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THIS IS COMMISSION PRESIDENT RYAN CALKINS CONVENING THE SPECIAL MEETING OF NOVEMBER 29, 2022. THE TIME IS 10:34 A.M.. IN PERSON TODAY AT SNOW COVERED SEATTLE TACOMA INTERNATIONAL AIRPORT CONFERENCE CENTER AND VIRTUALLY VIA MICROSOFT TEAMS. PRESENT WITH ME TODAY ARE COMMISSIONERS CHO, FELLEMAN, HASEGAWA AND MOHAMED, WHO ARE CURRENTLY GATHERED IN THE EXECUTIVE SESSION ROOM AWAITING THE OPENING OF THE PUBLIC MEETING. COMMISSIONER MOHAMED, I BELIEVE, IS CALLING IN VIRTUALLY CORRECT? SHE IS. YES, THAT IS CORRECT. WE'LL NOW RECESS INTO THE EXECUTIVE SESSION TO DISCUSS TWO ITEMS REGARDING LITIGATION OR POTENTIAL LITIGATION OR LEGAL RISK PER RCW 42.31.10.1.I FOR APPROXIMATELY 40 MINUTES AND WILL RECONVENE IN A PUBLIC SESSION AT NOON. COMMISSIONER MOHAMED WILL NOT BE PARTICIPATING IN THE FIRST DISCUSSION AND WILL BE JOINING FOR THE SECOND DISCUSSION. THANK YOU. THIS IS COMMISSION PRESIDENT RYAN CALKINS RECONVENING THE SPECIAL MEETING OF NOVEMBER 29, 2022. THE TIME IS 12:08 P.M.. WE'RE MEETING IN PERSON TODAY AT SEATTLE TACOMA INTERNATIONAL AIRPORT CONFERENCE CENTER AND VIRTUALLY VIA MICROSOFT TEAMS. CLERK, CAN YOU PLEASE CALL THE ROLE OF ALL COMMISSIONERS IN ATTENDANCE? YES. THANK YOU. BEGINNING WITH COMMISSIONER CHO PRESENT. THANK YOU. COMMISSIONER FELLEMAN. PRESENT. THANK YOU. COMMISSIONER HASEGAWA PRESENT. THANK YOU. COMMISSIONER MOHAMED JOINING VIRTUALLY. I'M ON. THANK YOU, COMMISSIONER. WE CAN HEAR YOU CLEARLY. AND COMMISSIONER CALKINS, I'M HERE AS WELL. THANK YOU. WE DO HAVE A FULL QUORUM HERE TODAY. THANK YOU, CLERK HART. DUE TO THE CONTINUED VIRTUAL COMPONENT OF PARTICIPATION FOR OUR MEETINGS, WE HAVE STAFF, EXTERNAL PRESENTERS, AND MEMBERS OF THE PUBLIC WHO MAY BE PARTICIPATING ON THEIR PERSONAL DEVICES OR FROM THEIR PHONES. TODAY WE'VE MADE ARRANGEMENTS TO ACCOMMODATE THIS VIRTUAL FORMAT. LATER, WE'LL TAKE PUBLIC COMMENT ON ITEMS RELATED TO THE CONDUCT OF THE PORT FROM PEOPLE WHO ARE PARTICIPATING BY TEAMS, AS WELL AS FROM THOSE IN PERSON WHO HAVE SIGNED UP TO SPEAK. 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 ANYONE PARTICIPATING VIRTUALLY HOW VOTES ARE CAST. COMMISSIONER WILL SAY

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. THIS MEETING IS BEING DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S WEBSITE AND MAY BE REBROADCASTED BY KING COUNTY TELEVISION. PLEASE STAND AND JOIN US FOR THE PLEDGE OF ALLEGIANCE.

THE FIRST ITEM OF BUSINESS TODAY IS APPROVAL OF THE AGENDA. COMMISSIONER MOHAMED, WOULD YOU LIKE TO REORDER AGENDA ITEM TEN D?

COMMISSIONER MOHAMED?

OKAY, I'M GOING TO ASSUME THAT SHE STILL DOES WANT TO REORDER THAT. SO WE'RE GOING TO REORDER THE AGENDA TO HAVE ITEM TEN D HEARD AFTER ITEM TEN F.

BECAUSE SHE IS RECUSED FROM VOTING ON ITEM TEN D, SHE WILL EXIT THE MEETING AT THAT TIME. IS THERE ANY OBJECTION TO THIS REORDER? HEARING NONE. ITEM TEN D WILL BE REORDERED TO BE HEARD AFTER ITEM TEN F. ALSO ITEM EIGHT H WILL BE PULLED FROM THE AGENDA AT THE REQUEST OF STAFF AND WILL BE BROUGHT FORWARD AT A LATER DATE. ARE THERE ANY OTHER ITEMS TO BE PULLED FROM THE CONSENT AGENDA OR ANY OTHER MOTIONS TO REARRANGE THE ORDERS OF THE DAY? ALL RIGHT.

COMMISSIONERS THE QUESTION IS NOW- I'M SORRY. I WAS HAVING SOME TECHNICAL DIFFICULTIES. I DO AGREE WITH THAT.

THANK YOU SO MUCH. YOU BET. THANKS.

COMMISSIONER. COMMISSIONERS, THE QUESTION IS NOW ON APPROVAL OF THE AGENDA. IS THERE A MOTION TO APPROVE THE AGENDA AS AMENDED? SO MOVED.

I'LL SECOND. THE MOTION

HAS BEEN MADE. AND SECONDED. IS THERE ANY OBJECTION TO APPROVAL OF THE AGENDA AS AMENDED? HEARING NONE. THE AGENDA IS APPROVED AS AMENDED. NEXT ON OUR AGENDA IS THE EXECUTIVE DIRECTOR'S REPORT. EXECUTIVE DIRECTOR. METRUCK, YOU HAVE THE FLOOR. COMMISSIONERS.

THANK YOU. MUTED. HERE WE GO.

COMMISSIONERS, GOOD AFTERNOON. I'D LIKE TO BEGIN MY REMARKS BY HOPING THAT EVERYONE HAD A GREAT AND SAFE THANKSGIVING HOLIDAY AND THEN RETURNING TO WORK THIS WEEK. I ALSO HOPE THAT EVERYONE WAS ABLE TO OBSERVE NATIVE AMERICAN HERITAGE DAY AS WELL. THIS SEASON IS ABOUT GIVING THANKS, SO I WANT TO START BY THANKING ALL THE PORT OF SEATTLE EMPLOYEES AND PARTNERS WHO KEPT OUR GATEWAYS OPERATING OVER THE BUSY HOLIDAY WEEKEND AND IN FACT, ARE WORKING

TODAY AS WE FACE SOME OF THE FIRST SNOW ACCUMULATION OF THE YEAR. THE NUMBERS ARE IN FOR THE HOLIDAY TRAVEL PERIOD OF FRIDAY, NOVEMBER 18 THROUGH SUNDAY AFTER THANKSGIVING, NOVEMBER 27. THE NUMBER OF PASSENGERS SCREENED THROUGH THE TSA CHECKPOINT INCREASED FROM 10% FROM LAST YEAR AND WAS 7% BELOW THE 2019 VOLUMES PREPANDDEMIC WITH THIS PAST SUNDAY ALONE SEEING OVER 55,000 TRAVELERS. DESPITE THESE VOLUMES, I'M HAPPY TO SAY THAT THE SEATTLE TACOMA INTERNATIONAL AIRPORT ESCAPED THE BAD WEATHER CONDITIONS THAT CANCELED AND DELAYED THOUSANDS OF FLIGHTS OVER THE HOLIDAY WEEKEND, IMPACTING TRAVELERS. DURING THE TEN DAY HOLIDAY PERIOD, THERE WERE ONLY 38 FLIGHT CANCELLATIONS AT SEA, REPRESENTING .4% OF FLIGHTS. NEARLY 84% OF SCHEDULED FLIGHTS AT SEA ARRIVED ON TIME AND DEPARTED ON TIME. CONGRATULATIONS TO EVERYONE AT SEA WHO HELPED FACILITATE THE STRONG OPERATIONAL PERFORMANCE. THERE ARE SO MANY OTHER THINGS WE AT THE PORT HAVE TO BE THANKFUL FOR, AND THAT LIST IS TOO LONG TO RUN THROUGH HERE. SO FOR NOW, I'D LIKE TO KEEP IT SIMPLE AND EXPRESS GRATITUDE ON BEHALF OF THE ENTIRE EXECUTIVE LEADERSHIP TEAM TO ALL PORT STAFF, OUR CUSTOMERS, BUSINESS AND COMMUNITY PARTNERS FOR A SUCCESSFUL YEAR. SPEAKING OF SUCCESSES, I RETURNED TO THE EXECUTIVE DIRECTOR'S CHAIR AFTER A FEW WEEKS OF HIGHLY VALUABLE TRAVEL TIME TO UNITED NATIONS CONFERENCE OF PARTIES COP 27 CLIMATE CONFERENCE IN SHARM EL SHEIKH, EGYPT FOLLOWED BY INTERNATIONAL LEADERSHIP MISSION TO JAPAN. IT WAS GREAT THAT SEVERAL COMMISSIONERS WERE ABLE TO BE PART OF THOSE TRIPS AS WELL. IN TERMS OF THE COP 27, OUR PRESENCE WAS AN EXCELLENT OPPORTUNITY TO INCREASE OVERALL AWARENESS OF THE PORT OF SEATTLE'S SUSTAINABILITY EFFORTS. WE APPRECIATE THE DEPARTMENT OF STATE, INCLUDING US IN THE US. DELEGATION. THERE'S A GROWING GLOBAL MOMENTUM AROUND AVIATION AND MARITIME DECARBONISATION AND A STRONG INTEREST FROM GOVERNMENTS AND PRIVATE SECTOR TO COLLABORATE FURTHER. THE PORT HAD FIVE SPEAKING OPPORTUNITIES OVER THE TWO WEEKS, INCLUDING THE ANNOUNCEMENT OF THE GREEN SHIPPING CHALLENGE, WHERE NWSA BUSAN GREEN CORRIDOR STUDY WAS SHARED BY COMMISSIONER CHO. WE ALSO MADE MANY NEW CONNECTIONS, PARTICULARLY WITH KEY FEDERAL AGENCIES, THAT WE LOOK FORWARD TO FOLLOWING UP ON. THE CONFERENCE, REAFFIRMED THE IMPORTANT ROLE THE PORTS HAVE IN THIS WORK AND THE NEED FOR US TO

BE ACTIVE AT THESE DIFFERENT LEVELS, AT THESE DIFFERENT GLOBAL LEVELS. IN TERMS OF JAPAN, IT WAS WONDERFUL TO SEE THE REGIONAL LEADERS FROM THE SEATTLE BUSINESS COMMUNITY ON THIS TRIP, THE MAYOR OF SEATTLE AND SO MANY OTHERS CONNECTING WITH EACH OTHER. AND THERE WAS A GOOD CONVERSATION ABOUT NEW IDEAS LEARNED FROM OUR JAPANESE PARTNERS TO BRING BACK AND LOOK AT FOR IMPLEMENTATION HERE IN SEATTLE. OUR STRATEGY TO FOCUS ON SEVERAL TOPICS AND GO A LITTLE DEEPER WAS A SUCCESS, IN MY OPINION, IN PARTICULAR HIGH SPEED RAIL, HYDROGEN ALTERNATIVE FUELS, RESILIENCY, AND DISASTER PREPAREDNESS. THERE ARE CONTINUED OPPORTUNITIES TO WORK WITH OUR PEER PORTS AROUND THE GLOBE TO MAKE PROGRESS IN SOME OF OUR HIGHEST PRIORITY GOALS. AND FINALLY, IT WAS QUITE SPECIAL TO BE ABLE TO CELEBRATE THE 55TH ANNIVERSARY OF OUR SISTER PORT RELATIONSHIP WITH THE PORT OF KOBE. I LOOK FORWARD TO SHARING A MORE DETAILED READOUT ON THE MANY CONNECTIONS, LEARNING SOME POTENTIAL OPPORTUNITIES FOR COLLABORATION THAT RESULTED FROM THESE TRIPS. AND I KNOW COMMISSIONERS WHO PARTICIPATED HAVE THOUGHTS TO SHARE AS WELL. BUT I ALSO WANT TO MAKE A SHOUT OUT TO KARNZOG BLACK, WHO DID GREAT ON THE PORT OF SEATTLE STAFF AND HER EFFORT NOT JUST TO SUPPORT US AT THE PORT OF SEATTLE, BUT THE ENTIRE LEADERSHIP MISSION TO JAPAN TO DO THAT AND GREATLY APPRECIATE HER EFFORTS TO DO THAT. AND I KNOW SHE DID IT. IT WAS A LABOR OF LOVE FOR HER, BUT IT WAS SOMETHING THAT REALLY MADE ALL OF OUR WORK REALLY SUCCESSFUL, AND I THANK HER FOR THAT. WHILE I WAS AWAY THE PAST FEW WEEKS, THE PORT HELD ITS ANNUAL CHARLES BLOOD CHAMPION OF DIVERSITY AND INCLUSION AWARD. THE COMMISSION ESTABLISHED THE CHARLES BLOOD CHAMPION OF DIVERSITY AWARD IN SEPTEMBER 2000. IT IS NAMED FOR MR. CHARLES BLOOD, A LEADER WHO WAS DEVOTED TO ISSUES OF INCLUSION THROUGHOUT HIS TENURE OF MORE THAN 30 YEARS WITH THE PORT. THE AWARD IS GIVEN ANNUALLY TO A CURRENT EMPLOYEE OR TEAM THAT EMBODIES THE PORT'S DIVERSITY COMMITMENTS AND VALUES. SO I'D LIKE TO HAVE THE COMMISSION JOIN ME IN CONGRATULATING THIS YEAR'S RECIPIENT OF THE CHARLES BLOOD CHAMPION OF DIVERSITY AWARD, NICK LONGO OF THE AVIATION PLANNING DEPARTMENT. I DON'T THINK NICK IS HERE WITH US TODAY, BUT I'D LIKE TO JUST GIVE OUR THANKS TO CONGRATULATIONS TO NICK ON HIS AWARD. DURING HIS TERM ON THE DIVERSITY AND DEVELOPMENT COUNCIL, NICK LED DISCUSSIONS ON ISSUES ABOUT ALL

GENDER BATHROOMS, SALARY EQUITY, AND THE RECOGNITION AND INCLUSION OF TRANSGENDER EMPLOYEES AND CUSTOMERS OF THE PORT IN THE DELIVERY OF THE PORT'S FIRST TRANSGENDER 101 TRAINING. NICK IS A FOUNDING MEMBER OF THE PORT'S TRANSGENDER INCLUSION WORK GROUP, WHICH DRAFTED THE PORT'S GENDER IDENTITY POLICY AND CONTINUES TO WORK TO MAKE THE PORT A WELCOMING WORKPLACE. HE'S ALSO LEADER OF THE PORT'S EMPLOYEE RESOURCE GROUP FOR IMMIGRANTS AND REFUGEES VOICE, WHICH PROVIDES A WELCOMING AND SAFE PLACE FOR PEOPLE OF ALL IDENTITIES. CONGRATULATIONS TO NICK AND ALL OTHER NOMINEES FOR THIS YEAR'S AWARD. NICK'S COMMITMENT TO THIS IMPORTANT WORK IS WHAT MAKES THE PORT A MODEL FOR EQUITY DIVERSITY INCLUSION. LASTLY, BEFORE MOVING TO ITEMS ON TODAY'S COMMISSION MEETING AGENDA, I WANT TO ADVISE THAT YOU ADVISE YOU THAT THE FAA, THE FEDERAL AVIATION ADMINISTRATION AND THE PORT HAVE DETERMINED THAT ADDITIONAL TIME IS NEEDED TO COMPLETE THE NATIONAL ENVIRONMENTAL POLICY ACT OR NEPA ANALYSIS FOR THE AIRPORT'S SUSTAINABLE MASTER PLAN OR SAMP NEAR TERM PROJECTS AND HAVE UPDATED THE SCHEDULE TO PUBLISH THE DRAFT NEPA ENVIRONMENTAL ASSESSMENT BY LATE 2024. DUE TO DELAYS FROM COVID AND OTHER FACTORS, THE PROPOSED OPENING OF THE NEAR TERM PROJECTS HAS SHIFTED FROM 2027 TO 2032. IN THE ANALYSIS OF THIS NEW DATE WILL CONTINUE. WE WILL REACH OUT TO KEY STAKEHOLDERS TO MAKE SURE THAT THEY'RE AWARE OF THIS EXTENSION TO THE SCHEDULE AND OF THIS IMPORTANT EFFORT AND CONTINUE THE WORK ON THE ENVIRONMENTAL REVIEW. AS NOTED WHEN WE DEVELOPED THE SAMP, THE CENTRAL SOUND REGION IS EXPECTED TO GROW BY ANOTHER 1 MILLION BY 2035. SEA IS AN ESSENTIAL TRANSPORTATION RESOURCE, SERVING AS THE PRIMARY AIR TRANSPORTATION FACILITY FOR THE REGION. THE PURPOSE OF THE NEAR TERM PROJECTS IN THE MASTER PLAN ARE TO IMPROVE OPERATIONAL EFFICIENCY, ACCOMMODATE FUTURE GROWTH, AND TO PROVIDE MORE CAPACITY FOR FUEL, INCLUDING SUSTAINABLE AVIATION FUEL. WE'LL CONTINUE WITH THE ENVIRONMENTAL REVIEW, MEETING FEDERAL AND STATE REQUIREMENTS, AND CONTINUE TO KEEP THE COMMISSIONER ADVISED. MOVING TO TODAY'S COMMISSIONER MEETING, I'D LIKE TO HIGHLIGHT A FEW ITEMS. NUMBER ONE IS THE BUDGET. TODAY IS THE SECOND READING FOR THE PORT'S 2023 BUDGET, FIVE YEAR CAPITAL IMPROVEMENT PLAN AND PLAN OF FINANCE. I'LL HAVE MORE TO SAY ON THIS TOPIC WHEN WE GET TO THAT POINT IN THE AGENDA. HOWEVER, THANK YOU TO EVERYONE

THAT HAS WORKED SO HARD OVER THE PAST SIX MONTHS AND PROBABLY FARTHER BACK THAN SIX MONTHS TO GET US TO THIS TODAY'S FINAL VOTE. I TRULY BELIEVE WE ARE WALKING THE TALK WITH OUR PROPOSED BUDGET IN TERMS OF MAKING THE INVESTMENTS THAT ALIGN WITH OUR MISSION, VISION AND OPERATIONAL NEEDS, ALL WHILE BALANCING SHORT TERM PRIORITIES WITH A LONG TERM STRATEGY FOR SUCCESS. I'LL HAVE MORE TO SAY WHEN I INTRODUCE THE ITEM. UNDER ITEM TEN F, WE'LL BE INTRODUCING A RESOLUTION TO MODIFY THE DELEGATION OF RESPONSIBILITY AND AUTHORITY WHICH LAYS OUT THE ROLES AND RESPONSIBILITIES ALLOCATED BY THE COMMISSION TO THE EXECUTIVE DIRECTOR. THE DELEGATION WAS LAST UPDATED 13 YEARS AGO. THIS MODIFICATION WILL INCREASE PURCHASING POWER, CREATE EFFICIENCY AND MAINTAIN TRANSPARENCY. AGAIN, WE'LL HAVE MORE TO SAY ABOUT THIS DURING THE INTRODUCTION OF THE ITEM. YOU'LL ALSO BE APPROVING THE 2023 ALLOCATION FOR ENVIRONMENTAL REMEDIATION LIABILITIES. THIS ROUTINE AUTHORIZATION ALLOWS THE PORT TO CONTINUE CLEANING UP LEGACY CONTAMINATION FOR OUR PROPERTIES. THE BULK OF THE LEGACY CONTAMINATION IS THE RESULT OF PASS OWNER'S OPERATION ON THE PROPERTY THE PORT HAS PURCHASED TO SUPPORT INDUSTRIAL USE OF THE PROPERTIES. THE CLEANUPS HELP PUT CONTAMINATED PROPERTIES BACK INTO INDUSTRIAL USE THAT SUPPORTS JOB GROWTH AND ALSO ALLOWS DEVELOPMENT OF PARKS AND HABITAT SITES. THIS WORK IS PERFORMED UNDER LEGAL AGREEMENTS AND OVERSIGHT BY THE FEDERAL AND STATE REGULATORS AND IS A CORE PART OF OUR EFFORTS TO IMPROVE THE ENVIRONMENT AND THE HEALTH AND QUALITY OF THE LIFE OF OUR NEAR PORT COMMUNITIES. FINALLY, UNDER ITEM ELEVEN A, YOU'LL HEAR ABOUT OUR ART TEAM HEAR FROM OUR ART TEAM ON THEIR ACCOMPLISHMENTS IN 2022, AS WELL AS LOOK FORWARD FOR 2023 COMMISSIONERS. THIS CONCLUDES MY REMARKS. THANK YOU. THANK YOU, EXECUTIVE DIRECTOR METRUCK. I'M GOING TO TAKE CHAIRS PREROGATIVE HERE AND SHARE ONE OTHER ADDITIONAL BIT OF NEWS THAT IMPACTS SO MANY MEMBERS OF OUR COMMUNITY, AND THAT IS A BILL THAT'S WORKING ITS WAY THROUGH THE US SENATE TODAY IS EXPECTED TO PASS AND THEN GO OVER TO THE HOUSE FOR FINAL VOTE AND THEN BE ON THE PRESIDENT'S DESK BY THE END OF THE WEEK. AND THAT'S THE SAME SEX MARRIAGE ACT, WHICH WILL REPEAL THE DEFENSE OF MARRIAGE ACT FROM, I BELIEVE, THE LATE NINETIES, AND ENSURE THAT THE RIGHT OF THE MEMBERS OF OUR COMMUNITY, LGBTQ PLUS MEMBERS OF OUR COMMUNITY,

CAN MARRY WHO THEY WANT TO MARRY. AND WE KNOW NOW THAT IT'S REALLY IMPORTANT TO CODIFY THAT INTO FEDERAL LAW SO THAT NO FUTURE COURT COULD EVER TAKE THAT AWAY FROM THEM. AND SO CONGRATULATIONS TO EVERYONE WHO'S WORKED FOR THAT. FOR THOSE OF US WITH NEIGHBORS, COWORKERS, FRIENDS, COMMUNITY MEMBERS, LOVED ONES, FAMILY, WHO WILL BE COVERED BY THIS NEW LAW, I'M SUPER EXCITED. AND AS A PORT, AS A WELCOMING PORT, WE'RE REALLY EXCITED FOR OUR COWORKERS AND OTHERS WHO FINALLY CAN REST ASSURED THAT THAT IS SETTLED LAW. WITH THAT, I'M GOING TO TURN IT OVER TO ERICA CHUNG WHO IS GOING TO GIVE A COMMITTEE REPORT.

GOOD AFTERNOON, PRESIDENT CALKINS AND COMMISSIONERS. I HAVE TWO REPORT FOR YOU TODAY. COMMISSIONER FELLEMAN AND HASEGAWA CONVENED THE PORT WIDE ARTS AND CULTURE BOARD ON WEDNESDAY, NOVEMBER 9, WHERE MEMBERS WERE INTRODUCED TO DAPHNE MAIDEN COLLEGE INTERN WHO IS INTERNING FOR ANOTHER YEAR. MEMBERS WERE ALSO BRIEFED ON CONSERVATION PROJECTS, UPCOMING INSTALLATIONS, ART OPPORTUNITIES AT THE AIRPORT AND FISHERMAN'S TERMINAL COLLABORATION, YOUTH ART PROJECT WITH PORT EXTERNAL RELATIONS AND TEMPORARY SCHMIDT OCEAN INSTITUTE EXHIBIT AT PIER 66 AND PIER 69. MEMBERS DISCUSS HOW TO SUPPORT ARTISTS WHO ARE SMALL BUSINESSES TO BETTER UNDERSTAND THE RFP PROCESS, THE IMPORTANCE OF STAFF BEING INVOLVED EARLY IN THE CAPITAL IMPROVEMENT DESIGN AND PLANNING SO THAT ART AND WAY FINDING PLACEMENT ARE INTEGRATED IN THE DESIGN PROCESS AND SYNCING ART WITH RELEVANT CULTURAL EVENTS OR HERITAGE MONTHS. TO FURTHER HIGHLIGHT DIVERSE ART AND ARTISTS. MEMBERS ASK STAFF TO INCLUDE THE EMERALD CITY ART ON THE NEXT BOARD AGENDA SO MEMBERS CAN BETTER UNDERSTAND THE ISSUES. MEMBERS ALSO AGREED TO SITE VISITS AT THE AIRPORT AND FISHERMAN'S TERMINAL. HIGHLINE FORUM HELD ITS LAST MEETING OF THE YEAR ON NOVEMBER 16. SEATAC DEPUTY MAYOR NAGUI GRACIOUSLY CHAIRED THE MEETING WITH COMMISSIONER HASEGAWA TRAVELING AND WITH COMMUNITY CO CHAIR UNAVAILABLE. THE HIGHLINE FORUM RECEIVED THREE PRESENTATIONS. THE FIRST PRESENTATION WAS AN UPDATE ON THE PUGET SOUND GATEWAY PROGRAM. GATEWAY PROGRAM, STATE ROUTE 509 EXTENSION PROJECT. THE SECOND PRESENTATION WAS AN UPDATE FROM SOUND TRANSIT ON PROJECTS IN SOUTH KING COUNTY, INCLUDING THE FEDERAL WAY LINK EXTENSION PROJECT, ST RIDE BUS, RAPID TRANSIT, AND THE PROPOSED SOUTH OPERATIONS AND MAINTENANCE FACILITY.

THE FEDERAL WAY LINK EXPANSION PROJECT IS DELAYED A YEAR. THE STATIONS AT KENT, DES MOINES, STAR LAKE AND DOWNTOWN FEDERAL WAY WILL NOW OPEN IN LATE 2025. THE THIRD PRESENTATION WAS AN UPDATE ON START BY CLAIRE GALLAGHER, WHO IS STANDING IN FOR AVIATION MANAGING DIRECTOR LANCE LITTLE. SHE NOTED THAT AFTER COMPLETING COMPLETION OF THE GROUND NOISE STUDY AND REVIEW OF THE TOPIC OF REVERSE THRUST BY STARTS NOISE WORKING GROUP, THE FULL START RECOMMENDED A CHANGE IN LANGUAGE TO THE AIRPORT'S MASTER RECORD TO DISCOURAGE THE USE OF REVERSE THRUST BEYOND WHAT IS NEEDED FOR OPERATIONAL OR SAFETY REASONS. THIS CHANGE WILL HELP REDUCE GROUND NOISE EXPERIENCED BY THE NEIGHBORING COMMUNITY. THESE CHANGES CAN ALSO BE USED CAN ONLY BE MADE BY VOLUNTARILY BY AIRLINES. SO A GREAT DEAL OF APPRECIATION HAS BEEN EXPRESSED FOR ALASKA AIRLINES, DELTA AIRLINES AND THE FAA IN WORKING TO FACILITATE THE CHANGE. LASTLY, A SOLICITATION WAS MADE FOR A NEW COMMUNITY CO CHAIR FOR 2023 AND MAYOR MATT MAHONEY HAS GRACIOUSLY STEPPED UP TO SERVE IN THAT CAPACITY. THIS CONCLUDES MY REPORT. THANK YOU. ANY QUESTIONS FROM COMMISSIONERS ON THE COMMITTEE REPORTS?

COMMISSIONER FELLEMAN, I REALLY APPRECIATE, AS ALWAYS, YOUR SUMMARY AND STUFF. ONE THING YOU DID RAISE THAT I WOULD JUST LIKE TO HIGHLIGHT FOR THE EXECUTIVE TEAM. WE HAVE THIS GROWING ROBUST ART PROGRAM BECAUSE OF THE INCREASING OF THE PERCENTAGE FOR CONSTRUCTION AND THE COMMENT MADE THAT THIS SHOULD BE DONE EARLY DESIGN, WHERE IT SHOULD BE DONE EARLIER, THE 30% PERHAPS DESIGN. I JUST WANTED TO NOTE THAT ONE OF THE THINGS I'M VERY PROUD OF IS THAT WE HAVE THAT LITTLE GREEN LEAF NOW AT THE 30% DESIGN FOR CONSTRUCTION, WHETHER WE'RE GOING TO DO ADDITIONAL ENVIRONMENTAL WORK ON OUR MAJOR PROJECTS. AND I'M JUST SUGGESTING THAT MAYBE WE NEED TO PUT A LITTLE PAINTBRUSH AT THAT PLACE TOO WHERE WE NEED TO LOOK AT THIS QUESTION OF INTEGRATING THE ART INTO THE DESIGN, GIVEN HOW MUCH ROBUSTNESS- THIS WAY IT MAKES IT LESS AD HOC AND PREDICTABLE SO THAT THE FOLKS WORKING ON THOSE CONSTRUCTION PROJECTS DON'T GET SURPRISED LATER ON IN THE PROCESS. BUT THANK YOU FOR RAISING THAT. I JUST THINK IT COULD BE SOMEWHAT MORE FORMALIZED. THANK YOU, COMMISSIONER FELLEMAN. ANYTHING FURTHER, ERICA? ALL RIGHT, I'M GOING TO TURN IT BACK OVER TO STEVE FOR ONE FINAL COMMENT. YEAH, I

JUST WANTED TO ADD ABOUT THE NEXT-COMMISSIONER, I JUST WANTED TO ADD ADDITIONAL THINGS ABOUT THE LOGISTICS AND THE COMMITMENT FROM THE COMMISSIONERS TO MAKE THOSE EVENTS HAPPEN BOTH AT THE COP AND IN JAPAN. I JUST WANTED TO SAY ALSO, WE TALKED ABOUT COMMISSIONER CHO THERE, BUT IT WAS COMMISSIONER MOHAMED WHO ACTUALLY, I SAW HER AS I WAS LEAVING ABOUT 02:00 A.M., AND SHE WAS ARRIVING AT TWO AM TO GIVE THE HAND OFF TO PARTICIPATION IN THE FURTHER REPRESENTATIVE POSITIONS THERE AT THE COP. AND THEN COMMISSIONERS HASEGWA AND A FELLEMAN IN JAPAN ON THAT LEADERSHIP TRIP. AND REALLY, THE COMMITMENT FROM ALL THE COMMISSIONERS, I THINK, HAS REALLY ADVANCED OUR WORK, OUR LEARNING, OUR UNDERSTANDING, MY UNDERSTANDING, AND ADVANCED OUR WORK AS WELL. SO I JUST WANTED TO RECOGNIZE THAT AS WELL. AND INDICATIVE OF THE WORK THAT STAFF HAS BEEN DOING AND EXECUTIVE LEADERSHIP TO PUT THE PORT OF SEATTLE AT THE FOREFRONT OF THESE EFFORTS. IT'S TRULY REMARKABLE. ALL RIGHT, WE ARE NOW AT THE PUBLIC COMMENT SECTION OF OUR AGENDA. THE PORT COMMISSIONER WELCOMES PUBLIC COMMENT AS AN IMPORTANT PART OF THE PUBLIC PROCESS. COMMENTS ARE RECEIVED AND CONSIDERED BY THE COMMISSION IN ITS DELIBERATIONS. AS A REMINDER, COMMENT TIME WILL BE LIMITED TO TWO MINUTES PER PERSON. CLERK HART, DO WE HAVE ANY SPEAKERS TODAY? WE DO NOT, MR. COMMISSION PRESIDENT. OKAY, I'M GOING TO GIVE AN OPPORTUNITY FOR ANYBODY PRESENT HERE OR ON VIRTUALLY VIA TEAMS TO INDICATE IF YOU'RE INTERESTED IN SPEAKING. OKAY. AT THIS POINT, CLERK HART, YOU PLEASE GIVE US A SYNOPSIS OF WRITTEN COMMENTS. ALSO, NO WRITTEN COMMENTS. WE SHOULD DO THESE MEETINGS AT THE END OF THE MONTH MORE OFTEN, I THINK. WELL, ALL RIGHT. HERE. 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. AT THIS TIME, THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE THE CONSENT AGENDA, COVERING ITEMS EIGHT A, B, C, D, E AND G. SO MOVED. SECONDED THE MOTION WAS MADE AND SECONDED. WITH THAT, COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED, BEGINNING WITH COMMISSIONER CHO. AYE. THANK YOU. COMMISSIONER FELLEMAN. AYE. THANK YOU.

