

**REGULAR COMMISSION MEETING MINUTES**  
**Fabulich Center: 3600 Port of Tacoma Road, Fife, WA**  
**December 15, 2022**



The Port of Tacoma Commission met for a regular meeting on **December 15, 2022** at the Fabulich Center, 3600 Port of Tacoma Road, Fife, WA. Commissioners Meyer, Ang, Keller, McCarthy and Marzano were present.

**CALL TO ORDER | EXECUTIVE SESSION:**

Commissioner Meyer called the meeting to order at **10:01 a.m.** and announced that the Commission would recess into a closed **Special Order of Business** until 10:30 a.m. to discuss a labor collective bargaining agreement.

The Special Order of Business was followed by an **Executive Session from 10:30 to 11:42 a.m.** to discuss:

1. One (1) item of Real Estate Leasing RCW 42.30.110(1)(c)
2. One (1) item of Litigation RCW 42.30.110(1)(i)

Executive Director, Eric Johnson, then stated that the factors that go into a decision of selling or leasing property include, in this instance, the size and zoning of the property, the distance of the property to marine terminals, and the potential for job creation, consistent with the Port's Strategic Plan.

**RETURN TO ORDER**

Commissioner Meyer returned the meeting to order at **12:03 p.m.**, followed by the Pledge of Allegiance. Commissioner Meyer also acknowledged that we are situated on the shores of the Salish Sea and reside on the ancestral lands of the Puyallup Tribe of Indians.

Commissioner Meyer communicated that we would move the Commercial Aviation Coordination Commission (CACC) presentation to follow the Consent Agenda and before the Public Testimony section, unless he hears objections. Hearing none, it was moved up in the agenda.

**CONSENT AGENDA:**

- A. Minutes: November 17, 2022
- B. Check Certifications: Checks during the period of 11-05-22 to 12-02-22, totaling \$26,738,646.73
- C. Annual Benefit Vendor Contract Renewal for Terminal Security Officers: Regence Blue Shield
- D. Resolution 2022-21-PT: Illicit Discharge Detection & Elimination Policy

**MOTION: "Approve the above Consent Agenda."**

*Motion was made and seconded with no discussion.*

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

***The following issue briefing was moved up in the agenda:***

**Commercial Aviation Coordination Commission Presentation: Warren Hendrickson, Acting Chair of CACC**

*Presenter was introduced by Eric Johnson, Executive Director for the Port of Tacoma. The CACC provided an update, which could affect Port operations and planning:*

1. Warren Hendrickson, non-voting member of CACC and resumed the role of Acting Chair position until March, when a new Chair is selected via vote. It is important to recognize that no compensation was received by Warren for his position on the board.
2. History of CACC – The Commission is not a state agency entity and was created by legislature in 2019 to address the maximum capacity issues of SeaTac Airport. The final report of the CACC will be made June 15, 2023. They were tasked to recommend a single preferred location for a new commercial aviation facility. This is not a state agency-led entity.
3. The Washington State Department of Transportation (WSDOT) Aviation System Plan provided the background data as part of their regular tasks, but WSDOT and CACC operation as separate entities.

