



- [00:00:29] The regular meeting of January 13, 2026. The time is 10:33am we're meeting in person today at the Port of Seattle Headquarters building and Commission chambers as well as virtually on Microsoft Teams. Present with me today are Commissioners Calkins, Cho, Felleman and Muhammad, who are currently gathered in the executive session session room awaiting the opening of a public meeting.
- [00:00:52] Well now recess into executive session to discuss one item regarding litigation or potential litigation or legal risk per RCW 42 31,101 I for approximately 50 minutes. We'll reconvene into public session at 12 noon. Thank you.
- [00:01:15] Good afternoon, this is Commissioner Toshiko Hasegawa reconvening the regular meeting of January 13, 2026. The time is 12pm we're meeting in person today at the Port of Seattle Headquarters building and Commission chambers as well as virtually on Microsoft Teams. Clerk Hart, please call the role of all commissioners who are in attendance. Thank you. Beginning with Commissioner Calkins here.
- [00:01:39] Thank you. Commissioner Cho. Present. Thank you. Commissioner Fellerman.
- [00:01:44] Present. Thank you. Commissioner Hasegawa. Present. Thank you.
- [00:01:49] And calling one more time for Commissioner Muhammad, who I believe will be joining us here shortly. We do have a quorum established. Wonderful. Thank you. Clerk Hart So a few housekeeping items before we begin.
- [00:02:04] For everyone in the meeting room. Pretty please turn your cell phones to silent. For anyone participating on Microsoft Teams, please do mute your speakers not when you're not actively speaking or presenting. And please keep your cameras off unless you are a commissioner or a member of the staff participating virtually or actively addressing the Commission. Members of the public addressing the Commission during public comment may turn your cameras on when your name is called to speak and then turn them back off again at the conclusion of your remarks.
- [00:02:34] Thank you, Commissioner Cho. And for anyone at the dais, please turn off your computer speakers and silence your devices. Please also remember to address your request to speak through the Chair, who for the time being is me, and wait for to speak until you have been recognized. You'll turn your Microsoft phones on and off as needed and all the items here will ensure a smoother meeting. Thank you.
- [00:02:57] Additionally, all votes today will be taken by the roll call method or by general consent. So it's clear for anyone participating virtually how votes are cast. Commissioners will say aye or nay when your names are called, but we do like to open with the acknowledgement that we are meeting on the ancestral lands, the coastalish peoples with whom we share the commitment to strange these natural resources for ourselves and for future generations. Madam Commission President, I would like to note for the Record that we have been joined by Commissioner Muhammad. This meeting is being digitally recorded and may be viewed or heard at any time on the port's website and may be rebroadcast by King County Television.
- [00:03:32] At this time, I'd like to invite you all to stand and join us for the Pledge of allegiance.
- [00:03:38] I pledge allegiance. Allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible.
- [00:03:52] Thank you.

- [00:03:59] Well, the first item of business today is the matter of the approval of the agenda. As a reminder, if a commissioner wishes to make a general comment for or against an item on the consent agenda, it's not necessary to pull that item for a separate discussion. Rather, Commissioner may offer general supporting or opposing comments later in this meeting. Once we get to that part of the agenda, however, it is appropriate, if a commissioner wants to ask questions of staff or wishes to have a dialogue and a consent agenda item to request that that item be pulled for a separate discussion at this time. So, with that said to my colleagues, are there any items to be pulled from the consent agenda or any motions to rearrange the orders of the day?
- [00:04:38] Seeing none, the questions upon is on the approval of the agenda. Is there a motion to approve? So moved. Second, the motion's been made by Commissioner Cho and seconded by Commissioner Calkins. Is there any objection to approval of the agenda as presented?
- [00:04:52] Hearing them, the agenda is approved.
- [00:05:00] Which brings us to to the next item on our agenda. Order number 202601 pertains to the election of commission officers for 2026. Clerk Hart, please read the slate of officers into the record. Thank you, madam. Commission president or commissioner, I suppose beginning with this is order number 202601.
- [00:05:24] An order of the Port of Seattle Commission electing the slate of officers for the Port of Seattle Commission for the calendar year 2026. The Port of Seattle Commission hereby elects the following slate of officers for 2026. All terms expire December 31, 2026. Pursuant to commission bylaws. President Ryan Calkins for the terms January 1, 2026 to December 31, 2026.
- [00:05:49] Vice President Fred Fellerman. January 1, 2026 to December 31, 2026. Secretary Sam Cho. January 1, 2026. December to December 31, 2026.
- [00:06:02] The individuals listed above have agreed to perform the duties of their respective proposed offices in 2026, have acknowledged the principle that public service is a public trust, have executed annual transparency pledges and recognize that all officers serve at the pleasure of the Port of Seattle commission. And that concludes the reading of the slate of officers commissioners. The order before you designates our president, our vice president, and the secretary positions for 2026. Is there a motion and a second to adopt order number two six zero one? So moved.
- [00:06:35] I'll second. The motion's been made by Commissioner Felleman and seconded by Commissioner Cho. Is there any discussion?
- [00:06:49] I will. Commissioner Muhammad, I know I'm online, but I just am excited for the incoming leadership and looking forward to collaborating with you all and supporting your work. And then outgoing commission president Hasagawa, thank you for all the work that you put in and how you have led support during your. Your presidency. Thank you for the.
- [00:07:14] Thank you for the time. Thank you, Commissioner Muhammad. And I will just add my voice of confidence to the incoming president, vice president and secretary. You guys are going to do great for us. So thank you so very much for your leadership with that hearing.
- [00:07:31] No further discussion. Clerk Hart, please call the roll for the vote. Commissioners will say aye or nay when your name is called. Thank you. Beginning with Commissioner Calkins.



- [00:07:38] Aye. Thank you, Commissioner Cho. Aye. Thank you. Commissioner Fellerman.
- [00:07:43] Aye. Thank you, Commissioner Hasegawa. Aye. Thank you. And Commissioner Mohammad.
- [00:07:51] Thank you. There are five ayes zero nays for this item. Congratulations to our new slate of officers.
- [00:08:00] And at this time, we are going to rise. I'm going to pass the gavel over to Commissioner Calkins and he will chair the rest of this meeting and in through the rest of this year. Commissioner Calkins, the gavel is yours. Thank you so much. We're going to take a picture after my remarks once.
- [00:08:21] I'm going to do some remarks anyway. I think we all shuffle. I'm staying put. I'm to you.
- [00:08:34] Thank you.
- [00:08:47] Oh, That's what we're going to do next. All right.
- [00:08:59] Well, thank you so much. I'm going to take a few minutes to share some remarks on taking over the commission presidency. And of course, it is a moment as you step into this role to reflect both on the previous year and the years that have been and what's to come. And I what really struck me about moving into this position and this kind of ceremony that we do is that it's a reminder that our success is really a result of our ability to work as a team. The officer and committee positions which we discussed this morning and will also finalize today, they actually demonstrate how this particular commission has worked so well together by trusting one another to cover a range of subjects and work areas.
- [00:09:48] When I last served in this role, we were in the throes of a pandemic. We were trying to figure out how to manage in a period of deep economic uncertainty, a hybrid work environment. And during that year, Steve and I really tried to emphasize trust as a theme for the port, cognizant that the confidence that we all have in one another would be the only way we could meet our goals in that kind of setting. And while trust remains essential to our institution in 2026, it's actually our capacity to adapt to external forces beyond our control that will determine our success and failure. Right now in global geopolitics, the rules based order that serves as the foundation for free and fair trade is under tremendous stress owing to actions by Trump and other strongmen who prefer a might makes right approach to foreign policy instead of powerful democratic alliances.
- [00:10:50] Our civil society is also under threat, with many in our communities fearing for their livelihood and safety because of actions by federal law enforcement agencies. Just reflect on the fact that if I were to describe what is happening right now in Minnesota, with unidentified armed individuals snatching people into unmarked vans, surveillance of houses of worship and nonprofits, and most striking, extrajudicial killings, you wouldn't know if I were describing the US or Iran. For all of this and more, the port needs to be agile and adaptive. We need to use our strengths to ensure economic resilience and to preserve a welcoming environment for everyone in our community. And as I said, we had a landmark 2025 in spite of headwinds.
- [00:11:42] It was a year of some historic milestones and a year in which we were so successful that we were able to even redefine some goals, whether that was around shore power at our ports or the first graduating ceremony of maritime high school, or the fact that we generated over a billion dollars in revenue and turned a billion dollars back into capital improvements in our region's main transportation and logistics hub. We also have significant aspirations for 2026. We need to focus on resilience, equity and preparedness.
- [00:12:23] It will be a defining year for our region as we host for the first time ever the beautiful game in the form of

the FIFA World Cup. Our priorities include beyond just being a good host, looking toward the future of clean energy. We're going to convene a summit on sustainable maritime fuels in much the same way that we've led on sustainable aviation fuels. We now have the opportunity to do the same for maritime positioning Washington as a leader in zero mission vessel technology, shipbuilding and fuels. We are dedicated to regional efforts to build our workforce, the necessary foundation for all of this transition.

[00:13:08] And under the leadership of our new SEA Airport Managing Director, who I believe is here. Is Wendy here? Yeah. There she is. Avoiding the spotlight, we will continue our process toward a sustainable airport master plan to ensure our facilities can handle record breaking passenger volumes while meeting our goals for passenger experience.

[00:13:32] We will also celebrate the 250th anniversary of our nation. And at this time of strain on democratic values, we need to make sure that our voices are heard in that celebration as well. So I just want to wrap up with acknowledgments. I am so grateful for the four of you to have you as colleagues and leaders. People who I learn from and can lean on.

[00:14:01] I really do believe our teamwork is our secret to success. To Executive Director Metric, who is off generating new business and opportunities for the port as we speak, and most importantly, the more than 2,000 port employees. You are the engine of this institution. Whether on the airfield at SEA or the docks at Fisherman's Terminal. Your dedication is why we continue to lead the nation in maritime and aviation excellence.

[00:14:32] And so I'm going to wrap up with a special thank you to President Toshiko. Former President Toshiko Hasegawa. So if you would join me up front for a little ceremonial gavel passing.

[00:14:49] You are a wonderful planes, wonderful colleagues, and you have led us so capable here OC last year. I've learned so much from you. So grateful to. To get the opportunity to be.