COMMISSIONER HATHAGWA. AYE. THANK YOU.
COMMISSIONER MOHAMED.
AYE. THANK YOU. COMMISSIONER CALKINS.
AYE. THANK YOU, FIVE AYES ZERO NAYS FOR
THIS ITEM. AND WITH THAT, THE CONSENT
AGENDA PASSES. WE HAVE SIX NEW
BUSINESS ITEMS TODAY. IF THERE'S NO
OBJECTION, ITEMS TEN A AND TEN B WILL BE
CONSOLIDATED FOR VOTING PURPOSES,
MEANING ONE MOTION, ONE VOTE TO ADOPT
THE PACKAGE. NO OBJECTIONS. ALL RIGHT,
CLARK, PLEASE READ THE FIRST ITEM INTO
THE RECORD. WE'LL THEN HEAR FROM
EXECUTIVE DIRECTOR METRUCK TO INTRODUCE
THE ITEM. THANK YOU. THIS IS AGENDA ITEM
TEN A AND TEN B ADOPTION OF RESOLUTION
NUMBER 3805, A RESOLUTION ADOPTING
THE FINAL BUDGET AT THE PORT OF SEATTLE
FOR THE YEAR 2023. MAKING, DETERMINING
AND DECIDING THE AMOUNT OF TAXES TO BE
LEVIED UPON THE CURRENT ASSESSMENT ROLE
PROVIDING PAYMENT OF BOND REDEMPTIONS
AND INTEREST, COST OF FUTURE CAPITAL
IMPROVEMENTS AND ACQUISITIONS, AND FOR
SUCH GENERAL PURPOSES ALLOWED BY LAW,
WHICH THE PORT DEEMS NECESSARY AND
DIRECTING THE KING COUNTY COUNCIL AS TO
THE SPECIFIC SUMS TO BE LEVIED ON ALL OF
THE ASSESSED PROPERTIES OF THE PORT OF
SEATTLE DISTRICT IN THE YEAR 2023. AND
AGAIN, ACCOMPANYING AGENDA ITEM TEN B
ADOPTION OF RESOLUTION 3806, A
RESOLUTION OF THE PORT OF SEATTLE
COMMISSION SPECIFYING THE DOLLAR AND
PERCENTAGE CHANGE IN THE REGULAR
PROPERTY LEVY FROM THE PREVIOUS YEAR PER
RCW 84.55.120 PROVIDING
FOR AN INCREASE OF THE LEVY FROM EIGHTY
ONE MILLION, THIRTY SIX THOUSAND, SIX
HUNDRED AND THIRTY FOUR DOLLARS TO
EIGHTY TWO MILLION, SIX HUNDRED AND
FIFTY SEVEN THOUSAND, THREE HUNDRED AND
SIXTY SEVEN DOLLARS. COMMISSIONERS,
AFTER MONTHS OF COMMISSION MEETINGS,
COMMUNITY FORUMS AND TRON DISCUSSIONS,
INCORPORATE FEEDBACK AND INPUT FROM
YOURSELF AND ALL THESE OTHER
STAKEHOLDERS. YOU HEARD THE FIRST
READING OF THE PORT'S PROPOSED 2023
BUDGET, FIVE YEAR CAPITAL IMPROVEMENT
PLAN AND PLAN OF FINANCE AT YOUR
NOVEMBER 9 MEETING. TODAY'S ACTION IS
YOUR SECOND AND FINAL VOTE FOR APPROVAL.
AS I'VE MENTIONED IN THE PAST, THE THEME
OF THIS YEAR'S BUDGET IS HISTORIC
INVESTMENTS THAT DELIVER FOR PEOPLE AND
THE PLANET, ENSURING THAT THE PORT CAN
CONTINUE TO SUPPORT KEY INDUSTRIES,
LEAD ON ENVIRONMENTAL SUSTAINABILITY,
AND SERVE THE PEOPLE WHO RELY ON THE
PORT EVEN IN UNCERTAIN TIMES.
INVESTMENT HIGHLIGHTS INCLUDE A FIVE
YEAR CAPITAL PLAN OF FIVE POINT THREE

THE LARGEST IN THE PORT'S HISTORY, AS WELL AS INCREASED FUNDING FOR AIRPORT CUSTOMER SERVICE, ENVIRONMENTAL PROGRAMS, COMMUNITY INITIATIVES AND WORKFORCE DEVELOPMENT. A REBOUND IN TRAVEL HAS ALLOWED THE PORT TO INCREASE RE-INVESTMENTS IN ITS BUSINESS. PASSENGER VOLUME AT SEATTLE TACOMA INTERNATIONAL AIRPORT ROSE TO NEARLY 90% OF 2019 RECORD LEVELS, WHILE CRUISE SHIP PASSENGER VOLUME EXCEEDED HISTORIC HIGHS BY 6%. AT THE SAME TIME. SEVERE INFLATION, INTERNATIONAL CONFLICTS, SUPPLY CHAIN ISSUES, A TIGHT LABOR MARKET, SURGING TRAVEL AND TRADE DEMAND AND CLIMATE CHANGE IMPACTS HAVE BROUGHT NEW CHALLENGES TO OUR COMMUNITY WORKFORCE, PORT LINES OF BUSINESS AND PARTNERS. ONE PART OF THE BUDGET THAT I'M MOST PROUD OF IS OUR PROPOSED INVESTMENTS IN THE PORT WORKFORCE TO ENSURE THAT OUR STAFF ARE SAFE, TRAINED AND RESOURCED AND READY FOR THE WORK AHEAD. TO THAT END, THE PROPOSED 2023 BUDGET MAKES A LARGER INVESTMENT IN PEOPLE AND PROGRAMS THAN ANY BUDGET IN RECENT YEARS. AFTER PANDEMIC-RELATED HIRING FREEZES, THE PORT ADDS FULL TIME EMPLOYEES AND CONTRACTORS TO IMPROVE CUSTOMER SERVICES AND ADVANCED INITIATIVES IN ALL PORT DIVISIONS. THE PROPOSED 2023 BUDGET ALSO INVESTS AN ADDITIONAL 2.5 MILLION IN COMMUNITY INITIATIVES, FOR A TOTAL OF 19.1 MILLION. TOTAL ESTIMATED OPERATING REVENUES WILL BE 953.7 MILLION, AND A TOTAL OF PROJECTED OPERATING EXPENSES ARE PROJECTED TO BE 573.4 MILLION. FINALLY, THE PROPOSED 2023 TAX LEVY IS 82.7 MILLION, A 2% INCREASE FROM 2022. WE'RE PROPOSING A 2% INCREASE IN THE LEVY EACH YEAR FOR THE NEXT FIVE YEARS, WHICH WILL HELP US KEEP PACE WITH INFLATION. KEEP PACE WITH INFLATION. THIS PROPOSED TAX LEVY IS EXPECTED TO RESULT IN LESS THAN A \$1 INCREASE IN THE TAX BILL TO THE MEDIAN HOMEOWNER IN KING COUNTY. SO COMMISSIONERS, RATHER THAN DO A WHOLE PRESENTATION, I HAVE DAN THOMAS, OUR CHIEF FINANCIAL OFFICER, AND MICHAEL TONG, DIRECTOR OF CORPORATE BUDGET HERE. AND DAN IS GOING TO MAKE SOME REMARKS, AND THEN WE'LL BE AVAILABLE TO ANSWER ANY QUESTIONS IF THERE ARE. DAN? THANK YOU. STEVEN. GOOD AFTERNOON, COMMISSIONERS. YOU DO HAVE THE PRESENTATIONS IN YOUR PACKET, BUT STEVE MENTIONED WE'RE NOT GOING TO WALK THROUGH THEM SINCE WE DID THAT DURING FIRST READING. BUT I WANTED TO MAKE A COUPLE OF COMMENTS. FIRST AND FOREMOST, I WANTED TO MENTION THAT COMMISSIONER

FELLEMAN'S REQUEST AT FIRST READING. ORIGINALLY, WE HAD SCHEDULED TO RELEASE THE FINAL BUDGET DOCUMENT ON DECEMBER 15, AND COMMISSIONER FELLEMAN ASKED IF WE COULD LOOK AT TRYING TO ACCELERATE THAT. SO I'M PLEASED TO ANNOUNCE THAT WE ARE NOW TARGETING NEXT MONDAY, DECEMBER 5, TO GET THAT OUT. IT MIGHT BE A DAY OR TWO AFTER THAT, BUT THAT'S THE TARGET DATE. SO WE HAD WORKED TO RELEASE THAT DOCUMENT EARLIER THAN MID DECEMBER. SO THANK YOU, COMMISSIONER FELLEMAN, FOR THAT REQUEST. AND THEN I ALSO WANTED TO MENTION YOU SHOULD HAVE RECEIVED A MEMO FROM EXECUTIVE DIRECTOR METRUCK REGARDING A PLANNED INCREASE IN THE CUSTOMER FACILITY CHARGE, WHICH IS CHARGED RENTAL CAR COMPANIES THAT FUND THE EXPENSES AND CAPITAL FOR THE CONSOLIDATED RENTAL CAR FACILITY. THAT RATE WILL INCREASE. AND THIS WAS BASED ON A CONSULTATION WITH AIRPORT STAFF AND THE RENTAL CAR COMPANIES OPERATING AT THE CONSOLIDATED FACILITY. AND THE RECOMMENDATION IS TO INCREASE THAT RATES EFFECTIVE JANUARY 1 FROM \$7 A TRANSACTION DATE TO \$7.25 A TRANSACTION DAY. THAT WILL RAISE ABOUT \$1.4 MILLION IN ADDITIONAL CFC REVENUE FOR THE AIRPORT. THE CONSULTATION WITH THE RENTAL CAR COMPANIES OCCURRED IN LATE OCTOBER, SO WE DID NOT HAVE ENOUGH TIME TO GET THAT INTO THE BUDGET SYSTEM AND DOCUMENTS. SO IT'S NOT CURRENTLY REFLECTED IN THE BUDGET, BUT AGAIN, IT'S A SMALL DOLLAR AMOUNT. AIRPORT STAFF IS GOING TO WORK TO TRY TO SCHEDULE THOSE MEETINGS WITH THE RENTAL CAR COMPANIES A BIT EARLIER NEXT YEAR. SO WE CAN BE SURE THAT IF THERE ARE ANY CHANGES TO THE CFC RATE, WE CAN INCORPORATE THAT INTO THE BUDGET. SO I JUST WANT TO MAKE SURE YOU'RE AWARE OF THAT. SO THAT'S MY ONLY COMMENTS, AND WE'D BE HAPPY TO ANSWER ANY QUESTIONS. ALL RIGHT. AND I'LL NOW ENTERTAIN QUESTIONS OR COMMENTS FROM COMMISSIONERS.

COMMISSIONER FELLEMAN. ANYWAY, THANK YOU VERY MUCH, DAN, FOR ACCELERATING THAT PROCESS. I DO WANT TO NOTE THAT THE PORT ALSO PRODUCES THE BUDGET IN BRIEF, WHICH I THINK IS EVEN MORE IMPORTANT FOR THE GENERAL PUBLIC TO UNDERSTAND THE GOOD WORK THAT WE DO AND THAT I THINK THE CITY COUNCIL JUST PASSED A BUDGET YESTERDAY AND IT MAKES A BIT OF NEWS. I MEAN, I REALLY THINK THAT THAT BUDGET IN BRIEF WOULD BE REALLY USEFUL TO GET TO THE REPORTERS SO THAT THEY MAY NOTICE, ESPECIALLY WITH THE AIRPORT. SO MANY PEOPLE KNOW THE EXPERIENCE OF THIS AIRPORT AND THE NEED

FOR ITS GROWTH. I'M STILL ALWAYS AMAZED THAT OUR SIGNIFICANT BUDGET THAT YOU DO SO BEAUTIFULLY STILL DOESN'T MAKE ANY NEWS. BUT I DO THINK IN LIGHT OF THE GROWTH AT THE AIRPORT AND AT THE SEAPORT, I THINK IT'S IMPORTANT FOR THE PUBLIC TO UNDERSTAND THAT, WHILE THESE ARE REGIONAL ASSETS THAT WE ALL BENEFIT FROM THE PORT NEIGHBORS ARE THE ONES THAT REALLY ARE MOST IMPACTED AND I THINK EVERYBODY PAYS THIS MODICUM OF PROPERTY TAX.

AND I REALLY APPRECIATE THE WAY OVER TIME, THE EXECUTIVE HAS ALLOCATED AN ADDITIONAL AMOUNT OF THIS TO COMMUNITY RELATED WORK. AND I THINK THAT EVERYBODY SHOULD FEEL GOOD ABOUT PAYING THIS TO HAVE THE BENEFIT OF THESE ASSETS, ACKNOWLEDGING THE FACT THAT THOSE COMMUNITIES DESERVE TO HAVE SOME ADDITIONAL CONSIDERATIONS FOR GETTING THIS DISPROPORTIONATE IMPACT. SO I THINK IT'S WORTH NOTING THAT IT'S A VERY MODEST TAX, BUT IT'S ONE THAT I THINK WE ALL SHOULD FEEL GOOD ABOUT CONTRIBUTING. THE ONE THING THAT I WOULD LOVE TO SEE IF OUR PRESIDENT COULD ADDRESS IS THAT I THINK FOR THE PAST TWO YEARS I'VE BEEN YOUR SECOND ON OFFSHORE WIND EFFORTS AND WE'VE HEARD THERE'S A LOT GOING ON IN THE NEWS AND ALL THAT. I THINK I SAW SOME PLACE THAT THERE'S LIKE A COMPETITIVE BID EXEMPTION THAT'S BEING SOUGHT TO CONTINUE OUR STUDIES IN THAT REGARD. I WAS JUST WONDERING, ARE WE GOING TO GET A BRIEFING ON- I KNOW YOU'RE OUT THERE. I HAD A CHANCE TO GO TO THE SPANISH ONE WHEN I WAS OUT IN LONDON ANYWAY AND I WAS A LITTLE DISMAYED. THERE WAS NO DISCUSSION ON ENVIRONMENTAL CONSIDERATIONS. AND ALSO I KNOW THAT WHETHER THESE ASSETS ARE SEAPORT ALLIANCE ASSETS OR PORT OF SEATTLE ASSETS, YOU ALSO DO THIS IN YOUR PRIVATE SECTOR. SO WHAT IS IT THE ROLE OF THE PORT OF SEATTLE AND ARE WE GOING TO GET SOME VISIBILITY GIVEN THE FACT THAT THIS HAS BEEN GOING ON FOR A LITTLE WHILE? YOU BET. AND I DID NOT PAY COMMISSIONER FELLEMAN TO ASK THIS QUESTION AND TEE UP A RESPONSE, BUT I'LL RESPOND TO THAT. I DON'T ACTUALLY DO ANY OF THIS UNDER MY OTHER JOB, BUT IN TERMS OF THE WORK THAT WE'RE DOING ON THE PORT OF SEATTLE AND SEAPORT ALLIANCE SIDE, WE'RE TEEING UP I BELIEVE IT'S FEBRUARY 7, PUBLIC SESSION FOR ALL MANAGING MEMBERS OF THE SEAPORT ALLIANCE, IN WHICH WE'RE GOING TO HAVE EXPERTS COME IN AND TALK ABOUT PACIFIC COAST OFFSHORE WIND AND IN PARTICULAR, WHAT THE OPPORTUNITIES ARE FOR WASHINGTON PORTS, OUR PORTS IN

PARTICULAR TO SUPPORT THE SUPPLY CHAIN FOR CALIFORNIA OFFSHORE WIND WHICH GOES TO BID IN A WEEK ON DECEMBER 6. SO BY THEN WE'LL KNOW WHICH OFFSHORE WIND DEVELOPERS HAVE WON THE PROJECTS. WHAT'S THE PROSPECT THAT IT MAY BECOME A LINE OF BUSINESS FOR ONE OF OUR PORTS AND EXISTING FACILITIES OR POTENTIALLY IN FACILITIES THAT WE COULD ADD TO OUR PORTFOLIO AND HOPEFULLY GIVE EVERYBODY A SENSE OF WHAT THE OPPORTUNITY IS THERE. IN THE MEANTIME, I'M SERVING ON THE TECHNICAL ADVISORY COMMITTEE TO AN NRL STUDY ON THE WEST COAST PORTS STRATEGY. AND THAT STUDY WAS NECESSITATED BY THE FACT THAT CURRENTLY THERE IS NOT SUFFICIENT PORT CAPACITY TO MANAGE THE NEEDS OF THE CALIFORNIA, THE TWO- WHAT ARE CALLED CALL AREAS AND THE FIVE WIND ENERGY AREAS THAT ARE GOING UP FOR AUCTION NEXT WEEK. AND SO THEY'RE TRYING TO FIGURE OUT ESSENTIALLY THE WAY I THINK ABOUT IT, IT'S AKIN TO 100 YEARS AGO WHEN HYDRO WAS BUILT IN THE WEST AND THIS ENTIRE NEW INDUSTRY THAT NEEDED TO BE DEVELOPED, THE CEMENT FACTORIES, THE STEEL FACTORIES. IT'S THE SAME SCALE OF AN ENTERPRISE THAT NEEDS TO BE STOOD UP TO BE ABLE TO BUILD ROUGHLY 1000 FOOT TURBINES THAT THEY'RE PLANNING TO BUILD OFF THE COAST OF CALIFORNIA. AND IS THERE A ROLE FOR OUR TWO PORTS, FOR WASHINGTON STATE PORTS GENERALLY AND ALL OF THE PARTICIPANTS IN THE SUPPLY CHAIN LEADING UP TO THAT. MANUFACTURERS IN MOSES LAKE, FISHING FLEETS, OFF SEASON AND GRACE HARBOR AND TRYING TO ESSENTIALLY GET AN UNDERSTANDING OF THE ECONOMIC IMPACT, BENEFITS AND COSTS OF THIS KIND OF INDUSTRY. SO I THINK THAT FEBRUARY 7 MEETING WILL BE A GREAT OPPORTUNITY TO GET EVERYBODY KIND OF ON THE SAME PAGE ABOUT THIS STUFF. OUR BUDGET DOESN'T CONTEMPLATE ANY PARTICULAR LINE ITEM FOR OFFSHORE WIND BUT RATHER A COUPLE OF OUR DIVISIONS HAVE BEEN INCLUDED IN THE BUDGET TO DO EXPLORATION OF NEW BUSINESS LINES RELATED TO RENEWABLES AND THAT COULD INCLUDE OFFSHORE WINDS. THANK YOU FOR THAT. MY ONLY QUESTION WAS WHEN WE'RE DEALING WITH ALL THESE LEASES AND THE POTENTIAL FOR USING IT FOR WIND DOESN'T COME UP. AND SO WHETHER WE'RE LOOKING AT 46 OR FIVE- AND IT JUST SEEMS LIKE THESE ARE THE MOMENTS WHEN THAT CONVERSATION SHOULD BE HAD. YEAH, AND THAT'S EXACTLY MY URGENCY, COMMISSIONER FELLEMAN AND TRYING TO MAKE SURE THAT WE AS THE MANAGING MEMBERS OF THE PORT ALLIANCE HAVE COMMUNICATED CLEARLY TO STAFF THAT THEY CAN GO OUT AND WORK ON POTENTIALLY MAKING CERTAIN PROPERTIES

AVAILABLE FOR THAT KIND OF USE. IF IT'S THE HIGHEST AND BEST USE BY THE VALUES THAT WE PUT FORWARD, DOES IT CREATE LIVING WAGE CAREERS ON THE WATERFRONT FOR OUR COMMUNITIES? MY ONLY CONCERN IS THAT WE ONLY HAVE SO MANY TERMINALS AND THEY SEEM TO BE ACCOUNTED FOR AND EVEN THE NEW PROPOSALS ARE BEING ACCOUNTED FOR. AND SO IT'S JUST THE TIMING, IT JUST DOESN'T SEEM TO BE IN THE MIDST. SO WE'LL GET SOME FEBRUARY 7, WE'LL GET SOME VISIBILITY AND APPRECIATE THAT. HEADS UP. THANK YOU. THANKS FOR ASKING QUESTIONS COMMISSIONER FELLEMAN, ANY OTHER QUESTIONS OR COMMENTS FOR DAN OR ANYONE ELSE? OKAY, I'LL SHARE A FEW COMMENTS, AND IF ANYBODY THINKS ANYTHING IN THE MEANTIME, THEY CAN SHARE THAT TOO. WHAT I LIKE ABOUT THIS BUDGET IS THAT IT SORT OF BALANCES THE NEED TO FIX THE ROOF WHEN IT'S SUNNY, SO TO SPEAK. WE'RE IN PRETTY GOOD FINANCIAL SHAPE. AND SO RIGHT NOW, WE'RE DOING THAT TO ADDRESS SOME DEFERRED MAINTENANCE TO SHORE UP OUR EXISTING LINES OF BUSINESS TO MAKE SURE THAT WE CAN CONTINUE TO FUNCTION WELL IN OUT YEARS. BUT IT ALSO HAS THE BALANCE OF KEEPING SOME OF OUR POWDER DRY TOO. WE AREN'T SPENDING EVERYTHING WE HAVE ACCESS TO ON EVERY POTENTIAL THING WE COULD DO, BUT MAKING SURE THAT WE HAVE THE FINANCIAL LIQUIDITY IN THE EVENT OF A DOWNTURN OF SOME SORT TO BE ABLE TO KEEP OPERATIONS GOING SUFFICIENTLY. THAT'S SOMETHING THAT OUR COMMUNITY RELIES ON US FOR. WE ARE A CONDUIT FOR EVERY FORM OF COMMERCE. AND SO BEING ABLE TO OPERATE SUCCESSFULLY, EVEN IN VERY TOUGH ECONOMIC TIMES, IS CRITICAL FOR OUR AIRPORT AND SEAPORT. IT ALSO, AS COMMISSIONER FELLEMAN HIGHLIGHTED, IT MAKES INVESTMENTS IN NEW POTENTIAL OPPORTUNITIES. THESE ARE FAIRLY SMALL GIVEN THE OVERALL SCALE OF THE BUDGET, BUT I THINK IT REFLECTS OUR VALUE AS AN ORGANIZATION THAT WANTS TO BE INNOVATIVE, THAT WANTS TO THINK NOT JUST NEXT QUARTER, BUT NEXT DECADE AND EVEN FURTHER OUT. AND THAT CAN BE THINGS LIKE THE STUDIES THAT WE'RE DOING INTO THE HYDROGEN ECONOMY AND TO RENEWABLES AND INTO NEW LINES OF BUSINESS THAT WE COULDN'T IMAGINE. WHAT WILL IT MEAN TO BE A PORT IN 2050 THAT WE CAN'T CONTEMPLATE RIGHT NOW? BUT WE WANT TO BE ON THE LEADING EDGE OF THAT. AND I THINK THIS BUDGET DOES A GOOD JOB OF BALANCING THE NEED TO CONTINUE TO SUPPORT OUR EXISTING LINES OF BUSINESS AND SEEK NEW OPPORTUNITIES THROUGH INVESTMENTS. SO I'M GOING TO BE VOTING FOR THIS BUDGET

ON THOSE LINES, AND I LOOK FORWARD TO CONTINUING TO WORK WITH OUR EXECUTIVE LEADERSHIP TEAM IN THE IMPLEMENTATION OF THIS BUDGET. ANY FURTHER COMMENTS OR QUESTIONS? ALL RIGHT.

ANYTHING ELSE EXECUTIVE DIRECTOR METRUCK BEFORE WE GO TO A VOTE? MR. PRESIDENT, NO. AND I SEE COMMISSIONER MOHAMED.

THANK YOU. THANK YOU FOR THE TIME. I JUST WANT TO ECHO THOSE WORDS AS WELL. I WANT TO COMMEND THE WORK THAT OUR FINANCE DEPARTMENT HAS DONE EXECUTIVE METRUCK, DEPARTMENT MEMBERS AND ALL OF THE STAFF WHO HAVE HELPED DELIVER THIS BUDGET. AND FOR THE PUBLIC, I JUST WANT TO SAY THAT THERE WAS A HUGE EMPHASIS ON COMMUNITY PRIORITIES AND PRIORITIES THAT WE'VE HEARD FROM RESIDENTS AND CUSTOMERS THROUGHOUT OUR REGION. AND THERE ARE CONSIDERABLE AMOUNTS OF WORK THAT HAS BEEN DONE TO SUPPORT AREAS LIKE WORKFORCE DEVELOPMENT, SMALL BUSINESSES, OUR ENVIRONMENTAL SUSTAINABILITY GOALS THROUGHOUT THIS BUDGET. AND I KNOW THERE'S OPPORTUNITIES FOR US TO DO EVEN MORE. I AM IN PARTICULAR AM INTERESTED IN THE COMING YEAR LOOKING EVEN MORE CLOSELY AT OUR SPENDING AND HOW IT RELATES TO EQUITY, AND ENSURING THAT THE INVESTMENTS THAT WE MAKE ARE ALSO DELIVERING FOR OUR RESIDENTS OF KING COUNTY. BUT THIS IS A BUDGET THAT WE ARE ALL PROUD OF, AND I'M LOOKING FORWARD TO SUPPORTING IT TODAY. THANK YOU. THAT CONCLUDES MY COMMENTS. THANK YOU, COMMISSIONER MOHAMED. HEARING NO FURTHER QUESTIONS FOR THIS ITEM. IS THERE A MOTION AND A SECOND? SO MOVED. IT HAS BEEN MADE. AND SECONDED.

COMMISSIONERS, ARE THERE ANY ADDITIONAL QUESTIONS AT THIS TIME?

SEEING NO FURTHER DISCUSSION, CLERK HART, CAN YOU PLEASE CALL THE ROLL FOR THE VOTE? COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED FOR THE VOTE ON THE BUDGET, BEGINNING WITH COMMISSIONER CHO. AYE. THANK YOU. COMMISSIONER FELLEMAN. AYE.

THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMED. AYE. THANK YOU. AND COMMISSIONER CALKINS. AYE. THANK YOU.

FIVE AYES. ZERO NAYS WITH THIS ITEM. AND WITH THAT, THE BUDGET MOTION PASSES. EXCELLENT JOB. THANK YOU, STAFF, FOR ALL THE WORK YOU PUT INTO THIS EACH YEAR. OUR NEXT ITEM IS A RESOLUTION ACCOMPANIED WITH A REQUEST TO CONSOLIDATE INTRODUCTION AND ACTION ON THE RESOLUTION INTO ONE MEETING FOR THE COMMISSION BYLAWS AND RULES OF

PROCEDURE, ARTICLE 65 D,
MEANING THE VOTE FOR ADOPTION COULD BE
TAKEN TODAY. THE ACTION TO CONSOLIDATE
READINGS REQUIRES UNANIMOUS CONSENT OF
ALL COMMISSIONERS DO SO. IS THERE ANY
OBJECTION TO CONSOLIDATION? HEARING
NONE THE READINGS ARE CONSOLIDATED.
CLERK HART, WILL YOU PLEASE READ THE ITEM
INTO THE RECORD? WE'LL THEN HEAR FROM
EXECUTIVE DIRECTOR METRUCK TO INTRODUCE
THE ITEM. YES, AND JUST FOR THE RECORD,
I JUST WANT TO STATE THAT THAT WAS ITEM
TEN A AND B THAT PASSED THROUGH AS A
PACKAGE. SO FOR ITEM TEN C, THIS IS
INTRODUCTION AND ADOPTION OF RESOLUTION
NUMBER 3808, A RESOLUTION AUTHORIZING THE
EXECUTIVE DIRECTOR TO SELL AND CONVEY
PORT PERSONAL PROPERTY IN 2023, IN
ACCORDANCE WITH RCW 530-8090,
WITH A VALUE NOT GREATER THAN \$23,000,
AND REPEALING RESOLUTION NUMBER 3797
DEALING WITH THE SAME SUBJECT.
COMMISSIONERS, THIS IS AN ANNUAL
AUTHORIZATION TO SELL AND CONVEY PORT
PERSONAL PROPERTY. IN THE PAST,
STAFF CONDUCTED OUTREACH TO LOCAL
JURISDICTIONS TO PROVIDE ITEMS SUCH AS
SURPLUS MOBILITY DEVICES TO LOCAL
DISADVANTAGED COMMUNITIES. MORE
RECENTLY, THIS RESOLUTION ENABLED THE
CONVEYANCE OF 13 DIAMONDBACK BICYCLES
ORIGINALLY USED TO PATROL SOUTH TACOMA
INTERNATIONAL AIRPORT TO RAINIER
BEACH HIGH SCHOOL'S BIKE WORKS PROGRAM.
REMEMBER, RUDY KALUZA PRESENTED THAT.
THIS ACTION ENABLES CONVEYANCE OF
PROPERTY IN 2023 AND UPDATES THE AMOUNT
TO REFLECT WHAT IS OUTLINED IN THE RCW.
PRESENTER IS DON KELLY, SENIOR MANAGER,
AFR GENERAL ACCOUNTING. DON, ARE YOU
THERE?
YES. THANK YOU, MR. METRUCK.
I'M NOT SURE IF MY CAMERA IS ON. I'M
TRYING TO TURN THAT. I DON'T SEE IT.
COMMISSIONER, GOOD AFTERNOON. THIS IS
ACTUALLY GOING TO BE QUITE BRIEF. AS MR.
METRUCK INDICATED, THIS IS AN
ANNUAL AUTHORIZATION THAT YOU PROVIDE.
FOR BACKGROUND. ON AN
ORDINARY BASIS, THE PORT WILL
PERIODICALLY IDENTIFY PERSONAL PROPERTY
THAT IS NO LONGER NEEDED
FOR PORT PURPOSES.
ON AVERAGE, THESE ARE HISTORICALLY
AMOUNTS BETWEEN TEN AND 30,000
EQUIPMENT, FURNISHINGS AND DEVICES, AND
ANOTHER TEN TO 30,000 IN
STOCKING VEHICLES EACH YEAR. TYPICALLY,
THEY'RE WELL UTILIZED, THEY'RE YEARS OLD
AND OFTEN BEYOND THEIR USEFUL LIVES,
AND THEY NEED TO BE DISPOSED. TO ENABLE
STAFF TO PERFORM THIS DISPOSITION. RCW
53 REQUIRES THAT THE EXECUTIVE DIRECTOR

BE SPECIFICALLY AUTHORIZED BY RESOLUTION TO SELL AND CONVEY THIS SURPLUS PERSONAL PROPERTY ON AN ANNUAL BASIS. THE RCW ALSO REQUIRES THAT THE AMOUNT OF THIS AUTHORIZATION BE UPDATED EACH YEAR WITH AN INDEX BASED ADJUSTMENT APPLIED. SO THIS REQUEST IS SIMPLY TO EXTEND THE EXISTING AUTHORITY FOR ONE MORE YEAR THROUGH 2023, AND IT INCREASES THE AMOUNT OF THE AUTHORIZATION FROM \$21,000 TO \$23,000. WITH THAT, I'LL TAKE ANY QUESTIONS YOU HAVE.

ARE THERE ANY QUESTIONS FOR STAFF AT THIS TIME FROM COMMISSIONERS?

COMMISSIONER CHO, WHERE DOES THE \$23,000 THRESHOLD COME FROM? I BELIEVE IT'S FROM RCW, RIGHT?

YES, THE ORIGINAL RCW SET THE LIMIT AT 10,000 MANY YEARS AGO AND PROVIDED THAT AN UPDATE WOULD BE DONE EACH YEAR BASED ON A GOVERNMENT PRICE INDEX ADJUSTMENT. SO AFTER MANY, MANY YEARS, THAT ORIGINAL 10,000 HAS GROWN SO IT'S NOW 23. GOT IT. THANK YOU. ANY FURTHER

QUESTIONS? COMMISSIONER FELLEMAN? I JUST ALWAYS LIKE TO ACKNOWLEDGE RUDY'S ROLE IN MAKING SURE THAT THIS STUFF GETS TO THE COMMUNITIES THAT ARE REALLY IN NEED. AND IT'S REALLY AN ACT OF LOVE ON HIS PART THAT I KNOW HE DIDN'T GIVE A BIG PRESENTATION ON THIS, BUT THANK YOU FOR ALL YOUR EFFORT IN DOING THAT BECAUSE I KNOW IT'S VERY WELL RECEIVED.

THANKS. I SAW RUDY KLUZA POPPED UP ON THE VIDEO. RUDY, WOULD YOU LIKE TO ADD TO THAT? I KNOW- WHERE YOU'RE GOING TO ADD SOMETHING TO THE PREVIOUS COMMENTS. THANK YOU SO MUCH FOR THE CONSIDERATION. I'M RUDY KALUZA, DIRECTOR OF ACCOUNTING FOR PORT OF SEATTLE. I'M JUST REALLY PROUD TO BE PART OF THE PORT OF SEATTLE. WE ARE SO COMMITTED TO HELPING OUR COMMUNITIES IN ANY WAY WE CAN TO THE POLICY AND DIRECTOR OF THE COMMISSION AS WELL AS EXECUTIVE DIRECTOR. WE'RE ABLE TO STEP FORWARD IN MUCH MORE SIGNIFICANT WAYS THAN WE HAVE THIS YEAR WITH REGARD TO KNOWING WHAT WE HAVE USED TO THE MAXIMUM EXTENT POSSIBLE AND RESPONSIBLY FIGURING OUT A WAY TO RECONVENE PROPERTY. SO THAT'S WHAT WE DID WITH REGARD TO POLICE BIKES AS WELL AS THE I'M INTO HEALTH, ECONOMIC DISADVANTAGED COMMUNITIES AS WELL AS SCHOOLS ELEMENTARY AT THE LEVEL WHERE THE INFORMATION COMMUNICATION TECHNOLOGY DEPARTMENT, THROUGH THEIR EFFORTS, CONSOLIDATE REFRESHED MOBILITY DEVICES, ESPECIALLY IPHONES AND IPADS, AND WE'RE ABLE TO CONVEY THIS. WE HAVE A PUBLIC SCHOOL DISTRICT AS WELL AS HIGHLINE SCHOOL DISTRICT, AS WELL AS ELEMENTARY

LEVELS OF USE AND EDUCATIONAL PURPOSES.
AND VERY PROUD WITH REGARD TO OUR STAFF
BEING ABLE TO EXECUTE THE POLICY
DIRECTIVES IN THIS REGARD TO BENEFIT THE
COMMUNITY WITH THIS TYPE OF CONVENIENCE
OF EQUIPMENT. SO THANK YOU SO MUCH FOR
YOUR LEADERSHIP AND IT'S REALLY
WONDERFUL TO BE ABLE TO MAKE THESE
POSITIVE IMPACTS TO OUR COMMUNITY THAT
WE SERVE. THANK YOU SO MUCH.
ALL RIGHT. HEARING NO FURTHER QUESTIONS
FOR THIS ITEM. IS THERE A MOTION IN A
SECOND?

