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This is commission Vice President
Toshiko Hasegawa commuting the special
meeting of the June 25,
2024 special meeting.
The time is 10:33 a.m.
we're meeting in person today at the Port
of Seattle headquarters in the commission
chambers, as well as virtually via
Microsoft Teams. Present with me today are
Commissioners Calkins, Cho, Felleman,
Mohammed, all of whom are gathered in
executive session waiting for the official
opening of this public meeting. We'll now
recess into executive session to discuss
three items, one related to performance of
a public employee per RCW 42 30.1101
for approximately 20 minutes. The next
related to litigation and potential
litigation or legal risk per RCW
42 30.1101 I for approximately 40
minutes and our final topic is related to
national security per RCW 42.301
for approximately ten minutes. The session
is expected to last 70 minutes. Will
reconvene into public session at twelve
noon. Thank you. We are in recess.
The time is 12:11 p.m. we are reconvening
the special meeting of the commission. My
name is. I can't hear you. I'm sorry.
Thank you. That's what buttons are for.
Thank you. The time is 12:12
p.m. this is commissioned Vice President
Toshko Hasegawa reconvening the special
meeting of June 25, 2024. We're meeting in
person today at the port of Seattle
headquarters, in the chambers as well as
virtually online via Microsoft Teams.
Clerk Hart, please do call the roll of all
commissioners and attenders. Thank you.
Commissioner Calkins, if you're on the
line, moving to
Commissioner Felleman. Present.
Thank you. Commissioner Hasegawa.
Present. Thank you. Commissioner Mohammed.
Thank you. We do have a quorum
established. Thank you. Madam Clerk. For
everyone in the meeting room today,
please do us a favor. Turn your cell
phones to silence for anyone participating
on Microsoft Teams. Mute your speakers if
you're not actively speaking and if you're
not presenting. And also if you would
please disengage your cameras unless
you're a member of the commission or the
executive director participating
virtually. If you'd like us to see your
beautiful face, you'll have your chance
during public comment, which will come up
later on in the agenda. As that also goes
for, a friendly reminder for the members

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

And a second 2nd.

Thank you. The motion has been moved by Commissioner Felleman, is seconded by Commissioner Calkins, who joined us online.

Right. That was aye.? Yes. Okay. That was aye..

Wonderful. Are there any objections?

Seeing none, the agenda has been approved.

Moving on to special orders of the day, we have none. So the next item on our agenda is the executive director's report.

Executive Director Steve Metruck. Please take it away. Thank you,

Vice President Hasegawa. Thank you. Good afternoon, commissioners. With the end of the school year and the official start of summer behind us. We are entering the heart of the busy summer travel season through our maritime and aviation gateways. To prepare, our aviation staff are doing all we can to accommodate travel demand while simultaneously constructing new amenities and enhancements to improve the customer experience. For several months, teams have been working hard to increase the number of screening lanes at Seattle Tacoma International Airport checkpoints two and three. It was originally thought that the project would take until March of 2025 to complete. However, our dedicated staff recognized how critical it was for our airport to have these additional security lanes ahead of the summer rush and were able to add lanes and reopen only four and a half months after the investment committee approval. The project wrapped up earlier this month as checkpoint three, our only 24/7 checkpoint has officially reopened and all services will be reestablished.

Congratulations to all for completing this project ahead of schedule to help us be ready for this busy travel season that we find ourselves in. Over in maritime I want to address a story broadcast by a local news outlet. Earlier this month, it was reported that unlicensed drivers are soliciting rides at our cruise terminals. We are concerned about this practice. It impacts operational efficiency and safety, lowers the customer service experience and reduces economic opportunity for licensed drivers. We are reviewing and increasing our efforts to prevent these solicitations through messaging to our customers in announcements, signage and other cruise communications, and continue to work with our Port of Seattle Police Department to maintain safe operations for all.

I also want to note that this is our second meeting in June and it is the last commission meeting of the second quarter.

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

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

also on our consent agenda is my employment agreement. It's an honor and a privilege to work with you, our staff, and all of our partners here in Seattle and throughout the region. And I am extremely grateful for the opportunity and your confidence in that to continue my service here at the port for three more years. So with that, I thank you and I thank you for your time this morning, this afternoon. Thank you so much, executive director Metruck, for that report. At this time, I'd like to acknowledge for the record that we have been joined virtually by Commissioner Calkins, and I think that, and I have to apologize. Something came up that I have to, to run to attend to, and I really am sorry I can't hear the waterfront briefing and be here for the carnival signature, but my thoughts are with you. I should be able to monitor for a little while in transit. Thanks. And with that, we will thank and excuse commissioner Felleman for the meeting. Thank you so very much. All right, we are now at the public comment section of our agenda. The port commission welcomes public comment as an important part of the public process. Comments are received and considered by the commission in its deliberations. Before we take public comment, let's review our rules for in person and virtual public comment. Clerk Hart, go ahead and aye. the play. Madam Commission vice president, shall we do committee reports?

Thank you for that correction. And as a point of order, please welcome to the to this dais presenter, Erica Chung, strategic advisor for the port commission. Miss Chung, good afternoon. Vice President Hasegawa, commissioners, and executive director Metruck. I have three committee reports for you today. On June 18, commissioners Cho and Felleman convened the Sustainability Environment Climate committee. They were briefed on the port's waterfront clean energy strategy, a roadmap for enabling clean energy infrastructure investments to support deployment of zero emission technologies and to increase energy resilience, including partnerships, components of the current implementation framework, and changing energy landscape. Commissioners were also briefed on hydrogen activities in the Pacific Northwest, including marine and aviation hydrogen applications. On June 18, the Waterfront and Industrial Lands Committee met with commissioners Fellamon and Calkins convening the meeting. There was one item for briefing

and discussion, an update on Wasca site and the c 40 challenge. The audit committee met on Thursday, June 20, with commission vice president Hasegawa presiding and commissioner Calkins and public member Sarah Holmstrom in attendance. The committee heard a performance audit report regarding civil asset forfeiture from the Office of the Washington State Auditor. The audit reviewed law enforcement agencies around the state looking at their civil asset forfeiture processes and procedures. Recommendations were made with respect to the Port of Seattle Police Department and its processes compared with other agencies. Moss Adams, the port's external auditor, provided the results of the 2023 financial statement audit. The committee then heard updates from the director of internal audit, Glenn Fernandez, with respect to the internal audit organizational structure, open issues and the status of the 2024 audit plan. Performance audits were then presented on time approval controls and parking garage elevator modernization, as well as limited contract compliance audit this concludes my report. Thank you. Thank you very much. Are there any questions for Miss Chung? Seeing none, we can move forward. And now it is on to public comment.

Clark, go ahead and play the video. Thank you.

Give us just a moment here.

The Port of Seattle Commission welcomes you to our meeting today. As noted, public comment is an important part of the public process, and the Port of Seattle Commission thanks you for joining us. Before proceeding, we will overview the rules governing public comment for your general information. Each speaker will have two minutes to speak unless otherwise revised by the presiding officer for the purposes of meeting efficiency, and the speaker shall keep their remarks within the allotted time provided a timer will appear on the screen and a buzzer will sound at the end of the speaker's comment period. The commission accepts comments on items appearing on its agenda and items related to the conduct of port business. Presiding officer will ask speakers to limit their comments to these topics. This rule applies to both introductory and concluding remarks. Disruptions of commissioned public meetings are prohibited. General disruptions include, but are not limited to, the speaking before being recognized by the presiding officer holding or placing banners and signs in the meeting room in a way that

endangers others or obstructs the flow of people or view of others at the meeting intentionally disrupting, disturbing or otherwise impeding attendance or participation at a meeting refusing to follow the direction of the presiding officer or security personnel attempting to use the comment time for purposeful delay without conveying a discernible message using the comment period to assist in the campaign for election of any person to any office or for the promotion of or opposition to any ballot proposition, except when addressing action being taken by the commission on a ballot proposition appearing on its agenda directing public comments to the audience engaging in abusive or harassing behavior, including, but not limited to, derogatory remarks based on age, race, color, national origin, ancestry, religion, disability, pregnancy, sex, gender, sexual orientation, transgender status, marital status, or any other category protected by law, the use of obscene or profane language and gestures, assault or other threatening behavior, and sexual misconduct or sexual harassment. For safety purposes, individuals are asked not to physically approach commissioners or staff at the meeting table. During the meeting, individuals may provide written public comment before or after the meeting, and in addition, speakers may offer written materials to the commissioned clerk for distribution during their testimony to the commission. A detailed list of the public comment rules is available through the commission clerk. If a meeting is disrupted by an individual in attendance in the meeting room or by an individual providing public comment in person or virtually, the port will impose progressive consequences that may result in exclusion from future meetings. Written materials provided to the clerk will be included in today's meeting record. The clerk has a list of those prepared to speak when your name is called, please come to the testimony table or unmute yourself. If joining virtually, repeat your name for the record and state your topic related to an item on the agenda or related to the conduct of poor business. For those joining virtually when you have concluded your remarks, please turn off your camera and mute your microphone. Our public comment period will now commence. Thank you again for joining us today.

Please note for the record, Commissioner Calkins has joined us in person, and with that clerk hart, please invite

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

Madam Commission vice president. Our next speaker from the room is Kira Lisa Cadres. Welcome Kira. Please approach the dais and Kira, if you could please repeat your name for the record and your topic related to the conduct of port business or your agenda item. Thank you.

Hello, my name is Kira Lisicatos and I'm representing downtown Seattle association and my topic is the cruise industry. Good afternoon commissioners. Thank you for the opportunity to speak today. My name is Kira and I am the community relations and ratepayer engagement specialist at the downtown Seattle Association, a nonprofit membership organization with a mission to create a healthy, vibrant downtown for all. The cruise season is now in full swing and I wanted to share with you the positive impact this sector is having on our members and on our downtown's economic recovery. Cruise season is an economic driver for our region and an important part of Seattle's identity as a world class city. In 2020, there's record breaking cruise season, the port welcomed over 900,000 passengers from all over the world, including Alaska, Australia and the Pacific Islands. This influx of visitors provides an economic boost for the greater Seattle area as cruise passengers eat at local restaurants, stay in downtown hotels and enjoy live music and shows. It brings thousands of people to the city each year, not only international tourists, but also locals who are drawn to the activity along the waterfront. As a community relations specialist, I get the opportunity to engage with our community members firsthand and hear their daily experience. Belltown residents say that Bell street cruise terminal is a source of local pride, and each year they look forward to seeing the direct benefits of cruise season in the neighborhood. Seattle's cruise season serves as a unique conduit that connects Seattle with the rest of the world and nourishes our local economies. At the downtown Seattle association, we celebrate tourism's local impact and recognize that a healthy cruise sector is vital to our city's economic and cultural revitalization. Thank you. Thank you very much, Clark. Please welcome the next speaker. Thank you. Our next speaker is Jeannie Oxford.

