And then as
[01:37:43] part of this, we are going to need to buy
[01:37:44] additional buses to get passengers to and
[01:37:46] from the hold room at cargo seven. We also
[01:37:49] need to get staff shuttles so that the
[01:37:51] airlines can get their employees out there
[01:37:52] ahead of time so that they're ready to
[01:37:54] receive those passengers at the aircraft.
[01:37:56] We're also going to need some additional
[01:37:59] AVI ramps so that passengers can get from
[01:38:01] ramp level to the aircraft, and that
[01:38:03] overall ground support equipment in these
[01:38:05] different operating areas. So the overall
[01:38:08] increase that we're seeing for the program
[01:38:10] is \$500 million, which is bringing our
[01:38:12] overall project budget range to between
[01:38:14] 1.9 and \$2.2 billion overall.
[01:38:18] Next slide, please. So the
[01:38:22] request today is to prepare those design
[01:38:24] and construction bid packages for the
[01:38:26] facilitating projects. Also,
[01:38:28] authorization to procure long lead items,
[01:38:31] the loading bridges for the D six work.
[01:38:33] We're seeing anywhere from an eight to ten
[01:38:35] month lead time on those right now. We
[01:38:37] also want to be able to use port crews as
[01:38:39] necessary for design support, opening

[01:38:40] ceilings, get into some of the areas that
[01:38:42] we need to do the work, execute an
[01:38:44] alternative delivery contract for the
[01:38:46] delivery method of the hold room out at
[01:38:48] cargo seven, and then increase the
[01:38:50] authorization to \$25 million for an
[01:38:53] overall authorization at this point in
[01:38:55] time of \$127.5 million.
[01:38:59] And pending that next slide, please. Any
[01:39:02] questions?
[01:39:07] Does that conclude your presentation?
[01:39:09] Yes, it does. Oh, wonderful. Thank you for
[01:39:11] this detailed presentation. I will now
[01:39:14] open it up for questions from my
[01:39:17] colleagues. Commissioners, are there any
[01:39:19] questions at this time? Commissioner
[01:39:20] Felleman, I told you causeway was
[01:39:24] no good. We laid
[01:39:27] this bill on your feet. No. Anyway, thank
[01:39:30] you so much. It's an enormous undertaking,
[01:39:32] and it also begs the question in terms
[01:39:36] of to do this in one reading is a little
[01:39:39] bit of a large bite. So tell me,
[01:39:43] from a time perspective, you guys seem to
[01:39:44] be off and running, and that's not a bad
[01:39:47] thing, don't get me wrong. But I'm just
[01:39:49] wondering, we don't have a full commission
[01:39:52] here, enormous amount of investment. To
[01:39:55] the degree that we make this a first
[01:39:58] reading, how much does this affect your
[01:40:01] schedule? So right now, it would impact
[01:40:04] our schedule slightly if it was to wait
[01:40:06] two weeks for it. Anything beyond that,
[01:40:09] we would really start impacting the design
[01:40:11] starts, which impacts the overall gate
[01:40:13] closures of the base building. Which we're
[01:40:15] scheduling right now is right after World
[01:40:17] cup in 2026. It's still a fairly
[01:40:20] compressed timeframe for us to be able to
[01:40:22] get all of these facilitating projects
[01:40:24] completed in time to support those
[01:40:26] closures of gates. But I would say two
[01:40:29] weeks would not make a break as per se.
[01:40:32] Okay, and you're not suggesting this is
[01:40:35] done by World cup? This is, you hope to
[01:40:37] have some gates operational by World cup?
[01:40:40] Is that the goal? All of our facilitating.
[01:40:44] Our goal is to have all the facilitating
[01:40:45] work done by World cup. But we would not
[01:40:47] close any of the actual gates at S
[01:40:49] concourse, those wide body gates, until
[01:40:51] after World cup is complete. So that's why
[01:40:53] we're pushing hard on the facilitating
[01:40:55] work now, so that we can meet that
[01:40:56] timeline. Even starting after World cup,
[01:40:59] we're still looking at late 2033 to early
[01:41:02] 2034. With the multi phase approach for
[01:41:04] schedule and big piece of to that is
[01:41:06] escalation, we'll just continue to eat
[01:41:08] into project budget over that time. My
[01:41:11] major interest was like when we see this
[01:41:13] kind of infrastructure investment, that
[01:41:16] the ground support equipment, that we're

[01:41:17] going to have the infrastructure in place
[01:41:19] for electrification, even though power is.
[01:41:22] I think we're over allocated. Everywhere
[01:41:23] we look, everybody wants to plug in, but
[01:41:25] it doesn't mean we shouldn't have the
[01:41:27] ability to do so if we come up with new
[01:41:29] generation. So is all of these. Are all of
[01:41:33] these gates going to be equipped being
[01:41:35] able to run electric tugs? And do we have
[01:41:37] space for all that? And we making space
[01:41:39] for it. So we are actually lucky that the
[01:41:42] south end of the airport has some
[01:41:44] additional capacity. We will have to put
[01:41:46] in base infrastructure to make it work.
[01:41:47] And we are evaluating options when it
[01:41:49] comes to the electrical co buses and
[01:41:52] everything moving forward. But the gates
[01:41:53] themselves will have the functionality to
[01:41:55] put the tugs out there for electrical tugs
[01:41:58] and everything. We're working as part of
[01:42:00] the building itself to provide that.
[01:42:02] We'll also provide the potable water
[01:42:03] cabinets for the aircraft at that point in
[01:42:06] time, and any of the other necessary
[01:42:08] pieces and components in and around cargo
[01:42:11] seven and then the gate d six would be
[01:42:13] very similar to every other gate that we
[01:42:15] have now. Has all of the attachments on
[01:42:16] there. Of the 400 hz pc air, everything's
[01:42:19] connected to the building.
[01:42:22] Thank you for that, commissioner. Can I
[01:42:26] like to add to Commissioner Felleman's
[01:42:28] question. What you're authorizing today is
[01:42:32] 25 million, which is in addition to.
[01:42:35] They'll bring the total authorization to
[01:42:37] 120. We'll come back in first quarter 2025
[01:42:40] for the construction moving forward. I
[01:42:42] just want to clarify what the item before
[01:42:44] the commissioners today is. Well,
[01:42:47] that's important to acknowledge. I think I
[01:42:50] just had one other thought. So I
[01:42:52] understand we're going to be doing, like
[01:42:53] more hard stands, right. That's the way
[01:42:56] we're going to get around this. Correct.
[01:42:58] And so I think I was saying when I was
[01:42:59] being briefed on this, most people don't
[01:43:02] know the term hard stand, but it's not a
[01:43:04] very positive connotation associated. So
[01:43:07] think about the scenic stand. So the bus
[01:43:09] ride. It will be a scenic amenity that we
[01:43:12] will be adding to your airport experience
[01:43:14] rather than putting you on the tarmac.
[01:43:16] Wasn't that what you were thinking? Oh,
[01:43:18] planes, trains, and automobiles,
[01:43:20] commissioner. Give them a little bit of
[01:43:21] everything for their flight. Anyway, I
[01:43:23] forever grateful for you guys to be able
[01:43:25] to think about phasing of something this
[01:43:27] complicated. And to your point, if indeed
[01:43:29] it was just a. I'm looking at 2.2 billion,
[01:43:32] I think I should have all my commissioners
[01:43:34] with me when we do that. But if this
[01:43:36] current ask is just of that 25 million, I

[01:43:38] am open to the conversation here. Thank
[01:43:41] you for that, Commissioner Hasegawa. And
[01:43:43] then I'll go to Commissioner Cho, who I
[01:43:45] see your hand is up virtually, I think.
[01:43:47] Thank you, President Mohammed. I think for
[01:43:49] me, the question that I have is for a
[01:43:51] total project that will cost over \$2
[01:43:54] billion, how is this not a part of the
[01:43:57] sustainable airport master plan? How is
[01:44:00] it not involved under that purview?
[01:44:05] We have our director of environmental here
[01:44:07] to help answer that.
[01:44:12] Thank you. Hello. Sarah Cox, director of
[01:44:15] aviation environment sustainability.
[01:44:17] As John and Chris noted,
[01:44:20] this is Sarah's mic on. Yeah.
[01:44:25] This is a safety project, a seismic
[01:44:27] project, and is not adding any capacity
[01:44:31] to the facility. One of the
[01:44:35] primary purposes of SAM is to increase
[01:44:38] capacity both in the terminal and in
[01:44:41] gates. And so that is kind of a
[01:44:44] differentiator between the scope and SAM
[01:44:47] versus these renewal and replacement.
[01:44:50] Excuse me. In upgrade sea project suite.
[01:44:55] I would like to note, though, in the SAM
[01:44:59] environmental review, the accumulative
[01:45:01] impacts from this project are included in
[01:45:04] SAMP. If that doesn't get wrong,
[01:45:08] can explain cumulative impacts of this
[01:45:09] project. So for the,
[01:45:17] either the air quality,
[01:45:20] transportation, the related impacts from
[01:45:24] this project and upgrade SCP projects are
[01:45:27] included in all the data analysis in SAMP
[01:45:32] and will be presented in the draft NEPA EA
[01:45:36] anticipated to be released in Q four of
[01:45:39] this year.
[01:45:42] So this. Can you talk about the known or
[01:45:45] measured impacts on something like air
[01:45:48] pollution associated with this project?
[01:45:50] Well, this project isn't increasing any of
[01:45:52] the capacity, so it would be,
[01:45:56] it's the construction impacts that would
[01:45:59] be accounted for in the
[01:46:03] SAMP environmental review data analysis.
[01:46:06] Okay. Thank you. That's very helpful.
[01:46:09] Thank you, Commissioner Cho.
[01:46:14] Yeah, thanks, team. I appreciate the
[01:46:16] briefing. Could you please tell us
[01:46:20] what potential streams of federal funding
[01:46:23] or grant funding you've identified that
[01:46:25] this qualified for and they may see in the
[01:46:27] future between now and 2033? Yeah. So
[01:46:30] right now we have 200, about \$226 million,
[01:46:34] and the bipartisan infrastructure law
[01:46:37] grant funding. It's 545 plus million
[01:46:40] dollar grants. We've already initiated the
[01:46:42] first grant at about \$30 million dollars.
[01:46:45] We're waterfalling the next one, the
[01:46:47] remaining 15 million into the next grant
[01:46:49] that we plan on asking for later this
[01:46:51] year. So overall, about \$226 million

[01:46:55] total. Working very closely with the
[01:46:56] contractor and designer for identifying
[01:46:58] all the buy american components and all
[01:47:01] the pieces and parts we need to do to
[01:47:02] ensure that we meet all of the grant
[01:47:05] requirements. We're also looking at an
[01:47:06] overall project wide waiver to ensure that
[01:47:09] we are able to get all of that dollar,
[01:47:11] all the amount of funding. And we're also
[01:47:13] working very closely with finance and
[01:47:15] budget. Robert Giacometti and myself meet
[01:47:17] monthly and coordinate through the team
[01:47:20] for any potential additional grants that
[01:47:22] are out there. We did apply last year for
[01:47:24] some ATP grants. We were not selected,
[01:47:26] but we're going to continue to apply this
[01:47:28] year for it and then wait and see what the
[01:47:30] next set of grants looks like as released
[01:47:32] from the federal government. So 226
[01:47:35] million right now, but continuing to. To
[01:47:36] pursue any that we can into the future.
[01:47:40] That 226 million has not been factored
[01:47:42] into any of the cost of things that we're
[01:47:44] voting on, right? Correct. Yeah. That is
[01:47:46] not accounted in the 1.9 to 2.2 billion
[01:47:49] yet,
[01:47:54] Commissioner Felleman.
[01:47:58] So I don't want to belabor the Sam
[01:48:00] question, but I don't understand how you
[01:48:02] can account for impacts.
[01:48:07] I mean, I understand there's no new gates,
[01:48:09] but. So if it's not in Sam, why do you
[01:48:11] have to account for the impacts?
[01:48:14] I mean, this account for the impacts to do
[01:48:16] construction of a new job like you would
[01:48:18] do anything. But why does account in Sam
[01:48:21] if it's not part of Sam? That is part
[01:48:24] of the environmental review process to
[01:48:29] identify projects that
[01:48:32] are occurring outside of the master plan
[01:48:35] process and to include them in your data
[01:48:38] analysis and because this project will be
[01:48:41] occurring in the timeframe of the SAMP
[01:48:45] projects. The construction elements
[01:48:48] associated with that are included. So does
[01:48:51] that mean if the environmental review
[01:48:53] process doesn't come back favorably, that
[01:48:55] this project then is at a pause because
[01:48:58] this project undergoes its own
[01:48:59] environmental review process, both which
[01:49:03] is expected to be completed when believe
[01:49:06] we're starting it. The end of this month,
[01:49:09] early June is when we'll be going out for
[01:49:12] the CEBA environmental review. So assuming
[01:49:15] if that results in it being unfavorable,
[01:49:19] does that pause the project? And we've
[01:49:21] already made the investments and have
[01:49:23] gotten federal grants. So the project,
[01:49:29] we would identify if there's additional
[01:49:32] mitigation actions that would need to be
[01:49:34] conducted based on the outcome of the
[01:49:38] environmental review. So to extend the
[01:49:41] project and lead to additional investment

[01:49:44] as a opposed to it actually pausing.
[01:49:48] And it might not even that. It might be
[01:49:50] just how we design
[01:49:54] something. It would maybe be designed
[01:49:56] differently than it currently is proposed.
[01:50:00] Thank you for those additional answers.
[01:50:03] Any further questions?
[01:50:07] Now we got me going, and it's your fault.
[01:50:11] So. All right. SAMP isn't
[01:50:15] approved yet. Correct. So. And this
[01:50:18] project has obviously got legs. So,
[01:50:22] you know, so the environmental review of
[01:50:23] this project, clearly there's mitigations
[01:50:26] you can do for a project. You know,
[01:50:30] I guess the reality is if Sam isn't
[01:50:32] approved, it doesn't jeopardize this
[01:50:34] project. This project has its own material
[01:50:36] mitigation. It's just that this additional
[01:50:39] burden would not be added to SAMP. If,
[01:50:42] you know, if that helps SAMP collapse on
[01:50:44] its own way, then it would have to count
[01:50:47] towards that. But whether or not SAMP goes
[01:50:50] forward doesn't affect this. Correct.
[01:50:53] But this could affect SAMP going forward,
[01:50:55] conceivably. Although this would not be
[01:50:57] the biggest burden that SAMP has to face,
[01:51:00] but it is some weight on the environmental
[01:51:03] impact. I'm hearing that it's a
[01:51:07] standalone. It's a standalone and.
[01:51:13] But it's being accounted for. The
[01:51:15] construction impacts are being accounted
[01:51:18] for. I'm not suggesting this is the straw
[01:51:20] that breaks the camel's back, but the
[01:51:22] point is Sam's approval has no impact
[01:51:25] on this. But this has some amount of
[01:51:28] impact on Sam due to the fact that the
[01:51:30] construction impacts need to be
[01:51:32] considered. If this
[01:51:37] project were not to go forward, it would
[01:51:40] just remove an input into the SAMP data
[01:51:43] analysis. That's the inverse of what I'm
[01:51:45] saying. Yeah. All right. Thank you,
[01:51:48] commissioner. Has it gotten though this
[01:51:52] approval, as requested, is not
[01:51:56] a piecewise a step of approving
[01:52:00] Sam, correct? Correct. Okay. Thank you.
[01:52:03] Totally completely isolated. Thank you for
[01:52:07] answering those questions, and I know
[01:52:08] we're asking them on the fly, so I
[01:52:10] appreciate you being patient with us and
[01:52:12] answering those questions thoroughly. I
[01:52:15] did have a question for the project team.
[01:52:18] I know that you mentioned adding some
[01:52:20] funding for buses and supportive
[01:52:24] service personnel guidance. Could you
[01:52:27] maybe just speak to. And maybe this is
[01:52:29] further into the project, but just even
[01:52:31] signages, considering that this is a big
[01:52:33] construction project, let's say a train is
[01:52:36] down. How much investment are you guys
[01:52:38] making in things like signages and
[01:52:40] personnel guidance that can help customers
[01:52:43] move through the airport smoothly? Yeah.

