

START OF TRANSCRIPT

[00:00:31] GOOD MORNING. THIS IS
[00:00:32] COMMISSION VICE PRESIDENT
[00:00:33] TOSHIKO HASEGAWA CONVENING THE
[00:00:34] REGULAR MEETING OF JULY 23,
[00:00:36] 2024. THE TIME IS 10:33 A.M.
[00:00:40] WE'RE MEETING IN PERSON AT THE
[00:00:41] SAA CONFERENCE CENTER AS WELL AS
[00:00:43] VIRTUALLY ON MICROSOFT TEAMS.
[00:00:45] PRESENT WITH ME TODAY ARE
[00:00:46] COMMISSIONERS CALKINS, CHO, AND
[00:00:49] FELLEMAN, AND THEY'RE CURRENTLY
[00:00:51] GATHERED IN EXECUTIVE SESSION
[00:00:53] AND THEY'RE AWAITING THE OPENING
[00:00:55] OF THE PUBLIC MEETING.
[00:00:56] COMMISSIONER MOHAMMED MAY ALSO
[00:00:58] CALL IN. WE'LL NOW RECESS INTO
[00:01:00] THE EXECUTIVE SESSION TO DISCUSS
[00:01:02] ONE ITEM RELATED TO LITIGATION
[00:01:03] AND POTENTIAL LITIGATION OR
[00:01:04] LEGAL RISK PER RCW 42 30.1101
[00:01:09] I AND THE PERFORMANCE OF A
[00:01:10] PUBLIC EMPLOYEE PER
[00:01:14] RCW 42 30.1101 G FOR
[00:01:17] APPROXIMATELY 30 MINUTES. WE'LL
[00:01:20] RECONVENE BACK IN A PUBLIC
[00:01:21] SESSION AT TWELVE NOON. THANK
[00:01:22] YOU. THANK YOU. WE'RE IN RECESS.
[00:01:30] THIS IS COMMISSION VICE
[00:01:31] PRESIDENT TOSHIKO HASEGAWA
[00:01:33] RECONVENING THE REGULAR MEETING
[00:01:34] OF JULY 23, 2024. THE TIME
[00:01:37] IS 12:04 P.M. AND WE'RE MEETING
[00:01:40] IN PERSON TODAY AT THE SEA
[00:01:41] CONFERENCE CENTER AS WELL AS
[00:01:43] VIRTUALLY ON MICROSOFT TEAMS.
[00:01:45] CLERK HART PLEASE CALL THE ROLL
[00:01:47] FOR ALL COMMISSIONERS IN
[00:01:48] ATTENDANCE. THANK YOU.
[00:01:50] BEGINNING WITH COMMISSIONER
[00:01:51] CALKINS HERE.
[00:01:56] THANK YOU, COMMISSIONER.
[00:01:57] COMMISSIONER CHO PRESENT. THANK
[00:01:59] YOU. COMMISSIONER FELLEMAN.
[00:02:02] PRESENT. THANK YOU.
[00:02:04] COMMISSIONER HASEGAWA. PRESENT.
[00:02:05] THANK YOU. AND COMMISSIONER
[00:02:06] MOHAMED. PRESENT.
[00:02:10] THANK YOU. WE DO HAVE A FULL
[00:02:12] COMMISSION HERE TODAY. THAT IS
[00:02:14] WONDERFUL. THANK YOU SO VERY
[00:02:16] MUCH. A FEW HOUSEKEEPING ITEMS
[00:02:18] BEFORE WE BEGIN. FOR EVERYONE IN
[00:02:20] THE ROOM, PLEASE TURN YOUR CELL
[00:02:22] PHONES TO SILENT. AND FOR ANYONE
[00:02:24] PARTICIPATING ON TEAMS, PLEASE
[00:02:25] MUTE YOUR SPEAKERS WHEN NOT
[00:02:27] ACTIVELY SPEAKING OR PRESENTING.
[00:02:28] ALSO, PLEASE KEEP YOUR CAMERAS
[00:02:30] OFF UNLESS YOU'RE A MEMBER OF
[00:02:31] THE COMMISSION OR THE EXECUTIVE
[00:02:32] DIRECTOR PARTICIPATING VIRTUALLY

[00:02:34] OR IF YOU'RE A MEMBER OF STAFF
[00:02:36] IN A PRESENTATION AND ARE
[00:02:37] ACTIVELY ADDRESSING THE
[00:02:38] COMMISSION. MEMBERS OF THE
[00:02:40] PUBLIC ADDRESSING THE COMMISSION
[00:02:41] DURING PUBLIC COMMENT MAY TURN
[00:02:43] ON THEIR CAMERAS WHEN THEIR NAME
[00:02:44] IS CALLED TO SPEAK, AND WE'LL
[00:02:45] TURN THEM BACK OFF AGAIN AT THE
[00:02:46] CONCLUSION OF THEIR REMARKS.
[00:02:49] FOR ANYONE AT THE DAIS, PLEASE
[00:02:50] TURN OFF THE SPEAKERS ON ANY OF
[00:02:52] YOUR COMPUTERS AND SILENCE YOUR
[00:02:55] DEVICES. PLEASE ALSO REMEMBER TO
[00:02:57] ADDRESS YOUR REQUEST TO BE
[00:02:58] RECOGNIZED, TO SPEAK THROUGH THE
[00:03:00] CHAIR, AND WAIT TO SPEAK UNTIL
[00:03:02] YOU'VE BEEN RECOGNIZED. YOU'LL
[00:03:03] TURN YOUR MICROPHONES ON AND OFF
[00:03:05] ON YOUR OWN AS NEEDED. ALL THE
[00:03:07] ITEMS NOTED HERE WILL ENSURE A
[00:03:09] SMOOTHER MEETING. THANK YOU SO
[00:03:10] MUCH. ALL VOTES TODAY WILL BE
[00:03:12] TAKEN BY THE ROLL CALL METHOD SO
[00:03:14] IT'S CLEAR FOR ANYONE
[00:03:15] PARTICIPATING VIRTUALLY HOW THE
[00:03:16] VOTES ARE CAST. COMMISSIONERS
[00:03:18] WILL SAY AYE OR NAY WHEN THEIR
[00:03:19] NAMES ARE CALLED AND AT THIS
[00:03:22] TIME I'D LIKE TO OPEN WITH AN
[00:03:24] ACKNOWLEDGEMENT THAT WE'RE
[00:03:25] MEETING ON THE ANCESTRAL LANDS
[00:03:27] AND WATERS OF THE COAST SALISH
[00:03:28] PEOPLE WITH WHOM WE SHARE A
[00:03:29] COMMITMENT TO STEWARD THESE
[00:03:30] NATURAL RESOURCES FOR OURSELVES
[00:03:32] AND FUTURE GENERATIONS.
[00:03:37] THIS MEETING IS BEING DIGITALLY
[00:03:38] RECORDED AND MAY BE VIEWED OR
[00:03:40] HEARD AT ANY TIME ON THE PORT'S
[00:03:41] WEBSITE AND MAY BE REBROADCAST
[00:03:42] BY KING COUNTY TELEVISION. NOW
[00:03:44] PLEASE STAND AND JOIN ME IN THE
[00:03:45] PLEDGE OF ALLEGIANCE.
[00:03:49] I PLEDGE ALLEGIANCE TO THE FLAG
[00:03:51] OF THE UNITED STATES OF AMERICA
[00:03:53] AND TO THE REPUBLIC FOR WHICH IT
[00:03:55] STANDS. ONE NATION UNDER GOD,
[00:03:58] INDIVISIBLE, WITH LIBERTY AND
[00:04:00] JUSTICE FOR ALL, MAY BE SEATED.
[00:04:08] NOW, THE FIRST ITEM OF BUSINESS
[00:04:09] TODAY IS THE APPROVAL OF THE
[00:04:11] AGENDA. AS A REMINDER, IF A
[00:04:12] COMMISSIONER WISHES TO MAKE A
[00:04:13] GENERAL COMMENT FOR OR AGAINST
[00:04:15] AN ITEM ON THE CONSENT AGENDA,
[00:04:16] IT'S NOT NECESSARY TO PULL THE
[00:04:18] ITEM FROM THE CONSENT AGENDA.
[00:04:19] RATHER, YOU MAY OFFER GENERAL,
[00:04:21] SUPPORTING OR OPPOSING COMMENTS
[00:04:22] LATER ON IN THIS MEETING. ONCE
[00:04:24] WE GET TO THAT PART OF THE
[00:04:25] AGENDA, HOWEVER, IT IS

[00:04:27] APPROPRIATE AT THIS TIME IF A
[00:04:28] COMMISSIONER WANTS TO ASK
[00:04:30] QUESTIONS OF STAFF OR WISHES TO
[00:04:32] HAVE A DIALOGUE ON A CONSENT
[00:04:33] AGENDA ITEM TO REQUEST THAT IT
[00:04:35] BE POLLED FOR SEPARATE
[00:04:36] DISCUSSION. SO WITH THAT TO MY
[00:04:39] COLLEAGUES, ARE THERE ANY ITEMS
[00:04:41] TO BE PULLED FROM THE CONSENT
[00:04:42] AGENDA OR ANY MOTIONS TO
[00:04:43] REARRANGE THE ORDERS OF THE DAY?
[00:04:47] GOING ONCE, GOING TWICE.
[00:04:51] COMMISSIONERS, THE QUESTION IS
[00:04:52] NOW ON THE APPROVAL OF THE
[00:04:54] AGENDA. IS THERE A MOTION TO
[00:04:55] APPROVE OF THE AGENDA AS
[00:04:57] PRESENTED? SO MOVED. MAY I HAVE
[00:04:59] A SECOND, 2ND COMMISSIONER
[00:05:03] MOHAMMED? THE MOTION HAS BEEN
[00:05:04] MADE BY COMMISSIONER CHO AND
[00:05:05] SECONDED BY COMMISSIONER
[00:05:06] MOHAMMED.
[00:05:10] IS THERE ANY OBJECTION TO
[00:05:13] APPROVAL OF THE AGENDA HEARING?
[00:05:15] NONE. THE AGENDA IS NOW
[00:05:17] APPROVED.
[00:05:20] SO NEXT ON OUR AGENDA IS THE
[00:05:22] EXECUTIVE DIRECTOR'S REPORT.
[00:05:23] EXECUTIVE DIRECTOR METRUCK, YOU
[00:05:24] HAVE THE FLOOR. GOOD AFTERNOON,
[00:05:27] COMMISSIONERS. WE ARE NOW WELL
[00:05:30] INTO THE BUSY SUMMER TRAVEL
[00:05:31] SEASON AND OUR PASSENGER NUMBERS
[00:05:33] CONTINUE TO TREND POSITIVELY
[00:05:35] FROM PRE PANDEMIC LEVELS. I WANT
[00:05:37] TO COMMEND EVERYONE WORKING AT
[00:05:39] THE AIRPORT, OUR EMPLOYEES, OUR
[00:05:41] TSA AND CBP PARTNERS, AIRLINE
[00:05:43] AND TENANT EMPLOYEES WHO ARE
[00:05:45] DOING A PHENOMENAL JOB DURING A
[00:05:47] VERY BUSY YEAR. LAST WEEK
[00:05:49] OFFERED ANOTHER EXAMPLE OF HOW
[00:05:50] TEAMS ADJUST TO CIRCUMSTANCES OF
[00:05:52] A VERY BUSY SUMMER SEASON.
[00:05:54] WHILE THE PORT'S OWN SYSTEMS
[00:05:55] WERE NOT IMPACTED BY THE GLOBAL
[00:05:57] CROWD STRIKE OUTAGE, PARTNERS
[00:05:59] AROUND THE WORLD WERE, AND OUR
[00:06:01] PASSENGERS AT THE AIRPORT WERE
[00:06:02] IMPACTED AS WELL. OUR TEAM
[00:06:04] SUPPORTED CUSTOMERS EXPERIENCING
[00:06:06] DELAYS OR CANCELLATIONS AND
[00:06:07] WORKED HARD TO KEEP OPERATIONS
[00:06:09] ON TRACK. ONE STRONG SIGN OF THE
[00:06:11] CONTINUING INTERNATIONAL TRAVEL
[00:06:13] RECOVERY IS THE STRONG ACTIVITY
[00:06:15] THROUGH OUR INTERNATIONAL RIVALS
[00:06:16] FACILITY. THE IAF IS
[00:06:18] EXPERIENCING AN AVERAGE OF 14%
[00:06:20] ACTIVITY INCREASE COMPARED TO
[00:06:22] 2023 ON JUNE 29. THE IAF BROKE A
[00:06:26] MAJOR MILESTONE TO PROCESSING
[00:06:27] MORE THAN 10,000 PASSENGERS IN A

[00:06:29] DAY FOR THE FIRST TIME IN OUR
[00:06:31] HISTORY. WE DID NOT EXPECT THE
[00:06:33] JUNE 29 DAY, ONE DAY PROCESSING
[00:06:36] RECORD OF 10,136 PASSENGERS TO
[00:06:39] BE THE HIGH WATER MARK FOR TOO
[00:06:41] LONG. AS TRAVELERS KEEP COMING
[00:06:42] THROUGH SEA, WE EXPECT THESE
[00:06:44] NUMBERS TO CONTINUE TO TREND
[00:06:46] UPWARD, ESPECIALLY WITH TAIWAN
[00:06:48] BASED CHINA AIRLINES LAUNCHING
[00:06:50] FIVE NEW NONSTOP FLIGHTS A WEEK
[00:06:52] TO TAIPEI FROM SEA STARTING LAST
[00:06:55] WEEK. SEA WELCOMES THIS
[00:06:57] ANNOUNCEMENT AS PASSENGERS WILL
[00:06:58] NOW HAVE EVEN MORE OPTIONS TO
[00:07:00] REACH ASIA DIRECTLY. EACH NEW
[00:07:02] DIRECT FLIGHT REPRESENTS A
[00:07:04] SIGNIFICANT ECONOMIC IMPACT TO
[00:07:05] THE REGIONAL ECONOMY. OVER IN
[00:07:08] MARITIME, WE ARE OFFICIALLY
[00:07:09] HALFWAY THROUGH OUR BUSY CREW
[00:07:10] SEASON. OPERATIONALLY, WE'VE HAD
[00:07:13] SOME CHALLENGES WITH
[00:07:14] UNAUTHORIZED VEHICLES PICKING UP
[00:07:15] GUESTS, BUT CONTINUE TO WORK
[00:07:17] WITH AUTHORITIES ON ADDRESSING
[00:07:18] THIS ISSUE AND OF COURSE, WORK
[00:07:20] ON PIER 66. THE SHORE POWER
[00:07:23] PROJECT MOVES AHEAD WITH THE
[00:07:25] ARRIVAL AND PLACEMENT OF THE
[00:07:26] TRANSFORMER. WE ARE CURRENTLY
[00:07:28] TARGETING EARLY SEPTEMBER FOR
[00:07:30] OUR FIRST CONNECTION OF A SHIP
[00:07:31] TO THE SHORE. POWER SHIPS ARE
[00:07:33] SAILING ABOVE CAPACITY, SO WE
[00:07:35] ARE EXPECTING SOME UPSIDE
[00:07:37] FINANCIALLY. AS WE WRAP UP THE
[00:07:39] SECOND QUARTER FINANCIALS, WE
[00:07:41] CONTINUE TO EMPHASIZE ECONOMIC
[00:07:42] DEVELOPMENT AND COMMUNITY
[00:07:43] ENGAGEMENT THROUGHOUT OUR CREW
[00:07:45] SEASON. ON AUGUST 3, HOLLAND
[00:07:47] AMERICA'S LINES EURODOM WILL
[00:07:49] HOST THE SUPPLIERS EVENT TO
[00:07:51] HIGHLIGHT THE LOCAL BUSINESSES
[00:07:52] WHO HELP PROVISION SHIPS IN
[00:07:53] SEATTLE. IN ADDITION, OUR TEAM
[00:07:56] WILL CONTINUE WORKING WITH
[00:07:57] CRUISE COMPANIES TO COORDINATE
[00:07:58] SHIP TOURS FOCUSED ON
[00:08:01] DEMONSTRATING ENVIRONMENTAL AND
[00:08:02] SUSTAINABILITY EFFORTS. THIS IS
[00:08:05] A GREAT TOUR IF YOU HAVE NOT HAD
[00:08:06] THE OPPORTUNITY TO TAKE IT.
[00:08:08] COMMISSIONERS STRONG PERFORMANCE
[00:08:10] IN OUR OPERATIONS IS A KEY
[00:08:11] INDICATOR CATER FOR OUR OVERALL
[00:08:14] GOVERNANCE AND PERFORMANCE.
[00:08:17] MEMBERS OF THE PORT'S FINANCE
[00:08:19] TEAM MET WITH CREDIT RATING
[00:08:20] AGENCIES LAST MONTH TO SHARE THE
[00:08:22] PORT'S FINANCES, OPERATIONAL
[00:08:24] STATUS AND PLANS IN CONNECTION