MOTION WAS MADE AND SECONDED. CLERK,
PLEASE CALL THE ROLL FOR THE VOTE.
COMMISSIONER, PLEASE SAY AYE OR NAY
NAME IS CALLED, BEGINNING WITH
COMMISSIONER CHO. AYE. THANK YOU.
COMMISSIONER FELLEMAN. AYE. THANK YOU.
COMMISSIONER HASEGAWA. AYE. THANK YOU.
COMMISSIONER MOHAMED. AYE. THANK YOU.
AND COMMISSIONER CALKINS. AYE THANK YOU.
FIVE AYES. ZERO NAYES FOR THIS ITEM. THE
ITEM PASSES. ITEM TEN D HAS BEEN
REORDERED, SO WE WILL MOVE TO ITEM TEN E
AT THIS TIME. ITEM TEN E IS A
RESOLUTION, AGAIN ACCOMPANIED WITH A
REQUEST TO CONSOLIDATE INTRODUCTION AND
ACTION ON THE RESOLUTION INTO ONE
MEETING HER COMMISSION BYLAWS AND RULES
OF PROCEDURE ARTICLE SIX 5D. AS NOTED
PREVIOUSLY, THE ACTION TO CONSOLIDATE
READINGS REQUIRES UNANIMOUS CONSENT OF
ALL COMMISSIONERS TO DO SO. IS THERE ANY
OBJECTION TO CONSOLIDATION? HEARING
NONE THE READINGS ARE CONSOLIDATED.
CLERK, PLEASE READ THE ITEM INTO THE
RECORD, AND THEN WE'LL TURN OVER TO
EXECUTIVE DIRECTOR METRUCK FOR
INTRODUCTION. THANK YOU. THIS IS AGENDA
ITEM TEN E, INTRODUCTION AND ADOPTION OF
RESOLUTION NUMBER 3809, A.

RESOLUTION AMENDING RESOLUTION NUMBER
3464 AUTHORIZING EXTENSION OF THE
PASSENGER FACILITY CHARGE PROGRAM AT
SEATTLE TACOMA INTERNATIONAL AIRPORT
EFFECTIVE JANUARY 1, 2023.
COMMISSIONERS, THE COLLECTION OF
PASSENGER FACILITY CHARGES, OR PFCS, IS
A CORE REVENUE SOURCE FOR AIRPORTS
ACROSS COUNTRY, CAPPED BY THE FEDERAL
GOVERNMENT AT \$4.50 PER TICKET FOR
DEPARTING PASSENGERS, PFCS NOT ONLY FUND
OPERATIONS AND INFRASTRUCTURE, BUT ARE
ALSO A MAJOR SOURCE OF OUR BOND
REPAYMENT FUNDS. THE PORT HAS BEEN
COLLECTING PFCS SINCE 1992 AND
ANTICIPATES COLLECTING APPROXIMATELY 95
MILLION AND PFCS IN 2023. THIS ACTION
AUTHORIZES THE EXTENSION OF THE PFC
PROGRAM AT OUR AIRPORT. THE PRESENTER
FOR THIS AFTERNOON IS ROBERT JACOBI,
THE AVIATION GRANTS PROGRAM MANAGER.

ROBERT. THANK YOU, DIRECTOR METRUCK.
GOOD AFTERNOON, COMMISSIONERS. I'M HERE.
OKAY AGAIN. MY NAME IS ROBERT
JACOBTI. I'M THE AVIATION GRANTS PROGRAM
MANAGER. I'M HERE TO REQUEST COMMISSION
INTRODUCTION AND ADOPTION OF RESOLUTION
3809, AMENDING THE AUTHORIZATION FOR
PASSENGER FACILITY CHARGES. NEXT SLIDE,
PLEASE. OKAY, IF I
MAY, I'D LIKE TO TAKE JUST A COUPLE OF
MOMENTS TO GIVE A BRIEF OVERVIEW OF
PASSENGER FACILITY CHARGES AT SEA.
PFCS ARE COLLECTED FROM PASSENGERS BY
AIRLINES AND SUBMITTED TO AIRPORTS FOR
USES APPROVED BY THE FEDERAL AVIATION
ADMINISTRATION. COSTS PAID BY PFCS
ARE EXCLUDED FROM THE AIRLINE RATE BASE.
THUS, THEY LOWER THE AIRLINE COST PER
EMPLOYMENT TO CPE. SEA HAS BEEN
COLLECTING PFCS SINCE 1992.
RESOLUTION NUMBER 3464,
PASSED IN 2001, INCLUDED AN EXPIRATION
DATE OF DECEMBER 31, 2022
AND PROPOSED ACTION WILL
PERMIT THE PORT TO CONTINUE COLLECTING
PASSENGER FACILITY CHARGES UNTIL THE
PORT COMMISSIONER DECIDES TO TERMINATE.
SEA ANTICIPATES, COLLECTING
APPROXIMATELY 95 MILLION OF PFCS IN
2023. WITHOUT THESE PFCS,
OUR CPE, OUR COST PER ENPLANEMENT
PASSENGER WOULD INCREASE BY \$3.69.
OUR DEBT SERVICE COVERAGE WOULD INCREASE
BY 0.31. NEXT SLIDE,
PLEASE. SO THIS
CHART ILLUSTRATES OUR PFC COLLECTION
FORECAST. AGAIN IN 2022,
2023 IT'S APPROXIMATELY 94 TO 95
MILLION. BY 2031 WE FORECAST
COLLECTIONS TO BE \$108,000,000.
AND THE PFC COLLECTION REVENUE,
IT JUST CORRESPONDS WITH ENPLANEMENT
GROWTH. NEXT SLIDE, PLEASE.
THIS CHART ILLUSTRATES OUR USAGE OF
PFCS. THE PRIMARY USAGE IS
THE OFFSET OF DEBT SERVICE, AS YOU
CAN SEE ON THIS CHART, WITH THE COLORED
BANDS REPRESENTING DIFFERENT APPROVED
FAA PROJECTS. THE LARGEST
CONTRIBUTION GOES TOWARDS THE THIRD
RUNWAY, THE INTERNATIONAL ARRIVAL
FACILITY, AND EVENTUALLY THE NORTH
SATELLITE.
NEXT SLIDE.
THIS IS JUST A BRIEF HISTORY OF OUR
APPROVAL AND USE. AGAIN, OUR FIRST
APPLICATION. WE STARTED COLLECTING PFCS
IN 1992. OUR MOST RECENT APPLICATION WAS
APPROVED IN 2017, AND THAT WAS FOR THE
INTERNATIONAL ARRIVAL FACILITY AND NORTH
SATELLITE. THESE FIGURES
ARE IN MILLIONS. OUR TOTAL APPROVED FOR
USE OF PFCS IS 3.8 BILLION.

AND TO DATE, WE HAVE EXPENDED \$1.7 BILLION OF PFCS.
AGAIN. NEXT SLIDE. AGAIN. AND THIS SLIDE IS JUST THE BACKGROUND OF PREVIOUS RESOLUTIONS ADOPTED BY COMMISSION.
I'M AVAILABLE FOR ANY QUESTIONS OR COMMENTS THUS CONCLUDING MY PRESENTATION.
COMMISSIONERS, ANY QUESTIONS OR COMMENTS?
COMMISSIONER CHO? ACTUALLY, I WAS GOING TO MAKE A JOKE VERY FAST.
[LAUGHTER]
ALRIGHT, ANY OTHER QUESTIONS OR COMMENTS? ALRIGHT, THIS DOES NOT APPEAR TO BE A PARTICULARLY CONTROVERSIAL VOTE ON THIS ONE, BUT DO I HAVE A MOTION AND A SECOND? SO MOVED.
THE SECOND.
WE HAVE A MOTION. THE MOTION HAS BEEN MADE AND SECONDED. CLERK HART, CAN YOU PLEASE CALL THE ROLL FOR THE VOTE?
COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED, BEGINNING WITH COMMISSIONER CHO. AYE. THANK YOU.
COMMISSIONER FELLEMAN. AYE. THANK YOU.
COMMISSIONER HOSPITALA. AYE. THANK YOU.
COMMISSIONER MOHAMED AYE. THANK YOU.
AND COMMISSIONER CALKINS. AYE. FIVE AYES, ZERO NAYS FOR THIS ITEM. WITH THAT THE MOTION PASSES. ALL RIGHT, CLERK HART, PLEASE READ THE NEXT ITEM INTO THE RECORD. YES,
THIS IS AGENDA ITEM TEN F, INTRODUCTION OF RESOLUTION NUMBER 3810, A RESOLUTION REPEALING RESOLUTION NUMBERS 3605-3628-3704,
AND ALL PRECEDING RESOLUTIONS PERTAINING TO THE COMMISSION'S DELEGATION OF RESPONSIBILITY AND AUTHORITY TO THE EXECUTIVE DIRECTOR POLICY DIRECTIVE AND ADOPTING A NEW POLICY DIRECTIVE AS SET FORTH IN EXHIBIT A OF THE RESOLUTION.
AND AGAIN NOTING THIS IS FOR INTRODUCTION TODAY.
COMMISSIONERS, THIS REQUEST TO INCREASE DELEGATED AUTHORITY LEVELS WAS INITIALLY SUGGESTED BY THE PORT AUDIT TEAM AS AN EFFICIENCY OPPORTUNITY. SINCE THEN, ABROAD TEAM HAS CAREFULLY LOOKED INTO THE AUDIT SUGGESTION AND HAS DEVELOPED A PROPOSAL TO AGREE WITH IT AND THEN TO PUT INTO PLACE. THE TEAM WAS AUGMENTED BY EXTERNAL INDEPENDENT CONSULTANT MR. JOHN OKAMOTO THROUGHOUT THE PROCESS, AND I BELIEVE I UNDERSTAND THAT JOHN WILL OFFER THOUGHTS TODAY AS HIS OWN VIEW OF THE REQUEST AS WELL AS THE STAFF'S. THE STAFF PRESENTATION AND THE RECOMMENDATION HAS BEEN GENERATED FROM THE GROUND UP AND LOOKING AT EFFICIENCY OPPORTUNITIES AS THE AUDIT TEAM FIRST SUGGESTED. FURTHER, THE TEAM WILL IMPLEMENT ADDED TRANSPARENCY MEASURES TO ENSURE THE PUBLIC AND COMMISSIONERS CAN

SEE SIGNIFICANT ITEMS THAT HAVE BEEN APPROVED THROUGH THE NEW DELEGATION SYSTEM. I HAVE TO SAY IS THIS. WHEN WE TALK ABOUT DELEGATIONS, THIS COULD BE SEEN AS FOR MYSELF, IS PERHAPS TRYING TO SEEK MORE AUTHORITY FOR OTHER PURPOSES THAN WHAT WE'RE TALKING ABOUT, FOR EFFICIENCY, BUT I WANT TO SAY FOR TRANSPARENCY. WHILE I'VE SEEN THE WORK AND REVIEWED THE WORK THE STAFF HAS IN THE SUGGESTIONS, I DID NOT PARTICIPATE IN THE EFFORT IN THE DEVELOPMENT OR THE EXAMINATION OF THIS IN ORDER TO KEEP THAT SEPARATION OF DELEGATIONS TO MYSELF. SO TOWARDS ANY PARTICULAR RESULT. IN FACT, I THINK THE COMMISSION'S GOVERNANCE COMMITTEE HAS RECEIVED MORE IN DEPTH BRIEFINGS ON THIS IN REVIEWING THE ANALYSIS THAN I HAVE MYSELF. WITH THAT BEING SAID, I'M GOING TO TURN IT OVER TO DAVE. SOIKI IF WE CAN BELIEVE THIS, DAVE IS PARTICIPATING, I BELIEVE FROM SOMEWHERE ELSE IN THE WORLD, AND I DON'T KNOW WHAT TIME IT IS THERE, DAVE. I BELIEVE IT'S PROBABLY ABOUT 04:00 A.M. OR 05:00 A.M., OUR CHIEF OPERATING OFFICER TO PARTICIPATE IN THIS BECAUSE OF HIS LEAD ON THIS ISSUE. AND ALSO WE HAVE RYAN STAMPER, SENIOR PORT COUNCIL, PARTICIPATING AS WELL. AND, MICHELLE, I BELIEVE YOU WERE INVOLVED IN THESE DISCUSSIONS AS WELL. SO WITH THAT, I'M GOING TO TURN OVER TO DAVE SOMEWHERE IN THE WORLD. DAVE, ARE YOU ABLE- TO THERE YOU GO. ARE YOU ABLE TO PUT YOUR CAMERA ON? THERE WE GO. NO, WAIT, THAT'S THE PRESENTATION. THANK YOU, AUBREE. WE SEE YOU. DAVE, I AM- GREAT. THANK YOU, MICHELLE. I'M GOING TO TURN OFF CAMERA JUST TO MAKE SURE THAT THE WIFI IS SUFFICIENT AS I GO THROUGH. MICHELLE, IF FOR SOME REASON WE LOSE COMMUNICATION, I'M WELL AWARE THAT YOU AND KYLE KNOW THIS WORK VERY WELL, AND I TRUST YOU'LL TAKE OVER FOR ME. COMMISSIONERS, PLEASE PARDON ANY CONNECTION ISSUES. I'M COMING TO YOU FROM THE ISLAND OF TENAI IN THE PHILIPPINES, AND IT IS FROM MY WIFE'S ANCESTRAL HOME THAT IS ACTUALLY ABOUT 200 YEARS OLD. FORTUNATELY, THE WIFI IS NEWER. COMMISSIONERS, LET ME QUICKLY RELATE THE BOTTOM LINE UP FRONT HERE FOR YOU BEFORE WE GET INTO THE PRESENTATION, AND THAT IS THAT THE COMMISSION ITSELF, TO SAVE TIME AND ENERGY, TO BE ABLE TO FOCUS MORE OF ITS TIME, ON POLICY, STRATEGY, COMMUNITY ORIENTED SOLUTIONS AND OTHER AREAS OF YOUR INTEREST. THE PORT NEEDS TO RAISE ITS DELEGATED AUTHORITY FROM \$300,000 TO A RECOMMENDED \$10 MILLION

FOR THE EXECUTIVE DIRECTOR TO BE ABLE TO EFFECTIVELY MANAGE THE MYRIAD OF OPERATIONAL TRANSACTIONAL WEEKLY NEEDS OF THE PORT. AND NUMERICALLY, IT SEEMS LIKE A LARGE CHANGE, BUT IT'S NOT, CONSIDERING THE FOLLOWING FIVE FACTORS. FIRST, THIS CHANGE PUTS THE PORT IN COMPARABLE DELEGATION FOOTING WITH OUR REGIONAL PARTNER AGENCIES SUCH AS KING COUNTY, CITY OF SEATTLE, SOUND TRANSIT, UNIVERSITY OF WASHINGTON. SECOND, INFLATION HAS SIGNIFICANTLY MUTED THE BUYING POWER AND THE CURRENT LEVEL OF DELEGATIONS. MEANWHILE, OPERATIONAL DEMANDS HAVE GROWN REMARKABLY OVER THE YEARS, AND THIS HAS CREATED A SIGNIFICANT IMBALANCE THAT CAUSES INEFFICIENCY ACROSS THE BOARD. THIRD, THE COMMISSION'S CENTURY AGENDA ESPOUSES EFFICIENCY IS A BASIC TENANT AS WE STRIVE TO SERVE OUR MANY CUSTOMERS AND COMMUNITIES. AND THIS DELEGATION SERVES THAT GOAL BY ELIMINATING WASTE AND FREEING UP BOTH ELECTED AND STAFF TIME ON PROVIDED WORK. FOURTH, GREATER LEVEL OF CHECKS AND BALANCES AND TRANSPARENCY FOR NEW COMMISSIONERS AND THE PUBLIC HAS BEEN BUILT INTO OUR PLAN. WE EVEN SUGGEST THAT THE PORT AUDIT TEAM AUDIT US IN THE NEAR FUTURE TO ENSURE THAT THINGS ARE WORKING CORRECTLY. FIFTH, AND MAYBE MOST TELLING, THE DELEGATIONS HAVE CHANGED LITTLE IN THE LAST 26 YEARS AND HAS NOT BEEN UPGRADED MONETARILY IN 13 YEARS. IT'S TIME. LET ME SHOW THE SOLID WORK OF THE MANY TEAM MEMBERS. WITHOUT READING EVERY SLIDE, I'LL SIMPLY TELL THE STORY AS WE GO AHEAD. AGAIN, THIS CAME FROM THE AUDIT TEAM AND THEY IDENTIFIED SEVERAL COMPARATIVE AGENCIES THAT I NOTED. IT PRIMARILY USES THE CAPITAL PROGRAM TO IDENTIFY HOW. I'LL MAKE A NOTE THAT THE YELLOW HIGHLIGHTS COMMISSIONERS PROVIDE INFORMATION ABOUT THE HIGHLIGHTS OF EACH SLIDE. DELEGATIONS TEAM SPENT 18 MONTHS WORKING ON THIS. THEY FOUND THAT THERE'S AN EFFICIENCY OPPORTUNITY. PORT STAFF DID A SIGNIFICANT STATISTICAL RELIABLE REPORT AND THE STORIES FROM PORT STAFF REALLY ECHOED THE EFFICIENCY NEED. WE THINK AUDIT WAS ON IT. THE NEXT SLIDE. THIS IS A TABLE FROM THE AUDIT REPORT. THIS CAME TO US ABOUT TWO YEARS AGO. WE'VE BEEN WORKING ON THIS SINCE. THE AUDIT TEAM DEMONSTRATED THAT IN COMPARISON TO THE AGENCIES ON THE LEFT, THAT THERE ARE SIGNIFICANT DELEGATION LEVEL DIFFERENCES. AND YOU CAN SEE THAT SOUND TRANSIT HAS A \$5 MILLION

DELEGATION AND A \$14 BILLION CAPITAL PROGRAM. UW \$15 MILLION, DELEGATION, 3.7 BILLION. AND THE CITY AND COUNTY. ONCE THEIR ANNUAL BUDGET IS APPROVED, THEY CAN MOVE FORWARD WITH THEIR VERY LARGE CAPITAL PROGRAMS. NEXT SLIDE.

WE TOOK A LOOK AT INFLATION. IT HAS ERODED THE BUYING POWER. MEANWHILE, OUR WORK ACTIVITIES INCREASED. THE TOP HALF YOU CAN SEE THE PERCENTAGE DECREASE IN BUYING POWER FROM THE DELEGATIONS THAT WERE SET 13 YEARS AGO. WHY ARE CAPITAL DELEGATIONS AT DIFFERENT INFLATIONARY RATE? IT IS BECAUSE THAT'S A DIFFERENT BASKET OF GOODS AND THE CPIU MEASURES THOSE DIFFERENTLY. CAPITAL HAS TRADITIONALLY BENT A HIGHER INFLATIONARY AREA. NOW, THE BOTTOM HALF OF THE CHART DEMONSTRATES THAT WHILE THE BUYING POWER IS ERODED IN THE LAST FIVE YEARS, THE PORT HAS SIGNIFICANTLY IN THE LAST 13 YEARS, THE PORT HAS SIGNIFICANTLY GROWN. OPERATING REVENUES ARE UP, EXPENSE BUDGET IS UP, AND THE CAPITAL FORECAST IS VERY FAR UP, EVEN 74%. AS A RESULT, THINGS ARE OUT OF BALANCE. SO OUR PROPOSAL FINDS WAYS TO FIX THIS. NEXT SLIDE.

THIS IS A SLIDE THAT TAKES THREE YEARS OF ACTUAL COMMISSIONER MONETARY APPROVALS AND ASKS, AND IT PUTS THEM INTO A SIMPLE SLIDE. SO I'LL TAKE A QUICK MINUTE HERE TO DESCRIBE THEM. AT THE TOP OF THE GREEN AREA, YOU'LL SEE NUMBERS 83 AND 94 72. IN THAT THREE YEAR PERIOD, THERE WERE 83 REQUESTS THAT WERE BETWEEN US, A DOLLAR AND A MILLION DOLLARS. AND THERE WERE 94 BETWEEN ONE AND TWO AND A HALF MILLION DOLLARS AND SO ON. AND IF YOU LOOK AT THE BOTTOM BLUE COLUMN, YOU'LL SEE THAT FOR THOSE 83 ITEMS, THE TOTAL DOLLARS REQUESTED WAS 42 MILLION. FOR THE 94, IT WAS 149,000,000 AND SO ON. BUT IF YOU TRANSFER TO THE RIGHT SIDE OF THE CHART, WE SEE THE DIP AND THEN THE GROWTH TOWARD THE LARGE BLUE COLUMN THAT IDENTIFIES THAT ONLY 47 ITEMS ACCOUNTED FOR 3.7 BILLION. THAT'S BILLIONS OF DOLLARS. SO THAT IS WHERE LIKELY THE GREATEST POLICY STRATEGY ITEMS EXIST AND CERTAINLY THE GREATEST SPENDING THAT WE'VE APPROVED. NOW LOOK AT THE RED LINE BELOW. EVEN THOUGH AN ITEM, SAY THOSE 83 ITEMS MIGHT BE BETWEEN ZERO AND A MILLION DOLLARS, WE KNOW THAT SOME OF THOSE ARE ACTUAL POLICY ITEMS. SO WE WENT BACK INTO THE DATA AND WE IDENTIFIED HOW MANY ITEMS REALLY SHOULD GO TO THE COMMISSIONER AND WHICH ONES COULD GO TO

THE EXECUTIVE DIRECTOR FOR EFFICIENCY OPERATIONAL REASONS. UNDER THE 94, WE IDENTIFIED THAT 19 OF THOSE 94 REALLY SHOULD GO TO THE COMMISSION SINCE THEY'RE POLICY AND STRATEGY. AND THEN YOU'LL NOTICE A BLUE LINE ABOVE WHERE THERE'S A NUMBER 25 THAT IDENTIFIES ITEMS BETWEEN THE 19 AND THE 25 THAT IF WE WERE GOING TO DO THOSE THREE YEARS AGAIN, IT WOULD MAKE SENSE FOR THE EXECUTIVE DIRECTOR TO APPROVE THOSE SIX ITEMS FROM 19 TO 25, BUT THAT THERE'S IMPORTANT PUBLIC AWARENESS THAT SHOULD BE MADE. AND SO WE WOULD RECOMMEND THOSE KIND OF ITEMS ARE USED IN THE EXECUTIVE DIRECTOR'S PUBLIC COMMISSION REPORT. SO THE GREEN AREA COMES DOWN TO THAT. THAT IS WHAT HAS BEEN IDENTIFIED AS THE EFFICIENCY OPPORTUNITY. ALL OF THOSE ITEMS IN THAT GREEN AREA, 83, 94, 72.4, THOSE ARE ITEMS THAT TAKE STAFF SIGNIFICANT AMOUNT OF TIME TO PREPARE PUBLIC QUALITY PRESENTATIONS AND MEMORANDUMS AND BACKUP INFORMATION. THOSE ITEMS COULD BE APPROVED BY THE EXECUTIVE DIRECTOR, PROVIDED WE HAVE A GOOD TRANSPARENT WAY TO DO IT. WE'LL SHOW YOU IN THE PLAN. NEXT SLIDE,

THIS IS THE SAME CURVE SHOWING THE DIP TO THE RIGHT. AND THIS IS WHERE WE IDENTIFIED THE LULL IN THE CURVE IS PROBABLY THE MOST LIKELY AREA AND BEST ABLE SPOT TO MAKE A DELEGATION CHANGE TO. WE CONSIDERED FIVE, SEVEN AND A HALF AND TEN. AND WE RECOMMENDED TEN TO THE GOVERNANCE COMMITTEE THAT WE'VE MET WITH THREE TIMES, IF I RECALL CORRECTLY. AND AGAIN, THE BENEFIT IS GOING TO ALLOW STAFF IMPROVEMENT ON EFFICIENCY AND MORE COMMISSIONER TIME TO FOCUS ON YOUR POLICY, COMMUNITY AND HIGH COST PROGRAMS AND AREAS OF INTEREST. LET ME MAKE THAT POINT A LITTLE MORE AT THE NEXT SLIDE. WE THOUGHT ABOUT IDENTIFYING THE BENEFITS FOR THE COMMISSION, THE BENEFITS FOR THE EXECUTIVE DIRECTOR, STAFF AND EVEN BUSINESS PARTNERS IN COMMUNITY. AND WITHOUT READING EVERYTHING, IT CERTAINLY, AS I NOTED, IT HELPED AVOID CLOGGING YOUR PUBLIC CALENDAR. IT'S GOING TO ALLOW YOU MORE TIME TO FOCUS ON EVERYTHING FROM WORKFORCE DEVELOPMENT, WMBE, SMALL BUSINESS, COMMUNITY AND SOCIAL ISSUES, ETC. ON THE PORT STAFF SIDE, WE'VE CALCULATED THAT WE CAN SAVE THE EQUIVALENT COST OF SIX TO EIGHT CURRENT EMPLOYEES. MANY THOUSANDS OF HOURS PER YEAR. AND WE CAN DEPLOY THOSE TO GREATER WORK VALUE TO GET THE OTHER WORK DONE. AND AS YOU'RE AWARE, IT'S DIFFICULT TO FIND EMPLOYEES

NOW, SO THE MORE EFFICIENT WE CAN BE, THE BETTER. IT ALSO HAS A SAVINGS OF TIME FOR BUSINESS PARTNERS IN THE COMMUNITY. EIGHT WEEKS IS REQUIRED TO GET THROUGH THE COMMISSION CYCLE TO GET THOSE REALLY HIGH QUALITY PUBLIC DOCUMENTS READY THAT YOU READ AND CONSIDER. BEFORE THAT IT TAKES SEVERAL WEEKS FOR STAFF TO PREPARE THEIR FIRST STRATS AND THOSE MOVE THROUGH THE ENTIRE BUREAUCRACY REPORT. SO THERE ARE SAVINGS ON ALL LEVELS. NEXT SLIDE.

HERE IS THE ESTIMATE ON THE BACKUP ABOUT THE SAVINGS OF FINANCIAL TIME. AGAIN, SIX TO EIGHT FTES, 16,000 HOURS PER YEAR THAT WE CAN SAVE. IT REDUCES THE NUMBER OF ACTIONS PER YEAR. WE HAVE MADE SOME CALCULATIONS ON THE NUMBER OF VOTES AND IT SHOULD SHORTEN YOUR MEETINGS AND WILL ALLOW MORE TIME FOR COMMITTEE WORK AND TO DELVE DEEPER INTO AREAS OF INTEREST AND IMPORTANCE. NEXT SLIDE.

THIS IS AN ILLUSTRATIVE SPLIT. THE ED ON THE LEFT, THE ED REPORT IN THE MIDDLE, AND THE POLICY COMMISSION ACTIONS ON THE RIGHT. ON THE LEFT THESE ARE THE KIND OF ACTIONS THAT WE FOUND IN THE THREE YEARS OF DATA THAT WENT TO COMMISSION, BUT THAT WE BELIEVE FOR OPERATIONAL EFFICIENCY. THE ED CAN SIGN. THE SECOND ITEM, DE-ICER. IT'S 75 DEGREES AND SHYLY, HUMID HERE, BUT I UNDERSTAND OUR HOME [INAUDIBLE] THE ED REPORT IN THE MIDDLE, THINGS THAT THE ED MIGHT APPROVE AND YET WOULD WANT TO COMMENT BECAUSE OF ITS SIZE OR SIGNIFICANCE TO THE COMMISSION AND TO THE PUBLIC THROUGH ITS ED REPORT EVERY TWO WEEKS IN A PUBLIC MEETING. AND THEN ON THE RIGHT SIDE, YOU CAN SEE THE SIGNIFICANT LIST OF POLICY AND STRATEGY VOTE ITEMS THAT WERE STILL NECESSARY TO COME FORWARD IN PUBLIC SESSION. AND AGAIN, EVEN IF IT'S A SMALL ITEM, THAT'S \$2 MILLION WE WOULD RECOMMEND IT DOES NOT GO TO THE ED, BUT COMES INTO THE PUBLIC PROCESS OF COMMISSION. YOU CAN SEE SOUND INSULATION FOR OUR COMMUNITY MEMBERS, TRIBAL AGREEMENTS, TOURISM, LAND CHANGES WHICH HAVE LONG TERM EFFECTS, AND OF COURSE, THE HUGE PROJECTS. NEXT SLIDE.

THIS IS ANOTHER LESSON OF VIEW TO GIVE YOU A SENSE ABOUT THE EFFECTIVENESS OF THE 300,000 CURRENT DELEGATION. THE TOP HALF IDENTIFIES HOW MANY MINUTES WITH THAT \$300,000 THAT'S BEEN ERODED BY INFLATION, THAT THE ED CAN RUN THE PORT. ON THE EXPENSE SIDE, THE ED CAN RUN IT FOR 63 MINUTES OUT OF ONE DAY, OUT OF ONE WEEK OUT OF THE WHOLE YEAR. ON THE CAPITAL SIDE, BECAUSE OF THE HIGHER

INFLATION RATE IN CAPITAL, THE ED CAN ONLY RUN THE PORT FOR 37 MINUTES WITHOUT DELEGATION. IN THE BOTTOM HALF, WE THOUGHT ABOUT HOW MUCH WOULD IT BE FOR TO RUN THE PORT FOR A DAY? NOT AN HOUR, BUT A DAY. AND THE DELEGATION LEVELS WOULD BE 1.6 MILLION AND 2.1 MILLION CORRESPONDINGLY. WE BELIEVE THAT ED SHOULD BE ON THE PORT FOR A WEEK AND EVERY SECOND WEEK I'LL NOTE THAT WE HAVE A PUBLIC COMMISSIONER MEETING ON AVERAGE, AND SO THERE'S NOT A LOT THAT IS LOST IN THE SYSTEM. SO WE RECOMMENDED \$10 MILLION TO THE GOVERNANCE COMMITTEE AND MAKE SURETY. NEXT SLIDE, I'LL TURN IT OVER TO RYAN STAMPER NOW AND THE LEGAL DEPARTMENT HAS DONE A VERY CLOSE SCRUTINY OF THIS AND HAS PREPARED THE DOCUMENTS EXCELLENTLY. OVER TO BRIAN. THANK YOU, DAVE. AS DAVE MENTIONED, WE HAVE UPDATED THE DELEGATION OF AUTHORITY IN A NUMBER OF WAYS. WE HAVE REMOVED OUTDATED REFERENCES AND LANGUAGE NOT NECESSARY TO THE DELEGATION, AND THIS INCLUDES REFERENCES TO OTHER POLICY DIRECTIVES OR SPECIFIC LAWS THAT HAVE CHANGED. WE HAVE UPDATED LANGUAGE RELATED TO PERMITS, WHICH WILL ALLOW THE EXECUTIVE DIRECTOR TO EXECUTE NOT JUST THE PERMITS AND APPLICATIONS THEMSELVES, BUT ALSO THE DOCUMENTS RELATED TO THOSE PERMITS, INCLUDING MITIGATION CREDITS, HOLD HARMLESS AGREEMENTS, NONDISCLOSURE AGREEMENTS, AND RESTRICTIVE COVENANTS. WE HAVE ADDED BACK INSURANCE AND SURPLUS DELEGATIONS FROM PREVIOUS DELEGATIONS THAT INCLUDED LANGUAGE WE BELIEVED WAS HELPFUL. WE UPDATED THE DEFINITION SECTION, INCLUDING REMOVING DEFINITIONS THAT WERE NO LONGER REFERENCED IN THE DELEGATION, AND ADDING DEFINITIONS, INCLUDING INTERLOCAL AGREEMENTS AND PROJECTS TO PROVIDE CLARITY. WE ADDED A DELEGATION FOR AGREEMENTS THAT DO NOT MEET THE DEFINITION OF INTERLOCAL AGREEMENTS AND ARE NOT COVERED BY ANY OTHER SPECIFIC DELEGATION. THESE WOULD BE AGREEMENTS THAT INVOLVE AN EXCHANGE OF GOODS OR SERVICES AND PROMOTE OPERATIONAL OR LOGISTICAL EFFICIENCY, BUT WOULD NOT BE A TYPICAL PROCUREMENT CONTRACT. THIS CATEGORY WOULD COVER THINGS LIKE REIMBURSEMENT AGREEMENTS WITH GOVERNMENT ENTITIES LIKE TSA OR CBP. THE NEXT SLIDE WILL SHOW THE UPDATED MONETARY LIMITS. AS DAVE HAD MENTIONED. THESE ALIGN WITH OTHER SIMILAR PUBLIC ENTITIES. LIMITS RELATING TO CAPITAL PROJECTS AND OTHER CONTRACTS HAVE BEEN RAISED UP TO \$10 MILLION. THIS INCLUDES PUBLIC WORKS CONTRACTS, ALTERNATIVE PUBLIC WORKS CONTRACTS,

SERVICE AGREEMENTS, PURCHASES OF GOODS, USE OF PORT, CRUISE, STREET VACATIONS, AND AIRPORT TENANT REIMBURSEMENTS BUDGET TRANSFERS OF UP TO \$10 MILLION ARE ALLOWED FOR TRANSFERRING SCOPE OF WORK FROM ONE EXECUTED CONTRACT TO ANOTHER PROJECT IF BOTH PROJECTS HAVE BEEN PREVIOUSLY APPROVED. FOR PROJECTS THAT ARE EXPECTED TO EXCEED \$10 MILLION, PRELIMINARY WORK IS AUTHORIZED UP TO A MAXIMUM OF \$2 MILLION. THIS CAN INCLUDE PLANNING, PROGRAMMING, CONCEPT DESIGN, UP TO 30% DESIGN, SURVEYS, AND GEOTECHNICAL INVESTIGATIONS. PROJECTS OVER \$10 MILLION MUST BE APPROVED BY COMMISSION PRIOR TO EXCEEDING THAT \$2 MILLION PRELIMINARY WORK THRESHOLD. THE LIMIT FOR CRITICAL WORK HAS BEEN UPDATED FROM FIVE HUNDRED THOUSAND DOLLARS TO FIFTEEN MILLION DOLLARS FOR WORK REQUIRING IMMEDIATE ACTION TO AVOID SIGNIFICANT ADVERSE CONSEQUENCES TO PUBLIC HEALTH, SAFETY, OR PROPERTY. THE DURATIONAL DELEGATION FOR REAL PROPERTY AGREEMENTS SUCH AS LEASES WILL REMAIN THE SAME, SO LEASES OF MORE THAN FIVE YEARS WILL CONTINUE TO REQUIRE COMMISSION APPROVAL. BUT THE REIMBURSEMENT LIMIT FOR LEASES OF FIVE YEARS OR LESS IS INCREASING FROM THREE HUNDRED THOUSAND DOLLARS TO ONE MILLION DOLLARS. THE MONETARY LIMIT FOR CLAIMS AND SETTLEMENTS HAS ALSO BEEN UPDATED FROM THREE HUNDRED THOUSAND DOLLARS TO ONE MILLION DOLLARS. OTHER CHANGES TO THE LEGAL SERVICES AND CLAIMS SECTION INCLUDE CONSOLIDATING REPORTING FREQUENCY, UPDATING AND CLARIFYING LANGUAGE RELATED TO THE SUPERVISION OF LEGAL SERVICES AND RETENTION OF COUNCIL, CLARIFYING THE STANDARDS FOR SETTLING LITIGATION AND CLAIMS, AND UPDATING THE DEFINITION OF LITIGATION TO CLARIFY THAT RETENTION OF ATTORNEY FOR INDIVIDUALS IS LIMITED TO LITIGATION MATTERS. NOW I'LL TURN IT BACK OVER TO DAVE SOIKI FOR THE NEXT SLIDE.