[01:52:46] So we have wayfinding built into all of
[01:52:48] the projects that need the use of a bus,
[01:52:52] which is all of them. So we have the
[01:52:54] wayfinding cost is built into all those so
[01:52:56] that we can put additional signage
[01:52:57] throughout the airport. And we're working
[01:52:58] very closely with customer experience,
[01:53:01] operations and everything on where we can
[01:53:03] best put that signage to ensure that
[01:53:04] everyone understands how to get through
[01:53:06] the bus, especially, you know, the cargo
[01:53:08] seven hold room. It's going to be busing
[01:53:10] from the terminal to that in a continuous
[01:53:12] busing loop. So three buses running
[01:53:14] constantly, shuttling passengers to and
[01:53:17] from that area. So there'll be a lot more
[01:53:19] signage there. We're looking at likely
[01:53:21] using the a 2021 as the best option right
[01:53:24] now. And with that, we'll have some
[01:53:26] additional signage budget is built into
[01:53:29] that. Overall, \$179 million cost that we
[01:53:32] have. And can you compare that maybe to,
[01:53:35] like, other projects that. That we've seen
[01:53:37] at the airport? Is it like that double,
[01:53:39] triple? I would say overall, it's fairly
[01:53:42] comparative. It's just the stand that we
[01:53:44] need to. For the base building itself, we
[01:53:45] have a significantly larger amount going
[01:53:47] to the multi phase, and that's just
[01:53:49] because as gates are closed in different
[01:53:51] patterns throughout, it'll be more complex
[01:53:53] for passengers to get through. We'll also
[01:53:55] have the temporary walls and everything
[01:53:56] similar to the gateway project going on on
[01:53:58] the north side of the terminal now. So we
[01:54:00] do have additional cost built in there.
[01:54:02] That's probably, if not double, triple of
[01:54:04] what other projects would have for
[01:54:06] wayfinding, because it's not just, you
[01:54:08] know, the end state. We are looking at
[01:54:10] throughout the construction process with
[01:54:11] everything, what's needed to have that
[01:54:13] highest customer experience overall that
[01:54:15] we can. How do you guys measure the
[01:54:17] success of that, of just the wayfinding?
[01:54:19] Like, is it just. Do you guys survey
[01:54:22] customers? I think for commissioners,
[01:54:24] that's probably one of the areas that we
[01:54:26] hear about the Mohs. Yeah. So customer
[01:54:28] experience does do so surveys all the
[01:54:30] time. Looking through the different areas
[01:54:33] and asking those questions during
[01:54:34] construction, and that's something we're
[01:54:36] working very diligently with them.
[01:54:38] External relations also does go out and
[01:54:40] try to do everything ahead of time,
[01:54:41] releasing videos, you know, different
[01:54:44] articles in the news to explain to
[01:54:46] everyone what the next big changes are
[01:54:47] going to be. So our goal is to, you know,
[01:54:50] that early and constant communication with
[01:54:52] the public through every means of it as
[01:54:55] our overall goal. Thank you for that.

[01:54:59] All right, commissioners, are there any
[01:55:02] further questions for this item before we
[01:55:04] move forward? Thank you
[01:55:08] all for the presentation hearing. No
[01:55:11] further questions for this item. Is there
[01:55:12] a motion and a second to approve item ten
[01:55:15] c? All moved?
[01:55:19] Commissioner Joe moved it, and I heard
[01:55:22] Commissioner Felleman seconded.
[01:55:24] Commissioners, are there any additional
[01:55:26] discussions or debates on this item
[01:55:30] hearing? None. Clerk Hart, please call the
[01:55:32] roll for the vote. Commissioners, please
[01:55:33] say aye or nay when your name is called.
[01:55:36] Thank you. Beginning with Commissioner
[01:55:37] Cho. Aye. Thank you.
[01:55:40] Commissioner Felleman. Aye. Thank you.
[01:55:42] Commissioner Hasegawa. Aye. Thank you.
[01:55:45] Commissioner Mohammed. Aye. Thank you.
[01:55:46] Four ayes for this item. Thank you.
[01:55:50] The motion has passed. Thank you all for
[01:55:53] the presentation. Again,
[01:55:56] commissioners and executive director
[01:55:58] Metruck, the time right now is 01:58 p.m..
[01:56:02] I will be going. We'll be going on to
[01:56:05] recess for about five minutes, and I
[01:56:08] believe that Commissioner Cho will be
[01:56:10] dropping from the call at this time. And
[01:56:12] so we will be back at 02:05 thank you
[01:56:16] all. Thank you. We are in recess.
[01:56:33] Good afternoon. This is commission
[01:56:35] President Hamdi Mohammed reconvening our
[01:56:37] regular meeting of maybe 14,
[01:56:39] 2024. The time is now 02:07.
[01:56:44] We are returning from our recess,
[01:56:47] moving us along to the next
[01:56:51] part of our agenda, which is presentation
[01:56:53] and staff reports. Clark Hart, please read
[01:56:55] the next item into the record and then
[01:56:57] executive director Metruck will introduce
[01:56:59] the item. Thank you. This is agenda item
[01:57:01] Eleven A, the Sea Stakeholder Advisory
[01:57:04] Roundtable 2023 Annual Report
[01:57:07] Commissioners, I'm pleased to introduce
[01:57:11] the annual report on the Sea Stakeholder
[01:57:13] Advisory Roundtable. Start, which was
[01:57:16] initiated and led by aviation managing
[01:57:18] director Lance Little. Start continues to
[01:57:21] play an essential role to enhance
[01:57:22] cooperation between the port and the
[01:57:24] Highline forum. Member cities of Sea-Tac,
[01:57:26] Burien and Des Moines, Normandy Park,
[01:57:28] Tukwilla and Federal Way, Alaska and Delta
[01:57:31] Airlines also serve on start and on the
[01:57:35] FAA, and the FAA provides agency
[01:57:38] expertise. Over the last year, start has
[01:57:41] fully focused on implementing tangible
[01:57:43] solutions that address aircraft noise and
[01:57:45] emissions issues. Today's presentation
[01:57:47] will cover some of the accomplishments in
[01:57:49] 2023 and offer some community
[01:57:51] perspectives. The presenters this
[01:57:53] afternoon are managing director of

[01:57:55] aviation Lance Little and, well, another
[01:57:58] title I see here, Lance is Stark chair, I
[01:58:01] guess, Eric Schinfeld, senior manager
[01:58:04] of federal and international government
[01:58:05] relations, and Marco Milanese, senior
[01:58:08] program manager of community engagement.
[01:58:10] With that, I'll turn it over to Lance.
[01:58:12] Thank you, executive director Metruck and
[01:58:15] good afternoon again, commissioners really
[01:58:18] appreciate this opportunity to update the
[01:58:21] Port of C Seattle Commission on the SEA
[01:58:24] stakeholder Advisory Roundtable. As
[01:58:27] executive director, Metruck said, I'm
[01:58:29] joined by Eric Schinfeld and Marco
[01:58:31] Melanies. Next slide, please. So I want to
[01:58:34] begin today's presentation with a quick
[01:58:36] overview of Start, including its purpose
[01:58:38] and structure. Then I will highlight the
[01:58:42] successful efforts, programs and
[01:58:44] initiatives that the aviation noise
[01:58:46] working group on the federal policy, the
[01:58:48] working group achieved in 2023 and also in
[01:58:51] 2024. I will then be joined by Eric and
[01:58:55] Marco, who will assist in answering any
[01:58:57] questions that you may have. Next slide.
[01:59:00] So we are very aware of the confines
[01:59:05] and the constraints that the airport have
[01:59:07] within the community. The Port of Seattle
[01:59:11] is committed to building open relationship
[01:59:13] with the community and the local cities
[01:59:16] that foster trust, accountability and
[01:59:18] collaboration. One of the challenges we
[01:59:20] had prior to 2018 was would see community
[01:59:24] members would come to the commission
[01:59:25] meeting, advice their concerns about noise
[01:59:29] and other impacts that
[01:59:32] the airport had on the community. But
[01:59:34] nothing would happen. It would just be
[01:59:36] this cycle over and over and over again
[01:59:39] that we had to do something about it and
[01:59:42] we were looking at a solution. What is it
[01:59:45] that we do about it? At the same time,
[01:59:46] one of the city came up with this very
[01:59:49] idea. The FAA also came up with this idea.
[01:59:51] So it was kind of like the perfect Storm,
[01:59:53] a good storm, and we all got together and
[01:59:55] that was the creation of Start in 2018.
[01:59:58] So next slide, please. So working in close
[02:00:01] collaboration with the leadership from the
[02:00:04] six cities, Steve mentioned the Highland,
[02:00:07] four member cities of Sea-Tac Bureau in Des
[02:00:09] Moines, Normandy Park, Tukwilla and Federal
[02:00:12] Way. The Port of Seattle and its partners
[02:00:14] developed Star to enhance cooperation
[02:00:16] between the port and the airport
[02:00:18] communities. Star provides the Port of
[02:00:20] Seattle with a dedicated forum for
[02:00:23] discussing and tackling airport and
[02:00:25] aviation concerns from Highline for
[02:00:27] members, cities and their residents. Next
[02:00:30] slide so each city designates
[02:00:33] three members to serve and start, who are
[02:00:36] joined by representatives from Alaska

[02:00:38] Airlines and Delta Airlines and port
[02:00:41] staff. The Federal Aviation Administration
[02:00:43] or the FAA provides agency expertise.
[02:00:46] As the airport managing director, I serve
[02:00:48] as a chair and I dedicate the necessary
[02:00:50] staff, consultant support and technical
[02:00:52] expertise to assist start with this work.
[02:00:55] Meetings are held every other month. They
[02:00:59] were facilitated in the beginning in 2023
[02:01:01] by Brian Scott and now by Andres Matteo,
[02:01:05] both with uncommon bridges. In 2021,
[02:01:08] Start steering committee was established
[02:01:10] to provide support, guidance and strategic
[02:01:13] direction for the roundtable. The stern
[02:01:16] committee is also responsible for
[02:01:18] determining start membership or any
[02:01:21] changes to how star operations, the port,
[02:01:23] the six cities and the two airlines are
[02:01:25] all represented on the stern committee.
[02:01:28] Now I know it's been an issue that has
[02:01:31] been brought to commission's attention.
[02:01:33] Previously. I want to assure commissioners
[02:01:35] that start steering committee has
[02:01:36] considered requests by other communities
[02:01:38] to join start each time the steering
[02:01:41] committee members discussed and have
[02:01:44] decided to retain the current membership
[02:01:46] size. Start also created two working group
[02:01:50] to empower start members to work on
[02:01:53] identified priorities between the start
[02:01:56] meetings. That's the aviation noise
[02:01:58] working group and the federal policy
[02:01:59] working group starts major accomplishments
[02:02:02] are primarily the result of the efforts
[02:02:04] initiated by these two working groups.
[02:02:07] Next slide, please. In 2023, starts
[02:02:10] aviation noise working group, with a
[02:02:12] mission to prioritize and explore
[02:02:14] potential near term actions to reduce and
[02:02:17] prevent aviation noise, continued to focus
[02:02:19] its effort on the aviation near term noise
[02:02:23] action agenda. This included reviewing and
[02:02:26] refining work associated with several of
[02:02:28] the agendas initiative and exploring new
[02:02:30] potential initiatives to include within
[02:02:33] the agenda. Next slide now,
[02:02:36] before diving into 2023, let me quickly
[02:02:39] recap the work in Green Group's previous
[02:02:41] accomplishment. You heard interim city
[02:02:46] manager Kyle Moore mention some of them. So
[02:02:49] launched in 2019, the late Night Noise
[02:02:53] Limitation program is a voluntary effort
[02:02:56] to reduce late night noise by
[02:02:58] incentivizing air carriers to fly at less
[02:03:02] noise sensitive hours or transition to
[02:03:04] quieter aircraft. The program includes
[02:03:06] regular reporting each quarter to start
[02:03:09] air carriers and other external audiences
[02:03:12] on all airline noise exceedances above
[02:03:15] established noise threshold in the late
[02:03:17] night hours. In early 2021, the program
[02:03:21] achieved its first success with EVA Air,
[02:03:23] switching to the quieter 787 during the

[02:03:25] late night hours. In 2023, the program
[02:03:28] witnessed a second success with FedEx
[02:03:31] Express, which had been the late night air
[02:03:34] carrier with the most noise accidents is
[02:03:36] post EVA Airways. In 2023, FedEx Express
[02:03:40] began incorporating into their fleet the
[02:03:43] quieter 767 in place of the older and much
[02:03:46] noisier MD Eleven. So leadership from the
[02:03:49] port and the Highline Forum cities sent a
[02:03:51] congratulatory letter to FedEx Express
[02:03:53] encouraging the carrier to continue
[02:03:55] forward with their fleet renewal efforts.
[02:03:58] The other is the informal Runway use plan
[02:04:01] minimizes use of a third Runway during the
[02:04:04] late night hours, and late night
[02:04:06] operations on this Runway have dropped
[02:04:09] dramatically since implementation of the
[02:04:12] plan in late 2019. Prior to
[02:04:15] the Runway use plan, the third Runway
[02:04:17] averaged twelve to 13 operations during
[02:04:20] the late night hours in 2023, the average
[02:04:22] was less than two operations operations
[02:04:24] per night. That's a significant impact
[02:04:27] there, and on 240
[02:04:31] of the 365 late nights in 2023,
[02:04:36] there were zero operations on the third
[02:04:38] Runway, which means two thirds of the time
[02:04:42] no operations on the third Runway.
[02:04:45] Upon the working group's urging, the port
[02:04:48] provides up to date access, accessible and
[02:04:51] detailed information on the noise
[02:04:53] complaints and comments submitted by the
[02:04:55] public online. Monthly report begun began
[02:04:58] in 2020 and report outs are provided
[02:05:02] at all working group meetings. Finally,
[02:05:05] reverse thrust is used by pilots to
[02:05:07] decelerate aircraft upon landing. It is
[02:05:10] also an identified source of ground noise
[02:05:14] at SEA. In coordination with the FAA,
[02:05:18] the air carriers and the members of the
[02:05:19] working group, updated language
[02:05:21] discouraging the use of reverse thrust
[02:05:23] beyond what is necessary was strengthened
[02:05:26] in early 2023 and followed by a summer air
[02:05:30] carrier awareness campaign. Next slide,
[02:05:32] please. So, turning to 2023, the working
[02:05:35] group continued to explore initiatives and
[02:05:38] programs that could potentially provide
[02:05:40] aviation noise release relief to the
[02:05:41] Highland Forum member cities. In May 2023,
[02:05:45] the working group drafted language
[02:05:46] promoting continuous taxi takeoffs, also
[02:05:49] known as rolling takeoffs. Continuous taxi
[02:05:53] takeoffs have less of a noise footprint
[02:05:56] than traditional takeoffs and require
[02:05:58] aircraft to power up after coming
[02:06:01] to a complete stop. In coordination with
[02:06:04] the FAA, the air carriers and the members
[02:06:07] of the working group, new voluntary SEA
[02:06:09] language promoting continuous taxi to take
[02:06:11] off was enacted and followed by a summer
[02:06:15] air carrier awareness campaign to
[02:06:16] encourage greater use by pilots.

