



- [00:00:32] This is Commission President Ryan Calkins convening the regular meeting of February 10, 2026. The time is 12:08pm we're meeting in person today at the Port of Seattle headquarters building, Commission chambers and virtually on Microsoft Teams. Clerk Hart, please call the role of all commissioners in attendance. Thank you, Mr. Commission President. Beginning with Commissioner Calkins here.
- [00:00:56] Thank you. Commissioner Cho. Present. Thank you. Commissioner Fellerman.
- [00:01:00] Present. Thank you. And Commissioner Hasegawa will be along shortly. You do have a quorum established here today. Thank you.
- [00:01:07] Clerk Hart. A couple of housekeeping items before we begin. For everyone in the meeting room, please turn your cell phones to silent. For anyone participating on teams, please mute your speakers when not actively speaking or presenting. Please keep your cameras off unless you are Commissioner or a member of staff participating virtually and are actively addressing the Commission.
- [00:01:27] Members of the public addressing the Commission during public comment may turn on their cameras when their name is called to speak and will turn them back off again at the conclusion of their remarks. For anyone at the dais, please turn off computer speakers and silence your devices. Please also remember to address your request to speak through the chair and wait to speak until you have been recognized. You'll turn your microphones, phones on and off as needed. All of the items noted here will ensure a smooth meeting for us.
- [00:01:52] Thank you so much. All votes today will be taken by the roll call method or by general consent, so it is clear for anyone participating virtually how votes are cast. Commissioners will say aye or nay when their name is called.
- [00:02:07] We are meeting on the ancestral lands and waters of the Coast Salish people with whom we share a commitment to steward these natural resources for future generations. This meeting is being digitally recorded and may be viewed or heard at any time on the port's website and may be rebroadcast by King County Television. Please stand and join me for the Pledge of Allegiance.
- [00:02:34] To the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.
- [00:02:51] All right. The first item of business today is 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 is not necessary to pull that item for separate discussion. Rather, a Commissioner may offer general supporting or opposing comments later in the meeting. Once we get to that part of the the agenda, however, it is appropriate if a commissioner wants to ask questions of staff or wishes to have a dialogue on a consent agenda item, to request the item be pulled for separate discussion at this time.
- [00:03:23] Are there any items to be pulled from the consent agenda or any motions to rearrange the orders of the day?
- [00:03:32] Okay, Commissioners, the question is now on approval of the agenda. Is there a motion to approve the agenda as presented? So moved. Second.
- [00:03:44] All right, it's been moved and seconded. Is there any objection to approval of the agenda as presented?

- [00:03:51] Hearing none. The agenda is approved. Commissioners, we start our day today with a proclamation. Clerk Hart, can you please read the item into the record and Executive Director Metruck will introduce it?
- [00:04:05] Thank you. This is Agenda Item 4A, the 2026 Black History Month proclamation.
- [00:04:12] Commissioners, thank you for recognizing Black History Month and affirming the indispensable role black Americans have played in building this nation. This recognition matters, especially at a time when black history and hard won civil rights are being challenged and diminished in the public sphere. The Port is clear that black Americans, many subjected to enslavement and systemic exploitation, have shaped the United States in our history. The American experience and the efforts of history are still felt today. And the efforts of that history truth.
- [00:04:47] That truth cannot be erased or rewritten. We at the Port are part of that history and we are committed to confronting systemic racism through our through how we hire, invest, contract, engage and operate within our communities. Today's proclamation invites us to reflect on the work ahead while recognizing the progress already made. This afternoon we have. Preston Tucker, Commission Office Strategic Aide, will introduce our Proclamation readers.
- [00:05:14] Preston, good afternoon, Mr. Commission President, Commissioners Executive Director, Metric. For the record, I am Preston Tucker, Commission Strategic Aid in the Commission Office. And I would like to take a moment of privilege to thank the commissioners for your leadership in using your roles to advance inclusion, to uplift black excellence and to stand firmly against hate. That commitment matters to us now more than ever. It is my honor to introduce our Proclamation readers.
- [00:05:44] Martin Doyle, Senior Investigation Specialist with EEO and Professional Standards, and Darrell Thomas, EDI Training and Engagement Program Manager with the Office of Equity, Diversity and Inclusion.
- [00:05:58] Thank you, Preston. Commissioners Executive Director, Metric. My name is Martin Doyle. As mentioned, I do want to mention I am currently President of Blacks in Government Port of Seattle Chapter. And Darrell is joining me here as the Vice President for Blacks in Government Proclamation of the Port of Seattle Commission.
- [00:06:17] Whereas black history is American history and for over a century, black Americans have led the fight for equity, justice and opportunity, reshaping our culture, laws and democracy in ways that continue to resonate today. And whereas the Port of Seattle is committed to racial equity and confronting anti black racism by embedding inclusion, belonging and fairness across its operations and leadership. Reflecting our diverse communities, creating an equitable culture and ensuring that opportunities expand, economic and social well being for all. And whereas 2026 marks a century of national Black history commemorations honoring the vision and leadership of Dr. Carter G. Woodson and the founders of the association for the Study of Negro Life and History, whose work institutionalized the study center, celebration and preservation of Black history and affirm the countless contributions of Black Americans to cultural, economic, political and social foundations of this nation. And Whereas from that vision and leadership, the roots of Black History Week grew to Black History Month and these observers have transformed how Black Americans view themselves, how the world recognizes their contributions and emphasizes the enduring power of remembrance, education and celebration.
- [00:07:41] And Whereas, the Port of Seattle honors the historic and ongoing contributions of Black leaders, Black

employees and all Black Americans to the economic, cultural and social life of King county and beyond, including through leadership at the Port, participation in employee resource groups, engagement with the Change Team, involvement with Blacks in government and the everyday actions of our Port family, advancing justice and equity and Whereas Blacks in Government is part of a national nonprofit organization that celebrated its 50th year anniversary last year. We are an inclusive organization and invite everyone to share our purpose and join in our mission as we work together toward achieving our vision. And Whereas Blacks in Government's purpose is to advance equity empowerment for Black public servants by fostering a community where learning and leadership strengthen both individual potential and collective progress. Our mission is to create avenues for educational opportunities, career advancement, and to provide a mechanism for inclusion, growth and advocacy. Our vision is a mosaic that embodies the belief that all people, regardless of race, color, gender, gender identity, religion or citizenship status, can embrace who they are, define their future and change the world.

[00:09:01] And Whereas at a time when the current federal administration is actively attempting to erase Black history, restrict truthful education and dismantle hard won civil rights gains, the Port of Seattle unequivocally acknowledges that Black Americans, many of whom were forced to build this nation through enslavement, exploitation and systemic dehumanization, have shaped every aspect of the United States and and we reject any effort to deny, distort or diminish that reality. And Whereas the Port of Seattle Commission continues to elevate and honor the contributions of Black Americans through sustained institutional commitment, inclusive policies, education and recognition, ensuring that Black history is preserved, celebrated and carried forward as an essential and living part of our shared civic and cultural story. Now, therefore, the Port of Seattle Commission proclaims fair February 2026 as Black History Month, honoring the legacy of those who paved the way, those advancing equity Today and all members of the Port family, committed to justice, inclusion, and black excellence, proclaimed by the Port of Seattle Commission on this 10th day of February, 2026. Thank you, Martin and Darrell. That was really powerful to hear it read aloud, too.

[00:10:19] And thank you, Preston, for introducing it at this time. Commissioners, is there a motion and second. To adopt the proclamation? So moved. Second.

[00:10:32] Okay. The motion was made and seconded. Is there any discussion, Commissioner Cho? Yeah. First and foremost, I want to thank the three of you for coming up here today to read the proclamation out loud.

[00:10:46] I think it's always more powerful, as President Calkin said, to be able to hear the words as opposed to read them on a page and really make sure that we took the time to process those words. You know, I feel like we do this every year, right? And we should do this every year. And I think there's a reason we do this every year. And the old saying goes, if you don't learn from history, you're doomed to repeat it.

[00:11:11] And it almost feels like in today's times, we're kind of forgetting history and the contributions that the African American community has made, not just to the Port of Seattle, but to our communities and also the history of this nation. The same goes to be said for a lot of communities today that are being forgotten and or we're seeing erasure in their contributions to our society. And so I just want to, from the bottom of my heart, thank you all for how you all represent this institution in particular, big, which I would argue is one of the strongest ergs here at the Port of Seattle, but also, I know has a national presence, and that the strength of that network is part of the reason why we're able to hold the line when it comes to reminding



ourselves of the great contributions that this community has made. So thank you so much on behalf of this commission and my colleagues in leadership at the Port of Seattle. We've had our titans here from this community at the Port of Seattle, and we love to see more and more members of your community rise up in the ranks, and we certainly look forward to seeing that.

[00:12:22] But I join you in celebrating the history of your community and remembering the past and obviously honoring the future. Thank you, Commissioner Fellman. Thank you very much. Once again, I appreciate every year we learn something more. And I also just want to appreciate Preston's presentation and like to see his inclusion in these efforts as well.

[00:12:53] I just have to acknowledge the fact that the Jewish community and the black community have shared a lot over time. And while I was just looking up while the famous incident in 1964 was Michael Schwermer and Andrew Goodman, who were lynched in coming down from New York to address the concerns during the Freedom Summer campaign.

[00:13:18] But in fact, going back even as far as 1868, who. I didn't know that Samuel was also lynched because of his serving of black Americans, and his employee as well was lynched. And so I just want to let you know that that history resonates with me, and you have my support wholeheartedly, as I know you do with a broader community in this area. And so if there's anything we can do to help. I don't speak for the Jewish community at large, but you've got me.

[00:13:52] I've got your back. Thank you very much.

[00:13:57] And I'm going to echo Commissioner Cho's remarks about erasure, that as you stated, at a time when the current federal administration is actively attempting to erase black history, we're seeing a systematic attempt to literally remove plaque plaques from monuments and tear down art that conveys the history of the United States, all of its ugliness, its victories. That kind of erasure is so dangerous. And so if at a time that the federal government is actively engaged in that, we as local government need to do the exact opposite, which is to ensure that that history is written and. And proclaimed. And so this is one tiny little drop in an ocean of effort that needs to be undertaken to ensure we don't forget that history.

[00:14:54] I also just want to separate in part from this. I just want to thank the two of you for stepping up to take on these volunteer roles for our ergs, and quite honestly, for those of us who don't have the lived experience that you have, this is a way that all of us at the port really benefit from understanding what our blind spots are. And so whether it's an opportunity to celebrate black history in February or multiple opportunities in terms of events that we host as an institution that are undergirded by these robust ergs, and they really rely on the type of volunteer leadership that you guys are contributing. So thank you so much for that. All right, hearing no further discussion, Clerk Hart, can you please call the roll for the vote?

[00:15:41] Commissioners, as a reminder, please say aye or nay when your name is called, beginning with Commissioner Calkins. Aye. Thank you, Commissioner Toh. Aye. Thank you, Commissioner Fellerman.

[00:15:52] Aye. Thank you. Three ayes, zero nays for this item. All right. And with that, the motion passes unanimously.

[00:16:00] Thank you all so much.

[00:16:09] Next on our agenda is the executive director's report. I'll turn the floor over to Steve for this one. Thank

you, President Calkins. Good afternoon, commissioners. Lots going on.

[00:16:18] So my report's just a little bit longer than normal, so. But I'd like to begin by thanking Martin and Darryl for their reading of the Black History Month proclamation and for all that blacks in government continues to do here at the port and in the community as well. Well, and I appreciate all the ways we honor and recognize black history. Speaking of black history, I'd like to note that last fall, we lost a Washington civil rights icon here, Dr. Quinard Taylor, who was an American historian, professor at the University of Washington, and the founder of BlackHistory.org, the Go to source for black history. I cannot believe it was six years ago, but I very, very clearly remember that, that we had the Honor of having Dr. Taylor speaking here at the Port of Seattle at the Black History Month event organized by blacks in Government.

[00:17:07] It was a very impactful event, actually, to talk about some of those historic figures in black history and how they shaped both the American experience and contributed to what we are as a nation. And it was very impactful for those in the audience. So I was very saddened to hear Dr. Taylor's passing. The city of Seattle rightfully recognized his life and legacy this past Saturday, marking the day as Dr. Cunard Taylor Day. And I thought this was a fitting remembrance for Dr. Taylor in his extraordinary work preserving black history.

[00:17:43] In addition to today's proclamation, throughout the month, Blacks in Government will offer a series of opportunities to learn, reflect, and celebrate moments in black American history. Employees can also look forward to interactive events and resources designed to deepen understanding, build connection, and honor the enduring legacy, cultural contributions, and achievements of black Americans. So keep an eye on Compass for those announcements. Commissioners, I have good news and bad news about the federal budget. Congress successfully passed five of the remaining federal appropriations bills into law, including legislation that provides funding for the U.S. department of Transportation.

[00:18:21] We appreciate the leadership of our congressional delegation, in particular Senate Appropriations Committee Vice Chair Patty Murray, in crafting strong bills that address key port needs and concerns. However, there's one remaining appropriations bill, the legislation providing funding for the Department of Homeland Security, that expires this coming Friday, pending congressional negotiations on whether and how federal immigration services like Immigration and Customs Enforcement should be held to higher standards of transparency and accountability. We fully support that intention, but there's a significant chance that a partisan impasse on the topic could lead to a partial federal government shutdown that would impact key players like TSA and US Coast Guard, both federal agencies that we interact with. We will continue to monitor the situation closely and update you as we learn more. In the meantime, the port is fully prepared to once again support the unpaid federal workers should this happen, the shutdown happen.

[00:19:19] Who staff our airport and seaport if the situation comes to pass after Friday's deadline. A few other things I'd like to note, which on a happier note is perhaps most notably the Seattle Seahawks capping off an incredible season to become super bowl champions. Yep. Yep. So there we go.

[00:19:39] So there we go. So I was happy I was happy to note that we had a side bet that we had a side bet along with Managing Director of Aviation Wendy Ryder and I with the Massport Chief Executive Officer Richard Davy. And we expect him to be a great sport and having to wear a Seahawks jersey later on as we do that as winning the bet to do that Pixar, it didn't happen. He needs to send some photographs, some photographic evidence. We can put it on our social media for sure.

- [00:20:09] So yes, and locally, the celebration will continue. The city sadly expects hundreds of thousands of fans to converge downtown for the Seahawks official victory celebration tomorrow. The Seahawks events begin with a trophy celebration at lumen field at 10am followed by a victory parade ending at along Fourth Avenue, ending at Fourth and Cedar Street. Port facilities are scheduled to be open and operating as usual. However, employees are encouraged to plan ahead with their managers and and make adjustments as needed to accommodate the increased traffic.
- [00:20:39] I heard the numbers were 750,000 up to I can't believe it. Up to a million. I find that hard to believe, but that's what I heard this morning. So Moving along Commissioners to Events Last Week Last week, as I was trudging along the icy sidewalks in Anchorage, Alaska, I was meeting with representatives of the ports of Alaska, Vancouver and Victoria, as well as other maritime and tourism leaders and engaged in the cruise industry. The Cruise Lines International Association's third Annual Pacific Northwest Symposium brought together all of our priority conversations around equitable economic development, safety, environmental sustainability and sustainable tourism.
- [00:21:21] Those conversations up in Anchorage makes those conversations specific to our Pacific Northwest Western communities and our values as well as I'd like to let you know that alternative maritime fuels was a major topic of conversation as the Global Trade association leaders reiterated the industry goal to reach net zero greenhouse gas emissions by 2050. We know that many maritime industries are already using fuels, including liquefied natural gas and renewable natural gas, as interim steps as we continue to the march to reducing particulate and sulfur emissions and the reduction of greenhouse gases. Recognizing that LNG and RNG do not adequately address climate change impacts. This has been a topic of interest among many in our community, and maritime leaders have been working closely to ensure that there's a broad awareness of the regulatory requirements for the safe use of LNG and RNG and other alternative fuels we anticipate to be using in future decades when they're available. We also know that there's a lot of interest in our community regarding the port's policy related to exhaust gas cleaning system discharges for cruise ships.
- [00:22:36] Exhaust gas cleaning systems, also known by scrubbers, are equipment installed in a ship's smokestack. Scrubbers use water to remove sulfur and particulates before the steam and exhaust come out of the smokestack. The filtered waste is offloaded ashore. The water wash is then treated before discharging. Currently, cruise lines are voluntarily agreeing to pause all treated scrubber wash discharges in Puget Sound, recognizing the Puget Sound is a unique and sensitive body of water and that pause remains in place today so there's no discharge taking place or will take place in the coming year outside of Washington waters.
- [00:23:14] The discharge of treated scrubber wash water is determined by federal and international regulations. The port supports upholding water quality protections unless the Department of Ecology determines that the treated scrubber discharges do not harm Washington water quality. Furthermore, we retain the prohibition of at berth treated scrubber water discharges for cruise ships as a condition of their use of ADAR terminals, and we greatly appreciate the cruise industry to proactively engage in voluntary agreements to protect air and water quality in Washington. And it says, as a former regulator, it's my experience sometimes that voluntary agreements are much quicker and move faster than than regulatory efforts. The port continues to enhance shore power utilization for cruise ships at berth in Seattle, which makes

scrubbers unnecessary.

[00:24:03] From 2027 forward, we will require that all cruise ships connect to shore power at our docks. A matter of fact, you have required that by 2027. In addition, we're actively pursuing the development and deployment of alternative sustainable fuels with our partners in both the cruise and cargo industries, and we're leading in this effort through our Green Corridor initiatives. This will further reduce the need for cruise lines to use scrubbers in Washington waters while also reducing air pollution and greenhouse gas emissions. Continuing with maritime operations, I have an update on our customer engagements and and work.