DAVE, THERE YOU GO.

YES, THANK YOU.

INITIATIVES. WE'VE WORKED AHEAD AND THOUGHT ABOUT HOW TO BUILD IN TRANSPARENCY INTO PUBLIC SESSIONS FOR ANYTHING THAT THE EXECUTIVE DIRECTOR APPROVES. AND I'M SEEING A POOR NETWORK QUALITY, MICHELLE, SO KEEP YOUR EYE ON THE AUDIO, PLEASE. WE PROPOSE COMMISSIONERS, THAT AS THE EXECUTIVE DIRECTOR APPROVES ITEMS WE WOULD MAKE THEM TRANSPARENT IN PUBLIC, AND THE CHART ON THE RIGHT IDENTIFIES THAT WE WOULD CATEGORIZE THEM IN THE SAME MANNER LEGAL JUST DESCRIBED. WE WOULD HAVE OUR REFERENCE TRACKING NUMBER AND WE WOULD

DESCRIBE WHAT EACH APPROVAL WAS AND WHAT IS THE AMOUNT. AND OF COURSE THE AGGREGATE TOTAL. WE DO THE SAME THING NOW WITH ALL PORT EXPENDITURES. AT THE BEGINNING OF EVERY MONTH, CLAIMS AND OBLIGATIONS ARE IDENTIFIED IN THE PUBLIC CALENDAR. WE WOULD DO A SIMILAR THING AS SHOWN ON THE RIGHT. ON THE LEFT HAND SIDE, WE'D ADD AN ITEM LISTING THE MONTHLY DELEGATION VIEWS GREATER THAN TWO AND A HALF MILLION AND ONE TO TWO MONTHS IN ARREARS. WE BELIEVE WE CAN GET IT TO ONE MONTH IN ARREARS USING A NEW SYSTEM THAT IT IS DESIGNING FOR US.

NEXT SLIDE.

I WANTED TO GIVE YOU A SENSE OF WHAT THE APPROVAL WORKFLOW ON THE LEFT WOULD BE LIKE THROUGH THE PORT STAFF. SUBJECT MATTER EXPERTS THROUGHOUT THE PORT WOULD PULL A TEMPLATE FROM AN EXECUTIVE SHAREPOINT SITE. THEY SELECT A TYPE OF APPROVAL DROP DOWN. THIS IS A WORKFLOW PROCESS. THEY WOULD DO YES OR NO CLICKS THROUGH THE DELEGATION TO VERIFY FOR THEMSELVES AND FOR US AS CHECKERS THAT WHAT EXACT PART OF THE DELEGATION ARE THEY APPROVING? I'M SORRY? WHAT ARE THEY CONSIDERING AND ASKING FOR? AND THAT GIVES A GOOD AUDIT TRAIL LATER. THEY FILL OUT A FORM WITH FEWER ATTACHMENTS THAN THE COMMISSIONER PROCESS. IT WOULD BE MUCH QUICKER. THEY'D SEND IT THROUGH THEIR MANAGERS TO THE EOT MEMBER. THAT EOT MEMBER WOULD REVIEW IT, CONSIDER IT, SEND IT FORWARD TO THE EXECUTIVE OFFICE. THE COO AND OTHER STAFF IN THE EXECUTIVE OFFICE WILL REVIEW, MAKE CHECKS, PHONE CALLS, AND IF NECESSARY, REVERT IT BACK TO THE COMMISSION PROCESS IF IT'S A POLICY OR STRATEGY ITEM, OR IF POSSIBLE, WE RECOMMEND IT TO THE ED FOR SIGNATURE, THE ED WOULD GET TO REVIEW IT. ON THE RIGHT HAND SIDE, IT GIVES YOU A SENSE OF THE KIND OF CHECKS THAT WOULD BE HAPPENING AS IT GOES THROUGH THE PROCESS. AND THESE ARE HIGHLIGHTED IN YELLOW. FOR EXAMPLE, WE'D BE CHECKING WITH EXTERNAL RELATIONS OF THE DNI LEGAL FINANCE YOUR COMMISSION CHIEF OF STAFF, LEADS AND TEAM, AND OF COURSE, THE CHIEF OF STAFF IN THE EXECUTIVE OFFICE. WE WOULD MAKE YES NO DECISIONS TO MOVE FORWARD TO THE ED OR RIGHT BACK INTO THE COMMISSION CYCLE. NEXT SLIDE.

AND NOW, IF I MAY, I'LL TURN IT OVER TO JOHN OKAMOTO, WHO HAS BEEN AN INDEPENDENT EXTERNAL MEMBER OF OUR TEAM AS WE WORK THROUGH THIS. JOHN. GOOD AFTERNOON, COMMISSIONERS. MY NAME IS JOHN OKAMOTO. I AM A CONSULTANT THAT HAS SUPPORTED THIS EFFORT. JUST AS A LITTLE BIT OF BACKGROUND, I HAVE OVER 25 YEARS DELIVERING LARGE AND COMPLEX CAPITAL

PROGRAMS AND PROJECTS, INCLUDING THE 520 BRIDGE, 405, INTERSTATE 405, THE ALASKAN WAY TUNNEL, AS WELL AS SOME OF THE AIRPORT'S LARGEST PROJECTS. I ALSO SERVED AS A SHORT TIME AS A SEATTLE CITY COUNCIL MEMBER, SO I UNDERSTAND THE OVERSIGHT ROLES NECESSARY AS AN ELECTED OFFICIAL, BUT I COULD ALSO BALANCE THAT WITH THE NEEDS OF AN EXECUTIVE WHO HAS RESPONSIBILITY TO ADMINISTER PROGRAMS AS WELL AS DELIVER LARGE PROJECTS. A FEW YEARS BACK, THE PORT ASKED ME TO SERVE ON A PANEL TO LOOK AT THE PORT'S ABILITY TO DELIVER ON A LARGER, MORE COMPLEX CAPITAL PROGRAM. AND AT THAT TIME, WE LOOKED AT ALL PROCESSES INVOLVED IN THE DELIVERY OF PROJECTS, INCLUDING THE DELEGATION OF AUTHORITY, AND RECOMMENDED THAT THEY BE RE EXAMINED. THIS CONCLUSION TO FIND EFFICIENCIES WAS ALSO REAFFIRMED BY THE PORT'S AUDITORS THAT THERE WERE SUBSTANTIAL EFFICIENCIES THAT COULD BE GAINED BY LOOKING AT AND ADJUSTING DELEGATIONS OF AUTHORITIES, ESPECIALLY IN LIGHT OF WHAT OTHER AGENCIES WERE DOING. MORE RECENTLY, IN DISCUSSIONS WITH THE FORMER PORT EXECUTIVE, JIM DWYER, WHO WAS ALSO AT ONE POINT IN TIME THE CEO AND BOARD CHAIR OF DELTA DENTAL, HE REAFFIRMED THAT IN HIS TIME, HIS TENURE AT THE PORT, THAT THEY FOUND GREATER EFFICIENCIES BY ADJUSTING THE DELEGATIONS OF AUTHORITY. BUT IN ANY ADJUSTMENT WITH DELEGATIONS OF AUTHORITY, THERE NEEDS TO BE A CAREFUL EXAMINATION OF BOTH THE BENEFITS AS WELL AS THE RISKS IN MAKING ADJUSTMENTS. THE PORT STAFF, LED BY DAVE SOIKI, AS WELL AS A SUBSTANTIAL TEAM OF STAFF, LOOKED AT THIS ISSUE NOT ONLY FROM A QUANTITATIVE AND QUALITATIVE LEVEL, BUT ALSO TESTING OUT DIFFERENT LEVELS OF AUTHORITY AND WHAT THAT WOULD DO AND HOW TO MITIGATE AND REPORT ON ACTIONS TAKEN BY THE PORT DIRECTOR. THIS EFFORT HAS BEEN AS EXTENSIVE AS I'VE SEEN IN OTHER EFFORTS. IN THE SLIDE, WHICH IS SOMEWHAT COMPLICATED. IT ATTEMPTS TO DESCRIBE THAT LIFTING OR CHANGING THE DELEGATION OF AUTHORITIES FOR SPECIFIC ACTIONS DOES NOT MEAN THAT THERE ARE NO GUARDRAILS FOR PORT STAFF AND THEIR ACTIONS. AT THE GLOBAL LEVEL, THERE ARE STANDARDS THAT NEED TO BE FOLLOWED, INCLUDING INTERNATIONAL BUILDING CODES. THERE ARE BEST PRACTICES AS IT RELATES TO CONSTRUCTION AND ENVIRONMENTAL ISSUES. AS YOU'RE AWARE, THERE ARE MANY UNITED STATES OR NATIONAL STANDARDS AND

REGULATIONS THAT THE PORT HAS TO COMPLY WITH, INCLUDING THINGS LIKE ENVIRONMENTAL REGULATIONS, NEPA REQUIREMENTS. THERE'S A CORPS OF ENGINEERS, THERE'S FAA REGULATIONS, USDOT REGULATIONS, THERE ARE MANY NATIONAL STANDARDS AND REGULATIONS THAT NEED TO BE MET. AT THE STATE LEVEL, THERE'S FURTHER REGULATIONS AND STANDARDS THAT NEED TO BE MET IN THE FORM OF THINGS LIKE PREVAILING WAGE, MORE SPECIFIC ENVIRONMENTAL STANDARDS AND REGULATIONS, FINANCIAL STEWARDSHIP RESPONSIBILITIES. AND AT THE REGIONAL LEVEL LAYERING, EVEN FURTHER DOWN, THERE ARE TRIBAL SOVEREIGN RIGHTS ISSUES. THE PUGET SOUND REGIONAL COUNCIL REQUIRES COMPLIANCE WITH ADOPTED REGIONAL PLANS. THE MUNICIPAL LEVEL, THERE ARE FURTHER ACTIONS THAT CREATE GUARDRAILS FOR PORT STAFF AND WHAT THEY DO LAND USE CODES, FIRE CODES, UTILITY STANDARDS. AND THEN GOING FURTHER, YOU HAVE A WHOLE SET OF PORT POLICIES THAT REGULATE AND CONTROL PORT STAFF BEHAVIOR LIKE YOU JUST ADOPTED YOUR BUDGET, WHICH INCLUDES EXPENDITURE AUTHORIZATIONS AT A HIGH LEVEL THAT PROVIDES SOME GUIDANCE THAT THE EXECUTIVE NEEDS TO COMPLY WITH. AND FURTHER BELOW THAT, UNDER EXECUTIVE DIRECTOR METRUCK'S RESPONSIBILITY, THERE ARE OTHER REQUIREMENTS THAT STAFF NEED TO COMPLY WITH DESIGN STANDARDS, PROCEDURES, PROCUREMENT, PROJECT CONTROLS. THERE'S NUMEROUS CONTROLS AND STANDARDS THERE. SO WHAT I'D LIKE TO REAFFIRM TO THE COMMISSION AS WELL AS THE PUBLIC, IS THAT CHANGES IN PROJECT DELEGATION OF AUTHORITY DOES NOT CHANGE THE WHOLE HOST OF OTHER REGULATIONS AND STANDARDS THAT NEED TO BE FOLLOWED. IN CLOSING, I RECOMMEND THAT YOU SUPPORT THESE CHANGES. I THINK THEY ARE REASONABLE AND THEY'RE WELL THOUGHT OUT. THAT CONCLUDES OUR REMARKS IN THIS BRIEFING. WE'RE HAPPY TO ANSWER ANY QUESTIONS, AND WE WOULD NOTE THAT WE HAVE A VERY LONG APPENDIX TO THIS POWERPOINT THAT PROVIDES MORE DETAIL AND GRANULARITY. THANK YOU, DAVE. I JUST WANT TO SAY THANK YOU TO DAVE FOR ALL THE WORK YOU PUT IN ON THIS. GIVE OUR BEST TO TINA, TO WHO WE MISS ALREADY. AND I WANT TO SAY THANKS TO RYAN AND JOHN AS WELL FOR THE WORK THAT THEY'VE PUT IN AND PROVIDING THE PRESENTATION. I ALSO KNOW THAT LOTS AND LOTS OF PEOPLE HAVE PROVIDED FEEDBACK THROUGH SURVEYS AND OTHER THINGS AS WE

HAVE REALLY ENDEAVORED TO DO A COMPREHENSIVE REVIEW OF THIS AS WE WORKED ON IT. FINALLY, I WANT TO SAY THANKS TO COMMISSIONER FELLEMAN, WHO SERVED ON THE GOVERNANCE COMMITTEE AND HAS PUT A LOT OF THOUGHT AND EFFORT AND READING INTO THE RECOMMENDATION THAT OUR COMMITTEE MADE TO THE COMMISSION AS A WHOLE. AND SO WITH THAT, I'M GOING TO TURN IT OVER TO OTHER COMMISSIONERS FOR QUESTIONS OR COMMENTS.

COMMISSIONER HASEGAWA, I'D LIKE TO THANK STAFF FOR THEIR DILIGENT WORK ON THIS PROPOSAL FOR OUR CONSIDERATION. AND CAN WE PULL UP SLIDE 14, PLEASE, ON THE POWERPOINT?

OKAY. I CONSIDER ONE OF THE IMPORTANT ROLES OF A COMMISSIONER AND THE COMMISSION TO BE TO PROMOTE TRANSPARENCY AND ACCOUNTABILITY THROUGH OVERSIGHT IN OUR OPERATIONS TOWARDS THE END OF PROMOTING PUBLIC TRUST. SO I REALLY EMPHASIZE TO STAFF DURING THIS PROCESS THE IMPORTANCE OF MAKING SURE THAT THERE WAS A PROCESS FOR PUBLIC VISIBILITY IN PUBLIC FORUM INTO DECISIONS THAT HAVE BEEN MADE BY STAFF WITHOUT COMMISSION APPROVAL. AND SO I WANT TO ACKNOWLEDGE THAT WORK AND I WANT TO ACKNOWLEDGE IN PARTICULAR THE PROCESSES THAT THEY'VE BEEN ABLE TO PUT UP FOR PUBLIC CONSUMPTION FOR THOSE CONTROLS. I'M WONDERING, BASED UPON THIS CRITERIA ON THIS SLIDE, WHAT IS THE THRESHOLD FOR AN ITEM TO BE REFERRED TO COMMISSION? AND IS THAT OFFICIALLY DEFINED SOMEWHERE, OR IS THAT AT THE DISCRETION OF THE EXECUTIVE DIRECTOR?

THIS PARTICULAR FORM IS A SYNOPSIS OF THE LONGER FORMS. IF WE FIND THAT THERE'S A STRATEGIC ITEM YES. OR A POLICY YES. OR SOMETHING, A HIGH COMMUNITY INTEREST OR A HIGH COMMISSIONER INTEREST, WE WOULD DISCUSS THAT WITH THE CHIEF OF STAFF, YOUR STAFF, AND IF SO, WE WILL LIKELY MAKE THE JOINT DECISION THAT WE WILL MOVE IT BACK INTO THE PUBLIC COMMISSION CYCLE. AND WE DO THIS ON FOLLOWING THE DELEGATION FLOW FOR EACH AND EVERY TYPE OF REQUEST THAT WOULD COME THROUGH. BUT WE ARE USING IT TO CREATE A WORKFLOW SO THAT WE CAN GET TO THAT DECISION IN A MUCH QUICKER FASHION THAN IS TYPICALLY DONE THROUGH THE TYPICAL APPROVAL PROCESS HERE AT THE PORT AND THROUGH THE COMMISSION SITE. AND IF A MEMBER OF THE PUBLIC WERE TO REQUEST RECORDS? DID THAT ANSWER, COMMISSIONER? YES. THANK YOU. MAY I ASK A FOLLOW UP QUESTION THAT IF A MEMBER OF THE PUBLIC WANTED TO REQUEST RECORDS FOR THINGS

THAT HAVE BEEN APPROVED UNDER THE NEW DELEGATION, THE NEW LEVEL OF DELEGATED AUTHORITY, WOULD WE BE ABLE TO EASILY PROVIDE THAT TO THEM?

WE WOULD. WE WILL BE TRACKING EACH SIGNATURE REQUEST THAT COMES THROUGH, AND OF COURSE, EACH APPROVAL SIGNATURE THAT COMES THROUGH. AND SO WE WILL BE ABLE TO LOOK BACK ON A MONTH BY MONTH BASIS AND EVEN LOOK IN THE PUBLIC COMMISSION ITEMS TO FIND THAT ITEM AND PROVIDE THE WRITE UP THAT WAS GIVEN TO US. IT IS POSSIBLE TO PROVIDE THAT AND I BELIEVE EASILY. SO THANK YOU.

I HAVE ANOTHER QUESTION. SWITCHING GEARS ABOUT TIMING, WE HAVE SAMP ON THE EVER DISTANT HORIZON. WHY NOW? WHY ARE WE CHANGING THE LIMIT NOW? THE AUDIT TEAM IDENTIFIED THE OPPORTUNITY EARLIER, AND WE'VE BEEN WORKING ON IT SINCE. OUR TIMING IS NOT RELATED NECESSARILY TO SAMP, BUT STILL THE AUDIT TEAM THOUGHT ABOUT THE GROWTH OF THE PORT AND THE CAPITAL PROGRAM AND SAID THERE'S AN OPPORTUNITY THERE. EVEN WITHOUT SAMP. OUR CAPITAL PROGRAM IS NOW THE BIGGEST IT'S EVER BEEN AND GROWING. AND AS A RESULT, THE WORK THAT JOHN HAD BEEN ASKED TO COME TO THE PORT AND TAKE A LOOK ABOUT IT, HOW WELL CAN WE DELIVER? WHAT CAN WE DO TO IMPROVE THINGS? THIS WAS ONE OF THEM. ARE ANY NEAR TERM PROJECTS BELOW THE THRESHOLD FOR THE NEW- ANY SAMP NEAR TERM PROJECTS? I DO NOT KNOW THAT ANSWER. JOHN, DO YOU? I DO NOT KNOW. AND I BELIEVE, AND THIS COULD BE CONFIRMED BY OTHERS, THAT PROJECTS SAMP HAS NOT BEEN AUTHORIZED YET.

OKAY. I'D SAY, COMMISSIONER, JUST IN THAT IN THE NEXT FIVE YEARS CIP THERE ARE NO NEAR TERM PROJECTS IN THE NEXT FIVE YEARS. THANK YOU. WELL, I WOULD SAY THAT FROM AN ADMINISTRATIVE STANDPOINT, THAT THIS IS THE WAY FOR US TO BE ABLE TO OPTIMIZE OUR MOST VALUABLE RESOURCE, WHICH IS OUR TIME, AND REDIRECT THAT TOWARDS THE THINGS THAT WE HAVE IDENTIFIED ARE OUR TOP PRIORITIES. THIS IS A REALLY CRITICAL MOMENT FOR THE PORT OF SEATTLE, AND THE COMMISSIONERS ARE BUSY AT WORK ON A NUMBER OF REALLY IMPORTANT ITEMS. AND SO THERE ARE TREMENDOUS BENEFITS TO THIS WITHOUT SACRIFICING TOO MANY CONTROLS OVER OVERSIGHT AND ACCOUNTABILITY, WHICH IS REALLY, I THINK, AT THE CRUX OF SOME OF THIS CONVERSATION AS WELL. SO I WILL BE VOTING TO APPROVE THIS. AND AGAIN, I'D LIKE TO ACKNOWLEDGE THE WORK THAT STAFF HAS DONE TO MAKE SURE THAT WE HAVE A

THOUGHTFUL PROPOSAL AT THE TABLE. THANK YOU.

ADDITIONAL QUESTIONS OR COMMENTS? YEAH, FIRST AND FOREMOST, I WANT TO THANK THE TEAM FOR PUTTING THIS ANALYSIS TOGETHER. ON PRINCIPLE, I AGREE WITH THE STAFF AND THE RECOMMENDATION THAT WE NEED TO MAKE REVISIONS TO THE DELEGATION AUTHORITY.

I THINK \$300,000 IS JUST WAY TOO LOW AND GIVEN JUST INFLATION IN ITSELF. BUT I ALSO WANT TO MAKE A POINT HERE THAT LET'S NOT ASSUME THAT WHAT IS A PRIORITY OR WHAT IS IMPORTANT TO THE COMMISSION IS NECESSARILY ATTACHED TO A DOLLAR AMOUNT. THAT'S TO SAY THAT JUST BECAUSE SOMETHING IS \$10 MILLION DOESN'T MEAN THAT IT'S HIGH PRIORITY FOR US. RIGHT. AND IT DOESN'T NECESSARILY MEAN BECAUSE ONE THING IS \$100,000, THAT IT'S NOT A PRIORITY FOR US. I THINK THERE COULD BE \$100,000 PROJECT THAT'S EXTREMELY IMPORTANT TO US. RIGHT. AND SO MY POINT HERE BEING IS THAT AS IMPORTANT IT IS, AND I AGREE WITH THE GAINED OPERATIONAL EFFICIENCY BY RAISING THE AMOUNT OF THE DELEGATION.

I ALSO THINK IT'S IMPORTANT TO PAY ATTENTION TO THE NATURE OF WHAT WE ARE DELEGATING. AND SO WHAT I WOULD ASK OF THE STAFF AND DAVE, SINCE YOU'VE DONE THIS ANALYSIS OF HOW MANY AUTHORIZATIONS WE WOULD BE TRIMMING DOWN ON BY RAISING THE DELEGATION OF AUTHORITY, I WOULD ALSO LIKE YOU TO GO BACK AND CATEGORIZE THOSE BY WHAT NATURE OF DELEGATION WE ARE FORGOING BY RAISING THIS. DOES THAT MAKE SENSE? YES. OKAY.

BECAUSE I WANT TO MAKE SURE THAT WE ARE NOT NECESSARILY FORGOING CERTAIN TYPES OF DELEGATION BY RAISING THE THRESHOLD. MR. COMMISSIONER, PRESIDENT, THROUGH THE COMMISSION PRESIDENT, COMMISSIONER CHO, WE DO HAVE THOSE CATEGORIZATIONS IN THE DATA THAT WE DID FOR THE THREE YEAR PERIOD OF TIME. SO WE CAN PROVIDE THAT IN BETWEEN NOW AND THE NEXT READING. YEAH, GREAT. I WANT TO SEE IF THERE'S A PATTERN HERE. COMMISSIONER MOHAMED. THANK YOU FOR THE TIME. FIRST, I JUST WANT TO SAY THANK YOU TO EVERYONE WHO HAS WORKED ON THIS TOPIC. THE RESEARCH THAT YOU ALL HAVE DONE, IMPROVING OUR OPERATIONAL EFFICIENCY IS IMPORTANT TO ALL OF US. AND SO I JUST WANT TO START BY RECOGNIZING THAT AND RECOGNIZING THE HARD WORK THAT YOU ALL HAVE PUT IN IN THE LAST 18 MONTHS. I ALSO WANT TO ACKNOWLEDGE THAT I AM A NEWER COMMISSIONER. I WAS NOT AROUND FOR THE START OF THIS RESEARCH THAT WAS DONE. AND I DO SERVE ON THE AUDIT COMMITTEE, AND THIS ISSUE HASN'T COME IN FRONT OF

ME IN THE AUDITS COMMITTEE. ALSO
RECOGNIZE THAT THE GOVERNANCE COMMITTEE
THAT COMMISSIONER FELLEMAN IS ON HAS
BEEN REVIEWING THIS MATTER FOR THE
LAST 18 MONTHS.

I ALSO JUST WANT TO SAY THAT I WANT TO
BE SUPPORTIVE OF THIS, BUT I ALSO AM
WORRIED ABOUT THE FUTURE. I AM
STILL TRYING TO FIGURE OUT WHAT
SOME OF THE BENEFITS AND THE RISKS ARE
STILL AND HOW THE CHANGE IN THE
DELEGATION OF AUTHORITY THAT WE MIGHT
TAKE ON CAN IMPACT US IN THE
FUTURE. I'M THINKING ABOUT A NEW
COMMISSION, A NEW EXECUTIVE, NEW
LEADERSHIP AND SO ON. AND I KNOW THAT
WHATEVER SORT OF CHANGE WE MAKE, THAT
CAN ALWAYS BE CHANGED AGAIN.
BUT WE WILL BE SETTING A PRECEDENT,
AND THAT IS TO ME A
BIG DEAL AND SOMETHING THAT I THINK WE
NEED TO WRESTLE WITH AND MAKE
DECISIONS AROUND THIS VERY CAREFULLY AS
A COMMISSION. WHEN I FIRST
GOT BRIEFED ON THIS, I ASKED ABOUT HOW
THE DELEGATION OF AUTHORITY COMPARES
WITH OTHER JURISDICTIONS, NOT THE
COUNTY, BUT ACTUALLY OTHER PORTS OF OUR
SIZE THAT ARE OPERATING IN
BUSINESS LINES SIMILAR TO OURS. AND SO I
WANTED TO GET JUST MORE CLARITY AROUND
THAT. HOW DO WE COMPARE TO OTHER PORTS
OF OUR SIZE THAT HAVE SIMILAR BOOKS AS
US?

GLENN FERNANDEZ I BELIEVE YOU'RE
ONLINE AND YOU DID SOME RESEARCH AFTER
YOUR COMMENTS. I WILL COMMENT. THANK
YOU. HELLO, GLENN SANDIS,
DIRECTOR OF INTERNAL AUDITS, COMMISSIONER
AND DAVE ASKED
ME TO DO A LITTLE MORE RESEARCH WHEN WE
DID THE AUDIT ITSELF BACK IN 2020.
COMMISSIONER BOWMAN, WHO WAS ON THE
AUDIT COMMITTEE AT THE TIME, THOUGHT
THAT SOUND TRANSIT WAS MOST COMPARABLE
TO US. SO WE LOOKED AT SOUND TRANSIT
BENCHMARK AND THEY JUST INCREASED IN
2018, THEIR DELEGATION, WHEN IT'S UP FROM
THE 2 MILLION AND 5 MILLION. WE ALSO,
YOU KNOW, THERE WEREN'T VERY MANY
COMPARABLE PORT IN THE STATE OF
WASHINGTON TO THE PORT OF SEATTLE. SO WE
HAD TO GO OUTSIDE. WE DID LOOK OUTSIDE.
MOST AIRPORTS THAT
WE REACHED OUT TO AND SEAPORTS ARE
STILL AT THE LOWER LEVELS. THEY HAVE NOT
RAISED THEIR RATES. THE PORT OF SAN
DIEGO HAS PUT IN AN
OPTION WHERE THE CEO CAN APPROVE THINGS
WITHOUT LIMIT, BUT HE HAS TO REPORT IT
TO THE BOARD AT THE NEXT COMMISSION
MEETING, WITH THE NEXT MEETING. FOR
PROCUREMENT SUPPLIES, MATERIALS

SERVICES, AND CONSULTING AGREEMENTS. AND THEN CALIFORNIA SEEMS TO HAVE UNCHANGED ORDERS. AFTER A CONTRACT FOR CONSTRUCTION OR CAPITAL APPROVED BY THE COMMISSIONER, THEN IF CHANGE ORDERS ARE UNDER A CERTAIN PERCENTAGE OF THE ENTIRE CONTRACT, THE CEO OR THE EXECUTIVE DIRECTOR CAN APPROVE THOSE. NOW, ADDITIONALLY, CITIES, WHEN WE LOOK AT CITIES, SAN FRANCISCO, SAN DIEGO, SAN JOSE, THEY'VE ALL GOT THE HIGHER LIMITS. WHAT THEY END UP DOING IS THERE'S A BUDGET AND A CAPITAL IMPROVEMENT PLAN THAT'S PROVIDED IN THE PRIOR YEAR TO THE COMMISSION OF THE GOVERNING BODY. AND THE GOVERNING BODY APPROVED A CAPITAL IMPROVEMENT PLAN AND THE BUDGET. AND THEN THEREAFTER THE MAYORS OR THE EXECUTIVE DIRECTORS HAVE THE ABILITY IN THOSE SITUATIONS TO AUTHORIZE ANY SPENT WITHOUT A THRESHOLD AS LONG AS IT'S WITHIN THAT APPROVED BUDGET. SO IT VARIES. THE PORTS LIKE I MENTIONED, I HAVEN'T HEARD BACK FROM THE PORT OF NEW YORK AND NEW JERSEY, BUT FROM THE ONES IN FLORIDA, GOVERNED BY A LOT OF LOCAL STATUTES THAT KIND OF KEEP IT LOW. AND SAN DIEGO, ALTHOUGH THEY'RE TRYING TO MAKE CHANGE, THEY'RE STILL AT THE LOWER LEVELS, SO THEY RANGE FROM \$200 TO \$500,000. THERE WAS A CALIFORNIA MULTI AGENCY BENCHMARK STUDY THAT WAS DONE ALSO IN 2019, WHERE THE CONSULTANT THAT DID THE STUDY SUGGESTED THAT RAISING THE RATES OR RAISING THE THRESHOLD WOULD BE THE RIGHT THING TO DO. NOT MANY PEOPLE HAVE DONE IT YET. AND THEN THE STUDY SAID THAT THE SWEET SPOT APPEARS TO BE AROUND A MILLION DOLLARS, BUT NO REAL LINK. IT DIDN'T LOCK TO ANYTHING AND SUGGEST ANYTHING. IT JUST SAID THAT SEEMED TO BE THE AREA. BUT THE STUDY, THE CALIFORNIA MULTI AGENCY STUDY DID SAY IT SHOULD BE RAISED FROM WHERE THEY ARE AT RIGHT NOW. SO THAT'S THE BENCHMARKING THAT'S BEEN DONE. HAPPY TO ANSWER QUESTIONS. THAT'S HELPFUL. SO THE STUDY SAID THAT THEY SHOULD MOVE IT, BUT NO ONE ACTUALLY TOOK ACTION ON IT. DO YOU HAVE COMMENTS ABOUT WHY THEY DIDN'T GO WITH THE RECOMMENDATION OF THE STUDY? I DO NOT. I MERELY SPOKE TO PEERS AT THE VARIOUS PORTS, AND I GUESS ACTION AND CHANGE IS DIFFICULT. AND IN THIS CASE, WE JUST HAPPENED TO BE DOING AN AUDIT IN 2020 TO ASSURE COMPLIANCE WITH THE DELEGATIONS AUTHORITY. AND WE LOOKED AT THE AMOUNT OF WORK THAT WAS BEING DONE AND THE NUMBER OF ITERATIONS AND

TIMES, AND THINGS CAME BACK. AND SOMETIMES FOR VERY MUNDANE THINGS THAT LIKE HAND SANITIZER THAT YOU MIGHT NEED AT THE PORT OR CLEANING SUPPLY, ANYTHING OF ROUTINE NATURE AND THE AMOUNT OF WORK THAT WAS BEING DONE, WE FELT THAT A LITTLE CHANGE AND RAISING THAT COULD SIGNIFICANTLY ALLEVIATE THAT WORK. OKAY, THANK YOU FOR THOSE COMMENTS. THAT'S AN AREA THAT I DON'T WANT TO HOLD UP TOO MUCH TIME ASKING SIMILAR QUESTIONS TO THAT, BUT I DEFINITELY AM INTERESTED IN DIGGING A LITTLE DEEPER IN THAT SPECIFIC AREA. THE SECOND QUESTION THAT I HAD, I KNOW YOU ALL HAVE DONE A NUMBER OF SURVEYS AND HAVE TALKED TO STAKEHOLDERS. COULD SOMEONE SPEAK TO THAT A LITTLE MORE? WHO HAVE WE TALKED TO? LABOR GROUPS, ENVIRONMENTAL GROUPS, STAKEHOLDERS THAT WORK DIRECTLY IN OUR OPERATIONS. CAN SOMEONE TALK ABOUT SOME OF THOSE SURVEYS AND DISCUSSIONS WITH THOSE KEY GROUPS? THANK YOU. THE SURVEYS WE MENTIONED IN THE PRESENTATION WAS LIMITED TO 200 PORT EMPLOYEES, AND WE HAD A VERY STRONG SHOWING. SINCE THAT TIME AND SINCE WE HAD AN OPPORTUNITY TO SPEAK EARLIER, COMMISSIONER I HAVE MADE SOME PHONE CALLS. I'VE SPOKEN TO THE LEADER OF THE SEATTLE BUILDING TRADES, AND HIS VIEW WAS THAT HE SUPPORTS THE CHANGE. HE BELIEVES THAT EVEN WORKFORCE DEVELOPMENT THESE DAYS IS MULTI MILLION DOLLAR BUSINESS AND EFFORTS, AND HE BELIEVES THAT \$300,000 DOES NOT GO FAR ANYMORE. HE ALSO NOTED THAT HE VIEWED FROM HIS POINT OF VIEW WHAT IT WOULD BE LIKE FOR A COMMISSIONER. HE SAID THAT YOU HAVE GOT TO GIVE THEM MORE TIME BECAUSE THEY HAVE SUCH BIGGER ISSUES THAT THEY'RE GRAPPLING. THEY NEED TO FOCUS THERE. AND HE BELIEVED THAT THE TIME THAT WE'RE CREATING FOR THE BUSINESS COMMUNITY IS IMPORTANT. I ALSO SPOKE WITH THE LEADER OF THE STATE OF WASHINGTON CONSULTING CONSULTANTS COUNCIL. HE IDENTIFIED I'M JUST TURNING TO MY NOTES NOW. HE THOUGHT THAT PROCUREMENT PROTECTIONS ARE PROBABLY MOST IN PLACE AS PART OF THE STATE PROCESSES. THEY ACTUALLY HAVE LIMITS, BLACK LIMITS ON HOW WE GO ABOUT PROCURING FROM A FAIRNESS STANDPOINT. HE SAID IT'S PROBABLY NOT PROTECTED BY THE COMMISSION DELEGATION CODE. BUT WHAT YOU'RE DOING IS PROBABLY THE BIGGEST THING POSSIBLE, IS SPEEDING THINGS UP. AND HE SAID THAT MANY FIRMS TRACK PORT EFFORTS AND THEY BUILD TEAMS TO DO SO. BUT THE TIME IT TAKES TO GET

THOSE THINGS INTO THE MARKETPLACE IS REALLY HURTING BECAUSE THEY HAVE TO MOVE PEOPLE AROUND SO MUCH SO THAT THE PROPER TEAM GETS LOST. FOR THE PORT OF SEATTLE, IT GETS ERODED. BUT I REMINDED HIM. WE'RE ONLY TALKING ABOUT GOING TO \$10 MILLION, WHICH IS ONLY ABOUT 14% OF SPEND. THE OTHER 86% IS ALL IN THE LARGER BEYOND 10 MILLION. HE MADE ANOTHER GOOD POINT, THAT THINGS ARE DONE THROUGH TEAMS, AND THOSE ARE DONE THROUGH RELATIONSHIPS AND TRUST, AND YOU NEED THOSE CONSTANT TEAMS ON BOARD. AND HE WENT BACK TO HIS POINT ABOUT SPEED IT UP SO WE DON'T HAVE TO BREAK THE TEAMS DOWN. I'VE ALSO MADE A PHONE CALL TO THE ASSOCIATED GENERAL CONTRACTORS ASSOCIATION OF WASHINGTON. SONIA IS DUE TO CALL ME BACK LATER TODAY. YOUR TIME. AND I THOUGHT ABOUT SMALL BUSINESSES, WMBE ET CETERA. SO MY BEST VOICE THERE, I WENT RIGHT TO ME AND RICE, WHO'S, FOR THE PUBLIC RECORD, HE'S OUR PORT OF SEATTLE MANAGER. AND HIS THOUGHTS WERE THAT HE SUPPORTS SPEEDING THINGS UP BECAUSE IF THE EXECUTIVE DIRECTOR CAN APPROVE SOMETHING IN A WEEK AND IT TAKES THREE MONTHS TO GET THROUGH A COMMISSIONER, THOSE FIRMS DON'T HAVE THE CASH BUILT UP TO HOVER THAT LONG. THEY'RE LOOKING FOR WORK NOW. AND HE THOUGHT THAT EVEN IF THERE'S A CHANGE IN A PROJECT OR AN INITIATIVE AND THERE HAS TO BE MORE FUNDING PROVIDED, BUT IT'S STILL LESS THAN 10 MILLION. HE ASKED, DOES THAT MEAN THAT ED CAN DO THAT? YES. AND HE SAID THAT'S ANOTHER GREAT BENEFIT BECAUSE IT TAKES THE HICCUPS OUT OF THE SYSTEM AND KEEPS PEOPLE WORKING. AND I ASKED HIM IF THERE'S AN ASSOCIATION LEADER I COULD TALK TO, AND HE IDENTIFIED THREE OR FOUR AS YOU PROBABLY ALL KNOW THERE'S NOT A SINGLE ASSOCIATION OUT THERE, BUT THERE'S MULTIPLE, SO WE CAN REACH A LITTLE FURTHER AND ASK THOSE QUESTIONS. AND COMMISSIONER, THAT'S THE EXTENT OF SOME OF THE REACH THAT I'VE DONE. THANK YOU. I APPRECIATE YOU SHARING THOSE COMMENTS AND APPRECIATE YOU MAKING THOSE PHONE CALLS. AS I CONCLUDE MY QUESTIONS, I JUST WANT TO I THINK IT'S GREAT WE'VE TALKED TO TWO OR THREE EXTERNAL STAKEHOLDERS. I THINK THAT IS AN AREA THAT WE NEED TO DO MORE WORK AROUND. I APPRECIATE THE 200 PORT EMPLOYEES WHO PROVIDED FEEDBACK AROUND THIS, AND I WANT TO BE SUPPORTIVE OF IMPROVING OUR OPERATIONS AND EFFICIENCY. BUT I ALSO KNOW THAT CERTAIN DECISIONS THAT WE MAKE CAN CREATE UNINTENDED HARM THAT CAN OUTLIVE US.