[00:08:26] WITH THE PORT'S UPCOMING AIRPORT
[00:08:27] REVENUE BOND SALE. THESE
[00:08:29] MEETINGS HELP INVESTORS ASSESS
[00:08:31] THE RELATIVELY RELATIVE
[00:08:32] STABILITY OR RISK OF PORT BONDS.
[00:08:35] I'M VERY PLEASED TO REPORT THAT
[00:08:36] ALL BOND RATINGS WERE AFFIRMED
[00:08:38] AND MOODY'S RAISED OUR OUTLOOK
[00:08:40] FROM STABLE TO POSITIVE. THESE
[00:08:42] STRONG RATINGS MAKE PORT BONDS A
[00:08:44] MORE ATTRACTIVE INVESTMENT, AND
[00:08:46] PORT BONDS PLAY AN ESSENTIAL
[00:08:48] ROLE IN HELPING THE PORT FUND
[00:08:49] ITS \$5.8 BILLION, FIVE YEAR
[00:08:51] CAPITAL IMPROVEMENT PLAN. LATER
[00:08:54] IN TODAY'S MEETING, WE WILL
[00:08:55] SHARE HOW THESE DEVELOPMENTS
[00:08:57] PLAY INTO OUR BUDGETING PROCESS
[00:08:59] WHEN WE PRESENT A 2025 BUDGET
[00:09:01] DEVELOPMENT BRIEFING FOR YOU.
[00:09:04] MOVING TO TODAY'S COMMISSION
[00:09:05] MEETING, I'D LIKE TO HIGHLIGHT A
[00:09:06] COUPLE OF ITEMS ON THE AGENDA.
[00:09:08] ON THE CONSENT AGENDA, WE SEEK
[00:09:10] YOUR AUTHORIZATION TO EXECUTE A
[00:09:11] CONTRACT FOR SECURITY SERVICES
[00:09:13] AT ALL MARITIME AND ECONOMIC
[00:09:15] DIVISION FACILITIES WHERE THE
[00:09:17] PORT AND NOT A TENANT, IS
[00:09:18] RESPONSIBLE FOR SECURITY.
[00:09:20] SECURITY SERVICES ARE REQUIRED
[00:09:22] FOR COMPLIANCE WITH US COAST
[00:09:23] GUARD REGULATIONS AS WELL AS TO
[00:09:25] SAFEGUARD THE PUBLIC, TENANTS,
[00:09:26] CONTRACTORS, VENDORS, PORT STAFF
[00:09:28] AND THE PHYSICAL ASSETS
[00:09:29] THEMSELVES. THE PORT REQUIRES
[00:09:32] SECURITY CONTRACTORS TO PROVIDE
[00:09:33] TRAINING TO MEET WASHINGTON
[00:09:35] STATE SECURITY GUARD STANDARDS,
[00:09:37] AMONG OTHER LICENSING AND
[00:09:38] TRAINING REQUIREMENTS. UNDER NEW
[00:09:41] BUSINESS. TODAY, WE WILL SEEK
[00:09:42] YOUR AUTHORIZATION FOR THE FIRST
[00:09:43] STEP IN RENEWING AND REPLACING
[00:09:44] OUR SATELLITE TRANSIT SYSTEM,
[00:09:46] THE STS, FIRST CONSTRUCTED IN
[00:09:48] 1973. MODERNIZING THE SYSTEM IS
[00:09:51] CRITICAL FOR EFFICIENT
[00:09:52] OPERATIONS AND POSITIVE CUSTOMER
[00:09:54] SERVICE HERE AT THE AIRPORT,
[00:09:56] AND I'LL HAVE MORE TO SAY ABOUT
[00:09:57] THAT WHEN I INTRODUCE THE ITEM.
[00:09:59] UNDER STAFF PRESENTATIONS,
[00:10:01] YOU'LL RECEIVE A BRIEFING ON OUR
[00:10:02] 2023 APPRENTICESHIP AND PRIORITY
[00:10:04] HIRE PROGRAM, WHICH WAS
[00:10:06] ORIGINALLY SCHEDULED FOR OUR
[00:10:07] LAST COMMISSION MEETING WITH
[00:10:09] CONCLUDES MY REMARKS. THANK YOU.
[00:10:11] THANK YOU, EXECUTIVE DIRECTOR
[00:10:13] METRUCK AND WE ARE NOW AT
[00:10:15] COMMITTEE REPORTS. I'D LIKE TO

[00:10:18] INTRODUCE ONLINE COMMISSION
[00:10:21] STRATEGIC ADVISOR ERIKA CHUNG,
[00:10:22] WHO WILL PROVIDE THE REPORT. GO
[00:10:25] FOR IT, ERICA. GOOD AFTERNOON,
[00:10:28] VICE PRESIDENT HASEGAWA,
[00:10:30] PRESIDENT MOHAMMED AND
[00:10:32] COMMISSIONERS EXECUTIVE DIRECTOR
[00:10:33] METRUCK. TODAY I HAVE ONE
[00:10:36] COMMITTEE REPORT FOR YOU. ON
[00:10:38] TUESDAY, JULY 16, COMMISSIONER
[00:10:40] HASEGAWA AND CHO CONVENE THE
[00:10:42] AVIATION COMMITTEE. THE
[00:10:43] COMMITTEE DISCUSSED THE DISPUTE
[00:10:45] RESOLUTION PROCESS FOR
[00:10:46] DISCIPLINARY ACTIONS OF TAXI
[00:10:48] DRIVERS. PROGRESS IS BEING MADE
[00:10:51] ON AGREED AREAS WITH NEW
[00:10:53] TRAINING FOR CURBSIDE MANAGERS
[00:10:55] AND IMPROVED DATA CAPTURE
[00:10:56] STRATEGIES PLANNED FOR THE NEXT
[00:10:58] CURBSIDE MANAGEMENT CONTRACT.
[00:11:00] COMMISSIONERS EXPRESSED
[00:11:02] SATISFACTION IN THE PROGRESS
[00:11:03] THAT WAS BEING MADE ON THIS
[00:11:05] TOPIC. THE COMMITTEE ALSO
[00:11:07] CONVENED THE SEA ACCESS PROGRAM,
[00:11:09] WHICH FOCUSES ON ENHANCING
[00:11:11] ACCESSIBILITY AT THE AIRPORT.
[00:11:13] SEA ACCESS HAS ACHIEVED A HIGH
[00:11:16] THIRD PARTY RANKING AND HAS
[00:11:18] SEVERAL UPCOMING INITIATIVES
[00:11:19] THAT WILL FURTHER IMPROVE
[00:11:21] SERVICE. COMMISSIONERS ALSO
[00:11:23] INDICATED THEIR SUPPORT FOR THIS
[00:11:24] PROGRAM AND COMMENDED STAFF ON
[00:11:26] THEIR EXCELLENT WORK BOTH DURING
[00:11:28] ACCESSIBILITY AT THE PORT. THIS
[00:11:30] CONCLUDES MY REPORT. THANK YOU.
[00:11:33] THANK YOU FOR THE REPORT,
[00:11:34] ERICA. ARE THERE ANY FOLLOW UP
[00:11:35] QUESTIONS REGARDING COMMITTEES
[00:11:38] OR ANY QUESTIONS FOR EXECUTIVE
[00:11:40] DIRECTOR METRUCK AT THIS TIME?
[00:11:42] SEEING NONE, WE ARE AT THE
[00:11:44] PUBLIC COMMENTS SECTION OF OUR
[00:11:45] AGENDA. THE BOARD COMMISSION
[00:11:46] WELCOMES PUBLIC COMMENT AS AN
[00:11:47] IMPORTANT PART OF THE PUBLIC
[00:11:49] PROCESS. COMMENTS ARE RECEIVED
[00:11:50] AND CONSIDERED BY THE COMMISSION
[00:11:52] IN ITS DELIBERATIONS. BEFORE WE
[00:11:54] TAKE THE PUBLIC COMMENT, WE'LL
[00:11:55] REVIEW OUR RULES FOR IN PERSON
[00:11:57] AND VIRTUAL COMMENT. CLARK HART,
[00:11:59] PLEASE PLAY THE RECORDED RULES.
[00:12:02] THANK YOU, MADAM COMMISSION VICE
[00:12:03] PRESIDENT. GIVE ME ONE MOMENT
[00:12:05] HERE TO PULL IT UP. AT THE END
[00:12:08] OF THE SPEAKER'S COMMENT PERIOD,
[00:12:10] THE COMMISSION ACCEPTS COMMENTS
[00:12:11] ON ITEMS APPEARING ON ITS AGENDA
[00:12:13] AND ITEMS RELATED TO THE CONDUCT
[00:12:15] OF PORT BUSINESS. PRESIDING

[00:12:17] OFFICER WILL ASK SPEAKERS TO
[00:12:19] LIMIT THEIR COMMENTS TO THESE
[00:12:20] TOPICS. THIS RULE APPLIES TO
[00:12:22] BOTH INTRODUCTORY AND CONCLUDING
[00:12:24] REMARKS. DISRUPTIONS OF
[00:12:26] COMMISSIONED PUBLIC MEETINGS ARE
[00:12:27] PROHIBITED. GENERAL DISRUPTIONS
[00:12:29] INCLUDE, BUT ARE NOT LIMITED TO,
[00:12:30] THE SPEAKING BEFORE BEING
[00:12:33] RECOGNIZED BY THE PRESIDING
[00:12:34] OFFICER, HOLDING OR PLACING
[00:12:36] BANNERS AND SIGNS IN THE MEETING
[00:12:37] ROOM IN A WAY THAT ENDANGERS
[00:12:39] OTHERS OR OBSTRUCTS THE FLOW OF
[00:12:41] PEOPLE OR VIEW OF OTHERS AT THE
[00:12:42] MEETING INTENTIONALLY
[00:12:44] DISRUPTING, DISTURBING OR
[00:12:45] OTHERWISE IMPEDING ATTENDANCE OR
[00:12:47] PARTICIPATION AT A MEETING
[00:12:49] REFUSING TO FOLLOW THE DIRECTION
[00:12:50] OF THE PRESIDING OFFICER OR
[00:12:52] SECURITY PERSONNEL ATTEMPTING TO
[00:12:54] USE THE COMMENT TIME FOR
[00:12:55] PURPOSEFUL DELAY WITHOUT
[00:12:56] CONVEYING A DISCERNIBLE MESSAGE
[00:12:59] USING THE COMMENT PERIOD TO
[00:13:00] ASSIST IN THE CAMPAIGN FOR
[00:13:01] ELECTION OF ANY PERSON TO ANY
[00:13:03] OFFICE OR FOR THE PROMOTION OF
[00:13:05] OR OPPOSITION TO ANY BALLOT
[00:13:08] PROPOSITION, EXCEPT WHEN
[00:13:09] ADDRESSING ACTION BEING TAKEN BY
[00:13:11] THE COMMISSION ON ON A BALLOT
[00:13:12] PROPOSITION APPEARING ON ITS
[00:13:14] AGENDA DIRECTING PUBLIC COMMENTS
[00:13:16] TO THE AUDIENCE ENGAGING IN
[00:13:18] ABUSIVE OR HARASSING BEHAVIOR,
[00:13:20] INCLUDING, BUT NOT LIMITED TO,
[00:13:21] DEROGATORY REMARKS BASED ON AGE,
[00:13:24] RACE, COLOR, NATIONAL ORIGIN,
[00:13:26] ANCESTRY, RELIGION, DISABILITY,
[00:13:29] PREGNANCY, SEX, GENDER, SEXUAL
[00:13:31] ORIENTATION, TRANSGENDER STATUS,
[00:13:33] MARITAL STATUS, OR ANY OTHER
[00:13:35] CATEGORY PROTECTED BY LAW, THE
[00:13:37] USE OF OBSCENE OR PROFANE
[00:13:39] LANGUAGE AND GESTURES, ASSAULTS
[00:13:41] OR OTHER THREATENING BEHAVIOR
[00:13:42] AND SEXUAL MISCONDUCT OR SEXUAL
[00:13:44] HARASSMENT FOR SAFETY PURPOSES.
[00:13:47] INDIVIDUALS ARE ASKED NOT TO
[00:13:49] PHYSICALLY APPROACH
[00:13:50] COMMISSIONERS OR STAFF AT THE
[00:13:51] MEETING TABLE. DURING THE
[00:13:52] MEETING, INDIVIDUALS MAY PROVIDE
[00:13:55] WRITTEN PUBLIC COMMENT BEFORE OR
[00:13:57] AFTER THE MEETING AND IN
[00:13:58] ADDITION, SPEAKERS MAY OFFER
[00:14:00] WRITTEN MATERIALS TO THE
[00:14:01] COMMISSIONED CLERK FOR
[00:14:02] DISTRIBUTION DURING THEIR
[00:14:03] TESTIMONY TO THE COMMISSION. A
[00:14:05] DETAILED LIST OF THE PUBLIC

[00:14:07] COMMENT RULES IS AVAILABLE
[00:14:08] THROUGH THE COMMISSION CLERK.
[00:14:09] IF A MEETING IS DISRUPTED BY AN
[00:14:11] INDIVIDUAL IN ATTENDANCE IN THE
[00:14:13] MEETING ROOM OR BY AN INDIVIDUAL
[00:14:15] PROVIDING PUBLIC COMMENT IN
[00:14:16] PERSON OR VIRTUALLY, THE PORT
[00:14:18] WILL IMPOSE PROGRESSIVE
[00:14:20] CONSEQUENCES THAT MAY RESULT IN
[00:14:22] EXCLUSION FROM FUTURE MEETINGS.
[00:14:24] WRITTEN MATERIALS PROVIDED TO
[00:14:25] THE CLERK WILL BE INCLUDED IN
[00:14:27] TODAY'S MEETING RECORD. THE
[00:14:28] CLERK HAS A LIST OF THOSE
[00:14:29] PREPARED TO SPEAK. WHEN YOUR
[00:14:31] NAME IS CALLED, PLEASE COME TO
[00:14:33] THE TESTIMONY TABLE OR UNMUTE
[00:14:35] YOURSELF. IF JOINING VIRTUALLY,
[00:14:37] REPEAT YOUR NAME FOR THE RECORD
[00:14:39] AND STATE YOUR TOPIC RELATED TO
[00:14:41] AN ITEM ON THE AGENDA OR RELATED
[00:14:43] TO THE CONDUCT OF POOR BUSINESS.
[00:14:45] FOR THOSE JOINING VIRTUALLY WHEN
[00:14:47] YOU HAVE CONCLUDED YOUR REMARKS,
[00:14:49] PLEASE TURN OFF YOUR CAMERA AND
[00:14:51] MUTE YOUR MICROPHONE. OUR PUBLIC
[00:14:53] COMMENT PERIOD WILL NOW
[00:14:54] COMMENCE. THANK YOU AGAIN FOR
[00:14:56] JOINING US TODAY.
[00:15:00] THANK YOU. RECORDED VOICE PERSON
[00:15:06] CLARK HART. PLEASE CALL UP OUR
[00:15:07] FIRST SPEAKER. THANK YOU. LET ME
[00:15:09] GET THE TIMER UP.
[00:15:13] AND WE HAVE ONE SIGN UP TODAY
[00:15:15] FROM BARBARA MCMICHAEL.
[00:15:18] BARBARA, IF YOU COULD REPEAT
[00:15:20] YOUR NAME FOR THE RECORD AND
[00:15:21] YOUR AGENDA ITEM OR TOPIC
[00:15:23] RELATED TO THE CONDUCT OF PORT
[00:15:24] BUSINESS, PLEASE WELCOME
[00:15:30] BARBARA. THANK YOU. BARBARA
[00:15:32] MCMICHAEL HERE DEFENDERS OF HIGH
[00:15:34] LINE FOREST. AND MY TOPIC IS
[00:15:37] REGARDING THE PORT'S AGREEMENT
[00:15:40] TO PURCHASE THE PARCEL FROM THE
[00:15:41] CITY OF DES MOINES. AS A
[00:15:45] DES MOINES RESIDENT, I LISTENED
[00:15:46] TO ALL OF YOU LEGITIMATELY
[00:15:48] WONDER AT YOUR PORT COMMISSION
[00:15:50] MEETING LAST WEEK WHY THERE
[00:15:51] HADN'T BEEN BETTER COMMUNICATION
[00:15:53] WITH THE PUBLIC ABOUT THIS
[00:15:54] PROPOSED DEVELOPMENT EARLIER ON.
[00:15:56] I'M BACK TODAY TO GIVE YOU A
[00:15:57] LITTLE BACKGROUND ON THAT.
[00:15:59] UNTIL NOVEMBER OF LAST YEAR, WE
[00:16:00] HAD A CITY MANAGER WHO'D ALSO
[00:16:02] TAKEN ON THE ROLE OF ECONOMIC
[00:16:03] DEVELOPMENT DIRECTOR. THAT CITY
[00:16:05] EMPLOYEE KIND OF THOUGHT HE WAS
[00:16:07] THE BOSS OF THE CITY COUNCIL.
[00:16:09] AND FOR SEVERAL YEARS HE WAS
[00:16:10] PRETTY SUCCESSFUL AT QUIETING

[00:16:13] MUZZLING ALTERNATIVE VIEWPOINTS,
[00:16:14] SOMETIMES EVEN TO THE POINT OF
[00:16:16] CENSURE. PUBLIC COMMUNICATION
[00:16:18] WASN'T JUST A LOCAL PRIORITY.
[00:16:20] IN FACT, IT WAS DISCOURAGED.
[00:16:22] LATE LAST YEAR, THE CITY COUNCIL
[00:16:24] HAD ASKED THE CITY MANAGER TO
[00:16:26] MOVE ON. BUT AT VARIOUS CITY
[00:16:28] COUNCIL MEETINGS, I'VE HEARD
[00:16:29] MANY DIFFERENT RESIDENTS COME
[00:16:31] BEFORE THE COUNCIL TO THE CITY
[00:16:32] TO BRING A COMMUNICATIONS
[00:16:35] PROFESSIONAL ON BOARD SO THAT
[00:16:36] WE'D HAVE A BETTER UNDERSTANDING
[00:16:37] OF WHAT'S GOING ON. MAYBE THAT'S
[00:16:39] WORKED TO THE ADVANTAGE OF THE
[00:16:41] PORT'S DEVELOPMENT STRATEGY TO
[00:16:42] GO AHEAD AND PURSUE DEVELOPMENTS
[00:16:44] AROUND THE AIRPORT WITHOUT ANY
[00:16:45] MAJOR PUSHBACK. BUT I CAN TELL
[00:16:47] YOU TODAY THAT THANKS TO THE
[00:16:48] DISCUSSION THE COMMISSIONERS HAD
[00:16:50] LAST WEEK, WE ARE PUSHING BACK
[00:16:52] IN DES MOINES. TODAY WE'LL BE
[00:16:53] SUBMITTING A CHALLENGE TO THE
[00:16:55] CITY'S ACTING CEPA OFFICIALS
[00:16:56] DETERMINATION OF NON
[00:16:58] SIGNIFICANCE FOR DES MOINES
[00:16:59] CREEK BUSINESS PARK WEST. GIVEN
[00:17:01] THE CONTEXT OF A
[00:17:02] CATASTROPHICALLY HOT SUMMER
[00:17:03] ACROSS THE GLOBE, AND HERE
[00:17:05] RECORD BREAKING TEMPERATURES AT
[00:17:07] SEATAC, IT SEEMS TOTALLY
[00:17:09] SIGNIFICANT THAT WE SHOULD NOT
[00:17:11] BE REMOVING 836,000 VEGETATION
[00:17:14] TO BUILD A 400,000 SQUARE FOOT
[00:17:16] FACILITY THAT WILL HAVE AN
[00:17:18] ASPHALT LOT LARGE ENOUGH FOR 400
[00:17:20] PARKING STALLS AND THAT WILL
[00:17:21] GENERATE AN ADDITIONAL 868
[00:17:24] VEHICULAR TRIPS DAILY. THIS
[00:17:26] GROWTH ISN'T SUSTAINABLE. WE
[00:17:30] REMEMBER THAT YOU ARE THE BOSS
[00:17:32] OF THE STAFF. THEY'RE AN
[00:17:33] EXCELLENT STAFF, BUT THEY'RE
[00:17:34] DEVELOPMENT, NOT THE OTHER WAY
[00:17:36] AROUND. AND WE CITIZENS ARE
[00:17:37] ULTIMATELY THE BOSS OF YOU. BUT
[00:17:38] WE'RE VERY COLLABORATIVE. SO WE
[00:17:40] ENCOURAGE OUR COMMISSIONER CHO
[00:17:42] THINK GLOBALLY, ACT LOCALLY,
[00:17:44] AND DEMONSTRATE TRUE LEADERSHIP
[00:17:47] IN THE FACE OF THIS
[00:17:48] ENVIRONMENTAL CRISIS. THANK YOU.
[00:17:55] WE DON'T HAVE ANYBODY ELSE
[00:17:56] SIGNED UP. IS THERE ANYBODY ELSE
[00:17:58] IN THE ROOM OR ONLINE THAT DID
[00:18:01] NOT SIGN UP IN ADVANCE, BUT
[00:18:02] WOULD LIKE TO ADDRESS THE
[00:18:03] COMMISSION? GOING ONCE.
[00:18:07] GOING TWICE.
[00:18:11] WELL, THAT CONCLUDES OUR PUBLIC