[02:06:19] Single engine taxing is an established
[02:06:22] practice at SEA and though it has a modest
[02:06:25] effect on reducing noise, it does have a
[02:06:28] measurable effect on reducing aircraft
[02:06:30] emission over dual engine taxi. Language
[02:06:34] promoting this use is currently in
[02:06:35] development and, when complete, will be
[02:06:38] shared with the working group for
[02:06:39] consideration and implementation.
[02:06:41] Finally, near the end of 2023, the working
[02:06:44] group began to make its transition to
[02:06:47] serving as the sea. Part 150 Noise Studies
[02:06:51] Technical Review committee a part 150
[02:06:54] noise study is required by the FAA to
[02:06:57] update aircraft airport noise noise
[02:06:59] programs, establish eligibility for FAA
[02:07:01] grant funds, and assesses the noise
[02:07:04] compatibility of SEA with the surrounding
[02:07:06] communities. A part 150 study also
[02:07:08] evaluates current and possible new efforts
[02:07:11] to lessen the effects of aircraft noise on
[02:07:15] the surrounding communities. Airports
[02:07:17] typically stand up a technical review
[02:07:19] committee during a part 150 study and task
[02:07:22] it with providing technical input and
[02:07:24] guidance throughout the life of the study.
[02:07:25] The working group will play that role
[02:07:27] officially beginning in June and continue
[02:07:31] its engagement with the study over the
[02:07:33] next several years. Next slide please.
[02:07:37] So Start's federal policy working group is
[02:07:40] focused on changing federal policies and
[02:07:43] regulations that can give the FAA, the
[02:07:46] port and the communities more tools,
[02:07:48] resources and flexibilities to address
[02:07:50] address aircraft noise and emission
[02:07:52] concerns. You have heard us say we're so
[02:07:54] constrained in terms of what we can do to
[02:07:56] assist the communities, and so the focus
[02:07:58] of the policy, the policy working group,
[02:08:00] is to make changes at this level. Over the
[02:08:03] last few years, we have been focused on
[02:08:05] doing so through implementation of a
[02:08:07] shared port city's federal policy
[02:08:10] priorities agenda. As far as we know,
[02:08:12] SEA is one of the only airports in the
[02:08:15] country that has collaborated with its
[02:08:17] surrounding jurisdiction on a shared
[02:08:19] federal advocacy agenda. Now, what makes
[02:08:23] this joint effort particularly powerful is
[02:08:25] that it allows us to bring focused ask to
[02:08:27] our congressional delegation, which makes
[02:08:30] it easier for our federal elected
[02:08:32] officials to prioritize their engagement
[02:08:34] on these issues. Next slide please at
[02:08:37] the beginning of last year, the port and
[02:08:39] the airport city sent a joint letter to
[02:08:41] the Washington congressional delegation
[02:08:43] highlighting seven key aircraft noise and
[02:08:47] emission policy priorities for proposed
[02:08:49] inclusion in the 2023 FAA Reauthorization
[02:08:52] act. We knew that the FAA Reauthorization
[02:08:55] act represented the best near term

[02:08:57] opportunity to pass these priorities into
[02:08:59] law, particularly because of how well
[02:09:02] positioned our congressional delegation is
[02:09:04] in terms of crafting this legislation.
[02:09:08] In support of these priorities, we
[02:09:09] conducted the first ever joint port
[02:09:11] cities, DC flying at the end of April.
[02:09:14] Approximately 20 elected officials and
[02:09:16] port and staff from the port and the
[02:09:19] airport cities traveled to the other
[02:09:22] Washington to advocate directly for these
[02:09:24] policies, and I'm pleased to share that we
[02:09:26] were very successful in these efforts.
[02:09:29] Four of our seven priorities made it into
[02:09:32] the final version of the FAA bill.
[02:09:34] Yay. You can see these wins
[02:09:38] on the screen. Legislation that provides
[02:09:41] the port with increased flexibility
[02:09:43] related to North Sea Tech park also
[02:09:47] was also included as well, so successful
[02:09:50] success on various different angles. In
[02:09:53] addition to the tangible impact that these
[02:09:55] policies will have, we also want to
[02:09:57] celebrate how this demonstration
[02:09:59] administration of solidarity and
[02:10:00] collaboration proved that working together
[02:10:03] is the best way to address community
[02:10:05] concerns about aircraft noise and
[02:10:08] emission. The federal policy Working group
[02:10:10] also engaged in several other activities,
[02:10:13] including submitting a ten page joint
[02:10:16] letter to the FAA in response to their
[02:10:18] noise policy review, which is looking at
[02:10:21] alternatives to the current 65 DNL noise
[02:10:24] Metruck. Next slide please please. So we
[02:10:27] have spent most of 2024 to date pushing
[02:10:30] for final passage of the FAA legislation,
[02:10:33] and I am pleased to share that the United
[02:10:35] States Senate passed the bill on Friday.
[02:10:38] We expect the House to follow suit
[02:10:40] tomorrow, and so this effort will be
[02:10:42] completed by the end of the week.
[02:10:44] Unfortunately, we were unable to get the
[02:10:46] secondary noise insulation policy into the
[02:10:49] final bill, but we hope to attach it to
[02:10:51] other legislation later in the year.
[02:10:53] Still, it is a huge win for all of us. So
[02:10:57] congratulations. In addition to our
[02:11:00] ongoing federal work, we are launching a
[02:11:02] major new effort. The federal policy
[02:11:04] Working group will transition to the state
[02:11:07] and federal policy working group and we
[02:11:09] will look to replicate our DC successes
[02:11:12] in Olympia. By the end of the year, we
[02:11:15] plan to have a list of shared port cities
[02:11:18] priorities to share with the governor and
[02:11:20] the state legislature, and then we will
[02:11:23] plan to organize an Olympia day modeled
[02:11:26] after the DC flying. I look forward to
[02:11:29] engaging commissioners in that effort as
[02:11:31] we move forward and report back on the
[02:11:34] trip after it happens. Next slide,
[02:11:37] please. So, commissioners, I want to say

[02:11:39] thank you and executive director Metruck
[02:11:41] for providing me me with this opportunity
[02:11:43] to present today. In addition, I really
[02:11:46] want to thank, say thank everyone who
[02:11:48] played a key role in 2023 that
[02:11:51] made what I just summarized possible. I'd
[02:11:54] like to particularly call out the
[02:11:56] community and the city members who
[02:11:58] represent their cities and their fellow
[02:12:01] residents interest to start. They serve
[02:12:04] start because of their deep commitment to
[02:12:07] public service and because they genuinely
[02:12:10] want to tackle issues facing the city. I
[02:12:12] also want to thank the airlines, the Delta
[02:12:15] Airlines, Alaska Airlines for
[02:12:17] participating. And of course, we come down
[02:12:20] hard all the time on the FAA, but all
[02:12:21] these successes that we have had, we would
[02:12:23] not be successful without the
[02:12:25] participation of the FAA. I also
[02:12:28] like to really thank some of the unsung
[02:12:30] heroes. Marco right here. Eric Clear,
[02:12:33] not sure if Claire is here. Sarah Cox,
[02:12:36] Tom, all these folks that have really,
[02:12:38] throughout the year, made this successful
[02:12:40] commissioner, I've been asked on many
[02:12:44] occasions what's the most difficult part
[02:12:45] of my job, and apart from some security
[02:12:48] stuff that I can't talk about, the most
[02:12:51] difficult part of my job is to try to
[02:12:55] continue to grow the airport, to keep us
[02:12:57] with the tremendous growth that's taking
[02:12:59] place in the region and at the same time
[02:13:01] mitigate the impacts on the community.
[02:13:03] That's the most difficult part of my job,
[02:13:04] and that's why start is so important to
[02:13:08] me, the airport, the port and the
[02:13:09] community, because it really addresses in
[02:13:13] a practical way and come up with practical
[02:13:15] solutions. And I'm really glad that we're
[02:13:16] not only seeing success on the noise
[02:13:19] working group side, but even now on the
[02:13:21] policy working group side, which is
[02:13:22] probably the more difficult or challenging
[02:13:24] component. Just want to say thank you for
[02:13:28] having me here today and allowing me to
[02:13:30] present the report and thanks to everyone
[02:13:33] for a very successful year. During start,
[02:13:35] if there are any questions, Mark and Eric
[02:13:38] will be able to answer all of them.
[02:13:41] Thank you for the presentation.
[02:13:44] I'll open it up for questions.
[02:13:46] Commissioner Hasegawa, thank you so
[02:13:49] much. For that presentation, my first
[02:13:51] question is, is who is our commission
[02:13:52] representative upon start?
[02:13:55] So we do have one. Yeah, we do. We do not
[02:13:59] have any elected officials on start.
[02:14:02] And that's intentional. That's
[02:14:04] intentional. Can you talk about that,
[02:14:05] please? Join the DC fly in, though. Yes.
[02:14:08] Yes, they did join the DC fly, and Marco
[02:14:10] might want to elaborate a little bit more.

[02:14:13] No, the DC flying was definitely. They
[02:14:15] can't. Marco. Marco. Address it first and
[02:14:18] then I can. Marco Millennia is community
[02:14:20] engagement manager here at the airport.
[02:14:22] And one of the primary reasons is because
[02:14:25] we had the Highline form, which is already
[02:14:27] in place, and so we had a form for elected
[02:14:29] officials to talk to other elected
[02:14:30] officials. So this is something, in
[02:14:32] addition, where you had more of that
[02:14:33] community representation. So the
[02:14:36] understanding was the start group would
[02:14:38] report up to the Highline form, which
[02:14:40] would have port commission representation,
[02:14:43] elected representative, as well as
[02:14:46] representative from all the Highline forum
[02:14:48] cities as well. So we'd be the working
[02:14:49] group and the advisory group that reports
[02:14:51] up to the Highline forum. So elected
[02:14:54] representation is built into the structure
[02:14:56] of start. That's helpful. You know, start
[02:14:59] being called the Sea Stakeholder Advisory
[02:15:03] Group. And the marked accomplishments
[02:15:07] of the group, I think, shows exactly why
[02:15:10] we hear from so many folks that they want
[02:15:12] to be a part of that conversation. And,
[02:15:15] you know, we hear from folks from Beacon
[02:15:17] Hill who want membership at start, and we
[02:15:20] hear from folks at Vashon Island who want
[02:15:22] membership at start. And it's also
[02:15:25] important to note that they have, you
[02:15:27] know, unique challenges when it comes to
[02:15:29] airport impacts. And so
[02:15:33] I guess my question for you is,
[02:15:38] if you go to slide eight and you
[02:15:43] talk about the technical review committee,
[02:15:58] the last bullet there. Yes, the part 150.
[02:16:00] Oh, there it is. Sorry, my wires are in
[02:16:02] the way. So for the part 150 noise study
[02:16:06] that's underway, and it has a technical
[02:16:08] review committee, start as a whole, as a
[02:16:11] part of technical review committee, or are
[02:16:13] there other members on that?
[02:16:18] So we already have a aviation noise
[02:16:20] working group. So we thought in terms of
[02:16:23] making it easy for the process is we
[02:16:25] turned that aviation noise working group
[02:16:27] into the technical review committee. So
[02:16:29] there will be meetings that will be
[02:16:31] specific to the part 150 that will happen
[02:16:33] at the working group level, and there will
[02:16:34] be meetings when they revert back to being
[02:16:36] that aviation noise working group.
[02:16:38] Aviation is a subgroup from start.
[02:16:41] It is both the Aviation noise working
[02:16:43] group and the federal policy working group
[02:16:45] are subsets of start. Subsets of start,
[02:16:48] not subsets of Highline form that are
[02:16:50] adjacent to start. They are subsets of
[02:16:52] start. Okay. So it seems to me that the
[02:16:56] part 150 noise study will also take
[02:16:59] in consideration noise impacts outside of
[02:17:03] airport adjacent cities, though, correct?

[02:17:05] Yes. So can we talk about potential for
[02:17:08] membership for groups like Beacon Hill or
[02:17:10] Vashon island on the technical review
[02:17:13] committee? The technical review committee
[02:17:15] will be focused on a kind of a technical
[02:17:16] nature. And so we do plant plan, a robust
[02:17:19] and comprehensive outreach plan for our
[02:17:21] part 150 study. So there will be
[02:17:23] opportunities for us to go to Beacon Hill,
[02:17:25] Vashon and other places to get input and
[02:17:27] gather information from those communities.
[02:17:29] That's a pledge that we're going to have.
[02:17:31] But technical review committee with
[02:17:35] membership as a subset of starts seems
[02:17:38] like its function would be for like,
[02:17:41] civilian or community oversight of the
[02:17:44] process, to be able to advise, review,
[02:17:47] guide, provide feedback. Seeing as the
[02:17:49] stakeholders in part 150 are broader than
[02:17:53] just immediately airport adjacent cities,
[02:17:56] why are we not talking about, why are they
[02:17:59] being excluded from the opportunity to
[02:18:01] provide oversight or feedback? As a
[02:18:03] committee member, I think one aspect of it
[02:18:06] is when you talk about a technical review
[02:18:08] committee, it's very focused on that 65%
[02:18:11] around the airport and understanding where
[02:18:13] it is in relation to those communities,
[02:18:15] and that 65 DNL is really representative
[02:18:19] of those close in airport cities. And so
[02:18:22] to have a shoreline or Kirkland or
[02:18:25] somewhere that far out as part of it
[02:18:27] wouldn't be a ton of use to them. Beacon
[02:18:29] Hill isn't as quite far out as shoreline.
[02:18:32] But the issue is that they are excluded
[02:18:36] from opportunity based upon part 150
[02:18:38] saying that 64 DNL is the standard in
[02:18:41] order to be included. And because we're
[02:18:43] assuming that they're not going to be
[02:18:44] included because they're not 64 DNL in a
[02:18:46] process to reassess their DNL level seems
[02:18:49] like it's not lending itself towards faith
[02:18:51] in the process itself when the idea of a
[02:18:54] review committee, as it seems to me, is
[02:18:56] that they could have faith, input,
[02:18:58] oversight in the process. So if we're
[02:19:00] talking about integrity in the process for
[02:19:02] the department study that will lend itself
[02:19:04] towards an outcome and DNL levels, why
[02:19:06] would we not include them as part of that
[02:19:08] process? So let's take that. Thanks for
[02:19:11] the insight and the guidance. We can take
[02:19:13] that back and certainly, and we'll come
[02:19:16] back to you on that, commissioner, thank
[02:19:17] you. I really appreciate that.
[02:19:20] I know you guys are going to come back
[02:19:22] with an answer for Commissioner Hasegawa,
[02:19:24] but isn't it just fair to say as part of
[02:19:26] this part 150 study, we're going to
[02:19:28] actually see the 65 DNL shrink? So the
[02:19:31] likelihood that it's going to go even
[02:19:32] outside to Beacon Hill or Vashon island,
[02:19:36] other places is very unlikely.

[02:19:40] I'll defer to the, even though,
[02:19:44] commissioner, we have quieter airplanes,
[02:19:46] we actually have more operations. I don't
[02:19:48] know if there's any guaranteed luxury. We
[02:19:50] spend thousands of dollars on a study that
[02:19:52] we already know predetermined outcomes.
[02:19:53] So I'm, I'm talking about integrity of the
[02:19:55] process itself so that we all have faith
[02:19:58] in, and the stakeholders who would see
[02:20:00] themselves as stakeholders who have
[02:20:02] historically been excluded from the
[02:20:03] process would see. So let us take that
[02:20:05] back for discussion and then we'll come
[02:20:07] back and report back to you, commission.
[02:20:10] And can you go to slide eleven, please?
[02:20:14] I did want to just congratulate members of
[02:20:18] StART, President Mohammad, members of
[02:20:21] staff who have put so much into how StART
[02:20:23] can be such a thoughtful advocacy group.
[02:20:26] I think that's incredibly important. And
[02:20:28] indeed, the proof is in the pudding with
[02:20:31] tremendous outcomes and wins via the FAA
[02:20:33] reauthorization bill, it made its way
[02:20:37] through Senate. And President Biden just
[02:20:40] last week did approve the one week
[02:20:42] extension so that the House might act on
[02:20:45] it. When I had the privilege of talking
[02:20:47] with the president of the United States
[02:20:48] last Friday, I thanked aye. and
[02:20:51] congratulated aye., and he said, so far so
[02:20:53] good. So I think that bodes very well for
[02:20:57] the act. Congratulations on
[02:21:02] that. And I definitely concur
[02:21:06] with the thought of expanding the work of
[02:21:09] the workgroup to include state policy as
[02:21:11] well, particularly given what I'm hearing,
[02:21:13] you voice director little about the crux
[02:21:17] of our challenge being how to
[02:21:20] manage growth to meet demand and the
[02:21:23] burden that that puts on us and knowing
[02:21:26] that that is an overburden, not just
[02:21:28] SEATAC, its sea as an airport, but also
[02:21:31] the adjacent community that has to bear
[02:21:33] that impact. So the state is going to have
[02:21:36] a lot to do with that particular,
[02:21:37] particularly as we're looking for them to
[02:21:40] be leaders in identifying another option
[02:21:43] for air travel. So thank you very much.
[02:21:47] Thank you, Commissioner Hasegawa, for
[02:21:48] those questions and comments.
[02:21:50] Commissioner Felleman,
[02:21:54] thank you very much. And the existential
[02:21:58] challenge of why I'm in office is for that
[02:22:00] very reason. It's absolutely the greatest
[02:22:03] challenge for we have to reduce impacts
[02:22:05] while growing. So thank you for agreeing
[02:22:09] to grapple with this challenge, and this
[02:22:10] is why we're in public service. And I
[02:22:12] really think that the Star committee has
[02:22:14] been fantastic, and your personal presence
[02:22:16] in that and the Highline forum gives some
[02:22:19] gravitas to the community members that are
[02:22:21] there that I think really shows that the

