

START OF TRANSCRIPT

[00:00:30] This is commission Vice President
[00:00:31] Toshiko Hasegawa commuting the special
[00:00:33] meeting of the June 25,
[00:00:35] 2024 special meeting.
[00:00:39] The time is 10:33 a.m.
[00:00:42] we're meeting in person today at the Port
[00:00:43] of Seattle headquarters in the commission
[00:00:46] chambers, as well as virtually via
[00:00:48] Microsoft Teams. Present with me today are
[00:00:49] Commissioners Calkins, Cho, Felleman,
[00:00:51] Mohammed, all of whom are gathered in
[00:00:53] executive session waiting for the official
[00:00:56] opening of this public meeting. We'll now
[00:00:58] recess into executive session to discuss
[00:01:00] three items, one related to performance of
[00:01:02] a public employee per RCW 42.30.1101
[00:01:07] for approximately 20 minutes. The next
[00:01:10] related to litigation and potential
[00:01:11] litigation or legal risk per RCW
[00:01:15] 42.30.1101 I for approximately 40
[00:01:18] minutes and our final topic is related to
[00:01:20] national security per RCW 42.301
[00:01:25] for approximately ten minutes. The session
[00:01:28] is expected to last 70 minutes. Will
[00:01:30] reconvene into public session at twelve
[00:01:31] noon. Thank you. We are in recess.
[00:01:40] The time is 12:11 p.m. we are reconvening
[00:01:45] the special meeting of the commission. My
[00:01:47] name is. I can't hear you. I'm sorry.
[00:01:50] Thank you. That's what buttons are for.
[00:01:53] Thank you. The time is 12:12
[00:01:57] p.m. this is commissioned Vice President
[00:01:59] Toshko Hasegawa reconvening the special
[00:02:01] meeting of June 25, 2024. We're meeting in
[00:02:04] person today at the port of Seattle
[00:02:05] headquarters, in the chambers as well as
[00:02:08] virtually online via Microsoft Teams.
[00:02:10] Clerk Hart, please do call the roll of all
[00:02:12] commissioners and attenders. Thank you.
[00:02:14] Commissioner Calkins, if you're on the
[00:02:15] line, moving to
[00:02:19] Commissioner Felleman. Present.
[00:02:22] Thank you. Commissioner Hasegawa.
[00:02:24] Present. Thank you. Commissioner Mohammed.
[00:02:28] Thank you. We do have a quorum
[00:02:29] established. Thank you. Madam Clerk. For
[00:02:31] everyone in the meeting room today,
[00:02:33] please do us a favor. Turn your cell
[00:02:36] phones to silence for anyone participating
[00:02:39] on Microsoft Teams. Mute your speakers if
[00:02:42] you're not actively speaking and if you're
[00:02:43] not presenting. And also if you would
[00:02:46] please disengage your cameras unless
[00:02:48] you're a member of the commission or the
[00:02:50] executive director participating
[00:02:51] virtually. If you'd like us to see your
[00:02:53] beautiful face, you'll have your chance
[00:02:54] during public comment, which will come up
[00:02:57] later on in the agenda. As that also goes
[00:03:00] for, a friendly reminder for the members
[00:03:02] of our staff who are online joining us but

[00:03:04] not currently presenting. Members of the
[00:03:07] public addressing the commission during
[00:03:08] public comment may turn on their cameras
[00:03:11] when their name is called to speak and
[00:03:13] you'll turn them back off again after
[00:03:15] concluding your remarks. For anyone at the
[00:03:17] dais, please turn the speakers on. I'm
[00:03:20] happy to model this as a best practice,
[00:03:24] but do turn the computers and devices onto
[00:03:28] silent. Please also remember to address
[00:03:30] your request to be recognized through the
[00:03:32] chair. Today I am chairing it
[00:03:36] standing in on behalf of President
[00:03:37] Mohammed, who has joined us virtually.
[00:03:40] Wait your turn to speak until you've been
[00:03:41] recognized. You'll turn your microphones
[00:03:44] on and off as needed. All the items noted
[00:03:46] here will ensure a smoother meeting.
[00:03:47] Thank you all so very much for your
[00:03:49] participation. All votes today will be
[00:03:51] taken on the roll call method, so it's
[00:03:53] clear for anyone participating, virtually
[00:03:55] how votes are cast. Commissioners will say
[00:03:57] aye or nay when their name is called.
[00:04:02] We're meeting on the ancestral lands and
[00:04:03] waters of the Coast Salish people with
[00:04:05] whom we share a commitment to steward
[00:04:07] these natural resources for future
[00:04:09] generations. This meeting is being
[00:04:12] digitally recorded and may be viewed or
[00:04:14] heard at any time in the port's website
[00:04:15] and may be rebroadcasted by King County
[00:04:18] Television. Now please stand and join me
[00:04:20] in the pledge of allegiance.
[00:04:24] I pledge allegiance to the flag of the
[00:04:26] United States of America and to the
[00:04:29] republic for which it stands, one nation
[00:04:32] under visible, with liberty and justice
[00:04:35] strong. You may be seated. Thank you.
[00:04:42] Well, the first item of business today is
[00:04:44] the approval of the agenda. As a reminder,
[00:04:46] if a commissioner wishes to make a general
[00:04:49] comment for or against an item on the
[00:04:51] consent agenda, it's not necessary to pull
[00:04:53] the item from the consent agenda. Rather,
[00:04:56] commissioner may offer supporting or
[00:04:57] opposing comments later on in this meeting
[00:04:59] once we get to that part of the agenda.
[00:05:01] These comments are in order. Once the
[00:05:04] motion is approved to the consent agenda.
[00:05:09] Once the motion to approve the consent
[00:05:11] agenda has been made, however, it's
[00:05:13] appropriate at this time if a commissioner
[00:05:15] wants to ask questions of staff or wishes
[00:05:18] to have a dialogue on a consent agenda
[00:05:20] item to request the item be pulled for a
[00:05:22] separate discussion. So with that,
[00:05:25] commissioners, are there any items to be
[00:05:29] pulled from the consent agenda?
[00:05:34] Seeing none, the question is upon us of
[00:05:37] the approval of the agenda. May I have a
[00:05:39] motion? So moved.
[00:05:43] And a second 2nd.

[00:05:48] Thank you. The motion has been moved by
[00:05:50] Commissioner Felleman, is seconded by
[00:05:51] Commissioner Calkins, who joined us
[00:05:53] online.
[00:05:58] Right. That was aye.? Yes. Okay. That was
[00:06:01] aye..
[00:06:06] Wonderful. Are there any objections?
[00:06:08] Seeing none, the agenda has been approved.
[00:06:13] Moving on to special orders of the day,
[00:06:15] we have none. So the next item on our
[00:06:18] agenda is the executive director's report.
[00:06:20] Executive Director Steve Metruck. Please
[00:06:22] take it away. Thank you,
[00:06:27] Vice President Hasegawa. Thank you. Good
[00:06:30] afternoon, commissioners. With the end of
[00:06:31] the school year and the official start of
[00:06:33] summer behind us. We are entering the
[00:06:35] heart of the busy summer travel season
[00:06:37] through our maritime and aviation
[00:06:39] gateways. To prepare, our aviation staff
[00:06:41] are doing all we can to accommodate travel
[00:06:43] demand while simultaneously constructing
[00:06:45] new amenities and enhancements to improve
[00:06:48] the customer experience. For several
[00:06:50] months, teams have been working hard to
[00:06:51] increase the number of screening lanes at
[00:06:53] Seattle Tacoma International Airport
[00:06:55] checkpoints two and three. It was
[00:06:58] originally thought that the project would
[00:06:59] take until March of 2025 to complete.
[00:07:02] However, our dedicated staff recognized
[00:07:04] how critical it was for our airport to
[00:07:06] have these additional security lanes ahead
[00:07:08] of the summer rush and were able to add
[00:07:10] lanes and reopen only four and a half
[00:07:13] months after the investment committee
[00:07:15] approval. The project wrapped up earlier
[00:07:17] this month as checkpoint three, our only
[00:07:19] 24/7 checkpoint has officially reopened
[00:07:22] and all services will be reestablished.
[00:07:25] Congratulations to all for completing this
[00:07:27] project ahead of schedule to help us be
[00:07:30] ready for this busy travel season that we
[00:07:32] find ourselves in. Over in maritime I want
[00:07:35] to address a story broadcast by a local
[00:07:37] news outlet. Earlier this month, it was
[00:07:39] reported that unlicensed drivers are
[00:07:41] soliciting rides at our cruise terminals.
[00:07:44] We are concerned about this practice. It
[00:07:46] impacts operational efficiency and safety,
[00:07:48] lowers the customer service experience and
[00:07:51] reduces economic opportunity for licensed
[00:07:53] drivers. We are reviewing and increasing
[00:07:56] our efforts to prevent these solicitations
[00:07:58] through messaging to our customers in
[00:08:00] announcements, signage and other cruise
[00:08:03] communications, and continue to work with
[00:08:05] our Port of Seattle Police Department to
[00:08:07] maintain safe operations for all.
[00:08:10] I also want to note that this is our
[00:08:12] second meeting in June and it is the last
[00:08:14] commission meeting of the second quarter.
[00:08:17] Hard to believe, but here we are already

[00:08:18] through the second quarter and I want to
[00:08:20] take this opportunity to highlight some of
[00:08:22] the work we were able to accomplish
[00:08:23] together over the past few months. I want
[00:08:26] to commend our staff for achieving some
[00:08:28] truly remarkable milestones and recognize
[00:08:31] our commission for your leadership on many
[00:08:33] of these priorities. A few of the
[00:08:35] highlights from the second quarter include
[00:08:37] sea being named as a top us airport for
[00:08:41] the third straight year by Skytrax through
[00:08:45] a combination of new facilities, added
[00:08:47] amenities, service enhancements and
[00:08:49] innovative programs like the spot Saver at
[00:08:51] sea, sea has once again demonstrated how
[00:08:55] we can provide the best in class service
[00:08:57] for travelers when traveling through our
[00:08:58] aviation gateway. Through the efforts
[00:09:02] of our air service department at
[00:09:05] sea, we have also welcomed several new air
[00:09:08] services, including Hainan Airlines to
[00:09:10] Beijing and Kwai Ching, Lufthansa to
[00:09:13] Munich and Delta Airlines to Taipei. Each
[00:09:17] new service provides more connections and
[00:09:19] a significant economic boost to our
[00:09:21] region. We also broke ground on the
[00:09:23] Maritime Innovation Center, a project many
[00:09:26] years in the making. The Maritime
[00:09:27] Innovation center is designed to be a
[00:09:28] beacon for innovation, transforming one of
[00:09:31] the port's oldest structures into a state
[00:09:33] of the art facility that will attract
[00:09:35] investments and entrepreneurs to Seattle.
[00:09:37] Expanding our blue economy with
[00:09:45] the Northwest Seaport alliance, we also
[00:09:47] completed shore Powell installation at
[00:09:49] terminal five south berth. The terminal
[00:09:52] five modernization program has been
[00:09:54] underway for many years, and many Port of
[00:09:56] Seattle teams and employees advanced this
[00:09:58] work as the Northwest Seaport alliance and
[00:10:00] tenant relationships took place. Through
[00:10:02] our partnership with the NWSA, we are
[00:10:04] pleased to have this premier two berth
[00:10:06] terminal now in operation here in 2024.
[00:10:10] On the policy side, we successfully
[00:10:12] advocated for FAA reauthorization. This
[00:10:14] important and legislative reauthorization
[00:10:16] addressed several of our major policy
[00:10:18] concerns along with other new grant
[00:10:20] programs for accessibility, diversity in
[00:10:23] contracting, energy efficiency, and
[00:10:25] improvements in community engagement,
[00:10:28] PFAS transition reporting, and a study for
[00:10:31] transportation demand management speaking
[00:10:34] of PFAS, often referred to as forever
[00:10:37] chemicals, this quarter, we also began
[00:10:39] transitioning to PFAS free firefighting
[00:10:41] foam at our airport, an effort led by our
[00:10:44] environmental team and our firefighters.
[00:10:47] This quarter commission adopted the Sea
[00:10:50] Land Stewardship plan in the Sea Tree
[00:10:53] replacement standards. Thank you,

[00:10:54] Commissioner Hasegawa for your leadership
[00:10:56] on that effort. And thank you Commissioner
[00:10:58] Felleman. Thanks to you. We also recently
[00:11:01] adopted an order accelerating cruise power
[00:11:03] utilization requirements from 2030 to
[00:11:06] 2027. Highlights from our community
[00:11:09] engagement efforts include awarding
[00:11:11] 600,000 to 38 tourism marketing support
[00:11:14] program recipients and awarding \$226,000
[00:11:18] and grants to six South King county
[00:11:20] organizations for environmental
[00:11:22] improvements. These programs reflect our
[00:11:25] commitment to economic development,
[00:11:26] equity and environmental stewardship.
[00:11:29] Staff also hosted three open houses to
[00:11:31] launch the part 150 noise study and sent
[00:11:34] first set of the first set of postcards to
[00:11:37] begin survey for the sound insulation
[00:11:39] repair and replacement pilot program, a
[00:11:41] program championed by commission president
[00:11:43] Mohammed. And finally, we have two signed
[00:11:46] MLUs to support small businesses in
[00:11:48] innovation with the United States Minority
[00:11:51] Business Development Administration and
[00:11:52] Korean Small Medium Enterprise and
[00:11:55] startups agency, each with support from
[00:11:58] Commissioner Cho. Throughout all of this,
[00:12:01] our staff has managed safe operations
[00:12:03] during one of the busiest days in our
[00:12:06] history here at the port. It's been a very
[00:12:09] productive quarter. Congratulations to
[00:12:11] everyone who played a part in these
[00:12:12] significant milestones. Moving to today's
[00:12:15] commission meeting, I'd like to highlight
[00:12:17] a few of the items on the agenda. On our
[00:12:20] consent agenda, we have a couple of items
[00:12:22] related to security and safety. Item eight
[00:12:25] B is our service area management project.
[00:12:28] This project is a key piece of our
[00:12:29] operational safety and efficiency
[00:12:32] infrastructure in the airfield movement
[00:12:34] area. This system of sensors and cameras
[00:12:36] improve aircraft flow gate, docking
[00:12:39] efficiencies and safety through detailed
[00:12:41] analytics. Item eight E is a request to
[00:12:44] improve security at our maritime
[00:12:45] facilities. This project replaces and
[00:12:47] enhance our maritime security cameras and
[00:12:50] communication infrastructure across
[00:12:52] multiple facilities, while focus on
[00:12:54] improving reliability in addressing
[00:12:56] cybersecurity risks associated with
[00:12:59] outdated technology. For new business and
[00:13:02] staff presentations, we have a
[00:13:03] preferential birthing agreement with
[00:13:05] Carnival Corporation, a project upgrading
[00:13:08] our critical firefighting apparatus, a
[00:13:10] maximum allowable construction cost for
[00:13:12] the post IAF international rivals facility
[00:13:15] airline realignment project, and some
[00:13:17] exciting updates about projects along our
[00:13:19] waterfront. Lastly,
[00:13:24] also on our consent agenda is my

[00:13:25] employment agreement. It's an honor and a
[00:13:27] privilege to work with you, our staff,
[00:13:30] and all of our partners here in Seattle
[00:13:32] and throughout the region. And I am
[00:13:34] extremely grateful for the opportunity and
[00:13:37] your confidence in that to continue my
[00:13:39] service here at the port for three more
[00:13:41] years. So with that, I thank you and I
[00:13:43] thank you for your time this morning,
[00:13:45] this afternoon. Thank you so much,
[00:13:47] executive director Metruck, for that
[00:13:48] report. At this time, I'd like to
[00:13:51] acknowledge for the record that we have
[00:13:52] been joined virtually by Commissioner
[00:13:55] Calkins, and I think
[00:13:58] that, and I have to apologize. Something
[00:14:01] came up that I have to, to run to attend
[00:14:03] to, and I really am sorry I can't hear the
[00:14:06] waterfront briefing and be here for the
[00:14:08] carnival signature, but my thoughts are
[00:14:11] with you. I should be able to monitor for
[00:14:13] a little while in transit. Thanks. And
[00:14:15] with that, we will thank and excuse
[00:14:17] commissioner Felleman for the meeting.
[00:14:18] Thank you so very much. All right, we are
[00:14:21] now at the public comment section of our
[00:14:23] agenda. The port commission welcomes
[00:14:25] public comment as an important part of the
[00:14:26] public process. Comments are received and
[00:14:28] considered by the commission in its
[00:14:30] deliberations. Before we take public
[00:14:32] comment, let's review our rules for in
[00:14:33] person and virtual public comment. Clerk
[00:14:35] Hart, go ahead and aye. the play. Madam
[00:14:38] Commission vice president, shall we do
[00:14:39] committee reports?
[00:14:43] Thank you for that correction. And as a
[00:14:45] point of order, please welcome to the to
[00:14:48] this dais presenter, Erica Chung,
[00:14:51] strategic advisor for the port commission.
[00:14:54] Miss Chung, good afternoon. Vice President
[00:14:56] Hasegawa, commissioners, and executive
[00:14:58] director Metruck. I have three committee
[00:15:01] reports for you today. On June 18,
[00:15:04] commissioners Cho and Felleman convened the
[00:15:06] Sustainability Environment Climate
[00:15:07] committee. They were briefed on the port's
[00:15:10] waterfront clean energy strategy, a
[00:15:12] roadmap for enabling clean energy
[00:15:14] infrastructure investments to support
[00:15:16] deployment of zero emission technologies
[00:15:19] and to increase energy resilience,
[00:15:21] including partnerships, components of the
[00:15:24] current implementation framework, and
[00:15:26] changing energy landscape. Commissioners
[00:15:29] were also briefed on hydrogen activities
[00:15:31] in the Pacific Northwest, including marine
[00:15:34] and aviation hydrogen applications. On
[00:15:37] June 18, the Waterfront and Industrial
[00:15:40] Lands Committee met with commissioners
[00:15:42] Fellamon and Calkins convening the
[00:15:43] meeting. There was one item for briefing
[00:15:45] and discussion, an update on Wasca site

[00:15:48] and the c 40 challenge. The audit
[00:15:51] committee met on Thursday, June 20, with
[00:15:54] commission vice president Hasegawa
[00:15:56] presiding and commissioner Calkins and
[00:15:58] public member Sarah Holmstrom in
[00:16:00] attendance. The committee heard a
[00:16:02] performance audit report regarding civil
[00:16:06] asset forfeiture from the Office of the
[00:16:08] Washington State Auditor. The audit
[00:16:11] reviewed law enforcement agencies around
[00:16:13] the state looking at their civil asset
[00:16:15] forfeiture processes and procedures.
[00:16:18] Recommendations were made with respect to
[00:16:20] the Port of Seattle Police Department and
[00:16:22] its processes compared with other
[00:16:24] agencies. Moss Adams, the port's external
[00:16:27] auditor, provided the results of the 2023
[00:16:30] financial statement audit. The committee
[00:16:32] then heard updates from the director of
[00:16:34] internal audit, Glenn Fernandez, with
[00:16:36] respect to the internal audit
[00:16:38] organizational structure, open issues and
[00:16:41] the status of the 2024 audit plan.
[00:16:44] Performance audits were then presented on
[00:16:47] time approval controls and parking garage
[00:16:50] elevator modernization, as well as limited
[00:16:53] contract compliance audit this concludes
[00:16:56] my report. Thank you. Thank you very much.
[00:16:59] Are there any questions for Miss Chung?
[00:17:02] Seeing none, we can move forward. And now
[00:17:04] it is on to public comment.
[00:17:08] Clark, go ahead and play the video. Thank
[00:17:10] you.
[00:17:27] Give us just a moment here.
[00:17:41] The Port of Seattle Commission welcomes
[00:17:43] you to our meeting today. As noted,
[00:17:45] public comment is an important part of the
[00:17:47] public process, and the Port of Seattle
[00:17:49] Commission thanks you for joining us.
[00:17:51] Before proceeding, we will overview the
[00:17:53] rules governing public comment for your
[00:17:56] general information. Each speaker will
[00:17:58] have two minutes to speak unless otherwise
[00:18:00] revised by the presiding officer for the
[00:18:02] purposes of meeting efficiency, and the
[00:18:04] speaker shall keep their remarks within
[00:18:06] the allotted time provided a timer will
[00:18:08] appear on the screen and a buzzer will
[00:18:10] sound at the end of the speaker's comment
[00:18:12] period. The commission accepts comments on
[00:18:15] items appearing on its agenda and items
[00:18:17] related to the conduct of port business.
[00:18:20] Presiding officer will ask speakers to
[00:18:22] limit their comments to these topics.
[00:18:24] This rule applies to both introductory and
[00:18:26] concluding remarks. Disruptions of
[00:18:29] commissioned public meetings are
[00:18:30] prohibited. General disruptions include,
[00:18:32] but are not limited to, the speaking
[00:18:35] before being recognized by the presiding
[00:18:37] officer holding or placing banners and
[00:18:40] signs in the meeting room in a way that
[00:18:42] endangers others or obstructs the flow of

[00:18:44] people or view of others at the meeting
[00:18:46] intentionally disrupting, disturbing or
[00:18:48] otherwise impeding attendance or
[00:18:50] participation at a meeting refusing to
[00:18:53] follow the direction of the presiding
[00:18:54] officer or security personnel attempting
[00:18:57] to use the comment time for purposeful
[00:18:59] delay without conveying a discernible
[00:19:01] message using the comment period to assist
[00:19:03] in the campaign for election of any person
[00:19:06] to any office or for the promotion of or
[00:19:09] opposition to any ballot proposition,
[00:19:11] except when addressing action being taken
[00:19:13] by the commission on a ballot proposition
[00:19:16] appearing on its agenda directing public
[00:19:18] comments to the audience engaging in
[00:19:21] abusive or harassing behavior, including,
[00:19:23] but not limited to, derogatory remarks
[00:19:26] based on age, race, color, national
[00:19:29] origin, ancestry, religion, disability,
[00:19:32] pregnancy, sex, gender, sexual
[00:19:34] orientation, transgender status, marital
[00:19:37] status, or any other category protected by
[00:19:39] law, the use of obscene or profane
[00:19:42] language and gestures, assault or other
[00:19:44] threatening behavior, and sexual
[00:19:46] misconduct or sexual harassment. For
[00:19:49] safety purposes, individuals are asked not
[00:19:52] to physically approach commissioners or
[00:19:53] staff at the meeting table. During the
[00:19:55] meeting, individuals may provide written
[00:19:58] public comment before or after the
[00:20:00] meeting, and in addition, speakers may
[00:20:02] offer written materials to the
[00:20:04] commissioned clerk for distribution during
[00:20:06] their testimony to the commission. A
[00:20:08] detailed list of the public comment rules
[00:20:10] is available through the commission clerk.
[00:20:12] If a meeting is disrupted by an individual
[00:20:15] in attendance in the meeting room or by an
[00:20:17] individual providing public comment in
[00:20:19] person or virtually, the port will impose
[00:20:22] progressive consequences that may result
[00:20:25] in exclusion from future meetings.
[00:20:27] Written materials provided to the clerk
[00:20:29] will be included in today's meeting
[00:20:30] record. The clerk has a list of those
[00:20:32] prepared to speak when your name is
[00:20:35] called, please come to the testimony table
[00:20:37] or unmute yourself. If joining virtually,
[00:20:40] repeat your name for the record and state
[00:20:43] your topic related to an item on the
[00:20:45] agenda or related to the conduct of port
[00:20:47] business. For those joining virtually when
[00:20:50] you have concluded your remarks, please
[00:20:52] turn off your camera and mute your
[00:20:54] microphone. Our public comment period will
[00:20:57] now commence. Thank you again for joining
[00:20:59] us today.
[00:21:03] Please note for the record, Commissioner
[00:21:05] Calkins has joined us in person,
[00:21:08] and with that clerk hart, please invite
[00:21:11] our first speaker. Thank you, Madam

[00:21:13] commissioned vice president. Our first
[00:21:15] speaker is joining us virtually. aye. name
[00:21:17] is Michael Witte. Michael, if you could
[00:21:19] please repeat your name for the record and
[00:21:21] your topic related to the conduct of port
[00:21:24] business or your agenda item, please.
[00:21:26] Thank you. Very good afternoon,
[00:21:30] commissioners. My name is Michael Woody.
[00:21:31] I am the chief communications officer at
[00:21:33] Visit Seattle. We're the convention and
[00:21:35] Visitors Bureau for Seattle and King
[00:21:37] county, and I'm speaking today in support
[00:21:39] of Item ten D, the authorization for
[00:21:42] executive director to enter a ten year
[00:21:44] preferential berthing agreement with the
[00:21:46] carnival corporation. The cruise industry
[00:21:49] and cruise passengers play a very
[00:21:51] important part in our economy's success
[00:21:53] and contribute significantly to Seattle's
[00:21:55] vibrancy. The Port of Seattle collaborates
[00:21:58] with the tourism industry and the small
[00:22:00] business community to ensure that the
[00:22:02] passenger experience includes access and
[00:22:04] awareness to all of the unique defining
[00:22:06] elements that our destination has to
[00:22:09] offer, and the cruise lines are
[00:22:11] collaborating as well through their
[00:22:12] participation in the new visitors visit
[00:22:14] Seattle Perks Pass, which offers special
[00:22:16] incentives for passengers to experience
[00:22:19] some of the highlights of our city during
[00:22:22] their time here. In addition, cruise is
[00:22:24] working with local industries, including
[00:22:26] farmers, food and beverage providers and
[00:22:28] retailers to help in provisioning their
[00:22:30] ships. In 2023, the cruise season in
[00:22:33] Seattle hosted 291 cruises with a record
[00:22:36] 1.7 million passengers. In addition to
[00:22:39] supporting over 5500 jobs, it is estimated
[00:22:42] that each home ported cruise ship
[00:22:45] brings 4 million s in economic impact to
[00:22:47] the region, which equates to over 900
[00:22:50] million during the course of the season.
[00:22:52] For an added value, over 75%
[00:22:55] of cruise passengers overnight in local
[00:22:58] hotels either pre or post cruise, which
[00:23:00] drives additional economic impact to the
[00:23:03] region. All indications show that we will
[00:23:05] meet or exceed those numbers this year and
[00:23:07] we are grateful as we have for the past 25
[00:23:11] years. We continue to welcome cruise lines
[00:23:13] and their passengers to Seattle to
[00:23:15] experience this place that we are all
[00:23:17] fortunate to call home. We ask that you
[00:23:21] approve the authorization for executive
[00:23:23] director to enter a ten year preferential
[00:23:25] birthing agreement with the carnival
[00:23:27] corporation along with the stated
[00:23:29] environmental and community requirements,
[00:23:31] business terms and data sharing. Thank you
[00:23:33] for your consideration today.
[00:23:38] Thank you very much and
[00:23:42] Madam Commission vice president. Our next