[00:18:12] COMMENT FOR THE DAY.
[00:18:15] AND AT THIS TIME, CLERK HART,
[00:18:17] CAN YOU GIVE A SYNOPSIS OF THE
[00:18:18] WRITTEN COMMENTS THAT WE'VE
[00:18:19] RECEIVED? THANK YOU, MADAM
[00:18:20] COMMISSIONED VICE PRESIDENT. WE
[00:18:21] HAVE NOT RECEIVED ANY WRITTEN
[00:18:22] COMMENTS FOR TODAY'S MEETING
[00:18:24] HEARING. NO FURTHER PUBLIC
[00:18:25] TESTIMONY. WE WILL MOVE ON TO
[00:18:27] THE CONSENT AGENDA. ITEMS ON THE
[00:18:30] CONSENT AGENDA ARE CONSIDERED
[00:18:31] ROUTINE AND WILL BE ADOPTED BY
[00:18:33] ONE MOTION. ITEMS REMOVED FROM
[00:18:35] THE CONSENT AGENDA WILL BE
[00:18:36] CONSIDERED SEPARATELY
[00:18:37] IMMEDIATELY AFTER ADOPTION.
[00:18:41] AT THIS TIME, THE CHAIR WILL
[00:18:42] ENTERTAIN A MOTION TO APPROVE
[00:18:44] THE CONSENT AGENDA. COVERING
[00:18:45] ITEMS EIGHT,
[00:18:46] ABCDEFGHIJK AND L
[00:18:50] SO MOVED. THE MOTION'S BEEN MADE
[00:18:53] BY COMMISSIONER CHO. DO I HAVE A
[00:18:54] SECOND? AND THE SECOND HAS BEEN
[00:18:56] MADE BY COMMISSION. WAS THAT
[00:18:59] COMMISSIONER CALKINS? YES,
[00:19:02] MA'AM. THANK YOU VERY MUCH.
[00:19:05] AT THIS TIME, DOES ANYBODY HAVE
[00:19:06] ANY COMMENTS ON ANY OF THE
[00:19:08] CONSENT AGENDA ITEMS?
[00:19:11] WELL, FOR I MYSELF, I JUST WANT
[00:19:14] TO LET THE PUBLIC KNOW THAT I
[00:19:15] DID INQUIRE REGARDING TO THE
[00:19:19] SECURITY GUARD CONTRACT THAT IS
[00:19:21] BEFORE US. I ASKED WHO THE
[00:19:24] CONTRACT WOULD GO OUT TO AND
[00:19:25] THEY SAID THAT IT'S ACTUALLY
[00:19:26] GOING TO GO OUT TO A COMPETITIVE
[00:19:27] BID. THEREFORE, WE DON'T KNOW TO
[00:19:29] WHOM THE CONTRACT WILL BE
[00:19:30] AWARDED. I ASKED ABOUT SECURITY
[00:19:32] PERSONNEL TRAINING, TO WHICH I
[00:19:34] WAS INFORMED THAT THE PORT
[00:19:35] REQUIRES THE CONTRACTOR TO
[00:19:37] PROVIDE TRAINING TO MEET
[00:19:38] WASHINGTON STATE SECURITY GUARD
[00:19:40] STANDARDS LEADING TO EVERY
[00:19:41] SECURITY GUARD BEING LICENSED BY
[00:19:42] THE STATE. THAT THE COMPANY IS
[00:19:44] ALSO REQUIRED TO PROVIDE
[00:19:45] TRAINING AND CERTIFICATION AS A
[00:19:47] WASHINGTON STATE FLAGGER FOR
[00:19:48] DIRECTING TRAFFIC AND THAT WE
[00:19:49] REQUIRE THE COMPANY TO TRAIN
[00:19:51] THEIR STAFF TO THE US COAST
[00:19:52] GUARD MARITIME SECURITY
[00:19:53] STANDARDS FOUND IN TITLE 333,
[00:19:56] FEDERAL THE CODE OF FEDERAL
[00:19:58] REGULATIONS PART 101 AND 105,
[00:20:00] THAT ALL TRAINING IS THE
[00:20:01] RESPONSIBILITY OF THE
[00:20:02] CONTRACTOR. ADDITIONALLY, WE

[00:20:05] HOLD THE CONTRACTOR TO OUR PORT
[00:20:06] OF SEATTLE CODE OF CONDUCT AS
[00:20:08] WELL AS OUR RAISE VALUES OEDI
[00:20:10] ANTI DISCRIMINATION STANDARDS
[00:20:12] AND COMPLIANCE WITH OUR POLICIES
[00:20:13] AND PROCEDURES. THESE POLICIES,
[00:20:15] PROCEDURES AND STANDARDS ARE
[00:20:17] SHARED WITH THE COMPANIES WITHIN
[00:20:18] THE RFP THAT WE ADVERTISE. I
[00:20:21] ASKED SPECIFICALLY ABOUT DE
[00:20:23] ESCALATION TRAINING, AND THEY
[00:20:24] CONFIRMED THAT, YES, IT'S PART
[00:20:25] OF THE WASHINGTON STATE SECURITY
[00:20:27] GUARD CERTIFICATION TRAINING.
[00:20:30] SEEING NO FURTHER COMMENTS,
[00:20:32] CLERK HART, PLEASE CALL THE ROLL
[00:20:35] FOR THE CONSENT AGENDA. THANK
[00:20:37] YOU. FOR APPROVAL OF THE CONSENT
[00:20:38] AGENDA, BEGINNING WITH
[00:20:39] COMMISSIONER CALKINS.
[00:20:42] THANK YOU. COMMISSIONER CHO.
[00:20:44] AYE. THANK YOU. COMMISSIONER
[00:20:45] FELLEMAN. AYE. THANK YOU.
[00:20:48] COMMISSIONER HASEGAWA. AYE.
[00:20:50] THANK YOU. COMMISSIONER
[00:20:51] MOHAMMED. AYE. THANK YOU. FIVE
[00:20:55] AYES AND ZERO. AND AS FOR THIS
[00:20:56] ITEM, THE MOTION PASSES.
[00:21:09] ALL RIGHT.
[00:21:13] AT THIS TIME.
[00:21:18] SO SORRY. GIVE ME JUST 1 SECOND.
[00:21:22] WE WILL MOVE ON TO NEW BUSINESS.
[00:21:27] I DON'T HAVE IT ON MY PAGE, BUT
[00:21:28] WE ARE ON ITEM TEN A REGARDING
[00:21:31] AUTHORIZATION FOR THE EXECUTIVE
[00:21:33] DIRECTOR TO ADVERTISE AND
[00:21:34] EXECUTE CONTRACTS FOR TECHNICAL
[00:21:35] CONSULTING, PROJECT DEFINITION
[00:21:37] SERVICES AND PROJECT MANAGEMENT
[00:21:39] SUPPORT TO PREPARE, PREDESIGN
[00:21:40] AND BRIDGING DOCUMENTS, AND TO
[00:21:41] UTILIZE PORT CRUISE IN SUPPORT
[00:21:42] OF THE DEVELOPMENT OF THE
[00:21:43] PROJECT DEFINITION DOCUMENT AT
[00:21:45] SATELLITE TRANSIT SYSTEM RENEWAL
[00:21:47] AND REPLACEMENT PROJECT AT
[00:21:48] SEATTLE TACOMA INTERNATIONAL
[00:21:49] AIRPORT IN THE AMOUNT OF \$9
[00:21:51] MILLION. SINCE I JUST INTRODUCED
[00:21:53] THE TOPIC, I WILL TURN TO
[00:21:55] EXECUTIVE DIRECTOR METRUCK.
[00:21:56] THANK YOU. TO SAY A BIT MORE.
[00:21:58] THANK YOU, VICE PRESIDENT
[00:21:59] HASEGAWA. COMMISSIONERS, AT OUR
[00:22:01] LAST MEETING, YOU APPROVED AN
[00:22:03] ITEM RELATED TO THE AUTOMATED
[00:22:04] TRAIN CONTROL SYSTEM. TODAY'S
[00:22:06] ACTION IS THE FIRST STEP FOR
[00:22:07] RENEWAL AND REPLACEMENT FOR THE
[00:22:08] ENTIRE SATELLITE TRANSIT SYSTEM.
[00:22:11] FIRST IMPLEMENTED IN 1973, THE
[00:22:13] STS WAS ONE OF THE FIRST TRAINED
[00:22:15] SYSTEMS IN THE UNITED STATES TO

[00:22:16] BE AUTOMATED. THE LAST
[00:22:19] MODERNIZATION OCCURRED IN 2003.
[00:22:21] THE SYSTEM IS NEARING THE USE OF
[00:22:22] ITS END OF ITS USEFUL LIFE, AND
[00:22:25] A PROJECT DEFINITION DOCUMENT
[00:22:27] MUST BE DEVELOPED TO ADDRESS
[00:22:28] FUTURE GROWTH IN THE AGING
[00:22:30] TUNNEL. I RECENTLY TOURED BEHIND
[00:22:33] THE SCENES OF THIS SYSTEM,
[00:22:34] WHICH IS SUPERBLY MAINTAINED BY
[00:22:37] OUR SEA TEAM. BUT IT'S GETTING
[00:22:39] HARDER AND HARDER TO MAINTAIN,
[00:22:41] AND IT IS TIME FOR US TO BEGIN
[00:22:42] THE WORK TO REPLACE THIS AND
[00:22:44] RENEW THIS CRITICAL SYSTEM. WE
[00:22:46] ANTICIPATE THIS ITEM COMING BACK
[00:22:48] TO COMMISSION SOMETIME IN 2026,
[00:22:50] ONCE THE PROJECT DEFINITION
[00:22:51] DOCUMENT IS COMPLETE. THE
[00:22:54] PRESENTERS THIS AFTERNOON ARE
[00:22:55] KERRY STEVENS, DIRECTOR,
[00:22:56] AVIATION FACILITIES AND CAPITAL
[00:22:58] PROGRAMS, AND FAITH KIM,
[00:23:00] AVIATION CAPITAL DEVELOPMENT
[00:23:01] MANAGER. SO I'M GOING TO TURN IT
[00:23:02] OVER TO KERRY TO KICK US OFF,
[00:23:06] ALL RIGHT? GOOD AFTERNOON,
[00:23:08] COMMISSIONERS EXECUTIVE
[00:23:10] DIRECTOR, METRUCK. AS STEVE SAID,
[00:23:12] I'M KERRY STEVENS, AVIATION
[00:23:14] DIRECTOR FOR FACILITIES AND
[00:23:15] CAPITAL PROGRAMS. I'M HERE TO
[00:23:17] DISCUSS AND REQUEST OUR
[00:23:19] AUTHORIZATION FOR THE INITIATION
[00:23:21] OF A SIGNIFICANT AND ESSENTIAL
[00:23:23] NEW PROGRAM, THE SATELLITE
[00:23:25] TRANSIT SYSTEM RENEWAL AND
[00:23:26] REPLACEMENT PROGRAM. I HAVE WITH
[00:23:29] ME FAITH KIM. SHE'S THE CAPITAL
[00:23:31] PROGRAMS DEVELOPMENT MANAGER
[00:23:33] THAT LED THIS PROGRAM
[00:23:34] DEVELOPMENT SO FAR AND WILL BE
[00:23:37] LEADING IT THROUGHOUT THE
[00:23:39] PLANNING AND PROJECT DEFINITION
[00:23:40] PHASES. WE'RE HERE TO PRESENT
[00:23:42] OUR INITIAL REQUEST FOR
[00:23:45] AUTHORIZATION TO PROCEED WITH
[00:23:46] THOSE PROJECT DEFINITION
[00:23:49] DOCUMENTATION, AS WELL AS THE
[00:23:51] PREPARATION OF PRE DESIGN AND
[00:23:53] BRIDGING DOCUMENTS. NEXT SLIDE,
[00:23:56] PLEASE. SO, THE SATELLITE
[00:23:59] TRANSIT SYSTEM IS COMMONLY KNOWN
[00:24:01] AS THE STS. IT'S OUR AIRPORT
[00:24:05] PEOPLE MOVER, OR APM FOR SEA,
[00:24:09] THE SYSTEM TO ORIENT A LITTLE
[00:24:11] BIT. IT'S A THREE LINE SYSTEM,
[00:24:14] ALL UNDERGROUND. THE TWO LOOPS
[00:24:17] ACTUALLY CONNECT US TO ALL OF
[00:24:19] OUR SIX CONCOURSES, AND THEN WE
[00:24:20] HAVE THE SINGLE LINE SHUTTLE
[00:24:22] THAT GOES BETWEEN THE NORTH AND
[00:24:24] SOUTH, THE NORTH AND SOUTH MAIN

[00:24:26] STATIONS. THE SYSTEM SEES
[00:24:28] SIGNIFICANT USE, SPECIFICALLY
[00:24:31] WITH OUR HUB CARRIER IN THE
[00:24:33] NORTH, ALASKA. AND IN
[00:24:36] 2023, WE SAW
[00:24:39] CLOSE TO TWO THIRDS OF OUR
[00:24:41] ANNUAL PASSENGER DEMAND FOR THE
[00:24:44] WHOLE AIRPORT GOING THROUGH OUR
[00:24:46] SATELLITE TRANSIT SYSTEM. NEXT
[00:24:48] SLIDE, PLEASE.
[00:24:51] SO THE RENEWAL AND REPLACEMENT
[00:24:54] OF THE STS SYSTEM, PUT SIMPLY,
[00:24:57] IS ESSENTIAL TO THE OVERALL
[00:24:58] OPERATION OF THE AIRPORT,
[00:25:00] SPECIFICALLY SINCE IT IS OUR
[00:25:01] ONLY MASS PASSENGER CONNECTION
[00:25:03] TO THE N AND S CONCOURSES. OVER
[00:25:06] THE PAST SEVERAL YEARS, WE HAVE
[00:25:08] PERFORMED VARIOUS STUDIES AND
[00:25:10] PLANNING ASSESSMENTS OF THE STS
[00:25:12] SYSTEM, VEHICLES, TUNNEL
[00:25:14] SYSTEMS, AND STRUCTURE. WE HAVE
[00:25:16] CONDUCTED A LONG TERM PASSENGER
[00:25:17] CONVEYANCE STUDY TO REVIEW THE
[00:25:20] ALTERNATIVES, INCLUDING NEW
[00:25:21] TUNNELS AND VARIOUS TYPES OF APM
[00:25:23] SYSTEMS, LOOKING AT
[00:25:25] CONSTRUCTABILITY, OPERATIONAL
[00:25:27] IMPACT, PASSENGER CAPACITY,
[00:25:29] COST, AND SCHEDULE. WE CONCLUDED
[00:25:32] OUR BEST PERFORMING OPTION WAS
[00:25:34] TO REPLACE THE STS SYSTEM
[00:25:36] UTILIZING THE CURRENT TUNNEL
[00:25:37] CONFIGURATION AND REHABILITATE
[00:25:40] THE TUNNEL STRUCTURES AND
[00:25:41] SUPPORTING INFRASTRUCTURE. WE
[00:25:43] ALSO DETERMINED THAT A NEW
[00:25:45] PEDESTRIAN CONNECTION BETWEEN D
[00:25:47] AND N CONCOURSES WOULD ASSIST IN
[00:25:49] LESSENING THE IMPACT OF THE
[00:25:53] SIGNIFICANT AMOUNT OF WORK AND
[00:25:54] DOWNTIME WE ARE ANTICIPATING
[00:25:55] WITH THIS PROGRAM, AS WELL AS
[00:25:57] PROVIDE A REDUNDANT ROUTE FOR
[00:26:00] PASSENGERS PROVIDING NEEDED
[00:26:01] CIRCULATION FLEXIBILITY. NEXT
[00:26:03] SLIDE PLEASE. A LITTLE BIT OF
[00:26:07] HISTORY STEVE KIND OF MENTIONED
[00:26:08] SOME OF THIS. THE STS WAS FIRST
[00:26:10] IMPLEMENTED IN THE EARLY
[00:26:11] SEVENTIES WITH THE ADDITION OF
[00:26:14] OUR NNS CONCOURSES. AT THAT
[00:26:17] TIME, IT WAS ONLY THE SECOND APM
[00:26:19] IN THE NATION, RIGHT BEHIND
[00:26:21] TAMPA. I THINK TAMPA WAS IN 71
[00:26:23] AND WE WERE AROUND 73. THE
[00:26:26] SYSTEM RENEWAL WAS A SYSTEM
[00:26:28] RENEWAL WAS ACCOMPLISHED IN THE
[00:26:29] EARLY TWO THOUSANDS WHEN THEY
[00:26:31] REPLACED ALL THE CARS PLUS THE
[00:26:33] ELECTRICAL AND CONTROL SYSTEMS.
[00:26:35] SO TYPICALLY AN APM'S SERVICE
[00:26:38] LIFE IS AROUND 30 YEARS. IT'S

[00:26:40] MAINLY DICTATED BY THE LIFESPAN
[00:26:42] OF THE VEHICLES, WHICH ARE
[00:26:45] CONSIDERED MILLION MILE CARS.
[00:26:47] THE PROJECT TO REPLACE THE
[00:26:48] CONTROL SYSTEM, AS STEVE
[00:26:50] DISCUSSED AS WELL, IS CURRENTLY
[00:26:51] PROCEEDING AND WE EXPECT OUR
[00:26:53] CURRENT CARS TO REACH THEIR END
[00:26:54] OF THEIR USEFUL LIFE BETWEEN
[00:26:57] 2030 AND 2035. NEXT SLIDE
[00:27:00] PLEASE.
[00:27:03] SO THE CURRENT CARS ARE NOT ONLY
[00:27:06] GETTING UP THERE IN MILES, THEY
[00:27:08] ARE ALSO SIGNIFICANTLY
[00:27:10] SPECIFICALLY DESIGNED AND SIZED
[00:27:12] FOR OUR TUNNEL REQUIREMENTS.
[00:27:13] THE VEHICLE DEVELOPMENT AND
[00:27:14] FABRICATION WILL TAKE SEVERAL
[00:27:16] YEARS, WHICH IS WHY WE ARE
[00:27:17] STARTING THIS PROGRAM NOW IN
[00:27:19] 2024. ONE OF
[00:27:22] OUR ADDITIONAL CHALLENGES IS THE
[00:27:24] AGE OF OUR TUNNEL STRUCTURES AND
[00:27:26] SYSTEMS. AT 50 YEARS OLD, WE ARE
[00:27:30] SEEING SIGNIFICANT CRACKING AND
[00:27:32] WATER PENETRATION. THE LAST
[00:27:33] REPLACEMENT IN THE TWO THOUSANDS
[00:27:35] FOCUSED MAINLY ON THE SYSTEM AND
[00:27:37] STATION RENEWAL. THIS
[00:27:39] REPLACEMENT WILL NEED TO FOCUS
[00:27:40] ON THOSE AREAS AS WELL AS THE
[00:27:42] STRUCTURAL AND ELECTRICAL SYSTEM
[00:27:44] REHABILITATIONS, ALL WHILE
[00:27:47] MEETING OUR CURRENT PEAK
[00:27:48] DEMANDS. THE PROPOSED PEDESTRIAN
[00:27:51] CONNECTION BETWEEN THE D AND N
[00:27:53] CONCOURSE WILL NOT ONLY ASSIST
[00:27:55] IN THE PASSENGER CIRCULATION
[00:27:57] DURING CONSTRUCTION, BUT IT WILL
[00:27:58] ALSO PROVIDE US WITH ADDED
[00:28:00] RESILIENCY IN A REDUNDANT
[00:28:01] PATHWAY, ALLOWING PASSENGERS
[00:28:04] ANOTHER ROUTE AND BETTER
[00:28:05] DOWNTIME FOR SYSTEM MAINTENANCE.
[00:28:07] I'LL TURN IT OVER TO FAITH NOW
[00:28:09] TO TALK A LITTLE BIT MORE ABOUT
[00:28:11] THE PROGRAM DEFINITION
[00:28:12] DOCUMENTATION THAT WE ARE
[00:28:14] REQUESTING AS WELL AS OUR PRE
[00:28:15] DESIGNED WORK THAT WE ARE
[00:28:16] REQUESTING THIS AUTHORIZATION.
[00:28:20] NEXT SLIDE PLEASE. SO THE
[00:28:24] PDD, JUST TO GIVE YOU A
[00:28:25] DEFINITION. SO IT IS A PROJECT
[00:28:27] DEFINITION DOCUMENT AND IT IS
[00:28:29] REQUIRED. IT'S A BRIDGING
[00:28:31] DOCUMENT BEFORE PROJECT DESIGN
[00:28:33] AND IT WILL BE USED AS A
[00:28:35] STARTING POINT TO REFINE A
[00:28:37] PROJECT CONCEPT, APPROXIMATELY
[00:28:39] 15% DESIGN LEVEL OF THE
[00:28:41] PREFERRED SOLUTION AND IT WILL
[00:28:44] ALSO ADDRESS SUSTAINABLE GOALS.