And Jeannie, if you could repeat your name for the record and your agenda item or topic related to the conduct of port business, please. Thank you. Good afternoon. My name is Jenny Oxford. I'm with Columbia Hospitality, here to

speak on item ten relating to the cruise industry. I work with Columbia hospitality. We're an organization that directly employs people in hotel, restaurant and distinctive venues here in our downtown market as well as across the region. It's incredibly important to us to continue to support the cruise industry here in downtown, particularly in a time when we have a lot of Seattleites still working from home. It's really refreshing for our team members to finally have the energy and vibrancy of downtown that we've been anticipating. We also are incredibly excited about the waterfront redevelopment and continue to support all of our efforts there. And seeing all of the travelers coming to enjoy this space is very important to us as an industry. We would just like to say that our team members are all supported by the travelers that come through, and we want to continue to see that vibrancy through downtown and just appreciate the port considering that. Thank you, Miss Oxford.

Go ahead, Clark.

Thank you. Our next speaker is Sally Andrews. Bless you.

And Sally, if you could please repeat your name for the record. Your agenda item, please. Thank you. Of course. Hi, good afternoon. I'm Sally Andrews, vice president of communications and public affairs for the Cruise Lines Industry association, also known as CLIA. And I'm here speaking in support of the cruise industry. And item ten D. I'm based here in Seattle and I've spent my career in the cruise industry here locally. As Michael said, cruise contributes over 900 million in annual economic impact to Seattle in 5500 jobs. We appreciate the ongoing working relationship with the Port of Seattle in planning for the future of cruise here locally and your efforts and leadership to meet our shared sustainability goals. Today, I want to share with you two reports that I think you'll find useful resources related to the cruise industry. The first I think you have these is charting the future of sustainable cruise travel, which covers the significant progress that cruise lines have made in their pursuit of net zero emissions by 2015. This highlights key focus areas of our member lines, including climate action, sustainable tourism, affordable and clean energy, clean water and sanitation, responsible consumption, economic growth and more. These goals are in alignment with the United Nations Sustainable Development

Goals. The report also includes a global map of ports with at least one berth, active, funded or planned for shore power. We applaud the Port of Seattle for being a leader in offering shore power. Now, for 20 years, only 3% of the world's cruise ports have shore power. I also want to highlight that one of our members, Carnival Corporation item ten D, today has 100% of their ship's home porting here in Seattle, outfitted for shore power today. The second report is called an ocean of opportunities and covers workforce development in the cruise industry. In 2024, cruise Lines will employ a multinational workforce of nearly 300,000 seafarers and tens of thousands of employees on land. The workforce is expected to grow with more than 50 new ships coming online by 2028. Cruise lines provide training, support and skills growth for seafarers, and the coming years will provide significant opportunities for training in sustainability technologies and practices. CLIA members align with the strict requirements of the International Maritime Organization and the International Labor Organization's Maritime convention standards, commonly known as the Seafarer's Bill of Rights. Our partnerships with the Port of Seattle are Cruise show, and we thank you for your support.

Thank you very much. Clark. Please welcome the next speaker. Thank you. Our next speaker is Randy Cote.

Randy, if you could please repeat your name for the record and your agenda item or topic related to the the conduct of port business, please. Thank you. I'm Randy Cote, chief marketing officer for the Space, Anal and Chihuly Garden and Glass here today to talk about item ten D, the Carnival Corporation's preferential birthing agreement with the Port of Seattle. Each year, the space Needle and chihuly Garden and glass welcome over 2 million visitors, and in 2023, they were part of the 37.8 million visitors to Seattle and King county. As tourists, I like that they leave behind \$787 million of state and local taxes that I don't have to pay as a resident of Seattle Lincoln county. That money circulates in our community long after they go home. And that's both visits directly impacted by the cruise industry and its overall impact as Seattle as a tourist destination. That puts us on the map. It's been 24 years since Seattle first home ported a ship. I was actually on the radiance of the Seas in 2001, one of those pilot programs. And our business at this Needle since that

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

that they have in place for these ships to plug in while at berth. This is the right thing to do to help reduce emissions where and when we can. I'm here to thank the port and its staff, as well as the cruise industry, for doing all that you do to contribute to our economy and for the jobs you've created for the IWWU through the cruise industry. Thank you.

Thank you, Mr. Ventoza. Clerk Hart, please welcome the next speaker.

And our final sign up today is Dilmas Whitaker.

That wasn't a sign in sheet for like a ten. That's all right.

We were wondering, you want to come and tell us what you've been up to?

We want to see you on the big screen. All right, that's fine. Not this time. Well then, with that. Clerk Hart, will you please give us a synopsis of all the written comments that were submitted?

Thank you. One moment. Let me stop sharing this.

It was super cute. It was super cute.

Madam Commission vice president, Madam Commission president. Joining us online, members of the commission executive director Metruck, we've received three written comments today, three similar comments, requesting the port to provide a statement regarding the sound insulation repair and replace pilot program, stating that, one, all homes that previously received packages will be eligible for the pilot program. Two, that those homes will be evaluated based on severity and longevity, and three, that members of SEA, SeaTacNoise.info will be invited to help improve the assessment phase and ensure that all affected homeowners are properly heard. And these comments come in from Betty McCready, Johnny Samra and Marianne Markanen. And that concludes our written comments received. Thank you very much, clerk Hart. Well, is there anybody else in the room who did not sign up in advance?

I'd like to speak to the commission.

Are you sure, Dilmas? Okay. Well, hearing no further public testimony, we will move on to our consent agenda.

Items on the consent agenda are considered routine and will be adopted by one motion. Items removed from the consent agenda will be considered separately immediately after adoption on the remaining consent agenda items. So at this time, I would look for a motion to approve the consent agenda covering items eight, A, B, E, F, G, H and I.

And I'll note there's a technical correction on item I being a date error in the termination severance pay provision.

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

Commission vice president, Hasegawa commissioners, and executive director Metruck. And, Steve, congratulations on the extension of your contract. We appreciate your support as always, and look forward to working with you for the next three plus years in the future. So today I'm here before you. I brought battalion chief Dave Jewitt here for two reasons. One, he's our union vice president and he's a battalion chief. And before I get into my presentation, one of the things that we don't get a chance to do often, and I don't get a chance to speak in front of you, I want to take the liberty and kind of explain what our battalions chiefs do for us in the industry. So I'm here asking for funding for equipment as a battalion chief. Chief Jewett manages those resources that we're asking for you to approve. Today, aye. number one priority is operational readiness to make sure the men and women of our department are trained, equipped, and prepared to safely engage and initiate the services that they provide. And we provide a plethora of services, and we'll cover those services as we get into the details of the presentation and the request. So is there a next slide?

So what we're asking for is executive Metruck, ability to approve the \$10,169,500 to support vehicle purchases from 2019 to 2030. And you may ask, why 2019? We were engaged and ready to allocate and spend \$5 million back then, but we deferred it when COVID hit. So as we were getting back into assessing the fleet and identifying what we needed to replace, we extended that from the original thought process. And we would have been before you if had COVID not aye. us. I'm asking for 5 million. So we bundled all of that, and we have not been before commissioned before. So we bundled all that for a 2019 through 2030 purchase. And I have pictures of the vehicles that will show you the years of the vehicles and what we're asking for. So you can see that we're working with central procurement. Once approved, if approved, we will be working with central procurement, and we're looking at possible cooperative agreements and various methods of allocating these purchases. Is there a next slide? I'm going to go to the next one. We'll skip that one. So here's the bigger picture of the purchase. What we're asking for today is to replace two ARF vehicles, one structural engine, a hazardous materials vehicle, a technical rescue, and I'll stop on hazardous

materials. So one of the things that we do, we're very, we're a significant resource within the community. So within the south end of King county, we respond often, which you may or may not be aware of off site to support our mutual aid agencies. Not only do we do that in engine response for structural firefighting, ARF response to help them with large petroleum based fires, but we also have a significant posture within the region for hazardous material. Currently, our hazardous materials vehicle houses both our technical rescue and hazardous materials equipment. One, we go off site for hazardous materials or technical rescue, we lose the other capability on site, or we have a reduced capability, not that we lose it. So we're asking, we're going to be splitting those two vehicles out as part of this request is a stair truck, two aid units or ambulances, and then two gators. And I have pictures of all this coming up in the additional slides. Next slide.

In the previous slide. It did show that some of these vehicles could take, as it's showing here, up to four years to receive. So we're going to be replacing a 2010 engine with a new engine. We're going to be replacing a 1989. So our fleet is aging and in need of replacement. So we looking at replacing eight cars and engines every seven to ten years. But we work with the aviation division. We don't just automatically take for granted that would be allocated those resources. It depends on the financial capability and position of the airport at the time. When COVID aye. and dropped us in 2008, it dropped. We don't ask for money in times and we're trying to do our, our part in contributing to softening that when we were in hard times. So that's what we do.

The 1989, actually, when I first got to the port in 2010, that vehicle only had 5000 miles on it. It's got low miles, but it's outdated technology and it's in dire need of. Just because it hasn't been driven a lot, it's been used and abused and is in need of repair. That vehicle does go offsite for mutual aid responses into Auburn and other areas like that. And we need a better vehicle to support our men and women that provide that response. Next slide.

We're going to be replacing a 2010 and 22,008 unit.

And you may be asking, why are we asking for two? The 2000 operates better than the 2010 and has maintained a better serviceable life. I would talk to our mechanics and it warrants replacing both

of them at this request. And we'll be asking for two ARF vehicles, the 2006 and the 2010. And so as you see, there's significant lead time in getting this vehicles. And my request today is to authorize executive director Metruck so that we can bundle all these purchases and move forward so that we're not coming back to commission for each vehicle purchase. I did that in the past and that just is cumbersome. And I want to be able to move through so that our men and women can have these vehicles in the fleet and take advantage of the new technology and better, more reliable equipment. Next slide.

