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THIS IS COMMISSIONER VICE PRESIDENT SAM CHO RECONVENING THE REGULAR MEETING OF JULY 26, 2022. THE TIME IS 12:05 EXACTLY. WE'RE MEETING IN PERSON TODAY AT THE SEATTLE TACOMA INTERNATIONAL AIRPORT CONFERENCE CENTER AND VIRTUALLY, VIA MICROSOFT TEAMS. COMMISSIONER CALKINS IS EXCUSED TODAY SO HE CAN ATTEND THE WASHINGTON PUBLIC PORTS AVIATION CONFERENCE, BUT THERE IS A CHANCE THAT HE COULD JOIN US AT 12:00 P.M., SO HE MAY BE HERE FOR A LITTLE BIT OF TODAY'S PUBLIC MEETING. HE SERVES AS THE PORT OF SEATTLE'S REPRESENTATIVE AND IS CURRENTLY THE VICE PRESIDENT OF THE AVIATION, SO IT WAS VERY IMPORTANT FOR AYE. TO BE ATTENDING THE CONFERENCE. CLARK, PLEASE DO A ROLL CALL OF ALL COMMISSIONERS IN ATTENDANCE TODAY. THANK YOU. BEGINNING WITH COMMISSIONER FELLEMAN. PRESENT. THANK YOU. COMMISSIONER HASEGAWA. PRESENT. THANK YOU. COMMISSIONER MOHAMED. PRESENT. THANK YOU. IT'S COMMISSIONER CALKINS ON THE LINE AND THEN COMMISSIONER CHO. PRESENT. THANK YOU. YOU DO HAVE A QUORUM HERE TODAY. THANK YOU VERY MUCH. DUE TO THE CONTINUED VIRTUAL COMPONENT OF PARTICIPATION FOR OUR MEETING, WE HAVE STAFF, EXTERNAL PRESENTERS, AND MEMBERS OF PUBLIC WHO MAY BE PARTICIPATING ON THEIR PERSONAL DEVICES OR FROM THEIR TELEPHONES. TODAY. WE'VE MADE ARRANGEMENTS TO ACCOMMODATE THIS VIRTUAL FORMAT. LATER, WE'LL TAKE PUBLIC COMMENT FROM PEOPLE WHO ARE PARTICIPATING WITH TEAMS, AS WELL AS THOSE WHO ARE IN PERSON AND WHO HAVE SIGNED UP TO SPEAK. FOR ANYONE PARTICIPATING ON MICROSOFT TEAMS, PLEASE MUTE YOUR SPEAKERS WHEN YOU ARE NOT ACTIVELY SPEAKING OR PRESENTING. PLEASE KEEP YOUR CAMERAS OFF UNLESS YOU ARE A MEMBER OF THE COMMISSIONER OR EXECUTIVE DIRECTOR PARTICIPATION VIRTUALLY OR YOU ARE A MEMBER OF STAFF IN A PRESENTATION OR ACTIVELY ADDRESSING THE COMMISSION. MEMBERS OF THE PUBLIC ADDRESSING THE COMMISSION MAY TURN ON THEIR CAMERAS WHEN THEIR NAME IS CALLED TO SPEAK. FOR ANYONE AT THE DAIS HERE TODAY, PLEASE TURN OFF THE SPEAKERS ON ANY COMPUTERS AND SOUNDS YOUR DEVICES. WHEN YOU ARE RECOGNIZED TO SPEAK, YOU WILL PRESS THE BUTTON FOR YOUR MICROPHONE TO BE AUDIBLE, AND WE'LL PRESS IT AGAINST THE SILENCE WHEN NOT ACTIVELY SPEAKING. ALL THE ITEMS NOTED HERE WILL ENSURE A SMOOTHER MEETING. THANK YOU SO MUCH FOR

COMPLYING. ALL VOTES TODAY WILL BE TAKEN BY THE ROLL CALL METHOD SINCE THERE IS A VIRTUAL COMPONENT TO THE MEETING, SO IT IS CLEAR FOR EVERYONE PARTICIPATING VIRTUALLY HOW VOTES ARE CAST. COMMISSIONERS WILL SAY AYE OR NAY WHEN THEIR NAME IS CALLED TO BE EQUITABLE, I ASK THAT ALL COMMISSIONERS WAIT TO BE RECOGNIZED BEFORE SPEAKING. WE ARE MEETING ON THE ANCESTRAL LANDS AND WATERS OF THE COAST SALISH, PEOPLE WITH WHOM WE SHARE A COMMITMENT TO STEWARD THESE NATURAL RESOURCES FOR FUTURE GENERATIONS. THE MEETING IS BEING DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT WEBSITE AND MAY BE REBROADCAST BY KING COUNTY TELEVISION. PLEASE STAND OR JOIN US FOR THE PLEDGE OF ALLEGIANCE.

I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA AND TO THE REPUBLIC.

EXCELLENT. BEFORE WE COMMENCE AND CONTINUE ON OUR AGENDA. I JUST REALLY WANTED TO QUICKLY CALL OUT ACKNOWLEDGE THAT YOU MAY NOTICE COMMISSIONER HASEGAWA TODAY WEARING SUNGLASSES. AND THIS IS CERTAINLY NOT BECAUSE SHE WANTS TO BE LESS ENGAGING WITH THE PUBLIC OR LESS ENGAGED WITH TODAY'S MEETING, BUT BECAUSE SHE HAD A MEDICAL PROCEDURE ON HER EYE WHICH REQUIRES HER TO HAVE THESE SHADES ON. AND SO PLEASE DO NOT THROW HER ANY SHADE FOR THAT.

ALL RIGHT? SHE WAS SO BRIGHT, SHE HAD TO WATCH IT. YEAH, AND SHE'S COOL IN ALL OF US. THE FIRST ITEM OF BUSINESS TODAY IS APPROVAL OF THE AGENDA. ARE THERE ANY MOTIONS TO ARRANGE THE ORDERS OF THE DAY OR ANY ITEMS TO REMOVE FROM THE CONSENT AGENDA FOR SEPARATE DISCUSSION?

OKAY, SEEING THAT, COMMISSIONERS, THE QUESTION IS NOW ON APPROVAL OF THE AGENDA. IS THERE A MOTION TO APPROVE THE AGENDA? SECOND, THE MOTION WAS MADE. AND SECONDED, IS THERE ANY OBJECTIONS TO THE APPROVAL AGENDA AS PRESENTED? HEARING NONE. THE AGENDA IS APPROVED.

ALL RIGHT. NEXT ON OUR AGENDA IS THE EXECUTIVE DIRECTOR SUPPORT. EXECUTIVE DIRECTOR METRUCK. TAKE IT AWAY. GOOD AFTERNOON, COMMISSIONERS. TODAY WE CELEBRATE 32 YEARS OF THE AMERICAN WITH DISABILITIES ACT. THIS LANDMARK LEGISLATION PROHIBITS DISCRIMINATION AGAINST PEOPLE WITH DISABILITIES, ENSURING ACCESS TO TRANSPORTATION, EDUCATION AND OTHER PUBLIC SERVICES. AS OF 2022, APPROXIMATELY ONE IN FOUR ADULTS IN THE UNITED STATES LIVE WITH A DISABILITY. THE PORT OF SEATTLE IS MAKING PURPOSEFUL EFFORTS TO BRING DOWN FERRIES AND ENSURE ACCESSIBILITY TO THE

PORTS, FACILITIES AND INFORMATION SERVICES. AS YOU HEARD ABOUT IN OUR LAST COMMISSION MEETING ABOUT MAKING THOSE MORE ACCESSIBLE, WE ARE COMMITTING TO MAKING SEATTLE TACOMA INTERNATIONAL AIRPORT THE MOST ACCESSIBLE AIRPORT IN THE NATION. AMONG MANY EXAMPLES, WE ARE NOW PROUD OF OUR VERY POPULAR SENSORY ROOM IN SUNFLOWER LANYARDS, WHICH ALLOWS TRAVELERS WITH HIDDEN DISABILITIES TO LET AIRPORT STAFF KNOW THAT THEY MAY NEED A LITTLE EXTRA HELP OR EXTRA PATIENCE. LAST MONTH, WE SHARED WITH THE COMMISSIONER IMPROVEMENTS TO THE PORT'S WEBSITE AND COMMISSION PORTAL I WAS MENTIONING. THIS MONTH, WE ARE PROMOTING ACCESSIBILITY FEATURES AT THE AIRPORT THROUGH A BLOG POST, ADVERTISING, EMAIL MARKETING AND SOCIAL MEDIA. THANK YOU FOR CELEBRATING ADA AWARENESS DAY WITH US. IN ORDER TO ADVANCE OUR SUSTAINABILITY WORK, IT IS IMPORTANT FOR US TO SHARE BEST PRACTICES WITH LIKE MINDED PORTS HERE IN THE US. AND AROUND THE WORLD. TO THIS END, I WAS HONORED TO REPRESENT THE PORT OF SEATTLE AT THE INCH ON INTERNATIONAL OCEAN FORUM. HELD VIRTUALLY LAST WEEK IN KOREA. THIS CONFERENCE BROUGHT TOGETHER PORT LEADERS, SHIPPING EXECUTIVES, LOGISTICS EXPERTS, AND ENVIRONMENTAL LEADERS FROM AROUND THE WORLD. THE TOP PRIORITY WAS DEVELOPING STRATEGIES TO ACHIEVE SUSTAINABILITY IN THE MARITIME INDUSTRY. IN MY PRESENTATION, I FOCUSED ON THE PORT OF SEATTLE'S LONG HISTORY OF ENVIRONMENTAL, SOCIAL AND GOVERNMENTAL ACHIEVEMENTS TO PROTECT AIR AND WATER QUALITY AS WE PROVIDE IMPORTANT ECONOMIC BENEFITS TO THE COMMUNITY. I DESCRIBED OUR INDUSTRY LEADING NORTHWEST PORTS CLEAN AIR STRATEGY, WHICH SETS OUT A VISION TO BE ZERO EMISSION BY 2050, AND OUR MARITIME, AIR AND CLIMATE ACTION PLAN I WAS VERY EXCITED TO SHARE THE INITIAL PROGRESS IN OUR WASHINGTON, BRITISH COLUMBIA, ALASKA GREEN CORRIDOR EFFORTS. WITH OUR GROUP OF FIRST MOVERS, WE'RE EXPLORING THE FEASIBILITY OF A GREEN CORRIDOR TO TEST ZERO EMISSIONS SHIPS AND STRATEGIES FOR TRANSITIONING THE INDUSTRY TO ZERO CLIMATE AND AIR EMISSIONS. ON THE SUBJECT OF THE GREEN CORRIDOR INITIATIVE, WE'RE OFF TO A STRONG START TOMORROW. WE ARE CONVENING THE SECOND MEETING OF THE PORTS, INDUSTRIES AND DECARBONIZATION EXPERTS WHO IN MAY THIS YEAR COMMITTED TO JOIN US IN EXPLORING A GREEN CORRIDOR FOR CRUISE SHIPS TO ALASKA. THE PARTNERS WILL BEGIN DISCUSSIONS ABOUT AN ORGANIZATIONAL STRUCTURE FOR THE PARTNERSHIP THAT

ALLOWS FOR CLEAR DECISION MAKING, INFORMATION SHARING AND STAKEHOLDER PARTICIPATION. THEY'LL ALSO DISCUSS DEVELOPMENT OF THE PROJECT CHARTER. WE'LL REPORT TO YOU ON THE PROGRESS OF THIS MEETING AND THE RATE AFTER WE COMPLETE IT. SPEAKING OF CRUISE, WE'RE IN THE MIDDLE OF A VERY SUCCESSFUL CRUISE SEASON AND YOU MAY HAVE HEARD THAT THE CENTER'S DISEASE CONTROL AND PREVENTION LAST WEEK UPDATED ITS COVID-19 GUIDELINES FOR CRUISE SHIPS. AMONG THE CHANGES THAT ARE WHILE REPORTING OF INFECTIONS IS STILL REQUIRED, THE COLOR CODING SCHEME WILL NO LONGER BE USED. SOME PREVIOUSLY MANDATORY PROTOCOLS ARE NOW ONLY RECOMMENDED AS WELL. WHILE THE SEVERITY OF THE PANDEMIC MAY HAVE EASED, THE DISEASE IS STILL VERY MUCH WITH US. WE'VE HAD CONVERSATIONS WITH OUR CRUISE LINE PARTNERS AND THEY SHARE OUR COMMITMENT TO THE PROTOCOLS THAT PROTECT THE HEALTH OF CUSTOMERS CREW IN THE COMMUNITY. HERE IN KING COUNTY, WE STILL SEE MEDIUM TRANSMISSION FOR COVID LEVELS DESPITE HIGH POSITIVE TEST RESULTS. WITHIN THE COMMUNITY, MORE PEOPLE ARE TESTING POSITIVE WITH COVID-19, BUT THE SEVERITY OF THE ILLNESS IS LOWER THAN PREVIOUSLY SEEN. WITH THE ORIGINAL VIRUS IN THE DELTA VARIANT OF 2021, THE PORT STRONGLY RECOMMENDS USE OF MASKS IN INDOOR PUBLIC SPACES. AS YOU KNOW, THE TSA HAS REINSTATED A MASK MANDATE FOR ITS STAFF AT THE AIRPORT. WE'LL CONTINUE TO UPDATE THE COMMISSION IN THE PUBLIC OF ANY CHANGES IN PROTOCOLS MOVING FORWARD. THE PORT REACHED AN IMPORTANT MILESTONE LAST SATURDAY WITH A VERY SUCCESSFUL GRAND OPENING OF THE DUWAMISH RIVER PEOPLE'S PARK. WE NOT ONLY HAVE CREATED 14 ACRES OF NEW RIVER HABITAT AND PUBLIC ACCESS, THE PARK PERMANENTLY SYMBOLIZES OUR STRONG PARTNERSHIP WITH THE RIVER COMMUNITY, WHICH HELPS SHAPE THE KEY ELEMENTS OF THE PROJECT. WE HAD A GREAT TURNOUT TO CELEBRATE THE OPENING WITH OUTSTANDING ENTERTAINMENT, FOOD, CULTURAL EXHIBITS AND KAYAK TOURS OF THE RIVER. WE CAN ALL BE PROUD OF OUR COLLECTIVE EFFORTS TO CREATE A LEGACY OF ENVIRONMENTAL STEWARDSHIP FOR YEARS TO COME. THE PROJECT WAS A COLLABORATIVE EFFORT THAT INVOLVED TEAMS THROUGHOUT THE PORT, INCLUDING ENVIRONMENTAL, CONSTRUCTION, MANAGEMENT, LEGAL, FINANCIAL AND EXTERNAL RELATIONS. CONGRATULATIONS TO ALL THAT WERE THERE. I KNOW YOU CONTRIBUTED TO THE PROJECT. LOOKING FORWARD WE ARE LOOKING FORWARD TO THE LAUNCH OF THE REGULAR FERRY SERVICE OF A TEST BASIS BETWEEN DES

MOINES MARINA AND SEATTLE STARTING IN AUGUST 10. THE VESSEL WILL BE THE 65 FT CHILKAT EXPRESS WITH CAPACITY OF 63 PASSENGERS AND WILL BE DOCKING AT PIER 66. THIS PILOT PROGRAM, AUTHORIZED BY THE DES MOINES CITY COUNCIL, WILL OFFER FOUR SAILINGS A DAY AND RUN FOR ABOUT NINE WEEKS THROUGH OCTOBER 9 TO TEST THE CONCEPT OF A REGULAR SERVICE FROM DES MOINES TO SEATTLE. THE FERRY SERVICE CONCEPT COMES OUT OF THE CITY'S EXTENSIVE REDEVELOPMENT, DES MOINES MARINA, AND A SAILING LAST SEPTEMBER TO SEATTLE, WHICH I WAS ON, WHICH WAS VERY WELL RECEIVED, AND I THINK OTHER COMMISSIONERS WERE ON THAT AS WELL FROM THAT SAILING FROM DES MOINES. WE WISH THEM WELL ON THIS EFFORT THAT MAY CONTRIBUTE TO REMOVING VEHICLES FROM OUR CONGESTED ROADWAYS.

COMMISSIONERS AND SAD NEWS I'D LIKE TO TAKE A FEW MOMENTS TO NOTE THE PASSING OF LONGTIME DES MOINES LEADER AND COMMUNITY MEMBER BOB SHECKLER. FORMER MAYOR SCHECKLER SERVED ON THE DES MOINES CITY COUNCIL FROM 1996 TO 2015 AND SERVED AS MAYOR FROM 2004 TO 2011. DURING AYE. TIME ON THE COUNCIL, HE WORKED TIRELESSLY TO HELP GROW DES MOINES ECONOMIC BASE, TO HELP SUSTAIN VITAL CITY SERVICES WHILE EXPANDING THE CITY'S TAX BASE AND PROVIDING LOCAL JOBS IN RELATION TO THE PORT, BOB WAS A STAUNCH ADVOCATE FOR AYE. COMMUNITY IN EXPRESSING CONCERNS REGARDING THE ENVIRONMENTAL IMPACTS OF THE PORT'S CONSTRUCTION OF A THIRD RUNWAY. THAT ADVOCACY HELPED IN WATER QUALITY IMPROVEMENTS FOR THE SURROUNDING COMMUNITIES IN AGREEMENT WITH THE HIGHLINE SCHOOL DISTRICT, AND HELPED GUIDE THE PORT TO MORE SUSTAINABLE APPROACHES IN THE CONSTRUCTION AND OPERATION OF SEA. HE ALSO HELPED CREATE THE HIGH LINE FORUM IN THE EARLY TWO THOUSAND S, A VENUE FOR AIRPORT AREA COMMUNITIES TO COLLABORATE ON COMMON ISSUES. IN ADDITION, IT WAS MAYOR SHECKLER'S OUTREACH TO WORK COLLABORATIVELY WITH THE PORT, WHICH RESULTED IN THE EVENTUAL DEVELOPMENT OF DES MOINES CREEK BUSINESS PARK, AN ASSET TO BOTH THE CITY OF DES MOINES AND THE PORT OF SEATTLE. I WANT TO OFFER OUR CONDOLENCES TO HIS WIFE VICKY, AND THE ENTIRE DES MOINES COMMUNITY ON AYE. PASSING. MOVING TO TODAY'S COMMISSIONER MEETING, I'D LIKE TO HIGHLIGHT A FEW ITEMS ON OUR CONSENT AGENDA. WE HAVE TWO MAJOR PROJECTS AT THE AIRPORT WHICH YOU'VE BEEN BRIEFED ON IN PUBLIC EARLIER THIS YEAR. ITEM EIGHT F IS AN AUTHORIZATION RELATED TO THE C

CONCOURSE EXPANSION. APPROVAL ALLOWS US TO ACCELERATE THE DESIGN OF THE STRUCTURAL STEEL COMPONENTS, VERTICAL CIRCULATION AND EXTERIOR WALL DESIGN. ACCELERATING THESE PROJECT ELEMENTS WILL ENABLE US TO BUY AND FABRICATE MATERIALS WITH LONG LEAD TIMES. WHILE THE DESIGN OF THE BUILDING IS STILL UNDERWAY, EARLY ACQUISITION WILL REDUCE SCHEDULE RISK AND COST UNCERTAINTY DUE TO SUPPLY CHAIN ISSUES AND INFLATION. THIS IS A STRATEGY WHICH WILL SEE US USE MORE AS WE GO INTO THE FUTURE. AS NOTED IN YOUR PREVIOUS BRIEFING, ONCE COMPLETED, THE CONCOURSE BUILDING EXPANSION PROGRAM WILL ADD NEEDED AIRPORT DINING AND RETAIL CAPACITY, PUBLIC AMENITIES, OFFICE SPACE, PREMIUM LOUNGE SPACE, AND GENERATE NON AERONAUTICAL REVENUE. ITEM 18 YOU CONSENT AGENDA IS ANOTHER ITEM YOU RECEIVED A BRIEFING ON EARLIER THIS YEAR. BAGGAGE HANDLING SYSTEMS ARE ONE OF THE MOST COMPLEX SYSTEMS YOU'LL FIND AT ANY MAJOR AIRPORT. YOU JUST WON'T SEE IT. IT IS A CRITICAL INFRASTRUCTURE THAT IS THE KEY TO A HIGH PERFORMING AIRPORT. THIS REQUEST IS FOR PRE CONSTRUCTION AUTHORIZATION OF PHASE THREE OF THE PROJECT, THE FINAL STAGE OF THE PROGRAM. WE'RE REPLACING SEVERAL SEPARATE BAGGAGE SYSTEMS WITH A SINGLE INTERCONNECTED SYSTEM THAT CAN DELIVER BAGS CHECKED IN FROM ANY TICKET COUNTER TO ANY GATE IN THE TERMINAL. THIS WILL BE GREAT FLEXIBILITY. LATER ON IN THE AGENDA, YOU'LL ALSO RECEIVE BRIEFINGS ON OUR FLIGHT CORRIDOR SAFETY PROGRAM AND OUR TOURISM RECOVERY INITIATIVE. LASTLY ON TODAY'S AGENDA, I'D LIKE TO POINT OUT ITEM A B IS AN AUTHORIZATION TO CONVEY A PORT ON CANINE TO ITS HANDLER. I'D LIKE TO THANK MERLINE AND HIS OFFICER, GERALDINE BERG, FOR THEIR SERVICE TO THE PORT AS AN EXPLOSIVE DETECTION TEAM AND CONGRATULATE MARILYN ON AYE. WELL DESERVED RETIREMENT. NOW, NEXT, SPEAKING OF THE POLICE DEPARTMENT, LASTLY, AS I CONCLUDE MY REMARKS, I WANT TO ACKNOWLEDGE A SPECIAL GUEST IN THE AUDIENCE AT OUR JUNE COMMISSION MEETING. YOU RECEIVED A REPORT ON THE ACTIVITIES OF OUR PORT OF SEATTLE POLICE DEPARTMENT. AS YOU LEARN FROM THAT BRIEFING, THE BREADTH OF THE WORK OF OUR POLICE OFFICERS IS FAR REACHING, AND THE IMPACT THAT THEY HAVE ON OUR CUSTOMERS AND THE COMMUNITY IS BEING SEEN EVERY DAY. I'D NOW LIKE TO TURN IT OVER TO INTERIM CHIEF MIKE VIA TO SAY A FEW WORDS AND INTRODUCE OUR PORT OF SEATTLE POLICE DEPARTMENT OFFICER OF THE YEAR. GOOD AFTERNOON, COMMISSIONER. THANK YOU, DIRECTOR

