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This is Commission President Sam Cho convening the regular meeting of November 21, 2023. The time is 10:34 a.m.. We're meeting in person today at the Seattle Tacoma International Airport Conference Center and virtually via Microsoft teams. Present with me today are Commissioners Calkins, Felleman, Hasegawa and Mohammed, who are currently gathered in the Executive Session room awaiting the opening of the public meeting. We'll now recess into the executive session. Discuss one item regarding litigation and or potential litigation or legal risk per RCW 42.30.110 sub one sub I for approximately 30 minutes and will reconvene in the public session at 12:00 p.m. Noon. Thank you.

This is Commissioner President Sam Show. We can meet a regular meeting of November 21, 2023. The time is now twelve, 01:00 p.m.. We're meeting in person today at the Seattle Tacoma International Airport Conference Center. Clerk hart, please follow the role of all Commissioners. Beginning with Commissioner Calkins here. Thank you. Commissioner Cho. Present. Thank you. Commissioner Felleman joining us virtually. Thank you. Commissioner Hasegawa also joining us virtually. President, thank you. And Commissioner Mohamed. Thank you. We do have a full quorum here today. Excellent. Thank you very much. A few housekeeping items before we begin today. For everyone in the room, please turn off your cell phones and put them on silence. For everyone participating on Microsoft teams, please mute your speakers who are not actively speaking or presenting, please keep your cameras off unless you're a member of the Commission or Executive Director participating virtually, or you're a member of staff in the presentation. In our activity presentation, members of the public addressing the Commission during public college may turn on their cameras when their name is called to speak and will turn them back off again at the conclusion of their remarks. For anyone at the dais here today, please turn off the speakers on any computers and silence your devices. Please also remember to address your request to be recognized, speak to the chair and to wait to speak until you have been recognized. You'll turn your microphones on and off as needed. All the items noted here will ensure a smoother meeting. All votes today will be taken by the roll call method, so it is clear for anyone participating in virtual sub, votes are cast. Commissioners will say aye or nay when their name is called. We are meeting on the ancestral lands and waters of Coast Salish people of 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 made rebroadcast by King County Television. Please now stand and join us for the Pledge of Allegiance. Okay, the first item of business today is approval of the agenda. As a reminder, a Commissioner wishes to comment, pull or against an item on the consent agenda. It is not necessary to pull the item from the consent agenda. Rather, a Commissioner may offer supporting or closing comments later in the meeting. Once we get to the consent agenda, please wait until the motion is to approve.

The agenda is on the floor for these comments, if any. However, it is appropriate at this time if a Commissioner wants to ask questions of staff or patients to have a dialogue on a consent agenda item, request the item to be pulled for separate discussion. Are there any items being pulled from the consent agenda or any motion to arrange?

Yes, Commissioner Calkins, I have my hand raised.

Yes. I would like to pull item 8G. And I have a quick question for item 8F.

Sorry? Pulling both or are you pulling one? I have a quick question for clarification on 8F, you would need to pull that.

No, I thought we had this separate process where we COVID just ask a question without having to pull it. No, if you're making a comment on the item, then you do not have to pull it. But if you're going to ask staff, they have to come up and answer the question before we even pull it. Then also

so you're pulling both G

and F, is that right?

I have 8G. Okay.

Commissioners, the question is now on the approval agenda as amended. Do we have second?

All right. Any objections to the approval agenda as amended?

Hearing none. The agenda is amended.

Moving on item four. We have no special orders scheduled for today, so we'll move on in the agenda to the Executive Director's report. Deputy Executive Director Goon, you have the floor. Good afternoon. I'm pleased to be here today covering for executive directors while he is taking some time off. As we quickly approach the end of the year, there are so many things that we have to be thankful for. List of our 2023 accomplishments is too long. So for now, most of the symbols and express my gratitude on behalf of the entire executive leadership team, to all four staff, tenants, customers, travelers, community partners, for I for an incredibly successful I also want to

express my gratitude and command to all of our form employees and partner schools for working to keep our paperwork open and operating over what is anticipated to be busy holiday weekend for travel. In fact, TSA projects that it might be the busiest ever with 2.9 million people anticipated to fly this coming Sunday.

Last Wednesday, all of the Pacific Northwest Alaska Green cruise corridor first movers the ports, cruise lines and nonprofit partners who have joined us in our global leading initiative to establish the first ever green cruise corridor gathered for an all day in person meeting. Since May 2022,

this group has been convenient to make progress and we have much to be proud of. A charter, a prefeasibility plan, a partnership with international Mayor Smith Molder Center for Zero Carbon Shape. As we head into 2024, one of our key goals is to transition from we will decarbonize to we are decarbonized with specific examples, as well as reporting on emission reduction, impacts and farmers. We are also considering a number of proposed pilot projects related to the use of alternative maritime fuels. Thank you to everyone in maritime, environmental and sustainability and external relations who work so hard to make the meeting a success,

who have helped us continue to make exciting progress in our Green Order initiatives. And finally, we are pleased to announce the upcoming renewal of our sister port agreement with the Port of Busan, South Korea. South Korea is the Northwest Seaport Alliance's fourth largest trading partner, with over 6 billion of imports and exports. The Port of Busan specifically, is the Alliance's 6th largest import and third largest export trading partner. This one renewal will commemorate 42 years since the signing of the original agreement in 1981, and represents a reaffirmation of a beneficial relationship and ongoing collaboration on various aspects of corp business such as maritime decarbonization, safety and technology. Our current collaboration with Busan includes exploration of a green cargo shipping quarter, which has incredible synergy with the Green Cruise quarter work that we are doing. In fact, Mayor's McKinney Molar is helping with both efforts, and so we are excited to learn how these two projects can complement each other, particularly around the dual use of alternative maritime. Commission President Cho will be traveling to the Port of Busan at the end of the month to speak at the Busan International Ports Conference and to participate in the sign of event. Moving to today's Commission meeting, I would like to highlight a few items on our consent agenda. We have an action related to adding additional funding for public defender services through an interlocal agreement with the TSAC Municipal Court earlier this year, you authorized additional funding to cover the increased forecasted cost of jail bookings f score. The south correction is necessary. This action will increase funding for the associated public defender search. While we recognize that booking people into jail is not a preferred choice, we must retain this option and fund it accordingly. We have, however, made great progress in diverting people to social services where possible, thanks to the incredible work of our seed care program and partners, which coordinates a non law enforcement response to people experiencing homelessness or crisis. Between May 21 and October 2023, 275 encounters were resolved without an arrest being made and 192 resulted in an individual accepting resources from the FDA. We will also be requesting your authorization to join the Leadership Committee of an exciting new collaborative aimed at advancing regional efforts on offshore wind. The Committee will include representation from industry ports, tribes, labor, nonprofit and research institutions, and will be tasked with promoting the development of offshore wind supply chain region. In addition, you'll be asked to authorize the 2024 allocation of our Environmental Remediation liability. This routine authorization allows the port to continue cleaning up legacy contamination on our property. The bulk of the legacy contamination is a result of past owners operation on the property that the Port has purchased. Our cleanups help put contaminated properties back to use both to support job growth and also to allow the development of parks and habitats. This work is a core part of our efforts to improve the environment, support marine life, and enhance the health and quality of life near corporate.