[00:15:08] This is the UN and I would say take it home while your kids are dematic. Okay, do you want me. But. Yeah, you guys want me? Turn your screen on.

[00:15:43] Thank you.

[00:15:56] All right. Are there any additional Commissioner comments to begin the year? Commissioner Cho? Yeah. First and foremost, I just want to thank President Emeritus Commissioner Azagawa for her leadership in 2025.

[00:16:13] It was not an easy year to serve as the President of this Port Commission. Not only did we face tremendous headwinds from a presidential administration that has not been cooperative, to say the least, with us or our region, but we also had some local battles, including the industrial lands battle that you so meticulously and forcefully represented our stakeholders, as well as the port and the lions, quite frankly. And although the fight is, I assume to be continued, we've won the battles that were in front of us for the last year thanks to your leadership. And you know, I've said this in other settings before, but your leadership and your advocacy on the industrial lands issue I think will go down as one of the most consequential things you've done here. And so I really do want to thank you for that.

[00:17:07] Especially in my absence on that issue, given my conflicts. But there was no better person here for us to go to bat on that. And so thank you so much.

- [00:17:20] I'm so excited for you, President Calkins. I think among the five of us, you are the steadiest hand, and I think we need that right now, given all the challenges we face, whether it's the airport or federal policies on budgeting issues, I think this is the right time for you to be the president. And I'm obviously very, very excited to see how you lead us through it. I have the utmost confidence, and I'm looking forward to a great 2026. So thank you for stepping up to serve in this capacity for the.
- [00:17:54] For what will inevitably be a challenging year. Thank you, Commissioner Cho. Any further comments, Commissioner Fellman?
- [00:18:07] Commissioner Muhammad.
- [00:18:13] Yeah, I could. I'll add. I just. I wanted to say I sincerely thank you. Commissioner Calkins.
- [00:18:18] I wasn't expecting your remarks, but they were powerful words and they honestly ring true for so many people right now, especially around the parts that you talk about the state of our country. There are so many people who are questioning their sense of belonging right now. And I just want to say to the entire commission, actually, your allyship matters deeply to both those I know who work at our airport directly and those who work indirectly. And strong leadership at all levels of government couldn't have been, can't be more important now than ever. And so I just.
- [00:18:58] I do believe that we have a strong commission grounded in our shared values and a real commitment to one another and to the communities that we serve. And I am very excited to work with you all and ensure that folks who are coming through our airport and our facilities feel safe and protected to the extent that we can provide that. And. Yeah, and I also want to echo your welcome and congratulations to the new airport director, Wendy, and just saying congrats to you. And you've built a strong partnership with the commission already, and we look forward to working with you more.
- [00:19:39] Thank you for the time. Thank you, Commissioner Fellman. To briefly pile on, I would like to thank the previous commission and the leadership of Commissioner Hasegawa that working together, and especially with our colleagues in adjacent jurisdictions, even though we had our battles with the city, we also maintain this working relationship. And I think it's very important that we continue to form partnerships with the city and the county. More and more these days.
- [00:20:09] We have to have unified front against federal administrations that obviously do not have our local interests in mind. And very much look forward to supporting Commissioner Calkins in his role as President and see that we have our full play coming forward. And we look forward to accomplishing great things together. Thank you. Thank you so much.
- [00:20:30] All right, with that, next on our agenda is the Executive Director's report. Deputy Executive Director Goon, you have the floor. Hello. Excuse me. Happy New Year.
- [00:20:40] Continuing on the thankfulness theme, thank you, Commission President Calkins. Congratulations to you, Vice President Felleman and Secretary Cho on your elections as officers for 2026. And thank you to outgoing President Commissioner Hasegawa for your leadership. I'm covering for Executive Director Metruck today while he attends a conference for the American association of Airport Executives. Also joining me today is Senior Port Counsel Chris Leopold, who our bosses happen to be also in the same place.

- [00:21:09] One for business and one for vacation. So I'm glad he's here with us today. Speaking of aviation, you may have heard last week we welcomed our new Managing Director for Aviation, Wendy Ryder, to the executive leadership team. As a veteran leader at sea, Wendy brings more than three decades of airport, airline and public safety leadership experience. She will lead the airport through a critical transition from completing the upgrade SEA program, including readiness for the FIFA World cup, to launching the next phase of long term development under the Airport Master Plan.
- [00:21:47] Wendy will also oversee 1,200 direct employees and a 3.75 billion five year capital plan supporting one of North America's busiest and best connected airports as passenger volumes continue at record levels.
- [00:22:04] I would also like to thank Aviation Chief Operating Officer Erif Gauss for serving as interim Managing Director and also extend gratitude to commissioners for your role in the selection process.
- [00:22:19] And if we could take a few minutes at the end of my remarks to welcome Wendy up and she could provide a few comments. So heads up, Wendy. You're coming to the dais in a few minutes.
- [00:22:32] No pressure. On the maritime side, we celebrate and congratulate the promotion of Tin Yuen as the new Maritime Chief Development Officer. In this role, Tin will be responsible for end to end capital delivery and long term waterfront planning, guiding major investments in asset management efforts across the Maritime Division and the Northwest Seaport Alliance. His leadership and institutional expertise will support integrated decision making that connects development programs with financial strategy, operational requirements and the port's long term maritime priorities. Congratulations to Tin.
- [00:23:08] In other human resources news, Port of Seattle Chief of Police Michael Villa has announced that he will retire effective April 30, 2026, marking the conclusion of a distinguished 36 year public safety career. Since joining the port in 2017 and serving as Chief since 2022, Chief Villa has provided steady leadership through periods of significant challenge and change while advancing initiatives and strengthening team performance within the department. I will lead the recruitment process for the next Chief, including engaging a qualified search firm and building on the community informed process used in the 2022 recruitment. Additional details on interim leadership and transitional milestones will be shared in the coming weeks as planning progresses. I appreciate Chief Villa's service and commitment, and I look forward to recognizing and celebrating his contributions as we approach his retirement.
- [00:24:04] And he is also in the audience today if you'd like to talk to him afterwards. Moving to today's Commission meeting, I would like to highlight our Federal Legislative Agenda briefing and our 2024 flight corridor management Program briefing. Excuse me, Commissioners. That concludes my remarks and if we could take a moment to have Wendy come forward at this time. Absolute.
- [00:24:39] Karen, thank you for the kind words and thanks for your confidence that you and Executive Director Mecktrick have shown in selecting me as the new Managing Director for Aviation at the Port of Seattle Commission. President Calkins, congratulations on your upcoming leadership for the Seattle Port Commission, and I'd like to express to all of you my respect for your leadership for the Port of Commission and my excitement to continue to work with each of you in my new role. As I think of you, I absolutely am dedicated to the success of the airport and to all of those who are part of this work, and of course, our Port of Seattle employees, but also our tenants, operators, passengers, community partners, and the region we serve. SEA plays a very important role in the national aviation system and we will continue to do so. But

our best work begins right here at home, getting it right Every day.

[00:25:38] My focus will be on the people and the work of the airport so that we can rise to the challenge and that we can see this year as well as the opportunities that we create at sea. I can't think of any other place I'd rather be or any other work I'd rather be doing. And so I just want to say thank you for your support and for the opportunity to be part of the mission of the Port of Seattle and to lead such a great team at sea. And before I close, I see that my entire team of emergency preparedness and security showed up today, and I'm very humbled and thank you so much for letting me lead you and being such a great part. So thank you so much.

[00:26:21] I'm so excited and I look forward to working with you. So. So thank you so much.

[00:26:32] Any further comments? Deputy Executive Director Goon. Not bad for impromptu. Yeah, I was going to say just take a Moment of personal privilege here. As part of Steve's process of hiring a new managing director for the airport, he asked counsel from the commission and it gave us an opportunity to get to know Wendy a little bit more as a candidate.

[00:26:53] And I was just struck by how perfect her resume is for this role. The fact that she has such extensive safety and security experience, which, you know, for US life, safety is paramount, the fact that she comes from a history of customer experiences as critical to a successful airport, and then just her ability to build a culture which is so important for a large organization like the airport. So we're thrilled to have you, Wendy, and really excited for this next step in your leadership journey at this point. We're now at committee reports. Erica Chung's strategic advisor will provide the report.

[00:27:29] Good afternoon, President Calkins, Commissioners and Deputy Executive Director Goon and Happy New year. I have three committee reports for you from 2025. On December 12, Commissioners Cho and Calkins convened the Sustainability, Environment and Climate Committee where they received a briefing on the Pacific Northwest Green Corridor Feasibility study, including fuel production, port infrastructure, cruise line capability and next steps. Commissioners then received an update on the Sustainable Environmental Framework annual report sharing the Sustainable Environmental Framework process and how the SEF framework is having positive environmental and societal impacts associated with maritime and aviation capital projects and key operational decisions. On December 16, Commissioners Hasegawa and Mohammed convened the Airport Workforce Conditions and Ad Hoc Committee where they received a briefing on the SIDA badge request and healthcare policy for SEA workers.

[00:28:28] Following the discussions, Ad Hoc Committee recommended that the port asked TSA for a formal written response to the SIDA badge request and for the port to develop a health care policy that sets minimum health care standards for workers at SEA. Commissioner Calkins and Felleman participated in the Arts and Cultural board meeting on December 16, where they received a year in review by port staff. The staff reviewed the 50 new art acquisitions throughout the port, primarily at sea, airport and fisherman's terminal. Port staff will be exploring greater collaboration with maritime staff next year or this year as they hope to evolve the public art program to Port White Initiative. Following the meeting, Commissioner Felleman participated in a walking art tour with members of the Art Board on the public side of the airport.

[00:29:17] This concludes my report. Thank you.

[00:29:23] Thank you, Erica. Any questions for Erica?