METRUCK. THE OFFICER OF THE YEAR IS AN AWARD THAT THE POLICE DEPARTMENT AWARDS EVERY YEAR. AND IT'S THE OFFICERS OR THE STAFF IN THE POLICE DEPARTMENT WHO NOMINATE THE OFFICER OF THE YEAR, AND THEN THEY VOTE. AND IT'S REALLY THE PEERS THEN THAT SELECT THAT PERSON. SOME OF THE CONSIDERATIONS THAT THEY NEED TO LOOK AT WHEN THEY DO THAT ONE IS PERSONAL QUALITIES, SO KNOWLEDGE, APPEARANCE, LEADERSHIP, SELF MOTIVATION, COMMUNICATION, SKILLS, PROFICIENCY AND ASSIGNMENT, WILLINGNESS TO HELP OTHERS, AND ATTITUDE. AND THEN THERE'S ALSO THE DISCHARGE OF DUTIES, WHICH INCLUDE THINGS SUCH AS DISTINGUISHED SERVICE, DEVELOPMENT OF A PROGRAM, INITIATIVE, OR EXEMPLARY BEHAVIOR. SO THERE WERE FOUR OFFICERS THAT WERE PUT IN OR NOMINATED, AND THEN IT'S MY PLEASURE TO ANNOUNCE THE COMMISSIONERS THAT OFFICER MICHELLE BRIEGEL WAS SELECTED BY HER PEERS AS THE OFFICER OF THE YEAR. A COUPLE OF COMMENTS REGARDING MICHELLE OR OFFICER BRIEGEL THAT CAME OUT OF THOSE NOMINATIONS. ONE WAS THAT SHE DEVOTED HERSELF TO ASSISTING PEOPLE WHO ARE EXPERIENCING HOMELESSNESS AND PEOPLE IN CRISIS AND CONSTANTLY SAW HER DOING THAT DURING THE COURSE OF THE YEAR. SHE IS OUR CRISIS COORDINATOR, AND SHE WAS PUT INTO THAT POSITION. SO SHE HELPS OUT IN PATROL, BUT PRIMARILY HER PRIMARY JOB IS THE CRISIS COORDINATOR. AND THERE'S A COUPLE OF DIFFERENT WELL, ACTUALLY, BEFORE I GIVE YOU SOME EXAMPLES, A COUPLE OF THINGS. SHE WORKED VERY CLOSELY WITH SEA LEADERSHIP REGARDING HOW TO ADDRESS THE ISSUE OF PERSON EXPERIENCING HOMELESSNESS OR IN CRISIS HERE AT THE AIRPORT. SHE ALSO DOES WORK OUT AT THE PORT AS WELL. AND SHE DOES IT IN SUCH A CARING AND COMPASSIONATE MANNER THAT REALLY EXEMPLIFIES WHAT WE'RE LOOKING FOR IN OUR OFFICERS. SHE WENT DOWN AND REVIEWED THE LAX AND HOW THEY DEAL WITH THIS PARTICULAR ISSUE AND THE TEAMS THAT THEY'VE PUT TOGETHER AND BROUGHT SOME OF THAT KNOWLEDGE BACK HERE TO SEA. AND REALLY THIS PAST YEAR ESPECIALLY, SHE DID A PRESENTATION AT THE AAA CONFERENCE. AND COMING OUT OF THAT PRESENTATION, A LOT OF AIRPORTS ARE NOW RECOGNIZING US AS THE MODEL. AND SO YOU DON'T NEED TO GO TO LAX, COME TO SEA. WE'LL SHOW YOU HOW IT'S DONE. BECAUSE WHAT OFFICER BRIEGLE HAS DONE, THERE ARE NUMEROUS PEOPLE THAT SHE HAS HELPED THROUGHOUT THE AIRPORT AND ALSO THE SEAPORT AND ON OUR PROPERTIES. A COUPLE OF EXAMPLES THAT REALLY RESONATED WAS ONE WAS THAT SHE COULD TELL YOU MORE

ABOUT THE STORY LATER, BUT THERE'S A FEW DIFFERENT ONES. BUT ONE WAS A STICK TO MY NOTES HERE. ALL RIGHT. SHE ACTUALLY PAID FOR A HOTEL FOR A MOM AND FOUR KIDS THAT WERE HERE. THEY WERE UNSALTED. SHE THEN WORKED WITH THE MOBILE CRISIS TEAM, KING COUNTY MOBILE CRISIS TEAM AND OTHER SOCIAL SERVICES TO SECURE ASSISTANCE. AND THAT'S ONE OF THE THINGS THAT MICHELLE'S BACKGROUND BEFORE COMING HERE TO THE AIRPORT AS A POLICE OFFICER WAS THAT SHE WAS WORKING IN THAT REALM OF SOCIAL SERVICES WITHIN KING COUNTY. SO I ALREADY HAD A LOT OF NETWORKS, BUT REALLY HAS LEVERAGED THOSE NETWORKS AND THOSE SOCIAL SERVICES TO BE ABLE TO GET HELP FOR PEOPLE THAT ARE IN REALLY DIRE SITUATIONS. ANOTHER ONE WAS A PERSON THAT WE HAD MULTIPLE CONTACTS WITH HERE AT THE AIRPORT. MICHELLE HAD, OFFICER BRIEGLE HAD ASSISTED ON PREVIOUS OCCASIONS, BUT SHE KEPT COMING BACK. AND EVENTUALLY SHE WAS ABLE TO, WITH THE NETWORKS THAT SHE HAS IN THE SOCIAL SERVICES, WORK OUT A SITUATION WHERE THAT PERSON RECEIVED THE MORE LONG TERM HELP THAT THEY NEEDED AND REALLY HASN'T I DON'T KNOW IF THEY'VE BEEN BACK SINCE THAT TIME HER FAMILY CAME AND GOT HER AND TOOK HER BACK TO HER HOME STATE OF ALABAMA. AND SO ANYWAY, BUT AGAIN, REALLY HELP THAT SITUATION. I REMEMBER READING THROUGH THAT EMAIL AND JUST MYSELF THINKING AND LOOKING AT THAT IN MY OPINION, AND IT'S PROBABLY NOT THE ONLY PERSON, MICHELLE PROBABLY SAVED HER LIFE. I MEAN, HOW SHE CONTINUED IN THAT SITUATION THAT SHE WAS IN. OFFICER BRIEGEL WAS ALSO THE WINNER OF THE 2021 AND 2022 OUTSTANDING WOMAN OF THE PORT OF SEATTLE. AND SO CONGRATULATIONS TO THAT. SO ANYWAY, I COULD GO ON AND ON. I KNOW YOU HAVE A LOT OF OTHER BUSINESS TO CONDUCT, BUT IT IS MY PLEASURE TO BE ABLE TO AGAIN INTRODUCE OFFICER BRIEGEL. AND AS THE OFFICER OF THE YEAR, THIS AWARD, JUST BEING NOMINATED FOR IT WAS A GREAT HONOR OF THE GROUP THAT WAS NOMINATED. EVERY OFFICER IS OUTSTANDING AND DEDICATES A LOT OF THEIR TIME TO JUST BETTERING THE DEPARTMENT AND DOING THEIR JOB THE BEST THAT THEY CAN. SO IT WAS A REALLY COMPETITIVE GROUP. BEING AWARDED OFFICER OF THE YEAR MEANS A LOT TO ME BECAUSE IT SHOWS THAT MY PEERS, MY COWORKERS, RECOGNIZE THE WORK THAT I DO AND THEY VALUE IT. AND I LOVE WHAT I'M DOING RIGHT NOW AS A CRISIS COORDINATOR, AND I APPRECIATE THE OPPORTUNITY TO BE ABLE TO DO THAT WITH

SEATAC AND THE CCARES GROUP AND IN THE DEPARTMENT AND THE AWARD. IT'S A GREAT HONOR. SO THANK YOU FOR RECOGNIZING IT TODAY.

EXCELLENT. WELL, FIRST OF ALL, THANK YOU, OFFICER BRIEGAL, FOR YOUR TERRIFIC WORK HERE AT THE PORT OF SEATTLE. AND I ALSO WANT TO THANK THE EXECUTIVE DIRECTOR, METRUCK AND CHIEF, CONGRATULATIONS TRULY FOR BEING SELECTED BY YOUR PEERS FOR THIS HONOR AND RECOGNITION. AND I THINK IT'S SAFE TO SAY THAT THE COMMISSION SHARES IN THIS RECOGNITION AND THANK YOU FOR YOUR SERVICE AND DEDICATION. COMMISSIONER, LET'S JUST ONE MORE TIME JOIN ME IN AN APPLAUSE. THANKS FOR MICHELLE BEAGLE. THANK YOU. YEAH, ABSOLUTELY. GO AHEAD. I JUST WANT TO SAY, REALLY, A MAJOR THANKS, AND IT'S SPECIFICALLY WHAT POLICE DEPARTMENTS AROUND THE COUNTRY ARE BEING ASKED TO DO. I MEAN, YOU ARE AT THE CUTTING EDGE. YOU'RE SHOWING THE MODEL THAT EVERYBODY NEEDS TO UNDERSTAND THAT THE COMPASSIONATE ENFORCEMENT IS GOING TO MAKE US THAT MUCH GREATER. SO, I MEAN, IT'S EASY TO TALK ABOUT IT. THE FACT THAT WE HAVE ONE OF OUR OWN DOING IT, IT'S GREATLY APPRECIATED. AND SO IT'S ALSO, I THINK, ONE OF THE REASONS WE WON THIS RECENT SKYTRACK AWARD. I THINK IT WAS PART OF OUR HANDLING OF THE DIVERSITY OF PUBLIC THAT WE HAVE TO JOIN US THROUGH OUR AIRPORT. SO, ANYWAY, I JUST WANTED TO SAY A QUICK WORD BECAUSE IT IS SO IMPORTANT THESE DAYS THAT WE HAVE SUCH EXAMPLES TO POINT TO. ABSOLUTELY.

OFFICER BRIEGEL, I HAVE WAITED SO LONG TO HAVE THE HONOR OF MAKING YOUR ACQUAINTANCE EVEN BEFORE YOU WERE NOMINATED AND GIVEN THIS AWARD. YOUR REPUTATION AMONG OFFICERS AND DIRECT MENTAL HEALTH PROFESSIONALS PRECEDES YOU. YOUR INFLUENCE IN EVOLVING THIS PROFESSION TOWARDS ONE THAT IS CARE CENTRIC FOR COMMUNITY IS EXACTLY WHAT'S GOING TO ATTRACT PEOPLE TO THIS PROFESSION. AND YOUR IMPACT HAS CLEARLY SAVED LIVES, BUT ALSO INFLUENCED THE PEOPLE WITH WHOM YOU WORK. A POINT OF PERSONAL PRIVILEGE. MY MOTHER IS A DIRECT MENTAL HEALTH PROFESSIONAL, AND EVEN BEFORE I GOT HERE, SHE TOLD ME, KEEP YOUR EYES OUT FOR OFFICER BRIEGEL. SHE IS THE BEST OF THE BEST. AND IT DIDN'T TAKE ME MORE THAN A COUPLE OF MONTHS TO SEE YOU WIN AN AWARD ON BEHALF OF THE PORT OF SEATTLE FOR YOUR INFLUENCE HERE IN THE PORT COMMUNITY. SO TO SEE YOUR NAME AND YOUR STORY TOLD IN THE POS PD ANNUAL REPORT, I THINK WAS SO IMPORTANT TO MEMORIALIZE THAT LEGACY,

BUT TO LIFT YOU UP AND HONOR YOU HERE TODAY IS TRULY OUR PRIVILEGE. SO THANK YOU SO MUCH FOR YOUR WORK AND CONTRIBUTIONS TO THE COMMUNITY HERE AT SEATAC IN THE PORT OF SEATTLE. I'M HONORED. THANK YOU. EXCELLENT. THANK YOU VERY MUCH. EXECUTIVE DIRECTOR METRUCK, ANY ADDITIONAL COMMENTS BEFORE WE PROCEED WITH THE AGENDA? OFFICER. MY THANKS FOR JOB WELL DONE TOO. OFFICER BRIEGLE. AND I THINK ONE THING THAT YOU MENTIONED THIS IS GOING TO PROBABLY MATTER. GENERAL COUNSEL NERVOUS OR EARLY FINANCE. BUT I HEAR WHEN YOU USE MONEY OUT OF YOUR POCKET TO DO THAT. I KNOW BEFORE I'VE TRIED TO SEE SO MANY TIMES THAT MAKES A DIFFERENCE IN THEIR LIVES AND I DEEPLY APPRECIATE THAT AND WE'VE TRIED AND I'VE BEEN UNSUCCESSFUL BEFORE TO HAVE A PROGRAM THAT PUTS SOME RESOURCES RATHER THAN USING YOUR OWN RESOURCES TO DO THAT. I DON'T KNOW HOW TO DO IT YET, BUT JUST WHEN I HEAR THAT ABOUT THAT THE COMMITMENT AND YOU'RE NOT THE ONLY ONE FROM THE POLICE FORCE, THERE'S MANY OTHERS THAT HAVE DONE THAT, INCLUDING BUYING TICKETS AND EVERYTHING AND DOING ALL OF THAT. AND I'M GOING TO RENEW MY EFFORTS TO TRY TO WORK WITH OUR CRACK LEGAL TEAM AND OTHER TO FIND A METHOD. COMMISSIONER, I THINK YOU CAN AGREE TO THAT, THAT MAKES THAT RATHER THAN HAVING TO DO THE RIGHT THING OUT OF THEIR OWN FUNDS. SO THANK YOU FOR THAT. THANK YOU, SIR.

ALL RIGHT, MOVING ON IN THE AGENDA, ANYTHING ELSE? EXECUTIVE DIRECTOR METRUCK. ANY ADDITIONAL COMMENTS? THAT'S EXCELLENT. BEFORE WE MOVE FORWARD, I THINK WE HAVE A SPECIAL SHOUT OUT THAT COMMISSIONER HAMDJ WANTED TO DO AND SO I'M GOING TO HAND OVER THE MIC. THANK YOU, COMMISSIONER. VICE PRESIDENT JOE. YEAH, I JUST WOULD LOVE TO TAKE A MOMENT OF PERSONAL PRIVILEGE TO WELCOME AVI HERTZ, WHO'S IN OUR AUDIENCE TODAY. AVI IS A YOUNG PERSON WHO IS FASCINATED BY PORT OPERATIONS AND IS JOINING US TODAY TO DO A PORT TOUR. AVI WAS ALSO ONE OF THOSE YOUNG PEOPLE WHO WAS REALLY EXCITED ABOUT MY ELECTION AND WAS LOOKING FORWARD TO SEEING ME SITTING HERE ON THE DAIS. I'M REALLY HAPPY THAT YOU'RE HERE, AVI, AND YOU'LL GET TO TOUR AIRPORT TODAY. AND SO, YEAH, I JUST WANTED TO SAY WELCOME TO AVI AND AYE. FATHER ANSEL HERTZ FOR BEING HERE TODAY AND I HOPE YOU GUYS ENJOY YOUR TOUR. AMAZING WELCOME. LET ME JUST TAKE A POINT OF PERSONAL PRIVILEGE AND SAY IF YOU COULD CHOOSE MY FAVORITE POKEMON AS WELL, YOU ARE

WELCOME WITH THE PORT ANYTIME. OBVIOUSLY. WE ARE NOW MOVING ON TO COMMITTEE REPORTS. ERICA CHUNG, COMMISSION STRATEGIC ADVISOR, WILL PROVIDE THE REPORT. ERICA, I THINK YOU'RE ON MUTE. YEAH, START OVER, ERIC. THANK YOU. OKAY. GOOD AFTERNOON, VICE PRESIDENT JOE AND COMMISSIONER, THERE ARE FOUR COMMITTEE REPORTS FOR YOU TODAY. THE PORT PORTWIDE ARTS BOARD CONVENED BY COMMISSIONER FELLEMAN IN HASEGAWA MET ON JULY 13, SENIOR ARTS PROGRAM MANAGER TOMMY GREGORY INTRODUCED A NEW ARTS TECHNICIAN, PETE FLEMING, WHO HAS JOINED THE TEAM TO HELP WITH THE MAINTENANCE OF THE COLLECTION. THE BOARD RECEIVED UPDATES ON NEW ART INSTALLATIONS IN SOUTH SATELLITE AT THE AIRPORT, THE ART CONSERVATION PLAN, AS WELL AS TEMPORARY ART PROJECTS FOR FALL, WHICH INCLUDE A LITTLE FREE LIBRARY AT THE AIRPORT AND A SCHMIDT OCEAN INSTITUTE ART PIECE OF PIER 66. TOMMY SHARED THE ART FUND SPENDING WILL INCREASE FROM 2.2 MILLION IN 2022 TO 6.8 MILLION IN 2025. HE ALSO SHARED THAT THE ARTS FUND FROM CAPITAL IMPROVEMENT PROJECTS AT THE AIRPORT ARE NOT SITE SPECIFIC BUT ARE PULLED AND ALLOCATED BASED ON PROJECTS. BOARD MEMBERS ASK STAFF TO THINK ABOUT DISTRIBUTION OF OUR PUBLIC ART TO BALANCE THE NEEDS OF SPACE RELATIVE TO GATHERING WAITING SPACE VERSUS GHOST SPACES, AS WELL AS HOW TO INTEGRATE ART TO TELL A STORY AT THE AIRPORT. AT THE JULY 13 WATERFRONT AND INDUSTRIAL LANDS COMMITTEE MEETING, CO CHAIRS FELLEMAN AND HASEGAWA RECEIVED UPDATES ON THE CITY OF SEATTLE'S INDUSTRIAL LAND AND MARITIME STRATEGY, THE SEATTLE DEPARTMENT OF TRANSPORTATIONS PLAN AND SEATTLE WATERFRONT REDEVELOPMENT. HIGHLIGHTS INCLUDED DISCUSSIONS ABOUT MAINTAINING INDUSTRIAL LANDSCAPE MOBILITY, TRUCK PARKING AND MULTIMODAL USE OF ALASKAN WAY. COMMISSIONER FELL IN AND PROVIDED POLICY GUIDANCE ON EACH PRESENTATION, AND THERE WERE NO RECOMMENDATIONS TO THE COMMISSION. COMMISSIONERS MOHAMED AND CHO MET ON JULY 19 AS PART OF THE AVIATION COMMITTEE AND DISCUSSED TWO ITEMS DRIVER IMPROVEMENTS FOR THE SOUTH 160, THE PORT AND A PROPOSED PATH FORWARD FOR THE TAXI PROGRAM. COMMISSIONERS ARE SCHEDULING A SITE VISIT ON SOUTH 160TH. THE COMMITTEE WERE BRIEFED ON AND AGREED IN PRINCIPLE WITH THE STAFF RECOMMENDATION FOR THE TAXI PROGRAM PATH FORWARD AND HAVE REQUESTED ROBUST CONSIDERATION OF DRIVER AND COMMUNITY INPUT AS THE FINAL PLAN IS