And lastly, the market item for today is the budget. Today is the second reading for the course 2024 budget, five year Capital Improvement Plan and plan of Finance. I will have more say on the topic when we get to that point in the agenda. But on behalf of Executive Director Metruck, I would like to thank again everyone who has worked so hard over the past six months to get us to today's final budget. This is my first budget process with the port, and I truly believe that 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 long term strategy for success. Commissioner Cho concludes my report. Thank you so much, Karen, and I couldn't agree with you more. All right. With that, we are now on to committee reports, but we actually have no reports for this meeting day. So we'll be moving on in the agenda. And first, ask if there are any questions for Karen with regards to her report.

Oh, yeah. Commissioner Mohamed, please. I don't have a question, but I just want to say great to see you in this role. Deputy Executive Karen Goon. It's great to see you at the Acting Executive Director.

Excellent. All right, we will now move on to public comment. The Court Commission welcomes public comment as an important part of the public process. Comments are received and considered by the Commissioner in its deliberations. Before we take public comment, let's review our rules for in person and virtual public comment. Clerk Hart, please play the recording. Thank you.

The Port of Seattle Commission welcomes you to our meeting today. As noted, public comment is an important part of the public process, and the Port of Seattle Commission thank you for joining us. The Commissioner accepts in person, virtual and written public comment regarding matters related to the cause of sport business. Before we proceed, here are the Commission's public comment rules of procedure. For your information, each commenter will have two minutes to speak and should stay within the allotted time. A timer will appear on the screen and a buzzer will sound at the end of the two minute period. For each speaker, the Commission reserves the right to receive comments specifically related to the conduct of court business. If comments are not related to the conduct of court business, the Presiding Officer will stop the speaker and ask that comments be kept to matters related to the conduct of court business. This rule applies to both introductory and concluding remarks. All remarks should be addressed to the Commission as a body and not to individual Commissioner. The disruptions of commission public meetings are prohibited. Disruptions include, but are not limited to the following refusal of a speaker to limit remarks, topics related to the conduct of court, business threats and abusive or harassment behavior and language, obscene language and gestures refusal of a speaker to comply with the allotted time set for the individual speakers, public comments leaving the podium or testimony table to physically approach Commissioners or staff during one's public comment provided speakers may offer written materials to the Commissioner clerk and any behavior that disrupts, disturbs or otherwise impedes

the meeting. Any disruption will result in the speaker's microphone being immediately shut off by the presiding officer, and a warning or loss of speaking privileges or removal from the meeting room may occur as provided in the Commission bylaw written materials provided to the clerk will be included in today's meeting record. The clerk has a list of those prepared to speak. We are taking comments from anyone who has signed up to speak virtually, as well as from anyone who has joined us today here in the meeting room when your name is called, if you are joining virtually, please unmute yourself. Then please repeat your name for the record and state your topic related to the conduct of core business. You may turn on your camera at this time. The two minute timer will then begin. If you're on the team's meeting and at the same time streaming the meeting on the website, please mute the website stream to avoid feedback. When you have concluded your remarks, you may again turn off your camera and muted your speaker. If you are speaking from the meeting room, please come to the testimony table, repeat your name for the record, and state your topic related to the conduct of work business. Our public comment period will not commence. Thank you again for joining us today. Great. Our first speaker today is Randy Boucher.

All right, if you could state your name for the record, topic related for business, and then we'll start the clock.

Randy. J-O-U-C-H-E-R.

Package. I live on 31st Avenue. South Washington.

2016 house. And that's when I noticed that how poorly the windows were installed. In fact, 50% of my window sills were rotted. I had replacement, and I have water going into the walls.

I also have mold growing in between the window panes of the windows. And I know that in 2020, Washington legislators had passed the bill HB 20 through 15. This bill WSDOT fix the problems. It's been eight years since I complained about this problem, and it seems like nothing has been done. So I'd like to invite Commissioner Themselves to come over anytime available on there 24 hours every day of the week, see for themselves the core installation that I got.

Thank you. Thank you, Andy.

Our next speaker is Jimmy Limerick.

AYE. Jimmy. If you could say your name and your topic for business and then we'll start the clock. Hi, I'm Jimmy Limerick. I'm the president of ILWU Local Mine and I'm here to talk about security worker scheduling at the Port of Seattle. The reason I want to speak to you today is about the concerning change to the scheduling working conditions that my union members in the Security Department here at SEATAC are being subject to. Recently, the Security Management team has informed Local Nine that intends to make dramatic change to the Security Department employees work schedule. Currently, the department has numerous working shifts. These include graveyards days, mids, both eight and ten hour shifts. There are several part time shifts covering the times during the day. Over the last year, the Port of Seattle security Departments hired 30 part time employees. Some of these employees have moved into full time positions. The Port Security Department management

has decided to radically change the working hours for the Security Department. Their new proposal will drop down to two full time shifts and one part time shift. The full time shift would be 03:00 A.m. To 01:00 P.m.
And also 1230 to 10:30 P.m.