[00:24:39] Following the difficult decision we made last year to close covered docks at Salmon Bay Marina to ensure life safety of tenants and staff, we are now five weeks away from the closure of those docks. Since staff made this announcement. We've worked hard to find new mortgage for our customers and by and large we've been successful in delivering that support of our recreational mortgage customers, 85 have found new mortgage at other facilities. While a number of mortgage customers prefer to find other fresh water and or covered slips, a number of customers moved to Shilsho Bay Marina, including several Liveaboard customers. We specifically held spaces for these customers, ensuring a smooth transition from Salmon Bay.

[00:25:20] We've been offering support by signing a full time mortgage coordinator to help customers look for new space and reimbursing live Aboard customers for costs associated with their moves. As we knew was likely, it's been especially difficult to find new spaces for floating on water residences. As we near the closure deadline of March 18, we are redoubling our efforts to assist our customers in finding mortgage to that end. Yesterday Commissioner Calkins and I met with Maurice Schuler from the Lake Union Liveaboard association as well as two of the current Salmon Bay Marina customers to continue to hear their feedback and share ideas. I will keep you updated as this date gets closer.

[00:26:01] At the airport, we hit a major milestone since the Commission last met. On January 28, airport leaders in Alaska Airlines officially celebrated the opening of the SEA Gateway and if you've not traveled through the north part of the airport, you're in for a beautiful surprise. The best kind of surprises I guess. We are located primarily in the Alaska Airlines ticketing lobby. SEA Gateway enhances efficiency, accessibility and overall customer experience over two very busy years.

[00:26:30] The project redesigned Checkpoint 6, which if you have not had a chance to go through is a great new customer experience. Created new bridge level check in and drop bag drop, improved baggage claim level, upgraded entrances and exits on the drives, updated restrooms, added public art throughout and added multiple sustainability and infrastructure upgrades in the project. And as you know, we're reaching the end of a transformative suite of projects at the airport. SEA Gateway is one of the most impactful and the most noticeable. Congratulations to all those involved in this project and to Alaska Airlines who are great partners in this unique, I would say innovative delivery method that we use for this project.

[00:27:15] And then moving to today's Commission meeting, I'd like to highlight a few items on today's consent agenda. We have a request for a Commission authorization to allow me to execute an interagency agreement for the port to be part of a capacity building mentorship program. The agreement will be with wsdot, Sound Transit, the City of Seattle and King county for a duration of two years. This program strengthens the capacity of small businesses in Washington by providing them with mentorship from larger firms engaged in government construction and consulting projects. I'm excited for the Port to join our peers

in the major builders here in the region of accomplishing our shared goals of strengthening the capacity of Washington small businesses in this way.

[00:27:55] This partnership on this program will complement the Port's existing Business Port Business Accelerator Mentorship Program, advance our century general goal of responsibly investing in regional economic growth and help us carry out the diversity and Contracting Policy directive of increasing the pool of diverse competitive WIMBEE and small business contractors to meet our diversity and contracting goals. And on our consent agenda also is an action that would enable utilization of a berth 6 and 8 project at Terminal 91 up to four months ahead of schedule. This is great. This project is approximately 85% complete and represents nearly two years of construction, replacing the oldest sections of the pier and removing more than 2,200 creosote piles in favor of fewer than 250 significantly stronger and more durable concrete piles, creating an asset designed to serve the Port reliably for the decades to come and to remove the creosote from the marine environment. As is often the case with our legacy waterfront infrastructure, conditions beneath the pier presented unforeseen challenges and conditions requiring close coordination with the contractor and sustained effort to resolve issues while maintaining progress resulting in additional time and complexity of the project.

[00:29:11] The action before you today reflects those realities by increasing project authorization while also enabling an accelerated completion of the berth portions of the work to support preparation of the Pacific fishing fleet ahead of schedule and under new business. Today we have a Commission Order related to police transparency and accountability. I appreciate the partnership with the Commission Office to make these improvements. Communities across Washington are navigating heightened anxiety and division stemming from unprecedented federal immigration actions. In related demonstrations, I want to reiterate that the Port of Seattle Police responsibilities remain separate from the Federal immigration enforcement under both the Keep Washington Working act and the Port's Welcoming Port Policy set by the Commission.

[00:29:56] The Port of Seattle Police do not engage in civil immigration enforcement and our residents or customers traveling through our gateway should feel safe seeking help from Port of Police Department. This order helps reinforce this message through the Division and naming conventions to clearly distinguish Port police from Federal officers, notifications of emphasis patrols and additional reporting and transparency requirements. We look forward to fulfilling these requirements and reporting back to the Commission. Our officers serve every day, 24 hours a day in complex, high pressure conditions that are intensified by the current tensions involving Federal immigration agencies. These tensions place both the public safety and the safety of our law enforcement professionals at a higher risk.

[00:30:40] I appreciate the appreciated comments by the Washington association of Sheriffs and Police Chiefs and the Washington Council of Police and Sheriffs who released the statement underscoring, underscoring their commitment to constitutional protections, the Keep Washington Working act, and the professional and transparency in the. In professional transparency accountability. Only through partnership with elected officials, community leaders and law enforcement leaders can we make Washington safe for everyone. I look forward to the discussion of the item later in today's meeting and thank the commission staff for the continuing effort to prioritize public safety. Commissioners, this concludes my lengthy report.

[00:31:17] Thank you. You take a drink of water there, Steve. That was. I hear all that and it just makes me think this is government that works. We are accomplishing so much and we've got ambitious plans for the future.

- [00:31:29] And it really speaks to the incredible efforts of staff to pull all of this off. There are no committee reports today. And so we're going to move to public comment. 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.
- [00:31:50] Before we take public comment, Clerk Hart, can you please display the QR code to our public comment rules of preparation procedure for members of the public providing public testimony. It is essential that these rules are followed. Written copies of the rules are available at the door as well. Okay. And I think we.
- [00:32:07] We got it up there. Good. Clerk Hart, can you please call our first speaker, maybe do the virtual speakers first and then move to the ones in the room. We certainly can. Thank you, Mr. Commission President.
- [00:32:18] Give me just one moment to get our timer up.
- [00:32:30] There we go. And starting virtually. Our first speaker is Stacy Oakes. Stacy at Star six to unmute to be heard. And then please go ahead and 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.
- [00:32:48] And then I'll start the timer. Yes, Good afternoon. My name is Stacy Oakes and I'm a member of Seattle Cruise Control. And today I'll be speaking about cruise water pollution and scrubbers. I'm not going to repeat all of the facts that others are going to be sharing with you today and came through in many written comments about how scrubbers poison marine and wildlife, harm the seafood industry and impact human health.
- [00:33:12] Instead, I want to talk about why hundreds of people have taken the time to reach out to you as Port Commissioners about this, even though cruise companies haven't formally said yet that they want to pull out of the voluntary pause on dumping the filth in the Salish Sea. History has shown us that by the time the public is made aware of an issue and given a chance to comment, decisions are usually already made. Industry has already had many conversations provided their own studies, financial reports and talking points carefully crafted and manipulated to show the outcomes they desire. Carnival's ridiculous study is a glaring example of this. It was extremely disappointing to learn that the port lobbyists did not advocate for the Washington Clean Shipping Fuels bill this year, which would have protected the entire state from scrubber discharge waste.
- [00:34:08] Listening to some of the comments at the Northwest Seaport alliance meeting where this was discussed, it showed a lack of true commitment to ensuring a clean and thriving marine ecosystem. Supporting an idea while rejecting a decisive action that would turn that idea into reality is not how we achieve results. If you wouldn't want to drink or bathe in scrubber wash water, then please do everything you can to not let our swimming relatives have to have that toxic fate. Be proactive. Be creative.
- [00:34:42] Be firm and resolute. Be a protector of our waters. Thank you.
- [00:34:49] Thank you, Ms. Oakes. Clerk, our next speaker. Thank you. Continuing on with our virtual signup, we have one more speaker that is Iris Antman. Iris, please go ahead and repeat your name for the record and your agenda item or a topic related to the conduct of port business, please.
- [00:35:07] Hi there, my name is Iris Antman and my agenda item is Keeping the pause on toxic Scrubber waste discharge. Dear Port Commissioners, my name is Iris Hatman and I'm a member of Seattle Cruise Control.

I'm here to comment today on the issue of dumping toxic scrubber waste into the Salish Sea. There has been a voluntary pause in this practice for the past four years and until a study was done. Carnival Cruise Corps has sponsored a study the results of which show that this toxic waste dumping does not negatively impact marine SEA life or the water.

[00:35:45] On the face of this, it seems hard to believe that this Carnival study is an industry sponsored study to clearly raise concern regarding the reliability of the findings. Kind of like the tobacco companies denying for decades that cigarette smoking is harmful. The Washington Department of Ecology has not agreed with the findings of the study and removed their name as a sponsor. Plus, numerous previous studies have not agreed with Carnival's findings. We ask that the Port Commission not lift the pause on the stumping.

[00:36:20] We must protect our waters, marine SEA life and public health. And we know that scrubber waste dumping will only cause more harm. And thank you very much. Thank you, Ms. Antman. All right, we're going to move to commenters who are here in person, can you clarkart please call our first public commenter in person?

[00:36:43] Yes. Thank you Mr. Commission President, beginning with Michelle Giamarco. Hi Michelle. Please go ahead and repeat your name for the record and your topic. Yeah, my name is Michelle Girarco and I'm here again to comment on the closure and evictions at Salmon Bay Marina where I remain on my houseboat.

[00:36:58] I've attended regular Commission meetings now for five months and have learned a lot about the Port of Seattle. I'm struck by the scope and scale of amazing projects the Port undertakes for the aviation and maritime futures of our unique and diverse region. In the nearly eight years I've been a customer at Salmon Bay, I've also found the port to employ some truly smart, earnest, salt of the earth people. Ray Root, all of our operations, crew and even Delmos are part of a fabric of our dissolving community. It's partly why the abrupt closure of the marina and bungled customer relations since have been such a surprise.

[00:37:31] The secrecy and lack of consideration for the people most affected seem out of step for the port and there appears to be little consequence or accountability. I work at UW managing a facility of expensive aging finicky microscopes for scientific researchers. They are public assets and I am their steward. Sometimes I learn one must be retired in the near term and it's unethical not to immediately alert my users. People spend considerable resources planning years long projects depending on that equipment.

[00:37:58] It's tough, but I consult users on a sunseting strategy that minimally impacts their work and provides meaningful alternatives. Hiding my knowledge of the pro of the problem while continuing to charge and raise user fees would get me fired. Customers at Salmon Bay Marina were kept in the dark about the gravity of the safety concerns and the possibility of closure for years. The Commission learned last summer and we were finally informed in September. Meanwhile, we invested in outfitting our boats for what we thought was long term mortgage.

[00:38:27] Here we passed on long gone opportunities to purchase slips believing our mortgage was secure. A liveaboard family started the school year only to be uprooted the following week. Now we're being evicted in 35 days. There are no live aboard houseboat slips available currently and I'm learning that arranging maritime logistics to permanently move a houseboat takes time. Despite several very valuable options,



there is still no contingency plan for us and seemingly no long term vision for this asset.

[00:38:53] We very much appreciate Director Metruck and Commissioner Calkins taking time to talk with us yesterday and look Forward to getting more answers to our questions. These meetings are such a mixed bag of emotions, and I thank you all for listening. Thank you, Ms. Jamarco. Next speaker. Yes.

[00:39:09] Our next speaker is Natalie Wentworth. Natalie, please 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. Thanks. I'm Natalie Wentworth. I'm here to talk about Salmon Bay Marina, where I also live.

[00:39:25] I don't have much to add that Michelle hasn't been sharing tirelessly over the last few months, but just for representation sake. I'm a resident of Salmon Bay Marina in Uncovered Morage. I've lived there for six years. I. I'm in good standing and I'm currently facing eviction. And I would like a solution from the port that provides appropriate time to find appropriate slips for the remaining Salmon Bay Marina residents.

[00:39:50] It's my understanding that the decision to close Salmon Bay Marina was made at least two months before any residents were informed of eviction. I'm asking for at least that amount of valuable time to find the appropriate housing for the rest of us or a plan to utilize the existing Salmon Bay Marina infrastructure to safely house the remaining residents. Thank you. Thank you, Ms. Wentworth. Next speaker.

[00:40:20] Our next speaker is John Chaney. John, please go ahead and repeat your name for the record.

[00:40:33] Good afternoon. My name is John Chaney. I'm here to speak about the Salmon May Marina closure and eviction of tenants. My partner and I are pensioners living on our houseboat. We are being evicted from the slip our boat has occupied for over 20 years at Salmon Bay Marina.

[00:40:53] I have reviewed the commission records. I can't find the authorization by the commission to close Salmon Bay Marina, including the eviction of liveaboards and houseboat families. Can you help me understand when and how the commission authorized this act? The port staff held a safety meeting with tenants on September 11th. Not an eviction meeting, A safety meeting.

[00:41:24] An auspicious date for destruction. And told the tenants that they were so very sorry that we were being evicted for our own safety. No live aboards would be allowed under covered mortgage for 60 days and uncovered mortgage in five months. We were told the port was dedicating staff to help every tenant relocate. Some community members were offered mortgage at port facilities.

[00:41:58] The houseboat families like mine were told the port would not offer mortgage to us even as a temporary measure. To date, one houseboat, the smallest, has relocated. There is scarcity of slips in Seattle. That scarcity has also driven up rents. Affordability and availability are Hitting live aboards just like all Seattle renters.

[00:42:26] On January 23rd, just minutes before meeting with COO Delma Switaker, I got an email from Mr. Whitaker. It reminded tenants that our mortgage agreements were terminating March 18 and we must vacate the marina. You will cut off water, electricity and lock the access gates. I now have 36 days to find Morrige. Please don't erase the long history of live aboards at Salmon Bay Marina.

[00:42:58] Thank you. Thank you, Mr. Cheney. Next speaker. Yes, our next speaker is Rain Adderman.

[00:43:08] Rain, please go ahead and repeat your name for the record and your topic related to the concert. Yeah,

thanks. Good afternoon, My name is Rain Attman. I'm with Washington Conservation Action. My topic of interest is scrubber waste wash water discharge.

[00:43:21] We applaud the port's commitment and ethos to environmental stewardship of our waters, marine life, public health and ocean economy and believe that the current agreement with the cruise industry to pause the discharge of scrubber wash water into Puget Sound should be kept in place and should not be lifted. Based on a recent report commissioned and financed by Carnival Cruises that claims to show that scrubber discharge has no impact on the marine environment of Puget Sound, it is important to point out that Washington Department of Ecology does not fully agree with the results of the report and there is a huge body of scientific work that shows how toxic and harmful this pollution is to marine environment and human health. For the past two years, the state legislature has considered House Bill 1652 and Senate Bill 5519 that would require the use of low sulfur fuels, a cleaner burning fuel than heavy fuel oil for certain ocean going vessels, thereby negating the use of scrubbers altogether. The bill was widely supported by legislators, the public and generated healthy conversations with stakeholders including including the Port of Seattle. Unfortunately, the bill was unable to advance this year due to associated fiscal note impacts.

[00:44:35] We are hopeful and committed to working with stakeholders in the coming years as we move forward so that Washington State will Join more than 50 jurisdictions from around the world to ban the discharge of Scarborough Wash. Water. This is a simple, effective solution to safeguard Washington's waters, wildlife, marine dependent communities and our human health until that time arrives. This voluntary agreement between the Port of Seattle and the cruise industry is important and as other ocean going vessels with scrubbers continue to transit Washington waters within the Northwest Seaport Alliance's Scrubbers and fields report dated November 2022, Tables ES1.2.1 and 2.2 show the extent of the number of vessels that deploy scrubbers in Puget Sound with Evergreen and Matson Shipping companies having the greatest number of ships using scrubbers. Given this data, I am curious to know if the port has considered expanding the scrubber waste discharge agreement to include these other vessels. Thank you for this opportunity to comment.

[00:45:36] Thank you, Mr. Adaman. Next speaker. Yes, our next speaker is Elizabeth Burton.

[00:45:44] Please go ahead and repeat your name for the record. Thank you.

[00:45:50] Good afternoon. My name is Elizabeth Burton and I'm commenting on scrubber discharge. In his report today, Director Metruck described closed loop scrubbers which offload treated discharge onshore. However, collectively, Holland America, Princess Canard and Carnival Cruise Lines which are are scheduled to make 145 calls during the upcoming crew season. They all use open loop scrubbers.

[00:46:18] Open loop scrubbers continuously discharge their wastewater directly into the ocean. These are all owned by Carnival Corporation. The funder of the previously mentioned report, Director Metruck also mentioned the removal of creosote pilings. That's because creosote leeches, carcinogenic polycyclic aromatic hydrocarbons or PAHs into the water. And in fact our state legislature is investing millions of dollars each year to remove old creosote pilings from Washington shorelines.

[00:46:54] Well, guess what? Among the toxic compounds that scrubber discharge contains are PAHs. It doesn't make sense to allow cruise ships to discharge this while we're busy getting rid of the creosote pilings to keep it out of our waters. We mostly focus on the output of scrubbers. But it's also important to consider

the input to scrubbers and I'm talking here mostly about open loop scrubbers.

[00:47:20] Scrubbers use incredibly powerful pumps to continuously pull up millions of gallons of seawater. This seawater is teeming with marine life. It is unlikely that any of that life survives its journey through the scrubber. Larger fish are crushed against the scrubbers filter while microorganisms like plankton are sprayed into the hot acidic exhaust chamber full of toxic gases. It wasn't clear to me from Director Metric's statement whether it's already been decided to extend the scrubber discharge pause or not.

[00:47:55] But I urge you to do everything you can to do so. Better yet, to follow the example of many other jurisdictions and make make the pause permanent. Thank you. Thank you, Dr. Burton. Next speaker.

