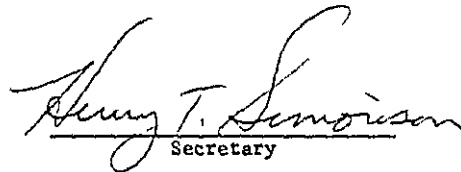


June 12, 1979, p. 13

basis, also. The Assistant Chief Engineer advised the Commission that a proposal for repair of the sheet pile cap and replacement of one apron deck panel has been received from the Manson Construction and Engineering Company in the amount of \$142,000.00 maximum, with a 37-day time extension. Prepakt has submitted a firm proposal for the repair of two of the deck panels in the amount of \$8,217.50 requiring no time extension. Moved by Mr. Adlum that the Commission concur to revise the scope of the Manson Construction and Engineering Company's Contract No. 820-0175 in an amount not to exceed \$150,000.00 with a maximum 40-day time extension and to revise the scope of the Prepakt Concrete Company's Contract No. 820-0181 in an amount not to exceed \$8,500.00 and no time extension. Motion unanimously carried.

The President then announced the date of the next regular meeting on June 26, 1979, at 2 00 p.m.

There being no further items for Staff Review, the meeting recessed to the Executive Session.


Secretary

June 26, 1979

MINUTES OF THE REGULAR MEETING OF THE PORT COMMISSION OF THE PORT OF SEATTLE

The Port Commission met in regular session in the Commission Chambers at 2:00 p.m. on June 26, 1979. Commissioners Adlum, Block, Friedlander, Kotkins, and Simonson were present. Among others present who signed the register were Bruce Ramsey, Seattle Post-Intelligencer, Charles Brown, The Seattle Times, Darlene Himmelspach, Robinson Newspapers; Mike Louisell, Journal of Commerce, Warren Mantz, Pacific Shipper, Scott Handley, Marine Digest, Jeff Lucas, Jones Washington Stevedoring, Patricia Davis, League of Women Voters, Donald L. Holman, Preston, Thorgrimson, Ellis, Holman & Fletcher, Frank Hayden, Paul W. Locke, Tom Dantzler, and Richard D. Ford, Glenn V. Lansing, James D. Dwyer, James L. Hogan, Carol S. Doherty, Richard A. Jones, Vern L. Ljungren, Larry M. Killeen, David Warmuth, Phyllis A. Sievert, Larry Wheeler, Cliff Muller, Mike Benett, John B. Rooth, Art Yoshioka, Dawson Alexander, Joe Sims, Lee H. Smathers, Harold H. Wittren, Ewing Stringfellow, Karl Myers, Dick Petit, Barbara Goen, Charles Blood, Bob Spicer,

June 26, 1979, p. 2

Pedro Lobo, Dave M. Lefebvre, Frank Clark, Jack H. Fox, Don Smith, Greg Schuler, Larry Reed, Marlys St. Laurent, Helene Heglund, Tim Pavish, Donna Wilson, and Iola Umphrey of Port staff.

Moved by Mr. Friedlander that the minutes of the regular meeting of June 12, 1979 be approved without reading. Motion unanimously carried.

Pursuant to notice calling for bids for Development Unit No. 1 - Dredging and Berm Construction, Terminal 30, plans and specifications for which have been on file in the offices of the Port Commission for public inspection, the following bids were opened by staff on Thursday, June 21, 1979 at 10 00 a.m. at the Port of Seattle offices, all of which were accompanied by a bid proposal deposit in the form of a surety bid bond to the Commission for a sum not less than 5% of the bid

Manson Construction & Engineering Co.	\$511,600.00
General Construction Co.	597,300.00
Willamette Western Corp.	777,600.00

Following the bid opening and reading of such bids, the Engineering Department proceeded to canvass bids and the same were made available for public inspection by those present, including representatives of the parties bidding. Following a review of the bids, the Chief Engineer recommended that the contract be awarded to the low bidder. The scope of the work consists of construction of a temporary berm, placement of rock riprap, and dredging for the construction of the final berm. Moved by Mr. Adlum that the contract be awarded to Manson Construction & Engineering Co. in the amount of their basic bid of \$511,600.00 and that work proceed in accordance with plans and specifications. Motion unanimously carried. The completion date will be approximately September 2, 1979.