[02:22:23] board is serious about this participation.
[02:22:25] And I thank you for all that time, as well
[02:22:28] as all the other staff that support you.
[02:22:30] It's been a remarkable road. And to watch,
[02:22:34] just look at how few people are coming to
[02:22:36] our commission meetings to complain. They
[02:22:38] have a better place to vent. Right. So I
[02:22:40] think that really means that they're being
[02:22:43] heard, which is key to that thing. But
[02:22:45] they're not just being heard the likes of
[02:22:48] Schindfeld and else that we get to
[02:22:50] actually get it done, be responsive, not
[02:22:53] just tap people on the head. This is
[02:22:54] remarkable accomplishment, and I'm forever
[02:22:57] grateful, as the community is. And I just
[02:22:59] want to give one point that sort of segues
[02:23:03] into the next presentation. We know from
[02:23:06] forever that nighttime noise is a
[02:23:10] particularly impactful grading influence,
[02:23:14] and it also affects sleep, it affects
[02:23:15] health. It is like one of the places that
[02:23:18] I think are, of all the efforts that has
[02:23:20] some real focus and is very noticeable to
[02:23:23] the mitigation. And you showed with Eva
[02:23:25] Air and with FedEx that you've made these
[02:23:28] accomplishments there.
[02:23:32] I know when we get to the awards, maybe
[02:23:33] it's a more appropriate place, but, so
[02:23:36] who's next? Like, who's the next airline
[02:23:39] that we need to focus on? And I know for
[02:23:42] the awards program, we modified the
[02:23:44] awards. Like, we also have the ones that
[02:23:45] are, need to be most improved, and we
[02:23:48] never report on that, but I know that we
[02:23:50] are tracking that. And so I just ask that
[02:23:53] maybe, you know, given the weight the
[02:23:56] community puts on the evening flights,
[02:23:58] and I can never remember whether it's Air
[02:24:01] China or China Air, but, you know, we know
[02:24:03] this one flight that everybody has on
[02:24:06] their, on their phone,
[02:24:09] and, you know, if we need to go to
[02:24:11] headquarters, if we need to, you know,
[02:24:12] tell us that one flight alone, but there
[02:24:14] must be others. And so I just urge you to
[02:24:18] help us target those places where we can
[02:24:20] really make a difference. But you've
[02:24:22] obviously made a huge difference up to
[02:24:24] now. So thank you very much. Yeah. Thank
[02:24:27] you, commissioners. And we're still
[02:24:29] talking to said airline, hoping to make
[02:24:31] some progress one day. But just coming
[02:24:33] back to something you said earlier, it's
[02:24:35] really about collaboration. I think one of
[02:24:37] the key things, things that we owe our
[02:24:39] success to is having all the key
[02:24:41] stakeholders at the table. So we have the
[02:24:43] airlines, we have the port, and we have
[02:24:45] the cities at the table, and we, you know,
[02:24:48] when we're looking at some of these issues
[02:24:49] by ourselves, we're looking at, you know,
[02:24:51] the noise impact of, you know, takeoff and
[02:24:53] landing, etcetera. But when we sat with

[02:24:55] the cities, they're like, okay, there's
[02:24:56] ground noise as well that we weren't
[02:24:59] really focusing on. And so just having
[02:25:01] that conversation with the cities, hey,
[02:25:03] there's ground noise. Looking at reverse
[02:25:05] thrust and a whole bunch of other grown
[02:25:07] noise impacts and trying to mitigate this
[02:25:10] as well. So actually sitting down with the
[02:25:12] citizen, listening to some of the
[02:25:13] challenges they have as well, has made a
[02:25:16] big, big difference in terms of what we
[02:25:17] focus on.
[02:25:22] Any additional comments or questions?
[02:25:25] Well, I just want to echo the sentiments
[02:25:28] of my colleagues and start with thanking
[02:25:30] director Little and your entire team for
[02:25:32] the hard work that you all put in to set
[02:25:35] up start, make it work. And that
[02:25:38] partnership that you've built with the
[02:25:41] near airport cities, I've seen it in
[02:25:43] action. I was proud to
[02:25:47] be able to join start for the DC fly in
[02:25:49] and spend a lot of time with those cities
[02:25:52] and their representatives, the elected
[02:25:54] officials from those cities, and got to
[02:25:57] hear directly from them how well they
[02:25:59] believe that start is working for them and
[02:26:02] their representatives that sit on the
[02:26:03] start committee. And I also want to thank
[02:26:07] Eric Schinfeld for all of your hard work
[02:26:09] on the federal level to help push these
[02:26:11] policies forward. It's not a small task
[02:26:13] that you took on. You regularly keep all
[02:26:16] of us updated, including the start
[02:26:18] committee members. And being able to have
[02:26:21] forward of our items out of the seven is a
[02:26:23] huge victory, and it's one that I think
[02:26:26] near airport communities should be very
[02:26:28] proud of. We always talk about how the
[02:26:30] port is a special purpose government, and
[02:26:33] it really takes partnerships at all levels
[02:26:36] of government to make all of the things
[02:26:38] that we do work. And I think this is just
[02:26:40] one example of seeing that in action.
[02:26:43] Obviously, I'm disappointed that the sound
[02:26:46] installation not included, but I am
[02:26:48] hopeful that that will be included in
[02:26:51] later legislations that come about.
[02:26:55] I did want to just talk about Vashon.
[02:26:58] We hear a lot from the Vashon community
[02:27:01] and especially as elected officials
[02:27:04] elected by all of King county voters,
[02:27:06] including those who are in the Vashon
[02:27:08] community. Would you say director Little
[02:27:11] or I don't know who wants to comment on
[02:27:14] this, that the noise in that neighborhood
[02:27:16] now has increased over time compared to
[02:27:19] what it was before.
[02:27:25] What are the noise levels for Vashon?
[02:27:27] What do we think? I'll let
[02:27:30] Tom address that.
[02:27:40] The hot seat. I'm Tom Fagerstrom.
[02:27:43] I'm noise programs manager. I would

[02:27:47] say that noise levels on Vashon have
[02:27:50] increased as operations have increased
[02:27:51] over the years. So that much is true. And
[02:27:55] that's part of what we're going to be
[02:27:58] overall assessing for part.
[02:28:00] 151 little point of clarification.
[02:28:04] We absolutely don't know that the contour
[02:28:06] or the boundary is going to shrink as a
[02:28:08] part of this part 150. That part 150 study
[02:28:10] showed, has it increased in the last
[02:28:13] study? Has the
[02:28:16] noise increased since the last study?
[02:28:18] Yeah. When the last part 150 study took
[02:28:21] place, did the 65 DNL mapping increased
[02:28:25] or did it shrink? It shrank. Because we
[02:28:27] were updating a boundary that had been in
[02:28:29] place since the 1980s, we were allowed to
[02:28:33] keep a very large boundary in place for
[02:28:36] a long period of time because of the third
[02:28:38] Runway project. So when the third Runway
[02:28:41] opened up, we began a new part 150 study.
[02:28:44] Right, the next year. And so the boundary
[02:28:47] did shrink because of aircraft being that
[02:28:50] have been introduced since the 1980s are
[02:28:52] dramatically quieter this time.
[02:28:56] The change will not be that dramatic at
[02:28:58] all. In fact, we've had increases in
[02:29:00] operations in the last decade. So we'll
[02:29:03] see what happens with that contour. But it
[02:29:04] will not be the dramatically smaller
[02:29:08] contour like the last time because we
[02:29:12] have. Because that previous contour was so
[02:29:15] old from the 1980s. Yeah. And my comment
[02:29:19] wasn't certain, but just if history tells
[02:29:21] us anything and knowing that planes are
[02:29:23] getting quieter, I think there is some
[02:29:25] fair assumptions to be made that it's not
[02:29:28] going to increase into Beacon Hill
[02:29:31] possibly. Sounds like Vashon island.
[02:29:34] So Tom, knowing that the noise levels have
[02:29:37] increased in the Vashon community, what is
[02:29:39] your office doing to engage that community
[02:29:42] specifically if they can't be included in
[02:29:44] the start committee or at that table? Is
[02:29:47] there a separate table that they're being
[02:29:49] engaged on issues of noise?
[02:29:53] Well, our office responds to all inquiries
[02:29:58] that require response from Vashon island
[02:30:01] and we've continued to provide
[02:30:02] information. We placed a noise monitor on
[02:30:06] the island at their request for over a
[02:30:08] year of temporary monitoring and went to
[02:30:12] their community to, to provide a report on
[02:30:14] that monitoring. And we
[02:30:17] will do so again at their request. Our
[02:30:21] temporary monitors are available for
[02:30:25] request in that sense. Again,
[02:30:29] can you just share a little bit? When you
[02:30:31] say you went to their community to report
[02:30:33] on that, what does that mean? We met with
[02:30:35] the Vashon Maury Island Community Council
[02:30:39] and had a full presentation on the
[02:30:43] 13 months of noise monitoring that we did

[02:30:48] on the island. And what did those results
[02:30:50] say and what was the outcome of that
[02:30:52] discussion? Well, the outcome was we
[02:30:55] reported the noise levels.
[02:30:59] It's hard to come to conclusions based on
[02:31:02] noise monitoring at one location.
[02:31:07] Often the ambient noise levels were higher
[02:31:10] than the aircraft noise levels at times
[02:31:13] because the aircraft are at a certain
[02:31:15] altitude of 6000ft
[02:31:19] or so,
[02:31:23] there weren't strong conclusions, but all
[02:31:26] of the data was provided and.
[02:31:28] Commissioner, can I just add, you know,
[02:31:30] we continue to believe that the.
[02:31:32] Introduce yourself. Oh, sorry, apologies.
[02:31:34] Eric Schindfeld, federal government
[02:31:35] relations for the port of Seattle. One of
[02:31:39] the best tables for the Vashon community
[02:31:40] is the table between them and the FAA.
[02:31:43] And we continue to push really, really
[02:31:45] hard for the FAA to meet directly with
[02:31:46] Vashon. Director Little has been
[02:31:49] incredibly direct with the FAA and strong
[02:31:54] worded in aye. conversations with them.
[02:31:56] And we continue to make what I would call
[02:31:59] incremental progress in getting them
[02:32:00] understand that they are going to need to
[02:32:03] put resources towards this. We obviously
[02:32:05] meet with them on a regular basis. Marco
[02:32:07] and I are going to meet with them again to
[02:32:10] talk a little bit more about some of the
[02:32:12] things going on. But if we can get them
[02:32:15] directly to meet with the FAA, that's
[02:32:17] really going to be where the conversation
[02:32:19] about where the airplanes fly and what to
[02:32:22] do about that will come from. So that
[02:32:24] continues to be our number one focus in
[02:32:26] addition to other forums that we can
[02:32:29] create for community members to come and
[02:32:31] give feedback. And I'm assuming we've
[02:32:33] shared the data with them, right? That the
[02:32:34] noise increase and the results that you're
[02:32:37] getting sharing that information with. We
[02:32:39] shared the data from the noise monitoring
[02:32:41] session with the FAA. With the FAA.
[02:32:46] They were free to review it. I don't know
[02:32:49] that, that it was shared with the FAA.
[02:32:51] We'll do that after. We can do that
[02:32:52] search. Yeah. Cause I think that's an
[02:32:54] important point. Right. If they maybe see
[02:32:56] the data, that would encourage them to
[02:32:58] consider meeting with the community and
[02:33:00] maybe taking some action. Yeah.
[02:33:03] Commissioner Hasegawa has a question.
[02:33:05] Does Beacon Hill have, like, a meeting
[02:33:07] with the FAA the same way that Vashon
[02:33:10] Island does? So the FAA only comes to
[02:33:13] start that has been there. Stated
[02:33:16] preference is that they will come to
[02:33:17] start. They have claimed that they do not
[02:33:20] have the resources to meet with other
[02:33:21] communities like Beacon Hill and Vashong.

[02:33:24] We highly encourage them to do so. And so,
[02:33:27] yes. To your point, not only do we want
[02:33:29] them to meet with Bajaung, we want them to
[02:33:31] meet with Beacon Hill. We want them to
[02:33:33] meet with lots of different communities
[02:33:35] outside the 65 DNL. And I think there are
[02:33:38] creative ways to do that. If they feel
[02:33:39] like they can't go one by one, maybe we'll
[02:33:42] create sort of a non 65 DNL noise
[02:33:45] forum where the FA could come one time and
[02:33:48] talk about some of the issues and impacts.
[02:33:51] So we continue to look at creative
[02:33:52] solutions there. But I did. I appreciate
[02:33:55] the clarification. It is not just us
[02:33:56] saying, go talk to Vashon, then you're off
[02:33:58] the hook and have a good rest of your
[02:34:00] life. It has to be all of these different
[02:34:02] communities that have concerns. Well, I
[02:34:04] guess I'll just reiterate, the interest is
[02:34:05] that it's not the 64 DNA advisory
[02:34:09] committee, it's the Sea stakeholder
[02:34:11] advisory committee, which is why folks
[02:34:14] want to have space at that table. What is
[02:34:17] the port of Seattle planning on in terms
[02:34:20] of engagement for other stakeholder groups
[02:34:22] outside of start around the part 150
[02:34:25] study? And if that's beyond the scope of
[02:34:27] this subject, then that's fine, too. If I
[02:34:30] could just add, and Tom, if you got
[02:34:31] anything else to include. But we do have
[02:34:34] three community meetings planned for early
[02:34:36] June in surrounding airport communities to
[02:34:39] give folks an opportunity to come in and
[02:34:40] learn about the process, provide their
[02:34:42] input and feedback. And then after that,
[02:34:44] we are going to plan some targeted
[02:34:46] outreach to community groups beyond those
[02:34:48] close in communities to go talk to them
[02:34:50] about the part 150 process as well. And
[02:34:52] that is in design with our consultants
[02:34:54] right now. Okay, thank you.
[02:34:58] Commissioner Felleman has a question.
[02:35:01] Okay. So one thing we neglected to thank
[02:35:03] is our congressional delegation, who
[02:35:05] actually took these recommendations and
[02:35:07] ran with them. In fact, we have the
[02:35:09] chairperson of the commerce committee in,
[02:35:12] Senator Cantwell made a big difference
[02:35:14] having Adam Smith in the district and Rick
[02:35:17] Larson on committee. So we are very
[02:35:20] appreciative of your work, but super
[02:35:22] thankful for the folks that had the ears
[02:35:24] to hear us. So that's one thing. The
[02:35:27] question about Vashon, Beacon Hill, it's
[02:35:29] obviously been out there a long time. I
[02:35:31] worked very closely with the folks on
[02:35:33] vacant island to get us the first
[02:35:35] temporary monitoring unit. Their argument
[02:35:38] is very compelling in that it's a rural
[02:35:41] community and that, so the background
[02:35:43] noise, you say it's maybe a higher
[02:35:45] altitude, but they don't have a lot of
[02:35:48] other significant noises. So it's very

