

START OF TRANSCRIPT

[00:00:30] THIS IS COMMISSION PRESIDENT  
[00:00:31] HAMDI MOHAMMED CONVENING THE  
[00:00:33] REGULAR MEETING OF JUNE 11,  
[00:00:35] 2024. THE TIME IS NOW 10:30 A.M.  
[00:00:39] WE'RE MEETING IN PERSON TODAY AT  
[00:00:41] THE PORT OF SEATTLE HEADQUARTERS  
[00:00:43] BUILDING, COMMISSION CHAMBERS,  
[00:00:45] AND VIRTUALLY VIA MICROSOFT  
[00:00:46] TEAMS. PRESENT WITH ME TODAY ARE  
[00:00:49] COMMISSIONERS CALKINS, CHO,  
[00:00:51] FELLEMAN, AND HASEGAWA, WHO ARE  
[00:00:53] CURRENTLY GATHERED IN THE  
[00:00:54] EXECUTIVE SESSION ROOM AWAITING  
[00:00:56] THE OPENING OF THE PUBLIC  
[00:00:58] MEETING. WE'LL NOW RECESS INTO  
[00:01:00] THE EXECUTIVE SESSION TO DISCUSS  
[00:01:02] TWO ITEMS REGARDING LITIGATION,  
[00:01:05] POTENTIAL LITIGATION,  
[00:01:07] LITIGATION OR LEGAL RISK PER RCW  
[00:01:10] 4231. TEN SECTION ONE  
[00:01:14] I. THE SESSION IS EXPECTED TO  
[00:01:16] LAST FOR ABOUT 35 MINUTES AND  
[00:01:19] WILL RECONVENE INTO PUBLIC  
[00:01:20] SESSION AT 12:00 P.M. THANK YOU  
[00:01:23] ALL FOR YOUR TIME. THANK YOU.  
[00:01:27] WE ARE IN RECESS.  
[00:01:34] GOOD AFTERNOON, EVERYONE. THIS  
[00:01:35] IS COMMISSION PRESIDENT HAMDI  
[00:01:37] MOHAMMED, RECONVENING THE  
[00:01:38] REGULAR MEETING OF JUNE 11,  
[00:01:41] 2024. THE TIME IS NOW 1202.  
[00:01:46] WE'RE MEETING IN PERSON TODAY AT  
[00:01:48] THE PORT OF SEATTLE HEADQUARTER  
[00:01:49] BUILDING, COMMISSION CHAMBERS,  
[00:01:51] AND VIRTUALLY VIA MICROSOFT  
[00:01:53] TEAMS. CLERK HART, PLEASE CALL  
[00:01:56] THE ROLE OF ALL COMMISSIONERS IN  
[00:01:57] ATTENDANCE.  
[00:02:01] THANK YOU. MADAM COMMISSION  
[00:02:02] PRESIDENT, BEGINNING WITH  
[00:02:03] COMMISSIONER CALKINS HERE.  
[00:02:05] THANK YOU. COMMISSIONER CHO  
[00:02:07] PRESENT. THANK YOU.  
[00:02:08] COMMISSIONER FELLEMAN. PRESENT.  
[00:02:10] THANK YOU. COMMISSIONER  
[00:02:11] HASEGAWA. PRESENT. THANK YOU.  
[00:02:13] AND COMMISSIONER MOHAMMED.  
[00:02:14] PRESENT. THANK YOU. WE DO HAVE A  
[00:02:16] FULL QUORUM ESTABLISHED HERE  
[00:02:17] TODAY. WONDERFUL. A FEW  
[00:02:19] HOUSEKEEPING ITEMS BEFORE WE  
[00:02:21] BEGIN. FOR EVERYONE IN THE  
[00:02:23] MEETING ROOM, PLEASE TURN YOUR  
[00:02:25] CELL PHONES TOO SILENT FOR  
[00:02:27] ANYONE PARTICIPATING ON  
[00:02:28] MICROSOFT TEAMS. PLEASE MUTE  
[00:02:30] YOUR SPEAKERS WHEN NOT ACTIVELY  
[00:02:33] SPEAKING OR PRESENTING. PLEASE  
[00:02:36] KEEP YOUR CAMERAS OFF UNLESS YOU  
[00:02:38] ARE A MEMBER OF THE COMMISSION  
[00:02:39] OR THE EXECUTIVE DIRECTOR

[00:02:41] PARTICIPATING VIRTUALLY OR YOU  
[00:02:44] ARE A MEMBER. I JUST WANT YOU TO  
[02:46:35] SEE WHAT SHE LOOKS LIKE. HER  
[02:48:85] HAIR. YES. HANG ON.  
[02:53:77] WOW. SOME PEOPLE GET UGLY. SO WE  
[02:58:10] NEED THE HOT MIC TURNED OFF FOR  
[00:03:07] PLEASE KEEP YOUR CAMERAS OFF  
[00:03:08] UNLESS YOU ARE A MEMBER OF THE  
[00:03:10] COMMISSION OR THE EXECUTIVE  
[00:03:12] DIRECTOR PARTICIPATING  
[00:03:13] VIRTUALLY, OR YOU ARE A MEMBER  
[00:03:16] OF THE STAFF IN PRESENTATION AND  
[00:03:18] ARE ACTIVELY ADDRESSING THE  
[00:03:20] COMMISSION. MEMBERS OF THE  
[00:03:21] PUBLIC ADDRESSING THE COMMISSION  
[00:03:23] DURING PUBLIC COMMENT MAY TURN  
[00:03:24] ON THEIR CAMERAS WHEN THEY ARE  
[00:03:27] NAMED TO SPEAK, AND WE'LL TURN  
[00:03:30] THEM BACK OFF AGAIN AT THE  
[00:03:31] CONCLUSION OF THEIR REMARKS.  
[00:03:33] FOR ANYONE AT THE DAIS TODAY,  
[00:03:35] PLEASE TURN OFF THESE SPEAKERS  
[00:03:37] ON ANY COMPUTER OR SILENCE YOUR  
[00:03:39] DEVICES. PLEASE ALSO REMEMBER TO  
[00:03:42] ADDRESS YOUR REQUEST TO BE  
[00:03:43] RECOGNIZED, TO SPEAK THROUGH THE  
[00:03:45] CHAIR, AND PLEASE WAIT TO SPEAK  
[00:03:47] UNTIL YOU HAVE BEEN RECOGNIZED.  
[00:03:48] YOU'LL TURN YOUR MICROPHONES ON  
[00:03:50] AND OFF AS NEEDED. ALL OF THESE  
[00:03:52] ITEMS NOTED HERE WILL ENSURE  
[00:03:54] THAT WE HAVE A SMOOTHER MEETING.  
[00:03:56] THANK YOU ALL. ALL VOTES TODAY  
[00:03:59] WILL BE TAKEN BY THE ROLL CALL  
[00:04:00] METHOD SO IT IS CLEAR FOR ANYONE  
[00:04:03] PARTICIPATING, VIRTUALLY HOW  
[00:04:05] VOTES ARE CASTED. COMMISSIONERS  
[00:04:07] WILL SAY AYE OR NAY WHEN THEIR  
[00:04:08] NAMES ARE CALLED. WITH THAT  
[00:04:12] SAID, WE ARE MEETING TODAY ON  
[00:04:13] THE ANCESTRAL LANDS AND WATERS  
[00:04:15] OF THE COAST SALISH PEOPLE WHOM  
[00:04:17] WE SHARE A COMMITMENT TO STEWARD  
[00:04:19] THESE NATURAL RESOURCES FOR  
[00:04:21] FUTURE GENERATIONS.  
[00:04:25] THIS MEETING IS BEING DIGITALLY  
[00:04:27] RECORDED AND MAY BE VIEWED OR  
[00:04:29] HEARD AT ANY TIME ON THE PORT'S  
[00:04:31] WEBSITE OR MAY BE REBROADCASTED  
[00:04:33] BY KING COUNTY TELEVISION. NOW  
[00:04:35] PLEASE STAND AND JOIN ME FOR THE  
[00:04:36] PLEDGE OF ALLEGIANCE TO  
[00:04:42] THE FLAG OF THE UNITED STATES OF  
[00:04:44] AMERICA AND TO THE REPUBLIC FOR  
[00:04:46] WHICH IT STANDS, ONE NATION  
[00:04:49] UNDER GOD, INDIVISIBLE, WITH  
[00:04:51] LIBERTY AND JUSTICE. FOR ALL  
[00:04:57] YOU ALL SO MUCH. THE FIRST ITEM  
[00:05:00] OF BUSINESS TODAY IS THE  
[00:05:01] APPROVAL OF THE AGENDA. AS A

[00:05:04] REMINDER, IF A COMMISSIONER  
[00:05:05] WISHES TO MAKE A GENERAL COMMENT  
[00:05:07] FOR OR AGAINST AN ITEM ON THE  
[00:05:09] CONSENT AGENDA, IT IS NOT  
[00:05:11] NECESSARY TO POOL THE ITEM FROM  
[00:05:13] THE CONSENT AGENDA. RATHER, A  
[00:05:16] COMMISSIONER MAY OFFER  
[00:05:17] SUPPORTING OR OPPOSING COMMENTS  
[00:05:19] LATER IN THE MEETING ONCE WE GET  
[00:05:21] TO THAT PART OF THE AGENDA,  
[00:05:23] THESE COMMENTS ARE IN ORDER.  
[00:05:25] ONCE THE MOTION IS APPROVED AND  
[00:05:27] THE CONSENT AGENDA HAS BEEN  
[00:05:28] MADE, HOWEVER, IT IS APPROPRIATE  
[00:05:30] AT THIS TIME IF A COMMISSIONER  
[00:05:32] WANTS TO ASK A QUESTION OF STAFF  
[00:05:34] OR WISHES TO HAVE A DIALOGUE ON  
[00:05:36] A CONSENT AGENDA ITEM TO REQUEST  
[00:05:38] THE ITEM BE PULLED FOR A  
[00:05:39] SEPARATE DISCUSSION.  
[00:05:42] COMMISSIONERS, ARE THERE ANY  
[00:05:43] ITEMS TO BE PULLED FROM THE  
[00:05:45] CONSENT AGENDA OR MOTIONS TO  
[00:05:46] REARRANGE THE ORDER OF THE DAY  
[00:05:52] HEARING? NONE. COMMISSIONERS,  
[00:05:53] THE QUESTION IS NOW ON APPROVAL  
[00:05:55] OF THE AGENDA. IS THERE A MOTION  
[00:05:56] TO APPROVE THE AGENDA AS  
[00:05:58] PRESENTED? SO MOVED. THANK YOU.  
[00:06:01] GREAT. THE MOTION HAS BEEN MADE  
[00:06:04] AND SECONDED. IS THERE ANY  
[00:06:05] OBJECTIONS TO APPROVING THE  
[00:06:06] AGENDA AS PRESENTED?  
[00:06:09] HEARING? NONE. THE AGENDA IS  
[00:06:11] APPROVED AS PRESENTED. THANK YOU  
[00:06:14] ALL. THE NEXT ITEM IS SPECIAL  
[00:06:16] ORDERS OF THE DAY, AND WE DO NOT  
[00:06:18] HAVE ANY SPECIAL ORDER FOR  
[00:06:20] TODAY. NEXT ON OUR AGENDA IS THE  
[00:06:22] EXECUTIVE DIRECTORS REPORT.  
[00:06:24] EXECUTIVE DIRECTOR METRUCK, YOU  
[00:06:25] HAVE THE FLOOR. GOOD AFTERNOON,  
[00:06:28] COMMISSIONERS. IT'S GREAT TO BE  
[00:06:30] BACK IN SEATTLE AFTER A  
[00:06:31] RELATIVELY SHORT TRIP TO  
[00:06:32] AUSTRALIA AT THE END OF LAST  
[00:06:34] MONTH IN SUPPORT OF THE ASPEN  
[00:06:36] INSTITUTE PROGRAM ON ENERGY AND  
[00:06:37] SECURITY. I APPRECIATE DEPUTY  
[00:06:40] EXECUTIVE DIRECTOR KAREN GOON  
[00:06:41] FOR STEPPING IN FOR ME AT THE  
[00:06:43] LAST COMMISSION MEETING, WHICH I  
[00:06:44] WAS SORRY TO MISS. HOWEVER,  
[00:06:47] IT'S ALWAYS GOOD TO LEARN NEW  
[00:06:48] INFORMATION THAT CAN INFORM OUR  
[00:06:50] I'M PLEASED TO REPORT THAT OUR  
[00:06:52] SHARE THAT OUR PORT'S  
[00:06:53] DECARBONIZATION. I WAS PLEASED  
[00:06:56] TO SHARE AT THIS WORK OUR  
[00:06:58] DECARBONIZATION WORK AND  
[00:06:59] EMPHASIZE WHERE WE NEED FEDERAL  
[00:07:00] SUPPORT TO INCREASE ACCESS TO  
[00:07:02] THE SUSTAINABLE FUELS OF THE

[00:07:04] FUTURE. THIS IS OUR FIRST  
[00:07:06] MEETING OF JUNE, WHICH MEANS WE  
[00:07:07] ARE UNDERWAY WITH THE BUSY  
[00:07:09] SUMMER TRAVEL SEASON. NOW I WANT  
[00:07:11] TO SHARE A FEW METRICS THAT  
[00:07:12] WE'LL PUT INTO CONTEXT THE  
[00:07:14] DEMAND AT OUR AIRPORT RIGHT NOW.  
[00:07:15] THERE'S NO PUN THERE WITH THE  
[00:07:17] LAST NAME. DURING OUR FOUR DAY  
[00:07:20] MEMORIAL DAY TRAVEL PERIOD LAST  
[00:07:22] MONTH, TSA SCREENED  
[00:07:23] APPROXIMATELY 224,000 PEOPLE A  
[00:07:26] YEAR OVER YEAR INCREASE OF 9%,  
[00:07:29] AND WE CONTINUE TO WELCOME NEW  
[00:07:31] SERVICES AT SEA. ON MAY 31, THE  
[00:07:34] AIRPORT WELCOMED LUFTHANSA'S NEW  
[00:07:36] SERVICE TO MUNICH, GERMANY, THE  
[00:07:38] CAPITAL OF BAVARIA AND A LEADING  
[00:07:40] BUSINESS AND CULTURAL CENTER FOR  
[00:07:41] EUROPE. ON JUNE 6, OUR AIRPORT  
[00:07:44] WELCOMED DELTA AIRLINES FIRST  
[00:07:45] NONSTOP FLIGHT TO TAIPEI,  
[00:07:47] MAKING IT THE SECOND AIRLINE TO  
[00:07:48] SERVE THIS DYNAMIC DESTINATION.  
[00:07:50] THANK YOU TO COMMISSIONER  
[00:07:51] HASEGAWA FOR REPRESENTING THE  
[00:07:53] PORT AT THE CELEBRATION EVENT.  
[00:07:55] DELTA'S FLIGHT TO TAIPEI IS THE  
[00:07:56] FOURTH NEW INTERNATIONAL SERVICE  
[00:07:58] TO BEGIN IN 2024. SEA NOW OFFERS  
[00:08:01] 51 SERVICES TO 33 INTERNATIONAL  
[00:08:03] DESTINATIONS ON 25 DIFFERENT  
[00:08:05] AIRLINES. THESE NEW SERVICES ARE  
[00:08:08] VERY WELCOME SINCE INTERNATIONAL  
[00:08:09] AIR TRAVEL RECOVERY HAS BEEN  
[00:08:11] SLOWER TO MATERIALIZE THAN OUR  
[00:08:13] DOMESTIC SERVICE AND SO IT'S  
[00:08:15] VERY WELCOMED. THESE NEW  
[00:08:17] SERVICES PROVIDE IMPORTANT  
[00:08:18] ECONOMIC ACTIVITY, EXPAND  
[00:08:20] OPTIONS FOR THOSE IN OUR  
[00:08:21] COMMUNITY LOOKING TO REACH NEW  
[00:08:23] MARKETS, AND DEMONSTRATE THE  
[00:08:25] STRONG DEMAND FOR ACCESS TO SEA.  
[00:08:28] LAST WEEK, I WAS ALSO HONORED TO  
[00:08:30] JOIN WITH COMMISSIONER SAM CHO  
[00:08:32] TO ATTEND THE GREENTECH BUSINESS  
[00:08:33] CONFERENCE SPONSORED BY COSME.  
[00:08:36] COSME, THE KOREA SOUTH SMALL,  
[00:08:39] MEDIUM ENTERPRISE AND STARTUPS  
[00:08:41] AGENCY. AT THE CONFERENCE  
[00:08:43] ASSIGNED A MEMORANDUM AGREEMENT  
[00:08:45] BETWEEN THE PORT AND COSME TO  
[00:08:47] FACILITATE THE ATTRACTION OF  
[00:08:48] KOREAN SMALL AND MEDIUM SIZED  
[00:08:50] ENTERPRISES, INCLUDING STARTUPS,  
[00:08:52] TO THE REGION, AND AND  
[00:08:54] CONTRIBUTE TO THE REGION'S  
[00:08:55] ECONOMIC DEVELOPMENT AND  
[00:08:56] LEADERSHIP IN INNOVATION. THIS  
[00:08:58] IS A COLLABORATION AS A DIRECT  
[00:08:59] RESULT OF THE RECENT REGIONAL  
[00:09:00] LEADERSHIP MISSION TO SOUTH

[00:09:02] KOREA THAT THE PORT, LED BY  
[00:09:04] COMMISSIONER CHO, PARTICIPATED  
[00:09:05] IN TO CONCLUDE OUR OPERATIONAL  
[00:09:08] UPDATES. I WANTED TO SHARE THAT  
[00:09:09] I RECENTLY SENT A LETTER TO  
[00:09:11] GOVERNOR INSLEE'S OFFICE ON  
[00:09:13] BEHALF OF THE PORT ENDORSING THE  
[00:09:14] APPOINTMENT OF CHAD SI,  
[00:09:16] EXECUTIVE DIRECTOR FOR THE  
[00:09:17] FRASER LONG LINE COALITION, AN  
[00:09:19] INTERIM SEAT ON THE NORTH  
[00:09:20] PACIFIC FISHERY MANAGEMENT  
[00:09:22] COUNCIL. IT'S A BITTERSWEET  
[00:09:24] MOMENT AS I'M PLEASED TO SUPPORT  
[00:09:26] CHAD'S APPOINTMENT, BUT ALSO  
[00:09:27] ACKNOWLEDGE THAT THE MARITIME  
[00:09:29] INDUSTRY IS STILL MOURNING THE  
[00:09:30] LOSS OF KENNY DOWN, WHO FORMERLY  
[00:09:32] HELD THE SEAT KENNY WAS WHO  
[00:09:34] FORMALLY HELD THAT SEAT ON THE  
[00:09:37] FISHERIES MANAGEMENT COUNCIL.  
[00:09:38] KENNY WAS A LEGEND IN THE  
[00:09:39] COMMERCIAL FISHING COMMUNITY,  
[00:09:41] MOST RECENTLY THROUGH AYE. ROLE  
[00:09:42] AS THE CEO OF BLUE NORTH. OUR  
[00:09:44] THOUGHTS ARE WITH KENNY'S FAMILY  
[00:09:47] AND FRIENDS. THE COMMUNITY IS A  
[00:09:49] BIG PART OF OUR MISSION AT THE  
[00:09:52] PORT, AND JUNE IS FULL OF  
[00:09:54] COMMUNITY WORK AS WE CELEBRATE  
[00:09:55] BOTH PRIDE AND JUNETEENTH THIS  
[00:09:57] MONTH. THE PORT WILL  
[00:10:01] HOST MULTIPLE JUNETEENTH EVENTS  
[00:10:03] JUNETEENTH CELEBRATION OF BLACK  
[00:10:05] RESILIENCE ON JUNE 17 AND TWO  
[00:10:08] ANTI OPPRESSION WORKSHOPS ON  
[00:10:09] JUNE 18 AND 24TH. ON SUNDAY,  
[00:10:12] JUNE 30, PORT EMPLOYEES WILL  
[00:10:14] JOIN THE 50TH ANNUAL ANNUAL  
[00:10:16] SEATTLE PRIDE PARADE. I LOOK  
[00:10:18] FORWARD TO US GATHERING AS THE  
[00:10:19] PORT AT THESE TWO EVENTS THAT  
[00:10:21] DEMONSTRATE OUR VALUES IN  
[00:10:22] ACTION. MOVING TO TODAY'S  
[00:10:25] COMMISSION MEETING, I WOULD LIKE  
[00:10:26] TO HIGHLIGHT A FEW ITEMS. MANY  
[00:10:28] OF THE ITEMS ON YOUR AGENDA  
[00:10:29] TODAY RELATE TO THE PORT'S  
[00:10:30] INVESTMENTS AND LEADERSHIP IN  
[00:10:31] ENVIRONMENTAL SUSTAINABILITY.  
[00:10:34] ITEM 8D HELPS THE PORT REACH  
[00:10:36] ENVIRONMENTAL SUSTAINABILITY  
[00:10:37] GOALS BY CONVERTING 75% OF PORT  
[00:10:40] MANAGED SPACES AT TERMINAL 91 TO  
[00:10:42] LED LIGHTING. ITEM EIGHT F ALSO  
[00:10:45] SUPPORTS ENVIRONMENTAL  
[00:10:46] SUSTAINABILITY GOALS,  
[00:10:47] PARTICULARLY HABITAT  
[00:10:49] RESTORATION, BY APPROVING THE  
[00:10:50] FIRST TRANSACTION FROM THE  
[00:10:51] PORT'S NEW HABITAT MITIGATION  
[00:10:53] BANK. ITEM NINE A IS THE  
[00:10:56] ADOPTION OF THE PORT'S SALARY

[00:10:57] AND BENEFITS RESOLUTION.  
[00:10:59] COMMISSIONERS THIS ITEM WAS  
[00:11:00] POSTPONED FROM THE MAY 28  
[00:11:02] MEETING TO ALLOW ADDITIONAL TIME  
[00:11:03] FOR ANSWERING QUESTIONS THAT  
[00:11:05] COMMISSIONERS HAD. I'LL HAVE  
[00:11:06] MORE TO SAY AS WE GET TO THIS  
[00:11:07] AGENDA ITEM. FINALLY, ON THE NEW  
[00:11:09] BUSINESS AGENDA, YOU WILL  
[00:11:11] CONSIDER AN ORDER SETTING AN  
[00:11:12] ACCELERATED TIMELINE FOR ALL  
[00:11:15] HOME PORTED CRUISE SHIPS TO USE  
[00:11:17] SHORE POWER AT OUR CRUISE  
[00:11:18] BERTHS. I WANT TO ACKNOWLEDGE  
[00:11:20] THE LEADERSHIP BY COMMISSIONER  
[00:11:21] FELLEMAN ON THIS ORDER AND SHARE  
[00:11:23] THE FULL SUPPORT OF THE PORT  
[00:11:24] STAFF IN MEETING THIS  
[00:11:25] ACCELERATED TIMELINE. AND IF  
[00:11:29] ADOPTED, I LOOK FORWARD TO  
[00:11:30] IMPLEMENTING THIS ORDER VIA VIA  
[00:11:33] OUR VIA NEW OR REVISED  
[00:11:37] LONG TERM BIRTHING AGREEMENTS,  
[00:11:38] TARIFFS, LEASES, RENEWALS,  
[00:11:39] EXTENSIONS AND HOME PORTED  
[00:11:41] CRUISE LINES. I HAVE MORE TO SAY  
[00:11:43] ABOUT THIS WHEN YOU CONSIDER  
[00:11:44] THIS ITEM. COMMISSIONERS, THAT  
[00:11:46] CONCLUDES MY REMARKS. THANK YOU.  
[00:11:48] THANK YOU EXECUTIVE DIRECTOR  
[00:11:49] METRUCK, FOR THAT REPORT. AL  
[00:11:51] NEXT ON OUR BUSINESS AGENDA IS  
[00:11:55] COMMITTEE REPORTS. I'D LIKE TO  
[00:11:58] WELCOME ERICA CHUNG, OUR  
[00:11:59] STRATEGIC ADVISOR WHO WILL  
[00:12:00] PROVIDE THAT REPORT. YOU HAVE  
[00:12:02] THE FLOOR, ERICA. GOOD  
[00:12:03] AFTERNOON, COMMISSION PRESIDENT  
[00:12:05] MOHAMED COMMISSIONER'S EXECUTIVE  
[00:12:06] DIRECTOR, METRUCK I HAVE THREE  
[00:12:08] COMMITTEE REPORTS FOR YOU TODAY.  
[00:12:10] ON MAY 28, COMMISSION PRESIDENT  
[00:12:12] MOHAMMED AND COMMISSIONER  
[00:12:14] HASEGAWA CONVENED THE AV  
[00:12:16] WORKFORCE CONDITIONS AD HOC  
[00:12:18] COMMITTEE WHERE THEY HEARD ABOUT  
[00:12:20] HEALTHCARE NEEDS OF SEA WORKERS  
[00:12:22] AND DISCUSSED POTENTIAL PATHS  
[00:12:23] FOR FOR THE PORT. ON MAY 31,  
[00:12:26] COMMISSIONERS CHO AND FELLEMAN  
[00:12:28] CONVENED THE SUSTAINABILITY  
[00:12:29] ENVIRONMENT CLIMATE COMMITTEE,  
[00:12:31] WHERE THEY WERE BRIEFED ON  
[00:12:33] BUILDING ENERGY, WASTE  
[00:12:34] REDUCTION, STORMWATER QUALITY  
[00:12:36] AND EQUITY RECOMMENDATIONS FOR  
[00:12:38] THE MARITIME C 15 MISCELLANEOUS  
[00:12:41] IMPROVEMENT PROJECT UNDER THE  
[00:12:43] SUSTAINABLE EVALUATION  
[00:12:44] FRAMEWORK. THE COMMITTEE ALSO  
[00:12:47] RECEIVED A BRIEFING ON THE 2020  
[00:12:49] 1ST PUGET SOUND MARITIME AIR  
[00:12:51] EMISSION INVENTORY, A MULTI

[00:12:53] STAKEHOLDER REGIONAL STUDY TO  
[00:12:55] QUANTIFY AIR POLLUTION AND  
[00:12:56] GREENHOUSE GAS EMISSIONS FROM  
[00:12:58] ALL MARITIME RELATED SOURCES IN  
[00:13:00] PUGET SOUND AND CONDUCTED EVERY  
[00:13:02] FIVE YEARS. STAFF WILL BE  
[00:13:04] SHARING THEIR FINDINGS LATER  
[00:13:05] TODAY DURING THE 2023  
[00:13:07] ENVIRONMENTAL AND SUSTAINABILITY  
[00:13:08] ANNUAL REPORT BRIEFING THAT  
[00:13:11] DIESEL PARTICULATE MATTERS FROM  
[00:13:12] MARITIME SOURCES ACROSS THE  
[00:13:14] PUGET SOUND REGION DECLINED 82%  
[00:13:16] IN 2021 COMPARED TO 2025 AND  
[00:13:20] GREENHOUSE GAS DECLINED 10%.  
[00:13:22] PORT OF SEATTLE EMISSION ALSO  
[00:13:24] DECLINED IN 2021 COMPARED  
[00:13:28] TO 2005, DUE IN PART TO COVID-19  
[00:13:33] A SUPPLEMENTAL INVENTORY OF  
[00:13:34] CRUISE SHIP IN 2022 SHOWED A  
[00:13:36] REBOUND IN CRUISE AND ASSOCIATED  
[00:13:38] EMISSIONS. ON JUNE 6,  
[00:13:41] COMMISSIONERS HASEGAWA AND CHO  
[00:13:42] CONVENED THE AID AVIATION  
[00:13:43] COMMITTEE. THE COMMITTEE  
[00:13:45] RECEIVED A MID YEAR UPDATE ON  
[00:13:46] THE 2024 GROUND TRANSPORTATION  
[00:13:48] ACCESS PLAN WORK TRANSPORTATION  
[00:13:52] ACCESS PLAN WORK PROGRAM  
[00:13:54] DELIVERABLES, INCLUDING WORK  
[00:13:56] TOWARDS IMPLEMENTING AN SEA  
[00:13:58] COMMUTE ACTION STRATEGY.  
[00:14:00] COMMISSIONERS DISCUSSED A  
[00:14:01] POTENTIAL ORCA PASS PROGRAM FOR  
[00:14:03] SEA WORKERS AND HEARD THAT THE  
[00:14:05] PORT IS CURRENTLY INSTALLING TEN  
[00:14:07] DC FAST CHARGERS AT AT THE SEA  
[00:14:10] TAXI AND DNC HOLDING LOT WITH  
[00:14:13] BELOW MARKET PRICING FOR  
[00:14:14] CHARGING. STAFF MENTIONED THAT  
[00:14:16] FUTURE EXPANSIONS OF CHARGING  
[00:14:18] INFRASTRUCTURE AT THE AIRPORT  
[00:14:19] REQUIRE GREATER POWER SUPPLY AT  
[00:14:21] THE AIRPORT. COMMISSIONERS ALSO  
[00:14:23] RECEIVED AN UPDATE ON TAXI ORDER  
[00:14:25] IMPLEMENTATION AND HEARD THAT  
[00:14:27] DISPUTE RESOLUTION DISCUSSIONS  
[00:14:28] ARE ONGOING. COMMISSIONERS AGREE  
[00:14:30] TO BRING THIS ITEM BACK TO THE  
[00:14:32] NEXT COMMITTEE MEETING FOR A  
[00:14:34] MORE IN DEPTH DISCUSSION,  
[00:14:35] INCLUDING ON HOW TO ENSURE THAT  
[00:14:37] THERE IS A NEUTRAL ARBITER IN  
[00:14:39] ANY DISPUTE RESOLUTION APPEAL  
[00:14:40] PROCESS. THIS CONCLUDES MY  
[00:14:42] COMMITTEE REPORT. THANK YOU.  
[00:14:44] THANK YOU SO MUCH, ERIKA, FOR  
[00:14:47] THAT REPORT OUT. ARE THERE ANY  
[00:14:48] FOLLOW UP QUESTIONS REGARDING  
[00:14:50] COMMITTEES HEARING?  
[00:14:53] NONE. THANK YOU AGAIN. I'LL MOVE  
[00:14:56] US ALONG TO PUBLIC COMMENT.  
[00:14:58] WE'RE NOW AT THE PUBLIC COMMENTS



[00:15:00] SECTION OF OUR AGENDA.  
[00:15:02] COMMISSION WELCOMES PUBLIC  
[00:15:03] COMMENTS AS AN IMPORTANT PART OF  
[00:15:06] THE PUBLIC PROCESS. COMMENTS ARE  
[00:15:08] RECEIVED AND CONSIDERED BY THE  
[00:15:10] COMMISSION AND ITS  
[00:15:11] DELIBERATIONS. BEFORE WE TAKE  
[00:15:13] PUBLIC COMMENTS, LET'S REVIEW  
[00:15:15] OUR RULES FOR IN PERSON AND  
[00:15:16] VIRTUAL PUBLIC COMMENT. CLERK  
[00:15:18] HART PLEASE PLAY THE RECORDING.  
[00:15:48] THE PORT OF SEATTLE COMMISSION  
[00:15:49] WELCOMES YOU TO OUR MEETING  
[00:15:51] TODAY. AS NOTED, PUBLIC COMMENT  
[00:15:53] IS AN IMPORTANT PART OF THE  
[00:15:54] PUBLIC PROCESS, AND THE PORT OF  
[00:15:56] SEATTLE COMMISSION THANKS YOU  
[00:15:57] FOR JOINING US. BEFORE  
[00:15:59] PROCEEDING.  
[00:16:03] FOR SOME REASON, THE CHAMBERS  
[00:16:05] DOESN'T LIKE THIS VIDEO, THE  
[00:16:07] PORT OF SEATTLE COMMISSION  
[00:16:08] WELCOMES YOU TO OUR MEETING  
[00:16:10] TODAY. AS NOTED, PUBLIC COMMENT  
[00:16:12] IS AN IMPORTANT PART OF THE  
[00:16:13] PUBLIC PROCESS, AND THE PORT OF  
[00:16:15] SEATTLE COMMISSION THANKS YOU  
[00:16:16] FOR JOINING US. BEFORE  
[00:16:18] PROCEEDING, WE WILL OVERVIEW THE  
[00:16:20] RULES GOVERNING PUBLIC COMMENT.  
[00:16:21] FOR YOUR GENERAL INFORMATION,  
[00:16:23] EACH SPEAKER WILL HAVE TWO  
[00:16:25] MINUTES TO SPEAK UNLESS  
[00:16:26] OTHERWISE REVISED BY THE  
[00:16:27] PRESIDING OFFICER FOR THE  
[00:16:28] PURPOSES OF MEETING EFFICIENCY,  
[00:16:30] AND THE SPEAKER SHALL KEEP THEIR  
[00:16:31] REMARKS WITHIN THE ALLOTTED  
[00:16:32] TIME, PROVIDED A TIMER WILL  
[00:16:34] APPEAR ON THE SCREEN AND A  
[00:16:36] BUZZER WILL SOUND AT THE END OF  
[00:16:37] THE SPEAKER'S COMMENT PERIOD.  
[00:16:39] THE COMMISSION ACCEPTS COMMENTS  
[00:16:41] ON ITEMS APPEARING ON ITS AGENDA  
[00:16:43] AND ITEMS RELATED TO THE CONDUCT  
[00:16:44] OF PORT BUSINESS. PRESIDING  
[00:16:46] OFFICER WILL ASK SPEAKERS TO  
[00:16:48] LIMIT THEIR COMMENTS TO THESE  
[00:16:49] TOPICS. THIS RULE APPLIES TO  
[00:16:51] BOTH INTRODUCTORY AND CONCLUDING  
[00:16:53] REMARKS. DISRUPTIONS OF  
[00:16:55] COMMISSIONED PUBLIC MEETINGS ARE  
[00:16:56] PROHIBITED. GENERAL DISRUPTIONS  
[00:16:58] INCLUDE, BUT ARE NOT LIMITED TO,  
[00:17:00] THE SPEAKING BEFORE BEING  
[00:17:02] RECOGNIZED BY THE PRESIDING  
[00:17:03] OFFICER HOLDING OR PLACING  
[00:17:05] BANNERS AND SIGNS IN THE MEETING  
[00:17:07] ROOM IN A WAY THAT ENDANGERS  
[00:17:08] OTHERS OR OBSTRUCTS THE FLOW OF  
[00:17:10] PEOPLE OR VIEW OF OTHERS AT THE  
[00:17:12] MEETING INTENTIONALLY  
[00:17:13] DISRUPTING, DISTURBING, OR



[00:17:15] OTHERWISE IMPEDING ATTENDANCE OR  
[00:17:16] PARTICIPATION AT A MEETING  
[00:17:18] REFUSING TO FOLLOW THE DIRECTION  
[00:17:20] OF THE PRESIDING OFFICER OR  
[00:17:21] SECURITY PERSONNEL ATTEMPTING TO  
[00:17:23] USE THE COMMENT TIME FOR  
[00:17:24] PURPOSEFUL DELAY WITHOUT  
[00:17:26] CONVEYING A DISCERNIBLE MESSAGE  
[00:17:28] USING THE COMMENT PERIOD TO  
[00:17:29] ASSIST IN THE CAMPAIGN FOR  
[00:17:31] ELECTION OF ANY PERSON TO ANY  
[00:17:33] OFFICE OR FOR THE PROMOTION OF  
[00:17:35] OR OPPOSITION TO ANY BALLOT  
[00:17:37] PROPOSITION, EXCEPT WHEN  
[00:17:38] ADDRESSING ACTION BEING TAKEN BY  
[00:17:40] THE COMMISSION ON A BALLOT  
[00:17:41] PROPOSITION APPEARING ON ITS  
[00:17:43] AGENDA DIRECTING PUBLIC COMMENTS  
[00:17:45] TO THE AUDIENCE ENGAGING IN  
[00:17:47] ABUSIVE OR HARASSING BEHAVIOR,  
[00:17:49] INCLUDING, BUT NOT LIMITED TO,  
[00:17:51] DEROGATORY REMARKS BASED ON AGE,  
[00:17:53] RACE, COLOR, NATIONAL ORIGIN,  
[00:17:55] ANCESTRY, RELIGION, DISABILITY,  
[00:17:58] PREGNANCY, SEX, GENDER, SEXUAL  
[00:18:00] ORIENTATION, TRANSGENDER STATUS,  
[00:18:03] MARITAL STATUS, OR ANY OTHER  
[00:18:04] CATEGORY PROTECTED BY LAW THE  
[00:18:06] USE OF OBSCENE OR PROFANE  
[00:18:08] LANGUAGE IN GESTURES, ASSAULTS  
[00:18:10] OR OTHER THREATENING BEHAVIOR  
[00:18:12] AND SEXUAL MISCONDUCT OR SEXUAL  
[00:18:14] HARASSMENT. FOR SAFETY PURPOSES.  
[00:18:16] INDIVIDUALS ARE ASKED NOT TO  
[00:18:18] PHYSICALLY APPROACH  
[00:18:19] COMMISSIONERS OR STAFF AT THE  
[00:18:20] MEETING TABLE. DURING THE  
[00:18:22] MEETING. INDIVIDUALS MAY PROVIDE  
[00:18:24] WRITTEN PUBLIC COMMENT BEFORE OR  
[00:18:26] AFTER THE MEETING AND IN  
[00:18:27] ADDITION, SPEAKERS MAY OFFER  
[00:18:29] WRITTEN MATERIALS TO THE  
[00:18:30] COMMISSION CLERK FOR  
[00:18:31] DISTRIBUTION DURING THEIR  
[00:18:32] TESTIMONY TO THE COMMISSION. A  
[00:18:34] DETAILED LIST OF THE PUBLIC  
[00:18:36] COMMENT RULES IS AVAILABLE  
[00:18:37] THROUGH THE COMMISSION CLERK.  
[00:18:39] IF A MEETING IS DISRUPTED BY AN  
[00:18:40] INDIVIDUAL IN ATTENDANCE IN THE  
[00:18:42] MEETING ROOM OR BY AN INDIVIDUAL  
[00:18:44] PROVIDING PUBLIC COMMENT IN  
[00:18:45] PERSON OR VIRTUALLY, THE PORT  
[00:18:48] WILL IMPOSE PROGRESSIVE  
[00:18:49] CONSEQUENCES THAT MAY RESULT IN  
[00:18:51] EXCLUSION FROM FUTURE MEETINGS.  
[00:18:53] WRITTEN MATERIALS PROVIDED TO  
[00:18:55] THE CLERK WILL BE INCLUDED IN  
[00:18:56] TODAY'S MEETING RECORD. THE  
[00:18:57] CLERK HAS A LIST OF THOSE  
[00:18:59] PREPARED TO SPEAK WHEN YOUR NAME  
[00:19:01] IS CALLED, PLEASE COME TO THE  
[00:19:03] TESTIMONY TABLE OR UNMUTE