Request for authorization to award a contract to Payette Industries in the amount of \$40,933.00 and to execute a change order after entering into contract in the amount of \$4,746.00 for Rental Car Counters - Passenger Terminal Building, Sea-Tac International Airport, was presented. Payette Industries was the only firm which submitted a bid for this work, however, at the meeting of June 12, there was a controversy over the counter space allocation and the Commission requested that staff resolve the dispute to provide each of the six rental car companies with comparable space according to their original bids. The change order requested will provide for additional counter length at both the north and south locations so that each tenant will be provided with comparable lineal feet of usable counter per lease excluding the necessary access entryways. This change was the concurrence of the six rental car companies. Moved by Mr. Simonson that the contract be awarded to Payette Industries in the amount of

June 26, 1979, p. 3

\$40,933.00 and that a change order be executed in the amount of \$4,746.00, as requested. Motion unanimously carried. The completion date will be approximately August 26, 1979.

Pursuant to notice calling for bids for 1979 Electrical Replacement - Piers J, L, M, P, Q, R, and S - Shilshole Bay Marina, plans and specifications for which have been on file in the offices of the Port Commission for public inspection, the following bids were opened by staff on Tuesday, June 19, 1979 at 2 00 p.m. at the Port of Seattle offices, each of which was accompanied by a bid proposal deposit to the Commission for a sum not less than 5% of the bid

	<u>Basic Bid</u>	<u>Alternative A</u>
Clinton Electric, Inc.	\$179,453.00	\$179,453.00
Industrial Electric	287,210 00	282,410.00

Alternative A extended the contract completion time from ninety (90) calendar days to one hundred twenty (120) calendar days.

Following the bid opening and reading of such bids, the Engineering Department proceeded to canvass bids and the same were made available for public inspection by those present, including representatives of the parties bidding. Following a review of the bids, the Chief Engineer recommended that both bids be rejected and that the project be readvertised. The bid of Clinton Electric, Inc. was three minutes late in arriving for the bid opening and may be considered to be non-responsive for this reason. The one responsive bid is extremely excessive as evidenced by the price of the late bidder. The Chief Engineer explained that the absence of many bidders is due to the short contract duration period and the fact that many electrical contractors are "swamped" with work. However, due to the present situation, Engineering will increase the construction period to one hundred twenty (120) days to invite more bidders' interest. The Chief Engineer further explained that though the Commission might consider waiving the technicality of the late bid, in discussions with Mr. Clinton, it was indicated that it will take five weeks for him to get a performance bond. He further stated that in checking references, they were not acceptable, therefore, he was recommending the rejection of both bids. Moved by Mr. Adlum that both bids be rejected and the project readvertised as outlined by the Chief Engineer Mr. Clinton was present and said that his firm has been working on the bond with the accounting firm and the bonding company and have the work toward the performance bond about 90% complete at this time. He said he will be ready to submit the bond within a week. On question, the Chief Engineer said this did not change his recommendation. Motion unanimously carried.

June 26, 1979, p. 4

The Executive Director announced that, on advice of legal counsel, in the future all Public Hearings held in the course of a Port Commission meeting would be taped.