[00:28:46] AND WE'RE LOOKING AT
[00:28:47] APPROXIMATELY ABOUT 112 WEEKS
[00:28:48] FOR OUR DURATION, WHICH IS A
[00:28:50] LITTLE BIT OVER TWO YEARS. NEXT
[00:28:53] SLIDE, PLEASE. AND KERRY TALKED
[00:28:56] CHALLENGES THAT WE'RE CURRENTLY
[00:28:58] FACING WITH THE STS AND HOW THE
[00:29:00] PDD WILL ADDRESS IS. SO, FOR
[00:29:02] EXAMPLE, AGING TUNNEL IN THE
[00:29:05] PDD, WE'LL BE EVALUATING
[00:29:07] ALTERNATIVE STRUCTURAL
[00:29:08] REHABILITATION CONCEPTS AS WELL
[00:29:11] AS DEVELOPING PREFERRED CONCEPT,
[00:29:14] UP TO 15% DESIGN OF THE TUNNEL
[00:29:17] AND AS WELL AS THE NORTH
[00:29:18] PEDESTRIAN CONNECTOR TO ADDRESS
[00:29:21] THE END OF LIFE OF THE STS
[00:29:23] VEHICLE. WE'LL BE DEVELOPING
[00:29:25] DIFFERENT CONCEPTS FOR STS
[00:29:27] SYSTEM REPLACEMENT. AND OVERALL,
[00:29:30] THE PDD WILL ALSO REVIEW
[00:29:32] PREVIOUS STUDY THAT WAS
[00:29:33] PERFORMED, AS WELL AS ANALYZING
[00:29:36] EXISTING CONDITION AND ALSO
[00:29:38] PERFORM ADDITIONAL SITE SURVEY
[00:29:40] NEEDED AND ALSO CONDUCT RISK
[00:29:42] ASSESSMENT NEEDED. NEXT SLIDE,
[00:29:45] PLEASE. AND THIS IS A VERY HIGH
[00:29:48] LEVEL TIMELINE OF WHAT THE STS
[00:29:50] REPLACEMENT PROGRAM LOOKS LIKE,
[00:29:52] JUST TO GIVE YOU A LITTLE BIT OF
[00:29:54] AN IDEA. SO, THIS IS STILL VERY
[00:29:56] PRELIMINARY. THIS TIMELINE MAY
[00:29:59] CHANGE AS WE KNOW MORE ABOUT THE
[00:30:01] SCOPE THROUGH THE PDD. BUT WHAT
[00:30:03] WE'RE LOOKING AT IS 2024. SO
[00:30:05] RIGHT NOW, WHEN WE GET THE
[00:30:08] APPROVAL FOR THE FUNDING TO
[00:30:09] START THE PDD, WE WILL EXECUTE
[00:30:11] THE SERVICE DIRECTIVE AND GET
[00:30:13] THE PDD STARTED. AND AFTER THAT,
[00:30:15] WE WILL BE DOING THE PRE
[00:30:17] DESIGNED ENGINEERING AND THEN
[00:30:18] DESIGN VEHICLE PROCUREMENT AFTER
[00:30:20] THAT. AND WE ARE CURRENTLY
[00:30:22] ESTIMATED TO START CONSTRUCTION
[00:30:24] IN 2030. AND PROJECT COMPLETION
[00:30:26] BY 2036 IS WHAT WE'RE
[00:30:28] ESTIMATING. NEXT SLIDE, PLEASE.
[00:30:32] SO WHAT WE ARE REQUESTING HERE
[00:30:34] FOR AUTHORIZATION TODAY IS,
[00:30:36] NUMBER ONE, ADVERTISE AND
[00:30:38] EXECUTE CONTRACTS FOR TECHNICAL
[00:30:40] CONSULTING, PROJECT DEFINITION
[00:30:42] SERVICES, AS WELL AS THE PROJECT
[00:30:44] MANAGEMENT SUPPORT, AND ALSO
[00:30:46] PREPARE A PRE DESIGN AND
[00:30:48] PRINTING DOCUMENT NEEDED, AND
[00:30:50] ALSO TO UTILIZE THE POOR CREWS
[00:30:52] IN SUPPORT OF THE STS RENEWAL
[00:30:54] AND REPLACEMENT PROJECT. AND THE
[00:30:56] AMOUNT OF THE REQUEST IS TOTAL
[00:30:57] OF \$9 MILLION TODAY.

[00:31:02] I THINK THAT'S ALL FROM US
[00:31:04] TODAY. ALL RIGHT. THANK YOU VERY
[00:31:06] MUCH FOR THAT PRESENTATION.
[00:31:11] ARE THERE ANY QUESTIONS FROM THE
[00:31:12] STAFF? FOR STAFF FROM
[00:31:15] COMMISSIONERS AT THE THIS TIME?
[00:31:22] SEEMS PRETTY STRAIGHTFORWARD.
[00:31:24] ANY COMMENTS? DOESN'T HAVE TO BE
[00:31:26] A QUESTION, Y'ALL. ALL RIGHT,
[00:31:29] WELL, SEEING NONE, IS THERE A
[00:31:30] MOTION AND A SECOND FOR TO
[00:31:32] APPROVE ITEM TEN A? SO MOVED.
[00:31:37] THE MOTION'S BEEN MADE BY
[00:31:38] COMMISSIONER CHO AND SECONDED BY
[00:31:40] COMMISSIONER CALKINS. AND IF
[00:31:42] THERE'S NO FURTHER COMMENT,
[00:31:44] THAT WAS COMMISSIONER FELLEMAN.
[00:31:45] FELLEMAN. THANK YOU FOR THE
[00:31:47] CORRECTION. PLEASE NOTE FOR THE
[00:31:49] RECORD THAT THE MOTION'S BEEN
[00:31:50] SECONDED BY COMMISSIONER
[00:31:51] FELLEMAN. AND IF THERE'S NO
[00:31:54] FURTHER QUESTIONS OR COMMENTS
[00:31:55] FROM MY COLLEAGUES. CLARK, WILL
[00:31:57] YOU PLEASE CALL THE RULE? THANK
[00:31:59] YOU, MADAM COMMISSIONED VICE
[00:32:00] PRESIDENT, BEGINNING WITH
[00:32:01] COMMISSIONER CALKINS.
[00:32:07] CAN YOU REPEAT THAT? IT DIDN'T
[00:32:08] COME THROUGH.
[00:32:11] AYE. THANK YOU, COMMISSIONER
[00:32:13] TOE. AYE. THANK YOU,
[00:32:15] COMMISSIONER FELLEMAN.
[00:32:17] AYE. THANK YOU, COMMISSIONER
[00:32:19] HASEGAWA. AYE. THANK YOU,
[00:32:21] COMMISSIONER MOHAMMED AYE.
[00:32:24] THANK YOU. FIVE AYES AND ZERO
[00:32:25] NAYS FOR THIS ITEM. THANK YOU.
[00:32:27] THE MOTION PASSES. WE'RE NOW
[00:32:30] HERE AT PRESENTATIONS AND STAFF
[00:32:32] REPORTS. CLERK HART, PLEASE READ
[00:32:33] THE NEXT ITEM INTO THE RECORD
[00:32:34] AND EXECUTIVE DIRECTOR METRUCK.
[00:32:37] WE'LL INTRODUCE IT. THANK YOU.
[00:32:38] THIS IS AGENDA ITEM ELEVEN A THE
[00:32:40] 2023 APPRENTICESHIP AND PRIORITY
[00:32:42] HIRE ANNUAL REPORT.
[00:32:46] COMMISSIONERS. THE PORT'S
[00:32:47] SUPPORT FOR APPRENTICESHIP AND
[00:32:48] PRIORITY HIRE PROGRAMS IS
[00:32:49] FUNDAMENTAL TO ECONOMIC
[00:32:51] DEVELOPMENT AND EQUITY
[00:32:52] OBJECTIVES. THIS PRESENTATION
[00:32:53] WILL SHARE THE SUCCESSES AND
[00:32:55] CHALLENGES AND OFFER A LOOK
[00:32:56] FORWARD ON HOW WE CAN ENHANCE
[00:32:58] AND IMPROVE THIS PROGRAM FOR
[00:32:59] EVEN GREATER COMMUNITY BENEFIT.
[00:33:01] WE HAVE A NUMBER OF PRESENTERS
[00:33:02] THIS AFTERNOON. WE HAVE BRIAN
[00:33:03] SWEET, DIRECTOR OF ENGINEERING,
[00:33:06] CONSTRUCTION MANAGEMENT, SAMUEL
[00:33:07] PIERCE, CONSTRUCTION LABOR

[00:33:09] PRIORITY. AND I'M SORRY, I'M
[00:33:12] FAULTING ON THAT THIRD.
[00:33:16] ERROL GARNETT. HE'S OUR TRAIL
[00:33:20] BY. SORRY, ERROL. FOLKS OF A
[00:33:22] CERTAIN GENERATION. OKAY,
[00:33:25] NICE. SORRY, ERROL. THANK YOU,
[00:33:28] ERROL. WELCOME.
[00:33:31] GOOD AFTERNOON, COMMISSIONERS.
[00:33:32] I'M BRIAN SWEET. I'M THE
[00:33:33] DIRECTOR OF CONSTRUCTION
[00:33:34] MANAGEMENT FOR THE PORT OF
[00:33:35] SEATTLE, AND WE ARE HERE TODAY
[00:33:38] TO PRESENT THE 2023 PRIORITY
[00:33:41] HIRING APPRENTICESHIP REPORT.
[00:33:44] NEXT SLIDE, PLEASE. THE PRIORITY
[00:33:48] HIRE AND APPRENTICESHIP TEAMS
[00:33:49] CONSISTS OF REALLY THREE
[00:33:50] DIFFERENT DEPARTMENTS.
[00:33:51] ENGINEERING, LED BY JANET ZAHN,
[00:33:53] WHO'S A CHIEF ENGINEER, MYSELF,
[00:33:55] SHERRY COOK, WHO MANAGES OUR
[00:33:57] PROJECT LABOR AGREEMENT, SAM
[00:33:59] PIERCE AND ERROL GARTEL. DID I
[00:34:02] GET THAT RIGHT? GARTRELL. AND
[00:34:04] THEN ALSO, PROBABLY ONE OF THE
[00:34:06] MORE IMPORTANT IS STACY HAUGEIS,
[00:34:08] WHO DOES ALL OF OUR DATA
[00:34:09] COLLECTION AND ANALYTICS. ALSO
[00:34:12] INVOLVED IS THE OFFICE OF EQUITY
[00:34:15] AND DIVERSITY, LED BY BOOKTA,
[00:34:17] AND THEN ALSO ANNA PAVLICH,
[00:34:19] CARL HUGO, AND THEN ALSO
[00:34:20] SUPPORTED BY LABOR RELATIONS ON
[00:34:22] THE PLA PROJECT. NEXT SLIDE,
[00:34:25] PLEASE. SO THE
[00:34:28] PRIORITY HIRING APPRENTICESHIP
[00:34:29] PROGRAM IS REALLY KEY TOWARDS,
[00:34:31] AS WE SAID HERE, DEVELOPING
[00:34:32] ECONOMIC ACTIVITY AND POSITIVE
[00:34:33] COMMUNITY INVOLVEMENT. AND
[00:34:35] THROUGH THESE PROGRAMS, WE'RE
[00:34:36] ABLE TO INCREASE FAMILY WAGE,
[00:34:38] JOBS, CAREERS IN CONSTRUCTION,
[00:34:40] AND ALSO IMPROVE ACCESS TO OUR
[00:34:43] PROJECTS IN GENERAL. THE PROGRAM
[00:34:45] STARTED BACK IN 2016 THROUGH
[00:34:49] SEVERAL RESOLUTIONS BY
[00:34:51] COMMISSION, LAST UPDATED IN
[00:34:52] 2018. NEXT SLIDE, PLEASE.
[00:34:57] AND FOR THIS YEAR, THERE ARE IN
[00:34:59] TOTAL OF 50 PROJECTS THAT ARE
[00:35:02] INVOLVED IN REPORTED OUT HERE IN
[00:35:04] THIS REPORT THAT INCLUDE THE
[00:35:06] APPRENTICESHIP PROGRAM. THE
[00:35:07] PRIORITY HIRE PROJECTS IN THE
[00:35:09] DATA WERE BASED ON TEN PROJECTS
[00:35:11] THAT FALL UNDER THE PRIORITY
[00:35:12] HIRE REQUIREMENTS, TOTAL OF.
[00:35:15] THOUGH WE DID HAVE A TOTAL OF 22
[00:35:17] PLA PROJECTS ALSO UNDERWAY IN
[00:35:19] 2023. AND THEN AGAIN A TOTAL OF
[00:35:22] 50 PROJECTS THAT HAVE
[00:35:23] CONTRIBUTED TO OUR

[00:35:24] APPRENTICESHIP GOALS AND
[00:35:25] OBJECTIVES. AND TO DISCUSS A
[00:35:27] LITTLE BIT MORE ABOUT SOME OF
[00:35:28] THOSE RESULTS, I'M GOING TO TURN
[00:35:29] IT OVER TO SAM. THANK YOU,
[00:35:32] BRIAN. I'M SAM PIERCE. THE
[00:35:35] PRIORITY HIRE APPRENTICESHIP
[00:35:36] UTILIZATION MANAGER 2023
[00:35:40] WAS A VERY, VERY BUSY YEAR IN
[00:35:44] 2023, THROUGH THE LIFE OF THE
[00:35:46] PROJECTS, 1642 APPRENTICES
[00:35:50] WORKED NEARLY 1 MILLION HOUR.
[00:35:52] THERE WERE 535 APPRENTICES OF
[00:35:55] COLOR THAT WORKED 324,000 HOURS.
[00:35:59] THERE WERE 153 WOMEN APPRENTICED
[00:36:01] WITH NEARLY 119,000 HOURS
[00:36:04] WORKED. 525 APPRENTICES
[00:36:08] EARNED \$9.3 MILLION.
[00:36:11] 229 MILLION CONSTRUCTION PAYOUTS
[00:36:14] WENT TO CONTRACTORS IN THE
[00:36:16] PRIORITY HIRE AND APPRENTICESHIP
[00:36:18] PROGRAM WITH OVER 61 MILLION
[00:36:21] PAID IN CONSTRUCTION WORKERS
[00:36:24] WAGES. NEXT SLIDE PLEASE.
[00:36:28] NOW THIS SLIDE SHOWS THE
[00:36:29] HISTORICAL PERFORMANCE OF THE
[00:36:31] LAST FOUR YEARS. YOU WILL SEE
[00:36:33] INCREASES IN APPRENTICESHIP
[00:36:34] UTILIZATION AND WE CAN ATTRIBUTE
[00:36:37] THAT TO THE PARTICIPATION ALONG
[00:36:38] WITH MY POSITION AND ALSO
[00:36:40] PROVIDING REAL TIME DATA TO
[00:36:42] CONTRACTORS ON A REGULAR BASIS.
[00:36:44] BY PROVIDING REAL TIME DATA, WE
[00:36:48] CAN LOOK AHEAD AND SEE IF
[00:36:49] THERE'S GOING TO BE ANY ISSUES
[00:36:50] THAT A CONTRACTOR MIGHT FACE IN
[00:36:52] COMPLETING THEIR PROJECT IN
[00:36:55] 2023. THE NON PLA PROJECT
[00:36:57] CONTINUES TO HAVE STRONG
[00:36:58] UTILIZATION OF POC PEOPLE OF
[00:37:02] COLOR IN THE FOLLOWING CRAFTS,
[00:37:04] ROOFERS, PAINTERS, SPRINKLER
[00:37:06] FITTERS AND SHEET METAL WORKERS.
[00:37:09] THESE CRAFT HISTORICALLY HAVE
[00:37:11] HAD THE HIGHEST POC
[00:37:12] PARTICIPATION ON PORT PROJECTS.
[00:37:16] NEXT SLIDE PLEASE.
[00:37:20] SINCE THE IMPLEMENTATION OF THE
[00:37:21] PRIORITY HIRE APPRENTICESHIP
[00:37:23] UTILIZATION PROGRAM IN 2021, WE
[00:37:26] HAVE BEEN ABLE TO LOOK BACK AND
[00:37:27] CREATE REPORTING THAT ALLOWED US
[00:37:29] TO LOOK BACK ON TRENDS FOR THIS
[00:37:30] PROGRAM. IN 2023, WE ACHIEVED
[00:37:34] OUR 12% APPRENTICESHIP
[00:37:35] UTILIZATION GOALS FOR WOMEN.
[00:37:38] THIS YEAR, CONTRACTORS CONTINUE
[00:37:40] TO RECEIVE REGULAR UPDATES AS TO
[00:37:42] HOW THEY ARE PERFORMING AGAINST
[00:37:44] PROJECT GOALS. THIS INCREASED
[00:37:46] AWARENESS HAS CONTRIBUTED TO
[00:37:48] OVERALL PERFORMANCE BY ALLOWING