[00:19:04] YOURSELF. IF JOINING VIRTUALLY,  
[00:19:07] REPEAT YOUR NAME FOR THE RECORD  
[00:19:09] AND STATE YOUR TOPIC RELATED TO  
[00:19:10] AN ITEM ON THE AGENDA OR RELATED  
[00:19:12] TO THE CONDUCT OF PORT BUSINESS.  
[00:19:14] FOR THOSE JOINING VIRTUALLY WHEN  
[00:19:16] YOU HAVE CONCLUDED YOUR REMARKS,  
[00:19:18] PLEASE TURN OFF YOUR CAMERA AND  
[00:19:20] MUTE YOUR MICROPHONE. OUR PUBLIC  
[00:19:22] COMMENT PERIOD WILL NOW  
[00:19:24] COMMENCE. THANK YOU AGAIN FOR  
[00:19:25] JOINING US TODAY. THANK YOU ALL  
[00:19:29] FOR LISTENING. CLERK HART,  
[00:19:31] PLEASE CALL OUR FIRST SPEAKER.  
[00:19:33] THANK YOU. LET ME GO AHEAD AND  
[00:19:34] GET THE TIMER UP HERE.  
[00:19:40] AND OUR FIRST SPEAKER JOINING US  
[00:19:42] VIRTUALLY IS AMY WILSON. AMY,  
[00:19:44] IF YOU COULD GO AHEAD AND REPEAT  
[00:19:45] YOUR NAME FOR THE RECORD AND  
[00:19:46] YOUR AGENDA ITEM OR TOPIC  
[00:19:48] RELATED TO THE CONDUCT OF PORT  
[00:19:49] BUSINESS, PLEASE. THANK YOU.  
[00:19:52] AMY WILSON. I'M HERE TO DISCUSS  
[00:19:53] ITEM EIGHT E ON THE AGENDA.  
[00:19:58] PLEASE PROCEED. GOOD AFTERNOON  
[00:20:01] AND THANK YOU FOR THE  
[00:20:02] OPPORTUNITY TO SPEAK TODAY. MY  
[00:20:04] NAME IS AMY WILSON. I WORK FOR  
[00:20:05] TRC ENVIRONMENTAL CORPORATION,  
[00:20:07] AND I'M THE VICE PRESIDENT IN  
[00:20:08] CHARGE OF OPERATIONS FOR THE  
[00:20:10] PACIFIC NORTHWEST. I'M HERE TO  
[00:20:12] DISCUSS AGENDA ITEM EIGHT E,  
[00:20:13] FOR WHICH WE ALSO SUBMITTED  
[00:20:15] WRITTEN COMMENTS VIA EMAIL.  
[00:20:17] ITEM EIGHT E REQUESTS THE PORT  
[00:20:18] IN PART TO AMEND AN EXISTING  
[00:20:20] IDIQ CONTRACT WITH FLOYD SNYDER  
[00:20:22] IN THE AMOUNT OF \$2 MILLION TO  
[00:20:24] COMPLETE THE REMAINING WORK FOR  
[00:20:26] TERMINAL 115, PLANT ONE ECOLOGY  
[00:20:28] AGREED ORDER CLEANUP SITE AS  
[00:20:30] DETAILED IN OUR WRITTEN  
[00:20:31] COMMENTS, THE CONTRACT FOR PLANT  
[00:20:33] ONE IS HELD BY TRC, WHICH WE  
[00:20:35] WERE AWARDED IN A COMPETITIVE  
[00:20:37] PUBLIC BIDDING PROCESS IN 2020.  
[00:20:39] OUR CONTRACT IS IN FULL FORCE IN  
[00:20:41] EFFECT, AND THE SCOPE OF WORK  
[00:20:42] DISCUSSED IN AGENDA ITEM EIGHT E  
[00:20:44] IS WHOLLY CONTAINED WITHIN IT.  
[00:20:46] FROM APRIL 2021 THROUGH MARCH  
[00:20:48] 2024, TRC PERFORMED TASK ONE,  
[00:20:51] SUCCESSFULLY ACHIEVING ECOLOGY  
[00:20:53] APPROVAL OF THE WORK PLAN IN  
[00:20:54] FEBRUARY 2024. THE SIGNIFICANT  
[00:20:57] PROJECT MILESTONE WAS ACHIEVED  
[00:20:58] DUE IN PART TO TRCS REPUTATION  
[00:21:00] WITH ECOLOGY. AS A HIGHLY  
[00:21:01] QUALIFIED CONSULTANT AND OUR  
[00:21:03] TRUSTED RELATIONSHIPS WITH  
[00:21:04] ECOLOGY STAFF. TRC DID NOT

[00:21:07] RECEIVE NOTICE FROM THE PORT  
[00:21:08] REGARDING ITEM EIGHT E. WE FOUND  
[00:21:10] OUT THROUGH THE COMMISSION  
[00:21:11] MEETING PUBLIC NOTICE THROUGHOUT  
[00:21:13] THE COURSE OF OUR WORK SINCE  
[00:21:14] APRIL 2021, WE'VE RECEIVED NO  
[00:21:16] INDICATION FROM THE PORT,  
[00:21:17] WRITTEN OR OTHERWISE, OF  
[00:21:18] INADEQUATE PERFORMANCE. WE'RE  
[00:21:20] MEETING OUR CONTRACT DIVERSITY  
[00:21:22] SUPPLIER GOALS, AND DIVERSITY  
[00:21:23] PARTICIPATION WILL CONTINUE TO  
[00:21:25] INCREASE DURING THE NEXT SCOPES  
[00:21:26] OF WORK. TRC OBJECTS TO THE  
[00:21:29] REQUEST TO TRANSFER OUR CONTRACT  
[00:21:30] SCOPE TO FLOYD SNYDER, AND WE  
[00:21:32] DON'T UNDERSTAND HOW SUCH A  
[00:21:33] TRANSFER IS POSSIBLE UNDER THE  
[00:21:34] PUBLIC PROCUREMENT PROCESS. GRC  
[00:21:37] WAS AWARDED THE WORK IN A PUBLIC  
[00:21:38] BIDDING PROCESS, AND WE HAVE  
[00:21:40] WORKED DILIGENTLY AND  
[00:21:41] COOPERATIVELY WITH PORT STAFF TO  
[00:21:43] SUCCESSFULLY COMPLETE TASK ONE  
[00:21:44] OF OUR CONTRACT. WE REQUEST THAT  
[00:21:46] THE COMMISSIONERS DENY THE  
[00:21:47] REQUEST TO TRANSFER THE  
[00:21:48] REMAINING SCOPE TO FLOYD SNYDER.  
[00:21:50] THANK YOU FOR YOUR  
[00:21:51] CONSIDERATION. THANK YOU,  
[00:21:54] AMY, FOR YOUR COMMENTS. CLERK  
[00:21:56] HART, PLEASE. PLEASE CALL THE  
[00:21:57] NEXT SPEAKER. THANK YOU.  
[00:22:00] OUR NEXT SPEAKER FROM THE ROOM  
[00:22:01] IS PATRICK MCKEE. PATRICK, IF  
[00:22:05] YOU COULD PLEASE REPEAT YOUR  
[00:22:06] NAME FOR THE RECORD AND YOUR  
[00:22:07] AGENDA ITEM OR TOPIC RELATED TO  
[00:22:09] THE CONDUCT OF PORT BUSINESS.  
[00:22:10] THANK YOU. MY NAME  
[00:22:14] IS PATRICK MCKEE, AND I'M HERE  
[00:22:16] TO TALK ABOUT SHORE POWER AND  
[00:22:17] ORDER 20 2408.  
[00:22:21] THE COMMISSION VOTES TODAY ON  
[00:22:22] ORDER 20240 EIGHT, ACCELERATING  
[00:22:25] THE TIMELINE FOR ALL CRUISE  
[00:22:26] SHIPS TO UTILIZE SHORE POWER BY  
[00:22:28] 2027. WE SUPPORT SHORE POWER NOT  
[00:22:30] JUST FOR CRUISE, BUT AT EVERY  
[00:22:32] TERMINAL IN THE PORT. DIESEL  
[00:22:33] PARTICULATE POLLUTION IS A  
[00:22:34] CRITICAL HEALTH CONCERN, BUT  
[00:22:36] LET'S DO SOME MATH. CRUISE SHIPS  
[00:22:38] PLUG INTO SHORE POWER FOR 7  
[00:22:40] HOURS OUT OF A SEVEN DAY CRUISE.  
[00:22:41] ABOUT 4% OF THE TIME. BY THE  
[00:22:43] PORT'S ESTIMATES, SHORE POWER  
[00:22:44] REDUCES GHG OUTPUT AT BERTH BY  
[00:22:46] 66%, MEANING IT'LL CUT TOTAL  
[00:22:48] CRUISE GHG EMISSIONS BY 2.75%.  
[00:22:52] BUT THE ORDER SAYS THAT 2025  
[00:22:54] CRUISE CALLS WILL EXCEED 300,  
[00:22:56] AN INCREASE OF OVER 9%. SO EVEN

[00:22:58] IF EVERY CRUISE SHIP HOOKS UP TO  
[00:23:00] SHORE POWER IN 2025, AND YOU'RE  
[00:23:01] NOWHERE CLOSE TO THAT, THE PORT  
[00:23:03] WOULD STILL BE LOOKING AT A  
[00:23:04] 6.25% INCREASE IN CRUISE GHG  
[00:23:08] EMISSIONS INCREASING, NOT  
[00:23:10] REDUCING, THE CLIMATE IMPACTS IT  
[00:23:11] PURPORTS TO ADDRESS. IN PHOENIX  
[00:23:14] THIS AFTERNOON, 110 DEGREES.  
[00:23:16] DELHI LAST WEEK AYE. 120 FOR DAYS  
[00:23:18] IN A ROW. CLOSER TO HOME,  
[00:23:20] OXYGEN DEPLETED DEAD ZONES OFF  
[00:23:21] THE WASHINGTON COAST ARE  
[00:23:22] EXPANDING EVERY YEAR.  
[00:23:23] SCIENTISTS SAY THERE'S NO  
[00:23:25] MITIGATION SHORT OF REDUCING  
[00:23:26] ATMOSPHERIC CO2. THE DUNGENESS  
[00:23:28] CRAB INDUSTRY THERE ACCOUNTS FOR  
[00:23:30] \$45 MILLION ANNUALLY, ONLY ONE  
[00:23:32] SECTOR OF AN OVERALL FISHERIES  
[00:23:34] ECONOMY FACING RUIN. NOW ADD  
[00:23:36] FORESTRY, AGRICULTURE, OUTDOOR  
[00:23:38] RECREATION. THOSE ALL HAVE  
[00:23:39] DOLLAR AMOUNTS ATTACHED. NOW ADD  
[00:23:41] MORTALITY, IMPACTS OF HEAT AND  
[00:23:42] SMOKE AND FLOOD. NOW ADD  
[00:23:44] BIODIVERSITY, CRASH, AND MASS  
[00:23:46] EXTINCTION. YOU ALL KNOW THIS.  
[00:23:48] INCREASING DEPARTURES AND  
[00:23:49] PASSENGERS MEANS INCREASING  
[00:23:51] CARBON OUTPUT, ACCELERATING  
[00:23:52] CATASTROPHE. NOBODY IMAGINES  
[00:23:54] THAT CAPPING AND REDUCING  
[00:23:55] SEATTLE HOME PORT CALLS IS BY  
[00:23:57] ITSELF GOING TO BEND THE ARC OF  
[00:23:58] GLOBAL GHG EMISSIONS GROWTH.  
[00:24:00] THAT'S NOT HOW THIS WORKS, BUT A  
[00:24:02] JUG, THE BUDDHA TELLS US, FILLS  
[00:24:04] DROP BY DROP. COURAGEOUS FIRST  
[00:24:06] STEPS MATTER MAYBE MATTER MOST.  
[00:24:08] YOU COULD COMMIT TODAY IN THIS  
[00:24:10] DOCUMENT THAT SEATTLE BASED  
[00:24:11] ALASKA CRUISE WILL NEVER  
[00:24:13] INCREASE ITS CLIMATE WRECKING  
[00:24:14] CARBON EMISSIONS BEYOND THIS  
[00:24:16] YEAR'S LEVELS. NOT IN OUR  
[00:24:18] WATERS, NOT ON YOUR WATCH. THEN  
[00:24:20] YOU BEGIN TO MAKE IT BETTER.  
[00:24:22] THANKS VERY MUCH. THANK YOU,  
[00:24:24] PATRICK, FOR YOUR COMMENTS.  
[00:24:26] CLARK CARTON, DO YOU HAVE ANY  
[00:24:27] OTHER SIGN UPS FOR TODAY? WE DO  
[00:24:29] NOT, MADAM. WE DO NOT, MADAM  
[00:24:31] COMMISSION PRESIDENT. THANK YOU  
[00:24:32] CLERK HART IS THERE ANYONE ELSE  
[00:24:35] PRESENT ON THE TEAM'S CALL OR  
[00:24:37] PRESENT IN THE ROOM TODAY WHO  
[00:24:39] DID NOT SIGN UP BUT WISHES TO  
[00:24:41] ADDRESS THE COMMISSION? IF SO,  
[00:24:44] PLEASE STATE AND SPELL YOUR NAME  
[00:24:45] FOR THE RECORD AND THE AGENDA  
[00:24:47] ITEM OR TOPIC RELATED TO THE  
[00:24:48] CONDUCT OF THE PORT THAT YOU

[00:24:50] WISH TO SPEAK ABOUT FOR THE  
[00:24:51] RECORD HEARING.  
[00:24:55] NONE AT THIS TIME. CLERK HART,  
[00:24:58] COULD YOU PLEASE GIVE US A  
[00:24:59] SYNOPSIS OF ANY WRITTEN COMMENTS  
[00:25:01] THAT WE'VE RECEIVED? YES. THANK  
[00:25:04] YOU, MADAM COMMISSION PRESIDENT.  
[00:25:05] MEMBERS OF THE COMMISSION, WE  
[00:25:07] HAVE RECEIVED THREE WRITTEN  
[00:25:08] COMMENTS SUBMITTED FOR THE  
[00:25:09] MEETING TODAY. THESE HAVE BEEN  
[00:25:10] PREVIOUSLY DISTRIBUTED TO YOU  
[00:25:12] AND WILL BECOME A PART OF THE  
[00:25:13] MEETING RECORD. STACY X HAS  
[00:25:15] SUBMITTED WRITTEN COMMENT URGING  
[00:25:16] THE PORT TO REDUCE THE NUMBER OF  
[00:25:18] CRUISE SHIP SAILINGS UNTIL THERE  
[00:25:19] IS NO MORE AIR, WATER AND  
[00:25:21] CLIMATE POLLUTION TO LOBBY THE  
[00:25:23] WASHINGTON AND STATE LEGISLATURE  
[00:25:24] TO EXPAND THE MISSION OF  
[00:25:26] WASHINGTON PORTS TO INCLUDE  
[00:25:27] STEWARDSHIP TO SUPPORT THE US  
[00:25:29] CLEAN SHIPPING ACT, TO SPEAK OUT  
[00:25:31] PUBLICLY ABOUT THE NEED FOR  
[00:25:33] SOLUTIONS, AND TO WORK IN  
[00:25:34] COLLABORATION TO SUPPORT  
[00:25:36] REGIONAL SOLUTIONS THAT COULD  
[00:25:37] REDUCE HARM IMMEDIATELY. THIS  
[00:25:39] COMMENT HAS A LIST OF  
[00:25:40] APPROXIMATELY 60 NAMES, WHICH,  
[00:25:42] OF COURSE, I WON'T READ INTO THE  
[00:25:43] RECORD TODAY BECAUSE THAT IS TOO  
[00:25:45] MANY THAT IS ASSOCIATED WITH IT.  
[00:25:48] SO, AGAIN, THESE HAVE ALL BEEN  
[00:25:49] SENT TO YOU IN ADVANCE OF THE  
[00:25:50] MEETING AND WILL BECOME A PART  
[00:25:51] OF THE MEETING RECORD. STACEY  
[00:25:53] OAKS ALSO SUBMITTED WRITTEN  
[00:25:54] COMMENT REGARDING THE RIGHT OF  
[00:25:56] ALL AIRPORT WORKERS TO ORGANIZE  
[00:25:57] FOR BETTER PAY AND CONDITIONS  
[00:25:59] WITHOUT FEAR OF INTIMIDATION OR  
[00:26:01] INTERFERENCE. AND WITH RESPECT  
[00:26:03] TO THESE CAP CRUISE  
[00:26:05] CORRESPONDENTS THAT ARE COMING  
[00:26:06] IN, I DO WANT TO SHARE WITH THE  
[00:26:08] COMMISSION THAT THEY ARE COMING  
[00:26:09] INTO TWO DIFFERENT LOCATIONS.  
[00:26:10] THEY'RE COMING THROUGH THIS  
[00:26:12] LOCATION FOR PUBLIC COMMENT  
[00:26:13] DURING THE COURSE OF MEETINGS,  
[00:26:15] AND THEY'RE ALSO COMING THROUGH  
[00:26:16] THE COMMISSION CORRESPONDENCE  
[00:26:17] SYSTEM. SO I DO KNOW THAT ALL  
[00:26:19] COMMISSIONERS ARE RECEIVING  
[00:26:21] THOSE, AND I JUST WANT TO ASSURE  
[00:26:23] THE PEOPLE SUBMITTING WRITTEN  
[00:26:24] COMMENTS THAT THE COMMISSIONERS  
[00:26:25] ARE ALL RECEIVING THOSE  
[00:26:26] CORRESPONDENCE. SO THANK YOU.  
[00:26:28] THAT CONCLUDES THE WRITTEN  
[00:26:29] COMMENTS TODAY. THANK YOU SO

[00:26:31] MUCH, CLERK HART. HEARING NO  
[00:26:33] FURTHER PUBLIC TESTIMONIES,  
[00:26:34] WE'LL NOW MOVE ON TO THE CONSENT  
[00:26:36] AGENDA. ITEMS ON THE CONSENT  
[00:26:38] AGENDA ARE CONSIDERED ROUTINE  
[00:26:40] AND WILL BE ADOPTED BY ONE  
[00:26:41] MOTION. ITEMS REMOVED FROM THE  
[00:26:44] CONSENT AGENDA WILL BE  
[00:26:45] CONSIDERED SEPARATELY  
[00:26:46] IMMEDIATELY AFTER ADOPTION OF  
[00:26:48] THE REMAINING CONSENT AGENDA.  
[00:26:50] ITEMS AT THIS TIME, THE CHAIR  
[00:26:52] WILL ENTERTAIN A MOTION TO  
[00:26:54] APPROVE THE CONSENT AGENDA.  
[00:26:55] ITEMS COVERING EIGHT A, EIGHT B,  
[00:26:58] EIGHT C.  
[00:27:02] IS THERE A MOTION AND A SECOND  
[00:27:05] FOR THIS ITEM? SO MOVED.  
[00:27:07] SECOND. GREAT. THE MOTION HAS  
[00:27:10] BEEN MADE AND SECONDED.  
[00:27:12] COMMISSIONERS, PLEASE SAY I OR  
[00:27:13] NAY WHEN YOUR NAMES ARE CALLED  
[00:27:15] FOR APPROVAL OF THE CONSENT  
[00:27:17] AGENDA. CLERK HART. THANK YOU.  
[00:27:18] BEGINNING WITH COMMISSIONER  
[00:27:19] CALKINS. AYE. THANK YOU.  
[00:27:21] COMMISSIONER CHO? AYE. THANK  
[00:27:23] YOU. COMMISSIONER FELLEMAN? AYE.  
[00:27:25] THANK YOU. COMMISSIONER HASEGAWA.  
[00:27:26] AYE. THANK YOU. COMMISSIONER  
[00:27:28] MOHAMMED. AYE. THANK YOU. FIVE  
[00:27:30] AYES, ZERO NAYS FOR THIS ITEM.  
[00:27:33] THE ITEM PASSES, MOVING US ALONG  
[00:27:37] TO THE NEXT ITEM.  
[00:27:40] WE HAVE ONE UNFINISHED BUSINESS  
[00:27:42] ITEM TODAY. THE MAIN MOTION FOR  
[00:27:45] THIS ITEM IS ON THE FLOOR FROM  
[00:27:47] THE MAY 28 MEETING. CLERK HART,  
[00:27:50] PLEASE READ THE ITEM INTO THE  
[00:27:51] RECORD AND THEN EXECUTIVE  
[00:27:53] DIRECTOR METRUCK WILL INTRODUCE  
[00:27:54] THE ITEM.  
[00:27:58] COMMISSIONERS, YOU RECEIVED A  
[00:27:59] BRIEFING ON THIS ITEM AT THE  
[00:28:00] LAST COMMISSION MEETING. THIS IS  
[00:28:02] THE FIRST TRANSACTION FOR THE  
[00:28:04] PORTS. NO, ACTUALLY, I HAVE THE  
[00:28:07] WRONG ONE THERE. HANG ON. AND  
[00:28:08] STEVE, IF YOU COULD LET ME GO  
[00:28:10] AHEAD AND READ THAT INTO THE  
[00:28:11] RECORD REALLY QUICKLY. THIS IS  
[00:28:12] ITEM NINE, A ADOPTION OF  
[00:28:14] RESOLUTION NUMBER 3823, A  
[00:28:16] RESOLUTION AMENDING THE POLICY  
[00:28:18] DIRECTIVE FOR SALARIES AND  
[00:28:19] BENEFITS FOR EMPLOYEES NOT  
[00:28:20] COVERED BY A COLLECTIVE  
[00:28:21] BARGAINING AGREEMENT ESTABLISHED  
[00:28:22] BY RESOLUTION NUMBER 3820 AND  
[00:28:25] PROVIDING AN EFFECTIVE DATE FOR  
[00:28:26] ALL AMENDMENTS AS OF JUNE 1,  
[00:28:27] 2024. THANK YOU MR. EXECUTIVE  
[00:28:29] DIRECTOR. THANK YOU

[00:28:35] CLERK HART. THAT ALLOWED ME TO  
[00:28:36] GET THE CORRECT ITEM BEFORE ME.  
[00:28:38] SO THANK YOU COMMISSIONERS, YOU  
[00:28:40] RECEIVED A BRIEFING ON THIS ITEM  
[00:28:42] AT THE LAST MEETING. THE SALARY  
[00:28:43] AND BENEFIT RESOLUTION  
[00:28:45] ESTABLISHES PAY RANGES AND  
[00:28:46] GRADES FOR NON REPRESENTED  
[00:28:47] EMPLOYEES AT THE PORT THIS YEAR.  
[00:28:49] THE SALARY, SALARY AND BENEFITS  
[00:28:50] RESOLUTION INCLUDES MORE CHANGES  
[00:28:52] THAN USUAL AS WE ARE IN THE  
[00:28:53] PROCESS OF A MULTI YEAR UPDATE  
[00:28:55] TO OUR COMPENSATION PROGRAM. IN  
[00:28:57] ADDITION TO ASKING FOR YOUR  
[00:28:58] APPROVAL ON THIS ITEM TODAY, WE  
[00:29:00] PROPOSE RETURNING TO THE  
[00:29:02] COMMISSION IN THE FALL TO BRIEF  
[00:29:03] YOU ON AN ANALYSIS OF THE FINAL  
[00:29:05] PHASE OF THE COMPENSATION  
[00:29:07] PROGRAM IMPLEMENTATION, WHICH  
[00:29:08] INCLUDES FINALIZATION OF PAY  
[00:29:10] EQUITY METHODOLOGY AND OTHER  
[00:29:12] ADJUSTMENTS. AT THAT TIME YOU'LL  
[00:29:14] HAVE THE OPPORTUNITY TO TAKE AN  
[00:29:15] ACTION ENDORSING IMPLEMENTATION  
[00:29:17] OF THE FINAL PHASE OF THE  
[00:29:18] COMPENSATION PROGRAM. AT THAT  
[00:29:20] TIME. I WANT TO THANK THE  
[00:29:21] COMMISSION FOR YOUR INTEREST IN  
[00:29:22] STAYING INVOLVED IN THIS PROCESS  
[00:29:24] AND FOR YOUR SUPPORT YOU  
[00:29:25] CONTINUE TO SHOW FOR OUR HUMAN  
[00:29:27] RESOURCES TEAM AS THEY MODERNIZE  
[00:29:29] THE PORTS COMPENSATION PROGRAM,  
[00:29:31] MAKING IT MORE TRANSPARENT,  
[00:29:33] MORE UNDERSTANDABLE AND MORE  
[00:29:35] EQUITABLE. SENIOR DIRECTOR FOR  
[00:29:37] HUMAN RESOURCES KATIE GIRARD IS  
[00:29:38] HERE TO PROVIDE AN UPDATE ON THE  
[00:29:40] TIMELINE AND TO ANSWER ANY  
[00:29:42] QUESTIONS YOU MAY HAVE. THANK  
[00:29:43] YOU. GOOD AFTERNOON. THANKS  
[00:29:45] EVERYONE. KATIE GIRARD, SENIOR  
[00:29:47] DIRECTOR OF HUMAN RESOURCES WE  
[00:29:49] DO HAVE A FEW UPDATES BASED ON  
[00:29:51] THE ORIGINAL SUBMITTAL OF  
[00:29:52] DOCUMENTS. WE HAVE CHANGED THE  
[00:29:54] EFFECTIVE DATE TO 616 2024,  
[00:29:57] WHICH IS THE START OF THE NEXT  
[00:29:59] PAY PERIOD TO MAKE THE SYSTEM  
[00:30:00] CHANGES THAT ARE NECESSARY.  
[00:30:02] THERE HAVE ALSO BEEN A FEW  
[00:30:03] CHANGES TO THE NUMBER OF  
[00:30:05] EMPLOYEES THAT ARE BELOW THE  
[00:30:06] MINIMUM OF THE NEW SALARY RATE  
[00:30:07] RANGES FOR THE JOBS THAT THEY  
[00:30:09] ARE IN. SO THERE ARE AN  
[00:30:10] ADDITIONAL NINE EMPLOYEES FOR A  
[00:30:12] TOTAL OF 52 EMPLOYEES THAT WILL  
[00:30:14] RECEIVE AN INCREASE AS OF THE  
[00:30:15] 616 DATE. AND THAT INCREASE IN  
[00:30:18] THE DOLLAR AMOUNT IS UP TO



[00:30:20] 234,732.  
[00:30:23] SO SOME NEW PEOPLE HAVE BEEN  
[00:30:24] HIRED. THEY NEED TO GET FOLDED  
[00:30:26] INTO THIS TRANSITION AND SO WE  
[00:30:27] WANTED TO MAKE SURE YOU WERE  
[00:30:28] AWARE OF THOSE CHANGES MADE.  
[00:30:30] HAPPY TO ANSWER ANY QUESTIONS  
[00:30:31] YOU HAVE ABOUT THE SELF BENEFITS  
[00:30:33] RESOLUTION. EXECUTIVE DIRECTOR  
[00:30:37] METRICK, ANY ADDITIONAL  
[00:30:38] COMMENTS? NO OTHER COMMENTS AT  
[00:30:41] THIS TIME. I WANT TO THANK  
[00:30:43] EXECUTIVE DIRECTOR METRUCK AND I  
[00:30:44] ALSO WANT TO THANK THE ENTIRE HR  
[00:30:48] TEAM DIRECTOR KATIE GIRARD FOR  
[00:30:51] YOUR HARD WORK IN HELPING MOVE  
[00:30:53] THIS ITEM ALONG. I KNOW YOUR  
[00:30:54] TEAM HAS WORKED REALLY HARD TO  
[00:30:56] BRING US TO WHERE WE'RE AT  
[00:30:57] TODAY. I WANT TO RECOGNIZE THE  
[00:30:59] DEDICATION AND THE HARD WORK OF  
[00:31:01] THE HR TEAM TO REALLY CENTER  
[00:31:03] TRANSPARENCY, EQUITY IN THIS  
[00:31:05] PROCESS, AND ACCOUNTABILITY FOR  
[00:31:08] THE ENTIRE STAFF WHO WILL BE  
[00:31:10] IMPACTED BY THIS PROCESS. AND  
[00:31:12] ALSO JUST RECOGNIZING THAT THIS  
[00:31:14] IS AN UNPRECEDENTED PROCESS.  
[00:31:16] AND SO THERE ARE CHALLENGES THAT  
[00:31:18] HAVE COME ALONG THE WAY AND SOME  
[00:31:21] UNFORESEEN ISSUES THAT HAVE  
[00:31:23] RISEN. BUT I DO HAVE HAVE A LOT  
[00:31:24] OF CONFIDENCE IN THE ENTIRE HR  
[00:31:26] TEAM AND THE WORK THAT YOU ALL  
[00:31:27] HAVE PUT IN TO BRING US TO THIS  
[00:31:29] POINT THAT WE'RE AT TODAY. AND  
[00:31:31] SO I WANT TO COMMEND YOU ALL FOR  
[00:31:33] THAT HARD WORK. AND I ALSO JUST  
[00:31:36] WANT TO SPEAK TO OR SAY I  
[00:31:39] RECOGNIZE THAT THIS HAS BEEN A  
[00:31:40] LONG PROCESS FOR MANY PORT  
[00:31:42] EMPLOYEES. AND I KNOW THERE'S  
[00:31:44] MANY PEOPLE WHO ARE GOING TO BE  
[00:31:45] POSITIVELY IMPACTED BY THE  
[00:31:47] CHANGES. AND I ALSO RECOGNIZE  
[00:31:48] THAT THERE ARE SOME FOLKS WHO  
[00:31:50] FEEL LIKE THAT THEY WILL BE  
[00:31:51] IMPACTED IN A NEGATIVE WAY. AND  
[00:31:53] I ENCOURAGE THEM TO CONTINUE TO  
[00:31:55] ENGAGE WITH HR, TO CONTINUE TO  
[00:31:57] ASK QUESTIONS. AND I'M CONFIDENT  
[00:32:00] THAT THE HR TEAM WILL WORK WITH  
[00:32:02] YOU ALL IN HELPING ADDRESS THOSE  
[00:32:04] QUESTIONS. AND I DO LOOK FORWARD  
[00:32:06] TO THE PHASE TWO WHEN YOU ALL  
[00:32:08] COME BACK AND BRIEF US AND SHARE  
[00:32:10] EVEN SOME OF THE RACIAL EQUITY  
[00:32:11] ANALYSIS THAT COME OUT OF THAT.  
[00:32:13] AND SO I LOOK FORWARD TO THOSE  
[00:32:14] BRIEFINGS. WITH THAT SAID, I AM  
[00:32:17] LOOKING FORWARD TO SUPPORTING  
[00:32:18] THIS ITEM TODAY. I WANT TO PAUSE  
[00:32:20] AND SEE IF ANY OF MY COLLEAGUES

[00:32:21] HAVE ANY QUESTIONS FOR THE HR  
[00:32:23] TEAM AT THIS TIME. GREAT. SO,  
[00:32:26] COMMISSIONERS, AS STATED, THE  
[00:32:27] MAIN MOTION TO ADOPT THIS  
[00:32:29] RESOLUTION IS ON THE FLOOR. I'D  
[00:32:30] LIKE TO OFFER AN AMENDMENT TO  
[00:32:32] READ AS FOLLOWS. I MOVE TO  
[00:32:35] APPROVE THE SALARY BENEFIT  
[00:32:36] RESOLUTION WITH THE REQUIREMENT  
[00:32:39] THAT THE EXECUTIVE DIRECTOR  
[00:32:40] RETURNS TO THE COMMISSION FOR  
[00:32:42] APPROVAL OF THE SECOND PHASE OF  
[00:32:43] THE IMPLEMENTATION OF THE  
[00:32:45] COMPENSATION PLAN. IS THERE A  
[00:32:46] SECOND TO THIS AMENDMENT? I'LL  
[00:32:48] SECOND. GREAT. THE AMENDMENT IS  
[00:32:51] MOVED AND SECONDED, AND I'VE  
[00:32:54] ALREADY SPOKEN TO THE AMENDMENT.  
[00:32:55] SO, COMMISSIONERS, ARE THERE ANY  
[00:32:56] ADDITIONAL DISCUSSIONS OR  
[00:32:58] DEBATES ON THE PRIMARY AMENDMENT  
[00:33:02] HEARING? NONE. CLERK HART,  
[00:33:03] PLEASE CALL THE ROLL FOR THE  
[00:33:04] VOTE ON THE PRIMARY AMENDMENT.  
[00:33:06] COMMISSIONER'S, PLEASE SAY AYE  
[00:33:07] OR NAY WHEN YOUR NAMES ARE  
[00:33:09] CALLED. THANK YOU. BEGINNING  
[00:33:10] WITH COMMISSIONER CALKINS. AYE.  
[00:33:12] THANK YOU. COMMISSIONER CHO.  
[00:33:14] AYE. THANK YOU. COMMISSIONER  
[00:33:15] FELLEMAN. AYE. THANK YOU.  
[00:33:17] COMMISSIONER HASEGAWA. AYE.  
[00:33:19] THANK YOU. COMMISSIONER  
[00:33:20] MOHAMMED. AYE. THANK YOU. FIVE  
[00:33:22] AYES, ZERO NAYS FOR THIS ITEM.  
[00:33:24] GREAT. THE PRIMARY AMENDMENT  
[00:33:28] IS ADOPTED. THANK YOU SO MUCH  
[00:33:29] FOR THE PRESENTATION. THANK YOU  
[00:33:30] SO MUCH. AND NOW THE VOTE ON THE  
[00:33:33] MAIN MOTION AS AMENDED. ONE MORE  
[00:33:35] THING. NOT QUITE YET.  
[00:33:39] COMMISSIONERS. ARE THERE ANY  
[00:33:40] ADDITIONAL DISCUSSIONS ON THE  
[00:33:42] MAIN MOTION AS AMENDED?  
[00:33:45] OKAY, HEARING, NONE. CLERK HART,  
[00:33:47] PLEASE CALL THE ROLL.  
[00:33:48] COMMISSIONERS, PLEASE SAY AYE OR  
[00:33:49] NAY WHEN YOUR NAMES ARE CALLED.  
[00:33:50] ONE MORE TIME. COMMISSIONER  
[00:33:51] CALKINS. AYE. THANK YOU.  
[00:33:53] COMMISSIONER CHO. AYE. THANK  
[00:33:55] YOU. COMMISSIONER FELLEMAN.  
[00:33:56] AYE. THANK YOU. COMMISSIONER  
[00:33:57] HASEGAWA. AYE. THANK YOU.  
[00:33:59] COMMISSIONER MOHAMMED. AYE.  
[00:34:00] THANK YOU. FIVE AYES, ZERO AND  
[00:34:01] NAYS. OKAY. THE MOTION TO ADOPT  
[00:34:04] RESOLUTION NUMBER 3823 AS  
[00:34:06] AMENDED, PASSES. THANK YOU  
[00:34:08] AGAIN. THANK YOU SO MUCH FOR THE  
[00:34:09] SUPPORT. GREAT. CONTINUING ON,  
[00:34:12] WE HAVE TWO NEW BUSINESS ITEMS  
[00:34:13] FOR TODAY. CLERK HART, PLEASE