4. Recommendations from 30 years ago (1992) included:
  - a. Building a 3rd runway at SeaTac (done)
  - b. Initiate commercial service at Paine Field (done)
  - c. Construct a new airport in south Puget Sound – This is needed to address an increase of a 27 million more passenger gap annually, and an 800,000 ton air cargo gap. If this does not happen, it is anticipated that we could be looking at a \$31 billion dollar hit to the state and loss of 209,000 jobs.
  - d. SeaTac is one of the smallest international airports in the country, sitting at 2,500 acres. It is already at capacity and the crossover point is expected in 2032 as demand exceeds supply.
5. Discussed the Guiding Principles:
  - a. Public Benefit: that which serves the greater good
  - b. Economic Feasibility: the economic advantages are greater than the economic costs
  - c. Environmental Responsibility: responsible interaction to allow for long-term environmental health, quality and sustainability.
  - d. Social Equity: fair access to opportunity, livelihood, and the political and cultural community life.
6. Reviewed Progress to date:
  - a. Explored the possibility of expanding existing airports to meet the forecasted need.
  - b. Narrowed the list down to the top 6: Paine/Bremerton/Arlington/Tacoma Narrows/Shelton/Lewis County. King County is not an option at this time per the criteria provided to the Commission.
  - c. The greatest need is to have an airport in the south sound area.
  - d. Greenfield Sites Screening Criteria Includes: operational capability and capacity potential, ground access, development costs, potential environmental impacts, and market factors
  - e. From there, narrowed the recommendations down to just two: Paine Field and a Greenfield Site (East Pierce County/Central Pierce/Central Thurston).
  - f. Capacity needs can't be met without a new airport. This can't be done without building a new one.
7. No Action Alternative:
  - a. The economic impact is huge. No additional airplanes could fly into SeaTac, which would increase the cost of travel.
  - b. If we can't meet the increase in flights by supporting an additional airport, SeaTac could end up as a slot airport only. Airlines bid for spots, so there would be restrictions in plane size and delays. This could result in a decrease of passenger seats, and an increase in ticket cost.
8. Reviewed the Greenfield Site options and narrowed down the options:
  - a. Restrictions include:
    - King County SE (Enumclaw) is not an option due to proximity to SeaTac and the need to be a certain distance from that current airspace
    - It can't interfere with military installation sites, so anything near JBLM is not possible. A Thurston County South site would overlap that zone.
    - A new airport would only serve domestic air travel which requires 2 runways and 3,100 acres.
  - b. Best options per CACC:
    - Pierce County East
    - Pierce County Central
    - Thurston County Central
9. Next Step in the Technical Analysis includes airspace review with assistance from the FAA, air cargo analysis, an environmental review, transportation access analysis, infrastructure analysis and a cost estimate.
10. The CACC was not charged with reaching out for public engagement, but just providing recommendations.
11. Given widespread public opposition, legislative support is needed now and we can't wait until June. The opposition has only said they don't want it, but no other alternatives have been offered. We need to determine what we can live with or not, and how we can collaborate to address the needs, knowing the consequences.
12. Other Needs Identified:
  - a. Airport sponsor – A group needs to step up to run the new airport. Other airports are run by cities, counties or ports, so it can be any form.
  - b. Create an airport of the future – It can't be a SeaTac 2.0. We need to address environmental concerns and should consider electric carriers.
  - c. Need to collaborate in a meaningful way with the FAA, DOD and JBLM.

#### Questions/Comments

- Warren was thanked for his presentation and work, which was public service-related due to the fact he received no additional compensation for taking on this role.
- The decision will ultimately be made by the legislature.
- Public outreach has been challenging, as there aren't community liaisons, so there was only a Listserv on the CACC website and it is difficult to know if the public is receiving the information through social media.
- Discussed commuting time and how much capacity a new airport could serve considering a 60-mile radius for a driving commute.
- There are domestic airports on military bases in some states, but JBLM won't consider this.
- The infrastructure of highways to and from the airport, water, power, environmental impact (NEPA & SEPA), BPA power lines would all need to be taken into account. This can run concurrently with the development of the airport but would have to be done once a site was selected.
- The FAA, state and local governments would all be part of the funding. Bonds were used in the past to help fund airports. Revenue bonding and revenues from the airport would pay off the bonds.
- There is a current chokepoint on I-5 between Dupont and Tumwater, so the highway infrastructure could be problematic and needs to be considered.
- They looked at passenger service and population for the demand forecast. They started with 18 locations (including Moses Lake), but many could not support the length needed for the runway. There are 11 commercial airports in Washington. Improvements in technology, such as vertical takeoff, were considered, but could not be accommodated before 2035.
- Not enough analysis has been done in terms of major corridors to move people and not just cargo. We have to do a better job of thinking about the state's long-range plan for moving people up and down the I-5 corridor. We can't afford an adequate infrastructure and it doesn't exist today. This takes integrated planning. This has been conversation with the CACC. There is nothing on the horizon to address this. The CACC did look at high speed rail, but movement of 55,000 passengers per day would be needed. Cargo in Eastern Washington – where is the cargo destined for, they would need to go through I-90 as it is earmarked for Western Washington.
- Airport Sponsorship – Commissioner Meyer commented that having engaged in The Northwest Seaport Alliance, he is convinced that the success of the Port of Tacoma needs to be focused on Port business. He is not interested in engaging a sponsorship outside of the Port realm.