[00:37:50] FOR EARLY INTERVENTION TO ASSIST
[00:37:52] CONTRACTORS IN MEETING THEIR
[00:37:53] GOALS AND IDENTIFYING ANY
[00:37:56] CHALLENGES. NEXT SLIDE PLEASE.
[00:38:01] IN 2023, THE PORT MAJOR
[00:38:04] CONSTRUCTION PROJECTS PROVIDED
[00:38:05] OPPORTUNITIES FOR 525
[00:38:08] APPRENTICES ACROSS 48 DIFFERENT
[00:38:11] CRAFTS. THE CRAFTS THAT UTILIZED
[00:38:13] THE MOST APPRENTICES WERE INSIDE
[00:38:15] ELECTRICIANS AND LABORERS. NOW
[00:38:17] ON THE LEFT, YOU CAN SEE THE
[00:38:18] OTHER CRAFTS THAT CONTRIBUTED
[00:38:20] SIGNIFICANT NUMBERS OF
[00:38:21] APPRENTICES. I WANT TO TAKE THIS
[00:38:23] OPPORTUNITY TO THANK OUR LABOR
[00:38:25] PARTNERS FOR ALL OF THEIR
[00:38:26] EFFORTS TO PROVIDE QUALITY
[00:38:27] WORKERS AND HELP GROW THE
[00:38:30] WORKFORCE IN THIS REGION. I ALSO
[00:38:32] LIKE TO THANK OUR PRE
[00:38:33] APPRENTICESHIP PROGRAMS FOR
[00:38:35] THEIR EFFORTS IN PROVIDING
[00:38:36] QUALITY WORKERS FOR US. ALSO AT
[00:38:40] THIS TIME, I WOULD LIKE TO TURN
[00:38:41] OVER THE REPORT TO ARROW
[00:38:43] GAUTRELL WHO WILL PROVIDE AN
[00:38:45] UPDATE ON PRIORITY HIRE. ERROL
[00:38:50] GOOD AFTERNOON. THE PRIORITY
[00:38:53] HIRE PROGRAM MANDATES THAT WORK
[00:38:55] POOR CONTRACTORS TO HIRE WORKERS
[00:38:56] FROM 43 ECONOMICALLY
[00:38:58] DISADVANTAGED ZIP CODES DEFINED
[00:38:59] BY KING COUNTY. THE GOAL IS FOR
[00:39:01] THESE WORKERS TO COMPLETE 20% OF
[00:39:03] TOTAL LABOR PROJECT HOURS
[00:39:04] ANNUALLY. ON THE NEXT SLIDE
[00:39:06] CODES. NEXT SLIDE PLEASE.
[00:39:10] THESE ARE THE ZIP CODES.
[00:39:13] NEXT SLIDE PLEASE.
[00:39:16] IN 2023, WE HAD TEN PROJECTS,
[00:39:19] 247 JOURNEY WORKERS AND 43
[00:39:21] APPRENTICES EARNING NEARLY 2.98
[00:39:24] MILLION IN WAGES AND BENEFITS.
[00:39:25] THESE ARE DOLLARS THAT WENT
[00:39:27] DIRECTLY BACK INTO THE
[00:39:28] COMMUNITIES THAT YOU SAW IN THE
[00:39:29] PREVIOUS SLIDE. NEXT SLIDE,
[00:39:31] PLEASE. IN THE PAST TWO
[00:39:34] YEARS, IN 2022, WE HAD 93
[00:39:37] PRIORITY HIRE WORKERS. IN 2023,
[00:39:40] WE HAD 283. THAT'S AN INCREASE
[00:39:43] OF 190. WITH THAT,
[00:39:46] I WILL PASS IT BACK TO BRIAN FOR
[00:39:47] CLOSING REMARKS.
[00:39:51] THANKS. THAT CONCLUDES OUR
[00:39:52] PRESENTATION. OUR REPORT IS
[00:39:54] PUBLISHED. WERE THERE ANY
[00:39:55] QUESTIONS? THANK YOU VERY MUCH
[00:39:57] FOR THE PRESENTATION. YOU'RE
[00:39:58] VERY WELCOME. AT THIS POINT, I
[00:40:00] WILL TURN TO MY COLLEAGUES IF
[00:40:01] THEY HAVE ANY QUESTIONS OR

[00:40:02] COMMENTS. COMMISSIONER CHO?
[00:40:04] PRESENTATION. IT WAS VERY
[00:40:07] INFORMATIVE. ONE QUESTION I HAD.
[00:40:08] IF WE CAN GO BACK TO THE GRAPH
[00:40:09] THAT YOU SHOWED OF PRIORITY HIRE
[00:40:11] UTILIZATION OVER THREE YEAR
[00:40:13] PERIOD.
[00:40:18] ONE MORE. COULD YOU PLEASE MUTE?
[00:40:22] THANK YOU. SO THIS WAS
[00:40:25] INTERESTING TO ME, AND YOU MAY
[00:40:29] NOT KNOW THE ANSWER TO THIS
[00:40:30] QUESTION, BUT EXPLAIN TO ME WHY
[00:40:32] THERE'S SUCH A HUGE DIFFERENCE
[00:40:34] IN POC UTILIZATION BETWEEN PLAS
[00:40:36] AND NON PLA CONTRACTS.
[00:40:39] WELL, I THINK WHAT HAPPENED IS
[00:40:42] IN THIS INSTANCE IS THAT THE NON
[00:40:44] PLA PROJECTS BASICALLY
[00:40:48] HAVE THE PEOPLE OF COLOR. THEY
[00:40:50] UTILIZE MORE PEOPLE OF COLOR ON
[00:40:52] THOSE PARTICULAR PROJECTS
[00:40:53] BECAUSE OF THE CRAFTS THAT ARE
[00:40:55] BEING. PACIFIC CRAFTS ARE BEING
[00:40:56] UTILIZED ON THOSE SPECIFIC
[00:40:58] PROJECTS. I SEE. SO FOR
[00:41:02] THOSE NOT. SO WHAT YOU'RE SAYING
[00:41:04] IS THAT THERE ARE MORE PEOPLE,
[00:41:05] POCs DOING CERTAIN JOBS THAN
[00:41:08] OTHERS, AND THEREFORE THE NON
[00:41:10] PLA PROJECTS HAVE MORE POCs AS A
[00:41:13] RESULT OF THAT? YES. AND ALSO
[00:41:15] BECAUSE THEY ARE UTILIZING NON
[00:41:18] UNION COMPANIES ALSO. AND NON
[00:41:20] UNION COMPANIES TEND TO HAVE
[00:41:24] MORE WORKERS THAT ARE PEOPLE OF
[00:41:26] COLOR. AND THERE'S MORE
[00:41:28] PROJECTS. AND THERE WERE MORE
[00:41:29] PROJECTS ALSO. THERE WERE MORE
[00:41:32] PROJECTS THAT WERE NON PLA.
[00:41:34] YEAH. 28 TO 22. YEAH. YEAH. BUT
[00:41:36] THESE ARE NOT ABSOLUTE NUMBERS.
[00:41:37] THESE ARE PERCENTAGES. SO THAT'S
[00:41:39] NOT REALLY RELEVANT. RIGHT.
[00:41:40] YEAH. SO YOU DON'T THINK THAT
[00:41:43] IT'S BECAUSE OF OUR PLA, YOU
[00:41:45] JUST THINK IT'S BECAUSE OF THE
[00:41:46] NATURE OF THE JOBS. NO, OF THE
[00:41:48] CONTRACTS. RIGHT, RIGHT. OKAY.
[00:41:50] I JUST WANT TO MAKE SURE OUR PLA
[00:41:52] IS NOT THE BARRIER. NO, IT'S
[00:41:54] NOT. TO EMPLOY MORE PLC'S. NO,
[00:41:56] IT'S NOT. NO. ALL RIGHT. AND
[00:41:57] THEN THE SECOND THING THAT I
[00:41:58] HAD,
[00:42:02] LET'S SEE HERE, IF WE CAN GO TO
[00:42:05] THE ZIP CODES THAT YOU SHOWED
[00:42:08] US. YOU KNOW, OFTENTIMES,
[00:42:10] SOME, OR MAYBE NOT OFTENTIMES,
[00:42:12] SOMETIMES. THE THING THAT I HEAR
[00:42:14] ABOUT PRIORITY HIRE IS THAT THE
[00:42:17] GEOGRAPHIC BOUNDARIES ARE TOO
[00:42:19] RESTRICTING, THAT WE HAVE A
[00:42:20] LABOR SHORTAGE. AND THAT'S WHAT,

[00:42:23] WHAT CONTRIBUTES TO SOMETIMES
[00:42:24] THE INABILITY FOR US TO USE
[00:42:26] PRIORITY HIRE. IS THAT THE CASE
[00:42:28] STILL OR BECAUSE I'VE HEARD
[00:42:30] FOLKS, WITHOUT THROWING ANYONE
[00:42:33] ON THE BUS, SUGGEST THAT WE
[00:42:35] SHOULD INCREASE THE GEOGRAPHIC
[00:42:36] REGION UNDER WHICH WE CAN USE
[00:42:38] PRIORITY HIRE. WELL, FOR OUR
[00:42:41] PROJECTS, THE PRIORITY HIRE GOAL
[00:42:43] IS 20%. AND ALL OF OUR PROJECTS,
[00:42:45] WE HAVE BEEN ABLE TO MEET THAT
[00:42:47] 20% GOAL. SO I THINK IN THE
[00:42:50] FUTURE WE'RE LOOKING AT
[00:42:51] INCREASING THAT NUMBER, MAYBE BY
[00:42:53] 2%, GO TO 22%. BUT RIGHT NOW,
[00:42:56] WE'RE NOT HAVING ANY CHALLENGES
[00:42:58] MEETING THE 20% GOAL THAT'S SET
[00:43:00] FOR PRIORITY HIRER. SOUNDS LIKE
[00:43:02] WE NEED TO RAISE THE BAR A
[00:43:03] LITTLE. YEAH, WE NEED TO RAISE
[00:43:04] IT. YES. YES. GREAT. THANK YOU
[00:43:06] SO MUCH TO MY
[00:43:09] COLLEAGUES ONLINE. DO YOU HAVE
[00:43:10] QUESTIONS OR COMMENTS FOR
[00:43:11] PRESENTERS? NONE FOR
[00:43:15] ME. NINE. AT THIS TIME.
[00:43:20] I'D LIKE TO KNOW ABOUT THE
[00:43:22] COLLABORATION WITH SOUND TRANSIT
[00:43:24] IN KING COUNTY AND PERHAPS THE
[00:43:26] CITY OF SEATTLE.
[00:43:29] SO, COMMISSIONER, YOU'RE ASKING
[00:43:31] IF OUR COLLABORATION ON OUR PLA
[00:43:33] WITH ON PRIORITY HIRE RELATING
[00:43:35] TO THE PRIORITY HIRE PROGRAM.
[00:43:38] CAN YOU CLARIFY THAT QUESTION A
[00:43:40] LITTLE BIT MORE? YEAH. YES. I
[00:43:42] THOUGHT WE WERE, LIKE, POOLING
[00:43:44] OUR TALENT POOLS TO BE
[00:43:48] ABLE TO DRAW FROM EACH OTHER'S.
[00:43:54] IS THAT ME? PLEASE CONTINUE.
[00:43:57] COMMISSIONER COLLABORATION TO MAKE
[00:43:58] SURE THAT WE HAD A, MAYBE A
[00:44:00] BROADER REACH OF POTENTIAL
[00:44:02] EMPLOYERS, EMPLOYEES.
[00:44:06] WE DO HAVE REGULAR MEETINGS,
[00:44:08] REGIONAL PUBLIC OWNERS, GROUPS
[00:44:09] THAT WE DO SIT AND HAVE
[00:44:10] CONVERSATIONS WITH ABOUT VARIOUS
[00:44:13] CHALLENGES AND SUCCESSES IN OUR
[00:44:15] PROGRAMS, BOTH APPRENTICESHIP
[00:44:17] AND PRIORITY HIRE, AND TYPICALLY
[00:44:20] WILL SHARE IDEAS. HOW CAN HAVE
[00:44:22] THOSE CONVERSATIONS SEE WHAT'S
[00:44:23] WORKING, WHAT'S NOT WORKING FROM
[00:44:26] THAT SENSE? YEAH. WE DO PULL OUR
[00:44:27] RESOURCES AND WORK TOGETHER TO
[00:44:29] TRY TO IMPROVE THE PROGRAM, BUT
[00:44:31] IN TERMS OF MONITORING AND
[00:44:35] EXECUTION OF OUR PRIORITY
[00:44:36] PROGRAM, WE DON'T TYPICALLY WILL
[00:44:38] SHARE RESOURCES OR PERSONNEL.
[00:44:44] OKAY, GREAT. SO THAT MAP I

[00:44:50] SEE YOU HAVE, LIKE, EVERETT IN
[00:44:53] TWO PLACES AND ON
[00:44:57] THE ZIP CODES, AND I'M TRYING TO
[00:45:00] LOOK AT THE MAP AND THAT'S NOT
[00:45:03] EVERETT, IS IT? OR MAYBE IS
[00:45:08] THAT THE UPPER REACHES THAT
[00:45:09] REALLY IS EVERETT?
[00:45:13] I BELIEVE IT DO. AND THOSE. I
[00:45:16] WAS GOING TO SAY, COMMISSIONER,
[00:45:17] THERE ARE ZIP CODES THAT ARE
[00:45:19] OUTSIDE KING COUNTY, PIERCE IN
[00:45:21] SNOHOMISH COUNTY, AND THOSE ARE
[00:45:23] WITHIN. SO THE KING COUNTY
[00:45:26] PRIORITY HIRE PROGRAM ZIP CODES,
[00:45:28] WHICH IS THE ONES THE PORT
[00:45:29] UTILIZES, ARE BASED ON,
[00:45:31] DEVELOPED BY KING COUNTY. AND SO
[00:45:34] THOSE ARE THE ZIP CODES THAT WE
[00:45:35] USE IN OUR PROGRAM.
[00:45:40] SO WE JUST DON'T DRAW FROM
[00:45:42] OUTSIDE OF KING COUNTY. WE DO.
[00:45:45] WE DO INCLUDE THOSE AREAS
[00:45:46] OUTSIDE OF KING COUNTY. THAT IS
[00:45:48] PART OF THE MONITORING OF THE
[00:45:51] HOURS WORKED BY A PRIORITY
[00:45:52] HIGHER WORKERS.
[00:45:57] OKAY, THANK YOU.
[00:46:02] OKAY, IS THERE. AND PERHAPS THIS
[00:46:05] IS A QUESTION FOR DIRECTOR
[00:46:06] GEYSER, AND I'M NOT SURE IF
[00:46:08] SHE'S WITH US. SHE IS WONDERFUL.
[00:46:10] WELCOME, DIRECTOR. BUT WHY DO
[00:46:14] WE USE THE KING COUNTY'S, KING
[00:46:17] COUNTY'S MAP OR JURISDICTION?
[00:46:19] OF DISADVANTAGED ZIP CODES
[00:46:20] INSTEAD OF SOMETHING LIKE THE
[00:46:23] PORT'S EQUITY INDEX.
[00:46:29] YEAH. THANK YOU FOR THAT
[00:46:30] QUESTION, COMMISSIONER. AND
[00:46:32] BRIAN, PLEASE CORRECT ME IF I'M
[00:46:34] WRONG, BUT THAT WAS THE
[00:46:35] COMMITMENT THAT REGIONAL PUBLIC
[00:46:36] OWNERS MADE. SO ALL OF US AS
[00:46:40] GOVERNMENTS COMMITTED TO USING
[00:46:43] THE KING COUNTY ZIP CODES. OF
[00:46:46] COURSE, THIS QUESTION HAS BEEN
[00:46:47] BROUGHT UP OVER THE LAST FEW
[00:46:50] YEARS, A FEW TIMES BY
[00:46:51] COMMISSIONERS, BECAUSE WE SEE
[00:46:54] THAT AS A RESULT OF COST OF
[00:46:56] LIVING AND GENTRIFICATION. OF
[00:46:58] COURSE, AS MORE PEOPLE ARE
[00:47:01] MOVING OUTSIDE OF KING COUNTY,
[00:47:03] SHOULD WE USE THE EQUITY INDEX
[00:47:06] AND USE ZIP CODES BEYOND WHAT
[00:47:10] KING COUNTY USES IS A QUESTION
[00:47:12] THAT'S COME UP MULTIPLE TIMES.
[00:47:14] BUT CURRENTLY WE ARE USING THE
[00:47:17] SAME ZIP CODES THAT KING COUNTY,
[00:47:19] CITY OF SEATTLE, ARE ALSO USING.
[00:47:21] BRIAN, DID YOU WANT TO ADD TO
[00:47:23] THAT? I WAS JUST, I WAS GOING TO
[00:47:26] CONFIRM. THAT IS CORRECT. THAT

