



**COMMISSION
AGENDA MEMORANDUM**

ACTION ITEM

Item No. 8d

Date of Meeting January 13, 2026

DATE : December 5, 2025

TO: Stephen P. Metruck, Executive Director

FROM: Darryl McKinney, Asst. Director, Aviation Security

SUBJECT: 2026-2027 STAC Reimbursement Memorandum

Amount of this request for 2026 and 2027 not-to-exceed: \$10,000,000

ACTION REQUESTED

Authorization for the Executive Director to execute an agreement with the Seattle Tacoma Airline Consortium (STAC) for exit lane staffing reimbursement for two years. 2026 costs are not to exceed \$4,600,000. We anticipate 2027 costs to increase by approximately 5% totaling \$4,830,000. Regardless of the increase, the total two-year cost is not to exceed \$10,000,000.

EXECUTIVE SUMMARY

Due to locally hosted special events, an increase in international flights, a projected record number of passengers, and federal budget cuts, the TSA has requested continued assistance with exit lane staffing for 2026 and 2027 at Seattle-Tacoma International Airport. The operational risks of not providing this assistance include passenger processing delays at security checkpoints and increased congestion throughout the terminal, which would also add security risk. This request allows the TSA to focus on opening all available screening lanes needed for maximum passenger throughput while STAC provides the personnel to staff exit lanes.

JUSTIFICATION

This contract is in the best interest of the Port, STAC, the airlines and other users of the airport, including the traveling public, to avoid congestion and delays at the security checkpoints.

Diversity in Contracting

Not applicable, the Port will not contract services.

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DETAILS

Scope of Work

STAC agrees to provide the TSA with personnel to staff, and shall staff, the A Concourse exit lane (adjacent to checkpoint 2) and the C Concourse Exit Lane (adjacent to checkpoint 4) at the airport. The Port agrees to reimburse STAC for the cost per the terms of this agreement.

Schedule

Agreement shall commence on January 15, 2026 through December 31, 2027.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Discontinue staffing the passenger exit lanes at the airport. Ending this support could negatively impact airport operations, lead to increased security and safety concerns, and disrupt air travel causing travel delays for our customers and airlines.

Cost Implications: This will save up to \$10,000,000 for STAC through 2027.

Pros:

- (1) None for the Port

Cons:

- (1) Potential Safety and Security concerns
- (2) Customer Service concerns for our tenants and the traveling public
- (3) Potential delays and disruption to air travel

This is not the recommended alternative.

Alternative 2 – Starting on January 15, 2026, begin reimbursing STAC for staffing the exit lanes at the airport utilizing approved sub-contractors according to the terms of the Memorandum of Agreement (MOU) between the Port and STAC.

Cost Implications: Not to exceed \$10,000,000 through December 31, 2027

Pros:

- (1) This allows the TSA to ensure appropriate staffing at the checkpoints, helping to minimize congestion.
- (2) Allows TSA to focus on the checkpoints and on the safety and security of traveling public.

Cons:

- (1) None for the Port.

This is the recommended alternative.

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FINANCIAL IMPLICATIONS

<i>Cost Estimate/Authorization Summary</i>	Capital	Expense	Total
COST ESTIMATE			
Original estimate	\$0	\$10,000,000	\$10,000,000
AUTHORIZATION			
Previous authorizations	0	0	0
Current request for authorization	0	0	0
Total authorizations, including this request	0	\$4,600,000	\$4,600,000
Remaining amount to be authorized	\$0	Up to \$5,400,000	Up to \$5,400,000

Annual Budget Status and Source of Funds

STAC for exit lane staffing reimbursement was included in the approved 2026 operating expense budget. The funding source would be the Airport Development Fund. The expenses would be recovered through airline rates and charges. The cost per enplanement for 2026 is \$0.17. The 2027 cost per enplanement is TBD.

Future Revenues and Expenses (Total cost of ownership)

Not applicable

ADDITIONAL BACKGROUND

STAC use their combined resources to purchase or hire common needs, for example fuel or interline baggage (bags delivered from one airline to another for connections). STAC has determined that exit lane staffing is a common need and has agreed to coordinate the staffing. The total spend through December 2027 is not to exceed \$10,000,000.

ATTACHMENTS TO THIS REQUEST

- (1) Memorandum of Agreement

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

March 11, 2025 – The Commission authorized \$3,500,000

April 2, 2024 – The Commission authorized \$2,600,000

June 8, 2023 – Executive Delegation Authorization Request for TSA Exit Lane Staffing Support
\$1,300,000

October 13, 2022 – The Commission authorized \$235,000