[00:23:44] speaker from the room is Kira Lisa Cadres.
[00:23:49] Welcome Kira. Please approach the dice and
[00:23:53] Kira, if you could please repeat your name
[00:23:55] for the record and your topic related to
[00:23:56] the conduct of port business or your
[00:23:58] agenda item. Thank you.
[00:24:02] Hello, my name is Kira Lisicatos and I'm
[00:24:04] representing downtown Seattle association
[00:24:07] and my topic is the cruise industry.
[00:24:10] Good afternoon commissioners. Thank you
[00:24:12] for the opportunity to speak today. My
[00:24:14] name is Kira and I am the community
[00:24:16] relations and ratepayer engagement
[00:24:18] specialist at the downtown Seattle
[00:24:19] Association, a nonprofit membership
[00:24:22] organization with a mission to create a
[00:24:24] healthy, vibrant downtown for all. The
[00:24:26] cruise season is now in full swing and I
[00:24:28] wanted to share with you the positive
[00:24:30] impact this sector is having on our
[00:24:32] members and on our downtown's economic
[00:24:34] recovery. Cruise season is an economic
[00:24:36] driver for our region and an important
[00:24:38] part of Seattle's identity as a world
[00:24:40] class city. In 2020, three's record
[00:24:43] breaking cruise season, the port welcomed
[00:24:45] over 900,000 passengers from all over the
[00:24:48] world, including Alaska, Australia and the
[00:24:50] Pacific Islands. This influx of visitors
[00:24:53] provides an economic boost for the greater
[00:24:55] Seattle area as cruise passengers eat at
[00:24:57] local restaurants, stay in downtown hotels
[00:25:00] and enjoy live music and shows. It brings
[00:25:03] thousands of people to the city each year,
[00:25:05] not only international tourists, but also
[00:25:07] locals who are drawn to the activity along
[00:25:09] the waterfront. As a community relations
[00:25:12] specialist, I get the opportunity to
[00:25:14] engage with our community members
[00:25:15] firsthand and hear their daily experience.
[00:25:18] Belltown residents say that Bell street
[00:25:21] cruise terminal is a source of local
[00:25:23] pride, and each year they look forward to
[00:25:25] seeing the direct benefits of cruise
[00:25:27] season in the neighborhood. Seattle's
[00:25:29] cruise season serves as a unique conduit
[00:25:31] that connects Seattle with the rest of the
[00:25:33] world and nourishes our local economies.
[00:25:36] At the downtown Seattle association, we
[00:25:38] celebrate tourism's local impact and
[00:25:40] recognize that a healthy cruise sector is
[00:25:42] vital to our city's economic and cultural
[00:25:44] revitalization. Thank you.
[00:25:48] Thank you very much, Clark. Please welcome
[00:25:51] the next speaker. Thank you. Our next
[00:25:53] speaker is Jeannie Oxford.
[00:25:57] And Jeannie, if you could repeat your name
[00:25:59] for the record and your agenda item or
[00:26:00] topic related to the conduct of port
[00:26:02] business, please. Thank you.
[00:26:06] Good afternoon. My name is Jenny Oxford.
[00:26:08] I'm with Columbia Hospitality, here to
[00:26:10] speak on item ten relating to the cruise

[00:26:12] industry. I work with Columbia
[00:26:14] hospitality. We're an organization that
[00:26:16] directly employs people in hotel,
[00:26:19] restaurant and distinctive venues here in
[00:26:21] our downtown market as well as across the
[00:26:24] region. It's incredibly important to us to
[00:26:26] continue to support the cruise industry
[00:26:28] here in downtown, particularly in a time
[00:26:31] when we have a lot of Seattleites still
[00:26:33] working from home. It's really refreshing
[00:26:35] for our team members to finally have the
[00:26:37] energy and vibrancy of downtown that we've
[00:26:39] been anticipating. We also
[00:26:42] are incredibly excited about the
[00:26:44] waterfront redevelopment and continue to
[00:26:47] support all of our efforts there. And
[00:26:49] seeing all of the travelers coming to
[00:26:51] enjoy this space is very important to us
[00:26:53] as an industry. We would just like to say
[00:26:56] that our team members are all
[00:27:02] supported by the travelers that come
[00:27:04] through, and we want to continue to see
[00:27:06] that vibrancy through downtown and just
[00:27:08] appreciate the port considering that.
[00:27:13] Thank you, Miss Oxford.
[00:27:16] Go ahead, Clark.
[00:27:20] Thank you. Our next speaker is Sally
[00:27:22] Andrews. Bless you.
[00:27:28] And Sally, if you could please repeat your
[00:27:29] name for the record. Your agenda item,
[00:27:31] please. Thank you. Of course. Hi,
[00:27:35] good afternoon. I'm Sally Andrews, vice
[00:27:37] president of communications and public
[00:27:39] affairs for the Cruise Lines Industry
[00:27:40] association, also known as CLIA. And I'm
[00:27:43] here speaking in support of the cruise
[00:27:44] industry. And item ten D. I'm based here
[00:27:48] in Seattle and I've spent my career in the
[00:27:49] cruise industry here locally. As Michael
[00:27:52] said, cruise contributes over 900 million
[00:27:54] in annual economic impact to Seattle in
[00:27:57] 5500 jobs. We appreciate the ongoing
[00:28:00] working relationship with the Port of
[00:28:01] Seattle in planning for the future of
[00:28:03] cruise here locally and your efforts and
[00:28:05] leadership to meet our shared
[00:28:07] sustainability goals. Today, I want to
[00:28:09] share with you two reports that I think
[00:28:11] you'll find useful resources related to
[00:28:13] the cruise industry. The first I think you
[00:28:15] have these is charting the future of
[00:28:16] sustainable cruise travel, which covers
[00:28:18] the significant progress that cruise lines
[00:28:20] have made in their pursuit of net zero
[00:28:22] emissions by 2015. This highlights key
[00:28:25] focus areas of our member lines,
[00:28:27] including climate action, sustainable
[00:28:29] tourism, affordable and clean energy,
[00:28:31] clean water and sanitation, responsible
[00:28:34] consumption, economic growth and more.
[00:28:37] These goals are in alignment with the
[00:28:38] United Nations Sustainable Development
[00:28:40] Goals. The report also includes a global

[00:28:44] map of ports with at least one berth,
[00:28:46] active, funded or planned for shore power.
[00:28:49] We applaud the Port of Seattle for being a
[00:28:51] leader in offering shore power. Now, for
[00:28:54] 20 years, only 3% of the world's cruise
[00:28:56] ports have shore power. I also want to
[00:28:59] highlight that one of our members,
[00:29:00] Carnival Corporation item ten D, today has
[00:29:03] 100% of their ship's home porting here in
[00:29:06] Seattle, outfitted for shore power today.
[00:29:09] The second report is called an ocean of
[00:29:11] opportunities and covers workforce
[00:29:13] development in the cruise industry. In
[00:29:15] 2024, cruise Lines will employ a
[00:29:17] multinational workforce of nearly 300,000
[00:29:19] seafarers and tens of thousands of
[00:29:21] employees on land. The workforce is
[00:29:24] expected to grow with more than 50 new
[00:29:25] ships coming online by 2028. Cruise lines
[00:29:29] provide training, support and skills
[00:29:30] growth for seafarers, and the coming years
[00:29:33] will provide significant opportunities for
[00:29:35] training in sustainability technologies
[00:29:37] and practices. CLIA members align with the
[00:29:40] strict requirements of the International
[00:29:41] Maritime Organization and the
[00:29:43] International Labor Organization's
[00:29:44] Maritime convention standards, commonly
[00:29:47] known as the Seafarer's Bill of Rights.
[00:29:49] Our partnerships with the Port of Seattle
[00:29:51] are Cruise show, and we thank you for your
[00:29:53] support.
[00:29:57] Thank you very much. Clark. Please welcome
[00:29:59] the next speaker. Thank you. Our next
[00:30:02] speaker is Randy Cote.
[00:30:06] Randy, if you could please repeat your
[00:30:07] name for the record and your agenda item
[00:30:09] or topic related to the the conduct of
[00:30:10] port business, please. Thank you. I'm
[00:30:12] Randy Cote, chief marketing officer for
[00:30:14] the Space, Anal and Chihuly Garden and
[00:30:16] Glass here today to talk about item ten D,
[00:30:18] the Carnival Corporation's preferential
[00:30:20] birthing agreement with the Port of
[00:30:22] Seattle. Each year, the space Needle and
[00:30:24] chihuly Garden and glass welcome over 2
[00:30:26] million visitors, and in 2023, they were
[00:30:28] part of the 37.8 million visitors to
[00:30:31] Seattle and King county. As tourists,
[00:30:34] I like that they leave behind \$787 million
[00:30:38] of state and local taxes that I don't have
[00:30:40] to pay as a resident of Seattle Lincoln
[00:30:43] county. That money circulates in our
[00:30:45] community long after they go home. And
[00:30:47] that's both visits directly impacted by
[00:30:49] the cruise industry and its overall impact
[00:30:52] as Seattle as a tourist destination. That
[00:30:54] puts us on the map. It's been 24 years
[00:30:56] since Seattle first home ported a ship. I
[00:30:59] was actually on the radiance of the Seas
[00:31:00] in 2001, one of those pilot programs. And
[00:31:03] our business at this Needle since that
[00:31:06] time and at Chihuly gardening glass since

[00:31:08] we opened in 2012, has grown in line
[00:31:11] with the cruise industry's presence here
[00:31:13] in Seattle. It supports hundreds of jobs
[00:31:16] at our two venues, part of the 65,000 jobs
[00:31:19] in tourism here in Seattle and King
[00:31:22] county. In addition to those economic
[00:31:24] stats, you heard a little bit about this
[00:31:26] from downtown Seattle association. But
[00:31:29] those visitors from all 50 states, over
[00:31:31] 100 countries that visit us at the space
[00:31:33] Needle in Chihuly, they are those feet on
[00:31:36] the street, experiencing Seattle and
[00:31:39] helping build that positive regard for our
[00:31:41] city and region and amplifying that
[00:31:43] message back in their home states and home
[00:31:46] countries and hometowns. The cruise
[00:31:48] industry is a hugely impactful part of our
[00:31:51] tourism fabric here in Seattle and King
[00:31:53] county. And we know that in our own
[00:31:55] business and around the community.
[00:31:56] Community. And that's why we urge your
[00:31:58] full support of welcoming carnival back
[00:32:00] for the next decade and beyond. Thank you.
[00:32:03] Thank you. Mr. Cohen Clerk Hart. Please
[00:32:06] call the next speaker. Thank you. Our next
[00:32:08] speaker is Matt Van Toza. Matt,
[00:32:12] if you could repeat your name for the
[00:32:13] record and your topic, please welcome
[00:32:16] Matt. Good afternoon,
[00:32:18] commissioners and executive director
[00:32:20] Metruck. My name is Matt Ventoza. I'm the
[00:32:23] vice president of the International
[00:32:24] Longshore Warehouse Union, Local 19 here
[00:32:26] in Seattle. The cruise industry
[00:32:29] contributes hundreds of millions of
[00:32:30] dollars every year, not just to the local
[00:32:32] economy, but across the country. From
[00:32:34] small agricultural farms to the hotels and
[00:32:36] restaurants in and around Seattle. Not to
[00:32:38] leave out the business community in and
[00:32:40] around the world famous Pike Place market
[00:32:42] and their must see salmon toss. The cruise
[00:32:44] industry industries do not only support
[00:32:46] local businesses, it goes beyond those
[00:32:48] doors, it goes into the homes of mothers
[00:32:51] and fathers who rely on cruise ships
[00:32:53] during the summer months to support their
[00:32:54] families. These families are your
[00:32:56] neighbors, relatives, friends, and maybe
[00:32:58] even your children's coaches if they play
[00:33:00] sports or any other activity that parents
[00:33:02] volunteer for. We at the ILWU work these
[00:33:05] ships and our families rely on this income
[00:33:07] to buy groceries, pay a mortgage,
[00:33:09] associated bills that we all have in order
[00:33:11] to live on. While the ILW looks forward to
[00:33:14] the cruise lines every summer, we also
[00:33:16] look forward to the cold ironing coming
[00:33:18] online soon with these vessels at pier 62
[00:33:21] like we already do at pier 91. We do the
[00:33:24] job of plugging in the vessels and support
[00:33:27] the plan of the port and the cruise lines
[00:33:29] that they have in place for these ships to

[00:33:30] plug in while at berth. This is the right
[00:33:32] thing to do to help reduce emissions where
[00:33:34] and when we can. I'm here to thank the
[00:33:36] port and its staff, as well as the cruise
[00:33:39] industry, for doing all that you do to
[00:33:40] contribute to our economy and for the jobs
[00:33:42] you've created for the I/WU through the
[00:33:44] cruise industry. Thank you.
[00:33:48] Thank you, Mr. Ventoza. Clerk Hart,
[00:33:50] please welcome the next speaker.
[00:33:58] And our final sign up today is Dilmas
[00:34:01] Whitaker.
[00:34:09] That wasn't a sign in sheet for like a
[00:34:11] ten. That's all right.
[00:34:15] We were wondering, you want to come and
[00:34:16] tell us what you've been up to?
[00:34:22] We want to see you on the big screen. All
[00:34:24] right, that's fine. Not this time. Well
[00:34:28] then, with that. Clerk Hart, will you
[00:34:29] please give us a synopsis of all the
[00:34:31] written comments that were submitted?
[00:34:33] Thank you. One moment. Let me stop sharing
[00:34:35] this.
[00:34:39] It was super cute. It was super cute.
[00:34:46] Madam Commission vice president, Madam
[00:34:48] Commission president. Joining us online,
[00:34:50] members of the commission executive
[00:34:51] director Metruck, we've received three
[00:34:53] written comments today, three similar
[00:34:55] comments, requesting the port to provide a
[00:34:57] statement regarding the sound insulation
[00:34:59] repair and replace pilot program, stating
[00:35:02] that, one, all homes that previously
[00:35:04] received packages will be eligible for the
[00:35:06] pilot program. Two, that those homes will
[00:35:08] be evaluated based on severity and
[00:35:10] longevity, and three, that members of SEA,
[00:35:14] SeaTacNoise.info will be invited to help
[00:35:17] improve the assessment phase and ensure
[00:35:18] that all affected homeowners are properly
[00:35:21] heard. And these comments come in from
[00:35:23] Betty McCready, Johnny Samra and Marianne
[00:35:27] Markanen. And that concludes our written
[00:35:30] comments received. Thank you very much,
[00:35:32] clerk Hart. Well, is there anybody else in
[00:35:34] the room who did not sign up in advance?
[00:35:36] I'd like to speak to the commission.
[00:35:40] Are you sure, Dilmas? Okay. Well,
[00:35:43] hearing no further public testimony, we
[00:35:45] will move on to our consent agenda.
[00:35:50] Items on the consent agenda are considered
[00:35:52] routine and will be adopted by one motion.
[00:35:55] Items removed from the consent agenda will
[00:35:58] be considered separately immediately after
[00:36:00] adoption on the remaining consent agenda
[00:36:02] items. So at this time, I would look for a
[00:36:06] motion to approve the consent agenda
[00:36:08] covering items eight,
[00:36:10] A, B, E, F, G, H and I.
[00:36:14] And I'll note there's a technical
[00:36:15] correction on item I being a date error in
[00:36:18] the termination severance pay provision.
[00:36:20] The date currently reads January 31,

[00:36:22] 2024. It should reflect January 31,
[00:36:25] 2027, trying to keep you.
[00:36:28] This error will be corrected in the final
[00:36:30] agreement before it's signed. So moved.
[00:36:33] The motion has been made by Commissioner
[00:36:35] Calkins. Do I have a second? Second.
[00:36:39] And it has been seconded by Commissioner
[00:36:41] Mohammed. Are there any general
[00:36:45] supporting comments on the
[00:36:48] items today? Just a quick note to say how
[00:36:51] much we appreciate working with you,
[00:36:53] Steve, and excited to pass the item that
[00:36:57] addresses your continued service to the
[00:36:59] port of Seattle. You've been an
[00:37:01] extraordinary executive director, and I
[00:37:03] won't embarrass you further. Commissioner
[00:37:05] Mohammed. I also echo those same
[00:37:09] sentiments as Commissioner Calkins. I'm
[00:37:11] looking forward to extending executive
[00:37:14] director Metruck contract and do thank you
[00:37:17] deeply for your leadership. And I'd just
[00:37:20] like to reiterate my gratitude
[00:37:24] and my enthusiasm for your service and
[00:37:26] your continued service to the port of
[00:37:27] Seattle and the community members that we
[00:37:30] love and are here to support. Thank you,
[00:37:33] commissioners. We're deeply appreciated
[00:37:36] and looking forward to an additional three
[00:37:39] years. Thank you, commissioners. Please
[00:37:41] say aye or nay when your name is called
[00:37:43] for approval of the consent agenda,
[00:37:45] beginning with Commissioner Calkins. Aye.
[00:37:48] Thank you. Commissioner Hasegawa. Aye.
[00:37:51] Thank you. Commissioner Mohammed. Aye.
[00:37:54] Thank you. Three ayes, zero and Nays for
[00:37:56] this item. The motion passes. Thank you so
[00:37:59] very much, and congratulations.
[00:38:04] All right,
[00:38:10] moving on. We have four new business
[00:38:13] items today. Clark, will you please read
[00:38:16] the first item into the record? And
[00:38:18] executive director Metruck will then
[00:38:19] introduce it. Thank you. This is agenda
[00:38:22] item ten. Authorization for the executive
[00:38:24] director to increase funding in the amount
[00:38:26] of \$10,169,500 for
[00:38:29] renewal and replacement of fire department
[00:38:31] apparatus. Commissioners renewal and
[00:38:34] replacement of several firefighting
[00:38:36] department assets have been deferred due
[00:38:37] to the pandemic. This request before you
[00:38:40] today puts us back on track to replace our
[00:38:42] aging fleet and ensures that our
[00:38:43] firefighters have the right equipment and
[00:38:46] vehicles to carry out their important
[00:38:48] work, that they are standing to watch for
[00:38:51] 24 hours a day. So I think with that,
[00:38:54] we have both. Chief Krause.
[00:38:58] I don't know if it's deputy chief. Yeah.
[00:39:00] David didn't want to get the total.
[00:39:02] Right. Dave Jewitt. Yeah. Good afternoon.
[00:39:06] Thank you. Vice President,
[00:39:09] Commission vice president, Hasegawa

[00:39:11] commissioners, and executive director
[00:39:13] Metruck. And, Steve, congratulations on the
[00:39:16] extension of your contract. We appreciate
[00:39:17] your support as always, and look forward
[00:39:19] to working with you for the next three
[00:39:21] plus years in the future. So today I'm
[00:39:24] here before you. I brought battalion chief
[00:39:28] Dave Jewitt here for two reasons. One,
[00:39:30] he's our union vice president and he's a
[00:39:33] battalion chief. And before I get into my
[00:39:35] presentation, one of the things that we
[00:39:36] don't get a chance to do often, and I
[00:39:37] don't get a chance to speak in front of
[00:39:39] you, I want to take the liberty and kind
[00:39:41] of explain what our battalions chiefs do
[00:39:43] for us in the industry. So I'm here asking
[00:39:46] for funding for equipment as a battalion
[00:39:49] chief. Chief Jewett manages those
[00:39:51] resources that we're asking for you to
[00:39:53] approve. Today, aye. number one priority is
[00:39:55] operational readiness to make sure the men
[00:39:57] and women of our department are trained,
[00:39:59] equipped, and prepared to safely engage
[00:40:03] and initiate the services that they
[00:40:05] provide. And we provide a plethora of
[00:40:08] services, and we'll cover those services
[00:40:11] as we get into the details of the
[00:40:14] presentation and the request. So is there
[00:40:17] a next slide?
[00:40:22] So what we're asking for is executive
[00:40:25] Metruck, ability to approve the
[00:40:28] \$10,169,500 to
[00:40:32] support vehicle purchases from 2019 to
[00:40:35] 2030. And you may ask, why 2019?
[00:40:40] We were engaged and ready to allocate and
[00:40:43] spend \$5 million back then, but we
[00:40:45] deferred it when COVID hit. So as we were
[00:40:48] getting back into assessing the fleet and
[00:40:52] identifying what we needed to replace, we
[00:40:55] extended that from the original thought
[00:40:58] process. And we would have been before you
[00:41:01] if had COVID not aye. us. I'm asking for
[00:41:04] 5 million. So we bundled all of that, and
[00:41:07] we have not been before commissioned
[00:41:09] before. So we bundled all that for a 2019
[00:41:12] through 2030 purchase. And I have pictures
[00:41:14] of the vehicles that will show you the
[00:41:16] years of the vehicles and what we're
[00:41:18] asking for. So you can see that we're
[00:41:21] working with central procurement. Once
[00:41:23] approved, if approved, we will be working
[00:41:25] with central procurement, and we're
[00:41:27] looking at possible cooperative agreements
[00:41:29] and various methods of allocating these
[00:41:32] purchases. Is there a next slide?
[00:41:40] I'm going to go to the next one. We'll
[00:41:43] skip that one. So here's the
[00:41:46] bigger picture of the purchase. What we're
[00:41:47] asking for today is to replace two ARF
[00:41:52] vehicles, one structural engine, a
[00:41:54] hazardous materials vehicle, a technical
[00:41:56] rescue, and I'll stop on hazardous
[00:41:58] materials. So one of the things that we

[00:41:59] do, we're very, we're a significant
[00:42:02] resource within the community. So within
[00:42:04] the south end of King county, we respond
[00:42:07] often, which you may or may not be aware
[00:42:09] of off site to support our mutual aid
[00:42:11] agencies. Not only do we do that in engine
[00:42:14] response for structural firefighting, ARF
[00:42:16] response to help them with large petroleum
[00:42:18] based fires, but we also have a
[00:42:21] significant posture within the region for
[00:42:23] hazardous material. Currently, our
[00:42:26] hazardous materials vehicle houses both
[00:42:29] our technical rescue and hazardous
[00:42:31] materials equipment. One, we go off site
[00:42:34] for hazardous materials or technical
[00:42:35] rescue, we lose the other capability on
[00:42:38] site, or we have a reduced capability,
[00:42:40] not that we lose it. So we're asking,
[00:42:42] we're going to be splitting those two
[00:42:43] vehicles out as part of this request is a
[00:42:46] stair truck, two aid units or ambulances,
[00:42:49] and then two gators. And I have pictures
[00:42:51] of all this coming up in the additional
[00:42:54] slides. Next slide.
[00:42:59] In the previous slide. It did show that
[00:43:00] some of these vehicles could take, as it's
[00:43:02] showing here, up to four years to receive.
[00:43:06] So we're going to be replacing a 2010
[00:43:07] engine with a new engine. We're going
[00:43:12] to be replacing a 1989. So our fleet is
[00:43:14] aging and in need of replacement. So we
[00:43:19] looking at replacing eight cars and
[00:43:20] engines every seven to ten years. But we
[00:43:22] work with the aviation division. We don't
[00:43:24] just automatically take for granted that
[00:43:27] would be allocated those resources. It
[00:43:29] depends on the financial capability and
[00:43:31] position of the airport at the time. When
[00:43:33] COVID aye. and dropped us in 2008, it
[00:43:36] dropped. We don't ask for money in times
[00:43:38] and we're trying to do our, our part in
[00:43:41] contributing to softening that when we
[00:43:44] were in hard times. So that's what we do.
[00:43:47] The 1989, actually, when I first got to
[00:43:50] the port in 2010, that vehicle only had
[00:43:52] 5000 miles on it. It's got low miles,
[00:43:56] but it's outdated technology and it's
[00:43:59] in dire need of. Just because it hasn't
[00:44:01] been driven a lot, it's been used and
[00:44:05] abused and is in need of repair. That
[00:44:07] vehicle does go offsite for mutual aid
[00:44:09] responses into Auburn and other areas like
[00:44:12] that. And we need a better vehicle to
[00:44:14] support our men and women that provide
[00:44:15] that response. Next slide.
[00:44:20] We're going to be replacing a 2010 and
[00:44:22] 22,008 unit.
[00:44:26] And you may be asking, why are we asking
[00:44:28] for two? The 2000 operates better than the
[00:44:31] 2010 and has maintained a better
[00:44:32] serviceable life. I would talk to our
[00:44:35] mechanics and it warrants replacing both
[00:44:39] of them at this request. And we'll be

[00:44:42] asking for two ARF vehicles, the 2006 and
[00:44:45] the 2010. And so as you see, there's
[00:44:47] significant lead time in getting this
[00:44:50] vehicles. And my request today is to
[00:44:52] authorize executive director Metruck so
[00:44:55] that we can bundle all these purchases and
[00:44:57] move forward so that we're not coming back
[00:44:59] to commission for each vehicle purchase.
[00:45:01] I did that in the past and that just is
[00:45:04] cumbersome. And I want to be able to move
[00:45:07] through so that our men and women can have
[00:45:09] these vehicles in the fleet and take
[00:45:10] advantage of the new technology and
[00:45:12] better, more reliable equipment. Next
[00:45:15] slide.
[00:45:18] So one of the things that we are
[00:45:21] looking at doing, not last year, not last,
[00:45:25] the last triennial drill, with the FAA
[00:45:27] mandated drill that we do, that's large
[00:45:29] scale, that we bring all the outside
[00:45:31] entities into. The port city of Seattle
[00:45:33] operates gators for some of their big
[00:45:36] events where they have crowds, because the
[00:45:38] gators are mobile and agile and can get in
[00:45:41] and around things for our clear zones on
[00:45:43] the north end and the south end of the
[00:45:44] runways, it was identified not last
[00:45:47] triangle drill, the previous one. And when
[00:45:50] Seattle brought their gators out, that
[00:45:51] that was something, that was a gap. So
[00:45:53] we're asking for this as part of that
[00:45:55] purchase and what these would do. One,
[00:45:56] they could be, they could
[00:46:00] move firefighters to scene and in and out
[00:46:03] of incidents, because on the air field,
[00:46:06] it can be significant travel distance to
[00:46:08] and from things. It can move patients back
[00:46:10] to treatment, triage, and transport, and
[00:46:13] it can pull trailers so that we could
[00:46:15] colloquially locate many patients on that
[00:46:17] particular tool that we'd be using to
[00:46:20] effectively, more effectively manage a
[00:46:22] large scale incident with a lot of
[00:46:24] injuries. The red vehicle you see there is
[00:46:26] what we're considering a technical rescue.
[00:46:28] It's a smaller scale, more agile. We do
[00:46:30] respond technical rescue. We have a rope
[00:46:32] team. You may or may not be aware of that.
[00:46:35] They do mutual aid support into the gorge
[00:46:37] down in black Diamond, Auburn, for some of
[00:46:41] the swimming incidents and stuff like
[00:46:42] that. So that's what we're looking for as
[00:46:44] part of this purchase as well. Next slide.
[00:46:48] A lot of the airports are using ladder
[00:46:50] trucks. I've considered ladder trucks. So
[00:46:52] I just wanted to show this slide is that
[00:46:53] we don't take it lightly and we're not
[00:46:55] asking for anything that we don't need.
[00:46:57] So I want you to know that a lot of the
[00:46:59] airports are using ladder trucks to get
[00:47:00] firefighters on aircraft, and they use
[00:47:02] stair trucks to get passengers off of
[00:47:04] aircraft. We're weighing the opportunity

[00:47:08] and the feasibility to maybe initiate this
[00:47:11] tool into our repertoire, but I'm not
[00:47:13] asking for it at this time. I wanted to
[00:47:15] socialize it, though, that we are
[00:47:17] thoughtful and considerate of what we're
[00:47:20] asking for. We also operate under very
[00:47:22] congested conditions and parameters around
[00:47:25] the airport, and this vehicle would have
[00:47:27] to also respond to aid calls and other
[00:47:29] things. And it's a bigger piece of
[00:47:31] equipment, and as it gets more and more
[00:47:34] congested and tighter, as chief Jewett
[00:47:36] would attest to, for even eight calls,
[00:47:38] sometimes with a smaller profile vehicle,
[00:47:39] it's fine. It's really hard to find places
[00:47:41] to locate those vehicles on those
[00:47:43] responses. Next slide.
[00:47:47] So some other considerations. I thought to
[00:47:49] share the expense dollars to outfit the
[00:47:52] apparatus. So the request today is for
[00:47:54] capital for apparatus. As part of my
[00:47:57] annual budget, when I pitch to the
[00:47:59] aviation division, I ask for expense
[00:48:01] dollars. The equipment and tools, hose
[00:48:04] equipment that will be added to these will
[00:48:06] be part of an expense request at a
[00:48:09] different time, but it'll be part, it'll
[00:48:12] be in part in conjunction with receiving
[00:48:16] that. So if I receive a vehicle in 2025,
[00:48:19] I prepare the budget for 2025 to ask for
[00:48:21] associated tools and equipment to support
[00:48:24] that purchase. We want to engage CPO
[00:48:28] and be more active. We're just opening up
[00:48:32] and exploring opportunities to do
[00:48:33] cooperative agreements. There's government
[00:48:34] contracts out there that have already done
[00:48:36] the vetting for purchasing and
[00:48:40] the competitive nature of the purchasing,
[00:48:44] and we're hoping to engage in some of
[00:48:46] those agreements. And then just
[00:48:48] disposition, you may ask. Disposition of
[00:48:50] replaced equipment. We look for multiple
[00:48:53] options, and we don't do this alone. We
[00:48:55] work with our stakeholders in house to do
[00:48:57] we sell at auction? Do we donate locally?
[00:48:59] Is there a possibility to donate
[00:49:01] internationally? Because some of our
[00:49:03] outdated equipment works really good,
[00:49:05] like at the Puget Sound or skills Puget
[00:49:07] Sound Skills center, where they train
[00:49:08] firefighters. It still has many more years
[00:49:10] of life in that capacity, and then just
[00:49:13] put up their depreciation schedules and
[00:49:15] interesting impacts to the asset. Things
[00:49:16] to consider. And then just note that we
[00:49:19] are not only do we provide services and
[00:49:22] excellent services at the airport, I would
[00:49:25] be remiss if I didn't get the chance to
[00:49:27] speak before you and say that I can
[00:49:30] honestly say we have the best airport fire
[00:49:32] department in the country by far. We
[00:49:35] operate twelve minimum staffing every
[00:49:37] single day. There's airports that have