On all part time employees. It would be working 10:00 p.m to 04:00 A.m.. I can tell you that Local Nine opposes this schedule. I am deeply concerned about the potential impact that this proposed schedule will have on our membership. It is evident this schedule will pose significant challenges to our members that will lead to a decline in the morale a number of our members it's highly likely we'll lose a substantial number of members due to the schedule's implication of their personal implication of their personal lives. Those who currently hold part time positions will likely be forced to make very hard decisions that affect their livelihoods and family security. Many part time workers have family obligations like childcare, getting kids to school, coaching kids, and doing other important life functions that benefit the family and our community. I expect a double digit resignation in our part time workforce. We will also see some attrition in our full time employees. These are people that the port has already invested money and time and training. The early start time will make it very hard for parents. There will also be public transportation issues for our 03:00 A.m. Starters. All these issues run counter to the port's stated value. A greenport needs to be accommodating to its workers ability to use public transportation, not to mention the value the port puts on its workers and their families. None of these changes benefit the port worker. Not only does it create scheduling hardship, it also, as I stated earlier, work more than one job and ask them to choose between one job is not financially beneficial. Local Land wants to work with the port. Thank you, Jerry. Appreciate it.
And lastly, we have JAC. Harris actually have a piece of paper today, so good afternoon, Commissioners. JAC. Harris SEATAC noise info. Two things, which is why I wrote it down. Firstly, concerning the land stewardship plan, it would be wonderful if you could extend the public comment period out into next year, not only to increase the participation level, but basically, this is a rev one. It's a dramatic improvement in policy, but like any rev one, it needs a bit more time. I want you to understand that the actual lands over which you have control, regardless of how progressive your tree canopy policies are, you cannot increase tree cover. However, you are big influencers, and I would encourage you to take this time to think about ways that you could create a strategy that influences tree canopy in the surrounding cities, particularly along the flight path from Federal Way up to Beacon Hill. Second, you heard from Mr. Boucher, and he's one of hundreds of homes that had poor installs. It really was not about just the foggy windows or the bad product. And the thing is, given the positive news on your budget, it's time to start setting aside some money to help people like AYE. to create some continuity with the housing stock going forward. It would send

a strong message to decision makers
to provide more funding. In short, you should create
the pilot program so that people
at the federal level will then see how well it works
and then give you the funding. Just waiting for
funding to come top down. It's just not going to
happen. You have a need here. You have the funding.
You have the legislation.
Thank you for your time. Thank you, Jesse. Appreciate your
comments.

All right, well, that concludes all those who have signed
up to speak signed up for public
comment. Is there anyone else present in the room on the
team's call who didn't sign up, but also wishes to address
the commission? If so, please state your spell your name,
and state the topic related to the conduct of business you
wish to speak about for the record.

All right, seeing none at this time, I will ask the clerk to
please give a synopsis of any written comments we received.
Thank you. Mr. Commission President. We have received no
written comments for the meeting today. I'll also take the
opportunity to remind everybody here at the table to be sure
your mics are on before speaking. Thank you.

Excellent. Thank you. Hearing no further public testimonies,
we'll move on 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 the adoption of the
remaining consent agenda items. At this time, the chair will
entertain a motion to approve the consent agenda
items covering eight B, eight C.

So moved. Second. All right. Motion was made
and seconded. Commissioners, please say aye or nay when
your name is called for approval of the consent agenda,
beginning with Commissioner Calkins. Aye. Thank you.
Commissioner Felleman. Aye. Thank you.
Commissioner Hasegawa.

Aye. Thank you. Commissioner Mohamed.

Aye. Thank you. And Commissioner Cho.

Aye. Thank you.

There are five ayes, zero nays for this item. Excellent.
The motion passes as amended. We will now go to item
8F.

And I'll read that into the record. This is agenda item
8 F. Commission concurrence with the 2018 Port SEATAC
Interlocal Agreement joint Advisory Committee's
recommendation to continue and complete the 2018 Agreement.

Take it away. Thank you. Good afternoon,
Commissioners. For the record. Claire Gallagher, external
relations for the Port of Seattle. The item before you is a
component of the Port's Interlocal Agreement with the City
of SEATAC. This is a ten year agreement and was negotiated
and then adopted subsequently in 2018.

The thrust of the item, frankly, is a component of
the Basic Agreement, which calls for the port and
the city to examine at the five year mark whether it
has issues that require it to open up the
agreement. And renegotiate immediately, or whether the
agreement is working as designed and that both agencies
are comfortable moving forward without change and then
continue to the full term of the tenure agreement. The
tenure Agreement also automatically dictates that
negotiations begin on year eight. So either

way, there will be sufficient time to open up and look at the Agreement. So this item is required to come before the Joint Advisory Committee, which is another component of the Interlocal Agreement, and they make a recommendation to each their respective bodies regarding the disposition of this element. The City Manager and the Airport Managing Director, Lance Little, have made the recommendation to the Joint Advisory Commission Committee members that the ILA is functioning as designed, that they're comfortable with it, and their recommendation is to proceed through the remainder of the term and not reopen at year five. And this item calls for concurrence by the Port Commission. And so the JAC members have brought this forward for your discussion and concurrence today. Excellent. Commissioner Felleman, you can ask your question. Well, thank you very much. The reason why I asked the port was initially just to specifically ask why, since the JAC passed this concurrence back in May, is it first coming up now? But that's not the major question. Happy to speak to that regardless. Commissioner, thank you for the question. Simply a matter of we had some meetings scheduled on the regular calendar. We did not keep to that schedule. There were some cancellations, and we didn't bring it up until the final quarterly meeting of the year excuse me, of the next previous meeting. So we didn't meet in June and we didn't meet in, I think, August. So simply a delay in processing between the meeting times. I thought the memo said May 16 was when it was brought before the JAC. My other reason for planes is that it's a special relationship we have with SEATAC that we have with no other South King County city and for new Commissioner Cho understand this special relationship that allows us to self permit and other things like this. I just wanted to make sure that the nature of the IRA is well understood. It's going to be another five years beforehand. It's not a trivial decision. And I just thought for public awareness and the Commission's awareness, that perhaps a quick synopsis of what's in there. And I'm certainly happy to to support the extension, but I think it'd be best for folks to understand this special relationship. Absolutely. President Cho, before you go on, I think Commissioner Mohamed has a comment or a question. Yeah, it's helpful for the public to understand this agreement, but both Commissioner Hasegawa and I have served on JAC. I've served on JAC since joining the commission and so I'm very familiar with this document and has been part of this process and yeah, just wanted to make that clear. Claire, if you could briefly, Commissioner Cho, Commissioner Hasegawa, go ahead. I'm sorry. Yeah, I just wanted to echo what Commissioner Mohamed just said as a former JAC member, convened on multiple occasions with representatives of the City Council,

have touched base in the meantime and familiar with this document. But thank you, Commissioner Felleman, for pulling it for the benefit of our understanding.