DEVELOPED. ON JULY 15, COMMISSIONER SEAN MOHAMED CONVENED THE EQUITY AND WORKFORCE DEVELOPMENT COMMITTEE. COMMISSIONER RECEIVED AN UPDATE ON THE STATUS OF THE MARITIME YOUTH CAREER LAUNCH PROGRAM, INCLUDING THE PROGRAMS, STAFFING AND IMPLEMENTATION PLAN AND OVERALL STRATEGIC PLAN. COMMISSIONERS ASKED CLARIFYING QUESTIONS REGARDING SELECTION CRITERIA FOR THE FOUR ORGANIZATIONS THAT WILL BE AWARDED UP TO \$1 MILLION EACH THROUGH A COMPETITIVE RFP PROCESS. NEXT, COMMISSIONERS RECEIVED AN UPDATE AND GAVE THEIR INPUT REGARDING THE ONGOING PORT WIDE EQUITY AND BUDGETING EFFORTS. DEPARTMENTS ACROSS THE PORT ARE USING THE EQUITY AND BUDGETING PLAYBOOK AND ANSWERING AN ASSOCIATED LIST OF EQUITY RELATED QUESTIONS IN THE CREATION OF THEIR BUDGET PROPOSAL. THE COMMITTEE RECOMMENDED THAT COMMISSIONER INCLUDE ANSWERS TO THESE FIVE EQUITY RELATED QUESTIONS IN THE ONE PAGES FOR THEIR OWN BUDGET PROPOSALS AND THAT STAFF INCLUDE AN UPDATE ON PORT WIDE EQUITY AND BUDGETING EFFORT AT THE UPCOMING BUDGET RETREAT. THE SUSTAINABILITY, ENVIRONMENT AND CLIMATE COMMITTEE, SCHEDULED FOR JULY 19, WAS CANCELED AND THEN THE NEXT COMMITTEE MEETING IS SCHEDULED FOR AUGUST 16. ALSO SCHEDULED FOR AUGUST 16 COMMITTEE MEETINGS ARE AVIATION COMMITTEE AND EQUITY AND WORKFORCE DEVELOPMENT COMPANY. THIS CONCLUDES MY REPORT. THANK YOU. THANK YOU, ERICA, AND THANK YOU FOR THAT REPORT. CLEARLY A LOT OF WORK BEING DONE. ARE THERE ANY FOLLOW UP QUESTIONS REGARDING COMMITTEES? IF SO, PLEASE INDICATE IF YOU WOULD LIKE TO SPEAK. SEEING NONE, WE'LL GO AHEAD AND MOVE ON TO THE NEXT ITEM IN THE AGENDA, WHICH IS PUBLIC COMMENT. VICE PRESIDENT, BEFORE YOU CONTINUE, I JUST WANT TO KNOW FOR THE RECORD THAT COMMISSIONER CALKINS HAS JOINED US. OH, EXCELLENT. WELCOME, COMMISSIONER CALKINS. WE ARE JUST ABOUT TO GO INTO PUBLIC COMMENT. I'M GOING TO READ ALL THIS DESPITE THE FACT I DON'T WANT ANYONE COMMENTING. THE COMMISSION WILL NOW ACCEPT GENERAL PUBLIC COMMENT FROM THOSE WHO HAVE SIGNED UP TO SPEAK ON ITEMS RELATED TO THE PORT RENT MATERIALS PROVIDES. THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE CLERK HAS A LIST OF THOSE PREPARED TO SPEAK. WE ARE TAKING COMMENTS FROM ANYONE WHO HAS SIGNED UP TO SPEAK VIRTUALLY AS WELL AS ANYONE WHO DES MOINES US IN THE CHAMBERS AS THE CLERK CALLS YOUR NAME. IF YOU'RE JOINING VIRTUALLY, PLEASE UNMUTE YOURSELF. THEN

PLEASE REPEAT YOUR NAME FOR THE RECORD. IF YOU'RE ON A TEAM'S MEETING AND YOU'RE ALSO STREAMING THE MEETING ON THE WEBSITE, PLEASE MUTE THE WEBSITE STREAM TO AVOID FEEDBACK. COMMENT TIME WILL BE LIMITED TO TWO MINUTES PER PERSON. THE TIMER WILL SHOW ON THE SCREEN FOR YOUR VIEWING AND WILL CHIME TWICE AT THE END OF THE TWO MINUTE PERIOD AT WHICH TIME ALLOWS TO CONCLUDE THE REMARKS SO THAT WE MAY HEAR FROM OUR NEXT SPEAKER. CLERK HART. PLEASE CALL OUR FIRST SPEAKER IF WE HAVE ANY. THANK YOU, MR. COMMISSION. VICE PRESIDENT. AND AS YOU NOTED, WE DID NOT HAVE ANY ADVANCED SIGN UPS. AND I'M HEARING FROM MARY CRUZ THAT WE HAVE NO SIGN UPS HERE IN THE ROOM. SO IF YOU COULD CALL FOR ANYBODY THAT MIGHT HAVE JOINED VIRTUALLY WHO MIGHT WANT TO SPEAK THAT DIDN'T SIGN UP. IS THERE ANYONE ELSE PRESENT ON THE TEAM'S CALL WHO DIDN'T SIGN UP WHO WISHES TO ADDRESS THE COMMISSION? IF SO, PLEASE STATE AND SPELL YOUR NAME FOR THE RECORD. IS THERE ANYONE IN THE ROOM WHO DIDN'T SIGN UP WHO WISHES TO ADDRESS THE COMMISSION? IF SO, PLEASE COME TO THE TESTIMONY TABLE AND STATE AND SPELL YOUR NAME FOR THE RECORD. THIS IS WHAT YOU CALL A LATE JULY COMMISSIONER MEETING. PEOPLE ARE IN THE FIELD OR COMMISSION BEING PRESIDED BY MYSELF. AT THIS TIME. I'LL ASK THE QUESTION TO PLEASE GIVE A SNAPSHOT OF ANY WRITTEN COMMENTS RECEIVED AND NO WRITTEN COMMENTS RECEIVED. ALL RIGHT, HERE IN NO FURTHER PUBLIC TESTIMONY WILL MOVE TO THE CONSENT AGENDA. ITEMS ON THE CONSENT AGENDA ARE CONSIDERED ROUTINE AND WILL BE ADOPTED BY ONE MOTION. ITEMS REMOVED FROM THE CONSENT AGENDA WILL BE CONSIDERED SEPARATELY IMMEDIATELY AFTER ADOPTION OF THE REMAINING CONSENT AGENDA ITEMS WE'VE HEARD OF NO ITEMS TO BE PULLED TODAY. AT THIS TIME, THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE CONSENT AGENDA COVERING ITEMS EIGHT, ABCDEF AND G. SO MOVED. SECOND. THE MOTION WAS MADE AND SECOND. COMMISSIONERS, PLEASE SAY I OR NO WHEN YOUR NAME IS CALLED. PRE APPROVAL OF THE CONSENT AGENDA BEGINNING WITH COMMISSIONER. FELLEMAN. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMED. AYE. THANK YOU. COMMISSIONER CALKINS. AYE, THANK YOU. AND COMMISSIONER CHO. AYE. THANK YOU. THERE ARE FIVE AYES ZERO NAYS FOR THIS ITEM. EXCELLENT. THE MOTION PASSES. MOVING ON IN THE AGENDA, WE HAVE ONE NEW BUSINESS ITEM FOR TODAY. CLARK, PLEASE READ THE ITEM INTO THE RECORD.

WE'LL THEN HEAR FROM OUR EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM. THANK YOU. THIS IS AGENDA ITEM TEN A AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO ADVERTISE AND EXECUTE A FLIGHT CORRIDOR SURETY PROGRAM 2024 PROFESSIONAL SERVICES AGREEMENT FOR TECHNICAL EXPERTISE AND SUPPORT. TO COMPLETE AERIAL OBSTRUCTION DATA COLLECTION, FIELD VERIFICATION AND OBSTRUCTION DATA ANALYSIS. TO IDENTIFY OBSTRUCTIONS AT AND AROUND SEATTLE TACOMA INTERNATIONAL AIRPORT FOR PROGRAM SCOPE REFINEMENT, TO CONDUCT ENVIRONMENTAL REVIEW AND TO EXECUTE AGREEMENTS WITH PUBLIC AGENCIES AS NEEDED FOR PURPOSES OF OBSTRUCTION MANAGEMENT FOR AN ESTIMATED COST OF PROGRAM PLANNING, DATA COLLECTION, WORK AND ENVIRONMENTAL REVIEW, AND THE AMOUNT OF \$500,000. COMMISSIONERS.

THE FAA'S PRIMARY MISSION IS FLIGHT SAFETY, WHICH INCLUDES KEEPING ARRIVAL AND DEPARTURE CORRIDORS NEAR AIRPORTS FREE OBSTRUCTIONS TO AVIATION AIRPORT OPERATORS SUCH AS THE PORT OF SEATTLE SHARE THE COMMITMENT TO SAFETY. AND THAT IS WHY SEATTLE COMA INTERNATIONAL AIRPORT HAS IMPLEMENTED THE FLIGHT CORRIDOR SAFETY PROGRAM TO IDENTIFY AND REMOVE OBSTRUCTIONS IN THE AIRPORT'S VICINITY. THROUGHOUT MY PROFESSIONAL LIFE, SAFETY HAS ALWAYS BEEN AND CONTINUES TO BE MY TOP PRIORITY. I LOOK FORWARD TO HEARING MORE TODAY ABOUT THE PROGRAM'S ACCOMPLISHMENTS TO DATE AND WHAT ABOUT THE PROGRAMS EXPECTED NEXT STEPS ARE THE PRESENTERS ARE WITH US. I SEE MARCO MELANIE, SENIOR COMMUNITY ENGAGEMENT MANAGER. AND CHRIS COLTER. THERE YOU ARE, CHRIS. PROGRAM LEADER FROM THE AVIATION PROJECT MANAGEMENT. CHRIS. GOOD AFTERNOON, COMMISSION. GOOD AFTERNOON, EXECUTIVE DIRECTOR METRUCK. I'M JOINED TODAY BY MARCO FROM EXTERNAL RELATIONS. ALSO, I HAVE SARAH COX, DIRECTOR OF AVIATION ENVIRONMENTAL, ROB PILLIS FROM OPERATIONS, AND MUNCHI WU FROM THE PROJECT MANAGEMENT GROUP BACK THERE. SO WE'RE HERE TODAY TO TALK ABOUT THE FLIGHT QUARTER SAFETY PROGRAM AND GIVE AN OVERVIEW OF THE ONGOING PROGRAM. SO, AS PART OF OUR OPERATIONS CERTIFICATE HERE AT THE PORT, WE'RE REQUIRED BY BOTH THE FAA AND THE STATE TO IDENTIFY AND CONTROL OBSTRUCTIONS. THAT'S PART OF HOW WE OPERATE THE AIRPORT. SO WE ARE WINDING DOWN THE CURRENT PHASE OF OUR PROGRAM, WHICH FOR REFERENCE WAS CALLED FLIGHT QUARTER SAFETY PROGRAM 2019. AND WE ARE JUST AT THE PLANNING STAGES OF FLIGHT QUARTER SAFETY PROGRAM 2024.

SO AS WE BEGIN THIS NEXT FIVE YEAR CYCLE, WE'RE HERE TODAY WITH THE SPECIFIC ASK FOR SOME AUTHORIZATION FOR SOME TECHNICAL RESOURCES TO HELP US IDENTIFY THE OBSTRUCTIONS THAT WILL BE PART OF THE NEXT ROUND OF THE PROGRAM AND ALSO TO BEGIN DOING SOME PLANNING WORK INTERNALLY. SO AS WE EMBARK ON THIS NEXT CYCLE OF THE PROGRAM, WE WANT TO TAKE THE LESSONS LEARNED FROM THE LAST ONE AND CARRY THESE FORWARD, ESPECIALLY WITH WHAT WORKED WELL AND WHAT DIDN'T AND WHAT WAS SUCCESSFUL. SO IN THAT NOTE, MARCO IS HERE TO TALK ABOUT THE EXISTING PROGRAM AND SOME OF THE SUCCESS WE'VE HAD THERE OF THE WORK IN THE COMMUNITY. SO WITH THAT, I'M GOING TO TURN IT OVER TO MARCO AND I'LL BE BACK WITH THE ASK LATER. THANKS A BUNCH. PRINCE COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. MY NAME IS MARCO MILANESE AND I AM THE COMMUNITY ENGAGEMENT MANAGER HERE AT SEA. AND I'M PART OF THE EXTERNAL RELATIONS TEAM. WE GO TO THE NEXT SLIDE TO SUM IT UP IN ONE SENTENCE. THE FLIGHT CORRIDOR SURETY PROGRAM IS AN ONGOING PORT EFFORT TO IMPROVE SAFETY BY REMOVING AND REPLANTING TREES AROUND THE AIRPORT THAT HAVE GROWN OR WILL SOON GROW INTO FAA DESIGNATED FLIGHT SERVICES. NEXT SLIDE REMOVAL OF OBSTRUCTIONS WILL ENSURE THE AIRPORT'S COMPLIANCE WITH FA REGULATIONS, STATE LAWS, AND THE AIRPORT'S OPERATIONAL REQUIREMENTS. THESE FAA REGULATIONS INCLUDE FEDERAL AVIATION REGULATION PART 77, FEDERAL AVIATION REGULATION PART 139, ADVISORY CIRCULAR 150, AND FAA GRANT ASSURANCE 20 AND 21 FOR GREATER DETAIL, AND ALL THE PERTINENT REGULATIONS AND REQUIREMENTS THAT THE AIRPORT IS COMPLYING WITH AS PART OF THIS PROGRAM. THE COMMISSION MEMO INCLUDES ALL THAT INFORMATION APPROXIMATELY EVERY FIVE YEARS. THE PROGRAM'S GOAL IS TO EVALUATE AND MITIGATE FOR OBSTRUCTIONS IN THE VICINITY OF THE AIRPORT, AND IT'S IMPORTANT TO POINT OUT THAT SO FAR, ALL THE IDENTIFIED OBSTRUCTIONS HAVE BEEN TREES. NEXT SLIDE. THE INAUGURAL PHASE OF THE PROGRAM COMMENCED BACK IN 2014 WITH AN AERIAL OBSTRUCTION ANALYSIS. AFTER ALL THE PLANNING WORK WAS COMPLETE AND FUNDING SECURED, THE REMOVAL AND REPLANTING WORK KICKED OFF IN 2020. I'M PLEASED TO REPORT THAT AS OF EARLIER THIS YEAR, ALL OBSTRUCTIONS IDENTIFIED IN THE PROGRAM'S INAUGURAL PHASE HAVE BEEN REMOVED AND REPLANTING WORK IS ONGOING APPROXIMATELY, AS YOU CAN SEE FROM THE

SLIDE AHEAD, APPROXIMATELY 12,148 TREES HAVE BEEN OR WILL BE PLANTED TO COMPENSATE FOR THE 978 TREES REMOVED DURING THIS PHASE OF WORK. MOST OF THOSE FELL TREES, 789 OF THE 978 TREES ARE ON PORT PROPERTY. THE REMAINING WERE ON WASHINGTON STATE DEPARTMENT OF TRANSPORTATION PROPERTY, HIGHLAND SCHOOL DISTRICT PROPERTY, CITY OF SEATAC PROPERTY, AND SOME PRIVATE PROPERTIES AS WELL. ON PORT PROPERTY, THE PORT REVEGETATED ALL SITES WHERE TREES WERE REMOVED WITH NATIVE SHRUBS AND TREES AT A FOUR TO ONE RATIO. PORT ENVIRONMENTAL STAFF CONTINUES TO MONITOR THE SUCCESS OF THESE NEW PLANTINGS AS PART OF A FIVE YEAR MONITORING COMMITMENT FOR OTHER PUBLIC PROPERTIES, SPECIFICALLY THE WSDOT, HIGHLAND SCHOOL DISTRICT, AND CITY OF SEATAC PROPERTY. THE PORT CONTRIBUTED TO EACH ENTITY'S TREE REPLANTING FUND AT THE RATE SPECIFIED BY THAT ENTITY. FOR PRIVATE PROPERTIES, THE PORT OFFERED TO REPLANT ON SITE OR REPLANT ON PORT PROPERTY AT A FOUR TO ONE RATIO. NEXT SLIDE. THE PORT COORDINATED DIRECTLY WITH ALL PUBLIC AND PRIVATE PROPERTY OWNERS ON SCOPES OF WORK SPECIFIC TO THEIR PROPERTIES AND ON PERMANENT EASEMENTS ON THE PROPERTIES. AS ADDITIONAL OBSTRUCTIONS MAY REQUIRE REMOVAL IN THE FUTURE. PARTICULARLY FOR PRIVATE PROPERTY OWNERS. THE PORT GAVE EACH PROPERTY OWNER THE TIME AND SPACE THEY NEEDED TO ASSESS THE PORT AGREEMENT PORT STAFF MET REPEATEDLY WITH PROPERTY OWNERS TO ANSWER QUESTIONS AND COME UP WITH SCOPES OF WORK THAT MEET THE UNIQUE NEEDS OF THEIR PROPERTIES. THE AGREEMENT THE PORT SIGNED WITH THE HILL GROVE CEMETERY ASSOCIATION IS PROBABLY THE BEST EXAMPLE OF THE EFFORT PORT STAFF PUT INTO THESE AGREEMENTS TO ENSURE ALL PROPERTY OWNERS AT THE END OF THE PROCESS FELT WHOLE. ENVIRONMENTAL BEST MANAGEMENT PRACTICES WERE AND CONTINUE TO BE AN INTEGRAL PART OF THE FLIGHT CORRIDOR SAFETY PROGRAM'S OVERALL DESIGN. THEY INCLUDED, BUT ARE NOT LIMITED TO AVOIDING TREE REMOVAL WORK DURING THE BIRD NESTING PERIOD WHICH JUST ENDED. LEAVING VEGETATION FERRIES NEAR BUILDINGS AND STREETS. PLANTING LOW GROWING NATIVE VARIETIES THAT WON'T BECOME FUTURE OBSTRUCTIONS. REMOVING AND CONTROLLING INVASIVE SPECIES ON SITE AND SPECIFIC TO PORT PROPERTY. PLANTING A TALL GROWING FOREST ON OFFSITE PORT PROPERTY TO COMPENSATE FOR THE MATURE NATIVE TREES THAT WERE FELLED ON PORT PROPERTY CLOSER TO THE AIRFIELD. NEXT

SLIDE. THE PORT DEVELOPED AND IMPLEMENTED A COMPREHENSIVE OUTREACH AND COMMUNICATIONS PLAN TO EDUCATE THE COMMUNITY ABOUT THE PROGRAM AND PROVIDE A FORUM FOR ANSWERING QUESTIONS AND SOLICITING INPUT. THE PLAN INCLUDED COORDINATION MEETINGS WITH PUBLIC AGENCIES, THE DEVELOPMENT OF A PROJECT SPECIFIC ONLINE OPEN HOUSE, REGULAR EMAIL COMMUNICATIONS TO RELEVANT PORT LISTSERVS, PUBLIC INFORMATION SESSIONS, AND DOOR TO DOOR NEIGHBORHOOD CANVASSING. AS STATED EARLIER, THE FLIGHT QUARTER SAFETY PROGRAM IS AN ONGOING PROGRAM. SO LONG AS THERE ARE TREES AROUND THE AIRPORT, THE PROGRAM WILL REMAIN IN PLACE. THE PLAN IS TO HAVE THE NEXT OBSTRUCTION SURVEY TAKE PLACE IN 2023 WITH REMOVAL AND REPLANTING WORK TO FOLLOW. LESSONS LEARNED BY STAFF AND CONSULTANTS DURING THE PROGRAM'S INAUGURAL PHASE WILL HELP INFORM THE STRUCTURE AND DESIGN OF THE PROGRAM'S NEXT PHASE OF WORK, I NOW WILL TURN THINGS BACK OVER TO CHRIS. THANKS, MARCO. SO, NEXT SLIDE, PLEASE. SO THIS IS JUST THE ASK THAT TO REITERATE WHAT MICHELLE SAID EARLIER, WE'D LIKE COMMISSION AUTHORIZATION TO ADVERTISE AND EXECUTE A PROFESSIONAL SERVICE AGREEMENT. WE'RE GOING TO NEED SOME TECHNICAL HELP WITH THIS FOR DOING THE LIDAR FLYOVER SURVEYS AND DOING THE DATA ACQUISITION PART. WE WANT TO ACTUALLY GO AND GET YOUR PERMISSION TO DO THAT INITIAL COLLECTION AND FIELD VERIFICATION, AND THAT WAY WE CAN WORK ON SCOPE, REFINEMENT AND PROGRAM APPROACH ONCE WE HAVE THE DATA. WE'D ALSO LIKE TO BEGIN SOME OF THE ENVIRONMENTAL PROCESSES AND UNDERSTANDING WHAT SORTS OF ENVIRONMENTAL REVIEWS WILL BE NECESSARY. THAT WILL BECOME CLEAR WHEN WE UNDERSTAND THE FULL SCOPE OF THE WORK. AND WE'D ALSO LIKE TO BEGIN DISCUSSING THIS WITH EXTERNAL AGENCIES LIKE WASH DOT, HIGHLAND SCHOOL DISTRICT, OR OUR SURROUNDING CITIES. SO WE HAVE TODAY OF \$500,000. THAT'S THE ASK WE NEED TO GET GOING ON THIS. AND I WANT TO REITERATE, WE ARE JUST AT THE BEGINNING OF THIS. WE ARE NOT ASKING YOU TO GO DO ANY OBSTRUCTION REMOVAL AT THIS TIME. WE'RE NOT ASKING TO GO OUT IN THE COMMUNITY AND TELL THEM WHAT WE'RE DOING YET. WE WANT TO COME BACK TO YOU GUYS FOR THAT. AND THE NEXT SLIDE, YOU CAN SEE ON THE SCHEDULE, IF YOU GO TO THE NEXT SLIDE, HOW WE INTEND TO DO THAT IN Q THREE, WITH YOUR APPROVAL TODAY FOR AUTHORIZATION, WE WILL BE OUT

ON THE STREET TO ADVERTISE FOR OUR PROFESSIONAL SERVICE AGREEMENT. AND THEN ABOUT A YEAR FROM NOW, WE WILL ACTUALLY GO OUT AND DO OUR OBSTRUCTION, DATA COLLECTION, FIELD VERIFICATION AND OTHER PLANNING WORK. AND THEN WE WILL CERTAINLY CONSULT WITH COMMISSION, AND THEN WE WILL COME BACK FOR AUTHORIZATION TO DO DESIGN AND CONSTRUCTION. APPROXIMATELY TWO YEARS FROM NOW, DESIGN WILL START THAT SAME QUARTER, AND WE'RE LOOKING, DEPENDING ON THE SIZE OF THE PROGRAM, WE'RE LOOKING AT CONSTRUCTION COMPLETION AT SOME POINT IN 2026. NEXT SLIDE.