[00:49:39] more people than us. I've been challenging
[00:49:42] Lance and others and asking for more
[00:49:44] people, but I committed to aye. and to you
[00:49:46] that we provide with our 18 far surpass
[00:49:50] the services that most of the airports
[00:49:51] provide at the airport. And that's why I
[00:49:54] have Chief Jewett here, because he manages
[00:49:56] all those resources. One of the things
[00:49:57] that you don't see is how, you know, I
[00:49:59] have a. So, as a fire chief, I have two
[00:50:01] assistant chiefs. Battalion chiefs are our
[00:50:02] incident commanders every day. So when
[00:50:04] we're home sleeping at night, it's in
[00:50:06] Dave's hand, in aye. team's hands, to
[00:50:09] manage those incidents. And they do that
[00:50:11] flawlessly at the highest of levels, day
[00:50:13] in and day out, 24,
[00:50:15] 7365 days a year. So I get to brag on
[00:50:19] them a little bit, and the team and all
[00:50:21] that, you know, what they do, and you hear
[00:50:23] the accolades. And we were just talking
[00:50:26] before the meeting, and somebody reached
[00:50:27] out. Just the compassion, the caring, the
[00:50:30] kindness, and the professionalism that our
[00:50:32] men and women show every day out there
[00:50:35] allows us to sleep at night because we
[00:50:38] know it's in good hands. I think that's
[00:50:42] my last slide. Is there another one? The
[00:50:44] questions. And then I'll say, Dave, if you
[00:50:45] have anything you want to add. Yeah. Good
[00:50:48] afternoon, everybody. Dave Jewett. I've
[00:50:50] been here 27 years, battalion chief union
[00:50:52] vice president for local 1257. Thank you
[00:50:55] for having us and listening to the
[00:50:57] presentation. I can absolutely say I was
[00:50:59] in charge of apparatus for about ten years
[00:51:01] for us. So Chief Krause is spot on with
[00:51:03] our knees that we are asking for today.
[00:51:06] It's not too much. All of the things that
[00:51:08] are on that list I assign daily. And
[00:51:11] sometimes it would be nice to have some
[00:51:13] improvements on those. Some are
[00:51:14] dilapidated and pretty old. The HAZMAT
[00:51:17] truck we just went last week to camp for a
[00:51:19] chlorine spill and at the top of the hill
[00:51:21] it was going 18 miles an hour and blowing
[00:51:23] smoke and my driver almost turned around,
[00:51:25] coasted down the hill and was trying to
[00:51:27] find another route. So that was
[00:51:29] embarrassing. It happens. We use our
[00:51:32] equipment, you know, very hard 24/7 so
[00:51:35] everything that we asked for today, I'm
[00:51:38] complete agreements from the labor side
[00:51:39] that Chief Krause nailed it and that
[00:51:41] should get us through and improve our
[00:51:45] equipment and have good backup equipment
[00:51:46] for quite some time.
[00:51:50] Thank you very much. Is there anything
[00:51:52] else to add on behalf of staff? And I'll
[00:51:54] turn to my colleagues for questions and
[00:51:56] comments. Commissioner Calkins,
[00:52:00] I always love it when in a presentation
[00:52:02] there's a kind of wrap up slide with you

[00:52:06] deemed them considerations and you
[00:52:07] absolutely nail the questions that come up
[00:52:09] in one of our minds as we're reading
[00:52:11] through the briefing. And one of the
[00:52:13] questions is how do we dispose of the
[00:52:15] equipment that we already have have so
[00:52:16] address that. I'll be curious to know the
[00:52:19] answer. I'm sure you'll find the best
[00:52:22] opportunity for these to continue to
[00:52:24] serve, whether that's locally or
[00:52:27] internationally or as some sort of
[00:52:28] training vehicle or auction off for
[00:52:30] another department to use. My other big
[00:52:33] question was around associated staffing
[00:52:36] needs with these pieces of equipment. So
[00:52:38] some of them are a one to one replacement.
[00:52:40] You mentioned the Gatorade or a new
[00:52:42] addition. Does that require more staffing
[00:52:44] or additional training for us to
[00:52:48] learn how to use these new pieces of
[00:52:49] equipment either as replacements or
[00:52:53] entirely new piece of equipment? That's a
[00:52:56] really, really good question. This
[00:52:58] particular request does not come with a
[00:53:00] new staffing. I'm always pushing aviation
[00:53:04] division. I'm asking for more staffing to
[00:53:06] be better utilize on the ground. We are
[00:53:09] the one of the for the airport our size
[00:53:12] we have lower staffing levels than a lot
[00:53:15] of the other airports. But as I mentioned
[00:53:17] earlier, we execute and deliver that
[00:53:19] service to its capacity today. It doesn't
[00:53:23] mean I won't be coming back to ask for.
[00:53:25] We cross. So not today, but we
[00:53:28] cross staff the HAZMAT and tech rescue.
[00:53:31] So that does take people out of. Out of
[00:53:34] Dave cheap. Stewart would have to
[00:53:36] backfill. So if we go, if they're in Kent
[00:53:38] at a chlorine spill, he's got three people
[00:53:41] down there. He's backfilling the staff to
[00:53:44] make sure that we can maintain the same
[00:53:46] level of support at the airport. So that
[00:53:48] happens often. And so at this point in
[00:53:51] time, we cross staff, HAZMAT, tech rescue.
[00:53:54] I add the gators. That's going to be cross
[00:53:56] staffed. We'd be able to. We're going to
[00:53:59] do our best to support that when we can.
[00:54:01] And then the stair truck would be another
[00:54:04] vehicle that we'd be cross staffing at
[00:54:06] this point in time. But I'm always putting
[00:54:08] pressure on the system and asking, but we
[00:54:10] want to. Even in those requests, we're not
[00:54:13] asking for staffing because we think it
[00:54:16] just because we want more people, it's
[00:54:18] because we're utilizing those individuals
[00:54:21] on the tools that we're providing so that
[00:54:23] we can execute to the best of our
[00:54:26] abilities. And one thing you cannot.
[00:54:29] I can't downplay enough. If we were to
[00:54:31] have a significant incident, if Chief
[00:54:33] Jewett and aye. team are out there at 02:00
[00:54:35] in the morning, twelve, it could be 05:00
[00:54:38] a.m. in the morning. A seven three seven

[00:54:40] full of people. Heaven forbid those
[00:54:44] incidents happen and people are distressed
[00:54:46] and they're on the ground. They may be
[00:54:48] injured or not injured. We don't have any.
[00:54:50] 18 people is not enough. 25 people is not
[00:54:54] enough. So it's dialing in that number to
[00:54:56] do the most good. And what we shoot for is
[00:54:58] in the first ten or 15 minutes, we are on
[00:55:01] our own. So Chief DeWitt and aye. team are
[00:55:03] on their own in that first ten or 15
[00:55:04] minutes before the plethora of mutual aid.
[00:55:07] We have a great mutual aid relationship
[00:55:10] and great agreements within the county.
[00:55:11] So Puget Sound fire provides fire services
[00:55:14] to SEATAC. Puget Sound will be in
[00:55:16] immediately. Their adjacent agencies.
[00:55:19] Tukwilla is going to be in right behind
[00:55:21] them, South King right behind them. And
[00:55:23] then he's going to be assigning those
[00:55:24] resources to aye. best of ability based on
[00:55:27] what he sees at the time. And so, you
[00:55:31] know, we do the. I think we execute at a
[00:55:34] very high level with our 18 and we're
[00:55:37] continuing to ask for more so that we can
[00:55:38] better allocate those tools. And it's,
[00:55:42] we work within a division that's stressed
[00:55:44] with a lot of needs. I'm one of
[00:55:48] many people that would sit before you to
[00:55:49] say the same thing. I could see our
[00:55:51] maintenance team for preventative
[00:55:53] maintenance and stay on top of all that
[00:55:55] stuff. They're at their max capacity
[00:55:59] as well. It's an evolving,
[00:56:04] ever changing environment, so we're always
[00:56:06] asking for. But it's then with our
[00:56:08] leadership making sure that they
[00:56:10] understand what our needs are as compared
[00:56:11] to the priorities of the division. So I
[00:56:14] hope that answered the question. It does.
[00:56:16] I had one more comment, too, which is
[00:56:19] anytime at the port, we're replacing
[00:56:21] vehicles or equipment, particularly, that
[00:56:23] runs on some form of fossil fuel. We're
[00:56:25] always looking for ways to. Could we
[00:56:28] electrify it? Could we introduce a new,
[00:56:30] innovative lower emission fuel source or
[00:56:34] energy source? And let me just clarify
[00:56:36] that emergency vehicles are at this point
[00:56:40] the lowest tier on that potential
[00:56:42] prioritization of replacements because we
[00:56:45] need 100 years of proven reliability and
[00:56:48] energy storage. It's something we, in my
[00:56:51] day job, we think about a lot, which is
[00:56:53] how do you ensure that in the event of a
[00:56:54] disaster, you can operate these things,
[00:56:56] even if the grid is. We're off grid, or
[00:56:59] essentially, we need to be able to run
[00:57:02] these things for days at a time without
[00:57:04] being able to literally plug them in or,
[00:57:06] you know, go to the local gas station.
[00:57:08] But people that have an energy source that
[00:57:10] we can use, and so we need our fire trucks
[00:57:12] and our ambulances running in spite of

[00:57:14] disaster. If I could just add to that one
[00:57:18] of the things we were approached, and I
[00:57:20] shared this with Sarah Cox from
[00:57:22] environmental. We were approach. One of
[00:57:23] the things that you may not, we don't
[00:57:25] raise our flag all the time, but we are a
[00:57:27] very progressive, out in front department
[00:57:29] in the nation. People look to us. I mean,
[00:57:31] we're, as executive director had
[00:57:34] mentioned, we are in the middle of our
[00:57:36] foam transition. So we've cleaned two
[00:57:37] trucks. They both have clean, new foam in
[00:57:40] it, and we used a cleaning technology. We
[00:57:42] are the first to use a cleaning
[00:57:44] technology. So we're out there leading the
[00:57:45] industry, trying to do the best that we
[00:57:48] can, and we couldn't do that with all the
[00:57:50] great relationships that we have
[00:57:52] internally with environmental operations
[00:57:54] and others. I was
[00:57:57] approached by an aircraft rescue fireman,
[00:58:00] the big truck manufacturer. They wanted us
[00:58:02] to be the first electric vehicle purchaser
[00:58:05] of that technology because they said, if
[00:58:07] you guys do it, others will follow. I
[00:58:10] won't say other departments that may be
[00:58:12] interested in doing it, but people aren't
[00:58:13] going to follow them. But just
[00:58:17] in the last few weeks, these vehicles,
[00:58:19] the way we spec them and the way chief
[00:58:21] Jewett's team uses them. Our aircraft
[00:58:24] rescue vehicles have structural panels.
[00:58:26] We're critical infrastructure. If we have
[00:58:28] a major event, heaven forbid, an
[00:58:30] earthquake, all of our vehicles are going
[00:58:33] to be out there working, and they're going
[00:58:34] to be working for significantly longer
[00:58:36] periods of time. Then that battery will
[00:58:38] facilitate that. So I was really
[00:58:41] disappointed up front that we weren't able
[00:58:43] to line up certain things to be the first.
[00:58:46] But I don't think it's, I don't think
[00:58:48] that, as you had mentioned, Commissioner
[00:58:50] Calkins, I don't think the technology is
[00:58:51] there yet. So we're evaluating and
[00:58:53] assessing, and we will get there. It's
[00:58:56] just we need the rest of the
[00:58:57] infrastructure for resilience before we
[00:59:00] can swap out our emergency vehicles,
[00:59:04] which have to be ready all the time.
[00:59:07] Commissioner Mohammed,
[00:59:12] thank you. And thank you for the
[00:59:13] presentation and for the work that you all
[00:59:17] do. I did have just a quick question.
[00:59:19] This project was approved under the
[00:59:22] aviation investment committee in 2018 at
[00:59:26] about \$5 million, is my understanding.
[00:59:28] And the request today is for \$10 million.
[00:59:31] Were any of the funds received at that
[00:59:34] time? I'm just trying to figure out. I see
[00:59:38] you shaking. Yeah. Thank you for that,
[00:59:40] because that's a really good question. So
[00:59:41] I had originally pitched this in 2018 to

[00:59:44] the aviation investment committee, got
[00:59:46] approval for \$5 million for a lesser
[00:59:49] number of vehicles, and then we never
[00:59:52] executed any. So we hadn't, that package
[00:59:54] had not been before commission. So when I
[00:59:57] was actually writing specs for a HAZMAT
[01:00:00] vehicle and getting that lined up, and in
[01:00:01] 2023, I went to the team and said, well,
[01:00:06] we've deferred since COVID What do we
[01:00:08] really need? I want to ask and get it
[01:00:09] right. I don't want to ask for a capital
[01:00:13] or execute those funds and then come back
[01:00:16] to you shortly thereafter for more funds.
[01:00:18] So what I went to our capital team and
[01:00:20] said, here's where I'm at. Do I ask for
[01:00:23] a new CIP to support the future needs,
[01:00:27] needs, or do I combine them? And they
[01:00:29] recommended that I combine them since I
[01:00:31] hadn't been before you. And so this is my
[01:00:33] first request before you today. And so
[01:00:36] that was deferred because of COVID The
[01:00:40] economic situation at the airport didn't
[01:00:43] support us even asking. So we didn't even
[01:00:45] ask. We just did our part. And we have
[01:00:47] really good mechanics that are able to
[01:00:49] maintain them, but that doesn't need to,
[01:00:51] as Chief Jud alluded to. They're tired.
[01:00:53] Some of those pieces of equipment are
[01:00:55] tired and definitely are in need of
[01:00:56] replacement. And it's about maintaining
[01:00:58] operational readiness at the highest of
[01:01:00] levels. We're not asking for the Cadillac,
[01:01:03] but we're not asking for the Hugo either.
[01:01:05] We're asking for something in between so
[01:01:07] that we can maintain our ability to
[01:01:09] provide excellent service. I hope that
[01:01:11] answered their question. That does.
[01:01:13] That's helpful because I wasn't sure if
[01:01:15] this was an additional amount or if it was
[01:01:18] totaling in 15,000. It's combined. It's
[01:01:20] combined, yeah. So the original purchase
[01:01:22] request was for 2019 to 2023. So that's
[01:01:25] why you see 2019 through 2030. So it's
[01:01:28] combined. That makes a lot of sense.
[01:01:29] Chief, thank you. Yeah, that's. That's my
[01:01:31] only question. And again, thank you for
[01:01:33] your leadership and your work, and I look
[01:01:35] forward to supporting this item today.
[01:01:40] Great, I guess.
[01:01:43] Chief, what. What's a rope team?
[01:01:47] You said some.
[01:01:50] Yeah, we have a tech rescue team, rope
[01:01:52] team that will do all high and low angle
[01:01:54] rescues. So when the crane was here, if
[01:01:56] the crane operator 297ft up had an
[01:01:59] issue, we have the ability to get a litter
[01:02:02] repel and take care of that person. We've
[01:02:05] done it off the water tower at the
[01:02:06] airport, off the roof when contractors had
[01:02:08] heart attacks. We just have a multitude of
[01:02:11] rollover car rollover. Maybe 20ft down
[01:02:14] embankment. We can go down there safely
[01:02:15] with the rope team, secure the car,

[01:02:17] secure a litter, secure the patient,
[01:02:19] bring them up, things like that. So it's
[01:02:20] whenever somebody needs help and they're
[01:02:22] at a high or low angle that we otherwise
[01:02:23] couldn't get to, we have a daily staffing
[01:02:26] of a team that will take their rope,
[01:02:28] bags, their equipment, and go out and
[01:02:29] handle that scenario. Thank you. And then
[01:02:32] can you go to slide five, please?
[01:02:33] Clerk Hart, if I may just add to that. So
[01:02:36] one of the things. And the airport's on a
[01:02:37] plateau. Right. So if you go short of the
[01:02:40] airport from the north end, you're down.
[01:02:43] You could be hundreds of feet below grade.
[01:02:46] And we can come from below, or we can come
[01:02:48] depending upon where that's at, so we
[01:02:50] could stabilize and be able to help
[01:02:52] mitigate a rescue with the tech rescue
[01:02:55] team. It's really interesting to have this
[01:02:58] opportunity to get an insight into how you
[01:03:00] do your jobs. And it's one of the most
[01:03:02] beloved professions that I think has
[01:03:04] captures the heart of so many Americans.
[01:03:06] I mean, even my daughter, three and a half
[01:03:08] years old, it's a huge deal whenever the
[01:03:10] wheel. Wheel goes by.
[01:03:13] Okay, so slide five. Here we are at the
[01:03:16] bottom right. What did you call this
[01:03:17] vehicle? The bottom right. Yeah. So that's
[01:03:20] a hazardous materials vehicle. So the one
[01:03:22] on the left is. It's like a box truck or
[01:03:25] like an old. We say like a bread truck.
[01:03:27] They have sliding doors on it. That's the
[01:03:30] newer technology of a hazardous materials
[01:03:32] vehicle. So it's not. That doesn't have
[01:03:34] water and it doesn't have hose. It has
[01:03:38] equipment to support. And a lot of those
[01:03:40] have actually inside with computers and
[01:03:44] tables for incident command to do research
[01:03:46] and analysis of whatever the chemical or
[01:03:48] product they're dealing with. So that's a
[01:03:50] hazardous materials vehicle. Do we have.
[01:03:53] I mean, I saw the other field
[01:03:57] vehicle that can go and transport people
[01:03:59] in a stretcher, but do we have like an
[01:04:01] ambulance component or anything like that?
[01:04:04] So we. So we have the two, eight cars that
[01:04:06] run our eight calls every day. Currently
[01:04:07] at the airport, we have a. And I didn't
[01:04:10] show it here. I took it out of this
[01:04:12] presentation. I did have it in this
[01:04:13] presentation early on. We have what we
[01:04:15] call a mass casualty incident. It's a
[01:04:17] tractor trailer. So it's able to treat in
[01:04:21] excess of 400 patients. So we have tons
[01:04:24] of backboards and totes full of medical
[01:04:27] equipment for large scale medical
[01:04:29] incidents. And one of the things that's
[01:04:30] unique here in King county is that we have
[01:04:32] medic one. And it's. I mean, by far, you
[01:04:36] know, we have just brag on our department
[01:04:38] because we do have the highest witness
[01:04:39] cardiac safe rate in the world at our

[01:04:41] airport. But the county, King county in
[01:04:43] general, has the highest safe rate
[01:04:44] worldwide as well as a whole. So if
[01:04:48] you were to have a cardiac arrest anywhere
[01:04:49] in the county where the, whether it's
[01:04:50] North Bend hiking or at the airport or at
[01:04:53] south center mall, you're getting the same
[01:04:54] level of care and treatment. So we have a
[01:04:57] big unit that has a ton of equipment to
[01:05:00] support injured patients. The medic unit
[01:05:04] and the ambulance system in the county
[01:05:05] will come into a large scale event like
[01:05:07] that. And they set up a triage treatment
[01:05:09] and transport corridor. And if you haven't
[01:05:12] been out to one of our triennial drills
[01:05:14] and seen that magic happen, it is
[01:05:16] phenomenal. We've brought people from all
[01:05:18] over the world out here to watch our
[01:05:20] triangle drills, and they're just blown
[01:05:22] away by how the unison and the
[01:05:25] orchestrated activity, coordinated effort
[01:05:28] to be able to mitigate, manage, assess
[01:05:31] large amounts of people that are
[01:05:33] potentially injured in a really, really
[01:05:35] short period of time and get them
[01:05:37] packaged, secure, safe and off
[01:05:40] the airfield. So we. If that more than
[01:05:44] what you asked for. But yeah, we have a
[01:05:46] vehicle that's specifically designed with
[01:05:48] all that equipment that's brought out
[01:05:50] there, and that's cross staffed as well.
[01:05:51] Okay. I actually really am interested to
[01:05:53] go and be able to observe an operation
[01:05:56] like that. I don't know how often those
[01:05:57] drills take place, but somebody's going to
[01:05:59] be in touch so that I can be able to do
[01:06:02] that. And just to clarify, I don't have to
[01:06:04] wear anything that weighs 200 pounds to it
[01:06:07] unless you want to. Okay.
[01:06:12] Yeah. I've seen the pictures, and I don't
[01:06:13] know if I'm cut out for that. Leave it to
[01:06:15] the pros. And then I'm
[01:06:20] wondering, who does manufacture these
[01:06:21] vehicles? There's multiple manufacturers,
[01:06:25] so we. So there's a couple things we do a
[01:06:28] competitive bid process. So the big ArF
[01:06:30] vehicles at the airport, there's
[01:06:31] predominantly two Oshkosh and Rosenbauer.
[01:06:34] We have a mixed fleet. We have three
[01:06:36] Oshkosh currently, and we have two
[01:06:37] Rosenbauers. And so we competitively bid
[01:06:40] at this point in time. And not necessarily
[01:06:43] do we go with low bid, but we go with
[01:06:45] something that meets our needs. And the
[01:06:47] other thing that a lot of people ask is
[01:06:48] there is sometimes some grant funding they
[01:06:52] can allocate. We have an MCI, actually, a
[01:06:55] mobile command vehicle that was purchased
[01:06:57] on seaport security grant money, and
[01:07:01] that's housed at our station as well.
[01:07:03] Great. Thank you. And I do see a note here
[01:07:05] that all the purchases will be coordinated
[01:07:07] through both CPO and the assigned buyer to

[01:07:09] ensure diversity and contracting is
[01:07:11] considered. So I'm pleased to see that.
[01:07:13] Thank you so much.
[01:07:15] You answered the question. We're
[01:07:17] abundantly clear that this is not the
[01:07:18] space where you ask for additional staff.
[01:07:21] I appreciate having insight into how you
[01:07:23] all operate, how you do it thoroughly and
[01:07:27] efficiently. And so I'm not
[01:07:30] going to press you, but I think there's
[01:07:33] interest among us because we are headed
[01:07:35] into a renewed budgeting season.
[01:07:38] So just a note to say that we'll be
[01:07:41] looking for that. You know, I'll be asking
[01:07:43] staff questions about how many more people
[01:07:45] would you need and how would you use them.
[01:07:47] But an investment into the work that you
[01:07:50] do is an investment into community and
[01:07:53] public safety. And I think that it's
[01:07:56] really important that we highlight the
[01:07:57] mutual aid and the interlocal aspect to
[01:08:00] that. So thank you for entertaining us
[01:08:03] as we do pose those questions. I don't
[01:08:06] have any further questions.
[01:08:09] So is there anything else to add from
[01:08:12] staff executive director, Metruck?
[01:08:16] Not at this time, commissioner. Thank you,
[01:08:18] Chief. And Italian? Chief. All right.
[01:08:21] Well, hearing no further questions for
[01:08:23] this item, is there a motion and a second
[01:08:25] to approve item ten a.
[01:08:29] So moved. So moved. Second. The motion
[01:08:32] has been made by Commissioner Mohammed and
[01:08:34] seconded by Commissioner Calkins.
[01:08:37] Clerk Hart, please call the roll.
[01:08:40] Thank you. Beginning with Commissioner
[01:08:42] Calkins. Aye. Thank you, Commissioner
[01:08:45] Hasegawa. Aye. Thank you, Commissioner
[01:08:48] Mohammed. Thank you. Three ayes,
[01:08:51] zero and Nays for this item. The motion
[01:08:53] passes. Thank you so very much, Chief. We
[01:08:56] appreciate both of your being here today.
[01:08:59] Thank you. Thank you for your support.
[01:09:00] Thank you. A pleasure, Claire. Cart.
[01:09:03] Please read the next item into the record
[01:09:04] and executive director Metruck will
[01:09:06] introduce it. Thank you. This is Agenda
[01:09:08] Item Ten B, authorization for the
[01:09:11] Executive director to approve a total
[01:09:13] project budget of \$154,500,000
[01:09:17] and to allocate \$85,800,000 of that budget
[01:09:20] for the post IAF airline realignment
[01:09:23] project at Seattle Tacoma International
[01:09:25] Airport and to execute the maximum
[01:09:27] allowable construction and cost contract
[01:09:29] amendment, any related project change,
[01:09:32] orders, amendments, work authorizations,
[01:09:34] purchases, contracts, and to take any
[01:09:37] actions necessary to support and deliver
[01:09:39] the project within the approved budget.
[01:09:42] Commissioners, this project aims to
[01:09:44] relocate airline operations from Concourse
[01:09:46] A to concourse B to accommodate

[01:09:48] international flights at Concourse A
[01:09:50] gates. The project also includes office
[01:09:52] space, renovations and ticket counter
[01:09:54] reconfiguration at both concourses. We're
[01:09:57] now at a point where we have greater cost
[01:09:58] certainty, and we are asking for your
[01:10:00] approval of a total project project budget
[01:10:02] at this time. So the presenters this
[01:10:04] afternoon are Jason Johnson, who, I guess,
[01:10:07] or you, virtual. Virtual. Yeah, Jason,
[01:10:10] there you are, Jason. Jason Johnson,
[01:10:12] assistant director, airline affairs and
[01:10:14] aviation properties. Stuart Matthews,
[01:10:16] assistant Director, aviation project
[01:10:17] management, and Sean Anderson, capital
[01:10:21] program leader. So with that, I guess I'm
[01:10:24] going to turn over you, Jason.
[01:10:27] Thank you. Executive Director Metruck.
[01:10:29] Good afternoon, commissioners. Next slide,
[01:10:31] please.
[01:10:35] We are returning for 6th time in front of
[01:10:38] you to discuss this project. So, as
[01:10:41] executive director mentioned, this is
[01:10:44] basically facilitating a swap of gates
[01:10:47] between United Airlines and Delta between
[01:10:49] Concourse's a and B. This requires
[01:10:54] a significant build out of space on the
[01:10:55] ramp level of b to accommodate united and
[01:10:58] represents the bulk of the scope of the
[01:10:59] work for the project. The swap is
[01:11:02] necessary to relocate United from
[01:11:04] international capable gates on Concourse a
[01:11:07] that, per the terms of this signatory
[01:11:08] lease and operating agreement, their
[01:11:10] domestic only operation would have
[01:11:11] secondary priority to international
[01:11:13] operations. When we were last before you
[01:11:16] in January, we indicated we would be back
[01:11:18] once the construction costs were better
[01:11:19] known. So here we are. Mr. Andelson
[01:11:22] will provide further details on this
[01:11:24] aspect in a minute. In advance of that,
[01:11:25] I'd like to provide you some additional
[01:11:27] information with respect to our
[01:11:29] conversations with airlines on this
[01:11:30] project. So Delta Airlines has been
[01:11:33] requesting the port to accelerate the
[01:11:35] project schedule as much as possible.
[01:11:38] The port project team has analyzed the
[01:11:40] project schedule and determined that it is
[01:11:41] as optimized as it can be given the scope
[01:11:44] of the project, since that acceleration
[01:11:46] wasn't possible, Delta then requested for
[01:11:48] the port to force a move of United gate
[01:11:50] operations to Concourse B in advance of
[01:11:53] their support space being completed. This
[01:11:56] request furthered Delta's desire to lease
[01:11:59] the gates currently assigned to United's,
[01:12:01] which are adjacent to Delta's new lounge
[01:12:03] at the south end of Concourse A, which is
[01:12:06] under construction and anticipated to open
[01:12:08] in November of this year.
[01:12:11] Based on this request, we reached out to