[00:48:08] Yes, our next speaker is Kristin Cain. Kristen, please go ahead and repeat your name for the record and your topic you're speaking on today.

[00:48:18] Good afternoon. My name is Kirsten Kane. I'm with friends of the San Juans and I will be talking about scrubber pollution. So in addition to echoing the comments that you've heard today by my colleagues, I'm glad to hear Director Metruck mention that the Port of Seattle has no intention of ending the voluntary scrub discharge ban with cruise ships and I urge the port to keep the ban and to even extend it to other vessels using scrubbers. You have just heard that the bill that would require oceangoing ships to use low sulfur fuels in Washington State waters is not moving forward this session until this bill or similar legislation is passed.

[00:48:57] Washington State relies on this temporary voluntary agreement and federal regulations to regulate scrubber discharge in Washington waters. In addition to my concerns about the air quality impacts of heavy fuel oil that is burned when using scrubbers, I'm here to tell you that relying on federal regulations is not sufficient to protect our state's waters from the toxic and acidic scrubber discharges. The Clean Water act established the National Pollutant Discharge Elimination System, or NPDES in 1972, which today is applied to regulate scrubber discharges at a national level through self reporting on vessel general permits. The main issue with relying on federal regulations like NPDES are that they weren't designed to account for highly specific sources like scrubbers and they rely on self reporting. Key gaps in this process include pollution assessment.

[00:49:46] Scrubber discharge contains pollutants like nitrates and heavy metals that are not addressed in existing limits. The enforcement model, the self reporting is unreliable and maintaining compliance by measuring PH at specific distances from outflows is impractical on board, limiting real world verification and there's no cumulative assessment. The rules apply vessel by vessel and don't capture additive long term loading in semi enclosed waters like the Salish SEA or Puget Sound where the port is located. Further, there are proven instances where vessels transiting through Washington waters have reported on their VGPS that their scrubber discharge did not meet the NPT's requirements. These instances of non compliance are supposed to require use of emission compliant fuel the subsequent year, eliminating the need for scrubbers and preventing discharge.

[00:50:30] However, in an analysis that we carried out, we found that vessels don't always adhere to these disciplinary actions, highlighting the weak oversight and enforcement of federal scrubber discharge requirements. Thank you for the opportunity to comment. Thank you Ms. King. Next speaker. Yes, Our final speaker signed up today is Teresa Vianne Crossman.

[00:50:55] And Teresa Vayan. If you could go ahead and repeat your name and your topic related to the conduct of port business or the agenda item you're speaking on today, please. Thank you. Thank you.

[00:51:07] My name is Teresa Vianne Crossman and I'm speaking on Velux Potter I'm CEO of a LuxPod, so that's why I'm speaking.

[00:51:23] Well, we all know that tire pilots and exhausted flight. Exhausted flight crews are a safety risk none of us can afford. So today I'm, I'm asking for a solution. I'm trying to give a solution to separate the travelers, like the travelers in section, the concourse D and the employees in concourse like A or C. And if they have their badges or anything like that, they could probably get a discount. But they all need their rest because you'll get, you'll get happier worker, you know, that is, you know, rested and refreshed, rested and refreshed.

[00:52:48] And instead of pushing through, you know, so I think all the employees and everything, they need their rest because there's a lot of.

[00:52:59] They have to work double time and stuff like that for the workers. And also the last time you guys seen me twice. So the last time you seen me, when I was saying about the treat, I was talking about making it an experience, not just, you know, right. Rest and refresh. But.

[00:53:34] Thank you, Ms. Crossman and I. Ms. Crossman, I want to encourage you, if you have not already, to connect with our airport dining and retail concession staff. They are the professional staff who can help you with opportunities at the airport. As a commission, we actually have no decision making authority over anything, any of the concessions that are made at the airport. Okay. And I'm hoping there might be somebody here who could help get her in touch with the right folks.

[00:54:01] Michelle, maybe you can make sure that happens. Or Aaron, thank you so much and we appreciate your public comment. Yeah, thank you too. All right, that concludes our signups today. Is there anyone else present either here in the room or on the team's call who wishes to address the commission?

[00:54:24] Okay. At this time, I'll ask clerk Hart to please give us a synopsis of any written comments that we received. Thank you, Mr. Commission President, members of the Commission, Executive Director Metric. We have received 372 written comments for our meeting today. Two of those comments come from Sarah Christensen and Joanne Donahue who wrote asking the port to reduce the number of cruise sailings due to environmental and human impacts.

[00:54:51] Iris Amman submitted written comments supporting her spoken comments here today regarding the pause of toxic scrubber waste discharge into the Salish Sea. Brandon Bowersox Johnson also submitted written comment asking the port to work towards a shipping industry that does not pollute either the air or waters and urges the port to work for a permanent ban of scrubbers, scrubber discharge and for state level requirements to mandate clean Maritime Fuels, the South Sound Bird Alliance Conservation Committee. Dr. Robert Hodgson and Gabby Alvira also submitted letters asking for a continued pause on scrubber waste discharge. And then finally noting that over 365 written comments were received via form letters on the same topic, the continued ban of scrubber waste from discharging into the Salish Sea. We are compiling a list of the names of persons submitting these letters, and that list will be included with the letters as part of the public comment record.

[00:55:53]

And that concludes the written comments received today. Thank you, Clerk Hart. And I do want to note that while public comment period is not a time for commissioners to respond directly, this is a time for us to listen to the public. We do take very seriously any questions that are raised during public comment and seek to respond to those and any correspondence we receive. We attempt to address any questions or concerns in our response to those.

[00:56:21] As I shared yesterday with the two of you, we take this very seriously. And it really does. Your willingness to come before commission and share really does impact the way we make our decisions. So thank you all so much for your contribution to public comment. I also want to note that Commissioner Hasegawa is now in attendance at the meeting.

[00:56:40] 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 agenda covering items 8A through 8F.

[00:57:06] So moved. Seconded. All right. The motion was made and seconded. Commissioners, please say aye or nay when your name is called, beginning with Commissioner Cho.

[00:57:15] Aye. Thank you. Commissioner Fellerman. Aye. Thank you.

[00:57:21] Commissioner Hoskawa. Aye. Thank you. Commissioner Calkins. Aye.

[00:57:25] Thank you. Four eyes, zero nays for this item. Okay. And the motion passes. All right, we are now going to move to the new business items today.

[00:57:39] Clerk Hart, can you please read the first item into the record and Executive Director Metruck will then introduce it. Yes. Thank you. This IS Agenda Item 10A. Authorization for the Executive director to advertise and execute a construction contract for the Flight Corridor Management Project 2024 in the requested amount of \$6,000,000 for an estimated total project cost of \$9,700,000.

[00:58:08] Commissioners, before you today is an authorization related to the Flight Corridor Management Program, a long standing safety program that periodically evaluates and addresses obstruction, obstructions in the vicinity of Seattle Tacoma International Airport. Federal Aviation Administration requirements obligate airports to identify and manage obstructions to navigable airspace. Most commonly Trees to ensure that the safe operation. To ensure the safe operation of aircraft during takeoff and landing. This work is standard and essential practice across airports nationwide and is fundamental to protecting the safety of the flying public and the reliability of airfield operations.

[00:58:44] Approval today would allow the Port to move forward with advertising and in executing a construction contract to complete this work in a timely and compliant manner. Today's presentation is abbreviated and will focus on the community engagement efforts around this project. Presenters are Robert Kikilis, Development Manager, Airport Operations, and Marco Melanese, Senior Community Engagement Manager. So I guess I'll turn it over to you, Marco. Thank you, Executive Director.

[00:59:11] Again, my name is Rob Kikilis, Manager of Aviation Operations Project Development. And Marco is over here to my left. As was just mentioned, since we were just here a month ago, our briefing today would be a little bit shorter, be a little bit more concise and focusing more on public outreach. But we are today asking

the commission for authorization for \$6 million to advertise and execute a construction contract which would include the removal of all obstructions and. And the ensuing mitigation work.

[00:59:40] I didn't say next slide. Next slide, please. Sorry.

[00:59:47] Next slide, please. My bad. Thank you. Maintaining safe and efficient flight paths to and from SEA Tac airports runways is critical to airport operations and the more than 52 million passengers that fly in and out of the airport each year. And to ensure that the Port is required by the FAA to identify and address any obstruction that could impede aircraft takeoffs or landings.

[01:00:10] The 2024 project, which is a current phase we're in now, has identified and completed design for the removal of 197 tree obstructions that currently penetrate or will penetrate flight surfaces within five years. 158 of those are on port property and 39 are in the city of Burien and SEATAC properties. None of them are on private property within the airport activity area. The Port's rigorous four credit tree replacement policy supports urban forests and trees by requiring actions to compensate for every tree removed. These actions include tree plantings, invasive species removal, maintenance on nearby Portland forest, or combination of these efforts.

[01:00:50] The program to date has resulted in the Port planting more than 12,000 trees and woody shrubs. And now I'm going to pass over to Marco. Thanks, Rob. I'm Marco Milanese and I'm the Community Engagement Manager at SEA Airport. And I'll speak briefly today about the outreach and the engagement and the communications that was implemented as part of this program.

[01:01:13] And thank you commissioners and Executive Metruck for the opportunity. Though as Rob mentioned, most of the obstructions were on airport were on airport property. Several obstructions were identified on city property in Burien and Seatac, so outreach began early with city staff in both those cities to make sure the port was abiding by all city removal and replanting requirements. The first meeting with Burien staff was last year on March 26 and SEA-TAC last year on April 3. Several meetings occurred throughout 2025 and port staff continue to be in close coordination with their counterparts in Burien and SEATAC regarding these obstructions.

[01:01:53] Public notification began in early August for the program and the accompanying SEPA process with an 8-2-7 email that went to all airport community, city managers and council members. The next day, a brand new dedicated program website was launched with information on the SEPA process and the public comment period along with detailed maps identifying the location of each obstruction and then leading up to the launch of the 15 day SEPA public comment period. A variety of established port marketing and communication tools were used to publicize the program on how to provide public comment, including a Port Environmental Programs e newsletter on August 20, a SEPA notification e newsletter on August 27, and the Ports Connections e newsletter on September 5. Further information on the program was also included in the Airport Neighbors e newsletter on September 19th and the Ports Evergreen e newsletter on October 29th. And though it isn't mentioned on the slide right there, let me add.

[01:03:00] Actually, let's Sorry, we have to go advance one slide, My apologies, one more. There we go. And though it isn't mentioned on the slide right there, let me add that the communications team also produced an informational video on the Flight Corridor Management Program that has garnered 263 views since it went live back on September 22. Two final items because because of the interest the six obstructions in Burien's

Matheson park attracted, the port presented on the program before the Burien City council back on September 22nd and based upon an invitation from Eric Matheson, whose family had originally owned the property, Commission President Calkins and Commissioner Hasegawa visited the park back in December and discussed additional ways the port could alleviate the effects of the planned work in the park. And thank you to both commissioners for taking part in in that torn visit.

[01:03:51] The ideas brought up included funding for additional tree planting and better informational signage and markings to identify the trees the port will remove and why. Both ideas have already been discussed with the city's Parks Director and the city's Deputy Park Director, and the conversations are ongoing and we expect the details to be finalized in the coming weeks. In the interim, the port and city have posted temporary signage the park to identify the trees scheduled for removal by the port. And once permanent signage and new, more identifiable tree tags are ready, the port will again coordinate with the city on their installation in the park. So this concludes our presentation.

[01:04:33] We are now prepared to take any questions you might have for us. Thank you. All right, Commissioner, so we're going to take time for questions now, then I'll ask for a motion, a second, and then we can debate and discuss the item. So beginning with any questions for staff on this item, Commissioner Hasegawa, did we get. Thank you for the presentation.

[01:04:52] Did we get any clarity as to whether all the other trees that are also tagged are going to be removed? Yes, thanks for asking about that. We did go back and talk to our previous consultants and port staff trying to figure out whether those tags were ours. We validated that they weren't ours, and we went back to the city and told them. And they've also said they are not theirs.

[01:05:13] And so we just got approval, I believe, yesterday by the cities when we go out and put our new tags. They've approved us to remove all those other tags that haven't been claimed by any agency or organization or group. Great. And so those what will then become untagged trees will remain? That is correct.

[01:05:32] Okay. Can you talk to me about timeline and when? I've seen the timeline in the past, looked like we had some more leeway. Like this wasn't something that necessarily had to be passed right now, but something that maybe could take place later. Maybe there could have been.

[01:05:51] I remember you talking about the issues with the phased approach to removing, you know, trees at a time and why they have to come out at the same time. But why does it have to happen sooner? Why can't it happen later? Robert, you want to address that? Again, we predict which based on growth rates for the area.

[01:06:11] We try to predict which trees are going to be growing up into the flight surfaces within the next five years. And by the way, this is 2026 now, and the analysis work was done back in 2024, so they've already grown for a couple of years. So as any safety expert would tell you, it's better to be proactive than reactive. We don't want to wait until there are penetrations because then there's a problem. So we try to do this proactive, as is recommended by any FAA or other agency, to make sure that these trees are removed before they start penetrating FAA surfaces.

[01:06:52] So is it that the tallest tree will penetrate within five years, all of them are predicted to penetrate within five years of the trees that we've identified. And why. Maybe Chipper needs to come forward to talk me about

some of the preservation work. But why is it that in terms of not being reactive, why can't we preemptively plant the trees that are in the tree bank or that where we've identified a more appropriate place for these trees just to catch up for the public who's listening and plugging in just right now, we're going to be. The port has a tree replacement standard of 3 to 1 or 4 to 1.

[01:07:38] The city of Burien has a 3 to 1 standard. It originally we're going to replace them at a three to one standard. Then I asked, can't we just keep it to our own port standard and donate the additional. I think it was what, six, four, five, six trees to bring it to the four to one standard to give to the tree baking program. They said, yes, you've done that.

[01:07:56] I'm really grateful to that. So my question, Chipper, is why don't we then plant those trees and let them take root and, and then, and then remove the trees so that we're never out of position? And for the city and those impacted community members where they're at a net loss as opposed to status quo or net gain. That's a really good question. I think that part of the answer is due to contracting and our ability to implement the work over a phase of.

[01:08:29] In a phased approach, rather than just having the one contract to implement the work all at once. That's the minimum legal requirement, is to do the replacement concurrently. The plants are. The trees that we're replacing are also going in the same location as some of the trees that are being removed. So they literally can't be planted until those trees are removed.

[01:08:51] And even if they're going kind of adjacent to them, there's a potential that they would be impacted during the tree removal construction. So it does make sense to conduct a replacement later or at least concurrent at the same time that the trees are being removed. So I think you had another question. If I could just add on to the phasing part of it really quick. I mean, all the work, the removal, the replanting is all scheduled at this point as long as we, you know, keep moving with our current schedule to be done by the end of the year.

[01:09:24] So it's not like we're going to remove the trees and wait, I don't know, some length of time. It's all going to be done by the end of the year. So if this passes, then you will remove all six. Six trees, right? Yeah, all six trees by the end of this year.

[01:09:41] And then in the winter begin the process of replacing them so they could take root. What's the timing of the removal of those trees which are also providing relief for the play structure that's there over the summertime? Like, is there a way where. Why does it have to happen now ahead of the hot season? Why can't we wait and time this out for as the weather starts to turn cool again and then give it the longest timeline possible so, so that the kids in that neighborhood could still have some of that shade for this summer?

[01:10:11] And year by year we break records for sweltering heat. And this isn't a heat island area. I'm wondering about timing. Why does this have to happen now? I think it goes back to the same question you had earlier.

[01:10:25] It's really about being proactive and doing this before they start penetrating surfaces. We wait another year. We're into three. Three years, I think. So I mean.

[01:10:36] And you know, at some point you just, you have to do it. There's no, there's no prop. There's no doubt.

There's no way to argue it really. It has to be done and, and we're doing it in the best way that we can.

- [01:10:51] And I respect that and I agree that safety is non negotiable. I'm trying to figure out the optimal timeline to do our part in terms of decision makers to mitigate unintended impacts on community members who are really worried.
- [01:11:07] I think that's something we can consider and come back to you with with a better answer. The construction's intended to be implemented in the middle of the summer, June or July or August. Can you say that part again? I'm so sorry. The construction is supposed to be.
- [01:11:21] Take place in the summer. I just heard from our construction team that actually the construction. Construction will take part after the summer. Okay. Construction meaning the.
- [01:11:30] The removal of the trees and the replanting. So it seems like we can meet your requirement to wait until the end of the summer, after the hot season, before we remove the trees this year. No, it's better than that. It seems like the current plan is to wait until after the sweltering heat of the summer to remove the trees. And then what's the timeline after that to plan, plant the.
- [01:11:52] To. To. To replace that. It'll all be finished by the end of the year. So long as we get commission authorization, replacement, including.
- [01:11:59] Yeah, yeah. And that also we wait till the end of the growing season to conduct planting because the plants have a better survival. So they'll be installed sometime between October 15th and the end of the year. That also includes two years of maintenance after those trees are planted as well, too. By the port.
- [01:12:16] Right. What's the communications plan with the public around the death of the trees? That's planned for sometime in September. August. September.
- [01:12:28] So we have temporary signage right now, and once we get the new tags, we're going to go out with new, more permanent signage that talk about the program in which trees have been identified. And that should be happening in the next couple of weeks. And those signs will be up as long as the program is ongoing. I want to thank you guys for being as proactively communicative with the city as possible. And so much of what we've heard is not just specific to this program, as with Des Moines Creek and other things, that when we have things planned, folks feel like their own cities weren't communicating well enough.
- [01:13:02] And I think that's true again here. And I did ask. That's out of our power, but it is within our influence. And in your communications, what insight do you have into what the city of Burien is planning in terms of communicating with the members of the public, especially those who live within that precinct and that neighborhood? Well, we are in close communication with the parks director and the deputy parks director and the arborist.
- [01:13:27] So we'll work with them to make sure that the city of Bureau does have adequate information in terms of talking to those neighbors about what kind of. What's going to be occurring there this fall. So we do have the permanent science going in, but maybe we can consider some other help with the city in terms of communicating to the neighborhood neighbors about what's going on in terms of the program. And there's five of those trees that have to come out because they're going to penetrate the threshold within the next five years. And because they are communal, you know, creatures, the rooting, the removal of five of them would impact one other that would then need to come down as well.