AND SO I HAVE ADDITIONAL QUESTIONS THAT I WILL ASK OUTSIDE OF COMMISSIONER, BUT I DO APPRECIATE THE FIRST READING OF THE WORK THAT HAS BEEN DONE. THANK YOU. THANK YOU, COMMISSIONER. COMMISSIONER FELLEMAN. WELL, I CERTAINLY UNDERSTAND THE CONCERNS OF THE SIZE OF THIS CHANGE IS RATHER LARGE, AND SO I COMPLETELY SHARE THE CONCERNS BEING ARTICULATED BY MY COLLEAGUES. THE FACT THAT RIGHT NOW THAT WE HAVE GREAT FAITH IN THE INTEGRITY AND JUDGMENT OF OUR EXECUTIVE AND THE EXECUTIVE LEADERSHIP TEAM, WE COULD FEEL COMFORTABLE WITH DELEGATION. BUT TO THE POINT IS WE'RE MAKING DECISIONS FOR THE FUTURE. SO TO YOUR POINT, WE WANT TO MAKE SURE THAT WE'RE NOT OPENING A CAN OF WORMS THAT CAN LEAD TO UNINTENDED CONSEQUENCES IN THE FUTURE. SO I REALLY APPRECIATE THAT. AND NOW IT REALLY ISN'T ANY SURPRISE, I WOULD THINK, THAT STAFF WHOLLY SUPPORT THIS BECAUSE THIS IS A TREMENDOUS AMOUNT OF WORK THAT GETS IN THE WAY OF THEM ACTUALLY DOING THEIR WORK. SO I DON'T KNOW HOW DISPOSITIVE THAT PART OF THE POLL IS AND CERTAINLY THINK THE FOLKS THAT WANT TO DO WORK WITH THE PORT CERTAINLY WOULD SEE THE VALUE OF HAVING A MORE STREAMLINED PROCESS TO DOING THAT. SO THOSE STAKEHOLDERS, THAT SORT OF MAKES SENSE TO ME. WITH REGARDS TO THE QUESTION ABOUT THE JUDGMENT CALL, EVEN THOUGH IT'S NOT WITHIN THE- YOU KNOW, IT COULD BE DELEGATED FINANCIALLY, BUT IT SHOULD BE CONSIDERED FROM A POLICY PERSPECTIVE. I THINK THAT SLIDE FIVE DOES A NICE JOB OF SHOWING CURRENTLY HOW THE HISTORIC ANALYSIS WOULD SHOW THAT RELATIVELY SMALL AMOUNT THAT WOULD STILL GO BEFORE THE COMMISSION COMMISSIONER CHO'S THAT SPECIFICALLY ABOUT WHAT TYPE OF PROJECTS ARE THEY? I WOULD ASSUME THAT THEY'RE RATHER WIDE RANGING, BUT STILL WITHIN THE SCOPE OF COMMISSIONER INTEREST. AGAIN, I FEEL VERY COMFORTABLE UNDER THIS COMMISSION AND THIS EXECUTIVE TEAM THAT WE'RE IN A GOOD PLACE. BUT WHAT MR. SOIKI SAID TO ME WHEN I WAS EXPRESSING THESE SAME CONCERNS ABOUT WHERE'S THE FAIL SAFE, WHERE CAN THE ELECTIVES REALLY MAKE SURE THAT WE HAVE OUR CHANCE TO LOOK AT IT? AND THERE'S A GREAT OPPORTUNITY THAT IF I MISSED IT, I'M SORRY FOR REITERATING IT, BUT THE PRESIDENT REVIEWS THE AGENDA, AND AT THAT POINT IN TIME, THERE ARE. DECISIONS BEING MADE ABOUT WHAT GOES ON CONSENT, WHAT GOES TO THE PUBLIC VOTES. AND THESE DECISIONS WILL COME BEFORE THE PRESIDENT IN THOSE SITUATIONS, AS I UNDERSTAND. AND SO YOU

HAVE TO TRUST THE PRESIDENT. BUT IF THERE WAS A SOURCE OF CONCERN AND OBVIOUSLY LOOK AHEAD CALENDARS ANY COMMISSIONER ENTITLED TO ATTEND, IF THERE IS CONCERN ABOUT SOME BIG ITEM THAT IS BEING DELEGATED, THERE ARE THESE OTHER OPPORTUNITIES WHERE THE PUBLICLY ELECTED OFFICIAL HAS A CHANCE TO PROVIDE THAT ADDITIONAL OVERSIGHT. SO THAT WAS ACTUALLY ONE OF THE THINGS THAT REALLY KIND OF PUT ME OVER THE TOP IN BEING ABLE TO BE SUPPORTIVE OF WHAT SEEMS TO BE A VERY LARGE CHANGE. ALTHOUGH, AS YOU SEE, EVEN THOUGH THE NUMBER CHANGE IS VERY BIG, THE ACTUAL NUMBER OF ITEMS THAT WILL COME BEFORE US IS NOT THAT SIGNIFICANTLY CHANGED. SO I LEAVE IT AT THAT. FEW OF MY COMMENTS AND THEN IT SOUNDS LIKE WE'VE GOT A COUPLE OF COMMISSIONERS WHO WANT A SECOND BITE AT THE APPLE HERE. SO I GOT STARTED IN THIS CONVERSATION BACK WHEN I WAS SERVING ON THE AUDIT COMMITTEE WITH GLENN FERNANDEZ.

IN SOME SENSE, I FEEL LIKE I'VE BEEN STEEPED IN THIS FOR A LONG TIME AND HAVE BEEN THINKING THROUGH A LOT OF THE ISSUES THAT WE'VE BEEN TALKING ABOUT HERE. AND IF I THOUGHT FOR ONE MOMENT THAT THIS PROPOSAL WOULD ACTUALLY MAKE THE PORT LESS TRANSPARENT, I WOULD VOTE AGAINST IT. THROUGH ALL OF THE DISCUSSIONS WE'VE HAD, THAT HAS BEEN A VALUE THAT WE HOLD HIGHEST. AND IN MANY WAYS, I BELIEVE THIS MAKES US MORE TRANSPARENT. IT HELPS TO ADDRESS A SIGNAL NOISE PROBLEM THAT I THINK WE HAVE, WHICH IS WHEN WE ARE COMPELLED TO PASS EVERYTHING IN PUBLIC SESSION, EVEN A \$350,000 SMALL REPAVING PROJECT AT THE AIRPORT, IT MEANS THAT THE REAL SIGNAL GETS LOST IN THE NOISE. AND THAT'S BOTH TRUE FOR THE PUBLIC WHO'S TRYING TO TUNE IN AND SORT THROUGH WHAT'S CRITICAL, WHAT'S MUNDANE, WHAT'S ROUTINE, WHAT'S EXTRAORDINARY. BUT IT ALSO, FOR US FIVE PART-TIME COMMISSIONERS, IT'S EXTREMELY DIFFICULT TO TRY TO STAY UP TO THE LEVEL OF AWARENESS WE NEED ON ALL THE ISSUES THAT WE'RE ASKED TO COVER ON THE AIRPORT SIDE, THE SEAPORT SIDE, THE ECONOMIC DEVELOPMENT DIVISION, AND THEN JUST WORKING IN THE CORPORATE WHEREWITHAL OF THE ORGANIZATION. AND SO I THINK WHAT WE'RE ATTEMPTING TO DO HERE IS STRIP AWAY SOME OF THAT NOISE FROM THESE PROCEEDINGS IN PARTICULAR. AS COMMISSIONER FELLEMAN SAID, THIS SHOULD NOT- ALTHOUGH WE HAVE GREAT TRUST IN EXECUTIVE DIRECTOR METRUCK, HE'S AN EXTRAORDINARY LEADER OF THIS ORGANIZATION. THIS SHOULD NOT BE READ AS AN AFFIRMATION OF- HE'S A PERSON OF

INTEGRITY. AND SO WE'RE JUST GOING TO TURN THE KEYS OVER. RATHER, WE'RE THINKING ABOUT THIS AS WHEN WE'RE ALL GONE, WHAT IS THE BEST STRUCTURE FOR THE LONG TERM HEALTH OF THE ORGANIZATION. AND PART OF WHAT GLENN AND HIS TEAM IDENTIFIED IS THAT MORE THAN BELTS AND SUSPENDERS, WE HAD BELT, SUSPENDERS, VELCRO SNAPS, SHOESTRINGS. WE HAD SO MANY REDUNDANT WE HAVE SO MANY REDUNDANT FAIL SAFES THAT IT CREATES RED TAPE AND BUREAUCRACY THAT IS GOING AGAINST OUR GOAL SIX OF OUR CENTURY AGENDA, WHICH IS TO BE A HIGHLY EFFECTIVE PUBLIC AGENCY. WE NEED TO BALANCE THE ABILITY FOR THE COMMISSION TO OVERSEE CRUCIAL DECISIONS AGAINST THE NEED TO BE AN AGILE PUBLIC AGENCY THAT CAN MEET THE MOMENT WHENEVER IT COMES. THE OTHER PART OF THIS THAT I THINK IS REALLY IMPORTANT FOR US TO KEEP IN MIND IS THAT WE ARE MOVING INTO A PHASE OF INCREASED CAPITAL EXPENDITURE. AND THE LAST THING I WOULD WANT IS FOR US TO BE HAMSTRUNG BY OUR OWN INTERNAL, REDUNDANT, UNNECESSARY INTERNAL POLICIES. AND SO I BELIEVE THAT THE TIMELINESS OF THIS IS NOT ACCIDENTAL. IT'S IN FACT UNDERSTANDING THAT NOT ONLY HAS THAT 300,000 ABSOLUTE DOLLAR NUMBER BEEN ERODING THE REAL PURCHASING POWER, BUT AS WE COME UP ON A PERIOD IN WHICH IN EVERY ASPECT OF OUR BUSINESS WE'RE GOING TO BE NEEDING TO SPEND THE PUBLIC'S MONEY AND OUR BUSINESS LINE REVENUES IN AN EFFICIENT AND TRANSPARENT MANNER. AND I THINK THIS IS GOING TO SIGNIFICANTLY BENEFIT THAT EFFORT. IT IS, I THINK, APPROPRIATE IN THIS SPACE THAT WE'RE DISCUSSING IT. THIS IS NOT THE KIND OF THING THAT I THINK IS GOING TO IT IS, I THINK, THE KIND OF WORK THAT, AS COMMISSIONER MOHAMED HAS MENTIONED, VERY IMPORTANT FOR THE LEGACY OF THE CURRENT LEADERSHIP. AND I'M CONVINCED THAT WE ARE GOING TO SERVE THE PORT IN OUR COMMUNITY BETTER BY ACTING ON THIS. WE HAVE SOME HOMEWORK BASED ON THIS READING TO GET BACK TO COMMISSIONERS WITH RESPONSES TO SOME OF THOSE REALLY IMPORTANT QUESTIONS. AND SO, WITH THAT, I'M GOING TO ASK AGAIN, ARE THERE ANY OTHER QUESTIONS OR COMMENTS FOR COMMISSIONERS? I SEE. COMMISSIONER MOHAMED, YOU CAME BACK ON THE SCREEN. DO YOU HAVE FOLLOW UP? SORRY, I JUST DIDN'T GO OFF THE SCREEN. NO, YOU CAN STAY ON. I THOUGHT MAYBE YOU HAD ANOTHER WE LIKE HAVING YOU HERE. AND COMMISSIONER CHO, I HAVE TWO QUESTIONS AND MAYBE ONE SUGGESTION FOR AN

AMENDMENT BETWEEN NOW AND THEN IS SLIDE 13. I'M LOOKING AT THE TRANSPARENCY AND PUBLIC SESSION 2023 SLIDE AND IT LOOKS LIKE THE IDEA IS TO PUT ANY EXPENDITURE OVER TWO AND A HALF MILLION DOLLARS ON CONSENT. WHAT DOES THAT MEAN? IS THAT JUST DISCLOSURE? ARE WE VOTING ON CONSENT? WHY IS IT ON CONSENT? DAVE, I CAN TAKE THAT. YES, THANK YOU. MICHELLE. GO AHEAD. THROUGH THE COMMISSION PRESIDENT TO COMMISSIONER TOE. SO THERE WILL BE A MONTHLY REPORTING THAT IS ON THE COMMISSION AGENDA. MUCH LIKE YOUR APPROVAL OF CLAIMS AND OBLIGATIONS. THIS REPORT WILL BE FOR INFORMATION ONLY, SO THERE WILL BE NO ACTION FOR APPROVAL. IT WILL BE NOTED FOR INFORMATION ONLY AND IT WILL CONTAIN THE DELEGATED APPROVALS FOR ABOUT A MONTH OR TWO AND REARS SO THAT YOU WILL HAVE THE VISIBILITY TO ALL OF THE APPROVALS AS WELL AS THE PUBLIC. SO THAT WILL BE A PUBLIC DOCUMENT OUT AND AVAILABLE TO THE PUBLIC. AND THEN, DAVE, COULD YOU EXPLAIN WHERE THE TWO AND A HALF MILLION DOLLARS THRESHOLD CAME FROM? YEAH, WE COULD LOWER THAT THRESHOLD ALL THE WAY DOWN TO A MILLION DOLLARS, IF YOU LIKE, AND THAT PROVIDES MORE TRANSPARENCY. WHAT I WAS TRYING TO DO WAS SIMILAR TO THE CLAIMS AND OBLIGATIONS. WE USED TO HAVE AN ENTIRE LAUNDRY LIST OF EVERYTHING THAT WAS IN THERE, AND IT HAS BEEN SHORTENED OVER TIME TO THE LARGER ONES. SO THAT'S WHY I FOCUSED ON THE TWO AND A HALF TO TEN. IT WAS THE LARGER ONES. OKAY, THANKS. BUT WE WILL BE TRACKING DATA FOR ALL OF THEM, SO I'D BE HAPPY TO PUBLISH THE DATA ALSO. EITHER WAY, COMMISSIONER, THANK YOU. THANKS, STEVE. ONE MORE QUESTION AND THEN A COMMENT. WHAT DO WE DO IN CASES WHERE PROJECTS ARE SEGMENTED? IF WE HAVE A PROJECT THAT IS \$50 MILLION, BUT MAYBE STEVE CHOOSES TO DO TEN APPROVALS OF \$5 MILLION, IS THAT A POSSIBLE SCENARIO? IT IS A SCENARIO THAT WE DO NOT LIKE BECAUSE WE DO NOT WANT SEGMENTATION. HOWEVER, THIS DELEGATION, AS RYAN IDENTIFIED, THERE'S AN ABILITY FOR THE EXECUTIVE DIRECTOR TO AUTHORIZE \$2 MILLION OF PLANNING MONEY, BECAUSE THAT'S ABOUT THE RIGHT PERCENTAGE OF A \$10 MILLION PROJECT. AND THAT \$2 MILLION ALLOWS, SAY, THE AIRPORT OR NORTHWEST SEAPORT ALLIANCE AND MARITIME ED TO KICK OFF PLANNING EARLIER FOR A PROJECT RATHER THAN WAITING FOR A LONG COMMISSION CYCLE. BUT WE'VE WRITTEN INTO THE LEGAL DELEGATION WORK, AND, RYAN, YOU MIGHT BE ABLE TO COMMENT

ON THAT, BUT AT ANY TIME THAT IT APPEARS THAT SOMETHING IS HAPPENING IN A PIECEMEAL FASHION, IT'S NOT APPROVED THROUGH THE SYSTEM. ANYTIME THE POTENTIAL AMOUNT GOES BEYOND 10 MILLION, WE STOP APPROVING THINGS FOR THE ED, AND IT GOES STRAIGHT TO COMMISSION. THANKS, DAVE.

YEAH, IF I CAN JUST COMMENT ON THAT TOO, BELIEVE ME, CPO, EVEN WITH THE LIMIT WHERE WE ARE NOW AT \$300, THE SEGMENTATION I'M LOOKING AT DOWN HERE AT THE LEGAL COUNCIL, BOTH ON THAT FROM LEGAL AND CPO ARE ON TOP OF THIS ALL THE TIME. THAT'S NOT SOMETHING THAT WE WANT TO EITHER ENTERTAIN OR LOOK AT. IT'S A PRACTICE TO DO THAT. BUT THERE'S BOTH CPO AND LEGAL ARE LOOKING AT THAT TO PREVENT US FROM DOING THAT AS WELL. THE REASON I BRING THAT UP IS BECAUSE IN PROCUREMENT, OFTEN TIMES THERE'S A THRESHOLD FOR SOLE SOURCING, AND OFTENTIMES YOU WILL PUT OUT A CONTRACT THAT'S \$1,000 BELOW THE THRESHOLD SO YOU CAN SOLE SOURCE IT. AND THEN OFTENTIMES THERE'S A SECOND PART OF THE CONTRACT THAT THEY AWARD THAT'S ALSO BELOW THE THRESHOLD. THOSE ARE SCENARIOS I JUST WANT TO MAKE SURE WE AVOID, BECAUSE IN MY VIEW, THOSE ARE DELIBERATE ATTEMPTS TO BYPASS THOSE POLICIES. AND SO I'M JUST THROWING IT OUT THERE AND ASKING BECAUSE I WANT TO MAKE SURE THAT WE'VE THOUGHT ABOUT THAT. WE HAVE, COMMISSIONER, WE ARE NOT PURPOSELY AT THIS TIME, CHANGING ANY OF THE PROCUREMENT THRESHOLDS. AND IN FACT, SIGNIFICANT THRESHOLDS IN THAT SYSTEM ARE ACTUALLY REGULATED BY THE STATE. AND THEN ONE LAST SUGGESTION HERE FOR MY COLLEAGUES TO CONSIDER. I'VE BEEN IN THIS MEMO, AND WE HAVEN'T MADE ANY REVIEWS OR UPDATES TO THIS SINCE 2009. IT'S BEEN 13 YEARS, AND I THINK EVERYONE HERE IS AN AGREEMENT THAT WE ARE CONCERNED ABOUT THE LONG TERM PRECEDENCE THIS HOLDS. I AGREE THAT WE ALL HAVE THE UTMOST CONFIDENCE IN STEVE TO EXECUTE THIS IN A RESPONSIBLE MANNER. I CAN'T SPEAK TO THE FUTURE OR ANY COMMISSIONER OR COMMISSION PRESIDENT BEYOND MY TENURE HERE. AND SO MY SUGGESTION WOULD BE THAT WE ACTUALLY SUNSET THE SPECIAL OF THIS DELEGATION AND REQUIRE REVIEW AND OR REAUTHORIZATION OF THE DELEGATION OF AUTHORITY EVERY FIVE YEARS OR SO, SO THAT WE ARE FORCED TO LOOK AT IT AGAIN EVERY HALF DECADE OR WHATEVER NUMBER OF YEARS THAT THE COMMISSION AND EXECUTIVE AGREES ON. BUT 13 YEARS IS WAY TOO LONG. I THINK THAT REVIEWING IT EVERY FIVE YEARS OR SO WILL HELP US

QUELL THE CONCERN THAT A FUTURE EXECUTIVE DIRECTOR MIGHT GO ROGUE. AND SO I DO THINK THAT MIGHT BE A GOOD WAY FOR US TO CREATE A CHECKS AND BALANCES THAT WE ALL WANT TO SEE WHEN IT COMES TO THIS DELEGATION AUTHORITY. SO I WILL OFFER THAT AS AN AMENDMENT FOR THE NEXT READING. IF I DON'T GET ANY PUSH BACK. I THINK I WOULD BE SUPPORTIVE OF AN AMENDMENT THAT PUTS A DATE ON. SO, AS I THINK DAVE SOIKI MENTIONED, THERE IS A CALL TO HAVE AN AUDIT WITHIN 24 MONTHS, SO WE GET AN IMMEDIATE FEEDBACK ON HOW THIS IS GOING. IN ADDITION TO THAT, I WOULD BE SUPPORTIVE OF PUTTING A TIMELINE ON WHEN THE COMMISSION OUGHT TO TAKE UP A REVIEW. IT MAKES ME NERVOUS TO PUT A SUNSET ON THE ACTUAL DELEGATION OF AUTHORITY BECAUSE THE LACK OF ACTION COULD HANDCUFF BOTH SIDES IN THAT PARTNERSHIP. BUT I LIKE THE IDEA OF SAYING YOU ARE COMPELLED AT YEAR FOUR, YEAR FIVE, TO HAVE ALL IN EXECUTIVE REVIEW, INCLUDING THE COMMISSIONER, OF HOW WELL IT'S WORKING AND WHETHER IT SHOULD BE ADJUSTED. THAT POINT. KEEP IN MIND, AT ANY POINT, ANY FUTURE COMMISSION COULD ENTIRELY DO AWAY WITH THE DELEGATION OF AUTHORITY AND ACCRUE ALL THE POWER BACK TO THEM BY A VOTE OF THE MAJORITY. THAT'S ALL IT WOULD TAKE. SO THIS ISN'T I GUESS NOTHING IS ETCHED IN STONE, BUT IT DOESN'T HANDCUFF FUTURE COMMISSIONS FROM BEING ABLE TO UNDO OR CHANGE OR WHATEVER. COMMISSIONER FELLEMAN, THE ONE THING IS, SINCE THIS IS A SUBSTANTIVE CHANGE, I WAS A LITTLE SURPRISED THAT THE ATTACHMENT OR APPENDIX A WASN'T IN RED LINE. IT JUST STRIKES ME THAT WE SHOULD SEE FOR TRANSPARENCY PURPOSES, WE SHOULD SEE WHAT THOSE CHANGES ARE. SO WE DON'T SEE THAT IN AT LEAST I DON'T SEE THAT IN A RED LINE. AND SO I GUESS I WOULD LIKE TO HAVE THE PUBLIC BE ABLE TO UNDERSTAND, BECAUSE THERE ARE MORE THAN JUST THE DOLLARS RIGHT THERE'S DIFFERENCES WITHIN THERE THAT SHOULD BE SEEN. CLERK, COULD YOU SPEAK TO THAT? THANK YOU. MR. COMMISSION PRESIDENT TO COMMISSIONER FELLEMAN. WE DID NOT PREPARE A RED LINE OF THIS BECAUSE THE CHANGES WERE SO EXTENSIVE THROUGH THE DOCUMENT, IT WOULDN'T HAVE BEEN ANYTHING THAT WOULD HAVE BEEN READABLE. SO, THAT BEING SAID, WE HAVE THE ORIGINAL POLICY, OF COURSE, THAT ANYONE CAN LOOK AT AGAINST THE NEW POLICY. THE CHANGES, THE OTHER CHANGES INSIDE OF THE DOLLAR THRESHOLD WERE CALLED OUT WITHIN THE CONTEXT OF THIS PRESENTATION. SO WERE

ALSO CONTAINED IN THE SLIDES. I'M NOT SURE IF THAT ANSWERS YOUR QUESTION, IF IT'S HELPFUL FOR YOU AT ALL TO HEAR THAT. WELL, I MEAN, I UNDERSTAND THAT PERHAPS WE COULD HAVE A NEW SECTION RIGHT LISTED THERE, WHERE THERE'S A COMPLETELY ADDITIONAL SECTION THAT SHOWS UP COMPARED TO THE PREVIOUS ONE. OR MAYBE A BUBBLE OFF TO THE SIDE RATHER THAN HAVING EACH WORD SMITH THAT THE PURPOSES OF THIS EDITS TO THIS SECTION IS TO ACHIEVE X. I MEAN, JUST SOMETHING THAT I APPRECIATE THE DESCRIPTION IN TEN SLIDES, BUT IT IS A RATHER EXTENSIVE APPENDIX. SO AGAIN, JUST TO BE ABLE TO SHOW HOW THE THINKING WAS GOING INTO THE DOCUMENT AS IT CURRENTLY STANDS. SURE. AND I'M NOT ENTIRELY THROUGH THE COMMISSION PRESIDENT, I'M NOT ENTIRELY SURE WE HAD NEW SECTIONS. AGAIN, I THINK WE JUST HAD EXTENSIVE CHANGES THROUGHOUT THE ENTIRE POLICY DIRECTIVE. SO WE DO HAVE A RED LINE AVAILABLE. IT JUST ISN'T ANYTHING THAT IS PLEASING TO THE EYE. RIGHT. I SEE. COMMISSIONER HASEGAWA. WOULD LIKE TO MAKE A COMMENT, A QUESTION. I'M WONDERING IF THE UPDATE TO THE DEFINITION OF INTERLOCAL AGREEMENT HAS ANY LEGAL IMPACT WHATSOEVER WITH ANY OF THE ENTITIES WITH WHICH WE CURRENTLY HAVE AN ILA. THE DEFINITION FOR INTERLOCAL AGREEMENTS IS BASICALLY JUST TAKEN DIRECTLY FROM THE STATUTE. SO IT IS NO CHANGE JUST INCLUDED IN THE DELEGATION FOR CLARITY. OKAY. AND THEN I THINK MY COMMENT IS THAT I AM INTERESTED IN A CONVERSATION ABOUT THE IMPLICATIONS OF A SUNSET. I LIKE THE IDEA OF FORCING A CONVERSATION FOR THIS TO BE REVISITED. FOR EXAMPLE, \$300,000 10 YEARS AGO DOESN'T MEAN \$300,000 TODAY. SO I DO THINK IT DOES NEED TO BE REVIEWED ON A REGULAR BASIS. WHETHER SUNSET IS THE WAY TO DO THAT, I'M NOT SURE. BUT I WOULD BE SUPPORTIVE OF PERHAPS SOME SORT OF AN AMENDMENT THAT WOULD REQUIRE REVIEW IN THE FUTURE. AND THEN ONE MORE NOTE, MR. COMMISSION PRESIDENT. WE DO HAVE A SECTIONAL ANALYSIS ACTUALLY BROKEN DOWN IN THE COMMISSION MEMO, THAT EXPLAINS ALL OF THE CHANGES THAT WERE MADE TO THE POLICY DIRECTIVE. OKAY. WELL, WE'VE HAD SOME TERRIFIC SUGGESTIONS DURING THIS DISCUSSION. AS A REMINDER, THIS IS THE INTRODUCTION. WE WILL HAVE A SECOND READING RESOLUTION IN TWO WEEKS, DECEMBER 13. IS THAT CORRECT? SO I THINK THAT GIVES US AMPLE OPPORTUNITY TO SEE IF WE INCORPORATE SOME OF THESE IDEAS FOR THE FINAL READING. ANY OTHER COMMENTS OR QUESTIONS

BEFORE I CALL FOR A MOTION. ONE MORE COMMENT, MR. COMMISSION PRESIDENT. AS FAR AS A PERIODIC REVIEW FOR COMMISSION POLICY DOCUMENTS, THAT'S A PRETTY STANDARD PERMISSION. WE DO THE SAME THING FOR COMMISSIONER BY LAWS, WHICH NEEDS TO BE REVIEWED EVERY THREE YEARS. SO THEN WHY HAVEN'T WE REVIEWED THIS IN 13 YEARS? THAT I DON'T KNOW. SOUNDS LIKE WE CAME UP WITH AN EXCELLENT IDEA, COMMISSIONER CHO. ALL RIGHT, COMMISSIONER, CAN I JUST ADD, GOING BACK TO COMMISSIONER MOHAMMED'S COMMENT ABOUT OTHER PORTS, I THINK IT'S IMPORTANT TO NOTE TOO, IS OTHER PORTS IN WASHINGTON STATE WERE ORGANIZED ONE WAY, BUT OTHER, LIKE LA, IS PART OF THE CITY GOVERNMENT. SAN DIEGO IS PROBABLY MORE SIMILAR TO US, BUT NEW YORK, NEW JERSEY IS THE PORT AUTHORITY. AND SO THERE'S DIFFERENT MAKING SURE WE'RE COMPARING APPLES TO APPLES, BUT AS PART OF THAT PROCESS, WE'LL GO BACK AND TAKE A LOOK AT THAT AS WELL. OKAY. IS THERE A MOTION IN A SECOND?

I HAVE A QUESTION. SORRY. GO AHEAD, COMMISSIONER MOHAMED.

MY QUESTION IS ACTUALLY ABOUT THE PROCESS. YOU SAID, COMMISSIONER CALKINS, THIS IS GOING TO COME BACK TO US IN TWO WEEKS FOR A VOTE, IS THAT CORRECT? CORRECT.

WHEN IS THAT, COMMISSIONER? TWO WEEKS, INCLUDING DECEMBER ON THE HOLIDAYS. I JUST FEEL LIKE THAT IS A LITTLE RUSHED. I DON'T KNOW IF THAT'S A CONVERSATION THAT I SHOULD HAVE WITH CLERK HART AT A LATER TIME, BUT I DO FEEL LIKE THAT IS RUSHED. ALL RIGHT.

DOES THE SECOND READING HAVE TO BE TWO WEEKS AFTER THE FIRST READING? IT DOES NOT, MR. COMMISSION PRESIDENT. ALL RIGHT, COMMISSIONER MOHAMED, WHY DON'T YOU AND I TAKE THAT OFFLINE? IT MAY NOT BE MY CHOICE HERE IN ANOTHER MONTH, BUT I WILL DO MY DARNEDEST TO GET YOUR INTENTIONS PASSED ON WHOEVER TAKES OVER. OKAY WITH THAT? IS THERE A MOTION IN A SECOND? SOME MOVED.

I'LL SECOND. ALL RIGHT, THE ITEM HAS BEEN MOVED AND SECONDED. CLERK HART, YOU PLEASE CALL THE ROLL FOR THE VOTE. COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED. BEFORE WE TAKE THE VOTE, I JUST NEED TO GET A LITTLE BIT OF CLARITY ON THE DECEMBER 13 DATE BECAUSE WE ARE ACTUALLY PRETTY MUCH ON AGENDA SETTING FOR THAT MEETING. SO WE NEED TO TALK RELATIVELY SOON ABOUT DATE. YEAH. MAYBE WE CIRCLE UP RIGHT AFTER THIS MEETING. SURE. OKAY.