THE OVERALL BUDGET WE ARE LOOKING AT IS INFORMED LARGELY BY HOW THIS CURRENT ROUND WENT. THAT'S WHY WE HAVE A \$9.7 MILLION OVERALL BUDGET ESTIMATE AT THIS TIME, THOUGH, I JUST WANT TO READ IT. WE ARE ONLY HERE AT THE BEGINNING, AND SO WE ARE ONLY ASKING FOR A \$500,000 AUTHORIZATION AT THIS TIME. WE WOULD BE BACK IN FRONT OF YOU WITH MUCH MORE SPECIFICS ON HOW WE INTEND TO CARRY OUT THE PROGRAM AND FOR THE REMAINDER OF THE ASK, WHATEVER THAT IS. NEXT SLIDE.

AND WHENEVER WE DO PROJECT DELIVERY, WE OF COURSE LIKE TO HIGHLIGHT THE RISK. AND I THINK THE BIGGEST RISK ON THIS ONE AT THIS POINT IN TIME IS THE BUDGET. AND THAT WILL LARGELY BE DEPENDENT ON THE AMOUNT OF OBSTRUCTIONS WE FIND. AND AGAIN, THAT'S WHY WE ARE ONLY ASKING FOR 500,000 A DAY. WE'RE JUST IN DATA COLLECTION MODE. SO THAT WRAPS UP OUR PRESENTATION. MARCO AND I, AS WELL AS OTHER PORT STAFF, ARE HERE TO ANSWER ANY QUESTIONS YOU MIGHT HAVE. GREAT. THANK YOU, CHRIS AND MARCO, FOR THE PRESENTATION. ARE THERE ANY QUESTIONS FOR STAFF AT THIS TIME FROM COMMISSIONERS? PLEASE INDICATE IF YOU WOULD LIKE TO SPEAK. COMMISSIONER MOHAMED THANK YOU. VICE PRESIDENT SHOW. FIRST OF ALL, THANK YOU FOR THE PRESENTATION. I REALLY APPRECIATE YOU UNDERSCORING THAT THIS IS THE FIRST STEP AND IT'S A DATA COLLECTION PROCESS. I WANTED TO KNOW, I KNOW THERE'S A NUMBER OF REGULATIONS THAT HAVE BEEN OUTLINED IN THE MEMO THAT REQUIRES US TO ENSURE THE SAFETY OF THE AREA AND PARTICIPATE IN THIS FLIGHT CORRIDOR PROGRAM. WHERE CAN THE PUBLIC FIND THAT INFORMATION? CAN YOU JUST SHARE THAT THE REGULATIONS, THE LIST OF REGULATIONS, IS THAT ON OUR WEBSITE. WHAT WE COULD DO IS LINK THAT MAYBE TO OUR PUBLIC ONLINE OPEN HOUSE FOR THE PROGRAM. WOULD THAT WORK? MARCO THAT'S A GREAT IDEA. WE DO HAVE A PUBLIC ONLINE OPEN

HOUSE THAT IS CURRENTLY IN OPERATION, SO MAYBE WE CAN PROVIDE LINKS DIRECTLY THERE TO THOSE REGULATIONS. I WOULD HATE FOR THE PUBLIC TO HAVE TO NAVIGATE THE FAA WEBSITE TO FIND OUT. THAT'S RIGHT. AND IT'S A NUMBER OF REGULATIONS, SO IT WOULD BE HELPFUL TO JUST KIND OF KNOW WHERE IT'S ALL AT. SO THANK YOU FOR TAKING THAT ON. MY OTHER QUESTION IS HOW DOES THE DOLLAR AMOUNT THAT YOU GUYS ARE REQUESTING TODAY COMPARED TO PREVIOUS REQUEST?

THAT'S A GOOD QUESTION.

ROUGHLY IN ALIGNMENT WITH WHAT WE'VE ASKED FOR BEFORE FOR PLANNING. BUT WHAT WE DID FOR THAT ASK IS WE BUILT A DETAILED BUDGET BASED ON THE WORK WE'VE ALREADY DONE. SO WE TOOK A LOOK AT OUR PRIOR WORK, AND THEN WE ADDED SOME ESCALATION FOR COSTS BECAUSE IT'S BEEN FIVE YEARS SINCE WE DID THE FLYOVER STUDY. SO WE CAN PROVIDE YOU MORE DETAILS ON THAT IF YOU'RE INTERESTED. BUT WE DID A BOTTOM UP APPROACH WHERE WE LOOKED AT EACH OF THE TASKS AND SERVICES WE WOULD NEED, HOW MUCH THOSE COST ON THE LAST ROUND, AND THEN WE ADDED FOR ABOUT FIVE YEARS OF EXPECTED ESCALATION. SO IT WAS KIND OF A ZERO UP BUDGET.

OKAY, THAT'S HELPFUL. THE OTHER QUESTION THAT I HAD IS AROUND COMMUNITY ENGAGEMENT. I THINK OBVIOUSLY SAFETY IS A TOP PRIORITY FOR ME IN THE COMMUNITY'S. HEALTH IS ALSO A TOP PRIORITY. SO I'M WONDERING WE HAVE THE START COMMITTEE SET UP. HAVE WE ENGAGED THEM AROUND THIS PARTICULAR FLIGHT CORRIDOR PROGRAM? I'M SURE YOU'VE DONE IT IN THE PAST, BUT THIS NEW PROJECT WE HAVEN'T WE'VE TYPICALLY BROUGHT THIS TOPIC FORWARD, I BELIEVE, AT THE HIGHLINE FORM LEVEL WITH THE ELECTED OFFICIALS AND CAN CONTINUE TO DO THAT. OKAY, AND THEN YOU INTEND TO BRING IT UP TO START AT A LATER TIME? ONCE YOU GUYS GET OUT OF THE DATA COLLECTING PHASE? WE CERTAINLY CAN. OKAY, THAT'D BE GREAT. I THINK THAT'S REALLY IMPORTANT FOR THE COMMUNITY MEMBERS, ESPECIALLY THOSE WHO ARE PART OF THE START COMMITTEE, TO HAVE ACCURATE INFORMATION ABOUT THE FLIGHT CORRIDOR PROGRAM. THAT CONCLUDES MY QUESTIONS. GREAT. ANYONE ELSE?

COMMISSIONER, HOW'S IT GOING? THANK YOU FOR THE PRESENTATION. I GUESS I'M JUST WONDERING, HOW OFTEN DOES A SURVEY OR A PROGRAM LIKE THIS TAKE PLACE, HISTORICALLY SPEAKING? I CAN CHIME IN ON THAT. THE FAA REQUIRES US TO DO THE OBSTRUCTION SURVEY. ON A FIVE YEAR CYCLE. AND THEN RIGHT NOW, WE HAVE A MEMORANDUM OF UNDERSTANDING WITH THE FAA ON WHAT FLIGHT SURFACES

WILL CLEAR FOR. SO AT THIS POINT, WE ARE FORTUNATE ENOUGH THAT THEY ARE LEAVING IT UP TO US ON HOW WE MANAGE OUR OWN OBSTRUCTIONS. AND SO WE WANT TO, I GUESS, STAY IN THE DRIVER'S SEAT ON THAT VERY MUCH. SO I THINK THEY ARE LOOKING AT US AND WE'RE TAKING A MANAGED APPROACH TO IT, AND THEY'RE SATISFIED WITH THAT. WHEN WAS THE LAST TIME THE PORT OF SEATTLE CONDUCTED A SURETY. SO WE DID A CORRECT ME IF I'M WRONG, ROB, BUT WE DID ONE IN 2018, WAS THE LAST ONE, AND OUR CURRENT DATA IS BASED ON THAT. SO 2023 IS WHEN WE'RE HERE TODAY TO ASK TO BE ABLE TO DO IT IN 2023. SO WE WOULD STAY ON THAT FIVE YEAR CYCLE. AWESOME. AND THEN FOR THE FOUR TO ONE REPLACEMENT POLICY, THAT'S IN TERMS OF TREES, SPECIFICALLY, I HEARD IN THE PRESENTATION THAT SOME OF THE TREES THAT HAVE BEEN FELT IN THE PAST WERE REPLACED WITH NATIVE SHRUBS. IS THAT INCORPORATED IN THAT FOUR TO ONE RATIO OR IS IT JUST FOR TREES? NO, AN ENVIRONMENTAL STAFF CAN CORRECT ME IF I'M WRONG. THAT'S JUST FOR TREES. IT'S AN ADDITION TO THAT. AND TREES ARE REPLANTED IN THE SAME COMMUNITIES WHERE THEY WERE REMOVED, OR SHRUBS ARE REPLANTED FOR THE BENEFIT OF THE SAME COMMUNITY? YES, IF THAT'S POSSIBLE. OKAY, WONDERING. LET ME GET BACK TO OUR POWERPOINT HERE. ON THE SECOND PUGET OF THE POWERPOINT, TREES REMOVED WAS 978, BUT THEY WERE PLACED AT ABOUT 12,000. IT'S NOT A FOUR TO ONE RATIO. WHAT'S THE DISCREPANCY ACCOUNTED FOR, I CAN START CHRIS. AND MAYBE THE DISCREPANCY IS BECAUSE OF THE NUMBERS REQUIRED THROUGH WSDOT. AND SO THE WSDOT IS A VERY HIGH REPLACEMENT NUMBER FOR TREES REMOVED ON THEIR PROPERTY. YEAH. AND WSDOT HAS THEIR OWN REGULATIONS THEY ABIDE BY. CERTAINLY WE CAN MEET WITH THEM TO HELP GUIDE THAT. BUT IN GENERAL, THEY FOLLOW THEIR OWN DEAL. RIGHT. SO THEY MAY CHOOSE TO DO 8000 SAPLINGS, OR THEY MAY CHOOSE TO DO 2000 SLIGHTLY LARGER TREES SO THEY HAVE A DIFFERENT WAY THEY GO ABOUT IT. AND THIS IS WHAT WE'RE DOING. ONE THING IS, AS MUCH AS WE'VE WORKED WITH AGENCIES LIKE WSDOT IN THE SURROUNDING COMMUNITIES, WE ALSO WANT TO BE VERY RESPECTFUL OF THE WAY EXTERNAL AGENCIES GO ABOUT THEIR OWN TREE REMOVAL. AND WHILE IT MIGHT BE THIS PROGRAM THAT'S HELPING FUND THAT REPLACEMENT PROGRAM, WE WANT TO BE RESPECTFUL ON HOW THEY ARE ACTUALLY DOING IT. SO IF THAT MAKES SENSE. AYES, PERFECT SENSE. THANK YOU. EXCELLENT.

ANY MORE QUESTIONS OR COMMENTS?
COMMISSIONER FELLEMAN, THANKS VERY MUCH FOR THE PRESENTATION AND FOR ALL YOUR WORK. HISTORICALLY, I THINK I'M ONE OF THE ONLY COMMISSIONERS THAT HAD THE PLEASURE OF LIVING THROUGH THAT PROCESS, AND I APPRECIATE YOU RECOGNIZING LESSONS LEARNED AND MOVING FORWARD.
I DON'T KNOW, I'M GETTING A LITTLE TIRED GIVING MARCO THE SHOUT OUT. BUT ONCE AGAIN, MARCO, I REALLY DO APPRECIATE ALL THE WORK THAT YOU DID. AND I'M ONLY BEING FACETIOUS, OF COURSE, BEING TIRED BY THAT. AND THE HILL GROVE CEMETERY SITUATION WAS REALLY ABOVE AND BEYOND THE CALL OF DUTY. I KNOW I KIND OF PRESSED THE ISSUE, BUT TO SEE REALLY BIG TREES BEING FELLEMAN IN A CEMETERY JUST STRUCK ME AS A PARTICULARLY SENSITIVE ISSUE. AND THE SENSITIVITY TO WHICH YOU TOOK THAT ON AND THE COMMUNITIES OF APPRECIATION, YOU EVEN PUT A PHOTOGRAPH IN THERE WITH ME IN IT. SO THANK YOU SO MUCH FOR THAT. BUT NO, HONESTLY, IT WAS A HUGE UNDERTAKING BY THE PORT, INCLUDING CARE AND ONGOING STUFF. SO THAT IS REALLY SHOWS, I THINK, ABOVE AND BEYOND CALL OF DUTY WHAT WE'RE PREPARED TO DO TO TRY TO KEEP THE COMMUNITIES WHOLE. ONE OF THE THINGS YOU BROUGHT UP IN TERMS OF THE PLANTING SCHEDULE, DIFFERENCES BETWEEN THE AGENCIES, AS WE DISCUSSED IN THE PREVIOUS BRIEFING THAT WE SPEND MAYBE MORE TIME STEWARDING THE FEWER TREES TO MAKING SURE THAT THEY SUCCEED. WHEREAS LESS JOHNNY APPLESEED IN THAT APPROACH. CORRECT. BUT IT IS OUR MONEY BECAUSE WE'RE CUTTING THESE TREES FOR FLIGHT SAFETY FOR THE BROADER COMMUNITY. OBVIOUSLY, EACH AGENCY HAS THEIR OWN JURISDICTIONAL ISSUES. BUT IT JUST STRUCK ME THAT THERE'S OPPORTUNITIES FOR THIS COLLABORATIVE THING THAT MAYBE IF WE'RE GOING TO PUT OUT IRRIGATION, WE COULD SHARE THAT WEALTH OR JUST THAT COORDINATION THAT DOING THINGS THAT ARE PROBABLY THE MOST STRATEGICALLY BENEFICIAL. AND THEN THAT BRINGS UP THE QUESTION IN TERMS OF DECIDING WHERE THESE ARE GOING TO GO.
AGAIN, THE COMMUNITY PROCESS THERE, WE TALK ABOUT IDEALLY IT'S IN KIND IN PLACE, BUT IT DOESN'T ALWAYS WORK THAT WAY. AND SO THEN YOU'RE JUST GOING TO LOOK, SO HOW ARE YOU GOING TO DECIDE THAT? AND WE DO HAVE THE FOUR TERA PLANS, WHICH ARE GREAT, BUT EVEN WITHIN A FORTERRA PLAN, THERE'S ALSO DISCRETIONARY DECISION MAKING. SO IF THERE WAS PART, TELL THE COMMUNITY IT'S COMING, BUT THEN WE CAN ENGAGE THE

COMMUNITY. THAT WAS POSSIBLE. AND I RAISED THAT QUESTION ABOUT FORTERRA, IDENTIFIED THAT THESE HIGH SCHOOLS, OR SCHOOLS IN GENERAL WERE REALLY GREAT PLACES, HEAT DOMES WHERE KIDS SPEND A LOT OF TIME, AND YOUNG LUNGS AND ALL THAT GOOD STUFF. AND THEN SOME WOMEN BROUGHT UP, THEY WERE CONCERNED ABOUT SHOOTERS SITTING IN THE TREES. I'M SORRY, BUT WHO WOULD HAVE EVER THOUGHT THAT THAT WOULD HAVE TO BE ANOTHER CONSIDERATION? AND SO OBVIOUSLY COMMUNITY INPUT IS VERY IMPORTANT AND I'M REALLY DISMAYED THAT WE HAVE TO HAVE SUCH CONSIDERATIONS IN THE FUTURE. THEN FINALLY, WHILE YOU HAVE THE BIRD UP IN THE AIR DOING LIDAR SURVEYS, THE QUESTION IS, ARE THERE OTHER LANDS IN THE VICINITY THAT WE MAY WANT TO ASSESS TO BETTER CHARACTERIZE PORT PROPERTIES? IT STRUCK ME AS IF YOU'RE GOING TO SWING WIDE TO GET YOUR NEXT SURVEY IN, ARE THERE PLACES THAT WE COULD IDENTIFY OR PROPERTIES THAT WE MAY WANT TO ACQUIRE? IT JUST STRUCK ME THAT THE HARD PART IS MOBILIZING THE EQUIPMENT. PROBABLY THE SURVEY ITSELF IS INEXPENSIVE ONCE YOU'RE UP. SO TALKING TO REAL ESTATE OR WHOMEVER ELSE MIGHT BE INTERESTED, IT JUST STRUCK ME AS MAYBE A COST SAVINGS FOR THE FUTURE. THAT'S A REALLY GOOD POINT. YEAH, ABSOLUTELY. WE'LL TAKE A LOOK AT THAT. ALL RIGHT, WELL, THANKS AGAIN. EXCELLENT. THANK YOU. COMMISSIONER FELLEMAN. OH, YES, COMMISSIONER MOHAMED. GO AHEAD. THANK YOU. JUST HAVE A LAST THOUGHT AROUND THE COMMUNITY ENGAGEMENT PIECE. AND I KNOW THIS MIGHT BE FOR US TO TALK ABOUT AT A LATER TIME, BUT I JUST WANTED YOU TO NOTE THAT IT WOULD BE IMPORTANT TO INCLUDE LANGUAGE SERVICES AND SOME OF THAT OUTREACH ENGAGEMENT. AND I KNOW THAT THAT IS HAPPENING A LOT AT THE PORT NOW. AND SO JUST WANTED TO POINT THAT OUT AS YOU DEVELOP THAT ENGAGEMENT PLAN. THAT'S PERFECT. WELL, WE'LL ADD THAT IN. THANK YOU. AYES. AND I'D ALSO ADD THAT WHEN WE'RE DOING ONE ON ONE OUTREACH IN THE COMMUNITY WITH PROPERTY OWNERS. WE DEFINITELY TAKE THAT INTO ACCOUNT TOO, AND HAVE THOSE SERVICES AVAILABLE. GREAT. THANKS AGAIN TO BOTH CHRIS AND MARCO FOR THE PRESENTATION. VICE PRESIDENT, COMMISSIONER CALKINS. OH, I'M SORRY. COMMISSIONER CALKINS. DO YOU HAVE ANY QUESTIONS OR COMMENTS REGARDING THIS ITEM? I DON'T, BUT THANKS FOR CHECKING IN. THANK THE CLERK FOR THAT. ALL RIGHT, HARRY, ENOUGH FOR THE QUESTIONS FOR THIS ITEM. IS THERE A MOTION? IN A SECOND. SO MOVED. SECOND. GREAT.