#### **PUBLIC TESTIMONY:**

**Derek Matheson, City Manager, City of Fife:** Appreciates joint efforts of the City of Fife and the Port of Tacoma with regard to the I-5/Port of Tacoma Road interchange. He is here to answer any questions, should they arise on this item.

#### **EXECUTIVE DIRECTOR'S REPORT – Eric Johnson**

- Introduction of new staff: Helen Hickman is the new Commission Clerk and Records Specialist for the Port of Tacoma.
- Congress last week authorized the deepening of the Tacoma Harbor (aka Blair Waterway deepening), which was originally through Waterway Resources Development Act and amended through the Defense Appropriation Act. He thanked Senators Cantwell and Murray and Congresswoman Strickland.
- Thanked Commission President Don Meyer for his leadership and service this past year.
- As this is the last meeting of the year, he wished everyone a Happy Holidays.

#### **STATEMENT ON AIRPORT SPONSORSHIP – Commissioner Keller**

*Commissioner Keller proposed we make the following statement regarding airport sponsorship:*

**1<sup>st</sup> MOTION:** ***"The Port of Tacoma is not interested in sponsoring, owning nor operating an airport and is also not interested in purchasing property using eminent domain or other means to do so. We believe the proximity to JBLM and its strategic operations, its placement in Eastern Pierce County does not have the necessary infrastructure to support transport to and from I-5 and its devastating impact on rural farm and residential lands make Pierce County a poor choice for an international airport the size that is needed to alleviate the overcrowding at SeaTac Airport. We encourage the CACC to first look at expanding existing infrastructure, such as Paine Field, and existing plans for additional space at SeaTac Airport and then pursue sites that are closer in proximity to currently existing transportation infrastructure."***

- *Motion was made and seconded.*

**DISCUSSION:**

1. Question of whether the correct parliamentary process for this action was occurring.
2. Discussion also included a desire to discuss, have transparency, and allow the public to know that it will come up for a vote, especially as we have heard from the public in regard to this topic.
3. Preference was to put this on the agenda for January.

**WITHDRAWN:**

The first motion was ultimately withdrawn, as it was determined that further discussion was needed and a vote be taken at the January meeting, but some initial briefing could be made today.

**2<sup>nd</sup> MOTION: “Amend the agenda and introduce the statement as a discussion point in New Business as 6B.”**

- o *Motion was made and seconded.*

**DISCUSSION:**

Since it was provided, it will be part of public knowledge and can be discussed with possibility of action at the January meeting.

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

**COMMISSION ACTIONS**

**A. Election of 2023 Port of Tacoma Officers**

Annually, the Port of Tacoma Commission approves the Officer appointments for the following year. Determination of roles has typically occurred through a rotation of the five officers in which each Commissioner moves up one position each calendar year.

The slate of officer positions, based on the traditional rotation would be as follows:

President	Commissioner Keller
Vice President	Commissioner Ang
Secretary	Commissioner McCarthy
First Assistant Secretary	Commissioner Marzano
Second Assistant Secretary	Commissioner Meyer

**MOTION: “Accept the slate of officers as stated above.”**

- o *Motion was made and seconded.*

**DISCUSSION:** None

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

**B. Commission International Travel (January 1 – June 30, 2023)**

Semi-annual approvals needed for Commission international Travel

**1. Asia Customer Visits in partnership with The Northwest Seaport Alliance (NWSA) - March 2023**

Purpose: To meet with current and potential customers in the Asia Pacific trade route.

**MOTION: “Approve travel for Asia visits in March 2023.”**

- o *Motion was made and seconded.*

**DISCUSSION:** None

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

**2. Port Technology & Future Fuels - May 2023**

Purpose: To understand current port technology innovations and digital leadership initiatives in the busiest European ports and learn best practices and identify viability of future fuels for the Port of Tacoma.

**MOTION: “Approval travel for the port technology and future fuels trip in May 2023.”**

- Motion was made and seconded.

**DISCUSSION:**

1. Consider adding customer visits to this item where possible per Commissioner Meyer.
2. A trip to Antwerp and Rotterdam is currently scheduled for February and was authorized last fall.