So one of the things that we are looking at doing, not last year, not last, the last triennial drill, with the FAA mandated drill that we do, that's large scale, that we bring all the outside entities into. The port city of Seattle operates gators for some of their big events where they have crowds, because the gators are mobile and agile and can get in and around things for our clear zones on the north end and the south end of the runways, it was identified not last triangle drill, the previous one. And when Seattle brought their gators out, that that was something, that was a gap. So we're asking for this as part of that purchase and what these would do. One, they could be, they could move firefighters to scene and in and out of incidents, because on the air field, it can be significant travel distance to and from things. It can move patients back to treatment, triage, and transport, and it can pull trailers so that we could colloquially locate many patients on that particular tool that we'd be using to effectively, more effectively manage a large scale incident with a lot of injuries. The red vehicle you see there is what we're considering a technical rescue. It's a smaller scale, more agile. We do respond technical rescue. We have a rope team. You may or may not be aware of that. They do mutual aid support into the gorge down in black Diamond, Auburn, for some of the swimming incidents and stuff like that. So that's what we're looking for as part of this purchase as well. Next slide. A lot of the airports are using ladder trucks. I've considered ladder trucks. So I just wanted to show this slide is that we don't take it lightly and we're not asking for anything that we don't need. So I want you to know that a lot of the airports are using ladder trucks to get firefighters on aircraft, and they use stair trucks to get passengers off of

aircraft. We're weighing the opportunity and the feasibility to maybe initiate this tool into our repertoire, but I'm not asking for it at this time. I wanted to socialize it, though, that we are thoughtful and considerate of what we're asking for. We also operate under very congested conditions and parameters around the airport, and this vehicle would have to also respond to aid calls and other things. And it's a bigger piece of equipment, and as it gets more and more congested and tighter, as chief Jewett would attest to, for even eight calls, sometimes with a smaller profile vehicle, it's fine. It's really hard to find places to locate those vehicles on those responses. Next slide.

So some other considerations. I thought to share the expense dollars to outfit the apparatus. So the request today is for capital for apparatus. As part of my annual budget, when I pitch to the aviation division, I ask for expense dollars. The equipment and tools, hose equipment that will be added to these will be part of an expense request at a different time, but it'll be part, it'll be in part in conjunction with receiving that. So if I receive a vehicle in 2025, I prepare the budget for 2025 to ask for associated tools and equipment to support that purchase. We want to engage CPO and be more active. We're just opening up and exploring opportunities to do cooperative agreements. There's government contracts out there that have already done the vetting for purchasing and the competitive nature of the purchasing, and we're hoping to engage in some of those agreements. And then just disposition, you may ask. Disposition of replaced equipment. We look for multiple options, and we don't do this alone. We work with our stakeholders in house to do we sell at auction? Do we donate locally? Is there a possibility to donate internationally? Because some of our outdated equipment works really good, like at the Puget Sound or skills Puget Sound Skills center, where they train firefighters. It still has many more years of life in that capacity, and then just put up their depreciation schedules and interesting impacts to the asset. Things to consider. And then just note that we are not only do we provide services and excellent services at the airport, I would be remiss if I didn't get the chance to speak before you and say that I can honestly say we have the best airport fire department in the country by far. We operate twelve minimum staffing every

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

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

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

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

I had originally pitched this in 2018 to the aviation investment committee, got approval for \$5 million for a lesser number of vehicles, and then we never executed any. So we hadn't, that package had not been before commission. So when I was actually writing specs for a HAZMAT vehicle and getting that lined up, and in 2023, I went to the team and said, well, we've deferred since COVID. What do we really need? I want to ask and get it right. I don't want to ask for a capital or execute those funds and then come back to you shortly thereafter for more funds. So what I went to our capital team and said, here's where I'm at. Do I ask for a new CIP to support the future needs, needs, or do I combine them? And they recommended that I combine them since I hadn't been before you. And so this is my first request before you today. And so that was deferred because of COVID. The economic situation at the airport didn't support us even asking. So we didn't even ask. We just did our part. And we have really good mechanics that are able to maintain them, but that doesn't need to, as Chief Jud alluded to. They're tired. Some of those pieces of equipment are tired and definitely are in need of replacement. And it's about maintaining operational readiness at the highest of levels. We're not asking for the Cadillac, but we're not asking for the Hugo either. We're asking for something in between so that we can maintain our ability to provide excellent service. I hope that answered their question. That does. That's helpful because I wasn't sure if this was an additional amount or if it was totaling in 15,000. It's combined. It's combined, yeah. So the original purchase request was for 2019 to 2023. So that's why you see 2019 through 2030. So it's combined. That makes a lot of sense. Chief, thank you. Yeah, that's. That's my only question. And again, thank you for your leadership and your work, and I look forward to supporting this item today. Great, I guess. Chief, what. What's a rope team? You said some. Yeah, we have a tech rescue team, rope team that will do all high and low angle rescues. So when the crane was here, if the crane operator 297ft up had an issue, we have the ability to get a litter repel and take care of that person. We've done it off the water tower at the airport, off the roof when contractors had heart attacks. We just have a multitude of rollover car rollover. Maybe 20ft down embankment. We can go down there safely

with the rope team, secure the car, secure a litter, secure the patient, bring them up, things like that. So it's whenever somebody needs help and they're at a high or low angle that we otherwise couldn't get to, we have a daily staffing of a team that will take their rope, bags, their equipment, and go out and handle that scenario. Thank you. And then can you go to slide five, please?

Clerk Hart, if I may just add to that. So one of the things. And the airport's on a plateau. Right. So if you go short of the airport from the north end, you're down. You could be hundreds of feet below grade. And we can come from below, or we can come depending upon where that's at, so we could stabilize and be able to help mitigate a rescue with the tech rescue team. It's really interesting to have this opportunity to get an insight into how you do your jobs. And it's one of the most beloved professions that I think has captures the heart of so many Americans. I mean, even my daughter, three and a half years old, it's a huge deal whenever the wheel. Wheel goes by.

Okay, so slide five. Here we are at the bottom right. What did you call this vehicle? The bottom right. Yeah. So that's a hazardous materials vehicle. So the one on the left is. It's like a box truck or like an old. We say like a bread truck. They have sliding doors on it. That's the newer technology of a hazardous materials vehicle. So it's not. That doesn't have water and it doesn't have hose. It has equipment to support. And a lot of those have actually inside with computers and tables for incident command to do research and analysis of whatever the chemical or product they're dealing with. So that's a hazardous materials vehicle. Do we have. I mean, I saw the other field vehicle that can go and transport people in a stretcher, but do we have like an ambulance component or anything like that?

So we. So we have the two, eight cars that run our eight calls every day. Currently at the airport, we have a. And I didn't show it here. I took it out of this presentation. I did have it in this presentation early on. We have what we call a mass casualty incident. It's a tractor trailer. So it's able to treat in excess of 400 patients. So we have tons of backboards and totes full of medical equipment for large scale medical incidents. And one of the things that's unique here in King county is that we have medic one. And it's. I mean, by far, you know, we have just brag on our department because we do have the highest witness

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

through both CPO and the assigned buyer to ensure diversity and contracting is considered. So I'm pleased to see that. Thank you so much.

You answered the question. We're abundantly clear that this is not the space where you ask for additional staff. I appreciate having insight into how you all operate, how you do it thoroughly and efficiently. And so I'm not going to press you, but I think there's interest among us because we are headed into a renewed budgeting season. So just a note to say that we'll be looking for that. You know, I'll be asking staff questions about how many more people would you need and how would you use them. But an investment into the work that you do is an investment into community and public safety. And I think that it's really important that we highlight the mutual aid and the interlocal aspect to that. So thank you for entertaining us as we do pose those questions. I don't have any further questions.

So is there anything else to add from staff executive director, Metruck?

Not at this time, commissioner. Thank you, Chief. And Italian? Chief. All right.

Well, hearing no further questions for this item, is there a motion and a second to approve item ten a.

So moved. So moved. Second. The motion has been made by Commissioner Mohammed and seconded by Commissioner Calkins.

Clerk Hart, please call the roll.

Thank you. Beginning with Commissioner Calkins. Aye. Thank you, Commissioner Hasegawa. Aye. Thank you, Commissioner Mohammed. Thank you. Three ayes, zero and Nays for this item. The motion passes. Thank you so very much, Chief. We appreciate both of your being here today. Thank you. Thank you for your support. Thank you. A pleasure, Claire. Cart.

Please read the next item into the record and executive director Metruck will introduce it. Thank you. This is Agenda Item Ten B, authorization for the Executive director to approve a total project budget of \$154,500,000 and to allocate \$85,800,000 of that budget for the post IAF airline realignment project at Seattle Tacoma International Airport and to execute the maximum allowable construction and cost contract amendment, any related project change, orders, amendments, work authorizations, purchases, contracts, and to take any actions necessary to support and deliver the project within the approved budget. Commissioners, this project aims to relocate airline operations from Concourse

A to concourse B to accommodate international flights at Concourse A gates. The project also includes office space, renovations and ticket counter reconfiguration at both concourses. We're now at a point where we have greater cost certainty, and we are asking for your approval of a total project budget at this time. So the presenters this afternoon are Jason Johnson, who, I guess, or you, virtual. Virtual. Yeah, Jason, there you are, Jason. Jason Johnson, assistant director, airline affairs and aviation properties. Stuart Matthews, assistant Director, aviation project management, and Sean Anderson, capital program leader. So with that, I guess I'm going to turn over you, Jason. Thank you. Executive Director Metruck. Good afternoon, commissioners. Next slide, please.

We are returning for 6th time in front of you to discuss this project. So, as executive director mentioned, this is basically facilitating a swap of gates between United Airlines and Delta between Concourse's a and B. This requires a significant build out of space on the ramp level of b to accommodate united and represents the bulk of the scope of the work for the project. The swap is necessary to relocate United from international capable gates on Concourse a that, per the terms of this signatory lease and operating agreement, their domestic only operation would have secondary priority to international operations. When we were last before you in January, we indicated we would be back once the construction costs were better known. So here we are. Mr. Andelson will provide further details on this aspect in a minute. In advance of that, I'd like to provide you some additional information with respect to our conversations with airlines on this project. So Delta Airlines has been requesting the port to accelerate the project schedule as much as possible. The port project team has analyzed the project schedule and determined that it is as optimized as it can be given the scope of the project, since that acceleration wasn't possible, Delta then requested for the port to force a move of United gate operations to Concourse B in advance of their support space being completed. This request furthered Delta's desire to lease the gates currently assigned to United's, which are adjacent to Delta's new lounge at the south end of Concourse A, which is under construction and anticipated to open in November of this year.