[00:34:15] READ THE FIRST ITEM INTO THE  
[00:34:16] RECORD, AND THEN EXECUTIVE  
[00:34:17] DIRECTOR METRUCK WILL THEN  
[00:34:19] INTRODUCE THE ITEM. CLERK HART,  
[00:34:21] I FEEL LIKE WE'RE SPEEDING  
[00:34:22] THROUGH THIS MEETING. OKAY.  
[00:34:24] THIS IS AGENDA ITEM TEN A,  
[00:34:26] INTRODUCTION OF OF RESOLUTION  
[00:34:27] NUMBER 3826, A RESOLUTION  
[00:34:29] AUTHORIZING THE ISSUANCE AND  
[00:34:30] SALE OF INTERMEDIATE LIEN  
[00:34:32] REVENUE AND REFUNDING BONDS IN  
[00:34:34] ONE OR MORE SERIES. THIS IS  
[00:34:36] ENTITLED THE 2024 REVENUE BONDS  
[00:34:39] IN THE AGGREGATE PRINCIPAL  
[00:34:40] AMOUNT OF NOT TO EXCEED \$850  
[00:34:42] MILLION FOR THE PURPOSES OF  
[00:34:44] FINANCING CAPITAL IMPROVEMENTS  
[00:34:45] TO AVIATION FACILITIES AND  
[00:34:47] REFUNDING CERTAIN OUTSTANDING  
[00:34:48] REVENUE BONDS OF THE PORT,  
[00:34:50] SETTING FORTH CERTAIN BOND TERMS  
[00:34:53] AND COVENANTS AND DELEGATING  
[00:34:54] AUTHORITY TO APPROVE FINAL TERMS  
[00:34:56] AND CONDITIONS AND THE SALE OF  
[00:34:57] THE BONDS. COMMISSIONERS. THIS  
[00:35:00] RESOLUTION PROVIDES ME THE  
[00:35:01] DELEGATION TO APPROVE A BOND  
[00:35:02] SALE FOR DEBT SERVICE SAVINGS,  
[00:35:04] AS WELL AS FINANCING OF SEVERAL  
[00:35:06] MAJOR PROJECTS AT OUR AIRPORT.  
[00:35:08] AND THE PRESENTER THIS AFTERNOON  
[00:35:09] IS SCOTT BERTRAM, MANAGER,  
[00:35:11] CORPORATE FINANCE ANALYSIS.  
[00:35:13] SCOTT,  
[00:35:16] GOOD AFTERNOON. I'M HERE TO  
[00:35:18] REQUEST THE INTRODUCTION OF  
[00:35:19] RESOLUTION 3826 FOR THE SALE AND  
[00:35:22] ISSUANCE OF OF INTERMEDIATE LIEN  
[00:35:23] REVENUE BONDS. THE PURPOSE OF  
[00:35:25] THIS BOND ISSUE IS TWOFOLD.  
[00:35:27] FIRST, IT WILL PROVIDE FUNDING  
[00:35:29] FOR ONGOING CAPITAL INVESTMENTS  
[00:35:30] AT SEATAC, AND SECOND, IT WILL  
[00:35:32] REFUND CERTAIN OUTSTANDING BONDS  
[00:35:35] FOR DEBT SERVICE SAVINGS, AND  
[00:35:36] WE'LL GO INTO MORE DETAILS IN  
[00:35:38] SOME LATER SLIDES. THE BONDS  
[00:35:40] WILL BE ISSUED IN MULTIPLE  
[00:35:41] SERIES BASED ON THEIR UNDERLYING  
[00:35:43] TAX STATUS, WHICH IS DRIVEN BY  
[00:35:44] THE ACTUAL USE OF THE BOND  
[00:35:46] PROCEEDS. THE STATUS, EXCUSE ME,  
[00:35:48] THE TAX STATUS REFLECTS WHAT AN  
[00:35:50] INVESTOR WOULD PAY ON THE  
[00:35:51] INTEREST EARNED ON THE BONDS AND  
[00:35:53] THIS WOULD IMPACT THE RATE FOR  
[00:35:55] THE PORT. ONE SERIES WOULD BE  
[00:35:58] TAX EXEMPT GOVERNMENTAL BONDS  
[00:35:59] THAT ARE NOT SUBJECT TO ANY  
[00:36:00] FEDERAL INCOME TAX. THESE BONDS  
[00:36:02] ARE TYPICALLY USED BY GENERAL  
[00:36:04] PURPOSE GOVERNMENTS FOR ROAD AND

[00:36:05] OTHER PUBLIC USES. FOR SEATAC  
[00:36:08] AIRPORT, COMMON USES OF  
[00:36:09] GOVERNMENTAL BONDS INCLUDE  
[00:36:10] RUNWAYS AND ROADWAYS AS WELL AS  
[00:36:13] PUBLIC PARKING. FOR THIS  
[00:36:15] PARTICULAR TRANSACTION, WE DO  
[00:36:16] EXPECT TO USE GOVERNMENTAL BONDS  
[00:36:19] ONLY FOR THE REFUNDING PORTION  
[00:36:21] OF THE TRANSACTION. SECOND  
[00:36:23] SERIES OF BONDS WILL BE ISSUED  
[00:36:25] TAX EXEMPT PRIVATE ACTIVITY  
[00:36:26] BONDS, WHICH ARE NOT SUBJECT TO  
[00:36:28] REGULAR FEDERAL INCOME TAX BUT  
[00:36:30] ARE SUBJECT TO THE ALTERNATIVE  
[00:36:31] MINIMUM TAX. MOST PORT BONDS,  
[00:36:34] ESPECIALLY AT THE AIRPORT, ARE  
[00:36:35] PRIVATE ACTIVITY BECAUSE THE  
[00:36:36] PROCEEDS ARE USED FOR FACILITIES  
[00:36:38] THAT WE IN TURN LEASE TO PRIVATE  
[00:36:39] COMPANIES, BUT BECAUSE THEY FALL  
[00:36:42] WITHIN THE AIRPORT'S DOCKS AND  
[00:36:43] WHARVES EXEMPTION OF THE IR'S  
[00:36:45] CODE. WE ARE ABLE TO ISSUE THEM  
[00:36:47] ON A TAX EXEMPT BASIS, BUT  
[00:36:48] SUBJECT TO AMT. SEATAC TERMINAL  
[00:36:51] BUILDING PROJECTS ARE THE MOST  
[00:36:53] COMMON TYPE OF PROJECTS THAT  
[00:36:54] WOULD QUALIFY FOR THIS TYPE OF  
[00:36:55] BOND AND FOR THE 2024 BONDS. WE  
[00:36:58] EXPECT ALL OF THE NEW MONEY  
[00:36:59] PROCEEDS TO BE ISSUED AS PRIVATE  
[00:37:02] ACTIVITY AS WELL AS A PORTION OF  
[00:37:04] THE REFUNDING. A FINAL THIRD  
[00:37:07] SERIES WOULD BE TAXABLE BONDS,  
[00:37:08] WHICH ARE USED BY THE PORT FOR  
[00:37:09] THINGS THAT DON'T QUALIFY FOR  
[00:37:11] TAX EXEMPT DEBT. FOR TAXABLE  
[00:37:13] BONDS, INVESTORS PAY FEDERAL  
[00:37:14] INCOME TAX LIKE WITH ANY OTHER  
[00:37:15] INTEREST BEARING INSTRUMENT.  
[00:37:17] PLEASE NOTE THAT WE DO NOT  
[00:37:19] CURRENTLY EXPECT TO ISSUE  
[00:37:20] TAXABLE BONDS WITH THIS  
[00:37:22] ISSUANCE, BUT HAVE INCLUDED A  
[00:37:23] TAXABLE SERIES IN THE RESOLUTION  
[00:37:25] TO RETAIN SOME FLEXIBILITY AS WE  
[00:37:27] GET CLOSER TO THE SALE DATE.  
[00:37:29] NEXT SLIDE, PLEASE SO  
[00:37:34] THIS SLIDE PROVIDES A SUMMARY OF  
[00:37:35] THE PRIMARY USES OF THE 2024  
[00:37:37] BONDS. ON THE LEFT YOU'LL SEE WE  
[00:37:39] HAVE 272 MILLION OF CALLABLE  
[00:37:41] BONDS THAT WE EXPECT TO REFUND  
[00:37:44] FOR DEBT SERVICE SAVINGS. THOSE  
[00:37:46] REVENUE BONDS WERE ISSUED BACK  
[00:37:47] IN 2013 AND 2015, AND WE  
[00:37:49] FORECAST DEBT SERVICE SAVINGS IN  
[00:37:51] THE \$9 MILLION RANGE. WE ARE  
[00:37:54] ALSO EXPECTING THE ISSUE 535  
[00:37:56] MILLION OF NEW BONDS TO PROVIDE  
[00:37:58] FOR CONTINUED FUNDING OF THE  
[00:38:00] AIRPORTS EXCUSE ME AIRPORT'S  
[00:38:01] ONGOING CAPITAL IMPROVEMENT

[00:38:03] PROGRAM THE COMMISSION WAS  
[00:38:05] BRIEFED ON THE AIRPORT CIP AND  
[00:38:07] THE ASSOCIATED FUNDING PLAN AS  
[00:38:09] PART OF THE DRAFT PLAN OF  
[00:38:10] FINANCE AND TAX LEVY BRIEFING  
[00:38:11] BACK IN OCTOBER. THE PLAN OF  
[00:38:13] FINANCE HAD 5 BILLION IN THE  
[00:38:16] AIRPORT CIP OVER THE NEXT FIVE  
[00:38:17] YEARS, WITH 3.6 BILLION OF THAT  
[00:38:20] FUNDING COMING FROM FUTURE  
[00:38:21] REVENUE BONDS. THESE 2024 BONDS  
[00:38:23] WOULD BE THE FIRST PORTION OF  
[00:38:25] THAT FUNDING. NEXT SLIDE,  
[00:38:27] PLEASE AS  
[00:38:32] NOTED ON THE PREVIOUS SLIDE,  
[00:38:33] THE PORT EXPECTS TO ISSUE 535  
[00:38:35] MILLION OF NEW BONDS TO SUPPORT  
[00:38:36] THE ONGOING CAPITAL PROJECTS AT  
[00:38:37] THE AIRPORT. WE DO EXPECT  
[00:38:40] PROCEEDS TO BE USED ON VARIOUS  
[00:38:42] ELIGIBLE CAPITAL PROJECTS,  
[00:38:44] INCLUDING BUT NOT LIMITED TO THE  
[00:38:45] SEATTLE GATEWAY PROJECT ON THE  
[00:38:47] NORTH END OF MAIN TERMINAL,  
[00:38:48] VARIOUS CONCORD EXPANSION AND  
[00:38:51] IMPROVEMENT EFFORTS, AS WELL AS  
[00:38:52] THE CONTINUATION OF THE BAGGAGE  
[00:38:54] OPTIMIZATION PROJECT AND  
[00:38:55] AIRFIELD PAVEMENT EFFORTS. THE  
[00:38:58] PORT DOES HAVE FLEXIBILITY TO  
[00:38:59] REALLOCATE SOME FLEXIBILITY TO  
[00:39:01] REALLOCATE BOND PROCEEDS TO  
[00:39:02] OTHER PROJECTS SUBJECT TO  
[00:39:04] MEETING FEDERAL TAX ELIGIBILITY  
[00:39:06] REQUIREMENTS. AND AS WITH ANY  
[00:39:08] PROJECT SPENDING, THE PROJECTS  
[00:39:10] THEMSELVES DO REQUIRE COMMISSION  
[00:39:12] AUTHORIZATION BEFORE THEY CAN  
[00:39:13] PROCEED, AND THE ISSUANCE OF  
[00:39:15] THESE BONDS DOES NOT IN ANY WAY  
[00:39:16] CHANGE THAT REQUIREMENT. NEXT  
[00:39:18] SLIDE, PLEASE.  
[00:39:22] RESOLUTION 3826 IS SIMILAR IN  
[00:39:25] ALL MATERIAL RESPECTS WITH OTHER  
[00:39:26] INTERMEDIATE LIEN REVENUE BOND  
[00:39:29] RESOLUTIONS. THEY ARE ALL  
[00:39:32] PURSUANT TO A MASTER RESOLUTION  
[00:39:33] THAT WAS INITIATED BACK IN 2005,  
[00:39:35] AND THEY DELEGATE AUTHORITY TO  
[00:39:38] EITHER THE EXECUTIVE DIRECTOR,  
[00:39:39] DEPUTY EXECUTIVE DIRECTOR OR  
[00:39:41] CHIEF FINANCIAL OFFICER WITH THE  
[00:39:43] ABILITY TO APPROVE THE BOND SALE  
[00:39:44] WITHIN THE FOLLOWING ESTABLISHED  
[00:39:46] PARAMETERS MAXIMUM PAR OF 850  
[00:39:49] MILLION MAXIMUM INTEREST RATES  
[00:39:52] OF 6% FOR THE TAX EXEMPT BOND 7%  
[00:39:55] FOR THE TAXABLE IF NEEDED. THE  
[00:39:58] BONDS MUST BE SOLD WITHIN THE  
[00:39:59] NEXT TWELVE MONTHS BY JUNE 25,  
[00:40:01] 2025. AND IF IT APPEARS THAT  
[00:40:04] THESE DELEGATION LIMITS WILL BE  
[00:40:06] EXCEEDED, WE WILL NEED TO COME

[00:40:08] BACK FOR ADDITIONAL COMMISSIONS  
[00:40:09] AUTHORIZATION. THE BONDS WILL BE  
[00:40:11] SOLD BY THE PORT'S UNDERWRITING  
[00:40:12] TEAM THAT IS SELECTED THROUGH A  
[00:40:14] COMPETITIVE PROCESS EVERY FEW  
[00:40:15] YEARS, MOST RECENTLY LAST YEAR,  
[00:40:17] WITH BANK OF AMERICA TAKING THE  
[00:40:19] LEADS AS SENIOR MANAGER. NEXT  
[00:40:22] SLIDE, PLEASE. FINALLY, THE NEXT  
[00:40:26] STEPS INCLUDE ADOPTION OF THIS  
[00:40:27] RESOLUTION ON JUNE 25. WE ARE  
[00:40:30] ALSO EXPECTED TO MEET WITH THE  
[00:40:32] RATING AGENCIES ON JUNE 24 AND  
[00:40:35] JUNE 25, WITH THE BOND SALE  
[00:40:38] CURRENTLY SCHEDULED FOR AUGUST 1  
[00:40:40] AND EXPECTING TO CLOSE A FEW  
[00:40:42] WEEKS AFTER ON AUGUST 15. SO  
[00:40:45] WITH THAT, I'M HAPPY TO ANSWER  
[00:40:47] ANY QUESTIONS YOU MAY HAVE.  
[00:40:48] THANK YOU FOR THE PRESENTATION.  
[00:40:50] ARE THERE ANY QUESTIONS FROM THE  
[00:40:52] COMMISSIONERS AT THIS TIME?  
[00:40:56] COMMISSIONER CALKINS? THE  
[00:40:59] ESTIMATE OF ROUGHLY 9 MILLION IN  
[00:41:01] SAVINGS NET PRESENT VALUE IS  
[00:41:03] THAT'S NOT ANNUALLY, BUT OVER  
[00:41:05] THE WHAT WOULD HAVE BEEN THE  
[00:41:06] LIFE OF THE LOAN OR BOND WE'RE  
[00:41:08] REFUNDING, CORRECT? CORRECT.  
[00:41:09] IT'S A NET PRESENT VALUE  
[00:41:10] CALCULATION SO THAT 9 MILLION IS  
[00:41:12] BASED ON US MEETING OUR SAVINGS  
[00:41:13] TARGETS, WHICH WE HOPE AND  
[00:41:15] EXPECT TO DO ON THIS PARTICULAR  
[00:41:17] REFUNDING. YEAH. GREAT. THANKS.  
[00:41:20] ANY ADDITIONAL QUESTIONS?  
[00:41:24] HEARING NO FURTHER QUESTIONS FOR  
[00:41:26] THIS ITEM. IS THERE A MOTION AND  
[00:41:27] A SECOND TO APPROVE ITEM NUMBER  
[00:41:29] TEN? A SOLE MOVED SECOND.  
[00:41:33] GREAT. THE MOTION HAS BEEN MADE  
[00:41:35] AND SECONDED. COMMISSIONERS,  
[00:41:37] ARE THERE ANY ADDITIONAL  
[00:41:38] DISCUSSIONS OR DEBATE ON THIS  
[00:41:39] ITEM? HEARING? NONE. CLERK HART,  
[00:41:42] PLEASE CALL THE ROLL FOR THE  
[00:41:43] VOTE. COMMISSIONERS, PLEASE SAY  
[00:41:44] I OR NAY WHEN YOUR NAMES ARE  
[00:41:45] CALLED. THANK YOU. BEGINNING  
[00:41:47] WITH COMMISSIONER CALKINS. AYE.  
[00:41:49] THANK YOU. COMMISSIONER CHO.  
[00:41:51] AYE. THANK YOU. COMMISSIONER  
[00:41:52] FELLEMAN. THANK YOU.  
[00:41:55] COMMISSIONER HASEGAWA. AYE.  
[00:41:56] THANK YOU. COMMISSIONER  
[00:41:57] MOHAMMED. AYE. THANK YOU. FIVE  
[00:41:59] AYES, ZERO AND NAYS FOR THIS  
[00:42:00] ITEM. GREAT. THE MOTION PASSES.  
[00:42:02] THANK YOU. AGAIN.  
[00:42:09] THE NEXT ITEM IS TEN C.  
[00:42:13] CLERK HART, PLEASE READ THE ITEM  
[00:42:14] INTO THE RECORD AND THEN  
[00:42:17] COMMISSION CHIEF OF STAFF AARON

[00:42:18] PRITCHARD, WE'LL INTRODUCE THE  
[00:42:20] ITEM. THANK YOU. THIS IS AGENDA  
[00:42:23] ITEM TEN C, ORDER NUMBER 20240.  
[00:42:26] EIGHT. AN ORDER SETTING AN  
[00:42:28] ACCELERATED TIMELINE FOR ALL  
[00:42:29] CRUISE SHIPS TO UTILIZE SHORE  
[00:42:30] POWER AT ALL PORT FACILITIES BY  
[00:42:33] 2027.  
[00:42:38] THANK YOU. COMMISSION PRESIDENT  
[00:42:39] MOHAMED AND COMMISSIONERS AND  
[00:42:41] EXECUTIVE DIRECTOR, PLEASED TO  
[00:42:42] BE HERE BEFORE YOU TODAY. TODAY  
[00:42:44] I'M PRESENTING AN ORDER OF THE  
[00:42:46] PORT OF THE SEATTLE COMMISSION  
[00:42:47] SETTING AN ACCELERATED TIMELINE  
[00:42:48] FOR ALL SHIPS TO UTILIZE SHORE  
[00:42:50] POWER AT PORT FACILITIES BY  
[00:42:52] 2027. THE IMPORTANCE OF CRUISE  
[00:42:55] OPERATIONS TO THE PORT'S  
[00:42:57] MARITIME DIVISION HAS INCREASED  
[00:42:59] SIGNIFICANTLY SINCE THE FIRST  
[00:43:00] CALL IN 2000, WHERE THE PORT HAD  
[00:43:02] ABOUT 120,000 REVENUE PASSENGERS  
[00:43:05] AND 36 CRUISE CALLS.  
[00:43:07] IN 2024. THE PORT IS  
[00:43:09] ANTICIPATING 275 CRUISE CALLS  
[00:43:11] WITH ONE 1.7 MILLION REVENUE  
[00:43:13] PASSENGERS FOR AN ESTIMATED \$900  
[00:43:15] MILLION IN ECONOMIC IMPACT TO  
[00:43:17] THE REGION. WHILE THE GROWTH OF  
[00:43:20] THIS INDUSTRY WILL CONTINUE TO  
[00:43:21] PROVIDE SIGNIFICANT BENEFITS TO  
[00:43:22] THE REGION WITHOUT THE ADOPTION  
[00:43:24] OF ZERO AND LOW CARBON ENERGY  
[00:43:26] ALTERNATIVES, IT ALSO LEAD TO AN  
[00:43:28] INCREASE IN DIESEL, PARTICULATE  
[00:43:29] MATTER AND GREENHOUSE GAS  
[00:43:31] EMISSIONS IMPACTING HUMAN HEALTH  
[00:43:32] AND CLIMATE. INCREASING CRUISE  
[00:43:36] SHIPS USE OF SHORE POWER IS  
[00:43:37] ESSENTIAL TO MEET OUR GOAL TO BE  
[00:43:38] THE GREEN PORT IN NORTH AMERICA  
[00:43:41] BECAUSE CRUISE SHIPS ARE BY FAR  
[00:43:42] THE LARGEST SOURCE OF THE PORT'S  
[00:43:43] MARITIME, AIR AND GHG SCOPE.  
[00:43:46] THREE EMISSIONS SHORE POWER USE  
[00:43:49] OVER THE 2023 SEASON AVOIDED  
[00:43:52] 2700 METRUCK TONS OF GHG AND  
[00:43:55] SEVEN METRUCK 75 METRUCK TONS OF  
[00:43:58] DIESEL PARTICULATE MATTER. WITH  
[00:44:00] 35% OF ALL CRUISE SHIPS. WITH  
[00:44:02] ONLY 35% OF CRUISE SHIPS  
[00:44:04] PLUGGING IN, THAT'S ESSENTIALLY  
[00:44:06] EQUIVALENT TO 650 PASSENGER CARS  
[00:44:08] DRIVING FOR A YEAR.  
[00:44:11] THE PORT OF SEATTLE HAS SET A  
[00:44:13] GOAL IN ITS MARITIME CLIMATE AND  
[00:44:14] AIR ACTION PLAN TO HAVE 100% OF  
[00:44:17] HOME PORTED CRUISE SHIPS  
[00:44:18] UTILIZING SHORE POWER ON EVERY  
[00:44:20] CALL BY 2030. THE PORT OF  
[00:44:22] SEATTLE COMMISSION TODAY IS  
[00:44:24] DIRECTING THE EXECUTIVE TO



[00:44:25] CREATE AN ENFORCEABLE MANDATE TO  
[00:44:27] ACCELERATE THIS GOAL TO 2027. I  
[00:44:30] WILL NOW GO INTO THE TEXT OF THE  
[00:44:31] ORDER AND SUMMARIZE WHAT THE  
[00:44:33] ESSENTIAL PARTS OF THIS ORDER  
[00:44:34] ARE. FIRST IS THAT THE EXECUTIVE  
[00:44:37] DIRECTOR SHALL ENSURE 100% OF  
[00:44:40] ALL HOME PORTED CRUISE VESSELS  
[00:44:41] ARE SHORE POWER CAPABLE AND PLUG  
[00:44:44] INTO SHORE POWER AT THE START OF  
[00:44:45] THE 2027 CRUISE SEASON. NEXT,  
[00:44:49] HE WILL USE THE MECHANISMS FOR  
[00:44:51] ACHIEVING THIS ENFORCEABLE  
[00:44:52] MANDATE OF 100% SHORE POWER  
[00:44:53] USAGE BY 2027 SHALL BE APPROVED  
[00:44:56] BY THE COMMISSION PER THE  
[00:44:57] DELEGATION OF AUTHORITY. WITHIN  
[00:45:00] THAT, THE EXECUTIVE DIRECTOR  
[00:45:01] SHALL ALSO BRING FORWARD TO THE  
[00:45:02] COMMISSION BY THE TIME FOR THE  
[00:45:04] 2025 BUDGET ANY INFRASTRUCTURE  
[00:45:06] IMPROVEMENTS THAT ARE NEEDED TO  
[00:45:07] MEET THIS MANDATE. AND FINALLY,  
[00:45:10] ALL HOME PORTED CRUISE VESSELS  
[00:45:12] SUBJECT TO THE SHORE POWER  
[00:45:13] MANDATE SHALL NOTIFY THE PORT OF  
[00:45:15] THE DURATION OF THE SHORE POWER  
[00:45:16] USAGE FOLLOWING EACH CALL AND  
[00:45:19] WITHOUT, AND IF THE SHORE POWER  
[00:45:20] IS NOT UTILIZED, CRUISE LINES  
[00:45:22] WILL PROVIDE A WRITTEN  
[00:45:23] EXPLANATION TO THE PORT WITH THE  
[00:45:25] UNDERSTANDING THAT UNAVOIDABLE  
[00:45:26] CHALLENGES MAY OCCASIONALLY  
[00:45:27] OCCUR. WITH THAT, I'M GOING TO  
[00:45:30] TURN IT BACK OVER TO COMMISSION  
[00:45:31] PRESIDENT MOHAMMED GREAT. THANK  
[00:45:34] YOU CHIEF OF STAFF PRITCHARD FOR  
[00:45:36] THAT OVERVIEW. EXECUTIVE  
[00:45:38] DIRECTOR METRUCK DIRECTOR JONES  
[00:45:42] STEBBINS, ANY ADDITIONAL  
[00:45:43] COMMENTS THAT YOU'D LIKE TO  
[00:45:44] PROVIDE? PRESIDENT MOHAMMED,  
[00:45:46] THANK YOU FOR THE OPPORTUNITY.  
[00:45:47] I'M SUPPORTIVE OF THIS ORDERED  
[00:45:50] BEFORE YOU THAT IS CHAMPIONED BY  
[00:45:52] COMMISSIONER FELLEMAN. VESSELS  
[00:45:54] UTILIZING SHORE POWER, AS CHIEF  
[00:45:59] OF STAFF PRITCHARD HAS  
[00:46:00] DESCRIBED, IS ONE OF THE WAYS  
[00:46:01] THAT ACHIEVE OUR SUSTAINABILITY  
[00:46:03] GOALS, AND IT TAKES THREE THINGS  
[00:46:04] TO MAKE THIS HAPPEN. YOU HAVE TO  
[00:46:06] HAVE THE SHORE POWER AVAILABLE,  
[00:46:08] AND WE'RE MAKING THOSE, BOTH THE  
[00:46:10] CRUISE LINES AND OURSELVES ARE  
[00:46:11] MAKING THOSE INVESTMENTS IN  
[00:46:12] ORDER TO HAVE THAT AVAILABLE.  
[00:46:14] WE HAVE SOME PROJECTS UNDERWAY  
[00:46:15] THAT ARE, ARE GOING TO PUT THAT  
[00:46:16] IN PLACE SO IT WILL BE AVAILABLE  
[00:46:18] IN OUR THREE BERTHS. AND  
[00:46:21] DIRECTOR JOAN STEBBINS WILL HAVE

[00:46:23] SOMETHING TO SAY ABOUT THAT IN A  
[00:46:24] SECOND. AND YOU ALSO HAVE TO  
[00:46:26] HAVE SHIPS, SHIPS THAT ARE  
[00:46:27] CAPABLE OF CONNECTING TO SHORE  
[00:46:30] POWER, AND THE CRUISE LINES ARE  
[00:46:31] WORKING ON THAT AS WELL. SOME OF  
[00:46:33] THEM HAVE, AND SOME OF THEM,  
[00:46:34] ADDITIONAL ONES, WILL HAVE IT TO  
[00:46:36] DO THAT. AND THEN YOU HAVE TO  
[00:46:37] MAKE THEM CONNECT. YOU KNOW, IF  
[00:46:39] THEY JUST SIT THERE AND ARE NOT  
[00:46:40] CONNECTED, THAT'S COMMON SENSE.  
[00:46:42] BUT YOU HAVE TO HAVE ALL THAT  
[00:46:43] HAPPEN. AND SO ALL THOSE THINGS  
[00:46:47] ARE HAPPENING, AND TO MAKE IT  
[00:46:49] ALL HAPPEN TOGETHER. THIS ORDER  
[00:46:51] IS THE DIRECTION THAT MAKES IT  
[00:46:52] CLEAR THAT THIS IS WHAT IS GOING  
[00:46:54] TO HAPPEN. AND WE'RE DOING IT ON  
[00:46:56] AN ACCELERATED TIMELINE FROM OUR  
[00:46:58] ORIGINAL TIMELINES SO THAT WE  
[00:46:59] ARE ACHIEVING OUR GOALS,  
[00:47:01] SUSTAINABILITY GOALS, AS SOON AS  
[00:47:03] POSSIBLE AND EARLIER THAN  
[00:47:05] ANTICIPATED. THIS IS BOTH GOOD  
[00:47:07] FOR BOTH THE COMMUNITY AND THE  
[00:47:08] ENVIRONMENT. SO I LOOK FORWARD  
[00:47:10] TO THIS, IF IT'S ADOPTED,  
[00:47:13] THAT THIS ORDER SERVE AS A GUIDE  
[00:47:16] AS WE HAVE OUR DISCUSSIONS, AND  
[00:47:17] IT REALLY DIRECTS US TO DO THIS  
[00:47:19] IN OUR DISCUSSIONS WITH OUR HOME  
[00:47:21] PORTED CRUISE LINES HERE AND  
[00:47:23] MOVES US FORWARD. SO AT THIS  
[00:47:25] POINT, I'D LIKE TO PASS THE  
[00:47:26] MICROPHONE TO OUR MANAGING  
[00:47:27] DIRECTOR FOR MARITIME,  
[00:47:28] STEPHANIE JONES STEBBINS, TO SAY  
[00:47:30] A FEW WORDS AS WELL. STEPHANIE  
[00:47:32] AND OUR MARITIME DIVISION HAVE  
[00:47:33] WORKED FOR A LONG TIME ON THIS  
[00:47:34] TO MAKE THIS TIMELINE  
[00:47:35] ACHIEVABLE, AND I THANK THEM FOR  
[00:47:37] THAT WORK. STEPHANIE. THANK YOU,  
[00:47:39] COMMISSIONERS, AND THANK YOU,  
[00:47:40] EXECUTIVE DIRECTOR. METRUCK  
[00:47:42] STAFF HAS BEEN WORKING TO LAY  
[00:47:45] THE GROUNDWORK TO MAKE THIS  
[00:47:46] DIRECTIVE WITHIN OUR REACH FOR  
[00:47:48] MANY YEARS. OF COURSE, WE HAVE  
[00:47:50] HAD SHORE POWER HERE AT THE PORT  
[00:47:51] OF SEATTLE FOR ALMOST 20 YEARS.  
[00:47:53] AND MORE RECENTLY, WE'RE  
[00:47:56] BRINGING FORTH PROJECTS TO THE  
[00:47:59] COMMISSION WHICH WILL MAKE ALL  
[00:48:00] OF OUR CRUISE BERTHS NOT ONLY  
[00:48:03] HAVE SHORE POWER, BUT MAKE THAT  
[00:48:04] SHORE POWER ACCESSIBLE FOR A  
[00:48:06] MUCH WIDER RANGE OF VESSELS. AS  
[00:48:09] WE BRING MORE VESSELS AND ASK  
[00:48:12] THEM TO PLUG IN, WE FIND THAT  
[00:48:14] VESSELS HAVE THEIR SHIPSIDE  
[00:48:15] EQUIPMENT IN VARIOUS PLACES AND

[00:48:17] INVESTMENTS ARE NEEDED TO  
[00:48:18] ACCOMMODATE THAT RANGE OF  
[00:48:20] CONFIGURATIONS. SO THIS GOAL,  
[00:48:22] AS LAID OUT, GIVES US TIME TO  
[00:48:25] COMPLETE THE IMPROVEMENTS THAT  
[00:48:26] WE NEED TO, TO MAKE FOR THINGS  
[00:48:28] LIKE SHORE POWER EQUIPMENT, AS  
[00:48:30] WELL AS IMPROVEMENTS LIKE MORE  
[00:48:31] FLEXIBLE GANGWAYS, WHICH WILL BE  
[00:48:33] IMPORTANT. SO WE WILL BE  
[00:48:34] BRINGING FORWARD PROJECTS TO YOU  
[00:48:37] TO MAKE THIS HAPPEN.  
[00:48:39] ADDITIONALLY, CRUISE LINES HAVE  
[00:48:41] BEEN MAKING INVESTMENTS IN SHORE  
[00:48:42] POWER CAPABILITY. IN FACT, AS OF  
[00:48:44] THIS TIME, ABOUT 30% OF CRUISE  
[00:48:47] VESSELS WORLDWIDE HAVE SHORE  
[00:48:49] POWER CAPABILITY, BUT ONLY 2% OF  
[00:48:51] PORTS. AND WE DO EXPECT THAT  
[00:48:54] OVER THE NEXT FEW YEARS, THE  
[00:48:55] NUMBER OF CRUISE VESSELS WITH  
[00:48:56] SHORE POWER CAPABILITY IS  
[00:48:58] EXPECTED TO DOUBLE. AND I KNOW  
[00:48:59] PORTS AROUND THE WORLD ARE  
[00:49:00] SCRAMBLING TO KEEP UP AS WELL  
[00:49:02] BECAUSE WE'RE ALL COMPETING FOR  
[00:49:03] THE SAME EQUIPMENT. THE PORT HAS  
[00:49:07] BEEN A LEADER DRIVING THIS, AND  
[00:49:09] THIS ORDER WILL FURTHER POSITION  
[00:49:11] US AS THAT LEADER. THIS ORDER  
[00:49:13] WILL GIVE US CLARITY ON WHERE WE  
[00:49:15] ARE AIMING AND WE LOOK FORWARD  
[00:49:17] TO DELIVERING. THANK YOU VERY  
[00:49:18] MUCH. THANK YOU SO MUCH.  
[00:49:21] EXECUTIVE DIRECTOR METRUCK AND  
[00:49:22] DIRECTOR JOAN STEBBINS. THANK  
[00:49:24] YOU FOR YOUR LEADERSHIP AT THE  
[00:49:25] PORT OF SEATTLE. I KNOW YOU'VE  
[00:49:26] BEEN WORKING REALLY HARD TO MOVE  
[00:49:28] A LOT OF THIS WORK FORWARD AND  
[00:49:30] SO APPRECIATE YOU. WE'LL NOW  
[00:49:32] TAKE COMMENTS FROM  
[00:49:33] COMMISSIONERS, BEGINNING WITH  
[00:49:35] COMMISSIONER FELLEMAN.  
[00:49:39] THANK YOU VERY MUCH,  
[00:49:40] COMMISSION. MY COLLEAGUES HERE,  
[00:49:43] I'D LIKE TO START, START BY  
[00:49:44] ACKNOWLEDGING THE WORK THAT  
[00:49:46] STEPHANIE JONES STEBBINS HAS  
[00:49:47] BEEN DOING OVER THE YEARS. LONG  
[00:49:48] BEFORE I WAS A COMMISSIONER,  
[00:49:50] WE'VE WORKED TOGETHER, AND THIS  
[00:49:51] IS REALLY ONLY POSSIBLE DUE TO  
[00:49:53] THE WORKING RELATIONSHIP SHE'S  
[00:49:55] MAINTAINED WITH THE CRUISE  
[00:49:56] INDUSTRY AND HER UNWAVERING  
[00:49:58] COMMITMENT TO THE ENVIRONMENT.  
[00:49:59] SO TRULY APPRECIATIVE OF THAT.  
[00:50:01] AND OBVIOUSLY, YOU CAN'T DO THAT  
[00:50:03] WITHOUT THE SUPPORT FROM  
[00:50:04] LEADERSHIP LIKE STEVE METRUCK.  
[00:50:06] AND SO THANK YOU FOR ALL OF YOUR  
[00:50:08] SUPPORT FOR THIS INITIATIVE.