- [01:14:04] And that's why the sixth one is coming down. Correct. Together they stand, and together they fall. It's. Yeah, it's a very sad thing, but I also understand why.
- [01:14:14] So thank you for walking us through this process. And my. My heaviest heart is with the Matheson family, who has guarded and protected these trees and been such a wonderful steward for them. And it's like, I understand there's such precious old growth trees that have such important benefit for the community there. And so to the point that we can be a facilitator for the best procedures possible.
- [01:14:41] I'm grateful to you guys for that. So thank you.
- [01:14:46] Other commissioner, comments, questions. Commissioner Fellowman, thanks again. And I've had the pleasure of getting involved with this program at some level of detail, although not with this particular project. So I speak with a high level of ignorance and just my comfy spot.
- [01:15:10] The fact is that as I said before, until you actually go to a site, it's really hard to understand the significance of it to the community. Like North SEA Tech park was my example. Not the old growth forest, but still, still obviously a significant green space in the context, you wouldn't understand it unless you went there. Again, I wasn't invited to show up, so I don't really have the ability to know. But if these, the fact that it's this handful of trees, just to step back, I know that based on the concerns like with the cemetery and the surrounding area, you guys took some heroic efforts to do something that was more protracted, more expensive, shall we say, less efficient than you would have done.
- [01:16:01] If it's really just an on time, on budget effort, which was really very reflective of the port's willingness to accommodate the community's concerns. And I greatly appreciate that. And you may regret having done it. I know you've said that there may have been other ways that it could have been accomplished, but it really reflected a willingness to be flexible. And to the degree this conversation with the community has gone on, I reached out to the government folks.
- [01:16:29] They said they thought it was all clear. Now I'm hearing from the community members that maybe it's not as kumbaya as I thought it was to be. But honestly, as I mentioned last time this was brought up, I thought if there was ever a spot, assuming that these are really big trees and assuming these are in a strategic location for the community with some heritage behind them, if there was a time to try to do these alternative approaches that we always dismiss as being not preferable, the fact that it's in a park where there's government stewards of the resource folks that are able to monitor whether these trees are getting ill or becoming nesting sites, those sort of things that are not on public property or private property, that this is sort of one of those places where a topping could be tried, and I know there are liabilities with it, and I know it's more expensive and I know there's challenges associated with it, but it just strikes me That a relatively accessible group of trees, a small number of age in a public space, if there were a place to do it, it would be here. Tell me why, even though you don't like these alternative ideas, if you were to consider it, would this not be a good place to at least try?
- [01:18:02] If we were to consider it, then I agree with you. Yes. That the cultural significance and heritage of the tree should be taken into account and that these trees have a really significant cultural significance. As an operations member and as someone who flies out of SeaTac, I could not. Could consciousness support that at all, period.
- [01:18:28] Due to the fact that the trees would. Could become raptor habitat is one of the main things. Yeah. There's

all the ongoing maintenance over time, whatever. But if you ever saw the impact of a large bird on an airplane, I'd prefer not to have that.

[01:18:49] No, I completely respect that. And I have the pleasure of having a large eagle nest in front of my place in the San Juans. And it wasn't built overnight. And when we start seeing things like that, even just as a roost, it would be pretty evident to a park ranger that this is something that's intolerable. I would agree with you.

[01:19:13] I'm pretty sure. Help me out here. That once the eagle puts a stick down the tree, you can't touch it. Federal law. So I'm pretty sure once the eagle sets up house, it's there.

[01:19:26] The migratory bird triad. Yeah, the migratory bird. It's an interesting consideration.

[01:19:34] All right. Well, you can also put those little things like you put on gutters with the pointy ends to it, which would be certainly discouraging of those sort of things. I mean, you guys are really smart and you could. You could come up with a clever idea. I'm just saying again, if I really saw the park, it would be different.

[01:19:55] But again, I know you don't like setting the precedent that we would do this in multiple other places. It just seems to me that this is a unique place that could be explored for this kind of approach.

[01:20:11] Anyway, I'll leave that to the folks that have seen the spot. This would be my opinion, like I said, speaking out of complete ignorance. Thank you for your consideration. Thank you for the presentation. Thanks for hosting the site visit with Commissioner Hasegawa and members of the community.

[01:20:27] I am strongly in support of this after spending a lot of time thinking about it, after hearing concerns from community members. I think largely in part because of the inputs from the Berean Parks Department, our own expert in house, people who I can honestly say care more about trees than anyone sitting up here or than the vast majority of the folks who have weighed in on this have made it literally their life's work. And part of what convinced me is while in the short term there will be some real impacts, in the long term, it's actually a better outcome for. For the park, for all of its uses, both from an environmental standpoint, from a community benefits standpoint. So what you have done in your work with Burien is to start with an unfavorable mandate and then turn it into something that in the end results in a much better outcome for all involved in terms of safety, ecology, and community benefits.

[01:21:31] And so I'm supporter of this, and I recognize that's not a universal opinion, but I do think it is actually a model for dealing with really hard public policy questions, where at the outset it is, we're, you know, dealing with a very difficult decision. And I also recognize that we're not going to be able to please all the people all the time. But I do think you guys have put together a really comprehensive and thoughtful maximum benefit approach to this. And I am going to turn it back over to Commissioner Hosiga. Thank you.

[01:22:05] I have a couple additional questions about what we're voting on today. So when you're asking for us to execute a construction contract, that would be with whom?

[01:22:22] It's a low bid contract, so we haven't selected the contractor. The authorization is to actually go out to bid for the contract. So as part of that bid process, we would. The contractor would be selected at that time. Okay.

[01:22:41] Do we have to authorize this today in order to be able to keep this to the timeline? Commissioner Fellerman, I heard him ask for you to explore one more alternative option, and I'm wondering if there might be time allowable for us to. To just look into that. Well, to be clear, we have explored a number of different

alternatives, and topping is not something we're comfortable moving forward with. I have to admit, I grew up with a nursery.

[01:23:10] I planted more trees. Probably everyone here combined. I love the forest. I go out hiking, you know, but this is just one of those things. It's trees near an airport at a higher elevation than the airport that are growing tall.

[01:23:24] It's. It's math and it's just. It is what it is.

[01:23:32] All right, hearing no further questions for this item, is there a motion and a second to adopt item 10A? So moved.

[01:23:41] Second commissioners, is there any additional discussion or debate on this item?

[01:23:51] All right, hearing none. Clerk Hart, please call the roll for the Vote. Commissioners, as a reminder, please say aye or nay when your name is called. Thank you. Beginning with Commissioner Cho.

[01:23:59] Aye. Thank you, Commissioner Fellamon. Aye. Thank you, Commissioner Calkins. Aye.

[01:24:08] Thank you, Commissioner Hasegawa. Aye. Thank you. Four ayes, zero nays for this item. Thank you.

[01:24:14] And the motion passes. Thank you all for your work on this. Clerk Hart, please read the next item into the record, and we'll have Commission Chief of Staff Aaron Pritchard introduce it. Thank you. This is agenda item 10B, order number 2026 02.

[01:24:29] An order of the Port Commission to increase transparency and reporting standards and requirements for the Port of Seattle Police Department.

[01:24:40] Good afternoon, Commissioners and Executive Director. My name is Aaron Pritchard. I'm Chief of Staff for. For the Commission office. Today we bring forward this order for the Port of Seattle Commission to increase transparency reporting standards for the Port of Seattle Police Department.

[01:24:54] Primarily, I just want to thank the Chief Villa and Wendy Ryder for the partnership and working with Commissioner Hasegawa to come to a place where we can all proceed with this order. Any of these matters are always inherently sensitive, and the. The deep work and time that folks took not only to work on this order, but to establish the relationships at the airport, across agencies and to work with Commissioners has made this a process I think we can all be very proud of. So thank you, and I'll pass it over to Francis. Thank you very much, Aaron.

[01:25:33] Good afternoon. Commission President Calkins, Commissioners and Executive Director, Metrics. My name is Francis Cho, Commission Strategic Advisor. Today, Commissioner Hasegawa will present Order 2026 02, which advances transparency and accountability standards for the Port of Seattle Police Department. This order comes at a critical moment for our region and our country.

[01:25:56] The current political climate has created unprecedented levels of fear and confusion in our communities. The Federal Administration's immigration enforcement actions have left many travelers, workers, and visitors uncertain about who they can trust and what to expect when they come through our facilities. This uncertainty is not abstract. It affects real people moving through SEA Airport and our maritime facilities every single day. The Port has a responsibility to provide clarity.

- [01:26:27] When someone sees a law enforcement officer at any of our facilities, they should immediately know whether that officer is a port officer or is or is of another jurisdiction. This distinction matters deeply to public trust and to the sense of safety and welcome we want every single person to feel at our port facilities. This order addresses three core areas. First, it eliminates potentially confusing naming conventions, specifically the Homeland Security Division distinction, and enhances port branding on uniforms to ensure clear visual identification. Second, it establishes notification protocols for pre planned training operation in public areas.
- [01:27:11] Third, it strengthens annual reporting requirements on use of force and complaint handling, providing this commission and the public with the comprehensive data needed for meaningful accountability. This order builds on existing best practices within the POSPD, which maintains CALEA accreditation and operates with high professional standards. What we're doing today is ensuring those standards are visible, that POSPD operations are transparent and that our policy are and that our policing reflects the Port's values of equity, inclusion and public service. With that, I'll turn it over to Commissioner Hasegawa to present the order in detail.
- [01:27:57] Thank you very much to Strategic Advisor Cho, who has been working with us hand in hand on this and drafting this order. So a little bit of important context was that a few weeks ago there was community confusion when there was allegations of an ICE sighting at a very public place on the skybridge. Pre Security and whereas ICE does have a footprint at the airport, it is uncommon to see ICE operating pre security. This is the second time where we have been caught in a reactive state in trying to clarify who it was that member of the concerned public identified and that it was in fact not an ICE agent. And so what we did is we committed to bringing in POSPD to be our thought partners alongside legal and labor to see what we could do in order to bring clarity to the members of the public about who our local law enforcement officers are and who is not our local law enforcement.
- [01:29:00] And so I would like to thank them for their support in drafting the order that is before you today for consideration. First and foremost, part of what it does is it immediately retires the name of the Homeland Security Division as a name for the Port Police Division. Part of the confusion that we saw saw three weeks ago was that it is the Homeland Security Division could be easily mistaken as Homelands Department of Homeland Security, which is the division under which ICE operates. Second, this order will ask law enforcement in conjunction with the Executive Director to consider changes to the Port of Seattle Police Department uniforms to make them as easy, easily identifiable by the public as part of the Port of Seattle's branding. This there's an exception to this which is in the cases where plain clothes and other security measures require nonstandard uniforms.
- [01:30:00] And third, it will improve internal communication processes that we can shift away from a reactive role towards a proactive approach to alerting people and knowing internally about pre planned patrol and training on operations. In this way, the appropriate people internally, without compromising safety or operations will know and be able to adequately respond if there's ever this such mistake. Again, that will streamline our own articulation with the general public at large and avoid any future confusions that may happen as a result of a site of a mistaken sighting.
- [01:30:40] Next, and this is I believe that this is important because our beloved Chief Via has recently announced that he will be retiring. We will undergo a nationwide search for a new Chief of Police and all the applicants

should know exactly what it is that we as commissioners expect in terms of communication and collaboration with the Port of Seattle Police Department.

[01:31:02] And what this will do is it will give a definite timeline for a comprehensive annual report. Right now we receive the annual report on an annual basis, but it's unclear as to exactly when that will come to commission. This will make definitive that the annual report will come to us by Q3. In addition, the annual report must include a comprehensive use of force report and that use of force report will also demonstrate demographic information, including including race of subjects against whom force was used. And that could highlight any sort of trends that we may be observing.

[01:31:48] Next, it requires that a summary of both the commendations that our police department receives as well as the complaints that take place. And I'll give insight as to how those complaints are being received, including how they're categorized, whether they were sustained and what disciplinary actions were taken when applicable. And again, at this point, the commission generally receives information haphazardly and this will bring clarity exactly to the trends that we are seeing and we can see on a year by year basis, differences in those trends.

[01:32:31] I would like to thank Deputy Executive Director Goon as well as Chief Villa, our Director of Diversity Equity Inclusion leaders from the Commission office, our Director of Labor Relations, Mike Hell, and everybody else who has put in the hours and the effort to bring this order to where it is. There is one thing that I wanted to bring up for Executive Director Metruck and that is the language in this says that the in point three on line 46 that the port of Seattle police and all divisions therein shall consider additions or changes to the standard POSPD uniform that highlight for the public the connection with Port of Seattle and can easily be identified as the part of Port of Seattle's greatest except in cases where plainclothes or other security measures required non standard uniforms. It's the use of the word shall consider additions. And I want to clarify with you and with Chief Via, who is with us here today, that shall consider means that they're going to be coming with concrete proposals of how uniforms can be altered so that they are abundantly clearly aligned with Port of Seattle Branding and that a change will indeed be made.

[01:33:55] Commissioner Hasegawa, thank you. And, and thanks for all your efforts on this as well. I think that's exactly what our intent is to do that. But I would like, if it's okay, to invite Chief Villa up so we can make sure we have that looking around. I thought he was here.

[01:34:10] Welcome, Chief. He's watching out for my six behind me, I think, in that. But I think we can address that specific question, Commissioner Hasegawa, because I believe that's, that's our discussion. And let me just say this is that, you know, within the uniforms of police officers are very, very important to them. And so we thought that delegating to them to come up with that on that differentiation is the way to treat this.

[01:34:37] And that's our discussion with Chief V. Myself and Deputy Executive Director Goon about this item. And so that's, that's, we thought the best way to approach that and let nobody knows better than themselves about how to come up with that and how to have that differentiation. So, Chief, if you want to talk about that and if that's. If that's okay. President Absolutely.

[01:34:59] Thank you. And good afternoon, Chief Mike Villa with the Port of Seattle Police Department, currently wearing our current uniform that we have. But if I had to say a couple comments if, if be okay before addressing that question. The first thing is just that I really appreciate the opportunity that I have had. The

Police Department has had to provide input to the order to collaborate with Commissioner Hasegawa and with the commissioners.

[01:35:28] We really do have a good partnership that we've had for many years. And so, again, this was an issue that I understand we're trying to deal with some very sensitive things. And so I think it is important for us to be at the table and appreciate that opportunity that we've had. Secondly, it's just I also want to make sure that the community, as well as my staff, just hears again and knows. I know it's already been stated that, you know, the Port of Seattle Police is an exemplary, very professional law enforcement agency.

[01:35:57] And this order does not reflect at all in a negative way towards the police department. I mean, we are an agency that has very high transparency as far as our activities go. We're an agency where we hold our employees accountable. It starts with the chief of police and holding myself accountable as well as the rest of the department. And just the men and women who work in the police department do a phenomenal job of protecting our facilities.

[01:36:29] And again, you know, the order doesn't reflect negative upon that at all. And I know you said the same thing, and there's wording in the order that speaks to that as well. The fourth thing, or the third thing I actually just want to touch on real quick, and this comes more directly to answering the question, is that, you know, for the police department several years ago, we established our strategic anchors, the things that we needed to make sure to continue to do to be successful in completing the purpose, the mission that we have. And, you know, the first one of those was just staff wellness. Our employees are.

[01:37:07] They're healthy, they're well, they're ready to come. They're ready to work when they come to work. The second thing was that we have very effective partnerships with all of our stakeholders, federal, state, partnerships with the commission and everyone that we're working with, with aviation, security, maritime. And so that was very key to our success. The third was counterterrorism expertise and capabilities.

[01:37:33] And we needed to make sure, just given the threats that we have to aviation and maritime, that we are a police department that is ready if something bad happens or there's a bad threat that comes on our properties. But the fourth strategic anchor was customer service. And that really dealt with it, was it's key for us to be successful, that when people come through our facilities, they feel welcome, they're not afraid. We're providing exemplary customer service. And that is one of the things that really distinguishes us from a lot of other police agencies.

[01:38:09] We have a lot of lateral police officers that come and work for us and they would testify, as myself, being a lateral, that that differentiates and really sets our agency apart from a lot of other agencies is that level of customer service that we provide. The traveler experience that folks have when they encounter and interact with our officers. And so in saying all that and coming back to this order is that, you know, our intent is, as executive director metruck mentioned regarding the uniforms. And we want to do everything that we can to eliminate or limit stress that folks have as they come through. And so we don't want there to be any confusion between us and federal immigration enforcement authorities.

[01:38:56] So we are 100% committed if the order passes today. We're 100% committed to it, actually, if or if it doesn't pass today, we're 100% committed to doing the things in the order and are actually in process of doing most of the things that are in the order already. Regarding the uniforms, we already have a committee set up that's reviewing uniforms, looking at that, and people assigned to do that. We do want to

get Input from our staff. As Executive director, Metruck said, uniforms are very important.