THE MOTION IS MADE AND SECONDED. CLARK, PLEASE CALL THE ROLE FOR THE VOTE. THANK YOU. BEGINNING WITH COMMISSIONER CALKINS. ALL RIGHT, THANK YOU. COMMISSIONER FELLEMAN AYE. THANK YOU. COMMISSIONER AYE. THANK YOU. COMMISSIONER MOHAMED AYE. THANK YOU. AND COMMISSIONER CHO AYE. THANK YOU. FIVE AYES ZERO NAYS FOR THIS ITEM. GREAT. THE MOTION PASSES. MOVING ON TO ITEM ELEVEN. WE ARE NOW MOVING ON TO ITEM ELEVEN. PRESENTATION AND STAFF REPORT. CLERK HART, PLEASE READ THE NEXT ITEM INTO THE RECORD. EXECUTIVE DIRECTOR METRUCK WILL THEN INTRODUCE THE ITEM. THANK YOU. THIS IS AGENDA ITEM ELEVEN, A TOURISM RECOVERY INITIATIVE. SUMMARY BRIEFING. COMMISSIONERS, YOU'LL NEXT. BE BRIEFED ON THE RESULTS OF OUR TOURISM RECOVERY INITIATIVE. EARLY IN THE PANDEMIC, WE RECOGNIZE THE IMPORTANCE OF THE TOURISM INDUSTRY AND INVESTED IN A PARTNERSHIP WITH WASHINGTON STATE TOURISM TO HELP THIS INDUSTRY REBOUND AND RECOVER. DAVID BLANFORD. DAVID AND WASHINGTON STATE TOURISM WILL HIGHLIGHT THE RESULTS OF THIS CAMPAIGN AND ALSO DISCUSS THAT NEEDS TO BE DONE TO SUSTAIN TOURISM RECOVERY. OUR PRESENTERS INCLUDE DAVE MCFADDEN, THE MANAGING DIRECTOR OF ECONOMIC DEVELOPMENT, AND NICKI, OUR DIRECTOR OF TOURISM HERE AT THE PORT, AND DAVID BLANFORD, STATE OF WASHINGTON. TOURISM. SO DAVE WILL TURN OVER TO YOU. MAX. GOOD AFTERNOON, COMMISSIONER. EXECUTIVE DIRECTOR METRUCK. VERY PLEASED TO INTRODUCE THIS ITEM. TWO YEARS AGO, ABOUT THIS TIME WE WERE INITIATING THIS EFFORT. IT WAS A DIFFERENT TIME. THE AIRPORT WAS ONE OF THE QUIETEST PLACES IN THE REGION. A LOT OF OUR BUSINESSES WERE SHUT DOWN OR JUST REOPENING AFTER MANDATED CLOSURES. OUR PORT WAS THINKING ABOUT HOW TO DIG OURSELVES OUT OF THIS MESS, BUT ALSO HOW CAN WE HELP. THIS IS IN THE SPIRIT OF HELPING OTHERS THAT WE REALLY WANTED TO MOUNT A TOURISM RECOVERY INITIATIVE. IT ALSO SYMBOL OUR THINKING AT THE TIME THAT THIS PANDEMIC WOULD COME AND GO. AND SO WE AUTHORIZE THIS. BUT THE STORY REALLY WENT. A LOT OF THE EARLY TIME WE SPENT PREPARING, NOT ACTUALLY MARKETING, NOT ACTUALLY TURNING ON THE LIGHT BULB AND TRYING TO STIMULATE TRAVEL, JUST GETTING READY FOR THAT OPPORTUNITY. SO THAT'S OUR STORY TODAY. LET'S GO TO THE SLIDE DECK AND GO TO THE NEXT SLIDE. SO THAT'S JUST OUR INTRO. I TALKED A LITTLE BIT ABOUT THE HISTORY AND OVERVIEW OF THE EFFORT. LET'S KEEP GOING. SO REALLY

WE PUT \$1.5 MILLION INTO THIS TOURISM RECOVERY INITIATIVE AND YOU CAN SEE HOW OUR FUNDING BROKE DOWN. BUT THEN WE'RE COMPLEMENTING BY PARTNERING WITH THE WASHINGTON TOURISM ALLIANCE, WHICH IS NOW THE STATE OF WASHINGTON TOURISM DEPARTMENT TO IMPLEMENT THIS PARTNERSHIP INITIATIVE. DAVID BLANFORD JOINS ME TODAY. HE IS OUR STATE DIRECTOR OF OUR TOURISM DEPARTMENT, ALONG WITH OUR NEW TOURISM DIRECTOR, NICK LEONTI. AND IT'S MY PLEASURE TO INTRODUCE YOU TO NICK. WE'RE DRIVING DOWN TOGETHER AND HE JUST FINISHED A YEAR, FIRST MONTH ON THE JOB. AND SO HE HAILS FROM CALIFORNIA, WHERE HE'S BEEN A VETERAN IN THE TOURISM INDUSTRY FOR ALMOST OVER 20 YEARS. AND WE'RE GLAD TO HAVE A YEAR. WITHOUT FURTHER ADO, I'D LIKE TO TURN IT OVER TO COVID AT THIS POINT. THANK YOU. THANK YOU, DAVE. COMMISSIONER IS, NICE TO BE WITH YOU. EXECUTIVE DIRECTOR, METRUCK. THANKS FOR YOUR SUPPORT. IT WAS JULY 28, 2020. SO IT WAS EXACTLY TWO YEARS AGO THAT WE SPOKE TO YOU AND THAT YOU APPROVED THIS CONTRACT. AND WE CAN'T UNDERSCORE ENOUGH HOW IMPORTANT AND HOW SEMINAL THIS WAS. I WOULD ADD TO WHAT DAVE SAID THAT NOT ONLY WERE WE RIGHT IN THE HEART OF A GLOBAL PANDEMIC, BUT WE WERE JUST COMING OFF OF A DECADE OF DARKNESS AT THE STATE LEVEL. THE STATE TOURISM OFFICE HAD BEEN CLOSED IN 2011. THE INDUSTRY WAS REELING AND ADVOCATING FOR MANY YEARS TO BUILD BACK STATEWIDE TOURISM PROGRAM. THE PANDEMIC WAS NOT HELPFUL. WE SAW JOB LOSSES, ECONOMIC LOSSES, TAX LOSSES MORE SIGNIFICANT THAN JUST ABOUT ANY OTHER SECTOR. AND SO THE TIMING OF THIS WAS SO CRITICAL. WE THANK YOU SO MUCH. THE INDUSTRY KNOWS IT AND IS SO GRATEFUL. WE WOULD NOT BE WHERE WE ARE WITHOUT IT. WE'VE COME FAR ENOUGH DOWN THE ROAD THAT WE CAN NOW LOOK BACK AND SEE SOME OF THE RESULTS OF OUR COMBINED EFFORTS. AND SO WE'LL DIVE RIGHT INTO THAT WITH THE NEXT SLIDE. REGENERATING NORTH AMERICAN AIR MARKETS. A REAL TOUGH CHALLENGE TWO YEARS AGO. I THINK WE'VE REALLY BEGUN SOMETHING HERE. AND WHEN YOU LOOK AT THESE NUMBERS, YOU'LL SEE THAT WE HAVE NOT ONLY BUILT BACK A STATE DESTINATION BRAND, BUT ALSO CONSUMER AD CAMPAIGNS THAT TARGET THOSE AIR MARKETS BEGINNING IN THE WEST. YOU'LL SEE THERE ARE SOME STATES, NOT ALL. WE ALSO WERE ON BROADCAST CHANNELS IN CALIFORNIA AND OTHER STATES AT \$1.6 MILLION CONSUMER CAMPAIGN, 100 MILLION IMPRESSIONS ACROSS ALL MEDIA PARTNERS, WHICH DROVE SIGNIFICANT WEB TRAFFIC BACK TO OUR DESTINATION WEBSITE,

WHICH SAYS SOMETHING ABOUT A CONSUMER'S PREDISPOSITION TO BOOK. WE'LL GO TO THE NEXT SLIDE.

WE'RE REALLY EXCITED ABOUT THESE THIRD PARTY RESEARCH NUMBERS FROM SMARI INSIGHTS, A NATIONAL MARKETING RESEARCH FIRM, WHICH DOCUMENTS THAT THIS CAMPAIGN INFLUENCED \$52.7 MILLION IN PORT OF SEATTLE VISITOR REVENUES.

THAT'S A 33 TO ONE RETURN ON THE INVESTMENT. SO FOR EVERY DOLLAR INVESTED, \$33 BACK. AND WHAT'S REALLY EXCITING, I THINK, IS THAT ADA WHERE VISITORS, THOSE VISITORS WHO HAVE SEEN THE CAMPAIGN ARE MUCH MORE LIKELY TO BOOK TRAVEL. THIS CAMPAIGN RANKS IN THE TOP 10% OF ALL THE CONSUMER CAMPAIGNS THAT SMARI RESEARCHED.

I JUST HAMD I THERE IN THE GREEN BOX A PREVIOUS CAMPAIGN, EXPLORE WASHINGTON, WHICH REALLY WAS MORE REGIONAL AND DRIVE MARKET, ALSO ACHIEVED SOME PHENOMENAL RESULTS. WE'LL GO TO THE NEXT SLIDE, EARNED MEDIA. WE KNEW THAT BANG FOR BUCK, WORKING WITH TRAVEL PRESS AND GENERATING SOME PUBLICITY THAT FAVORS THE STATE WOULD BE REALLY KEY. WE HIRED A DESTINATION PR FIRM AND GOT TO WORK. AND IN THE PAST YEAR ALONE SINCE THEY STARTED, WE'VE HAD MORE THAN 1000 MEDIA ENGAGEMENTS, HOSTED MORE THAN 30 TRAVEL JOURNALISTS HERE IN WASHINGTON. THE TOTAL MEDIA IMPRESSIONS TOO HIGH TO COUNT. EVEN LOOKING AT SOME OF JUST THE TOP COVERAGE WE RECEIVED, WE DEFINITELY ACHIEVED THE GOAL SET FORTH IN THE CONTRACT, WHICH WAS 2.5 MILLION IN EQUIVALENT AD VALUE. THAT'S THE AMOUNT OF MONEY YOU WOULD PAY FOR ADS, BUT THROUGH FREE PUBLICITY. NEXT SLIDE. YOU WILL NOT SEE THE SLIDE ON THE DECK OF ALL STATE TOURISM OFFICES. WE KNEW THAT WE WANTED TO BUILD BACK AND BUILD BACK BETTER. AND SO WE ENDEAVORED TO BUILD A DESTINATION DEVELOPMENT AND RECOVERY PLAN THAT REALLY BOLSTERED THE INDUSTRY AND HELPED THEM BUILD BACK TO WHERE THEY NEEDED TO BE AGAIN PANDEMIC, BUT ALSO TEN YEARS OF SOME CHALLENGING TIMES WITHOUT HELP FROM THE STATE. WE KNEW WE NEEDED TO SIGNIFICANTLY INVEST GEOGRAPHICALLY BUT THEN ALSO DEEPLY INTO COMMUNITIES ACROSS DIVERSE AUDIENCES, RURAL UNDERSERVED COMMUNITIES, AND ABSOLUTELY MAKE SURE THAT THEY WERE REPRESENTED AT THE TABLE. AND SO THIS PLAN, I THINK, GOES FAR IN A WAY BEYOND WHAT OTHER STATES DO IN TERMS OF ONGOING TECHNICAL ASSISTANCE SEMINARS, PROFESSIONAL DEVELOPMENT, ONGOING STRATEGIC DEVELOPMENT. NEXT SLIDE. A KEY COMPONENT OF THIS PROGRAM IS A RURAL TOURISM SUPPORT PROGRAM. WE SAY

ONE COMMUNITY AT A TIME. SO WE DO THAT. INDEED, WE GO TO ONE COMMUNITY, ZERO IN ON WHAT THEIR PARTICULAR NEEDS ARE, MAKE SURE THAT ALL ELEMENTS ARE THERE, ALL SEGMENTS OF THE INDUSTRY, ALL BUSINESS SECTORS, EVERYONE IS THERE ACROSS ALL THE DIVERSITY OF THAT PARTICULAR COMMUNITY. WE GATHER FOR WEEKS, HAVE ROLL UP YOUR SLEEVE SESSIONS, STRATEGIC PLANNING SESSIONS, IDENTIFY FUNDING, IDENTIFY RESOURCE NEEDS, AND BY THE TIME THAT COMMUNITY IS FINISHED, THEY HAVE A PLAN AND THAT TIES RIGHT IN WITH OUR GRANT PROGRAM. SO OUR OFFICE WILL THEN EXTEND GRANTS BASED ON WHAT THE COMMUNITY DECIDES THEY NEED TO DO. NEXT SLIDE. WE HAVE ALSO WORKED WITH THE STATE DEPARTMENT OF COMMERCE AND AGRICULTURE TO ADMINISTER GRANTS TO BUSINESSES ACROSS THE STATE FOR AGRITOURISM, FOR DESTINATION MARKETING ORGANIZATIONS THAT WERE REALLY SEVERELY HIT BY THIS PANDEMIC. WE ALSO HAVE BEGUN AND ADMINISTER CO OP RESEARCH PROGRAMS WHICH GIVES CONSUMER ANALYTICS AND MORE DATA TO TOURISM BUSINESSES AND COMMUNITIES AT NO COST OR LOW COST TO THEM. NEXT SLIDE. I'VE SPOKEN TO YOU BEFORE ABOUT OUR TREADMAP APP. THAT IS A VERY CONCERTED EFFORT TO AFFECT POSITIVELY THE FLOW OF TOURISM AROUND THE STATE. WE KNOW THAT THE PACE OF TOURISM RECOVERY HAS BEEN UNEVEN. TOO MANY VISITORS ON ONE PARTICULAR TRAILHEAD, NOT ENOUGH VISITORS IN ANY OTHER COMMUNITY THAT REALLY COULD USE THEM. SO THIS LOCATION BASED APP IS SOMETHING THAT IN REAL TIME WILL ENCOURAGE PEOPLE TO GO TO. THE NEXT TRAILHEAD OR TO PLAN THEIR TRIP, NOT ON THE WEEKEND, BUT DURING THE WEEK, OR PERHAPS NOT IN THE HEIGHT OF HIKING SEASON, BUT MAYBE DISPERSE TO ANOTHER TIME OF YEAR. WE'VE JUST BEGUN. WE'VE BUILT THIS APP NOW AND LAUNCHED IT STATEWIDE, AND WE HAVE GREAT HOPES THAT THIS WILL TAKE OFF AND BE USED BY THE WHOLE STATE. A BIG LIFT FOR NORTH AMERICAN TRAVEL STIMULATION. WE'VE TALKED ABOUT ALREADY WITH OUR CONSUMER CAMPAIGNS AND SUCH. TO REALLY REGENERATE OVERSEAS MARKETS, WE HAVE TO LOOK AT TRAVEL TRADE INITIATIVES. THIS MEANS WORKING WITH TOUR OPERATORS AROUND THE WORLD TO BUILD TOUR PRODUCTS THAT CAN BE SOLD, PUT ON THE SHELVES SO THAT OVERSEAS TOURISTS WILL COME EITHER AS A PART OF A GROUP OR INDIVIDUAL AND COME TO OUR STATE AGAIN. WE'RE COMING OFF OF TEN TO TWELVE YEARS OF SOMEWHAT DARKNESS WHERE I THINK TOUR PRODUCT LAGGED. AND NOW WE LOOK AT THIS AS THE BUILDING BLOCKS.

SO THAT MEANS WE HAVE TO BE IN THESE MARKETS, OVERSEAS MARKETS. IT MEANS WE HAVE TO GO PROACTIVELY AND PROMOTE THE STATE AT TRADE SHOWS AROUND THE WORLD. WE'VE DONE THAT PRETTY CONSISTENTLY THROUGHOUT THE PANDEMIC. IT MEANS THAT WE NEED TO BRING TOUR OPERATORS AND TRAVEL SUPPLIERS AND TRAVEL MEDIA WELCOME BACK, POPPY. TO THE STATES SO THAT THEY CAN SEE IT FIRSTHAND. WE CAN'T UNDERESTIMATE THAT THEY DON'T KNOW. THEY DON'T KNOW WASHINGTON THE WAY WE DO. THEY DON'T LOVE IT THE WAY WE DO. WE HAVE TO GO, WE HAVE TO SHOW IT. WE HAVE TO ACTUALLY CREATE ITINERARIES, HELP THEM BUILD THOSE. IT'S THE ONLY WAY THAT IT WILL WORK. NEXT SLIDE. YOU'VE HEARD US TALK ABOUT THE LONDON SALES MISSION BACK IN LATE MARCH AND APRIL. AGAIN, COULD NOT HAVE DONE THIS WITHOUT THE PARTNERSHIP FROM THE PORT AND PARTICIPATION FROM COMMISSIONER FELLEMAN AND DAVE AND FROM OTHER STAFF. WE'RE ALREADY BEGINNING TO SEE SOME DIVIDENDS HERE WITH THESE KEY CLIENTS. NEXT SLIDE. SORRY TO INTERRUPT THE PRESENTATION, MR. COMMISSION. VICE PRESIDENT. WE NEED TO RECESS FOR A MOMENT. THE ROOM HAS DROPPED AGAIN WITH OUR TECHNOLOGY. WE'LL TAKE A QUICK RECESS UNTIL WE GET RECONNECTED. JUST A MOMENT. THANK YOU. WELL, WE WILL RECONVENE THE MEETING. PLEASE. NICK AND DAVID CONTINUE. OKAY, GREAT. AND WE'LL MOVE TO THAT. NEXT SLIDE, PLEASE. HERE WE GO. WE'VE TALKED ABOUT OUR ANNUAL TOURISM REPORT CARD. THESE ARE 2021 NUMBERS JUST TO ENCAPSULATE. WE WERE ABOUT 80% BACK. THAT'S PRETTY GOOD CONSIDERING HOW FAR WE FELL. BUT THAT'S STILL A LOT OF WORK, I THINK. AND WHEN YOU FACTOR IN MARKET SHARE THROUGHOUT THE COUNTRY, I THINK WE HAVE EXTRA WORK TO DO THAN OTHER STATES DO. I'LL JUST ADD SOME NUMBERS THAT ARE NOT REPRESENTED HERE, BUT UNDERSCORES WHY. WE HAVE A RECOVERY CONTRACT THAT FOCUSES ON A LOT OF THESE ELEMENTS. 44% OF DOMESTIC VISITOR VOLUME IS NON RESIDENT. SO IN OTHER WORDS, PEOPLE COMING FROM OUT OF THE STATE, STAYING OVERNIGHT, SPENDING MONEY, THE FURTHER AWAY THEY COME FROM. THINK OVERSEAS, THE LONGER THEY STAY, THE MORE THEY SPEND. FURTHER, HOTEL GUESTS SPEND TWICE AS MUCH AS PEOPLE STAYING WITH FRIENDS AND FAMILY AND 1.5 TIMES MORE THAN THOSE WHO STAY IN VACATION RENTALS. SO WHEN YOU THINK BACK TO THAT FIRST CAMPAIGN OF A YEAR AND A HALF AGO THAT WE WORKED WITH THE PORT ON, IT WAS ABOUT MOVING PEOPLE AROUND THE STATE AND

NEARBY FEEDER MARKETS. IT'S SO CRITICAL THAT WE GET BACK AS QUICKLY AS WE POSSIBLY CAN TO NATIONAL AIR MARKETS AND OVERSEAS MARKETS. AND NEXT SLIDE. SOME QUICK NUMBERS HERE JUST ON SOME OF OUR SOCIAL CHANNELS WEBSITE YOU CAN SEE SOME TERRIFIC INCREMENTAL GROWTH HERE AND I THINK THAT JUST UNDERScores WHAT WE'VE BUILT AND THE PACE OF RECOVERY. AND I THINK THERE'S MUCH MORE TO COME. WE'VE DONE SOME REALLY FORMATIVE WORK HERE IN BUILDING BACK THESE CHANNELS AND I THINK NOW WE HAVE THE OPPORTUNITY TO REALLY POPULATE THEM AND GROW TO SEE SOME REAL GOOD BENEFIT. NEXT SLIDE. AND SO THAT LEAVES ME WITH THE LAST ONE, WHICH IS TO SAY, WHERE DO WE GO FROM HERE? IT'S BEEN A REALLY PHENOMENAL TWO YEARS AND WE'RE SO GRATEFUL FOR THE PARTNERSHIP HERE. COULD NOT HAVE DONE IT WITHOUT THE PORT COMMITMENT. I THINK WHAT'S NEXT WOULD BE THAT WE NEED TO BUILD ON THAT RURAL, DIVERSE, UNDERSERVED COMMUNITY SUPPORT IN WAYS THAT OTHER STATES ARE NOW BEGINNING TO THINK ABOUT IT. BUT WE'VE ALREADY BEGUN TO TAKE THAT PATH FORWARD. WE ABSOLUTELY HAVE TO BOLSTER THE INDUSTRY. IT CAN'T RECOVER WITHOUT US. THE US TRAVEL ASSOCIATION ESTIMATES THE IMPACT OF THIS PANDEMIC TO BE TEN TIMES WORSE THAN 911 AND SHOULD TAKE A FULL FIVE YEARS FOR THE INDUSTRY TO COME BACK AND TO REGENERATE THOSE JOBS, WE NEED TO ADVANCE THE CONCEPT OF RESPONSIBLE TRAVEL, WHICH WE KNOW FROM CONSUMER SENTIMENT VISITORS WANT. THIS FITS EXACTLY WITH THE BRAND WE CREATED AND IS A REALLY INTERESTING CONCEPT RIGHT NOW THAT I'M REALLY EXCITED TO BE TAKING FORWARD IN A FIRST EVER RESPONSIBLE OUTDOOR TRAVEL SUMMIT. AND I HAVE CREDITED BEFORE AND WILL SAY AGAIN, I REALLY APPRECIATE COMMISSIONER FELLEMAN FOR SPARKING THIS. HE'S EXACTLY RIGHT. WE HAVE THE OPPORTUNITY HERE IN SPADES IN WASHINGTON. OUR TRAVEL MARKETS WANT SUSTAINABILITY. THEY WANT TO BE A PART OF THOSE SOLUTIONS. THIS WILL BE A ONE DAY SUMMIT TO BEGIN IN YEAR ONE, WHERE WE WILL CONVENE THOUGHT LEADERS FROM AROUND THE STATE AND SOME OUTSIDE OF THE STATE TO REALLY TALK ABOUT WHERE WE COULD GO HERE IN WASHINGTON AND PUT FORTH SOME IDEAS THAT I THINK EVEN IN OTHER STATES THEY'RE NOT QUITE THERE YET IN VENTURING HOW THIS COULD BUILD OUT IN THE STATE. WE'LL HAVE A MEDIA COMPONENT. WE'LL BRING IN OUT OF STATE MEDIA AS WELL AS LOCALS TO COVER SOME STORIES HERE, BUT THEN ALSO TO VENTURE AROUND THE STATE POST CONFERENCE. SO THANKS AGAIN TO COMMISSIONER FELLEMAN. LASTLY.