Resolution No. 2762, "A RESOLUTION of the Port Commission of the Port of Seattle amending Unit 3 of the Port's Comprehensive Scheme of Harbor Improvements and Unit 20 of the Port's Comprehensive Scheme of Harbor Improvements for the Lower Duwamish Industrial Development District, to add additional real property to each unit," was introduced. Pursuant to Notice of Public Hearing published in the Seattle Daily Journal of Commerce and The Seattle Times on June 15, 1979, as authorized by the Port Commission on June 12, 1979, the President declared the meeting a Public Hearing. There being no comment from either the Commission or the public, the President declared the Public Hearing closed. Moved by Mr. Adlum that the rules be suspended and Resolution No. 2762 be placed on final passage, the Commissioners all voting "aye" and none opposed. The President then declared the motion carried, whereupon, Mr. Adlum moved second reading and final passage and upon call of the roll, the vote was as follows Mr. Adlum, "aye", Mr. Block, "aye", Mr. Friedlander, "aye", Mr. Kotkins, "aye", Mr. Simonson, "aye". Thereupon, Resolution No. 2762 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.

Resolution No. 2763, "A RESOLUTION of the Port Commission of the Port of Seattle providing for the amendment of Unit 18 of the Port's Existing Comprehensive Scheme of Harbor Improvements applicable to Sea-Tac International Airport to add real property located at the westerly portion of Washington Memorial Park Cemetery," was introduced. Pursuant to Notice of Public Hearing published in the Seattle Daily Journal of Commerce and The Seattle Times on June 15, 1979 as required by statute and authorized on June 12, 1979 by the Port Commission, the President declared the meeting a Public Hearing. There being no comment from either the Commission or the public, the President declared the Public Hearing closed. Moved by Mr. Adlum that the rules be suspended and Resolution No. 2763 be placed on final passage, the Commissioners all voting "aye" and none opposed. Mr. Adlum then moved second reading and final passage and upon call of the roll, the vote was as follows Mr. Adlum, "aye", Mr. Block, "aye", Mr. Friedlander, "aye", Mr. Kotkins, "aye", Mr. Simonson, "aye". Thereupon, Resolution No. 2763 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.

June 26, 1979, p. 5

Resolution No. 2764, "A RESOLUTION of the Port Commission of the Port of Seattle, Washington providing for the issuance and sale of revenue bonds of the port district in the principal amount of \$55,000,000 for the purpose of providing part of the funds required to acquire, construct, install, and make certain improvements to Sea-Tac International Airport, and to the port district's harbor facilities, providing the date, form, terms, and maturities of the bonds to be issued, providing that such bonds be issued on a parity with certain outstanding revenue bonds of the port district, providing for the payment of the principal of and interest on said bonds out of the Revenue Bond Redemption Fund of the port district created by Resolution No. 2143 of the Port Commission, creating construction funds, and providing and adopting certain covenants safeguarding the payment of such principal and interest," was presented and Mr. Simonson moved second reading and final passage. Motion unanimously carried and upon call of the roll, the vote was as follows Mr. Adlum, "aye", Mr. Block, "aye", Mr. Friedlander, "aye", Mr. Kotkins, "aye", Mr. Simonson, "aye". Thereupon, Resolution No. 2764 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.

Resolution No. 2765, "A RESOLUTION of the Port Commission of the Port of Seattle declaring personal property surplus for Port District purposes and further declaring that said property should be sold or disposed of in a reasonable manner," was introduced. The items recommended for sale to the highest bidder consist of 104 items of excess plumbing materials, a 250-ton hydraulic wheel press, a diesel-electric generator unit with accessories, and other items located at Terminal 91. The estimated sale price of all the items is \$8,500.00. Moved by Mr. Block that the rules be suspended and Resolution No. 2765 be placed on final passage, the Commissioners all voting "aye" and none opposed. Mr. Block then moved second reading and final passage and upon call of the roll, the vote was as follows Mr. Adlum, "aye", Mr. Block, "aye", Mr. Friedlander, "aye", Mr. Kotkins, "aye", Mr. Simonson, "aye". Thereupon, Resolution No. 2765 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.

Request for approval of Amendment 3 to Exhibit "A", Salary and Benefit Resolution No. 2754 to add one position of Assistant Director of Accounting, was presented. Approval of this request will allow a reorganization of the Accounting Department to meet increasing demands for planning new and improved systems and strengthening the functions of customer billing and credit and collections. This will increase the authorized number of positions for this classification from 1 to

June 26, 1979, p. 6

2 The salary grade and range for the Assistant Director of Accounting position is Al-8. Moved by Mr. Simonson that authorization be granted for approval of Amendment 3 to Exhibit "A", Salary and Benefit Resolution No. 2754, as requested. Motion unanimously carried.