- [01:39:23] We want to make sure that we're dressed in a way where we have a very professional appearance, where we can easily be identified as law enforcement, but also Port of Seattle law enforcement. So we're committed to doing what's in the order. Thank you.
- [01:39:40] Any further questions from Commissioners? Commissioner Chill? Yeah, first and foremost, I want to thank Commissioner Hazikawa for being quick to respond to some of the concerns that we saw in the community. I also saw some of the alarms bells that went off on social media. I also want to thank you, Chief.
- [01:39:58] I. You and I had a conversation three weeks or so over the phone about this issue, and I think our values are in line. And I know that, as you said, that the department is doing everything it can to ease the public's concerns around conflating, you know, Immigration Customs Enforcement with rpd. And I sincerely, and I want to echo the sentiments that both you and Commissioner Hasegawa expressed, that this is in no way an admonishment of the department. We know the terrific work that you all do.
- [01:40:30] We all know how highly regarded this department is, and to the extent that you go to keep the airport safe, but also travelers feeling safe. But the truth of the matter is that the confusion that we're seeing in the public is not really our fault. The truth of the matter is while I think that this order and these moves will help, it's not going to fix the problem. Because the reality is that it is the federal government that is acting and behaving in a way that is deeply sowing concern and fear in the public. And there has been absolutely zero accountability to the federal agencies that continue to wreak havoc in our communities.
- [01:41:14] I mean, I understand how the public may have confused our units with ice, but if I can speak candidly, I've seen videos and footage of supposed ICE agents wearing plain clothes. I've seen ICE agents wear vests that say the word police on them. Right? And so at what point do we draw a line and say, okay, are police officers not going to wear uniforms that say police on them? Because people might conflate them with ice?
- [01:41:41] Right? And so, again, I support what we're doing here because it's what we can do. Right? But the reality is the accountability needs to be had with the federal government and Department of Homeland Security. Right?
- [01:41:52] If they're going to conduct operations in our communities, they need to be uniformed, up, distinguishable, take off their damn masks and own up to what they're doing, not hide behind different monikers and different labels.
- [01:42:10] That's making our jobs harder. That's making your jobs harder. All that to say that I will be voting in support of this. I do appreciate the work that the police department does, and this is not in any way reflected negatively on you all or your officers. I think this is just us trying to mitigate the fear and the impact that this administration has on our community.
- [01:42:35] So thanks so much for that, Commissioner Felman.
- [01:42:41] Chief V. I always appreciate your candor and directness and the way which you lead this organization. And we really feel comfortable with that, knowing we have one of the more customer service oriented, talented officers on the beat. And it's quite an unusual audience when you have 50 some million people passing through your jurisdiction. So no shortage on that. At the same time, I recognize this a time of heightened

concern, but, you know, words matter.

[01:43:11] And I felt what you were saying up front that this is not some sort of admonition, easy for you to say of your department.

[01:43:23] And there's a lot of words on the page that, you know, you've had a chance to look over and I'm sure at a certain point in time you can live with. But I'm just wondering whether the title of the order might better reflect this and, you know, not changing content or anything, but, you know, this is to increase transparency and reporting standards. I'm just wondering, as just a suggestion, whether it matters to you or not. I was thinking about advancing the Port of Seattle's Department of Seattle Police Department's commitment to transparency and reporting standards. So advancing your commitment rather than increasing transparency and reporting standards.

[01:44:05] So it's like it acknowledges your commitment and this is further advancing that. It's, I mean, if you see this as having a difference, I'd be happy to put forward that as a friendly amendment. But I mean, I see nothing wrong with the intent of the, of the action, especially if you had a chance to give it a scrub. Yeah. And I think in the, I don't know if it's the first or second paragraph.

[01:44:32] We did change the wording a little bit there to where it does say advancing. And I certainly would be in favor personally of that. You know, there is a, there is one piece of where it talks about our internal complaint process where we have not been posting that in the annual report. That certainly was our intent to do that. And so that would be one of the areas that we, we could say we're increasing.

[01:44:58] But I, I like the word advancing personally, but where the commission wants to do there.

[01:45:05] Commissioner Feldman, do you want to offer that as an amendment to the. Do you have any thoughts on the matter that you'd like to share? I'm supportive. I. I think I agree with that. I mean, I feel like in many ways we're an exemplary institution already.

[01:45:19] And so. So I like the idea of advancing what feels to be a motivation initially. I think. Clerk Hart, do we need to get a motion and a second first? We can discuss amendments.

[01:45:32] All right. So with that, I'm going to ask for a motion and a second to adopt order 2020 602. So moved. One second. All right.

[01:45:44] It's been moved and seconded. Is there any time, discussion or debate on this item, including any amendments to it? President Calkins, I'd like to suggest a friendly amendment to the title of this order. All right. And can you read again the.

[01:45:57] The exact language that you'd like to make in the motion in the amendment? All right. Advancing the Port of Seattle Police Department's commitment to transparency and reporting standards. Is there a second to that amendment that. I'll second it.

[01:46:18] At this point, we're going to entertain discussion and debate on the amendment itself. Any discussion.

[01:46:28] I just want to say that I acknowledge that part of the reason why there was a delay in receiving a use of force report this year is because we were under a cyber attack. And this is just one way, one extra tool for us to make sure that new leadership coming in and future commissions and staff will all be under the same expectation of what sort of information we're receiving and when. Any additional comments on the

proposed amendment?

- [01:47:08] Okay. With that, we have an. An amendment on the floor to the title. Fred, I'm going to ask you to read it one more time and then we will take a vote on the amendment. Okay.
- [01:47:21] Amending order title of Order 202602 in order of the Port of Seattle Commission. A title to read would be advancing the Port of Seattle Police Department's commitment to transparency and reporting standards. All right. And Clerk Hart, can you please call the roll in the vote on the amendment? Mr. Commission President, point of clarification for me on that amendment.
- [01:47:45] Are we ending that after standards and striking and requirements for the Port of Seattle Police Department, or are we including that as well? It's advancing the Port of Seattle Police Department's commitment to transparency and reporting standards. So all the words are there. It's just the.
- [01:48:05] So. Yes, thank you. I have. Advancing the Port of Seattle Police Department's commitment to transparency and reporting standards. Period.
- [01:48:14] Yes. Okay, thank you. Striking and requirements.
- [01:48:22] Oh, so I struck the requirements.
- [01:48:34] Okay.
- [01:48:37] I am agnostic reporting standard requirements. If that's more inclusive of that, then please. Thank you for catching that. Sure. Adding the word requirements.
- [01:48:46] Thank you for that clarity. There is a motion to amend before you. All right. And let's take the roll on that vote. Thank you.
- [01:48:56] On the primary amendment, beginning with Commissioner Cho. Aye. Thank you. Commissioner Fellerman. Aye.
- [01:49:02] Thank you, Commissioner Hasegawa. Aye. Thank you, Commissioner Calkins. Aye. Thank you.
- [01:49:08] Four eyes, zero nays on the primary amendment. So the amendment passes. So now one final pass on any discussion on the primary motion.
- [01:49:24] I have not had a chance to share my thoughts on this are. I guess I kind of go to an almost a sort of ethics or philosophy of policing that I've had the opportunity to participate in this Discussion now since 2020, when we stood up the. I forget what we called it, the work group, the consortium that was examining the state of policing, and particularly at our department, and resulted in a very significant report with many recommendations for improvements. And my kind of large, high level takeaway from that was there are a variety of philosophies of policing that are used in the United States, and it is our intent to employ the philosophy of policing that achieves the mission of the police department and does so in a way that it undertakes the philosophy from a guardian standpoint. And I know that's cliched in policing circles, but I genuinely believe this is what we're talking about again here, which is your comments about the professionalism of the department, the high level of training required for this role, in particular, the idea that customer service needs to be embedded in this department because we have 53 million people pass through that facility every year, that is truly unique to our department.

- [01:51:01] And so we do hold ourselves to a much higher standard than I think a typical police department would. And so, while, as Commissioner Felleman says, this is not intended to be an admonition, it is a reminder that we hold you all to very high expectations and will continue to work with you on improvement of the department, of our interaction with the public and ensure that other law enforcement agencies around us see us as a model for policing. And I think that's really critical here. Not just a neighboring city's police department, but the federal law enforcement agencies that we work with. We want those officers to look at our officers and say, that's who I want to be as a police officer.
- [01:51:47] And so I think we have an opportunity here, year, at Commissioner Hasegawa's urging, to take that next step in really achieving excellence as a police department. And it really does come in a context in which we have a lot of folks who are frightened and who just don't know who to turn to. And so that clarity on uniforms and identification is really vital to know that people can come to you oftentimes in the worst moment of their life and know that there is. That there will be a welcome hand there. So with that and hearing no further questions for this item, I would like to move us to a vote.
- [01:52:29] Clerk Hart, can you take the roll? Yes. Thank you. For the main motion as amended, beginning with our sponsor, Commissioner Hasagawa. I thank you.
- [01:52:39] Commissioner Cho. I thank you. Thank you. Commissioner Fellman. Aye.
- [01:52:44] Thank you. And Commissioner Calkins. Aye. Thank you. Four ayes zero nays for this item.
- [01:52:50] With that, the motion passes. Thank you. Chief via. All right, Clerk Hart, please read the next item into the record and we'll have commission Chief of staff Aaron Pritchard introduce it.
- [01:53:03] Thank you. This IS Agenda Item 10C. Introduction of Resolution Number 3844, Resolution of the Port of Seattle Commission, setting the ad hoc Airport Workforce Conditions committee and amending the charter of the equity and Workforce Development Committee previously adopted by resolution number 3770, to update the name of the committee to the Equity Workforce Development and Conditions Committee and to further update the scope of the committee. Thank you, commissioners and executive director. I'm actually going to just pass this right over to Preston.
- [01:53:33] Please go ahead. Good afternoon again. I'm Preston Tucker, Commission strategic aid. This resolution updates the name and the scope of the equity Workforce Development Committee and formally merges the Airport Working Conditions Ad Hoc into the standing committee. The Airport working conditions ad hoc was intentionally initially.
- [01:53:54] Excuse me, created as a temporary committee to advance our four priority actions, which were health care access, child care providers, third party code of conduct and free hygiene products. That work has progressed and this amendment now reflects evolution, now bringing our efforts into policy development around child care into the permanent committee structure for sustained oversight and accountability. The updated scope strengthens the committee's role in reviewing and recommending policies related to workplace conditions and access to services that support recruitment, retention and worker stability, while also improving safety operations, customer service and overall business outcomes. The amendment also expands the committee's focus on civil rights and community safety, including oversight related to public safety operations, civil liberties, Community Trust, Title 6, Language, Access and anti human trafficking, ensuring equitable treatment for workers, our traveling public and our community members, regardless of

their national origin or immigration status.

[01:55:03] And if I may make one comment on that. As we move the elements from the temporary committee over into the permanent committee we have completed the third party code of conduct. We have completed at least half of the child care by starting a navigator program and the CERT look certified search for a brick and mortar type facilities underway with a consultant and the feminine products or the period products. The period products are now incorporated across the port, which has just been a great piece of work. The one outstanding item is around healthcare, which we have now moved into the permanent standing committee for the development of a policy.

[01:55:47] Thank you.

[01:55:53] Are there any questions for staff at this time from commissioners? I'll go ahead and make the motion in support. Great. So if there are no further questions for this item, is there a motion second to introduce resolution number 3844?

[01:56:11] I guess I'll second. All right. It's been moved and seconded. Any further discussion or debate on this item? Sure.

[01:56:17] So you're getting out of practice now. I know. I'm sorry. Commissioner Hasegawa. I'm just so excited because we have to celebrate wins where we have them.

[01:56:29] Okay? That's gonna be just mission critical to our, like, collective survival. So I just want to acknowledge that we set up that workforce conditions ad hoc committee because we had some amazing priorities that we wanted to streamline that work. And over the last four years, or I guess three, three years we did that. And so I just want to say thank you.

[01:56:50] Thank you. Thank you. Thank you to all the staff and my colleagues involved for passing that third party code of conduct. This was the mechanism to make sure that anyone doing contracts or leases with the Port of Seattle could demonstrate at least five years compliance with the international labor standards and human trafficking laws. Thank you to the staff that made it a priority to implement free hygiene products across all port facilities.

[01:57:17] That's on maritime and at the airport. That means all workers and members of the traveling public going through the airport can press a button and a hygiene product will spit out. There is no longer a coin coming between you and the product that you need. And this is important in terms of public health. It's important in terms of ending the unnecessary tax for people who have periods to be able to get the products that they need.

[01:57:50] And the staff acted with such haste with that and it did not break our bottom line. I also wanted to just mention and celebrate that the progress that we've made on child care is incredible. Yes, we have delivered on an assessment. Yes, we are waiting on the results of the feasibility for a brick and mortar childcare operation at or near the airport. This is going to be huge.

[01:58:15] Not just for the people who are working at the airport, including those involved in some of our capital projects, but also for the adjacent community, community members in south King county who are experiencing a child care desert. We have delivered on the child care navigator program. We are. And we are actually actively looking at additional options for child care that could potentially service folks in the

maritime community as well through some of our potential property acquisitions. All to say we've made progress and that's beginning on child care.

[01:58:49] We're going to continue to do the work to be part of the solution to meet the needs and the growing crushing demand of the public for accessible, available and affordable child care options. And we have additional work to do on health care that is ongoing. I'm so pleased that in its final vote, the workforce conditions ad hoc committee was able to vote in favor of creating a policy that would support access to quality health care for every single airport worker. We look forward to the terms of that policy and I am so grateful to see it streamlined through the work of the permanent body of the of the new committee. I am so grateful to the staff who worked hard to make that ORCA passes for all pilot program a reality.

[01:59:39] We are so seeing that as a major factor for operational efficiency and for our business model to not just be able to compete as an employer, but to be able to retain people the talent that we need to support this large and growing operation. Title 6 Anti Human Trafficking work so important now and as not only our operation grows, but ahead of FIFA World cup and making sure that we are plugging in intentionally to being part of part of the solution of the growing and underground economies that we have such an important role of interrupting. I am so grateful. Good job. To the people in this room have helped be part of this work.

[02:00:22] And we understand at the Port of Seattle that when you take care of your workers, you're going to take care of your lines of business. You're going to be able to exceed as an institution in service of the people. So I am very grateful to be at a point where we can sunset this ad hoc committee and I'm very grateful to see these bodies of work, if they've not come to completion, then they have graduated into their next step for execution and seen them incorporated formally into this permanent newly named committee. So thank you very much. Any additional comments from commissioners.

[02:01:01] I would like to also shout out Commissioner Muhammad, who has been the other member of this ad hoc committee and an intimate partner on this body at work who is currently not here because she is on leave. But it would not have come to this juncture without her efforts. All right. Clerk Hart, please call the roll for the vote. Commissioners, please say aye or nay when your name is called.

[02:01:21] Thank you. This is for introduction of Resolution 3844, beginning with Commissioner Cho. Aye. Thank you. Commissioner Fellerman.

[02:01:30] Aye. Thank you. Commissioner Hasegawa. Aye. Thank you, Commissioner Calkins.

[02:01:35] Aye. Thank you. Four ayes, zero nays for this item. All right. And with that, the motion passes.

[02:01:40] Resolution 3844 will be back before the commission for consideration of adoption at the February 24th meeting. Okay. this point, we're now at presentations and staff reports. Clerk Hart, can you please read the next item into the record? And we'll have Executive Director Metruck introduce the item.

[02:01:57] Thank you. This is agenda item 11, a commission committee's briefing, 2025 accomplishments and 2026 work plans. Commissioners Commission committees allow deep for deeper dives into areas of interest of the commissioners. This briefing will report out on 2025 activities and highlight 2026 work plans. And the presenters this afternoon are V. D, the Commission Strategic Advisor, and Leanne Shirato, Commission Deputy Chief of Staff.

- [02:02:24] V. All right, Good afternoon, Commissioners V. Nguyen, Commission Office Strategic Advisor. Let's go ahead and go to the next slide. So today I'm here to present on the Commission's committee work a review of 2025 and. And looking ahead to 2026, just a reminder that it was Resolution 3770 that stood up many of the committees you see reflected on this chart today. Next slide.
- [02:02:46] Slide, please. As of today, our standing committees include the Port Wide Arts and Culture Board, Audit Governance, Equity and Workforce Development, Sustainability, Environment and Climate, and Waterfront Industrial Lands. In addition to these committees in 2025, we also just had the Airport Workforce Conditions Ad hoc committee. You just heard from Preston Tucker earlier today requesting approval of an amendment to update the charter for the topics covered by this committee to be folded into the Equity and Workers Development Development Committee. So next slide, please.
- [02:03:15] By committee we'll do a review and a look ahead. So starting with audit committee in 2025, we had commissioners Calkins and Muhammad. They met four times last year. And the content covered oversight of the internal audit plan as well as receipt of information related to external audit reports for 2026. Next slide, please.
- [02:03:34] Commissioner Felleman comes on as chair with Commissioner Calkins and the Audit committee will continue its oversight role. Next slide, please. Aviation Committee in 2025 was co chaired by Commissioners Cho and Felleman for seven meetings. Content covered included FIFA and Champions cup preparation updates, ongoing briefings of on SEA Major Projects and capital programs, Federal affairs and state government updates and programs like the Good Traveler Choose Carbon Credits and the Ground Transportation Access Program. Next slide please.
- [02:04:05] For 2026, Commissioner Cho is joined by Commissioner Mohammed on committee. There is an anticipated eight meetings for the year to cover similar topics as 2025 including or in addition to the SEA Future Energy Supply and Demand Strategy and then the Business Intelligence Passenger Survey added to the docket. Next slide please. The Equity and Workforce Development Committee is co chaired by Commissioners Hasegawa and Mohamed for both 2025 and 2026. Topics covered in 2025 included the diversity and Contracting Directive Update as well as briefing items on the Port's Economic Development Partnership Programs, the Youth Maritime Career Launch, Anti Human Trafficking efforts by the Port, and the WIMBEY annual report for 2026.
- [02:04:50] Additional. Next slide please. Sorry. For 2026, additional topics identified for committee include public safety operations, workplace conditions, immigration matters in Title 6. This is of course dependent on a requested Community Charter Amendment approval.
- [02:05:06] Next slide please. So Governance Committee historically is chaired by the previous Commission president and the current so for 2025 the CO chairs were Commissioner Muhammad and Hasagawa. For again for 2025 and then for 2026 it's Commissioner Hasegawa and Commissioner Calkins. Governance Committee meets on an as needed basis. Next slide please.
- [02:05:30] So next we have the Sustainability, Environment and climate committee for 2025, SAAC was chaired by commissioners Calkins and Cho. They met nine times covering a long list of port initiatives and work from the Seattle Waterfront Clean Energy Strategy, Pre Season Cruise Environmental Dashboard, the Maritime Climate and Air Action Plan Implementation Update, the the Sustainable Maritime Fuels Collective, the

Green Corridor Feasibility Study and of course annual reports on Scope one and Scope two emissions as well as the the Port Sustainability Evaluation framework. So for 2026, Commissioner Felleman joins Commissioner Calkins for the year. In addition to the topics I just listed, additional briefing items include the Clean Ports Planning Grant, the Environmental Justice Framework, the Building Energy and Program Update, and updates on our Sustainable fuels work in maritime and Aviation. Okay, so we're almost hitting the home stretch here.