AGAIN, I WOULD EMPHASIZE THE FACT THAT THE NEXT BIG STEP HERE FOR US WILL BE TO REBUILD INTERNATIONAL TOURISM. IT'S THE LAST SEGMENT OF THE INDUSTRY TO COME BACK. IT'S PROBABLY THE MOST CRITICAL FOR STATE OF WASHINGTON TOURISM. IT MEANS WE WILL CONTINUE ON THIS HYBRID FUNDING ROAD OF PUBLIC AND PRIVATE FUNDING AND WE HAVE SOME WARS IN THE WATER TO TRY AND BOLSTER THAT, TRY AND BUILD THAT UP A LITTLE BIT SO THAT WE CAN BE A LITTLE BIT MORE COMPETITIVE WITH THE OTHER STATES. WE STILL ARE DEAD LAST IN THE WEST, BUT WE'RE BETTER. AND AGAIN, THANKS TO YOU, I THINK WE'VE MADE SOME FANTASTIC INROADS. REALLY LOOK FORWARD TO FUTURE PARTNERSHIP. I'LL JUST SAY TOO, I'M REALLY EXCITED TO BE WORKING WITH NICK LEONTI. HE HAS BEEN OUT IN THE INDUSTRY THE WAY I HAVE. WE HAVE SIMILAR FRIENDS AND COLLEAGUES RUNNING SIMILAR CIRCLES. HE ALREADY HAS JUMPED IN HERE WITH SOME OF THIS PROGRAMMING AND WITH OUR CONFERENCE IN THE FALL. AND SO, LOOKING FORWARD TO RIGHT AHEAD. THANK YOU AGAIN. GREAT. I'LL GO AHEAD AND OPEN IT UP FOR COMMENTS AND QUESTIONS FROM COMMISSIONERS AT THIS TIME. PLEASE INDICATE IF YOU WOULD LIKE TO SPEAK. COMMISSIONER MOHAMED. WELL, FIRST OF ALL, DAVID AND NICK, THANK YOU FOR THIS PRESENTATION AND THE IMPORTANT WORK YOU'RE DOING TO HELP OUR REGION BUILD BACK BETTER. I ACTUALLY REMEMBER WATCHING A PRESENTATION THAT YOU PUT ON AT A COMMISSION MEETING WHERE I THINK IT WAS MARIE CARROSI JOINED YOU DURING THAT PRESENTATION AND YOU BOTH TALKED A LOT ABOUT REGIONAL COLLABORATION AND WHAT THAT MEANT. AND I REMEMBER YOU MENTIONING THAT THERE WERE SEVERAL TABLES ALREADY THAT EXISTED WHERE YOU GUYS WERE TALKING ABOUT SOME OF THESE NEXT STEPS AND WHAT YOUR PLANS WERE. COULD YOU MAYBE JUST TALK ABOUT WHAT SOME OF THOSE CONVERSATIONS OR WHAT HAS BEEN SORT OF THE STRATEGY REGIONALLY THAT CAME OUT OF THOSE STAKEHOLDER MEETINGS? YEAH, GREAT QUESTION AND THANKS FOR ASKING. WE BEGAN THIS PROGRAM BY GOING TO EVERY REGION IN THE STATE AND CONVENING TOWN HALLS TO JUST ASSESS WHAT THE ISSUES ARE, THE IMPACT OF THE PANDEMIC, THE YEARS OF REALLY KIND OF BEING COMMUNITIES ON THEIR OWN AND TRYING TO FEND FOR THEMSELVES. WE TOOK LOTS OF NOTES, WE MADE THOSE BIG MEETINGS. I MEAN, WE ASKED FOR EVERYBODY IN THE COMMUNITY. WE WANTED EVERY VOICE THERE AT THE TABLE TO REALLY HEAR IT ALL. WE THEN COVID UP TO THE NEXT LEVEL WHERE WE HIRED OUTSOURCED EXPERTS TO

COME IN AND DEVISE A FRAMEWORK TO HELP CALL IDEAS FOR THE NEXT STEPS FOR THEM. EACH COMMUNITY IS DIFFERENT. EACH COMMUNITY HAS DIFFERENT NEEDS. AND SO THAT WAS THE NEXT RUNG. AND THEN THE THIRD IS ONE WHERE WE'RE ACTIVELY CONVENING THESE GROUPS, BUT WORKING WITH A LEADERSHIP GROUP THAT IS THEN BEGINNING TO THINK STRATEGY AND TAKE THINGS TO THE NEXT LEVEL. REGIONAL PARTNERSHIPS. YES, IT'S GOING TO BE ABSOLUTELY CRITICAL FOR THOSE COMMUNITIES FUNDING THAT THEY THINK REGIONALLY. IT MEANS TAKING ADVANTAGE OF GRANTS, BUT ALSO POOLING RESOURCES AND THINKING OF TRAVELERS, NOT AS JUST COMING TO ONE COMMUNITY AS A DESTINATION, BUT MOVING AROUND THE STATE. SO THERE'S BENEFIT FOR MULTIPLE COMMUNITIES. IT'S EASY TO WORK IN SILOS. AND SO PART OF OUR WORK IS TO BREAK THAT DOWN AND THEN BRING THESE COMMUNITIES TOGETHER. SO THEY POOL RESOURCES, THEY WORK TOGETHER, THEY SHARE THE BENEFIT OF TOURISM. THAT'S A REAL BROAD BRUSH, BUT IT'S A START. NO, THAT'S REALLY HELPFUL. AND EVEN SPEAKING OF BREAKING DOWN SOME OF THOSE SILOS, JUST LAST COMMISSION MEETING, WE PASSED SOME FUNDING FOR THE SEATTLE CHAMBER AND THE PORT TO DO SOME COMMUNITY NAVIGATOR WORK AROUND THE SMALL BUSINESSES. AND SO MAYBE YOU CAN SPEAK TO HOW DOES THAT BODY OF WORK CONNECT TO SOME OF WHAT'S HAPPENING WITH THE TOURISM PROJECTS? WELL, THERE'S A VAST NUMBER OF SMALL BUSINESSES WITHIN THE HOSPITALITY AND TOURISM INDUSTRY THAT ARE STILL TRYING TO GET BACK ON THEIR FEET. AND SO THE NAVIGATORS OSTENSIBLY COULD HELP SOME OF THOSE COMPANIES ACCESS THE RESOURCES THEY NEED TO EITHER REBOUND, EXPAND TO THE NEXT LEVEL, OR JUST REPOSITION THEMSELVES. SO THAT'S DEFINITELY SOMETHING THAT WE CAN WEAVE TOGETHER. THAT'S GREAT. AND SO I GUESS I WILL CONCLUDE BUT THE LAST COMMENT I'LL MAKE IS I THINK THAT'S IMPORTANT, RIGHT, TO TAPPING INTO THE COMMUNITY NAVIGATOR PLAN BECAUSE IT'S CLEAR THAT IN THE NEXT STEP, REALLY REACHING OUT TO IMPACTED BUSINESSES AND COMMUNITIES AS A PRIORITY AND ENSURING THAT YOUR TEAM ALSO INCLUDES EQUITY OFFICERS AT THE TOP RIGHT. TO ENSURE THAT ALL OF THE STRATEGIES ARE REALLY THINKING ABOUT ALL COMMUNITIES THAT HAVE BEEN IMPACTED AND THAT THE APPROACH IS REALLY DONE IN A WAY THAT IS HOLISTIC AND INCLUSIVE. AND SO, YEAH, THAT'S MY LAST COMMENT. THANK YOU AGAIN FOR THE PRESENTATION OF THE IMPORTANT WORK YOU'RE DOING. THANK YOU.

I APPRECIATE THAT. AND ABSOLUTELY, EQUITY IS BUILT INTO THIS FRAMEWORK. IT'S PART OF WHAT WE DO. I WOULD JUST ADD TO THAT SMALL BUSINESSES, 80% OF THE TOURISM INDUSTRY STATEWIDE. AND SO WHEN WE LOOK AT THESE PROGRAMS, WE HAVE TO THINK OF THEM AS INCUBATORS FOR SMALL BUSINESSES, FIVE POCKET BUSINESSES, TRIBAL BUSINESSES. AND THIS IS A Foothold. THIS IS A PLACE WHERE THEY ALL CAN START. AND WHERE THIS GOES, WE DON'T COMPLETELY KNOW YET. WE'RE BUILDING IT AS WE GO, BUT WE KNOW IT'S THE RIGHT PATH. GREAT. THANK YOU, COMMISSIONER MOHAMED. ANYONE ELSE?
COMMISSIONER HASEGAWA?
I'LL ADMIT I DON'T KNOW ENOUGH ABOUT SOME OF THE PARTICIPANTS IN THE PROGRAM TO KNOW THE SCOPE OF WHAT THEY DO OR WHAT SORT OF ATTRACTIONS THEY DEAL WITH. WE'RE NOT JUST TALKING ABOUT VINEYARDS AND BREWERIES AND ZIPLINING, BUT WASHINGTON STATE HAS SO MUCH HISTORIC SIGNIFICANCE, SO MANY ARCHAEOLOGICAL SITES THAT AREN'T JUST TO BE PRESERVED, BUT TO BE SHARED WITH A STORY FOR MEMBERS OF THE PUBLIC. AND SO I'M WONDERING IF THERE'S BEEN ANY PARTNERSHIP WITH THE STATE, WITH MAYBE THE DEPARTMENT OF ARCHEOLOGY OR MAYBE THE TRIBES THAT ALSO INCORPORATE SOME OF THAT HISTORIC TOURISM OR PUBLIC EDUCATION COMPONENT. YEAH, GREAT POINT. AYES, ABSOLUTELY. THE REAL TOURISM SUPPORT PROGRAM THAT WE'VE JUST CONCLUDED. SO THAT'S OUR FIRST DESTINATION WE TOOK THROUGH IN THE THREE COUNTIES IN THE FAR NORTHEAST PART OF THE STATE INCLUDED THE CALLERSVILLE TRIBE, MANY CULTURAL CENTERS. I'M TRYING TO THINK WHO ELSE WAS AT THE TABLE. IT WAS A ROOM FULL OF THE COMMUNITY, ALL AT ROUNDS, ALL BRAINSTORMING, ALL ROLLING UP THE SLEEVES. SO MANY OF THOSE ASPECTS WERE THERE ARCHAEOLOGY? NO, NOT YET, BUT THAT'S A GREAT POINT. AND ABSOLUTELY, WE CERTAINLY COULD LOOK AT STATE AGENCIES TO MAYBE TRY AND BRING THEM IN AT THIS LEVEL AS WELL. I THINK OF EITHER NATIONAL OR STATE RECOGNIZED HISTORIC SITES WHERE DO ATTRACT PEOPLE FROM AROUND THE WORLD AND OTHER HIDDEN GEMS THAT WE HAVE THAT MAYBE LOCALS WOULD CONSIDER DESTINATIONS. BUT IT'S JUST SOMETHING THAT I WANTED TO ASK ABOUT. THE OTHER THING I DIDN'T REALIZE. WE JUST DID A PUBLIC COMMISSION MEETING FOR THE COMMISSIONER ON ASIAN PACIFIC AMERICAN AFFAIRS IN TACOMA COUNTY. AND THERE WE LEARNED FROM THE TACOMA COUNTY EXECUTIVE THAT IT IS THE BLUEBERRY

CAPITAL OF THE ENTIRE NATION.
IT'S ALSO A PLACE THAT ATTRACTS PEOPLE
FROM AROUND THE WORLD FOR BIKING
COMPETITIONS AND THEN, OF COURSE,
AMAZING TRAILS. AND SO I'M WONDERING IF
THE WASHINGTON STATE TRAILS ASSOCIATION
OR ANY SORT OF BIKERS CLUBS BUT
THE PORT OF SEATTLE HAS EXISTING
RELATIONSHIPS WITH ARE ENGAGED IN THE
TOURISM EFFORT AT ALL. YES, ABSOLUTELY.
WE'RE WORKING WITH TRAILS ASSOCIATION ON
OUR TREADMAP APP AND A NUMBER OF OTHER
PROGRAMS. ABSOLUTELY. OUTDOOR RECREATION
IS A BIG PART OF TOURISM. AGAIN, I THINK
THAT THE CHALLENGE HERE IS TO ATTRACT
BUT ALSO EDUCATE AND EMPHASIZE
RESPONSIBLE RECREATION. SO KNOW BEFORE
YOU GO RIGHT, TAKE RESPONSIBILITY
FOR THE COMMUNITIES YOU INTEND TO VISIT,
UNDERSTAND WHO THEY ARE, UNDERSTAND
CULTURAL SENSITIVITIES, UNDERSTAND THE
SIZE OF THEM, UNDERSTAND THAT THE
VISITOR FOOTPRINT CERTAINLY CAN BE
RATHER LARGE TO MUNICIPAL RESOURCES
AND SEARCH AND RESCUE AND THINGS LIKE
THAT. SO IT'S AN INTERESTING STATE OF
MARKETING HERE. POST PANDEMIC, I THINK
THAT WE HAVE TO MARKET THROUGH TRAVEL
ADVISORIES AND THROUGH RESPONSIBLE
TRAVEL FILTERS TO ENCOURAGE PEOPLE TO
COME, TO SHARE WHAT WE HAVE, BUT TO TAP
INTO THAT DESIRE THAT WE KNOW TO BE TRUE
FROM RESEARCH THAT THEY REALLY WANT TO
UNDERSTAND, LEARN, BE A PART OF THE
SUSTAINABILITY THAT THE LOCALS CARE
ABOUT. ALL OF THAT ROLLED INTO THE NEW
MARKETING MAKE IT A REALLY FASCINATING
TIME. GREAT.
BEFORE WE MOVE ON, I WANT TO JUST MAKE A
QUICK NOTE FOR THE RECORD THAT
COMMISSIONER CALKINS HAS LEFT THE
MEETING AT APPROXIMATELY 1:06 P.M.
TO ATTEND THE PUBLIC PORTS
ASSOCIATION CONFERENCE. ANYONE ELSE FOR
COMMENT ON THIS ITEM? COMMISSIONER
FELLEMAN, THANK YOU. DAVE AND DAVE.
NICK, IT'S GREAT TO SEE YOU IN PERSON.
AND I MUST SAY, HITTING THE GROUND
RUNNING IS UNDERSTATEMENT, SO I'M REALLY
DELIGHTED TO HAVE YOU ON BOARD.
WE'VE BEEN SPENDING A LOT OF TIME
GETTING THIS RESPONSIBLE OUTDOOR TRAVEL
SUMMIT TOGETHER. ROCKS IS A REALLY
LOVELY ACRONYM, I KNOW, BUT IT ROCKS.
THIS IS SOMETHING THAT I ALWAYS THOUGHT
THAT PART OF MY CONTRIBUTION TO ECONOMIC
DEVELOPMENT THE PORT WAS GOING TO BE
ROOTED IN TOURISM. BUT THIS RESPONSIBLE
TOURISM. I ALWAYS HAD A LITTLE BIT OF A
CHALLENGE WITH COME TO SEATTLE TO GO
TAKE A CRUISE TO ALASKA. I GO, WE GOT
GLACIERS HERE. YOU WANT TO SEE A RIVER?
WE GOT A RIVER HERE. YOU WANT TO SEE

WHALES? WE GOT WHALES HERE. SO I'M REALLY DELIGHTED THAT WE CAN MARKET WASHINGTON. AND I KEEP ON TELLING YOU, BUT THAT LAST SLIDE ON THIS POWERPOINT I LOVE THIS GRAPHIC THAT SORT OF DEPICTS WASHINGTON AND ALL ITS REGIONAL GLORY. AND I JUST THINK IT TAKES A LITTLE WHILE TO MAKE SENSE OF IT. BUT I THINK IT'S ONE OF THOSE REALLY BEAUTIFUL GRAPHICS THAT SHOW THE DIVERSITY OF OUR STATE AND WHAT WE REFER TO AS BIG NATURE, BIG CITY. AND WE HAVE THAT INCREDIBLE COMBINATION. THE COUPLE OF THINGS IS LIKE I'VE BEEN SORT OF IN THE TOURISM BUSINESS AS SORT OF SOMEWHAT OF AN OPERATOR WHETHER IT BE WHALES OR THINGS LIKE THIS. AND I'VE HAD THE PLEASURE GOING TO THE GALAPAGOS, ALASKA AND THEN MONTH IN AFRICA WITH A FRIEND WHO DOES WILDLIFE WORK. AND THEN I SEE AN ANALOGY WITH FORKS, WHICH IS A REMARKABLE THING. IT'S LIKE WHEN YOU HAVE PEOPLE THAT ARE LIVING NEXT TO BIG NATURE BUT ARE NOT BENEFITING FROM BIG NATURE THERE'S A RESENTMENT ABOUT BIG NATURE. THEN THERE'S ALSO THIS TURNS INTO TRYING TO DO SOMETHING WITH IT THAT IS NOT SUSTAINABLE. WHETHER IT BE BUSH MEAT NEXT TO A NATIONAL PARK OR OLD GROWTH TREES OR WHALES. IT'S JUST LIKE UNLESS YOU ARE ABLE TO BENEFIT FROM IT, IT BECOMES A RESOURCE THAT MIGHT BE MUCH MORE SHORT LIVED. AND SO I REALLY SEE THIS RURAL ECONOMIC DEVELOPMENT COMPONENT OF IT AS BEING CENTRAL BECAUSE THAT'S WHERE MUCH OF THIS BIG NATURE LIES AND FOLKS WHO REALLY NEED TO BENEFIT FROM IT. AT THE SAME TIME, I FEEL VERY SENSE OF RESPONSIBILITY ABOUT WELL, YOU JUST DON'T WANT TO SAY COME AND GET IT AND SETTING THE RIGHT MENTALITY TO COME AND VISIT. AND ESPECIALLY BECAUSE OF WORKING WITH TRIBAL GOVERNMENTS FOLKS DON'T WANT TO JUST OPEN THE DOOR TO GET TRAMPLED. AND SO I THINK THIS I'VE BEEN TRYING TO SAY THE MOST IMPORTANT THING TO PACK BEFORE YOU COME IS A SENSE OF RESPONSIBILITY. AND THAT WE ARE MARKETING NOT DISNEYLAND, WE'RE MARKETING SOMETHING THAT IS UNIQUE AND SPECIAL ABOUT THIS PLACE. AND I THINK THAT IS MORE AND MORE A DRAW. AND THE EXPEDIA DATA THAT YOU PRESENTED BEFORE IS LIKE THIS IS WHAT PEOPLE WANT TO DO WITH THEIR SPARE TIME. WE'RE SITTING ON A GOLDEN EGG AND THE CORRECT CREST. WE DON'T WANT TO MAKE AN OMELET, RIGHT? WE WANT TO CAPITALIZE ON THIS SITUATION IN A RESPONSIBLE WAY. I GUESS THE LAST THOUGHT IS I'M REALLY

HOPING THAT THIS CONFERENCE IS SOMETHING THAT IS JUST A NATURAL BUILDING ON. BECAUSE WHEN YOU SEE I'VE BEEN THINKING ABOUT THIS SINCE I GOT HERE. LOOK AT THE MARKETING MATERIALS THAT THE STATE IS DOING. I MEAN, IT'S THIS APP OF WHAT IS IT? IT'S NOT JUST THE TREADMAP, BUT THE WHOLE MARKETING THING IS SO EASILY IN A NATURAL STATE OF BEING TRUE TO NATURE HASHTAG. SO I JUST SEE THAT WE'RE ALL IN IT TOGETHER AT THE PORT AND THE FACT THAT WE CAN DO SOMETHING THAT'S MORE LIKE USING THE TOUR OPERATORS AND ALLOWING THEM TO HAVE THE TOOLS, SHARING BEST MANAGEMENT PRACTICES. AND THEN WHEN A REPORTER GOES OUT AND TALKS ABOUT THE STATE OF WASHINGTON, THEY'RE ALREADY SETTING THAT EXPECTATION. SO THANK YOU FOR MAKING THIS A SUCCESSFUL EFFORT AND ALL THE WORK YOU'VE DONE, TOURISM GRANTS AND ALL THE THINGS ALONG THE WAY. I THINK WE'RE REALLY MOVING IN A VERY POSITIVE DIRECTION AND NOW EVEN HAVE SOME SPEAKERS ALREADY LINED UP TO GIVE THE TALK. SO THANKS. I LOVE THE HASHTAG REFERENCE. I THINK OUR YOUTH IS RUBBING OFF ON YOU. COMMISSIONER, I'M GOING TO ASK ONE QUICK QUESTION, AND IF I RECALL CORRECTLY, WHEN WE WERE APPROVING THE MARKETING BUDGET FOR TOURISM, WE RECEIVED A PRESENTATION ON KIND OF THE STRATEGY AND THE TARGETING. AND AT THE TIME I HAD ASKED A QUESTION ON WHY YOU WERE FOCUSED SO MUCH ON EUROPE AND EUROPEAN TRAVELERS AS OPPOSED TO ASIA. AND THE ANSWER THAT I RECALL RECEIVING WAS BECAUSE ASIA WAS STILL IN KIND OF COVID MODE, LOCKDOWN MODE, AND A LOT OF THE TRAVELING HAS NOT REALLY BEEN PICKING UP IN ASIA AS A RESULT OF THAT. I'M WONDERING AND WANT TO GET YOUR THOUGHTS ON IF THAT HAS SHIFTED OR CHANGED SINCE THEN. I WAS IN KOREA LAST WEEK AND THEY DON'T HAVE ANY QUARANTINES ANYMORE. AND I THINK THERE IS WHAT WE CALL HERE REVENGE TRAVEL MODE OR WHATEVER YOU WANT TO CALL IT. BUT I'M CURIOUS IF YOU'VE ADAPTED AT ALL TO THE CHANGING MARKET AND HOW YOU EXPECT THAT TO KIND OF PAN OUT GOING FORWARD. YEAH, IT'S STILL SLOW, BUT WE'RE EXCITED TO GET BACK TO THE ASIAN MARKETS. BEFORE THE PANDEMIC, THEY WERE KEY. CHINA WAS NUMBER ONE OF ALL THE OVERSEAS MARKETS. JAPAN HISTORICALLY, OVER THE PAST 20 YEARS HAS BEEN VYING WITH UK OR JAPAN. SO WE SEE OURSELVES GETTING BACK INTO THOSE MARKETS AS SOON AS WE ARE POSSIBLY ABLE TO DO IT. AND HONESTLY, RIGHT NOW, FOR US, THERE'S SOME CHOICES WE HAVE TO MAKE JUST BECAUSE OF RESOURCES. SO, AS YOU

SAW, WE INVESTED IN THE UK EARLIER IN THE YEAR WITH THE PORT. THAT WAS A LOGICAL PLACE TO START BECAUSE IT WAS THE MOST OPEN OF THE MARKETS AND WE HAD A CHANCE OF ACTUALLY MAKING SOME INROADS TO GETTING SOME BUSINESS OVER WITH ALL THE GREAT AIR SERVICE WE HAVE. SO AS THOSE OPPORTUNITIES OPEN UP, WE'LL LOOK FOR THAT, BUT WE ALSO HAVE TO BUILD BACK THE RESOURCES IN ORDER TO TAKE ADVANTAGE OF THAT AND HAVE A PROPER PRESENCE. AND TO THAT POINT, I WOULD JUST ENCOURAGE YOU TO COORDINATE WITH OR BE IN TOUCH WITH OUR AIRLINE STAFF BECAUSE WE'VE ADDED SEVERAL LEGS, WE'VE ADDED HELSINKI, FINISH AIR, A LOT OF NEW FLIGHTS TO EUROPE THAT WE HAVEN'T HAD PREVIOUSLY. AND I EXPECT THAT TO HAPPEN ON THE ASIA SIDE AS WELL. AND SO I WOULD LOVE FOR IT TO BE TARGETED THAT WAY AS WELL. ABSOLUTELY. EXCELLENT.