[00:47:28] IS HOW. THAT'S THE CORRECT
[00:47:30] ASSESSMENT. THANK YOU. AND I'LL
[00:47:33] JUST ADD, AS A RESIDENT IN
[00:47:34] 98144, IT'S NOT JUST MOUNT
[00:47:36] BAKER, THAT'S ALSO BEACON HILL,
[00:47:38] WHICH IS A HISTORICALLY REDLINED
[00:47:39] NEIGHBORHOOD WHERE BLACK,
[00:47:41] JAPANESE, FILIPINO, CHINESE,
[00:47:44] NATIVE AMERICAN AND ACTUALLY
[00:47:46] ITALIAN RESIDENTS WERE LEGALLY
[00:47:50] ALLOWED TO LIVE BEFORE CIVIL
[00:47:53] RIGHTS WERE PASSED IN THIS
[00:47:55] NATION. SO I JUST WANTED TO
[00:47:57] SHOUT OUT 98144 IN BEACON HILL.
[00:48:00] ALL RIGHT, WELL, SEEING NO
[00:48:01] FURTHER COMMENTS OR QUESTIONS
[00:48:03] FROM MY COLLEAGUES, THANK YOU
[00:48:05] VERY MUCH FOR THE PRESENTATION.
[00:48:06] IT WAS VERY INFORMATIVE. YOU'RE
[00:48:07] VERY WELCOME. HAVE A WONDERFUL
[00:48:09] DAY. OKAY,
[00:48:13] WE'RE GOING TO MOVE FORWARD IN
[00:48:15] OUR AGENDA AND AT THIS POINT I
[00:48:17] WILL ASK CLARK HART TO READ IT
[00:48:19] INTO THE RECORD AND EXECUTIVE
[00:48:20] DIRECTOR METRUCK WILL INTRODUCE
[00:48:21] IT. THANK YOU. THIS IS AGENDA
[00:48:23] ITEM ELEVEN B, THE 2025 BUDGET
[00:48:26] DEVELOPMENT BRIEFING.
[00:48:29] COMMISSIONERS, THE PORT IS NOW
[00:48:32] FULLY UNDERWAY IN ITS
[00:48:33] PREPARATION FOR THE 2025 BUDGET.
[00:48:35] TODAY'S PREVIEW OF THE BUDGET
[00:48:36] DEVELOPMENT PROCESS IS ONE OF
[00:48:37] THE SERIES OF BUDGET BRIEFINGS
[00:48:39] THAT WILL TAKE PLACE BEFORE
[00:48:41] FORMAL COMMISSION REVIEWS AND
[00:48:42] APPROVALS LATER THIS FALL. AND
[00:48:45] THE PRESENTER, OH, IT'S ME,
[00:48:46] THAT'S PRESENTING ALONG WITH
[00:48:48] MICHAEL TONG AS OUR CFO
[00:48:52] DAN THOMAS NORMALLY WOULD, BUT
[00:48:53] HE'S NOT HERE TODAY. SO,
[00:48:56] MISSES, AS I WAS MENTIONING,
[00:49:00] SUMMER IS A BUSY TIME IN OUR
[00:49:01] OPERATIONS. BUT SINCE THEY'RE AT
[00:49:03] THEIR PEAK AND WE BEGIN PLANNING
[00:49:05] IT FOR DEVELOPING FOR OUR 2025
[00:49:07] BUDGET IN EARNEST NOW, NEXT
[00:49:09] SLIDE PLEASE.
[00:49:14] I'D LIKE TO BEGIN BY DISCUSSING
[00:49:16] THE GENERAL STATE OF THE PORT,
[00:49:17] THE ENVIRONMENT WE'RE OPERATING
[00:49:18] IN, OUR PRINCIPLES AND
[00:49:20] STRATEGIES, SOME BUDGET
[00:49:21] CONSIDERATIONS AND DRIVERS, AND
[00:49:23] FINALLY THE CALENDAR FOR THE
[00:49:25] REST OF THE YEAR. LET US BEGIN
[00:49:27] WITH THE BIG PICTURE AND SOME
[00:49:28] POSITIVE NEWS. OUR MARGINS ARE
[00:49:30] GENERALLY INCREASING BECAUSE OF
[00:49:31] STRONG REVENUE GROWTH. IN THE
[00:49:33] RECENT PAST, WE'VE DONE A VERY

[00:49:34] GOOD JOB OF SEIZING SEIZING THE
[00:49:37] BEST GROWTH OPPORTUNITIES.
[00:49:38] HOWEVER, LOOKING AHEAD, WE
[00:49:39] EXPECT REVENUE GROWTH TO
[00:49:40] MODERATE OVER TIME, WHICH IS NOT
[00:49:42] AS GOOD NEWS. THE INVESTMENTS
[00:49:44] WE'VE MADE OVER THE YEARS IN
[00:49:46] MARITIME AND CRUISE ARE ONLINE
[00:49:49] NOW AND MATURE, SO THE GROWTH
[00:49:51] HORIZON FROM HERE IS MORE
[00:49:52] CHALLENGING TO HAVE ADDITIONAL
[00:49:53] GROWTH. FACED WITH A FORECAST OF
[00:49:55] SLOWER REVENUE GROWTH IN THE
[00:49:57] FUTURE, WE HAVE TWO PRIMARY
[00:49:58] STRATEGIES. THE FIRST IS TO
[00:50:00] PRIORITIZE NEW REVENUE AND THE
[00:50:02] SECOND STRATEGIES TO CONTAIN AND
[00:50:03] PRIORITIZE EXPENSE GROWTH,
[00:50:05] WHICH HAS BEEN TRENDING AROUND
[00:50:06] 15% PER YEAR SINCE THE PANDEMIC.
[00:50:09] WE ARE CLOSELY MONITORING THIS
[00:50:11] AS CONTINUED 15% EXPENSE GROWTH
[00:50:13] IS NOT SUSTAINABLE. I MAY WANT
[00:50:16] TO PROVIDE SOME PERSPECTIVE. I
[00:50:18] ALSO WANT TO PROVIDE SOME
[00:50:19] PERSPECTIVE ON OUR OPERATIONS,
[00:50:21] WHICH, AS YOU CAN ALL KNOW, IS
[00:50:22] THE MAIN DRIVER OF OUR REVENUE.
[00:50:24] SO IF I CAN SHOW COULD YOU GO TO
[00:50:26] SLIDE SEVEN? I WANT TO TOUCH
[00:50:28] BASE ON THE OPERATIONS FIRST.
[00:50:35] SO FIRST I'LL START WITH
[00:50:36] AVIATION. SEA IS HAVING AN
[00:50:39] EXCEPTIONAL YEAR. AS I WAS
[00:50:40] REPORTING IN MY EXECUTIVE
[00:50:41] DIRECTOR REPORT, AIRPORT
[00:50:43] PASSENGER VOLUME IS 4.3% HIGHER
[00:50:46] COMPARED TO THE SAME PERIOD LAST
[00:50:47] YEAR IS FORECAST TO BE 2.1%
[00:50:50] ABOVE 2019 PRE PANDEMIC VOLUMES
[00:50:53] FOR THE YEAR. AIRPORT NON
[00:50:55] AERONAUTICAL REVENUES ARE
[00:50:57] SHOWING CONTINUED STRENGTH AND
[00:50:58] ARE ANTICIPATED TO EXCEED BUDGET
[00:50:59] FORECASTS BY 9.4 MILLION OR
[00:51:02] 2.8%, MAINLY DUE TO HIGHER
[00:51:04] REVENUES IN PUBLIC PARKING AND
[00:51:06] RENTAL CARS. IT IS INCREDIBLY
[00:51:08] BUSY WITH CONSTRUCTION IN OUR
[00:51:10] MOST CONGESTED AREAS AND EVERY
[00:51:12] TIME YOU COME TO THE AIRPORT YOU
[00:51:13] CAN SEE THAT THE, THE PROGRESS
[00:51:15] OR THE EXPANSION OF THOSE
[00:51:17] CONSTRUCTION AREAS. OUR AVIATION
[00:51:19] TEAM IS DOING A PHENOMENAL JOB
[00:51:21] OF KEEPING THE AIRPORT RUNNING
[00:51:23] AND EXPANDING ECONOMIC ACTIVITY
[00:51:25] WHILE WE CONTINUE ON ON A NUMBER
[00:51:26] OF MAJOR CAPITAL PROJECTS AS WE
[00:51:29] DRIVE TOWARDS 2026 IN THE FIFA
[00:51:31] WORLD CUP. COMING TO SEATTLE
[00:51:34] NEXT. SLIDE SLIDE EIGHT PLEASE.
[00:51:38] MOVING TO OUR SEAPORT. THE

[00:51:40] 2024 CRUISE SEASON,
[00:51:41] REPRESENTING THE 25TH YEAR OF
[00:51:43] CRUISES BETWEEN SEATTLE AND
[00:51:44] ALASKA, BEGAN APRIL 6 AND WILL
[00:51:47] CONTINUE THROUGH OCTOBER 28 WITH
[00:51:49] A PROJECTED 275 SAILINGS AT 1.7
[00:51:52] MILLION REVENUE PASSENGERS. WE
[00:51:55] ARE ON TRACK FOR A VERY STRONG
[00:51:56] YEAR AND HAVE AN OPPORTUNITY TO
[00:51:58] EXCEED PASSENGER BUDGET
[00:51:59] FORECAST. AS I WAS REPORTING
[00:52:01] EARLIER, IF OCCUPANCY REMAINS
[00:52:03] STRONG THROUGH JULY AND AUGUST,
[00:52:05] IT IS IMPORTANT TO NOTE THAT
[00:52:07] CRUISE HAS PROVIDED AN
[00:52:08] INCREDIBLE REVENUE UPSIDE FOR
[00:52:09] THE PORT SINCE IT STARTED IN
[00:52:11] EARNEST 25 YEARS AGO. AND LAST
[00:52:13] MONTH, OF COURSE, YOU KNOW, YOU
[00:52:15] APPROVED A GROUNDBREAKING LONG
[00:52:16] TERM AGREEMENT WITH CARNIVAL
[00:52:17] CORPORATION, WHICH HAS THE
[00:52:19] POTENTIAL TO NOT ONLY DELIVER
[00:52:20] UPWARDS OF \$185 MILLION IN
[00:52:23] REVENUE TO THE PORT, BUT
[00:52:24] ACCELERATE MANY OF OUR
[00:52:25] ENVIRONMENTAL AND ECONOMIC
[00:52:26] DEVELOPMENT GOALS. SO WE ARE
[00:52:28] LOOKING TO REPLICATE THAT
[00:52:29] SUCCESS ACROSS MORE OF OUR
[00:52:31] AGREEMENTS AS WELL. NEXT SLIDE,
[00:52:34] PLEASE. OVER AT OUR
[00:52:37] JOINT VENTURE WITH THE PORT OF
[00:52:38] TACOMA, THE CONTAINER ACTIVITY
[00:52:40] THROUGH THE NORTHWEST SEAPORT
[00:52:41] ALLIANCE WAS INITIALLY PROJECTED
[00:52:43] TO BE SLIGHTLY DOWN OVER 2023.
[00:52:45] BUT AS YOU KNOW AND HAVE BEEN
[00:52:47] BRIEFED BY THE SEAPORT ALLIANCE,
[00:52:49] NWSA HAS HAD A STRONGER YEAR
[00:52:50] THAN ANTICIPATED. WE'LL CONTINUE
[00:52:52] TO WORK WITH THE ALLIANCE ON NEW
[00:52:54] SOURCES OF REVENUE THAT BENEFIT
[00:52:55] THE PORT AND DRIVE REGIONAL
[00:52:56] ECONOMIC ACTIVITY. SO I'VE
[00:52:59] INCLUDED THESE THREE LINES OF
[00:53:00] BUSINESS, THE AIRPORT, CRUISE
[00:53:02] AND SEAPORT ALLIANCE, BECAUSE
[00:53:03] THESE LINES OF BUSINESS ARE WHAT
[00:53:05] KEEPS SUPPORT RUNNING PRIMARILY
[00:53:07] IN TERMS OF REVENUE. SO BACK TO
[00:53:09] SLIDE, PLEASE. THREE, PLEASE.
[00:53:14] SO, COMMISSIONERS, I WANT TO
[00:53:16] SPEND A FEW MINUTES ON THE
[00:53:17] GLOBAL BIG PICTURE FOR YOU AND
[00:53:20] FOR THE PUBLIC, ON TRENDS THAT
[00:53:21] INFLUENCE OUR STRATEGY FOR 2025.
[00:53:24] MANY OF THESE COME FROM MY OWN
[00:53:26] OBSERVATIONS, PROBABLY YOUR OWN
[00:53:28] OBSERVATIONS AS WELL, THE
[00:53:30] OBSERVATIONS OF OUR BUSINESS
[00:53:31] LEADERS DURING THEIR PLANNING
[00:53:32] AND FROM OUR STAFF DURING OUR

[00:53:34] SWOT ANALYSES. I CALL THIS AN
[00:53:37] ENVIRONMENTAL SCAN, LIKE THE
[00:53:38] LOOKOUT ON A SHIP WITH A PAIR OF
[00:53:40] BINOCULARS SCANNING THE HORIZON
[00:53:41] TO SEE WHAT IS AHEAD. AS I
[00:53:44] MENTIONED, WE ARE ON TRACK FOR A
[00:53:45] FULL RECOVERY FROM THE IMPACTS
[00:53:46] OF THE PANDEMIC. HOWEVER,
[00:53:48] AROUND THE WORLD, INCLUDING
[00:53:49] INCLUDING UKRAINE AND GAZA, WAR
[00:53:51] AND TENSIONS CONTINUE, AND IT
[00:53:53] CREATES GLOBAL UNCERTAINTY AND
[00:53:55] ANGST. HERE IN THE US, THERE ARE
[00:53:57] ALSO UNCERTAINTIES IN THE
[00:53:58] NATIONAL AND STATE ELECTIONS AND
[00:54:00] BALLOT INITIATIVES THAT MAY HAVE
[00:54:01] IMPACTS ON OUR OWN LINES OF
[00:54:03] BUSINESS. AS WE KNOW, THE STATE
[00:54:05] OF INFLATION HAS BEEN COMING
[00:54:06] DOWN, BUT GOODS AND SERVICES ARE
[00:54:08] MORE EXPENSIVE, ESPECIALLY COSTS
[00:54:10] RELATED TO CONSTRUCTION AND
[00:54:12] OTHER CAPITAL COSTS, INCLUDING
[00:54:13] EQUIPMENT NECESSARY FURTHER
[00:54:15] ELECTRIFICATION. WE WANT TO
[00:54:18] REMAIN AN EMPLOYER OF CHOICE IN
[00:54:19] THE COMPETITIVE JOB MARKET HERE
[00:54:21] LOCALLY, AND THERE ARE GROWING
[00:54:22] COSTS RELATED TO THAT AS WELL,
[00:54:25] AND THE OPPORTUNITIES AND
[00:54:26] THREATS POSED BY TECHNOLOGY
[00:54:27] CONTINUE TO BE AT THE FOREFRONT
[00:54:29] OF EVERYONE'S MIND ACROSS THE
[00:54:31] PORT. ARTIFICIAL INTELLIGENCE
[00:54:33] WILL REQUIRE MORE AND MORE OF
[00:54:34] OUR ATTENTION AND WILL IMPACT
[00:54:36] EVERYONE IN THE MONTHS AND YEARS
[00:54:38] AHEAD. WE ARE ALSO AWARE THAT
[00:54:40] MANY OF OUR SYSTEMS LACK OF
[00:54:41] INTEROPERABILITY AND MAKING
[00:54:43] SYSTEMS MORE CONNECTED CAN BE A
[00:54:44] CHALLENGE AND EXPENSIVE AS WE
[00:54:46] MOVE FORWARD. REGARDING OUR
[00:54:48] CAPITAL PLANS, WE ARE EMBARKING
[00:54:50] ON OUR MOST AMBITIOUS PLANS
[00:54:51] EVER, ALMOST \$6 BILLION OVER THE
[00:54:54] NEXT FIVE YEARS. IN ORDER TO
[00:54:56] DELIVER ON THESE PLANS, WE MUST
[00:54:58] WORK ACROSS THE PORT TO MAKE OUR
[00:55:00] DELIVERY SYSTEMS AS EFFICIENT
[00:55:02] AND EFFECTIVE AS THEY CAN BE.
[00:55:04] AND FINALLY, WE MUST KEEP A
[00:55:05] FOCUS ON THE ELEMENTS OF OUR
[00:55:06] TRIPLE BOTTOM LINE,
[00:55:08] SPECIFICALLY COMMUNITY EQUITY
[00:55:10] AND ENVIRONMENTAL JUSTICE. NEXT
[00:55:12] SLIDE, PLEASE. TO SUMMARIZE
[00:55:17] THE HIGH LEVEL FINANCIAL STATE
[00:55:18] OF THE PORT, WE HAVE STRONG
[00:55:19] DEMAND FOR OUR SERVICES, BUT ARE
[00:55:21] LIKELY PLATEAUIING OUR REVENUE
[00:55:23] GROWTH AND PRESSURE. THERE'S
[00:55:25] PRESSURE FROM INCREASED EXPENSES

[00:55:27] I'M ASKING THOSE THROUGHOUT THE
[00:55:29] PORT THAT ARE WRITING OUR
[00:55:30] BUDGETS TO CONTINUE TO BE
[00:55:31] CONSERVATIVE IN THE LIGHT OF OUR
[00:55:33] UNPRECEDENTED, PREDICTABLE
[00:55:34] ECONOMY AND CLOSELY FOCUSED ON
[00:55:36] THE NEEDS TO ACHIEVE OUR
[00:55:37] MISSION. THIS HAS SERVED US WELL
[00:55:39] IN THE PAST. WE MUST CONTINUE TO
[00:55:41] MAKE OUR GATEWAYS AS EFFICIENT
[00:55:43] AS POSSIBLE AS WELL, AND WE
[00:55:45] CONTINUE TO INCLUDE INVESTMENT
[00:55:46] IN OUR WORKFORCE AS A
[00:55:48] FUNDAMENTAL PRINCIPLE FOR OUR
[00:55:49] 2025 BUDGET. NEXT SLIDE,
[00:55:51] PLEASE. SO FOR OUR STRATEGIES
[00:55:56] IN ACTION, THIS LOOKS LIKE
[00:55:57] MODERATING EXPENSE GROWTH,
[00:55:58] WHERE IT ALIGNS MORE WITH
[00:56:00] REVENUE GROWTH, WHICH WE CAN
[00:56:01] PLAN TO BE AROUND SIX TO 8%.
[00:56:06] YOU MUST CAREFULLY EXAMINE ANY
[00:56:08] ADDITIONAL FULL TIME EMPLOYEE
[00:56:10] REQUESTS AND ENSURE THAT THEY
[00:56:11] ARE JUSTIFIED AND NECESSARY. WE
[00:56:14] HAVE TO CONTINUE TO PLAN FOR
[00:56:15] INFLATION AND WHAT WE'RE
[00:56:17] PLANNING TO PURCHASE. WE HAVE TO
[00:56:20] BE REALISTIC ABOUT WHAT WE CAN
[00:56:21] ACHIEVE IN OUR CAPITAL DELIVERY
[00:56:22] AS WELL. AND WE MUST BRING AN
[00:56:25] EQUITY MINDSET TO OUR PLANNING
[00:56:27] AND CONTINUE TO INVEST IN
[00:56:28] SUSTAINABILITY, ADAPTABILITY AND
[00:56:31] RESILIENCY IN OUR SPENDING AND
[00:56:33] BUSINESS PLANS. NEXT SLIDE,
[00:56:35] PLEASE. SO HERE ARE JUST SOME
[00:56:38] BUDGET CONSIDERATIONS THAT WE
[00:56:41] WANT TO BUILD IN FROM THE VERY
[00:56:42] BEGINNING. THE FIRST IS THE
[00:56:43] WORKFORCE. THE PORT HAS INVESTED
[00:56:46] HEAVILY IN ITS WORKFORCE AS A
[00:56:47] KEY STRATEGY COMING OUT OF THE
[00:56:49] PANDEMIC. SINCE THE PANDEMIC,
[00:56:51] WE HAVE AVERAGED SUBSTANTIAL
[00:56:53] WAGE GROWTH OVER THE PAST FOUR
[00:56:55] YEARS. WE'LL CONTINUE INVESTING
[00:56:57] IN OUR WORKFORCE THROUGH PAYROLL
[00:56:59] AND BENEFITS TO REMAIN A
[00:57:00] COMPETITIVE EMPLOYER IN THE
[00:57:02] REGION. WE BELIEVE THE
[00:57:03] COMPENSATION PROJECT, ONCE FULLY
[00:57:05] IMPLEMENTED, WILL INCREASE OUR
[00:57:07] PAYROLL EXPENSES. WE'RE PLANNING
[00:57:09] FOR THAT, BUT DO NOT KNOW THE
[00:57:10] FULL IMPACT AS OF YET. WE ARE
[00:57:13] ALSO EVALUATING OUR BUDGET TO
[00:57:14] ENSURE THAT WE ACHIEVE OUR
[00:57:15] EQUITY GOALS THROUGH OUR OWN
[00:57:17] POLICIES, BUT ALSO THROUGH THE
[00:57:19] PROGRAMS WE INVEST IN.
[00:57:28] WE HAVE TO DEVELOP. WE HAVE
[00:57:30] WORKED TO DEVELOP WAYS TO LOOK