- [02:06:24] Next slide please. All right, so next up we have the Waterfront and Industrial Lands Committee last year was co chaired by Commissioners Felleman and Calkins. This committee did not meet very often last year in large part due to our Commissioners working alongside staff to protect industrial land in SODO from legislation pursued and adopted by Seattle City Council. I think you all know how that has turned out, so I won't go into details. The meetings that we did have last year in 2025, there were updates on for mobility, the Jack Block park and plans for redevelopment and investment in the Soda Binmig areas.
- [02:06:59] Next slide, please. So for 2026 we have Commissioner Felleman and Commissioner Cho. Topics identified for discussion include. Big surprise. I'm glad you're all sitting down.
- [02:07:09] Industrial lands plans, real estate portfolio updates, WASA and Federal center south, and the Seattle Green Economy, visioning and opportunities. All right, next slide, please. Port White Arts and culture board. In 2025, we have commissioners Felleman Ckin as board members, along with members of the public who are appointed to this board. They met four times.
- [02:07:32] Topics for discussion were art projects and acquisitions, conservation and maintenance, new installations and Miro and a Lumiere group update. Next slide, please. So I do have a typo on the 2026 slide. So membership for 2026 is Commissioner Felleman along with Commissioner Mohammed. And topics include a lot of what we did last year, but also in addition is partnerships for public performances and wayfinding, which is really important for a FIFA year.
- [02:07:59] Oh, the FIFA year rather. And temporary art opportunities. And next slide, please. And finally, we have a review of the 2025 airport workforce ad hoc committee. Commissioner Hasegawa did a wonderful job encapsulating the work of this ad hoc committee.
- [02:08:15] Again, this. This committee was chaired by commissioners Mohamed and Hasagawa. There was. They met five times last year and covered critical issues impacting the airport workforce. Commissioners received updates and briefings on the SEA healthcare workers initiative, childcare access for SEA workers, airport badging for labor, and the transit pass pilots.
- [02:08:34] So this. This concludes my report out and I'm very glad that there are no questions. Thank you.
- [02:08:41] All right, moving on to the next slide. I know. Commissioners, any questions or comments on the committee report? That's a good way to segue.
- [02:08:52] Commissioner Hosal, do we have a summary of hours of committee work? Would that be meeting time or everything? The meeting time, I can have that to you by the end of the day. Okay.
- [02:09:09] A lot is the short answer, I think. Any other questions or comments? Commissioner Feldman?
- [02:09:16] I guess all we really are required to do is show up at two meetings a month and one Seaport alliance meeting a month. We us take these opportunities to contribute to the greater good on our own volition. But

I just wanted to thank you for the organization of the summary. It was really a great condensation of a lot of work and I think you can multiply by 30 minutes or half an hour to get your total hours. But honestly, it was a great summation and one of the things I just think maybe in the future that for these projects that are continuations, I'm like particularly interested in like the Good Traveler program and choose, you know, that we initiate something in one committee, we go on to the next committee.

[02:09:58] To be able to have some continuity seeing how those initiatives progressed, that's a little bit of a challenge as we change committees. But that was just in general, I think this visibility between committees, this is a great moment to get that visibility. But it's after all done and there's probably crossover in the course of the year that might help fertilize further conversations. But thanks again. I really appreciate the summary and I will just add it's nice to have the kind of roll up format of the summary because it really reminds me of the evolution of the structure of the commission office since really I think when Fred first joined and it's part of his legacy as a commissioner is to kind of recognize that it used to be everything was done as a committee of the whole, which is burdensome and onerous and doesn't really recognize that there are passions and expertise that can come to play that serve the body better than having all of us try to weigh in on all things.

[02:11:08] And so in this sense we have I think created a work strategy for the commission that is much more productive in a lot of ways. I also think it rests upon a fundamental confidence amongst us, a trust amongst us that I can say, you know, if Sam and Fred are going to take this committee, I know that the work is going to get done in a, in, in an effective way and that the important output of that will be will come to a commission vote as necessary, but that I can trust that the, the committee will do the legwork on really drilling in on on topics that require us to kind of get into the weeds on stuff. So and you know, I think the other thing to Fred's point is as we continue to evolve this and when we first stood it up, we weren't very good at the, that is the reporting out, making sure the rest of the commissioners know what has happened in those committee meetings and sharing that also with the public too. So thank you V for the presentation. Mr. President, if I may just one comment.

[02:12:10] You took a lot of what I was going to say, particularly about the trust between commissioners. That's really been one of the big evolutions is commissioners didn't want to give up all that work and now they, and you've really come to the place where you trust each other to take care of it. So I appreciate that. I also just want to note that the executive also takes this very seriously. You know, this is a sort of built, I don't want to say a house of cards, but we've put it together.

[02:12:29] And the executive also uses it now as an avenue to deliver those important policy questions before they're fully formulated, which is also a stretch. Sometimes they want to bring you the complete product, but sharing that a little earlier has been real productive. And finally also to, you know, of course our strategic advisors do a great job working with the executive, develop these. But our commission clerk team has really, if you don't notice, they put real shine on this to make this a very professional operation. They're there taking notes, they're posting the agendas, things are up on the website before you're out the door.

[02:13:00] And those sorts of things have really changed this to make it look very professional and actually it functions professionally as well. So I just want to share those things as well. Thank you. And in terms of ensuring transparency that these are not behind closed doors meetings, these are meetings that, where the public has access to the information that was shared. Commissioner Felton, Well, I appreciate the shout out for the initiation of the first committee was the Environment and Sustainability Committee.

- [02:13:29] I came in on the heels of how much oil should the Port of Seattle handle on the heels of Shell. And I said that's the wrong question. What are we going to do to reduce our own footprint? But it was really the leadership of our chief of Staff, Aaron Pritchard, who created this overall structure that allowed us to evolve to the state we are. So I very much appreciate that work and I'm glad that it's being felt throughout the organization as a constructive contribution.
- [02:13:57] Excellent. All right, we are going to move on to the next briefing item which is our external relations work plan briefing. And I will ask Clerk Hart to read it into the record and executive director metruck to introduce it. And I'll note that this external relations team, they're all known as very shy and they're, they're a bunch of shrinking violets. So this is going to take only like 15 minutes.
- [02:14:18] So I imagine. Not kidding. Looking forward to it. Pierce, Clark, Hart. Thank you.
- [02:14:25] This IS Agenda Item 11B, the 2026 External Relations Work plan briefing. And I just want to note that we have several presenters here today, so if they need to be switching out back and forth, you might see some of that. Okay.
- [02:14:40] Commissioners, our external relations team is responsible for a broad portfolio that includes federal, state and local government relations, capital project delivery, which includes regional transportation, technical and policy expertise, strategic communications and external Outreach and Engagement. This briefing, which actually touches almost everything we do at the port, or everything we do at the Port, is normally provided during the first Commission retreat of the year. However, given that the retreat is not until March, we wanted to offer it during today's meeting instead to preview the breadth of work this team is preparing for in the coming year throughout 2026. The presenters are beginning with Pierce Edwards, Senior Director of External Relations, Nate Camino's Director, Office of Government Relations, Katherine Fountain, Acting Director, Communications and Marketing Claire Gallagher, Director of External Relations at Capital Project Deliveries, Sally Del Fierro, Director of Community Engagement and Karen Karen Zog Black, Internal Relations and Protocol. I don't know if all those folks are here, but I imagine that they are, so I'll turn it over.
- [02:15:44] To turn it over. Senior Director Edwards, thanks. Got it. Thank you. Executive Director, Metruck Commissioners Pierce Edwards, Senior Director of External Relations it's great to be with you this afternoon.
- [02:16:00] We're usually before you, as Steve noted, at the retreat, but it's good to be here with you in this setting today, as Steve noted. I'm joined by my director colleagues in Karen Zog Black for today's presentation to answer any questions you may have. I look forward to sharing some of our highlights for 2025 and a snapshot for our look at it 26 before our directors take a deeper dive into many of the items, but not all the items that we'll be working on in the coming year. I do want to point out, though I see some of you have already pointed out to me today, we do have in your packet the annual, what we call the placemat of our Communications, Community Engagement, Government Relations and Key Dates Calendar. We update this pretty frequently throughout the year and if you have suggestions for additions, please send them our way.
- [02:16:50] I know it's meant to be all inclusive, but there are things that we leave out and there are things that come up during the course of the year that we want to add on to that calendar. Next slide, please.

- [02:17:04] As many of you know, our External Relations team is made up of External Relations Department is made up of four teams, Communications, Government Relations, Community Engagement and Strategic Initiatives. And as Steve noted in his opening, one of the great things is that we work with so many people across the port, and our success is rooted not only in the strong collaboration engagement we have with the Executive and Commission Office, but also with pretty much every department and team, division, what have you across the entire organization throughout the year. And similarly, our work in the community touches a vast array of communities and it is a relationship that is certainly not a one way conversation, but a two way conversation. One that is a welcoming conversation that we're actively listening and not talking to the public. It helps us build an environment for greater connectivity but also for long lasting relationships with the public where everyone thinks and believes and knows that they have a seat at the table.
- [02:18:15] And that work that we do, that engagement helps drive and what we hear from the community helps drive our work across our team in government relations, communications and marketing and strategic initiatives and really core to our work. And I think, you know, it's been, it's been great. The Duwamish Valley was really one of those first programs where it wasn't us going to tell people what we're doing. It was one that we listened to the public about what they wanted to us to do. And that has become more rooted in our work each and every year since the foundation of that project.
- [02:18:49] You know, we face stiff federal headwinds as we're all aware, many of which are not aligned with the with port values. But we will continue working side by side with everyone across the port to work on those projects that do reflect our values and support those port initiatives and business lines. And we think, you know, this really helps ensure the port remains a trusted partner and an economic catalyst for the region, strengthened by our community engagement, government relations and, and communications and aligned communications. Next slide Before I dive, before the directors get into the 2026 outlook, I want to just spend a moment on 2025 and some of the successes we had this year. I'm not going to go through these slide by or word by word on here, but I think we all know that the communications department just does a heck of a job on their output of materials, whether that's earned media, shared media, earned media video development.
- [02:19:55] As you can see Here, we did 502 videos this year. Almost 13,000 photographs. It's amazing. Our social media networks, many of the channels grew at double digit rates of growth this year including Facebook and Instagram and LinkedIn jumped up into the TikTok tens of thousands. They're already in tens of thousands, but tens of thousands higher.
- [02:20:20] Overall we have over 300,000 followers on our combined channels.
- [02:20:28] The Commission blogs still receive some of our highest viewership and readership, just FYI. And those communications really do reach a large segment of our community. What's not on the slide is the awards that our communications department was recognized with this year. Three from the Airports Council International winners of the year for responsive Communications to the Cyber Attack winner for partnering with concessionaires or service providers and the customer service experience programs for a large airport for Jet the Otter. Jet the Otter also won a PRSA award, the Public Relations Society of America for Special Events and Observances Certificate of Excellence and as well, excuse me, that was for the Philippine Airlines light launch.
- [02:21:19] But the Marketing Communications Summit award was for Jet the Otter. He's also one of our highest

performing social items as well. Next slide. Sally and her team doing amazing work around the county. What's not on the slide are some of the events at the Hub which we're nearly 300 events at the Hub this year.

[02:21:43] A center that just continues to grow as a centerpiece for the Duwamish community in so many ways. Our South King County South King Important Communities partner meetings were three dozen waterfront activations with our collaboration with Friends of the Waterfront 10 Port of Seattle tours 46 so just on and on. Great work in the community. Next slide. Government relations I think we have all talked about the industrial lands issue from last year.

[02:22:18] I was driven across the port but GR really played the central role in getting to us where we are today with the Washington with where we are with the Growth Management Hearings Board. There's also the great work that John Flanagan and others did around the fuel shortage at SEA last fall and really working with the Governor's office and state authorities and federal authorities. He and Eric Schinfeld. The federal funding for repair replacement of sound installation was another big win. And then of course you're going to hear from Karen Zog Black today on the number of airport engagements.

[02:22:51] But there was 52 outbound trips that were supported, 54 inbound international delegation, delegation groups coordinated and then high profile movements. Queen of Netherlands, Royal Highness, Prince of Sweden, the Australian Prime Minister, Luxembourg Prime Minister and two former United Kingdom Prime Ministers. Although that's pretty easy these days, they seem to go pretty quickly. Last but not least, next slide. Not going to go through all these.

[02:23:20] You're going to hear about a lot of these from the team but do want to hit on some of the larger ones for the year. One that's not on here that was an oversight on our part is really immigration is going to continue to be front and center as well as enforcement and ICE issues will be a big GR issue that will go across our group. The SAMHSIPA outreach and engagements which will start pretty soon here in the next quarter and going into the year is going to be a serious body of work for for. For our organization or for our team organization and our team sustainability and alternative fuels you know, the past has been about getting legislation passed to make them possible. Now it's getting them produced, which is very exciting.

[02:24:06] We're working on the next gen, the next gen Port City MoU for industrial lands. In fact, we have a meeting with the mayor and city council members on Friday where this will be a central topic to move that forward. That is currently sitting, that draft is sitting in the, in the mayor's office and that was done in conjunction with a and her team in economic development. FIFA. You're going to hear a lot about that.

[02:24:27] Julie Rosey now will be before commission and the ELT later this spring to share more details on FIFA, which is just a few short months away. Shipbuilding advocacy now with the Trump administration putting maritime manufacturing at the top of the their policy list or one of the items at the top of their policy list. And now we have the MOU with WPPA for the foundation of the Maritime Industrial Base Coalition looks promising. Work as we develop phases one and two of that project relating to the analysis, landscape analysis and gap analysis in the next several months before we initiate work later this year. The activation of the tribal moas and then website accessibility, which will all wrap up in about a year.

[02:25:13] And with that I will turn it over to Kathryn for communications. Thank you commissioners. Thank you, Pierce. Next slide please. Again, I'm Katherine Fountain, acting director of communications and marketing.

- [02:25:26] Here's a snap of our 13 awesome members of the team really quickly. We are kind of a three prong team with three kind of bodies of work and that first one really quickly is kind of content in the written word. This is headed by Kathy Swift who leads our writing team. This is all of our external facing web presence and guidance across the organization. This team maintains our newsroom, sends out press releases and statements and was hustling on that today.
- [02:25:52] We manage 12 newsletters and the commission blogs and this also includes our growing social presence across both our port brand and our SEA Airport brand. Managing our marketing and advertising work that's coming through communications. We're not the only organization doing ads but that goes through that. That team and then some special projects. You heard Pierce mention accessibility and I'll touch on that briefly.
- [02:26:15] Another prong of a communications team is headed by Devlin Donnelly. This is our visual creative services team. This is all the photography, videography, visual artistry, graphic design and development. You see us running around capturing lots of moments, creating moments, amplifying moments that's coming out of this fantastic team. They are responsible for those kind of powerful and beautiful ways we tell stories beyond the written word and in collaboration with the written word.
- [02:26:41] Additional work is commission decks, handouts or presentations, all kinds of items for community engagement, capture photography, ongoing. And then the fourth or sorry, the third prong is our media public relations team, headed by our fearless leader, Chris Quislow, Perry Cooper Cassidy Knight, she and myself. And our job is all about media inbounds and outbounds, working on draft op eds and delivering them and getting them published, proactive storytelling, connecting with traditional media, ethnic media, broadcast and other new forms of media, supporting the commission with a kind of suite of work on presentations, talking points, speeches and so forth, press events and moments, final approval on all external communications coming out of the port and also communicating through challenging topics and times and emergency communications should they arise. And every once in a while we also get to do something fun like helping support a bet between Massport CEO and our own executive director on who will wear the jersey, which will be online Commissioner Calkins. And then also welcoming the team home yesterday on the plane and making a moment where there hadn't been one before.
- [02:27:50] So we have some fun too. Next slide please. So our compass, I won't go through all these, but the most important one and the reason it's at the top, is to build public trust and understanding. We know we have a lot of audiences to speak to, we have to think about our voices and so our work is helping to define who we are, to whom we're speaking and what should we be saying and how. So again, this is number one, public trust, helping the public and key stakeholders understand our organization, our lines of business, our policies, our positions and efforts and you know, kind of the purpose underneath.
- [02:28:25] Another one worth mentioning is the third bullet, public awareness for the Port of Seattle and the SEA brand, which is a burgeoning moniker change that we're working on especially here as we begin to welcome the world for FIFA World cup later this summer. So you're going to hear more on SEA as we go laying the foundation for policy. You heard Pierce note that kind of hand in glove communications with a lot of our big policy moments coming down the pike this year. This might be sparking conversation through media engagement. This might be supporting talking points or adding additional information that changes the topics and conversations, or celebrating the wins with all the partners as we go along.