COMMISSION, HOW'S IT GOING? THAT MAYBE THINK OF A FOLLOW UP QUESTION. I MEAN, SINCE THE LAST TIME YOU PRESENTED TO US, IT WAS ALSO ANNOUNCED THAT SEATTLE WOULD BE A POTENTIAL LOCATION FOR THE 2026 WORLD CUP. AND I WONDER HOW THAT INFORMS SORT OF YOUR AVIATION PLAN. YEAH, WELL, THAT MAKES US VERY HAPPY. I TALK ABOUT BRAND BUILDING AROUND THE WORLD. MY GOODNESS, THE EXPOSURE WITH THAT IS JUST PHENOMENAL FOR THE REST OF THE WORLD TO SEE AND TO UNDERSTAND THE SPIRIT OF SPORT AND RECREATION AND EVERYTHING WE HAVE HERE IN ABUNDANCE REALLY KEY. I DON'T KNOW YET HOW WE WILL LEVERAGE THAT. WE CERTAINLY WILL WORK WITH VISIT SEATTLE AND SEATTLE SPORTS COMMISSION AND OTHER ORGANIZATIONS. WE'VE ALREADY HAD SOME TALKS WITH THEM, BUT RIGHT NOW WE'RE JUST GRATEFUL. THAT'S FANTASTIC.

ONE MORE SHOP. YES. COMMISSIONER BOWMAN, I GUESS YOU BRING UP THAT POINT THAT I MEANT TO RAISE EARLIER. IT'S REALLY I THINK WHEN YOU LOOK AT WHY THE PORT HAS BEEN SO INVOLVED IN TOURISM, OBVIOUSLY WE HAVE THIS LITTLE THING CALLED SEATAC, FOUR STATE, REGIONAL, FASTEST GROWING AIRPORT. OBVIOUSLY WE'RE IN THAT BUSINESS BESIDES CRUISE AND EVERYTHING ELSE. BUT OTHER STATES PROMOTE TOURISM AS A STATE. AND WHEN I WAS TALKING TO COMMISSIONER FRANZ, WHO WILL BE SPEAKING AT OUR CONFERENCE, SHE SAYS, WELL, ALL THE PUBLIC LAND SHE'S GOT UTAH AND COLORADO, AND THEY DWARF WHAT WE DO. AND SO THE PORT HAS STOOD UP IN THE ABSENCE OF STATE FUNDING. AND SO WE ARE REALLY FILLING A VOID. QUITE FRANKLY. WE'RE ENCOURAGING THE STATE TO STEP UP SOMEWHERE TOO, BECAUSE IT'S NOT ONLY OUR PROBLEM, BUT WE STILL HAVE A CATCHING UP

TO DO. SO I THINK THE PORTS LEADERSHIP IN THIS HAS BEEN REALLY ESSENTIAL DUE TO THE FAILURE OF STATE INVESTMENT. AND I THINK THAT'S NOT TO BE MISSED. BUT AT THE SAME TIME, THERE ARE MULTIPLE ORGANIZATIONS IN THE STATE WHERE WE VISIT SEATTLE AT THE VERY LOCAL LEVEL, STATEWIDE TOURISM, THE PORT. AND I THINK THE DEGREE THAT WE ARE BETTER INTEGRATING HOW OUR STRENGTHS ARE ABLE TO BE BUILT, DEVELOPING A BUDGET THAT ALSO LOOKS AT HOW WE ARE LEVERAGING EACH OTHER'S RESOURCES, I THINK IS REALLY WHAT'S KEY. AND I KNOW YOU FOLKS ARE WORKING ON IT THIS YEAR AND I THINK WE'LL EVEN COME BACK STRONGER NEXT. BUT THANK YOU FOR ALL THAT WORK AND I SEE THE PORT'S INVESTMENT AT THIS TIME AS BEING ESSENTIAL, WELL SET. AND THANK YOU AGAIN FOR YOUR SUPPORT. ABSOLUTELY. THANK YOU, GENTLEMEN. I APPRECIATE YOUR TIME. COMMISSIONER, CAN I JUST SAY A COUPLE? OH, ABSOLUTELY, GO AHEAD. THANKS, COMMISSIONERS. I DO WANT TO SAY THAT. THANKS, DAVID AND DAVE. AND I THINK REALLY THERE WAS FORESIGHTEDNESS TOO. WE WERE JUST DISCUSSING WHEN WE HAD THAT LITTLE BREAK THERE, IS THAT THE FORESIGHTEDNESS AND PUTTING ADDITIONAL FUNDS TOWARDS THIS WHEN TIMES WERE VERY TOUGH, WE SAID, WELL, WHERE CAN WE MOVE THE NEEDLE TO BE PREPARED FOR THIS? SO I JUST WANT TO THANK THE COMMISSIONER AND YOUR PREDECESSORS FOR BEING POSITIONING OURSELVES IN ORDER TO DO THIS IN ADVANCE. THIS WORK, I THINK IT WAS ONE OF THOSE THINGS OF WHERE WE QUESTIONED HOW CAN WE POSITION OURSELVES TO CONTRIBUTE TO THAT RECOVERY? AND I THINK THE WORK OF THE COMMISSION REALLY ENABLED THAT. REGARDING CHINA, I ACTUALLY MET WITH THE GENERAL COUNSEL FROM SAN FRANCISCO JUST LAST WEEK AND THEY TALKED ABOUT HOW IN CHINA THEMSELVES, THEY ARE LOOKING FORWARD TO RESUMPTION OF THAT. BUT IT'S NOT OPENED UP WITH CHINA RIGHT NOW. AS YOU SAID, DAVID, THE CONSULATE GENERAL FROM JIANG FROM SAN FRANCISCO SAID THAT'S ONE OF THE AREAS THAT THEY WANT TO GET BACK TO NORMAL IS MORE NORMAL TRAVEL WITH CHINA. AND THE LAST THING I JUST WANT TO COMMENT ON IS I REALLY APPRECIATE, BASED ON MY BACKGROUND, IS BEING PREPARED TO ENCOUNTER AS A RESPONSIBLE TOURISM, IS THAT BEING PREPARED WHEN YOU ENTER THOSE ENVIRONMENTS, WHETHER IT BE IN THE MOUNTAINS OR WHETHER IT BE IN THE WATER IN OUR BEAUTIFUL WATERS HERE WE HAVE IN WASHINGTON STATE. BUT BEING PREPARED IS A GREAT MESSAGE TOO. I'M

GLAD THAT'S PART OF THIS BECAUSE YOU DON'T WANT TO HAVE THAT END VERY BADLY. AND THAT'S THE GREATNESS OF THE OUTDOORS HERE IN WASHINGTON STATE IS THAT YOU CAN BE IN CONTACT WITH THE WILD MUCH EASIER THAN YOU CAN IN OTHER PLACES. SO I APPRECIATE THAT. THANK YOU. GREAT. WE HAVE A SHORT AGENDA, RIGHT? SO LAST THING YOU SAW IN YELLOWSTONE, LIKE THREE PEOPLE JUST GOT GORED BY A BUFFALO. I JUST DID A PRESS THING HERE AT THE AIRPORT. WE HAVE THE SAVVY TRAVELER INFORMATION. DON'T GO OVER IT SOMEPLACE AND HAVE, LIKE, TAKE A SELFIE WITH A MONKEY ON YOUR SHOULDER. I MEAN, THERE'S A CERTAIN LEVEL OF UNDERSTANDING AHEAD. BUT WHAT HAPPENED, I THINK, WITH COVID, WHICH IS VERY INTERESTING, WAS NOBODY WANTED TO GO INSIDE, RIGHT? SO WHAT WE SAW WITH COVID, ON THE TRAILS AND ELSEWHERE WAS, I THINK, THE POTENTIAL NIGHTMARE IF WE DON'T STEP UP, IF WE DON'T HAVE ENOUGH RANGERS, IF WE DON'T HAVE ENOUGH TRAIL MAINTENANCE, YOU HAVE UNEXPERIENCED PEOPLE, INEXPERIENCED PEOPLE COMING IN AND BEING ILL PREPARED FOR THE CONDITIONS. SO AGAIN, THIS IS THE NEED MORE THAN EVER, IF WE'RE GOING TO SOLICIT MORE FOLKS TO ENJOY THIS PLACE, THAT ADVANCE NOTICE OF ARRIVAL NEEDS TO BE PART OF THE MESSAGING. COULD I GIVE ONE MORE? YES, THERE'S A REALLY INTERESTING CONFLUENCE HERE AND AN OPPORTUNITY FOR US ALL IN THAT WE DO HAVE TO EXERCISE SOME RESPONSIBLE TRAVEL. BUT AGAIN, THE SHIFT IN DATA IN THE PANDEMIC SAYS THAT VISITORS REALLY WANT THAT. SO FOR A STATE THAT IS AT A COMPETITIVE DISADVANTAGE WITH ALL THE OTHER STATES, BY EXAMPLE, OUR BUDGET IS MAYBE SEVEN TO 8 MILLION, CALIFORNIA IS 120 MILLION, OREGON IS 40 MILLION, WYOMING IS 26 MILLION. WE COULD MAKE A QUANTUM LEAP BY LEANING INTO THE CURVE HERE AND REALLY FOCUSING ON RESPONSIBLE TRAVEL, INDIGENOUS COMMUNITIES, CULTURAL AWARENESS. IT'S REALLY THE BRAND THAT WE BUILT AND I THINK IT'S AN OPPORTUNITY HERE THAT COULD TAKE US FURTHER AND I THINK MAYBE GET SOME INROADS HERE WITHOUT A BIG BUDGET. EXCELLENT. THANK YOU SO MUCH. THANK YOU CLERK HART, PLEASE READ THE NEXT ITEM INTO THE RECORD. WE'LL THEN HEAR FROM EXECUTIVE MET TO INTRODUCE THE RECORD. DON'T HAVE TO PASS THE BUDGET OR NO, NO, THIS IS NOT A VOTING ITEM, IT'S JUST [inaudible 01:36:48]. YEAH. THANK YOU, MR. COMMISSION. VICE PRESIDENT. THIS IS AGENDA ITEM ELEVEN B, THE 2023 BUDGET DEVELOPMENT BRIEFING. AND I BELIEVE OUR PRESENTERS ARE VIRTUAL TODAY THAT'S

GOING TO KICK THIS OFF WITH AS YOU KNOW, STAFF ACROSS THE ORGANIZATION AND HARD AT WORK PREPARING OUR BUDGETS FOR 2023. AND THIS IS JUST THE PURPOSE OF THIS BRIEFING IS JUST TO PROVIDE A HIGH LEVEL OVERVIEW OF OUR BUDGET PROCESS FOR THE BENEFIT OF THE PUBLIC AND ENDING WITH OUR TIMELINES FOR THE BUDGET GOING FORWARD. AND WITH ME TODAY OUR PRESENTERS, DAN THOMAS IS THE CHIEF FINANCIAL OFFICER AND THEN MICHAEL TONG IS GOING TO TALK ABOUT THE SCHEDULE GOING FORWARD TOO. AND REALLY I'M GOING TO COVER A LOT OF THESE MATERIALS. FIRST SLIDE PLEASE. AND DAN'S READY TO JUMP IN IF I VENTURE OFF INTO AREAS THAT HE WANTS TO ADD TO. SO WE'RE GOING TO TALK ABOUT THE ENVIRONMENTAL SCAN WHICH IS LOOKING AT THE CONDITIONS THAT WERE FACED AS WE'RE DEVELOPING THE BUDGET. JUST A COUPLE OF SLIDES ON BUSINESS FORECAST AND THEN LOOKING AT REVIEWING OUR BUDGET PRINCIPLES AND STRATEGIES GOING INTO OTHER BUDGET CONSIDERATIONS AND THEN WE'RE GOING TO END WITH THE CALENDAR GOING FORWARD. SO FIRST IS WHAT I LIKE TO CALL NEXT SLIDE PLEASE IS WHAT IT CALLS THE ENVIRONMENTAL SCAN OF THE ENVIRONMENT AROUND US. IS THAT DISCUSSED HERE? WE HAVE CONTINUED RECOVERY BOTH IN AIRPORT AND CRUISE BUSINESSES AND AS WELL AS THE WORK OF THE NWSA AND CARGO TRAFFIC THERE AS WELL. WE HAVE A LOT OF UNCERTAINTY AS YOU KNOW, ESPECIALLY OVER THE COMING MONTHS. ECONOMIC AND PANDEMIC UNCERTAINTIES, RECESSION, SUPPLY CHAIN ISSUES ARE STILL OUT THERE AND DISRUPTIONS FROM THAT AS WELL ARE STILL ON THE HORIZON. AND THEN OF COURSE INFLATION IS AT A 40 YEAR HIGH. I'M GOING TO TAKE THE RECENT REDUCTION IN GAS PRICES AS AN INDICATOR, WHICH WE HOPE TO SEE, INDICATING THAT THINGS ARE GOING TO BE CHANGING IN THAT AS FAR AS WE GO FORWARD AND FOR US AS BEING COMPETITIVE, WE HAVE OUR OWN STAFF AS WE LOOK AT OUR OWN STAFF AND OUR IMPACT ON OUR PARTNER BUSINESSES AS WELL. LOTS OF THOSE ARE IMPACTED BY EMPLOYEES LEAVING DURING THE PANDEMIC OR. RELEASING EMPLOYEES DURING THE PANDEMIC, THEN HIRING BACK AND RETAINING THEM. THAT WILL CONTINUE TO BE A VERY COMPETITIVE JOB MARKET FOR US, ESPECIALLY IN POSITIONS WHERE THERE'S A LOT OF COMPETITION. THAT INCLUDES RETAINING OUR EMPLOYEES AS WELL. SO WE WANT TO RECRUIT, BUT WE ALSO NEED TO RETAIN AND AS WE DEVELOP THE BUDGET, YOU'LL SEE SOME FOCUS ON THAT. THERE IS SOME REGULATION INCREASE IN

REGULATION, EXTERNAL POLICY CHANGES THAT MAY IMPACT US AND THAT INCLUDES SOME OF THE ENVIRONMENTAL REGULATIONS AND GUIDANCE, NOT REGULATIONS, BUT POLICIES. AND OF COURSE, WE WANT TO KEEP A FOCUS ON OUR COMMUNITY RELATED ISSUES AND FUNDING THOSE PROPERLY TOO. AND THEN, OF COURSE, LOOKING AT OUR OWN STAFF NEEDS IN PARTICULAR. YOU'LL HEAR ME GOING BACK TO THIS AS WE DEVELOP AS HAVING THAT CAPACITY TO DELIVER CAPITAL PROGRAMS. SO, NEXT SLIDE, PLEASE. HERE'S JUST A SLIDE THAT JUST KIND OF SHOWS WHERE WE ARE RIGHT NOW AND THE RECOVERY, ESPECIALLY ON SOME OF THE BUSIER WEEKENDS, WE RETURNED BACK UP TO 50,000, 55,000 TRAVELERS AT SEA, BUT YOU CAN SEE THE TRENDS HERE. AND THEN THE FORECAST FOR THIS RECOVERY OF WHERE WE'RE GOING AS FAR AS THE TOTAL RECOVERY OF PASSENGER TRAFFIC AT SEA IS ANTICIPATED ABOUT 2024 ON THIS. BUT WE'VE MADE GREAT STRIDES IN RETURNING TO THIS AND WE KNOW THAT THAT PRIMARILY IS THROUGH DOMESTIC, AS WE HEARD EVEN FROM DAVID TALKING ABOUT INTERNATIONAL TRAVEL. EVEN THOUGH WE HAVE SOME ROUTES THAT HAVE COME ON, THERE'S ANTICIPATION THAT INTERNATIONAL IS YET TO BE FULLY RECOVERED TO WHERE IT WAS PRIOR TO THE PANDEMIC. TO DO THAT. IN THE NEXT SLIDE YOU WILL SHOW THE PASSENGER VERSUS THE NUMBER OF VESSELS. AYES. WHEREAS IN THIS SLIDE WE ARE JUST SHOWING PASSENGERS. YES, I THINK IT'S IMPORTANT FOR THE AMOUNT OF TRAFFIC LIKE IN THE FUTURE TO SEE A SIMILAR TYPE OF THING. YEAH, I'M JUST ANTICIPATING SORRY, BUT I THINK IT IS IMPORTANT, THOUGH, THAT I'M OF THE BELIEF THAT PLANES ARE GETTING LARGER. FOR THE AVERAGE PLANE SIZE IS LARGER. SO IN FACT, I BELLEVUE LIKE WITH SHIPS VERY MUCH, YOU'LL FIND IT'S NOT A LINEAR INCREASE BETWEEN THE NUMBER OF PASSENGERS AND THE NUMBER OF FLIGHTS. AND I THINK THAT'S SOMETHING THAT WE CAN LOOK AT. THE TEAM WILL TALK WITH AVIATION ABOUT THAT TO SEE IF THERE'S A SIMILAR COMPARISON, RIGHT, TO NUMBER OF TRAVELERS VERSUS THE SIZE OF AIRCRAFT AND LOADING AND THOSE THINGS. BECAUSE RIGHT NOW, AS I GO TO THE NEXT LINE IS THAT AS WE LOOK AT LOADING, IT HAS TO DO WITH YOU HAVE THE VESSELS AND THEN YOU HAVE FOR CRUISE AND THE RECOVERY. OF COURSE, AS YOU KNOW, WE HAVE 296 SHIP CALLS COMING IN 2022, BUT THE LOADING IS CHANGING AS WE'RE GOING THROUGH THE SEASON. AND SO I TAKE THAT, COMMISSIONER, IS THAT WE CAN KIND OF LOOK AT THAT TRAFFIC AS A NUMBER OF AIRCRAFT VERSUS THE PASSENGERS AS WELL.