[00:50:09] AND OBVIOUSLY, HAVING  
[00:50:11] COMMISSIONED PRESIDENT MOHAMMED,  
[00:50:13] CHIEF OF STAFF AARON PRITCHARD  
[00:50:15] AND MY STRATEGIC ADVISOR AARON  
[00:50:18] ASH, ALL MAKES THESE THINGS COME  
[00:50:20] TO FRUITION. AND THANK YOU FOR  
[00:50:22] THE HELP. SO MOVING FORWARD,  
[00:50:25] THOUGH, IN PASSING THIS ORDER,  
[00:50:26] WE'RE BASICALLY TAKING A 2030  
[00:50:29] GOAL AND TURNING IT INTO A 2027  
[00:50:33] REQUIREMENT. AND THAT'S UNIQUE  
[00:50:35] AMONGST PORTS, WHILE CALIFORNIA  
[00:50:37] HAS A STATE REQUIREMENT FOR  
[00:50:41] SHUTTING OFF AT THE DOCK OR THEY  
[00:50:44] HAVE THESE ALTERNATIVES. YOU CAN  
[00:50:45] GO INTO A SMOKESTACK, BUT THIS  
[00:50:47] IS THE FIRST TIME A PORT, TO THE  
[00:50:48] BEST OF MY KNOWLEDGE, HAS  
[00:50:49] ACTUALLY INITIATED ITS,  
[00:50:52] LEVERAGED ITS COMMERCIAL  
[00:50:53] RELATIONSHIP WITH THE CRUISE  
[00:50:54] LINE, PUTTING IT IN TARIFFS AND  
[00:50:56] OTHER THINGS THAT WE'VE HAD THE  
[00:50:58] PLEASURE OF DOING IN OTHER  
[00:50:59] VENUES, WHETHER IT BE DISCHARGE  
[00:51:00] ZONES OR THINGS LIKE THAT, THAT  
[00:51:02] THE PORT HAS REALLY LEVERAGED  
[00:51:03] ITS ROLE IN AN UNREGULATORY  
[00:51:05] FASHION, BUT IN A COMMERCIAL WAY  
[00:51:08] THAT ALLOWS US TO CONTINUE TO BE  
[00:51:09] A GREEN PORT, WHICH I THINK WILL  
[00:51:11] BE INCREASINGLY APPEALING TO  
[00:51:13] FOLKS THAT CHOOSE TO GO TO  
[00:51:14] ALASKA, WHICH IS NOT LIKE YOUR  
[00:51:16] TYPICAL BOOZE CRUISE. SO THE  
[00:51:22] FACT THAT YOU SAID WE'VE HAD  
[00:51:24] SHORT POWER BECAUSE OF CARNIVALS  
[00:51:27] INVESTMENT IN 20,004 2004,  
[00:51:31] AND OUR WORK HAS ALSO MADE THAT  
[00:51:34] VERY IMPORTANT. BUT CLEARLY WE  
[00:51:36] STILL HAVE MORE TO DO. AND I  
[00:51:40] APPRECIATE WE'RE PUTTING IN THE  
[00:51:41] BUDGET ANY ADDITIONAL WORK THAT  
[00:51:44] WOULD BE DONE 2023 THOUGH WE HAD  
[00:51:46] 66% OF OUR SHIPS WERE SHORE  
[00:51:49] POWER CAPABLE, BUT ONLY 35% OF  
[00:51:51] THEM WERE ABLE TO PLUG IN. THIS  
[00:51:53] WAS DUE IN PART. WE DIDN'T HAVE  
[00:51:55] THE FACILITY AT 66 OR THE MOBILE  
[00:51:58] ABILITY TO MOVE THE UMBILICUS.  
[00:52:02] AND SO WE'RE GOING TO TAKE CARE  
[00:52:03] OF MOST OF THAT PROBLEM THIS  
[00:52:05] YEAR. AND BY CALLING ON CRUISE  
[00:52:07] SHIPS TO BRING THEIR CREWS,  
[00:52:09] THEIR SHORE POWER CAPABLE  
[00:52:11] VESSELS, THIS SHOULD TAKE CARE  
[00:52:12] OF THIS PROBLEM, GIVING THEM TWO  
[00:52:14] YEARS TO DO THAT. FOREWARNING  
[00:52:16] THEY CAN ADVERTISE HOW THEY  
[00:52:18] PLAN. PLEASE. BUT CLEARLY, THIS  
[00:52:20] IS A GROWING PART OF OUR  
[00:52:21] PORTFOLIO, AS MENTIONED,  
[00:52:23] SIGNIFICANT INCREASES SINCE WE

[00:52:25] STARTED IN 2000. BUT IT ALSO  
[00:52:28] GENERATES A LOT OF REVENUE THAT  
[00:52:30] WE THEN REINVEST INTO OTHER  
[00:52:33] PROGRAMS. ENVIRONMENTAL,  
[00:52:34] COMMUNITY, AND RELATED.  
[00:52:37] HOWEVER, IT'S NOT WITHOUT  
[00:52:38] IMPACT. AND SO, I GUESS  
[00:52:42] IF IT WAS THIS YEAR, IF WE ALL  
[00:52:45] PLUGGED IN, THAT WOULD BE 13% OF  
[00:52:47] THE EMISSIONS IN THE ENTIRE  
[00:52:49] AIRSHIP, WHICH IS ALL OF JUAN DE  
[00:52:51] FUCA STRAIT, WHICH IS A LARGE  
[00:52:53] AIRSHIP, BUT IT DOESN'T INCLUDE  
[00:52:54] THE ENTIRE CRUISE. SO IT'S  
[00:52:57] IMPERATIVE ON US THAT WE  
[00:52:58] CONTINUE TO MAKE PROGRESS ON  
[00:52:59] ALTERNATIVE FUELS, WHICH I'M  
[00:53:01] HAPPY TO SEE IS GOING ON. GREEN  
[00:53:04] CORRIDOR AND OTHER INITIATIVES  
[00:53:05] ARE BEING TAKEN PLACE. SO THIS  
[00:53:07] IS A STEP. IT IS NOT THE ONLY  
[00:53:09] STEP, BUT IT'S NOT THE LAST  
[00:53:10] STEP. WE WILL CONTINUE TO  
[00:53:11] ADVANCE THIS CAUSE,  
[00:53:14] BUT REALLY, THE GREATEST  
[00:53:16] IRREFUTABLE, ARE TO THE  
[00:53:18] SURROUNDING COMMUNITIES. YOU  
[00:53:19] KNOW, JUAN DE FUCA DOESN'T HAVE  
[00:53:20] A LOT OF PEOPLE, BUT WE STILL  
[00:53:21] ARE PROTECTING THEM. BUT THESE  
[00:53:23] COMMUNITIES, THESE SHORESIDE  
[00:53:24] COMMUNITIES, ARE  
[00:53:26] DISPROPORTIONATELY IMPACTED.  
[00:53:27] AND THIS IS A SIGNIFICANT WAY,  
[00:53:29] IRREFUTABLY, TO DO THAT. AND  
[00:53:32] THEN FINALLY, IN EFFORTS OF  
[00:53:35] TRANSPARENCY. TRANSPARENCY.  
[00:53:36] I'VE ALSO BEEN ADVANCING EFFORTS  
[00:53:37] TO. WE HAVE A REPORT CARD  
[00:53:39] RELEASED AS WELL. AND SO THAT  
[00:53:41] THE COMMUNITY CAN UNDERSTAND THE  
[00:53:42] INITIATIVES THAT WE TAKE, BOTH  
[00:53:44] ECONOMIC AS WELL AS  
[00:53:45] ENVIRONMENTAL. AND WE'RE WORKING  
[00:53:47] ON ADDITIONAL KPI'S TO LOOK AT.  
[00:53:49] AND IF THE COMMUNITY HAS  
[00:53:51] THOUGHTS ABOUT THINGS THAT WE  
[00:53:52] MIGHT INCLUDE IN THAT DASHBOARD,  
[00:53:53] I WELCOME THAT, AND I REALLY  
[00:53:55] APPRECIATE ALL THE WORK YOU'VE  
[00:53:56] DONE. THANK YOU, COMMISSIONER  
[00:53:59] FELLEMAN, FOR YOUR COMMENTS AND  
[00:54:00] YOUR EXPERTISE AND FOR MOVING  
[00:54:01] THIS ORDER FORWARD. ARE THERE  
[00:54:02] ANY ADDITIONAL COMMENTS FROM MY  
[00:54:04] COLLEAGUES? COMMISSIONER  
[00:54:07] HASEGAWA, THANK YOU SO MUCH.  
[00:54:09] I'D ALSO LIKE TO ACKNOWLEDGE THE  
[00:54:11] LEADERSHIP OF COMMISSIONER  
[00:54:12] FELLEMAN ON THIS ORDER. IT'S THE  
[00:54:14] RIGHT THING TO DO TO TRANSFORM  
[00:54:16] OUR INFRASTRUCTURE AND  
[00:54:21] IN COLLABORATION WITH THE

[00:54:22] EXPERTISE FROM STAFF. THANK YOU  
[00:54:23] SO MUCH FOR EVERYTHING THAT  
[00:54:26] YOU'VE DONE TO GET THIS ORDER  
[00:54:27] TO. TO WHERE IT IS TODAY.  
[00:54:31] SO I WANT TO ACKNOWLEDGE  
[00:54:34] THAT WHAT WE'RE  
[00:54:37] DOING FOR THE CRUISE INDUSTRY  
[00:54:41] EXCITES ME BECAUSE I THINK THAT  
[00:54:43] THE LEADERSHIP THAT WE'RE SEEING  
[00:54:45] FROM THE CRUISE LINES IN  
[00:54:47] TRANSFORMING THEIR FLEETS, THE  
[00:54:48] LEADERSHIP THAT WE'RE SEEING  
[00:54:50] FROM THE PORT, IN CONSULTATION  
[00:54:54] WITH CLIA, IS REALLY  
[00:54:58] GROUNDBREAKING IN THAT IT IS A  
[00:55:01] BLUEPRINT FOR OTHER INDUSTRIES  
[00:55:02] TO FOLLOW. I WOULD LOVE TO SEE  
[00:55:05] SOMETHING SIMILAR BE ABLE TO  
[00:55:07] HAPPEN FOR OUR CONTAINER AND  
[00:55:09] CARGO SHIPS. I WOULD LOVE TO SEE  
[00:55:12] US BE ABLE TO MAKE ADVANCEMENTS  
[00:55:14] AND TRANSFORM THE WAY THAT,  
[00:55:18] THE WAY THAT SHIPS COMING INTO  
[00:55:20] OUR HARBOR ARE GOING TO BE  
[00:55:22] REQUIRED TO HOOK UP, THE WAY  
[00:55:24] THAT THEY'RE GOING TO BE  
[00:55:25] INCENTIVIZED TO TRANSFORM THEIR  
[00:55:27] FLEETS. AND SO I ACKNOWLEDGE  
[00:55:29] THIS AS JUST A POSITIVE STEP IN  
[00:55:32] THE RIGHT DIRECTION. I DO WANT  
[00:55:34] TO ACKNOWLEDGE ALSO, THOUGH,  
[00:55:35] THAT NO MATTER HOW QUICKLY WE  
[00:55:37] TRANSFORM OUR INFRASTRUCTURE,  
[00:55:39] THE GROWTH OF THE NUMBER OF  
[00:55:40] CRUISE CALLS AND THE INCREASE IN  
[00:55:42] THE NET OUTPUT OF GREENHOUSE GAS  
[00:55:44] MISSIONS OUTPACES THE  
[00:55:48] REDUCTIONS THAT ARE ACHIEVED  
[00:55:50] THROUGH OUR INFRASTRUCTURE  
[00:55:52] ADVANCEMENTS. AND SO, DIRECTOR  
[00:55:55] STEPHANIE JONES STEBBINS, CAN  
[00:55:57] YOU TALK TO ME A LITTLE BIT  
[00:55:58] ABOUT OUR HOLISTIC STRATEGY TO  
[00:56:03] NET ZERO AND MEET OUR CENTURY  
[00:56:04] AGENDA GOALS WHEN WE KNOW THIS  
[00:56:07] ABOUT THE GROWTH OF THE INDUSTRY  
[00:56:09] AND THE PACE OF OUR OWN  
[00:56:11] TRANSITION HERE AT HOME? YEAH.  
[00:56:13] THANK YOU VERY MUCH FOR THAT  
[00:56:14] QUESTION. SO, AS I THINK  
[00:56:17] COMMISSIONER FELLEMAN MENTIONED,  
[00:56:19] THIS IS ONLY ONE OF MANY EFFORTS  
[00:56:21] THAT WE NEED TO TAKE. THIS IS  
[00:56:22] SOMETHING WE KNOW HOW TO DO NOW,  
[00:56:24] AND ACCELERATING OUR GOAL TO  
[00:56:26] MAKE IT HAPPEN MAKES TOTAL  
[00:56:27] SENSE. ADDITIONALLY, WE ARE  
[00:56:29] LOOKING AT MULTIPLE THINGS IN  
[00:56:31] COLLABORATION WITH OUR CRUISE  
[00:56:33] PARTNERS BECAUSE THEY CONTROL  
[00:56:35] WHAT'S HAPPENING ON THE WATER.  
[00:56:37] SO ONE IS CERTAINLY EMISSION  
[00:56:40] REDUCTION EFFICIENCY. WE HAVE TO

[00:56:43] USE LESS FUEL, WHATEVER IT IS,  
[00:56:45] WE HAVE TO USE LESS FUEL AND WE  
[00:56:47] HAVE TO TRANSITION TO ZERO  
[00:56:50] CARBON FUELS. SO WE ARE  
[00:56:53] PARTNERING IN A GREEN CORRIDOR  
[00:56:55] EFFORT AS WELL AS SUSTAINABLE  
[00:56:57] MARITIME FUELS EFFORT OUTSIDE OF  
[00:57:01] THE CRUISE INDUSTRY TO LOOK AT  
[00:57:02] WHAT THOSE ZERO CARBON FUELS  
[00:57:03] WILL BE. THIS IS NOT THE CRUISE  
[00:57:05] INDUSTRY ALONE, OR EVEN THE  
[00:57:07] MARITIME INDUSTRY. OUR ENTIRE  
[00:57:08] ECONOMY HAS TO TRANSITION. SO WE  
[00:57:11] ARE INVOLVED IN NUMEROUS  
[00:57:13] PARTNERSHIPS TO MAKE THAT  
[00:57:15] HAPPEN, INCLUDING THE GREEN  
[00:57:16] CORRIDOR. BUT THAT IS ONLY ONE  
[00:57:18] THING. IS THERE A TRANSPARENCY  
[00:57:20] FUNCTION THAT DEMONSTRATES TO  
[00:57:22] ANY INTERESTED PARTY WHO WANTED  
[00:57:24] ACCESS TO THAT INFORMATION  
[00:57:25] IMMEDIATELY ABOUT, ABOUT OUR  
[00:57:28] PROGRESS? IN PARTNERSHIP WITH  
[00:57:30] FOLKS WE'RE CALLING IN OUR  
[00:57:31] HARBOR IN HOOKING UP, IN  
[00:57:34] REDUCING GREENHOUSE GAS  
[00:57:35] EMISSIONS. HOW ARE WE CONVEYING  
[00:57:38] THAT INFORMATION PUBLICLY? WE  
[00:57:41] ARE LAUNCHING A CRUISE DASHBOARD  
[00:57:45] WHICH WILL HAVE INFORMATION  
[00:57:47] ABOUT THE NUMBER OF CRUISE  
[00:57:49] CALLS, NUMBER OF CRUISE  
[00:57:53] VESSELS THAT PLUGGED IN,  
[00:57:56] VARIETY OF OTHER PIECES OF  
[00:57:58] INFORMATION AS WELL THAT GIVES  
[00:57:59] TRANSPARENCY IN TERMS OF WHAT WE  
[00:58:02] WILL UPDATE IT THROUGHOUT THE  
[00:58:03] CRUISE SEASON THIS YEAR, ONCE WE  
[00:58:06] LAUNCH IT, TO GIVE VISIBILITY TO  
[00:58:08] THOSE VERY THINGS.  
[00:58:11] EXECUTIVE DIRECTOR METRUCK.  
[00:58:14] SORRY, COMMISSIONER, I DIDN'T  
[00:58:15] MEAN TO STOP YOU, BUT I JUST  
[00:58:16] WANTED TO ADD TO SOME THINGS  
[00:58:18] THAT DIRECTOR JOAN STEBBINS HAS  
[00:58:21] SAID IS, YOU KNOW, ON THE, ON  
[00:58:22] THE FUEL SIDE, YOU KNOW, WE WORK  
[00:58:24] WITH THE CRUISE LINES BECAUSE  
[00:58:25] THE CRUISE LINES ARE DOING THREE  
[00:58:26] THINGS. THEY'RE DOING THE  
[00:58:27] OPERATIONAL EFFICIENCIES THAT  
[00:58:31] DIRECTOR JOAN STEBBINS WAS  
[00:58:33] SAYING IS THAT, YOU KNOW, MAKES  
[00:58:35] IT SLOW STEAMING AND OTHER  
[00:58:37] OPERATIONAL THINGS YOU CAN DO TO  
[00:58:38] INCREASE EFFICIENCIES. THEY'RE  
[00:58:40] ALSO DOING ENGINEERING THE NEWER  
[00:58:41] THE SHIPS ARE, OR RETROFITTING  
[00:58:42] ONTO SHIPS CAN MAKE THEM MORE  
[00:58:44] EFFICIENT AS WELL, REDUCING  
[00:58:45] THEIR NEED FOR FUEL AS WELL. SO  
[00:58:47] THEY'RE REDUCING IT FROM THAT  
[00:58:48] SIDE AS WELL. SO THEN THAT THIRD



[00:58:50] LEG IS THOSE ALTERNATIVE FUELS,  
[00:58:51] AND THOSE FUELS WHICH WE'RE  
[00:58:53] WORKING WITH THEM THROUGH OUR  
[00:58:55] GREEN CORRIDOR EFFORT TO LOOK AT  
[00:58:58] EITHER ALTERNATIVES, THAT WHICH  
[00:59:00] WE WANT TO, WE'RE RELATING THE  
[00:59:02] EFFORT ON THAT. AND SO IT'S  
[00:59:04] REALLY THE ALTERNATIVE FUELS OF  
[00:59:05] THE FUTURE AS WELL. SO IT'S A  
[00:59:07] THREE LEGGED STOOL THAT THEY'RE  
[00:59:08] WORKING ON. AND I THINK THAT  
[00:59:10] WORKING WITH THEM TO HAVE THEM  
[00:59:11] TELL, TELL THEIR OWN STORY ABOUT  
[00:59:12] THE CRUISE LINES, OF HOW THEY'RE  
[00:59:13] WORKING AND TO DO THAT  
[00:59:15] CONTINUOUSLY AS PART OF THE  
[00:59:17] EFFORT, AS WELL AS WELL AS OUR  
[00:59:18] OWN DASHBOARDS TO MEASURE THAT  
[00:59:20] OUTPUT. I JUST WANTED TO ADD  
[00:59:21] THAT TO THE CONVERSATION AS  
[00:59:22] WELL. AND I ALSO WANT TO  
[00:59:23] ACKNOWLEDGE THAT IN THE LAST  
[00:59:26] YEAR AND A HALF, WE HAVE LED AT  
[00:59:28] THE PORT OF SEATTLE IN CONVENING  
[00:59:31] THE GREEN CORRIDOR AND SO FOR  
[00:59:35] CRUISING. AND SO I WONDER IF  
[00:59:37] THERE ARE OTHER PUBLIC  
[00:59:38] PARTICIPANTS IN  
[00:59:42] THAT CIRCLE AND LIKE THE PORTS  
[00:59:45] OF VANCOUVER OR IN ALASKA, FOR  
[00:59:47] EXAMPLE. AND IS THIS A MODEL  
[00:59:51] LANGUAGE THAT WE COULD PERHAPS  
[00:59:53] BRING THERE FOR OTHER  
[00:59:55] JURISDICTIONS TO CONSIDER FOR  
[00:59:58] THEIR OWN ADOPTION? YEAH. YEAH.  
[01:00:01] DID YOU WANT TO SPEAK TO THAT,  
[01:00:02] STEVE? I WOULD LIKE TO SAY YES.  
[01:00:05] THAT COULD BE PART OF THE  
[01:00:06] INFORMATION THAT WE SHARE WITH  
[01:00:07] THEM AT THE NEXT, WE HAVE  
[01:00:09] REGULAR MEETINGS WITH THEM. A  
[01:00:10] MATTER OF FACT, IT'S COMING UP  
[01:00:12] PRETTY SOON AS I WAS LOOKING AT  
[01:00:13] THE CALENDAR. AND WE'LL SHARE  
[01:00:15] THEM WITH OUR INITIATIVE HERE OF  
[01:00:16] THE COMMISSION HERE AND TALK TO  
[01:00:18] THEM ABOUT THAT. IT'D BE NICE TO  
[01:00:20] HAVE MATCHING ONES. AND WE DO  
[01:00:22] ACTIONS TAKEN. THERE IS THEIR  
[01:00:24] APPLICABILITY TO US AS WELL,  
[01:00:26] BUT THAT'S SOMETHING WE CAN DO.  
[01:00:27] THE IDEA IS THAT THIS COULD  
[01:00:30] INCENTIVIZE DEVELOPMENT IN  
[01:00:34] DIFFERENT CRUISE LINES FLEETS.  
[01:00:36] RIGHT. SO THE IDEA IS THAT THEY  
[01:00:37] WOULDN'T EVEN END UP SENDING  
[01:00:39] VESSELS THAT AREN'T SHORT POWER  
[01:00:41] CAPABLE. IF THEY'RE GOING PLACES  
[01:00:43] LIKE HERE, AND THEN THEY GO  
[01:00:44] PLACE AND THEY LEAVE FROM HERE  
[01:00:46] TOWARDS ALASKA, WOULD THIS  
[01:00:49] PERHAPS BE ABLE TO BE SOME SORT  
[01:00:50] OF A BENEFIT FOR THE DESTINATION

[01:00:52] CITIES AND POPULATIONS AS WELL?  
[01:00:54] YEAH, ABSOLUTELY. WHERE  
[01:00:57] COMMUNITIES HAVE SHORE POWER  
[01:00:58] INFRASTRUCTURE. AND ACTUALLY,  
[01:01:00] THROUGH OUR GREEN CORRIDOR  
[01:01:01] PARTNERSHIPS, WE'VE BEEN  
[01:01:02] SUPPORTING OTHER COMMUNITIES  
[01:01:03] GETTING THAT INFRASTRUCTURE  
[01:01:05] WHERE IT'S FEASIBLE. SOME OF YOU  
[01:01:07] KNOW, THE ELECTRICAL GRID MAY OR  
[01:01:09] MAY NOT SUPPORT THAT IN EACH  
[01:01:10] INDIVIDUAL COMMUNITY, BUT WE'RE  
[01:01:12] SUPPORTING EACH OTHER IN THOSE  
[01:01:15] INFRASTRUCTURE UPGRADES. AND  
[01:01:17] ONCE A VESSEL, I MEAN, IF A  
[01:01:18] VESSEL IS GOING ROUND TRIP TO  
[01:01:20] ALASKA, IT'S LEAVING FROM HERE  
[01:01:21] OR FROM VANCOUVER. AND THEN WHY  
[01:01:23] ARE CRUISE LINES DOING THIS?  
[01:01:25] AND I DON'T WANT TO HEAR, LIKE,  
[01:01:26] IT'S, YOU KNOW, OUT OF THE  
[01:01:28] GOODNESS OF THEIR HEARTS, LIKE,  
[01:01:29] ARE THEY, WHAT DO THEIR  
[01:01:30] RIDERSHIP DO? THEIR, YOU KNOW,  
[01:01:33] DO THEIR CUSTOMERS CARE DEEPLY  
[01:01:35] ABOUT THIS? ARE THEY HEARING  
[01:01:36] FROM THE PUBLIC? LIKE, WHY ARE  
[01:01:38] CRUISE LINES, I KNOW THAT YOU'VE  
[01:01:41] DONE DEEP CONSULTATION WITH THEM  
[01:01:42] TO UNDERSTAND HOW THIS WOULD  
[01:01:44] ACTUALLY GO INTO EFFECT. LIKE  
[01:01:45] WHAT, WHAT HAS BEEN THEIR  
[01:01:46] FEEDBACK ON THIS? I THINK  
[01:01:48] THERE'S A COUPLE THINGS. I THINK  
[01:01:49] WHAT YOU WERE TAUGHT THE  
[01:01:52] RIDERSHIP CARES. AND I THINK,  
[01:01:55] AS COMMISSIONER FELLEMAN HAS  
[01:01:56] MENTIONED, THESE CRUISES ARE  
[01:01:58] GOING TO A PLACE THAT THIS IS  
[01:02:01] ECOTOURISM. I ALSO THINK THESE  
[01:02:03] ARE COMPANIES THAT WORK AROUND  
[01:02:05] THE WORLD, AND THIS IS A  
[01:02:07] BUSINESS NECESSITY TO GET TO  
[01:02:09] ZERO CARBON. THIS ISN'T. SO IN  
[01:02:12] ADDITION TO, IT'S WHAT I THINK  
[01:02:14] I'VE HEARD COMMISSIONER FELLEMAN  
[01:02:15] CALLED ENLIGHTENED SELF  
[01:02:17] INTEREST, THIS IS ALSO WHERE THE  
[01:02:20] WORLD IS GOING TO BE SUCCESSFUL.  
[01:02:22] WE NEED TO GET TO ZERO CARBON.  
[01:02:23] AND I THINK THERE'S NO QUESTION  
[01:02:25] ABOUT THAT IN THE LONG RUN.  
[01:02:29] DOES THAT ANSWER YOUR  
[01:02:30] QUESTIONING THERE? THANK YOU.  
[01:02:32] THANK YOU, COMMISSIONER  
[01:02:33] HASEGAWA, COMMISSIONER CALKINS,  
[01:02:37] THANK YOU FOR THE PRESENTATION.  
[01:02:39] A FEW THOUGHTS.  
[01:02:43] I THINK THE BIG OUTSTANDING  
[01:02:45] QUESTION FOR ME AFTER WE PASS  
[01:02:48] THIS ORDER, IF WE DO, IS WHAT  
[01:02:50] ARE THE PARTNER PORTS GOING TO  
[01:02:52] DO? ARE THEY GOING TO RESPOND IN

[01:02:53] KIND AND STEP UP, KNOWING THAT  
[01:02:56] THIS REQUIREMENT WILL MEAN THAT  
[01:02:57] ALL THE SHIPS COMING IN 2027 ARE  
[01:02:59] GOING TO HAVE TO HAVE THAT  
[01:03:00] CAPACITY. SO VICTORIA AND  
[01:03:02] VANCOUVER AND ALL THE ALASKA  
[01:03:03] PORTS COULD THEN TAKE ADVANTAGE,  
[01:03:05] THE SHIPS ALL BEING SHORT POWER  
[01:03:06] CAPABLE. SO MAYBE YOU CAN START  
[01:03:08] WITH THAT. SO, YOU KNOW, ONE OF  
[01:03:12] THE VERY INTERESTING THINGS  
[01:03:13] ABOUT FORMING THE GREEN CORRIDOR  
[01:03:14] IS WE'RE WORKING WITH SUCH A  
[01:03:17] RANGE OF PORTS, AND THERE ARE  
[01:03:18] PORTS IN ALASKA THAT SAID TO US  
[01:03:21] WHEN THEY JOINED OUR COALITION,  
[01:03:23] WE'RE NOT ONLY OFF THE ROAD,  
[01:03:24] WE'RE OFF THE GRID ANYWAY.  
[01:03:27] THEY'RE OFF BOTH THE ROAD AND  
[01:03:28] THE GRID. SO THESE MAY BE  
[01:03:30] COMMUNICATION COMMUNITIES THAT  
[01:03:31] ARE AGAIN, SO SMALL THEY DON'T  
[01:03:33] HAVE THE CAPACITY WHERE THERE IS  
[01:03:35] THE CAPACITY. AGAIN, WE'VE  
[01:03:37] SUPPORTED OTHER PORTS. JUNEAU  
[01:03:39] HAS SHORE POWER. IT'S COMING TO  
[01:03:41] VICTORIA. WE'VE JUST WRITTEN A  
[01:03:43] LETTER SUPPORTING ANOTHER PORT.  
[01:03:45] I CAN'T RECALL WHICH ONE.  
[01:03:49] SO I ABSOLUTELY SEE THAT AS WE  
[01:03:53] HAVE TAKEN LEADERSHIP, OTHER  
[01:03:54] PORTS FOLLOW. I DON'T KNOW  
[01:03:56] EXACTLY WHAT, WHAT FORM THAT  
[01:03:57] WILL BE IN, BUT I THINK THIS  
[01:03:58] DOES ABSOLUTELY PAVE THE WAY FOR  
[01:04:01] OTHER PORTS TO DO THE SAME. AND  
[01:04:02] AS STEVE SAID, WE'LL SHARE THIS  
[01:04:03] IN OUR GREEN CORRIDOR MEETINGS.  
[01:04:06] YEAH, AND SANDY KILROY, SENIOR  
[01:04:08] DIRECTOR FOR ENVIRONMENT  
[01:04:10] SUSTAINABILITY. I WOULD JUST ADD  
[01:04:11] THAT, YES, WE'RE SUPPORTING  
[01:04:12] SHORE POWER IN THESE OTHER  
[01:04:14] PORTS. VANCOUVER PORT OF  
[01:04:16] VANCOUVER HAS SHORE POWER. THEY  
[01:04:19] DO NOT REQUIRE IT. THEIR  
[01:04:22] GOVERNANCE STRUCTURE IS A LITTLE  
[01:04:23] DIFFERENTLY. IT'S FEDERALLY  
[01:04:24] MANAGED. BUT THE PORT OF  
[01:04:27] VANCOUVER DOES HAVE AN INCENTIVE  
[01:04:29] PROGRAM WHERE THEY PROVIDE  
[01:04:31] INCENTIVES TO SHIPS THAT COME AT  
[01:04:34] SHORE POWER CAPABLE AND PLUG IN.  
[01:04:35] SO THERE'S DIFFERENT WAYS THAT  
[01:04:38] THEY GET AT THAT. THE SECOND  
[01:04:41] THING IS JUST TO THE MR.  
[01:04:45] MCKEE'S COMMENTS EARLIER TODAY,  
[01:04:47] WHICH I ALWAYS FIND INCREDIBLY  
[01:04:49] ELOQUENT AND HELPFUL, SO PLEASE  
[01:04:51] RETURN OFTEN WITH YOUR THOUGHTS.  
[01:04:56] THIS IS BUT A DROP IN THE JUG.  
[01:04:59] BUT THANKFULLY, AS MY COLLEAGUES  
[01:05:02] HAVE SAID, IT ISN'T OUR SOLE

[01:05:04] EFFORT AT GREENING THIS  
[01:05:05] INDUSTRY. AND I THINK WE ARE  
[01:05:07] LEADING BECAUSE WE ARE SINCERE  
[01:05:09] ABOUT OUR INTENT TO MAKE A  
[01:05:12] GLOBAL IMPACT ON THE CRUISE  
[01:05:14] INDUSTRY AND REDUCING IT. AND I  
[01:05:16] THINK IN PARTICULAR, THE GREEN  
[01:05:17] CRUISE CORRIDOR IS OUR MOST  
[01:05:19] EFFECTIVE MECHANISM FOR DOING  
[01:05:21] THAT BECAUSE OF, I THINK I  
[01:05:24] ALWAYS ATTRIBUTE IT TO MELISSA,  
[01:05:25] BUT. MELISSA PARK. BUT I THINK  
[01:05:27] IT'S KIND OF A TEAM EFFORT.  
[01:05:28] THIS IDEA THAT WE HAVE A LOT OF  
[01:05:31] CONTROL LOCALLY, WE HAVE A LOT  
[01:05:32] OF INFLUENCE AT THE STATE LEVEL,  
[01:05:34] WE HAVE SOME INFLUENCE AT THE  
[01:05:35] NATIONAL LEVEL, AND WE CAN  
[01:05:37] SUGGEST THINGS ON THE  
[01:05:38] INTERNATIONAL LEVEL, BUT VERY  
[01:05:40] LITTLE ACTUAL CONTROL OVER THAT.  
[01:05:43] WHEREAS IF WE PUT TOGETHER A  
[01:05:44] COALITION LIKE THE GREEN CRUISE  
[01:05:45] CORRIDOR, WE CAN HAVE AN IMPACT  
[01:05:47] THAT NOT ONLY ADDRESSES THAT  
[01:05:50] PARTICULAR ROUTE, BUT MANY OTHER  
[01:05:52] ROUTES AROUND THE WORLD. AND SO  
[01:05:53] I THINK IT'S ABSOLUTELY WORTH  
[01:05:55] OUR TIME AND EFFORT TO DO THAT.  
[01:05:57] AND WHAT I WOULD SUGGEST IS THAT  
[01:05:59] AN IDEA THAT PATRICK BROUGHT UP  
[01:06:01] AND THAT WE HAVE TALKED ABOUT  
[01:06:02] INTERNALLY IS WE DO NEED TO  
[01:06:04] THINK ABOUT AN ABSOLUTE CAST AND  
[01:06:06] REDUCTION STRATEGY. AND SO I  
[01:06:10] WANT TO KNOW WHEN CAN WE SET A  
[01:06:14] CEILING AND BEGIN WORKING DOWN  
[01:06:16] FOR THE INDUSTRY? AND I KNOW  
[01:06:18] WE'VE TALKED ABOUT WHAT THAT  
[01:06:19] METRUCK WOULD LOOK LIKE AND HOW  
[01:06:21] HARD THAT WOULD BE TO MEASURE OR  
[01:06:23] WHAT IS THE ENTIRE ZONE THAT  
[01:06:25] WE'RE GOING TO CONSIDER. BUT I  
[01:06:26] WANT US TO HAVE THAT  
[01:06:27] CONVERSATION. I THINK PROBABLY  
[01:06:29] THE GREEN CRUISE QUARTER GROUP  
[01:06:31] IS, IS THE RIGHT PLACE TO HAVE  
[01:06:33] IT, BUT I THINK IT NEEDS TO BE A  
[01:06:36] DELIVERABLE SOON. WHAT IS THAT  
[01:06:37] CAP? WHEN IS IT SET AND WHEN CAN  
[01:06:40] WE START REDUCING FROM THAT  
[01:06:42] ABSOLUTELY LEVEL?  
[01:06:44] FINAL COMMENT IS,  
[01:06:48] I JUST, I REALLY WANT TO THANK  
[01:06:50] FRED. HE,  
[01:06:53] I DON'T THINK THERE'S ANYBODY  
[01:06:54] WHO HAS THE,  
[01:06:58] WHO HAS DONE MORE TO IMPROVE THE  
[01:07:01] ENVIRONMENTAL FOOTPRINT OF  
[01:07:02] CRUISE, THE ALASKA CRUISE  
[01:07:05] CORRIDOR THAN YOU. I JUST DON'T  
[01:07:07] THINK THAT'S, YOU HAVE BEEN AT  
[01:07:09] IT SINCE CRUISE CAME TO SEATTLE

[01:07:10] 25 YEARS AGO. YOU ARE DOGGED IN  
[01:07:13] PURSUING THIS. I THINK THIS  
[01:07:15] REMINDED ME WHEN YOU CAME  
[01:07:17] FORWARD WITH THIS, IT REMINDED  
[01:07:18] ME THAT THE WORK IS IN THE  
[01:07:19] DETAILS. I OFTEN AM OFTEN IN THE  
[01:07:22] CLOUD, SOMETIMES THINKING ABOUT  
[01:07:24] THE BIG PICTURE STUFF. BUT THE  
[01:07:26] REAL WORK HAPPENS WHEN YOU PUT  
[01:07:28] TOGETHER THINGS LIKE THIS THAT  
[01:07:29] CHANGE THINGS NOW AND HAVE  
[01:07:31] RIPPLES THAT REALLY IMPACT. SO  
[01:07:35] I'M TRULY GRATEFUL FOR THE WORK  
[01:07:36] THAT YOU DID ON THIS, AND I LOVE  
[01:07:38] TO WATCH YOUR LEADERSHIP ON THIS  
[01:07:39] STUFF, AND WE'LL CONTINUE TO  
[01:07:40] SUPPORT YOU AS YOU COME UP WITH  
[01:07:42] OTHER GREAT IDEAS. SO THANK YOU,  
[01:07:45] BRITTANY. THANK YOU,  
[01:07:48] COMMISSIONER CALKINS, FOR THOSE  
[01:07:50] COMMENTS. AND I GUESS IT GOES  
[01:07:51] BACK TO THE DAYS THAT YOU USED  
[01:07:52] TO WEAR SUSPENDERS AND COME IN  
[01:07:54] FOR PUBLIC COMMENTS, RIGHT?  
[01:07:55] SHOULD BUST THOSE SUSPENDERS OUT  
[01:07:57] AGAIN. THANKS SO MUCH.  
[01:08:00] YEAH. I JUST WANTED TO ADD TO  
[01:08:03] THE COMMENTS OF MY COLLEAGUES.  
[01:08:05] I DON'T HAVE ANY QUESTIONS, PER  
[01:08:06] SE, BUT I FIRST AND FOREMOST  
[01:08:08] WANT TO THANK YOU, STEPHANIE AND  
[01:08:11] SANDY, FOR WORKING WITH US ON  
[01:08:14] GETTING TO WHERE WE ARE TODAY.  
[01:08:16] I ALSO WANT TO THANK MY  
[01:08:17] COLLEAGUE, COMMISSIONER FELLEMAN,  
[01:08:18] FOR AYE. LEADERSHIP ON THIS,  
[01:08:20] REALLY GRATEFUL FOR THE  
[01:08:21] TEAMWORK. BUT ALSO I WANT TO  
[01:08:23] THANK OUR PARTNERS AND  
[01:08:24] STAKEHOLDERS WHO'VE ALSO COME TO  
[01:08:27] THE TABLE TO MAKE THIS POSSIBLE.  
[01:08:30] YOU KNOW, AS MANY OF YOU KNOW,  
[01:08:32] I'VE HAD THE OPPORTUNITY TO KIND  
[01:08:34] OF GO OUT AND MEET A LOT OF  
[01:08:36] POETS. STEPHANIE, YOU AND I WERE  
[01:08:37] AT IAPH LAST YEAR. I WAS MOST  
[01:08:40] RECENTLY AT THE UN GLOBAL SUPPLY  
[01:08:43] CHAIN FORUM, AND THIS WAS A HUGE  
[01:08:44] TOPIC OF INTEREST FOR MANY PORTS  
[01:08:46] ACROSS THE WORLD. AND IT FILLED  
[01:08:49] ME WITH SO MUCH PRIDE TO BE ABLE  
[01:08:50] TO TALK ABOUT ALL THAT WE DO  
[01:08:52] HERE AT THE PORT OF SEATTLE TO  
[01:08:53] GET TO THOSE 2030 AND 2040  
[01:08:55] GOALS. AND, YOU KNOW, I HAVE NO  
[01:08:58] SHORTAGE OF TALKING POINTS WHEN  
[01:08:59] I HAVE THOSE CONVERSATIONS. BUT  
[01:09:01] THIS REALLY IS ANOTHER FEATHER  
[01:09:03] IN THE CAT FOR US TO BE THE  
[01:09:05] FIRST SUPPORT IN THE NATION, AS  
[01:09:06] FAR AS WE KNOW, TO HAVE THIS  
[01:09:08] KIND OF STANDARD AT A LOCAL  
[01:09:12] LEVEL. I KNOW CALIFORNIA IS