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

through United Airlines and a separate request for that work will be forthcoming at a later date.

The next slide I am just going to move us past because the slide seven actually has a better write up of where the cost increases are coming from. So our construction cost has increased due to increased scope, partly for building code and accessibility improvements, additional temporary measures and market conditions, and I've got a further slide that I'll share some more about that. And then our design and soft costs increased also due to these increases in project scope and additional resources for design response and to address complexities such as staffing from multiple construction sites.

The next slide shows our phased project schedule. You can see that the enabling work is underway, which was authorized earlier.

Our major schedule target remains the in use date for the airline operational space on the ramp of Concourse B along with those gate preparations for operations and is set for the third quarter of 2025.

Work will continue past the move of airlines and we anticipate being able to complete all of the work in early 2026.

We brought the next slide in just to kind of highlight a little bit the complexity of what we're undertaking here.

In one sense, I would look at the project and think, why is an office remodel so costly and taking so much time, where in fact we're doing much more than a simple remodel of space? It includes the major installations of building air handlers that are being installed on the mechanical penthouse above the public concourse level and new ramp or ground level building additions out to the edge of the existing concourse level, what we call the drip line, and along with interior amenities, additional circulation space and restrooms that I will further highlight on the next slide.

These are two images of the ramp level floor plan for concourse B. Top one is what it looks like today, how the spaces are allocated and the future. One is when the project is completed.

You can see comparing the top image to the bottom image, you can see new interior space added along both sides of the building out to what I call the drip line.

A new interior corridor has been installed just past what we call the dogleg, the

turn in the concourse down two
toward the left in the image
really to provide much
more accessible interior circulation space
that the current project doesn't or the
current site does not have today.
We're also just trying to highlight the
number of impacted airlines and the amount
of space we need to touch in order to
complete the project on Concourse B.
Can you just clarify? Because the key
doesn't say, what's the blackout piece on
the top?

I'm sorry, could that piece. Yeah,
it's united down below, but it's. Good
afternoon, commissioners. I believe that's
an unoccupied space at this time is
a mechanical space that's getting
converted into a new space as well. So
thanks.

If we move to the next slide,
we'd like to highlight for
you the efforts we've taken to address the
project sustainability framework. While we
presented this to the SEAC committee this
may, we thought it would be important to
share with you today as well. The project
is a tier two project for environmental
regulatory compliance, and our primary
focus has been equity, carbon and
energy and material strategies. You can
see each of those strategies and
the steps we've been able to take with the
project highlighted in the green box on
the right, including general
neutral restrooms for the ramp
workers on the ramp level
of concourse B, that new safe and
accessible interior corridor, and improved
employee access to daylight. At the ramp
level, at those edges that we've built
out, we're improving efficiency
with updated controls to project systems,
and we're replacing gas water heating with
electric. We are making exterior envelope
thermal improvements as well, and then
removing PVC materials from the project
specifications and placing
greater emphasis on recycled materials
that can meet our high standard of
durability.

On the next slide, we'll see that no
project is without risks and some still
remain for this project, including
unforeseen conditions. We have quite an
older portion of the airport that will be
renovating and expanding. We also have
known component lead times that we've been
accounting for. And of course, our phasing
is quite complex as we work to get those
spaces open and to maintain operations
as well.

And with that concludes

our prepared remarks and we kind, kindly request authorization of item ten b and are happy to take any questions you have. Thank you very much for the presentation. So at this time, I'll turn to my colleagues to see if they have any questions. Commissioner Mohamed. Sure. Happy to start. I did have a question. It's my understanding that if you were to choose to delay the.

If we chose to delay the authorization of this item today, that would get us to a cost certainty, but that that would lead to some uncertainties around when the construction would start. By how long would that delay be? Would it be a couple of months, a year? Is there an exact amount of time?

That's a very good question. The delay is likely at the minimum, it would be day for day. Although, you know, we have been lining up contractors to get started. They have certain expectations of when construction would begin. And as that changes, it could disrupt their ability to start our work when we anticipated. And that can be difficult to quantify exactly what that delay could be. And then how do you justify that? Thinking about, like, for instance, once you put your dollar amount out there, I would think that in some ways it would help your negotiation by not having the maxed amount out there.

That might help with negotiations. Well, we are very close in negotiating the mag, you know, which gives us cost certainty around the construction. The remaining, there are some remaining pieces, such as the work with United Airlines set for their lounge, that still, it's going, going to take more design effort to fully understand its costs.

But, you know, I feel confident with what we are achieving with our maximum allowable, allowable construction cost, including construction and project contingencies. My hope is not to be in front of you with this project again in the future. And could I just add a little bit to that point, commissioner, for those areas where we don't absolutely have the cost certainty, and as Sean noted, most of our competitive bids have been received and are in at this time. There are allowances and negotiated support services within the contracts, but those are performed on a reimbursed basis in which those are audited by an independent audit firm as well. They are only, the contractors, only paid through the GCCM methodology for the work that's actually

performed. So we do have some checks and balances there as well. That's really helpful. And I see director little is on additional thoughts.

Yes, commissioner, I think for a delay, another concern would be on the operation side. If you remember, the primary purpose of the project is to actually move united, which is a domestic operations only, so we can get those gates to be used for international service, which is, we're woefully short when it comes to international arrival gates. So if we delay the project, we'd actually delay using those gates for international arrivals. Thank you, Director Leto, for that additional information and comments.

That's really helpful. The one last question I had is, is I know that this project is also going to overlap with other projects or construction happening at the airport. As far as maybe the bag optimization program goes, can you maybe speak to how the project teams are coordinating to make sure that it has the least impact on the public or travelers?

Yes, we do have several different venues that we actively coordinate all of the upcoming construction work. The primary, one of the primary projects that will be occurring in the proximity of this project is some airfield pavement work that's going to take place around Concourse B. We have coordinated those two projects, these two projects, so that they're minimizing our impacts, both to airline operations and to the traveling public. And we will continue with utilizing these resources of the project teams coming together and ensuring that we're well coordinated with the impacts that we're going to have.

Thank you for those answers. That concludes my questions. Thank you again for the presentation, Commissioner Calkins. So my first question is just from our experience over the last few years, both during COVID and after, we've had significant capital projects delayed because of delivery of critical pieces of the construction project.

So thinking of the waterfront, the shore power project for pier 66, something missed a boat. Literally missed a boat that delayed the project. I'm wondering about those critical pieces of the construction project. Are we thinking ahead paying a little extra for storage to make sure they're here and available and get them in? Because quite honestly, my greatest concern is schedule on this. I've seen you all deliver great projects, high quality projects. I just want to make

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

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

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

But I think initially, when I received my present, my briefing, my concern was that, is this taking too long where we are inflating the cost of this problem project because time is money. Right. And so I think the way that I framed the question was, have we looked at any more accelerated timelines and any cost savings that might provide us? Because we're not stretching out. We're stretching it out as much. In other words, is there a way where we could just rip the band aid off? Right. We go through a shorter period of more pain. You get the project done quicker and at a lower dollar amount. So if we could just address that real quickly for the public and for my refresher.

So, commissioner, on that item, we have worked extensively with our contractor. Again, the advantage of the GCCM contracting method is we've got the folks that have to build it there with us looking for those options to accelerate in discussions with them and our discussions with our construction management team to build what we have to build without basically shutting a large portion of the concourse down and shutting down many more gates to do it. There wasn't anything more significant where we still hope to continue to gain weeks, maybe months throughout the course of this, but it's, as we noted, very complex work with a lot of unknowns behind the walls and under the floor and in the ceilings in difficult spaces. So they didn't feel there was anything short of a very significant closure of a portion of the terminal that we just didn't feel was warranted by this. Thanks for that context. Okay, we'll seeing no further questions or comments. Is there a motion, a second to approve. Approve item ten b.

So moved. I'll second. The motion's been made by Commissioner Calkins and seconded by Commissioner Cho. Is there any further discussion or debate on the item? Seeing none. Clerk Hart, please call the roll. Thank you. Commissioner Calkins. Aye. Thank you. Commissioner Cho. Aye. Thank you. Commissioner Hasegawa. Aye. Thank you. And Commissioner Mohamed. Aye. Thank you. Four ayes, zero nays for this item. Excellent. Well, the motion passes. Thank you so very much for the presentation. Thank you. Thank you. Thanks, guys. And we will move on to the next item. Clark Hart, please read it into the record and executive director Metruck will introduce it. Thank you. This is agenda item ten c, authorization for the executive director to approve funding to

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

team. Julie is our capital project manager for this program and Ryan is our senior environmental program manager supporting us. Next slide please.

Phase one of our program will support the installation of dedicated electric refueling infrastructure to support port owned fleet assets at several properties where existing electrical infrastructure is not a barrier. Our request is for commission authorization from the executive director to authorize funding to complete design and permitting, advertise, award and execute owner furnished equipment contracts or a contract authorized use of port of Seattle crews and small works contracts to support the design, development and construction execution. And today's request is for \$5 million, bringing the total estimate to \$5.3 million. Next slide please.

Phase one of this program will provide the necessary infrastructure needed to achieve several organizational goals and initiatives. We are tasked with developing strategies prioritizing electric, passenger vehicles and renewable fuel use by 2030 and heavy vehicles, equipment and vessels by 2050 through the northwest port's clean air strategy in the sustainable Fleet plan and our maritime climate and Clean Air Action Plan, both published in 2021, we aim to transition all port owned light duty fleet vehicles to electric or renewable fuels by 2030. Additionally, we will pilot the use of electric vehicles for other types of specialized vehicles and equipment assets as they come to market. Furthermore, we must comply with the state of Washington RCWs relating to clean fleets and clean fuel usage. Next slide please.