Claire, if you could just briefly for the public describe the relationship. Sure, absolutely. And happy to provide to the full commission the short memo that Dave Kaplan, local Government Relations manager, and I prepared for the JAC members, which was a recap of the interlocal agreement. The interlocal agreement, as I mentioned, was adopted in 2018. It's, I think, the third that has been done successively between the port and the city. And the reason for the agreements is because the port and the city each have independent authorities and sometimes in areas which overlap. Stormwater is a particularly notable area and the port itself has regulatory authority, both under the Ports Chapter, which is RCW 53, as well as the Aviation Airport Operating Chapter, which is RCW 14. So the Interlocal agreement serves to clarify, state and note the areas of agreement between the overlapping areas where, for instance, in Stormwater, again, the port holds its own permits. But the City of SEATAC, as a municipality and a general purpose government, has requirements of its own to comply with Stormwater. So rather than the port make the choice to subjugate its regulatory authority to the City's authority overall, it chooses to negotiate. And the port and the city have agreed upon outcomes about how these will be handled. So the interlocal agreement covers things such as land use, stormwater management, permitting authority, which the city in this version has delegated to the Port of Seattle to exercise on the airport grounds, and a few other areas. They're not coming straight to mind, but it also calls out how disputes are handled. It confirms the existence of the Joint Advisory Committee and just overall is agreement on how best to work together so that we don't have to frankly sue each other, which is why it all came about in the first place in about 1997. So that would be my brief history. I can dive in for pages if you want me to. No, I think that's sufficient. Thank you so much, Claire. I appreciate it. Thank you very much. All right. I wasn't aware whether Commissioner Cho had served on it as well, but I have. That was great for the public's awareness. Thank you. Served on it with Commissioner Steinbrook in my first year. Commissioner, anything further? That's it. Thank you, Claire. Thank you.

So we will take up this as a vote for a vote

if we want to get a motion in a second. So moved.

So moved. Second. All right, the motion has been made and seconded. Clerk Hart, please call the roll.

Thank you. Beginning with Commissioner Calkins. Aye.

Thank you. Commissioner Felleman. Aye.

Thank you. Commissioner Hasegawa.

Aye. Thank you. Commissioner Mohamed. Aye.

Thank you. Commissioner Cho. Aye. Thank you. Five AYES, zero nays for this item. Great. We'll move now on to item eight G. Clerk Hart, please introduce the item.

Thank you. This is agenda item eight g authorization for the Executive Director to Execute a Memorandum of Understanding with Maritime Blue, a Washington 501 C six nonprofit organization surrounding operation and Port of Seattle participation in the organization's Blue Wind Supply Chain Collaborative Commissioners. As noted in my opening remarks, this action enables our participation on the Leadership

Committee of an exciting new collaborative aimed at advancing regional efforts on offshore wind.

The committee will include representation from industry ports, tribes, labor, nonprofits and research institutions. Together, we can work to promote development of offshore wind supply chain and better our understanding of the economic opportunities that come with it. Matt Sidmanitz, senior Environmental Management specialist, maritime, environmental and Sustainability. And Dave McFadden, managing director of Economic Development Division, are joining us today virtually. Excellent.

Good afternoon, Commissioner. Good afternoon, Deputy Director Goon. We're here to seek authorization commission authorization to execute this memorandum of understanding. Maritime blue to support the Port of Seattle's engagement with the Blue Wind Offshore Wind Supply Chain Collaborative. As Deputy Director Goon just mentioned, the opportunities are really huge in offshore wind.

We expect to, as a result of President Biden's commitment to develop 30 gigawatts of offshore wind power, a need to produce over 2000 turbines, 6800 miles of cable,

80 denial, 90 vessels offput stacks up to somewhere between twelve and 49,000 jobs.

It's a huge opportunity, something I don't think I have seen almost since the advent of the auto industry. So it is coming to the West Coast.

And as it comes to the West Coast, the supply chain opportunities are significant. We want to position ourselves well for those this collaborative really takes a look at those opportunities. And Joshua Berger highlighted the work of this collaborative both at the Northwest Seaport Alliance's offshore wind study session and at a briefing with our commission in June.

And so what it does, as Deputy Director Goon mentioned, is bring together a broad coalition of interests and parties in Washington State to really look and delve into the supply chain opportunities that come with offshore wind and ideally position ourselves for success or piece of that economic dividend or upside opportunity. So that

is the request. The MoU details the additional group or collaborative will work, including the structure of the Leadership Committee, the Leadership Committee's roles and responsibilities, external communication protocols, conflicts of interest, and how we're going to make decision and act as a body. Essentially, Matt and I will be participating in the Leadership Committee, but the Blue Wind Collaborative will also have several work groups open to port staff, Commissioners and the public, from community outreach to workforce development to West Coast collaboration vessel needs in construction and economic cost benefit analysis.

So that's really what we wanted to share with you today, and I'm happy to answer any questions you might have. All right, we'll start with Commissioner Felleman questions.

Well, thank you, Dave. And I think it's such a new and promising opportunity that it deserves to be something other than on consent and appreciate your leadership in serving on the committee.

What I have always said is that I think this opportunity is very significant, but that unless these projects were going to be cited in Elliott Bay or Commencement Bay, that our discussion of siding would be a part. And I know we would not engage in that conversation. And I see very specifically it's called the Supply Chain Collaborative. Now, is there a separate maritime blue wind entity that's not called Supply Chain Collaborative? No, this is the only collaborative that's focused on offshore wind opportunities and supply chain to my okay, because it's very clear that Maritime Blue has been very much in the promotion of offshore wind sighting as well in Washington as is the governor. And there's clearly a connection between the closer you have sighting, the more opportunities there could be to be part of that supply chain. One of our challenges is a hundred mile Wandafuca Strait and other proximal challenges. And there's language in here about working with impacted stakeholders like fishermen and stuff like that, which you really wouldn't be considering at this point unless there was conflict opportunities. And having served as the Ocean Issues Coordinator for the Coast's twelve coastal Commissioners in the past and seeing for comments on offshore oil and gas development and the marine sanctuary and seeing the same constituents rising up again to challenge this project. I really see the conflation of these issues as damaging our ability to actually accomplish what this program asserts to be focused on. I had the same experience with the Seaport Alliance when I said expressly that let's just stay focused on the supply chain, when in fact we just updated the legislative agenda and in fact, promotion of offshore wind was put in the agenda. And so I am supportive of this idea. But the only other concern I have know, I appreciate Ryan's leadership on writing this proposal with Maritime Blue and continuing to do research on the subject matter, but there was always a question whether the Seaport Alliance or the Port of Seattle or both would be the entity in which this program would be housed. And it's bounced back and forth repeatedly. I find it odd that we would be looking at just the Port of Seattle and not at least the Seaport Alliance be part of this. Know, in talking with some of the folks at it's, eric Johnson and others, that I really believe that we could eventually bring everybody together. And this is called a collaborative. And I just feel that it's a little awkward, if not ironic, to have us getting forward in a less than collaborative fashion. And I was just wondering whether these work groups are going to set the budget, set the priorities. I'm just wondering what the process would be to add additional folks to this, or is there really such a rush to sign it now? Good questions. Thank you. Commissioner, I start with something you said a few minutes ago. Having been fairly involved with details and scope of the