Moved by Mr. Adlum that Port Auditor be authorized to pay the outstanding obligations of salaries and claims against the Port of Seattle during the period April 1, 1979 through April 30, 1979, and May 1, 1979 through May 31, 1979 as evidenced by vouchers on the following funds, and that cancellation of warrants outstanding one year or more to date of Commission meeting be authorized

April 1, 1979 through April 30, 1979:

WARRANT NOS. 23388 - 24916
 P577023 - P580751

*General Fund	\$8,790,659.36
Airport Development Fund	516,842.88
Construction Fund '75	29,063.07

*Includes Promotional hosting Expense of Commissioners in the amount of \$-0-.

Cancellation of Warrants Outstanding One Year or More to date of Commission Meeting per Resolution No. 2601

General	A0004450	\$	317.64
Payroll	530976		1.47
Payroll	531413		121.21

May 1, 1979 through May 31, 1979

WARRANTS NOS. 24917 - 26754
 P580752 - P584496

*General Fund	\$8,442,240.29
Airport Development Fund	2,048,504.55
Construction Fund '75	522,810.85

*Includes Promotional Hosting Expense of Commissioners in the amount of \$72.00.

Cancellation of Warrants Outstanding One Year or More to date of Commission Meeting per Resolution No. 2601.

General	A006684	\$	29.52
Airport Development Fund	005243		3.00

Motion unanimously carried.

Capital Investment and Utilization Committee recommendation re request for authorization to prepare plans and specifications and advertise for bids for the Rehabilitation of the Underdock, Timber Aprons and Transit Shed at Pier 48, was presented. Authorization is also requested for the Chief Engineer to retain engineering firms as necessary to assist staff in the preparation of bid documents. The estimated cost, including consulting fees, is \$1,550,000.00. Alaska Marine Highways and Calista Corporation are currently leasing this pier. Calista leases the majority of the transit shed and portions of the apron not required by Alaska Marine Highways. Calista plans to use the area for the development of shops,

June 26, 1979, p. 7

restaurants, etc. The intent of this rehabilitation project is to provide a structurally sound facility, but not to develop or add to the existing facility, as Calista is responsible for development costs associated with their projected use. Moved by Mr. Adlum that authorization be granted to prepare plans and specifications and advertise for bids and retain the engineering firms as necessary to assist staff in the preparation of bid documents, as requested. Motion unanimously carried.

Capital Investment and Utilization Committee recommendation re request for authorization to prepare plans and specifications and advertise for bids for the Renovation of Levels 1 and 2-1/2 (North) and the Partial Renovation of Floor 3 at Pier 66 at an approximate cost of \$912,000.00, was presented. The scope of the work planned in this project are contained in memorandum from Chief Engineer dated June 14, 1979 and summarized as follows

Level 1 A warehouse level of finish for S&DP form storage (3,300 s.f.), Purchasing bulk storage (2,900 s.f.), Janitorial storage (350 s.f.), and general circulation area (800 s.f.). This includes all electrical and mechanical work.

Level 2-1/2 A working environment will be provided for the Print Shop (4,300 s.f.) and the Mail Room (400 s.f.). A combination shower/dressing facility (600 s.f.), a warehouse level of finish for Print Shop/Form storage (1,700 s.f.), and a mechanical room (500 s.f.) will also be provide.

3rd Floor A working environment will be provided for the Personnel Department (5,400 s.f.), the Credit Union (1,100 s.f.), and a Commissioners' Ante Room (550 s.f.). A miscellaneous storage/future expansion area (350 s.f.), and a mechanical room (400 s.f.) will also be provided

Moved by Mr. Simonson that authorization be granted the Chief Engineer as requested. Motion unanimously carried.