- [00:29:28] All right. The Port Commission welcomes public comment as an important part of the public process. Comments are received and considered by the Commission in its deliberations. Before we take public comment, let's review our rules for in person and virtual public comment. Clerk Hart, can you Please play the recorded rules Part of the Public Process and the Port of Seattle Commission The Port of Seattle Commission welcomes you to our meeting today.
- [00:29:54] As noted, public comment is an important part of the public process and the Port of Seattle Commission thanks you for joining us. Before proceeding, we will overview the rules governing public comment for your general information. Each speaker will have two minutes to speak unless otherwise revised by the Presiding Officer for the purposes of meeting efficiency and the speaker shall keep their remarks within the allotted time provided a timer will appear on the screen and a buzzer will sound at the end of the Speaker's comment period. The Commission accepts comments on items appearing on its agenda and items related to the conduct of Port business. Presiding Officer will ask speakers to limit their comments to these topics.
- [00:30:34] This rule applies to both introductory and concluding remarks. Disruptions of Commission public meetings are prohibited. General disruptions include, but are not limited to, the Speaking before being recognized by the officer holding or placing banners and signs in the meeting room in a way that endangers others or obstructs the flow of people or view of others at the meeting Intentionally disrupting, disturbing, or otherwise impeding attendance or participation at a meeting Refusing to follow the direction of the Presiding Officer or security personnel Attempting to use the comment time for purposeful delay without conveying a discernible message Using the comment period to assist in the campaign for election of any person to any office or for the promotion of or opposition to any ballot proposition except when addressing action being taken by the Commission on a ballot proposition appearing on its agenda Directing public comments to the audience engaging in abusive or harassing behavior, including, but not limited to, derogatory remarks based on age, race, color, national origin, ancestry, religion, disability, pregnancy, sex, gender, sexual orientation, transgender status, marital status, or any other category protected by law the use of obscene or profane language and gestures, assaults or other threatening behavior and sexual misconduct or sexual harassment for safety purposes. Individuals are asked not to physically approach Commissioners or staff at the meeting table during the meeting. Individuals may provide written public comment before or after the meeting and in addition, speakers may offer written materials to the Commission Clerk for distribution during their testimony to the Commission.
- [00:32:18] A detailed list of the public Comment rules is available through the Commission Clerk. If a meeting is disrupted by an individual in attendance in the meeting room or by an individual providing public comment in person or virtually, the Port will impose progressive consequences that may result in exclusion from future meetings. Written materials provided to the Clerk will be included in today's meeting record. The Clerk has a list of those prepared to speak when your name is called, please come to the testimony table or unmute yourself. If joining, virtually repeat your name for the record and state your topic related to an item on the agenda or related to the conduct of port business.
- [00:32:58] For those joining when you have concluded your remarks, please turn off your camera and mute your microphone. Our public comment period will now commence. Thank you again for joining us today. Clark Hart, can you please call our first speaker? Yes.
- [00:33:14] Thank you, Mr. Commission President. Give me just one moment to get our timer up.

- [00:33:27] And it has closed itself out. So give me just another minute here.
- [00:33:44] There we go. Thank you. I'll begin virtually. We have one speaker signed up virtually today and then we'll turn to the House. So beginning with Kate Richardson.
- [00:33:52] Kate, if you could please repeat your name for the record and your agenda item or topic related to the conduct of port business that you'll be speaking about today, please. And then I will start the timer. Kate Richardson and Burien commenting on the flight Corridor program. Thank you, Kate.
- [00:34:11] Thank you, Commissioners Hasegawa and Calkins and staff members for sharing your time to meet with Eric Matheson and myself at Matheson park last December. As we learned then, with an estimated 3ft of growth per year and a 15 foot cushion, we have at least five years to get the completed EIS asked for by the Burient Council and an opportunity for the port to provide a coherent reason for removing six trees from Matheson Park. After all, the port's Aug. 27 published finding of no significant impact, months after working with Burien staff on the removal of the trees and providing a mere 15 days for public comment, amply demonstrated a perfunctory concern for Matheson park and the community it serves. The finding bolstered its position by by claiming the park has no value, not aesthetically, not recreationally, not even in the Burien Kant plan, all of which are not true. It failed to explain how the port determined that the trees are an obstruction.
- [00:35:19] It provided a program area map, page 6, vaguely showing the park only partially within a level rectangular area, a map no one in the port seems to want to acknowledge. Nor does the port's flight corridor video or its presentation to a bureau council meeting show that the park falls within areas of concern. It doesn't explain how reference laws were applied. For example, its CFR citation means nothing without the port's definition and application of the established reference point or even how tall the trees are. Curiously, its legal citations aren't even the same as what your upcoming flight corridor presentation will use.
- [00:36:05] There is time. Make this right. Build good relations With Burian. Thank you. Thank you, Ms. Richardson.
- [00:36:13] Next speaker. Yes, thank you. Our next speaker is Rick Harwood. Rick, please go ahead and repeat your name for the record and the topic you're speaking about today, and then I'll start the timer. I'm Rick Harwood.
- [00:36:27] I live in South Seattle and I, former employee in the High Line and Tukwila school districts and since then volunteer extensively in SEATAC and Tukwila communities. And my topic is North SEATAC Park. So, hello port commissioners and staff. It's your first meeting of the year. Congratulations.
- [00:36:45] And I'm here as a steering committee member of the Defenders of Highline Forest to remind you about our concerns regarding the status of North SEATAC Park. What I have to say is not necessarily new information, but your inaction and lack of communication to respond to our previous input and questions brings us back to ask again. As you know, since 2021, more than 5,000 community members, including many local elected officials, have signed petitions addressed to you, sent letters to you and emails, called you and testified at previous port meetings, all urging you to protect north SEATAC Park. In 2023, Congressman Smith and Senator Cantwell included an amendment in the FAA reauthorization act to establish that the port can transfer the title of port owned land to a local government for less than market value. Since May of 2025, the City of SEA-TAC has made several good faith offers to buy North SEATAC park from the port with a commitment to manage it as a park and recreational area in perpetuity.

- [00:37:46] North SEATAC park is currently one of the most popular and heavily used recreational areas in all of South King County. But for reasons unknown to the general public, the Port commission has rejected the offers made by the city of seatac. The public deserves to know why and to know if you continue to refuse to allow for local city ownership of this park, what your plan is to save the park for our community. We suspect and are concerned that given your concern for crowding and congestion problems at the airport and your proposal in the SAMP to build a new terminal that you're holding onto the park for possible relocation of cargo warehouses or other commercial development to make room for the new terminal. We will continue to confirm the to inform the concerned residents of SEATAC Bureau in Des Moines and Tukwila.
- [00:38:33] We hope it'll be to inform them of your decision to grant the city of SEA-TAC ownership of North SEATAC Park. These are difficult and terrible times. Let's get a win for the people of South King County. Thank You. Thank you.
- [00:38:47] Next speaker? Yes, thank you. Our next speaker is Sandy Hunt.
- [00:38:53] Sandy, please go ahead and repeat your name for the record and your topic, and then I'll start the timer. Sure. My name is Sandy Hunt. I am also with the Defenders of Highline Force, and we are now part of Stack for Justice since December. I'm also here to talk about our concerns around North SEATAC Park's acquisition.
- [00:39:13] All right, so you heard Rick. I don't need to go into. You know, this is a vital, critical area for people who not only live directly near the park, but for really all of South King county, we to kind of continue the narrative we had expected with an order that you made in October of 2024, that we would have learned about the preservation plan by quarter three of 2025. We've blown by that deadline, and if there's nothing that we shouldn't be able to count on is that our elected officials keep their commitments to promises they make. We step back, and we have not been here bugging you about North Se Tech park because we had confidence that you would meet your commitments.
- [00:40:04] We're not feeling that anymore, as you can tell. So we are now in quarter one of 2026. The future of the park feels terribly in limbo, and promises that we heard at this diocese and in meetings throughout our. Our neighborhoods are currently unfilled. So we.
- [00:40:31] Earlier last night, I sent you a timeline, just for your record, to see, you know, where things have gone since we last talked, and that as well as a list of the promises that you've made and that have not been fulfilled. So, you know, we feel we've done our part. We've organized members, we brought information. We've organized community members. We've brought things to your attention.
- [00:40:59] You heard from Rick, so I don't need to go into that. So, you know, given the whims of what I call the orange man in the office and their administration, you know, who knows what continuing inaction will bring to our beautiful park. Please take action and save the park. Thank you, Ms. Hunt. Next speaker, please.
- [00:41:23] Our next speaker is Bennett Hazelton. And, Bennett, if you could please just go ahead and repeat your name for the record and your agenda, item or topic related to the conduct of port business, and then I'll start the timer. All right, thanks. My name is Bennett Hazelton. I'm just here speaking as a private citizen, and I'm here talking about seating at SeaTac.
- [00:41:44] Thank you. So, as you've probably seen, there's a waiting area at SEATAC outside of International rivals

where all of the chairs are these marble things. Most of the chairs throughout the airport are a standard kind that are just a metal frame with vinyl seating on them that's relatively comfortable. But the ones outside of international arrivals are all marble. These pretty clearly are very uncomfortable.

[00:42:10] I feel my back hurting even just kind of looking at them. You know, they also have this short back thing where the back doesn't even come all the way up. There are articles and posts online of pictures of these chairs, of people going, man, my back is hurting just looking at that stuff. I'm not really sure what's going on here because I have heard that one of the things they're trying to prevent is people sleeping in the chairs, Whether legitimate airport users or even people experiencing homelessness coming in trying to sleep. But they do have the standard metal vinyl chairs in other parts pre secured at the airport, like the baggage claim.

[00:42:43] And while there may be occasionally people who slip in and use them to sleep, it hasn't gotten to the point where it's an out of control problem. So logically, it seems if you can have those chairs there, you can also have them outside international arrivals. And in a time where many of the things you are considering are probably going to cost billions of dollars and takes multiple years to do, this seems like something maybe you can do. The couple of phone calls, just call some. I don't know if you have like a storage room at the airport with a bunch of the extra chairs and benches and just say, hey, let's bring some of these outside the International arrival Store.

[00:43:12] Also, a side note to Commission President Culkin's point, just this morning I saw a post on Facebook from a friend of mine saying, I have verified video of a bunch of masked agents going around and pepper spraying people and taking their phones away. It turns out this was actually in Iran where she was from. I of course, saw that and assumed she was talking about Minnesota. So when Commission President Calkins says, you know, we see these descriptions of events and we don't know, we can't tell the difference from these foreign dictatorships, it's not a figure of speech in this case. It was literally true.

[00:43:44] Thank you. Thank you, Mr. Hazelton. Next speaker.