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

Comments after Approval Included:

- For information for the public, it was pointed out that the Port of Tacoma is one that travels the least amount for business purposes and works to be very mindful and respectful of taxpayer dollars.
- There was a request to have staff investigate domestic or international travel to make connections with the multibillion-dollar offshore wind industry for supply chain and our boat building sector, in order to increase economic development at the Port of Tacoma.
- The community doesn't always know that we have a bigger vision through our subarea planning process. We are looking for greener ways to conduct business and utilize technology to accomplish some of that. It is in our benefit to have Labor, the Puyallup Tribe and City Council members travel to help communicate our vision.

**C. Settlement Approval: Septon v. Air & Liquid Systems Corp. et al**

This request is for the Commission to approve a settlement in the case of Donald A. Septon vs. Air & Liquid Systems Corporation et al, which is currently pending in the Pierce County Superior Court. A settlement was reached at mediation with plaintiffs for complete release of claims against the Port of Tacoma in the amount of \$275,000, which will be fully funded by insurance.

**MOTION: “Authorize the Executive Director to enter into the settlement for \$275,000 with the plaintiff.”**

- Motion was made and seconded.

**DISCUSSION:** None

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

**D. Resolution 2022-20-PT: I-5 and Port of Tacoma Road for Interchange Project Financial Commitment:**

Seeking approval to commit up to \$2 million from the Port of Tacoma for this project.

**MOTION: “Approve Resolution 2022-20-PT, committing the Port of Tacoma to provide a contribution of up to \$2 million to the Interstate-5/Port of Tacoma Road Interchange Project – Phase 2.”**

- Motion was made and seconded.

**DISCUSSION:**

1. The background and funding of the project were reviewed. This is a multiphase project to improve the interchange and began in 2005.
2. Post-pandemic inflation has increased costs. This resolution is an accounting move to commit the Port to the funding. Once approved, the City of Fife and Port of Tacoma staff will develop an ILA, which will be brought back to the Commission for approval.
3. Under the conditions of the ILA, our portion is up to \$2 million. They anticipate receiving \$4 million in federal support. Total anticipated expenditures for this project (for both phases) from the Port of Tacoma is \$3.5 million.
4. The leadership of the City of Fife was thanked for their work, as they are a small city, but this is a very large project. The Port expressed appreciation for their partnership in this project.

**VOTE: Approved - Motion Carried 5-0**

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

**NEW BUSINESS:**

**A. Request from Puyallup Tribe for Letter of Support**

1. A draft of a letter of support for the Puyallup Tribe was discussed. The Puyallup Tribe is making a congressional request to put some of their properties into a trust. This includes new properties purchased along Ruston Way, where Shenanigans and The Ram restaurants are located, as well as the Blair property. The reason is due to contamination on both properties. They originally asked the Bureau of Indian Affairs (BIA) into 2016 to place it into a federal trust land, but they did not want to take on the liability associated with the contamination. The BIA has new regulations regarding environmental conditions, so the only way to get these properties into a trust is through congressional approval.
2. The general assumption is that this would be addressed at the January or February meeting. Any concerns can be addressed here or via e-mail to staff.
3. Request for legal analysis and due diligence was suggested. Our legal counsel is looking into this further.
4. A request for consultation with the Tribe was made.
5. Other letters of support came from: City of Tacoma, Pierce County, and the State of Washington.
6. Time is not a constraint, as it won't be accomplished before the congressional session anyway.

**B. Commission Statement on Airport Sponsorship**

*This section was added through an amended agenda motion earlier in the meeting. Commissioner Keller is proposing that the Commission issue a statement on their stance regarding the placement of a new domestic flight airport in Pierce County. Please reference the **Statement on Airport Sponsorship** section earlier in the minutes.*

1. It would take a substantial amount of infrastructure in terms of transportation to successfully build an airport in the rural or farm areas of Pierce County, especially as public transportation does not currently exist in those areas.
2. It is important to let our community know our stance.
3. Discussed the process and the need to be fully educated on the topic, as this is the first time it was presented to the Commission and the first discussion around this topic.
4. There is concern that the legislature will approve it without the funds to accommodate the cost and what the long-range planning for transportation would be.
5. Suggestion was made to put this in the form of the Resolution and take the time to review it in a meaningful way. There are some real concerns, but we need to develop our criteria for addressing the process.
6. Three local governments can run an airport per the law: a city, a county or a port. Staff can provide background information for the Commission.