WITH THE PURPOSE OF DELAYING, NOT

BRINGING IT FORWARD ON THE 13TH FEE TO JUST HAVE A PUBLIC CONVERSATION ON THE FOLLOW UP, THE QUESTIONS THAT WERE ASKED HERE AS OPPOSED TO JUST GETTING INFORMATION TO THE COMMISSION THAT THEY'VE ASKED FOR. THE PROJECT TEAM DOESN'T HAVE ANYTHING IN ADDITION TO PRESENT, ASIDE OF THE FOLLOW UP TO THE QUESTIONS HERE. RIGHT. AND POTENTIAL AMENDMENTS. AND POTENTIAL AMENDMENTS. YES. SO WE CAN CONTINUE THAT CONVERSATION LATER FOR THE VOTE, BEGINNING WITH COMMISSIONER CHO FOR INTRODUCTION. AYE. THANK YOU, COMMISSIONER FELLEMAN. AYE. THANK YOU, COMMISSIONER HASEGAWA. AYE. THANK YOU, COMMISSIONER MOHAMED. AYE. THANK YOU, COMMISSIONER CALKINS. AYE. THANK YOU. FIVE AYES. AND ZERO NAYS FOR THIS ITEM. ALL RIGHT. WITH THAT, THE ITEM PASSES, THE RESOLUTION WILL AGAIN BE BEFORE THE COMMISSION ON SOME FUTURE DATE, POTENTIALLY 13TH OR LATER, FOR CONSIDERATION OF ADOPTION. CLERK, CAN YOU PLEASE READ THE NEXT ITEM INTO THE RECORD? WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM. YES, AND JUST THINKING DAVE SOIKI ON THE LINE. IF YOU HAVEN'T SLEPT YET, YOU CAN PROBABLY DO THAT NOW.

[LAUGHTER]

THANK YOU. THANK YOU.

GOOD NIGHT, DAVE. THIS IS AGENDA ITEM TEN D, AND I BELIEVE COMMISSIONER MOHAMED IS EXITING THE MEETING AT THIS TIME. TEN D FOR THE READING AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO SPEND ENVIRONMENTAL REMEDIATION FUNDS FOR 2023 IN THE AMOUNT OF \$11 MILLION AND TO APPROVE A FIVE YEAR SPENDING PLAN IN THE AMOUNT OF \$103,000,000 FOR THE ENVIRONMENTAL REMEDIATION LIABILITY PROGRAM FOR 2023 THROUGH 2027, WHICH AN ESTIMATED NOT TO EXCEED AMOUNT OF \$30 MILLION WILL BE OBLIGATED DURING 2023 TO BE SPENT IN FUTURE YEARS. COMMISSIONERS, THIS IS AN ANNUAL AUTHORIZATION REQUEST. ENVIRONMENTAL REMEDIATION PROJECTS DEFINE AND MINIMIZE THREATS TO THE ENVIRONMENT CAUSED BY THE EFFECTS OF HISTORIC INDUSTRIAL ACTIVITY ON PROPERTIES ACQUIRED BY THE PORT, PRIOR PORT OPERATIONS, AND PRIOR PORT TENANTS OPERATIONS. THE PORT IS PLANNING TO MAKE SIGNIFICANT INVESTMENTS OVER THE NEXT FIVE YEARS IN A VARIETY PROJECTS WHICH WILL NOT ONLY MEET OUR OBLIGATIONS, BUT ALSO ALLOW US TO MOVE FORWARD ON OUR MISSION TO IMPROVE SUSTAINABILITY AND QUALITY OF LIFE IN NEAR PORT COMMUNITIES. TODAY, WE SEEK YOUR APPROVAL FOR A FIVE YEAR SPENDING PLAN TO ADDRESS A NUMBER OF THESE

CLEANUP ACTIVITIES, AND WE LOOK FORWARD TO REGULAR REPORTING ON OUR PROGRESS IN THESE EFFORTS. THE PRESENTERS ARE SARAH JAY, DIRECTOR OF MARITIME, ENVIRONMENT AND SUSTAINABILITY. KATHY BANNOCK, SENIOR MANAGER, MARITIME ENVIRONMENT, SUSTAINABILITY AND MEGAN KING, SENIOR PROGRAM MANAGER, AVIATION ENVIRONMENTAL PROGRAM. SO WITH THAT, I'M GOING TO TURN IT OVER TO SARAH THERE AT OUR. SARAH. ALL RIGHT, THANK YOU. AND GOOD AFTERNOON, COMMISSION. AS STEVE EXECUTIVE DIRECTOR METRUCK HAS MENTIONED, WE'RE HERE TODAY TO ASK YOU TO CONSIDER APPROVAL OF OUR 2023 EARL AUTHORIZATION AND OUR FIVE YEAR SPENDING PLAN FOR THAT PROGRAM. I JUST WANTED TO SET A LITTLE CONTEXT FROM A REMINDER THAT, AGAIN, THIS IS ONE OF MULTIPLE ENVIRONMENTAL FUNDS THAT THE PORT USES FOR OUR ENVIRONMENTAL PROGRAMS. WE ALSO HAVE AN OPERATING PROGRAM BUDGET, A CAPITAL PROJECT BUDGET. WE HAVE PROJECTS WITH PARTNERS THAT INCLUDE SOME OF THEIR CONTRIBUTIONS AND FUNDS. AND THEN, OF COURSE, THERE'S THE EARL, WHICH WE'RE GOING TO TALK ABOUT TODAY. AND THEN I ALSO JUST WANTED TO HIGHLIGHT WHAT I'M PROUD OF, THAT OUR FINANCIAL DEPARTMENT AND OUR PROGRAM STAFF HAVE WORKED DILIGENTLY AND QUITE SUCCESSFULLY ON COST RECOVERY TO SUPPORT THIS PROGRAM TO OVER MULTIPLE YEARS. SO THAT CONCLUDES MY INTRODUCTORY REMARKS, AND I'D REALLY LIKE TO HAND IT OVER TO KATHY BONNICK, OUR PROGRAM EXPERT HERE TO TALK YOU THROUGH A LITTLE MORE DETAIL. THANK YOU, SARAH. GOOD AFTERNOON, COMMISSIONER. EXECUTIVE DIRECTOR METRUCK. HAPPY TO BE HERE. THIS FUNDING, AS I SAID IS AN ANNUAL AUTHORIZATION. WE COME TO COMMISSION AT THIS TIME EVERY YEAR FOR THE AUTHORIZATION. THIS FUNDING IS TO PERFORM INVESTIGATIONS, IDENTIFY CLEANUP APPROACHES, AND TO DESIGN CLEANUP AND PERFORM CLEANUPS OF LEGACY CONTAMINATION UNDER FEDERAL AND STATE CLEANUP REGULATIONS. MANY OF THE SITES ARE MULTIPARTY SITES WITH TWO OR THREE OR MORE OTHER PARTIES AND CAN TAKE 20 YEARS OR MORE TO GET TO COMPLETION. THE STATUS OF THE VARIOUS SITES INCLUDED IN THIS AUTHORIZATION WERE DESCRIBED IN THE MEMO. FOR MOST OF THE WORK FUNDED BY THIS AUTHORIZATION, WE'VE GONE TO COMMISSIONER SEPARATELY FOR AUTHORIZATION TO ENTER INTO THE LEGAL AGREEMENTS WHICH OBLIGATE US TO DO THE WORK. THE WORK UNDER THESE AGREEMENTS FOR SOME OF THESE MORE COMPLICATED SITES CAN TAKE UP TO 20 YEARS. MOST OF THE FUNDING FOR THIS WORK COMES FROM THE TAX LEVY THAT'S FOR THE MARITIME SITES, AND

SOME OF IT COMES FROM THE AIRPORT DEVELOPMENT FUND FOR THE SITES THAT ARE LOCATED ON THE AIRPORT. CURRENTLY, FOR THE SITES USING THE TAX LEVY FUNDS, THERE ARE 14 THAT WE'RE WORKING ON. SIX SITES ARE AN INVESTIGATION AND CLEANUP APPROACH IDENTIFICATION. ONE IS IN DESIGN AND SEVEN ARE IN POST CONSTRUCTION MAINTENANCE AND MONITORING. THE LARGEST AND MOST EXPENSIVE SITES UNDER THIS AUTHORIZATION ARE THE SEDIMENT SITES LIKE LOWER DUWAMISH AND EAST WATERWAY, WHICH ARE EXPECTED TO BEGIN CONSTRUCTION PHASE IN FOUR TO SIX YEARS. ON THE AVIATION SIDE, FIVE UNDERGROUND FUELING SYSTEMS HAVE BEEN DE-COMMISSIONED UNDER THIS PROGRAM. THREE HAVE BEEN CLEANED UP AND TWO ARE IN PROCESS. ADDITIONALLY, LAURA LAKES AND LAURA LAKE APARTMENTS HAVE BEEN CLEANED UP AND ARE IN POST CONSTRUCTION MAINTENANCE AND MONITORING. FOR MANY OF THESE SITES. THE PORT IS NOT THE ENTITY THAT CAUSED THE CONTAMINATION, BUT IT IS THE CURRENT PROPERTY OWNER AND HAS ELECTED TO TAKE INITIAL RESPONSIBILITY TO MANAGE AND PAY FOR THE INVESTIGATION AND CLEAN UP AND THEN SEEK PROPORTIONAL RECOVERY OF ITS COSTS FROM OTHER LIABLE PARTIES IN ORDER TO MAKE THE PROGRESS ON THE CLEANUPS AND THE SITES MORE QUICKLY FOR A BETTER IMPACT OF THE COMMUNITY. THAT IS MY PRESENTATION, AND WE'RE OPEN FOR ANY QUESTIONS YOU MAY HAVE. THAT WAS GREAT TIME. ALL RIGHT. QUESTIONS FROM COMMISSIONERS. COMMISSIONER FELLEMAN. I HAVE A COUPLE OF SIMPLE ONES. I DON'T THINK I'LL STUMP THE STARS ON THIS, BUT I SEE THAT THERE'S A THING REFERRED TO AS THE ELLIOTT BAY TRUSTEE COUNCIL. I'VE NEVER HEARD THAT TERM. I MEAN, I'VE HEARD OF PRPS AND OTHER GREAT ACRONYMS. CAN YOU TELL ME WHAT THIS ENTITY IS? YES. SO IT IS THE ENTITY THAT MANAGES THE ECOLOGICAL IMPACTS DUE TO THE CONTAMINATION. SO EPA OR ECOLOGY MANAGES THE CHEMICAL CONTAMINATION AND THE TRUSTEES HANDLE ECOLOGICAL IMPACTS. SO THEY DO NERDA. IT'S NERDA. YEAH. IT'S THE SAME REGULATION, BUT JUST DIFFERENT PARTS. YOU SEE, I KNEW THERE WAS ANOTHER ACRONYM THERE. THIS IS THE NERDA TEAM. OKAY. BUNCH OF NERDS. ALL RIGHT. AND SO THE ONLY OTHER ONE WAS WITH REGARDS TO THE T FIVE CLEAN UP AND I UNDERSTAND THAT THERE IS THIS DUMP. RIGHT. AND I WAS WONDERING WHETHER THIS IS CONNECTED TO CEM, BECAUSE I SAW THE SUBSIDENCE AT T FIVE WITH THE RAILROAD TRACKS, AND I SAW SOME MAP THAT SHOWED, LIKE, THE DUMP SITE THAT CM SITS ON MIGHT EXTEND INTO T

FIVE. IS THIS ALL ONE BIG NIGHTMARE?
NOT ONE BIG NIGHTMARE, BUT IT WAS ONE
BIG LANDFILL. AND WHEN THEY REDEVELOPED
T FIVE, THEY ENDED UP REMOVING SOME OF
THE LANDFILL MATERIAL AT ONE PORTION AND
PILING ON TOP OF ANOTHER PORTION OF THE
LANDFILL. AND THAT'S WHERE THE CM IS AND
THEN THEY BUILT SOME PRETTY HEAVY
CONCRETE STRUCTURES FOR THE STABILITY
WHERE THE OLD LANDFILL THAT'S NOW LEFT
STILL REMAINS. OKAY, SO AS
PART OF THE T FIVE SOUTHWEST PIER
REDEVELOPMENT, THE PORT PURCHASED OLD
LANDFILL AND INSTALLED THE CAP AND
METHANE COLLECTION SYSTEM. RIGHT. SO
WHAT ARE WE DOING WITH THE METHANE?
CURRENTLY,
IT GOES THROUGH A CARBON SYSTEM.
WE'VE LOOKED AT IT TO SEE IF IT WAS
GENERATING ENOUGH METHANE THAT WE COULD
ACTUALLY DO SOMETHING WITH IT.
AN OLD LANDFILL. IT DOESN'T REALLY
GENERATE MUCH, BUT WE WANT TO MAKE SURE
IT'S NOT IMPACTING ANY BUILDINGS NEAR
THE LANDFILL. OKAY. IT JUST GOES THROUGH
A CARBON FILM. YOU DON'T THINK IT'S
RECOVERABLE? NO, WE LOOKED, AND IT
WASN'T. EVEN WITH THE CLIMATE COMMITMENT
ACT AND ALL THAT OTHER GOOD STUFF.
IT'S REALLY MINIMAL. ALL RIGHT,
BUT WE'LL LOOK AT IT AGAIN BECAUSE
THERE'S ALL SORTS OF CM IS A WASTE
SITE. WE'VE GOT NEW CORE,
WHICH IS WASTE HEAT, AND WE HAVE THE
WASTEWATER SYSTEM UNDERNEATH CEM THAT'S
FROM, LIKE, BURIEEN OR SOMETHING. AND NOW
WE HAVE WASTE METHANE. I MEAN, I WANT TO
DO SOMETHING ON CEM THAT'S AN
ALTERNATIVE WITH ALL THAT WASTE. OKAY.
ANYWAY, THANK YOU SO MUCH.
ANY OTHER COMMISSIONER HASEGAWA.
I'M WONDERING IF ANY OF THIS WILL IMPACT
MEMBERS OF THE PUBLIC'S ABILITY TO FISH
OFF THE DOCKS RECREATIONALLY? HOPEFULLY
IT WILL HELP THAT IN THE LONG RUN WHEN
THE CLEANUPS GET DONE. BUT IN THE
MEANWHILE, WILL THERE BE ANY CLOSURES OR
ANYTHING LIKE THAT? NO, THERE ARE
FISHING ADVISORS, TOTAL ADVISORIES, AND
THEY WILL REMAIN UNTIL AND PROBABLY
AFTER THE CLEAN UPS ARE DONE. BUT
NOTHING PHYSICALLY PREVENTING PEOPLE
FROM GOING DOWN AND CASTING THE LINES?
NO. OKAY. AND THEN I'M ALSO WONDERING IF
THERE'S BEEN ANY INTERGOVERNMENTAL WORK
DONE WITH THE TRIBES AROUND SOME OF
THESE PROJECTS AND WHAT'S TO COME. THE
TRIBES HAVE, ESPECIALLY FOR THE FEDERAL
SITE, THEY HAVE A ROLE IN DOING REVIEW
OF ALL THE DOCUMENTS THAT ARE GENERATED.
THEY END UP AS A GOVERNMENT TO
GOVERNMENT WITH EPA, AND SO
THEY GET TO REVIEW EVERYTHING AND HAVE

SOME INPUT, BUT NO DIRECT RELATIONSHIP.
OR CONVERSATION WITH THE PORT OF
SEATTLE AROUND CLEAN UP, WE TALK TO
THEM, BUT WE REALLY DON'T WANT TO GET IN
BETWEEN THAT GOVERNMENT TO GOVERNMENT
RELATIONSHIP. OKAY. IF I
COULD ADD IN ADDITION, ANY TIME WE WERE
DOING IMPLEMENTATION ACTION, WE WOULD BE
AT THAT POINT WORKING WITH THE TRIBES
AND COOPERATING ON AVOIDING ANY IMPACT.
AND AS THERE'S ONGOING COMMUNITY
ENGAGEMENT, THE COMMISSION WILL BE
ADVISED ON SOME OF THOSE EFFORTS AND
OPPORTUNITIES BE ABLE TO ASSIST IN SOME
OF THAT.

OKAY, IS THERE A MOTION AND A SECOND FOR
THIS ITEM? SO MOVED. AND SECONDED.
ALL RIGHT, THE MOTION WAS MADE AND
SECONDED. CLERK HART, CAN YOU PLEASE
COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN
YOUR NAME IS CALLED FOR THE VOTE,
BEGINNING WITH COMMISSIONER CHO. AYE.
THANK YOU, COMMISSIONER FELLEMAN. AYE.
THANK YOU, COMMISSIONER HASEGAWA.
AYE. THANK YOU, COMMISSIONER CALKINS.
AYE. FOUR AYES ZERO NOS FOR THIS ITEM.
ALL RIGHT. WITH THAT, THE MOTION PASSES.
KEEP UP THE GREAT WORK. CATHY AND OTHERS
ON THE TEAM. SARAH AND OTHERS ON THE
TEAM. WE'RE DOING THIS GREAT WORK FOR
OUR COMMUNITY. WE'RE NOW MOVING TO ITEM
ELEVEN PRESENTATIONS AND STAFF REPORTS.
CLERK HART, CAN YOU PLEASE READ THE
FIRST ITEM IN THE RECORD? AND THEN,
EXECUTIVE DIRECTOR METRUCK, WILL YOU
INTRODUCE IT? QUITE POSSIBLY MY SHORTEST
READING OF THE DAY. ELEVEN A, 2020 T
PUBLIC ART PROGRAM ANNUAL REPORT
COMMISSIONERS. IN 2019, UNDER YOUR
LEADERSHIP, WE CREATED THE PORTWIDE ARTS
AND CULTURAL PROGRAM POLICY DIRECTIVE.
THIS ANNUAL REPORT WILL PROVIDE YOU AN
UPDATE ON WILL PROVIDE YOU AN UPDATE
ON THE DELIVERY OF MAJOR ART
INSTALLATIONS, COLLECTION, RESTORATION,
ASSET MANAGEMENT, STATUS OF FUNDS, AND
HOW THE TEAM INCORPORATES EQUITY,
DIVERSITY AND INCLUSION PRINCIPLES INTO
THE ART PROGRAM. THE PRESENTERS THIS
AFTERNOON ARE LANCE LITTLE,
AVIATION MANAGING
DIRECTOR, TOMMY GREGORY, SENIOR PUBLIC
ART PROGRAM MANAGER AND CURATOR AND
ENVEL GOLBICK PUBLIC ART PROGRAM
COORDINATOR. SO WITH THAT, I GUESS,
LANCE, I'M GOING TO TURN OVER YOU FIRST.
LANCE. YES. THANK YOU,
STEVE. GOOD AFTERNOON, COMMISSIONERS.
CAN EVERYONE HEAR ME? TESTING A NEW- CAN
YOU HEAR ME? LOUD AND CLEAR, THANKS.
OKAY, GREAT. THIS WORKS THEN. OKAY. SO
GOOD AFTERNOON, COMMISSIONERS. THANK YOU
VERY MUCH, STEVE. BEFORE I ASKED TOMMY

AND ANNABELLE TO GET INTO THE DETAILS OF THE ANNUAL REPORT, I JUST WANTED TO SPEND A FEW MINUTES, MAYBE ABOUT FIVE MINUTES, COMMISSIONER, JUST TO TALK ABOUT THE STRATEGIC IMPORTANCE OF ART. ART HAS ON MANY OCCASIONS BEEN TREATED AS THE POINT OF A BETTER TERM, THE STEPCILD. AND I THINK IT'S IMPORTANT FOR ME AND TOMMY AND THE TEAM TO TALK ABOUT THE STRATEGIC VALUE OF ART. ON MANY OCCASIONS. FOR EXAMPLE, WE'RE GOING THROUGH A BUDGETING PROCESS. THE QUESTION COMES UP, WHY ARE WE ALLOCATING RESOURCES TO ART? WE DON'T NEED ART TO RUN AN AIRPORT OR TO RUN THE PORT OR TO RUN AN ORGANIZATION. AND THIS QUESTION COMES UP ON SEVERAL OCCASIONS. I THINK IT'S IMPORTANT TO JUST SPEND A FEW MINUTES BEFORE THE ANNUAL REPORT JUST TO DISCUSS THE STRATEGIC VALUE OF OUR NEXT SLIDE, PLEASE.

OKAY, SO AS YOU CAN SEE FROM THE EXCERPTS FROM THE PORT MISSION, CREATING OPPORTUNITIES FOR ALL PARTNERS SURROUNDING COMMUNITIES, PROMOTING SOCIAL RESPONSIBILITIES. AND YOU LOOK AT THE MISSION STATEMENT FOR THE ART PROGRAM, YOU CAN SEE THAT THERE IS ALIGNMENT, AND IF THERE IS ALIGNMENT BETWEEN BOTH MISSION IT MEANS THAT WE CAN ACTUALLY USE ART TO ENHANCE OR TO FURTHER ENHANCE THE MISSION, THE VISION OF THE AIRPORT AND ALSO OF THE PORT. AND I THINK IT'S IMPORTANT, AGAIN, THAT WE UNDERSTAND THE CONTEXT IN WHICH WE USE ART TO ACHIEVE OUR STRATEGIC OUTCOME. NEXT SLIDE, PLEASE.

SO BEFORE GETTING INTO SOME OF THE SPECIFICS OF HOW ART ACTUALLY FITS INTO US REALIZING OUR LONG TERM GOALS, FOR EXAMPLE, GETTING INTO A FIVE STAR AIRPORT, I THINK IT'S IMPORTANT THAT WE TRY TO VIEW ART SOMETIMES THROUGH DIFFERENT LENS. ONE OF THE THINGS I'VE ALWAYS SAID THAT I'LL NEVER ARGUE ABOUT IS IN A POLITICS, RELIGION AND ART, IT'S LIKE THREE TOPICS THAT PEOPLE GET VERY PASSIONATE ABOUT. SO I'M GOING TO GO OUT ON A LIMB BECAUSE I'M VERY PASSIONATE ABOUT ART. AND I'M GOING TO JUST ASK THAT SOME PEOPLE WHO UNDERSTAND WHY WE ALLOCATE RESOURCES TO ART AND WHY ART, EVEN IN THE AIRPORT, I JUST LIKE TO ASK TO THINK ABOUT IT THROUGH DIFFERENT LENS. FOR EXAMPLE, ART IS LIKE A DIFFERENT IT'S LIKE A LANGUAGE ALL BY ITSELF. ART IS ABLE TO SAY THINGS THAT WORDS SOMETIMES JUST CANNOT SAY. IT'S REALLY AN INTERNATIONAL LANGUAGE THAT ANYONE FROM ANYWHERE CAN UNDERSTAND AND CAN BE INSPIRED BY. ART ALSO TELLS THE STORY OF MANY OF YOU KNOW, IT'S IMPORTANT BECAUSE IT'S A WAY OF WE HAVE

DOCUMENTED AND PRESERVED OUR HISTORY IN THE PAST. HISTORIC ART TELLS A STORY ABOUT SOCIETY AND HOW CULTURES WORK. IS VERY IMPORTANT. ART IS THERAPEUTIC TO MANY, MANY PEOPLE. IT EVOKES EMOTIONS SOMETIMES. NOT NECESSARILY THE EMOTION THAT THE ARTIST WANTS, YOU KNOW, BUT IT EVOKES EMOTION, WHETHER IT'S HAPPINESS, JOY, SOMETIMES CONFUSION, SADNESS AS WELL. AND SOMETIMES IT MAKES US WONDER, PUTS US IN AWE. IT'S VERY IMPORTANT. ALSO, I THINK ART AND CREATIVITY GOES TOGETHER. THAT'S WHY WHEN WE'RE KIDS, WE GIVE OUR WHEN WE'RE KIDS OR WE HAVE KIDS, WE GIVE THEM CRAYONS, WE GIVE THEM PAINTBRUSH TO START PAINTING, START DOING ART, START LEARNING MUSIC. SO THEY GET EXTREMELY CREATIVE. I THINK BOTH OF THEM GOES TOGETHER. AND THEN JUST THE BASICS, THE AESTHETIC ART MAKES CRAPPY PLACES JUST LOOK REALLY GREAT, RIGHT? DRAB PLACES LOOK AMAZING. AND THEN THE LAST ONE I WANT TO TALK ABOUT IS THE ECONOMIC VALUE OF ART. YOU HAVE HEARD ME SAY IT MANY TIMES, COMMISSIONER. THEY TAKE CASH TO CARE. WE CAN CARE WHAT WE WANT. I CAN'T TAKE CARE TO THE SUPERMARKET AND PURCHASE ANYTHING. I THINK WE HAVE THE ABILITY, AT THE PORT, NOT ONLY TO CREATE, BUT ALSO TO CONTINUE WHAT WE'RE DOING IN ART TO PROVIDE CAREER FOR PEOPLE WHO HAVE AN INTEREST IN ART. AS I TOLD TOMMY AND THE TEAM AT THE CONFERENCE THAT WAS HELD HERE, THE ART CONFERENCE THAT WAS HELD HERE, I HAD TO MAKE A DECISION WHEN I WAS LEAVING HIGH SCHOOL, MY PASSION WAS TO PURSUE A CAREER IN THE ARTS. AND I HAD TO MAKE A DECISION BETWEEN PURSUING THAT CAREER IN ART OR PAYING THE BILLS, AND I HAD TO MAKE A DECISION, PAY THE BILLS. THAT'S WHY I DID NOT PURSUE THAT CAREER. I THINK WE HAVE THE ABILITY TO PROVIDE AN ENVIRONMENT IN WHICH PEOPLE CAN ACTUALLY DO BOTH RIGHT. THEY CAN PURSUE A CAREER IN ART, AND AT THE SAME TIME THEY CAN ACTUALLY PAY THE BILLS. AND I THINK WE HAVE BEEN DOING THAT, AND WE NEED TO CONTINUE DOING THAT. COMMISSIONERS I DON'T KNOW IF ANY OF YOU WERE ABLE TO ATTEND THE VINCENT VAN GOGH IMMERSIVE THAT WAS HELD HERE IN SEATTLE A FEW MONTHS AGO. IF YOU MISSED IT AND YOU CAN CATCH IT IN ANOTHER CITY, IT REFLECTS AND LOOKS AT THE LIFE OF ONE OF THE MOST TALENTED YET ONE OF THE MOST TROUBLED ARTISTS WHO HAVE PAINTINGS NOW THAT ARE WORTH 80 MILLION, \$60 MILLION. BUT YET THROUGHOUT HIS LIFETIME, HE BASICALLY MADE NO MONEY FROM ART. WE WOULD LIKE TO CREATE AN ENVIRONMENT IN

WHICH ARTISTS ACTUALLY MAKE MONEY WHILE THEY'RE ALIVE, AND I THINK WE HAVE DONE A VERY GOOD JOB OF IT, AND WE NEED TO CONTINUE. NOW, GETTING BACK TO THE SPECIFIC STRATEGY FOR THE AIRPORT FROM OUR TIME FOR THE PORT OF SEATTLE, WE CELEBRATE GETTING TO FOUR STAR. WE'RE ONE OF THE FEW AIRPORTS THAT HAVE GOTTEN TO FOUR STAR. ACTUALLY THE ONLY LARGER AIRPORT, I THINK THAT I'VE GOT FOUR STAR IN THE USA. AND WE CELEBRATE THAT. BUT AT THE SAME TIME, WE QUESTION WHY ARE WE PROVIDING SO MUCH RESOURCES TO ART? OR WHY ARE WE PROVIDING ANY RESOURCE TO ART WHEN WE ARE RESTRICTING RESOURCES IN OTHER AREAS? AND WE TALK ABOUT YOU MIGHT HEAR JULIE COLLINS TALK ABOUT THE 32 CATEGORIES THAT WE ACTUALLY HAVE TO SCORE WELL IN AN ARTIST, BECOME A FOUR STAR AND THEN A FIVE STAR AIRPORT. ART IS ACTUALLY ONE OF THOSE CATEGORIES, AND A LOT OF PEOPLE DON'T REALIZE THAT, AND I THINK IT'S IMPORTANT FOR ME TO POINT THAT OUT. NEXT SLIDE, PLEASE. SO THE REASON WHY WE GOT TO FOUR STAR ONE OF THE REASON WHY WE GOT TO FOUR STARS, BECAUSE WE ACTUALLY HAVE A GOOD ART PROGRAM, AND YOU CAN SEE THE SCORES THAT GOT US THERE. IN ORDER FOR US TO GET TO A FIVE STAR RATED AIRPORT, WE HAVE TO HAVE A FIVE STAR RATED ART PROGRAM AS WELL. SO ART IS ACTUALLY ONE OF THE CATEGORIES THAT THE SKYTRACK PEOPLE ACTUALLY RATE US ON. I DON'T THINK A LOT OF PEOPLE REALIZE THAT. AND SO IF WE'RE CELEBRATING THE FACT THAT WE'RE A FOUR STAR AIRPORT, I THINK WE SHOULD ALSO UNDERSTAND WHY WE ALLOCATE RESOURCES TO ART. NEXT SLIDE, PLEASE. I THOUGHT IT WAS IMPORTANT TO SHARE THIS EXCERPT FROM THE ACTUAL REPORT. WE'RE DELIGHTED TO SEE THE USE OF LARGE IMMERSIVE ARTWORK IN MANY OF THE NEW AND EXCITING EXISTING SPACES AND THEIR EMERGING WORLD FACTORS IN HOW THE TERMINAL DESIGN IS BEING DEVELOPED. THIS IS AN EXCERPT FROM THE ACTUAL REPORT. SKYTRACK REPORT THAT GOT US TO OUR FOUR STAR RATING. NEXT SLIDE. SO, COMMISSIONERS, I THINK YOU'RE PROBABLY TIRED OF SEEING THIS PIECE OF THE PUZZLE SLIDE, BUT I THINK TO PUT THINGS IN THE CONTEXT, I'VE SPOKEN ABOUT THE NEW INTERNATIONAL ARRIVAL FACILITY, ALL THESE BRAND NEW FACILITIES THAT WE'RE BUILDING AND HOW THEY GET US TO THE END OF IT, OR THE LONG TERM GOAL. WE'VE SPOKEN ABOUT WHAT WE'RE DOING IN OPERATIONS, WHAT WE'RE DOING ON THE SECURITY SIDE, WHAT WE'RE DOING WITH THE TSA CHECKPOINT LINE, CONCESSIONS. ETC. ART IS ALSO A PIECE OF THAT PUZZLE THAT WILL GET US TO THE FIVE STAR

RATING OR TO GET US TO THAT TOP 25
AIRPORT SERVICE QUALITY WORLD RANKING
THAT WE'RE TRYING TO GET TO. SO,
WITHOUT ANY FURTHER ADO, I'M GOING TO
HAND OVER TO TOMMY AND ANNABELLE, WHO'S
GOING TO GIVE US THE 2022 ANNUAL REPORT
ON THE ARTS PROGRAM. TOMMY? THANK YOU SO
MUCH, LANCE. AND THANK YOU,
COMMISSIONERS AND EXECUTIVE EXECUTIVE
DIRECTOR METRUCK. LANCE, THAT'S VERY
INSPIRING. WE COULDN'T BE SUCCESSFUL
WITHOUT STRONG SUPPORT AND LEADERSHIP
AND A VERY STRONG PUBLIC ART BOARD.
WE'VE HAD A GREAT 2022, SOME HIGHS
AND LOWS THROUGHOUT THE YEAR, BUT THE
ART PROGRAM HAS MAINTAINED STEADY AND WE
DO HAVE A LOT OF THAT TO THANK FOR
BECAUSE OF GREAT LEADERSHIP AND SUPPORT.
WHAT WE'VE DONE IN 22 IS
WE'VE SOLIDIFIED OURSELVES TO HAVE ONE
OF THE MOST HEALTHY PUBLIC ART CIP
BUDGETS IN THE NATION. AND THAT CAME
WITH A LOT OF HELP. WE LOOK BACK AT THE
INTERNAL AUDIT WE HAD, WHICH WAS
ACTUALLY QUITE SUPPORTIVE IN BREAKING
DOWN THE NUMBERS FOR US TO GET TO THIS
CIP POOL. BUT WE'VE ALSO BEEN WORKING
REALLY HARD TO USE THOSE. LIKE LANCE
SAID, THEY'RE HERE FOR THE PUBLIC. SO
WE'RE CREATING OPPORTUNITIES FOR LOCAL,
REGIONAL AND NATIONAL AND EVENTUALLY
INTERNATIONAL ARTISTS TO APPLY TO THESE
GREAT OPPORTUNITIES WITHIN SEA AS WE ARE
GROWING AS A PORT WIDE PROGRAM ON THE
MARITIME AND ECONOMIC DIVISION.
APPROXIMATELY, AS YOU SEE HERE, 650,000
WERE SPENT THIS YEAR IN AVIATION FUNDS.
THAT DOESN'T INCLUDE EXPENSES, WHICH IS
HOW WE HANDLE OUR CONSERVATION EFFORTS.
SPEAKING OF CONSERVATION EFFORTS, WE
HAVE MADE A GOOD LEAP IN 22 BY HIRING
OUR SECOND- OUR THIRD FTE
AND PETE FLEMING, WHO IS OUR PUBLIC ART
TECHNICIAN, WHO WILL BE HANDLING A
REALLY BIG JOB IN MAINTENANCE AND
CONSERVATION COORDINATION WITH ANNABELLE
ON THE OVERALL COLLECTION AT SEA. AND
THAT'S A BIG ENDEAVOR AND HE'S BEEN
GREAT TO WORK WITH. IN ADDITION
TO THAT, THE BUSY CONSERVATION AND
MAINTENANCE HERE, WE'VE ALSO ADDED SOME
FANTASTIC WORKS, WHICH ARE SOME OF THEM
ARE VERY HARD TO MISS IN INTERNATIONAL
RIVALS. AND I'LL HAND THE MIC BACK OVER
TO ANNABELLE GUAVIC, OUR PUBLIC ART
COORDINATOR, TO TALK ABOUT SOME OF THOSE
NICE ADDITIONS TO THE COLLECTION THIS
YEAR. THANK YOU, TOMMY. NEXT SLIDE,
PLEASE.
NEXT SLIDE.
A LITTLE BIT OF TECHNICAL DIFFICULTY.
APOLOGIES.
SINCE WE'RE WAITING FOR THIS. I JUST

ASKED A QUESTION OF YOU, TOMMY, AND THE TEAM. HOW DO WE DEFINE ART? HOW DO WE FUND IT? HOW DO WE DEFINE IT? HOW DO WE DEFINE IT? WHAT'S THE DEFINITION OF ART? THAT'S A BIG QUESTION. NO, I MEAN I'M ASKING A PRACTICAL QUESTION HERE AT THE PORT OF SEATTLE. WHAT DO WE CONSIDER AS ART? WELL, THERE'S A WIDE RANGE OF WAYS WE COULD FIND THAT. THERE'S PERFORMANCE ART, THERE'S MUSIC, THERE'S VISUAL ART. SO THAT'S OBJECTS LIKE THIS THAT ANNABELLE TALKED ABOUT IN OUR CASES, KIND OF CULTURAL ELEMENTS. AND THEN THERE'S MAJOR CONSTRUCTION PROJECT, KIND OF MONUMENTAL, SITE SPECIFIC INSTALLATIONS, WHICH WE COULD TALK ABOUT A COUPLE OF THOSE, BUT NO, THAT'S A GOOD QUESTION. I DIDN'T MEAN TO YEAH. SO WHEN WE SAY WE HAVE \$27 MILLION FOR ART, ARE WE SAYING WE HAVE \$27 MILLION FOR PHYSICAL ART OR PERFORMING ARTS AS WELL? THAT DOLLAR FIGURE FOR CIP IS UNFORTUNATELY, WE CAN'T USE CAPITAL MONEY FOR TEMPORARY ELEMENTS. WE CAN'T USE TEMPORARY ART. WE CAN'T USE PERFORMING ART FOR THOSE CIP, BUT THAT \$27 MILLION. ALTHOUGH IT'S HEALTHY, THAT GOES TOWARDS ENGINEERING, PERMITTING, STRUCTURAL. THERE'S A LOT OF IT'S. A JOB CREATOR, LIKE LANCE SAID, THAT DOESN'T GO TO ONE ARTWORK AS A PURCHASE THAT GOES TO A TEAM OF PEOPLE. IS THAT RESTRICTION SELF IMPOSED? IT IS SELF IMPOSED, TO MY KNOWLEDGE. DULY NOTED.