[01:09:14] DOING THINGS ON A STATE LEVEL,  
[01:09:15] AND THEY'VE APPROACHED IT  
[01:09:16] DIFFERENTLY, BUT I DO THINK WE  
[01:09:18] ARE SETTING A PRECEDENCE HERE  
[01:09:20] FOR OUR COLLEAGUES ACROSS THE  
[01:09:21] COUNTRY, BUT ALSO ACROSS THE  
[01:09:23] WORLD TO FOLLOW SUIT. AND ONE OF  
[01:09:26] THE BIGGEST QUESTIONS THAT I GET  
[01:09:28] WHEN I'M OUT THERE IS HOW DO YOU  
[01:09:29] ENFORCE THIS STUFF? I ALWAYS  
[01:09:31] MAKE THE POINT WE'RE NOT A  
[01:09:32] REGULATORY BODY, WHICH IS ALL  
[01:09:34] STILL TRUE. BUT I THINK WE'RE  
[01:09:35] VERY BLESSED IN OUR REGION TO  
[01:09:37] HAVE PARTNERS, THE CRUISE  
[01:09:39] INDUSTRY, WHO ARE WILLING TO  
[01:09:40] WORK WITH US ON THESE THINGS.  
[01:09:42] WE ALL AGREE, BASED ON OUR  
[01:09:43] VALUES ON WHERE WE SHOULD BE  
[01:09:45] GOING AND THE FACT THAT WE'VE  
[01:09:46] ARRIVED TO THIS POINT AND THAT  
[01:09:48] WE'RE GOING TO MAKE THIS MAYBE  
[01:09:51] NOT A GROUNDBREAKING SHIFT, BUT  
[01:09:53] A PRESIDENT'S SETTING SHIFT FOR  
[01:09:57] THE INDUSTRY THAT HOPEFULLY  
[01:09:58] WE'LL SEE OTHER PARTNER PORTS  
[01:10:01] LIKE THE VICTORIAS AND THE  
[01:10:02] VANCOUVERS AND THE ALASKAN PORTS  
[01:10:06] FOLLOW SUIT. AND SO I WANT TO  
[01:10:07] THANK YOU ALL FOR THE TERRIFIC  
[01:10:09] WORK. THANK YOU AGAIN,  
[01:10:10] COMMISSIONER FELLEMAN, FOR YOUR  
[01:10:11] LEADERSHIP ON THIS. AND THIS,  
[01:10:12] AGAIN, IS JUST ONE STEP IN THE  
[01:10:16] MANY STEPS THAT WILL FOLLOW TO  
[01:10:18] MAKE THIS POSSIBLE. AS I LIKE TO  
[01:10:19] SAY, POLICIES ARE GREAT WITHOUT  
[01:10:22] EXECUTION. THEY MADE NOTHING.  
[01:10:24] SO I LOOK FORWARD TO US BEING  
[01:10:25] ABLE TO EXECUTE THIS IN THE NEXT  
[01:10:27] COUPLE OF YEARS. THANK YOU.  
[01:10:29] THANK YOU, COMMISSIONER CHO.  
[01:10:30] COMMISSIONER HASEGAWA. YEAH, I  
[01:10:32] JUST WANT TO UNDERSCORE WHAT  
[01:10:35] COMMISSIONER CALKINS SAID,  
[01:10:38] AND I'VE ASKED STAFF, AND I JUST  
[01:10:40] LIKE TO REITERATE THE, AS TO  
[01:10:42] STAFF TO UNDERSTAND IF WE'VE  
[01:10:44] RECEIVED MULTIPLE PRESENTATIONS  
[01:10:46] THAT DEMONSTRATE THAT WE'VE HAD  
[01:10:48] A RECORD NUMBER OF CRUISE CALLS,  
[01:10:50] RECORD NUMBER OF SAILINGS,  
[01:10:52] RECORD NUMBER OF PASSENGERS AND  
[01:10:54] RIDERSHIP, INCLUDING RECORD  
[01:10:57] NUMBERS OF ECONOMIC BENEFIT TO  
[01:10:59] ADJACENT COMMUNITIES. AND IF,  
[01:11:02] AND WE HAVE SURPASSED WHAT WE  
[01:11:04] WERE AT, AT OUR PEAKS PRE  
[01:11:05] PANDEMIC, WHICH IS GOOD NEWS FOR  
[01:11:08] THE INDUSTRY, WE'RE WONDERING IF  
[01:11:10] WE WERE TO DO A HARD CAP AT  
[01:11:12] THESE PEAK HIGHS, AT THESE TOP  
[01:11:15] LEVELS, WHAT WOULD THIS, WHAT IS

[01:11:17] THE MATH EQUATION IN ORDER TO BE  
[01:11:20] ABLE TO MEANINGFULLY ACTUALLY  
[01:11:21] REDUCE OUR GREENHOUSE GAS  
[01:11:23] EMISSIONS? AND SO WE'VE ASKED  
[01:11:25] FOR THAT IN COMMITTEE, AND I  
[01:11:27] JUST LIKE TO REITERATE THAT,  
[01:11:28] ASK AND EMPHASIZE WHAT  
[01:11:30] COMMISSIONER CALKINS WAS ASKING.  
[01:11:31] THANK YOU.  
[01:11:36] ALL RIGHT, COMMISSIONER. MR.  
[01:11:39] FELLEMAN,  
[01:11:43] OUR COLLEAGUES IN THE COMMUNITY  
[01:11:44] HAVE MADE IT CLEAR THAT CAPPING  
[01:11:46] THE NUMBER OF SHIPS IS THE GOAL  
[01:11:48] IN A REDUCING OF THE NUMBER OF  
[01:11:49] SHIPS. AND WHAT WE'VE UNDERSTOOD  
[01:11:52] THIS VERY MUCH INVOLVED WITH  
[01:11:55] EFFICIENCY OF THE OPERATIONS OF  
[01:11:56] THE SHIP JUST BY SPEED, THE  
[01:11:59] DESIGN OF SHIPS, CHANGING THE H  
[01:12:01] VAC, OR IS A BIG ONE, AS WELL AS  
[01:12:04] THEN CHANGING FUEL. THERE ARE  
[01:12:06] WAYS IN WHICH WE CAN REDUCE  
[01:12:09] MAINTAINING OR POTENTIAL SOME  
[01:12:12] GROWTH. BUT I JUST WANT TO MAKE  
[01:12:15] IT CLEAR THAT WHETHER WE'RE  
[01:12:16] TALKING ABOUT CAPPING OR  
[01:12:18] REDUCING THE NUMBER OF SHIPS  
[01:12:20] VERSUS THE AMOUNT OF EMISSIONS.  
[01:12:21] AND I MEAN, IDEALLY WE COULD  
[01:12:25] ACHIEVE. THIS IS THE CONUNDRUM  
[01:12:27] OF BEING A COMMISSIONER, RIGHT?  
[01:12:28] YOU WANT TO HAVE THE ECONOMIC  
[01:12:30] BENEFIT WHILE REDUCING THE  
[01:12:32] ENVIRONMENTAL IMPACT. THAT IS  
[01:12:34] THE EXISTENTIAL CHALLENGE OF  
[01:12:35] BEING A COMMISSIONER. AND I  
[01:12:37] APPRECIATE THE WORK YOU'RE  
[01:12:38] DOING, AND I'M HOPING THAT WE  
[01:12:41] WILL SEE SUBSTANTIVE CHANGES.  
[01:12:43] I'M WATCHING AND I READ THE  
[01:12:45] BUSINESS JOURNALS AND STUFF.  
[01:12:46] THERE ARE WAYS IN WHICH YOU CAN  
[01:12:47] MAKE SHIPS SLIP THROUGH THE  
[01:12:49] WATER BETTER. AND AGAIN, IT'S  
[01:12:52] ALL ABOUT FUEL EFFICIENCY, AND  
[01:12:53] OBVIOUSLY THAT'S IN THEIR  
[01:12:54] ELEVATED SELF INTEREST.  
[01:12:56] STEPHANIE JONES EVANS SO THAT'S  
[01:12:59] NOT JUST THE EXISTENTIAL ISSUE  
[01:13:01] FOR COMMISSION, BUT FOR ALL OF  
[01:13:02] US, RIGHT? WE HAVE A CENTURY  
[01:13:04] AGENDA. WE HAVE GOALS THAT  
[01:13:06] INCLUDE CREATING MORE FAMILY  
[01:13:07] WAGE JOBS, MORE ECONOMIC  
[01:13:10] ACTIVITY WHILE WE'RE REDUCING  
[01:13:12] OUR CARBON EMISSIONS EVENTUALLY  
[01:13:13] TO ZERO. AND THAT'S WHAT WE ARE  
[01:13:15] WORKING ON EVERY DAY. IT'S EASY  
[01:13:17] TO DO ONE OR THE OTHER. IT'S  
[01:13:18] HARD TO DO THEM BOTH AT THE SAME  
[01:13:19] TIME. WE DO KNOW THAT, FOR  
[01:13:22] INSTANCE, SINCE ONE CRUISE LINE



[01:13:24] WE WORK WITH HAS REDUCED THEIR  
[01:13:25] PER PASSENGER CARBON EMISSIONS  
[01:13:28] BY 40% SINCE 2008.  
[01:13:31] SO WE KNOW THAT'S POSSIBLE AND  
[01:13:34] THAT'S THE KIND OF THING THAT WE  
[01:13:35] ARE AIMING FOR. YOU KNOW, AT THE  
[01:13:37] SAME TIME, WE'RE GETTING BETTER  
[01:13:38] AT MEASURING OUR EMISSIONS.  
[01:13:42] AND YOU'RE ABOUT TO HEAR OUR  
[01:13:43] VERY EXCITING ENVIRONMENTAL  
[01:13:46] REPORT, WHICH DETAILS ALL THE  
[01:13:47] DIFFERENT METRICS AND HOW WE'RE  
[01:13:49] ACHIEVING THEM. SO I BELIEVE  
[01:13:53] THAT'S WHERE WE'RE TRYING TO GET  
[01:13:55] TO BOTH CREATING MORE JOBS,  
[01:13:57] MORE ECONOMIC ACTIVITIES WHILE  
[01:13:59] REDUCING OUR EMISSIONS AT THE  
[01:14:00] SAME TIME. BUT THAT IS THE  
[01:14:02] CHALLENGE. AND I HEAR YOUR POINT  
[01:14:05] ABOUT CAPPING EMISSIONS.  
[01:14:06] ABSOLUTELY. AND HOW TO DO THAT,  
[01:14:09] I THINK IS A BIG QUESTION  
[01:14:13] FOR ANOTHER DAY. BUT WE'VE HEARD  
[01:14:14] YOU. THANK YOU.  
[01:14:18] GREAT. OH, EXECUTIVE DIRECTOR,  
[01:14:19] METRUCK, GO AHEAD. THANKS  
[01:14:21] COMMISSIONERS FOR THOSE THOUGHTS  
[01:14:22] ON THAT. LET ME ALSO SAY THAT AS  
[01:14:26] WE, AS THE WHOLE TEAM LOOKS AT  
[01:14:27] THAT, AS WE LOOK AT MARITIME  
[01:14:30] SHIPPING, AND IT'S THE SAME WITH  
[01:14:31] AVIATION, THESE ARE GLOBAL  
[01:14:32] INDUSTRIES, YOU KNOW, WHEN YOU  
[01:14:33] TALK ABOUT, THERE'S MUCH MORE  
[01:14:36] ANALYSIS OF SAYING, WELL, WHAT  
[01:14:37] DOES THAT LOOK LIKE? BUT TO  
[01:14:39] THROW THE TERMS AROUND LIKE CAPS  
[01:14:41] HERE, LOCAL CAPS, WHEN YOU'RE  
[01:14:43] LOOKING AT A GLOBAL ISSUE,  
[01:14:44] IT'S, IT'S, WE NEED TO LOOK AT  
[01:14:46] IT AS THE GLOBAL ADDRESS TO DO  
[01:14:48] THAT, BECAUSE THERE'S JUST  
[01:14:50] DIFFERENT CONSIDERATIONS OF THAT  
[01:14:51] BECAUSE WE DON'T DRIVE IN A  
[01:14:52] GLOBAL INDUSTRY IF THERE'S A  
[01:14:54] FUEL IS NOT AVAILABLE YET,  
[01:14:56] WHICH IS, IT'S COMING AND  
[01:14:58] THERE'S LOTS OF EFFORTS, AND  
[01:14:59] WE'RE IN THE FRONT END OF THAT  
[01:15:00] ON A GLOBAL INDUSTRY. SHIPS  
[01:15:02] AREN'T BUILT TO COME HERE TO  
[01:15:04] SEATTLE, AND SHIPS AREN'T BUILT  
[01:15:06] FOR CONTAINER SHIPS OR CRUISE  
[01:15:09] SHIPS TO OPERATE HERE. THEY GO  
[01:15:13] ELSEWHERE AND THEY OPERATE  
[01:15:14] ELSEWHERE IN THE WORLD. SO WE'RE  
[01:15:15] LOOKING AT A GLOBAL SYSTEM AND  
[01:15:17] WE NEED TO THINK GLOBALLY AS  
[01:15:18] WE'RE LOOKING AT THIS AND  
[01:15:19] DRIVING THE CHANGE ON THAT. AND  
[01:15:21] WE ARE DRIVING CHANGE IN THIS,  
[01:15:23] I THINK IS FOR US, FOR THE PORT  
[01:15:25] SAYING IT'S A COMPLEX ISSUE TO

[01:15:28] LOOK AT. I UNDERSTAND WHAT THE  
[01:15:30] COMMISSIONERS ARE SAYING. WANT  
[01:15:31] TO MAKE SURE THAT WE'RE DOING  
[01:15:33] THIS PROPER ANALYSIS OF THAT TO  
[01:15:35] BALANCE ALL THOSE ISSUES. THANK  
[01:15:37] YOU, EXECUTIVE DIRECTOR METRUCK  
[01:15:38] COMMISSIONER CALKINS.  
[01:15:39] COMMISSIONER, JUST TO BE CLEAR  
[01:15:42] AND SORT OF ANSWER COMMISSIONER  
[01:15:43] FELLEMAN'S QUESTIONS, FOR ME, IT  
[01:15:44] IS A CAP ON ADMISSIONS. AND PART  
[01:15:47] OF THAT IS TO  
[01:15:50] ADDRESS WHAT STEVE'S CONCERN IS,  
[01:15:52] WHICH IS THAT IF WE GET TOO  
[01:15:53] PRESCRIPTIVE IN HOW IT'S DONE,  
[01:15:55] WE'RE LIKELY TO CREATE, WE'RE  
[01:15:58] GOING TO CONSTRAIN THE ABILITY  
[01:16:00] FOR CONSTITUENTS IN  
[01:16:04] THE RESOLUTION OF IT.  
[01:16:07] THEY'LL BE FORCED INTO PATHWAYS  
[01:16:09] THAT MAY BE LESS EFFICIENT OR  
[01:16:10] PREVENT THEM FROM DOING THINGS  
[01:16:11] THAT COULD BE EVEN MORE  
[01:16:12] BENEFICIAL. AND WE'VE SEEN THAT  
[01:16:14] CERTAINLY ON THE AVIATION SIDE  
[01:16:15] AS WELL. AND SO YOU WANT TO BE  
[01:16:18] TECHNOLOGY OR SOLUTION AGNOSTIC.  
[01:16:20] HERE IS THE GOAL. GET THERE IN  
[01:16:22] THE MOST EFFICIENT MANNER  
[01:16:23] POSSIBLE. AND SO I'M CAUTIOUS  
[01:16:26] ABOUT PUTTING CAPS ON PASSENGER  
[01:16:29] NUMBERS OR VESSEL CALLS. WHAT I  
[01:16:31] WANT IS EMISSIONS REDUCTION OF  
[01:16:33] GHG AND LOCAL PARTICULATE  
[01:16:35] EMISSIONS. THANK YOU,  
[01:16:37] COMMISSIONER CALKINS, FOR THOSE  
[01:16:39] ADDITIONAL COMMENTS. ARE THERE  
[01:16:40] ANY ADDITIONAL QUESTIONS FOR  
[01:16:42] STAFF OR COMMENTS AT THIS TIME?  
[01:16:46] HEARING NONE. I JUST ALSO WANT  
[01:16:48] TO PILE ON A LITTLE BIT TO  
[01:16:50] COMMISSIONER FELLEMAN FOR YOUR  
[01:16:52] LEADERSHIP ON THESE ISSUES FOR  
[01:16:53] MANY YEARS, AND I AM PROUD TO CO  
[01:16:56] SPONSOR THIS ORDER WITH YOU. I  
[01:16:58] THINK WE WERE ON A CALL WITH THE  
[01:17:00] SEATTLE TIMES BOTH BEING  
[01:17:02] INTERVIEWED, AND THEY WERE  
[01:17:03] TALKING ABOUT THE SIGNIFICANT  
[01:17:05] INVESTMENTS THAT THE PORT OF  
[01:17:06] SEATTLE IS MAKING IN SHORE POWER  
[01:17:09] AND HOW WE'RE GETTING DOLLARS  
[01:17:10] FROM THE FEDERAL GOVERNMENT.  
[01:17:11] WE'RE GOING AFTER STATE DOLLARS.  
[01:17:13] WE'RE LOOKING AT OUR OWN BUDGET  
[01:17:14] TO ACCELERATE ONSHORE POWER.  
[01:17:17] AND I THINK THE HARD QUESTION  
[01:17:19] WAS, WELL, THEN, HOW DO YOU HOLD  
[01:17:21] THE CRUISE LINES ACCOUNTABLE IN  
[01:17:22] ENSURING THAT THEY'RE PLUGGING  
[01:17:24] INTO WHAT YOU ALL ARE DOING?  
[01:17:26] AND COMMISSIONER FELLEMAN SPOKE A  
[01:17:28] LOT ABOUT THE IMPORTANCE OF

[01:17:31] USING THE TOOLS THAT WE HAVE IN  
[01:17:32] OUR TOOLBOX AND TALKING ABOUT  
[01:17:34] BEING A SPECIAL PURPOSE  
[01:17:35] GOVERNMENT AND BEING REGULATED  
[01:17:37] BY ALL OTHER LEVELS OF  
[01:17:39] GOVERNMENT, BUT THAT WE ALSO  
[01:17:41] DON'T LACK TOOLS AND THAT WE CAN  
[01:17:43] LEAN INTO THOSE WHAT WE DO HAVE.  
[01:17:45] AND I THINK THIS IS ONE OF THE  
[01:17:47] WAYS THAT WE DO THAT, BEING  
[01:17:48] CLEAR ABOUT THE POLICIES THAT WE  
[01:17:51] HAVE, THAT WE CAN PUT POLICIES  
[01:17:52] IN PLACE THAT CAN DEMONSTRATE  
[01:17:54] OUR COMMITMENT TO  
[01:17:55] ACCOUNTABILITY, OUR COMMITMENT  
[01:17:57] TO OVERSIGHT. IF WE'RE GOING TO  
[01:17:58] MAKE THESE BIG INVESTMENTS, WE  
[01:18:00] OUGHT TO FIGURE OUT WAYS TO  
[01:18:01] MANDATE, TO REQUIRE THAT THESE  
[01:18:04] SHIPS ARE PLUGGING IN. AND SO I  
[01:18:07] REALLY JUST APPRECIATE THE  
[01:18:08] AMOUNT OF TIME, EFFORT YOU PUT  
[01:18:09] INTO THIS ORDER. YOU'VE EDITED  
[01:18:11] IT SIGNIFICANTLY. YOU DID THAT  
[01:18:12] IN PARTNERSHIP WITH STAFF. AND  
[01:18:14] SO IT WAS VERY THOUGHT OUT,  
[01:18:15] THOUGHTFUL PROCESS THAT WENT  
[01:18:17] INTO THIS. AND I REALLY DO THINK  
[01:18:20] IT HIGHLIGHTS OUR ENTIRE  
[01:18:22] COMMISSION'S STEADFAST  
[01:18:23] COMMITMENT ON FOCUSING ON  
[01:18:25] ADVANCING SHORE POWER AS A  
[01:18:28] CRITICAL STRATEGY FOR US  
[01:18:29] SLASHING EMISSIONS IN THE  
[01:18:31] MARITIME INDUSTRY AS A WHOLE. I  
[01:18:33] THINK FOR THE PUBLIC, YOU COULD  
[01:18:34] HEAR THAT FROM THE DISCUSSION  
[01:18:35] FROM THE DAIS TODAY. THESE ARE  
[01:18:37] ISSUES THAT WE ARE DEEPLY  
[01:18:38] COMMITTED TO AND LOOKING AT OUR  
[01:18:40] TOOLS AND HELPING FIGURE OUT HOW  
[01:18:42] DO WE ADVANCE THAT. SO AGAIN, I  
[01:18:43] WANT TO THANK YOU, COMMISSIONER  
[01:18:45] FELLEMAN, FOR BRINGING THIS  
[01:18:46] FORWARD, AND I LOOK FORWARD TO  
[01:18:47] OUR COLLEAGUES SUPPORTING THIS  
[01:18:49] ITEM TODAY. HEARING NO FURTHER  
[01:18:51] DISCUSSIONS. IS THERE A MOTION  
[01:18:52] IN A SECOND TO ADOPT ORDER  
[01:18:54] NUMBER 22,408? SO MOVED.  
[01:18:59] SECONDED. GREAT. THE MOTION HAS  
[01:19:01] BEEN MADE AND SECONDED. CLARK  
[01:19:02] HART, PLEASE CALL THE ROLL AND  
[01:19:04] COMMISSIONERS. PLEASE SAY AYE OR  
[01:19:05] NAME WHEN YOUR NAMES ARE CALLED.  
[01:19:07] COMMISSIONER FELLEMAN. AYE.  
[01:19:10] THANK YOU. COMMISSIONER CALKINS.  
[01:19:11] AYE. THANK YOU. COMMISSIONER  
[01:19:13] CHO. AYE. THANK YOU.  
[01:19:15] COMMISSIONER HASEGAWA. AYE.  
[01:19:17] MOHAMMED. AYE. THANK YOU. FIVE  
[01:19:19] AYES AND ZERO KNEES. WONDERFUL.  
[01:19:21] THE MOTION PASSES. ORDER NUMBER

[01:19:23] 20240. EIGHT IS ADOPTED. THANK  
[01:19:26] YOU ALL. OKAY, MOVING US ALONG  
[01:19:30] TO ITEM NUMBER ELEVEN.  
[01:19:32] ACTUALLY, THAT CONCLUDES OUR  
[01:19:34] BUSINESS AGENDA FOR THE DAY. SO  
[01:19:36] WE ARE NOW AT PRESENTATION AND  
[01:19:38] STAFF REPORTS. CLERK HART,  
[01:19:40] PLEASE READ THE NEXT ITEM INTO  
[01:19:41] THE RECORD, AND THEN EXECUTIVE  
[01:19:43] DIRECTOR METRUCK WILL INTRODUCE  
[01:19:44] THE ITEM. THANK YOU, MADAM  
[01:19:46] COMMISSIONER, PRESIDENT,  
[01:19:47] MEMBERS OF THE COMMISSION, IF I  
[01:19:48] CAN JUST TAKE A MOMENT. I WAS  
[01:19:50] REMISS IN NOTING BACK ON WRITTEN  
[01:19:51] COMMENTS THAT PATRICK MCKEE AND  
[01:19:53] AMY WILSON ALSO SUBMITTED  
[01:19:55] WRITTEN COMMENTS SUPPORTING  
[01:19:56] THEIR SPOKEN COMMENTS. SO I JUST  
[01:19:57] WANTED TO MAKE SURE TO GET THAT  
[01:19:58] INTO THE RECORD. THANK YOU,  
[01:19:59] CLERK HART. AND THEN ITEM NUMBER  
[01:20:03] ELEVEN A IS THE 2023 ENVIRONMENT  
[01:20:05] AND SUSTAINABILITY ANNUAL  
[01:20:07] REPORT.  
[01:20:10] COMMISSIONERS, THIS NEW REPORT  
[01:20:12] WAS REQUESTED DURING A  
[01:20:13] COMMISSION RETREAT EARLIER THIS  
[01:20:14] YEAR. STAFF ARE PLEASED TO  
[01:20:16] PRESENT THE PROGRESS WE HAVE  
[01:20:17] MADE TOWARDS BECOMING THE  
[01:20:18] GREENEST AND MOST ENERGY  
[01:20:19] EFFICIENT PORT IN NORTH AMERICA,  
[01:20:21] AS WELL AS SHARE THE NEXT STEPS  
[01:20:23] IN OUR WORK PLAN. OKAY, WE HAVE  
[01:20:24] A NUMBER OF PRESENTERS HERE,  
[01:20:25] BUT WE HAVE SANDRA KILROY,  
[01:20:28] SENIOR DIRECTOR OF ENVIRONMENT  
[01:20:29] AND SUSTAINABILITY. WE HAVE  
[01:20:31] SARAH COX, DIRECTOR OF AVIATION,  
[01:20:33] ENVIRONMENT AND SUSTAINABILITY.  
[01:20:34] SARAH AUGER, DIRECTOR OF  
[01:20:36] MARITIME ENVIRONMENT AND  
[01:20:38] SUSTAINABILITY AND MALLORY  
[01:20:40] HAUSER, SUSTAINABILITY REPORTING  
[01:20:41] AND COMMUNITY PROGRAM MANAGER.  
[01:20:43] SO WITH THAT, I'M GOING TO TURN  
[01:20:44] OVER TO SANDY TO KICK US OFF.  
[01:20:46] THANK YOU. THANK YOU. GOOD  
[01:20:48] AFTERNOON, COMMISSIONERS. THANK  
[01:20:49] YOU. EXECUTIVE DIRECTOR,  
[01:20:50] METRUCK. I AM SANDY KILROY,  
[01:20:53] SENIOR DIRECTOR FOR ENVIRONMENT  
[01:20:54] AND SUSTAINABILITY. AND I'M  
[01:20:56] REALLY EXCITED TO BE HERE TO  
[01:20:58] PRESENT, REALLY, THE FIRST  
[01:21:00] COMPREHENSIVE ANNUAL REPORT OF  
[01:21:02] PORT WIDE PROGRESS IN  
[01:21:04] SUSTAINABILITY AND ENVIRONMENTAL  
[01:21:06] PROTECTION. PROTECTION. AND THE  
[01:21:07] CONVERSATION THAT JUST OCCURRED  
[01:21:10] ON THIS LAST ITEM IS REALLY  
[01:21:13] EXACTLY WHY THIS TYPE OF

[01:21:15] REPORTING IS IMPORTANT. WE'RE  
[01:21:17] NOT JUST REPORTING ON. WHAT  
[01:21:19] YOU'LL HEAR TODAY IS NOT JUST  
[01:21:20] REPORTING ON ACCOMPLISHMENTS,  
[01:21:22] BUT REALLY BRINGING FORWARD A  
[01:21:24] SET OF PERFORMANCE METRICS AND  
[01:21:26] DATA THAT SHOWS TRENDS OVER TIME  
[01:21:28] SO THAT YOU HAVE THE INFORMATION  
[01:21:30] TO MAKE INFORMED DECISIONS ON  
[01:21:33] FUTURE POLICY. SO I THINK YOU'LL  
[01:21:37] ENJOY TODAY AND I'M SURE  
[01:21:38] THERE'LL BE LOTS OF QUESTIONS.  
[01:21:41] NEXT SLIDE SO  
[01:21:45] SUCCESSFULLY OPERATING AS A  
[01:21:47] TRIPLE BOTTOM LINE ORGANIZATION  
[01:21:48] MEANS CREATING ECONOMIC  
[01:21:50] OPPORTUNITY, EXPANDING EQUITY,  
[01:21:52] AND INCREASING SUSTAINABILITY.  
[01:21:54] AND THIS SUSTAINABILITY REPORT  
[01:21:56] SHOWCASES OUR COLLECTIVE  
[01:21:58] COMMITMENT TO THE BOLD  
[01:21:59] INNOVATION, TANGIBLE PROGRESS,  
[01:22:01] AND THE PROACTIVE PARTNERSHIPS  
[01:22:03] IN ENVIRONMENTAL STEWARDSHIP.  
[01:22:06] WE OFTEN PRESENT INFORMATION TO  
[01:22:08] YOU ON A PROJECT BY PROJECT  
[01:22:10] BASIS, OR MAYBE IT'S JUST  
[01:22:12] AVIATION OR JUST MARITIME, BUT  
[01:22:14] TODAY THIS REPORTING IS PORT  
[01:22:16] WIDE. YOU WILL SEE A ONE PORT  
[01:22:19] PERSPECTIVE ON OUR PROGRESS ON  
[01:22:21] THE INVESTMENTS AND ACTIONS THAT  
[01:22:23] DRIVE US US TO OUR  
[01:22:24] SUSTAINABILITY VISION. SO THE  
[01:22:27] BEAUTY OF A COMPREHENSIVE REPORT  
[01:22:29] IS YOU WILL SEE THE BIG PICTURE  
[01:22:31] AND THE BIG SCOPE OF WORK. AND  
[01:22:32] THE CHALLENGE, I THINK, FOR  
[01:22:33] TODAY IS THAT WE HAVE A LOT OF  
[01:22:35] INFORMATION TO COVER WITH YOU  
[01:22:37] AND WE MAY NOT HAVE ENOUGH TIME  
[01:22:38] TO TAKE A DEEP DIVE INTO ANY ONE  
[01:22:41] ISSUE. NEXT WEEK WE WILL BE  
[01:22:44] PUBLISHING A FULL WRITTEN  
[01:22:46] SUSTAINABILITY REPORT THAT WILL  
[01:22:48] HAVE MORE INFORMATION AND OF  
[01:22:49] COURSE, ALWAYS AVAILABLE TO  
[01:22:51] ANSWER QUESTIONS BETWEEN  
[01:22:52] MEETINGS AND AT FUTURE MEETINGS  
[01:22:55] ON ANY TOPIC. NEXT SLIDE.  
[01:23:00] SO THE PORT HAS ESTABLISHED  
[01:23:01] ROBUST GOALS AND ACTIONS TO  
[01:23:03] DRIVE OUR PROGRESS ON  
[01:23:04] ENVIRONMENT AND SUSTAINABILITY.  
[01:23:06] WE HAVE A SUSTAINABILITY VISION.  
[01:23:08] WE KNOW WHERE WE WANT TO GO. WE  
[01:23:10] WANT TO TRANSFORM TO A ZERO  
[01:23:12] EMISSION PORT TO CATALYZE THE  
[01:23:14] DEVELOPMENT OF CLIMATE CLEAN  
[01:23:16] FUELS TO RESTORE OUR SHORELINES  
[01:23:18] AND HABITAT. WE WANT TO RUN OUR  
[01:23:20] OPERATIONS AND BUILD OUR  
[01:23:21] INFRASTRUCTURE WITH THE SMALLEST

[01:23:24] ENVIRONMENTAL IMPACT AND IN A  
[01:23:25] RESILIENT MANNER THAT WE'LL BE  
[01:23:27] READY TO ADAPT TO CLIMATE  
[01:23:29] CHANGE. AND WE WANT TO GET THERE  
[01:23:31] IN A JUST TRANSITION WITH OUR  
[01:23:33] COMMUNITY AND WITH OUR  
[01:23:34] EMPLOYEES. OUR GOALS ARE  
[01:23:37] GROUNDED IN THE CENTURY AGENDA.  
[01:23:39] THEY'RE DEMONSTRATED IN OUR LONG  
[01:23:41] TERM STRATEGY, STRATEGIC PLANS  
[01:23:43] AND IN OUR ANNUAL BUSINESS  
[01:23:44] PLANS. AND THEY'RE NESTED IN THE  
[01:23:46] GLOBAL CONTEXT OF THE UNITED  
[01:23:48] NATIONS SUSTAINABLE DEVELOPMENT  
[01:23:50] GOALS. SO BUILDING A GREEN AND  
[01:23:52] RESILIENT PORT REQUIRES  
[01:23:54] INITIATIVES ACROSS THE  
[01:23:55] ORGANIZATION, AND IT REQUIRES  
[01:23:57] PARTNERSHIPS WITH EMPLOYEES WHO  
[01:23:59] SHARE THAT VISION. AND WE HAVE  
[01:24:01] THAT HERE AT THE PORT. FROM OUR  
[01:24:03] LEADERSHIP AT THE COMMISSION  
[01:24:05] DOWN THROUGH THE WHOLE  
[01:24:06] ORGANIZATION, WE DO HAVE A  
[01:24:07] SHARED VISION FOR  
[01:24:08] SUSTAINABILITY. NEXT SLIDE.  
[01:24:13] OF COURSE, IT'S NOT EASY, AND  
[01:24:15] YOU WERE TOUCHING ON THIS IN  
[01:24:16] YOUR LAST CONVERSATION. WE ARE  
[01:24:18] TACKLING DIFFICULT, COMPLEX AND  
[01:24:20] COMPLICATED ISSUES, AND WE DO  
[01:24:23] THIS WORK IN THE CONTEXT OF THE  
[01:24:24] REGIONAL, NATIONAL AND GLOBAL  
[01:24:26] PICTURE. THERE ARE A NUMBER OF  
[01:24:28] DRIVERS AND TRENDS THAT  
[01:24:30] INFLUENCE HOW WE DO OUR WORK AND  
[01:24:32] WHAT WE DO DECIDE A NEED TO DO  
[01:24:35] TO ENSURE SUCCESS. SO, FOR  
[01:24:37] EXAMPLE, SOLVING ENVIRONMENTAL  
[01:24:39] ISSUES IS GETTING INCREASINGLY  
[01:24:40] MORE COMPLEX. IT'S JUST GETTING  
[01:24:42] TOUGHER AND TOUGHER. STRICTER  
[01:24:44] REGULATORY REQUIREMENTS,  
[01:24:46] COMPLEX, INTERCONNECTED  
[01:24:47] ENVIRONMENTAL ISSUES. THE FAST  
[01:24:50] PACE OF TECHNOLOGY IS CREATING  
[01:24:52] AN EXPECTATION THAT INFORMATION  
[01:24:53] IS QUICKLY AVAILABLE AND  
[01:24:55] ACCESSIBLE. ENGAGING COMMUNITIES  
[01:24:58] AND A FOCUS ON ENVIRONMENTAL  
[01:24:59] JUSTICE IS CRITICAL FOR HOW WE  
[01:25:01] DO OUR BUSINESS. AND THIS  
[01:25:03] COMPLEXITY DRIVES THE NEED FOR  
[01:25:05] LEVERAGING MORE AND MORE  
[01:25:07] PARTNERSHIPS, WHICH TAKES TIME.  
[01:25:09] BUT THEN CLIMATE CHANGE IS AN  
[01:25:12] URGENT ISSUE THAT DEMANDS ACTION  
[01:25:14] NOW. SO THESE DRIVERS AND TRENDS  
[01:25:17] INFLUENCE OUR STRATEGIES AND  
[01:25:18] ACTIONS AND KIND OF CREATES A  
[01:25:20] BALANCING RIGHT OF HOW WE MOVE  
[01:25:22] STRATEGICALLY THROUGH THE  
[01:25:24] IMPLEMENTATION OF OUR PROGRAMS.