[02:35:49] noticeable. But also the change in flight.
[02:35:51] Flight path was significant. Right. So it
[02:35:53] goes straight down the spine in a very
[02:35:56] narrow way. So I think the change in
[02:35:59] exposure over a short period of time is
[02:36:02] very easily documented. Now, what I seem
[02:36:05] to recall with DNL analysis, though, I
[02:36:08] didn't think it was actually based on the
[02:36:11] frequency, not the frequency of the noise,
[02:36:15] but the frequency of the flights, and that
[02:36:18] it is the noise levels, not the
[02:36:21] persistence of the noise. So. Right. So I
[02:36:24] thought, I thought we're talking about,
[02:36:27] you know, an absolute measurement or
[02:36:30] a modeling of this measurement, but not,
[02:36:32] like, how long it's occurring. I mean, am
[02:36:35] I mistaken by this? I thought it's the
[02:36:37] difference between day and night.
[02:36:41] Yeah. Well, so the point is, after the
[02:36:43] third Runway came in, the DNL shrank,
[02:36:47] right? Well, there were a lot of factors,
[02:36:49] but I'm just saying the frequency was the
[02:36:51] issue. You know, if that was. Well,
[02:36:54] anyway, I'll let you answer. Frequency of
[02:36:57] overflights is baked into DNL,
[02:37:01] and a lot of folks would say maybe not
[02:37:03] enough. And that's why the FAA is doing
[02:37:06] their noise policy review, looking at the
[02:37:09] DNL standard and the number assigned to
[02:37:11] it. But it is weighted more heavily,
[02:37:15] as you know, at nighttime. Nighttime noise
[02:37:17] is weighted ten times greater than daytime
[02:37:20] noise as part of DNL.
[02:37:25] Have I answered your question? I'm not
[02:37:26] sure. So the frequently,
[02:37:30] the percentage of time that at night
[02:37:33] versus day, that waiting, but like, so,
[02:37:35] the overall number of flights right now,
[02:37:39] if the average plane is of this decibel
[02:37:42] ten years ago, and now it's of that
[02:37:44] decibel lower ten years later,
[02:37:50] but they're more frequent, even though
[02:37:53] they're quieter per plane, that will
[02:37:57] weigh against them. The quieter planes run
[02:38:00] more frequently, could potentially
[02:38:03] maintain the same DNL with fewer louder
[02:38:06] points. I think I know what you mean. The
[02:38:08] source of the noise is the most important.
[02:38:11] The noise level of the noise source is the
[02:38:13] most impactful and not how
[02:38:17] many more than how many. Yes. See,
[02:38:20] that to me is where the challenge lies.
[02:38:22] Right. And so, and that would be part of
[02:38:24] the 150 study, is to see whether that
[02:38:27] waiting changes. Part 150 is very strict.
[02:38:30] It's 65 DL is the standard. So then
[02:38:34] the number of flights, I mean, like I
[02:38:35] said, with the third Runway going in and
[02:38:38] the DNL shrinking, it seems contrary to
[02:38:41] the question of, well, more flights
[02:38:44] matter. Well, you said
[02:38:47] it's an old, as I say, there was a lot of
[02:38:50] reasons, and we, we spent most of the last

[02:38:52] part, 150, explaining that, trying to
[02:38:55] explain that, because it was a difficult
[02:38:57] concept, is that the original boundary was
[02:39:00] placed there when seven hundred twenty
[02:39:01] seven s and DC eight s and really loud
[02:39:05] aircraft were flying. It was based on a
[02:39:07] very large forecast out to
[02:39:11] the year 2000, which is unusual for a part
[02:39:13] 150. So it was big. And so we
[02:39:17] were allowed to keep that in place for
[02:39:19] many years because of the third Runway
[02:39:21] project. So, yes, there were a lot of
[02:39:24] moving. The airport was busier when we
[02:39:27] reassessed the noise in 2014, but aircraft
[02:39:31] were a lot quieter. So there was a lot of
[02:39:33] different factors in play there that
[02:39:37] caused that boundary to shrink despite the
[02:39:39] fact that the airport had more takeoffs
[02:39:41] and landings. Thank you. Okay, so just to
[02:39:43] conclude, I think you got a sense from my
[02:39:46] colleagues that there needs to be a role
[02:39:48] of Vashon and Beacon Hill. They have
[02:39:51] substantive expertise. Right. They're not
[02:39:54] just complaining neighbors. Right. We have
[02:39:57] folks that are part of a community
[02:39:59] impacted study that, you know, let's find
[02:40:03] a method for it. And I know, you know, if
[02:40:05] I was in the star committee and I wanted
[02:40:08] to keep the focus on my backyard, I can
[02:40:11] appreciate them wanting to close the door
[02:40:12] behind them. But we're a public agency and
[02:40:15] we're King county wide. And so at a
[02:40:17] certain point in time, either we create
[02:40:19] another committee or we break the doors
[02:40:21] open on this one. So let's find a way to
[02:40:23] make there a substantive role for them.
[02:40:26] Thank you. Thank you, Commissioner
[02:40:28] Felleman. And just to add to that, I mean,
[02:40:30] I think it would be helpful to, one,
[02:40:33] provide the data, the Vashon data,
[02:40:36] showing that there is an increase of noise
[02:40:39] and Vashon to the FAA. And then the other
[02:40:41] thing that I wanted to ask, Eric, is,
[02:40:43] have we brought this to the attention of
[02:40:45] our congressional delegation? Because I
[02:40:47] think they would, I would
[02:40:50] imagine FAA would listen to the delegation
[02:40:53] over us. Obviously, you might think that's
[02:40:54] true. Unfortunately, it's not.
[02:40:57] Representative Jayapal wrote a very clear
[02:40:59] letter to the FAA saying, you need to meet
[02:41:01] with Vashon. They did not.
[02:41:04] When Steve and Lance and I were in DC back
[02:41:07] in March, Representative Jayapal asked
[02:41:09] again about this, and she was disappointed
[02:41:11] to hear they have not been responsive.
[02:41:13] She is planning to elevate that request
[02:41:15] higher than the FAA. And so I think we'll
[02:41:18] continue to see, focus on that as well.
[02:41:22] I do want to say that there's really two
[02:41:24] tracks to this. Right. One is, of course,
[02:41:26] what can we do within the existing policy,
[02:41:28] the part 150 based on the 65 DnL. But

[02:41:32] also, as Lance mentioned earlier, there is
[02:41:34] also the FAA noise policy review that we
[02:41:36] wrote our very detailed ten page letter,
[02:41:39] and we specifically called out the issues
[02:41:41] of Beacon Hill and Vashon in our letter,
[02:41:44] saying, as you reevaluate the 65 DNL,
[02:41:47] you need to be thinking about locations
[02:41:49] that are geographically higher, locations
[02:41:52] that have significant frequency under a
[02:41:55] next gen flight path. And so that is part
[02:41:58] of our feedback to the FAA we did, in the
[02:42:00] successful inclusion of the FAA bill, say
[02:42:03] now the FAA has to have some conclusions
[02:42:06] within one year of enactments around the
[02:42:09] 65 DNL change, and they have to have a
[02:42:11] stakeholder advisory committee that
[02:42:12] includes airport communities. So we really
[02:42:15] feel like, yes, we're in some ways
[02:42:17] hamstrung as part of the 150, but that
[02:42:20] doesn't mean on the federal policy level
[02:42:21] and federal engagement that we can't also
[02:42:23] continue to push and say this is not
[02:42:26] working. There are clearly concerns
[02:42:28] outside the 65 DNL and so what does the
[02:42:31] federal government want to do about that?
[02:42:32] And here's some ideas that we have.
[02:42:33] That's right. Thank you so much for doing
[02:42:35] that and for providing those additional
[02:42:38] answers. Again, I want to thank you all
[02:42:41] for the presentation. I don't know where
[02:42:42] Director Little wet, there you are.
[02:42:47] Overall, this is great work that you all
[02:42:50] are doing, and I know it's a difficult
[02:42:52] challenge that you're taking on. And I do
[02:42:55] echo the comments of Commissioner Felleman
[02:42:58] and big thank you to our federal
[02:43:00] delegation. They've worked really, really
[02:43:02] hard in partnering with the port of
[02:43:04] Seattle, hearing our comments, meeting
[02:43:06] with us, and helping pass the FAA
[02:43:09] reauthorization bill. And so we thank
[02:43:11] them. We done it in writing multiple
[02:43:13] letters saying thank you to them. And so
[02:43:15] we continue to say that. Thank you all for
[02:43:17] the presentation. If there's no additional
[02:43:20] comments, I will move us along. Thank you.
[02:43:25] Clerk Hart, please introduce the next
[02:43:28] item into the record and then executive
[02:43:31] director Metruck can introduce the item.
[02:43:34] Thank you. This is agenda item eleven B,
[02:43:36] the sustainable Century and fly quiet
[02:43:38] awards.
[02:43:42] Commissioners in this presentation, port
[02:43:44] staff are pleased to announce the winners
[02:43:46] of the port's 2023 Sustainable Century
[02:43:48] Awards for the aviation and maritime
[02:43:50] divisions. These awards recognize our
[02:43:52] customers, tenants, nonprofits and
[02:43:54] partners for outstanding accomplishments
[02:43:56] in the area of environment and
[02:43:58] sustainability. Award winners serve as
[02:44:01] role model models and demonstrate
[02:44:03] exceptional leadership in helping the port

[02:44:05] achieve our sustainability goals are set
[02:44:07] forth in the century agenda. The port will
[02:44:10] host an awards launch in May 30 honoring
[02:44:12] awardees and celebrating their
[02:44:14] accomplishments. All commissioners are
[02:44:16] invited to join the celebration.
[02:44:18] Similarly, we are pleased to recognize
[02:44:20] this year's winners of the port's Fly
[02:44:21] Quiet awards. This program celebrates
[02:44:24] airlines for their efforts to reduce the
[02:44:26] noise at sea. The annual fly quiet awards
[02:44:28] were were developed by Port staff and
[02:44:30] Assistant Advisory committee in 2005 to
[02:44:34] increase airline and pilot awareness of
[02:44:36] aircraft noise impacts on local
[02:44:38] communities. They are a key part of our
[02:44:40] multifaceted effort to reduce the impact
[02:44:42] of airport and aircraft operations on
[02:44:44] local residents. And so this afternoon we
[02:44:47] have Sandra Kilroy, senior director of
[02:44:50] environment sustainability. With us we
[02:44:53] have Jane Doel, manager, stormwater
[02:44:56] utility Jeremy Webb,
[02:45:00] environmental program manager and Paris
[02:45:01] Edwards, airport noise programs
[02:45:03] coordinator. So I think Sandy, turn it
[02:45:06] over to you to kick it off. Thank you.
[02:45:07] Thank you. Good afternoon, commissioners.
[02:45:09] Thank you. Executive Director Metruck I am
[02:45:13] honored to kick off this year's
[02:45:15] announcement of our sustainable Century
[02:45:17] and fly quiet award winners. This is my
[02:45:20] favorite commission presentation of every
[02:45:23] year we have been running this awards
[02:45:26] program since 2010, and it is really to
[02:45:30] highlight the individual contributions of
[02:45:33] businesses, other governments and
[02:45:35] organizations on how they contribute to
[02:45:38] our environment and sustainability goals.
[02:45:41] I think, you know that the port has
[02:45:43] positioned itself as a leader on
[02:45:46] sustainability, and we do that both by
[02:45:48] demonstrating our own commitment and
[02:45:51] actions and by setting the bar high and
[02:45:54] influencing others to do the same. To
[02:45:57] achieve our goals. We need partnerships.
[02:46:00] Commissioner Mohammed talked about this in
[02:46:02] the last item. You know, we need
[02:46:06] partnerships. We can't do it alone. And so
[02:46:08] these partnerships with businesses,
[02:46:11] nonprofit groups, with other governments
[02:46:13] is, is really critical for us. We all need
[02:46:15] to be working together and rowing in the
[02:46:17] same direction. So this awards program
[02:46:20] allows us to highlight these partners
[02:46:23] efforts. Next slide.
[02:46:27] I think I talked about most of that. And
[02:46:30] just to note that we will be doing both
[02:46:34] the sustainable Century awards and the fly
[02:46:36] quiet awards. And the this program is
[02:46:39] really managed and administered by the
[02:46:42] staff who will be presenting today and
[02:46:46] next slide. So we have

[02:46:50] ten organizations that are receiving the
[02:46:53] sustainable Century awards this year.
[02:46:56] These organizations demonstrate both the
[02:46:58] everyday operational changes that can be
[02:47:02] implemented to make a difference, as well
[02:47:04] as the vision and long term goals that are
[02:47:07] needed for sustainability.
[02:47:10] They truly serve as models, and I'm
[02:47:12] honored that we can recognize their
[02:47:14] efforts today. So just to quickly read
[02:47:17] them off, and then we'll get into more
[02:47:18] details, we have Alaska Airlines, Alaska
[02:47:21] Marine lines, concessions, international,
[02:47:25] condor Airlines, McDonald's,
[02:47:27] stormwatercontrols.com, quiet sound,
[02:47:31] Delta and Southwest. Those are
[02:47:34] our sustainable Century award winners.
[02:47:37] The fly Quiet award winners will be
[02:47:40] introduced later. So I do want to give my
[02:47:42] personal congratulations to all these
[02:47:44] winners, and I'm going to now pass the mic
[02:47:47] to the employees on my team who really do
[02:47:49] the heavy lifting of administering this
[02:47:52] awards program every year. And they'll
[02:47:54] present what each individual, individual
[02:47:56] organization has done to win this honor.
[02:48:00] Thank you, Jane Dool. Thanks, Sandy.
[02:48:04] Good afternoon, ed Metruck and
[02:48:06] commissioners. So, for the Maritime
[02:48:08] awards, I want to first point out our
[02:48:12] environmental performance award. Oh, next
[02:48:14] slide, please. Is recognizing Alaska
[02:48:18] Marine lines for significant energy and
[02:48:21] emissions reductions associated with
[02:48:23] transport refrigeration. Their
[02:48:25] achievements include reduced diesel fuel
[02:48:28] use and air emissions by 75% and increased
[02:48:32] use of local clean energy through high
[02:48:34] efficiency transport refrigeration units.
[02:48:37] In that picture there and timeshare
[02:48:39] electric panels, the energy reductions in
[02:48:42] 2023 amounted to over 1 million gallons of
[02:48:46] diesel, which equipment is equivalent to
[02:48:49] 11,000 Metruck tons of carbon dioxide?
[02:48:56] This level of greenhouse gas emissions,
[02:48:59] or reductions is equivalent to 2547
[02:49:03] gas powered cars off the road or the
[02:49:06] energy use of 1396 homes annually.
[02:49:11] The next award winner on the maritime side
[02:49:15] next is the Muckleshoot tribe,
[02:49:18] their tribe's fish Commission, and they
[02:49:22] received the award for environmental
[02:49:23] innovation and for equity, diversity and
[02:49:26] inclusion. Their blast program, which
[02:49:29] stands for ballad lox Adult Sockeye
[02:49:31] transport program, has improved sockeye
[02:49:34] salmon survival in the Lake Washington and
[02:49:36] Ship Canal Migration corridor. Their
[02:49:39] achievements include initiating blast in
[02:49:42] 2021 and with repeats in 2022 and 2023,
[02:49:46] which resulted in a reduction of pre spawn
[02:49:48] mortality from 80% for salmon that are
[02:49:51] going through the natural transit through

[02:49:53] Lake Washington migration corridor, down
[02:49:56] to 1% for those salmon that are
[02:49:58] transported via blast and go to a hatchery
[02:50:01] in Issaquah, Washington. The salmon
[02:50:05] are cultural and subsistence element of
[02:50:07] the Muckleshoot tribe and other indigenous
[02:50:10] and minority populations in Washington,
[02:50:12] and efforts to preserve and enhance salmon
[02:50:14] runs are critical in addressing
[02:50:16] environmental sustainability, equity and
[02:50:19] justice goals in the state and region.
[02:50:23] Can I ask for a pause real quick?
[02:50:26] Commissioner Felleman has a quick question.
[02:50:28] I know about the flume project up in
[02:50:31] Fraser river where they push the salmon
[02:50:33] through. Oh, yeah. What is blast? What are
[02:50:35] they physically doing? They are taking
[02:50:37] them by truck. They take them from the
[02:50:39] Ballard locks and they take them up to the
[02:50:43] hatchery in Issaquah. So they
[02:50:46] are trucking salmon to get them around the
[02:50:49] lake Washington. What do they do with dams
[02:50:51] and stuff? Hope they're electric trucks.
[02:50:53] No, I'm just kidding. But yeah. So it's
[02:50:55] really a damn.
[02:50:58] It avoids having them having to swim
[02:51:01] through the lake Washington court or ship
[02:51:03] Canal Lake Washington, where the water
[02:51:04] quality and the temperatures are affecting
[02:51:06] their mortality. Yeah,
[02:51:13] I guess we're sure they do that because
[02:51:17] the water temperatures and the conditions
[02:51:19] are affecting their mortality, not the
[02:51:20] dams themselves. Correct. They're
[02:51:22] capturing them at the bower of locks
[02:51:24] because that's a convenient place to
[02:51:26] capture them. Yeah.
[02:51:29] And then they transfer them by truck. So
[02:51:32] they're bypassing having to swim through
[02:51:36] the urban waterway that it's represented
[02:51:39] by Lake Washington. But swimming through
[02:51:42] the locks themselves or through the fish
[02:51:44] passage, there is scale damages going
[02:51:47] through that. I know they have to paint
[02:51:48] the things to smooth that. It's a tiny
[02:51:50] little opening. It's a feeding day for the
[02:51:53] sea lions. Getting them out of there for
[02:51:55] any number of reasons helps with survival.
[02:51:58] Executive director Metruck I just want.
[02:52:00] And we're doing at the maritime industrial
[02:52:02] center, right? Is that where they're doing
[02:52:03] it? Are they loading there? They're
[02:52:05] loading at the Ballard locks. And they
[02:52:07] use. Yeah, they do have staging at
[02:52:09] Maritime Industrial center for their
[02:52:11] boats. And also they use Fisherman's
[02:52:13] terminal to help support their work.
[02:52:15] Thank you. The next award is
[02:52:20] next slide is for environmental education
[02:52:23] and outreach, and this is going to quiet
[02:52:25] sound for success in working across public
[02:52:28] and private sectors to institute an
[02:52:30] effective voluntary slowdown for large