Capital Investment and Utilization Committee recommendation re request for authorization to increase the scope of work and expenditure for overlaying Runway 16L-34R at Sea-Tac International Airport, was presented. The revised estimate would increase the total expenditure from \$1,631,731.00 to \$2,053,879.00. In February, authorization was granted by the Commission to prepare plans and specifications and advertise for bids for overlaying Runway 16L-34R at an estimated cost of \$1,631,731.00. Upon reevaluation of the original scope of the work, it is considered necessary to increase the scope of the work to include shoulder

June 26, 1979, p. 8

stabilization at both ends of the runway to prevent erosion from aircraft engine exhaust and include other improvements as outlined in memorandum from Chief Engineer and Director of Aviation dated June 12, 1979. Because of the tight schedule, the contractor will be required to perform the work in double shifts, thereby adding to the cost. Moved by Mr. Adlum that authorization be granted to increase the scope of work and expenditure for overlaying Runway 16L-34R at Sea-Tac International Airport, as requested. Motion unanimously carried. This project is eligible for 75% F.A.A. participation.

The Chief Engineer reported that United Contractors Company has completed Contract No. 820-0119 for Development Unit No. 3 - Demolition, Paving, and Utilities - Terminal 128, and recommended that the work be accepted at this time. The work included the demolition of several small buildings and miscellaneous items. During the course of the project, the steel legs of a grain elevator a subcontractor on the project was attempting to remove, buckled, causing the entire elevator structure to fall onto the southwest corner of the adjacent steel building owned by the Port of Seattle and occupied by Modular Pacific Corporation. Modular Pacific sued the Port, United Contractors, and the subcontractor. As a result of the accident and the ensuing litigation, the Port of Seattle withheld all subsequent progress payments to United Contractors Company. There has been a settlement reached in the litigation whereby the Port will pay United Contractors Company interest at 7-1/2% from July 15, 1977 on all monies due the contractor and withheld by the Port. The total interest is \$36,583.96. As part of the settlement, the Port has waived liquidated damages on the project. The original contract proposal was \$544,589.00. Executive-authorized revisions within scope increased the contract by \$6,427.63. There was a decrease in unit costs of \$7,008.63. Including the interest payment to United Contractors, the total amount due is \$580,591.96, exclusive of Washington State Sales Tax. Moved by Mr. Block that the work be and is hereby accepted subject to the retention of 10% of the first \$100,000.00 and 5% of all amounts over \$100,000.00 for a period of thirty (30) days for filing of liens or claims, and if no liens or claims are filed, final payment is authorized. Motion unanimously carried. Approximately \$365,972.03, or 60% of the contract costs, will be reimbursed by Economic Development Administration.

The Chief Engineer reported that Howara S. Lease Construction Co. has completed Contract No. 820-0158 for the Parking Terminal Repairs - Phase 2 at Sea-Tac International Airport and recommended that the work be accepted at this

June 26, 1979, p 9

time The project included cleaning and preparing the eighth floor deck surfaces, laying new membrane and placing protective wearing course rubber asphalt paving, installing nosings as required along expansion joints to accommodate and protect the new paving, and replacing/adjusting floor drains as required to match elevation of new paved surface. The original amount of the contract was \$530,900.00. During the course of the contract, there was one Executive-authorized revision within scope to repair leaking expansion joints and floor drains at a total cost of \$13,345.00. There was also an Executive-authorized change in scope to furnish and install flashing around the bases of the eighth floor elevator cores at the Parking Terminal at a cost of \$12,576.32. Moved by Mr. Simonson that the work be and is hereby accepted, subject to the retention of 10% of the first \$100,000.00 and 5% of all amounts over \$100,000.00 (\$586,889.67, exclusive of Washington State Sales Tax), for a period of thirty (30) days for filing of liens or claims, and if no liens or claims are filed, final payment is authorized. Motion unanimously carried.