Blue Wind Collaborative, I cannot see that it's focused on sighting issues in Washington State. At least that's not what I'm seeing. By the way, this is organized. It's really looking at the supply chain pretty specifically. With regard to Northwest Seaport Alliance port, I would like to call on my colleague Lindsay Wolpa, who's on the line, and I think she can probably answer your question better than I can. Thank you.

Good afternoon, Commissioners. Can you hear me right now? Lindsay Wolf, a senior manager of strategic projects for the Northwest Seaport Alliance. Great question. I have asked the same. We are at a position at this point in time where I do understand additional names can be added at a later point in time. We have created an ad hoc committee that includes both Port of Seattle and Port of Tacoma Commissioners that will be meeting next week, and we will be discussing these issues among others. We have several items that we're talking about, but I don't preclude the Seaport Alliance or the Port of Tacoma eventually signing on, but at this point I don't think we have some more conversations to have to understand those pieces at this point. And so I do believe we are not ready today.

Go ahead. Sorry. So I'm happy to continue on further, and this is one of the topics that I intended to discuss with the four Commissioners in the ad hoc committee next week and to understand what the timeline with your South Harbor colleagues and when they'll get there. But I do believe we will get there, but we're just not there at the same time in support of Seattle. Thanks for having me. And that's my understanding too. And I'm really delighted that there is this Working group and that there is an opportunity to get everybody on the same page and really kind of feel that stepping out in front of that process can cause unnecessary disgruntledness between our parties. I'm just wondering, and while I also agree with it, certainly the focus is not sighting, but it's clear that the members of this committee are also involved with sightings. So it's not precluded from the discussion. But is there a time sensitive issue? I mean, if indeed we are making progress, as I believe we are in bringing alliance and even Port of Tacoma along for this discussion, is there a time sensitivity here that would just give us the last meeting of the year to sign off on this or we still have another meeting?

I would respond saying the kickoff of the Leadership Committee will happen in the next three weeks and it'll be a half day startup to that coalition effort. We would like to join at the ground floor level to participate in those early formative discussions. So there is a bit of a risk that we miss out on some of the conversation, maybe yearly deliberations of priorities. What I would add is I have to talk to Joshua about this and he is aware that we have three partners, all considering this. Thinking about it, he is very welcoming, open arms. He would invite NWSA to join. He will invite the Port of Tacoma when they are ready. I think what that means is that we can all join at our respective times. We're comfortable, and as a partner from Port of Seattle's end, we can make sure that they're not left too far behind. So I would actually advocate

that we join. Now, we have been signaling this for quite a few months, at least at our own home, Port. And I'm very confident, as Lindsay mentioned, that we are now starting to work together and form the coalition around the three of us working. Commissioner, because of that progress that you're making, is why I'm feeling that asking folks to join after some of the priority setting has already occurred is less fortunate than it could be coming at this together. I mean, Port assets are that much better if they're adjacent to Seaport Alliance properties and vice versa, like we're doing with cars in Tacoma. So I just really am encouraged by what I'm hearing about Tacoma and the Alliance joining this effort. And the idea of moving out in front when progress is being made and having priorities set without them, I find to be a false start. Now, if it's three weeks period of time that could be made different, I would be encouraged. Thank you, Commissioner Mohamed. Well, I think, Commissioner Felleman, you bring up some really important and good points. I will say we all serve on the alliance and I signed up to be on the ad hoc committee for Offshore Wind. And I feel like I'm confident that we will be able to get our colleagues on the alliance side up to speed. And I do think that there are specific opportunities for the Port of Seattle around this agreement. And getting the Port of Seattle at the table early does not undermine the alliance or the Port of Tacoma, but it gives the Port of Seattle opportunities that are outside of the alliance businesses. And I definitely don't want us to miss that opportunity. But I do hear you. I think it is important for us to be collaborative. I think you make really important points about making sure that our partners at the alliance and at the Port of Tacoma are on board with us. And I do think we've already made some really good steps towards that by creating an ad hoc committee that includes both Port of Seattle and Port of Tacoma members. And so I'm mindful of the points that you're making. And what I would ask staff is as soon as this gets passed today, that we share this information immediately with the Alliance folks. And it's great to see that Lindsay's on this call, and I imagine that you will do that and that we communicate. I think these opportunities happen come to us. It's not about us being perfect and doing it perfect, but doing it with really good intentions and moving towards progress. And I think that's what we've been doing. I just wanted to add those points. Excellent. Thank you so much, Commissioner Mohammed. All right. With that, I will entertain a motion for item eight. I just want to one other point is why this was I don't think I recognized Commissioner Cho speak, but go ahead. Thank you. The part about the additional study that we're doing about actually looking at our facilities and the lack of coordination, and that is what made me bring this up, that both of these things are a little out of sync and I think both of them can be brought together. And I encourage the working group to try to do this as fast as possible because we need to act as the harbors our assets are that stronger

together and we can accomplish this goal and take advantage of this opportunity that much faster. Thank you for the opportunity. Thank you, Commissioner Calkins.

The only comment I would add is, Commissioner Felleman, I hope you'll vote for this, because I think our participation in Blue Wind provides us exactly the mechanism that we need to ensure that the pursuit of in this case the supply chain for floating offshore wind on the West Coast, but also in the future, if there is a consideration around permitting or siting in Washington waters which, to correct the record, maritime blue is not promoting at all. If that happens, our participation in those conversations is critical to ensure that the concerns of our fishery partners of tribal nations, of coastal communities. We have the kind of advocacy and expertise that helps us to ensure that those voices are heard. In conversations involving big multinational entities with no interest in Washington State, we want to make sure that those voices are heard at the table. So I think our participation in Blue End enables us to continue to develop the expertise we need in this field so hope we can get a 50 vote for this.