I'M ASSUMING THAT WE CAN WORK WITH SOMETHING LIKE THAT TO DO THAT. BUT THIS JUST SHOWS THE RECOVERY OF WHERE WE ARE IN CRUISING. I KNOW STEPHANIE JONES STEVENS IS IN THE AUDIENCE HERE BUT I KNOW THAT OUR LOADING IT'S HARD TO SEE IT THROUGH THE CROWD THERE BUT IT SHOWS THAT IT ACTUALLY IS VARYING THROUGH THE YEAR OF THE LOADING FACTORS OF THAT AND WE'RE TRACKING THAT THE NUMBER OF PASSENGERS FOR THE CRUISES GOING FORWARD. NEXT SLIDE PLEASE AND THESE ARE THE GUIDING PRINCIPLES ARE KIND OF CONSISTENT HERE THIS IS JUST A RECAP FOR THE PUBLIC THAT MAY BE WATCHING TOO WITH WHAT CONTINUED FOCUS OUR GUIDING PRINCIPLES ARE HEALTH AND SAFETY EMPLOYEES. CUSTOMERS AND THE PUBLIC AS WE GO FORWARD AND THAT INCLUDES THE PANDEMIC AS WELL EFFICIENT OPERATION OF OUR GATEWAYS IS IMPORTANT TO EVERYONE WHO USES OUR GATEWAYS AND SUPPORTING REGIONAL ECONOMIC RECOVERY THROUGH ADVANCING OUR CAPITAL IMPROVEMENT PROGRAM AND CONTINUING INVESTMENT IN COMMUNITY PROGRAMS BUT IT'S ALSO THE ASPECT OF EACH OF OUR PROGRAMS AND I THINK WE AYE. ON A COUPLE OF THEM TODAY WHICH IS EACH ASPECT OF OUR PROGRAM SHOULD LOOK THROUGH THAT LENS OF THE COMMUNITY EQUITY AND COMMUNITY BENEFITS AS WELL AND I THINK WE'RE LINING UP IN THAT OF DISCUSSING THAT AS WE FUND THE BUDGET AS WE BUILD THE BUDGET FOR 23 AND THEN REALLY IMPORTANT FOR ME IS INVESTING IN OUR EMPLOYEES ON RECRUITMENT. RETENTION AND DEVELOPMENT AS WELL TO DO THAT BECAUSE THAT'S PART OF THE SOLUTION I THOUGHT THAT THERE WAS AN INTERESTING THING WHEN YOU TALK ABOUT ONE OF THE FACTORS FOR GOING BACK TO THE AVIATION INDUSTRY I DON'T KNOW IF IT'S GOING TO PROGRESS BUT THERE WAS A BILL TO INCREASE THE MANDATORY AGE RETIREMENT FOR PILOTS AS WE KNOW THERE'S A PILOT SHORTAGE AND THAT'S CAUSING SOME OF THAT I DON'T KNOW IF THAT'S GOING TO GET TRACTION BUT WAS RAISING IT FROM 65 TO 67 AND THAT WAS SOMETHING OUT THERE THAT MAY GIVE SOME MINOR RELIEF TO THE AIRLINES BUT IT'S BETTER THAN LOSING THE PILOTS THERE'S THINGS LIKE THAT THERE'S THINGS LIKE THAT THAT WE COULD SEE THAT COULD HELP WITH SOME OF THE ISSUES THAT WE HELP AND THEN NEXT SLIDE PLEASE THANK YOU JUST SOME OF OUR STRATEGIES AGAIN MONITORING OUR GROWTH IN EXPENSES BECAUSE WE KNOW WITH INFLATION WE HAVE TO DO THAT WITH OUR PROJECTED REVENUES AND THAT WILL BE INCLUDED WITH THAT AND EVALUATING ADDITIONAL FTE I'LL TALK ABOUT THAT LATER BECAUSE FOR THAT

LONG TIME WE HAD NOT A FREEZE
BUT WE THOUGHT OUT BUT
IT WAS BASICALLY A HARD REVIEW ON
POSITIONS ARE HIRING FOR 2000 AND 22,021
AND WE DO HAVE SOME NEEDS WITHIN OUR OWN
AND STAFFS IN ORDER TO DO ALL THE THINGS
WE WANT TO DO EFFECTIVELY AND
EFFICIENTLY WITHIN A TIMELINE SO WE'RE
GOING TO BE TAKING A LOOK AT THAT JUST
TO HIGHLIGHT A COUPLE OF HERE IS REALLY
LOOKING WHEN WE GO INTO OUR BUDGET
RETREAT WE'LL BE TALKING ABOUT OUR
CAPITAL INVESTMENT PLAN FOR OUR CAPITAL
PROJECTS AND HAVING THE REALISTIC
ASSUMPTIONS ABOUT BOTH SUPPLY CHAIN AND
CAPACITY TO DELIVER WILL BE ON THERE AND
WE'LL BE TALKING ABOUT THOSE AND WE'LL
BE ALSO LOOKING AT OUR EQUITY LENS IN
LOOKING AT AND WE'LL BE TALKING ABOUT
THAT MORE OF OUR EQUITY AND BUDGETING IN
OUR SECOND YEAR. REALLY APPROACHING THAT
AND TRYING TO BUILD THOSE FACTORS INTO
THE BUILDING OF OUR BUDGET. AND THEN OF
COURSE THESE ARE CONTINUE THESE CROSS
CUTTING ISSUES WHICH ARE SUSTAINABILITY
AND RESILIENCY, MAKING SURE THAT WE'RE
COVERING THOSE WITHIN OUR BUDGETS AS
WELL. NEXT SLIDE, PLEASE.

AND THIS IS THE RECAP. EVERYTHING
EVERYBODY KNOWS IS THAT SOME OF THESE
THE ENVIRONMENT, AS I SAID, THERE ARE
UNCERTAINTIES THERE. SO WE HAVE TO BUILD
IN SOME CAPACITY TO ADJUST TO
UNCERTAINTIES GOING FORWARD WITHIN THE
BUDGET AND LOOKING AT TO BALANCING
THOSE EXPENSES WITH OUR PROJECTED
REVENUES AND ACCOMPLISHING THAT TO DO
THAT. AND THEN OF COURSE A LARGE AMOUNT
OF OUR BUDGET IS FOR OUR OWN EMPLOYEES
AND LOOKING AT HOW WE'RE GOING TO
APPROACH PAY INCREASES GOING INTO THE
FUTURE. AND I'LL TELL YOU ONE OF THE
THINGS ON THE TABLE IS CONSIDERATION OF
HOW DO WE ANTICIPATE INFLATION. WE'VE
NEVER HAD INFLATION THIS HIGH AND HOW DO
YOU WEIGH THAT WITH PAPER PERFORMANCE
AND LOOKING AT THAT. SO WE HAVE TO MAKE
SURE THAT WE'RE LOOKING AT THAT AND
LOOKING AT EQUITY ISSUES WITHIN THAT AS
WELL FOR OUR WORKFORCE, KEEPING IN MIND
THE RETENTION AND THE RECRUITMENT OF TO
BE COMPETITIVE WITH OTHER EMPLOYERS. WE
WANT TO BE IN THE EMPLOYER OF CHOICE.
WE TALKED ABOUT CONSTRUCTION BEFORE OF
CONSTRUCTION INFLATION BEING ACTUALLY
HIGHER THAN THE REGULAR INFLATION IN
SOME CASES DEPENDING ON THE MATERIALS,
THE TIME AND DELAY AND ALSO THE COST
COULD BE 25 AND 40% ON SOME MATERIALS
AND SOME PROJECTS. SO IT CAN BE REALLY
EXPENSIVE. AND THEN SUPPLY CHAIN ISSUES,
AS YOU KNOW, AS WE CAME BACK TO YOU
SAYING THAT WE HAD A DELAY ON THE SHORE

POWER BECAUSE OF THE SUPPLY CHAIN DELAYS. PUSH BACK THE ABILITY TO PUT THAT SUBMARINE CABLE BACK A YEAR JUST ON SUPPLY CHAIN ISSUES. AND THEN WE TALKED ABOUT THESE OTHER ONES ADVANCING OUR EQUITY AND BUDGETING. SO THOSE ARE JUST SOME OF THE KEY CONSIDERATIONS. YOU'RE GOING TO GET MORE OF THIS COMING UP IN THE STUDY SESSION, BUT JUST WANTED TO LAY THE GROUNDWORK ON SOME OF THESE. SO WE'LL JUST KIND OF REFERENCE THEM AS WE GO FORWARD. SO ANY QUESTIONS ON THOSE BEFORE I MOVE TO MICHAEL TONG WITH THE CALENDAR? ANY QUESTIONS? SO I ALWAYS FIND IT IRONIC THE PORT GET STUCK BY THE SUPPLY CHAIN PROBLEMS. YOU LOOK AT OUR OWN DARN FAULT SOMETIMES, RIGHT? I BLAME SEAPORT ALLIANCE. WE BLAME ON THE ALLIANCE, RIGHT? BUT BE THAT AS IT MAY, TYPICALLY WITH THE DOWNTURN ECONOMY, WE WANT TO PUT OUR FOOT ON THE METAL, KEEP THE CONSTRUCTION GOING, DO LIKE WE'VE BEEN DOING. IT'S GREAT. I'M JUST WONDERING IN TERMS OF IN A MOMENT LIKE THIS WHERE SUPPLY STUFF IS, I BELIEVE CATCHING UP, BUT STILL SLOW. I JUST LOOKED AT TRYING TO ORDER SOME WINDOWS AND IT WAS RIDICULOUS, BUT IN TERMS OF THE TIME FRAME BUT I'M JUST WONDERING IN TERMS OF DOES IT MAKE SOME SENSE IN LOOKING AT OUR CIP RATHER THAN RUNNING RIGHT INTO THE PURCHASING? AND NORMALLY YOU WAIT SOME TIME, IT'S GOING TO COST YOU MORE LATER, BUT RIGHT NOW, BECAUSE THE INFLATION IS SO HIGH AND THE DELAYS ARE SO LONG, DOES IT MAKE SOME SENSE TO STAGGER SOME OF THE CONSTRUCTION PROJECTS THAT WE WERE THINKING? I'M NOT SAYING WE KNOW RIGHT NOW, BUT I'M SAYING IT ALMOST SEEMS LIKE IT'S A MOMENT TO REFLECT AT LEAST ON SOME PROJECTS BASED ON AVAILABILITY OF MATERIALS AND THINGS LIKE THAT. WELL, WE THINK WE'RE BALANCING A BUNCH OF DIFFERENT ISSUES. AND THAT'S WHY YOU SAW ONE OF THE ITEMS THAT ARE HIGHLIGHTED IN THE CONSENT AGENDA WAS THAT DESIGN AND LONG LEAD TIME AND MATERIALS, TIME WILL TELL YOU ALMOST ALWAYS, EVEN THOUGH WE THINK IT'S EXPENSIVE NOW, TIME EQUALS MORE COST IN THE FUTURE. SO IF THERE'S A LONGER SUPPLY CHAIN, IT DOES MAKE MORE SENSE FOR US TO LOOK AT ANYWAY. WE CONTINUE TO APPLY STRATEGIES TO THAT. TO LOOK AT THAT. BUT YOU'RE TRYING TO SAY, WELL, MAYBE PRICES WILL GO DOWN, BUT WHAT YOU'RE TRYING TO STRATEGY, THAT'S GOING TO MINIMIZE YOUR RISK IN THIS. AND IT HAS PROVEN TO US TIME AND TIME AGAIN, PURCHASING THINGS SOONER MAKES MORE SENSE THAN PURCHASING IT

LATER. YOU MAY STILL HAVE TO WAIT FOR IT, BUT YOU MAY STILL HAVE TO WAIT FOR IT, BUT YOU WANT TO GET IN THE QUEUE AS WELL. SO YOU'RE NOT WAITING FOR IT, WHICH IS MORE TIME OR MORE DELAY ON A PROJECT? BUT OF COURSE, A LOT OF TIMES COMPLETING THE PROJECT AND THE IF IS A GOOD EXAMPLE. REACHING THAT COMPLETION AND OCCUPATION RATE STARTED BRINGING IN INCREASED REVENUES AS WELL. SO WE LOOK AT THOSE AND SOME OF THOSE AND THOSE INVESTMENTS CAN THOSE ARE ALL THE ISSUES THAT WE BALANCE IN THAT.

EXCELLENT. ANY OTHER QUESTIONS OR COMMENTS BEFORE WE MOVE ON TO TONG? ALL RIGHT, TONG, YOU'RE UP.

THANK YOU. GOOD AFTERNOON, COMMISSIONER. THANK YOU, STEVE. I'LL GO OVER A COUPLE OF SLIDES JUST TO GO OVER THE 2023 BUDGET CALENDAR. WE START THE BUDGET PLANNING DISCUSSION, THE ELT IN MAY. AND THEN YOU HAVE THE FIRST COMMISSION BUDGET RETREAT ON JUNE 14. NOW WE HAVE THE BUDGET DEPARTMENT BE DOING TODAY. AND THEN NEXT MONDAY YOU HAVE THE SECOND BUDGET RETREAT. AND THEN AFTER THAT, THE DEPARTMENT WILL START WORKING ON THE BUDGET. AND ANYTHING ABOUT THE BASELINE BUDGET SIMILAR TO WHAT WE DID IN THE LAST FEW YEARS, WE ASKED DEPARTMENT TO SUBMIT THE NEW BUDGET REQUEST FORM AND THEN WE'LL COMPLY THAT AND SIMILARLY FOR THE COMMISSIONER. WELL, SOME OF YOUR PRIORITY WOULD LIKE TO SEE THE LIST TO STEVE. AND THEN WE'LL HAVE THE DEPARTMENT BUDGET REVIEW A MEETING FROM AUGUST 15 TO AUGUST 23.

AND REVIEW THE DEPARTMENT ITEMS, ALL THE NEW BUDGET REQUESTS AND SO ON. AND THEN AFTER THAT WE WILL LOOK AT THE COMBINED CENTRAL SERVICE BUDGET IN MID SEPTEMBER AND THEN THEY ALSO REVIEW THE OPERATING DIVISIONS BUDGET, BOTH THE OPERATING BUDGET AND CAPITAL PUGET ALSO IN MID SEPTEMBER. AND AT THE SAME TIME WE ALSO NEED TO PROVIDE THE PORT LINES OR NOT HAVE A PUGET TO THEM SO THAT THEY CAN MOVE UP THE OVERALL BUDGET LINES AS WELL. AND THEN NEXT SLIDE PLEASE.

AND THEN TOWARDS THE END OF SEPTEMBER WE WILL PRESENT YOU THE CENTRAL SERVICE, THE PROPOSED BUDGET AND ALSO THE OVERALL WILL HAVE A QUICK OVERVIEW THERE. AND THEN THE BUDGET

BUDGET SESSION WILL BE ON OCTOBER 11. THEN WE FINISH THE PRELIMINARY BUDGET DOCUMENT AND MAKE IT AVAILABLE TO YOU ON OCTOBER 18.

AND THEN I WILL MAKE IT TO THE PROPERTY OR TWO AFTER THAT. AND THEN YOU HAVE A NUMBER OF THINGS IN LATE OCTOBER INCLUDING THE TAX LEVY AND JOB PLAN OF

FINANCE DISCUSSION. ON THE SEAFOOD LINE SIDE YOU WILL HAVE A BUDGET 30 SESSIONS AS WELL AS THE APPROVAL OF THE ADOPTION OF THE SUPER LINES BUDGET ON NOVEMBER 7. AND THEN FOR OUR POP SEATTLE BUDGET WILL HAVE THE INTRODUCTION BUDGET BUDGET IN NOVEMBER. AND THEN AFTER THAT WE WRAP IT UP AND WE'LL FILE THE SPECIAL BUDGET THE COUNTY BEFORE DECEMBER 1. AND THEN WE'LL FINISH UP ALL THE FINAL BUDGET DOCUMENTS AND MAKE IT AVAILABLE TO YOU AND THE TOPIC BY DECEMBER 15. SO THAT'S SCHEDULED FOR 2023. BUDGET ANSWER TO ANY QUESTION THAT YOU MAY HAVE. THANKS MICHAEL. AND JUST TO SAY, THERE'S A LOT OF BLUE COMMISSION ACTIONS ON PAGE TWO, OBVIOUSLY AS WE GET LATER ON IN THE YEAR AND APPRECIATE WHERE THAT ALL COMES INTO WORKING WITH YOU IN THAT VERY AGGRESSIVE TIMETABLE TO MEET THEM. EXCELLENT. ANY QUESTIONS FOR TONG? ALL RIGHT, IS DAN THOMAS PRESENTING AFTER THIS? NO, THAT'S IT, COMMISSIONER, BUT LET ME SAY I SHOULDN'T HAVE MADE A LIGHT HEARTED COMMENT ABOUT THE NWSA IN SUPPLY CHAIN. I JUST APOLOGIZE AND THAT'S REALLY I SHOULD RESPECT THAT'S A VERY COMPLICATED ISSUE AND THE SUPPLY CHAIN IS A VERY SERIOUS ISSUE THAT AFFECTS A LOT OF THAT AND WE WORK REALLY HARD AND OUR TEAM WORKS REALLY HARD AND I SHOULDN'T, I KNOW, BUT IT'S NOT SOMETHING I SHOULD HAVE SAID, SO I APOLOGIZE. I APPRECIATE THAT. STEVE, WE LOVE OUR FRIENDS OVER AT THE SEAPORT ALLIANCE FOR THE RECORD. ALL RIGHT, I BELIEVE THAT'S IT FOR THE AGENDA. THAT CONCLUDES OUR SCHEDULED BUSINESS ITEMS FOR TODAY. ARE THERE ANY CLOSING COMMENTS AT THIS TIME OR MOTIONS RELATING TO COMMITTEE REFERRALS FROM COMMISSIONERS? COMMISSIONER FOR ALLEN. THANK YOU. I GUESS I'D LIKE TO START. I HAVE A COUPLE OF THINGS. WE LOST A TRIBAL LEADER OF UNKNOWN PROPORTION JUST THE OTHER DAY, TERRY WILLIAMS OF THE TWO TULALIP TRIBES. THIS GUY WAS LIKE AN AMBASSADOR FOR TRIBAL PEOPLE. BUT TO BRING THEM TO ALLOW FOLKS LIKE ME TO BE ABLE TO INTERACT WITH REALLY THE POWER OF THE UNDERSTANDING OF THE FUNDAMENTAL IMPORTANCE OF HOW THE ENVIRONMENT AND THE TREATY ARE ONE. WHEN I FIRST CAME BACK FROM DC, IT WAS 1980 89, AND HERE HE WAS THE FOUNDING MEMBER OF THE PUGET SOUND WATER QUALITY AUTHORITY. AND THEN IT'S GONE ONTO THE ACTION TEAM AND NOW IT'S A PARTNERSHIP. BUT HE WAS THERE AT THE BEGINNING. HE WAS THE ENVIRONMENTAL LEAD ON THE NORTHWEST INDIAN FISHERIES COMMISSION,

WHICH DEALT WITH A LOT. HE WAS THERE WITH BILLY FRANK WHEN FIGHTING THE FISH WARS FROM THE BEGINNING, AND THEN HE WAS ONE OF THE EARLIEST LEADERS IN CLIMATE CHANGE AWARENESS, AND HE WAS A TRIBAL LIAISON TO THE EPA. THEN HE WENT ON TO BE A NEGOTIATOR FOR THE PACIFIC SALMON TREATY WITH FIRST NATIONS AND IT DIDN'T STOP. HE ENDED UP GOING ON TO US DELEGATIONS TO THE UN CONVENTION ON BIOLOGICAL DIVERSITY. BUT IT WAS REALLY THIS CRAZY THING ABOUT THIS FORCE OF NATURE. AND HE WAS SUCH A SWEET, CALM MAN, AND HE WOULD PUT UP WITH BANGING AYE. HEAD AGAINST THE SAME WALL FOR MANY, MANY YEARS, BUT SHOWED THIS PATIENCE AND COMMITMENT AND THIS CONVICTION. DAVE SUMMERS FROM THE HOMELESS UP THERE, HE KNEW AYE. REALLY WELL BECAUSE HE WORKED WITH TERRY WHEN DAVE WAS ACTUALLY A FISHERIES BIOLOGIST BACK WHEN I WAS IN THAT BUSINESS. SO DAVE WAS VERY CLOSE TO AYE., BUT HE JUST SAID THAT AYE. POSITIVE AND CREATIVE SPIRIT WAS JUST UNUSUAL. I MEAN, YOU COULD NOT BELIEVE SOMEBODY WHO HAD SEEN SUCH HARDSHIP AND A LOT OF HEALTH CHALLENGES ALONG THE WAY THAT JUST WOULD MAINTAIN THIS POSITIVE ATTITUDE. AND LIKE I SAID, ALLOWING FOLKS WHO ARE NOT TRIBAL MEMBERS TO BE ABLE TO UNDERSTAND A LITTLE BIT WHAT IT MEANS TO FIGHT THE GOOD FIGHT AND WE ARE ALL BETTER FOR IT. SO HE'S GOING TO HAVE A MEMORIAL SERVICE. BUT ANYWAY, IT'S UH.. HIM, BILLY FRANK. THESE WERE LEADERS OF UNKNOWN PROPORTION. ANYWAY, ON A LIGHTER NOTE, I HAD THE PLEASURE OF GOING UP TO BELLINGHAM JUST THE OTHER DAY TO BE ON THE NATION'S FIRST HYDROGEN FERRY AND BUILT RIGHT THERE AT ALL AMERICAN MARINE. AND I UNDERSTAND IT MADE SOME PRESS UP THERE, BUT IT DRIVES ME NUTS THAT WE HAVE THIS INNOVATION TALENT, FORWARD LOOKING CAPABILITY HERE IN WASHINGTON STATE. AND PEOPLE DON'T KNOW THE MARITIME EXISTS OR THEY DON'T KNOW THAT THIS IS WHERE INNOVATION EXISTS. IT'S LIKE, OH, MY GOD. AND WHAT BUMPS ME OUT EVEN MORE, THE BOAT IS GOING TO CALIFORNIA. SO HERE WE ARE. IT'S THE SECOND VESSEL. AND I'VE BEEN ASKING EVERY TIME THAT'S ALL AMERICAN MARINE, WE HAVE DAKOTA, WE HAVE NICHOLS BROTHERS, WE HAVE VIGORATE OR IN OUR BACKYARD. AND I JUST WANT EVERY TIME ONE OF THESE BOTH GET PUNCHED OUT JUST TO DO A DONUT AROUND ELLIOTT BAY, JUST LET THE HELICOPTER PHOTOGRAPH, LET PEOPLE KNOW WHAT'S GOING ON HERE. AND ONE OF THE REASON I WENT UP THERE WAS, CAN YOU PLEASE BRING THE BOAT AROUND BEFORE YOU

LEAVE. AND THEY BUILT THE BOAT. THEY DON'T OWN THE BOAT. SO IT'S A COUPLE OF STEPS, BUT WE'RE STILL WORKING ON IT. AND SO I JUST THINK REALLY PROUD THAT WE HAVE FOLKS THAT CAN DO THIS. AND THIS IS CUTTING EDGE. THERE'S LIKE A HANDFUL OF PEOPLE IN THE COUNTRY AND WE GOT THEM. SO ANYWAY, IT'S A GREAT THING TO KNOW THAT WE HAVE THIS AND IT'S FORWARD LOOKING AND IT MAYBE GIVES US A LITTLE HOPE THAT THIS WEATHER LIKE THIS WILL NOT BE THE NORM ANYWAY. SO THANK YOU FOR SHARING THAT. ALLOW ME TO SHARE THAT. THANK YOU, COMMISSIONER VALLEY. ANYONE ELSE? EXECUTIVE DIRECTOR METRUCK. ANY CLOSING COMMENTS? NO? THANK YOU, COMMISSIONERS. THANK YOU FOR YOUR TIME TODAY. GREAT HEARING. NO FURTHER COMMENTS AND HAVING NO FURTHER OR BUSINESS. IF THERE IS NO OBJECTION, WE ARE ADJOURNED AT 2:09 PM. THANK YOU EVERYBODY,