[00:43:57] Yes, our next speaker is Michelle Giamarco. Michelle, please go ahead and repeat your name for the record and your item, and then I'll start the timer. Hi, I'm Michelle Jarco and I'm here with a New Year's update about the closure and evictions at Salmon Bay Marina, where I remain on My houseboat, the marina continued its slow emptying over a somber holiday season. The usual buzz of Christmas ships at Salmon Bay was dark, quiet and deeply depressing. The Port of Seattle has quietly eliminated 17 units of affordable housing and evaporated.

[00:44:29] A part of Seattle's maritime community vulnerable live aboard. Neighbors under covered mortgage were evicted in November. Where did they go? Who cares? Five houseboats remain in open mortgage with dismal prospects to get out by the March deadline.

[00:44:45] The market is dead in winter, but in a Christmas miracle, we managed to find two slips. One floating dock on Lake Union with a 20 degree list that's held together with ratchet straps with questionable utilities. Another is such a tight boat, locked fit, I may not be able to dock and if I do, I'll be trapped in the slip during seasonal high waters, unable to leave in an emergency. Both options present life safety hazards more dire than those at Salmon Bay. But we are desperate and that's where two of our houseboats are likely to land.

[00:45:16] To top it off, a large private company, Diamond Parking, the owner of Boat World Marinas, is enjoying a

massive windfall of displaced Salmon Bay customers due to the Port of Seattle's negligence. And still your constituents can see no plan, no transparency, no explanation for the apparent squandering of this asset that you as commissioners and staff were supposed to be stewards of. With the new leadership of the commission, Congratulations by the way. In 2026, we are hoping to get some answers about what the plan is at Salmon Bay Marina. Is what's going on right now really acceptable to you?

[00:45:54] Thanks for listening and see you next time. Thanks Mr. Mark, next speaker. Yes, thank you. Our next speaker is John Chaney.

[00:46:07] John, please go ahead and repeat your name for the record and your item and then I'll start the timer.

[00:46:20] My name is John Chaney and I'm a resident at Salmon Bay Marina on Dock B. And I live in a floating on water residence or houseboat as I like to call it.

[00:46:33] Port Commissioners President Calkins. My name is John Chaney. I live in the Salmon Bay Marina in a legally established floating on water residence. It's also known by the historic term as a houseboat. My houseboat is located on Dock B and has been in the same slip for over 20 years.

[00:46:55] Like the former owner, we are old age pensioners and we live on increasingly difficult to find affordable housing in Seattle. I'm sad that our community has been displaced. All of my friends who live there, a couple of exceptions, have moved to find whatever they can. Some can't live in their boats. Some live on land, some are commuting from far distances.

[00:47:30] I'd have to say that no one, no one is happy. Our lives have been disrupted and yet the port staff says there is no plan. We have no plan for this property. And yet our displacement is occurring and will occur 100% in March. We have found, not found a new slip.

[00:47:58] I have followed up on every opportunity out there and there has been no place that will take my houseboat.

[00:48:11] You have offered expenses. Some expenses. I got to tell you that's not enough. It costs you more to deal with an abandoned vessel at the marina then so far has been offered to help me in finding a new place. So I'm concerned.

[00:48:31] Continue to be. And I hope that you will work on better equitability for us next year. This year. Thank you. Thanks for your comment, Mr. Cheney.

[00:48:42] That concludes our signups today. But I believe we have one more that was written on. All right. Yes, thank you, Mr. Commission President Teresa Vianne Crossman.

[00:48:53] Hopefully I pronounced that right. But if you please go ahead and repeat it for the record and your agenda item or topic related to the conduct of court business. And then I'll start the timer. Thank you. I'm Theresa Fian Crossman.

[00:49:04] I'm with Velux Potts. I'm the visionary, the founder and the CEO. Well I'm here to. I'm your escape between departures space like sleep pods to get people off the floor like myself and often chairs.

[00:49:31] Yeah. So I am patent. I just found out before I walked in this door that I'm ac DBE approved. Man. I've been working on that for five months.

[00:49:48] And so I might be kind of teary because it was a long. It was. Yeah, it was hard. So here in my hand I have

a picture of like China's pots. They're always claustrophobic or cramped looking.

- [00:50:10] Our pods would be ADA approved and wheelchair accessible, even pet friendly. But not just for people that in their suites. Not just for people that has all this big money. We want to make it for everyone. You know, I would like to see a mini motel even putting my pods in a circle.
- [00:50:42] Having a kiosk staff station, you know, so when so they don't have to sleep on the floor. Charge them 10 bucks, \$20, maybe an hour. I don't know what we will decide but I think this will help everybody sitting in them hard chairs sitting on that floor. You know, I'm asking for well D because the D concourse D. There's. There's nothing happening over there and it's everybody's time.
- [00:51:20] You know, time to relax, rest and refresh. And this is not just, you know, even for the travelers. What about your crews? You know, the people that work there, they get tired, sometimes they work doubles. You know, even a captain stewardess.
- [00:51:45] So the USO room is for military. Not even veterans can go in there, from what I heard. And if you can wrap up your. Your comments. Parry, can you wrap up your comments?
- [00:52:03] Okay, we're beyond the two minutes. Okay, that's it. And you're welcome to submit any documents to the clerk for inclusion in the public record as well. Okay. I put in four proposals.
- [00:52:13] Great. Thank you so much and thanks for coming and sharing today. Sounds like between Bennett and the proposal, we've got an idea for Lisa Marie Lindsay. Okay, thank you.
- [00:52:27] All right, do we have any further signups either virtually or in the room today? Folks, who would wish to address the commission?
- [00:52:39] All right. At this time, I'll ask Clerk Hart to please give a synopsis of any written comments received.
- [00:52:47] Thank you, Mr. Commission President. We've received one written comment for the meeting today. Sandy Hunt submitted written comments supporting her spoken and comments today. And that concludes the written comments we've received. Thank you, Clerk Hart.
- [00:53:00] Hearing no further testimony, we're going to move on in the agenda. Our next order of business is the consent agenda. Items on the consent agenda are considered routine and will be adopted by one motion. Items removed from the consent agenda will be considered separately immediately after adoption of the remaining consent agenda items. At this time, the chair will entertain a motion to approve the consent agenda items covering items 8A through 8F.
- [00:53:29] So moved. I'll second. The 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 Cho. Aye.
- [00:53:46] Thank you. Commissioner Fellerman. Aye. Thank you. Commissioner Mohammed.
- [00:53:53] Aye. Thank you. Commissioner Hasegawa. Aye. Thank you.
- [00:53:57] And Commissioner Calkins. Aye. And with that, the motion passes and we will move to. Since we have no new business items today, we will continue to presentations and staff reports. Clerk Hart, please read the first item into the record, and then I'll have Deputy Executive Director Goon introduce it.
- [00:54:17] Thank you. This IS Agenda Item 11A, 2024 Flight corridor management Project briefing.

- [00:54:29] Commissioners. The Flight Corridor Management program is an ongoing program that approximately every five years evaluates and mitigates obstructions in the vicinity of sea. FAA regulations require airports to identify and manage obstructions, often trees to navigable airspace on and around the airport. This removal helps to ensure safe operation of aircraft during takeoffs. And landings.
- [00:54:52] Airports around the country manage similar programs to protect the safety of the flying public. Two weeks from today's briefing, port staff will be back to request commission's authorizations for the port to advertise and execute a construction contract for the work. With us today to present is Saban. Oh, I'm gonna. Sorry, Saban.
- [00:55:13] I think. I think we'll just go by Saban from now on. Like Madonna, Interim Director of Aviation Operations and Rob Kokilis, Airfield Operations Manager. I will now turn things over to the two of them. Executive Commissioner.
- [00:55:28] Goon. Commissioner. Sorry. Executive Executive Commissioner. Wow, that's quite the motion.
- [00:55:35] This is very good. Quite the demotion. We're all messing up everything today, so thank you for having us here. My name is Sabin Moodlear. I'm the interim Director for Aviation Operations.
- [00:55:48] I'm joined today with my colleague from aviation Operations, Rob Kikilis. Rob will cover the specifics of the flight corridor management program. But before he does, I'd like to address the sole purpose behind the ongoing innovative program that identifies and removes obstructions that could impact safety and efficiency of aircraft operations during takeoff and landings. On average, each day, over 144,000 individuals travel through sea. Additionally, thousands of individuals live, work and go to school and carry on their lives in the communities surrounding sea.
- [00:56:35] Ensuring their safety is paramount the port and the reason behind the flight Quarter. Sorry. Ensuring safety is paramount the port. Sorry. Is paramount to the port and the reason behind the flight corridor management program.
- [00:56:51] It is also the reason for multiple layers of programs and regulations. The flight that the Federal Aviation Administration has placed at SEA and airports around and throughout the country. These regulations work to prevent any points of failure that could jeopardize the safe and efficient operation of aircraft and the passengers and planes and the people on the ground. The port only identifies and removes trees when it has fully. When it has fully certainty that the tree is or or will soon become an obstruction to navigation.
- [00:57:30] In addition, this process was improved from the initial design several years ago to prioritize the level of obstruction removal and requirements to minimize the impact of removing adult trees in the communities around the airport. A commitment to safety is one of the port's foundational priorities. And I and Airport Operations team are proud to be part of that organization that puts such an emphasis on safety. I know for many passengers arriving and departing on flights, for the pilots flying the aircraft, for the air traffic controllers in the tower, and for the many residents living in the vicinity of the airport, it is reassuring to know that the port is taking every action in its power to keep everywhere everywhere an aircraft operates free of obstructions. Thank you for giving me this opportunity to speak today and I leave the rest to my colleague Rob Good afternoon commissioners and congratulations on the new appointments.
- [00:58:38] Again, my name is Rob Kikilis. I'm manager of Aviation Operations project development at SEATAC

Airport. In addition to having me here today in person and also on the phone, we have some other co workers from external relations and environmental should we need some more details reading any of that. So I'm going to go ahead and get going. So repeating a little bit of Stephen said, managing safe and efficient flight paths to and from SEATAC airports runways is critical to airport operations and more than 52 million passengers that fly in and out of the airport each year.

[00:59:13] And to do that the Port is required by the FAA to identify and address any obstruction that could impede aircraft during takeoffs and landings. In addition, Washington State law designates airport hazards as a public nuisance, recognizing the Port's authority to remove these hazards. And airports around the country manage similar programs to protect the safety and efficiency and the flying public and of the flying public and the people on the ground. Next slide please.