[01:25:26] NEXT SLIDE.  
[01:25:30] SO THE PORT, OVER TIME, HAS  
[01:25:32] CREATED A COMPREHENSIVE  
[01:25:33] ENVIRONMENTAL AND SUSTAINABILITY  
[01:25:35] PROGRAM AND INITIATIVES THAT  
[01:25:37] REALLY COVER AIR, WATER, LAND  
[01:25:39] AND COMMUNITY. WE HAVE  
[01:25:41] ESTABLISHED THE PORT AS A  
[01:25:42] LEADER, AND WE AIM TO  
[01:25:43] DEMONSTRATE ACTIONS THAT DRIVE  
[01:25:45] THE TRANSFORMATION ACROSS THE  
[01:25:46] ENTIRE AVIATION AND MARITIME  
[01:25:48] SECTORS. 2023 WAS ANOTHER BIG  
[01:25:51] YEAR OF ENVIRONMENTAL  
[01:25:53] ACCOMPLISHMENTS AND PROGRESS,  
[01:25:54] FROM THE PASSAGE OF THE LAND  
[01:25:56] STEWARDSHIP PRINCIPLES TO  
[01:25:57] MEETING OUR SCOPE ONE AND TWO  
[01:25:58] EMISSIONS REDUCTION GOALS.  
[01:26:00] THERE IS A LOT TO CELEBRATE. I  
[01:26:02] DO WANT TO EMPHASIZE THAT THIS  
[01:26:04] WORK REFLECTS THE EFFORTS AND  
[01:26:05] TEAMS ACROSS THE WHOLE PORT. WE  
[01:26:08] DO HAVE A STELLAR ENVIRONMENTAL  
[01:26:10] TEAM, BOTH ON AVIATION AND  
[01:26:12] MARITIME, BUT WE DON'T DO IT  
[01:26:15] ALONE. SUSTAINABILITY DONE  
[01:26:17] RIGHT, TOUCHES EVERY DEPARTMENT  
[01:26:18] AND EVERY EMPLOYEE, AND WE ARE  
[01:26:20] PROUD AND GRATEFUL OF THE WORK  
[01:26:22] FROM THE TEAMS ACROSS THE  
[01:26:23] ORGANIZATION FOR HELPING US MOVE  
[01:26:25] ON THESE GOALS AND FROM OUR  
[01:26:27] TENANTS AND COMMUNITY PARTNERS.  
[01:26:29] SO WITH THAT, I AM GOING TO PASS  
[01:26:31] THE MIC TO MALLORY HOOSER.  
[01:26:33] SHE'S OUR PROGRAM MANAGER FOR  
[01:26:35] ENVIRONMENTAL COMMUNICATIONS AND  
[01:26:36] REPORTING, AND SHE HAS BEEN A  
[01:26:39] BIG FORCE BEHIND THE DEVELOPMENT  
[01:26:41] OF THESE PERFORMANCE METRICS AND  
[01:26:43] THIS ANNUAL REPORTING. THANK  
[01:26:46] YOU. GOOD AFTERNOON. NEXT SLIDE,  
[01:26:48] PLEASE. SO TODAY'S PRESENTATION  
[01:26:50] HAS TWO OBJECTIVES, OF COURSE.  
[01:26:52] WE WANT TO HIGHLIGHT OUR  
[01:26:53] ACCOMPLISHMENTS OVER THE LAST  
[01:26:54] YEAR AND CELEBRATE ALL THE  
[01:26:56] PROGRESS THAT HAS BEEN DONE.  
[01:26:58] YOU'LL NOTICE A PATTERN IN THE  
[01:26:59] SLIDES. WE'LL START WITH AN  
[01:27:01] OVERARCHING GOAL, LIKE A CENTURY  
[01:27:02] AGENDA GOAL. AND THEN THE NEXT  
[01:27:04] SLIDE, WE'LL TALK ABOUT THE  
[01:27:05] DIFFERENT WORK THAT WENT INTO  
[01:27:06] MAKING THAT PROGRESS HAPPEN, AS  
[01:27:08] WELL AS ANOTHER OF OTHER  
[01:27:10] ACHIEVEMENTS. SECONDLY, WE ARE  
[01:27:13] INTRODUCING A NEW WAY TO TRACK  
[01:27:15] AND REPORT AGAINST OUR LONG TERM  
[01:27:17] GOALS. HISTORICALLY, WE'VE DONE  
[01:27:19] SCORECARDS OR WE'VE HIGHLIGHTED  
[01:27:22] A FEW ACHIEVEMENTS ON A BLOG,



[01:27:24] BUT THIS IS A MUCH MORE  
[01:27:25] COMPREHENSIVE AND ADAPTIVE  
[01:27:27] REPORT. SO WE WILL BE LOOKING AT  
[01:27:31] THESE SAME METRICS YEAR AFTER  
[01:27:33] YEAR, AND WE'LL BE ALSO  
[01:27:35] ASSESSING THE EFFECTIVENESS OF  
[01:27:37] OUR REPORTING AND MAKING  
[01:27:38] ADJUSTMENTS AS WE MAKE THAT  
[01:27:40] PROGRESS. AS DIRECTOR KILROY  
[01:27:43] MENTIONED, WE WILL HAVE A MUCH  
[01:27:46] MORE DETAILED ANNUAL REPORT  
[01:27:48] AVAILABLE ON OUR WEBSITE NEXT  
[01:27:49] WEEK. NEXT SLIDE.  
[01:27:54] WE DIVIDED THESE METRICS INTO  
[01:27:56] NINE CATEGORIES RANGING FROM  
[01:27:58] HABITAT AND CLIMATE TO EQUITY,  
[01:28:01] DIVERSITY, INCLUSION AND  
[01:28:02] COMMUNITY. SO WE'LL DIVE INTO  
[01:28:04] EACH OF THOSE NOW. NEXT SLIDE.  
[01:28:09] GREAT. AND I THINK THIS IS WHERE  
[01:28:11] I STEP IN. MIKE IS LIVE. YES.  
[01:28:12] OKAY. HI, SARAH AUGER AND I'M  
[01:28:14] THE DIRECTOR FOR MARITIME  
[01:28:15] ENVIRONMENT AND SUSTAINABILITY.  
[01:28:17] PLEASURE TO BE HERE WITH YOU  
[01:28:18] TODAY, COMMISSIONERS, AND TELL  
[01:28:19] YOU ABOUT OUR PROGRESS IN 2023.  
[01:28:22] WE'RE GOING TO AYE. SOME OF THE  
[01:28:24] FIRST THREE ON THE LIST THAT  
[01:28:25] MALLORY JUST SHOWED YOU. AND  
[01:28:27] WE'RE STARTING WITH STEWARDING  
[01:28:29] HEALTHY LANDS. WE'VE SET A GOAL  
[01:28:32] OF RESTORING 40 ACRES IN THE  
[01:28:35] GREEN DUWAMISH WATERSHED AND  
[01:28:36] WE'VE EFFECTIVELY RESTORED 14  
[01:28:39] ACRES AND WE HAVE ELEVEN ACRES  
[01:28:40] IN PLANNING OR CONSTRUCTION AND  
[01:28:43] SO WE'RE WELL ON OUR WAY TO OUR  
[01:28:45] 40 ACRE GOAL. I THINK.  
[01:28:48] THEN I CAN TAKE THE NEXT SLIDE.  
[01:28:50] PLEASE.  
[01:28:53] ALSO, RELATED TO STEWARDING  
[01:28:55] HEALTHY LANDS, HERE'S A LIST OF  
[01:28:57] SEVERAL ASPECTS. THERE'S SO MANY  
[01:28:59] ECOLOGICAL ASPECTS WHEN WE THINK  
[01:29:00] ABOUT STEWARDING HEALTHY LANDS.  
[01:29:03] ONE OF THE MOST EXCITING NEWS  
[01:29:05] WAS AT OUR DUWAMISH RIVER  
[01:29:07] PEOPLE'S PARK, FINDING FISH  
[01:29:09] COMING INTO THE NEWLY CREATED  
[01:29:11] HABITAT THAT WE PUT THERE. 2500  
[01:29:13] CHUM AND CHINOOK SALMON WERE  
[01:29:15] OBSERVED AT THIS PARK. IT WAS  
[01:29:18] ALSO A SIGNIFICANT, SIGNIFICANT  
[01:29:19] YEAR FOR US RELATED TO LAND  
[01:29:21] STEWARDSHIP WITH THE  
[01:29:23] COMMISSION'S ADOPTION OF NEW  
[01:29:25] LAND STEWARDSHIP PRINCIPLES.  
[01:29:26] AND THANK YOU FOR YOUR  
[01:29:28] LEADERSHIP ON THAT AS WELL. AND  
[01:29:30] THEN WE RELEASED DRAFTS OF THE  
[01:29:32] LAND STEWARDSHIP PLAN AND TREE  
[01:29:34] REPLACEMENT STANDARDS FOR THE

[01:29:36] SEATTLE FOR THE SEA AIRPORT THAT  
[01:29:39] WENT OUT FOR PUBLIC COMMENT AT  
[01:29:41] THE END OF LAST YEAR AND THANKS  
[01:29:43] TO YOUR ACTION, ADOPTED EARLIER  
[01:29:45] THIS YEAR. ADDITIONALLY,  
[01:29:48] THROUGH OUR LAND STEWARDSHIP  
[01:29:49] WORK ACROSS THE PORT, OVER  
[01:29:51] 13,000 SHRUBS AND TREES WERE  
[01:29:53] PLANTED LAST YEAR. ANOTHER  
[01:29:56] TIDBIT HERE, THE PORT MANAGES  
[01:29:58] OVER 15 MILES OF SHORELINE AND  
[01:29:59] LAST YEAR ALONE WE RESTORED OVER  
[01:30:01] 2000 SHORELINE AT CENTENNIAL  
[01:30:03] PARK, REMOVING HARDENED BANKS  
[01:30:06] AND RECONNECTING LAND AND WATER.  
[01:30:08] WE'RE ALSO EXCITED TO SHARE  
[01:30:09] PRELIMINARY PARTICIPATION  
[01:30:10] NUMBERS FOR QUIET SOUND. 71% OF  
[01:30:14] LARGE COMMERCIAL VESSELS  
[01:30:15] PARTICIPATED IN 2023 AND 85%  
[01:30:19] OF CRUISE VESSELS PARTICIPATED.  
[01:30:21] THIS WAS OUR FIRST YEAR TO GET  
[01:30:22] THE CREWS SHIPPED ON  
[01:30:24] PARTICIPATING. REALLY EXCITED TO  
[01:30:25] SEE THAT. MEANWHILE, AT THE  
[01:30:27] AIRPORT, THEY'RE WORKING ON A  
[01:30:28] JOINT PROJECT WITH BURIEN AND  
[01:30:30] SEATAC TO RESTORE 450FT OF  
[01:30:32] MILLER CREEK, THUS RESTORING  
[01:30:34] STREAMSIDE FORESTS AND REPLACING  
[01:30:36] A FISH BARRIER WITH A PASSABLE  
[01:30:38] STRUCTURE. CONSTRUCTION IS STILL  
[01:30:40] UNDERWAY. AND LAST BUT NOT  
[01:30:42] LEAST, OUR KELP RESEARCH  
[01:30:44] CONTINUES. WE COMPLETED SUMMER  
[01:30:46] SURVEYS AT ALL OF OUR KELP SITES  
[01:30:48] AND WE COMPLETED KELP BULB  
[01:30:50] COUNTS AT ALL OF THE SITES.  
[01:30:53] NEXT SLIDE. NEXT, I'D LIKE TO  
[01:30:56] TALK WITH YOU ABOUT ANOTHER  
[01:30:57] ASPECT OF STEWARDSHIP, CLEANING  
[01:30:59] UP CONTAMINATED SITES. WE HAVE  
[01:31:02] 16 SITES. IF YOU ADD UP THE  
[01:31:04] TOTALS IN THAT ARROW GRAPHIC,  
[01:31:07] WE HAVE 16 ACTIVE REMEDIATION  
[01:31:09] SITES IN PROGRESS. SEVEN ARE IN  
[01:31:12] THE INVESTIGATION PHASE, ONE IN  
[01:31:14] DESIGN, ONE IN CLEANUP AND SEVEN  
[01:31:16] IN LONG TERM MONITORING. NINE OF  
[01:31:18] THESE PROPERTIES OR MARITIME  
[01:31:20] LOCATIONS ARE IN PROGRESS. WE  
[01:31:23] TALK ABOUT THE UNITED  
[01:31:24] CONTINENTAL FARM, EXCUSE ME,  
[01:31:27] FUEL FARM CLEANUP. THAT'S. WE  
[01:31:30] COMPLETED THAT WORK IN 2023 AND  
[01:31:33] NOW IT JOINS SIX OTHER PROJECTS.  
[01:31:34] IN THE LONG TERM, MONITORING  
[01:31:36] PFAS AT THE AIRPORT HAS BEEN A  
[01:31:39] CONCERN, AS YOU KNOW, AND THE  
[01:31:42] TEAM HAS BEEN PREPARED,  
[01:31:43] PREPARING FOR THE TRANSITION  
[01:31:44] FROM THEIR CURRENT MANDATED FIRE  
[01:31:46] FIGHTING FOAM TO A FLUORINE.

[01:31:49] FLUORINE FREE FOAM. YAY.  
[01:31:52] THIS WAS A BIG LIFT. NOT JUST TO  
[01:31:54] SAY IT, BUT ACTUALLY TO DO IT.  
[01:31:55] THAT WAS A BIG EFFORT, AND I'M  
[01:31:58] HAPPY TO REPORT THAT THE  
[01:31:59] TRANSITION STARTED LAST WEEK.  
[01:32:01] WE ALSO CONTINUED TO SEEK COST  
[01:32:05] RECOVERY FOR THESE ACTIONS AND  
[01:32:06] IN 2023, COLLECTED OVER \$6  
[01:32:09] MILLION FOR COST RECOVERY FOR  
[01:32:11] REMEDIATION SITES. NEXT SLIDE.  
[01:32:17] NEXT, I'LL TALK ABOUT PROTECTING  
[01:32:18] WATER QUALITY. WE HAVE MET.  
[01:32:22] THIS IS A GOAL AND WE SUCCEEDED  
[01:32:25] EVERY YEAR. AS FAR AS I'VE BEEN  
[01:32:26] HERE AND TRACKING, WE'VE MET ALL  
[01:32:28] OUR STORMWATER AND WASTEWATER  
[01:32:29] PERMIT REQUIREMENTS, AND THAT'S  
[01:32:31] CONSISTENT WITH OUR CENTURY  
[01:32:32] AGENDA. OBJECTIVE TEN. AND THEN  
[01:32:35] WE'RE ALSO WELL ON OUR WAY AND  
[01:32:37] ON TRACK FOR MEETING OUR  
[01:32:38] MARITIME STORMWATER SYSTEM  
[01:32:40] REHABILITATION GOAL, WHERE WE  
[01:32:41] AIM TO REHABILITATE 75% OF THE  
[01:32:45] SYSTEM BY 2035. AND JUST  
[01:32:49] AS AN ASIDE, THE AIRPORT HAS  
[01:32:52] ALREADY COMPLETED THEIR  
[01:32:53] RETROFIT. SO KUDOS TO THEM ON  
[01:32:55] THAT. LET'S MOVE TO THE NEXT  
[01:32:57] SLIDE. SOME ADDITIONAL  
[01:33:00] ACCOMPLISHMENTS IN 2023 FOR  
[01:33:02] WATER QUALITY, WE DID AN OYSTER  
[01:33:05] SHELL REFRESH AND FOUR, THE  
[01:33:06] BIORETENTION SWALES AT THE  
[01:33:08] AIRPORT. WE SUCCEEDED WITH OUR  
[01:33:11] SALMON SAFE CERTIFICATION FOR  
[01:33:13] THE AIRPORT. WE'RE WORKING ON  
[01:33:14] THE MARITIME ONE THIS YEAR. OUR  
[01:33:17] MARITIME. LET'S SEE. WHOOPS. WE  
[01:33:21] SECURED THE WASTEWATER KEY  
[01:33:23] APPROVALS FROM KING COUNTY.  
[01:33:25] ALSO ON DERELICT VESSELS, WE HAD  
[01:33:28] 13 CUSTODY ACTIONS AND ALL HAVE  
[01:33:30] BEEN RESOLVED. ELEVEN OF THOSE  
[01:33:32] VESSELS WERE DEMOLISHED AND SENT  
[01:33:33] TO THE LANDFILL AND THERE WAS  
[01:33:35] OVER 70,000 IN REIMBURSEMENTS TO  
[01:33:38] THE PORT FOR THIS WORK. BOTH OF  
[01:33:41] OUR TEAMS ON MARITIME AND  
[01:33:42] AVIATION SIDE RESPOND TO SPILLS  
[01:33:44] EVERY YEAR AND WE ENSURE OUR  
[01:33:46] TENANTS ARE EQUIPPED TO PROPERLY  
[01:33:47] RESPOND TO SPILLS ON PORT  
[01:33:49] GROUNDS. LASTLY, IN 2023,  
[01:33:53] WE INITIATED THE 8TH AMENDMENT  
[01:33:54] TO THE CRUISE MOU THAT ALSO  
[01:33:56] PERTAINS TO WATER QUALITY AND  
[01:33:58] THAT WAS COMPLETED AND SIGNED  
[01:34:01] THIS YEAR IN 24. NEXT SLIDE,  
[01:34:06] I THINK I'M GOING TO HAND IT  
[01:34:08] OVER TO MY COLLEAGUE TO TALK  
[01:34:10] ABOUT REDUCING WASTE. GREAT.

[01:34:12] THANK YOU, SARAH. GOOD AFTERNOON  
[01:34:14] COMMISSIONERS. I'M SARAH COX,  
[01:34:15] THE DIRECTOR OF AVIATION  
[01:34:16] ENVIRONMENT SUSTAINABILITY AND I  
[01:34:19] AM REALLY EXCITED TO SHARE THE  
[01:34:20] HEADWAY THAT WE ARE MAKING AT  
[01:34:23] OUR FACILITIES TOWARDS OUR 60%  
[01:34:25] WASTE DIVERSION GOAL. AND NOT  
[01:34:29] ONLY IS IT AT OUR FACILITIES,  
[01:34:30] OUR CAPITAL PROGRAM HAS BEEN  
[01:34:33] EXTREMELY SUCCESSFUL AND IS  
[01:34:35] EXCEEDING OUR DIVERSION GOAL AND  
[01:34:38] HAS BEEN FOR MANY YEARS. AS YOU  
[01:34:40] CAN SEE, BOTH DIVISIONS,  
[01:34:43] WE'RE ALMOST AT 100% AND THESE  
[01:34:47] WASTE DIVERSION GOALS ARE  
[01:34:49] ACHIEVED VIA OUR ROBUST  
[01:34:51] RECYCLING, COMPOSTING AND MANY  
[01:34:53] OTHER INNOVATIONS. INNOVATIVE  
[01:34:54] PROGRAMS AT OUR MARITIME  
[01:34:57] FACILITIES, WE ACHIEVED A 56.5  
[01:35:01] DIVERSION RATE, WHICH IS  
[01:35:02] EQUIVALENT TO 1800 TONS OF WASTE  
[01:35:04] DIVERTED FROM LANDFILLS. AND  
[01:35:07] THEN AT THE AIRPORT WE REACHED A  
[01:35:09] 48% DIVERSION RATE, WHICH IS  
[01:35:11] EQUIVALENT TO 4100 TONS OF WASTE  
[01:35:13] DIVERTED. AND THEN FOR OUR  
[01:35:16] CAPITAL PROGRAM, AS I NOTED,  
[01:35:19] YOU CAN SEE WE'RE EXCEEDINGLY  
[01:35:20] OUR CONSTRUCTION WASTE DIVERSION  
[01:35:21] GOAL AND THIS DIVERSION PROGRAM  
[01:35:24] HAS REALLY BECOME A PART OF THE  
[01:35:26] WAY THAT WE DO BUSINESS. IT'S  
[01:35:28] INTEGRATED INTO OUR DESIGN  
[01:35:30] CONSTRUCTION STANDARDS AS WELL  
[01:35:31] AS OUR CONSTRUCTION  
[01:35:32] SPECIFICATIONS. AND I REALLY  
[01:35:35] JUST CANNOT THANK OUR PROJECT  
[01:35:36] MANAGEMENT AND OUR CONSTRUCTION  
[01:35:38] MANAGEMENT TEAMS FOR THE SUPPORT  
[01:35:41] THAT THEY PROVIDE IN INTEGRATING  
[01:35:43] AND IMPLEMENTING THESE PROGRAMS.  
[01:35:44] AS YOU CAN SEE, BEEN A VERY  
[01:35:46] SUCCESSFUL PARTNERSHIP.  
[01:35:49] NEXT SLIDE PLEASE.  
[01:35:53] AND NOW I WANT TO JUST SHARE A  
[01:35:54] FEW OF THE HIGHLIGHTS OF THE  
[01:35:56] WASTE DIVERSION EFFORTS. FOR  
[01:35:57] 2023, THE AIRPORT COLLECTED AND  
[01:36:00] DONATED ALMOST 35,000 MEALS TO  
[01:36:02] LOCAL FOOD BANKS IN THE DES  
[01:36:04] MOINES AREA. AND WE ARE JUST  
[01:36:08] SHY OF 19,000 GALLONS OF COOKING  
[01:36:10] OIL RECYCLED INTO RENEWABLE  
[01:36:12] DIESEL AND SUSTAINABLE AVIATION  
[01:36:14] FUEL. ON THE MARITIME SIDE. AT  
[01:36:17] TERMINAL 91, THE TENANT LED NET  
[01:36:20] YEAR PROBLEM PROGRAM RECYCLED  
[01:36:22] 86,000 POUNDS OF NET AND GHOST  
[01:36:25] GEAR. THIS ORGANIZATION HELPS  
[01:36:27] SET UP AND IMPROVE SORTING  
[01:36:29] FACILITIES THAT GENERATES HIGH

[01:36:31] QUALITY PRODUCT THAT'S CONVERTED  
[01:36:33] INTO PHONE CASES, KAYAKS,  
[01:36:35] SUNGLASSES AND MANY OTHER  
[01:36:36] PRODUCTS. AT SEA,  
[01:36:40] WE CREATED A NEW OPERATIONAL  
[01:36:41] CONDITION AND PARTNERSHIP WITH  
[01:36:43] OUR AIRPORT DINING AND RETAIL  
[01:36:45] PARTNERS TO UTILIZE REUSABLE OR  
[01:36:47] COMPOSTABLE SERVICEWARE OPTIONS  
[01:36:49] AT ALL OF OUR FOOD SERVICE  
[01:36:50] LOCATIONS. THIS OPERATING  
[01:36:53] CONDITION BECOMES EFFECTIVE NEXT  
[01:36:55] MONTH AND WILL GREATLY REDUCE  
[01:36:57] FUTURE WASTE GENERATION. IN  
[01:37:00] ADDITION, WE'RE TAKING ADVANTAGE  
[01:37:02] OF NEW TECHNOLOGIES. WE  
[01:37:04] INSTALLED FOUR AI WASTE SORTING  
[01:37:07] STATE MACHINES, THREE AT THE  
[01:37:08] AIRPORT AND ONE AT BELL HARBOR.  
[01:37:11] I REALLY, YOU KNOW, AS I NOTED  
[01:37:14] PREVIOUSLY, THE SUCCESS OF THESE  
[01:37:16] WASTE DIVERSION EFFORTS ARE DONE  
[01:37:20] BY EVERYONE AT OUR FACILITIES,  
[01:37:22] FROM OUR OPERATION TEAMS,  
[01:37:24] MAINTENANCE, JANITORIAL,  
[01:37:26] COMMERCIAL DEVELOPMENT, POOR  
[01:37:28] CONSTRUCTION SERVICES,  
[01:37:29] CONSTRUCTION MANAGEMENT AND  
[01:37:31] PROJECT MANAGEMENT TEAMS. AND I  
[01:37:33] JUST AS SANDY NOTED EARLIER IN  
[01:37:35] THE PRESENTATION, IT TAKES ALL  
[01:37:37] OF US TO MOVE OUR INITIATIVES  
[01:37:39] FORWARD. NEXT SLIDE, PLEASE.  
[01:37:43] SO NOW JUMPING INTO AS WE MOVE  
[01:37:45] TOWARDS CHARTING OUR COURSE TO  
[01:37:47] ZERO, FIRST I'M GOING TO SHARE  
[01:37:51] AN UPDATE ON OUR SCOPE ONE AND  
[01:37:53] TWO. THE PORT CONTROLLED GHD  
[01:37:57] EMISSIONS AND I'M REALLY,  
[01:38:01] I'M THRILLED. WE HAD JUST A  
[01:38:03] GREAT ACHIEVEMENT THIS YEAR  
[01:38:05] PORTWIDE. WE REACHED OUR GOAL OF  
[01:38:07] REDUCING OUR SCOPE ONE AND TWO  
[01:38:08] EMISSIONS BY 50% FROM OUR  
[01:38:10] BASELINE, AND THAT INCLUDES A 7%  
[01:38:13] REDUCTION FROM 2022.  
[01:38:16] AND THIS WAS PRIMARILY ACHIEVED  
[01:38:19] VIA THE PURCHASE OF RENEWABLE  
[01:38:21] NATURAL GAS, OR RNG.  
[01:38:24] AND SPECIFICALLY AT SEA WE SAW A  
[01:38:29] 48% REDUCTION FROM BASELINE.  
[01:38:31] BUT I WOULD LIKE TO EMPHASIZE  
[01:38:32] THAT OUR EMISSION TOTALS WERE  
[01:38:34] BELOW THAT OF 2022.  
[01:38:37] AND AS YOU'RE AWARE, WE FORECAST  
[01:38:39] OUT WHAT OUR USAGES WILL BE.  
[01:38:41] AND FOR 2023, OUR DIESEL  
[01:38:45] ALTERNATIVE GENERATORS,  
[01:38:47] EMERGENCY GENERATORS WERE  
[01:38:49] INSTALLING A NEW SOFTWARE  
[01:38:50] INTERFACE THAT REQUIRED A  
[01:38:52] SIGNIFICANT AMOUNT OF RUNTIME  
[01:38:53] THAT WE DIDN'T ANTICIPATE. AND

[01:38:55] SO THAT WAS ONE OF THE PRIMARY  
[01:38:56] REASONS WHY WE DIDN'T AYE. OUR  
[01:38:58] 50%. THIS YEAR AT MARITIME  
[01:39:02] ACHIEVED A 65% REDUCTION,  
[01:39:04] WOOHOO. FROM BASELINE WITH 100%  
[01:39:09] DECREASE IN FOSSIL NATURAL GAS  
[01:39:11] GAS EMISSIONS. AND AS I NOTED,  
[01:39:13] YOU KNOW, WE'RE REALLY EXCITED  
[01:39:14] ABOUT THIS ACHIEVEMENT, BUT IT  
[01:39:16] DOES TAKE ONGOING EFFORT TO  
[01:39:18] CONTINUE MEETING THE 50%  
[01:39:19] REDUCTION GOAL AND OUR ANNUAL  
[01:39:22] EMISSION REDUCTIONS. AND WHILE  
[01:39:25] RNG HAS BEEN THE APPROACH TO  
[01:39:27] MEET OUR 50% REDUCTION TARGETS,  
[01:39:30] I WOULD LIKE TO NOTE THAT THIS  
[01:39:31] IS AN INTERIM SOLUTION AS WE  
[01:39:33] WORK TO ELECTRIFY AND FIND  
[01:39:35] LONGER TERM EMISSION SOLUTIONS.  
[01:39:37] CAN I ADD A POINT HERE? SO AT  
[01:39:40] THIS POINT, THE AIRPORT  
[01:39:42] TERMINALS AND ALL THE WATERFRONT  
[01:39:45] PROPERTIES ARE UTILIZING  
[01:39:47] RENEWABLE NATURAL GAS AND THAT  
[01:39:49] IS REALLY A BIG DEAL. I'M NOT  
[01:39:50] SURE THERE'S ANY OTHER AIRPORTS  
[01:39:53] OR FACILITIES USING THAT. WHEN  
[01:39:54] WE GO AND AT CONFERENCES AND  
[01:39:57] DIFFERENT PLACES AND BRING THIS  
[01:39:59] UP, FOLKS ARE PRETTY SURPRISED  
[01:40:02] AND INTERESTED AND AMAZED. SO IT  
[01:40:04] IS A POINT OF PRIDE THAT WE HAVE  
[01:40:07] BEEN ABLE TO MOVE IN THIS  
[01:40:08] DIRECTION, EVEN AS A TEMPORARY  
[01:40:11] MEASURE, UNTIL WE GET  
[01:40:13] ELECTRIFICATION. THANK YOU.  
[01:40:17] NEXT SLIDE, PLEASE. AND JUMPING  
[01:40:20] INTO SOME OF THE HIGHLIGHTS OF  
[01:40:23] THIS PAST YEAR, 96% OF  
[01:40:26] ELECTRICITY IS FROM ZERO CARBON  
[01:40:28] SOURCES SUCH AS HIGHER HYDRO,  
[01:40:30] SOLAR, WIND. 50% OF  
[01:40:33] OUR BUILDING ENERGY USE WAS FROM  
[01:40:35] RENEWABLE NATURAL GAS, AND FOR  
[01:40:38] OUR FLEET, 74% UTILIZED FUELS  
[01:40:41] FROM RENEWABLE SOURCES AND 9% OF  
[01:40:45] MARITIME FLEET HAS CONVERTED  
[01:40:47] OVER TO EV AND 4% ON  
[01:40:50] THE AVIATION SIDE. WE ALSO  
[01:40:52] COMPLETED A CHARGING STUDY TO  
[01:40:54] UNDERSTAND BEST LOCATIONS AND  
[01:40:56] DEMANDS FOR FULL CONVERSION OF  
[01:40:57] OUR FLEET OVER TO EV AND  
[01:41:00] TERMINAL 91 RECEIVED A \$800,000  
[01:41:03] GRANT FOR TWO EV FORKLIFTS.  
[01:41:06] THANK YOU. NEXT SLIDE, PLEASE.  
[01:41:11] AND NOW I WILL SHARE OUR  
[01:41:13] ACCOMPLISHMENTS FOR SCOPE THREE  
[01:41:14] EMISSIONS. THESE ARE THE  
[01:41:16] EMISSIONS THAT ARE OUTSIDE OF  
[01:41:18] PORT CONTROL. THEY'RE GENERATED  
[01:41:19] BY OUR TENANTS AND CUSTOMERS.  
[01:41:21] AND FOR THE SCOPE THREE



[01:41:23] EMISSIONS, WE'RE GOING TO REPORT  
[01:41:25] SEPARATELY FOR AVIATION AND  
[01:41:27] MARITIME. AND SO,  
[01:41:30] STARTING WITH AVIATION, YOU'LL  
[01:41:32] NOTE THE MOST RECENT YEAR IN  
[01:41:33] THIS GRAPH IS 2022. WE JUST  
[01:41:37] RECEIVED OUR 2023 OUTCOMES THIS  
[01:41:39] PAST WEEK AFTER THIS  
[01:41:41] PRESENTATION WAS FINALIZED, BUT  
[01:41:43] WE DO KNOW HOW THAT INFORMATION  
[01:41:45] IS NOW AVAILABLE. AND JUST  
[01:41:49] FOR YOUR INTEREST, THE 2023  
[01:41:51] TOTALS ARE JUST BELOW THE PEAK  
[01:41:53] OF 2019, SO IT'S POSITIVE NEWS.  
[01:41:56] AND WHILE THIS GRAPH ISN'T  
[01:41:57] BROKEN DOWN BY EMISSION SOURCE,  
[01:41:59] AIRCRAFT RELATED EMISSIONS IS  
[01:42:01] 72% OF OUR SCOPE. THREE  
[01:42:03] EMISSIONS, GRAND TRANSPORTATION  
[01:42:05] IS 27% AND TENANTS ARE 1%  
[01:42:10] BECAUSE OF THE POWERFUL SIGNAL  
[01:42:12] DOMINATED BY AIRCRAFT. WHAT YOU  
[01:42:14] CAN'T SEE ARE SOME OF THE  
[01:42:15] SUCCESSES IN EMISSION REDUCTIONS  
[01:42:17] ON A PER CATEGORY BASIS BETWEEN  
[01:42:19] 2019 AND 2023. FOR EXAMPLE,  
[01:42:23] AFTER COMPLETING A  
[01:42:24] PRECONDITIONED AIR STUDY AND  
[01:42:26] DOING SOME OPERATIONAL AND  
[01:42:27] TEMPERATURE SET POINT  
[01:42:28] IMPROVEMENTS, APU EMISSIONS  
[01:42:30] REDUCED BY 2% DESPITE AN  
[01:42:32] INCREASE IN OPERATIONS FROM 2022  
[01:42:34] TO 2023, AND THANKS  
[01:42:37] TO EV AND INCENTIVES,  
[01:42:40] AS WELL AS BROADER INDUSTRY  
[01:42:42] TRENDS, WE NOW HAVE A 15%  
[01:42:44] ELECTRICAL VEHICLE ACTIVITY RATE  
[01:42:46] FOR OUR TNCS AND EMISSIONS  
[01:42:48] REDUCED BY 24% BETWEEN 2019 AND  
[01:42:51] 2023 IN THAT CATEGORY. THAT'S  
[01:42:54] PRETTY SIGNIFICANT REDUCTION.  
[01:42:58] THE NEXT SLIDE, PLEASE.  
[01:43:07] AND SO, FOR THE AVIATION  
[01:43:08] REDUCTIONS, AS I NOTED, 42% OF  
[01:43:10] OUR AIRCRAFT OPERATIONS  
[01:43:12] CONNECTED TO PRECONDITIONED AIR  
[01:43:14] WE COMPLETED OUR PRECONDITIONED  
[01:43:16] AIR SYSTEM ASSESSMENT. SO WE  
[01:43:18] WERE LOOKING AT UNDERSTANDING  
[01:43:20] WHY WE OR HOW WE CAN IMPROVE  
[01:43:23] THESE CONNECTIONS. THE OUTCOME  
[01:43:25] OF THAT STUDY DETERMINES SOME  
[01:43:27] ARE VERY SIMPLE OPERATIONAL  
[01:43:28] CHANGES, WHILE OTHERS WILL  
[01:43:30] REQUIRE MORE INVESTMENT,  
[01:43:32] INCLUDING CHANGING OUT SOME OF  
[01:43:35] THE HOSE TYPES AND SOME OF THE  
[01:43:37] OTHER CONNECTION INFRASTRUCTURE.  
[01:43:42] COULD I JUST ALSO NOTE THAT THIS  
[01:43:43] IS SOMEWHAT OF A COMPARABLE TO  
[01:43:46] THE MARITIME SHIP TO SHORE POWER  
[01:43:49] CONNECTION? WE CONNECT THE



[01:43:51] PLANES TO PRECONDITIONED AIR AT  
[01:43:52] THE TERMINAL SO THEY CAN TURN  
[01:43:54] OFF THEIR AUXILIARY POWER UNITS  
[01:43:56] AND NOT BURN FUEL WHILE THEY'RE  
[01:43:59] AT THE GATE. SO IT'S A VERY  
[01:44:01] COMPARABLE PROGRAM.  
[01:44:04] THANK YOU. AND THEN FOR  
[01:44:07] ADVANCING SUSTAINABLE AVIATION  
[01:44:09] FUEL PRODUCTION, STAFF IN  
[01:44:11] COORDINATION WITH KING COUNTY  
[01:44:13] COMPLETED THE MUNICIPAL SOLID  
[01:44:15] WASTE TO SUSTAINABLE AVIATION  
[01:44:16] FUEL STUDY. THIS STUDY  
[01:44:18] IDENTIFIED FEASIBILITY OF USING  
[01:44:20] STATE GENERATED MSW AS A  
[01:44:23] FEEDSTOCK FOR SAF AND FOUND THAT  
[01:44:25] THERE'S ENOUGH WASTE GOING TO  
[01:44:26] LARGE LANDFILLS IN THE REGION TO  
[01:44:29] SUPPORT ONE OR MORE SAF  
[01:44:31] PRODUCTION FACILITIES. THE STUDY  
[01:44:33] ALSO EVALUATED CONVERSION  
[01:44:34] TECHNOLOGIES AND ECONOMIC  
[01:44:36] CONSIDERATIONS AND THEN FOR  
[01:44:38] PASSENGER TRAVEL TO THE AIRPORT.  
[01:44:40] WE COMPLETED A MODE CHOICE MODEL  
[01:44:43] TO EVALUATE CARBON BENEFITS OF  
[01:44:45] PASSENGER GROUND TRANSPORTATION  
[01:44:47] STRATEGIES. SO THAT WOULD LOOK  
[01:44:49] AT LIKE, IF WE WANTED TO PROVIDE  
[01:44:52] A TYPE OF INCENTIVE AND WHAT  
[01:44:54] WOULD, HOW WOULD THAT SHIFT?  
[01:44:57] DIFFERENT MODE CHOICES. AND SO  
[01:44:59] WE CAN UTILIZE THAT WITH OUR  
[01:45:01] TRADITIONAL MODELS TO COME UP  
[01:45:03] WITH CARBON REDUCTION BENEFITS  
[01:45:06] AND HELP DETERMINE WHAT  
[01:45:08] STRATEGIES WE SHOULD FOCUS ON  
[01:45:11] AND FOR OUR GROUND TRANSFER  
[01:45:13] TRANSPORTATION EMISSION  
[01:45:14] REDUCTION STRATEGY. WE DEVELOPED  
[01:45:17] OUR STRATEGIES FOR PROGRAMS TO  
[01:45:19] ELECTRIFY COMMERCIAL VEHICLES,  
[01:45:21] AS WELL AS IDENTIFYING ACTIVE  
[01:45:24] TRANSPORTATION OPPORTUNITIES FOR  
[01:45:27] BOTH OUR EMPLOYEES AND  
[01:45:28] PASSENGERS TO ACCESS BOTH ON  
[01:45:32] THE MARITIME AND AIRPORT  
[01:45:34] FACILITIES. SO NOW I'M EXCITED  
[01:45:37] TO HAND IT OVER TO SARAH AUGER,  
[01:45:38] WHO WILL UPDATE YOU ON THE  
[01:45:40] MARITIME EMISSION REDUCTION  
[01:45:41] PROGRAMS. THANKS, SARAH. AND I  
[01:45:44] ALSO JUST GOING TO PAUSE FOR A  
[01:45:45] SECOND AND EMPHASIZE SOMETHING  
[01:45:46] THAT BOTH MY COLLEAGUES HAVE  
[01:45:48] MENTIONED, HOW MUCH THIS IS A  
[01:45:49] TEAM SPORT, WHETHER I WAS  
[01:45:52] TALKING ABOUT THE STORMWATER  
[01:45:53] WORK OR WHAT WE'RE TALKING ABOUT  
[01:45:54] RIGHT NOW WITH EMISSIONS  
[01:45:55] REDUCTION AND ENERGY  
[01:45:57] CONSERVATION. THIS IS A TEAM  
[01:45:58] EFFORT AND WE'VE GOT GREAT

[01:46:00] CONTRIBUTIONS FROM OUR FACILITY,  
[01:46:02] OUR PROJECT MANAGEMENT, OUR  
[01:46:03] MAINTENANCE FOLKS, MARITIME  
[01:46:05] DIVISION. YOU KNOW, WE WORK HAND  
[01:46:07] IN HAND ON ALL OF THIS, AND I  
[01:46:08] JUST CAN'T UNDERSCORE HOW  
[01:46:10] IMPORTANT AND WONDERFUL THAT  
[01:46:12] COLLABORATION IS. SO, AS WE TURN  
[01:46:15] NOW TO TALK ABOUT EMISSIONS, WE  
[01:46:18] ALREADY HEARD FROM SARAH COX  
[01:46:20] ABOUT ON MARITIME THAT OUR SCOPE  
[01:46:21] ONE AND TWO, WE SAW A 65%  
[01:46:24] REDUCTION. VERY PLEASED WITH  
[01:46:25] THAT. BUT NOW I'M GOING TO TALK  
[01:46:27] TO YOU ABOUT OUR SCOPE THREE AND  
[01:46:29] SCOPE THREE RESOURCES OF  
[01:46:31] EMISSIONS FOR THE MARITIME  
[01:46:33] SECTOR COULD INCLUDE CRUISE  
[01:46:35] SHIPS, HARBOR VESSELS,  
[01:46:36] RECREATIONAL VESSELS, PORT OWNED  
[01:46:38] MARINAS, RAIL LOCOMOTIVES,  
[01:46:40] TERMINAL EQUIPMENT NOT OWNED BY  
[01:46:42] THE PORT, CRUISE SHUTTLE BUSES,  
[01:46:44] AND PROVISIONING TRUCKS AND  
[01:46:46] VEHICLES THAT ACCESS THE PORT OF  
[01:46:47] SEATTLE TERMINAL. SO ALL OF  
[01:46:49] THOSE ARE BUNDLED INTO THIS  
[01:46:50] ANALYSIS. AND AS OF 2022,  
[01:46:55] WE SEE THAT OUR SCOPE THREE  
[01:46:56] EMISSIONS HAVE INCREASED 31%  
[01:46:59] FROM THE BASELINE. THIS INCREASE  
[01:47:01] IS LARGELY A RESULT OF  
[01:47:02] INCREASING OCEAN GOING VESSEL  
[01:47:04] ACTIVITY AND HARBOR VESSEL  
[01:47:05] ACTIVITY. THE EMISSIONS FROM  
[01:47:08] CRUISE SHIPS ALONE INCREASED 60%  
[01:47:10] OVER BASELINE AS OF 2022, AS THE  
[01:47:14] PORT EXPERIENCED A RECORD CRUISE  
[01:47:15] SEASON WITH NEARLY 300 CRUISE  
[01:47:17] CALLS. I ALSO WANT TO NOTE THAT  
[01:47:20] THE METHODOLOGY WE USED FOR 21  
[01:47:22] AND 22 HAS BEEN MODIFIED. AND I  
[01:47:25] THINK TO MAKE IT MORE ACCURATE,  
[01:47:27] WE'RE USING THE AUTOMATIC  
[01:47:30] IDENTIFICATION SYSTEM, THE AI'S,  
[01:47:32] TO TRACK VESSELS. AND SO WE HAVE  
[01:47:34] VERY PRECISE ACCOUNTING OF SPEED  
[01:47:36] AND DISTANCE. AND SO WE'RE  
[01:47:39] LOOKING AT HOW THAT MIGHT ADJUST  
[01:47:41] OUR BASELINE AS WELL. BUT  
[01:47:43] EXCITED TO HAVE THAT NEW,  
[01:47:44] REFINED METHODOLOGY. I ALSO  
[01:47:47] GOING TO PAUSE FOR A MOMENT AND  
[01:47:49] REMIND YOU AND EVERYONE  
[01:47:53] LISTENING THAT WE DO HAVE GOALS  
[01:47:56] FOR REDUCTION HERE. AND THIS IS  
[01:47:57] OUR PROGRESS. WE'RE SHOWING OUR  
[01:47:58] PROGRESS, AND PROGRESS ISN'T  
[01:48:00] ALWAYS LINEAR, RIGHT? SO FOR  
[01:48:04] OUR MCAP GOAL SAYS FOR SCOPE ONE  
[01:48:06] AND TWO, WE WANT TO SEE 50%  
[01:48:08] REDUCTION BY 2030. WE'VE MADE  
[01:48:10] THAT WE NEED TO BE VIGILANT IN