[01:12:13] United and to
[01:12:17] find what they would need to facilitate
[01:12:20] such a request. The list that they
[01:12:23] provided was deemed unacceptable by
[01:12:26] staff given that we would only achieve
[01:12:29] roughly, potentially a five month benefit
[01:12:33] to the project. So as such, we looked
[01:12:37] at other options and landed on
[01:12:40] as part of the gate reallocation for 2025,
[01:12:43] the normal process, we would relocate
[01:12:47] United's preferential gates from the very
[01:12:50] end of a to the middle of a, giving Delta
[01:12:53] the gates next to their new lounge and
[01:12:56] keeping United's operation in relative
[01:12:58] proximity to their existing space on
[01:13:01] concourse a. Neither airline is completely
[01:13:04] happy with this, but we feel it provides
[01:13:06] both impacted airlines the majority of
[01:13:08] their express needs at a minimum of cost.
[01:13:11] With that, I'll turn the presentation over
[01:13:13] to Mr. Anderson to go through the rest
[01:13:14] of it. Good afternoon,
[01:13:20] commission vice president, commissioners
[01:13:22] and executive director, Metruck. We are
[01:13:26] here today to request two actions. First,
[01:13:29] to increase the project budget to \$154.5
[01:13:33] million and to execute the maximum
[01:13:37] allowable construction cost, or mag.
[01:13:41] Taking these steps today allows the
[01:13:43] remainder of the project's construction to
[01:13:45] begin. The budget increase to accommodate
[01:13:50] scope changes, market conditions and
[01:13:53] schedule mitigations, among other reasons,
[01:13:57] the details of which we will dive into a
[01:14:00] little bit shortly here, though higher
[01:14:03] than we had earlier anticipated when we
[01:14:07] had a range that went up to \$140 million,
[01:14:10] has stabilized as shown by the next slide.
[01:14:14] With our cone of certainty,
[01:14:21] and as we are moving in project
[01:14:25] status to the right on the cone, it gets
[01:14:28] narrower. And now
[01:14:31] that we have all of our construction bids
[01:14:34] are in and we are closer to the start of
[01:14:37] the major elements of construction, we
[01:14:39] have much more certainty on our costs at
[01:14:42] this time. The next slide will
[01:14:46] show our cost breakdown
[01:14:50] and highlights the budget increase and
[01:14:52] additional authorization that we need to
[01:14:54] complete the project again. While we
[01:14:58] had been forecasting the budget range that
[01:15:00] you see here, between 102 and \$140 million
[01:15:04] since January, with the completion of
[01:15:07] design and the bidding process, we were
[01:15:10] able to request the balance of the
[01:15:13] project's estimated cost today.
[01:15:17] Please note that the remaining amount to
[01:15:19] be authorized, shown on the bottom of that
[01:15:22] table, is for the United lounge,
[01:15:26] which is being completed as a separate
[01:15:29] project. A separate part of the project
[01:15:31] through United Airlines and a separate

[01:15:34] request for that work will be forthcoming
[01:15:36] at a later date.
[01:15:40] The next slide I am just going to move us
[01:15:42] past because the slide seven
[01:15:46] actually has a better write up of where
[01:15:50] the cost increases are coming from.
[01:15:54] So our construction cost has increased
[01:15:58] due to increased scope,
[01:16:01] partly for building code and accessibility
[01:16:03] improvements, additional temporary
[01:16:07] measures and market conditions, and I've
[01:16:10] got a further slide that I'll share some
[01:16:13] more about that. And then our design and
[01:16:17] soft costs increased also due to these
[01:16:21] increases in project scope and additional
[01:16:24] resources for design response and to
[01:16:27] address complexities such
[01:16:31] as staffing from multiple construction
[01:16:33] sites.
[01:16:37] The next slide shows our phased
[01:16:41] project schedule. You can see
[01:16:44] that the enabling work is underway,
[01:16:49] which was authorized earlier.
[01:16:52] Our major schedule target remains the in
[01:16:56] use date for the airline operational space
[01:16:59] on the ramp of Concourse B along with
[01:17:02] those gate preparations for operations
[01:17:05] and is set for the third quarter of 2025.
[01:17:09] Work will continue past the move of
[01:17:12] airlines and we anticipate
[01:17:16] being able to complete all of the work in
[01:17:19] early 2026.
[01:17:23] We brought the next slide in just to kind
[01:17:26] of highlight a little bit the complexity
[01:17:29] of what we're undertaking here.
[01:17:33] In one sense, I would look at the project
[01:17:35] and think, why is an office remodel so
[01:17:39] costly and taking so much time, where in
[01:17:42] fact we're doing much more than a simple
[01:17:45] remodel of space? It includes
[01:17:49] the major installations of building air
[01:17:52] handlers that are being installed on the
[01:17:55] mechanical penthouse above the public
[01:17:58] concourse level and new ramp or
[01:18:02] ground level building additions out to the
[01:18:05] edge of the existing concourse level,
[01:18:08] what we call the drip line, and along
[01:18:12] with interior amenities,
[01:18:16] additional circulation space and restrooms
[01:18:19] that I will further highlight on the next
[01:18:21] slide.
[01:18:27] These are two images of the ramp level
[01:18:31] floor plan for concourse B. Top one is
[01:18:34] what it looks like today, how the spaces
[01:18:37] are allocated and the future. One is when
[01:18:39] the project is completed.
[01:18:43] You can see comparing the top image to the
[01:18:47] bottom image, you can see new interior
[01:18:50] space added along both sides of the
[01:18:52] building out to what I call the drip line.
[01:18:55] A new interior corridor has been installed
[01:18:59] just past what we call the dogleg, the
[01:19:02] turn in the concourse down two

[01:19:06] toward the left in the image
[01:19:10] really to provide much
[01:19:13] more accessible interior circulation space
[01:19:16] that the current project doesn't or the
[01:19:18] current site does not have today.
[01:19:23] We're also just trying to highlight the
[01:19:25] number of impacted airlines and the amount
[01:19:27] of space we need to touch in order to
[01:19:30] complete the project on Concourse B.
[01:19:35] Can you just clarify? Because the key
[01:19:36] doesn't say, what's the blackout piece on
[01:19:38] the top?
[01:19:42] I'm sorry, could that piece. Yeah,
[01:19:46] it's united down below, but it's. Good
[01:19:50] afternoon, commissioners. I believe that's
[01:19:53] an unoccupied space at this time is
[01:19:56] a mechanical space that's getting
[01:19:58] converted into a new space as well. So
[01:20:01] thanks.
[01:20:05] If we move to the next slide,
[01:20:09] we'd like to highlight for
[01:20:12] you the efforts we've taken to address the
[01:20:15] project sustainability framework. While we
[01:20:18] presented this to the SEAC committee this
[01:20:22] may, we thought it would be important to
[01:20:24] share with you today as well. The project
[01:20:27] is a tier two project for environmental
[01:20:30] regulatory compliance, and our primary
[01:20:33] focus has been equity, carbon and
[01:20:36] energy and material strategies. You can
[01:20:40] see each of those strategies and
[01:20:43] the steps we've been able to take with the
[01:20:46] project highlighted in the green box on
[01:20:49] the right, including general
[01:20:53] neutral restrooms for the ramp
[01:20:57] workers on the ramp level
[01:21:00] of concourse B, that new safe and
[01:21:03] accessible interior corridor, and improved
[01:21:08] employee access to daylight. At the ramp
[01:21:11] level, at those edges that we've built
[01:21:14] out, we're improving efficiency
[01:21:18] with updated controls to project systems,
[01:21:22] and we're replacing gas water heating with
[01:21:25] electric. We are making exterior envelope
[01:21:30] thermal improvements as well, and then
[01:21:34] removing PVC materials from the project
[01:21:37] specifications and placing
[01:21:40] greater emphasis on recycled materials
[01:21:43] that can meet our high standard of
[01:21:45] durability.
[01:21:49] On the next slide, we'll see that no
[01:21:52] project is without risks and some still
[01:21:56] remain for this project, including
[01:21:58] unforeseen conditions. We have quite an
[01:22:02] older portion of the airport that will be
[01:22:05] renovating and expanding. We also have
[01:22:09] known component lead times that we've been
[01:22:11] accounting for. And of course, our phasing
[01:22:14] is quite complex as we work to get those
[01:22:18] spaces open and to maintain operations
[01:22:22] as well.
[01:22:25] And with that concludes
[01:22:28] our prepared remarks and we kind, kindly

[01:22:31] request authorization of item ten b and
[01:22:34] are happy to take any questions you have.
[01:22:37] Thank you very much for the presentation.
[01:22:41] So at this time, I'll turn to my
[01:22:42] colleagues to see if they have any
[01:22:44] questions. Commissioner Mohamed.
[01:22:52] Sure. Happy to start. I did have
[01:22:55] a question. It's my understanding that if
[01:23:00] you were to choose to delay
[01:23:04] the.
[01:23:07] If we chose to delay the authorization of
[01:23:10] this item today, that would get us
[01:23:13] to a cost certainty, but that that would
[01:23:17] lead to some uncertainties around when
[01:23:21] the construction would start. By how
[01:23:25] long would that delay be? Would it be a
[01:23:27] couple of months, a year? Is there an
[01:23:30] exact amount of time?
[01:23:34] That's a very good question. The delay
[01:23:38] is likely at the minimum,
[01:23:41] it would be day for day. Although, you
[01:23:44] know, we have been lining up contractors
[01:23:47] to get started. They have certain
[01:23:50] expectations of when construction would
[01:23:52] begin. And as that changes, it could
[01:23:56] disrupt their ability to start our work
[01:23:59] when we anticipated. And that can be
[01:24:01] difficult to quantify exactly what that
[01:24:04] delay could be. And then how do you
[01:24:07] justify that? Thinking about, like, for
[01:24:09] instance, once you put your dollar amount
[01:24:11] out there, I would think that in some ways
[01:24:13] it would help your negotiation by not
[01:24:16] having the maxed amount out there.
[01:24:20] That might help with negotiations. Well,
[01:24:23] we are very close in negotiating the mag,
[01:24:27] you know, which gives us cost certainty
[01:24:29] around the construction. The remaining,
[01:24:32] there are some remaining pieces, such as
[01:24:35] the work with United Airlines set for
[01:24:37] their lounge, that still, it's going,
[01:24:39] going to take more design effort to fully
[01:24:41] understand its costs.
[01:24:45] But, you know, I feel confident with what
[01:24:47] we are achieving with our maximum
[01:24:50] allowable, allowable construction cost,
[01:24:53] including construction and project
[01:24:56] contingencies. My hope is not to be in
[01:24:59] front of you with this project again in
[01:25:02] the future. And could I just add a little
[01:25:04] bit to that point, commissioner, for those
[01:25:08] areas where we don't absolutely have the
[01:25:10] cost certainty, and as Sean noted, most of
[01:25:12] our competitive bids have been received
[01:25:15] and are in at this time. There are
[01:25:17] allowances and negotiated support services
[01:25:21] within the contracts, but those are
[01:25:24] performed on a reimbursed basis in which
[01:25:28] those are audited by an independent audit
[01:25:30] firm as well. They are only, the
[01:25:33] contractors, only paid through the GCCM
[01:25:35] methodology for the work that's actually
[01:25:37] performed. So we do have some checks and

[01:25:39] balances there as well. That's really
[01:25:42] helpful. And I see director little is on
[01:25:46] additional thoughts.
[01:25:49] Yes, commissioner, I think for a delay,
[01:25:51] another concern would be on the operation
[01:25:55] side. If you remember, the primary purpose
[01:25:57] of the project is to actually move united,
[01:26:00] which is a domestic operations only, so we
[01:26:02] can get those gates to be used for
[01:26:05] international service, which is, we're
[01:26:07] woefully short when it comes to
[01:26:09] international arrival gates. So if we
[01:26:11] delay the project, we'd actually delay
[01:26:13] using those gates for international
[01:26:15] arrivals. Thank you, Director Leto, for
[01:26:18] that additional information and comments.
[01:26:20] That's really helpful. The one last
[01:26:23] question I had is, is I know that this
[01:26:24] project is also going to overlap with
[01:26:26] other projects or construction happening
[01:26:29] at the airport. As far as maybe the bag
[01:26:34] optimization program goes, can you maybe
[01:26:36] speak to how the project teams are
[01:26:39] coordinating to make sure that it has the
[01:26:41] least impact on the public or travelers?
[01:26:44] Yes, we do have several different venues
[01:26:48] that we actively coordinate all of the
[01:26:51] upcoming construction work. The primary,
[01:26:54] one of the primary projects that will be
[01:26:57] occurring in the proximity of this project
[01:26:59] is some airfield pavement work that's
[01:27:02] going to take place around Concourse B.
[01:27:04] We have coordinated those two projects,
[01:27:07] these two projects, so that they're
[01:27:10] minimizing our impacts, both to airline
[01:27:13] operations and to the traveling public.
[01:27:16] And we will continue with utilizing
[01:27:20] these resources of the
[01:27:24] project teams coming together and ensuring
[01:27:26] that we're well coordinated with the
[01:27:30] impacts that we're going to have.
[01:27:35] Thank you for those answers. That
[01:27:37] concludes my questions. Thank you again
[01:27:38] for the presentation, Commissioner
[01:27:41] Calkins. So my first question is
[01:27:45] just from our experience over the last few
[01:27:47] years, both during COVID and after,
[01:27:50] we've had significant capital projects
[01:27:53] delayed because of delivery of critical
[01:27:56] pieces of the construction project.
[01:27:59] So thinking of the waterfront,
[01:28:03] the shore power project for pier 66,
[01:28:07] something missed a boat. Literally missed
[01:28:08] a boat that delayed the project. I'm
[01:28:11] wondering about those critical pieces of
[01:28:14] the construction project. Are we thinking
[01:28:18] ahead paying a little extra for storage to
[01:28:20] make sure they're here and available and
[01:28:22] get them in? Because quite honestly, my
[01:28:24] greatest concern is schedule on this.
[01:28:26] I've seen you all deliver great projects,
[01:28:28] high quality projects. I just want to make
[01:28:31] sure that we are doing everything

[01:28:32] possible, possible to not only not miss
[01:28:35] schedule, but accelerate if possible. It
[01:28:37] was great. It was the first I'd heard that
[01:28:39] we delivered our security gates
[01:28:44] project ahead of schedule. Not granted,
[01:28:46] didn't have to move any walls or pillars
[01:28:49] or utilities around for that one. So it's
[01:28:51] a significant little bar for, but an
[01:28:54] excellent precedent to set for us. And I'd
[01:28:56] love to see us move schedules ahead as
[01:28:59] often as possible to the left, as they
[01:29:00] say. So to that question, what are we
[01:29:03] doing to ensure that our timeline holds
[01:29:05] and could potentially improve if things
[01:29:07] went smoother than we anticipated?
[01:29:11] I would say to begin with, we have the
[01:29:14] adopted, we're using the general
[01:29:18] contractor construction manager method to
[01:29:22] deliver the project. That has allowed us
[01:29:24] to work with not only the general
[01:29:28] contractor, but also bringing in
[01:29:30] electrical and mechanical subcontractors.
[01:29:34] That has really helped us define some of
[01:29:37] those pinch points where we could take
[01:29:41] advantage and speed things up.
[01:29:45] It does give us the ability as well to
[01:29:48] work with those entities, entities to
[01:29:50] ensure that we're taking those sorts of
[01:29:52] steps that you're bringing up. You know,
[01:29:55] what could we do to advance this even
[01:29:59] more? So, I'd say
[01:30:03] that is one of our steps that we're
[01:30:05] taking. We're continually continuing as a
[01:30:08] team to review our schedule on a weekly
[01:30:11] basis to understand you know how these
[01:30:15] developments are coming about and what
[01:30:18] steps could we take to alleviate
[01:30:22] them if we need to. We do have, I think,
[01:30:25] a pretty reasonable contingency
[01:30:28] to allow for, if we had to expedite
[01:30:32] shipping of an item, for instance, that
[01:30:34] isn't already included in our contract.
[01:30:37] That's something we'd be continually
[01:30:39] examining as we advance project.
[01:30:43] And I'll just segue off of that and add a
[01:30:46] few more points to it. So to that item
[01:30:49] specifically, we actually have a line item
[01:30:51] within our negotiated agreement with
[01:30:55] the contractor that is for potential
[01:30:57] acceleration. So we've earmarked money
[01:30:59] already set aside for, you know, freight
[01:31:02] expediting or storage or extra shifts,
[01:31:05] any of those things, as a, as an element
[01:31:07] that we built in so we don't have to come
[01:31:09] back and ask for that again. Much of the
[01:31:12] negotiated support services are for
[01:31:14] temporary systems and facilities that
[01:31:16] allow us to decouple parts of the project
[01:31:18] from that key work on B concourse. So,
[01:31:22] for example, you saw the schedule going
[01:31:25] out for other packages. The H vac
[01:31:28] component of this project that serves
[01:31:30] concourse B actually goes out much longer,

[01:31:33] but we've, we've included temporary air
[01:31:35] handling systems to allow that to be
[01:31:37] occupied and functional long before the
[01:31:40] main, very large portion of the h vac
[01:31:43] system is complete. So we're looking at
[01:31:45] all of those with, as Sean noted, the
[01:31:47] contractor's input on where we can gain
[01:31:50] schedule, where we have opportunities.
[01:31:53] It's the contractor schedule that you're
[01:31:55] seeing the responses for here. So it's
[01:31:57] their dates that we're reporting to you.
[01:32:00] My other question is, you know, I know
[01:32:03] we're also in the process of renewing our
[01:32:07] agreement with airlines. I think we refer
[01:32:09] to it as Sloa signatory lease and
[01:32:12] operating agreement, is that correct?
[01:32:14] Which comes up every few years and
[01:32:17] involves gate allocations and
[01:32:20] considerations around a whole host of
[01:32:22] things. And the metaphor I think I'd use
[01:32:25] in thinking through all of the airport
[01:32:29] planning that you have to do and the
[01:32:31] negotiations with so many different
[01:32:32] partners, it's as if you are playing chess
[01:32:37] with five other, a dozen other
[01:32:41] people all at the same time. And it's not
[01:32:42] just, it's ten of you behind the
[01:32:44] chessboard, all trying to decide what the
[01:32:46] next move is. And so you've got somebody
[01:32:48] who's interested in operations and another
[01:32:51] person that's interested in budgets and
[01:32:54] another person that's interested in
[01:32:55] safety, and you're all trying to figure
[01:32:57] out what the right move is, and you're
[01:32:58] playing twelve different games at the same
[01:32:59] time. So I do not envy you all trying to
[01:33:02] figure out schedules and budgets and how
[01:33:05] to make all this stuff work on a
[01:33:08] relatively small footprint. And I want to
[01:33:10] applaud that. Absolutely. But my question
[01:33:13] is, when I think about this and the
[01:33:15] extraordinary expenses takes to do these
[01:33:17] gate switches, what happens if a year
[01:33:21] from now United swallows up spirit
[01:33:25] or frontier or Alaska buys southwest?
[01:33:29] Just kidding. But let's say there's a
[01:33:31] major realignment in the carriers and we
[01:33:35] need to accommodate. Are we building any
[01:33:37] sort of agility into this so that we could
[01:33:41] accommodate a significant change that's
[01:33:45] outside of our control?
[01:33:49] I'm going to let our business and
[01:33:51] properties and managing director Lance
[01:33:55] Little or Jason Johnson speak to that one.
[01:33:57] Punt. Lance, do you want to go first or
[01:34:01] shall I? I don't want to go, but I'll go
[01:34:04] first.
[01:34:07] Again, if I could reiterate, the objective
[01:34:10] is to move a domestic only carrier
[01:34:14] from a concourse a so we can use it for
[01:34:17] international operations. If, for example,
[01:34:20] United is now on b and, you know,
[01:34:24] their structure changes because they're

[01:34:25] part of a merger or acquisition, we can
[01:34:27] always reallocate gates. We have common
[01:34:30] use gate. We have preferential use gates.
[01:34:31] I think those gates would be allocated
[01:34:33] based on what the new entity would be,
[01:34:35] but it still wouldn't stop the purpose of
[01:34:38] the project, which is to actually have
[01:34:41] these gates available for international
[01:34:42] service. Jason, you can maybe go ahead and
[01:34:45] add to that. Yeah, and I would just add,
[01:34:47] I mean, if a merger like that happens, as
[01:34:50] has in the past when, for example,
[01:34:53] when Delta Northwest merged, the airline
[01:34:57] that does the merging pays for the
[01:34:59] relocations, if any, that are part of
[01:35:01] that. So we have not
[01:35:04] in the past paid for the relocations as a
[01:35:08] result of mergers. Okay. Appreciate it.
[01:35:11] Thanks so much. I'd like to note
[01:35:14] for the record that Commissioner Cho has
[01:35:17] joined the meeting. Commissioner Cho, we
[01:35:19] are on item ten b,
[01:35:23] and this is actually the
[01:35:27] moment for you to ask questions, if you
[01:35:29] were to have any. Otherwise, I can go
[01:35:31] ahead and jump in. All right.
[01:35:34] I just want to thank Commissioner Calkins
[01:35:36] for that question. If you can move to
[01:35:38] slide ten, please.
[01:35:51] All right. So, I mean, I was just looking
[01:35:53] at this, and I was just hoping that you
[01:35:54] could reiterate for me what the impact
[01:35:59] on the tenants would be. So what
[01:36:03] you see on the upper slide, that blue area
[01:36:07] to the upper right,
[01:36:10] is going to change significantly with the
[01:36:12] addition of the change in use from
[01:36:17] the dark blue to the lighter blue, as well
[01:36:20] as the construction of that corridor
[01:36:23] through that space. All of those elements
[01:36:27] need to be relocated in order for that
[01:36:29] work to occur. And we're working with the
[01:36:32] relevant airlines in that space in order
[01:36:35] to affect those changes. Okay. So they've
[01:36:38] been providing input on this process, no
[01:36:41] surprises to anybody. And there's. I'm
[01:36:43] also hearing you say there is flexibility
[01:36:45] in case there's anything that changes in
[01:36:47] the dynamic or arrangement. Exactly.
[01:36:50] So we're building. We're providing
[01:36:54] off site temporary space as well for
[01:36:58] airlines. If the impacts prove too
[01:37:01] onerous, they have other space they can
[01:37:05] move to as well. Okay.
[01:37:08] Thank you. Commissioner Cho, anything from
[01:37:10] you? You know, one of the things
[01:37:14] that I think I had asked during my initial
[01:37:17] briefing with you and the team was around
[01:37:19] how long this project will take relative
[01:37:21] to how much it will cost. And, you know,
[01:37:23] obviously, this is going to take a while
[01:37:25] because there's a lot of moving pieces.
[01:37:27] But I think initially, when I received my

[01:37:30] present, my briefing, my concern was that,
[01:37:33] is this taking too long where we are
[01:37:35] inflating the cost of this problem project
[01:37:37] because time is money. Right. And so I
[01:37:40] think the way that I framed the question
[01:37:42] was, have we looked at any more
[01:37:45] accelerated timelines and any cost savings
[01:37:47] that might provide us? Because we're not
[01:37:50] stretching out. We're stretching it out as
[01:37:53] much. In other words, is there a way where
[01:37:56] we could just rip the band aid off?
[01:37:58] Right. We go through a shorter period of
[01:38:00] more pain. You get the project done
[01:38:03] quicker and at a lower dollar amount.
[01:38:08] So if we could just address that real
[01:38:09] quickly for the public and for my
[01:38:12] refresher.
[01:38:17] So, commissioner, on that item, we have
[01:38:19] worked extensively with our contractor.
[01:38:22] Again, the advantage of the GCCM
[01:38:24] contracting method is we've got the folks
[01:38:26] that have to build it there with us
[01:38:29] looking for those options to accelerate in
[01:38:33] discussions with them and our discussions
[01:38:35] with our construction management team to
[01:38:37] build what we have to build without
[01:38:40] basically shutting a large portion of the
[01:38:42] concourse down and shutting down many more
[01:38:44] gates to do it. There wasn't anything more
[01:38:47] significant where we still hope to
[01:38:50] continue to gain weeks, maybe months
[01:38:52] throughout the course of this, but it's,
[01:38:55] as we noted, very complex work with a lot
[01:38:57] of unknowns behind the walls and under the
[01:38:59] floor and in the ceilings in difficult
[01:39:01] spaces. So they didn't feel there was
[01:39:04] anything short of a very significant
[01:39:07] closure of a portion of the terminal that
[01:39:09] we just didn't feel was warranted by this.
[01:39:13] Thanks for that context. Okay, we'll
[01:39:16] seeing no further questions or comments.
[01:39:18] Is there a motion, a second to approve.
[01:39:19] Approve item ten b.
[01:39:22] So moved. I'll second. The motion's been
[01:39:24] made by Commissioner Calkins and seconded
[01:39:26] by Commissioner Cho. Is there any further
[01:39:29] discussion or debate on the item? Seeing
[01:39:32] none. Clerk Hart, please call the roll.
[01:39:34] Thank you. Commissioner Calkins. Aye.
[01:39:37] Thank you. Commissioner Cho. Aye. Thank
[01:39:39] you. Commissioner Hasegawa. Aye. Thank
[01:39:42] you. And Commissioner Mohamed. Aye.
[01:39:44] Thank you. Four ayes, zero nays for this
[01:39:47] item. Excellent. Well, the motion passes.
[01:39:50] Thank you so very much for the
[01:39:51] presentation. Thank you. Thank you.
[01:39:52] Thanks, guys. And we will move on to the
[01:39:55] next item. Clark Hart, please read it into
[01:39:57] the record and executive director Metruck
[01:39:59] will introduce it. Thank you. This is
[01:40:01] agenda item ten c, authorization for the
[01:40:03] executive director to approve funding to
[01:40:05] complete design and permitting to

[01:40:07] advertise, award and execute an owner
[01:40:09] furnished equipment contract and to
[01:40:11] authorize use of Port of Seattle crews and
[01:40:14] small works contracts to support the
[01:40:16] design, development and construction
[01:40:18] execution for the installation of electric
[01:40:20] vehicle charging stations for waterfront
[01:40:22] fleet vehicles. And the amount requested
[01:40:24] of \$5 million and a total estimated
[01:40:27] project budget cost of \$5,300,000.
[01:40:32] Commissioners, fleet electrification is
[01:40:35] pivotal in achieving the ports greenhouse
[01:40:36] gas reduction targets. Phase one of the
[01:40:39] project before you involves installing 20
[01:40:42] electric vehicle chargers across seven
[01:40:43] maritime properties to electrify 106 port
[01:40:46] owned fleet vehicles used on waterfront
[01:40:49] properties. I know as I pulled up today,
[01:40:51] I saw. I don't know if that was yours,
[01:40:52] Levi, the f 150 lightning that was parked
[01:40:55] outside the building. And I know that
[01:40:58] public charging infrastructure is of
[01:41:00] interest to several commissioners. So I
[01:41:02] wanted to highlight that in addition to
[01:41:04] deploying charging for our fleet vehicles,
[01:41:07] that a cross divisional team is planning
[01:41:09] electric vehicle supply equipment approach
[01:41:12] to support tenant electrification
[01:41:13] community EV charging needs and advance
[01:41:16] our sustainable fleet plan. As part of
[01:41:18] this work, port staff are exploring grant
[01:41:21] funding opportunities for public charging
[01:41:22] infrastructure. Phase two will seek
[01:41:25] solutions for power constrained properties
[01:41:27] and focus on higher power chargers. Level
[01:41:30] three chargers needed to fuel port owned
[01:41:32] medium or heavy duty vehicles and
[01:41:35] equipment such as class eight trucks and
[01:41:38] large forklifts, or for rapid charging of
[01:41:41] smaller assets. And the presenters this
[01:41:43] afternoon are Levi Clark, marine
[01:41:45] maintenance manager, fleet and
[01:41:46] transportation Ryan child,
[01:41:50] senior environmental program manager. I
[01:41:52] don't know if Ryan is here virtually or
[01:41:54] she's here at the answer questions. And
[01:41:56] Julie Yan, capital project manager,
[01:42:00] waterfront project Management. So I guess,
[01:42:01] Levi, I'll turn it over to you. Thank you
[01:42:04] and congratulations. Three more years.
[01:42:09] It's an honor to be here today to present
[01:42:12] our design, procurement and construction
[01:42:14] authorization request for phase one of the
[01:42:15] Waterfront fleet EV charging program. My
[01:42:18] name is Levi Clark, and I am the fleet and
[01:42:21] transportation manager for marine
[01:42:22] maintenance, and I manage approximately
[01:42:24] half of the port's fleet program and fleet
[01:42:27] assets operated in the maritime and
[01:42:28] corporate divisions of the port. I'm
[01:42:30] joined today by my colleagues Julie Yoon
[01:42:32] and Ryan Child, two key members of our
[01:42:35] team. Julie is our capital project manager