[00:59:42] Thank you. In response to this ongoing requirement, the Port established a permanent program in 2014 to identify and remove flight obstructions which in our case are trees. Every five years the program also replaces all removed trees according to Port of Seattle and local land use standards and since 2016 has resulted in the planting of more than 12,000 trees. The 2024 project, which is the current phase we're in right now, has identified and completed design for the removal for the removal of 197 new vegetative or trees obstructions that currently penetrate or will penetrate the flight surfaces within five years. 158 of these are on port property, 39 are on public agency properties.

[01:00:29] None are on private property. The project will include tree placement both on Port property and in coordination with the cities in the areas where they have their jurisdiction. And because it's an ongoing program, the process of planning, design, construction will begin all over again for the 2029 project. Next slide please.

[01:00:53] The Port takes very seriously its commitment to environmental stewardship and recognizes the community benefits provided by trees, forests and parks. The State Environmental Policy act review has been completed and recognized the Port's responsibility to replace the every tree removed according to local land use and development standards. The Port as well as the cities of Beering and SEATAC have recently anticipated and responded to the Flight Corridor Management Program by adopting new or updated tree replacement standards. Additionally, the City of Berrien standards also recognize the Port's authority to remove flight quarter obstructions. The Port's new tree replacement Policy directive adopted in 2024 requires a 4 to 1 replacement within the Port's what's known as the airport activity area.

[01:01:43] Within the airport activity area. The Port's rigorous four credit tree replacement policy supports urban forests and trees by requiring four actions to compensate for every tree removed. These actions include tree plantings, invasive species control, maintenance on nearby port owned forests, or combination of those efforts. City replacement requirements vary, including the required replacement ratios. So to comply with replacement requirements, cities typically require the Port to replant or pay an in lieu fee or in some combination of the two, the City uses the in lieu fee.

[01:02:22] The City will then use the in lieu fee to plant trees and conduct forest restoration elsewhere on their public property. The Port also follows construction best management practices to minimize noise, dust and erosion and leave project sites in good condition. Next slide please.

[01:02:40] As this map illustrates the area well, you can see the outline of the Flight Quarter management program,

which is kind of the hourglass shape in purple and SEATAC airports in the middle there. As this map illustrates, the area evaluated for obstructions can extend some distance from the runways, particularly where the ground surface is rising. And for example, Burien's Matheson park is on average about 445ft above SEA level, which is actually 30ft above the end of the nearest Runway. The survey areas include everywhere where there could reasonably expect to be a flight surface obstruction. And there are multiple.

[01:03:16] There are multiple of certain. Boy, there are a multitude of surfaces emanating in all directions from the runways as you can see from that. Next slide please. Thank you. The 2024 project has completed a highly technical analysis of flight surfaces projections off the end of each Runway.

[01:03:35] A model of those flight surfaces was overlain with detailed ground surface elevations to identify points where anything underground penetrates the lowest flight surface or is predicted to in the next five years. This helps keep the trees from being removed to the minimum level that still addresses a flight corridor safety for aircraft. Field surveys then verified the obstructions, which in this case were exclusively trees or other vegetation, and collected relevant data. Next slide please.

[01:04:07] So it was a bit of an eye chart here, but the table represented here summarizes where and how many trees are being removed as well as replacement requirements. So 153 of the 197 trees occurred on Port property in the airport activity area where the Port's four to one tree replacement policy applies. All trees in Burien are on city property and are subject to the city's 3 to 1 replacement standard. For trees on public property, the city has asked for a portion of the replacement requirement to be on site planting and the remaining to be paid as an in lieu fee which then they would use elsewhere in the city for replanting trees. Both the port and the city of SEA-TAC own trees in the city's jurisdiction and are subject to city replacement standards.

[01:04:54] The 34 trees on SEATAC property occur in a park and Replacement calculations indicate 204 replacement trees are required or approximately a 6 to 1 replacement ratio. We are expecting to pay an in lieu fee of the city of SEA-TAC as was done in the 2019 program.

[01:05:16] Next slide please.

[01:05:21] So for obstructions on port property, they occur mostly south of the center Runway. You see the green dots representing those obstructions. Project construction will include restoring approximately three acres of forest land, including planting 334 trees and removing invasive cover to protect existing mature trees and establish a native understory. Next slide please.

[01:05:47] So, City of Burien and we can talk here.

[01:05:53] I'll talk about Burian, then we'll talk about the City of SEA Tac next. The five obstructions in Burien are all located in Matheson park and are subject to the city's 3 to 1 replacement ratio. The city has also recommended removing a sixth tree located in close proximity to one of the obstruction trees. And we plan on doing that during construction. And their concern was because of the construction and just being exposed with one tree gone, this additional tree could become a hazard.

[01:06:22] So we will take care of that tree. Also, the city has requested half of the required trees to be planted on site and half to be paid as an in lu fee to the City Tree bank program. Next slide please.

[01:06:38] Specifically Matheson Park. You can see on this slide here, we tried to get the scale as close as we could

between the aerial photograph and you can see the call out where the two play areas are and then the construction plans to the right of where those two play areas are. Just you can kind of have reference of the amount of trees that are in the park in that area and then the number of trees that are being removed and replaced. So obviously Madison park is an area of special interest given the community history, the character and coordination condition of the park as well as the trees in the park. In particular interest of both city representatives and community members.

- [01:07:18] Community members. The figure shows trees to be removed as green X's. That's the figure all the way on the Right, and the nine replacement trees are in red and they have their type of tree identified next to them in that diagram. Port staff have coordinated with city staff since March of 2025 to design a remedy recommended by the city that maintains the park's benefits while minimizing clearing impacts. While trees removed are primarily east of the walking path near maintenance buildings, replacement trees are being planted in locations that will increase overall canopy and provide more shade for the playground areas.
- [01:07:57] The Port will weed and water replacement plantings monthly for a period of two years and be responsible for immediate replacement of any dead or damaged plants during that maintenance period.
- [01:08:10] Next slide please. Moving to the City of SEA Tac again, you can see the obstructions here in the clump of green dots there. South of the airport in the city of SeaTac, there are 34 tree obstructions, not including the five trees on port property. 33 of the trees are located in the SeaTac's Des Moines Creek park south of the runways. The other one is kind of up and to the left on this diagram or to the west on city right of way.
- [01:08:40] The city replacement requirements are based on site canopy conditions and so require fairly complex calculations. The calculated replacement was 204 trees or approximately 6 for everyone cleared and the Port is expecting to pay an in lieu fee to the City Tree bank program as was done in 2019.
- [01:09:04] Next slide please. A variety of tree shortening options have been considered but rejected either because it creates a different hazard or may impact tree health. In particular, lighting does not meet the requirements to maintain an obstruction free airspace and the tree will continue to grow taller, which you know obviously negates the point of the program. Next slide please. As far as the schedule, the Commission has already authorized planning and design phases for the 2024 project and is and now we only need construction authorization to continue environmental review and permitting was completed last summer and the public had the opportunity to review the program.
- [01:09:47] Provide comments.
- [01:09:51] Ultimate Commission authorization for construction which is scheduled for the next meeting so we'll be back at the next meeting will allow staff to complete the 2024 project by the end of this year including tree replacement. Next slide please.
- [01:10:08] Public engagement for the Flight Corridor management program project began early and utilized several port communication vehicles to get the word out and due to obstructions identified in beer and SeaTac, port staff engaged the cities at both the staff and council levels. Beginning In March of 2025, port staff promoted the project with a dedicated program website that includes the location of each of each obstruction and public notifications for comment. Is a required part of the SEPA process as well. And several well established port marketing and communication tools were used to publicize the public comment opportunity. Special consideration was given to Matheson park including a site visit with poor

commissioners and community members to hear concerns and offer potential solutions.

- [01:10:58] And next slide is the conclusion slide and we are good at. We'll happy to answer any questions. Thank you so much and thank you for helping host our visit to the park as well as community members. At this point I want to open up comments and questions from commissioners. Commissioner Hasio, thank you President Calkins, thank you very much for the presentation.
- [01:11:21] So I had the opportunity last month to go and visit the site, ask some questions and I learned a couple things.
- [01:11:29] One is that the reason why the trees need to be removed is because they're. It's the flight path corridor on a return which means that if a plane is taking off and something goes wrong, they have to make an emergency stop and they have to turn around and that's the zoned area where they're going to have to make an emergency for them to be able to make their maneuver. And so that was a really critical piece of information for me to understand because the hierarchy of needs is always going to be the immediate safety of people. You're really close. You got the concept.
- [01:12:10] Really close. The specific surface by Madison park is the missed approach surface. So they're on approach to Runway three, four left and something happens. Whatever reason they needed, you know, you know, hit the power and, and peel up and you know, in depart and then come around, try again. Missed approach, not a failed takeoff.
- [01:12:30] Right, got it. So same idea, but it's the missed approach or the. It's an emergency procedure surface. So same concept, but just as an approach versus a departure. The emergency procedure that they have to be able to make.
- [01:12:42] If they are trying to come on approach and they. And they miss it, they have. That's the zone area where they have to be able to make their maneuver. Yeah, right. And that's really important because that's a matter of immediate safety.
- [01:12:55] But I also saw how. So I have a couple questions. So they are big trees and I think it hurts everyone to see them removed. Like it is a. It is.
- [01:13:13] It feels personal when you see something that. That old and that big come down. And I hear you also, you know, I've asked the questions about where the city of Berean's been on this and it's been a collaboration with the city who identified what trees they want replaced. You work with their landscaper, their Botanist to identify native trees that will go back in for them to take into context their greater tree replacement and like tree banking strategy. When we did the land stewardship plan, we set the standard of a 4 to 1 tree replacements standard.
- [01:13:55] But then I guess it's disappointing that when we're working with cities and they have a lower tree replacement standard that we go with that. One thing that I want to see happen with this is that we still give those extra six trees for that would match our four to one replacement and that we put that into their tree bank. And based on your feedback in the meeting in the park. Yes, we've been talking to the city about that. Good.
- [01:14:27] I that's not a gift of public lands. That's us still living our vision and meeting our own goals, even if the city themselves have lower goals and lower standards. And I that's important. The other thing is that when you

walk through you see all the trees tagged. Why are all the trees tagged?