I'd like to provide some brief background information regarding our maritime fleet assets and current fuel use. We have approximately 200 assets in the maritime division. This makeup is light duty vehicles, medium duty vehicles, heavy duty vehicles, and many classifications of off road vehicles and construction equipment. 93% of our diesel consumption in our diesel powered vehicles and equipment is fueled with renewable diesel that is dispensed at at our marine maintenance owned and operated fuel site. Reducing conventional gasoline use is the next step to reducing our emissions and use of non renewable and reducing our use of non renewable energy sources and electrification of our fleet assets is a key strategy for this reduction. We have plans to electrify 106 light duty assets and 16 equipment assets by 2030. We're

always looking to increase that number, and phase one of this program provides the dedicated electrical fuel source we need to power our fleet assets. Some of the vocational and specialized equipment in our inventory does not yet have an industry proven alternative, but the industry is changing rapidly and we anticipate having access to new fleet technologies in future years. Due to the non centralized nature of our fleet and the time needed to recharge these vehicles, we are looking to bring fuel to where these vehicles or these future electric vehicles will be parking. Thank you. And with that, I will hand over the presentation to my colleague, Julie. All right. Thank you, Levi. Good afternoon, commissioners and executive director Steve Metruck. My name is Julie Yoon, capital project manager supporting this effort. We are currently at an early stage of design for these projects. With today's request, we'll be able to move forward and complete all of the design for all seven of these sites, as well as receive permit approvals, procure all of the equipment, and install up to 20 level two chargers and two level three chargers across seven different waterfront facilities. As you can see here, each project utilizes the electrical capacity available within the existing infrastructure without any need for additional service upgrades. So, as you've already read, any fleet EV charging needs that extend beyond what each facility can accommodate has been identified, rolled into the scope of a future phase two, which is currently in development by the planning department. Next slide, please. Here's an overview of the cost and breakdown. As Levi mentioned, today's request is in the amount of \$5 million across the effort for completing the design, procuring hardware and software for EV charging, as well as performing the construction, which will utilize port construction services, and including the previous authorization that brings the total program cost to \$5.3 million, as we mentioned previously. Next slide, please. Here's the project timeline. So, recognizing that seven, the seven project timelines are moving forward in kind of a rolling schedule format. Following today's authorization, the project team is looking at advertising the equipment contract by the end of Q three of this year. We'll reach the full design completion for all seven sites by the end of the year. And our first project, which is marine

maintenance south, will break ground and start construction in Q one of next year. And that will roll through the construction of all seven sites. And that brings us to an NU state for the final site by Q two of 2026. And that hits all the highlights, and I will pass it back to Levi. Thank you. Any questions or discussion? Thank you so much for the presentation. Presentation. Is there anybody from staff with anything else to add? All right, I will turn to my colleagues for any questions or comments. Commissioner Cho, thanks so much for the presentation. A quick few questions. Was this project, in particular, included in our recent clean Ports grant application to EPA? That's a. Is that an Alex question? Was this project included in the Clean Ports grant application? No. Please come on up front. Thank you so much. Introduce your name and title for the record. Turn your mic on. Sorry. Ryan Child, senior environmental program manager, this project was not included in the EPA Clean Ports grant. The zero mission technology portion of that grant, in that grant program, light duty vehicle replacement and electrification was not eligible. What about CFI? What does CFI stand for fuels infrastructure grant? No, I think at this time we have not received any grant funding for the charging infrastructure we are installing. Charging. One of the projects will support the electrification of two diesel forklifts, and we received \$800,000 in grant funding for the forklift purchase. But the grant funding does not come cover the charging equipment. Okay. Why didn't we go after CFI funding for this project? Because the Seaport alliance has just got, what, ten, \$14 million from CFI. Yes. So I believe. I don't know why that opportunity was for publicly accessible charging. And so what we're talking about is charging that specific for our fleet vehicles, and that charging equipment can't be made accessible for the public because we want it to be available for fleet. So a lot of the available money for charging infrastructure is specific for public charging projects. So there's sort of a difference in the funding that we can or cannot go after. There is some rebates offered by Seattle city light, which we can still pursue to install this charging, and those rebates get applied. So we're not expecting these chargers to

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

footprint that we can. And we'll probably only need to fuel some of these vehicles once a week, some of them twice a week. They don't drive very far. They carry tools, they carry materials, they carry people to job sites.

These are all craft? Not all, but most of these are craft vehicles. Yeah, I guess, you know, there's an opportunity cost between how fast a car is charging and how quickly you could turn them over. Yes. Right. And so. So these are 19.2 kilowatt level two chargers. So the high speed, level two chargers, that's what we're targeting? Yes. They're not 50 plus would be nice, but I hear you. So it sounds like you've done the homework, though. I just want to make sure we're not making an error in installing chargers that are obsolete in two years. That's a concern of mine as well. And while I see, I just returned from the advanced clean transportation expo just recently, and the industry is definitely starting to look at what I would call a lower speed DC fast charger.

So, like 40, that still requires a large amount of power, requires different hardware, different controls, and it's a higher cost. This is a relatively inexpensive and yet still fast way to charge our vehicles for what we need for right now. And are we going to have nacs on those chargers, or what are the plugs we're using on those. Oh, so the level two s are all standardized plugs, but, yes, looking at level three charging, CCS2 is out there right now. It's kind of the big one. But NACs is what is coming our way. We haven't picked a charger yet, so most of our vehicles take CCS1 or CCS2, and then NAX is on on the way. Okay. And, sorry, one last. Who's doing the maintenance on these chargers? We are. That's to be determined in the contract, the contracting process as well. It's a conversation we're having with engineering, our labor partners here at the board as well. And then that'll be part of the purchasing decision. Okay, cool. Thank you. Yeah. Commissioner Calkins.

So one of the things that I caught my fancy a couple of months ago was it was a bit of blue sky, kind of daydreaming about this transition to many more electric vehicles, particularly in port ecosystems. And I know this is waterfront, but as we're making this decision, I want to make sure we're not precluding pivots down the road when things are available. And the notion that

was presented to me was, we have one of the largest parking garages in North America. We can put 10,000 plus vehicles in there. Plus we've got additional parking lots that can hold thousands of. Of vehicles. And if we get to a point where many, many, many of those vehicles are electric and the technology is available for vehicle to grid transfer power, we essentially have one of the largest batteries anywhere. And those cars are cells in our garage. Right. And so, in the event of a disaster or blackout, we've got all this power sitting there. Could we tap into it? So, this is a much smaller scale consideration. But I do wonder about things like, as we think about resiliency as an energy node for our region, as a critical piece of infrastructure in the event of a disaster, how do we think ahead to ensure that we are building that into the way we plan?

Resiliency in a much more electrified transportation system needs to be a priority as well. So if you want to kind of riff on that a little bit, one of my favorite things is riffing on fleet. So if you're going to ask my opinion, micro grids on our properties is a great start. Energy storage, having a large scale battery, being able to claim solar, wind as an optional input to that, but storing that energy on site, having some way to store energy on site, and city light. One of our partners has asked us about that with this project as well. So it's something that we're looking at, and we have amazing engineers here at the port that we're working with looking at all this. But I think if we could start with our own properties and building microgrids within our own properties, we build in our own resilience with our own fleet and our own properties. The issue right now, again, from just my humble perspective, is vehicle to grid is an amazing idea, but we got to get power utilities on board with it, and there's very few willing to do it.

This is the public, so I'll keep my opinions short, but it's an amazing technology. It's amazing potential. I think we've all heard the stories about the Texas grid when it went down. A lot of people being able to power their homes off their trucks. You know, Ford Lightning, it's not widely available or supported right now, but on the OEM manufacturer side for vehicles, it is, and it's being developed, and it's being developed through the charging infrastructure now. But that utility piece is kind of missing.

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

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

industry. So I feel especially proud of the things we're bringing forward today because I feel confident that we will continue to see the spread throughout the maritime industry and the cruise industry globally. Next slide, please.

As we progressively try to move forward on the port's goals, we're acting both at a global level and at a local level. When we're acting at the global level, we have a pretty low amount of influence, but those actions really can have global impact. When we act at our local level, we have a lot of influence, but there might be less global impact. So next slide, please. When we think about the tools that we employ to transform our industries, I like to keep that in mind. So, you know, we do advocate for policy and regulations at the international, down to the local level. We form partnerships throughout our industries. These are areas where we have influence, where we have more direct control, are the things that the port of Seattle is closer to home. The things I put in that portion of the toolbox are leases and agreements, which we're bringing you today, a long term agreement. But additionally, we're moving forward. We're including incentives and recognition as tools for moving our goals forward. We're including transparency in data, a significant amount of data sharing that comes in this agreement, and there's commitments around community engagement. So we are hitting quite a number of those tools with this long term agreement. Next slide, please.

I'm going to ask my colleague Linda Springman to share a little bit about season update, and we're going to be going back and forth. So thank you. Thanks, Stephanie. Just to give you an overview of the 2024 season, we are actually today a third of the way through our 275 calls that we're expecting this year. We did have one new ship join our fleet this year, Celebrity Edge. On May 17, we did a pack exchange with her, welcoming her on her maiden call to Seattle. Of course, last commission meeting, you passed the order for shore power, accelerating our requirement from 2030 to 2027. We'll also talk about this in a minute. But well, progressing on our green corridor feasibility study project, we talked a little bit about the dashboard and what we were trying to do with this. It's actually launched, not launching, is pull together disparate data that exists in various places about passenger numbers and shore power plugin and give some transparency and pull it into one database working with

our bi team and that is launched for the 2023 season. And we're working on 2024. And then again, some of the things that we've really relied on still exist. We've maintained the at berth ban on exhaust gas cleaning system, wash water discharge, and then of course, we rely very heavily on our shore power here at Port of Seattle this year, 68% of the home port calls are actually equipped with shore power. Pier 66 as it comes online, we will be able to test that and have some of the 64 ships that are shore power capable plug in this year. And at terminal 91, 124 of the ships calling are shore power capable. Next slide.

And then really related to shore power, I wanted to touch on the capital projects that we're working on right now and we see in our future at pier 66, the submarine cable has been laid for our shore power at that third berth. And then we have actually, the mobile cable positioning device has delivered. The transformer is pending right now and work is being done still at 46 and 66 to bring this operation live later this summer at terminal 91, the shore power, the fixed jib shore power is being replaced with the cable positioning device. That gives us a little bit more flexibility on that location and that is arriving later this summer too. And then we have some grants.

Grant asks in the work to give us additional plug in locations at actually both 66 and 91 that are pending. Next slide. I want to talk about the green corridor. So first, a little bit of an infomercial. We have a webinar this Thursday, so I urge everybody to tune in for that. It's going to be super interesting. We are beginning our feasibility study looking at four cruise ships on green methanol in the Alaska corridor by 2032. That work has begun with Maris McKinney Moller center. We are also developing an approach to greenhouse gas emissions across the accounting approach across the corridor, as well as exploring future feasibility assessment of biofuels. And you're going to hear a little bit about biofuels pilot project in this contract as we move forward. Next slide.