ALL RIGHT, IT LOOKS LIKE WE'RE BACK UP ON OUR SLIDE. ANNABELLE, PLEASE CONTINUE. THANK YOU. GOOD AFTERNOON, COMMISSIONERS. GOOD AFTERNOON, EXECUTIVE METRUCK.

ON THIS SLIDE. WE ARE GOING TO TALK ABOUT THE CAPITAL PROJECT THAT WE'VE BEEN WORKING ON. IF YOU REMEMBER, BACK IN FALL 2020, THERE WAS A GROUP OF TEN HIGH SCHOOL INTERNS THAT PRESENTED A CONCEPT TO INCORPORATE MORE INDIGENOUS ARTWORKS AT SEATTLE TACOMA INTERNATIONAL AIRPORT. FAST FORWARD TO 2021. THANKS TO YOUR APPROVAL, WE HAD A BUDGET TO PURCHASE ARTWORKS FOR THE NEW IF INTERNATIONAL BUILDING. THIS ACQUISITION HAPPENED BACK IN THE FALL OF 2021. AND HERE YOU HAVE TWO PICTURES SHOWING SOME OF THESE ARTWORKS. TOTAL, WE GOT 30 ARTWORKS. THE GOAL WAS TO WELCOME INTERNATIONAL TRAVELERS TO THE REGION BY CREATING A VISUAL REPRESENTATION OF A LAND ACKNOWLEDGEMENT AND ALSO SUPER LOCAL AND REGIONAL ARTISTS. ON THE LEFT YOU HAVE ARTWORK BY PRESTON SIGNATORY AND THEN ON THE LEFT ON THE RIGHT, YOU HAVE MORE

ARTWORKS BY LISA TEDFORD, GAL TRAMBLE, JOE PETERSON, AND ONE YES, ONE PRESENT SIGNATORY AS WELL. THANK YOU.

HERE YOU HAVE MORE OF THIS RECENT ACQUISITION. ON THE LEFT YOU HAVE RAY OF FRIDAY WITH WATER FERRIES. ELEVEN ARTWORKS MADE OF GLASS. AND ON THE RIGHT, WE HAVE THE MARY WATT THAT'S PLACED AS YOU EXIT THE IF.

AND THEN NEXT UP, PLEASE GO AHEAD, TOMMY. GREAT. YEAH. SO, SPEAKING OF PETE FLEMING, THIS IS A COUPLE OF PICTURES OF PETE INSTALLING SOME WORK IN HIS NEW ROLE AS PUBLIC ART TECHNICIAN. THESE WORKS WERE ALSO ACQUIRED DURING ONE OF THOSE EXTREMELY DIFFICULT TIMES. IN EARLY 2020, WE SOLIDIFIED A SMALL BUDGET FOR ACQUISITIONS. WE DID AN OPEN CALL WE HAD A HUGE AMOUNT OF APPLICANTS THAT SUBMITTED FABULOUS WORKS, PREDOMINANTLY THE TWO DIMENSIONAL NATURE. AND THESE WERE DEDICATED FOR OUR NEW CREDENTIAL CENTER. SO OUR EMPLOYEE SERVICES CENTER AND INSIDE THAT FACILITY ARE A NUMBER OF WORKS FROM LOCAL ARTISTS. HERE ON THE LEFT IS JENNIFER WICK, A PIECE TITLED YES. AND THEN GRETCHEN FRANCIS BENNETT. THIS PIECE, LIGHT THROUGH THE TREES, ACTUALLY EXHIBITED AT THE FRY MUSEUM BEFORE WE ACQUIRED IT. SO THESE ARE ALL MUSEUM QUALITY PIECES, MY OPINION, AND ADD SOME GREAT VALUE AND ALSO GREAT COLOR TO OUR COLLECTION. NEXT SLIDE, PLEASE.

IN AVIATION TO THESE EFFORTS OF COLLABORATING WITH PROJECTS LIKE THAT CREDENTIAL CENTER AND ADDING WORKS TO THEM, WE'VE BEEN WORKING REALLY CLOSELY WITH OUR PROJECT MANAGERS AND OUR ARCHITECTURE GROUP, AND WE ARE WORKING WITH THEM ON RESTROOM MODIFICATIONS. RIGHT NOW, WE'RE WORKING PHASE FOUR, AND NEXT YEAR WE'LL BE WORKING IN PHASE FIVE. IN PHASE FOUR, WE ARE REALLY FORTUNATE TO HAVE AN INTERNATIONAL ARTIST, MAYA PETRICH, WHO LIVES IN SAMMAMISH BUT IS CROATIAN AND BORN, IF I'M NOT MISTAKEN, A VERY PLEASANT AND BRILLIANT HUMAN BEING WHO IS GOING TO BE INSTALLING VERY SOON ONE OF OUR FIRST DYNAMIC KIND OF INTERACTIVE LIGHT BASED ARTWORKS CALLED WE THE STARS. AND IT'LL BE OUTSIDE OF THE NEW MODIFIED RESTROOM IN B NINE. ON THE RIGHT. IS IT JUST A STILL IMAGE OF BECAUSE THIS PIECE IS JUST GOING THROUGH CONTRACT NOW, BUT WITH ANOTHER LOCAL ARTIST, EMILY TANNER MCLEAN. AND I'M EXTREMELY HAPPY TO LET YOU ALL KNOW IN THIS ANNUAL REPORT THAT THIS IS OUR FIRST I'M PRETTY SURE TO SAY FIRST, BUT IT'S OUR ONLY VIDEO ARTWORK

ADDED TO OUR COLLECTION, AND I KNOW THAT WE'RE GOING TO DO MANY MORE. WE'RE IN TECH CITY, USA. WE SHOULD HAVE MORE TECHNOLOGICALLY CHARGED WORK. SO EMILY IS BRINGING IN THE FIRST ONE AND THAT'LL BE AT RESTROOM C TWO. AND WE'VE GOT GREAT SUPPORT FROM THE TEAM TO MAKE SURE THAT SHE'S GOT ADEQUATE BACKING ON THE WALL TO HANDLE THE WEIGHTED SCREENS AND ALSO THE POWER NEEDED IN THOSE LOCATIONS. ANOTHER KIND OF EXTREMELY EXCITING MOMENT FOR US ALL AND ESPECIALLY OUR PROGRAM WORKING WITH THE PROJECT TEAM AND MANNY ZIGORIS AND COLETTE DEIRDOR, ET CETERA. THERE'S A LOT OF PEOPLE ON THAT TEAM, BUT RESTROOM D TWO, WHICH IS THE ALL GENDER RESTROOM, ANNABELLE WROTE A PRETTY CONCISE REQUEST FOR QUALIFICATIONS, WHICH IS OUT TO THE STREET RIGHT NOW, AND WE'RE HAVING A NICE WAVE OF APPLICANTS APPLYING WITH THE WORKS FOR THIS LOCATION. THIS ALL GENDER RESTROOM IS JUST ONE OF A FEW IN THE COUNTRY, AND WE'RE EXTREMELY EXCITED TO BE ABLE TO HAVE A HEALTHY BUDGET THERE IN ACQUIRING A GOOD AMOUNT OF WORK. SO NOT JUST LOOKING TO COLLECT ONE WORK FROM ONE ARTIST, WE'RE GOING TO HAVE ALMOST A SALON STYLE WALL THAT WILL GREET VISITORS AS THEY GET OFF THEIR PLANES AND NEED TO USE OUR FACILITIES. THERE THEY'LL SEE SOME ORIGINAL WORKS. SO NEXT SLIDE, PLEASE. OH, ANOTHER EXCITING ONE. SO WE CONDUCTED ANOTHER RFQ, SO REQUEST FOR QUALIFICATIONS. AND WORKING WITH CPO ON THIS AND ANNABELLE WORKING REALLY CLOSELY WITH THEM, WE CONDUCTED A CALL WHICH GENERATED, I WANT TO SAY, AROUND APPROXIMATELY 50 APPLICANTS. WE WERE FORTUNATE TO GET AN INTERNATIONAL ARTIST IN THIS ROUND, SABINE MARCELLUS, WHO'S GOING TO BE WORKING WITH THE BENCHES IN THE CANOPY AREA OF THE WIDEN RIVALS PROJECT. AND THEN ON THE RIGHT, YOU SEE BRIAN SANCHEZ. HE'S A LOCAL ARTIST. HE'S WORKING WITH A MOSAIC COMPANY OUT OF TITAN. HE'S KNOWN FOR HIS REALLY LARGE ABSTRACT PAINTINGS, BUT HE'S LOOKING TO DO A MOSAIC TILE ON THIS GIANT RETAINING WALL, WHICH IS GOING TO BE BASICALLY THE ENTRYWAY INTO OUR NEW ARRIVALS. SO EXCITING AND HAPPY TO BE WORKING WITH SOME DIVERSE ARTISTS HERE ON THIS ARRIVALS PROJECT. NEXT SLIDE, PLEASE, SO I CAN HAND IT BACK OVER TO ANNABELLE AND TALK ABOUT WHAT THE NEXT STAGES ARE. NEXT STEPS ARE FOR OUR PUBLIC ART PROGRAM. SURE. THANK YOU, TOMMY. HERE'S A LIST OF MAIN CAPITAL PROJECTS FOR THE NEXT FIVE YEARS. AND AS YOU CAN SEE, WE'RE GOING TO BE REALLY BUSY, WHICH IS REALLY

EXCITING. LIKE TOMMY MENTIONED, WE ARE WORKING RIGHT NOW ABOUT THE WINTER REVOLT PROJECT. NEXT YEAR WE'RE GOING TO MAKE MORE FOCUS ON THE RESTROOM PHASE FIVE, BUT THE CHECKPOINT ONE AS WELL. DUTY FREE IN THE AIR CONCOURSE. AND YEAH, THIS IS JUST THE BEGINNING, BUT IT'S GOING TO BE A BUSY YEAR NEXT YEAR FOR SURE. NEXT SLIDE, PLEASE. THANK YOU. SO OUR DEPARTMENT IS PORT WIDE, SO WE ARE LUCKY TO BE WORKING WITH MARITIME MANAGERS. ABOUT THE MINC, MARITIME INNOVATION CENTER. TWO ARTISTS HAVE BEEN SELECTED, THAI JUVENILE AND SUGAR ODA. I AM HAPPY TO REPORT THAT ONE OF THEM SIGNED HIS CONTRACT AND I'M SURE THE OTHER ARTIST SHOULD BE GIVING US THIS CONTRACT AS WELL, WHICH IS REALLY EXCITING. WE'LL BE MOVING TO THE DESIGN PHASE PRETTY SOON. AND WE HAVE BEEN WORKING CLOSELY WITH MARITIME AND ECONOMIC DEVELOPMENT TO CREATE AN OUTPOUR FOR PROJECTS HAPPENING ON THE MARITIME SITE. NEXT SLIDE, PLEASE. AND THEN HERE IS THE PUBLIC ART PROGRAM. IN A NUTSHELL, IT EXPLAINS THE PROCESS FOR US TO COMMISSION YOUR ARTWORKS. SO IT BEGINS WITH A SCOPE AND A BUDGET. AND THEN, LIKE TOMMY SAID, WE RELEASED RFQ REQUEST FOR QUALIFICATION. LIKE TOMMY SAID, WE HAVE RUN ONE RIGHT NOW FOR THE D TWO. ALL GENDERS ROOM. IT'S OPEN NATIONWIDE. PEOPLE ARE MORE THAN WELCOME TO APPLY FOR IT. WE'RE GOING TO HAVE MANY MORE HAPPENING IN THE UPCOMING MONTHS. AND THEN A SELECTION PANEL IS GOING TO REGROUP, REVIEW ALL OF THE SUBMISSION AND MAKE A DECISION. I THINK IT'S IMPORTANT TO NOTE THAT ME AND TOMMY DO NOT MAKE A DECISION ABOUT WHAT IS GOING TO BE COMMISSIONED. THE PANEL MAKES THE DECISION. AND THEN WE WORK WITH MANY COLLABORATOR CPO, THE ENGINEER DEPARTMENT, THE ARCHITECTS, FIRE DEPARTMENT. AND THEN YOU HAVE THE THREE MAIN PHASES THE DESIGN, FABRICATION AND INSTALLATION. AND THEN NEXT SLIDE, PLEASE. AND THEN GO AHEAD, TOMMY. YEAH, AND WE PUT THAT SLIDE IN AS JUST ANOTHER REMINDER. WE DON'T KNOW THEY'RE NEW PEOPLE FROM LAST YEAR, BUT IT'S JUST GOOD TO KNOW THE PUBLIC ART PROCESS. SO OUR CONSERVATION EFFORTS ARE ALWAYS STRONG. WE KNOW THAT WHAT WE'RE COLLECTING, WE WANT TO BE GOOD STEWARDS OF THOSE ASSETS. NEXT SLIDE, PLEASE. THIS WAS THE FIRST, AND WE THOUGHT FOR A SHORT TIME ONLY, THERE WAS ONE OTHER NEON PIECE WE FOUND IN OUR COLLECTION, AND I SAY WE FOUND BECAUSE IT DID BEEN DEFUNCT FOR SOME TIME AND WE'RE HOPING

TO RESTORE THAT AS WELL. SO THERE ARE TWO NEON PIECES IN THE COLLECTION. THIS WAS THE FIRST AND IT SADLY WAS DAMAGED IN TRANSIT BECAUSE OF A CONSTRUCTION PROJECT THAT WAS BASICALLY REQUIRING IT TO BE RELOCATED WHEN IT WASN'T MOVED BY ART HANDLERS. UNFORTUNATELY, WE HAD TO WORK WITH INTERNAL TEAMMATES AND WHEN IT MOVED, A NEON TUBE BROKE. WE'RE WORKING WITH A REALLY ESTABLISHED AND SMALL BUSINESS, A NOBLE NEON, WHICH IS IN SOUTH SEATTLE, AND THEY'RE ASSISTING US ON THE REPAIR FOR THIS JOB. AND THEN PETE FLEMING AND MYSELF, I HAVE A BACKGROUND IN NEON WORK MYSELF IN MY OWN STUDIO PRACTICE, AND I'M GOING TO ASSIST ON THAT INSTALLATION WITH PETE SO WE'LL BE ABLE TO HANDLE THAT IN HOUSE, ASIDE FROM THE GREAT WORK THAT NOBLE NEON IS PROVIDING ON THE RESTORATION OF THAT DAMAGE, TOO. SO THIS PIECE THAT WAS ACQUIRED BACK IN 1973 WILL BE LIT BEFORE CHRISTMAS, AND WE'RE HAPPY THAT OUR HOLIDAY TRAVELERS WILL SEE THAT NEON PIECE IN ITS BEST FASHION BACK TO LIFE. NEXT SLIDE, PLEASE.

SO, IN THE EFFORTS OF TRYING TO NOT ONLY CARE FOR THE COLLECTION FROM THE MAJOR PIECES, THERE'S ALSO FUNCTIONAL PIECES. WE'RE LUCKY TO HAVE BRIAN SWANSON'S PIECE ON THE LEFT CALLED INDISCREET. IT'S KIND OF A KIND OF STEAMPUNKISH, REALLY, A FAN FAVORITE FROM OUR VISITORS. THOSE SEATS ARE ALWAYS POPULATED. THERE'S THREE LITTLE SEATS ARE KIND OF INTERTWINED TOGETHER IN THIS METAL SCULPTURE. AND YOU CAN SEE ON THE LEFT, PETE DID A NICE CLEANING JOB. AND ON THE RIGHT IS WHAT IT LOOKS LIKE WHEN PEOPLE ARE SPILLING COFFEE OR SANDWICH DEBRIS AS THEY SIT THERE WAITING ON THEIR FLIGHT. SO ALTHOUGH THE FUNCTIONALITY OF THE WORK IS GREAT, IT DOES TAKE ON SOME WEAR AND TEAR, WHICH I'M GLAD AGAIN TO SAY THAT OUR PUBLIC ART TECHNICIAN IS HANDLING THOSE EFFORTS. NEXT IMAGE IS NORTHWEST GARNERING. WILLIAM MORRIS. BILLY MORRIS, AS A LOT OF THEM KNOW, IN THE PUGET SOUND AREA, HOUSEHOLD NAME IN THE GLASS WORLD. BUT THIS PIECE IS GOING TO BE REQUIRED TO BE PACKED AND STORED AND RELOCATED BECAUSE OF CHECKPOINT ONE CONSTRUCTION EFFORTS WHICH ARE COMING UP IN 2023. THIS IS GOING TO BE A MAJOR ENDEAVOR FOR US TO DISASSEMBLE THIS OLD CASE WHICH HOUSES NORTHWEST GARNERING AND IS GOING TO HAVE TO REPURPOSE THE WAY WE SHOW ALL OF THESE GLASSWORKS. AND AS COMMISSIONER FELLEMAN KNOWS, I WANT TO REITERATE, THIS IS ALL GLASSWORK ON THE RIGHT. THERE'S NO ANIMAL BONES OR FRAGMENTS USED IN THIS ARTWORK. NEXT

SLIDE, PLEASE. SO GOING INTO TEMPORARY WORKS, THERE ARE SOME WORKS JUST RIGHT OUTSIDE OF THIS MEZZANINE ON THE TICKETING LEVEL, WHICH WE'RE REALLY PROUD OF BECAUSE THIS TEMPORARY EXHIBIT THAT WE HAVE HERE AT SEA WAS A PART OF A REFRACT, WHICH IS KIND OF A CITYWIDE GLASS CAMPAIGN CELEBRATING THE GLASS OF THE PACIFIC NORTHWEST. THE NEXT SLIDE SHOWS A SAMPLE OF THOSE. SO REYA FRIDAY, YOU SAW THAT NAME EARLIER. REYA WAS COLLECTED IN HER COLLECTION. BUT ALSO WE THOUGHT IT WAS A GOOD IDEA TO INCLUDE HER IN THIS TEMPORARY EXHIBIT WITH HER BROTHER DAN FRIDAY. SO THESE ARE BOTH COAST SALISH ARTISTS, GLASS WORKERS, AND MOST RECENTLY, DAN FRIDAY GOT SOME INTERNATIONAL FAME WITH BEING ON NETFLIX'S SERIES BLOWN AWAY, THE THIRD SERIES, AND HE WAS ONE OF THE LAST CONTESTANTS IN THAT. SO IT'S COOL TO HAVE SOME LOCAL GLASS WORK BY INDIGENOUS ARTISTS THAT ARE ALSO GETTING REALLY GREAT NATIONAL RECOGNITION. ON THE RIGHT IS GRANITE FUNG. YOU'RE RECENTLY A FILIPINO ARTIST GLASS WORKER WHO ALSO HAS A BACKGROUND IN CERAMICS. WHAT YOU SEE IN THIS CASE IS A COMBINATION OF HIS CERAMIC WORK WITH MOLTEN GLASS POURED INTO IT. SO IT HAS THIS WEIRD LIQUEFIED VERSION, BUT IT'S ALL STATIC AND AMAZING TEACHER AND ALSO RECENTLY A GRADUATE FROM UNIVERSITY OF WASHINGTON IN THEIR SCULPTURE DEPARTMENT. NEXT SLIDE SHOWS SOME MORE WORKS. THESE AREN'T TEMPORARY. THIS IS KIND OF A LONGER STORY FOR AN INNER REPORT. BUT THESE WORKS WE KIND OF OBTAINED THROUGH A DEFUNCT- CLERK HART, CAN YOU VERIFY EOPLE CAN HEAR, TOMMY. WE MIGHT HAVE LOST THE MAIN LINK. HANG ON. HELLO. YOU HAVE SOME MOMENT, WE'LL REDO DIAL BACK INTO THE ROOM. IN THE MEANTIME, WE CAN RETURN TO OUR GRADUATE LEVEL SEMINAR ON WHAT IS ART. OKAY, SO THIS IS ART. SO THESE WERE PIECES THAT WE RECLAIMED, AN OLD LOUNGE. AND IN THAT OLD LOUNGE, ANNABELLE ACTUALLY DISCOVERED THESE INSIDE OF A CABINET. AND THESE ARE ARTWORKS BY DM CHO. SHE'S VERY WELL KNOWN ARTIST IN THE REGION, TAUGHT AT CORNISH. BUT SHE STUMBLED UPON THESE INSIDE OF THIS CABINET, WHICH WAS GOING TO GET DEMOED AND THEY BECAME THE ASSETS OF THE PORT. SO THESE ARE NOW OUR ARTWORKS BY DIM SHOW. WE CONTACTED HER, LET HER KNOW THAT SHE'S IT WAS A PART OF THE DELTA COLLECTION WHICH GOT LOST HANDS. AND NOW WE OWN THESE WORDS. BUT WHAT WE'RE

LOOKING AT ARE PORCELAIN OBJECTS WITH
GLASS OBJECTS AND THEN HAND CARVED.
NO PROBLEM.

SO GLAD IT'S NOT MY FAULT.

IT'S ANOTHER ISSUE WITH THE LINK TO THE
HOUSE. NOW WORKING ON IT, BUT IT'S NOT
RESOLVED YET. WELCOME TO
THE AUDIO CONFERENCING CENTER. PLEASE
ENTER A CONFERENCE I'D, FOLLOWED BY
POUND.

YOU ARE NOW JOINING THE MEETING.

AND IT'S BACK. SORRY ABOUT THAT.

THANK YOU FOR THE PATIENCE, EVERYONE.

YEAH. SO WE'RE JUST GOING INTO A BRIEF
DISCUSSION DESCRIPTION OF HOW THIS IS A
PART OF A TEMPORARY EXHIBIT, BUT THESE
WORKS ARE ACTUALLY IN THE COLLECTION BY
ARTIST AT DM. JOE. SHE QUITE WELL KNOWN
IN THE REGION AND TAUGHT AT CORNISH. I
DON'T KNOW IF SHE'S STILL TEACHING
THERE, BUT I HAVE TO LOOK INTO THAT.

NEXT SLIDE, PLEASE. MORE WORK.

ALSO IN OUR BEAUTIFUL NEW EXHIBIT CASES,
THESE ARE DOWN ON THE STS LEVEL NEAR OUR
MEDITATION AND CENTER ROOM AND FAITH
PRAYER ROOM. ON THE LEFT IS ARTIST SEAN
HENNESSY. HE'S A SOUTH SEATTLE ARTIST,
GLASS WORKER AS WELL. AGAIN, BEING A
PART OF THE REFRACT EXHIBIT. THESE WERE
ALL WORKS THAT HAD SOME COMPONENT OF
GLASS IN THEM. HENRY JACKSON, SPEAKER,
DID THE WORKS WITH THE KIND OF ORBS,
THE COLORED ORBS HOLLOW OR GREEN, BLUE
AND CLEAR. HE'S A GREAT MIXED RACE
ARTIST IN THE REGION, ALMOST, I WANT TO
SAY HE'S KIND OF BECOME A FRIEND. HE
WORKED IN THE MARILLA ZACHARIAS PIECE IN
THE INTERNATIONAL RIVAL FACILITY. HE WAS
A GREAT ARTIST IN AYE. OWN RIGHT. AND
WE'LL BE HAVING A SOLO EXHIBIT AT THE
MAD ART IN JANUARY. SO IF YOU ALL GET A
CHANCE TO SUPPORT ONE OF OUR LOCAL
ARTISTS, YOU COULD SEE AYE. WORK THERE.
PEYTON CAHILL AND JACK FOWLER ARE
CLOSING OUT THIS TEMPORARY EXHIBIT WITH
THE GLASSWORKS. THEY'RE BOTH UP AND
COMING ARTISTS. THEY'RE RIGHT OUT OF
SCHOOL. THEY'RE JUST GETTING OUT OF
THEIR UNDERGRADUATE PROGRAMS. BUT I
DISCOVERED THEIR WORK WHEN I VISITED
PILCHUT GLASS SCHOOL AND EXTREMELY
EXCITED TO SEE JUST KIND OF CONTEMPORARY
21ST CENTURY GLASS WORK BEING DONE BY
YOUNG INDIVIDUALS. NEXT SLIDE, PLEASE.

OH, JUMPING FROM THE AIRPORTS TO PEER 69
AND PEER 66. EXTREMELY HAPPY TO HAVE
MADE PROGRESS WORKING WITH THE SCHMIDT
OCEAN INSTITUTE. AND THANKS TO OUR BOARD
AND SPECIFICALLY COMMISSIONER FELLEMAN
ON THE BOARD FOR HELPING SPUR THAT
COLLABORATION ALONG DURING THE PANDEMIC.
AND WE'VE SEEN THAT TO FRUITION OVER THE
LAST FEW MONTHS. THE PIECES LOOK GREAT.

YOU'LL SEE SOME AT PEER 66 AND PEER 69.
AND THAT SHOULD GO THROUGHOUT THE YEAR
TO SIX MONTH LONG EXHIBIT WITH THE
OPTION TO ADD THREE TO SIX MONTHS,
DEPENDING ON THE FACILITY'S USAGE.
BUT, YEAH, WE SHOULD BE HAVING A
RECEPTION FOR THOSE WORKS IN THE VERY
NEAR FUTURE, AND WE'LL KEEP YOU UP TO
DATE ON THAT. NEXT SLIDE,
PLEASE. OTHER PROJECTS. I THINK I'M
HITTING THIS. SORRY. I HAVE A COUPLE
MORE OTHER PROJECTS. NEXT SLIDE,
PLEASE. SO WE WANTED TO TALK ABOUT OTHER
THINGS IN 2022, ASIDE FROM CONSERVATION,
MAINTENANCE, ACQUISITIONS. WE DID AS
LANCE MENTIONED, HOSTED THE TRIPLE A E
ARTS IN THE AIRPORTS CONFERENCE. AND
THAT IS A BIG DEAL. I THINK THAT IF TREE
FALLS IN THE WOODS AS A MAKE A NOISE
KIND OF THING, WE HAD OVER 55 PUBLIC ART
PROFESSIONALS THROUGHOUT NORTH AMERICA.
SO AUSTIN, BERKSHIRE, DENVER, PORTLAND,
VANCOUVER, PUBLIC ART ADMINISTRATORS
FROM THOSE AIRPORTS, TO NAME A FEW.
WE'RE HERE AND TOWARD OUR COLLECTION NOT
ONLY AT THE AIRPORT, BUT AT PIER 69 AND
THROUGHOUT THE CITY. WE HAD PUBLIC ART
SPEAKERS LIKE THE DELATORY BROTHERS,
WHO ARE AWESOME LATINO GLASS BLOWERS,
AND JUST ARTISTS IN THEIR OWN RIGHT,
WHO ARE THE CURRENT EXHIBIT AT CHIECH
MARIN'S MUSEUM IN LA. COUNTY. THEY WERE
SPEAKERS. WE HAD DONNA DAVIES FROM PILLS
AT BLACK SCHOOL. PRESTON SINGLE. TERRY
CHARLES MEDE FROM THE STRANGER JUST DID
A GREAT DIVERSE GROUP OF AMAZING
PRESENTERS THAT BASICALLY NOT ONLY
HIGHLIGHTED THE STRENGTH OF OUR
COLLECTION, BUT THE CITY OF SEATTLE'S,
THE BEAUTY ALL AROUND THIS CITY AND ART
HAVING A HUGE COMPONENT OF WHY IT IS SO
FUN TO LIVE AND WORK IN THIS REGION. SO
I JUST WANTED TO REMIND EVERYBODY THAT
THAT HAPPENED AND IT WAS QUITE A
SUCCESS. AND THANKS FOR ALL THE PEOPLE
WHO HELPED MAKE THAT HAPPEN. NOT ONLY
ANNABELLE, PETE, DAPHNE, OUR INTERN BUT
A GRANDER TEAM FROM HEATHER CARCH,
MANDY ZIGORIS, LANCE AND PATRICIA LEE.
THERE ARE A LOT OF PEOPLE HELPED WITH
MAKING THAT A SUCCESS WITH OUR PARTNERS
IN THE AAA. NEXT SLIDE, PLEASE.
OH, ANNIVERSARY BLOOD ON THIS. THANK
YOU. TOMMY WE WERE
ASKED A FEW MONTHS AGO IF SO THE NEW
YORK LIBRARY PROJECT HAPPENED DURING A
SHOCK TANK EVENT AND BEFORE
THE INSTALL OF SLAVERY. WE WERE ASKED IF
WE COULD MAYBE WORK WITH TWO LOCAL
ARTISTS TO DECORATE
OR MAKE THIS LIBRARY A BIT MORE FRIENDLY
AND WELCOMING. SO, ON THE LEFT YOU HAVE
THE LITERARY LIBRARY THAT ELANA SWITZKY

PAINTED OF A CRITIC. IT'S PRETTY BRIGHT COLORS. AND ON THE RIGHT YOU HAVE THE ONE BY ELIZABETH GUN. AND THIS ONE IS WOOD BURNING AND AQUATIC ON WOOD. THESE ARE NOT INSTALLED IN THE TERMINALS YET, BUT WE ARE HOPING THAT IT WILL HAPPEN BEFORE THE END OF THE YEAR. SO WHEN THE TERMINAL IS BUSY WITH TRAVELERS, PEOPLE WILL GET TO SEE THAT AND USE THE DATA FREE LIBRARY. NEXT SLIDE, PLEASE.

HERE'S ANOTHER PROJECT THAT HAPPENED A FEW MONTHS AGO. IT'S THE CLUB STA AT THE SATELLITE. WE PURCHASE ARTWORKS FROM LOCAL ARTISTS. ON THE LEFT YOU HAVE JAZZ BROWN IN FRONT OF AYE. PAINTING AND BY AYE. BEAUTY. AND ON THE RIGHT YOU HAVE SHOWN HOW THAT'S RIGHT AT THE ENTRANCE OF THE CLUB SCA. BUT I THINK IT'S IMPORTANT TO ALSO MENTION THAT ALL THE ARTISTS YOU HAVE JOHANNA CHRISTENSEN, BRIAN BECK, GILLIAN KIBBLE, SEAN CARDINAL, ROBERT PRINCE, AND DAN WEBB, ALL OF THOSE ARTISTS HAVE AT LEAST ONE ARTWORK IN THE CLUB SCA AND THE NEXT SLIDE, PLEASE.