- [02:29:04] And then finally again to running around capturing moments. You see us gathering photos, video, so on and so forth and so a big part of the team and on method. So how are we going to do it? A partnership model, right? We are working, we work very closely Every single day, all day, with the rest of the ER team, with the executive team, with commission and commission staff and with the remainder of the port as well as with external partners to make it go.
- [02:29:29] So want to make sure we understand what we're doing and deliver great work. We have an enormous amount of expertise across our 13 members of the team. We strive to use a plan plain language approach. There are many, many opportunities to again educate the public, build trust. We want to do that in a really concise and succinct way and always we are striving for excellence.
- [02:29:51] Next slide please.
- [02:29:54] It's a busy year. There are many priorities. You have a placemat in front of you with many, many of them on there and it is with almost certain that the communications team will touch each, each and every one of these. Just about each and every one of these and not just the ones on the communications bar. But let me hit a couple here on this slide.
- [02:30:13] First one is around our airport master plan. So as Pierce mentioned, the SEPA EIS process will be getting underway soon. We are in the process developing a comprehensive communications and media plan to support that work, to support our partners in community engagement, to support our partners and environment and so on and so forth. So that's all kind of coming together. We're helping to figure out, you know, what are those important and vital pieces of information that need to be shared and how do we meet and then exceed those needs and to again use that plain language, easy to understand, easy to access information.
- [02:30:48] This also looks like messaging, media engagement, support for events, visuals, presentations, talking points and etc. Et cetera. Also hit on FIFA World Cup. So I mean what, what aren't we doing here in communications, right? So this could be something like down at sea.
- [02:31:04] These are dressings for sort of visuals at the airport, storytelling, other advertising, supporting the anti human trafficking effort and sharing those words, talking about expanding information across sound transit and Metro and our transportation partners. How do people get to and from and around the games during FIFA? Some art collaboration with the Sounders and rain big rallies including SEA airport employees and others lifting up some environmental programs. We have a really neat collaboration with svu. How can we show the world how we recycle and compost and dispose of our waste in that kind of regional Seattle way because we do it differently than others pieces like that.
- [02:31:46] So there's on and on emergency operations for day of. The list is big. The last one here I'll touch is the Maritime Innovation center scheduled for a fall opening. But we are very close to handing keys over to our partners at Maritime Blue as they begin their tenant build out. So celebrating all those pieces, we've been capturing content, showing people, getting folks delighted and as we begin to transition over to their feet in the ground in the building, how do we celebrate the port's asset stewardship, a really interesting adaptive reuse, storytelling and our commitment to the future of fishing fleets and innovation in maritime.
- [02:32:23] Let's go to the next slide and just a quick couple of notes on what our team is doing kind of internally or driven from the communications team to help make us a better partner to all of you. You heard Pierce

mention our accessibility and language access work. We're about halfway through about a three year long program. I believe the Commission has been briefed on this, but again this is there's a variety of things in play, but this has included accessibility training at our tech hub and through external relations team meetings. We launched an accessibility library and have developed a number of training materials on Brand Central.

[02:32:57] We're now testing and remediating pages and there are more than 10,000 of them across the port website. So it's a massive undertaking. And thank you to Kathy Swift for driving on that. We're installing an accessibility testing platform and also developing some templates that will help all of us ensure that we're compliant as we go forward. As we also look back and sort of repair and fix existing content.

[02:33:23] The second bullet there are updates to commission meeting graphics and templates. So the QR code that we now use as we start our public comment is an example of the communications team helping you all do the work you do. Increase transparency, make the meetings more expedient in ways that are useful but also provide access and information to the public. We're working on some of the graphics that for the viewing public who are watching on the streaming on streaming, the kind of the intro graphics, some of the lower third that's probably below me right now if you're watching and pieces like that to make sure we're brand compliant but also fresh. And then we're also beginning a partnership working closely with the clerk's office.

[02:34:05] And thank you for streaming these commission meetings on YouTube in addition to our current streaming and capture. So not only will the public be able to go to our typical commission website and get information, but they'll also be able to watch it on YouTube and it will be captured there. So we'll easily tip over that 1000 YouTube videos here. This year we are migrating from Salesforce to HubSpot. We should finish that by April of this year and that involves changing over our 12 newsletters and gosh, several dozen lists and the nuts and bolts of that Salesforce is a little bit too technical and complicated for our needs and so we're moving to a more right sized program and then finally our internal intake process.

[02:34:46] So in the interest of being a great partner to the Commission, to the executive staff, to the Port and to others outside of this organization, we get a lot of requests for all kinds of things and helping we're working on helping ourselves through through the CPI team to be better at asking lots of questions up front so we understand what the request is and how we can be supportive managing our processes and our deliverables, being more communicative to the partners, and again just being a better and more robust and excellent partner as we go forward. That's my final slide.

[02:35:23] Thanks. Thanks. I. I don't think this is. Well, maybe it is. It is on.

[02:35:29] Great. Excellent. Thank you Commissioners and Executive Director Metric. Thank you for the opportunity to share our community engagement plans for the year. We're grateful for your leadership and involvement in the work we do.

[02:35:41] I'm Sally Del Fiero, the Director of Community Engagement, presenting on behalf of a dedicated team of community engagement professionals with 120 years of experience at the Port. I'll provide a high level overview with opportunities for your consideration and the year's young so there's lots more to come. Next slide please. Our work is guided by proactive and equitable engagement practices with an emphasis on building sustainable relationships, co creating engagement strategies and returning benefits to our near

port communities. Next slide please.

- [02:36:17] We have a number of programs focused on a countywide audience. Our State of the Port Breakfast is coming up on March 12, bringing guests to the waterfront. Having been on the east side for the last two years, we look forward to hearing from each of you as you share your priorities. Attendance is expected to exceed around 400. You'll remember our snow day last year and we still exceeded 300, so we know it's a key touch point for us.
- [02:36:42] We're preparing for two grand opening celebrations, Sea's C Concourse in May and the Maritime Innovation center in the fall. And throughout the year we'll continue to offer working waterfront and airport tours as really some of the best ways we tell our story. A key event for your participation this year is going to be the Elected Officials boat tour on August 6th in partnership with the Northwest Seaport Alliance. Our Port 101 series in the fall continues to be a runaway success. After 19 years, we topped 900 registrants last year and we've added a fifth program, Environmental 101, in partnership with the Seattle Aquarium to show off the Ocean Pavilion and the Ports exhibit.
- [02:37:23] We're looking to switch up our annual West Seattle Chamber State of the Port this fall and provide a Commissioner presentation at Terminal 5 followed by a cargo tour and then Fisherman's Fall Festival is scheduled for October 3rd. We will host three ship canal tours and family fun, raising over \$40,000 for the Fisherman's Memorial Association. Next slide please the SEA Stakeholders Advisory Roundtable or start, is a dedicated forum to discuss and tackle airport and aviation industry concerns raised by our airport cities and their community representatives. START will have their in person planning retreat this Spring spring and you'll hear more about start's work during their annual report to the Commission later this year. Start's Aviation Noise Working Group has an added role of serving as the Part 150 Noise Studies Technical Review Committee.
- [02:38:17] Part 150 is the FAA's vehicle for how an airport defines its noise impact on the surrounding communities and we're nearing the halfway point in The SEA Studies Progress 4 Plans public workshops were held last year to gather community input. The next set of public workshops will occur this fall once the FAA has confirmed Sea's noise contours. An ongoing engagement throughout our airport communities happens through several long standing relationships and partnerships. We have annual programs with the Seattle Southside Chamber of Commerce, including A State of the Airport which will be in September as a Commissioner keynote opportunity and then tabling at many community events and farmers markets continues to be an effective way for us to share program information. We also have a variety of dedicated career awareness programs given our close partnerships with Highline Schools, Racebeck Aviation High School and the Museum of Flight.
- [02:39:11] In addition, new programs this year will focus on cybersecurity with the students at the Puget Sound Skills center and a partnership with the Washington alliance for Better Schools and Rainier Beach High School which is focused on careers at the port and job readiness. Next slide please.
- [02:39:29] Engagement to support the Sustainable Airport Master Plan Environmental Review will be a major focus this first half of the year. You'll be receiving an in depth briefing at your March retreat, but I wanted to note that we'll build upon the engagement we did during NEPA with Near Airport Communities and a wide range of interested parties in advance of of the SEPA public meetings and be partnering with several community based organizations to help prepare communities for the SEPA process. Our South King and Port

Communities Fund, having expanded our geographic reach last year, will award more than \$500,000 to community based organizations for the next round of environmental improvements projects. We received 28 applications last fall. The previous high was 13.

[02:40:13] So it's really pointing to the need and of course effective outreach done within the expansion areas. The selection process includes community reviewers and we'll be seeking your approval for the slate of selected projects in late March. Cycle 6 will then launch in September in partnership with our community liaisons who will assist with promotion and info sessions. In December we'll host our second annual Community Day with all of our program partners. Last year's featured a gallery walk of projects, a celebration of the year's accomplishments and an airfield tour.

[02:40:45] We had about 100 participants and a lot of really enthusiastic sharing and networking. We have two community land stewardship events planned, one coming up on February 28th. We would love to have Commissioner involvement in that family friendly day. And then one more key effort is the South Seattle Roundtable formed several years ago to build two way understanding and collaboration with areas beyond airport communities such as Beacon Hill and the Duamish Valley in partnership with King county and the City of Seattle. Based on community feedback, we've established a community cohort made up of community based organizations and they're helping to co design and promote the next Community Roundtable anticipated in mid April.

[02:41:26] Commissioner Hosagawa, thank you for your leadership of this effort. We're going to be briefing you on that work so soon. Next slide please.

[02:41:35] Bringing community and our cruise partners together has been a growing focus over the years. Cruise lines continue to graciously support a variety of business and community tours including youth from Maritime High School and Maritime Blue. The port's annual Cruise job fair on March 21st will fill 200 summer jobs with a diverse workforce from teens to six seniors. Our friends of the Waterfront Partnership resulted in some really well attended activation events at Pier 66 including the Waterfront Grand Opening, Salsa under the Stars, a Roller Boogie and Hispanic Water Winter Market. These free public events brought 5,000 attendees to Pier 66 and 58 local food and market vendors.

[02:42:21] We're working on three new activation events this year in addition to supporting supporting a wide range of other big events on the waterfront. A Nod to the Terminal 9 to 1 neighbors advisory committee that continues to serve as a valuable conduit for collaboration with leaders from Magnolia and Queen Anne since 1983. Proactive dialogue has really resulted in a relationship of mutual respect and trust connected to the operations there. Next slide please. We are building off our industrial lands victory in shoring up the maritime industrial base of over 70 partners statewide and working to expand the coalition to address future opportunities, particularly as we work to position Puget Sound as a strategic regional hub for shipbuilding.

[02:43:04] Upcoming engagements include the National Harbor Safety Conference at bell harbor on March 24th and 25th with a keynote from Commission President Calkins. The annual Maritime Industry Breakfast and Awards Ceremony is made eighth, offering another prominent role for Commissioner involvement. And one Ocean Week was such a success last fall that Maritime Blue, the Port and several other partners will be hosting a smaller second annual focused on global and regional ocean challenges. We'll certainly keep you posted on those speaking opportunities as the agenda takes place. Next slide please.

- [02:43:41] A programming highlight for us has been the annual Duwamish River Multilingual Boat Tour, bringing over 200 BIPOC families from South Seattle aboard to learn about our international gateway, the maritime industrial operations along the river and the cleanup underway. Narration, in addition to the port is provided by community and industry partners and we would love to have a Commissioner join us for that in June. New for this year is a series of environmentally focused tours that we'll be offering this spring focused on parks and public access, our stormwater management and emissions reduction for cargo operations. The Duwamish Alive Habitat Restoration Party at Haupus park will be on April 18th in partnership with DRCC and we are deeply involved in supporting maritime, environmental and NWSA and public involvement for the EPA Clean Ports Grant to research and deploy alternative maritime fuels, advancing clean air and climate climate goals. We've got two community engagement projects that are funded by the grant, including a Community Liaison Program to educate and engage communities in the solutions and a digital engagement tool that's going to increase accessibility information and encourage community input.
- [02:44:51] Next slide please. Last year we celebrated five years following Commission adoption of Resolution 3767 and the establishment of the Duwamish Valley Community Benefits Commitment in partnership with the Port Community action team or pcat. The evolution of the 11 member pcat has been pretty remarkable. They have taken enormous responsibility for their roles as stewards of the work and they recognize and are striving to meet the opportunities of the future. I want to flag that the PCAT at Commissioner Hasegawa's request is looking forward to co presenting to the Commission Commission this spring so you'll hear directly from them a couple of noteworthy achievements.
- [02:45:31] They formed a hiring committee and helped me every step of the way in selecting Sharmi Azmira as our new Senior Program Manager and I think Sharmi is here today. Thank you Sharmi. They've been alongside staff on the selection of several consultant contracts and this has become an ingrained best practice for us. PCAT's been hosting a series of communities Community Dinners to support the development of a new three year strategic plan for the program and I'll flag the annual dinner with commissioners that they look forward to will take place in September. In other areas of Duwamish work, we've increased our focus on youth workforce education and we'll be supporting the Duwamish Valley youth to apply for our high school internship program.
- [02:46:14] We have a minimum of two spots reserved for youth from 98108 and we're also launching a pilot program to coordinate field trips with Chief Sealth High School and Denny Middle School for exposure to port related careers, in addition to a series of riverboat tours for youth in partnership with Seattle Public Utilities and Islandwood. Next slide please Our community hub in south park, as Pierce mentioned, continues to be quite the high bringing community and public agencies together around environmental, health, economic and workforce development and community capacity building. We hosted 290 bookings last year, 89% with external users and 11% in port sponsored events. We have a variety of super users there on a weekly basis, including Track Associates who serves as our Duwamish Valley Career Navigator program led by Port Workforce Development and we're extending our lease for another couple of years and excited to be working with PCAT and the Real Estate team on a design charette to to make some improvements to the space and maximize efficiency and and functionality. Next slide please.
- [02:47:24] Lastly, our East King County Engagement Light Rail connecting the east side to SEA starts up on March 28th. To help celebrate, we expect to host a station party at SEA and have a presence at the Mercer Island

Station. We've enhanced our partnership with Leadership east side, an organization we helped create and who's focused on both leadership development and equity training. They have an adaptive management challenge and one of the projects this year is focused on regional air travel capacity. The cohort spent nearly a year meeting with airport staff and regional bodies studying the topic through an adaptive community lens and they'll be presenting their findings on March 19th.

[02:48:05] There's also a long list of sponsorships and events with our partners on the east side that will be packaged for Commissioner consideration throughout the year. One of our signature events, Port Unplugged on the east side, will be taking a hiatus this year given the regional focus on FIFA, but we'll be encouraging the east side cohorts to attend our Elected Officials Boat Tour in August, providing transportation from the east side to Pier 66 to streamline that experience. So thank you for allowing me to spotlight just some of what we know for the year ahead. We sincerely appreciate your involvement, as do our communities and partners. Looking forward to gaining any questions or feedback you have for us today.

[02:48:47] And now I'll hand it over to my colleague in Government Relations. Thank you, Sally Good afternoon Commissioners and Executive Director Metric. My name is Nate Kaminos, Director of Government Relations here at the Port of Seattle, AKA the Port's Holiday Mascot, AKA JSN Jump Shot. Nate, as I keep hitting these threes like Jason Myers for your enjoyment, I Hope I have 11 more football references to celebrate the Seahawks victory. I promise keep them coming.

[02:49:14] Nearly as embarrassing for you and me, but maybe for Pierce as we move on to the next slide and my last slide, I will be brief as spending most of my time storytelling about the heart of what we do within the government relations world as most of my members of my team have already presented the state, federal and international legislative agendas in recent weeks. Nor do I want to steal the Blue Thunder away from our local and regional GR team coming to present to you next month. And of course we're already halfway through this short legislative session, so John and our state lobbying team will be back to provide their annual post session recap. Our department's focus is to make everyone else's job at the port easier, to ensure that we're doing all that we can to keep operations at the airport and seaport churning, that all our various capital projects meet current and future demand, are on time and on budget, if not saving a buck or two with the support of state federal grants. This is a region that we've been fortunate to live in that prides itself in being innovative and the first in the nation to fill in the blank.

[02:50:17] And the Port is no exception. As an example, in 2002 then former state Representative Elmo Valoria, champion of the House and Jeanne Colwell's in the Senate, worked to make Washington the first state to outlaw human trafficking. We at the Port of Seattle also became the first US Port Authority to develop and mandate anti human trafficking training for all of our 2000 plus employees, amongst many other notable measures since in 2004 we were the first US port in the nation to install shore power for cruise ships and then at then Terminal 30. And in 2024 we became one of the first ports in the world to have all three of our cruise berths equipped with shore power. Last year some of us went to CLIA SEA Trade in Florida and ports and industry representatives from all about 128 countries were there.

[02:51:05] The last working share session was on Shore Power. Pierce, Chris Gislw and I were there. We attended that and it was all about how you even work to move from idea and intention to blueprinting and permitting a shore power project. We've already done all that and more, right? We started 24 years ago when I was still rocking my T Mobile Sidekick as a student at UW and as Executive Director Metruck mentioned earlier

today, we became the first US Port to require all cruise ships to use shore power when they dock at our terminals next year.