- [01:14:50] We don't know. We know which ones. We know which ones are ours because they have specific numbers on the tags. I don't know if another survey was done for other purposes sometime in the past. So when you go down there, you see all the trees and all, all of them have little tags on it.
- [01:15:05] And it's alarming because even as commissioners we go, oh my goodness, are all of these trees marked to come down on a different project for a different reason? And that's not the case. So what are we doing? Because there's such significant community attention around Matheson Park? How are we indicating port trees?
- [01:15:26] We are going to be going back out. We don't have an exact design yet, for lack of a better term, we're going to be going back out and marking our trees in a more distinctive way. So, and actually bring up some signage to kind of explaining what it's all about. So that will be, that would be occurring now that we're in the new year. How is the removal of such deeply rooted trees going to impact protection of the other trees that depend on each other for security in harsh weather conditions, high winds, heavy snows.
- [01:15:58] And how does it impact the soil and how sturdy they're going to be and be able to remain with their neighboring trees being removed? Well, it's. Well, regarding the soil or if you're talking about like erosion, whatever, as you're doing, the, as you do our construction, we, we always do erosion management, erosion control. So that would just be part of the, part of the design. It's also not a very steep area there.
- [01:16:21] So I wouldn't imagine it's gonna be that much chance of erosion as far as how the trees kind of relate to each other when you take some down. As we indicated, the city of Bureau and asked us to take down an additional tree that was very close to the other trees. So they already looked at that with their arborists, with their, their folks and said, yeah, I know you got five, but take down this other one too. Because we're concerned when next to it goes, it won't be, you know, I'm not an arborist, but a safe tree, for lack of a better term. So that's why there's an additional tree that we're moving at the city's request.
- [01:16:57] There's also a playground, a play structure there. It's plastic in, in peak heat during the summer. Sometimes you can't even go out and take your kids because it's too hot to the touch. But at this park, the trees are giving cover. So removing these trees will lead to a certain degree of exposure.
- [01:17:16] What is there? Park improvement for community benefit also planned. Yeah. So going back to the one slide that showed the design that the city provided us, where they want to put the replacement trees, they're putting trees. Majority of the trees we're taking down are on the other side of the path we were standing on while we're in the park.
- [01:17:36] So they're closer to the old house that's there. Yeah, there you go. So they're closer to the house. Only one tree is on the playground side of that pathway. So most of them are, you know, on the far side.
- [01:17:49] That being said, if you look at where the new trees are being planted, the ones in red with call out boxes with their names, the city has asked us to plant more trees closer to the playground. The two playgrounds I think I'm assuming, the idea being that they will provide more shade and more cover for those areas. Okay, that's, that's good. The trees are earth's lungs that clean the air. And so there's a difference between these mature old growth trees and putting in a sapling.
- [01:18:17] So can you tell me about the trees that we're going to be putting in? I believe they're going to be, give me a



number here. Four foot, six foot.

[01:18:30] Oh, up. Up to 10ft. Thank you. Coming up, Coming up. Chipper, let's talk trees.

[01:18:39] Nine trees. And we're getting them as large as, as we can get them and, and still have them kind of be viable to survive. And the city picked the species of the trees, it's a mix of conifers and hardwoods. The hardwoods have big, broad canopies, so they provide lots of shade. And then the conifers are native, so replace some of that native function.

[01:19:01] How come we don't just top the trees instead of removing the whole darn tree? These trees are all conifers. And tree topping creates a wildlife hazard, creates a raptor perch, which is also a hazard for flight safety at the airport, according to our wildlife hazard management plan.

[01:19:23] It also has the potential to damage the tree's health and potentially kill the tree. So it's not a recommended best management practice anymore, ecologically speaking, for arborists and Chipper. Can you provide us your full name and title for the benefit of the public? Who's listening in? Yes, thanks for reminding me, Commissioner Calkins.

[01:19:44] My name is Chip Remaining. I'm the ecologist at SEA Tac Airport. So, given our land stewardship plan, we also coupled that with land stewardship principles that talk about not just the work that we're doing, but how we do it in terms of communicating with the impacted communities. So it sounds like that this has been planned for a long time with the city of Burien, but that communities didn't find out about it until later in the game. So can you walk me through the process?

[01:20:17] Who takes ownership over communications and implementing our land stewardship principles and our own best practices? Well, environmental staff manages the land stewardship plan. And you are correct. There are five goals or there are five principles. One of them is equity.

[01:20:38] To make sure that we're being transparent and giving information to the community and reaching. Reaching outcomes that benefit the community ecologically, that we're providing ecological benefits. So that is integrated holistically into our airport practices. We've hired staffing recently in both external communications groups and hired. Started a new environmental communications group specifically at the airport in the last two years to kind of facilitate better and ongoing communications and outreach with the public.

[01:21:17] We don't have control over the way local cities are communicating with, engaging with, or being transparent, sharing information with their stakeholders. But this is something that has come come up with the city of Des Moines as well, where we are doing our best in our part to shepherd a program, you know, abide by our principles, share what we can. But there's a degree of responsibility local cities must take. Can you please help me bridge that gap? What we're doing to talk with Buran and to also take ownership over communicating with their constituents?

[01:22:00] Yeah, I don't know how much we can drive how well they can communicate with their constituents. But I can tell you from our part, we have met, we presented matter of fact at their council earlier last year about this program and we've been, as I said in the presentation, working with their staff since March. So I think we got the staff level. 20, 25. 5.

[01:22:20] Yeah, so we've got the staff level and we have the council level. I think from our standpoint, we were

doing, you know, we got a pretty good job of reaching out to them. The council has visibility as well. Yeah, we briefed. We briefed them in, I think, September, but yes, earlier last year.

[01:22:40] No further questions. Thank you. All right, I'm going to take a moment. I've got to depart at this point and I'm going to pass the gavel to Vice President Felleman for the remainder of the meeting. I will say on this particular topic, what struck me through all the conversations we've had on both in this iteration of it and in previous iterations over the course of the last eight years, is that we set a very high bar before we would remove a tree, particularly a tree, of the significance of these trees.

[01:23:13] And if we are compelled by law and the interest of life, safety to do so, there is a very rigorous plan in place to mitigate any ecological and community harms to it. And in going out to the park and visiting with residents, I was particularly impressed with the professionalism both of our team and also the Berean Parks Department team in creating a plan in the transparency with which you all communicated with each other and to the public about it. And we're finding that it is a struggle to get that message across to everybody who might have an interest in this. And I think we've taken some lessons away from this process, but for the most part, I think we are meeting our values where there are a balance of equities and doing the right thing in this approach. So thank you so much with that.

[01:24:05] I'm going to turn it over. Vice President Feldman, who followed safely. Yeah, for sure.

[01:24:12] Watch out for the lines.

[01:24:18] To be continued. Commissioner Cho, do you have any questions?

[01:24:23] All right, so you have the pleasure of having a couple for me. So I. I have no question about the rigor by which the port staff evaluate risk and this analysis. It a pretty quantitative approach. I do understand that you're looking sort of into the future with this five year idea when these protrusions would affect the envelope. Is the Matheson Park.

[01:24:52] Are the Matheson park trees currently in that zone or we just expected to arrive within five years? We did the Survey, the aerial survey where we gathered the data back in September of 2023. And back then we predicted that within, based on average tree growth in this region, it would be about five years. And now we're in 2025, so 28. Right.

[01:25:20] So we're, that's, you know, I think it's important to be in front of the curve. So we've making planning and that sort of thing. And you know, when you do have tree removal within a park, obviously there's a heightened level of community interest. And so certainly we've heard from community members, 15 day public comment period. It's not exactly.

[01:25:41] It's like the least possible for a process and does not suggest, you know, even with a communication plan, it doesn't really give a lot of time for the public to be able to provide input. But I do appreciate the fact that it afforded a tour, four commissioners that was. I wish I knew about it, but I certainly learned a whole bunch about North SEATAC Park. You know, getting an orthogonal photograph of a park is different than being under canopies. So at least some of my colleagues got to, got to experience that because it's, I think it's very, very appropriate to, to be able to see that.

[01:26:20] I was concerned by this comment that Commissioner Hasegawa brought up that there may be other projects intended by the city that would involve tree cutting, this, this flagging of other trees. Do we know

whether or not there are other projects being considered? Not in any of the conversations that they've come up with us. Okay, so the flagging question, we don't really understand the rationale for it. Yeah, correct.

[01:26:50] All right. Because that would require sort of like a cumulative impacts analysis, if indeed there. This is part of that. And I know we had that issue with WSDOT along when we were dealing with 509. There was that whole part when we were looking at around the Hill Grove Cemetery and all that.

[01:27:09] But it would be interesting to know if indeed there are and if the community has any idea, that would be great to know.

[01:27:17] So I did try to reach out to the city mayor and having not heard about it or the, or the manager, and I never heard back. So I was under the understanding that this was sort of dealt with community engagement. But we're still hearing, obviously there is some community concerns left over. The one thing that I've always wondered is like, have we ever implemented any of these alternative approaches that are listed here that every time we talk about them, lighting, topping, crowning, they're out there, but they're I don't think. Has there ever been an application of these alternatives applied with that for our program?

[01:28:00] Yeah, not that I'm aware of. No. No. Again, the reasons Chipper mentioned, you know, topping trees is certainly not recommended. I even got a flyer from my own utility company once saying, don't top your trees.

[01:28:14] So that kind of stuff and, and crowning doesn't apply, does not apply to conifers, and ours are conifers, the ones we're talking about. And lighting doesn't solve the problem. It just, you know, puts a light on a tree. So my point being, if indeed you do not see an application for these alternatives, let's assume, stop talking about them as alternatives. However, I would suggest that when you're dealing with a big tree, I mean, if you damage the tree in the course of topping it, it's not going to die over sudden.

[01:28:53] In a park where you have park managers, they can monitor the health of a tree. It's not like the limbs are just going to drop off overnight. We'll see the tree wither. And similarly with raptor nesting, those don't occur overnight. So the, the negative sides of topping, which are clearly exist, would be something that would become evident.

[01:29:18] Although, you know, obviously the port, this is more time intensive, more resources. But if indeed a city park was inclined to do this, that would be something that it would. I'm looking at that. If there was ever an application of an alternative five trees in a park, this would be one of those times. But I'm just wondering if there's never a recommendation to do alternatives.