I'm going to take this one. I'm going to dive a little bit deeper on the dashboard. So I talked about how we have a variety of data about cruise, but it's all in different places regarding passenger counts and port valet adoption, shore power plug ins. We wanted to give transparency and also have it be available in one location. Actually, if you go to

the next slide, you can see the database itself. The 2023 data has all been collected and the site is launched. It's on the Port of Seattle Maritime cruise section of the website.

Our intent is to, with this agreement that we proposed, be able to gather more data to provide fleet details, fleet profiles in addition into our dashboard, and then continue to grow that data. And the visibility you can see here is that at the top there's various tabs that they can click through to access that various data. And this executive summary kind of pulls it all together. We are working right now on the 2024 data and plan to update that monthly. So we'll have ongoing build data through the rest of the season. Next slide. So before

I address shore power connectivity, I want to say two things about the dashboard.

One that came specifically from feedback we received from Commissioner Hasegawa and Commissioner Felleman, really appreciative of that. This will bring an unprecedented level of transparency, transparency to the work that we do here. And then I also want to recognize Linda's collaboration with our business intelligence group here at the port. It's a really great resource that helped us put together a pretty cool dashboard. So again, urge you to check it out. As you well remember, just our last commission meeting, the commission adopted an order requiring all home ported cruise vessels to plug into shore bar power by 2027. This agreement

is critical to implementing that order.

It will not only require all carnival vessels to be shore power capable by 2026. Also, they will. Carnival Corporation made the original investment into the shore power and they are agreeing to enter into agreements so that other lines can use their shore power as well.

Important element of getting to our goal of 100% shore power connectivity. Next slide, please. So I

want to focus now on the agreement that we're bringing forward to you today. Just as a reminder, we have several types of business agreements that we operate under. Our tariff is kind of the rules of the road. When you just come to our terminals, these are the rules you have to apply by comply with. Additionally, sometimes we enter into preferential birthing agreements and leases, and these are negotiated agreements. What we're bringing you today is the middle one of these, a preferential birthing agreement, which is a multi year agreement. And we do have a number of other stipulations that we're

adding as part of a mutual agreement.
Next slide.

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

a half percent that can be credited back for a couple elements you'll hear more about that are really move forward mutual goals we have around increasing the economic reach of crews in our region. And then finally again, the five year option is at the port's discretion. The agreement is explicit that sustainability and greenhouse gas performance is a key consideration. And the timing of that extension is that the request comes in mid 2030. So we will understand how we are doing to reach our overall greenhouse gas goals for 2030. When we are in consideration of that next slide please. Couple key things that drive our greenhouse gas reductions. 100% of carnival vessels equipped and will plug in. And I want to be clear, clear that our port goal is now 2027. 100% of Carnival's ships are shore power capable this year, so that's quite an achievement. And again, making their equipment available to others to plug in. Carnival has also agreed to participate in an annual emissions inventory. Heretofore, we have done our emissions inventories on a five year basis. This gives us the ability to to accelerate that as well as a joint commitment to, well to wake accounting, which will much better capture changes to, for instance, non fossil fuel use. Also, one of the things I think is the most important is data around regarding their fuel use. They will be sharing with us as the overall data sharing commitments in the agreement. Next slide please. We will be piloting a non fossil fuel in this season or next season. Hoping to do that this season. We had hoped to pass this agreement a little earlier in the season, so we're fighting to get that done in time. We also have a commitment to strive for 5% non fossil fuel use in the Seattle fleet by 2030 and a commitment to developing potential decarbonization pathways and providing those to the port by 2026. Next slide. Number of other environmental elements, including participation in MOU stormwater best management practices, participation in quiet sound. They would incentivize use of low emission shoreside equipment. Also commitment to continue to participate and play a leadership role in our green corridor efforts. Super important. Next slide. We've also included something very innovative around incentivizing broadening our economic impact. We've built incentives, relatively modest when you

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

held by other entities, probably. And so I wonder if we could partner with some external groups to populate this dashboard. One idea, as we think about what are the things we want to measure in terms of success or impact or value? We talk a lot about how the, the sort of spillover economic benefits of having crews here, meaning hotel stays, restaurant visits, retail numbers. I don't know if that's something, visit Seattle tracks or DSA or maybe the hotel association. But anyway, I would like us to think about what data we want to understand our impact on that's directly related to cruise traffic. So if we could add that. Absolutely. Thank you, commissioner. We will absolutely investigate that. And our intent with this is that it's an ongoing, we continually add data, or maybe we'll subtract it if it's things that folks aren't interested in. So we'll pursue that. Thank you for that feature. And then the other was thinking about something analogous to the kind of mode measuring that we do at the airport. I know that it has been a major topic of conversation for us, how we get cruise passengers to and terminals. And so just thinking about, you know, there's very much a hierarchy of preferred modes, and I don't know that we track that as closely as we do at the airport. It might be beneficial to do that. So, you know, people driving themselves to the cruise terminal is probably our lowest on the list. And we do capture that in our, we do an intercept survey in Juneau to try and get the economic impact, and we do gather that. So we'll make sure to see how we could add that. It might not be by brand, but we might. And there may be some data from SDOT as well that we could tap into. For what kind of impacts do we have on traffic, for better or for worse? Just a couple of ideas, but be creative in what's on that dashboard, but always thinking about things that we want to measure either for benefit or impact that we could address with our policy. Great. And we do. Just one thing that I didn't mention in the presentation, which I could have, was that one of the commitments is to communicate, to book cruise guests through how to use lower GHD alternatives for transport to and from the cruise terminals and coordinate with the port on standards for taxis, TNCs, and other transportation. Awesome. So that is included in the agreement as well, which may facilitate that idea. Commissioner. And I guess I should say for all of the

back and forth that we had over the course of this negotiation, while I'd love to have the perfect agreement, I understand that I don't want to let the perfect be the enemy of the good. And I think this is a significant improvement over previously signed leases in terms of the positive externalities of crews in Seattle. And so I think it's a great job, and I want to continue to move in that direction. Commissioner Cho? Yeah, well, I actually don't have any questions, but I did want to applaud you, Stephanie, and your team for the tremendous work that you've done. I think we all know here that cruise, as a practice and as an industry here at the port of Seattle, can sometimes be contentious for justifiable reasons. Right. We obviously are very concerned about the environmental impacts of having crews. Quite frankly, with any of our activity at the port of Seattle, it's not exclusive to crews. But historically, we've had a lot of vocal activists around this industry in particular. And, you know, I've always been a, the opinion that you can't change the game if you're not in it. And I think that's the most distinct way I can put it. I've tried to phrase this in different ways, but I think that's the best way to put it. No one's ever changed the game of any game by being on the bench. And I think part of what we do at the port of Seattle, when we say we want to be the greatest port in North America, when we say we want to reach our goals by 2030 and 2040 is to lead the industry and set an example. And as you both mentioned in your presentation, there is some unprecedented transparency in what we're doing right now. Things that I've never done here at the port of Seattle, but also have, quite frankly, probably never been done in the industry in North America. And so I do think we are doing the right thing here by leading the way, because we all know that the cruise industry isn't going anywhere. And last I checked, we all breathe the same, and all the oceans are connected. And so I'm very proud of the work that we're doing to lead the industry towards more sustainable practices. And I look forward to all our other cruise tenants taking this precedence and really embracing it as we go down the line of other potential tenants and other future tenants with our cruise terminals. So thank you so much for all the great work. Well, I'll just have to start by acknowledging the

enormity of work that this presentation represents. I think we first sat down a year ago when we began negotiating around an updated agreement. And Commissioner Felleman and I were both of the mindset that an agreement is incredibly important, important opportunity and tool to be able to expedite our goals and really lean into the opportunity to take the industry further that has been represented here today. Thank you for incorporating our feedback that we've given you over the course of many meetings. First and foremost, about the dashboard, that's a very exciting tool that we have. There's nothing like it for anything else in the industry that I'm aware of, but that any member of the public could easily pull it up, be able to see in front of them, effectively the number of people coming through for the benefit that we know exists there to the impact on our emissions reductions, goals and shore power itself. And its role in that, I think, is a really exciting tool. I mean, I think of students that can be able to track it over time and measure its impact and make a case for another industry, like, I don't know, container ships.

I just think that the transparency and access to information is powerful for all parties involved here.

In this agreement. We also require additional communications and community engagement. And I've heard in our meetings that we do so much at the port of Seattle to promote crews, and we wanted to see the cruise industry and carnival lean into telling their own story. Can you hand me this up? Here we have it. Clea, the cruise lines international association. I mean, we talk about the work that we're doing with the.

With CLIA, we talk about the work that we're doing in our green corridor, and Carnival is actually, in many ways, at the tip of the spear for that, because they have one of the greenest fleets on the water. So shore

power, by requiring and agreeing that 100% of their vessels will plug in, is a big deal. We're incredibly proud of the shore power that we offer at the port of Seattle. And coupled with the order that we mostly recently passed, thanks to Commissioner Felleman's championship, it really does again assert Carnival as an important leader in this transformation that will enable others to be able to follow because they have also agreed to share technology with others. And this is important.

Slide 20, please.

Our WMBE provisions.

Thank you. That we have market incentive opportunities to maximize economic impact and promote equity in the way that that measurable impact is actually going to be distributed. These WMBE provisions, I think, are really important and represents an intentionality. And that you've taken our feedback and specifically called out tribal business as well, aligns us with the memorandum of understanding that we have recently engaged in, in neighboring tribes and honoring our commitment and our promises to them to be more mindful in the way we're engaging with industries, specifically crews. And we did hear in those meetings with the Muckleshoot Indian tribe, specifically, they're looking for the opportunity to tap into the cruise market. So thank you for that feedback, and thank you to carnival for even 9th hour changes to the agreement to make it as strong as possible.

The fact that they are providing ship tours, internships, you know, that they will be making philanthropic donations to our local nonprofits,

I think is really important because it's another way to make sure that we are spreading that benefit and that impact to others. And then I'd just like to bring up Slide 16,

the financial return to the port.

This matters. The cruise industry is one of, is the top revenue generator for the port of Seattle. And as commissioner Cho mentioned, and as we've heard from members of the public, we want to ensure that economic opportunity does not come at the expense of quality of life for our residents, for our neighbors, or the well being of our environment. And so the way I see our engagement with the cruise industry is important in a much larger picture of overall greenhouse gas emissions and our reduction goals.