[01:42:38] for this program and Ryan is our senior
[01:42:40] environmental program manager supporting
[01:42:42] us. Next slide please.
[01:42:47] Phase one of our program will support the
[01:42:48] installation of dedicated electric
[01:42:51] refueling infrastructure to support port
[01:42:53] owned fleet assets at several properties
[01:42:56] where existing electrical infrastructure
[01:42:58] is not a barrier. Our request is for
[01:43:01] commission authorization from the
[01:43:03] executive director to authorize funding to
[01:43:05] complete design and permitting,
[01:43:08] advertise, award and execute owner
[01:43:10] furnished equipment contracts or a
[01:43:12] contract authorized use of port of Seattle
[01:43:15] crews and small works contracts to support
[01:43:17] the design, development and construction
[01:43:19] execution. And today's request is for \$5
[01:43:22] million, bringing the total estimate to
[01:43:25] \$5.3 million. Next slide please.
[01:43:31] Phase one of this program will provide the
[01:43:33] necessary infrastructure needed to achieve
[01:43:35] several organizational goals and
[01:43:37] initiatives. We are tasked with developing
[01:43:39] strategies prioritizing electric,
[01:43:41] passenger vehicles and renewable fuel use
[01:43:44] by 2030 and heavy vehicles, equipment and
[01:43:48] vessels by 2050 through the northwest
[01:43:50] port's clean air strategy in the
[01:43:52] sustainable Fleet plan and our maritime
[01:43:54] climate and Clean Air Action Plan,
[01:43:58] both published in 2021, we aim to
[01:44:01] transition all port owned light duty fleet
[01:44:04] vehicles to electric or renewable fuels by
[01:44:06] 2030. Additionally, we will pilot the use
[01:44:09] of electric vehicles for other types of
[01:44:10] specialized vehicles and equipment assets
[01:44:14] as they come to market. Furthermore, we
[01:44:17] must comply with the state of Washington
[01:44:19] RCWs relating to clean fleets and clean
[01:44:22] fuel usage. Next slide please.
[01:44:28] I'd like to provide some brief background
[01:44:31] information regarding our maritime fleet
[01:44:33] assets and current fuel use. We have
[01:44:35] approximately 200 assets in the maritime
[01:44:37] division. This makeup is light duty
[01:44:40] vehicles, medium duty vehicles, heavy duty
[01:44:42] vehicles, and many classifications of off
[01:44:45] road vehicles and construction equipment.
[01:44:49] 93% of our diesel consumption in our
[01:44:52] diesel powered vehicles and equipment is
[01:44:54] fueled with renewable diesel that is
[01:44:56] dispensed at at our marine maintenance
[01:44:57] owned and operated fuel site. Reducing
[01:45:00] conventional gasoline use is the next step
[01:45:03] to reducing our emissions and use of non
[01:45:06] renewable and reducing our use of non
[01:45:08] renewable energy sources and
[01:45:10] electrification of our fleet assets is a
[01:45:12] key strategy for this reduction. We have
[01:45:16] plans to electrify 106 light duty assets
[01:45:20] and 16 equipment assets by 2030. We're
[01:45:23] always looking to increase that number,

[01:45:25] and phase one of this program provides the
[01:45:27] dedicated electrical fuel source we need
[01:45:29] to power our fleet assets. Some of the
[01:45:32] vocational and specialized equipment in
[01:45:34] our inventory does not yet have an
[01:45:35] industry proven alternative, but the
[01:45:37] industry is changing rapidly and we
[01:45:39] anticipate having access to new fleet
[01:45:41] technologies in future years. Due to the
[01:45:44] non centralized nature of our fleet and
[01:45:46] the time needed to recharge these
[01:45:47] vehicles, we are looking to bring fuel to
[01:45:50] where these vehicles or these future
[01:45:52] electric vehicles will be parking. Thank
[01:45:55] you. And with that, I will hand over the
[01:45:57] presentation to my colleague, Julie.
[01:46:01] All right. Thank you, Levi. Good
[01:46:03] afternoon, commissioners and executive
[01:46:05] director Steve Metruck. My name is Julie
[01:46:06] Yoon, capital project manager supporting
[01:46:09] this effort. We are currently
[01:46:13] at an early stage of design for these
[01:46:16] projects. With today's request,
[01:46:19] we'll be able to move forward and complete
[01:46:23] all of the design for all seven of these
[01:46:25] sites, as well as receive permit
[01:46:29] approvals, procure all of the equipment,
[01:46:32] and install up to 20 level two chargers
[01:46:36] and two level three chargers across seven
[01:46:40] different waterfront facilities. As you
[01:46:41] can see here, each project utilizes
[01:46:46] the electrical capacity available within
[01:46:50] the existing infrastructure without any
[01:46:53] need for additional service upgrades. So,
[01:46:57] as you've already read, any fleet EV
[01:47:00] charging needs that extend beyond what
[01:47:04] each facility can accommodate has been
[01:47:06] identified, rolled into the scope of
[01:47:10] a future phase two, which is currently in
[01:47:12] development by the planning department.
[01:47:17] Next slide, please. Here's an overview
[01:47:20] of the cost and breakdown. As Levi
[01:47:23] mentioned, today's request is in the
[01:47:26] amount of \$5 million across
[01:47:31] the effort for completing the design
[01:47:33] design, procuring hardware and software
[01:47:36] for EV charging, as well as performing the
[01:47:40] construction, which will utilize port
[01:47:43] construction services, and including
[01:47:48] the previous authorization that brings the
[01:47:51] total program cost to \$5.3 million, as we
[01:47:54] mentioned previously. Next slide, please.
[01:47:58] Here's the project timeline. So,
[01:48:01] recognizing that seven, the seven project
[01:48:03] timelines are moving forward in kind of a
[01:48:06] rolling schedule format. Following today's
[01:48:10] authorization, the project team is looking
[01:48:12] at advertising the equipment contract by
[01:48:15] the end of Q three of this year. We'll
[01:48:18] reach the full design completion for
[01:48:22] all seven sites by the end of the year.
[01:48:24] And our first project, which is marine
[01:48:26] maintenance south, will break ground and

[01:48:29] start construction in Q one of next year.
[01:48:33] And that will roll through the
[01:48:36] construction of all seven sites. And that
[01:48:37] brings us to an NU state for the final
[01:48:40] site by Q two of 2026.
[01:48:44] And that hits all the highlights, and I
[01:48:48] will pass it back to Levi. Thank you.
[01:48:51] Any questions or discussion? Thank you so
[01:48:53] much for the presentation. Presentation.
[01:48:55] Is there anybody from staff with anything
[01:48:57] else to add? All right, I will turn to
[01:49:00] my colleagues for any questions or
[01:49:02] comments. Commissioner Cho, thanks so much
[01:49:04] for the presentation. A quick few
[01:49:05] questions. Was this project, in
[01:49:09] particular, included in our recent clean
[01:49:11] Ports grant application to EPA?
[01:49:19] That's a. Is that an Alex question?
[01:49:23] Was this project included in the Clean
[01:49:25] Ports grant application?
[01:49:28] No. Please come on
[01:49:32] up front. Thank you so much. Introduce
[01:49:34] your name and title for the record.
[01:49:44] Turn your mic on. Sorry. Ryan Child,
[01:49:48] senior environmental program manager,
[01:49:50] this project was not included in the EPA
[01:49:53] Clean Ports grant. The zero mission
[01:49:56] technology portion of that grant, in that
[01:49:59] grant program, light duty vehicle
[01:50:03] replacement and electrification was not
[01:50:06] eligible. What about CFI?
[01:50:10] What does CFI stand for fuels
[01:50:12] infrastructure grant? No, I think at this
[01:50:16] time we have not received any grant
[01:50:19] funding for the charging infrastructure we
[01:50:22] are installing. Charging. One of the
[01:50:25] projects will support the electrification
[01:50:28] of two diesel forklifts, and we
[01:50:31] received \$800,000 in grant funding for the
[01:50:34] forklift purchase. But the grant funding
[01:50:37] does not come cover the charging
[01:50:38] equipment. Okay.
[01:50:43] Why didn't we go after CFI funding for
[01:50:45] this project?
[01:50:49] Because the Seaport alliance has just got,
[01:50:51] what, ten, \$14 million from CFI. Yes. So I
[01:50:54] believe. I don't know why that opportunity
[01:50:57] was for publicly accessible charging.
[01:51:00] And so what we're talking about is
[01:51:02] charging that specific for our fleet
[01:51:05] vehicles, and that charging equipment
[01:51:09] can't be made accessible for the public
[01:51:11] because we want it to be available for
[01:51:12] fleet. So a lot of the available money for
[01:51:16] charging infrastructure is specific for
[01:51:18] public charging projects. So there's sort
[01:51:20] of a difference in the funding that we can
[01:51:23] or cannot go after. There is some rebates
[01:51:26] offered by Seattle city light,
[01:51:29] which we can still pursue to install this
[01:51:32] charging, and those rebates get applied.
[01:51:35] So we're not expecting these chargers to
[01:51:36] be used by anyone other than the port of

[01:51:39] Seattle, essentially. Yes, that's correct.
[01:51:41] Okay, I was just gonna add. One of the
[01:51:45] challenges we find with some of these
[01:51:46] grants is they're very specific, like Ryan
[01:51:49] said, in some of the equipment types. So,
[01:51:51] yeah, the Baba provisions are horrible.
[01:51:52] Yeah. So. And then also there's some
[01:51:55] sometimes the public private partnership
[01:51:58] where they expect you to open these up to
[01:52:00] the public as well. And what we're trying
[01:52:02] to do is provide fuel for our depots where
[01:52:05] we park our own vehicles. Yeah. And then
[01:52:09] one last question, and I know this is kind
[01:52:11] of getting into the weeds, but I wanted to
[01:52:12] understand 20 level twos and three level
[01:52:15] threes. Why is it so lopsided towards
[01:52:17] level two s? I understand there's probably
[01:52:20] grid capacity concerned, but wouldn't you
[01:52:23] rather have less level threes than too
[01:52:27] many levels? I mean, by 2026, level twos
[01:52:29] will be, like, obsolete, in my opinion.
[01:52:32] So why are we. Yes.
[01:52:35] So the industry is shifting towards DC
[01:52:38] fast charging, level three charging.
[01:52:41] However, we have a lot of vehicles to
[01:52:44] replace and we need to start somewhere.
[01:52:46] And this provides the fuel to get our
[01:52:48] vehicles replaced with electric vehicles.
[01:52:52] We, in all cases, try to right size
[01:52:56] vehicles. We try to convert to diesel
[01:52:58] wherever possible and use a renewable fuel
[01:53:00] source. But there's a lot of craft
[01:53:03] vehicles that are gasoline powered, and
[01:53:05] this will provide us coverage for the gap
[01:53:09] for the next number of years, ten years at
[01:53:11] least. And we're trying to make meet some
[01:53:12] 2030 goals that are creeping up on us very
[01:53:16] rapidly. I definitely can hear the clock
[01:53:18] ticking on some of those goals. I'll also
[01:53:21] add to that as well. We have explored some
[01:53:24] level three charging options, and there
[01:53:27] are a lot of challenges with our
[01:53:29] infrastructure and, like substation
[01:53:31] capacity, electrical capacity to support
[01:53:33] those charging types. So in some areas,
[01:53:36] we've made decisions to pursue level two
[01:53:39] due to some of those constraints and the
[01:53:41] replacement of infrastructure timelines
[01:53:44] not really lining up to meet the needs of
[01:53:46] electrifying the fleet or just requiring a
[01:53:49] significant level of investment. And our
[01:53:52] fleet, to be frank, we don't have a
[01:53:55] large area of operation. Previous to this
[01:53:58] agency, I worked for city of Seattle, and
[01:54:01] they have a huge territory in some of
[01:54:02] their departments, and they travel
[01:54:04] hundreds of miles a day sometimes we have
[01:54:06] the luxury of a very small area of
[01:54:08] operation. So we don't absolutely need
[01:54:10] every vehicle to plug in every night. So
[01:54:12] we are trying to get as many chargers and
[01:54:14] as many vehicles within our operational
[01:54:17] footprint that we can. And we'll probably

[01:54:19] only need to fuel some of these vehicles
[01:54:21] once a week, some of them twice a week.
[01:54:24] They don't drive very far. They carry
[01:54:25] tools, they carry materials, they carry
[01:54:27] people to job sites.
[01:54:30] These are all craft? Not all, but most of
[01:54:32] these are craft vehicles. Yeah, I guess,
[01:54:34] you know, there's an opportunity cost
[01:54:36] between how fast
[01:54:40] a car is charging and how quickly you
[01:54:42] could turn them over. Yes. Right. And so.
[01:54:45] So these are 19.2 kilowatt level two
[01:54:48] chargers. So the high speed, level two
[01:54:50] chargers, that's what we're targeting?
[01:54:51] Yes. They're not 50 plus would be nice,
[01:54:53] but I hear you. So it sounds like you've
[01:54:57] done the homework, though. I just want to
[01:54:58] make sure we're not making an error in
[01:55:00] installing chargers that are obsolete in
[01:55:03] two years. That's a concern of mine as
[01:55:05] well. And while I see, I just returned
[01:55:07] from the advanced clean transportation
[01:55:10] expo just recently, and the industry is
[01:55:13] definitely starting to look at what I
[01:55:15] would call a lower speed DC fast charger.
[01:55:18] So, like 40,
[01:55:22] that still requires a large amount of
[01:55:23] power, requires different hardware,
[01:55:26] different controls, and it's a higher
[01:55:28] cost. This is a relatively inexpensive and
[01:55:31] yet still fast way to charge our vehicles
[01:55:34] for what we need for right now. And are we
[01:55:36] going to have nacs on those chargers, or
[01:55:39] what are the plugs we're using on those.
[01:55:41] Oh, so the level two s are all
[01:55:44] standardized plugs, but, yes, looking at
[01:55:47] level three charging, CCS2 is out there
[01:55:50] right now. It's kind of the big one. But
[01:55:51] NACs is what is coming our way. We haven't
[01:55:53] picked a charger yet, so most of our
[01:55:56] vehicles take CCS1 or CCS2, and then
[01:55:58] NAX is on on the way. Okay. And, sorry,
[01:56:01] one last. Who's doing the maintenance on
[01:56:02] these chargers? We are. That's to be
[01:56:06] determined in the contract, the
[01:56:07] contracting process as well. It's a
[01:56:09] conversation we're having with
[01:56:10] engineering, our labor partners here at
[01:56:13] the board as well. And then that'll be
[01:56:15] part of the purchasing decision. Okay,
[01:56:17] cool. Thank you. Yeah. Commissioner
[01:56:19] Calkins.
[01:56:23] So one of the things that I caught
[01:56:27] my fancy a couple of months ago was it
[01:56:31] was a bit of blue sky, kind of daydreaming
[01:56:35] about this transition to many
[01:56:38] more electric vehicles, particularly in
[01:56:41] port ecosystems. And I know this is
[01:56:44] waterfront, but as we're making this
[01:56:46] decision, I want to make sure we're not
[01:56:47] precluding pivots down the road when
[01:56:50] things are available. And the notion that
[01:56:52] was presented to me was, we have one of

[01:56:54] the largest parking garages in North
[01:56:56] America. We can put 10,000 plus vehicles
[01:56:59] in there. Plus we've got additional
[01:57:02] parking lots that can hold thousands of.
[01:57:04] Of vehicles. And if we get to a point
[01:57:06] where many, many, many of those vehicles
[01:57:09] are electric and the technology is
[01:57:12] available for vehicle to grid transfer
[01:57:14] power, we essentially have one of the
[01:57:17] largest batteries anywhere. And those cars
[01:57:20] are cells in our garage. Right. And so,
[01:57:22] in the event of a disaster or
[01:57:25] blackout, we've got all this power sitting
[01:57:28] there. Could we tap into it? So, this is
[01:57:31] a much smaller scale consideration. But I
[01:57:34] do wonder about things like, as we think
[01:57:37] about resiliency as an
[01:57:41] energy node for our region, as a critical
[01:57:44] piece of infrastructure in the event of a
[01:57:45] disaster, how do we think ahead
[01:57:49] to ensure that we are building that
[01:57:53] into the way we plan?
[01:57:55] Resiliency in a much more electrified
[01:57:59] transportation system needs to be a
[01:58:02] priority as well. So if you want to kind
[01:58:04] of riff on that a little bit, one of my
[01:58:07] favorite things is riffing on fleet. So if
[01:58:11] you're going to ask my opinion, micro
[01:58:13] grids on our properties is a great start.
[01:58:16] Energy storage, having a large scale
[01:58:18] battery, being able to claim solar,
[01:58:21] wind as an optional
[01:58:26] input to that, but storing that energy on
[01:58:28] site, having some way to store energy on
[01:58:30] site, and city light. One of our partners
[01:58:33] has asked us about that with this project
[01:58:35] as well. So it's something that we're
[01:58:36] looking at, and we have amazing engineers
[01:58:38] here at the port that we're working with
[01:58:40] looking at all this. But I think if we
[01:58:43] could start with our own properties and
[01:58:44] building microgrids within our own
[01:58:45] properties, we build in our own resilience
[01:58:47] with our own fleet and our own properties.
[01:58:50] The issue right now, again, from just my
[01:58:53] humble perspective, is vehicle to grid is
[01:58:56] an amazing idea, but we got to get power
[01:58:58] utilities on board with it, and there's
[01:59:00] very few willing to do it.
[01:59:03] This is the public, so I'll keep my
[01:59:05] opinions short, but it's an amazing
[01:59:07] technology. It's amazing potential. I
[01:59:09] think we've all heard the stories about
[01:59:11] the Texas grid when it went down. A lot of
[01:59:13] people being able to power their homes off
[01:59:15] their trucks. You know, Ford Lightning,
[01:59:17] it's not widely available or supported
[01:59:21] right now, but on the OEM manufacturer
[01:59:24] side for vehicles, it is, and it's being
[01:59:26] developed, and it's being developed
[01:59:27] through the charging infrastructure now.
[01:59:29] But that utility piece is kind of missing.
[01:59:31] So it's being worked on, but it's slower

[01:59:34] to come. Yeah. I was recently contacted
[01:59:38] by company that offers a flywheel storage
[01:59:42] system, and I pass along to David Fujimoto
[01:59:44] to meet with aye., and I believe that he
[01:59:46] set aye. conversation with aye.. But that
[01:59:49] kind of storage capacity, that would then
[01:59:51] allow us to either manage in a disaster
[01:59:55] or peak shave or we're
[01:59:59] taking electricity when it's cheap and
[02:00:01] then not having to from the grid when it's
[02:00:04] very expensive. I think there's huge
[02:00:06] potential there for these cost and
[02:00:09] resilience benefits, aside from all the
[02:00:12] sustainability stuff, too, where we can
[02:00:14] use renewables when they're available
[02:00:16] rather than having to turn on a coal or a
[02:00:18] natural gas plant, too. So anytime
[02:00:22] you guys want to riff, give me a rank. I
[02:00:24] love it. Maybe we can do at some point,
[02:00:26] maybe we can do a day long roundtable.
[02:00:29] I'm going to warn you, though, people have
[02:00:30] offered that, and then they don't answer
[02:00:32] my calls anymore, so I might riff too
[02:00:34] much. Well, thanks. And you're going to
[02:00:36] get my support for this one for sure,
[02:00:37] too. So thanks. All right. Commissioner
[02:00:39] Mohamed, do you have any questions or
[02:00:41] comments? Not at this time. Thank you.
[02:00:44] Thank you. And neither do I. So with that,
[02:00:49] is there a motion for this item? So moved.
[02:00:55] Second. The motion has been made by
[02:00:57] Commissioner Cho and seconded by
[02:00:59] Commissioner Calkins to approve item ten.
[02:01:01] C commissioners, without seeing any
[02:01:04] further discussion or debate on the item,
[02:01:06] will look to clerk Hart. Call the roll.
[02:01:09] Thank you. Beginning with Commissioner
[02:01:10] Calkins. Aye, thank you, Commissioner Cho.
[02:01:13] Aye. Thank you. Commissioner Hasegawa.
[02:01:16] Aye. Thank you. Commissioner Mohammed.
[02:01:18] Aye. Thank you. Four ayes. Thank you very
[02:01:22] much. The motion has passed.
[02:01:24] Congratulations. Thank you so much for
[02:01:26] your work. Well, excellent. Clerk Hart,
[02:01:29] please read the next item into the record.
[02:01:30] Executive Director Metruck will then
[02:01:32] introduce it. Thank you. This is agenda
[02:01:35] item ten d, authorization for the
[02:01:37] executive director to enter a ten year
[02:01:39] preferential birthing agreement with
[02:01:40] Carnival Corporation, which includes
[02:01:42] Carnival, princess cruises and Holland
[02:01:44] America line brands and environmental and
[02:01:46] community requirements, in addition to
[02:01:49] business terms and data sharing, to
[02:01:50] support a new public cruise dashboard for
[02:01:52] transparency and tracking and reporting on
[02:01:55] performance. Over the term of the
[02:01:56] agreement,
[02:02:01] commissioners cruise has become a critical
[02:02:04] aspect of the ports financial strategy and
[02:02:07] a significant economic benefit to the
[02:02:09] region through provisioning and increased

[02:02:10] visitor spending, and is important to the
[02:02:13] port's ability to support priorities such
[02:02:16] as workforce development and maritime
[02:02:17] infrastructure. Our team has done an
[02:02:19] excellent job in negotiating an agreement
[02:02:21] with the carnival corporation that not
[02:02:22] only brings forward strong financial
[02:02:24] returns for the port in the region, but
[02:02:26] also locks in critical economic
[02:02:28] opportunity, community and environmental
[02:02:30] sustainability benefits that advance the
[02:02:32] port's triple bottom line mission.
[02:02:34] Presenters this afternoon are Stephanie
[02:02:36] Jones Stebbins, managing director of
[02:02:38] Maritime, and Linda Springman, director of
[02:02:40] cruise operations and maritime marketing.
[02:02:43] Stephanie, thank you very much, Steve,
[02:02:45] and thank you, commissioners, for being
[02:02:49] with us today. Next slide, please. We're
[02:02:51] bringing to you today a long term
[02:02:53] agreement with the carnival corporation
[02:02:55] that moves forward several century agenda
[02:02:58] goals. And I want to start by talking
[02:03:00] about the century agenda goals. We're
[02:03:02] focused on giving a short update because
[02:03:04] we actually haven't done it yet, even
[02:03:06] though the season is in progress. Short
[02:03:10] update on a couple key cruise items and
[02:03:12] then we'll go into the key elements of the
[02:03:15] long term agreement that we're bringing
[02:03:17] forward today. So first, the work we're
[02:03:20] sharing today moves forward our century
[02:03:23] agenda goals around responsibly investing
[02:03:25] in the economic growth of the region and
[02:03:27] all of its communities, being the greenest
[02:03:30] and most energy efficient port in North
[02:03:32] America, becoming a model of equity,
[02:03:35] diversity and inclusion, and finally, be a
[02:03:38] highly effective public agency. And I'll
[02:03:40] share a little bit more as we go through.
[02:03:41] Next slide, please. To provide a little
[02:03:45] context, the port of Seattle, and actually
[02:03:48] the Alaska market in general is a pretty
[02:03:50] small portion of the overall cruise
[02:03:52] market. We're about 5% of the overall
[02:03:54] cruise market and Seattle is even less
[02:03:58] than that. Nonetheless, we really punch
[02:04:00] above our weight as we move the industry
[02:04:03] forward. We've heard earlier today about
[02:04:06] our shore power that the ports
[02:04:09] in the Pacific Northwest pioneered for
[02:04:11] cruise vessels about 20 some years ago.
[02:04:15] And you now see not only this spreading
[02:04:18] around the world, but also to other
[02:04:20] portions of the maritime industry. And
[02:04:22] again, cruise is a fairly small portion of
[02:04:24] the maritime industry, about 1% of the
[02:04:27] ships out there on the sea. The large
[02:04:29] vessels are large cruise ships, and yet
[02:04:33] we also see the technologies being adopted
[02:04:36] on our large cruise ships adopted
[02:04:39] throughout the rest of the maritime
[02:04:40] industry. So I feel especially proud of

[02:04:43] the things we're bringing forward today
[02:04:45] because I feel confident that we will
[02:04:46] continue to see the spread throughout the
[02:04:48] maritime industry and the cruise industry
[02:04:50] globally. Next slide, please.
[02:04:54] As we progressively try to move forward on
[02:04:57] the port's goals, we're acting both at a
[02:05:01] global level and at a local level. When
[02:05:03] we're acting at the global level, we have
[02:05:05] a pretty low amount of influence, but
[02:05:07] those actions really can have global
[02:05:09] impact. When we act at our local level,
[02:05:13] we have a lot of influence, but there
[02:05:15] might be less global impact. So next
[02:05:17] slide, please. When we think about the
[02:05:19] tools that we employ to transform our
[02:05:22] industries, I like to keep that in mind.
[02:05:25] So, you know, we do advocate for policy
[02:05:28] and regulations at the international,
[02:05:30] down to the local level. We form
[02:05:32] partnerships throughout our industries.
[02:05:35] These are areas where we have influence,
[02:05:37] where we have more direct control, are the
[02:05:39] things that the port of Seattle is closer
[02:05:43] to home. The things I put in that portion
[02:05:45] of the toolbox are leases and agreements,
[02:05:50] which we're bringing you today, a long
[02:05:52] term agreement. But additionally, we're
[02:05:54] moving forward. We're including incentives
[02:05:57] and recognition as tools for moving our
[02:06:01] goals forward. We're including
[02:06:04] transparency in data, a significant amount
[02:06:07] of data sharing that comes in this
[02:06:08] agreement, and there's commitments around
[02:06:10] community engagement. So we are hitting
[02:06:12] quite a number of those tools with this
[02:06:15] long term agreement. Next slide, please.
[02:06:18] I'm going to ask my colleague Linda
[02:06:20] Springman to share a little bit about
[02:06:22] season update, and we're going to be going
[02:06:25] back and forth. So thank you. Thanks,
[02:06:27] Stephanie. Just to give you an overview of
[02:06:30] the 2024 season, we are actually today a
[02:06:34] third of the way through our 275 calls
[02:06:36] that we're expecting this year. We did
[02:06:38] have one new ship join our fleet this
[02:06:41] year, Celebrity Edge. On May 17, we did a
[02:06:43] pack exchange with her, welcoming her on
[02:06:46] her maiden call to Seattle. Of course,
[02:06:49] last commission meeting, you passed the
[02:06:52] order for shore power, accelerating our
[02:06:54] requirement from 2030 to 2027. We'll also
[02:06:58] talk about this in a minute. But well,
[02:07:01] progressing on our green corridor
[02:07:02] feasibility study project, we talked a
[02:07:05] little bit about the dashboard and what we
[02:07:07] were trying to do with this. It's actually
[02:07:08] launched, not launching, is pull together
[02:07:11] disparate data that exists in various
[02:07:14] places about passenger numbers and shore
[02:07:16] power plugin and give some transparency
[02:07:18] and pull it into one database working with
[02:07:21] our bi team and that is launched for the