A lease between the Port of Seattle and Hurlen Construction Co. for a period of forty-seven (47) days beginning July 15, 1979 and ending August 30, 1979 was presented. The area to be leased is 43,560 sq. ft. of land area located in the northwest portion of Terminal 128. The monthly rental for this property will be \$1,524.60. Lessee shall also be responsible for charges on the tariff when the camels are launched and the barge slip is used. Moved by Mr. Adlum that the President and Secretary be and they are hereby authorized to execute the lease on behalf of the Port of Seattle. Motion unanimously carried.

Request for approval and execution of Luggage Cart Concession Agreement with R & R International Enterprises, Inc. at Sea-Tac International Airport, was presented. This agreement would supersede a previous agreement with the same concessionaire who has been operating at the Airport since December 15, 1972. The term would be year-to-year commencing January 1, 1979 for a maximum term of five (5) years. The concession fees would be 15% of gross revenue on a net cart usage fee of \$0.75, or a \$350.00 per month minimum. This agreement was presented to the Port Commission in February of this year and failed to receive the required approval. Commission discussion centered around whether luggage cart service should be provided at no cost to the air traveler at Sea-Tac as provided in many European airports. Staff has conferred with the chairman of the Airline Negotiating Committee who believes that luggage carts should not be provided free to the traveling public because there would be no incentive to return carts to the vending racks. Additionally, the decreased revenue and increased expense would increase the passenger terminal rates to the airlines. The 1979 estimated revenue

June 26, 1979, p. 10

to the Port from this concession is \$10,000.00, and the expense would be approximately \$43,000.00 per year, plus the capital expense of purchasing luggage cart equipment. Moved by Mr. Simonson that the President and the Secretary be and they are hereby authorized to execute the Luggage Cart Concession Agreement with R & R International Enterprises, Inc. as presented, on behalf of the Port of Seattle, subject to receipt of acceptable surety Motion carried, Mr. Friedlander and Mr. Kotkins voting "no".

The Executive Director commented on the money-changing machines which have been installed at the Airport and return only \$0.90 for each \$1.00 deposited. It appears these have been put in by R & R International Enterprises, but on question, the Aviation Department advised they had been installed by Tele-Trip Insurance. Mr. Ford asked that the staff investigate the possibility of the Port installing money-changing machines that would return dollar for dollar. The President suggested that Host be asked to look into this matter. The Commission will be kept advised.

There being no further items to come before the formal meeting, the President called for items for the Staff Review Session.

STAFF REVIEW SESSION

1. The Commission was advised that the contracts between the Port and Seattle Crescent Container Service--Agreement for Containership Stevedoring and Terminal Services between Vessel Stowage and Inland Carriers, and Agreement for Operation Container Freight Station--are due to expire July 10, 1979. It is requested that the contracts be extended until August 31, 1979 to allow sufficient time to prepare bid documents, advertise, receive, and evaluate bids and award the contract. Mr. Ford noted that although formal bidding was not necessarily a legal requirement, the Port, as a matter of policy, wanted to insure a competitive selection process. The new contract would remain in effect until December 28, 1980. A review board, composed of five Port staff members will convene to analyze the bids and select the most qualified bidder based upon experience and bid rates and conditions submitted. Moved by Mr. Simonson that authorization be granted to extend the present two contracts until August 31, 1979 and to proceed as outlined in memorandum from Manager, Marine Terminals dated June 25, 1979. Motion unanimously carried.
2. The Executive Director reported on the deregulation of taxicabs and the effect it is having on cabs operating at the Airport. He said the City and the County have deregulated the fares and different companies have different

rates. He said he has heard a rumor that some of the cab companies propose to put a \$2 00 surcharge on all pick-ups at the Airport. The new rates will not be in effect until July 12, so we cannot be certain that this is a fact. Some companies are going to have a surcharge based on filing tariffs. If this should be the case, the staff will be back to the Commission to discuss an exclusive contract with one company at the Airport. Mr. Adlum said he had heard the rumor also but that the surcharge would be \$5 00. The Executive Director suggested writing a letter to all of the cab companies as well as the City and the County advising them if any discriminatory tactics were practiced against Sea-Tac, that the Port of Seattle would negotiate an exclusive contract. The Commission agreed some action should be taken, but this will be held in abeyance until the facts are verified.