In that spirit, Commissioner Felleman, would you like to make the motion as not the originator of this? I think that would be inappropriate. Okay. I'll tuck a motion anyway. Thank you. Can I get a second?

Seconded. Excellent. Clerk Hart, please call the roll. Thank you. Beginning with Commissioner Calkins.

Aye. Thank you. Commissioner Felleman.

Aye. Thank you. Commissioner Hasegawa.

Aye. Thank you. Commissioner Mohammed. Aye. Thank you.

And Commissioner Cho. Aye. Thank you. Five AYES, zero nays for this item. Excellent. The motion passes. Thank you.

All right, moving on in the agenda, we have four new business items today. Clerk Hart, please read the first item into the record. Deputy Executive Director Goon will then introduce the item.

Thank you. This is agenda item ten A.

Adoption of resolution number 30 814, a resolution adopting the final budget of the Port of Seattle for the year 2024. Making, determining and deciding the amount of taxes to be levied upon the current assessment rule, 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 SEMs to be levied on all of the assessed properties of the Port of Seattle district in the year 2024, with companion resolution item ten B. This is resolution number 30 815, a resolution specifying the dollar and percentage change in the regular property levy from the previous year per RCW 845-5120, providing for a 4.8% increase of the levy from eighty two million six. Hundred and fifty nine thousand three hundred and sixty seven dollars to eighty six million six hundred and sixty four thousand five hundred and eighty dollars. Commissioners, as Executive Director Metruck noted last week, the 2024 budget takes a strategic approach to balancing economic uncertainty with key investments in our priorities. We start with an ambitious set of capital improvement projects to make operation of our aviation and maritime gateways more efficient, effective and

sustainable in a time of rising demand.

We continue our world leading efforts on sustainability and equity in a way that supports the community and the globe while making our business lines more competitive and resilient. And we support our workforce, port employees, and those of our tenants, vendors and business partners to ensure our ability to recruit and retain the people we need to operate successfully. We have incorporated your feedback from last week's meeting into our final documents. We look forward to hearing any additional feedback you have. Dan Thomas, Chief Financial Officer, Finance and Budget, and Michael Tong, Director, Corporate Budget are both in person for your questions today. Thank you.

I was just going to say thank you, Karen, and good afternoon, Commissioners. I think Karen summarized it well. We don't plan to do a full presentation. The presentation materials are the same that we went through last week during introduction. I did want to note, though, however, as we did mention to you last week, there were two items we planned to add to the budget and those were \$50,000 to the Office of Equity, Diversity and Inclusions budget for consulting around human trafficking and also \$300,000 for a portwide economic impact study. Those have now been added to the budget.

So we'd be happy to take any questions. Excellent. Let me just start by saying thank you to Dan and to Michael and your teams in doing this. I know we do this every year, but I think every year I'm reminded how complex this organization is and how difficult

it is for us to track all the things that we need to be tracking, especially given the elongated capital projects and some of the things that we can't predict, like some of the cleanup activity that we need to do. And so really appreciate all the great work that you do to keep us informed to put together a budget that's healthy and that works for the people of King County in the greater state. So thank you all. With that. I will open it up to any Commissioner for questions.

Anyone online with questions?

Yes, Commissioner Felleman?

Yes, thank you. As clearly we've gone through this quite a few times. One of the things making this accessible to the public is my comment about how much value I put in the budget and Brief and being able to articulate this phone book of a document in a way that the press could cover it, that shows the port's relevance to the community. And I think the Puget and Brief does a great job of that. But my only concern was one statement I saw that I would like to verify if indeed it is true, states that once again, sustainability programs at the airport and Seaport drive some of the largest operating cost increases.

My understanding, based on my question last meeting, was that the big expenses associated with cleanup are associated with capital.

And so the fact that sustainability programs, some of the largest operating cost increases, I didn't see that in the budget. Can somebody help me understand that? Well, Commissioners, thank you for the question. As you mentioned, the cleanup activities and much of that is included in the non operating budget for the environmental reserves. So that's not technically operating expenses. So I think that's referring to more

what's in the operating budget. And there are a lot of sustainability initiatives that are sprinkled throughout both the aviation and non aviation. The maritime budgets. I don't have the specifics in front of me, but we can provide you with more information if you want to see some of the specific line items that are included in the budgets related to sustainability initiatives. But they're kind of across divisions.

So you would agree that, once again, sustainability programs drive some of the largest operating cost increases.

I'd have to go back and look at the numbers. I mean, clearly things like payroll are our largest expenses, but I think for when you're looking at non payroll types of drivers, I think sustainability probably is right up there. I don't know if I could say it's the largest. I didn't write that particular line. But we can certainly provide you with some additional information to give you that context you're looking for.

Thank you. I think articulating our budget is as important as what's in the budget. So thank you for such a beautiful job you've done. Sure.

Excellent. Any other questions or comments?

All right, in that case, I will entertain a motion to pass the budget. So moved.

Seconded. Mr. Chair. Excellent. Thank you very much.

The motion was made and seconded. Kirkhart, please go call the roll. Thank you. Beginning with Commissioner Calkins?

Aye. Thank you. Commissioner Felleman.

Aye. Thank you. Commissioner Hasegawa.

Aye. Thank you. Commissioner Mohammed. Aye. Thank you. And Commissioner Cho. Aye. Thank you. Five AYES,

zero nays for the budget. Excellent. Congratulations. The motion to adopt the 2024 Budget and Tax levy passes a historic budget. Thank you all. Really, really appreciate it. Thank you. Yes.

Thank you, Commissioners, and thank you for your support.

Thank you. All right,

moving on to our next item. Clerk Hart, please read the item into the record, and Deputy Executive Director Goon will then introduce it. Thank you. This is agenda item ten C, introduction and adoption of resolution number 30 816, a resolution authorizing the Executive Director to sell and convey port personal property in 2024 in accordance with RCW 530 80 90,

with a value not greater than \$22,000, and repealing resolution number 38 eight, dealing with the same subject.

Commissioners, this is the annual authorization to set our thresholds for selling and conveying surplus port property.

Excuse me, equipment. In the past, staff has conducted outreach to local jurisdictions to provide needed items.