There's no other agreement like this in the industry. There's no other fleet as green as this one. And this is an important blueprint that can signal transformations in other sectors of maritime. So I see tremendous value and importance in that.

And director Stephanie Jo Stevens.

I've given you a very hard time.

And you.

Because I believe that diversity in opinions and even dissenting opinions and challenging perspectives helps us work

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

report.

Commissioners, the Seattle Waterfront is undergoing a historical transformation, as we all know, and today's briefing will feature guest presenters from our partners across the board. It's great to see everyone, so many in the room today, who will highlight some of the exciting work that is transforming our waterfront. So rather than me going through the guests, I think I'm going to turn it over to our senior director for external relations, Pierce Edwards, and our senior program manager for maritime engagement, Rosie Courtney, to do that and to walk through and to introduce our speakers and our presentations today. So with that, I'll turn it over to Pierce. Thank you. Executive director Metruck, Commissioners, it's good to be with you here today. Pierce Edwards, senior director of external relations and as Steve noted, I'm joined by my colleague Rosie Cord, Rosie Courtney, senior manager for maritime engagement, also within external relations. And towards the end of our presentation, we'll introduce the bevy of guests we have with us today to make their respective presentations. Next slide, please.

Commissioners, today we will hear from four of our waterfront partners about the status of the respective's investments to transform and enhance Seattle's central shoreline. This will include the office, the city's office of the Waterfront, the Friends of the Waterfront park, the Seattle Aquarium and Elliott Bay connections. Collectively, these projects represent or cover a geography. From just north of pier 48, heading north across the central waterfront, up north past pier 62, including Myrtle Edwards park and Centennial park up to the Expedia campus. Of course, all this work was made possible by the removal of the Alaskan Way viaduct, whose investors included a variety of local governments and state governments, and its replacement with the SR 99 tunnel. Next slide, please.

In addition to the aforementioned projects that are underway along the waterfront, I did want to spend some time to reflect on or to share investments as the port has made along the north side of the waterfront in recent years, or not so recent years. But beginning in 1994, there was several years of redevelopment along the central waterfront, where we are today, starting with the restoration of Pier 69 from a former cannery to the port headquarters where we're meeting today, to our south. Two years later, in 1996,

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

but I wanted to just briefly mention, are the Alaskan Way protected bike lane that we are working on with the city of Seattle Department of Transportation. That is a project that will build a protected bike lane from Broad street south to the new bike lane that's coming down from, or does come down from a pike Place market near the aquarium. We expect that project to go to be advertised for construction later this year and be completed sometime next year. We will be working with the Seattle Department of Transportation to come before commission in September to share both their work on the bike lane and also on the proposed transportation levy that they have that will go before voters this November. And then the other project further south is the Wasca property. I think we're all well versed in the Wasca property is the five acre plot of land that washed out, bought prior to the construction of the 99 tunnel. It's between the stadium district and Terminal 46. WT has given notice that they plan to develop that property in coordination with the c 40 competition process which will focus on design to advance sustainable development. That project will not be started until 20 or 20. Construction on that project will not start until after FIFA World cup in July of 26. But in the interim between now and the end of next year, there will be a request for proposals, and that'll be due. There are three due dates. One will be in RFI in the, in the fall of this year, in October, RFQ and second quarter of next year, then RFP next summer before WSDOT makes the final decision on who will develop the property and what that design will include. So more to come on that as well, we'll be inviting WSDOT to come before commission this fall to share more on that development as we learn more about the p three investment process and development of the project moving forward. And with that, I'm going to turn it over to Rosie for a few words. A very few words. Good afternoon, commissioners and executive director Metruck. It's my pleasure to be here with these community partners. I appreciate every opportunity to work with them, and I welcome their creativity and their support to bring more residents and more visitors to the waterfront and to port facilities. So what we're going to do now is each partner will come up for ten minutes. They will take your questions after their deck of slides. So with that, Pierce, you're going to do the intros?

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

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

pedestrian bridge, a set of stairs and an elevator, and some really cool art projects. Next,

Elliot Way and Lenora Bridge. So this is an image of the Connector street that connects Belltown down to the waterfront, critically important to connect to the ports, Lenora street pedestrian bridge and elevators. We worked in coordination with them to get all of these improvements consistent and celebrated the opening of all of this in April of 2023.

Next,

we opened the Pioneer Square Habitat beach. This is a beach we built just south of the Washington state Coleman dock terminal, the new terminal that was opened just a few months ago, and this beach has been open since last July. We celebrated the opening of some of the new art projects adjacent to the speech just last week. Thanks. Next this

is the Marion street pedestrian bridge, another major element of our program. It connects the new Coleman dock terminal back to First Avenue, and this bridge was open to the public in December of 2023.

It serves 5 million pedestrians per year to make that connection between downtown and the ferry terminal. Next,

the Alaska Way connector. This is a critical piece for the port of Seattle.

This allows for all of the northbound traffic that is heading toward the cruise ship terminal that is right on the waterfront. And this is a really important piece for us to get completed and we really appreciate the work we've done with the port and your partnership on this. And we actually ended up opening this connector on May 31 of 2024.

So hopefully that's working well for everybody. Next,

the overlook walk and the Seattle Aquarium Ocean pavilion. You'll hear more about the ocean pavilion here shortly. The overlook walk is a connector piece. It's an elevated park that connects pike place market down to the waterfront, seamlessly connected with the Seattle aquarium. And this is just a rendering showing all of the improvements as envisioned years ago. Next and this represents the. And you all, you all see this every day after you walk the waterfront. Just all of the progress and the construction of that enormously unique project that we are very, very proud of. Next.

This is a rendering looking at what we call the sailor steps underneath the overlook walk. Next.

And then this is just an image looking up

toward the overlook walk from Alaskan Way to the north and just showing some of the progress that we've made in this area.

Next.

Bringing back to about 2014, this is. This was an image that represents our construction of the new seawall. And we were right in, in the middle of it.

You can see the viaduct on the left hand side and our entire construction zone there in the middle. Next.

This is an image of that same exact location and the imagination of the new park promenade and what that could look like with seating and open spaces and landscaping. Next. And this is a picture of what that area looks like.

Now. We have most of the hardscape. We have a lot of the landscaping in. You're seeing a lot of the spring blooms out there. We're now installing the park elements. So, benches, you'll see more benches coming in. You'll see a lot more play elements and fun park elements coming in over the next several months. Next.

And just another image of the boardwalk and some of the plantings. Next. We are building 3 miles of bike facilities that extend the entire length of the waterfront, the entire length of the promenade. We have a section of the bike facilities open at the south end, south of Coleman dock. And you're seeing on the right hand side here, the asphalt two way cycle facility that will open up sometime this fall. Next.

We have a new pier that we're building at pier 58. This is the pier that spans between miners landing and the great Wheel and the Seattle Aquarium. It will include a brand new children's playground. You can see that in the blue area there.

And then we're also building a public restroom that will be installed kind of up in the right upper corner there. You can see a small public restroom. It'll have six stalls in it. Next. And this is just an image of the progress we've made on that project to date. So we've seen a lot of the concrete deck going in. We're installing the new new Fitzgerald fountain. And the playground elements are planned to come in sometime this fall.

Next. I talked

a little bit about some of the east west improvements that we're making. This is just an image of Pioneer Square improvements that we started back in January of this year. We plan to be complete with these improvements sometime late this year, hopefully by December of 2024. Next,

we also have a set of 24 blocks of

improvements up at pike and Pine streets. And the goal there really is to, again, to reconnect our downtown, the heart of downtown, to our waterfront. And this is a project that started construction in February of last year, and we plan to be complete with that by the end of this year. Next railroad Way.

This is a project that is located at the south end of our program area that connects the stadiums to the new waterfront. And this project was just recently completed in partnership with the state of Washington and washed out.

Thanks. Next. We have a project up in Bell street where we'll be improving two blocks, creating new bike lanes, replacing sidewalks, new landscaping, new public amenities, and we're working with the Belltown Community Council on that. And this project is due out to advertise for construction here very shortly this week, hopefully, and we'll start construction of this in the fall. Next.

And last but not least, just, you know, we've made a ton of progress on the overall waterfront construction, and you're seeing that come to fruition. We have a whole host of projects being completed this year and early next year, and. And we're really looking forward to working with all of our partners to actually have a huge celebration sometime next spring that celebrates the completion of all of this hard work. So looking forward to that. Next. And I think I transitioned to Joy here. Did you want to introduce her? No. Why don't you stay up for questions, and then we'll go to joy. For that, you have to stay up for questions. So, commissioner, any questions for Angie? I just want to note that Commissioner Cho will be joining us virtually in just about three minutes here, but he will continue to engage in the meeting. So I will turn to Commissioner Calkins. Thank you so much.

I love the history of the waterfront. It was really fun to look through the slides in anticipation of this. I look forward to more of the kind of rollout activities where we get to walk along and see all this happening. Somebody who frequents the waterfront with my kids, I'm excited for the playground, too, even though a couple of them are aging out. I may twist my 14 year old son's arm to get up there and give them the swings, too. But on slide 13, something I really appreciate about this, which is the map that shows the overall walkthrough project map. At the south end, it takes