[01:48:12] MAINTAINING IT IT. FOR SCOPE  
[01:48:15] THREE, WE WANTED TO ACHIEVE 50%  
[01:48:18] BELOW 2007 BY 2030. WE'RE UP AND  
[01:48:22] DOWN STRUGGLING TO MEET THAT,  
[01:48:23] BUT WE'RE LOOKING AT THE BEST  
[01:48:24] AND INNOVATIVE WAYS TO DO THAT.  
[01:48:26] AND WORKING CLOSELY WITH OUR  
[01:48:27] PARTNERS, I CAN MOVE  
[01:48:31] TO THE NEXT SLIDE AND TELL YOU A  
[01:48:33] LITTLE MORE ABOUT SOME OF THE  
[01:48:34] MARITIME ACTIVITIES THAT WE'RE  
[01:48:36] DOING TO HELP REDUCE EMISSIONS,  
[01:48:40] AS PREVIOUSLY DISCUSSED. TODAY  
[01:48:41] WE'RE WORKING ON THE GREEN  
[01:48:42] CORRIDOR WITH PARTNERS AND WE  
[01:48:45] SIGNED A CHARTER AND WE'VE  
[01:48:47] DEVELOPED A SCOPE FOR GREEN  
[01:48:49] METHANOL STUDY. VERY EXCITED  
[01:48:50] ABOUT THE PROSPECT OF THAT IN  
[01:48:52] THIS YEAR AS WE MOVE FORWARD.  
[01:48:54] WE COMPLETED YEAR ONE OF THE  
[01:48:56] HYDROGEN STORAGE RISK  
[01:48:58] ASSESSMENT. WE ALSO INITIATED A  
[01:49:00] SUSTAINABLE MARITIME FUELS  
[01:49:02] COLLABORATIVE, AND OUR PARTNERS  
[01:49:03] THERE INCLUDED MARITIME BLUE  
[01:49:05] NORTHWEST SEAPORT ALLIANCE AND  
[01:49:07] CHARGE. SO WE'RE REALLY EXCITED  
[01:49:09] ABOUT THE WORK THAT WE CAN  
[01:49:10] COLLABORATE WITH THOSE PARTIES  
[01:49:12] AND OTHERS TO LOOK AT WHAT  
[01:49:14] FUELS, WHAT OTHER FUELS CAN WE  
[01:49:15] BRING TO MARKET TO HELP MEET  
[01:49:17] THESE AMBITIOUS GOALS WE HAVE.  
[01:49:20] AND PIER 66 SHORE POWER, THE  
[01:49:23] UNDERWATER CABLE WAS DELIVERED.  
[01:49:25] WE HOPE AND EXPECT THIS TO BE  
[01:49:27] COMPLETED AND FUNCTIONAL MID  
[01:49:30] YEAR. YEAR THIS YEAR, AND BE  
[01:49:31] ABLE TO START USING IT FOR SHORE  
[01:49:33] POWER AT PIER 66.  
[01:49:37] AND I THINK THAT CONCLUDES MY  
[01:49:39] SECTION ON THE ADMISSIONS. GO TO  
[01:49:40] THE NEXT SLIDE. SARAH COX FOR  
[01:49:46] OUR SUSTAINABLE EVALUATION  
[01:49:48] FRAMEWORK, WE'RE FOCUSING ON  
[01:49:50] SUSTAINABLE INFRASTRUCTURE.  
[01:49:52] THIS PAST YEAR, WE HAD OVER 260  
[01:49:55] PROJECTS. PROJECTS THAT WENT  
[01:49:58] THROUGH ENVIRONMENTAL AND  
[01:49:59] BUILDING PERMITTING, 140 CAPITAL  
[01:50:02] PROJECTS INITIATED THE  
[01:50:04] SUSTAINABLE EVALUATION FRAMEWORK  
[01:50:05] PROCESS, AND THREE OF THOSE  
[01:50:07] SUSTAINABLE DESIGN STRATEGIES  
[01:50:09] WERE COMPLETED. AND THEN WE HAD  
[01:50:13] SEVEN PROJECTS TOTALING OVER 1  
[01:50:15] MILLION SQFT, TARGETING, THIRD  
[01:50:16] PARTY CERTIFICATION, SUCH AS  
[01:50:19] LEED. WELL, AND THEN  
[01:50:23] AT THE AIRPORT, WE HIGHLIGHTED  
[01:50:25] OUR C CONCOURSE EXPANSION  
[01:50:27] PROJECT THAT IS GOING THROUGH

[01:50:30] THE FRAMEWORK, AND THAT IS ONE  
[01:50:32] OF THE LARGEST PROJECTS SO FAR  
[01:50:33] TO GO THROUGH THE ENVIRONMENTAL  
[01:50:35] FRAMEWORK PROCESS AND IDENTIFIED  
[01:50:39] MANY OPPORTUNITIES TO REDUCE  
[01:50:43] OUR CARBON FOOTPRINT WHILE WE'RE  
[01:50:45] EXPANDING THE SIZE OF THE  
[01:50:47] FACILITY. AND THEN WE  
[01:50:50] IMPLEMENTED THE ADAPTSEA SEATTLE  
[01:50:52] WATERFRONT RESILIENCE  
[01:50:53] PARTNERSHIP. THANK YOU.  
[01:50:58] NEXT SLIDE AND  
[01:51:04] FOR THE AIRPORT, AS WE'RE  
[01:51:06] LOOKING AT HOW WE CAN REDUCE THE  
[01:51:08] IMPACT OF AIRCRAFT NOISE IN 2023  
[01:51:12] WE HAD NINE APARTMENT BUILDINGS,  
[01:51:13] BUILDINGS WHICH IS 320 UNITS IN  
[01:51:16] FINAL DESIGN. THOSE ARE OUT FOR  
[01:51:18] CONSTRUCTION BID NOW AS WELL AS  
[01:51:21] THREE PLACES OF WORSHIP IN FINAL  
[01:51:23] DESIGN. WE COMPLETED THE VILLA  
[01:51:25] ENSEIN CONDOMINIUM SOUND  
[01:51:29] INSULATION AT  
[01:51:33] THOSE UNITS AND THEN FOR THE  
[01:51:34] HIGH LINE SCHOOL DISTRICT. WE  
[01:51:37] HAVE A PARTNERSHIP WITH FAA TO  
[01:51:40] CONTRIBUTE FUNDING AS THE  
[01:51:44] SCHOOLS GO THROUGH REDEVELOPMENT  
[01:51:45] OR RENOVATION TO INSTALL SOUND  
[01:51:49] INSULATION INTO THOSE  
[01:51:52] FACILITIES. AND PACIFIC MIDDLE  
[01:51:54] SCHOOL IS THE NEXT IN LINE. AND  
[01:51:57] THE LEVY PASSED IN NOVEMBER, SO  
[01:52:00] THAT PROJECT IS NOW UNDER  
[01:52:01] DESIGN. WE HELD 50 START  
[01:52:05] MEETINGS. THAT'S A SEATAC  
[01:52:06] ADVISORY ROUNDTABLE AND THAT IS  
[01:52:10] WITH OUR SIX LOCAL JURISDICTIONS  
[01:52:12] AT THE AIRPORT AS WELL AS  
[01:52:14] COMMUNITY REPRESENTATIVES TO  
[01:52:17] LOOK AT DIFFERENT ACTIONS WE CAN  
[01:52:21] DO TO WORK WITH THE COMMUNITY TO  
[01:52:23] REDUCE THE IMPACT OF THE AIRPORT  
[01:52:27] FOR THOSE COMMUNITIES. AND THAT  
[01:52:31] INCLUDES THE NOISE WORKING GROUP  
[01:52:34] AS WELL AS THE POLICY ADVOCACY  
[01:52:36] GROUP. AND WE HAD THREE AIRLINES  
[01:52:39] THIS YEAR RECOGNIZED FOR OUR FLY  
[01:52:40] QUIET AWARDS. THANK YOU. I WILL  
[01:52:44] PASS IT ON TO MALLORY.  
[01:52:48] I ALSO WANT TO ACKNOWLEDGE OTHER  
[01:52:50] FOUR TEAMS WHO HELP MAKE THESE  
[01:52:52] NEXT TWO SLIDES POSSIBLE.  
[01:52:53] THAT'S OUR OFFICE OF EQUITY,  
[01:52:55] DIVERSITY AND INCLUSION, OUR  
[01:52:56] EXTERNAL RELATIONS AND COMMUNITY  
[01:52:58] ENGAGEMENT TEAMS. ALL OF OUR  
[01:53:01] PROGRAMS ARE DELIVERED WITH  
[01:53:02] EQUITY AND ENVIRONMENTAL JUSTICE  
[01:53:05] IN MIND. WE UTILIZE THE PORT'S  
[01:53:07] EQUITY INDEX. A COUPLE EXAMPLES  
[01:53:10] FROM LAST YEAR INCLUDE THE  
[01:53:12] AIRPORT'S ACTIVE TRANSPORTATION

[01:53:13] PLAN, WHICH USED IT DURING  
[01:53:15] ANALYSIS AND DEVELOPMENT. MANY  
[01:53:17] OF THE COMMUNITIES NEAR THE  
[01:53:19] AIRPORT COULD BENEFIT FROM  
[01:53:20] ACTIVE TRANSPORTATION OPTIONS  
[01:53:22] AND THOSE ARE THE AREAS THAT  
[01:53:23] RANK HIGHLY ON THE PORTS EQUITY  
[01:53:25] INDEX. THESE COMMUNITIES ARE  
[01:53:27] ALSO HOME TO MANY PEOPLE WHO  
[01:53:29] WORK AT THE AIRPORT. THE SEA  
[01:53:31] LAND STEWARDSHIP PLAN USES  
[01:53:33] EQUITY CRITERIA AND PRIORITIZING  
[01:53:37] SITES FOR PLANTING. OTHER  
[01:53:39] HIGHLIGHTS FROM THIS YEAR  
[01:53:41] INCLUDE THE GREEN JOBS COALITION  
[01:53:43] ADULT TRAINING PROGRAM, WHICH  
[01:53:45] TAUGHT ELEVEN PAID TRAINEES AND  
[01:53:47] IN BOTH ENGLISH AND SPANISH.  
[01:53:49] \$100,000 WAS INVESTED IN THE  
[01:53:51] COALITION FOR CLIMATE CAREERS  
[01:53:53] AND ALBERTO RODRIGUEZ JOINED THE  
[01:53:55] PORT AS OUR NEW ENVIRONMENTAL  
[01:53:58] JUSTICE PROGRAM MANAGER, WHICH  
[01:53:59] IS THE FIRST FOR THE PORT, AND  
[01:54:01] HE WILL SPEARHEAD THE  
[01:54:03] DEVELOPMENT AND IMPLEMENTATION  
[01:54:05] OF THE PORT'S ENVIRONMENTAL  
[01:54:06] JUSTICE PROGRAM, ENSURING IT  
[01:54:08] ALIGNS WITH OUR SUSTAINABILITY  
[01:54:10] GOALS. WE ALSO HAVE AN INTERNAL  
[01:54:14] MARITIME ENVIRONMENTAL JUSTICE  
[01:54:15] WORKGROUP WHO CONTINUE TO MEET  
[01:54:18] MONTHLY AND LAST YEAR FOCUSED ON  
[01:54:20] DEVELOPING THEIR SMART EQUITY  
[01:54:22] GOALS. NEXT SLIDE PORT  
[01:54:27] TEAM MEMBERS PARTICIPATED OR LED  
[01:54:30] OVER 60 STEWARDSHIP AND LEARNING  
[01:54:32] OPPORTUNITIES. THAT IS A  
[01:54:34] CONSERVATIVE NUMBER. THERE ARE  
[01:54:35] MANY, MANY TOURS AND RESTORATION  
[01:54:38] EVENTS AND FAIRS THAT OUR STAFF  
[01:54:40] ATTEND TO INCREASE AWARENESS AND  
[01:54:44] EDUCATE AND ANSWER QUESTIONS  
[01:54:46] AROUND OUR WORK FOR COMMUNITY  
[01:54:48] MEMBERS. \$150,000 IN FUNDING  
[01:54:52] WAS AWARDED TO OUR SOUTH KING  
[01:54:54] COUNTY ENVIRONMENTAL GRANT  
[01:54:56] RECIPIENTS. WE HOSTED 17  
[01:54:58] INTERNSHIPS AND FELLOWSHIPS ON  
[01:55:01] OUR STAFF LAST YEAR AND WE BOTH  
[01:55:03] HOSTED AN ATTENDANCE YOUTH  
[01:55:05] PROGRAMS AND RESTORATION  
[01:55:06] ACTIVITIES PLANNED IN  
[01:55:08] PARTNERSHIP WITH THE MUCKLESHOOT  
[01:55:09] INDIAN TRIBE AND SUQUAMISH  
[01:55:11] TRIBE. WE ALSO ANOTHER  
[01:55:15] EXAMPLE OF SOME COMMUNITY  
[01:55:16] ENGAGEMENTS. WE DISTRIBUTED  
[01:55:18] SPILL PREVENTION BEST PRACTICES  
[01:55:20] TO OUR MARITIME TENANTS IN  
[01:55:22] MULTIPLE LANGUAGES. NEXT SLIDE.  
[01:55:27] WELL, THAT'S BACK TO ME. THANK  
[01:55:28] YOU. I JUST WANT TO THANK THE

[01:55:30] OTHER PRESENTERS. I KNOW WE  
[01:55:32] COVERED QUITE A LOT OF  
[01:55:34] INFORMATION. LOOKING AHEAD,  
[01:55:38] JUST TO GIVE A PREVIEW. MUCH OF  
[01:55:41] OUR WORK IS AMBITIOUS AND IT  
[01:55:43] TAKES TIME. SEEING SOME OF THE  
[01:55:46] LARGE SCALE CHANGE, ESPECIALLY  
[01:55:48] IN THE CLIMATE ARENAS, BUT ALSO  
[01:55:50] HABITAT RESTORATION AND  
[01:55:52] CONTAMINATED SITE CLEANUPS DOES  
[01:55:54] TAKE TIME. AND LOOKING AHEAD,  
[01:55:57] WE WANT TO BUILD ON THAT. WE  
[01:56:00] HAVE ALREADY LAUNCHED NUMEROUS  
[01:56:03] KEY INITIATIVES THAT OVER THE  
[01:56:05] NEXT COUPLE OF YEARS WILL BE OUR  
[01:56:08] PRIORITY. AND WE'LL CONTINUE TO  
[01:56:09] MAKE PROGRESS ON THOSE. AND SO I  
[01:56:11] WON'T READ THROUGH ALL OF THEM,  
[01:56:13] BUT YOU'LL SEE THEM HERE. SO  
[01:56:15] WE'RE BUILDING ON THAT STRONG  
[01:56:17] FOUNDATION. NEXT SLIDE. AND I  
[01:56:21] JUST WANT TO CLOSE IN  
[01:56:23] RECOGNIZING PORT LEADERS AND WE  
[01:56:26] HAVE REALLY LEANED IN ON SOME  
[01:56:28] VERY DIFFICULT ENVIRONMENTAL  
[01:56:29] CHALLENGES. THE TRACKING  
[01:56:32] AND THIS REPORTING OF BEING ABLE  
[01:56:34] TO HONE IN AND TRACK CONSISTENT  
[01:56:37] METRICS OVER TIME WILL BE REALLY  
[01:56:39] IMPORTANT TO LEARN AND ADAPT AND  
[01:56:42] IMPROVE AS WE GO ALONG. WE ARE  
[01:56:44] COMMITTED TO BUILDING ON THE  
[01:56:46] MOMENTUM THAT HAS BEEN STARTED  
[01:56:48] HERE AT THE PORT AND REALLY TO  
[01:56:49] POSITION THE PORT FOR TOMORROW'S  
[01:56:53] OPPORTUNITIES AND THE TECHNOLOGY  
[01:56:55] ADVANCEMENTS THAT WE KNOW WILL  
[01:56:57] COME ALONG WITH OUR  
[01:56:59] ENVIRONMENTAL AMBITIONS. SO THAT  
[01:57:01] WRAPS UP OUR PRESENTATION.  
[01:57:03] WE'LL TAKE QUESTIONS. THANK  
[01:57:05] AGAIN, COMMISSION AND PORT  
[01:57:06] LEADERSHIP FOR YOUR VISION AND  
[01:57:08] SUPPORT OF THESE PROGRAMS.  
[01:57:10] THANK YOU, DIRECTOR KILROYD,  
[01:57:12] AND THANK YOU TO YOUR ENTIRE  
[01:57:13] TEAM FOR THE PRESENTATION. I'LL  
[01:57:16] NOW OPEN IT UP FOR COMMENTS AND  
[01:57:18] QUESTIONS FROM MY COLLEAGUES.  
[01:57:22] THEY DON'T HAVE ANY QUESTIONS.  
[01:57:34] COMMISSIONER FELLEMAN. WELL,  
[01:57:37] IT'S PRETTY GREAT TO SEE IT ALL  
[01:57:38] WRAPPED UP IN A BOW LIKE THIS.  
[01:57:39] IT'S VERY EXCITING AND PROUD  
[01:57:42] TO BE PART OF IT. SO ONE OF THE  
[01:57:45] THINGS I JUST NOTICED IN READING  
[01:57:46] THE MEMO VERSUS LOOKING AT THE  
[01:57:49] SPREADSHEET, THE POWERPOINT,  
[01:57:50] THERE'S THINGS THAT ARE NOT IN  
[01:57:52] THE MEMO THAT ARE IN THE  
[01:57:54] POWERPOINT, WHICH IS USUALLY THE  
[01:57:55] OTHER WAY AROUND. USUALLY THE  
[01:57:57] MEMO IS MORE DETAILED, BUT ALSO



[01:58:02] FOR EASE OF CONSUMPTION. IT  
[01:58:04] SHOULD BE LIKE IN DASHBOARD  
[01:58:05] FORM, SO THAT WE CAN SORT OF SEE  
[01:58:08] MORE SYNOPTICALLY ALL THESE  
[01:58:10] GOALS. AND SO I ASSUME YOU'RE  
[01:58:12] TRANSLATING THAT INTO SOMETHING,  
[01:58:13] RIGHT? YEAH. GREAT. WE TALKED  
[01:58:16] ABOUT THAT. WE FIGURED THE MEMO  
[01:58:17] WOULD BE VERY, VERY LONG IF WE  
[01:58:19] TRIED TO NARRATE WHAT WE SHOWED  
[01:58:22] GRAPHICALLY. WE ARE PUBLISHING A  
[01:58:25] WRITTEN SUSTAINABILITY REPORT  
[01:58:28] THAT WILL, I THINK, ANSWER YOUR  
[01:58:30] QUESTION OF JUST BETTER  
[01:58:31] CONNECTING KIND OF THE  
[01:58:33] OVERARCHING GOALS WE HAVE AND  
[01:58:35] THE METRICS AND THE NARRATIVE  
[01:58:37] ACCOMPLISHMENTS. SO WE HOPE TO  
[01:58:39] HAVE THAT DONE BY NEXT WEEK.  
[01:58:43] AND WITH REGARDS TO MEETING OUR  
[01:58:46] CLIMATE GOALS, I KNOW WE ALWAYS  
[01:58:48] HAVE TO LOOK AT 2005 AS THE  
[01:58:50] BASELINE YEAR, BUT I REALLY  
[01:58:52] THINK IT'S PRETTY CRITICAL.  
[01:58:53] IT'S LIKE HOW DID WE DO IT  
[01:58:54] VERSUS LAST YEAR? AND YOU DO PUT  
[01:58:57] IT IN VARIETY, BUT I MEAN  
[01:58:58] OFTENTIMES WE'RE 50% OF OUR GOAL  
[01:59:01] AND A LOT OF THAT STUFF LIKE THE  
[01:59:02] ECO AND THINGS LIKE THAT. I KIND  
[01:59:04] OF WANT TO SAY, OKAY, GET OVER  
[01:59:05] IT. AND NOW HOW MUCH, YOU KNOW,  
[01:59:07] FOR THIS COMMISSION, HOW MUCH DO  
[01:59:09] WE NEED TO, HOW WELL ARE WE  
[01:59:11] DOING? WHAT MORE INVESTMENTS DO  
[01:59:12] WE WANT TO GIVE YOU TO GO  
[01:59:14] FORWARD? SO I JUST WANT TO MAKE  
[01:59:16] SURE THAT WE DON'T LOSE TRACK OF  
[01:59:18] THE NEAR TERM. WHAT'S OUR  
[01:59:20] CURRENT SLOPE. RIGHT. AND IT'S  
[01:59:23] THERE. I MEAN IT'S JUST THAT  
[01:59:24] OFTENTIMES WE DON'T SORT OF  
[01:59:25] REPORT ON IT AS MUCH, BUT SO  
[01:59:29] THAT I THINK IS KIND OF  
[01:59:33] KEY JUST TO KEEP THE HEAT ON.  
[01:59:36] AND I'M ALWAYS LOOKING ON THE  
[01:59:38] SAF STUFF. SO WE DID A REPORT.  
[01:59:40] SO WHAT'S THE NEXT STEP? RIGHT.  
[01:59:42] SO ONE OF THE THINGS ABOUT THE  
[01:59:43] REPORT THAT WAS DISAPPOINTING,  
[01:59:44] WE DIDN'T HAVE METHANE AS ONE OF  
[01:59:46] THE ISSUES AND THAT'S LIKE THE  
[01:59:48] MOTHER LOAD THAT COMES OUT OF  
[01:59:51] CEDAR, CEDAR, CEDAR HILLS. AND  
[01:59:53] SO I'M JUST WONDERING IN THE,  
[01:59:56] LOOKING AT SOURCES FOR SAF IT  
[01:59:59] WOULD BE REALLY, I KIND OF WANT  
[02:00:01] TO KNOW WHERE WE'RE GOING NEXT.  
[02:00:03] AND I KNOW ALASKA AIRLINES HAS  
[02:00:04] CHANGED THEIR GOOD TRAVELER  
[02:00:06] PROGRAM INVESTMENT INTO A THING  
[02:00:08] THAT I'D LIKE TO KNOW MORE ABOUT  
[02:00:10] THAT WHAT DO WE CALL IT, SWOOSH



[02:00:11] OR BOOST OR CHOOSE. WHAT IS IT?  
[02:00:14] CHOOSE. CHOOSE AS I KNOW IT HAD  
[02:00:17] TWO OF. SO YOU KNOW,  
[02:00:20] THE WAY IN WHICH THE COMMUNITY  
[02:00:22] CAN MAKE INVESTMENTS AND WORKING  
[02:00:23] WITH THE CORPORATE TRAVELER, I  
[02:00:26] THINK IT'S REALLY WE CAN, IF WE  
[02:00:28] HAVE SOMETHING THAT I PERSONALLY  
[02:00:29] WANT TO DO, SOMETHING AS MUCH  
[02:00:31] BENEFICIAL TO THE LOCAL  
[02:00:32] COMMUNITIES. I WANTED TO NOT  
[02:00:33] JUST, YOU KNOW, PLANT THE TREE  
[02:00:35] IN SOME RAINFOREST, WHICH I  
[02:00:37] APPRECIATE, BUT I'D LIKE TO  
[02:00:38] PLANT THE TREE IN SEATAC.  
[02:00:42] RIGHT. AND SO TO THE DEGREE WE  
[02:00:43] ARE ABLE TO USE A PROGRAM THAT  
[02:00:45] CAN CHANNEL BENEFITS TO OUR  
[02:00:47] LOCAL COMMUNITIES THAT'S REALLY  
[02:00:50] PREFERENTIAL TO ME. AND I THINK  
[02:00:52] I JUST HAD MAYBE ONE OTHER ONE I  
[02:00:53] NEVER HEARD OF. THE COALITION  
[02:00:54] FOR CLIMATE CAREERS. IS THAT  
[02:00:56] SOMETHING, IS THAT A NATIONAL  
[02:00:57] THING? IT'S A KING COUNTY  
[02:00:59] PROGRAM THAT WE'RE PARTNERING  
[02:01:01] WITH AND THAT IS THROUGH THE  
[02:01:03] OFFICE OF EQUITY, DIVERSITY AND  
[02:01:06] INCLUSION. SO IT'S BASED OUT OF  
[02:01:09] IN KING COUNTY GOVERNMENT AND WE  
[02:01:12] PARTNER WITH THEM AND CONTRIBUTE  
[02:01:13] DOLLARS SO THAT IT'S A MORE  
[02:01:15] COLLECTIVE APPROACH. AND WE  
[02:01:16] DON'T HAVE THE DIFFERENT  
[02:01:17] GOVERNMENT AGENCIES ALL  
[02:01:19] DEVELOPING THEIR OWN SIMILAR  
[02:01:21] PROGRAMS. SO IT'S TO LEVERAGE.  
[02:01:23] AND JUST ONE LAST THING. WHILE  
[02:01:25] THE ABSOLUTE EMISSION REDUCTIONS  
[02:01:27] ARE WHAT THE CLIMATE AND  
[02:01:30] COMMUNITIES CARE ABOUT, IN ORDER  
[02:01:32] TO UNDERSTAND THE CHANGES, WE  
[02:01:35] SHOULD SEE IT IN TERMS OF  
[02:01:37] FLIGHTS OR CALLS.  
[02:01:41] WE HAD THIS HUGE REDUCTION IN  
[02:01:42] CRUISE SHIP EMISSIONS BECAUSE WE  
[02:01:43] DIDN'T HAVE A CRUISE SEASON. I  
[02:01:45] MEAN, JUST TO SHOW A ZERO,  
[02:01:47] THAT'S NO REFLECTION ON OUR  
[02:01:48] WORK. AND THERE ARE OTHER  
[02:01:50] OBVIOUSLY PANDEMIC RELATED  
[02:01:52] EMISSION REDUCTIONS. SO THE  
[02:01:54] GOAL, AS WE SPOKE OF BEFORE, IS  
[02:01:57] MORE WITH LESS. AND SO TO THE  
[02:01:59] DEGREE WE CAN SHOW, YOU KNOW,  
[02:02:01] TWO LINES. RIGHT, TRANSITS AND  
[02:02:04] EMISSIONS FOR WHATEVER THE  
[02:02:06] TRANSIT IS, THAT WILL HELP US  
[02:02:09] UNDERSTAND HOW OUR PROGRESS IS  
[02:02:12] MAKING IN LIGHT OF OUR  
[02:02:13] COMMERCIAL ACTIVITIES. YEAH,  
[02:02:15] THAT'S A GREAT POINT, AND WE  
[02:02:16] CERTAINLY CAN DO THAT. AND I

[02:02:18] THINK YOU AYE. ON IT, YOU KNOW,  
[02:02:20] ONE INDIVIDUAL YEAR OR EVEN TWO  
[02:02:22] DOESN'T CREATE A TREND. RIGHT.  
[02:02:24] AND SO THAT IS THE VALUE OF  
[02:02:26] SHARE, SHOWING IT OVER TIME AND  
[02:02:27] REALLY TRYING TO UNDERSTAND WHAT  
[02:02:29] HAPPENED IN ANY GIVEN YEAR. ON  
[02:02:32] THE AIRPORT SIDE, WE ARE ABLE TO  
[02:02:34] COLLECT MISSIONS DATA ANNUALLY.  
[02:02:38] ON THE MARITIME SIDE, WE'VE BEEN  
[02:02:40] DOING IT ONLY EVERY FIVE YEARS,  
[02:02:42] BUT WE REALLY WOULD LIKE TO  
[02:02:45] START DOING IT ON AN ANNUAL  
[02:02:47] BASIS. AND WE'RE MOVING TOWARDS  
[02:02:50] THAT DIRECTION OF, OF HOPEFULLY  
[02:02:52] GETTING THAT SCOPE, THREE DATA  
[02:02:55] ANNUALLY, WHICH WILL HELP, I  
[02:02:57] THINK, WITH THE KIND OF,  
[02:03:00] YOU KNOW, DETAILED UPS AND DOWNS  
[02:03:02] THAT HAPPEN IN A TREND OVER  
[02:03:03] TIME. THANK YOU, COMMISSIONER  
[02:03:06] FELLEMAN. COMMISSIONER  
[02:03:07] CONFIDENCE. ONE OF THE AREAS I  
[02:03:11] THINK WE SPENT A LOT OF TIME  
[02:03:12] TALKING ABOUT AT THE SEAPORT  
[02:03:14] ALLIANCE, AND MAYBE A LITTLE  
[02:03:15] AVAILABILITY OF FEDERAL MONEY TO  
[02:03:17] SUPPORT, SUPPORT SUSTAINABILITY  
[02:03:18] OR POLLUTION CLEANUP  
[02:03:21] INITIATIVES. AND SO MAYBE YOU  
[02:03:23] COULD SPEAK A LITTLE BIT TO WHAT  
[02:03:25] WE SEE IN TERMS OF POTENTIAL  
[02:03:29] SOURCES OF FUNDING FOR PROGRAMS  
[02:03:32] IN THE COMING YEARS THAT MAYBE  
[02:03:35] WEREN'T AVAILABLE IN THE PAST  
[02:03:36] BUT ARE NOW AVAILABLE THROUGH  
[02:03:38] STATE AND FEDERAL SOURCES.  
[02:03:40] YEAH, I'LL START AND THEN I'LL,  
[02:03:44] I'LL LET MY COLLEAGUES START.  
[02:03:46] WELL, WE DID JUST SUBMIT A JOINT  
[02:03:48] APPLICATION WITH THE SEAPORT  
[02:03:49] ALLIANCE TO THE FEDERAL DOLLARS,  
[02:03:52] THE CLEAN PORTS PROGRAM AND THE  
[02:03:54] CPRG. I THINK OUR SHARE WAS  
[02:03:57] ABOUT 50, ROUGHLY LOOKED AT  
[02:04:00] SARAH, BUT ABOUT \$50 MILLION TO  
[02:04:03] DO OUR SPECIFIC PORT OF SEATTLE  
[02:04:05] AS. SO, OBVIOUSLY, THAT PROGRAM  
[02:04:07] AT THE FEDERAL LEVEL IS A BIG  
[02:04:11] INFLUX OF DOLLARS TO THE  
[02:04:14] MARITIME PORT COMMUNITY IN THE  
[02:04:16] COUNTRY. AND SO WE WILL CROSS  
[02:04:19] OUR FINGERS. WE ALSO HAVE AN  
[02:04:22] APPLICATION IN FOR THE FAST,  
[02:04:25] IF I GET IT RIGHT, THE FASTSAF  
[02:04:27] GRANT FOR UPDATING  
[02:04:31] OUR INFRASTRUCTURE,  
[02:04:34] UPDATING THE STUDY THAT WE DID  
[02:04:36] TO LOOK AT INFRASTRUCTURE ACROSS  
[02:04:38] THE STATE FOR PRODUCING AND  
[02:04:40] MOVING SAF. AND ARE THERE OTHER.  
[02:04:43] YEAH, WE RECEIVED A GRANT THIS  
[02:04:45] PAST YEAR, 800,

[02:04:47] \$900,000, TO EVALUATE OUR  
[02:04:50] CENTRAL MECHANICAL PLANT AT THE  
[02:04:51] AIRPORT, HOW TO CONVERT THAT TO  
[02:04:55] ELECTRICITY, WHAT THE OPTIONS  
[02:04:57] ARE. SO THAT STUDY IS UNDERWAY  
[02:04:58] NOW, AND WE'RE ALSO WORKING WITH  
[02:05:01] OUR PLANNING TEAMS, FOR EXAMPLE,  
[02:05:04] WITH OUR FLEET VEHICLES, HOW TO  
[02:05:07] MOVE OUR PLANNING EFFORTS FAR  
[02:05:08] ENOUGH ALONG SO WHEN GRANT  
[02:05:11] OPPORTUNITIES ARE AVAILABLE, WE  
[02:05:13] ARE ALREADY THERE AND CAN KIND  
[02:05:15] OF BASICALLY PLOP IT IN OR TAKE  
[02:05:17] ADVANTAGE OF WHEN WE,  
[02:05:20] OTHER CAPITAL PROGRAMS THAT ARE  
[02:05:22] UNDERWAY, FOR EXAMPLE, A ROADWAY  
[02:05:23] REPLACEMENT, WHERE WE WANT TO  
[02:05:25] ADD IN SIDEWALKS, THAT WE  
[02:05:26] ALREADY HAVE THAT PLANNING  
[02:05:27] EFFORT UNDERWAY SO WE CAN  
[02:05:29] INCORPORATE THAT IN THERE AND BE  
[02:05:31] ELIGIBLE FOR GRANT FUNDING. SO  
[02:05:32] WE'RE TRYING TO BE PROACTIVE,  
[02:05:33] AND WE'RE COORDINATING WITH  
[02:05:36] ROBERT GIACOPETTI IN FINANCE AND  
[02:05:38] BUDGET TO SET OURSELVES UP FOR  
[02:05:41] FUTURE FUNDING OPPORTUNITIES.  
[02:05:47] WE DID ON THE MARITIME SIDE JUST  
[02:05:49] IN THE LAST FOUR MONTHS,  
[02:05:51] COMPLETED FOUR FEDERAL GRANTS.  
[02:05:53] I BELIEVE WE ARE DEFINITELY  
[02:05:55] TRYING TO TAP THOSE RESOURCES  
[02:05:57] AND CROSSING OUR FINGERS THAT  
[02:05:58] WE'RE SUCCESSFUL AND SECURING.  
[02:06:00] I KNOW IT'S A COMPETITIVE  
[02:06:04] PLATFORM OUT THERE. YEAH.  
[02:06:08] THANK YOU, COMMISSIONER  
[02:06:09] HASEGAWA. JUST VERY BRIEFLY,  
[02:06:11] WHEN I ASKED THE QUESTION, THE  
[02:06:12] LAST PRESENTATION ABOUT THE  
[02:06:13] HOLISTIC STRATEGY TO REDUCE OUR  
[02:06:15] GREENHOUSE GAS EMISSIONS, THIS  
[02:06:16] IS THAT. THANK YOU SO VERY MUCH  
[02:06:18] FOR THIS ANNUAL REPORT, WHICH IS  
[02:06:19] INCREDIBLY THOROUGH, VERY  
[02:06:20] THOUGHTFUL, AND ALSO VERY PROUD  
[02:06:23] TO BE A PART OF THIS WORK. I  
[02:06:24] THINK MY QUESTION IS, WHAT COMES  
[02:06:27] NEXT IN MAKING NEW GOALS,  
[02:06:30] REASSESSING PROGRESS ON OUR  
[02:06:31] GOALS, ESTABLISHING FUTURE  
[02:06:33] GOALS, THINKING ABOUT THE  
[02:06:35] CENTURY AGENDA, AND WHAT CAN YOU  
[02:06:37] GUYS TELL ME ABOUT A TIMELINE  
[02:06:38] FOR HOW WE'RE DECIDING AND  
[02:06:41] MONITORING PROGRESS? YEAH, I  
[02:06:44] THINK WE ARE ANTICIPATING AND  
[02:06:47] HOPE THAT, THAT THIS STRUCTURE  
[02:06:48] THAT WE'RE SETTING UP THIS YEAR  
[02:06:50] WITH THESE METRICS WILL HELP US  
[02:06:53] GATHER IMPORTANT DATA TO ANSWER  
[02:06:55] SOME OF THOSE QUESTIONS. ARE WE  
[02:06:57] ABLE TO MOVE FASTER IN SOME