For example, last year, we were able to provide 13 diamondback bicycles from the Port Police Terrainier Beach High School's Bike Works program. This action enables conveyance of the property in 2024 and updates the amount to reflect what is allowed under state law. Lisa Lamb, interim director, accounting and financial reporting, is joining us today. Good afternoon, Commissioners.

Today I'm here to request the introduction and adoption of the resolution number 30 816.

This is a resolution for the Port of Seattle to authorize the Executive Director to sell and convey the port personal property in 2024 in accordance with RCW

53 eight 90, with a value not greater than 22,000, and repealing the resolution number 38 eight that adopted last year. Related same topic. I do want to highlight that this is an annual year to year renewal of resolution. You may notice that this year, the initial amount, the threshold we start at 22,000 is 1000 less than last year. Last year is 23,000. So it's a little bit not normal. In the past, when we come each year, you will see the threshold increase slightly. And the very reason of this is the RCW 53 eight 90 was updated in 2023. It was updated and amended, actually reset this initial threshold to 22,000. So it's not something that subject to any judgment or calculation on our part. It's straight out from this RCW. And to add to that, this RCW also set the parameter that will change going forward. This 22,000 will be set through until December 2024. Until that time, the Washington State Department of Revenue would actually calculate the new threshold for all the state agency statewide. And they will calculate it based on December 1 Consumer Price Index going forward. But this year, we are coming to you to request you to adopt this resolution to set the threshold at 22,000. Thank you so much. Any questions from Commissioners on this item?

All right, seeing none, let me just say I recall every year, Rudy is to come and present this to us. Miss you, Rudy. But I'm glad we have a great feeling for you. This is one of the best things that we do as a port. I really love that we do this. Really glad that as a Port Commission, we can share our resources with the youth and the communities that need it the most. And so happy to support it and looking forward to voting for it. Which brings me to a call for a motion. So move,

Mr. Chair. Second. All right, the motion has been made and seconded. Clerk Hart, please call the roll. You know what? Before we I'm sorry, Michelle. There's a part of this script that I completely glossed over. Before we do this. There is a request to consolidate resolution readings for this item allowing for adoption on the same day the resolution is introduced. Per our bylaws and rules of procedure, that action to consolidate requires unanimous consent of all members. Is there any objection to the consolidation of the readings today hearing? None. We will consider adoption of the resolution at today's meeting. Now we can call the rule.

Thank you. I'm sorry, we were having some sound issues on the live stream that we're aware of. So I was triaging that a little bit just to make everybody in the room aware. We are aware of the issues and we're doing what we can. And then can you please let me know who made the motion and the second? I believe Commissioner Hasegawa made the motion and Commissioner Mohammed made the second. Thank you very much for that. For the vote beginning with Commissioner Calkins.

Aye. Thank you. Commissioner Felleman.

Aye. Thank you. Commissioner Hasegawa.

Aye. Thank you. Commissioner Mohamed. Aye.

Thank you. And Commissioner Cho. Aye. Thank you. Five ayes, zero nays for this item. Excellent.

The motion passes. All right, moving along. Clerk Hart, please read the next item into the

record. And I'm going to say Acting Director Goon will then introduce it. It says Deputy Executive Director for you. You could call me Doctor if you Dr.

Goon wanted a doctor in the and this is agenda item ten D. Authorization for the Executive Director to approve additional construction funding to replenish project contingencies for the Fisherman's Terminal Redevelopment Program, maritime Innovation Center, and site improvements in the amount. Request of \$4,017,495 and a total project authorization of \$36,608,000.

Commissioner, earlier this year, you approved construction on one of our most exciting projects, a new Maritime Innovation Center that will demonstrate our commitment to innovation, entrepreneurship, and sustainability. This project will transform the historic ship supply building at Fisherman's Terminal into a living, building level, sustainable structure which will serve as the home for our maritime innovation accelerator.

We are back before you today because the sole bidder exceeded our engineers estimate by 24%. While the project contingencies can't absorb the increase, responsible financial stewardship brings us back before you today so we can replenish the project contingency in case there are additional unforeseen costs. Joining us today are Kira Lees, director of real estate development and economic development. Excuse me. There's a lot of developments in there. And Kelly Purnell, capital project manager number four, waterfront project management. Thank you, Commissioners and Deputy Director Boom for today.

I do want to note to Clerk Hart that we had a miscalculation in our budget memo, and there's a roughly \$10,000 discrepancy between what is asked for in the presentation material and what we will need. So I will furnish a correction for you later in the presentation. Thank you. Kara. Through the commission. Just really quickly through the Commissioner. President to Ms. Lees, can you please give me that number recalculation for the record? Kelly, do you want to give it? Yes. Yes. So, just a quick point. The memo is correct.

Our ask in our presentation was not properly updated. So the amount that we are asking for in the memo is correct. Is 4,017,495. Thank you for that.

Thank you. And I'll proceed.

As noted by Deputy Director Goon, this item relates to our previous authorization. We came to you in August for the Authorization for Construction for the Maritime Innovation Center and a series of important public space improvements around Fisherman's Terminal to be constructed simultaneously.

As noted in our presentation in August, this construction, particularly of the Maritime Innovation Center, is extraordinarily complicated.

We presented a budget at that time with about a 25% contingency fund allotted to the program at the Maritime Innovation Center. And though we have enough authorization, financial authorization, to proceed to accept the bid, the single bid that we got, Prudence leads us to ask again for additional funds to refund our contingency balances on this significant project. So we will go through the presentation and answer any questions

you may have, but that's the upshot
of our request for today, so next slide,
please.

Specifically, the Authorization for the Executive Director
to approve additional construction funding in the amount
of 4,017,495

to replenish project budget contingency for a total project
authorization of, again,
\$36,608,000.

Next slide, please.

So we advertised for construction after
our authorization August 20 Eighth and opened bids October
19. As noted by Deputy

Director Agon, the construction estimate
being 16,587,514,

the one qualified bidder was approximately 24%
over. That at 20,000,542.

So our current construction estimated total construction
cost is \$28,380,000.

Next slide. And I think I'm going to turn it over to Kelly.

Kelly, thank you. It's just a brief summary
of what we're asking for and where we're going to be as far
as our construction costs based on the qualified bid that
we received. So, again, our request is \$4,017,495,
which will bring our construction cost to the 28 point just
under 28.4 million, and a total project cost of 36.6.

So next slide.