[01:29:45] I don't know why there are, why it's even listed only because people bring it up. So we want to let them know that the reasons why we don't consider them. Personally, I agree with you. We shouldn't list them as alternatives because I don't think they're viable alternatives, but only because people bring them up is why we have them included here. So.

[01:30:03] But Chipper, what is your thought about, you know, we have three years before that breaks the, the envelope. There are ways to monitor bird nesting and tree death. Well, first of all, I agree with what Rob said. And yeah, I think there's this legal liability that's not my area of expertise. But you top a tree, it gets diseased, and then a limb is rotted and falls on somebody that's walking through the park.



- [01:30:32] There's an additional maintenance responsibility for the city that would be involved in those types of scenarios that the port isn't, I don't think in a position to ask the city to do. And then the tree also regrow. So it would continue to be. Be a risk of becoming an obstruction in the future. So again, just like the lighting, we haven't.
- [01:30:55] We haven't really solved the problem. The tree could actually regrow and still become an obstruction. So like I said, I was glad to hear that you came to an understanding with the city. As far as the resource managers are concerned, this is fine. It just strikes me that if there was this consideration that an old growth tree, more likely than not that it would stick through the envelope, if indeed there was some sort of opportunity to talk to the city or whatever jurisdiction that in this situation we could monitor it, you could take on some of the liability.
- [01:31:31] But again, it's not like limbs just drop off like, you know, Christmas ornaments. Right. So I hear what you're saying. I'm glad that you've spent all this time. I wish I got to see the tour.
- [01:31:43] It's just I still think that like a small number of trees in a public place, this might be the kind of thing that would be appropriate for an alternative approach in that, in this case, it appears. But thank you for your due diligence. And I would just encourage more than 15 days to. To make sure that the public has that opportunity and if there are cumulative impacts, to be able to make sure we know about them. Thank you again for your time.
- [01:32:12] Is there any other questions? Well, thank you again for the presentation and Clerk Hart, please read the next item in the mic. Thank you, Commissioners. Thank you very much. Thank you.
- [01:32:25] This IS Agenda Item 11B, 2026 Federal Legislative Agenda briefing. Commissioners, this is your first opportunity to provide comments on our proposed 2026 federal priorities. The Federal Administration has brought both challenges and opportunities, and this presentation will highlight a few of those. We are fortunate to have strong relationships with our congressional delegation who have shown their deep commitment to working with the port on our priorities. We look forward to working closely with you to advance our federal agenda throughout the year ahead.
- [01:32:57] Joining us today is Eric Schinfeld, Senior Manager, Federal and International Government Relations.
- [01:33:05] All right. Well, good afternoon, everyone. Again. My name is Eric Schinfeld, Senior Manager of Federal Government Relations for the Port of Seattle. Good afternoon, Deputy Executive Director Goon.
- [01:33:15] Good afternoon, Commissioners. Pleased to be with you here today. We are here to talk, as we do every single January, about the draft federal legislative agenda. And as you heard both from the opening comments from Commissioner and President Calkins and many public commenters, this is not a very happy topic for a lot of people. The last year of the Trump administration's actions and Congress's actions have oftentimes not been aligned with the Port of Seattle's values.
- [01:33:44] And so it has been a real challenge for us as we go into 2026 to figure out how we engage successfully. And so what we're going to talk about today is what we did in 2025, some of the opportunities and challenges for both last year, year and this year, and how we propose to proceed. So next slide, please. Next slide again. So we will talk just for a moment about some of the things we were able to do in 2025.
- [01:34:11] It was, as I said, a very challenging year, not only for the port, but frankly, for our community, our

constituents, and many of our partners throughout the region, throughout the country. We did, however, achieve one major success, which was working very closely with Senator Murray and Representative Smith, as well as the rest of our congressional delegation to after eight years, finally successfully pass legislation that allows two airports to be selected by the FAA to use their federal funding for the repair and replacement of federally funded sound insulation. Now, you may say, how will we know that we're one of those two airports? And the answer is that we wrote the criteria so that it could only be us. If you read the legislation, it has to be a noise insulation program that started only in the year 1985 that is specifically in a region right.

[01:35:01] Coincidentally about our size and meets other criteria that only apply to us. So we feel confident between the criteria itself and the urging of our congressional delegation, that we'll be working with the FAA to get this program up and running. Already, obviously, you have put \$5 million of levy money towards the repair and replacement of sound insulation, but this will allow us additional resources to make sure that we're fully meeting the need. We also are were able to successfully achieve two, quote, unquote, earmarks, what they call now congressionally directed spending. The \$1 million for a Seattle waterfront SEA level rise resiliency study passed the House last week and will pass the Senate probably tomorrow or Wednesday and will be signed into law.

[01:35:47] So really excited to be able to work with our partners in the city of Seattle and others to look at how we can not only understand how SEA level rise will impact the waterfront, but be able to identify projects to invest in that will address some of the impacts of that SEA level rise. We also expect, hopefully, the Department of Transportation bill to pass next week, and that includes \$250,000 to help fund the replacement of the switcher locomotive at Pier 86 grain terminal, the one big, beautiful bill did pass this year. There were many things in it that were not aligned with the port's values, but they did include a retention of the sustainable aviation fuel blender's tax credits, that is a dollar or so of funds that apply to every single gallon of sustainable aviation fuel that is created and sold. And it really is quite remarkable that tax credit was retained when almost every other clean energy tax credit credit was repealed. So really pleased to be working with a national coalition that helped make that happen and a few other things that actually did help us, mostly in terms of funding for new CBP officers for our International Rivals facility, money for security and support for the FIFA World cup, investments in air traffic control in the Coast Guard, and a tariff exemption ending on all de minimis imports, which is not something we need to go into now.

[01:37:06] But just suffice it to say that that did encourage diversion of cargo to Canada and removing that de minimis exemption does help us make sure that cargo does flow through our gateway. Next slide. I could go on at great length about all of the challenges of the Trump administration in 2025. You've spoken to many of them already. Immigration tariffs, anti equity, anti environment policy changes to the DBE disadvantaged business enterprise program, all sorts of challenges, not least of which being the longest ever federal government government shutdown in 2025.

[01:37:40] So I think you all are very aware of that. Happy to talk about what any of those challenges were. But we, we've all focused a lot on how to track those challenges, how to minimize those challenges, and we've done the best we can in a very challenging environment. Next slide please. So we go into 2026.

[01:37:59] Republicans do still control both the House and the Senate as well as the White House, although it is a increasingly small majority in the House, which means that in some ways it's hard to pass any negative

legislation, but it makes it also really hard to pass any legislation. Add that to a major election year, we do not expect a lot of opportunities for legislative progress in 2026. We do expect there to be a lot of executive action from the President, as we've already seen in the first few weeks of the year. So certainly something to look forward to. To pay attention to nine of the 12 appropriations bills for FY26, which is the current fiscal year we're in, have not yet passed.

- [01:38:41] The current funding for Federal fiscal year 26 expires on January 30th and I do currently expect my expectation is that 11 of those 12 bills will pass by January 30th. I think what will not pass likely is the Department of Homeland Security funding, which there is not a lot of interest in bipartisanship right now for a Department of Homeland Security bill that includes funding for ICE among other agencies. So that will probably be a continuing resolution at FY24 levels for the year. FY26, the major must pass legislation this year. There certainly is likely to be a farm bill.
- [01:39:18] There's definitely going to be a Water Resources Development act, which is really important for harbor maintenance tax funding. So there will be some action, but certainly very, very limited. And so next slide, when we talk about what our goals are for 2026, I did not want to provide you with a laundry list of everything we hope for because we know that most of the things we hope for will not happen in 2026. I do think though, these are 10 things that that have a chance to happen, that have a chance to benefit the port by happening certainly in terms of funding, both getting the earmarks that are currently working their way through the process, applying for both earmarks and grants next year in 2026, still hoping to get some funding for some of the things that we care about, the implementation of things that have already passed. So I talked about the secondary noise insulation bill that just passed, the things that we got passed in, in 2023 or 2024 rather for the FAA Reauthorization Act.
- [01:40:10] These are laws that are on the books that the FAA has not yet implemented. And we think it's really important to put the pressure on and make sure those things do get implemented because they were major wins not only for the port but for our near airport communities. Commissioner Calkins is not here and so he will not get to hear me say that there is a major opportunity to make progress on shipbuilding in the United States. That is something that I know he is very focused on and others of you are focused on at both the state and federal level. And there is real interest in continuing to make progress on shipbuilding.
- [01:40:38] That's an area where actually the President and both Republicans and Democrats in Congress do agree. The Ships act is the major piece of legislation and I'm not going to handicap the success of that just because anything that's major legislation is always hard to pass. But I do think at the very least we will see different pieces of that continue to work their way through the system. Wherever there are opportunities, through appropriations process, through the Water Resources Development act, et cetera. There are lots of opportunities to continue to make progress on harbor maintenance tax and other ways to disincentivize cargo diversion.
- [01:41:11] This is an area where our longtime priority around making sure there isn't cargo diversion aligns with the president's goal of minimizing trade with Canada or whatever his goal is on that front. So there are opportunities to find common cause there on harbor maintenance tax. And then again, as I mentioned earlier, while this administration has been incredibly, incredibly antagonistic to most clean energy policy, SAF remains one area of potential bipartisan compromise, as well as alternative maritime fuels that could potentially be both green and brown, like hydrogen. So lots of opportunities there. There's a lot of interest

in permitting reform, bipartisan permitting reform, which has some pros and cons for the port, but certainly where we can potentially make progress on expediting the siting of new clean energy facilities.

[01:41:59] There might be some opportunities for wins there in the Biden in the permit and reform process that's working its way through Congress right now. Next slide. So that was my very quick overview of some of the things that we are hoping for in 2026. All of our concerns for 2026 still remain there, the same as the concerns in 2025. And we've seen again just in the first few weeks of this year that the President actually is focused on making these policies even more extreme, even faster, even bigger.

[01:42:29] So we'll definitely be having to focus on that right now. I will note on the trade and tariffs front that tomorrow is a Supreme Court decision day. It could be the day that the Supreme Court hands down their decision on whether or not the President can use the International Emergency Economic Powers act to levy tariffs at his whimsical. And if the Supreme Court decides that that is not a legal use of the International Economic Emergency Economic Powers act, then we could see a lot of those tariffs go away, potentially even rebates and refunds for some of the people who have paid those tariffs. Although we certainly will see the President try to reimpose as many of those tariffs as possible through more legal means.