[02:07:24] 2023 season. And we're working on 2024.
[02:07:28] And then again, some of the things that
[02:07:29] we've really relied on still exist. We've
[02:07:32] maintained the at berth ban on exhaust gas
[02:07:35] cleaning system, wash water discharge,
[02:07:38] and then of course, we rely very heavily
[02:07:39] on our shore power here at Port of Seattle
[02:07:43] this year, 68% of the home port calls are
[02:07:46] actually equipped with shore power. Pier
[02:07:49] 66 as it comes online, we will be able to
[02:07:51] test that and have some of the 64 ships
[02:07:55] that are shore power capable plug in this
[02:07:57] year. And at terminal 91, 124 of the ships
[02:08:00] calling are shore power capable. Next
[02:08:03] slide.
[02:08:06] And then really related to shore power, I
[02:08:08] wanted to touch on the capital projects
[02:08:10] that we're working on right now and we see
[02:08:11] in our future at pier 66, the submarine
[02:08:14] cable has been laid for our shore power at
[02:08:16] that third berth. And then we have
[02:08:20] actually, the mobile cable positioning
[02:08:21] device has delivered. The transformer is
[02:08:24] pending right now and work is being done
[02:08:26] still at 46 and 66 to bring
[02:08:29] this operation live later this summer at
[02:08:33] terminal 91, the shore power, the fixed
[02:08:36] jib shore power is being replaced with the
[02:08:39] cable positioning device. That gives us a
[02:08:41] little bit more flexibility on that
[02:08:42] location and that is arriving later this
[02:08:44] summer too. And then we have some grants.
[02:08:48] Grant asks in the work to give us
[02:08:51] additional plug in locations at actually
[02:08:53] both 66 and 91 that are pending. Next
[02:08:57] slide. I want to talk about
[02:09:00] the green corridor. So first, a little bit
[02:09:03] of an infomercial. We have a webinar this
[02:09:05] Thursday, so I urge everybody to tune in
[02:09:08] for that. It's going to be super
[02:09:09] interesting. We are beginning our
[02:09:12] feasibility study looking at four cruise
[02:09:15] ships on green methanol in the Alaska
[02:09:18] corridor by 2032. That work
[02:09:21] has begun with Maris McKinney
[02:09:25] Moller center. We are also developing
[02:09:29] an approach to greenhouse gas emissions
[02:09:31] across the accounting approach across the
[02:09:34] corridor, as well as exploring future
[02:09:37] feasibility assessment of biofuels. And
[02:09:39] you're going to hear a little bit about
[02:09:41] biofuels pilot project in this contract as
[02:09:44] we move forward. Next slide.
[02:09:48] I'm going to take this one. I'm going to
[02:09:49] dive a little bit deeper on the dashboard.
[02:09:51] So I talked about how we have a variety
[02:09:54] of data about cruise, but it's all in
[02:09:56] different places regarding passenger
[02:09:58] counts and port valet adoption,
[02:10:01] shore power plug ins. We wanted to give
[02:10:03] transparency and also have it be available
[02:10:06] in one location. Actually, if you go to
[02:10:08] the next slide, you can see the database

[02:10:10] itself. The 2023 data has all been
[02:10:13] collected and the site is launched. It's
[02:10:16] on the Port of Seattle Maritime cruise
[02:10:19] section of the website.
[02:10:23] Our intent is to, with this agreement that
[02:10:26] we proposed, be able to gather more data
[02:10:29] to provide fleet details,
[02:10:32] fleet profiles in addition into our
[02:10:34] dashboard, and then continue to grow that
[02:10:37] data. And the visibility you can see here
[02:10:40] is that at the top there's various tabs
[02:10:42] that they can click through to access that
[02:10:44] various data. And this executive summary
[02:10:46] kind of pulls it all together. We are
[02:10:48] working right now on the 2024 data and
[02:10:50] plan to update that monthly. So we'll have
[02:10:53] ongoing build data through the rest of the
[02:10:55] season. Next slide. So before
[02:10:59] I address shore power connectivity, I want
[02:11:01] to say two things about the dashboard.
[02:11:03] One that came specifically from feedback
[02:11:05] we received from Commissioner Hasegawa and
[02:11:08] Commissioner Felleman, really appreciative
[02:11:10] of that. This will bring an unprecedented
[02:11:13] level of transparency, transparency to the
[02:11:16] work that we do here. And then I also want
[02:11:19] to recognize Linda's collaboration with
[02:11:21] our business intelligence group here at
[02:11:23] the port. It's a really great resource
[02:11:25] that helped us put together a pretty cool
[02:11:27] dashboard. So again, urge you to check it
[02:11:29] out. As you well remember, just our last
[02:11:32] commission meeting, the commission adopted
[02:11:34] an order requiring all home ported cruise
[02:11:36] vessels to plug into shore bar power by
[02:11:38] 2027. This agreement
[02:11:42] is critical to implementing that order.
[02:11:46] It will not only require all carnival
[02:11:48] vessels to be shore power capable by 2026.
[02:11:52] Also, they will. Carnival Corporation made
[02:11:55] the original investment into the shore
[02:11:57] power and they are agreeing to enter into
[02:12:01] agreements so that other lines can use
[02:12:03] their shore power as well.
[02:12:06] Important element of getting to our goal
[02:12:08] of 100% shore power connectivity. Next
[02:12:10] slide, please. So I
[02:12:14] want to focus now on the agreement that
[02:12:16] we're bringing forward to you today. Just
[02:12:18] as a reminder, we have several types of
[02:12:20] business agreements that we operate under.
[02:12:22] Our tariff is kind of the rules of the
[02:12:25] road. When you just come to our terminals,
[02:12:28] these are the rules you have to apply by
[02:12:32] comply with. Additionally, sometimes we
[02:12:36] enter into preferential birthing
[02:12:38] agreements and leases, and these are
[02:12:40] negotiated agreements. What we're bringing
[02:12:42] you today is the middle one of these, a
[02:12:44] preferential birthing agreement, which is
[02:12:46] a multi year agreement. And we do have a
[02:12:48] number of other stipulations that we're
[02:12:51] adding as part of a mutual agreement.

[02:12:53] Next slide.
[02:12:56] We are using our long term agreements as
[02:12:59] an important tool to partner on a path to
[02:13:01] zero carbon emissions, to look at elements
[02:13:04] that allow us to broaden the economic
[02:13:06] impact we know cruise is so important to
[02:13:08] our economy. We want to make sure those
[02:13:11] benefits are experienced broadly
[02:13:12] throughout our community. We want to
[02:13:14] incorporate our equity and community
[02:13:17] engagement into our agreement, establish
[02:13:21] goals around broader environmental issues
[02:13:23] like underwater noise, water quality,
[02:13:25] etcetera. We also know that on our journey
[02:13:28] to zero carbon, we don't know all
[02:13:32] the things that we need to know to get
[02:13:35] there. We don't have all the technologies.
[02:13:37] And this will set the stage for
[02:13:40] a time about ten years from now when we
[02:13:43] know more and we can require more things,
[02:13:46] hard to require things that don't exist
[02:13:47] yet. Finally, provide significant
[02:13:50] financial certainty that is important for
[02:13:53] supporting investments, not only for the
[02:13:55] port of Seattle, but also for our cruise
[02:13:57] partners. Next slide. So this
[02:14:00] agreement does all those things. And in
[02:14:03] fact, it brings
[02:14:07] strong financial certainty,
[02:14:10] implements our shore power order. There's
[02:14:12] additional greenhouse gas commitments, a
[02:14:14] number of other things, and there's been,
[02:14:16] there's more slides on all these. So I
[02:14:17] think I'll just move through this one to
[02:14:18] the next slide. Bottom line,
[02:14:21] ten year agreement with a five year option
[02:14:24] that is at the port's discretion. Both of
[02:14:28] us have to agree, both port and Carnival
[02:14:30] have to agree to extend it, and we have
[02:14:32] specifically tied that extension to
[02:14:34] sustainability elements. We have a minimum
[02:14:37] annual guarantee of about 550,000
[02:14:41] passengers a year. Carnival gets historic
[02:14:45] birthing rights for the day of the weeks
[02:14:46] where they are currently calling. There is
[02:14:49] a capped increase on the passenger
[02:14:53] and dockage fee each year. And then
[02:14:55] there's security provided through a letter
[02:14:57] of credit. That's something that's
[02:14:59] required for leases because this is a
[02:15:01] little different tool. So we've used past
[02:15:04] practices to determine the right
[02:15:05] methodology. Next slide.
[02:15:09] Commissioner, do you have a question?
[02:15:10] There's a. Okay, great. There, so
[02:15:14] significant financial return to the port,
[02:15:16] \$185 million projected over the life of
[02:15:19] this agreement, and then if we were to
[02:15:23] extend it, agree to an extension mutually,
[02:15:26] it's \$173 million over the 15 years of
[02:15:30] that agreement. There's a very modest
[02:15:32] amount of that revenue, about two, two and
[02:15:34] a half percent that can be credited back

[02:15:38] for a couple elements you'll hear more
[02:15:40] about that are really move forward mutual
[02:15:43] goals we have around increasing the
[02:15:46] economic reach of crews in our region.
[02:15:49] And then finally again, the five year
[02:15:51] option is at the port's discretion. The
[02:15:53] agreement is explicit that sustainability
[02:15:56] and greenhouse gas performance is a key
[02:15:58] consideration. And the timing of that
[02:16:01] extension is that the request comes
[02:16:05] in mid 2030. So we will understand how
[02:16:09] we are doing to reach our overall
[02:16:11] greenhouse gas goals for 2030. When we are
[02:16:14] in consideration of that next slide
[02:16:16] please. Couple key things that
[02:16:20] drive our greenhouse gas reductions. 100%
[02:16:23] of carnival vessels equipped and will plug
[02:16:25] in. And I want to be clear, clear that our
[02:16:28] port goal is now 2027. 100% of
[02:16:31] Carnival's ships are shore power capable
[02:16:35] this year, so that's quite an achievement.
[02:16:37] And again, making their equipment
[02:16:39] available to others to plug in. Carnival
[02:16:43] has also agreed to participate in an
[02:16:45] annual emissions inventory. Heretofore,
[02:16:47] we have done our emissions inventories on
[02:16:49] a five year basis. This gives us the
[02:16:52] ability to to accelerate that as well as a
[02:16:54] joint commitment to, well to wake
[02:16:56] accounting, which will much better capture
[02:17:01] changes to, for instance, non fossil fuel
[02:17:03] use. Also, one of the things I think
[02:17:07] is the most important is data around
[02:17:10] regarding their fuel use. They will be
[02:17:12] sharing with us as the overall data
[02:17:15] sharing commitments in the agreement.
[02:17:18] Next slide please. We will
[02:17:22] be piloting a non fossil fuel
[02:17:25] in this season or next season.
[02:17:28] Hoping to do that this season. We had
[02:17:31] hoped to pass this agreement a little
[02:17:32] earlier in the season, so we're fighting
[02:17:35] to get that done in time. We also
[02:17:39] have a commitment to strive for 5% non
[02:17:43] fossil fuel use in the Seattle fleet by
[02:17:46] 2030 and a commitment to developing
[02:17:49] potential decarbonization pathways and
[02:17:51] providing those to the port by 2026.
[02:17:54] Next slide. Number of
[02:17:58] other environmental elements, including
[02:18:00] participation in MOU stormwater best
[02:18:03] management practices, participation in
[02:18:06] quiet sound. They would incentivize use of
[02:18:09] low emission shoreside equipment. Also
[02:18:12] commitment to continue to participate and
[02:18:15] play a leadership role in our green
[02:18:17] corridor efforts. Super important. Next
[02:18:20] slide.
[02:18:24] We've also included something very
[02:18:26] innovative around incentivizing broadening
[02:18:29] our economic impact. We've built
[02:18:33] incentives, relatively modest when you
[02:18:36] look at the overall revenues included

[02:18:38] under this agreement, but they will have
[02:18:40] an opportunity for credits
[02:18:45] for increasing the number of passengers
[02:18:49] who stay before and after cruises and
[02:18:52] increasing the number of small
[02:18:54] disadvantaged businesses that are used in
[02:18:57] their provisioning. And at commissioner's
[02:19:01] request and guidance, we specifically have
[02:19:03] included tribal businesses in the
[02:19:05] agreement as well. They have agreed to
[02:19:09] pilot a responsible, responsible sourcing
[02:19:13] pilot program in Seattle, which will help
[02:19:16] understand the baseline for who is
[02:19:18] currently provisioning, providing ship
[02:19:21] tours for educational workforce
[02:19:23] development purposes, local internships,
[02:19:26] donations to local nonprofits. There's a
[02:19:28] significant amount, amount of economic
[02:19:32] measures in the agreement. Next slide
[02:19:35] please. One of the things I'm most excited
[02:19:38] about is really the information and
[02:19:40] transparency that we gain through this
[02:19:42] agreement. There's a number of provisions
[02:19:45] that Carnival will report before the
[02:19:47] season, and then there's other provisions
[02:19:50] that will be reported weekly during the
[02:19:53] season and then finally post season
[02:19:57] report out things from shore, power
[02:20:00] capability and connection, exhaust gas
[02:20:03] cleaning system use, fuel type, quiet
[02:20:05] sound participation,
[02:20:08] information around
[02:20:12] emission reduction technology, their own
[02:20:15] provisioning, demographics of their
[02:20:18] organization. Many other items are in
[02:20:21] there. It's, in my opinion, a very
[02:20:24] impressive list of information that will
[02:20:26] be shared, really helping us and our
[02:20:29] community understand the benefits of
[02:20:34] the cruise business. Next slide, please.
[02:20:38] I thought I had so much more, but here we
[02:20:40] are at the end. We're here today
[02:20:44] to ask for authorization for the executive
[02:20:47] director. Director to enter into a
[02:20:49] preferential birthing agreement as
[02:20:50] outlined with the carnival corporation.
[02:20:52] Thank you, commissioner. Happy to take any
[02:20:54] questions. Thank you very much, Director
[02:20:57] Joan Stevens. And when it's been over a
[02:21:00] year of negotiations, I think it seems
[02:21:02] kind of ironic to get it done in a less
[02:21:05] than 20 minutes presentation. But we
[02:21:07] applaud your work. So with that, I will
[02:21:08] turn to my colleagues for questions or
[02:21:10] comments. Commissioner Calkins,
[02:21:15] if we could go to the dashboard slide,
[02:21:18] which is number ten.
[02:21:23] I think I just got to,
[02:21:27] as I was reading over the memo and the
[02:21:30] slide deck, I got to think about what
[02:21:31] other data I'd want to see presented and
[02:21:38] the things that came to mind were data
[02:21:41] held by other entities, probably. And so I

[02:21:44] wonder if we could partner with some
[02:21:47] external groups to populate this
[02:21:51] dashboard. One idea, as we think
[02:21:54] about what are the things we want to
[02:21:56] measure in terms of success or impact or
[02:21:59] value? We talk a lot about how the,
[02:22:04] the sort of spillover economic benefits of
[02:22:07] having crews here, meaning hotel stays,
[02:22:11] restaurant visits, retail numbers.
[02:22:15] I don't know if that's something, visit
[02:22:17] Seattle tracks or DSA
[02:22:21] or maybe the hotel association. But
[02:22:23] anyway, I would like us to think about
[02:22:27] what data we want to understand our
[02:22:33] impact on that's directly related to
[02:22:36] cruise traffic. So if we could add that.
[02:22:39] Absolutely. Thank you, commissioner. We
[02:22:40] will absolutely investigate that. And our
[02:22:43] intent with this is that it's an ongoing,
[02:22:47] we continually add data, or maybe we'll
[02:22:51] subtract it if it's things that folks
[02:22:53] aren't interested in. So we'll pursue
[02:22:54] that. Thank you for that feature. And then
[02:22:56] the other was thinking
[02:22:59] about something analogous to the kind of
[02:23:04] mode measuring that we do at the airport.
[02:23:08] I know that it has been a major topic of
[02:23:11] conversation for us, how we get cruise
[02:23:13] passengers to and terminals. And so
[02:23:17] just thinking about, you know, there's
[02:23:20] very much a hierarchy of preferred modes,
[02:23:24] and I don't know that we track that as
[02:23:26] closely as we do at the airport. It might
[02:23:28] be beneficial to do that. So, you know,
[02:23:31] people driving themselves to the cruise
[02:23:33] terminal is probably our lowest on the
[02:23:35] list. And we do capture that in our,
[02:23:38] we do an intercept survey in Juneau to try
[02:23:40] and get the economic impact, and we do
[02:23:42] gather that. So we'll make sure to see how
[02:23:44] we could add that. It might not be by
[02:23:45] brand, but we might. And there may be some
[02:23:48] data from SDOT as well that we could tap
[02:23:51] into. For what kind of impacts do we have
[02:23:54] on traffic, for better or for worse?
[02:23:57] Just a couple of ideas, but be creative in
[02:24:00] what's on that dashboard, but always
[02:24:01] thinking about things that we want to
[02:24:03] measure either for benefit or impact that
[02:24:07] we could address with our policy. Great.
[02:24:10] And we do. Just one thing that I didn't
[02:24:13] mention in the presentation, which I could
[02:24:16] have, was that one of the commitments is
[02:24:18] to communicate, to book cruise guests
[02:24:21] through how to use lower GHD alternatives
[02:24:25] for transport to and from the cruise
[02:24:26] terminals and coordinate with the port on
[02:24:29] standards for taxis, TNCs, and other
[02:24:32] transportation. Awesome. So that is
[02:24:33] included in the agreement as well, which
[02:24:35] may facilitate that idea. Commissioner.
[02:24:39] And I guess I should say for all of the
[02:24:41] back and forth that we had over the course

[02:24:43] of this negotiation,
[02:24:47] while I'd love to have the perfect
[02:24:50] agreement, I understand that I don't want
[02:24:52] to let the perfect be the enemy of the
[02:24:55] good. And I think this is a significant
[02:24:57] improvement over previously signed leases
[02:25:00] in terms of the positive
[02:25:04] externalities of crews in Seattle.
[02:25:07] And so I think it's a great job, and I
[02:25:11] want to continue to move in that
[02:25:12] direction. Commissioner Cho?
[02:25:16] Yeah, well, I actually don't have any
[02:25:18] questions, but I did want to applaud you,
[02:25:21] Stephanie, and your team for the
[02:25:24] tremendous work that you've done. I think
[02:25:26] we all know here that cruise, as a
[02:25:28] practice and as an industry here at the
[02:25:31] port of Seattle, can sometimes be
[02:25:32] contentious for justifiable reasons.
[02:25:36] Right. We obviously are very concerned
[02:25:38] about the environmental impacts of having
[02:25:40] crews. Quite frankly, with any of our
[02:25:42] activity at the port of Seattle, it's not
[02:25:43] exclusive to crews. But historically,
[02:25:46] we've had a lot of vocal activists
[02:25:50] around this industry in particular. And,
[02:25:53] you know, I've always been a, the opinion
[02:25:56] that you can't change the game if you're
[02:25:59] not in it. And I think that's the most
[02:26:02] distinct way I can put it. I've tried to
[02:26:04] phrase this in different ways, but I think
[02:26:06] that's the best way to put it. No one's
[02:26:08] ever changed the game of any game by being
[02:26:12] on the bench. And I think part of what we
[02:26:14] do at the port of Seattle, when we say we
[02:26:15] want to be the greatest port in North
[02:26:16] America, when we say we want to reach our
[02:26:18] goals by 2030 and 2040 is to lead the
[02:26:21] industry and set an example. And as you
[02:26:24] both mentioned in your presentation,
[02:26:26] there is some unprecedented transparency
[02:26:27] in what we're doing right now. Things that
[02:26:30] I've never done here at the port of
[02:26:31] Seattle, but also have, quite frankly,
[02:26:33] probably never been done in the industry
[02:26:35] in North America. And so I do think we are
[02:26:37] doing the right thing here by leading the
[02:26:40] way, because we all know that the cruise
[02:26:43] industry isn't going anywhere. And last I
[02:26:45] checked, we all breathe the same, and all
[02:26:47] the oceans are connected. And so I'm very
[02:26:50] proud of the work that we're doing to lead
[02:26:51] the industry towards more sustainable
[02:26:54] practices. And I look forward to all
[02:26:58] our other cruise tenants taking this
[02:27:00] precedence and really embracing it as we
[02:27:03] go down the line of other potential
[02:27:05] tenants and other future tenants with our
[02:27:07] cruise terminals. So thank you so much for
[02:27:08] all the great work.
[02:27:13] Well, I'll just
[02:27:17] have to start by acknowledging the
[02:27:19] enormity of work that this presentation

[02:27:22] represents. I think we first sat down a
[02:27:25] year ago when we began negotiating
[02:27:29] around an updated agreement. And
[02:27:32] Commissioner Felleman and I were both of the
[02:27:35] mindset that an agreement is incredibly
[02:27:37] important, important opportunity and tool
[02:27:41] to be able to expedite our goals and
[02:27:46] really lean into the opportunity to take
[02:27:50] the industry further that
[02:27:54] has been represented here today. Thank you
[02:27:57] for incorporating our feedback that
[02:28:03] we've given you over the course of many
[02:28:05] meetings. First and foremost, about the
[02:28:08] dashboard, that's a very exciting tool
[02:28:12] that we have. There's nothing like it
[02:28:16] for anything else in the industry that I'm
[02:28:18] aware of, but that any member of the
[02:28:21] public could easily pull it up, be able to
[02:28:25] see in front of them, effectively the
[02:28:28] number of people coming through for the
[02:28:30] benefit that we know exists there to the
[02:28:33] impact on our emissions reductions, goals
[02:28:38] and shore power itself. And its role in
[02:28:41] that, I think, is a really exciting tool.
[02:28:43] I mean, I think of students that can be
[02:28:45] able to track it over time and measure
[02:28:49] its impact and make a case for another
[02:28:52] industry, like, I don't know, container
[02:28:54] ships.
[02:28:57] I just think that the transparency and
[02:29:00] access to information is powerful for all
[02:29:03] parties involved here.
[02:29:07] In this agreement. We also require
[02:29:10] additional communications and community
[02:29:12] engagement. And I've heard in our meetings
[02:29:16] that we do so much at the port of Seattle
[02:29:18] to promote crews, and we wanted to
[02:29:22] see the cruise industry and carnival lean
[02:29:26] into telling their own story. Can you hand
[02:29:29] me this up? Here we have it. Clea,
[02:29:35] the cruise lines international
[02:29:36] association. I mean, we talk about the
[02:29:38] work that we're doing with the.
[02:29:41] With CLIA, we talk about the work that
[02:29:43] we're doing in our green corridor, and
[02:29:46] Carnival is actually, in many ways, at the
[02:29:48] tip of the spear for that, because they
[02:29:50] have one of the greenest fleets on the
[02:29:52] water. So shore
[02:29:56] power, by requiring and agreeing
[02:30:00] that 100% of their vessels will plug in,
[02:30:03] is a big deal. We're incredibly proud
[02:30:07] of the shore power that we offer at the
[02:30:09] port of Seattle. And coupled with the
[02:30:12] order that we mostly recently passed,
[02:30:14] thanks to Commissioner Felleman's
[02:30:15] championship, it really does again assert
[02:30:19] Carnival as an important leader in this
[02:30:23] transformation that will enable others to
[02:30:25] be able to follow because they have also
[02:30:28] agreed to share technology with others.
[02:30:31] And this is important.
[02:30:35] Slide 20, please.

[02:30:40] Our WMBE provisions.
[02:30:47] Thank you. That we have market incentive
[02:30:50] opportunities to maximize economic impact
[02:30:54] and promote equity in the way that that
[02:30:56] measurable impact is actually going to be
[02:30:58] distributed. These WMBE provisions,
[02:31:01] I think, are really important and
[02:31:03] represents an intentionality. And that
[02:31:06] you've taken our feedback and specifically
[02:31:08] called out tribal business as well,
[02:31:12] aligns us with the memorandum of
[02:31:14] understanding that we have recently
[02:31:16] engaged in, in neighboring tribes and
[02:31:19] honoring our commitment and our promises
[02:31:22] to them to be more mindful in the way
[02:31:24] we're engaging with industries,
[02:31:27] specifically crews. And we did hear in
[02:31:29] those meetings with the Muckleshoot Indian
[02:31:32] tribe, specifically, they're looking for
[02:31:34] the opportunity to tap into the cruise
[02:31:38] market. So thank you for that feedback,
[02:31:40] and thank you to carnival for even 9th
[02:31:43] hour changes to the agreement to make it
[02:31:45] as strong as possible.
[02:31:50] The fact that they are providing ship
[02:31:52] tours, internships, you know, that they
[02:31:54] will be making philanthropic donations to
[02:31:58] our local nonprofits,
[02:32:01] I think is really important because it's
[02:32:04] another way to make sure that we are
[02:32:06] spreading that benefit and that impact to
[02:32:09] others. And then I'd just like to bring
[02:32:12] up Slide 16,
[02:32:19] the financial return to the port.
[02:32:22] This matters. The cruise
[02:32:26] industry is one of, is the top
[02:32:30] revenue generator for the port of Seattle.
[02:32:33] And as commissioner Cho mentioned,
[02:32:36] and as we've heard from members of the
[02:32:38] public, we want to ensure
[02:32:42] that economic opportunity does not come at
[02:32:45] the expense of quality
[02:32:49] of life for our residents, for our
[02:32:50] neighbors, or the well being of our
[02:32:52] environment. And so the
[02:32:56] way I see our engagement with the cruise
[02:32:58] industry is important in a much larger
[02:33:01] picture of overall greenhouse gas
[02:33:03] emissions and our reduction goals.
[02:33:06] There's no other agreement like this in
[02:33:09] the industry. There's no other fleet as
[02:33:14] green as this one. And this is an
[02:33:17] important blueprint that can signal
[02:33:20] transformations in other sectors of
[02:33:22] maritime. So I see tremendous
[02:33:26] value and importance in that.
[02:33:30] And director Stephanie Jo Stevens.
[02:33:33] I've given you a very hard time.
[02:33:37] And you.
[02:33:41] Because I believe that diversity
[02:33:46] in opinions and even dissenting opinions
[02:33:49] and challenging perspectives helps us work
[02:33:52] through and get to a better final product.

[02:33:56] So I just want to acknowledge that and
[02:34:00] just publicly pay my respect to you for
[02:34:04] carrying this, doing it so gracefully, so
[02:34:07] thoroughly. One thing that
[02:34:11] I do want to mention. There's only one.
[02:34:13] But having
[02:34:17] reviewed this agreement.
[02:34:26] Please, if you could consider section 6.5.
[02:34:32] We have stated that we share very closely
[02:34:36] our greenhouse gas emission reduction
[02:34:38] goals. And it is explicitly stated here
[02:34:42] that carnival will monitor their progress
[02:34:46] towards those goals. We have the option of
[02:34:49] renewing a lease or reconsidering a lease
[02:34:52] at the five year mark. And I
[02:34:56] want to see, and we've talked about this
[02:34:58] and with Commissioner Felleman, that
[02:35:00] accountability in progress to those goals
[02:35:03] is critical. So I just wanted to express
[02:35:07] that we have it within our ability to
[02:35:11] monitor their. Monitoring of their
[02:35:14] progress towards those goals. And I look
[02:35:18] forward to working on and introducing an
[02:35:20] order that will require. Require the
[02:35:23] executive director to consider progress
[02:35:26] towards these goals when renewing leases.
[02:35:29] So with that,
[02:35:32] I don't have any further. I don't have any
[02:35:34] questions, but I just. I look forward
[02:35:38] to supporting this today and acknowledge
[02:35:41] that it is a tremendous step towards
[02:35:44] progress. And thank you to Carnival.
[02:35:47] Thank you to carnival for coming. Coming
[02:35:49] to the table over and over again in good
[02:35:52] faith and representing our requests in
[02:35:54] this agreement. Okay,
[02:35:57] if there's. And I'd like to state for the
[02:36:00] record that Commissioner Mohammed has
[02:36:02] dropped off the call at 215 pm.
[02:36:06] So, hearing no further questions or
[02:36:09] comments from my colleagues at this item.
[02:36:11] Is there a motion and a second to approve
[02:36:13] item ten d? So moved.
[02:36:17] Second. The motion has been made by
[02:36:19] Commissioner Cho and seconded by
[02:36:21] Commissioner Calkins to approve item ten d
[02:36:26] and without any further debate, clerk
[02:36:28] Hart, please call the roll for the vote.
[02:36:31] Thank you. Beginning with Commissioner
[02:36:32] Calkins. Aye. Thank you, Commissioner Cho.
[02:36:35] Aye. Thank you. Commissioner Hasegawa.
[02:36:38] Aye. Thank you. Three ayes. Zero nays
[02:36:40] for this item. Thank you very much for
[02:36:42] your work on this. Thank you.
[02:36:44] Commissioners,
[02:36:47] the motion passes, moving us along to item
[02:36:51] eleven, presentations and staff reports.
[02:36:54] Clerk Hart, please read the next item into
[02:36:55] the record and executive director Metruck
[02:36:57] will introduce it. Thank you. This is
[02:37:01] agenda Item Eleven, a Seattle Waterfront
[02:37:04] update on projects and partnerships
[02:37:06] report.