So, here's a broad overview of our construction schedule
milestones. We were able to advertise
on the 20 Eighth and we are maintaining our schedule of being
able to execute the contract in November, which would kick
off that supercritical verification period

for our contractor, which is the six month. Time for them to
go out and do the research of the site and do any additional
testing, make sure that we know all of the site conditions
so that's on our critical path and this will allow us to get
there comfortably. So our construction notice to proceed
is still in May of 2024, so that has not changed. We have
not had much slippage with the construction start just
after notice to proceed. So our substantial construction has
moved a couple of weeks, but it's still in August of 2025.

Next slide. This is our
timeline that we showed previously in our construction
authorization. Again, we have not had any scheduled slippage
other than a couple of weeks as we are dealing with this bid
overage and our contingency replenishments. But we're
still planning on our substantial completion in 2025 so that
we can get our maritime blue tenant improvement started and
start that critical LBC certification period,
which is a twelve month period after substantial
completion. So we're trying to maintain this as much as we
possibly can. Our time and our schedule on this is one of
our biggest risks that we're trying to mitigate and make
sure that we have all the funds that we need.

Next slide.

That's really all. Go ahead, Kira. Yeah, before we get into
questions, I just want to highlight something that happened
over the weekend with regard to this project.

The Maritime Innovation Center was awarded the Holcomb
Silver Prize for Sustainable Construction and development in
Venice, Italy. Just. This past weekend,
it was nominated against

a member in a wide array of international projects. And

we're pretty proud of that accomplishment with our architect, Nora Hall. So I just wanted to point that out, and now I'm happy to entertain any questions you have about this item.

Excellent. Thank you. Kira and Kelly, any questions from Commissioners for the team?

All right, seeing none, I will entertain a motion. Oh, Commissioner Felleman.

Thank you. Regarding this single bid, wasn't this the same company that did the Bullet Foundation? I don't know. Kelly, are you aware? I am not aware. I don't believe so. So forterra construction is the qualified bidder. I am not aware. I would have to get back to you on that one. But I thought they had this unique qualification for green building construction. Right. They do have prior living building challenge experience, which is, although it's unfortunate, it's a single bid, they have this unique credential in doing that. And then the only other thing is regarding we've asked about this before regarding the signage and other amenities along the building.

This budget incorporates that in there. Right.

But there was some question as to whether the entire amount of that was budgeted expense or expensing or there was going to be other assets in the area that's still to be defined within the budget.

I'm not sure I'm understanding your question. Can you ask again? My understanding was that I guess that the proposed projects within the waterfront amenity improvement is less than the amount that is allocated for it.

I think you're thinking of the art. So the 1% for art was the amount that has been allocated is not the amount that we actually have in that budget based on that 1%, but the interpretive signage itself has been fully allocated.

Okay. I know that there was some connection between the two.

We were going to try to do interpretation with art. Thank you for that clarification. We are working with the artists and our historian to collaborate as we speak, so you should see evidence of that in the final product. Thank you. No further questions.

Great. Commissioner Calkins? Yeah.

It's always frustrating when projects don't come in as we originally had budgeted them, but I sort of want to just take a moment to remind us all of what we think the long term value of this building will. Be particularly the purpose it will serve in terms of helping to serve as a sort of nursery or to help gestate great ideas that have the ability to rip away beyond direct economic benefit to the port or even to port's neighbors.

But the intent is for it to house companies that are making significant progress on some of the biggest challenges we face in maritime and in clean energy.

Yesterday, I had the opportunity to visit with Leanne, a place called the Clean Energy Institute at University of Washington, which is a similar model to what we're intending for the Maritime Innovation Center to be. But in the area of clean energy, they focus on solar energy and batteries and what we can see in a fairly mature laboratory like that, where they're able to bring in early stage

companies and help them find sort. Of fertile ground to be able to do things that companies of that size would not normally be able to do because of access to shared space or tools or other things. And then just the collaboration that happens when they're in close quarters with each other conversations, so to speak, of the water cooler that help to create new ideas and expand innovation beyond what would happen if they were forced to do so in a leased office building in Kent or something. This puts them right on the waterfront, right where we want them doing the kind of work they're doing in both freshwater and saltwater. So while it's disappointing for the budget to go up in an extraordinarily high inflationary environment, and also at a time when it is hard to lure contractors to work because of the amount of work that's out there, I'm supportive of going forward in spite of the budget overrun because I think the long term benefit will far outweigh in terms of overall economic benefit and truly sustainability benefit. The money that we put in at the outset. Great. Commissioner Mohamed, thank you so much. Yeah, I echo those same sentiments as Commissioner Calkins. In fact, the electric boat that we welcomed recently at the Port of Seattle, we were all so excited that we welcomed our first electric boat. Two of the companies that built that boat came out of the maritime accelerator and will be using the Maritime Innovation Center to make things like that. So I think we predict some of these price run ups happening. Considering just the economic situation that we are in, I do think that we are going to get a lot of return in our investment and look forward to supporting this item as well. Thanks for bringing up those points, Commissioner Calkins. Excellent. Yes, thank you. Any other comments or questions from Commissioners? All right, well, with that, I will entertain a motion in a second for this item. So moved. Seconded. The motion has been made and seconded. Clerk Hart, please call the roll for the vote. Thank you. Beginning with Commissioner Calkins. Aye. Thank you. Commissioner Felleman. Aye. Thank you. Commissioner Hasegawa. Aye. Thank you. Commissioner Mohammed Aye. Thank you. And Commissioner Cho. Aye. Thank you. Five AYES, zero nays for this item. Excellent. The motion passes. Thank you both. Thank you, Commissioner. All right, thank you. Concludes new business. We have no presentations or staff reports for today's meeting, so 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? Excellent. Acting Executive Director Goon. Any closing comments for me? Nothing further, other than to thank everyone for helping me prepare for today and wish everyone a Happy Thanksgiving and Indigenous people's Day and safe travels. Excellent. I want to note real quickly that we have, perhaps for the first time ever, an acting executive director and an acting chief of staff that are both women. So I'm very proud of that. Congratulations to you both. It's a moment worth celebrating. I also want to echo the sentiments of wishing everyone a happy Thanksgiving. I hope everyone gets some well deserved time off. And we don't do turkey in my household, but get to eat a lot of turkey or turduckins

or whatever it is that you might do at your house.
All right, hearing no further comments and having no further
business, if there is no objection, we are adjourned at
01:17 p.m..
Thank you all here's.