[01:43:07] But certainly, you know, when we saw last yesterday, for example, the president just sort of sent out a tweet that says, now everybody who does trade with Iran has to pay a 25% tariff tariff, a very, very difficult way for policy to be made for all of our exporters and importers. So at the very least, the Supreme Court ruling against the IPA tariffs would allow for a little bit more process in the Trump tariff regime. That is a really quick overview of our federal legislative agenda, both opportunities and challenges for 2026. Obviously, we're here today to take your feedback. We will come back in a few weeks to ask for your approval.

[01:43:44] And then we will of course start to work with our congressional delegation and others to advocate for these priorities and advocate against the priorities that we don't like from the Trump administration. I will say, as I always say, that one of the most important things that I ask of you each year as commissioners is to help engage with our congressional delegation in D.C. i've listed a couple of opportunities coming up just in the near term alone where we are really excited to engage you and potentially bring you to D.C. i think your presence there is always really helpful to get us access to our decision makers. And I will point out in particular that a couple of Years ago in 2023 we did our first ever start DC fly in. We are excited to do that again in 2026. The focus will be, hey, we passed all of these policies to help our near airport communities.

[01:44:31] You need to make sure they get implemented working with our congressional delegation and of course meeting with high level decision makers at the FAA as well. So I will stop there. Happy to answer any questions or take any feedback on the federal legislative agenda.

[01:44:45] Thank you Eric for once again providing a ton of information in a short amount of time. Before I open up to my colleagues. Can you just address the couple of recent lawsuits that were just resolved in the last couple of days that dealt with clean energy funding and dealt with a couple of other things that might impact this agenda? Yeah, absolutely. There have been so many court cases that where at the very least at the district court and often at the the appeals court level that the our priorities have been upheld.

[01:45:15] Supreme Court more mixed bag. So a couple of things that I will flag and first of all, let me start by flagging

the court case that we're a part of that was filed about six, seven months ago now where the FAA and the DOT has attempted to impose both immigration requirements and anti equity requirements in federal grants. Just today, in fact, the US DOT formally withdrew all of their legal efforts to impose immigration conditions. They have not yet withdrawn their efforts to impose equity conditions on federal grants. But because we're part of a multi stakeholder lawsuit, we are currently not required to get rid of our equity programs in order to get federal grants.

[01:45:59] So that's a big win there. We've seen just in the last couple days. To your point, Commissioner Fellman, during the federal government shutdown, the Trump administration tried to rescind a number of clean energy grants not from us but from many other stakeholders in quote unquote blue states around the country. That has been deemed illegal just yesterday. Also, one of the five wind farms that the sorry offshore wind farms that the Trump administration has tried to stop, most of which are almost completely built.

[01:46:27] At least one of those, the Revolution Wind Farm, has gotten its permit restored through legal action. So we're seeing a lot of ways, and certainly I think the number is something like 150 judges have now ruled against different parts of the Trump administration's immigration agenda. So we're seeing, we're seeing on the immigration front, on the clean energy front, a lot of success from stakeholders suing against this administration, making decisions that even if the administration, quote, unquote, has the authority to impose these, they have not necessarily gone through the proper channels to institute those changes. And certainly somewhere the president really doesn't have the authority to make these changes. So something that we're continuing to track very closely, working with the legal department and finding opportunities where we can engage appropriately in those conversations.

[01:47:17] Well, thank you, Eric, for reminding us that it wasn't all bad start for the new year. To my colleagues, do you have any questions or comments? Do we have a sense of the timeline around when those. The FAA will make a determination on the mitigation package designation? You're talking about the secondary noise cancellation.

[01:47:40] Yeah, so. So that bill passed was signed into law on December 19. And so during the holidays, there hasn't really been a chance to engage the FAA yet on that. So that will be something where in this month we'll reach out to the faa. We have a letter that will go from our entire congressional delegation, at least the Democratic members, to the faa, saying, hey, we want to make sure you saw this provision.

[01:48:01] Our expectation is that you will implement it very quickly and then we'll go from there, working through the channels to try and make that happen. Okay, great. Otherwise, really appreciate all the work you do on the federal level to advocate. And as you know, I'm always for a trip to D.C. so. Yes, absolutely.

[01:48:18] Commissioner Haskell, are we going. Thank you, Vice President Fellman. When are we going to D.C. do we have a date yet for the start. Fly in or for the just in general to lobby? Yeah, let's start.

[01:48:32] But also for the broader. Yeah. So if you want to go back to the last slide I had up there, you can see some of the dates.

[01:48:41] Yeah, great. So certainly encourage commissioners to go to the AAPA legislative summit March 4th through 6th. Ryan McFarlane will be there, as well as Melissa Parks from our team. The ACIAAAE, which is the airport side, will be March 17th through 19th. Both myself as well as our new aviation managing

director, Wendy Ryder will be there.

- [01:49:04] That'll be a fantastic time to have some of you come along both to advocate for our priorities around near airport communities, but also to help us reintroduce Director Rider to our congressional delegation. And then of course, the Pacific Northwest Waterways association has the best reception if you really like just plates and plates full of Dungeness crab. I highly recommend that, but also a very substantive trip as well. And then of course, like I said, we definitely want at least one commissioner to join us on the start DC flyin. In 2023, we had about 20 city elected officials and staff and community members join us for that.
- [01:49:41] Commissioner Muhammad joined us for that in 2023, so would love to have commissioners join us for that as well. Thank you, sir. Sincerely thank you for what you're doing. And in this environment, it's not easy, but if there's away, you will find it. Thank you.
- [01:50:02] Just last question. The you said that the environmental grants that didn't have any application to us, so it doesn't affect the hydrogen hub. So. Yeah, so the hydrogen hub was rescinded separately. And so that is, that is a not my understanding that that grant has been restored.
- [01:50:24] But I will continue to. We'll continue to track what's going on with hydrogen and some of those other grants. I will, I will trouble check that though. Thank you. All right, so if there are no further questions, that concludes our business meeting for the day and we can conclude.
- [01:50:42] Any final comments from the. No, thank you. All right. Any closing remarks from our colleagues? Just real quickly, I wanted to echo the sentiments of, of Karen and just congratulate Wendy Ryder.
- [01:50:57] I was one of the commissioners who had the opportunity to interview all the finalist candidates. And I was actually surprised, Wendy, when you didn't mention the cybersecurity attack in your interview. I was waiting for it. But if there wasn't a better example of leadership managing crisis, that was it. I mean, that was to me, that was when I think, you know, the light bulb went off and, you know, an example of how you stepped up within the organization and really shepherd us through a crisis that we had never seen before.
- [01:51:38] And so that instilled a lot of confidence in me for you to do this job. Super excited for all the great things you're going to do here. Very grateful that you took another bite or stab at the apple, so to speak. And I think Seattle Tacoma International Airport is in good hands. So congratulations again, Michelle.
- [01:52:02] Happy New Year, everybody. I also wanted to Lend my sincerest congratulations to Director Wendy Ryder, who. When I heard that you were selected for this position, it gave me tremendous confidence and in the future direction of the work of the airport, I have found you to be somebody who listens to commissioners actively, and you care about our vision and our priorities, and you show up for us physically. And I have always felt that my priorities were understood and valued by you. You've been an incredible thought partner.
- [01:52:46] You are such a beloved and respected leader. It's really hard to walk anywhere with you in the airport because you get pulled aside by people who have to tell you something or just want to say hi or give you a hug. And I actually think I might be one of those people. If you're passing by, you can't help. Oh, there's Wendy.
- [01:53:02] You know, thank you for the light that you are and guiding us during these times in particular. We have a number of federal immigration enforcement entities operating in our gateway, and we are trying really,



really hard to hold them accountable, to promote transparency, to understand the limits of their authority and ours. And where there have been serious concerns and issues, we have demanded answers. And you have been the person who has been running point on that. And so we look to you and we depend on you in so many different ways.

[01:53:43] I'm really pleased to see you formally take the helm in this way. Thank you.

[01:53:50] Thank you. I'll just pile on real quick. We're having a steady hand at the helm right now is more important than ever. A lot of lot to go on this year, and we're delighted to have you with all that history and experience. It's a great moment.

[01:54:07] I'm getting a flag from Michelle Mohammed's hands up as well. This is great. Then I will defer to her.

[01:54:17] Sorry to throw you off. I didn't. I didn't see my. Sorry.

[01:54:23] I also just wanted to pile on. I want to start by saying it was an honor to support the selection process, to be a part of the selection process and to learn so much through that process about just the depth of talent within our organization and the leadership required to guide SEA into its next chapter. I would like to say thank you to all of the applicants. They were all truly exceptional. And I imagine it was a very difficult decision for Executive Director Metruck since he made the final decision.

[01:55:00] And then I wanted to say congratulations to our new managing director of SEA Airport. Wendy, I'm so excited for your leadership. You are an exceptional leader and a trusted partner. You are someone who I believe leads with heart and deep, deep institutional knowledge. And a genuine commitment to collaboration.

[01:55:27] And you inspire me over just the years of decades of service that you've provided at SEA and across the aviation industry is very inspirational. You've demonstrated what it means to lead with both operational excellence and humanity. And so I am just really excited for this next chapter in your career and how we can be a partner to you at the commission and support the work at sea. Thank you for the time. All right, so I already weighed in on more accolades, Wendy.

[01:56:04] I want you to be able to fit your head back into the airport. So I appreciate all that. I do want to make sure the public is aware that there's a February deadline for submission of a grant for the King County Fund that would potentially allow us to purchase or the King City SEATAC to purchase SEATAC Park. We're in negotiations with the city whether that goes forward or not. In response to some of the public comments we had, and I have a little bit of an issue.

[01:56:35] Chief Villa hasn't asked our permission for notifying us about retirement. Hopefully we'll have a chance to recognize your great work, despite your lack of concurrence here anyway. And then finally, just one of the other bright lights for the new year is we have JNK Pot off of Vashon island as we speak, so our resident whales haven't given up on us yet. So unless there's any further business, I will now conclude the meeting as of 2, not 209. Thanks.

[01:57:09] It.