[02:52:33] commercial vessels through Admiralty inlet
[02:52:36] between Whitbey island and the Olympic
[02:52:38] Peninsula, which helps reduce underwater
[02:52:41] noise. Their achievements include reducing
[02:52:44] underwater noise in Puget Sound, a problem
[02:52:46] recognized as a key impediment to the
[02:52:49] survival of southern resident killer
[02:52:51] whales, along with low availability of
[02:52:53] chinook salmon and poor water quality.
[02:52:59] Data show that 70% of vessel transits
[02:53:02] through the slowdown area decreased their
[02:53:04] speed, resulting in a 45% reduction in
[02:53:07] sound intensity during the season that the
[02:53:10] slowdown was instituted. The success of
[02:53:12] this program is due largely to the
[02:53:15] engagement plan and thoughtful integration
[02:53:17] into existing institutions that manage
[02:53:19] vessel traffic in Puget Sound. And our
[02:53:22] last maritime award next slide is
[02:53:26] recognizing small business stormwater
[02:53:29] controls for environmental innovation.
[02:53:33] Stormwater controls is inventor and
[02:53:35] distributor of a modular stormwater
[02:53:37] filtration product called retain drain.
[02:53:40] Their achievements include invention and
[02:53:43] manufacture of the retained drain in the
[02:53:45] Pacific Northwest, a system that uses
[02:53:47] coconut core filters, a renewable resource
[02:53:51] in a high quality metal frame to remove
[02:53:53] litter and other contaminants from
[02:53:55] stormwater before it enters the Salish
[02:53:57] Sea. Stormwater controls data show as much
[02:53:59] as 95% reduction of organic matter,
[02:54:02] solids and trash in stormwater after
[02:54:04] passing through retained rain. So that
[02:54:08] concludes the maritime side. I will pass
[02:54:09] to my colleague Jeremy good
[02:54:22] afternoon, commissioners executive
[02:54:24] director, Metruck Jeremy Webb, Aviation
[02:54:26] Environmental programs I'll be covering
[02:54:28] the aviation based awards for sustainable
[02:54:31] Century this year. First up, we'll go with
[02:54:33] our nomination based awards where folks
[02:54:36] submit their nominations based on their
[02:54:38] accomplishments and achievements. And
[02:54:39] first up today is Alaska Airlines. We'll
[02:54:42] be recognizing them in the environmental
[02:54:44] performance and innovation category for
[02:54:46] two things. Essentially, the first one is
[02:54:48] eliminating single use plastics and and
[02:54:50] creating an innovative carbon offset
[02:54:52] program. Back in 23, Alaska became
[02:54:56] the first us airline to replace onboard
[02:54:58] single use plastic cups with paper cups,
[02:55:01] eliminating nearly 55,000 cups annually.
[02:55:04] This is certainly in line and supports our
[02:55:06] waste reduction principles at the airport,
[02:55:08] and we certainly support Alaska for making
[02:55:10] this transition towards more sustainable
[02:55:12] packaging options. Secondly, they created
[02:55:15] a part partnership with choose, choose
[02:55:18] with three o's to allow passengers the
[02:55:21] opportunity to buy innovative carbon

[02:55:23] offsets and actually tailor their
[02:55:25] selection between SAF credits and natural
[02:55:28] climate based solutions. This is a
[02:55:31] particularly unique arrangement to really
[02:55:34] highlight the benefits of SAF within the
[02:55:36] aviation industry and the importance and
[02:55:39] what's really neat about this program is
[02:55:41] they actually promote promoted it by
[02:55:43] providing elite qualifying mileage up to
[02:55:45] 500 miles and I think a 5000 miles cap for
[02:55:48] every hundred dollars in SAF credits
[02:55:50] purchased. And through doing that, they
[02:55:52] sold over 500,000 gallons equivalent of
[02:55:56] SAF credits which is five times more than
[02:55:58] they expected to sell. And it reduced
[02:56:00] their emissions by roughly 4000 Metruck
[02:56:03] tons of carbon dioxide equivalent. So
[02:56:04] we're really excited for that. Next slide.
[02:56:10] Next up is Condor Airlines. Now, they're
[02:56:12] one of the smaller carriers at the airport
[02:56:15] and as you'll hear later on today, they
[02:56:17] don't qualify for our measurement based
[02:56:19] award for quiet fuel efficient aircraft.
[02:56:22] Those need to have at least 5000
[02:56:24] operations. They have closer to 400. But
[02:56:26] nonetheless, they are an industry leader
[02:56:28] in terms of rapid transition towards fuel
[02:56:30] efficient and quiet aircraft. They
[02:56:33] announced their transition plans and
[02:56:36] through 23 and up into 2024 they'll
[02:56:38] replace all their entire medium, short and
[02:56:41] long haul fleet with modern, quiet and
[02:56:44] fuel efficient aircraft that produce 20%
[02:56:46] less carbon, 50% less noise and consume
[02:56:49] 20% less fuel. Specifically, at SEATAC
[02:56:53] airport between 2022 and 2023, they went
[02:56:56] from 0% use of these modern fuel efficient
[02:56:58] aircraft aircraft up to 81%, which is a
[02:57:01] significant achievement. And we find this
[02:57:03] a great opportunity to highlight this
[02:57:05] accomplishment for others to emulate.
[02:57:08] Next slide. Yeah. Shifting over,
[02:57:12] we have a concessionaire, McDonald's,
[02:57:15] operating within SEATAC Airport. They're
[02:57:18] being recognized with an award for
[02:57:20] environmental performance in their
[02:57:22] transition towards electrifying their
[02:57:24] restaurant at sea airport. So prior to
[02:57:27] this, they ran much of their heating and
[02:57:29] cooking equipment on natural gas. In this
[02:57:31] refurbishment, they replaced all of these
[02:57:33] products or all of these equipment items
[02:57:35] with electric options, eliminating 10,700
[02:57:39] therms of natural gas, reducing emissions
[02:57:41] by 57 Metruck tons of carbon dioxide
[02:57:44] equivalent. And one of the big things that
[02:57:46] we found was really fascinating about this
[02:57:48] is they really instilled confidence in our
[02:57:50] airport dining and retail team that we
[02:57:52] could move towards a requirement within
[02:57:54] our concourse C expansion, which is coming
[02:57:56] up soon, that will basically require all
[02:57:59] the concessions operating there to use

[02:58:00] only electric cooking. So another
[02:58:02] opportunity to further reduce our
[02:58:04] dependence on natural gas. Next slide.
[02:58:10] Concessions International is our next
[02:58:12] award winner in the environmental
[02:58:14] performance and innovation category for
[02:58:17] achieving the first USGBC lead
[02:58:19] certifications for sea restaurants. So at
[02:58:22] Salty's at the Sea and Brewtop Social in
[02:58:25] 2023, they both achieved this
[02:58:27] certification. The key features cover
[02:58:30] energy efficiency, recycled content,
[02:58:34] toxics, free h vac systems, green cleaning
[02:58:37] and waste diversion. Some of their
[02:58:38] highlights include reducing their lighting
[02:58:40] power by nearly half, nearly three
[02:58:43] quarters of their equipment as Energy star
[02:58:45] rated items and then using other methods
[02:58:49] for environmental documentation, for
[02:58:50] building products and other details,
[02:58:52] including reducing 50% of their
[02:58:54] construction waste. And before
[02:58:57] we go to the next slide, we also have an
[02:58:59] honorable mention to mention this year.
[02:59:01] It's not included in the slides, but it
[02:59:03] should be in your memo details Uber once
[02:59:05] again is being recognized just as an
[02:59:07] honorable mention for their efforts to
[02:59:10] grow EV usage at the airport and expand
[02:59:13] EV access for drivers. Just a couple of
[02:59:16] key highlights for their achievements.
[02:59:18] They increased their use of EV's by about
[02:59:21] 180% over last year,
[02:59:24] and I believe 76% of all trips coming to
[02:59:27] and from the airport were completed either
[02:59:29] using a zero emission vehicle or a hybrid.
[02:59:32] They mentioned some other items too, and
[02:59:34] those are included in the memo as well.
[02:59:36] Next slide.
[02:59:39] So shifting over to our measurement based
[02:59:42] awards. So these are the awards we use to
[02:59:45] highlight some of the carriers we have at
[02:59:46] the airport for efforts to reduce
[02:59:48] emissions by either tying into our ground
[02:59:50] systems so they can plug in and turn off
[02:59:52] their emissions and stop burning fuel, or
[02:59:54] for flying more fuel efficient modern
[02:59:56] aircraft. The first award for the greatest
[02:59:59] use, use of airport ground power and
[03:00:01] preconditioned air systems goes to
[03:00:02] Southwest Airlines once again. Southwest
[03:00:06] continues to be one of the fastest, most
[03:00:08] consistent users of our ground power and
[03:00:11] preconditioned air systems. For ground
[03:00:13] power, they connect 90% of the 94% of the
[03:00:16] time, stay connected 77% of the time and
[03:00:19] turn around within two minutes to get
[03:00:22] there when they make those connections on
[03:00:24] the preconditioned air side, 56% of
[03:00:27] operations connect. Nearly three quarters
[03:00:30] of them stay connected for three quarters
[03:00:32] of the time and the fastest time to
[03:00:34] connect is about seven minutes on average.

[03:00:37] So just another kudos to southwest for
[03:00:39] their quick use of our ground power and
[03:00:41] preconditioned air systems. Next slide.
[03:00:47] This award goes to Delta Airlines for the
[03:00:49] highest percentage of fuel efficient
[03:00:51] aircraft. Last year in 2023,
[03:00:55] they used 40% of all their operations
[03:00:58] using highly fuel efficient and quiet
[03:01:00] aircraft. These are all the Airbus A 321,
[03:01:02] Neos and other Airbus aircraft, the modern
[03:01:05] versions, and this compares favorably to
[03:01:08] the next highest performer who achieved
[03:01:10] close to 28%. Again, this is a
[03:01:13] significant accomplishment for Delta,
[03:01:15] both in terms of reducing emissions but
[03:01:17] also in terms of reducing noise.
[03:01:21] Next slide and with that we
[03:01:24] will transition over to Paris Edwards and
[03:01:27] the Fly Quiet awards program. Thank you
[03:01:28] Jeremy and good afternoon. Commissioners
[03:01:30] and I will quickly go over Fly quiet
[03:01:33] awards and present the winners. And thank
[03:01:36] you executive director Metruck for the
[03:01:38] little introduction there. So fly quiet as
[03:01:40] you did here before, Fly Quiet was
[03:01:42] implemented in 2005 as part of the par 150
[03:01:45] update that was completed in 2002. And
[03:01:48] really, Flight Quiet is developed by Port
[03:01:50] Seattle staff and advisory committee to
[03:01:52] really bring awareness to the airlines and
[03:01:55] as well as the pilots, as the impact of
[03:01:57] noise impacts in the communities. Fly
[03:01:59] Quiet then encourages airline compliance
[03:02:02] through flight procedures as well as
[03:02:05] aircraft noise levels. And then from
[03:02:07] there, we recognize two airlines that are
[03:02:09] winners, and then the third is given to
[03:02:11] the most improved. Next slide, please.
[03:02:16] So we'll start with Air Canada, which is
[03:02:18] really our top fly quiet scoring airline
[03:02:20] for 2023. And I just want to highlight,
[03:02:22] one of the bullet points here is that this
[03:02:24] is their second consecutive year of win
[03:02:26] the fly quiet award. Next slide, please.
[03:02:31] And then frontier airlines significantly
[03:02:33] lower takeoff noise in other domestic
[03:02:35] carriers and 2023. And another highlight
[03:02:38] here says bullet. This is their fifth fly
[03:02:41] quiet award. Next slide, please.
[03:02:44] And finally we have Delta Airlines is our
[03:02:46] most improved. So I want to highlight a
[03:02:48] couple of bullet points here that in 2023.
[03:02:51] I'm sorry. In 2022, 24% of Delta's
[03:02:54] operation included Airbus 200, 2321,
[03:02:57] neo 330 aircraft. These are all very
[03:02:59] efficient aircraft, quiet as well as fuel
[03:03:03] efficient. In 2023, this percentage
[03:03:05] increased to 40% of their total
[03:03:07] operations. And they are also a
[03:03:09] contributor to our Seattle stakeholder.
[03:03:13] Yep, you know, so. And with
[03:03:16] that, that is our winners. And I'll pass
[03:03:18] it back to Jeremy. Thanks,

[03:03:21] Paris. Just a parting nod. As mentioned
[03:03:24] earlier, we have an awards luncheon coming
[03:03:26] up on May 30 from twelve to 01:30 p.m. At
[03:03:29] the airport conference center. We look
[03:03:31] forward to celebrating with all of our
[03:03:33] awardees and executive leadership and
[03:03:35] distributing the awards to them. So that's
[03:03:37] in just over two weeks time at the airport
[03:03:39] conference center. And with that, we'll
[03:03:41] open it up to questions. Thank you.
[03:03:49] Thank you for the presentation and
[03:03:51] congratulations to all of the awardees.
[03:03:54] Commissioner Felleman, you have the floor.
[03:03:57] I guess I won. I just want to say thank
[03:04:00] you. This is a huge effort. I still don't
[03:04:02] know who all the judges are, but obviously
[03:04:05] it takes a lot of time to weed through all
[03:04:06] these folks. I have a common suspicion I
[03:04:09] know some of them, but the thing I did
[03:04:12] bring up was, well, first of all, the use
[03:04:15] of shore power and conditioned
[03:04:19] air. I mean, I thought we were going
[03:04:21] through some technical efforts to figure
[03:04:23] out how to really verify that. So
[03:04:25] verifying the fact that we're giving
[03:04:26] awards on it is interesting to me. I
[03:04:29] imagine it's kind of a bit of a technical
[03:04:31] challenge, but I'm really interested in
[03:04:32] the night flights. And so I saw in all the
[03:04:35] fly quiet awards that the compliance with
[03:04:38] night flights was not specifically a
[03:04:41] recognition of any of the awardees.
[03:04:45] So I know it's one of the things that made
[03:04:46] into the overall compliance to get a
[03:04:49] flight quiet award. But when you talk
[03:04:50] about the individuals, their nighttime
[03:04:54] compliance was not one of the highlights.
[03:04:56] Now, none of them are air cargo. I assume
[03:05:00] more of the flights are more of the
[03:05:02] evening flights are air cargo. But I may
[03:05:04] be mistaken. I need to know who's the next
[03:05:06] we need to lean on or
[03:05:10] encourage. I meant encourage.
[03:05:14] I would say that we do have a couple of
[03:05:16] cargo carriers that need to be encouraged,
[03:05:19] but we also do inform them through our
[03:05:22] late night noise limitation program, of
[03:05:24] their exceedances. I don't know if I want
[03:05:28] to say they are. I put you in a horrible
[03:05:29] spot. Right. Yeah. Sorry about that.
[03:05:32] Maybe. But, you know, the fact of the
[03:05:34] matter is we did raise the question about
[03:05:36] being able to acknowledge those who need
[03:05:38] to be the most improved. And so it's not
[03:05:42] your fault, you know, but the fact is that
[03:05:44] this was something that the commission
[03:05:45] asked to have included in the
[03:05:47] presentation. I tried to get them tonight,
[03:05:50] ask these questions. All right. So,
[03:05:53] I mean, it is something that we had
[03:05:57] Kyle Moore present on. It's something that
[03:06:00] we know the community tells us all the
[03:06:02] time, and nobody's being recognized for