[02:37:10] Commissioners, the Seattle Waterfront is
[02:37:11] undergoing a historical transformation,
[02:37:13] as we all know, and today's briefing will
[02:37:16] feature guest presenters from our partners
[02:37:18] across the board. It's great to see
[02:37:20] everyone, so many in the room today, who
[02:37:23] will highlight some of the exciting work
[02:37:25] that is transforming our waterfront.
[02:37:28] So rather than me going through the
[02:37:30] guests, I think I'm going to turn it over
[02:37:31] to our senior director for external
[02:37:34] relations, Pierce Edwards, and our senior
[02:37:37] program manager for maritime engagement,
[02:37:39] Rosie Courtney, to do that and to walk
[02:37:42] through and to introduce our speakers and
[02:37:45] our presentations today. So with that,
[02:37:47] I'll turn it over to Pierce. Thank you.
[02:37:50] Executive director Metruck, Commissioners,
[02:37:52] it's good to be with you here today.
[02:37:53] Pierce Edwards, senior director of
[02:37:55] external relations and as Steve noted,
[02:37:57] I'm joined by my colleague Rosie Cord,
[02:37:59] Rosie Courtney, senior manager for
[02:38:01] maritime engagement, also within external
[02:38:03] relations. And towards the end of our
[02:38:04] presentation, we'll introduce the bevy of
[02:38:06] guests we have with us today to make their
[02:38:09] respective presentations. Next slide,
[02:38:12] please.
[02:38:15] Commissioners, today we will hear from
[02:38:16] four of our waterfront partners about the
[02:38:18] status of the respective's investments to
[02:38:21] transform and enhance Seattle's central
[02:38:24] shoreline. This will include the office,
[02:38:26] the city's office of the Waterfront, the
[02:38:28] Friends of the Waterfront park, the
[02:38:30] Seattle Aquarium and Elliott Bay
[02:38:32] connections. Collectively, these projects
[02:38:36] represent or cover a geography. From just
[02:38:39] north of pier 48, heading north across the
[02:38:43] central waterfront, up north past pier 62,
[02:38:46] including Myrtle Edwards park and
[02:38:48] Centennial park up to the Expedia campus.
[02:38:52] Of course, all this work was made possible
[02:38:54] by the removal of the Alaskan Way viaduct,
[02:38:57] whose investors included a variety of
[02:39:00] local governments and state governments,
[02:39:02] and its replacement with the SR 99 tunnel.
[02:39:06] Next slide, please.
[02:39:12] In addition to the aforementioned projects
[02:39:14] that are underway along the waterfront, I
[02:39:16] did want to spend some time to reflect on
[02:39:19] or to share investments as the port has
[02:39:22] made along the north side of the
[02:39:24] waterfront in recent years, or not so
[02:39:26] recent years. But beginning in 1994,
[02:39:30] there was several years of redevelopment
[02:39:33] along the central waterfront, where we are
[02:39:34] today, starting with the restoration of
[02:39:37] Pier 69 from a former cannery to the port
[02:39:39] headquarters where we're meeting today,
[02:39:42] to our south. Two years later, in 1996,
[02:39:44] the Bell street pier, which had served as

[02:39:47] the headquarters of the Port of Seattle
[02:39:49] since the early part of the 20th century,
[02:39:53] was renovated to include an eleven acre
[02:39:56] mixed use development which includes Bell
[02:39:58] Harbor Convention center, the marina and
[02:40:01] now the cruise terminal at Pier 66
[02:40:05] or terminal 66. And then in 1998, to our
[02:40:09] east, the World Trade Center Seattle was
[02:40:11] constructed, which included parking
[02:40:13] garages, office space and retail, and two
[02:40:15] years three years later, to the south,
[02:40:17] the development of the Marriott Hotel and
[02:40:19] the waterfront landing residences. Next
[02:40:22] slide, please. Here's a before and after
[02:40:25] picture of that development around Bell
[02:40:27] harbor. As you can see, the port
[02:40:28] headquarters in the mid 1970s, with the
[02:40:30] fish trawler in the water and the parking
[02:40:32] garage behind it, to the modern day marina
[02:40:35] with World Trade center hotel and water
[02:40:37] residences behind there. Next slide,
[02:40:41] please. I wanted to share a
[02:40:45] slide with some of the collective
[02:40:47] investments that we've made in the very
[02:40:49] recent past, which includes the \$281
[02:40:51] million the port put into the viaduct
[02:40:53] replacement program, \$5 million
[02:40:57] that we are investing in the Seattle
[02:41:00] Aquarium Ocean Pavilion project. Bob will
[02:41:03] talk a little bit more about their project
[02:41:05] and the port exhibit that will be going in
[02:41:07] as part of our investment and donation to
[02:41:11] the Seattle Aquarium. Of course, there's
[02:41:13] the Elliott Bay connections, which is \$45
[02:41:15] million in private donations led largely
[02:41:18] by Melinda French Gates and Mackenzie
[02:41:21] Scott, which will enhance the waterway
[02:41:24] and parks north of Pier 62 up to the
[02:41:27] Expedia campus, and then the lesser
[02:41:30] investments, but still important
[02:41:31] investments that we don't talk about very
[02:41:33] much, which is the 755,000
[02:41:37] that the court put forward for the local
[02:41:38] improvement district, or lid levy for the
[02:41:40] waterfront park two years ago, \$100,000
[02:41:43] annually in pavements that we've made to
[02:41:45] the metropolitan Improvement District
[02:41:47] since 2002. This includes support for such
[02:41:50] programs, the downtown ambassadors, urban
[02:41:53] park activation and the seasonal
[02:41:55] activities downtown and along the
[02:41:56] waterfront. And then last but not least,
[02:41:59] most recently was our \$270,000 payment
[02:42:02] for flaggers at the Pine street connector
[02:42:05] to allow trucks entry from the north on
[02:42:08] Alaskan Way to supply ships at Terminal
[02:42:10] 66. This is at the intersection where the
[02:42:13] aquarium Ocean Pavilion building
[02:42:17] is going up, so it reopened on June 1.
[02:42:20] But those are some of the more recent
[02:42:26] investments that we've made. A couple of
[02:42:28] the projects that are not listed on here,
[02:42:30] but I wanted to just briefly mention,

[02:42:34] are the Alaskan Way protected bike lane
[02:42:37] that we are working on with the city of
[02:42:39] Seattle Department of Transportation.
[02:42:41] That is a project that will build a
[02:42:43] protected bike lane from Broad street
[02:42:45] south to the new bike lane that's coming
[02:42:48] down from, or does come down from a pike
[02:42:51] Place market near the aquarium. We expect
[02:42:53] that project to go to be advertised for
[02:42:57] construction later this year and be
[02:42:58] completed sometime next year. We will be
[02:43:01] working with the Seattle Department of
[02:43:03] Transportation to come before commission
[02:43:05] in September to share both their work on
[02:43:07] the bike lane and also on the proposed
[02:43:10] transportation levy that they have that
[02:43:12] will go before voters this November. And
[02:43:16] then the other project further south is
[02:43:18] the Wasca property. I think we're all well
[02:43:20] versed in the Wasca property is the five
[02:43:22] acre plot of land that washed out, bought
[02:43:25] prior to the construction of the 99
[02:43:28] tunnel. It's between the stadium district
[02:43:30] and Terminal 46. WT has
[02:43:35] given notice that they plan to develop
[02:43:37] that property in coordination with the c
[02:43:39] 40 competition process which will focus
[02:43:42] on design to advance
[02:43:46] sustainable development. That project
[02:43:49] will not be started until 20 or 20.
[02:43:52] Construction on that project will not
[02:43:53] start until after FIFA World cup in July
[02:43:56] of 26. But in the interim between now and
[02:43:59] the end of next year, there will be a
[02:44:02] request for proposals,
[02:44:06] and that'll be due. There are three due
[02:44:09] dates. One will be in RFI in the,
[02:44:13] in the fall of this year, in October, RFQ
[02:44:15] and second quarter of next year, then RFP
[02:44:17] next summer before WSDOT makes the final
[02:44:19] decision on who will develop the property
[02:44:22] and what that design will include. So more
[02:44:25] to come on that as well, we'll be inviting
[02:44:26] WSDOT to come before commission this
[02:44:28] fall to share more on that development as
[02:44:31] we learn more about the p three investment
[02:44:33] process and development of the project
[02:44:36] moving forward. And with that, I'm going
[02:44:38] to turn it over to Rosie for a few words.
[02:44:39] A very few words. Good afternoon,
[02:44:41] commissioners and executive director
[02:44:44] Metruck. It's my pleasure to be here with
[02:44:46] these community partners. I appreciate
[02:44:50] every opportunity to work with them, and I
[02:44:52] welcome their creativity and their support
[02:44:55] to bring more residents and more visitors
[02:44:57] to the waterfront and to port facilities.
[02:45:01] So what we're going to do now is each
[02:45:03] partner will come up for ten minutes.
[02:45:04] They will take your questions after their
[02:45:07] deck of slides. So with that,
[02:45:10] Pierce, you're going to do the intros?
[02:45:11] Yes, I'll do the intros. Thank you,

[02:45:13] Rosie. First up, we'll begin with Angie
[02:45:15] Brady, director of the city's office of
[02:45:17] Waterfront and Civic Projects. Angie,
[02:45:25] hello. Hey. Thanks for having me. Thanks
[02:45:27] for the introduction. So, I am Angela
[02:45:30] Brady. I work for the city of Seattle.
[02:45:32] And I am the director of the office of the
[02:45:34] Waterfront and Civic Projects. That means
[02:45:37] I am in charge of the delivery, the
[02:45:39] successful delivery of the entire
[02:45:41] waterfront program on behalf of the city.
[02:45:44] And I could not be more excited about
[02:45:46] that. I do. Before I dive in, I wanted
[02:45:49] to, to just take a moment to acknowledge
[02:45:51] the port and your partnership and your
[02:45:54] role in supporting both the state's
[02:45:56] Alaskan Way viaduct replacement program
[02:45:58] and the city's waterfront program over the
[02:46:01] last 20 year lifespan. It's taken a
[02:46:04] lot of time, a lot of partnership, and we
[02:46:06] really appreciate your support and your
[02:46:08] encouragement and really excited to
[02:46:12] be where we are today. Can you go to the
[02:46:13] next slide? So this
[02:46:17] is a picture to remind us all what the
[02:46:19] Alaska wave addict looked like pre
[02:46:21] demolition days. It was a double decker
[02:46:24] structure that separated the heart of our
[02:46:26] downtown from Elliott Bay and from our
[02:46:29] beautiful waterfront. So with its removal,
[02:46:32] provides this enormous opportunity for us
[02:46:34] to reconnect our downtown to the
[02:46:37] waterfront. Next. Long history,
[02:46:40] and I know you all know this pretty well.
[02:46:42] I'll just cover this very briefly. All of
[02:46:45] this was instigated with a 2001 earthquake
[02:46:48] that damaged both the viaduct and the
[02:46:50] Elliott Bay Seawall, which forms the
[02:46:52] foundation for our entire waterfront.
[02:46:54] Took about eight years of replacement,
[02:46:57] planning, environmental review, design to
[02:47:00] sort out a resolution to fixing
[02:47:04] the situation in terms of the seawall and
[02:47:06] the replacement of the viaduct. And in
[02:47:08] 2009, an agreement was signed between the
[02:47:11] city, county and the state, and the port
[02:47:12] was a big part of that, to replace the
[02:47:16] SR 99 Alaska viaduct with a deep bore
[02:47:18] tunnel. And that's just exactly what we
[02:47:20] did. So 2010 to 2012, the city held
[02:47:24] broad community engagement, developed a
[02:47:27] concept design, a vision for our new
[02:47:29] waterfront, and in 2013, we started
[02:47:32] construction of all of the employees
[02:47:33] improvements, and we've been under
[02:47:34] construction ever since. Next,
[02:47:38] this graphic shares just a compilation of
[02:47:41] all of the different projects that have
[02:47:43] been happening across the waterfront. And
[02:47:44] with the orange dash line represents the
[02:47:47] alignment of the SR 99 tunnel, the green
[02:47:50] solid line represents the elite Bay
[02:47:52] Seawall and the replacement of that

[02:47:54] project. And then everything in the gold
[02:47:56] color includes the area,
[02:47:59] geographical area that we have focused on
[02:48:01] in terms of redevelopment and
[02:48:03] reconstruction of the waterfront. Next,
[02:48:09] I already talked about the board tunnel.
[02:48:10] I just wanted to highlight here that
[02:48:12] Alaskan Way is really critically important
[02:48:14] to the port in terms of a freight
[02:48:16] corridor. It serves as one of two major
[02:48:19] arterials that run through the heart of
[02:48:21] our city, and it also serves as an over
[02:48:23] legal route. Next,
[02:48:28] picture from Main street, looking out
[02:48:30] toward the waterfront during the
[02:48:31] demolition of the viaduct, which occurred
[02:48:33] in 2019. So just a reminder of the massive
[02:48:36] structure that existed there. Next,
[02:48:42] and just to share with you the difference
[02:48:45] it makes to remove the Alaska Viaduct and
[02:48:48] the opening up of the views of the
[02:48:49] waterfront from our downtown. It's just
[02:48:51] really special. Next.
[02:48:54] The waterfront program spans from the
[02:48:57] stadium district at the south end on the
[02:48:59] left hand side of the screen here, all the
[02:49:01] way up to Belltown at Bell street at the
[02:49:04] north end of the screen. And it is
[02:49:06] anchored with a new Alaskan Way, all new
[02:49:08] utilities underground, a park promenade,
[02:49:11] a linear park promenade that runs the
[02:49:13] entire length of the waterfront, two new
[02:49:15] piers and a whole seat of projects. East
[02:49:18] west connection projects that connect,
[02:49:21] attempt to reconnect our city to our
[02:49:23] waterfront, our downtown. Thank you.
[02:49:25] Next, pay special
[02:49:29] attention here to that big red star on the
[02:49:30] right hand side of the screen. So we've
[02:49:32] been under construction, as I said, since
[02:49:34] 2013, and we are very near completion of
[02:49:37] construction of our waterfront in the
[02:49:39] spring of 2025. So pretty excited
[02:49:43] about that. Next I'm
[02:49:47] just going to clip through some of these
[02:49:48] really quickly. These are some slides that
[02:49:51] represent some of the construction
[02:49:52] projects that have been completed over the
[02:49:54] years. This is a representation of the
[02:49:55] Elliot Bay Seawall forms the foundation of
[02:49:58] our waterfront was completed in 2017 after
[02:50:01] four years of construction, and the cost
[02:50:04] of that was around \$410 million. Next pier
[02:50:08] 62. We built this starting in 2017 and
[02:50:12] opened it in September 2020. Not the best
[02:50:15] time to open a new park, but ever since it
[02:50:18] has been programmed with many events by
[02:50:21] Friends of Waterfront park and they're
[02:50:24] little bit about that as well. Next Union
[02:50:28] street pedestrian bridge opened in
[02:50:30] December of 2022. This connects western
[02:50:33] avenue down to the waterfront with a
[02:50:35] pedestrian bridge, a set of stairs and an

[02:50:37] elevator, and some really cool art
[02:50:39] projects. Next,
[02:50:42] Elliot Way and Lenora Bridge. So this is
[02:50:44] an image of the Connector street that
[02:50:48] connects Belltown down to the waterfront,
[02:50:51] critically important to connect to the
[02:50:53] ports, Lenora street pedestrian bridge and
[02:50:56] elevators. We worked in coordination with
[02:50:57] them to get all of these improvements
[02:50:59] consistent and celebrated the opening of
[02:51:02] all of this in April of 2023.
[02:51:05] Next,
[02:51:08] we opened the Pioneer Square Habitat
[02:51:10] beach. This is a beach we built just south
[02:51:13] of the Washington state Coleman dock
[02:51:15] terminal, the new terminal that was opened
[02:51:18] just a few months ago, and this
[02:51:21] beach has been open since last July. We
[02:51:23] celebrated the opening of some of the new
[02:51:26] art projects adjacent to the speech just
[02:51:28] last week. Thanks. Next this
[02:51:32] is the Marion street pedestrian bridge,
[02:51:33] another major element of our program. It
[02:51:36] connects the new Coleman dock terminal
[02:51:39] back to First Avenue, and this bridge was
[02:51:41] open to the public in December of 2023.
[02:51:43] It serves 5 million pedestrians per year
[02:51:47] to make that connection between downtown
[02:51:49] and the ferry terminal. Next,
[02:51:53] the Alaska Way connector. This is a
[02:51:55] critical piece for the port of Seattle.
[02:51:57] This allows for all of the northbound
[02:51:59] traffic that is heading toward the cruise
[02:52:02] ship terminal that is right on the
[02:52:04] waterfront. And this is a really important
[02:52:06] piece for us to get completed and we
[02:52:08] really appreciate the work we've done with
[02:52:10] the port and your partnership on this.
[02:52:12] And we actually ended up opening this
[02:52:15] connector on May 31 of 2024.
[02:52:18] So hopefully that's working well for
[02:52:20] everybody. Next,
[02:52:24] the overlook walk and the Seattle Aquarium
[02:52:26] Ocean pavilion. You'll hear more about the
[02:52:28] ocean pavilion here shortly. The overlook
[02:52:30] walk is a connector piece. It's an
[02:52:32] elevated park that connects pike place
[02:52:35] market down to the waterfront,
[02:52:38] seamlessly connected with the Seattle
[02:52:39] aquarium. And this is just a rendering
[02:52:43] showing all of the improvements as
[02:52:45] envisioned years ago. Next and
[02:52:49] this represents the. And you all, you all
[02:52:52] see this every day after you walk the
[02:52:53] waterfront. Just all of the progress and
[02:52:55] the construction of that enormously
[02:52:59] unique project that we are very, very
[02:53:01] proud of. Next.
[02:53:05] This is a rendering looking at what we
[02:53:07] call the sailor steps underneath the
[02:53:09] overlook walk. Next.
[02:53:14] And then this is just an image looking up
[02:53:16] toward the overlook walk from Alaskan Way

[02:53:19] to the north and just showing some of the
[02:53:21] progress that we've made in this area.
[02:53:23] Next.
[02:53:26] Bringing back to about 2014,
[02:53:30] this is. This was an image that represents
[02:53:33] our construction of the new seawall. And
[02:53:35] we were right in, in the middle of it.
[02:53:37] You can see the viaduct on the left hand
[02:53:39] side and our entire construction zone
[02:53:42] there in the middle. Next.
[02:53:45] This is an image of that same exact
[02:53:47] location and the imagination of the new
[02:53:51] park promenade and what that could look
[02:53:53] like with seating and open spaces and
[02:53:55] landscaping. Next. And this
[02:53:58] is a picture of what that area looks like.
[02:54:01] Now. We have most of the hardscape. We
[02:54:03] have a lot of the landscaping in. You're
[02:54:06] seeing a lot of the spring blooms out
[02:54:07] there. We're now installing the park
[02:54:09] elements. So, benches, you'll see more
[02:54:11] benches coming in. You'll see a lot more
[02:54:13] play elements and fun park elements coming
[02:54:16] in over the next several months. Next.
[02:54:20] And just another image of the boardwalk
[02:54:22] and some of the plantings. Next. We are
[02:54:27] building 3 miles of bike facilities that
[02:54:29] extend the entire length of the
[02:54:30] waterfront, the entire length of the
[02:54:31] promenade. We have a section of the bike
[02:54:33] facilities open at the south end, south of
[02:54:35] Coleman dock. And you're seeing on the
[02:54:37] right hand side here, the asphalt two way
[02:54:40] cycle facility that will open up sometime
[02:54:43] this fall. Next.
[02:54:46] We have a new pier that we're building at
[02:54:48] pier 58. This is the pier that spans
[02:54:50] between miners landing and the great Wheel
[02:54:53] and the Seattle Aquarium. It will
[02:54:57] include a brand new children's playground.
[02:54:59] You can see that in the blue area there.
[02:55:01] And then we're also building a public
[02:55:03] restroom that will be installed kind of up
[02:55:06] in the right upper corner there. You can
[02:55:09] see a small public restroom. It'll have
[02:55:10] six stalls in it. Next. And this is just
[02:55:14] an image of the progress we've made on
[02:55:17] that project to date. So we've seen a lot
[02:55:18] of the concrete deck going in. We're
[02:55:20] installing the new new Fitzgerald
[02:55:22] fountain. And the playground elements are
[02:55:24] planned to come in sometime this fall.
[02:55:26] Next. I talked
[02:55:30] a little bit about some of the east west
[02:55:32] improvements that we're making. This is
[02:55:35] just an image of Pioneer Square
[02:55:37] improvements that we started back in
[02:55:39] January of this year. We plan to be
[02:55:40] complete with these improvements sometime
[02:55:43] late this year, hopefully by December of
[02:55:45] 2024. Next,
[02:55:50] we also have a set of 24 blocks of
[02:55:52] improvements up at pike and Pine streets.

[02:55:54] And the goal there really is to, again,
[02:55:56] to reconnect our downtown, the heart of
[02:55:59] downtown, to our waterfront. And this is a
[02:56:01] project that started construction in
[02:56:04] February of last year, and we plan to be
[02:56:07] complete with that by the end of this
[02:56:08] year. Next railroad Way.
[02:56:12] This is a project that is located at the
[02:56:15] south end of our program area that
[02:56:18] connects the stadiums to the new
[02:56:20] waterfront. And this project was just
[02:56:21] recently completed in partnership with the
[02:56:24] state of Washington and washed out.
[02:56:25] Thanks. Next. We have
[02:56:28] a project up in Bell street where we'll be
[02:56:30] improving two blocks, creating new bike
[02:56:32] lanes, replacing sidewalks, new
[02:56:35] landscaping, new public amenities, and
[02:56:37] we're working with the Belltown Community
[02:56:39] Council on that. And this project is due
[02:56:43] out to advertise for construction here
[02:56:46] very shortly this week, hopefully, and
[02:56:47] we'll start construction of this in the
[02:56:49] fall. Next.
[02:56:53] And last but not least, just, you know,
[02:56:55] we've made a ton of progress on the
[02:56:56] overall waterfront construction, and
[02:56:58] you're seeing that come to fruition. We
[02:57:00] have a whole host of projects being
[02:57:02] completed this year and early next year,
[02:57:05] and. And we're really looking forward to
[02:57:08] working with all of our partners to
[02:57:10] actually have a huge celebration sometime
[02:57:13] next spring that celebrates the completion
[02:57:15] of all of this hard work. So looking
[02:57:18] forward to that. Next. And I
[02:57:22] think I transitioned to Joy here. Did you
[02:57:24] want to introduce her? No. Why don't you
[02:57:26] stay up for questions, and then we'll go
[02:57:28] to joy. For that, you have to stay up for
[02:57:29] questions. So, commissioner, any questions
[02:57:30] for Angie? I just want to note that
[02:57:34] Commissioner Cho will be joining us
[02:57:35] virtually in just about three minutes
[02:57:37] here, but he will continue to engage in
[02:57:38] the meeting. So I will turn to
[02:57:41] Commissioner Calkins. Thank you so much.
[02:57:45] I love the history of the waterfront. It
[02:57:47] was really fun to look through the slides
[02:57:50] in anticipation of this. I look forward
[02:57:53] to more of the kind of rollout activities
[02:57:56] where we get to walk along and see all
[02:57:58] this happening. Somebody who frequents the
[02:58:00] waterfront with my kids, I'm excited for
[02:58:02] the playground, too, even though a couple
[02:58:04] of them are aging out. I may twist my 14
[02:58:06] year old son's arm to get up there and
[02:58:08] give them the swings, too. But on slide
[02:58:11] 13, something I really appreciate about
[02:58:14] this, which is the map that shows
[02:58:17] the overall walkthrough project map.
[02:58:23] At the south end, it takes
[02:58:27] a turn away from the waterfront.