[00:57:31] AT OUR SPENDING THROUGH AN
[00:57:32] EQUITY LENS. WHILE THE
[00:57:36] NEEDS THAT WE HAVE ARE
[00:57:37] UNLIMITED, WE MUST KEEP IN MIND
[00:57:39] THAT OUR REALISTICALLY AVAILABLE
[00:57:41] RESOURCES THAT ARE AVAILABLE TO
[00:57:43] US SO THAT MAKES SENSE FOR US TO
[00:57:44] IMPLEMENT BUDGET TARGETS
[00:57:46] THROUGHOUT THE SUPPORT FOR THE
[00:57:47] STAFF TO BUILD TOWARDS. AND
[00:57:49] FINALLY, I THOUGHT OUR BUDGET
[00:57:51] RETREAT WITH THE COMMISSION WAS
[00:57:52] VERY SUCCESSFUL FOR US AND BASED
[00:57:54] ON THAT INITIAL DISCUSSION, I
[00:57:56] FEEL VERY GOOD ABOUT THE
[00:57:57] ALIGNMENT BETWEEN STAFF AND THE
[00:57:59] COMMISSIONERS PRIORITIES, THE
[00:58:01] DIRECTIONS IN WHICH WE'RE MOVING
[00:58:02] AND TO DO THAT. SO,
[00:58:05] COMMISSIONERS, WITH THAT NEXT
[00:58:09] SLIDE, PLEASE.
[00:58:12] I'LL GO TO SLIDE TEN WITH
[00:58:18] THAT. COMMISSIONERS, I'M GETTING
[00:58:19] READY TO LOOK AT MY FIRST REVIEW
[00:58:21] OF THE BUDGET AND I'D LIKE TO
[00:58:22] TURN IT OVER TO MICHAEL TONG TO
[00:58:25] WALK THROUGH THE REST OF THE
[00:58:26] BUDGET CALENDAR THAT WE HAVE
[00:58:27] BEFORE US LEADING THROUGH THE
[00:58:28] REST OF THE YEAR. MICHAEL,
[00:58:32] THANK YOU. EXECUTIVE DIRECTOR
[00:58:33] METRUCK GOOD AFTERNOON,
[00:58:35] COMMISSIONERS. STEVE MENTIONED
[00:58:38] ABOUT THE A COMMISSION RETREAT.
[00:58:41] SO I WON'T GO OVER THAT.
[00:58:45] WE ALREADY HAVE. SO RIGHT NOW
[00:58:49] WE HAVE THE COMMISSION
[00:58:51] DEVELOPMENT BUDGET BRIEFING
[00:58:52] TODAY AND THEN BEEN WORKING WITH
[00:58:55] THE BUDGET ENTRY THIS WEEK AND
[00:58:57] NEXT WEEK WE TRYING TO INPUT ALL
[00:59:00] THE BASELINE BUDGET INTO THE
[00:59:01] BUDGET SYSTEM IN THE NEXT COUPLE
[00:59:04] OF WEEKS. AND THEN WE'LL ASK FOR
[00:59:06] THE NEW BUDGET REQUESTS THAT
[00:59:08] ANYTHING ABOVE AND BEYOND THE
[00:59:10] BASELINE BUDGET. WE ASK
[00:59:11] DEPARTMENT TO SUBMIT THE NEW
[00:59:13] BUDGET REQUEST FORM THAT WILL BE
[00:59:15] DUE ON AUGUST 2. AND WE HOPE TO
[00:59:17] GET THE LIST FROM YOU FOR ALL
[00:59:19] THE COMMISSION PRIORITY AS WELL
[00:59:22] TO OUR EXECUTIVE DIRECTOR
[00:59:24] METRUCK. AND THEN AFTER THAT THE
[00:59:27] SECOND COMMISSION BUDGET RETREAT
[00:59:30] JUST LEARNED THAT YOU PROBABLY
[00:59:31] IS ON HOLD RIGHT NOW, BUT WE'LL
[00:59:33] SEE WHETHER IT WORK OUT.
[00:59:36] AND THEN WE'LL HAVE THE
[00:59:38] EXECUTIVE REVIEW OF THE CENTRAL
[00:59:40] SERVICE BUDGET AND ALSO THE
[00:59:42] DIVISION DEPARTMENT BUDGET IN
[00:59:45] AUGUST, MID TO LATE AUGUST. AND

[00:59:49] THEN WE'LL TRY TO PUT IN ALL THE
[00:59:50] APPROVED NEW BUDGET ITEM INTO
[00:59:53] THE SYSTEM BY THE END OF AUGUST.
[00:59:56] IN EARLY SEPTEMBER. I WILL COME
[01:00:00] BACK TO THE EXECUTIVE TEAM TO
[01:00:03] REVIEW THE OVERALL OF THE BUDGET
[01:00:07] IN SEPTEMBER, FROM SEPTEMBER 10,
[01:00:10] ELEVEN TO 13 1ST FOR CENTRAL
[01:00:13] SERVICES AND THEN FOR THE
[01:00:15] OPERATING DIVISIONS. AND THEN
[01:00:17] AFTER THAT WE ALSO PRESENT YOU
[01:00:19] THE CENTRAL SERVICE PROPOSED
[01:00:22] BUDGET AND THE PORT WIDE WILL UP
[01:00:24] ON SEPTEMBER 24. NEXT SLIDE,
[01:00:29] PLEASE. AND THEN IN
[01:00:33] THE FIRST REGULAR MEETING IN
[01:00:34] OCTOBER, WE'LL PRESENT THE
[01:00:37] OPERATING DIVISION OPERATING AND
[01:00:39] CAPITAL BUDGET TO YOU. AND THEN
[01:00:42] YOU WILL ALSO HEAR THE TAX LEVY
[01:00:44] AND JOB PLAN OF FINANCE BRIEFING
[01:00:47] IN THE SECULAR RECORD MEETING IN
[01:00:49] THE OCTOBER 22. AND THEN ON THE
[01:00:52] SAME DAY WE'LL PROVIDE YOU THE
[01:00:54] PERIMETER BUDGET DOCUMENTS TO
[01:00:56] YOU. WE ALSO HOPE TO POST IT ON
[01:00:59] THE PO WEBSITE ON THE SAME DAY
[01:01:01] OR DAY OR TWO AFTER THAT TO MAKE
[01:01:03] IT AVAILABLE TO THE PUBLIC.
[01:01:06] THEN AFTER THAT YOU WILL HAVE A
[01:01:07] CHANCE TO REVIEW THE CPAW
[01:01:09] ALLIANCE BUDGET AND YOU HAVE A
[01:01:11] BUDGET STUDY SESSION ON OCTOBER
[01:01:14] 25 AND THEN THE ADOPTION ON
[01:01:17] NOVEMBER 5. YOU WILL ALSO HEAR
[01:01:20] THE INTRODUCTION OF THE BUDGET
[01:01:22] AND THE PUBLIC HEARING OF THE
[01:01:24] PROPOSED BUDGET ON NOVEMBER
[01:01:28] 12. AND THEN WE'LL HAVE THE
[01:01:30] ADOPTION OF THE BUDGET ON
[01:01:34] OCTOBER 19. AND THEN AFTER THAT
[01:01:36] WE'LL FILE THE STATUTORY BUDGET
[01:01:37] WITH KING COUNTY BY THE END OF
[01:01:39] NOVEMBER AND THEN FINALIZE THE
[01:01:41] FINAL BUDGET DOCUMENT IN THE
[01:01:43] FIRST WEEK OF DECEMBER. SO
[01:01:45] THAT'S THE OVERALL BUDGET
[01:01:46] SCHEDULE THAT CONQUER OUR
[01:01:49] PRESENTATION WOULD LIKE TO
[01:01:50] ANSWER ANY QUESTION THAT YOU MAY
[01:01:52] HAVE. THANK YOU. THANK YOU VERY
[01:01:53] MUCH. COMMISSIONERS, I WANT TO
[01:01:55] ADD, I THINK THAT WE MADE ONE
[01:01:57] AMENDMENT FROM THE SCHEDULE AND
[01:01:58] THAT'S ONE ON ONE MEETINGS WHERE
[01:01:59] THE COMMISSIONERS HAS REQUESTED
[01:02:01] TO GO OVER THOSE AND TALK ABOUT
[01:02:02] THE BUDGET ALIGNMENT. SO THOSE
[01:02:04] ARE THINGS WE WILL BE SCHEDULING
[01:02:05] THAT. OKAY. THANK YOU VERY MUCH
[01:02:07] TO STAFF FOR YOUR THOUGHTFUL
[01:02:09] PRESENTATION. AND AT THIS TIME,
[01:02:11] I WILL TURN TO MY COLLEAGUES FOR

[01:02:12] QUESTIONS AND COMMENTS. IS
[01:02:15] ANYBODY ONLINE?
[01:02:22] SECOND GO. THANK YOU.
[01:02:24] COMMISSIONER CALKINS.
[01:02:30] 1 SECOND THERE. DOES THAT WORK?
[01:02:34] WE GOT YOU. YOU'RE FINDING ME IN
[01:02:36] A SIDEBAR CONFERENCE ROOM AS I
[01:02:39] ATTEND THE WASHINGTON PUBLIC
[01:02:40] PORTS ASSOCIATION. SO FORGIVE
[01:02:41] THE DRAB HOTEL ROOM INTERIOR,
[01:02:46] BUT EXECUTIVE DIRECTOR METRUCK,
[01:02:48] I JUST WANTED TO THANK YOU FOR
[01:02:49] THE PRESENTATION. I WANTED TO
[01:02:50] ASK SPECIFICALLY ABOUT, YOU
[01:02:52] KNOW, WE'RE IN A SIX MONTH
[01:02:55] PERIOD HERE WHERE THERE ARE
[01:02:56] GOING TO BE PRETTY SIGNIFICANT
[01:03:02] DECISIONS MADE, YOU KNOW, ONE BY
[01:03:04] THE NATIONAL ELECTORATE
[01:03:06] REGARDING WHICH ADMINISTRATION
[01:03:08] WE'RE GOING TO HAVE COME JANUARY
[01:03:10] 20, 2025, AND THE OTHER ABOUT
[01:03:13] THE, WHETHER OR NOT THE CLIMATE
[01:03:14] COMMITMENT ACT REMAINS IN PLACE
[01:03:17] IN WASHINGTON STATE. AND THE
[01:03:18] REASON I ASK ABOUT THOSE IN
[01:03:19] PARTICULAR, AND OBVIOUSLY
[01:03:21] THERE'S A GUBERNATORIAL CHANGE,
[01:03:22] BUT I THINK THOSE TWO IN
[01:03:24] PARTICULAR HAVE SPECIAL
[01:03:27] IMPLICATIONS FOR OUR WORK IN
[01:03:29] PORTS. WE'RE SEEING MORE AND
[01:03:32] MORE FUNDING COME THROUGH
[01:03:33] CLIMATE COMMITMENT ACT TO
[01:03:34] SUPPORT OUR SUSTAINABILITY,
[01:03:36] ELECTRIFICATION EFFORTS, OUR
[01:03:38] EFFORTS TO REDUCE LOCAL AIR
[01:03:39] PARTICULATE EMISSIONS. ON THE
[01:03:41] FEDERAL LEVEL, WE SEE
[01:03:45] ESSENTIALLY TWO CANDIDATES WITH
[01:03:46] VERY DIFFERENT VISIONS FOR THE
[01:03:50] DEVELOPMENT OF THE PORT OF THE
[01:03:51] FUTURE. AND SO I'M WONDERING IF
[01:03:53] YOU HAVE ANY THOUGHTS ON, I'VE
[01:03:57] BEEN THINKING ABOUT A SORT OF
[01:03:58] MATRIX WHERE IN ONE CORNER YOU
[01:04:01] HAVE A RED FEDERAL
[01:04:03] ADMINISTRATION, NO CCA, AND IN
[01:04:06] THE OTHER QUARTER YOU HAVE A
[01:04:07] BLUE FEDERAL ADMINISTRATION AND
[01:04:10] CCA. AND THEN, OF COURSE, THE
[01:04:12] VARIANCE OF A BLUE
[01:04:13] ADMINISTRATION AND NO CCA AND
[01:04:15] REDMOND ADMINISTRATION AND CCA.
[01:04:17] SO IN EACH OF THOSE FOUR
[01:04:19] SCENARIOS, WE'RE LOOKING AT VERY
[01:04:22] DIFFERENT POTENTIAL BUDGET
[01:04:24] IMPLICATIONS AND KIND OF
[01:04:26] OPERATING ENVIRONMENTS FOR THE
[01:04:27] PORT. AND SO I'M WONDERING WHAT
[01:04:28] KIND OF THINKING YOU'RE DOING ON
[01:04:30] THE HIGHEST LEVEL AROUND WHAT
[01:04:31] KIND OF PREPARATION WE COULD DO

[01:04:33] FOR EACH OF THOSE SCENARIOS.
[01:04:35] THANK YOU, COMMISSIONER. YES,
[01:04:36] THAT'S OBVIOUSLY THOSE ARE SOME
[01:04:38] OF THE EVENTS I WAS ALLUDING TO,
[01:04:40] AND I TALKED ABOUT THOSE, AND
[01:04:42] I'VE TALKED TO OTHER
[01:04:43] COMMISSIONERS ABOUT THIS AS
[01:04:44] WELL. I KNOW SOME OF THE
[01:04:46] COMMISSIONERS ALSO. SO WHAT
[01:04:48] WE'RE DOING IS LOOKING AT THOSE
[01:04:49] DIFFERENT SCENARIOS YOU JUST
[01:04:50] LAID OUT AND THE POTENTIAL
[01:04:51] IMPACT ON THE BUDGET, WHETHER IT
[01:04:52] BE ON OUR, BECAUSE SOME OF THOSE
[01:04:55] ARE EXISTING GRANTS AND SOME,
[01:04:56] THERE COULD BE POTENTIAL MORE
[01:04:57] GRANTS OR THERE COULD BE LESS
[01:04:58] GRANTS IN BASED ON THE CCA OR AT
[01:05:02] THE IRA AT THE NATIONAL LEVEL.
[01:05:04] SO WE'RE LOOKING AT THE
[01:05:05] DIFFERENT OPTIONS, LIKE
[01:05:08] UNDERSTANDING THE POTENTIAL
[01:05:09] IMPACT ON US. SO WE'LL BE ABLE
[01:05:10] TO DO THAT. WE'LL PROBABLY
[01:05:12] DEVELOP SCENARIOS BASED ON
[01:05:13] THOSE, BASED ON THE INFORMATION
[01:05:15] AS WE COME FORWARD, THERE WILL
[01:05:16] PROBABLY BE ONES THAT WE WOULD
[01:05:17] GO FORWARD REGARDLESS OF A
[01:05:20] CHANGE EITHER WAY, IF THEY'RE
[01:05:21] FUNDED OR THERE'S SOME THAT MAY
[01:05:23] NOT BE ABLE TO GO FORWARD IF WE
[01:05:25] DON'T HAVE THOSE, THE FUNDS THAT
[01:05:26] WOULD COME FROM THE DIFFERENT
[01:05:28] PROGRAMS, EITHER AT THE STATE
[01:05:29] LEVEL OR THE NATIONAL LEVEL,
[01:05:33] WE WILL BE DOING THAT
[01:05:34] ASSESSMENT, AND THAT WILL BE
[01:05:35] PART OF THE WORK THAT WE BRING
[01:05:37] BACK TO COMMISSIONERS WHEN WE
[01:05:38] LOOK AT THE BUDGET GOING
[01:05:39] FORWARD.
[01:05:44] THANK YOU. ANY OTHER QUESTIONS
[01:05:47] OR COMMENTS FROM COMMISSIONER
[01:05:48] CALKINS? COMMISSIONER FELLEMAN,
[01:05:51] DO YOU HAVE ANY OTHER QUESTIONS
[01:05:52] OR COMMENTS? COMMISSIONER
[01:05:53] CALKINS? THANK YOU.
[01:05:55] COMMISSIONER FELLEMAN.
[01:06:00] THANK YOU. EXECUTIVE METRUCK,
[01:06:02] ONE OF THE THINGS THAT I SAW
[01:06:05] RECENTLY HAD A CONVERSATION WITH
[01:06:06] AN AVIATION EXPERT THAT IN
[01:06:08] TRYING TO MAKE OUR CASE FOR THE
[01:06:11] EXTRAORDINARY DEMANDS ON THE
[01:06:13] AIRPORT AND EXPENSES THAT NEED
[01:06:16] TO BE INCURRED, AND THAT WE
[01:06:19] OFTEN JUST CHARACTERIZE THE
[01:06:20] AIRPORT AS THE NUMBER OF
[01:06:23] PASSENGERS, I MEAN, THAT IS THE
[01:06:25] OPERATIONAL NUMBER.
[01:06:28] BUT WHAT I'VE BEEN TOLD IS THAT
[01:06:30] BECAUSE SEATTLE IS OFTEN A

[01:06:33] DESTINATION OR MORE OFTEN A
[01:06:36] DESTINATION THAN OTHER
[01:06:40] AIRPORTS AND SIMILAR AIRPORTS,
[01:06:45] THAT THE PEOPLE ARE USING OUR
[01:06:47] INFRASTRUCTURE MORE RATHER THAN
[01:06:49] CHANGING FLIGHTS, THAT THEY'RE
[01:06:51] GOING IN AND OUT OF OUR GATES,
[01:06:53] AND THAT THIS IS A SOURCE OF
[01:06:55] HIGHER DEMAND FOR EVEN THE SAME
[01:06:58] NUMBER OF PASSENGERS. AND I
[01:07:01] NEVER REALLY THOUGHT OF IT THAT
[01:07:02] WAY. AND I WAS JUST THINKING
[01:07:03] THAT, YOU KNOW, WHETHER IT BE
[01:07:04] THE PEOPLE MOVER OR WHATEVER
[01:07:06] ELSE, I DON'T KNOW. AND NOW
[01:07:09] WITH SAM COMING UP, THAT
[01:07:12] CONVERSATION IN TERMS OF THE,
[01:07:14] YOU KNOW, THE SMALLEST AIRPORT,
[01:07:15] THE FASTEST, BUT IF IT'S ALL
[01:07:17] BASED ON NUMBERS OF PASSENGERS,
[01:07:19] I THINK IT MISSES A LITTLE BIT
[01:07:21] OF THE NATURE OF THE DEMANDS
[01:07:23] THAT ARE ON THE AIRPORT. FOR
[01:07:26] WHATEVER IT'S WORTH, I WAS
[01:07:27] WONDERING WHEN WE SEE, YOU KNOW,
[01:07:30] GROWTH AT THE AIRPORT, ANY
[01:07:32] NUMBER OF PLANES LANDING AND
[01:07:34] STUFF IS ANOTHER WAY OF LOOKING
[01:07:36] AT IT.
[01:07:39] I DON'T KNOW WHETHER WE CAN
[01:07:40] SLICE AND DICE THE DATA IN OTHER
[01:07:42] WAYS TO FULLY APPRECIATE THE
[01:07:45] CONSTRAINTS WE WORK WITH THEM.
[01:07:49] COMMISSIONER, I THINK THAT'S
[01:07:50] WORTH US GOING BACK AND TALKING
[01:07:52] WITH OUR BUSINESS INTELLIGENCE
[01:07:54] UNIT AND LOOKING AT HOW WE'RE
[01:07:56] MEASURING THAT IS INTERESTING TO
[01:07:58] SAY THAT THE DEMANDS UPON THE
[01:08:00] INFRASTRUCTURE IN DIFFERENT
[01:08:02] ASPECTS. IS IT A DIFFERENT WAY
[01:08:03] TO LOOK AT THAT? BUT I CAN TAKE
[01:08:05] THAT BACK AND TALK WITH THE TEAM
[01:08:07] ABOUT THAT, ABOUT THE DIFFERENT
[01:08:08] METRICS THAT WE'RE USING. AND
[01:08:10] WHAT DOES IT SHOW WHEN YOU USE
[01:08:11] THOSE METRICS TO LOOK AT THAT
[01:08:13] BASED ON JUST THE NUMBERS? AS
[01:08:15] YOU SAID, EMPLOYMENTS. THANK
[01:08:18] YOU.
[01:08:25] ALL RIGHT. THANK YOU,
[01:08:26] COMMISSIONER. COMMISSIONER
[01:08:27] MOHAMMED, DO YOU HAVE ANY
[01:08:29] QUESTIONS OR COMMENTS AT THIS
[01:08:30] TIME?
[01:08:36] COMMISSIONER CHO? NO QUESTIONS.
[01:08:40] ALWAYS APPRECIATE THE GREAT WORK
[01:08:41] YOU, MICHAEL AND DAN'S TEAM DOES
[01:08:44] EVERY YEAR TO GET US AND KEEP US
[01:08:46] ON TRACK. THANK YOU. AND I ALSO
[01:08:49] EXPRESS SIMILAR CONCERNS ABOUT
[01:08:52] 25 GOING FORWARD TO EXECUTIVE
[01:08:54] DIRECTOR METRUCK A FEW WEEKS AGO.