[03:06:05] complying with it. It suggests to me that
[03:06:08] we need to put some emphasis on it. And
[03:06:10] maybe Sandy's going to bail you out of
[03:06:12] having to be asked such a pointed
[03:06:13] question. I thought she was walking out.
[03:06:17] I don't know. I would just say, we're
[03:06:19] happy to provide you with a list of
[03:06:23] those airlines. It is public information,
[03:06:25] so we certainly can do that. All right.
[03:06:29] Thank you very much. And I apologize. The
[03:06:31] Norwegian innovations of summit is
[03:06:34] occurring in the Nordic heritage museum,
[03:06:37] and the folks I was just with at Sweden
[03:06:40] are there, so I will have to excuse
[03:06:42] myself. Thank you very much for the
[03:06:44] awardees. Congratulations and thank you
[03:06:46] for all your work. You're going virtual.
[03:06:48] Right. And I will plug in and I will be
[03:06:50] monitoring from the car.
[03:06:55] So I don't. Yes, I don't lose.
[03:06:57] Quorum, please log on. Yes. Thank you.
[03:07:01] All right, let's hear it.
[03:07:08] Any additional questions or comments?
[03:07:12] Again, hats off to all the awardees and
[03:07:14] thank you all for the presentation and
[03:07:16] your hard work to present this information
[03:07:18] to us. Thank you for this time. Thank you.
[03:07:22] Clerk Hart, please read the next item into
[03:07:26] the record and then executive director
[03:07:27] Metruck will introduce the item. Thank you.
[03:07:30] This is agenda item eleven C, the
[03:07:32] international public Market final report.
[03:07:35] Commissioners, in March of last year, you
[03:07:37] provided authorization to enter into a
[03:07:39] memorandum of understanding with King
[03:07:41] county to move forward collaboratively
[03:07:44] with a feasibility study for the, the
[03:07:45] international public market concept that
[03:07:47] MoU resulted in this final report on
[03:07:50] current market conditions, market
[03:07:52] attributes, cost projections and
[03:07:54] feasibility of this idea. To present the
[03:07:56] results of this report this afternoon are
[03:07:59] Dave McFadden, managing director,
[03:08:00] Economic Development Division Annie Tran,
[03:08:03] economic development manager, Ashton
[03:08:06] Allison, economic development and economic
[03:08:09] recovery director for King County
[03:08:11] Executive Executive's office and Susan O.
[03:08:13] Cerfus, executive analyst, King County
[03:08:17] Executive's office. So with that, I
[03:08:19] believe, Dave, I'm going to turn over to
[03:08:21] you to kick us off. Yes. Good afternoon.
[03:08:23] Good afternoon. Commissioners executive
[03:08:25] Director, Metruck let's get the next slide
[03:08:27] going. Our international public market
[03:08:30] feasibility study was a project
[03:08:34] almost a year in the making, and it took a
[03:08:36] year to get done. And we're pleased to
[03:08:38] share the results of this feasibility
[03:08:40] study with you today. You know, I
[03:08:43] appreciate our partnership with King
[03:08:45] county, with Ashton and Susanna. We did

[03:08:47] good work together. I also appreciate this
[03:08:50] advisory committee that we had that helped
[03:08:53] guide the project along the way. The goals
[03:08:56] were really to see if a market was
[03:08:59] feasible, whether a market would attract
[03:09:01] visitors and tourists near the SEATAC
[03:09:04] airport, provide a gathering space
[03:09:07] and support economic development. So what
[03:09:10] I'd like to do now is turn it over. Oh,
[03:09:13] I'll go to the next slide and I'll just
[03:09:14] talk to the timelines. I forgot myself for
[03:09:16] a moment. As you can see, we started last
[03:09:18] March, and really the first phase was
[03:09:21] something we did purely engagement,
[03:09:25] community outreach and analyze local
[03:09:27] market. And just in terms of, of will it
[03:09:30] support a market and Annie will
[03:09:34] cover that and then we'll turn it over to
[03:09:36] Susanna and Ashton. Take us home through
[03:09:39] the second phase, which really looked at
[03:09:41] the numbers, the models, the sites, the
[03:09:44] details around the feasibility of our
[03:09:47] specific ideas. And so with that, I would
[03:09:51] like to turn it over to my economic
[03:09:53] development manager, Annie Tran.
[03:09:55] Excellent. Thank you so much, Dave. This
[03:09:57] is perfect. And so, as Dave mentioned,
[03:10:00] the first phase was surrounded around
[03:10:02] community engagement, understanding the
[03:10:03] current market conditions. And this
[03:10:06] included significant community engagement,
[03:10:09] which was completed in many forms, as you
[03:10:11] can see here, in the forms of surveys,
[03:10:13] interviews with local stakeholders, in
[03:10:15] person engagement events, and facilitated
[03:10:18] in language discussions with number of
[03:10:21] partners in south King county. And in
[03:10:24] three short weeks, we're very proud of
[03:10:26] this. We were able to collect more than
[03:10:28] 900 response, survey responses from
[03:10:31] potential vendors and residents in King
[03:10:33] county. The survey was also made available
[03:10:35] in three different languages, and this
[03:10:38] helped, you know, provide intel into some
[03:10:41] of the understandings of just what the
[03:10:44] current market conditions are and what
[03:10:45] some of the needs are. Notably, more than
[03:10:49] 80% of survey respondents reported
[03:10:51] confirmed interest in having an
[03:10:53] international public market in either
[03:10:55] Sea-Tac or Tukwilla. And given the high
[03:10:57] response rate to our survey, it does
[03:11:00] closely mirror King County's racial and
[03:11:02] demographic makeup. And so it did produce
[03:11:05] a very statistically significant survey
[03:11:07] which made us feel confident in a lot of
[03:11:10] this outreach that was performed. As Dave
[03:11:13] mentioned, we did engage in an advisory
[03:11:15] committee made up of 20 members which
[03:11:18] President Muhammad was co chair of,
[03:11:21] including King county council member Dave
[03:11:23] up the Grove, which also included business
[03:11:26] owners, community based organizations,

[03:11:28] city economic development folks, as well
[03:11:31] as other electeds. And they were hugely
[03:11:33] instrumental in helping us share these
[03:11:37] engagement opportunities to make sure as
[03:11:39] many people were heard during this period.
[03:11:42] Next slide so
[03:11:45] as part of this survey, there was also a
[03:11:48] portion where folks can include their
[03:11:51] preferred site and location of this
[03:11:53] concept. And as you can see here, there
[03:11:55] was an option for write in suggestions.
[03:11:58] Tukwilla, Burien and Sea-Tac are among the
[03:12:00] top areas and I think also
[03:12:04] it's important to note that site features
[03:12:07] such as parking, safety and public transit
[03:12:10] access were also top priorities for this
[03:12:13] concept. While 60% of folks did cite that
[03:12:17] they would use a personal vehicle to get
[03:12:18] to this market, we thought that in terms
[03:12:21] of engaging tourism and local visitors,
[03:12:27] public transportation is also hugely
[03:12:29] important. Next slide,
[03:12:31] please. And from the survey response
[03:12:36] we heard from vendors, as mentioned,
[03:12:38] businesses and just the greater wider
[03:12:40] community. Some things that we heard was
[03:12:43] that there's a need for retail and
[03:12:44] production space in King county. This
[03:12:47] concept could provide varied retail spaces
[03:12:50] for folks as well as business support
[03:12:52] systems for them, and then just overall a
[03:12:55] wonderful community, community gathering
[03:12:56] space that folks can turn to in terms
[03:13:00] of tourism and local tourism.
[03:13:04] And I will hand it off to Ashton, who will
[03:13:07] present. Oh,
[03:13:10] next slide. Yep, Ashton will provide
[03:13:13] an understanding of just what we did in
[03:13:15] phase two. Thank you, Annie, and thank you
[03:13:18] commissioners for having us here today and
[03:13:20] executive director Metruck. As Dave
[03:13:22] mentioned, phase two was our concept and
[03:13:24] development models phase during which we
[03:13:26] defined market attributes and completed a
[03:13:29] site analysis and developed concept
[03:13:31] models, operational models and evaluated
[03:13:33] financial models. These activities yielded
[03:13:36] four concept models and a pro forma
[03:13:38] operating projections, which my colleague
[03:13:41] Susanna will talk about here in a few
[03:13:42] minutes. But first, I want to talk about
[03:13:44] the site evaluations portion of phase two.
[03:13:47] Next slide, please. So an important note
[03:13:50] here is the objective of the site
[03:13:53] evaluation exercise was not to identify a
[03:13:56] single site, nor to decide where the
[03:13:58] facility would be located following the
[03:14:00] study, but rather to answer two important
[03:14:03] questions which were are there compatible
[03:14:06] sites to support an international public
[03:14:08] market in the study area? And number two,
[03:14:11] which of the identified sites is most
[03:14:13] compatible with the concept models in

[03:14:15] development. So the matrix you see on the
[03:14:19] screen shows the top 13 sites of 31
[03:14:22] submissions that were received by our
[03:14:24] consultant for consideration.
[03:14:27] Submissions could include vacant land,
[03:14:29] developable parcels or existing
[03:14:31] structures. So these sites were evaluated
[03:14:36] and ranked on a number of qualitative and
[03:14:38] quantitative critical criteria, some of
[03:14:39] which you see listed on the left hand side
[03:14:42] of your screen. And as you can see at the
[03:14:44] top, the best possible score was a 25 and
[03:14:47] the lowest possible score was a 75.
[03:14:50] You'll see that all three cities under
[03:14:52] consideration had sites with scores under
[03:14:55] 40 in the top five rankings, with Tukwilla
[03:14:59] holding the top two spots, followed by
[03:15:01] Sea-Tac and Burien.
[03:15:03] Again, just want to mention that this
[03:15:06] analysis was not meant to decide which
[03:15:08] site or sites would be developed after the
[03:15:10] study, but yet rather gave us more refined
[03:15:13] information to proceed onto the concept
[03:15:15] development stage to help inform sizing
[03:15:18] and design. Susanna,
[03:15:21] thank you. And next slide please.
[03:15:26] So before diving right into this model a,
[03:15:29] I'd like to give a bit of background
[03:15:30] across all four of the that you will be
[03:15:32] seeing. They are sort of combined
[03:15:35] programmatic, operational, architectural
[03:15:36] and financial models and to keep this
[03:15:40] moving quickly, I'll just share what they
[03:15:42] all have in common. Programmatically,
[03:15:44] they will have some amount of anchor food
[03:15:46] or retail space as well as pop up and
[03:15:49] flexible food and retail space. These will
[03:15:52] be supported by kitchen and cold dry
[03:15:55] storage spaces that would be shared
[03:15:57] amongst all the vendors. Each will have
[03:15:59] some form of event gathering or community
[03:16:01] space and as previously stated, there will
[03:16:03] be some expectation of sufficient transit,
[03:16:05] parking and safety considerations. The
[03:16:08] differences will be articulated as we
[03:16:10] review each model. And I would also like
[03:16:12] to note that you will see a wide range of
[03:16:15] costs across these models in terms of
[03:16:18] their upfront investment and development
[03:16:19] costs. There will also be very distinct
[03:16:21] financial sustainability and operating.
[03:16:25] So here we have Model A. This is a solo
[03:16:29] investment. It is distinguished by really
[03:16:34] one of these government entities leading
[03:16:37] it as a project having all of the features
[03:16:39] stated above, plus some additional office
[03:16:42] spaces for the operations of the building
[03:16:45] coming in at \$53.7 million for 114
[03:16:49] sqft. Next slide please.
[03:16:53] Model B has all of these spaces, as noted
[03:16:57] in Model A, that it is a partner with
[03:17:01] not only the full market program, but also
[03:17:04] some additional to be determined partner

[03:17:07] spaces, which are the orange floor plans
[03:17:10] on the lower left of the diagram.
[03:17:13] And certainly if there were to be a
[03:17:15] partner site partner would be determined
[03:17:18] through some process in the future and
[03:17:21] this would allow for significantly
[03:17:24] expanded usage of the site,
[03:17:28] also determined by the community
[03:17:30] engagement process where numerous
[03:17:33] community members indicated that in
[03:17:34] addition to a market, they would love to
[03:17:35] see it coupled with things such as
[03:17:37] childcare, retail, office, et cetera.
[03:17:40] Total development cost of model B \$112
[03:17:43] million for 181,000 sqft,
[03:17:46] so it is both higher cost and physically
[03:17:49] larger, with more options than model A.
[03:17:51] Next slide please. Model C is
[03:17:55] a very simplified architectural structure.
[03:17:58] It contains smaller amounts of all of the
[03:18:00] programming listed prior. It does not
[03:18:02] include office space and it is
[03:18:05] distinguished by a large, flexible,
[03:18:09] event gathering, pop up, et cetera, type
[03:18:11] of space. With the simplified structure
[03:18:14] and simplified programming and site
[03:18:15] features, it is a development cost of \$44
[03:18:18] million for 78,000 sqft. So it is
[03:18:22] physically smaller and has
[03:18:27] fewer retail activities going on within
[03:18:29] it, but the same ones that were proposed
[03:18:30] previously. Next slide, please.
[03:18:33] Model D is similar to Model C and that is
[03:18:39] somewhat the limited programming,
[03:18:42] although it does have all of the primary
[03:18:43] market features. But this would be taking
[03:18:46] place in some existing facility. So the
[03:18:50] floor plan diagram is a bit of a misnomer
[03:18:53] because this could potentially be in any
[03:18:55] shaped building large enough to
[03:18:58] accommodate the necessary program
[03:18:59] features. This existing model comes in at
[03:19:02] \$28.5 million for 37,000 sqft,
[03:19:06] so it is projected to be significantly
[03:19:08] smaller in footprint than other models.
[03:19:11] Next slide, please. And so
[03:19:15] here we compare the models side by side
[03:19:19] and I'd like to direct the focus to the
[03:19:21] profit and loss breakeven budgets across
[03:19:23] the models. Is it
[03:19:26] all right to speak over the train? Okay,
[03:19:30] I wasn't sure if it would register for the
[03:19:32] online viewers. So the two
[03:19:35] models in this comparison that
[03:19:39] break even are actually the two highest
[03:19:41] cost models. Model A, the solo full
[03:19:45] market program, and the Model B, the
[03:19:46] partner market program market or model a,
[03:19:50] is projected to break even in year four.
[03:19:52] So there are several years up front of
[03:19:53] startup cost when then it hits break even.
[03:19:56] And how's potential profit after that?
[03:19:59] Model B is actually expected to break even