3. The Executive Director reported that he had received the figures for the Consumer Price Index published by the Bureau of Labor Statistics for the Seattle area for the period between November 30, 1978 and May 31, 1979. This amounts to 4.32%. This increase can be granted to all employees and the Port will still be within the wage price guidelines. The increase will be implemented retroactive to June 3, 1979. There were no objections from the Commission in following the guidelines of the Salary and Benefit Resolution No. 2754, which was adopted December 13, 1978.
4. The Senior Director, Finance and Administration reported that the State Auditor had questioned the expenses relating to the repatriation of former Port of Seattle Representative in Hong Kong, Dwight Scarbrough, for the year 1977. He stated there was no doubt that an agreement had been made between Mr. Scarbrough and the Port, however, it apparently was not documented in writing. Commissioners Friedlander and Kotkins indicated they felt the expenses claimed in connection with the repatriation were excessive and should not have been allowed. The Senior Director said his understanding with the Auditor's office was that the reimbursement of the expenses to Mr. Scarbrough would be acceptable if this expenditure were approved by the Port Commission. Moved by Mr. Simonson that retroactive approval be granted of the expenditures. Motion carried, Mr. Friedlander and Mr. Kotkins voting 'no'.
5. The Senior Director, Finance and Administration reviewed with the Commission their action at the March 13, 1979 meeting in which they authorized the Executive Director to accept a compromise settlement offer from Lykes

June 26, 1979, p. 12

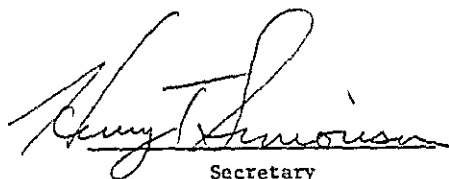
Brothers Steamship Co , Inc. in the approximate amount of \$58,000 00. This related to debts incurred by the vessels AIRZONA, MAINE, and NEVADA which were previously owned by States Steamship Co. The staff advised the Commission at that time they would retain the right to file a claim in the bankruptcy proceedings for the remaining amount owed on the three vessels. Lykes Brothers has returned the "Partial Agreement" suggested by the Port of Seattle with the advice it considers this agreement unacceptable. It was therefore moved by Mr. Adlum that approval be given to accept the approximate amount of \$58,000.00 (\$0.55 on the \$1.00) in full satisfaction of all debts incurred by the vessels ARIZONA, MAINE, and NEVADA. Motion unanimously carried.

- 6 The Director of Real Estate said he would like to give a status report on the operation of the floral cart concession at Sea-Tac International Airport. A month-to-month Concession Agreement with Tomi's Flower Shop was executed in December. This agreement called for the concessionnaire to pay \$100 00 per month minimum per cart, plus \$50.00 per month for overnight storage, or 10% of the gross revenue, whichever is greater. He advised the business is increasing each month. In December, the monthly gross was \$1,733.42, in January, \$6,064.14, in February, \$7,224.39, in March, \$8,966.76, and for the month of May was \$10,655.00. Host International held the right to sell flowers at the Airport under its exclusive concession agreement, however, this right was waived by Host to allow the Port to enter into a direct contract with a minority florist

Patricia Davis, representing the League of Women Voters, asked what the objection was to taping the entire session of the Port Commission meeting. This inquiry was a result of an earlier announcement by the Executive Director that in the future, the Public Hearing portions of the meetings would be taped. She was advised that there was no legal requirement to tape the sessions and that the cost factor could become quite an item as sometimes the meetings were very lengthy.

The President then announced the date of the next regular meeting on July 10, 1979 at 2 00 p.m.

There being no further business, the meeting adjourned


Secretary