[02:06:58] GOALS AND WE CAN ACCELERATE, OR  
[02:07:00] ARE WE STRUGGLING TO MAKE THOSE  
[02:07:03] ACHIEVEMENTS? SO YOU SEE ON THE  
[02:07:05] WASTE REDUCTION WHERE WE'VE  
[02:07:07] EITHER MET OR ARE CONSISTENTLY  
[02:07:10] PRETTY CLOSE TO MEETING THOSE  
[02:07:11] GOALS ON ANY GIVEN YEAR,  
[02:07:14] AND, YOU KNOW, SO, BUT ON OTHER  
[02:07:17] AREAS, WE AREN'T RIGHT CLOSE  
[02:07:21] TO MEETING THOSE GOALS. SO WE  
[02:07:23] CAN USE THAT. THE COMMISSION HAS  
[02:07:27] TAKEN STEPS TO ACCELERATE GOALS  
[02:07:29] IN THE PAST. YOU VOTED TO  
[02:07:32] ACCELERATE OUR SCOPE, ONE AND  
[02:07:33] TWO GREENHOUSE GAS EMISSION  
[02:07:35] GOALS FROM 2050 TO 2040. YOU  
[02:07:39] ACCELERATED A NUMBER OF YEARS  
[02:07:40] AGO THE NOISE INSULATION PROGRAM  
[02:07:42] TO BE FULLY COMPLETED BY 2026.  
[02:07:46] SO I THINK THERE ARE, AND YOU  
[02:07:48] JUST PASSED THE ACCELERATION OF  
[02:07:50] THE SHORE POWER. SO THOSE, I  
[02:07:52] THINK, SERVE IMPORTANT PURPOSES  
[02:07:55] TO KIND OF JUMPSTART AND MOVE  
[02:07:57] AND HAVE THE INVESTMENTS FROM  
[02:08:00] THE ORGANIZATION TO MAKE THAT  
[02:08:04] TYPE OF PROGRESS. SO I THINK  
[02:08:06] IT'S SOMETHING THAT WE'RE  
[02:08:08] LOOKING TO JUST LOOK AT THE  
[02:08:10] DATA, LOOK AT THE INFORMATION,  
[02:08:11] LEARN, ADAPT AND BE ABLE TO  
[02:08:13] SHARE THAT WITH YOU SO YOU CAN  
[02:08:16] HELP MAKE THOSE DECISIONS ON  
[02:08:18] THOSE FUTURE GOALS. ANY  
[02:08:21] ADDITIONAL QUESTIONS OR  
[02:08:22] COMMENTS? EXECUTIVE DIRECTOR,  
[02:08:25] METRUCK AND THEN WELCOME, DAVE.  
[02:08:29] PRESIDENT MOHAMED I'M JUST GOING  
[02:08:30] TO FOLLOW UP ON COMMISSIONER HAS  
[02:08:32] DONE. I THINK WHAT YOU'RE  
[02:08:33] LOOKING FOR TOO, IS LIKE SAYING  
[02:08:34] IF WE FAIL TO MEET REGIONAL  
[02:08:36] GOALS, WHAT ARE OUR ADJUSTMENTS  
[02:08:38] IN ORDER TO MAKE UP FOR THAT? I  
[02:08:40] THINK, I'M THINKING THAT WAS  
[02:08:42] PART OF YOUR QUESTION. I THINK  
[02:08:43] SO MAYBE WE CAN TALK ABOUT THAT  
[02:08:45] SAYING, WELL, WHAT ADJUSTMENTS  
[02:08:46] DO WE NEED TO GO TO MEET OUR  
[02:08:48] EXISTING GOALS OR WHETHER OUR  
[02:08:49] EXISTING GOALS ARE THE ONES WE  
[02:08:51] WANT TO MEET? I HEAR THAT  
[02:08:52] QUESTION HERE. THANK YOU. THANK  
[02:08:55] YOU. EXECUTIVE DIRECTOR,  
[02:08:56] METRUCK CHECK. COMMISSIONER  
[02:08:57] FELLEMAN I'M  
[02:09:01] SETTING SOME OF THE GOALS HAS  
[02:09:02] BEEN WHERE DID 40 ACRES COME  
[02:09:04] FROM? I MEAN, IT'S A GOOD  
[02:09:06] NUMBER. I MEAN, DID IT COME  
[02:09:08] FROM, IT'S IN THE CENTURY  
[02:09:09] AGENDA. I REMEMBER BEING IN  
[02:09:12] THE ENVIRONMENT COMMITTEE, BUT

[02:09:14] LIKE 40 ACRES? I MEAN, ANYWAY,  
[02:09:16] I DON'T REALLY NEED AN ANSWER  
[02:09:17] FOR THAT. WELL, WE CAN GET IT  
[02:09:19] FOR YOU. SO WE'RE HAPPY TO LOOK  
[02:09:21] BACK.  
[02:09:25] I HAVE JOHN SLOAN HERE IF YOU'D  
[02:09:27] LIKE TO HEAR AYE. RESPONSE TO THE  
[02:09:28] 40 ACRES. IS THAT SOMETHING THAT  
[02:09:30] WAS FEASIBLE? YES. ALL RIGHT.  
[02:09:32] IT WAS LIKE A FEASIBLE GOAL AND  
[02:09:35] THAT'S FINE. I MEAN, I'M SURE IT  
[02:09:37] WAS INFORMED. IT JUST WAS NEVER  
[02:09:39] DEFINED. OKAY. AND REALLY THE  
[02:09:43] QUESTION I HAVE IS WE'RE DATA  
[02:09:44] RICH IN SOME PLACES, LIKE IN THE  
[02:09:46] MARITIME INVENTORY. RIGHT. YOU  
[02:09:48] CAN, CAN SLICE AND DICE THAT  
[02:09:49] DATABASE A THOUSAND DIFFERENT  
[02:09:51] WAYS. AND SO, AND THE SEAPORT  
[02:09:53] ALLIANCE, WELL, IT'S, YOU KNOW,  
[02:09:55] FOUR PORTS, WHOLE AIRSHED, AND,  
[02:09:59] YOU KNOW, DOMINATED BY OCEAN  
[02:10:00] GOING VESSELS STARTING FROM THE  
[02:10:02] ENTRANCE TO THE STRAIT OF JUAN  
[02:10:03] DE FUCA. YOU KNOW, AT A CERTAIN  
[02:10:05] POINT IN TIME, IT'S, FROM A  
[02:10:07] CLIMATE PERSPECTIVE, IT IS  
[02:10:08] MEANINGFUL TO BE ABLE TO TRY TO  
[02:10:11] GET A SUM TOTAL OF ALL THAT.  
[02:10:13] BUT AS A, AS A HOME PORT WITH  
[02:10:16] COMMUNITIES SURROUNDING OUR  
[02:10:17] PORT, IF WE WANT TO KNOW ABOUT  
[02:10:19] OUR LOCAL IMPACTS, IT'S A  
[02:10:21] COMBINATION OF SEAPORT ALLIANCE  
[02:10:22] EMISSIONS AND PORT OF SEATTLE  
[02:10:24] EMISSIONS. AND THE TRANSIT OF  
[02:10:27] THE VESSELS ARE, I'M THINKING  
[02:10:29] ELLIOTT BAY SIZE TRANSITS. AND  
[02:10:32] THEN, SO THE RELATIVE IMPORTANCE  
[02:10:34] OF SHIPS UNDERWAY ARE  
[02:10:37] SIGNIFICANTLY REDUCED IN THE  
[02:10:38] PROPORTION OF IMPACT. AND SO  
[02:10:41] WHEN WE LOOK AT AGAIN, AS WE  
[02:10:43] HAVE CLIMATE GOALS, WE HAVE  
[02:10:44] COMMUNITY GOALS IF WE WANT TO  
[02:10:46] LOOK AT WITHIN, AND I THINK THE  
[02:10:48] ANSWER IS TRUCKS. BUT THE, BUT  
[02:10:50] FOR US TO BE ABLE TO TRACK THOSE  
[02:10:52] PARAMETERS THAT WE HAVE DIRECT  
[02:10:55] INVESTMENTS THAT WE CAN MAKE IN.  
[02:10:57] RIGHT. SHIPS UNDERWAY ARE GREAT,  
[02:10:59] BUT SOMEBODY ELSE IS GOING TO  
[02:11:01] PROBABLY DEAL WITH THAT. YEAH.  
[02:11:03] AND WE HAVE, WE ACTUALLY HAVE  
[02:11:06] THAT INFORMATION. WE HAVE A MUCH  
[02:11:08] MORE DETAILED BREAKDOWN OF  
[02:11:09] STRATEGY BY STRATEGY ON OUR  
[02:11:13] PROGRESS IN THE MARITIME  
[02:11:15] DECARBONIZATION THAT WE CAN  
[02:11:17] SHARE, BUT IT'S OFTEN LIKE THE  
[02:11:18] PORT OF SEATTLE'S EFFORTS.  
[02:11:21] I WOULD LOVE TO SEE AN ELLIOTT  
[02:11:23] BAY INVENTORY. I DON'T CARE

[02:11:25] WHOSE THEY ARE. AND LIKE, IT  
[02:11:26] INCLUDES THE FERRIES. I MEAN,  
[02:11:27] HARBOR CRAFT AREN'T EVEN EITHER  
[02:11:29] OF OUR EMISSIONS, BUT SO WE CAN  
[02:11:31] ACTUALLY USE. THE FERRIES ARE  
[02:11:32] GOING TO BE VERY DOMINANT IN  
[02:11:33] THAT ANALYSIS, SO WE CAN USE  
[02:11:35] THAT INFORMATION. I DON'T THINK  
[02:11:37] THE STATE OF WASHINGTON IS  
[02:11:38] COGNIZANT OF THAT. BUT IF WE  
[02:11:39] WANT TO HELP MAKE THE CASE FOR  
[02:11:41] WHY WE SHOULD IMPROVE OUR FERRY  
[02:11:43] FLEET FROM A COMMUNITY  
[02:11:44] PERSPECTIVE, THERE ARE ANY  
[02:11:46] NUMBER OF WAYS THAT I WOULD JUST  
[02:11:47] LIKE TO SEE, YOU KNOW,  
[02:11:50] OWNERSHIP AGNOSTIC ANALYSIS OF  
[02:11:53] ELLIOTT BAY'S EMISSIONS. RIGHT.  
[02:11:55] AND WE CAN DO THAT. SO WE HAVE  
[02:11:56] THAT INFORMATION THAT WE CAN.  
[02:11:59] AGAIN, IT'S A CUT PAST. IT IS A  
[02:12:01] CUT AND PASTE. SO, LIKE, OUR  
[02:12:02] NORTH HARBOR ACTIVITY IS ABOUT  
[02:12:04] 20% OF THE OVERALL PUGET SOUND  
[02:12:08] EMISSIONS. AND SO NORTH HARBOR,  
[02:12:09] MEANING INCLUDING SEAPORT  
[02:12:11] ALLIANCE AND THOSE ACTIVITIES.  
[02:12:14] SO, YEAH, WE'RE HAPPY TO SPEND  
[02:12:16] MORE TIME SLICING. I THINK  
[02:12:18] COMMUNITIES WOULD BE INTERESTED  
[02:12:19] TO HEAR THAT. SO WHEN THEY SEE  
[02:12:20] US MAKING INVESTMENTS, THEY'LL  
[02:12:22] UNDERSTAND HOW THAT'S PERTINENT  
[02:12:24] TO THEM. THAT'S A GREAT POINT.  
[02:12:25] IF I MIGHT ADD JUST YOU,  
[02:12:28] COMMISSIONER MENTIONED HOW  
[02:12:29] IMPORTANT DATA IS. AND WE CAN BE  
[02:12:31] DATA RICH, BUT AT TIMES WE DON'T  
[02:12:34] HAVE ALL THE INFORMATION AND  
[02:12:36] THERE'S LOTS TO LOOK AT IN THE  
[02:12:38] REGION AND WITH OTHERS VESSELS,  
[02:12:40] BUT EVEN JUST RIGHT HERE AT HOME  
[02:12:42] ON OUR OWN PROPERTIES, THERE'S  
[02:12:43] STILL MORE TO DO TO SUCCESSFULLY  
[02:12:45] CAPTURE THAT DATA. I'M REALLY  
[02:12:47] EXCITED ABOUT OUR ENERGY  
[02:12:48] MANAGEMENT SYSTEM THAT WE'RE  
[02:12:49] INSTALLING, WHICH WILL GIVE US  
[02:12:50] MORE ACCURATE DEPICTION OF WHERE  
[02:12:53] WE'RE USING ENERGY AND  
[02:12:55] INSTALLATION OF SMART METERS AT  
[02:12:56] OUR FACILITIES. THAT'S SOMETHING  
[02:12:58] THAT WE ARE DOING AND WE NEED TO  
[02:12:59] DO MORE OF. AND IF YOU WANT TO  
[02:13:01] CHANGE SOMETHING, YOU NEED TO  
[02:13:02] UNDERSTAND IT AND KNOW WHAT YOUR  
[02:13:03] PERFORMANCE IS. AND I WANT TO  
[02:13:05] JUST APPLAUD ONE. ANOTHER THING  
[02:13:07] YOU ADOPTED TODAY WAS YOUR LED  
[02:13:10] LIGHT IMPROVEMENTS AT T 91,  
[02:13:12] WHICH COMES WITH CONTROLS TO  
[02:13:13] OPTIMIZE PERFORMANCE THERE AND  
[02:13:15] BETTER TRACK THAT ENERGY USE,



[02:13:16] TOO. THOSE ARE THE TYPES OF,  
[02:13:18] MAYBE THEY'RE NOT AS EXCITING AS  
[02:13:20] SOME OF THE GRANDER THINGS, BUT  
[02:13:21] THOSE, ALL THOSE THINGS COUNT  
[02:13:23] AND THEY REALLY DO MAKE A  
[02:13:24] DIFFERENCE, AND THEY REALLY HELP  
[02:13:25] US WITH OUR SCOPE ONE AND TWO,  
[02:13:26] AND THOSE ARE THE FACILITIES  
[02:13:27] THAT WE DIRECTLY CONTROL AND  
[02:13:28] OVERSEE. GREAT. THANK YOU  
[02:13:32] FOR THOSE ANSWERS. I HAD A QUICK  
[02:13:33] QUESTION REGARDING SLIDE NINE  
[02:13:37] ABOUT THE TREE PLANTING, AND  
[02:13:39] MAYBE THIS IS FOR YOU. SARAH  
[02:13:40] COX. I'M THINKING ABOUT OUR  
[02:13:43] FLIGHT CORRIDOR SAFETY PROGRAM.  
[02:13:46] I'M ASSUMING A LOT OF THOSE  
[02:13:48] TREES ARE PROBABLY BEING PLANTED  
[02:13:50] IN THE SOUTH KING COUNTY AREA.  
[02:13:51] MAYBE. BUT REGARDLESS, MY  
[02:13:53] QUESTION WAS, OUT OF THOSE  
[02:13:55] 13,000 TREES THAT HAVE BEEN  
[02:13:56] PLANTED, WHAT ARE THE SURVIVAL  
[02:13:58] RATES? DO WE TRACK THAT  
[02:14:00] INFORMATION?  
[02:14:04] WE. THERE'S KIND OF TWO ANSWERS  
[02:14:07] TO IT. DEPENDING ON  
[02:14:10] IF IT WAS PLANTED BASED ON A  
[02:14:12] MITIGATION. THERE ARE SURVIVAL  
[02:14:15] TRACKING MECHANISMS FOR THAT.  
[02:14:18] AND ON THE VOLUNTARY, WE STILL  
[02:14:20] CONTINUE TO LOOK AT WHAT THE  
[02:14:23] OVERALL PERFORMANCE IS, AND  
[02:14:25] SOMETIMES WITH THE PERFORMANCE,  
[02:14:31] WE WILL REPLANT. BUT IN THAT  
[02:14:34] REPLANTING, I'M NOT SAYING THIS  
[02:14:36] IN A SUCCINCT WAY. IN THAT  
[02:14:39] REPLANTING, WE ALSO LOOK AT WHAT  
[02:14:41] IS POTENTIALLY CAUSING THE  
[02:14:45] MORTALITY. IS IT BECAUSE OF  
[02:14:48] IRRIGATION OR IS IT BECAUSE OF  
[02:14:49] INVASIVES? AND WE UTILIZE  
[02:14:51] ADAPTIVE MANAGEMENT PRACTICES TO  
[02:14:56] ADDRESS THOSE ISSUES, BUT WE DO  
[02:14:57] REPLANT IN THE EVENT THAT WE DO  
[02:15:00] HAVE SOMETHING THAT DOES DIE.  
[02:15:04] I'M ASSUMING YOU HAVE A  
[02:15:05] BREAKDOWN OF THAT NUMBER. DO YOU  
[02:15:06] KNOW HOW MUCH OF THIS? 13,000.  
[02:15:09] I WILL HAVE TO CHECK BECAUSE  
[02:15:11] THAT IS ACROSS BOTH MARITIME AND  
[02:15:13] AVIATION. SO I'LL HAVE TO FOLLOW  
[02:15:14] UP ON THOSE EXACT NUMBERS FOR  
[02:15:17] YOU. OKAY. AND THEN ON SLIDE 17,  
[02:15:20] WITH THE SCOPE, THREE, ARE THE  
[02:15:22] INDUSTRIES OR THE COMPANY SELF  
[02:15:24] REPORTING THOSE NUMBERS, OR DO  
[02:15:26] WE HAVE. WHAT'S OUR OVERSIGHT ON  
[02:15:28] THAT ON SLIDE 13, IS THAT THE  
[02:15:31] AVIATION OR NOT 13? SORRY. 17.  
[02:15:34] YEAH, THE AVIATION G. SO I'LL  
[02:15:37] TAKE THE FIRST STEP AND THEN  
[02:15:38] PASS IT TO SARAH. BUT A LOT OF



[02:15:40] THAT COMES FROM OUR DATA. LIKE,  
[02:15:42] THE AVIATION IS BASED ON FUEL  
[02:15:46] CONSUMPTION, AND WE KNOW THAT  
[02:15:48] FROM THE FUEL FARM. SO THAT'S A  
[02:15:50] VERY CLEAR, DIRECT. AND THEN  
[02:15:53] THE. I THINK THAT GROUND  
[02:15:54] TRANSPORTATION IS MODELED  
[02:15:57] INFORMATION BASED ON TRAFFIC.  
[02:16:02] YEAH. SO IT'S A COMBINATION OF  
[02:16:04] FUEL USAGE, THE NUMBER OF  
[02:16:06] OPERATIONS THAT WE HAVE,  
[02:16:08] AIRCRAFT TYPES. SO ALL OF THAT  
[02:16:10] IS INCORPORATED INTO THOSE  
[02:16:12] ASSESSMENT OR EVALUATION. AND  
[02:16:14] WHAT WOULD YOU SAY WE'RE MISSING  
[02:16:15] ON THAT? THAT MAYBE WE COULD  
[02:16:17] HAVE MORE ACCURATE NUMBERS? I  
[02:16:20] WILL HAVE TO FOLLOW UP WITH  
[02:16:22] STEPHANIE MINE ON OUR TEAM,  
[02:16:23] TOO. SHE'S BEEN TRACKING THIS  
[02:16:26] FOR QUITE SOME TIME, AND I'VE  
[02:16:31] NOT HEARD FROM HER THAT WE HAVE  
[02:16:32] A GAP IN THOSE NUMBERS. WE ALSO  
[02:16:34] FOLLOW THE AIRPORT CARBON  
[02:16:37] ACCREDITATION PROGRAM CRITERIA  
[02:16:40] FOR CALCULATING THESE NUMBERS,  
[02:16:43] AND WE HAVEN'T HAD ANY  
[02:16:45] DEFICIENCIES IN THE INPUTS  
[02:16:49] GOING INTO THOSE CALCULATIONS SO  
[02:16:51] FAR, BUT I'LL FOLLOW UP TO FIND  
[02:16:53] OUT. YES, THAT WAS THE CASE FOR  
[02:16:54] SURE. YEAH. IF YOU COULD FOLLOW  
[02:16:56] UP ON THAT, THAT WOULD BE  
[02:16:57] WONDERFUL. I DON'T KNOW. I CAN'T  
[02:16:58] REMEMBER WHICH SLIDE IT WAS ON  
[02:16:59] THE MARITIME SIDE AS WELL. FOR  
[02:17:02] THE SCOPE THREE S. HOW DO WE.  
[02:17:03] HOW DO WE TRACK THAT? HOW ARE WE  
[02:17:04] GETTING THOSE NUMBERS? SO I  
[02:17:08] THINK I MENTIONED THE NEW SYSTEM  
[02:17:10] WE'RE USING, WHICH GIVES US REAL  
[02:17:13] TIME INFORMATION ABOUT ALL THE  
[02:17:14] VESSELS. WE WORK WITH A  
[02:17:16] CONSULTANT AND FULL INVENTORY OF  
[02:17:18] ALL THE VESSELS THAT ARE. WE'RE  
[02:17:21] MONITORING. THAT WOULD BE WITHIN  
[02:17:22] OUR PURVIEW FOR SCOPE THREE. SO  
[02:17:24] WE GET THEIR DISTANCE AND THEIR  
[02:17:26] SPEED AND REDUCE THEIR FUEL USE  
[02:17:30] ALL WITHIN OUR AIRSHED.  
[02:17:33] DO THEY SHARE ANY ADDITIONAL  
[02:17:35] INFORMATION WITH YOU ALL  
[02:17:37] REGARDING OUTSIDE OF OUR AIRSHED  
[02:17:39] THAT YOU LOOK AT?  
[02:17:42] IS THAT EVER AN AREA? I MEAN,  
[02:17:44] ON OCCASION, WE'VE HAD  
[02:17:45] CONVERSATIONS WITH THEM ABOUT  
[02:17:47] THEIR PROFILE, KIND OF GLOBALLY  
[02:17:49] OR GENERALLY FOR A VARIETY OF  
[02:17:51] TYPES OF SHIPS, CONSIDERING  
[02:17:53] THEIR IMPACTS IS UNIVERSAL IN  
[02:17:56] MANY WAYS. YEAH. SO THE  
[02:17:57] EMISSIONS INVENTORY THAT WE DO

[02:17:59] ON A FIVE YEAR BASIS IS DONE  
[02:18:03] CONSISTENTLY ACROSS ALL MARITIME  
[02:18:05] SECTOR TYPES. RIGHT. AND WITHIN  
[02:18:08] THE AIRSHED, WE ARE WORKING AS  
[02:18:11] PART OF THE GREEN CORRIDOR TO  
[02:18:14] HAVE THE CRUISE LINES SHARE  
[02:18:16] EMISSIONS ACCOUNTING FOR THE  
[02:18:20] WHOLE ITINERARY. AND THERE'S, I  
[02:18:22] THINK, AGREEMENT TO DO THAT.  
[02:18:24] NOW IT'S JUST METHODOLOGY,  
[02:18:26] LIKE, ALL THE DETAILS. DETAILS  
[02:18:27] OF HOW THAT GETS DONE.  
[02:18:31] BUT THE EMISSIONS. MY  
[02:18:33] UNDERSTANDING. AND WE USE A  
[02:18:34] PRIVATE CONSULTING FIRM TO DO  
[02:18:36] THOSE EMISSIONS INVENTORY  
[02:18:37] BECAUSE OF THE CONFIDENTIALITY  
[02:18:40] THAT MOST OF THE INDUSTRY WANTS.  
[02:18:42] SO WE DON'T SEE THE DATA  
[02:18:45] DOESN'T COME TO US DIRECTLY FOR  
[02:18:48] REPORTING OF THOSE EMISSIONS.  
[02:18:50] IT'S A THIRD PARTY THAT DOES  
[02:18:51] THAT. PUGET SOUND WIDE. AND SO  
[02:18:54] AS WE'RE BUILDING THE DASHBOARD,  
[02:18:56] ONLY SCOPE ONE AND TWO WILL BE  
[02:18:58] ON THAT DASHBOARD. RIGHT. THE  
[02:19:00] CRUISE DASHBOARD. I SEE DIRECTOR  
[02:19:02] JONES DUBLIN'S SHAKING HER HEAD  
[02:19:03] NO. SO THE.  
[02:19:07] SO THAT THE CRUISE HAS A  
[02:19:08] SPECIFIC DASHBOARD ON, LIKE,  
[02:19:10] SHORE POWER CONNECTION,  
[02:19:12] PASSENGER COUNTS. THERE'S. I  
[02:19:14] FORGET EXACTLY HOW MANY METRICS  
[02:19:17] THIS WILL. THIS IS MORE DETAILED  
[02:19:20] INFORMATION ACROSS THE WHOLE  
[02:19:22] SPECTRUM THAT WOULDN'T  
[02:19:23] NECESSARILY BE ON THE CRUISE  
[02:19:25] SPECIFIC DASHBOARD.  
[02:19:29] YEAH, I'LL STOP IT. YEAH, I'LL  
[02:19:31] JUST ADD TWO THINGS. CAN YOU  
[02:19:32] HEAR ME? YES. YEAH, I'LL JUST  
[02:19:33] ADD TWO THINGS. ONE, WE KNOW  
[02:19:35] THAT. SO WE WILL BE COLLECTING  
[02:19:37] AND WE ARE WORKING WITH THE  
[02:19:40] CRUISE LINES TO GET INFORMATION  
[02:19:41] ABOUT SPECIFICALLY WHAT FUELS  
[02:19:43] THEY ARE BURNING HERE. SO THAT'S  
[02:19:45] SCOPE THREE. AND THAT WILL BE  
[02:19:47] INCLUDED ON OUR DASHBOARD WHEN  
[02:19:48] WE ARE ABLE HAVE AGREEMENTS WITH  
[02:19:50] THE CRUISE LINES TO GET THAT  
[02:19:51] INFORMATION. THEY ALSO DO SHARE  
[02:19:54] PUBLICLY THEIR INFORMATION  
[02:19:56] REGARDING THEIR, LIKE, GLOBAL  
[02:19:59] EMISSIONS AS WELL. I DON'T KNOW  
[02:20:01] IF THAT ADDRESSES YOUR QUESTION  
[02:20:02] SPECIFICALLY, BUT THEY ARE  
[02:20:03] LOOKING AT THEIR GLOBAL  
[02:20:04] EMISSIONS AS WELL. AND THEN I'LL  
[02:20:07] JUST FINALLY POINT OUT THAT OUR,  
[02:20:10] WE ARE COLLECTIVELY WORKING TO  
[02:20:12] CONTINUE TO IMPROVE THE WAY WE

[02:20:14] DO EMISSIONS INVENTORIES.  
[02:20:15] RIGHT. WHICH IS WHY WE'VE HAD  
[02:20:16] THIS CHANGE IN METHODOLOGY THIS  
[02:20:18] YEAR AS WE GO FORWARD TO LOOK AT  
[02:20:20] DIFFERENT FUELS. WE ARE  
[02:20:21] CURRENTLY MEASURING TANK TO  
[02:20:23] WAKE, AND WE NEED TO BE ABLE TO  
[02:20:24] MEASURE WELL TO WAKE IN ORDER TO  
[02:20:26] REALLY CAPTURE ALL THE WORK THAT  
[02:20:27] WE'RE DOING. SO I ANTICIPATE  
[02:20:29] THERE WILL CONTINUE TO BE  
[02:20:32] CHANGES IN METHODOLOGIES. GOT  
[02:20:34] IT. THANK YOU SO MUCH FOR THOSE  
[02:20:35] ANSWERS. GO AHEAD, COMMISSIONER  
[02:20:38] FELLEMAN. SO I THINK IT'S GREAT  
[02:20:42] THAT WE'RE NOW USING AI'S DATA  
[02:20:44] TO TRACK SHIP SPEEDS AND  
[02:20:45] DISTANCES AND ALL THAT, BUT IT'S  
[02:20:49] A MODEL. RIGHT. SO WE HAVE,  
[02:20:51] LIKE, ENGINE TYPE, SPEED, TYPE  
[02:20:55] OVER DISTANCE, AND THAT'S FOR.  
[02:20:58] AND THEN HOW MANY SHIPS OF THAT  
[02:21:00] TYPE DID THAT TRANSIT? RIGHT.  
[02:21:02] IT'S SORT OF LIKE YOU'RE NOT  
[02:21:03] MEASURING SMOKE STATS. CORRECT.  
[02:21:05] RIGHT. AND SO ONE WOULD THINK,  
[02:21:07] LIKE. AND IN JUAN DE FUCA  
[02:21:08] STRAIT, YOU'RE AT SEA SPEED,  
[02:21:10] BASICALLY GOING TO PORT ANGELES.  
[02:21:12] SO IF YOU WANTED TO TAKE THAT  
[02:21:14] DISTANCE AND THEN PLOT IT ACROSS  
[02:21:16] THE OCEAN, ASSUMING THEY'RE  
[02:21:18] MAINTAINING SEA SPEED TO BUSAN.  
[02:21:22] RIGHT. IT DOESN'T HAVE TO. IT  
[02:21:23] WOULDN'T BE A CRUISE SHIP. BUT,  
[02:21:24] I MEAN, YOU COULD TAKE. SO. BUT  
[02:21:25] EACH CLASS OF SHIPS ARE BEING  
[02:21:28] GIVEN THAT. SO THE QUESTION I  
[02:21:30] BELIEVE THE PRESIDENT WAS ASKING  
[02:21:32] WAS, ARE WE GOING TO SEE SCOPE  
[02:21:35] THREE CRUISE FOR PART OF  
[02:21:39] THE SIMULATOR? AND IT STRIKES ME  
[02:21:40] THAT LIKE ANY OTHER SHIP, CREWS  
[02:21:43] COULD BE BROKEN OUT FROM WITHIN  
[02:21:46] THE AIRSHED, AT LEAST WE DO HAVE  
[02:21:49] THAT. THE CRUISE EMISSIONS IN  
[02:21:51] THE INVENTORY IS BROKEN OUT.  
[02:21:53] BROKEN OUT BY BERTHING,  
[02:21:56] MANEUVERING, TRANSIT THROUGH  
[02:22:00] THE STRAIGHT. SO WE CAN BREAK  
[02:22:01] DOWN ALL THOSE NUMBERS BASED ON  
[02:22:03] THE INVENTORY. THAT WOULD BE A  
[02:22:06] NATURAL THING FOR THE DASHBOARD.  
[02:22:08] OKAY. AND SLIDE 19 DOES BREAK  
[02:22:10] OUT CREWS FROM OTHERS ON THE  
[02:22:12] SCOPE THREE. IT IS.  
[02:22:15] TO DATE, WE DO IT EVERY FIVE  
[02:22:17] YEARS. SO IT'S NOT A VERY  
[02:22:18] DYNAMIC NUMBER TO HAVE ON A  
[02:22:20] DASHBOARD, BUT WE'RE HAPPY TO DO  
[02:22:21] THAT AND HOPEFUL THAT MAYBE  
[02:22:24] WE'LL HAVE MORE REGULAR INTERVAL  
[02:22:26] REPORTING ON THAT. AND IT WOULD

[02:22:28] BE PROBABLY ON AN ANNUAL BASIS  
[02:22:30] VERSUS, I THINK, FROM THE  
[02:22:31] DASHBOARD. REALLY EXCITING.  
[02:22:32] YOU'RE GOING TO BE ABLE TO SEE,  
[02:22:33] YOU KNOW, THIS MONTH, THIS MANY  
[02:22:35] SHIPS, THIS LEVEL OF SHORE  
[02:22:36] POWER, THAT'S KIND OF MORE REAL  
[02:22:38] TIME. REPORTING THE EMISSIONS IS  
[02:22:40] A REFLECTIVE. AT THE END OF A  
[02:22:43] YEAR, REFLECTING ON THE DATA  
[02:22:45] WOULD BE HOW WE'D CALCULATE  
[02:22:46] THAT. OKAY, SO THE BLUE  
[02:22:48] HISTOGRAM SHOWS CREWS THROUGHOUT  
[02:22:51] THE AIRSHED UNDERWAY  
[02:22:55] MANEUVERING AND ADOPT. THAT'S  
[02:22:57] RIGHT. SO THAT'S. THAT IS THE  
[02:22:59] NUMBER. AND THEN WE CAN LOOK AT  
[02:23:01] HOW THAT BREAKS OUT. IF WE  
[02:23:03] WANTED TO PUT, AS WE LOOK AT  
[02:23:04] SHORE POWER UTILIZATION,  
[02:23:07] WE ABSOLUTELY CAN CALCULATE HOW  
[02:23:09] THAT PART OF THAT UNIT, UNIT AT  
[02:23:11] DOCK CAN CHANGE. IT COULD HAVE  
[02:23:13] BEEN GREATER IF WE DIDN'T HAVE  
[02:23:14] THE ADVANTAGE OF SHORE POWER IN  
[02:23:16] THIS CASE. RIGHT. BUT WE CAN  
[02:23:17] SHOW SORT OF, AGAIN, AS WE.  
[02:23:19] BECAUSE WE HAVE THIS SHORE POWER  
[02:23:21] CAPABILITY NOW IN THE FUTURE,  
[02:23:23] WE CAN SORT OF SHOW WHAT PIECE  
[02:23:25] OF THAT TOTAL IS FROM AD DOCK.  
[02:23:30] EXACTLY. SO, FOR EXAMPLE,  
[02:23:33] IF ALL SHIPS IN THE FUTURE  
[02:23:36] STATE. RIGHT. IF ALL SHIPS  
[02:23:39] PLUGGED IN, 100% OF HOME SHORTS  
[02:23:41] PLUGGED IN, HOME PORT SHIPS  
[02:23:43] PLUGGED IN, WE WOULD SEE A 13%  
[02:23:47] REDUCTION IN THAT DARK BLUE BAR.  
[02:23:51] THAT'S JUST KIND OF A CURRENT  
[02:23:53] ESTIMATE. SO WE DEFINITELY CAN  
[02:23:56] DIAL INTO THAT LEVEL OF DETAIL.  
[02:23:59] THAT'S REALLY HELPFUL. THANK YOU  
[02:24:00] SO MUCH FOR THOSE ADDITIONAL  
[02:24:01] COMMENTS. FOLLOW UP QUESTIONS.  
[02:24:03] COMMISSIONER FELLEMAN, ARE THERE  
[02:24:06] ANY ADDITIONAL QUESTIONS FOR MY  
[02:24:09] COLLEAGUES AT THIS TIME HEARING?  
[02:24:12] NONE. I WANT TO THANK THE ENTIRE  
[02:24:13] ENVIRONMENTAL TEAM UNDER  
[02:24:15] DIRECTOR KILROYD'S LEADERSHIP  
[02:24:17] FOR YOUR WORK AND FOR TODAY'S  
[02:24:19] PRESENTATION. THANK YOU SO MUCH.  
[02:24:22] I WILL MOVE US ALONG IN THE  
[02:24:23] AGENDA. WELL, THIS ACTUALLY  
[02:24:26] CONCLUDES OUR BUSINESS AGENDA  
[02:24:28] FOR THE DAY. ARE THERE ANY  
[02:24:30] CLOSING COMMENTS AT THIS TIME OR  
[02:24:32] MOTIONS RELATING TO COMMITTEE  
[02:24:34] REFERRALS FROM COMMISSIONERS  
[02:24:38] EXECUTIVE DIRECTOR METRUCK? ARE  
[02:24:40] THERE ANY CLOSING COMMENTS FROM  
[02:24:41] YOU? YES, MADAM PRESIDENT, I DO  
[02:24:43] HAVE ONE THING REGARDING THE

[02:24:45] FIRST AMENDMENT ACTIVITIES. I  
[02:24:46] COULD HAVE PUT THAT IN THE  
[02:24:47] REPORT, BUT I WANTED TO GIVE YOU  
[02:24:48] AN UPDATE ON THAT. I WANT FOR AN  
[02:24:51] UPDATE SINCE OUR LAST MEETING  
[02:24:52] TOMORROW, SENIOR DIRECTOR FOR  
[02:24:54] LABOR RELATIONS MIKEL O'BRIEN,  
[02:24:55] AS WELL AS SENIOR AVIATION  
[02:24:57] LEADERS, ARE FOLLOWING UP WITH  
[02:24:58] THE MLK LABOR COMMUNITY TO SHARE  
[02:25:00] THAT THEY HAVE IDENTIFIED  
[02:25:01] ADDITIONAL OPPORTUNITIES IN  
[02:25:03] TUNING, INCLUDING A NEW LOCATION  
[02:25:04] FOR FIRST AMENDMENT ACTIVITIES.  
[02:25:06] AND WE'LL CONTINUE TO KEEP YOU  
[02:25:08] INFORMED ON THOSE CONVERSATIONS  
[02:25:09] AS WE GO FORWARD. BUT SINCE IT  
[02:25:10] WAS MENTIONED TODAY, I JUST  
[02:25:12] WANTED TO PROVIDE THAT  
[02:25:13] ADDITIONAL DETAIL. THANK YOU SO  
[02:25:15] MUCH FOR THAT INFORMATION,  
[02:25:17] COMMISSIONER FELLEMAN. I WANTED  
[02:25:20] TO RECOGNIZE THAT DOUG DIXON  
[02:25:22] PASSED AWAY. AND I DON'T KNOW IF  
[02:25:24] YOU SAW THIS OBITUARY ON AYE..  
[02:25:28] I MEAN, I KNEW AYE. AS THE GUY AT  
[02:25:29] THE FISH YARD THAT WOULD COOK  
[02:25:32] SALMON AT THE BALLARD SEAFOOD  
[02:25:34] FESTIVAL, BUT THIS GUY WORKED  
[02:25:36] FOR DETNORSKY VERITAS. HE WAS  
[02:25:38] NAVAL ARCHITECT. HE WAS. THIS  
[02:25:40] GUY'S RESUME WAS, LIKE,  
[02:25:42] REMARKABLE. AND I ENCOURAGE  
[02:25:46] FOLKS TO. TO SEE THIS RESUME.  
[02:25:48] KIND OF JUST A RIGHT YEAR OLD  
[02:25:50] MARITIME GUY. THAT WAS SUPER  
[02:25:52] ACCOMPLISHED. AND SO WE LOST A  
[02:25:54] GREAT BALLARDITE JUST RECENTLY.  
[02:25:58] THANK YOU, COMMISSIONER FELLEMAN.  
[02:26:00] AND WE SEND OUR THOUGHTS AND  
[02:26:01] PRAYERS TO AYE. FAMILY. ANY  
[02:26:03] ADDITIONAL CLOSING COMMENTS?  
[02:26:05] ALL RIGHT, COMMISSIONERS  
[02:26:07] HEARING, NO FURTHER COMMENTS AND  
[02:26:08] HAVING NO FURTHER BUSINESS. IF  
[02:26:10] THERE ARE NO OBJECTIONS, WE ARE  
[02:26:12] ADDRESSING, AND THE TIME IS NOW.  
[02:26:14] 02:27 P.M. THANK YOU.

END OF TRANSCRIPT