[03:20:02] all years, so right away and profit is
[03:20:05] possible at all years. So while carrying
[03:20:07] the highest price tag, it also has the
[03:20:09] greatest opportunity for financial
[03:20:11] sustainability. That said, it also
[03:20:13] requires quite intricate partnership to be
[03:20:17] determined future model C and Model D.
[03:20:20] The projections indicate that despite
[03:20:22] their lower upfront investment costs would
[03:20:23] require ongoing investment and would be
[03:20:26] dependent on higher utilization of
[03:20:30] the footprint to achieve its baseline
[03:20:32] stability. So I would like to emphasize
[03:20:35] that we do not currently sit with a
[03:20:38] preference for any one of these models in
[03:20:42] different scenarios. Each of them could be
[03:20:45] viable or could be the best option.
[03:20:48] More research and development would be
[03:20:52] required to make a recommendation, but
[03:20:54] there are distinct differences between
[03:20:56] these four and I'll now pass it back to
[03:20:58] Dave, I believe. Next slide, please.
[03:21:03] So given the number of sites and buildings
[03:21:07] identified in the feasibility stone, it's
[03:21:09] going to take us a while along with our
[03:21:11] stakeholders to determine which site and
[03:21:13] market option is most feasible. So you've
[03:21:15] got like three cities, you've got four
[03:21:17] different models, and you've got multitude
[03:21:19] of sites. So if you do the math, you know,
[03:21:21] you could have 60 different options that
[03:21:23] the cities might consider. What we also
[03:21:27] know is the cost of developing is beyond
[03:21:29] our individual capacity and I think also
[03:21:31] our partners. So this is going to take a
[03:21:34] team approach and a variety of funding
[03:21:37] sources to develop a marketplace. While we
[03:21:40] can help fund the project, we would
[03:21:44] probably most likely have to tie our
[03:21:46] support to a marketplace that supports and
[03:21:49] drives tourism per our state statutes.
[03:21:53] What I'd like to do is turn it back over
[03:21:54] to Ashton to talk about aye. conditions or
[03:21:57] financial context and finish up. Thank
[03:21:59] you. Thank you, Dave. Well, in contrast to
[03:22:02] the port, and perhaps complimentary, in
[03:22:04] this case, the county has flexibility to
[03:22:07] fund different types of projects that
[03:22:11] demonstrate public benefit. But in this
[03:22:12] case, our most flexible funding sources
[03:22:16] are currently constrained, as you may
[03:22:17] know. So we want to be certain that
[03:22:21] we are using the source that makes the
[03:22:23] most sense, or sources in this case, and
[03:22:25] those are complementary with the port.
[03:22:28] So we agreed from the beginning and
[03:22:30] signaled to the cities and advisory
[03:22:32] council that the city that is chosen or
[03:22:37] kind of self identifies to host the
[03:22:39] marketplace should be able to offer some
[03:22:41] type of financing support for the overall
[03:22:44] project. Next slide, please.
[03:22:49] So this is a breakdown of our high level

[03:22:50] next steps. So later this month, we,
[03:22:54] and next month, actually, we will be
[03:22:55] briefing each of these city councils on
[03:22:57] the study, as well as asking the cities to
[03:23:01] determine which site and market model
[03:23:03] works best for them. And from that point,
[03:23:05] the port and county will discuss options
[03:23:08] with those interested cities and kind of
[03:23:10] land on a single commitment from one
[03:23:12] cities, one city. I'm sorry. So that
[03:23:16] decision will obviously dictate the
[03:23:18] funding and support from the other
[03:23:19] partners, the port and county,
[03:23:22] obviously, and then we will move forward
[03:23:25] from there. I think
[03:23:29] that concludes our presentation, and we'll
[03:23:31] be happy to answer any questions you might
[03:23:32] have. Thank you so much for the
[03:23:35] presentation. Both Commissioner Hasegawa
[03:23:37] and I were saying that we've received this
[03:23:39] presentation recently, but still have
[03:23:40] questions that come up for us.
[03:23:45] First of all, I want to say thank you to
[03:23:47] our King county partners for joining us in
[03:23:50] this effort and also Director
[03:23:54] McFadden for taking this on. I think it
[03:23:56] was really just like a unique sort of idea
[03:23:58] when we initially decided that maybe we
[03:24:01] should study this and see what is
[03:24:04] possible. And I just really appreciate the
[03:24:06] thought that has went into this and making
[03:24:08] sure that this report was finalized.
[03:24:11] And I also really appreciated the advisory
[03:24:14] committee and co chairing. It was really
[03:24:16] helpful to just hear the public's opinions
[03:24:19] and thinking on what they wanted to see
[03:24:21] for their community. And you guys engaged
[03:24:24] the advisory committee throughout the
[03:24:26] whole time, which was just a beautiful
[03:24:28] process to witness.
[03:24:33] We're at the end of it, but I think the
[03:24:35] excitement's starts now to see who is
[03:24:37] going to be the city or the entity that
[03:24:40] puts their hand up and says, we want to
[03:24:42] take this on. And so I'm curious to see
[03:24:46] what happens next. I wanted to check in
[03:24:49] on the angle lake site.
[03:24:53] So that's the actual parking lot of where
[03:24:57] the sound, the light rail is, correct.
[03:25:00] I believe it's the parking lot across from
[03:25:03] the park itself. From the park
[03:25:07] itself, yeah. And I can. And I could
[03:25:08] provide a more detailed map from our
[03:25:10] consultants too, if that helps. So is
[03:25:14] that like across from. There's the light
[03:25:16] rail station, there's the actual park. So
[03:25:19] it's somewhere in between there? Yes, I
[03:25:22] believe it's from where the angle Lake
[03:25:24] park is. I believe it's across from that.
[03:25:28] The park itself. It's across the street
[03:25:30] from it. But I will have. Our consultants
[03:25:33] did a lot of this research and they have a
[03:25:35] more detailed, like, parcel layout of it.

[03:25:38] And we can report back to you on that if
[03:25:40] you'd like. Yeah, I would like that. And
[03:25:42] then just knowing, like, how did the city
[03:25:44] react to that? Like, how do these cities
[03:25:46] react to, you know, including them as
[03:25:50] potential site locations? Can I just. Go
[03:25:53] ahead, you start. Well, they were, the
[03:25:55] economic development team from Sea-Tac,
[03:25:58] Burien and Tukwilla were actively engaged
[03:26:00] in this process and actually provided our
[03:26:02] consultants and us guided tours of these
[03:26:05] sites. And so they had come up with these
[03:26:07] identified parcels as well as gleaning
[03:26:10] from the survey that was also produced and
[03:26:13] culminated along list of potential sites.
[03:26:15] So I hope that answers some of your
[03:26:17] questions about how the sites were
[03:26:19] identified and the level of engagement the
[03:26:21] city partners had. Yeah, thank you. That
[03:26:24] would be helpful. Commissioner has. All
[03:26:27] right, so this is really exciting to me.
[03:26:29] I mean, it tells me that there's. It
[03:26:31] definitely could happen, but we absolutely
[03:26:33] need a local champion. And, you know,
[03:26:36] start is. I'm sorry, not start. The JAC
[03:26:39] might be an appropriate place to also
[03:26:41] provide this presentation. Maybe the
[03:26:43] Highline forum or maybe just in one off
[03:26:45] conversation conversations with the cities
[03:26:47] or their representatives. But I want to
[03:26:50] echo and emphasize what President Mohammed
[03:26:54] mentioned about Angle Lake parking lot, I
[03:26:56] mean, I think about folks getting off of
[03:26:59] the light rail from the airport or from,
[03:27:02] you know, anywhere and just being able to
[03:27:05] walk right into this amazing market. I
[03:27:09] also get excited thinking about that as
[03:27:12] like a small business hub. And it
[03:27:16] for me dovetails with another
[03:27:18] presentation. We just received an equity
[03:27:20] workforce development committee around the
[03:27:23] prospect of having a brick and mortar
[03:27:25] childcare facility either at or nearby
[03:27:29] along the commute line for sea employees.
[03:27:34] That would be easy. And so I wonder about
[03:27:36] the potential space opportunities,
[03:27:37] opportunities there.
[03:27:41] And, you know, right off of light rail
[03:27:44] station would be ideal for that as well.
[03:27:47] So that's a separate conversation. But how
[03:27:50] exciting if it could be a related
[03:27:51] conversation, I think we want to know,
[03:27:55] and as a follow up to this, what are,
[03:27:58] what these cities are saying,
[03:28:00] specifically Tukwilla, Sea-Tac and Burien as
[03:28:03] particular potential sites for a market.
[03:28:05] And there's so much,
[03:28:09] there's so much already in the mix in
[03:28:11] conversation with Sea-Tac, in particular
[03:28:14] around economic development and shared
[03:28:16] opportunities. I really wonder
[03:28:20] what might be able to happen out of Jac.
[03:28:23] So, yeah, I'm staying tuned.

[03:28:26] Congratulations, including to
[03:28:29] President Mohammed, who had the vision for
[03:28:31] this, and all of you who have put in so
[03:28:33] many hours, because I think this could be
[03:28:36] just a really wonderful thing for
[03:28:38] community members to enjoy. Thank you,
[03:28:41] Commissioner Hasegawa. I did. McFadden. I
[03:28:44] wanted to ask, Director McFadden, the
[03:28:47] Maritime Innovation center. Yes. There's
[03:28:50] obviously like a clear nexus why we did
[03:28:52] that to our RCW and how it's written.
[03:28:57] I do wonder if there, for this
[03:28:59] international market, is there a nexus
[03:29:02] that could be made with tourism and the
[03:29:05] airport in particular, if the angle lake
[03:29:08] site ended up being the site that maybe
[03:29:12] the City of Sea-Tac went after. Do you see
[03:29:15] a partnership or am I now stepping into
[03:29:18] Pete Rommel? Well, I can answer
[03:29:24] the question the way I heard it answered.
[03:29:26] Okay. Which is the closer it is to the
[03:29:29] airport, the easier it is to make the
[03:29:32] argument that it will attract travelers
[03:29:34] and tourists. So the answer would be yes.
[03:29:36] If it's in that angle lake area or close
[03:29:39] proximate to the airport, I think we can
[03:29:42] make a case that if they build it, that
[03:29:45] there will be visitors and travelers from
[03:29:47] the airport that go there. Yeah. And I
[03:29:50] wonder, with some of the stamp projects
[03:29:53] that are happening, there are some
[03:29:56] opportunities for economic development
[03:29:58] that's included in that. I do wonder if
[03:30:00] there's some overlap in that,
[03:30:04] but kind of getting ahead of myself on
[03:30:06] that one. Yeah, I think this is exciting.
[03:30:10] I do look forward to us being, being able
[03:30:13] to engage the cities. Are you all going to
[03:30:16] do some sort of public information
[03:30:19] session? I have gotten, a lot of community
[03:30:23] members have reached out to me who are
[03:30:25] interested in, were interested in
[03:30:27] receiving the report and especially like
[03:30:30] the potential sites. And so I don't know
[03:30:33] if there going to be a virtual meeting or
[03:30:35] something that's going to happen. I think
[03:30:38] I'd like to work with external relations
[03:30:41] on those details we have posted. We've
[03:30:44] sent out and distributed the site to
[03:30:45] anybody that was on our advisory committee
[03:30:47] or a stakeholder that showed interest.
[03:30:49] We've got it on our website. Our first
[03:30:53] priority is to go brief the councils. As
[03:30:55] we mentioned, that's going to take June
[03:30:57] and July. After that, I think we're open
[03:31:00] to have an open house,
[03:31:03] whatever may make sense at that point in
[03:31:05] time. Yeah, yeah. And I think even just
[03:31:07] flagging when you guys are doing those
[03:31:09] presentations in those different cities,
[03:31:11] so if the public wants to attend one of
[03:31:13] those specifically, they're from that
[03:31:15] community, I think that would be a good

[03:31:16] idea. Yeah. Well, thank you again for the
[03:31:19] presentation. Oh, Commissioner Felleman,
[03:31:24] he actually did after all. Of course.
[03:31:26] Yeah. I stayed on listening and it was
[03:31:29] very interesting. I know that this was a
[03:31:31] near and dear project for President
[03:31:33] Muhammad, so I was very much interested
[03:31:35] in, sorry for having to do it in transit.
[03:31:37] And I arrived just in time for seeing
[03:31:39] Stephanie mine be part of the sustainable
[03:31:42] aviation committee. But I just wanted to
[03:31:43] offer up the Highland Forum as
[03:31:47] a great, I think as a great entity and,
[03:31:50] you know, a chair of that. And I think
[03:31:54] it's the right communities that would be
[03:31:57] interested in getting a full presentation.
[03:31:59] So if you wanted to do a repeat
[03:32:01] performance for the Highline forum, I
[03:32:03] would love to try to schedule it. Great.
[03:32:06] Thank you, Commissioner Felleman, for
[03:32:08] offering that. I agree. I think that would
[03:32:10] be a good place to catch all those elected
[03:32:11] officials at once. Great.
[03:32:15] Thank you again for the presentation. I
[03:32:17] want to thank King county again for being
[03:32:18] here and council member Dave up to Grove,
[03:32:21] who also champion this item as well. And
[03:32:23] so thank you all for the presentation.
[03:32:27] Thank you, moving us along.
[03:32:31] Well, this concludes our business meeting
[03:32:33] agenda for the day. Are there any closing
[03:32:36] comments at this time or motions related
[03:32:39] to committee referrals from commissioners?
[03:32:43] Commissioner Hasegawa,
[03:32:48] last Friday we had a visit from
[03:32:52] President Joe Biden through our gateway,
[03:32:54] and I had the honor of getting to greet
[03:32:57] aye. on the tarmac and watch Air Force one
[03:32:59] come in alongside Governor Inslee,
[03:33:02] executive Constantine and Mayor Harrell,
[03:33:05] and shake aye. hand, introduce myself and
[03:33:09] thank aye. for what he's doing with the FAA
[03:33:11] authorization bill. And, yeah, it was an
[03:33:15] amazing life experience. And thank you so
[03:33:18] much for the opportunity to do that. And,
[03:33:22] yeah, it made me really proud,
[03:33:25] really proud to be able to step into that,
[03:33:28] that role in that space. It was a
[03:33:31] responsibility and was a privilege. Thank
[03:33:32] you very much. And I
[03:33:36] also wanted to wish everybody a very happy
[03:33:39] Asian American Native Hawaiian Pacific
[03:33:41] Islander Heritage Month. There are so
[03:33:45] many stories from so many people from over
[03:33:49] 40 countries, I think 48 different
[03:33:52] countries across the world, across Asia
[03:33:54] and the Pacific. I think I
[03:33:59] look forward to participating in a number
[03:34:00] of panels that are happening over the
[03:34:02] lunch hour over the next two weeks. Thank
[03:34:04] you for happy, for coordinating some of
[03:34:07] those, and I look forward to
[03:34:09] participating. Thank you, Commissioner

[03:34:12] Hasegawa, for those comments. I also just
[03:34:15] wanted to quickly share, we've been
[03:34:17] hosting Budget 101 sessions
[03:34:21] in the public recently. We've held two of
[03:34:23] those in, one of them at table
[03:34:27] 100 and then the other one at El Centro
[03:34:30] Delight Raza, and we're holding our last
[03:34:32] budget 101 at Green River College
[03:34:37] on the 16th. That's this Thursday at
[03:34:41] 06:00 p.m. And I encourage the public to
[03:34:43] participate. It's a great way to
[03:34:45] understand how the port's budget works and
[03:34:47] also to learn about the South King County
[03:34:49] Impact fund. And so for anyone in the
[03:34:51] public who's interested in participating
[03:34:53] in that, I would encourage you to attend.
[03:34:56] That concludes my comments. Executive
[03:34:58] Director Metruck, do you have any closing
[03:35:00] comments for the day? No, President
[03:35:03] Muhammad, I don't. I see Commissioner
[03:35:05] Felleman just popped up on the screen here.
[03:35:07] I didn't know if he had something, but I
[03:35:09] do not have any additional comments. I
[03:35:11] thank for the commissioner's attention on
[03:35:13] the items and the action that we took
[03:35:15] today. I really appreciate that. And
[03:35:17] thanks for your feedback on those other
[03:35:18] issues that we presented today as well.
[03:35:19] Thank you. Thank you, Director Metruck.
[03:35:23] Commissioner Felleman,
[03:35:25] I just wanted to note that I meant to say
[03:35:28] during the awards, I would like very much,
[03:35:31] I've been interested in looking at our
[03:35:33] responsible traveler program and the
[03:35:35] ability to look at staff as well as
[03:35:37] programs that directly benefit the
[03:35:39] community surrounding the airport. And I'd
[03:35:42] like to see if we can explore queues, see
[03:35:45] what other flexibility it might provide
[03:35:48] for, for our responsible traveler program.
[03:35:50] So I appreciate Alaska being recognized
[03:35:52] for it, but it's exactly the kind of thing
[03:35:54] that I was hoping to explore and ask
[03:35:58] that we put some attention to that. But
[03:36:00] anyway, thank you again. I'm going to go
[03:36:02] catch Stephanie so I can sign off without
[03:36:05] ruining your quorum. Right. Thank you.
[03:36:08] So I just wanted to make a quick note for
[03:36:11] the record. Commissioner Ryan Calkins was
[03:36:14] absent today for today's meeting, but he
[03:36:17] was excused. And so I just want to make
[03:36:19] sure that we note that for the record.
[03:36:22] So hearing no further comments and having
[03:36:24] no further business, if there is no
[03:36:26] objections, we are adjourned. And the time
[03:36:28] is now. 03:47 p.m. Thank you all.

END OF TRANSCRIPT