DEACON SO, THIS IS ANOTHER REALLY FUN PROJECT THAT WE'VE BEEN WORKING ON, AND EVERYTHING STARTED BACK IN APRIL 2021 WHEN TOMMY AND I PRESENTED THIS IDEA DURING A SHOP TANK EVENT. SO, WHAT IS A BEACON? IT'S A SMALL WIRELESS DEVICE THAT SENDS BLUETOOTH, LOW ENERGY SO BLE SIGNALS TO A NEARBY MOBILE DEVICE. ALL YOU NEED TO DO IS OPEN YOUR PHONE, OPEN THE FLIGHT STAFF, AND A POP UP NOTIFICATION WILL SHOW UP ON YOUR PHONE AND YOU GET TO LEARN MORE ABOUT ARTWORKS AND OUR COLLECTIONS. AS OF RIGHT NOW, WE ONLY HAVE 10%. OF OUR COLLECTION WHO HAS A BEACON. BUT IT IS A HOPE TO DEVELOP THIS PROJECT NEXT YEAR. I THINK IT'S IMPORTANT TO ALSO THANK THE PORT INNOVATION DEVELOPMENT, WHO'S BEEN REALLY HELPING US DEVELOP THIS PROJECT. ALSO, THE CUSTOMER SERVICE DEPARTMENT WILL HELP US UPDATE OUR WEBSITE. SO OUR CONTENT IS STAYING FRESH AND REALLY REFLECTIVE OF OUR COLLECTION. NEXT SLIDE, PLEASE. SO THE BEACON IS A ONE WAY INTERACTION. IT SENDS INFORMATION TO YOUR PHONE ABOUT THE COLLECTION. IT DOESN'T RECEIVE ANY INFORMATION BACK FROM YOUR PHONE. IT'S A WAY FOR US TO GIVE AN EASY ACCESS TO OUR COLLECTION TO OUR PASSENGERS OR EMPLOYEES. YOU DO NOT NEED TO BE AT THE AIRPORT, BY THE WAY, TO ACCESS OUR COLLECTION. IF YOU GO ON OUR WEBSITE, YOU CAN SEE THAT WE'VE BEEN WORKING ON UPDATING THIS WEBSITE. IT IS

A WORK IN PROGRESS, BUT WE ARE HOPING TO HAVE MORE ARTWORKS ON THERE NEXT YEAR. QUITE AN ENDEAVOR, BECAUSE ALSO, WHEN ANNABELLE STARTED THIS PROJECT, THERE WASN'T GREAT DOCUMENTATION PHOTOGRAPHS WHERE SOME OF THEM WERE SO MUTED, THEY WEREN'T REALLY ACCEPTABLE TO BE ON THAT WEBSITE. SO YOU'VE BEEN DOING A GOOD JOB IN MAKING SURE THAT WE GET PROPER PHOTOGRAPHIC DOCUMENTATION, BUT ALSO MAKING SURE ALL THE INPUT ON THE ARTWORK IS CORRECT. THAT WAS ANOTHER BIG FEAT THAT WHEN ANNABELLE WAS HIRED IN THIS FTE ROLE, AYE. THE GROUND RUNNING, AND COLLECTION MANAGEMENT IS GETTING A LOT TIGHTER. SORRY. THANK YOU. NO. SO WE ARE TRYING TO ELEVATE THE COLLECTION IN THE 21ST CENTURY WAY FOR PASSENGERS TO BE MORE ACCESSIBLE. SO THINK OF THE BEACON LIKE YOUR PERSONAL APP CURATOR RIGHT HERE AT YOUR FINGERTIPS WHEN YOU JUST OPEN YOUR PHONE AND YOU GET TO LEARN MORE ABOUT COLLECTION. I WOULD LIKE ALSO TAKE A MINUTE TO THANK OUR INTERNAL INTERN, DAPHNE MAIDEN, WHO HAS BEEN REALLY HELPFUL ON THIS PROJECT. I COULD NOT DO IT WITHOUT HER. SO THANK YOU VERY MUCH. NEXT SLIDE, PLEASE.

ALL RIGHT, THANK YOU.

THANK YOU ALL FOR THE PRESENTATION. IT'S OKAY WITH YOU? I'D LIKE TO TURN IT OVER TO COMMISSIONERS FOR QUESTIONS.

COMMISSIONER CHO. YEAH. I'M LOOKING AT THE ART BUDGET HERE. IS THIS A COMPOUNDED BUDGET? I KNOW IT'S 1% OF CIP. SO I'M CURIOUS, HAS THIS BEEN ACCUMULATED OVER MANY YEARS OR HOW MAJOR CONSTRUCTION PROJECTS HAPPENING NOW AND TRYING TO KEEP TO THE MOST PURE 1%? THAT'S HOW THAT IS DEFINED. SO, FOR EXAMPLE, CHECKPOINT ONE HAD A CERTAIN BUDGET LEVEL THAT WAS PUBLIC FACING. AND THAT PUBLIC FACING IS KIND OF HOW WE DETERMINE THAT OVERALL BUDGET. RIGHT. SO WHAT'S GOING TO BE THE 1%? IT'S GOING TO BE THE PUBLIC FACING CONSTRUCTION. WHAT STAGE OF THE CONSTRUCTION? WHAT'S THAT? AT WHAT STAGE? I THINK WHATEVER THE OVERALL BUDGET IS, IS WHAT WE ARE ABLE TO THE OVERALL BUDGET OF THE PROJECT. OF THE PROJECT, YES. SO EVEN IF THE COMMISSION HASN'T APPROVED, LIKE, IF WE APPROVE 30% DESIGN, IT'S 1% OF THAT OR 1% OF THE ENTIRE PROJECTED PLAN. I BELIEVE YOU'RE RIGHT ON THE PERCENTAGE. YEAH, WE DON'T GET A PRORATED.

OKAY. SO IT'S BASED ON WHAT WE APPROVE. YES. GOT IT. AND THEN THE CHILD EXHIBIT YOU MENTIONED WAS A TEMPORARY ONE. SO EARLIER YOU TOLD ME THAT YOU'RE LIMITED TO PERMANENT. SO HOW DOES THAT WORK? WE DO HAVE EXPENSE

FUNDS. SO WHEN WE'RE TALKING ABOUT THE WAY WE USE CAPITAL, THAT'S FOR ACQUISITIONS, COMMISSIONER, MAJOR PROJECTS LIKE THAT. BUT FOR TEMPORARY EXHIBITS, WE'RE REQUESTING, WHEN WE DO OUR ANNUAL BUDGET REQUEST, WE PUT IN A PERCENTAGE OF EXPENSE FUNDS FOR TEMPORARY EXHIBITS. WE'RE NOT REALLY OVER THE MUSIC YET. THAT'S STILL INDEPENDENTLY BEING HANDLED THROUGH ADR. AND SPECIFICALLY, TAMMY KAIKEN HAS A CONTRACT FOR THE MUSIC, BUT WE ARE HOPING TO BE A MORE HOLISTIC AND TIGHT TEAM AND KIND OF WORKING TOGETHER AND INCLUDING NOT ONLY THE PUBLIC ART PROGRAM WORKING WITH THE MUSIC PROGRAM, BUT CREATING A WAY TO MAKE THAT ALSO PERFORMANCE ART PROGRAM. SO WE COULD HAVE DANCE BALLET READINGS AND HAVE THOSE COME THROUGH EXPENSE FUNDS. OKAY. YEAH. I REALIZE IT'S A SLIGHT AGGRESSION, BUT I'D LIKE TO EXPLORE WHETHER OR NOT WE SHOULD FOLD THOSE AND MERGE THOSE TWO INTO A BROADER DEFINITION OF ART. THERE ARE OTHER PROGRAMS THAT SUCCEED BY ALLOWING FLEXIBILITY IN THE WAY THEY UTILIZE THEIR CAPITAL FUNDS. WE COULD LOOK AT OTHER PROGRAMS. LET'S TAKE A LOOK AT THAT. I'D LIKE TO SEE IF WE CAN I MEAN, \$27 MILLION, WE ONLY USE \$650,000. IT'S A LOT OF UNDERUTILIZED FUNDS. SO LET'S TAKE A LOOK AT THAT NEXT. COMMISSIONER, HASEGAWA? SO 1% OF CIP FUNDS IS \$27.5 MILLION, AND I'M HEARING THAT THAT IS, FOR THE MOST PART, FIXED OR PERMANENT INSTALLATIONS. DO YOU OVERSEE THE NON PERMANENT OR, LIKE OR ROTATING OR PERFORMANCE ART THINGS AS WELL? WHERE DOES FUNDS FROM THAT COME FROM? THAT'S THE OPERATIONAL FUND EXPENSE, AND THAT IS NOT A PART OF THE 27.5% HERE BECAUSE YOU CAN'T CAPITALIZE ON THOSE AS ASSETS. SO THEN, ALL IN ALL, HOW MUCH MONEY TOWARDS THE ARTS IN THE LAST YEAR, INCLUDING THE FIXED OR ROTATING OR PERFORMANCE ART EXHIBITS FOR? THAT'S A GREAT QUESTION, COMMISSIONER, AND I COULD GET BACK TO YOU ON THAT. I SENT A REQUEST OUT TO FINANCE JUST BEFORE THIS MEETING IN CASE THAT QUESTION WAS ASKED, SO I COULD GET BACK TO YOU ON THAT. AND THEN PREVIOUSLY, THE LEVEL OF FUNDING WAS 0.5% OF CIP FOR TEN YEARS. IT WAS. AND THEN WHEN WAS IT CHANGED? IT REDUCED DUE TO THE RECESSION IN 2008, 2009. THE PORT REDUCED IT FROM 1% TO HALF PERCENT, MAINTAINED AT THAT REDUCED RATE UNTIL I WAS HIRED AT THE END OF 2018 AND BASICALLY ASKED FOR US TO REVISIT THAT FUNDING SOURCE OR THAT AMOUNT. IS THERE

ANY SUCH THING AS FUNCTIONAL ART? YEAH, DEFINITELY. LIKE SOMETHING THAT THE CUSTOMERS COULD ACTUALLY INTERACT WITH? YEAH, THE BENCHES THAT WE PUT FOR WIDE ARRIVALS THAT ARE GOING TO BE UNDER THE BUS CANOPY, THOSE BENCHES ARE GOING TO BE DESIGNED AND FABRICATED BY AN INTERNATIONAL ARTIST TO BE MARCELLUS. SO WE LOOK AT THOSE AS FUNCTIONAL WORKS, AND I DON'T WANT TO ASSUME WHAT SHE'S GOING TO MAKE, BUT I CAN ALMOST GUARANTEE IT'S GOING TO HAVE SOME CARB APPEAL. AND THEN IT'S PART OF THE IDEA THAT WE WOULD DEDICATE FUNDS FROM CIP TOWARDS ART, THAT IT WOULD IMPROVE THE CUSTOMER EXPERIENCE. EXACTLY. AND LANCE IS NOT WRONG TO SAY THAT SKYTRACKS DEFINITELY TOOK NOTE OF THAT. AND I WAS FORTUNATE BEFORE I WAS FORTUNATE TO MOVE TO SEATTLE AND WORK HERE FOR THE PORT OF SEATTLE PUBLIC ART PROGRAM. I WORKED IN HOUSTON HOBBY, WHICH RECENTLY BECAME A FIVE STAR AIRPORT, AND I PUT A VERY HEAVY HAND AND ART IN THAT AIRPORT, AND I GUARANTEE SKYTRACKS SAW THAT. SO IF YOU LOOK AT THAT FIVE STAR AIRPORT, I DON'T SEE THIS BEING TOO FAR OUT FOR US. IF WE CAN CONTINUE TO INVEST AND HAVE THE SUPPORT THAT WE DO HAVE HERE. NOW, HOW DO YOU MEASURE OR HOW DOES AN OBJECTIVE PARTY MEASURE CUSTOMER EXPERIENCE AS A RESULT OF OUR ART INSTALLATIONS? THAT'S AN INTERESTING QUESTION, TOO, BECAUSE THERE ARE MATRIX OR THERE ARE FINANCIAL KIND OF CONNECTIONS THAT CAN BE MADE. IN SFO. SOME YEARS BACK, THERE WAS A STUDY PUT OUT WHERE THEY HAD MIRRORED TERMINALS, SO THEY LOOKED EXACTLY THE SAME AT THE EXACT SAME CONCESSIONS, EXACT SAME AMOUNT OF AIR TRAVEL THROUGH THESE PASSENGER FOOT TRAFFIC, THROUGH THESE TERMINALS. ONE SIDE HAD THEIR PUBLIC PROJECTS COMPLETE, THE OTHER SIDE THEY HAD NOT COMPLETED YET. SO OVER LIKE A YEAR AND A HALF SPAN, THEY SAW 30% MORE ADR SALES ON THE SPOT THAT HAD ORIGINAL ARTWORKS ALREADY INTEGRATED INTO THAT FACILITY. SO TO ME, THAT SHOWED THAT PEOPLE ARE MORE COMFORTABLE WHEN YOU'RE AROUND OBJECTS MADE BY HUMAN BEINGS AND YOU'RE AROUND VISUAL CULTURE. SO THERE'S ONE KIND OF LIKE, KIND OF BUDGET CONNECTION, BUT I THINK THAT ANY MAJOR CITY, ANYWHERE WE TRAVEL, WHEN WE GO ON VACATION, IF WE'RE GOING TO PARIS, WE'RE GOING TO LOUVRE. IF WE'RE GOING TO NEW YORK, WE'RE GOING TO THE MET. I THINK THAT PEOPLE WANT TO GO SEE OR WANT TO BE A PART OF VISUAL CULTURE, AND WE ARE STEWARDS OF THIS. WE HAVE A VERY GREAT COLLECTION. WE'RE THE LONGEST RUNNING AVIATION COLLECTION

IN THE COUNTRY. SO FROM THE LUIS NEVILLE RIGHT OUTSIDE OUR DOORS TO THE FRANK STELLA, THESE ARE ASSETS THAT ARE OF MUSEUM QUALITY, AND WE'RE TRYING TO MAINTAIN THAT. SO I THINK THAT WHAT THE DEFINITION OF ART CAN BE. I THINK WE'RE STILL FIGURING THAT OUT BECAUSE AVIATION IS FAIRLY NEW RIGHT IN THE HISTORY OF MANKIND. I MEAN, PUBLIC ART AND ART HAS BEEN GOING ON SOME CAVE PAINTING. SO I THINK WE'RE TRYING TO FIND A WAY TO SAY, WHAT CAN IT BE INSIDE THESE TERMINALS OR ANY OF OUR FACILITIES? YEAH, I'M THINKING TOWARDS THE FUTURE AND HOW SOME OF OUR PLANS AND PROJECTS ARE GOING TO BE, OR LACK THEREOF. ARE GOING TO BE IMPACTING THE CUSTOMER EXPERIENCE AND WHAT WE CAN DO TO OPTIMIZE THE CUSTOMER EXPERIENCE. AND SO I THINK WE DO REALLY NEED TO BE JUDICIOUS AND INTENTIONAL ABOUT THE WAY THAT WE'RE SPENDING OUR MONEY TO OPTIMIZE THAT CUSTOMER EXPERIENCE. SO THANK YOU SO MUCH FOR ANSWERING THAT LINE OF QUESTIONING. I JUST WANTED TO SHARE A QUICK ANECDOTE. I HAD MY FIRST EXPERIENCE COMING THROUGH THAT NEW IAF ON MY RETURN FROM JAPAN, AND I MADE FRIENDS ON THE PLANE WITH MY NEIGHBOR, AND I FELT LIKE A TOUR GUIDE COMING THROUGH, EXPLAINING THE CEDAR THAT'S THERE THROUGH. THE ENTRYWAY AND THEN SHOWING THEM OUR BEAUTIFUL INSTALLATIONS AND LETTING THEM KNOW THAT THE ARTISTS DREW THEIR INSPIRATION FROM LOOKING OVER THE SAN JUAN ISLANDS AND POINTING TO THE HANGING ASPECTS AND HOW THEY'RE MAGNETIZED, AND THAT'S HOW THEY END UP SPINNING. AND SO THERE'S A LOT OF JOY AND A LOT OF PRIDE, I THINK, IN OUR LOCAL ARTISTRY AND I'M GLAD THAT WE HAVE THE ABILITY TO SHOWCASE IT. SO I JUST WANTED TO APPLAUD YOU FOR THE WORK IN THAT WELL, LUCKY PASSENGER TO GET SUCH A BEHIND THE SCENES TOUR OF THE PUBLIC ART COLLECTION. THANKS FOR DOING THAT AND NO, IT'S COMPLETELY OUR PLEASURE. I FEEL LIKE COMMISSIONER CHO, WHICH SAID POINTING OUT THAT BUDGET AND HOW IT'S SITTING THERE, IT'S COMPLETELY OUR JOB TO TRY TO CREATE OPPORTUNITIES TO GET THESE FUNDS TO THE PUBLIC. PEOPLE. ARTISTS ARE LEAVING SEATTLE BECAUSE OF A LOT OF DIFFERENT REASONS AND WE'RE HOPING WE COULD KEEP ARTISTS HERE BY CREATING BIG OPPORTUNITIES AND HELPING THEM PAY THEIR STUDIO BILLS AND WHATNOT. ANY OTHER- COMMISSIONER FELLEMAN? WELL, THANK YOU FOR ALL YOUR WORK ON THAT, BOTH OF YOU. AND I'VE BEEN VERY PROUD TO BE A MEMBER OF YOUR ART COMMITTEE AND HAVE TAKEN GREAT PRIDE IN PARTICIPATING TO THE DEGREE I CONTRIBUTE. AND I GOT TO SAY THOUGH,

WITH LANCE AT THE LEAD, HE'S NOT DOING IT FOR JUST THE STAR TRACK'S RATING. I MEAN, THE FACT THAT HE GETS THIS IN SUCH A SUBSTANTIVE WAY, I MEAN, I'M SURE IT PUTS WIND IN YOUR SAILS TO FEEL THAT LEVEL OF SUPPORT AT THAT HIGH UP. BUT YOU SAID SOMETHING THAT WE'RE THE LONGEST RUNNING ART PROGRAM - THERE'S BEEN PUBLIC ART IN AIRPORTS SINCE AIRPORTS HAVE BEEN BUILT RIGHT IN SOME FORM OF FASHION, BUT FROM A CIVIC STANDPOINT IN A CAPITAL IMPROVEMENT PROJECT BUDGET, WE HAVE THE LONGEST RUNNING OFFICIAL PROGRAM. WE'VE BEEN COLLECTING ARTWORKS SINCE THE LATE SIXTIES AND WE'VE ESTABLISHED A CIP PROGRAM THAT KIND OF SET THE MOLD FOR THE REST OF THE NATION WHEN THEY WERE HAVING PUBLIC ART INTEGRATED INTO THEIR AVIATION PROGRAMS. WELL, I THINK WE SHOULD BE TOUTING THAT. I DON'T KNOW, I JUST LEARNED IT, BUT I'M JUST WONDERING. IT SORT OF LIKE SETS A CONTEXT IN WHICH THIS EXHIBITS ARE ABLE TO BE BUILT UPON AND LOOKING AT THE WAY THE AIRPORT HAS GROWN FROM THE PLACEMENT OF THE WORK AND HOW SOME OF THAT WEAR AND TEAR HAPPENED. BECAUSE WE'RE NOW SEEING 55 MILLION PASSENGERS A YEAR AND WE HAVE TO RELOCATE THOSE WORKS FOR THE SAFETY OF THE WORKS. I FEEL LIKE WE'VE DONE A GREAT JOB, MY PREDECESSORS, IN TRYING TO CARE FOR A BIG COLLECTION IN AN AIRPORT THAT'S SUPER BUSY. IT'S VERY DIFFICULT TO DO, AND I'M JUST REALLY HAPPY TO HEAR AND YOU'RE 100% RIGHT, LANCE DOES GET IT, AND IT IS INSPIRING TO HAVE SOMEBODY WHO CARES ABOUT A PROFESSION THAT IS SOMEWHAT ABSTRACT IN A PORT ENTITY.

I GUESS THE FACT THAT OUR WATERFRONT REDEVELOPMENT THAT'S GOING ON RIGHT NOW THROUGHOUT THE ELLIOTT BAY AREA, THAT THERE'S SO MUCH ATTENTION BEING PUT TO A LOT OF NATIVE ART FOR THE MOST PART THERE. BUT WHEN WE WENT TO JAPAN, SEAN PETERSON WAS WITH US FROM CHIHUAHUA, AND HE WAS THERE TO PROVIDE ANOTHER STORY POLL, WHICH IS STILL IN THE WORKS. BUT THIS WAS OUR SISTER IT'S EITHER OUR SISTER PORT OR OUR SISTER CITY RELATIONS. I THINK IT WAS THE PORT, BECAUSE THEY'RE BOTH THERE, THAT THE PORT FELT COMPELLED NOT ONLY TO DO IT ORIGINALLY, LIKE, 50 YEARS AGO, BUT THE FACT THAT IT WAS IMPORTANT ENOUGH FOR US TO PRESERVE THIS ARTISTIC REPRESENTATION OF WHAT IT MEANS TO BE IN THE NORTHWEST CULTURE. I WAS DELIGHTED TO THE PORT OF ANYTHING TO DO WITH SOMETHING LIKE THAT. IT ALSO JUST SHOWS THE IMPORTANCE THE PORT PUTS ON SHARING

THIS ARTISTIC CULTURAL EXCHANGE. AND I THINK IT'S A GREAT REPRESENTATION OF WHO WE ARE AS A PEOPLE AND THE FACT THAT OUR WELCOMING PORT EMBRACES THIS FOR THE WORLD TO SEE. IT'S A FANTASTIC THING. SO I LOOK FORWARD TO CONTINUE TO PARTICIPATE ON THE COMMITTEE. AND THIS IS ONE THING ON THE SCHMIDT OCEAN THING, THIS WAS JUST A FORTUITOUS THING THAT CAME ON. WHAT WAS INTERESTING WAS THAT THERE'S AN ARTIST IN RESIDENCE PROGRAM ON BOARD OCEANOGRAPHIC VESSELS. I MEAN, TO ME, THAT STRUCK ME AS SUCH AN ANOMALOUS THING THAT THEY ACTUALLY HAVE PRACTICING ARTISTS TAKING INSPIRATION FROM THE CRITTER THEY'RE PULLING UP MOSTLY FROM THE DEEP OCEAN. AND SO THIS WAS JUST AN EFFECT THAT IT'S SELF FUNDED AND ALL THAT MADE IT, BUT IT TOOK A LOT OF WORK FOR YOU GUYS TO HUSTLE TO GET IT TOGETHER. SO THANK YOU FOR DOING THAT. AND NOVELTIES LIKE THIS, THAT COMBINED THAT WE HAVE TO HAVE NIMBLENESS TO BE ABLE TO DO THAT, AND THAT'S NOT WHAT BIG ORGANIZATIONS ARE KNOWN FOR. AND SO THANK YOU FOR YOUR WORK IN MAKING THAT. SO NO, WE APPRECIATE IT. AND HAVING THE COMMISSION REPRESENTATION ON OUR BOARD, IT SPEAKS VOLUMES. AGAIN, I DON'T THINK WE WOULD BE AS SUCCESSFUL WITHOUT HAVING THAT KIND OF BOARD STRUCTURE. SO THANK BOTH COMMISSIONERS WHO ARE ON OUR BOARD AND ANY FUTURE COMMISSIONERS WHO COME ON. THAT SUPPORT IS INTEGRAL TO OUR SUCCESS IN DOING THIS JOB. COMMISSIONER CHO. YEAH. I KNOW I HELD BACK ON A JOKE EARLIER, BUT I DO WANT TO JUST COMMENT REALLY QUICKLY THAT IN LIGHT OF MY LEARNINGS OF LANCE'S CAREER CHOICE, I WANT TO THANK YOU FOR YOUR CAREER'S CHOICE, BUT ALSO I WOULD ALSO LIKE TO ADVOCATE FOR A LANCE LITTLE EXHIBIT AT THE AIRPORT. AND I JUST REALLY WANT TO SEE WHAT LANCE'S ARTWORK LOOKS LIKE. SO MAYBE SOMEDAY YOU'LL GRACE US WITH YOUR ARTWORK. I THINK IT WAS IN A BIT OF DANCE. SO WE MAIN TERMINAL PERFORMING ARTS JUST FOR YOU. CRAYONS. DIDN'T YOU TALK ABOUT THOSE CRAYONS? EXECUTIVE DIRECTOR METRUCK, ANY COMMENTS ON THIS ITEM? NO. THANKS FOR ALL THE SUPPORT OF THE COMMISSIONER, BUT THE SUPPORT OF THE TEAM THAT REALLY ADVANCES AND THEN LANCE'S LEADERSHIP ON THAT AS WELL. AND I WAS GOING TO THANK LANCE TOO, FOR HIS CAREER CHOICE AS WELL, KNOWING THAT HE MADE ONE THAT BENEFITS US TODAY. SURE, THANK YOU. TOMMY. THANK YOU. ANNABELLE, THANK YOU FOR YOUR PRESENTATION. THAT CONCLUDES OUR BUSINESS MEETING AGENDA FOR THE DAY. ARE THERE ANY CLOSING COMMENTS AT THIS TIME OR MOTIONS RELATING TO COMMITTEE

REFERRALS FROM COMMISSIONERS?
COMMISSIONER CHO?
I JUST WANTED TO MAKE A REAL QUICK COMMENT AND THANK OUR STAFF. AS YOU ALL KNOW, THE COMMISSIONERS OVER THE LAST TWO OR THREE MONTHS HAVE DONE A SUBSTANTIAL AMOUNT OF TRAVEL. OBVIOUSLY, OUR PRESIDENT WAS IN THE SCANDINAVIAN COUNTRIES A FEW MONTHS AGO. I WAS IN EGYPT AND JAPAN AND KOREA. COMMISSIONER HASEGAWA AND JAPAN. AND TWO THINGS I WANTED TO SAY IS, ONE IS IT TAKES TREMENDOUS AMOUNT OF STAFF SUPPORT FOR US TO BE ABLE TO GO ON THESE TRIPS, ESPECIALLY WHEN THERE'S MULTIPLE COMMISSIONERS GOING AT THE SAME TIME. AND SO HUGE KUDOS TO MELISSA, TO KAREN. I KNOW STEVE ALREADY CALLED OUT KAREN, BUT ALSO PATTY AND ALL OUR ADVISORS WHO SUPPORTED US ON THAT TRIP. SECONDLY, I JUST WANTED TO SAY THAT THERE'S A REASON WHY THE PORT CONTINUES TO BE INVITED ON THESE DELEGATIONS AND MISSIONS IS BECAUSE WE PLAY SUCH A CRUCIAL ROLE IN THIS REGION WHEN IT COMES TO ECONOMIC DEVELOPMENT, BUT ALSO THE FUTURE OF INFRASTRUCTURE, THE FUTURE OF SUSTAINABILITY, DECARBONISATION. AND WHILE SOME OF THESE THINGS MAY NOT SEEM OBVIOUS AT FIRST, IT'S VERY CLEAR, AT LEAST FOR ME WHEN WE GO ON THESE TRIPS, HOW CRUCIAL IT IS THAT WE ARE AT THE TABLE. AND THAT ALSO TAKES TREMENDOUS AMOUNT OF STAFF WORK AND RESEARCH. AGAIN, HUGE KUDOS TO THE STAFF AND ALSO TO ALL MY COLLEAGUES WHO HAVE TAKEN TIME AWAY FROM THEIR FAMILIES TO REPRESENT THE PORT. ALSO WANT TO THANK STEVE AND SANDY KILROY, WHO ALSO TOOK TIME TO TRAVEL WITH US AND STAFF US. I DO THINK THAT AS WE COME OUT OF THIS PANDEMIC AND WE'RE LOOKING AT WHAT DOES THE FUTURE HOLD FOR OUR REGION IN THE WORLD, THE PORT OF SEATTLE IS TAKING ON A MUCH LARGER ROLE, BOTH LOCALLY BUT ALSO GLOBALLY, AS WAS DEMONSTRATED BY OUR INVITATION TO COP 27 TO ANNOUNCE THIS SCREEN SHIPPING CORRIDOR. SO GREAT WORK ALL AROUND. VERY EXCITED FOR WHAT'S TO COME. AND FOR FUTURE OPPORTUNITIES FOR US. THAT'S IT. ANY OTHER COMMENTS BY COMMISSIONER? COMMISSIONER HASEGAWA?
I JUST WANTED TO SAY THAT IT WAS A TRUE PRIVILEGE TO BE ABLE TO JOIN THE DELEGATION TO JAPAN, WHERE WE GAINED SOME REALLY MEANINGFUL INSIGHTS ABOUT HOW JAPAN HAS ACHIEVED HIGH SPEED GROUND TRANSPORTATION. GOT TO RIDE UPON THEIR SHINKANSEN AND EXPERIENCE MAGNETIC LEVITATION OR THEIR MAGLEV SHINKANSEN. WE TRAVELED 2 HOURS TO WATCH IT GO BY IN ABOUT LESS THAN A SECOND.

IT WAS TRULY INSPIRING. AND I THINK THAT AS WE PROJECT TREMENDOUS GROWTH TO OUR REGION AND CONTINUED AND GROWING DEMAND FOR MOBILITY FOR PEOPLE AND FOR CARGO AROUND OUR REGION, THAT WE NEED TO THINK VERY SERIOUSLY OUTSIDE OF THE CONTEXT OF OUR AIRPORT ABOUT HOW WE ARE EFFECTIVELY AND EFFICIENTLY MOVING PEOPLE AROUND. AND SO THAT'S A CONVERSATION THAT I WAS PROUD TO BE A PART OF ON BEHALF OF THE PORT OF SEATTLE. IT WAS ALSO A TRUE JOY TO BE THERE AND CELEBRATING OUR SISTER PORT RELATIONSHIP, WHERE I HAD A WONDERFUL LUNCH ALONGSIDE OUR COLLEAGUES AT THE PORT OF SEATTLE AND THE PORT OF KOBE WITH DIRECTOR GENERAL NORITAKA HASEGAWA. SO, OF COURSE, THE PORT OF KOBE IS IN SUCH GREAT HANDS AND WHERE WE GOT TO PREVIEW THE REPLACEMENT STORY POLL THAT WILL BE GOING UP. AND SO WE WILL BE RETURNING TO KOBE IN A YEAR AND A HALF OR TWO YEARS FOR PART TWO OF WHAT WAS TRULY A VERY MEANINGFUL EXPERIENCE AND JUST A POINT OF PERSONAL PRIVILEGE, IF I MAY, MR. CHAIR, IS THAT I HAD A MOMENT WHERE WE WERE INSIDE THE AMBASSADORS RESIDENCE. AS THE JAPANESE AMERICAN ELECTED OFFICIAL ON THAT TRIP ALONGSIDE MAYOR HAROLD, I HAD THE PRIVILEGE OF BEING ABLE TO PROVIDE REMARKS. I THOUGHT OF MY GREAT GRANDFATHER, WHO HAD CROSSED THE OCEAN SEVERAL TIMES BEFORE HE'D MADE THE DECISION TO LIVE IN SEATTLE AND START A NEW LIFE. I THOUGHT OF HIS CHILDREN, WHO SAT BEHIND BARBED WIRE FENCES IN MUD AND HORSE BARRACKS, WHO HAD NO LIBERTIES WHATSOEVER. AND I WAS TRULY STRUCK BY THE PROFOUNDNESS OF THAT MOMENT THAT I WAS THERE REPRESENTING OUR COUNTRY AND THIS PORT IN CONVERSATIONS BETWEEN THOSE TWO GOVERNMENTS. AND IT FILLED ME WITH SUCH A TREMENDOUS SENSE OF GRATITUDE. AND SO I ALSO WANT TO ECHO MY THANKS TO THE STAFF WHO PULLED TOGETHER SUCH A TREMENDOUSLY COMPLICATED YET MEANINGFUL EXCURSION IN CONJUNCTION WITH THE SEATTLE CHAMBER, PARTNERS OF THE STATE AND PARTNERS OF THE CITY. THANK YOU SO VERY MUCH, AND IT'S TRULY A PRIVILEGE TO BE ABLE TO SIT WITH ALL OF YOU TODAY. COMMISSIONER FELLEMAN, DO YOU HAVE ANY WORDS? I THINK IT'S WORTH PILING ON. KAREN GIVES US PROTOCOL LESSONS BEFORE WE GO ON ANY TRIP, BUT SHE STAFFED THE MAYOR FOR, LIKE, FIVE YEARS IN KOBE, AND WHEN SHE STEPPED OFF THE PLANE, FROM THE MOMENT, I MEAN, WE WERE, LIKE, AT HOME, AND THE LEVEL OF FACILITATION WAS WAY BEYOND JUST, LIKE, PROTOCOLS. I MEAN, SHE KNEW ALL THE

PLAYERS SHE KNEW THE PLACE. SHE WAS EVEN THERE WHEN THE EARTHQUAKE WAS THERE AND SPENT A COUPLE OF WEEKS OF ACTUALLY HELPING DIG PEOPLE OUT. BUT THE LEVEL OF ACCEPTANCE WE GET ABOUT HAVING HER AS HELPING US BE BETTER AMBASSADORS WAS JUST EXTRAORDINARY. EXECUTIVE METRUCK WAS TALKING ABOUT GIVING HER A FIELD MEDAL IN THE COURSE OF JUST REFLECTING ON IN THE COURSE OF DOING THIS, WHAT AN INCREDIBLY VALUABLE CONTRIBUTION SHE HAS, PLUS HER LANGUAGE SKILLS ARE. BUT HER PROTOCOL AND ALL THAT, IT WAS JUST MADE ME PROUD TO BE PART OF THAT DELEGATION. SO THERE'S NO LIMIT TO HOW MUCH SHE DESERVES THAT. SO I'M DONE. EXECUTIVE DIRECTOR METRUCK FINAL COMMENTS? THANKS, COMMISSIONER. AS I STARTED WHEN I WAS MENTIONING RESPONDING TO HERE WE ARE IN THE SNOW EVENT, I JUST WANTED TO MENTION ON THAT IS THAT OUR PREPAREDNESS YOU NEVER KNOW WHAT IT'S GOING TO BE THE NEXT THING HERE AT THE PORT, AND HERE IT IS, THE SNOW EVENT. BUT I KNOW OUR TEAMS HAVE BEEN WORKING AND PREPARING THEMSELVES FOR THIS, AND SO WE'RE READY FOR THIS AND WHATEVER SHOULD COME OUR WAY GOING FORWARD. SO I WANT TO RECOGNIZE THEM, LANCE AND HIS TEAM, BUT THE WHOLE PORT AND THE PREPAREDNESS ACROSS THE BOARD FOR EVENTS LIKE THIS, THIS IS A MINOR ONE, IT LOOKS LIKE. I WAS JUST CHECKING MY PHONE TO SEE HOW IT'S GOING TO PROGRESS, BUT YOU NEVER KNOW WHEN THAT'S GOING TO COME, AND THAT'S THE NAME OF THE GAME HERE IN OUR OPERATION. SO I JUST WANT TO RECOGNIZE THAT. SO. THANK YOU, COMMISSIONERS. THANK YOU. HEARING NO FURTHER COMMENTS AND HAVING NO FURTHER BUSINESS, IF THERE IS NO OBJECTION, WE ARE ADJOURNED AT 326.