[01:08:56] AND I SINCERELY APPRECIATE YOU
[01:08:58] TAKING THOSE IN STRIDE AND
[01:09:00] WORKING WITH US BECAUSE I DO
[01:09:01] THINK THAT 25 WILL BE ONE WAY OR
[01:09:03] ANOTHER A GAME CHANGER FOR MANY
[01:09:05] OF US FROM A FISCAL STANDPOINT.
[01:09:07] SO THANK YOU FOR DOING THAT.
[01:09:08] DUE DILIGENCE FOR US. AND LET ME
[01:09:11] JUST COMMENT FROM FISCAL, COULD
[01:09:13] BE OTHERWISE OTHER DIFFERENT
[01:09:14] IMPACTS ON POLICY AS WELL. THAT
[01:09:16] COULD HAVE A FINANCIAL SIDE BUT
[01:09:18] ALSO IMPACT US AS WELL. SO MY
[01:09:21] QUESTION IS, YOU KNOW, AS THE
[01:09:22] CITY OF SEATTLE AND KING COUNTY
[01:09:24] BOTH STARE DOWN THE BARREL OF A
[01:09:26] DEFICIT, CAN YOU TELL US WHAT
[01:09:29] SETS US APART IN TERMS OF OUR
[01:09:30] FINANCIAL PROJECTIONS? AND, YOU
[01:09:32] KNOW, WHY IS IT THAT PART OF
[01:09:34] SEATTLE DOESN'T FIND ITSELF
[01:09:35] MAKING CUTS COMPARED TO SOME OF
[01:09:37] THE OTHER JURISDICTIONS?
[01:09:41] DO YOU WANT TO. YEAH. WELL, LET
[01:09:43] ME TRY IT, MICHAEL, AND YOU'D BE
[01:09:44] GLAD TO JUMP IN. I MEAN, WE
[01:09:46] BASE, YOU KNOW, WE DO, WE'VE
[01:09:47] BEEN VERY CONSERVATIVE IN THAT,
[01:09:49] YOU KNOW, WE'VE LOOKED AT OUR
[01:09:51] REVENUES AND THE GROWTH OF OUR
[01:09:52] REVENUES AND WE'VE ALWAYS
[01:09:53] PROJECTED A LOT OF WHAT WE
[01:09:54] BUDGET IS BASED ON THE PROJECTED
[01:09:56] GROWTH OF THE REVENUES. AND,
[01:09:58] YOU KNOW, OF COURSE, WHEN WE AYE.
[01:09:59] SOMETHING LIKE THE COVID THAT
[01:10:01] WAS A, THAT AYE. FOR US, BUT
[01:10:02] WE'VE MADE CUTS ACCORDINGLY ON
[01:10:04] THAT. SO, SO I THINK THAT'S ONE
[01:10:06] DIFFERENT FROM US. AND OF
[01:10:08] COURSE, THE TAX LEVY, BUT WE'RE
[01:10:09] VERY PRUDENT ABOUT THE USE OF
[01:10:10] THE TAX LEVY AS WELL TO DO THAT.
[01:10:12] BUT I THINK IT BALANCES BECAUSE
[01:10:14] WE, WE STILL HAVE GROWTH WITHIN
[01:10:16] THOSE. IT MAY BE SLOWING ON THE
[01:10:18] OVERALL GROWTH OF THOSE
[01:10:19] REVENUES, BUT OF COURSE, AT THE
[01:10:20] AIRPORT IS THE LARGEST PART OF
[01:10:22] THOSE WHERE THE LARGEST PART OF
[01:10:23] THE BUDGET COMES IN AND WE
[01:10:25] GATHER THOSE AND THEN WE HAVE
[01:10:27] THE, IT'S THE WAY WE OPERATE THE
[01:10:28] AIRPORT AS WELL. RIGHT,
[01:10:29] MICHAEL? BECAUSE WE PAY FOR
[01:10:31] THOSE BILLS THE WAY WE'RE SET UP
[01:10:33] TO PAY. THAT'S WHY. AND ALSO,
[01:10:34] YOU KNOW, LOTS OF THE AIRPORT
[01:10:36] REVENUES, ESPECIALLY OUR
[01:10:38] NAUTICAL REVENUES, COST
[01:10:39] RECOVERY. SO, YOU KNOW, VDP,
[01:10:42] THAT IS THE OPERATING EXPENSE
[01:10:44] PART OF THAT, BUT ALSO THE

[01:10:45] CAPITAL COSTS THAT WE FACTOR
[01:10:47] INTO THAT, YOU KNOW, THE WAY IN
[01:10:48] CHARGES AT THE AIRPORT. AND THEN
[01:10:51] AS STEVE MENTIONED A LITTLE BIT,
[01:10:52] YOU KNOW, WE ARE GROWING WHETHER
[01:10:54] IT'S IN THE COOLEST REVENUE OR
[01:10:56] EVEN THE NON NAUTICAL
[01:10:59] AIRPORT REVENUES, YOU KNOW,
[01:11:01] BEEN GOING HIGHER THAN THE COVID
[01:11:03] LEVEL AS WELL. SO WE'VE BEEN
[01:11:06] KIND OF MONITORING AND HAVE BEEN
[01:11:08] TAKING A VERY POTENT APPROACH IN
[01:11:10] TERMS OF MANAGING THE COST,
[01:11:12] ESPECIALLY THE OPERATING COSTS.
[01:11:14] BUT GIVEN THE BUSINESS NEED AND
[01:11:16] THE GROWING DEMANDS, INCLUDING
[01:11:18] SOME OF THE CAPITAL PROJECT AT
[01:11:20] THE AIRPORT, AT THE WATER FUND,
[01:11:21] AND SOME OF THEM DEFINITELY
[01:11:22] TRANSLATE TO SOME OTHER
[01:11:25] EXPENSES. FURTHERMORE, FTE
[01:11:28] SUPPORT AND SOME OTHER ASPECT OF
[01:11:31] THOSE, AND THEN THE OTHER PART I
[01:11:34] WOULD MENTION IS THE COMMUNITY
[01:11:36] PROGRAM. WE'VE BEEN ADDING MORE
[01:11:39] TO SUPPORT THE COMMUNITY. AND,
[01:11:41] YOU KNOW, YOU HAVE SEEN THOSE
[01:11:43] COMMUNITY PROGRAMS HAVE BEEN
[01:11:44] GOING, ESPECIALLY SINCE COVID NO
[01:11:48] FURTHER QUESTIONS FROM ME.
[01:11:49] THANK YOU SO VERY MUCH. OH,
[01:11:51] COMMISSIONER MOHAMED, DO YOU
[01:11:53] HAVE QUESTIONS OR COMMENTS? I
[01:11:56] DO. I JUST WANTED TO MAKE A
[01:11:57] QUICK COMMENT. THANK YOU,
[01:11:58] COMMISSIONER HASEGAWA. I JUST
[01:11:59] WANTED TO SAY THANK YOU TO THE
[01:12:00] FINANCIAL TEAM AND EXECUTIVE
[01:12:02] DIRECTOR METRUCK FOR YOUR HARD
[01:12:03] WORK. AND I ALSO THOUGHT THAT
[01:12:06] THE COMMISSION RETREAT, BUDGET
[01:12:08] RETREAT WAS VERY PRODUCTIVE AND
[01:12:11] MANY OF THE COMMUNITY PRIORITIES
[01:12:13] THAT WE, AS COMMISSIONERS OFTEN
[01:12:15] HEAR ARE BEING INCORPORATED INTO
[01:12:19] THE BUDGET PROCESS. AND I'M
[01:12:21] LOOKING FORWARD TO RECEIVING THE
[01:12:22] FINAL BUDGET PROPOSAL AND
[01:12:25] HELPING PASS THAT. THANK YOU FOR
[01:12:26] THE TIME.
[01:12:29] THANK YOU, PRESIDENT MOHAMMED.
[01:12:32] VICE PRESIDENT HASEGAWA I DO. I
[01:12:34] KNOW LANCE LITTLE, MANAGING
[01:12:36] DIRECTOR FOR AVIATION, IS LINE.
[01:12:37] HE MAY ADD A LITTLE MORE. MAYBE
[01:12:39] WE'LL ANSWER COMMISSIONER
[01:12:40] FELLEMAN'S QUESTION ABOUT THE
[01:12:41] METRICS AND HOW TO DO THAT. WE
[01:12:42] CAN ANSWER THAT RIGHT HERE
[01:12:43] RATHER THAN LOOK INTO IT. THAT
[01:12:45] SOUNDS GREAT. WELCOME, DIRECTOR
[01:12:47] LITTLE THANK YOU,
[01:12:50] COMMISSIONER. GOOD AFTERNOON,

[01:12:51] EVERYONE. VAN SCHITT, AVIATION
[01:12:53] MANAGING DIRECTOR, JUST TO ADD
[01:12:55] TO WHAT EXECUTIVE DIRECTOR
[01:12:56] METRICS SAID, COMMISSIONER
[01:12:58] FELLEMAN, WE TYPICALLY TALK ABOUT
[01:13:01] THE PASSENGER NUMBER OF PACKS
[01:13:02] NUMBERS, FOR EXAMPLE, WHEN WE
[01:13:04] SAY 52 MILLION PASSENGERS COMING
[01:13:06] TO THE AIRPORT. BUT WE ALSO
[01:13:08] BREAK THAT DOWN IN TERMS OF
[01:13:10] PASSENGERS THAT ARE ORIGINATING
[01:13:12] IN SEATTLE. WE BREAK IT DOWN IN
[01:13:14] TERMS OF PASSENGERS THAT ARE
[01:13:15] JUST CONNECTING OR PASSENGERS
[01:13:16] THAT ARE ARRIVING. AND WE USE
[01:13:18] THAT AS PART OF OUR FORECASTING,
[01:13:20] FOR EXAMPLE, TO DETERMINE WHAT
[01:13:22] WE EXPECT, FOR EXAMPLE, PARKING
[01:13:25] REVENUES IS GOING TO BE, FOR
[01:13:27] EXAMPLE, WHAT WE EXPECT THE
[01:13:29] RENTAL CAR REVENUES ARE GOING TO
[01:13:30] BE. FOR EXAMPLE, IF SOMEBODY IS
[01:13:32] CONNECTING, THEY'RE NOT GOING TO
[01:13:33] IMPACT PARKING, THEY'RE NOT
[01:13:34] GOING TO IMPACT RENT A CAR. BUT
[01:13:36] IF THEY'RE ORIGINATING, THEN
[01:13:37] THEY WILL IMPACT GROUND
[01:13:38] TRANSPORTATION. BUT ALSO IN
[01:13:40] ADDITION TO THE PASSENGER
[01:13:41] NUMBERS, WE LOOK AT WHAT WE CALL
[01:13:44] OPERATIONS, WHICH IS THE NUMBER
[01:13:45] OF TAKEOFF AND LANDINGS THAT WE
[01:13:46] EXPECT TO HAVE IN ANY PARTICULAR
[01:13:48] YEAR. WE ALSO LOOK AT THE NUMBER
[01:13:49] OF CARGO OPERATIONS THAT WE
[01:13:51] HAVE. SO EVEN THOUGH WE DON'T
[01:13:52] SPEAK ABOUT EVERY OR ALL OF
[01:13:54] THOSE VARIOUS DIFFERENT METRICS,
[01:13:56] WE ACTUALLY LOOK AT EACH AND
[01:13:57] EVERY ONE OF THOSE WHEN WE'RE
[01:13:58] DOING THE FORECASTING FOR EACH
[01:14:00] YEAR WHEN WE'RE DOING THE
[01:14:01] BUDGET.
[01:14:05] IF I COULD RESPOND, I HAVE NO
[01:14:08] DOUBT THAT YOU USE MULTIPLE
[01:14:10] METRICS IN YOUR ANALYSIS. THAT
[01:14:12] WASN'T MY POINT. MY POINT WAS IN
[01:14:15] EXPLAINING TO THE PUBLIC THE
[01:14:17] DEMANDS ON THE AIRPORT. AND I
[01:14:19] THOUGHT WHAT WAS INTERESTING WAS
[01:14:21] ALSO SOME COMPARATIVE CONTEXT
[01:14:23] WITH OTHER AIRPORTS WITH PERHAPS
[01:14:25] THE SIMILAR NUMBER OF
[01:14:27] PASSENGERS, BUT WITH A DIFFERENT
[01:14:30] MIX OF DESTINATION VERSUS
[01:14:33] TRANSFERS, CONNECTING FLIGHTS.
[01:14:36] AND THAT IT JUST, I'M SUGGESTING
[01:14:39] AS A COMMUNICATION TOOL, NOT
[01:14:41] THAT YOU ARE NOT SCRUTINIZING
[01:14:43] THE DATA IN ANY WAY, EVERY WAY
[01:14:45] YOU CAN. AND MAYBE WE'LL FIND,
[01:14:48] MAYBE WE CAN PROVIDE MORE
[01:14:50] INFORMATION. AS AN EXAMPLE,

[01:14:51] ATLANTA MAY HAVE 100 MILLION
[01:14:53] PASSENGERS, BUT A SIGNIFICANT,
[01:14:55] MAYBE 60, 70% OF THOSE
[01:14:57] PASSENGERS ARE ACTUALLY
[01:14:58] CONNECTING PASSENGERS, WHERE WE
[01:15:00] HAVE A SIGNIFICANTLY HIGHER O
[01:15:01] AND D. PASSENGERS THAT ORIGINATE
[01:15:04] HERE AND THEIR DESTINATION IS
[01:15:06] HERE AS WELL. SO THE PERSON WHO
[01:15:08] YOU SPOKE TO, THEY'RE EXACTLY
[01:15:09] RIGHT. THAT HAS A, A
[01:15:11] SIGNIFICANTLY DIFFERENT IMPACT
[01:15:12] ON THE VARIOUS DIFFERENT
[01:15:13] SERVICES THAT WE PROVIDE AT THE
[01:15:14] AIRPORT. SO WE CAN MAYBE WHEN WE
[01:15:17] TALK ABOUT THE BUDGET, WE'VE
[01:15:19] DONE IT IN THE PAST. SO MAYBE WE
[01:15:20] NEED TO ADD A COUPLE OF SLIDES
[01:15:22] THAT PROVIDE MORE INFORMATION
[01:15:23] ALONG THAT LINE. SO I'LL GET
[01:15:26] WITH EXECUTIVE DIRECTOR METRICS
[01:15:28] AND WE CAN MAYBE UPDATE THE
[01:15:29] SLIDE FOR FUTURE PRESENTATIONS.
[01:15:32] AND, YOU KNOW, GIVEN ALL WE HEAR
[01:15:33] ABOUT ATLANTA, THE FACT THAT WE
[01:15:35] HAVE SOMETHING COMPARABLE LIKE
[01:15:38] THAT IS EYE OPENING TO ME. SO I
[01:15:41] JUST THOUGHT IT AGAIN, ALSO,
[01:15:44] BECAUSE WE HAVE EXPANSION
[01:15:46] AMBITIONS, THERE'S MORE REASONS
[01:15:50] FOR IT THAN JUST NUMBERS OF
[01:15:51] PASSENGERS. AND IN ADDITION,
[01:15:54] WE'RE DOING IT ON A SMALLER
[01:15:55] FOOTPRINT THAN ALMOST EVERY
[01:15:56] OTHER AIRPORT, RELATIVELY
[01:15:58] SPEAKING. YEAH.
[01:16:03] THANK YOU. THANK YOU. THANK YOU
[01:16:06] ALL. AND SEEING NO FURTHER
[01:16:07] QUESTIONS OR COMMENTS, I'D LIKE
[01:16:08] TO THANK STAFF FOR THE
[01:16:09] PRESENTATION. AND THAT CONCLUDES
[01:16:13] THE BUSINESS AGENDA FOR TODAY,
[01:16:14] MOVING US ALONG TO CLOSING
[01:16:21] COMMENTS OR ANY SPECIAL MOTIONS
[01:16:23] FROM MY COLLEAGUES.
[01:16:29] ANYBODY ONLINE SEEING
[01:16:33] NONE, WE CAN OFFICIALLY ADJOURN
[01:16:35] THE MEETING, AND THE TIME
[01:16:37] IS 1:19
[01:16:38] PM.

END OF TRANSCRIPT