7. Issuing a statement would provide transparency for our constituents. There are many governmental entities that are surrounding us with this topic, so it's important to communicate our stance.

**COMMITTEE REPORTS:** None

**ISSUE BRIEFINGS:**

**A. Commercial Aviation Coordination Commission (CACC) - Siting a New Commercial Airport:**

*This was presented earlier in the meeting after the consent agenda.*

**B. Canyon Road Extension Project: Letticia Neal, Pierce County Public Works**

1. Canyon Road Connection Project was created to support the Pierce County economy, environment and mobility. This involves replacing the aging infrastructure, responding to current and future congestion, fostering economic growth and jobs, and supporting active transportation and environmental mitigation.
2. Although this is a 30-year study and public process, it has seen many updates in that time span, so it is not 30 years old. The improvement concept started in the 1990s to not only support the Port, farmers and moving people, but also to improve safety and create jobs and economic growth.
3. WSDOT was also involved to provide safer and more direct routes along the Puyallup River and the chokepoint that currently exists with the Milroy Bridge. Over 35,000 vehicles utilize the Canyon Road corridor. We are expected to grow at 1.3 percent per year over the next 10 years.
4. The corridor project includes widening lanes, 3 new bridges, and building sidewalks and lights.
5. The latest piece of this 30-year infrastructure investment is widening Canyon Road from Frederickson.
6. Economic Benefits – It was unanimously agreed that completion of the corridor is necessary to help with economic growth and address the inadequacies that currently exist.
7. Environmental benefits include mitigating damage in the Puyallup Valley by restoring wetlands, filling ditches, and improving the overall health of our waterways.
8. Divided project into two parts and reviewed project schedule - Railroad and River Crossings:
  - a. Railroad Crossings: 90% complete. Final property acquisitions could be completed once funding is available.
  - b. River Crossings: Lagged behind the other part. The design plans are about 60% complete. Received requests from the Puyallup Tribe of Indians to protect the waterways. The NEPA/SEPA environmental assessments should wrap up in the next one to two years and they are making progress on the right-of-way acquisitions.
9. Project Funding: Construction cost is massive for Pierce County and projected at \$250-\$500 million. The potential funding strategy was outlined.
10. Public outreach efforts changed over the years (in part to Covid) with no more static events. The majority of communication is occurring online and they try to schedule in-person meetings. They participated in several community events and spoke to nearly 500 people. The vast majority of community members are in favor of this project.
11. Message shift: Messaging originally centered around economic growth and reduction of congestion, but now investment in the mobility infrastructure and restoring the environment are the focus. It began with a need for movement of freight, but non-freight/community use has been identified as well. For example, fire response was also reviewed and vast improvement is projected.
12. Pierce County Council approved keeping funding in place in their 6-year plan and continue to move forward with the design and environmental work and outreach efforts.
13. Economic assessment of Canyon Road to Frederickson shifted from a just a freight focus. The data changes so quickly, but the approach was further expanded to include equity and environmental justice. It is expected that freight is still a main focus, as it is vital to address the congestion issues.

**C. 2023 Legislative Program Briefing – Port of Tacoma Needs**

**Capital Budget Funding:**

1. **RAGS:** The Port is seeking \$7 million in remedial action grants.
2. **Early Business Center Redevelopment (EBC):** This is a maritime manufacturing hub which support jobs and economic growth, but it is in a state of disrepair. Capital funding for this would help in redeveloping that area.
3. **Maritime Skills Center:** The Commission previously authorized the Executive Director to sign a letter of intent to assist the Tacoma School District's efforts in finding a potential location for a Maritime Skills Center, but they still need funding. The Port of Tacoma will be advocating for the Tacoma School District's request for legislature funding.