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

artwork. But for us, as a nonprofit, how we continue to center voices of indigenous people, of tribes and ensuring that stories of harm, stories of joy, and also of resilience are really centered in this place, which continues to be a value that we have at friends and to work on alongside our partners in our programming and our work moving forward. Next slide as a reminder, obviously the park is in the former shadow of the viaduct and a real weaving together of what is an amazing new park that will really bring revitalization to downtown, to our neighborhoods, including Pioneer Square, Pike Place Market, Belltown downtown, and obviously bringing many, many more people with a new ocean pavilion that's coming. But it's also the intention of connecting people back to other communities. Communities. When you talk about the Pike Pine extension, to Capitol Hill, to the Chinatown International District, this is really about bringing a recentering of our city, but also a rewaving of what is going to be an extraordinary new world class park. Next Slide Friends is thrilled to be the nonprofit partner on this project. And a lot of new urban park projects have developed nonprofits to really provide the leadership to be able to work in partnership across the city, to be able to program and activate, provide critical private funding and the stewardship not just now, but for generations to come. So you think of organizations like Friends of the Highline and Friends of the underline, that kind of critical public private partnership is absolutely essential for being able to bring these new park spaces to life, to be able to have the resources that are necessary. But I would also say, say to center community voice to make sure that these places stay equitable and are a place of belonging and welcome. And that's really our approach. Partnership is central to all of this. You know, nonprofits can't be all things. I think what we are really excited about, including our partnership with the port and opportunities to continue to bring joy all along the waterfront into downtown, is how we continue to partner with the city, with individuals and businesses, community organizations, donors and institutions. For me, it's about leveraging the best strengths and assets that we bring forward in Seattle. And we have a lot of talent both that have created an extraordinary project like Waterfront park, but also about all the

opportunities we have to really renew the city in an extraordinary way. Next slide our first decade of friends is really about modeling a transformative place, innovative piloting model centered in equity. Much of that work has been tested in co curating programs alongside community, our operations work, and really how we go into community and to really listen and to really journey together on that work. In the early days of, obviously, the design, friends was really part of, also along with the city and other partners, being able to bring awareness about the park coming to life, and also advocacy work which included funding, including the local improvement district, which has been a major piece, along with which the port has obviously contributed to and many, many others downtown to make this \$807 million project fully funded, which has been absolutely critical. We've been testing public safety models. I think what we also know is heavily policing public space is not the way you create safety and welcome that it's absolutely important that we explore different models. That's been important. Along with the Seattle center, who's now our current partner in public safety and maintenance, to make sure that we are testing ways to show up for communities, including those who are unhoused, being in public space, to bring forward the ESU officers with the Seattle center, and then, when necessary, to bring Seattle police into public space, that it's really important to find ways to make sure that everyone feels that sense of welcome and safety. We had launched our campaign for Waterfront park in 20, 2170 million dollars project, which feels like many moons ago, but we are nearing the end, and I'll talk about that in a little while to make sure that we could deliver on our private contributions towards the build, but also make sure we could program the initial spaces to really reconnect locals to this extraordinary waterfront. We play the role of convener. I think that that's an important role. We take the role really seriously of how do we really connect the public sector, the public private sector and community together to be able to talk through how this extraordinary investment will really be one for our entire community, and in that is really living under our values of diversity, equity, inclusion and access in our work. Next slide. Equity in place. Making again becomes that question of who feels that sense of belonging, safety and welcome in public space. We move away from

the sort of mantra, if you build it, they will come, because fundamentally, the question is, who is left behind when you don't ask, when you make the assumptions that not everyone feels that sense of welcome. All of our work has really been designing a model of co design and co curation in our public programs and activations, along with other decision making. And I think that's been really critical to what you have seen on pier 62, which has become a place of a lot of joy and deep connection. We've centered indigeneity and BIPOC voices, again, really listening and being intentional about asking questions of how we create this new public space into something that's really transformative and a place of a lot of joy and healing. And in that you move at the speed of trust that we really believe that that's an important aspect, that if you really want to build long term relationships, is that you really intentionally slow down to make sure that trust is at the center of this work. How we do that work has included working with a number of community committees. One of our committees is the pulling together committee, which is an all indigenous committee that really helps us ensure that we are listening and informing questions of how do we ensure that this Coast Salish land is being programmed and that we are ensuring that they see themselves in the space, both indigenous tribes and urban indigenous people. Our community connections committee is an all BIPOC led committee. Similarly, that gives feedback about our activations in the park and also our work with friends. And then the last is an accessibility committee that just came online this past year. Again, really making sure that we are asking how do we ensure that the public can have a experience in the park as much as possible. For those of us who are able bodied, we take a lot for granted, but we have opportunities to really improve the overall accessibility of the park itself in order to make this a park for all. Next slide our programming has been at the center of a lot of our work since pier 62 opened in the throes of COVID 2020. As Angela Brady mentioned, we had no fanfare and we had no sort of ribbon cutting, but we really began programming in earnest about two and a half years ago. We're thrilled that we've had about 167,000 people come for our free programs. People can also come to Pier 62 to just enjoy the beauty of the space and passive activation. Over 1.2 million people have

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

returns on that. Part of that partnership, as a reminder, is friends contributed over 5.2 million towards this operational partnership for the next five years. And again, that's a great example of how we solve for tough city issues. But in the end, want to ensure that what this massive investment will be, will be one where everyone in the public feels this place is for them. Next slide.

I mentioned our campaign for Waterfront park. I'm really thrilled that we're nearly at 90% of the way towards goal. We will be wrapping this campaign of June of 25 and celebrating the completion of which we will have contributed 110 million to construction and will have paid for our programming and operations over the last ten years. And then we'll be pivoting our work, really towards ongoing operations of the park, moving away from a campaign model to ongoing fundraising, earn revenue opportunities, and obviously other opportunities to be able to sustain this organization now and in into the future. Next slide. We also went through a rebranding effort. We moved away from blue and green, which is your standard colors in the northwest, to be something really unique. I think a lot of people have been a little confused by our role. Are we government? Are we a BIA? But we're a nonprofit. And we really want to bring people closer in to our work and become our partners and our advocates and our champions. So it's a new look, new name, and same friends. So friends of Waterfront park that really connects people, people to place and for people to be coming into our work as this park begins to open and really to bring people into a really rich relationship with us as friends. And so you'll see some of the shape, language and the colors that really remind people of us being an organization that's fresh and welcoming and one that we really want to connect to build this next generation of park lovers of this extraordinary project. Next slide. I'm really pleased. Over the last year, our team, alongside our community consultant, worked on a waterfront park master plan, and many cities do cultural master plans to really ask the question how a place becomes what the framework is for making sure a place can be equitable and create inclusion and make a place have a cultural identity. Waterfront park is going to become that place. And we have worked with over 144 community members and hosted eleven roundtables to really ask the the question of what this place can be for us now and moving into the future. Next slide.

We know there's a history of harm, there's a rich history of also rich contributions that happen in the city. But it's also important to map what we really want this place to be for Seattle. Next slide. And in order to be able to do that, it's also continuing to center those histories of stories that have not been told in the public narrative and making sure that our goals are really centered on belonging, indigeneity, connection to place and land stewardship, reciprocity, back to communities, which I talked about, and back to neighborhoods. This will be a framework for friends that we'll be continuing to work on and make sure we're staying true to those values based on community input to really develop this cultural master plan, not just for friends, but really for the city and for this place. Next slide. This is just a poem that we had developed, that people had developed in one of our roundtables, where people really are seeing themselves in this place by 2028 and what this place needs to be. Next slide. And in the end, right what welcoming spaces can be when people call what is the beauty of Seattle home? And to really recognize how we're going to be using our public programming and much of our other work to foster healing and belonging and shared prosperity. Next. Next slide. We are going to be launching also this summer, our promenade pop up programs. There will be four pilots this summer and four stalls. We'll be bringing a number of small businesses, artists into this space to really create a program that creates economic development opportunities for small businesses and really incubation programs to give economic empowerment, to celebrate diversity, accessibility and affordability, affordability for people coming to visit the park, and environmental responsibility. Next slide. And we'll be tracking a lot of those deliverables. As we know, a lot of the businesses on the waterfront have really struggled since pandemic and construction, but we really see a unique opportunity for this experience to be able to collect data on how people are actually using and coming into the park, to provide feedback, obviously, to small businesses, to be able to track foot traffic into the park itself and to activate some underutilized spaces and then really support some small businesses that do not have brick and mortars. Next slide. And Angie Brady had mentioned this, but we are having a number of lead up to grand

opening and a season of welcome and really thrilled to be partnering with the city of Seattle, along with the port of Seattle on a lot of this planning leading up to early 2025, which is early grand opening. So you can see a number of events here. Fundamentally, once this park opens, it will also be a living, breathing space for our community. And so we're excited about how we welcome people back to the waterfront, to rediscover downtown and really discover the heart of our city in an extraordinary way. Next slide. I think that may be it. Thank you.

Great. Thank you, Joy. Any questions? Commissioner, commissioners commissions. Just a continent. Good to see you again, Joe. Good to see you. A quick comment to say, one of the things that brings me a lot of hope for the city of Seattle, and in particular related to the waterfront and the neighborhoods that are around it, is that you are making a place that's more livable for residents of Seattle. And I think there was a. For a long time, there was a mindset that downtown Seattle, that even sort of concentric circle out of downtown Seattle, outside of downtown, but including neighborhoods, these were places you would go to work or maybe enjoy some nightlife. But we need to shift that perspective back to one, which these are residential neighborhoods, Belltown and Lower Queen Anne and Pioneer Square, and the waterfront itself. We need a place where people will come to live, not just to work. And so when we create amenities like this, when we open up the space, it is. I mean, this. There is no better metaphor for that change in mindset that we're tearing down a piece of car infrastructure and we're putting up a space where people can spend their off work hours. And so I love that about this project. And I think this is the kind of thing that 100 years we'll look back on and it will continue to be an asset that is beloved by our community. So congratulations on all the work. Thanks for the presentation. Yeah, thank you. Thank you for the partnership. Executive Director Metruck thanks commissioners. I want to thank both Angie and Joy for their partnership as we talked about their exciting plans and how things are moving ahead. And I think, you know, obviously you can see our shared values and goals here and especially connecting people with the waterfront. That's kind of. Did you steal that from us? No. No, I can't say we did. Well, it all makes sense, right, how we all look at it, but

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

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

as well.

Thanks, Bob. I just wanted to welcome you.

It was great just to be there at the opening. The first people, I guess. There is a fantastic space, and I know everyone here is excited to be there, and I'm sure that's what we're going to hear. So thanks for those. Thanks for that continuing partnership. Thank you. Thank you. And good afternoon. And thanks for the opportunity to join you today. My name is Bob Davidson. I'm president and CEO of the Seattle Aquarium. And Steve, thanks for that welcome. And I would echo that. So I've been at the aquarium, I hesitate to say it, but for 22 years.

And during that time, it's been very.

A real challenge sometimes to work with all the different partners that you and we have. The city, the county and the whole ball of wax. And I would say that in the last decade, certainly, and especially in the last five years, the relationship commissioners and Steve and your whole executive team between the Seattle aquarium and the port of Seattle has achieved a richness in so many different threads, whether it's the building of the ocean pavilion itself, but also programmatically and the mission of the. And clearly the green interest of the port and of the aquarium are completely aligned. And our collaboration on research with drones mapping kelp. I'm so sorry, I have to interrupt. Commissioner Cho has dropped off, which means that we've lost our quorum, which means that we actually no longer have a meeting. And so I just need to take a moment to instruct SCCTV to stop recording. That said, we can go ahead and continue this as a briefing. Okay, good. I'm good.