[02:58:31] You'll see that little dog right there,
[02:58:34] and that street goes directly into then
[02:58:37] the stadiums. That's right. If you keep
[02:58:39] following it, and I love that flow,
[02:58:41] knowing that so many people get to the
[02:58:42] stadiums off the ferry terminals,
[02:58:46] tourists who are staying at the waterfront
[02:58:47] hotels are able to walk right down there.
[02:58:49] And it also ensures that people aren't
[02:58:52] continuing down the waterfront into the
[02:58:54] really industrial area of the waterfront,
[02:58:56] which you can see that sign that the label
[02:59:00] is Porsche. That's t 46. That is an
[02:59:03] operating, functional industrial
[02:59:05] waterfront. And we really want to make
[02:59:07] sure that the trucks coming out of there,
[02:59:10] the equipment heading in there, it doesn't
[02:59:14] get mingled with this incredible promenade
[02:59:17] that we're creating on the waterfront.
[02:59:18] And so I appreciate that you've kind of
[02:59:20] delineated that. And we'll continue to
[02:59:23] work to ensure that we've got this healthy
[02:59:26] coexistence of important uses for our
[02:59:29] community, from this really robust and
[02:59:33] people friendly and pedestrian friendly
[02:59:34] waterfront to this industrial working
[02:59:37] waterfront that provides great jobs and
[02:59:39] ensures that we've got the food and on our
[02:59:40] table and package, our front door. So
[02:59:42] thank you for the presentation.
[02:59:46] No questions for me, but thank you so much
[02:59:48] for the presentation. It's so exciting,
[02:59:49] and I love the vision versus the progress,
[02:59:53] and I love how it started versus how it's
[02:59:55] going. Congratulations. Thank you. Thank
[02:59:58] you so much. Thank you, Angie. Yeah. Next
[03:00:00] up, I'm pleased to welcome Joy Shigaki,
[03:00:02] friends of the waterfront.
[03:00:12] Good afternoon, commissioners executive
[03:00:15] director. It's great to be here.
[03:00:17] Following on. I'm Joy Shigaki, president
[03:00:19] and CEO of Friends of Waterfront park.
[03:00:21] It's thrilling to follow my colleague with
[03:00:23] the city. What is a historic moment for
[03:00:26] our city, of creating what once was a
[03:00:29] double decker highway that disconnected
[03:00:30] our city into making it an extraordinary
[03:00:32] new public space for residents,
[03:00:36] for this place to be hyper local and be a
[03:00:38] place that people really rediscover, but
[03:00:40] also the 15 million people who are
[03:00:41] anticipated to come to the waterfront to
[03:00:43] really enjoy the beauty of this place on
[03:00:44] Coast Salish land. Next slide. I want to
[03:00:48] apologize. The format got a little. We
[03:00:51] went through a rebrand, so some of the
[03:00:52] slides might be a little off, but the
[03:00:54] reminder for us being situated in the land
[03:00:56] of the Coast Salish is how we really
[03:00:58] center the, the voices of this place that
[03:01:00] continues to be a priority, that you will
[03:01:02] hear from the city in terms of the public
[03:01:03] artwork. But for us, as a nonprofit, how

[03:01:06] we continue to center voices of indigenous
[03:01:08] people, of tribes and ensuring that
[03:01:11] stories of harm, stories of
[03:01:14] joy, and also of resilience are really
[03:01:16] centered in this place, which continues to
[03:01:18] be a value that we have at friends and to
[03:01:20] work on alongside our partners in our
[03:01:22] programming and our work moving forward.
[03:01:24] Next slide as a reminder,
[03:01:27] obviously the park is in the former shadow
[03:01:29] of the viaduct and a real weaving together
[03:01:32] of what is an amazing new park that will
[03:01:34] really bring revitalization to downtown,
[03:01:37] to our neighborhoods, including Pioneer
[03:01:39] Square, Pike Place Market, Belltown
[03:01:43] downtown, and obviously bringing many,
[03:01:44] many more people with a new ocean pavilion
[03:01:46] that's coming. But it's also the intention
[03:01:48] of connecting people back to other
[03:01:49] communities. Communities. When you talk
[03:01:51] about the Pike Pine extension, to Capitol
[03:01:53] Hill, to the Chinatown International
[03:01:55] District, this is really about bringing a
[03:01:57] recentering of our city, but also a
[03:01:59] reweaving of what is going to be an
[03:02:01] extraordinary new world class park. Next
[03:02:03] Slide Friends is thrilled
[03:02:07] to be the nonprofit partner on this
[03:02:08] project. And a lot of new urban park
[03:02:11] projects have developed nonprofits to
[03:02:13] really provide the leadership to be able
[03:02:16] to work in partnership across the city,
[03:02:19] to be able to program and activate,
[03:02:22] provide critical private funding and the
[03:02:24] stewardship not just now, but for
[03:02:26] generations to come. So you think of
[03:02:28] organizations like Friends of the Highline
[03:02:30] and Friends of the underline, that kind of
[03:02:32] critical public private partnership is
[03:02:34] absolutely essential for being able to
[03:02:36] bring these new park spaces to life, to be
[03:02:39] able to have the resources that are
[03:02:40] necessary. But I would also say, say to
[03:02:42] center community voice to make sure that
[03:02:44] these places stay equitable and are a
[03:02:46] place of belonging and welcome. And that's
[03:02:49] really our approach. Partnership is
[03:02:51] central to all of this. You know,
[03:02:52] nonprofits can't be all things. I think
[03:02:54] what we are really excited about,
[03:02:56] including our partnership with the port
[03:02:58] and opportunities to continue to bring joy
[03:03:00] all along the waterfront into downtown,
[03:03:02] is how we continue to partner with the
[03:03:05] city, with individuals and businesses,
[03:03:08] community organizations, donors and
[03:03:10] institutions. For me, it's about
[03:03:12] leveraging the best strengths and assets
[03:03:13] that we bring forward in Seattle. And we
[03:03:15] have a lot of talent both that have
[03:03:17] created an extraordinary project like
[03:03:19] Waterfront park, but also about all the
[03:03:21] opportunities we have to really renew the

[03:03:23] city in an extraordinary way. Next slide
[03:03:30] our first decade of friends is really
[03:03:32] about modeling a transformative place,
[03:03:35] innovative piloting model centered in
[03:03:38] equity. Much of that work has been tested
[03:03:40] in co curating programs alongside
[03:03:42] community, our operations work, and really
[03:03:46] how we go into community and to really
[03:03:47] listen and to really journey together on
[03:03:50] that work. In the early days of,
[03:03:52] obviously, the design, friends was really
[03:03:54] part of, also along with the city and
[03:03:56] other partners, being able to bring
[03:03:58] awareness about the park coming to life,
[03:04:00] and also advocacy work which included
[03:04:02] funding, including the local improvement
[03:04:04] district, which has been a major piece,
[03:04:05] along with which the port has obviously
[03:04:07] contributed to and many, many others
[03:04:09] downtown to make this \$807 million project
[03:04:13] fully funded, which has been absolutely
[03:04:14] critical. We've been testing public safety
[03:04:17] models. I think what we also know is
[03:04:20] heavily policing public space is not the
[03:04:21] way you create safety and welcome that
[03:04:23] it's absolutely important that we explore
[03:04:25] different models. That's been important.
[03:04:27] Along with the Seattle center, who's now
[03:04:29] our current partner in public safety and
[03:04:32] maintenance, to make sure that we are
[03:04:34] testing ways to show up for communities,
[03:04:36] including those who are unhoused, being in
[03:04:38] public space, to bring forward the ESU
[03:04:41] officers with the Seattle center, and
[03:04:43] then, when necessary, to bring Seattle
[03:04:44] police into public space, that it's really
[03:04:46] important to find ways to make sure that
[03:04:48] everyone feels that sense of welcome and
[03:04:49] safety. We had launched our campaign for
[03:04:52] Waterfront park in 20, 2170 million
[03:04:55] dollars project, which feels like many
[03:04:58] moons ago, but we are nearing the end,
[03:05:00] and I'll talk about that in a little while
[03:05:01] to make sure that we could deliver on our
[03:05:03] private contributions towards the build,
[03:05:05] but also make sure we could program the
[03:05:08] initial spaces to really reconnect locals
[03:05:10] to this extraordinary waterfront. We play
[03:05:13] the role of convener. I think that that's
[03:05:15] an important role. We take the role really
[03:05:16] seriously of how do we really connect the
[03:05:18] public sector, the public private sector
[03:05:20] and community together to be able to talk
[03:05:22] through how this extraordinary investment
[03:05:24] will really be one for our entire
[03:05:26] community, and in that is really living
[03:05:28] under our values of diversity, equity,
[03:05:30] inclusion and access in our work. Next
[03:05:33] slide. Equity in place.
[03:05:36] Making again becomes that question of who
[03:05:38] feels that sense of belonging, safety and
[03:05:40] welcome in public space. We move away from
[03:05:42] the sort of mantra, if you build it, they

[03:05:44] will come, because fundamentally, the
[03:05:46] question is, who is left behind when you
[03:05:48] don't ask, when you make the assumptions
[03:05:49] that not everyone feels that sense of
[03:05:51] welcome. All of our work has really been
[03:05:54] designing a model of co design and co
[03:05:56] curation in our public programs and
[03:05:58] activations, along with other decision
[03:06:00] making. And I think that's been really
[03:06:01] critical to what you have seen on pier 62,
[03:06:03] which has become a place of a lot of joy
[03:06:06] and deep connection. We've centered
[03:06:08] indigeneity and BIPOC voices, again,
[03:06:10] really listening and being intentional
[03:06:12] about asking questions of how we create
[03:06:14] this new public space into something
[03:06:15] that's really transformative and a place
[03:06:18] of a lot of joy and healing. And in that
[03:06:21] you move at the speed of trust that we
[03:06:22] really believe that that's an important
[03:06:24] aspect, that if you really want to build
[03:06:25] long term relationships, is that you
[03:06:28] really intentionally slow down to make
[03:06:30] sure that trust is at the center of this
[03:06:31] work. How we do that work has included
[03:06:34] working with a number of community
[03:06:35] committees. One of our committees is the
[03:06:37] pulling together committee, which is an
[03:06:39] all indigenous committee that really helps
[03:06:41] us ensure that we are listening and
[03:06:44] informing questions of how do we ensure
[03:06:45] that this Coast Salish land is being
[03:06:48] programmed and that we are ensuring that
[03:06:50] they see themselves in the space, both
[03:06:52] indigenous tribes and urban indigenous
[03:06:54] people. Our community connections
[03:06:57] committee is an all BIPOC led committee.
[03:06:59] Similarly, that gives feedback about our
[03:07:01] activations in the park and also our work
[03:07:02] with friends. And then the last is an
[03:07:05] accessibility committee that just came
[03:07:06] online this past year. Again, really
[03:07:08] making sure that we are asking how do we
[03:07:11] ensure that the public can have a
[03:07:14] experience in the park as much as
[03:07:16] possible. For those of us who are able
[03:07:17] bodied, we take a lot for granted, but we
[03:07:20] have opportunities to really improve the
[03:07:21] overall accessibility of the park itself
[03:07:24] in order to make this a park for all.
[03:07:26] Next slide our programming has been at
[03:07:29] the center of a lot of our work since pier
[03:07:31] 62 opened in the throes of COVID 2020.
[03:07:34] As Angela Brady mentioned, we had no
[03:07:36] fanfare and we had no sort of ribbon
[03:07:38] cutting, but we really began programming
[03:07:40] in earnest about two and a half years ago.
[03:07:42] We're thrilled that we've had about
[03:07:43] 167,000 people come for our free programs.
[03:07:47] People can also come to Pier 62 to just
[03:07:49] enjoy the beauty of the space and passive
[03:07:51] activation. Over 1.2 million people have
[03:07:54] come just to come and sit and enjoy the

[03:07:56] views of the Salish Sea, our downtown,
[03:07:58] and have places of respite. But in our
[03:08:01] programming has been the opportunity to
[03:08:03] really partner with 287 artists,
[03:08:05] performers and organizations. Over 200
[03:08:08] vendors. Many are women and minority owned
[03:08:12] because we believe that also creating
[03:08:14] economic opportunities and investments in
[03:08:16] our programming is a big part of how we
[03:08:18] work. And then in our visitor survey, we
[03:08:21] actually asked people what their
[03:08:22] experience is like. And of those surveys,
[03:08:25] over 94% of people reported that
[03:08:29] they felt satisfied by the experience.
[03:08:31] And I'll talk a little bit in a moment
[03:08:32] about our new cultural master plan as this
[03:08:34] waterfront park opens. One of the
[03:08:37] statistics we're pleased to just share is
[03:08:39] that 80% of our artists, performers and
[03:08:41] program partners had BIPOC representation.
[03:08:44] And again, what it means to normalize that
[03:08:46] in public space in the city. And I think
[03:08:48] as a model for other urban parks that are
[03:08:50] happening as also really important. Next
[03:08:52] slide. We're beginning our 2024
[03:08:55] programming season. We have over 70 free
[03:08:57] programs that are happening between
[03:09:00] wellness and play. We have our spotlight
[03:09:03] series of a variety of performances and
[03:09:05] dance, and then some of our larger events,
[03:09:07] including our Indigiqueer program, which
[03:09:09] will start this Saturday, and our block
[03:09:12] party that will happen over Labor Day
[03:09:14] weekend. And then Salmon Homecoming,
[03:09:15] which will wrap up our formal
[03:09:17] programming season in the warmer months.
[03:09:19] This is, again, a really great opportunity
[03:09:22] to reconnect people back to the
[03:09:23] waterfront, both locals and visitors, to
[03:09:25] have an experience that's hyperlocal and
[03:09:27] really see a perspective of culture, of
[03:09:30] belonging, and really rich, diverse
[03:09:32] communities that are a reflection of us in
[03:09:34] Seattle and in the northwest. Next slide.
[03:09:37] As I mentioned, we have a really wonderful
[03:09:39] partnership with the Seattle center. It's
[03:09:41] been a year in the making. There's been a
[03:09:43] large question of how do we keep this
[03:09:44] place safe? What is the model of caring
[03:09:46] for this new urban park? Unlike all of our
[03:09:48] neighborhood parks, if you have 15 million
[03:09:50] people coming to this place, we really
[03:09:52] need to make sure that it can be handled
[03:09:53] by an extraordinary team. And so our
[03:09:56] partners at Seattle center, who manage
[03:09:57] that 70 acre campus, are doing urban
[03:10:01] public space management and really aligned
[03:10:04] with the goals of friends and with the
[03:10:05] city of Seattle. And so we're really
[03:10:06] thrilled that they have been part of our
[03:10:08] team in partnership over the last year,
[03:10:11] and we've really seen some really good
[03:10:12] returns on that. Part of that partnership,

[03:10:14] as a reminder, is friends contributed over
[03:10:16] 5.2 million towards this operational
[03:10:18] partnership for the next five years. And
[03:10:20] again, that's a great example of how we
[03:10:22] solve for tough city issues. But in the
[03:10:24] end, want to ensure that what this massive
[03:10:26] investment will be, will be one where
[03:10:28] everyone in the public feels this place is
[03:10:30] for them. Next slide.
[03:10:33] I mentioned our campaign for Waterfront
[03:10:35] park. I'm really thrilled that we're
[03:10:37] nearly at 90% of the way towards goal. We
[03:10:39] will be wrapping this campaign of June of
[03:10:42] 25 and celebrating the completion of which
[03:10:45] we will have contributed 110 million to
[03:10:47] construction and will have paid for our
[03:10:49] programming and operations over the last
[03:10:51] ten years. And then we'll be pivoting our
[03:10:53] work, really towards ongoing operations of
[03:10:55] the park, moving away from a campaign
[03:10:57] model to ongoing fundraising, earn revenue
[03:11:00] opportunities, and obviously other
[03:11:01] opportunities to be able to sustain this
[03:11:03] organization now and in into the future.
[03:11:05] Next slide. We also went through
[03:11:08] a rebranding effort. We moved away from
[03:11:10] blue and green, which is your standard
[03:11:12] colors in the northwest, to be something
[03:11:13] really unique. I think a lot of people
[03:11:16] have been a little confused by our role.
[03:11:17] Are we government? Are we a BIA? But we're
[03:11:19] a nonprofit. And we really want to bring
[03:11:21] people closer in to our work and become
[03:11:23] our partners and our advocates and our
[03:11:25] champions. So it's a new look, new name,
[03:11:28] and same friends. So friends of Waterfront
[03:11:30] park that really connects people, people
[03:11:31] to place and for people to be coming into
[03:11:34] our work as this park begins to open and
[03:11:37] really to bring people into a really rich
[03:11:39] relationship with us as friends. And so
[03:11:41] you'll see some of the shape, language and
[03:11:43] the colors that really remind people of us
[03:11:46] being an organization that's fresh and
[03:11:47] welcoming and one that we really want to
[03:11:49] connect to build this next generation of
[03:11:52] park lovers of this extraordinary project.
[03:11:54] Next slide. I'm really pleased. Over the
[03:11:57] last year, our team, alongside our
[03:12:00] community consultant, worked on a
[03:12:02] waterfront park master plan, and many
[03:12:04] cities do cultural master plans to really
[03:12:06] ask the question how a place becomes what
[03:12:08] the framework is for making sure a place
[03:12:10] can be equitable and create inclusion
[03:12:15] and make a place have a cultural identity.
[03:12:18] Waterfront park is going to become that
[03:12:19] place. And we have worked with over 144
[03:12:22] community members and hosted eleven
[03:12:24] roundtables to really ask the the question
[03:12:26] of what this place can be for us now
[03:12:30] and moving into the future. Next slide.
[03:12:33] We know there's a history of harm,

[03:12:34] there's a rich history of also rich
[03:12:36] contributions that happen in the city.
[03:12:38] But it's also important to map what we
[03:12:40] really want this place to be for Seattle.
[03:12:43] Next slide. And in
[03:12:46] order to be able to do that, it's also
[03:12:47] continuing to center those histories of
[03:12:49] stories that have not been told in the
[03:12:51] public narrative and making sure that our
[03:12:53] goals are really centered on belonging,
[03:12:55] indigeneity, connection to place and land
[03:12:59] stewardship, reciprocity, back to
[03:13:00] communities, which I talked about, and
[03:13:02] back to neighborhoods. This will be a
[03:13:04] framework for friends that we'll be
[03:13:05] continuing to work on and make sure we're
[03:13:07] staying true to those values based on
[03:13:10] community input to really develop this
[03:13:12] cultural master plan, not just for
[03:13:14] friends, but really for the city and for
[03:13:15] this place. Next slide. This is just a
[03:13:19] poem that we had developed, that people
[03:13:21] had developed in one of our roundtables,
[03:13:23] where people really are seeing themselves
[03:13:24] in this place by 2028 and what this place
[03:13:27] needs to be. Next slide. And in the end,
[03:13:30] right what welcoming spaces can be when
[03:13:32] people call what is the beauty of Seattle
[03:13:34] home? And to really recognize how we're
[03:13:37] going to be using our public programming
[03:13:39] and much of our other work to foster
[03:13:40] healing and belonging and shared
[03:13:42] prosperity. Next. Next slide.
[03:13:45] We are going to be launching also this
[03:13:47] summer, our promenade pop up programs.
[03:13:49] There will be four pilots this summer and
[03:13:51] four stalls. We'll be bringing a number of
[03:13:53] small businesses, artists into this
[03:13:56] space to really create a program that
[03:13:58] creates economic development opportunities
[03:14:01] for small businesses and really incubation
[03:14:04] programs to give economic empowerment, to
[03:14:07] celebrate diversity, accessibility and
[03:14:09] affordability, affordability for people
[03:14:10] coming to visit the park, and
[03:14:11] environmental responsibility. Next slide.
[03:14:14] And we'll be tracking a lot of those
[03:14:16] deliverables. As we know, a lot of the
[03:14:18] businesses on the waterfront have really
[03:14:19] struggled since pandemic and construction,
[03:14:21] but we really see a unique opportunity for
[03:14:23] this experience to be able to collect data
[03:14:26] on how people are actually using and
[03:14:27] coming into the park, to provide feedback,
[03:14:30] obviously, to small businesses, to be able
[03:14:33] to track foot traffic into the park itself
[03:14:36] and to activate some underutilized spaces
[03:14:38] and then really support some small
[03:14:39] businesses that do not have brick and
[03:14:41] mortars. Next slide.
[03:14:44] And Angie Brady had mentioned this, but we
[03:14:46] are having a number of lead up to grand
[03:14:48] opening and a season of welcome and really

[03:14:50] thrilled to be partnering with the city of
[03:14:52] Seattle, along with the port of Seattle on
[03:14:54] a lot of this planning leading up to early
[03:14:56] 2025, which is early grand opening. So you
[03:14:59] can see a number of events here.
[03:15:01] Fundamentally, once this park opens, it
[03:15:03] will also be a living, breathing space for
[03:15:05] our community. And so we're excited about
[03:15:07] how we welcome people back to the
[03:15:08] waterfront, to rediscover downtown and
[03:15:11] really discover the heart of our city in
[03:15:12] an extraordinary way. Next slide. I think
[03:15:15] that may be it. Thank you.
[03:15:19] Great. Thank you, Joy. Any questions?
[03:15:21] Commissioner, commissioners commissions.
[03:15:25] Just a continent. Good to see you again,
[03:15:27] Joe. Good to see you. A quick comment to
[03:15:29] say, one of the things that brings me
[03:15:33] a lot of hope for the
[03:15:36] city of Seattle, and in particular related
[03:15:39] to the waterfront and the neighborhoods
[03:15:41] that are around it, is that you are making
[03:15:43] a place that's more livable for residents
[03:15:45] of Seattle. And I think there was a. For a
[03:15:47] long time, there was a mindset that
[03:15:50] downtown Seattle, that even sort of
[03:15:53] concentric circle out of downtown Seattle,
[03:15:55] outside of downtown, but including
[03:15:58] neighborhoods, these were places you would
[03:16:00] go to work or maybe enjoy some nightlife.
[03:16:03] But we need to shift that perspective back
[03:16:05] to one, which these are residential
[03:16:07] neighborhoods, Belltown and Lower Queen
[03:16:10] Anne and Pioneer Square, and the
[03:16:14] waterfront itself. We need
[03:16:18] a place where people will come to live,
[03:16:20] not just to work. And so when we create
[03:16:23] amenities like this, when we open up the
[03:16:25] space, it is. I mean, this. There is no
[03:16:27] better metaphor for that change in mindset
[03:16:30] that we're tearing down a piece of car
[03:16:32] infrastructure and we're putting up a
[03:16:35] space where people can spend their off
[03:16:38] work hours. And so I love that about this
[03:16:40] project. And I think this is the
[03:16:43] kind of thing that 100 years we'll look
[03:16:45] back on and it will continue to be an
[03:16:47] asset that is beloved by our community.
[03:16:49] So congratulations on all the work.
[03:16:52] Thanks for the presentation. Yeah, thank
[03:16:53] you. Thank you for the partnership.
[03:16:55] Executive Director Metruck thanks
[03:17:00] commissioners. I want to thank both Angie
[03:17:01] and Joy for their partnership as we talked
[03:17:04] about their exciting plans and how things
[03:17:05] are moving ahead. And I think, you know,
[03:17:08] obviously you can see our shared values
[03:17:09] and goals here and especially connecting
[03:17:11] people with the waterfront. That's kind
[03:17:12] of. Did you steal that from us? No. No, I
[03:17:15] can't say we did. Well, it all makes
[03:17:18] sense, right, how we all look at it, but
[03:17:19] we're all in the same goals of that. And I

[03:17:21] really, and commissioners, you've asked
[03:17:22] about this before. We are having great
[03:17:24] conversations about how we can continue to
[03:17:26] support this and are working with Angie
[03:17:28] and discussing, discussing an MOA,
[03:17:31] more formalizing our relationship on that.
[03:17:33] We look forward to concluding that and
[03:17:36] bringing that back in the future coming up
[03:17:38] soon. So we look forward to furthering the
[03:17:40] partnership on this. I just want to say
[03:17:41] that in this part of it, I know we have
[03:17:43] more presentations, but we have more
[03:17:45] formal partnerships with the aquarium
[03:17:46] already. So thank you. Thank you. Thank
[03:17:48] you both. Thanks. Thank you. I have
[03:17:50] questions and comments on my own, so just
[03:17:53] a super niche request or maybe pro tip
[03:17:56] that I actually find slide numbers to be
[03:17:58] incredibly useful. So if you want to
[03:18:01] incorporate slide numbers into future
[03:18:03] presentations, we would do that for you.
[03:18:05] Absolutely. Thank you so much. But I am
[03:18:07] looking at the slide that sort of has like
[03:18:09] a tentative kickoff or opening timeline
[03:18:12] and I see everything as
[03:18:16] quickly as June 2024 to ongoing through
[03:18:20] 2025. I was just this past,
[03:18:24] well, yesterday I was in Vancouver, BC
[03:18:27] facade facilitating conversation on FIFA
[03:18:29] World Cup 2026 where we have an
[03:18:33] estimated 5 billion people,
[03:18:37] 5 billion viewers and 750,000
[03:18:40] visitors. And it's going to be an influx
[03:18:43] of surge. It's going to aye. in June.
[03:18:46] They've published the match schedule and
[03:18:50] the month of June is just going to be a
[03:18:52] really exciting time. The work that we're
[03:18:54] doing to be able to really showcase the
[03:18:58] best of what this city has to offer to a
[03:19:01] global audience I think is just
[03:19:05] critical in not just reaping the benefits
[03:19:07] of an adrenaline shot for 2026,
[03:19:10] but the ongoing return of people who fall
[03:19:13] in love with our beautiful city. So are
[03:19:17] there planned like openings or should
[03:19:20] everything be up and running and ready to
[03:19:22] go by June 2026? Yeah, we've been in
[03:19:25] conversation with the FIFA organizing
[03:19:27] committee and obviously considering what
[03:19:29] activations look like on the waterfront
[03:19:30] since obviously part of the bid was really
[03:19:33] positioning the waterfront as a central
[03:19:34] piece, it may include, obviously some
[03:19:37] programming. So friends can obviously
[03:19:39] provide that programming for visitors to
[03:19:41] have an authentic local experience. I
[03:19:42] think that we're waiting for some guidance
[03:19:44] in terms of, of what makes sense.
[03:19:46] Obviously, the stadium district being
[03:19:47] butted right up against the park is this
[03:19:49] natural sort of flow of people coming
[03:19:51] along the waterfront, obviously through
[03:19:53] downtown. So we're looking forward to sort

[03:19:56] of how we best coordinate opportunities
[03:19:58] for activations in the warmer months
[03:20:00] during 2026 and FIFA and other
[03:20:03] opportunities for some economic
[03:20:04] development. Right. Opportunities for
[03:20:06] connection that is hyper local because
[03:20:08] people want to come to a town and feel
[03:20:10] like they're experiencing something local
[03:20:12] and not something that's sort of generic.
[03:20:14] And so we've been in conversations, I
[03:20:16] didn't really map that on our
[03:20:17] presentation, but we're looking forward to
[03:20:18] sort of finalizing some of those things as
[03:20:20] the organizing group gets clearer in terms
[03:20:23] of their priorities as well. And some of
[03:20:24] those local vendors and service providers,
[03:20:28] what have you, that are going to be
[03:20:31] retailing at the waterfront will all be in
[03:20:33] place by then. Yeah. So the piloting
[03:20:35] program that you mentioned, the Promenade
[03:20:37] Prop up program, is all local. So we're
[03:20:39] working with Shunpaik Seattle restored and
[03:20:43] El Centro de la Raza, as well as
[03:20:44] indigenous sort of local artists, to be
[03:20:47] able to be those vendors in the pop up
[03:20:48] program. And we're gonna be getting
[03:20:50] feedback after this summer to expand it
[03:20:52] once the rest of the park opens. And
[03:20:54] that's an exciting opportunity. Right. So
[03:20:56] we wanna support the small, the businesses
[03:20:57] on the waterfront, but also give visitors
[03:20:59] a different experience as they come down
[03:21:02] to experience it and be able to work with
[03:21:04] small, you know, support small vendors and
[03:21:06] have an experience there, and then make
[03:21:08] their way up to pike place market and into
[03:21:10] other neighborhoods. We really believe
[03:21:12] that there needs to be economic benefit
[03:21:13] for communities, right. And diverse
[03:21:15] communities and going back into their own
[03:21:17] communities. Right. So that if you have
[03:21:18] all these people coming into the space,
[03:21:20] there needs to be that opportunity to make
[03:21:21] sure that money is flowing and there's
[03:21:23] intentional investment. Right. And we
[03:21:27] recognize that there have been many hands
[03:21:28] and many entities at play to bring this
[03:21:31] project to where it is. That said, the
[03:21:33] port of Seattle has tremendous pride,
[03:21:36] the development of our precious and only
[03:21:39] waterfront. And so I look forward to an
[03:21:42] upcoming memorandum or an
[03:21:46] agreement, I guess, and supporting it. So
[03:21:50] thank you all so much for coming today and
[03:21:52] for presenting to us without any. Is there
[03:21:55] more to the presentation? There's more
[03:21:56] presenting. Y'all are up on the next
[03:21:58] speaker. Thank you, Joy. Thank you. Thank
[03:22:00] you. Next up, we have Bob Davidson, who
[03:22:02] leads the Seattle Aquarium team. And,
[03:22:03] Bob, before you begin, I believe Steve
[03:22:05] would like to say a few words of welcome
[03:22:06] as well.

[03:22:09] Thanks, Bob. I just wanted to welcome you.
[03:22:11] It was great just to be there at the
[03:22:13] opening. The first people, I guess. There
[03:22:17] is a fantastic space, and I know everyone
[03:22:20] here is excited to be there, and I'm sure
[03:22:22] that's what we're going to hear. So thanks
[03:22:23] for those. Thanks for that continuing
[03:22:25] partnership. Thank you. Thank you. And
[03:22:28] good afternoon. And thanks for the
[03:22:30] opportunity to join you today. My name is
[03:22:32] Bob Davidson. I'm president and CEO of the
[03:22:35] Seattle Aquarium. And Steve, thanks for
[03:22:39] that welcome. And I would echo that. So
[03:22:42] I've been at the aquarium, I hesitate to
[03:22:45] say it, but for 22 years.
[03:22:48] And during that time,
[03:22:53] it's been very.
[03:22:56] A real challenge sometimes to work with
[03:23:00] all the different partners that you and we
[03:23:03] have. The city, the county and
[03:23:08] the whole ball of wax. And I
[03:23:12] would say that in the last decade,
[03:23:15] certainly, and especially in the last five
[03:23:18] years, the relationship
[03:23:21] commissioners and Steve and your whole
[03:23:24] executive team between the Seattle
[03:23:26] aquarium and the port of Seattle has
[03:23:29] achieved a richness in so many different
[03:23:31] threads, whether it's the building of the
[03:23:34] ocean pavilion itself, but also
[03:23:37] programmatically and the mission of the.
[03:23:40] And clearly the green interest of the port
[03:23:43] and of the aquarium are completely
[03:23:45] aligned. And our collaboration
[03:23:50] on research with drones mapping kelp.
[03:23:55] I'm so sorry, I have to interrupt.
[03:23:57] Commissioner Cho has dropped off, which
[03:23:59] means that we've lost our quorum, which
[03:24:01] means that we actually no longer have a
[03:24:04] meeting. And so I just need to take a
[03:24:06] moment to instruct SCCTV to stop
[03:24:09] recording. That said, we can go ahead and
[03:24:11] continue this as a briefing. Okay, good.
[03:24:14] I'm good.

END OF TRANSCRIPT