**Transportation Budget:**

1. **SR-167:** There is uncertainty as to when funding will come for State Route 167. The Port of Tacoma will continue to be a supporter of this topic in legislature.
2. **1-5/Port of Tacoma Road Interchange:** Funding is still expected and coincides with what the City of Fife believes will occur. Our job is to make sure that it is still available.
3. **Fishing Wars Memorial Bridge:** The Port of Tacoma will continue supporting the City of Tacoma in their advocacy for this bridge.

**Operating Budget:**

1. **Quiet Sound Funding:** This is an initiative that both home ports and the Seaport Alliance contributed to. Maritime Blue administers the Quiet Sound funding and program is seeking \$700,000 from the legislature, but it is not included in the Governor's current budget. Since we are financial contributors, our role is to offer support in their efforts.
2. **K-12 Skills Center and Technical College Workforce Funding:** We will be paying attention as to where those investments benefit Pierce County. This aligns with our interests and goals, specifically with the workforce growth in our Strategic Plan. These are the types of investments that the Commission has expressed interest in supporting and we want to make sure that the appropriate investment in Pierce County is received.

**Small Works Roster:**

**Washington Public Ports** – This would be a technical correction of sorts. There are limits on how big you can go in Small Works Roster contracts. There are different bid limits for ports, so this would propose making the limits the same. It would allow a little more flexibility as we look at these types of contracts.

**Next Steps** – Important dates to remember:

1. January 9th Start of the legislative session
2. February 2nd Ports Day
3. February 7th Tacoma Pierce County Chamber Day. Will seek guidance from the Commissioners when appropriate and look for opportunities to have commissioners assist us.

**DISCUSSION:**

- No proposals have been seen regarding port container erosion in the Growth Management Act. We are monitoring this closely. There have been a series of stakeholder discussions over the last five to six years, but it has mostly centered around utility and school districts. The key is how to address improved coordination between general governments and special purpose districts, and we are working closely with the Washington Public Ports Association to address it.
- We used to have receptions, get togethers or dinners with Pierce County and the City of Tacoma. It fell out of practice with Covid, but Sean is willing to reach out to colleagues to see if they want to revisit this again in the future.
- Appreciation was expressed for Lisa Thatcher, the Port's contracted state lobbyist in Olympia, as our success in the upcoming year is dependent on her work for us. We are lucky and fortunate to have her on our team.

**ANNOUNCEMENTS / COMMISSIONER COMMENTS**

**Commissioner Marzano** – Wished staff and Port workers a happy and safe holiday season. He thanked Commissioner Meyer for his dedication and work as President over the past year.

**Commissioner Keller** – Thanked Commissioner Meyer for everything he has done. She wished everyone and their families a lot of love and happiness and thanked everyone for all their work.

**Commissioner Ang** – Thanked staff and wished them a happy holiday. She thanked Commissioner Meyer for his leadership, wisdom, and collaborative nature, and is looking forward to Commissioner Keller taking on this role in the new year. She was present for the Governor's press conference on the Quiet Sound initiative, affecting our southern resident killer whales and orcas. The trials are currently happening right now to reduce speed and slow down to about 14 knots to benefit our orcas. She had many constituents reach out about this, wanting us to support and contribute to this, as the orcas are also our constituents.

**Commissioner McCarthy** - Rod Koon received the lifetime achievement award at the Annual WPPA conference. The Tacoma Transportation club also recently gave Rod an award. He would also like to see a "Bring Them Back" event for retired staff and commissioners in the future. He wished everyone Happy Holidays.



**Commissioner Meyer** – Agreed that creating a retiree program for Commissioners to meet would be a fun idea. He is looking forward to 2023. The Commission, along with a strong staff, has positioned the Port in a good way for the new year. He thanked staff and Eric for his leadership.

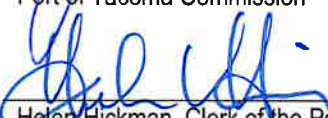
**ADJOURNMENT**

Commissioner Meyer adjourned the meeting at **2:51 pm**.

Attest:

  
\_\_\_\_\_  
Deanna Keller, President  
Port of Tacoma Commission

  
\_\_\_\_\_  
John McCarthy, Secretary  
Port of Tacoma Commission

  
\_\_\_\_\_  
Helen Hickman, Clerk of the Port  
Port of Tacoma