[02:51:38] We continue to hit these major milestones under the guidance of the Century Agenda and with our goal of being the greenest airport and seaport in North America. The 12 of us are here to be your idea incubator and turn those ideas into action. We can't have sound policy without a robust diverse group of community stakeholders and a strong message that resonates with with all parties involved. It all goes to the Captain Planet motto of me saying earlier, let us all our powers combine, right as you've heard me preach before. As our team has grown, we've also been able to do more at every level of government.

[02:52:14] When I joined the Port first seven years ago, this body had made it a priority to work towards establishing Memorandums of Agreements with our Suquamish and Indian Tribal Government partners. In the last two years, we've been successful in being able to sign those into existence. Today, with Roxanne Murphy's help, we now evolve our priorities from building upon those signed MOAs into establishing work plans. We now work to provide a larger government to government structure to take the ideas such as the introduction of our Native fishing and cultural arts to our cruise line partners into reality as we were able to do at CLIA's Northwest Symposium last year in Seattle and thanks to Aaron and the cruise team just this past week in Alaska in Olympia. Sustainable Aviation Fuels was our top legislative priority for several years until we got it across the finish line in 2022.

[02:53:01] We've since been able to focus our attention and bringing that momentum to the other Washington out East along with our inaugural start DC fly in in 2023 where we were able to secure four out of the seven legislative requests with our leadership of our Congressional delegation in the 2024 FAA reauthorization bill. And we just checked off number five in December with the NDAA win on federal investments into secondary noise insulation. Thanks to Patty Murray and Adam Smith. Last year we merged START's legislative agenda to be state and federal with the shared coordination between Eric Shinfeld and John Flanagan and in turn brought the success of our DC trip into a shared approach into Olympia last session. We are now working on a second DC flying with our near airport, city and state government partners this spring in addition to start the work we do with the cdc, TAC through JAC and through the High Line Forum led by Dave Kaplan are just two other formal ways the port has continued to bring ourselves together with our near airport cities and local government partners as an opportunity to learn, discuss and collaborate together.

[02:54:05] In Seattle, we further build upon the no net loss of industrial lands by playing defense for decades to working with our statewide industrial freight base, Business, Trade, labor and Seattle partners to unveil the two new deal as the last year's State of the Port Breakfast. With Sabrina Boyeu's efforts, we are working towards a port city of Seattle opportunities on future development and how we best pass, protect and enhance our region's employment leads in the regional transportation world, Jerry Poor embodies the King County Metro slogan We'll get you there right From SEA to SEA and everywhere in between. She's been a rock star for us and we were amazed two years ago and we're concerned of two years ago when SDOT did not initially include the economic value of freight as one of the dedicated core priorities of the Seattle Transportation Plan. When asked, we were told, you're welcome to try, but I think you'll fail. Under the spirit of the James Carville slogan It's the economy.

[02:54:59] Jerry didn't take NUWOSU as an answer and helped activate her business, industrial and freight partners

to advocate to include economy as a core principle and we were successful. That helped set the tone for the development of the transportation levy proposal and the development of the proposal from the Merida Council in conjunction with our external partners ever since. On the east side, we're in year six of having a dedicated East King County Community and Government Relations manager in Samantha St. John. While we're involved in a number of ways across Lake Washington, most of it is economic development focused and working with the more than 19 cities and towns in the fastest growing region of our state and exploring ways we could further plant the flag by continuing to grow our agency's presence. Samantha was also clutch for us as she helped rally many of our government and business partners from across the east side to tour SEA and learn more about our current and future capital projects to come in the aviation world.

[02:55:55] As was mentioned in the last Commission meeting, this is only our third year with an International Legislative Agenda it was initially prompted when we chose to step up and take a leadership role in championing the Green Corridor with our major cruise lines, home ports and several ports of call to work together to explore low and zero greenhouse gas emission cruising between Washington, Alaska and British Columbia. Melissa Parks recognized that if we really wanted to put our foot in it, like Michael Dixon, we needed to be empowered to lobby the International Maritime Organization, a specialized agency of the United Nations. That portfolio of work has also lent itself to be a crucial tool and platform for us as we have most notably spent the past year traveling the world meeting with international sister ports and maritime allies to reaffirm our values and commitments for policies and projects that may differ from our current presidential administration that we not let the governance structure of this current term deter us from the inevitable, but which is a cleaner and more efficient maritime workforce environment on land and out at sea. Our international legislative agenda has also served as an opportunity to formally speak to and respond to the several hundreds of international dignitaries that are greeted by Stephen Wesley soon after they land at SEA. Looking Ahead While securing state and federal funding and port supported policies continue to be a challenge, we're still notching accomplishments, as you've heard Eric and John share recently.

[02:57:19] Importantly, it's also important for us to control what we can control and to also hold our state and federal government agency partners accountable to fully support legislation that has already passed. In closing, it's been an A.J. barnard burner of a year. This time last year we were anticipating the first year of the Presidential administration would bring. Now we've had a chance to live it.

[02:57:40] Many of our initiatives were an afterthought going into the legislative season and some asked how does it feel to be counted out? And I said we did not care. We inevitably had to play a much tougher defense to protect existing policies and funding programs than offense to realistically establish new ones. But this wasn't unfamiliar territory to our legion. We thrive on the dark side.

[02:58:02] Sure, that meant scoring more field goals and touchdowns recently, but throughout the journey while we lost some battles and in the end we won most wars and a Super Bowl, I'm proud of what the Government Relations and larger External relations team have done to deliver for our business, labor, industry and workforce partners to best serve our customers and the King county constituency. And we would not be here without the support of you Commissioners, Executive Director Metric, our Executive Leadership team and our interdepartmental colleagues lining up along our side when we engage at all levels of government where they are so so thank you before we close out our presentation and open up for Q and A, I wanted to

hand it over to Karen Azog Black to join us to provide a brief preview of international engagement priorities for the year. Karen Great. Thank you Nate. I'm glad I wore my Seahawks earrings.

[02:58:52] And you know, luckily the port branding and the Seahawks and our sports branding colors are the same. So Commissioners Executive Director Metruck I'm Karin Zogblack, Manager of International Relations and Protocol here at the Port. Thank you Commissioners for our discussion at the last Commission meeting along with Melissa Parks talking about our international engagement strategy for 2026 and a quick look back at our international engagement highlights of 2025. So similar slides here today. So I'll just recap a few points.

[02:59:28] So you know, in 2025 we we had a lot of international engagement both abroad at global forums and with international partners at events here in Seattle as well. And always throughout all of our engagements we really focus on how are we advancing commission and port priorities in the ways that we engage. So this slide just shows again a few highlights from last year. One Ocean Week in October in Seattle where we hosted in our sister port of Kobe, Japan and Port of Bergen, Norway were participating with us. We have a photo of Commissioner Cho at the UN Climate Conference in Brazil representing us there.

[03:00:13] We were a partner and participant in the Seattle Metro Chamber Greater Seattle Partners International Leadership Mission to Germany last year. And you can see Commissioners Calkins, Cho and Felloman with Jens Meyer, the Port of Hamburg CEO. And then a lot of our engagement in Asia highlighted by the three pictures on the right. Sister Port Rotterdam and Kobe, Japan Dinner at the IAPH International World Port Conference in Kobe with Commissioners Hasegawa and Cho. And then also a visit to our Native American Carved story Pole gift in Kobe.

[03:00:56] And then of course one of the biggest moments of last year, our Port of Seattle, Port of Tacoma and Northwest Seaport alliance leaders with our sister Port of Busan, South Korea and the Port of Ulsan and the historic signing of our five Port MOU to continue our Green Corridor work to decarbonize our shipping routes between our gateways. Pierce already referenced some of the sort of statistics from from last year we coordinated over 54 international delegation groups that represented over 570 visitors. So that's inbound delegations outbound supporting over 52 engagements of outbound travel of port leadership and staff. And then at the airport and this is where we again shout out my colleague Stephen Wesley. We managed 72 total escort details at the airport representing 637 travelers and facilitating with 89 local diplomatic greeters.

[03:01:59] So lots going on. Next slide. Want to look ahead here to 2026, and similar to what we talked about last week, this is going to be another very active year for international engagement. And as has been referenced already by Pierce and Nate, direct international engagement and diplomacy is just more critical than ever in this climate of protectionist rhetoric coming from our US Federal government. And it's really important that our port leaders continue to participate in global forums and conferences in order to promote our best practices and innovative ideas, really help shape that global conversation and also bring back solutions to face some of our local challenges here at home.

[03:02:50] So I'm a firm believer that this focus on subnational diplomacy will continue to be critical this year. And as I think we saw with Commissioner Cho's engagement in Brazil this last year, our direct engagement actually offers us a unique opportunity to fill a leadership gap with the lack of US Federal delegation process participation at some of these global events. So as this slide notes, we're continuing to look for

engagement opportunities that help advance our port goals and our work plan items this year, especially around clean energy technology and innovation and industrial lands utilization. We will continue to engage with our sister ports of Busan, South Korea, Kobe, Japan, Rotterdam, Netherlands and Singapore. And we've been really developing some other key relationships with other ports that have similarities to us, like Barcelona, Spain, Bergen, Norway, Hamburg, Germany.

- [03:03:53] So continuing to to deepen work and conversations with them this year as well. Next slide. I've highlighted just some of the major conferences and events where we anticipate having port representatives attend. And as we know everything's in pencil, we stay nimble and flex to take advantage of various opportunities and making sure we're engaging in meaningful opportunities. I really look forward to another robust and strategic year of international engagement.
- [03:04:25] Thank you, commissioners, for all of your leadership and willingness to participate in this important realm of our work. And I think with that, we go back to the last slide and back to Pierce to take questions for the whole external relations team. Thank you. Thank you, Karen. And thank you also to the other directors and commissioners.
- [03:04:44] We're happy to answer any of your questions. All right, I'm going to open it up for Commissioner comments and questions. Commissioner Hasegawa. Okay, I'm cognizant of the thing coming between us and adjournment, so I'm going to keep it quick.
- [03:04:58] First on this engagement calendar, Catherine. I think I'll start with Ms. Catherine. Director Catherine. So I see here in April on our engagement calendar, it says flight Corridor Management Program dash tree cutting. I just want to acknowledge that that means engagement around the tree cutting, not the actual cutting of the trees that we just discussed.
- [03:05:24] Discuss was going to happen during the fall. That's correct, Commissioner. Okay, great. When you're talking about FIFA and our anti human trafficking efforts, is anti gun and anti drug trafficking efforts happening around that as well? And I wonder because I've been talking with folks from Washington alliance for Gun Responsibility and a lot of the seizure of illegal firearms.
- [03:05:51] A lot of folks acquire firearms by stealing them out of cars because there's not safe or locked containers. And there's like a PR campaign around raising awareness of how to securely store your firearm in your. In your vehicle. There's a lot happening already in our gateway to intercept drugs and arms. And so I'm just wondering if that's part of our collective effort there as well.
- [03:06:24] I can answer that question. Sure. So we are taking the lead on anti human trafficking for the region just because we've been such a leader on it at the port. So that's the reason we've highlighted it. I.
- [03:06:41] We of course our Port of Seattle Police Department does do the drug interdiction and gun seizures, weapon seizures at the airport. That has not been a strong focus of our work, but we can incorporate it with. With working together with the Port of Seattle Police Department and their collaboration with local law enforcement agencies. So I asked because I the amount of visibility knowledge I have on how. How different jurisdictions are coordinating together to, you know, prepare for FIFA happens to through you.
- [03:07:16] So human trafficking is one thing. Drug and gun trafficking, we could also play a role. Well, there are regional transportation and law enforcement meetings that I'm not a part of. This could be part of that work

that I'm not aware of. That's why I'll follow up with Chief via Let's follow up with Chief be on that.

- [03:07:34] I would love to. To know some of how we're working on that as well. Regarding FIFA. Oh, no. So switching gears, we just talked.
- [03:07:46] We just passed an order that would improve communications around our own policing practices to debunk myths and generally raise awareness and understanding about who our officers are. Is that part of the comms plan? Have we had time to integrate that to the official communications plan? We have not as prepared a little bit before, but we are already in those conversations with POSPD on a variety of ways we could do that if it would be helpful, you know, with guidance from Pierce. Otherwise we can again in advance of a massive influx of people traveling through the airport associated with FIFA.
- [03:08:22] What's the potential timeline on that? Pretty immediate. We. We'd already had a couple of conversations on a couple of items, but we're working, waiting for commission direction, and I think we're off to the races, so. And then I really appreciate your presentation on FIFA preparedness externally and with partners.
- [03:08:38] There's also an internal component for FIFA preparedness and, you know, among all of our different helpers and our workers and volunteers is we have work groups at the airport and downtown focused on a number of work group, I mean, everything from operations, safety and security, regional transportation. I believe those conversations, especially at the airport, are incorporated into that work group. But I can get Julie Collins follow up with you on that. Is there anything around know your rights training for ADR tenants when it comes to ice? I'm not aware of that work group, whether or not that work is going on.
- [03:09:19] Thank you for the update on the newest iteration of the Beginning Hill Roundtable. Sally, that was really pleasing to hear and I'm excited to get that report. And please let me know if there's an opportunity to participate in April. Can we go back to. I think it was slide 27 regarding the maritime industrial engagement strategy.
- [03:09:46] So part of what I wanted to ask around that is for the keynote that Commissioner Calkins is going to give and all the different folks who are going to be invited to that. Have there been invitations to our tribal partners to attend, including statewide and locally? Yes, for the summit. Okay. Because there's a lot of interest in how we can diversify our cleanfield future among the tribes statewide.
- [03:10:16] And we don't have a position on it around, you know, the lower seven Snake river dams. But we recognize that right now we are very dependent on electricity in this region and statewide. And so when we're talking about diversifying our clean fuel future, the role that the Port of Seattle plays in that, the way different jurisdictions and members of the international community are moving around that, I think they're going to have a lot of excitement and interest in participating, sharing and learning.
- [03:10:51] And Pierce, regarding the MOU with the city. So we pass that up through the transition team. And I'm pleased to learn that you are going to have a meeting with the mayor and city council members this Monday. Friday. This Friday.
- [03:11:06] Is there. Do you anticipate that there will be able to get that over the finish line? Yeah, we know it's in the mayor's office. We know that they have set up and established their pipeline procedure and they're reviewing documents put in that pipeline. Commissioner Calkins and Executive Director Metruck have it in their talking points to bring this up directly with the mayor on Friday to advance that work.

- [03:11:28] So we are working that. We'll also update the flight, I believe, five council members we're meeting with on Friday as well. Okay. And then can Nick Minas. Can you come back up for me, please?
- [03:11:42] I'm going to have you write my talking points from now on. Just one question for you. What is the word in Spanish for yes? S. Hawks. Okay, thank you.
- [03:11:54] No further questions.
- [03:11:58] All right. Commissioner Choir.
- [03:12:04] Yeah. I don't know if I want to go next.
- [03:12:08] No, I was just gonna say you guys keep yourselves busy, obviously, from this. What do you call it? The placemat. The format. The placemat.
- [03:12:19] Appreciate you guys laying this out for us. Obviously, we're a big part of why you guys keep busy. But I also just wanted to point out that I think of all the government agencies that I've known or work part of, we are by far the most proactive when it comes to community engagement and government relations than any other agencies that I've seen. I feel like all the other community engagement and GR folks that I see in other agencies are super reactive. And so I really do appreciate that, because I feel like we're getting ahead of the curve.
- [03:12:46] I think it's a testament to Pierce, your leadership, but also Nay and obviously Karen and others, including Catherine, who do all the work to keep us head to skate to where the puck is going, so to speak. Right. So I really appreciate the work that you're doing. I also want to ask, do you really only have exactly 12 people on your team? Yeah.
- [03:13:07] Yeah. Wow. You're going to have to commit to that headcount for now. I also just want to know that I feel like I'm in way too many of those international photos, so I think we need to do something about that starting next year. Karn.
- [03:13:22] But I sincerely appreciate it, and I think I'm gonna have to learn how to come up with these puns with Nate, so I'll schedule a meeting with you later, Nate. Thanks. Commissioner Cho, we have you down for Fargo, Dubuque, and Topeka this year, so we're gonna hem you in a little bit. Commissioner Fell, I've always been amazed that you guys can look this far into the future, and makes it a lot easier for us to sort of schedule our thinking around that, given that I'm a one week at a time kind of guy often. So I just would like to see that we could take something like this to our colleagues at the aquarium and other partners where we have mous and say, hey, look, we're planning on doing this stuff.
- [03:14:08] Is there places where we can do together? And as I told Pierce, the one thing I very much want to do together is the salmon homecoming, which is always in the fall. But there's just a chance to. Since you have this forethought, it makes it easier for folks to partner with us. So just throw that out there.
- [03:14:29] And thanks for all that work. And Nate, you should run for office or something. Well, we don't want to lose him. Come on.
- [03:14:38] Yeah, I wrote down. You make us all look great. You really do. And I absolutely resonate with Commissioner Cho's comment about being a proactive community engagement operation.
- [03:14:52] A couple of notes. First is I'm really excited to see where the hub has. Is going. That number, Sally, that

you referenced, what? 300?

[03:15:04] Over 300. 290. 290 uses of that facility. It just. It leads me to believe we.

[03:15:13] We're obviously filling a vacuum there. And so I want us to think about ways that we could leverage future projects in that area. Particularly I'm thinking about the Ludwig and the East Waterway. These are enormous amounts of money being spent in that community. Can we make sure that it's, you know, on things in the community.

[03:15:34] Can we make sure that it's spent in the community as much as possible? And that was part of what we did with T117, which is, you know, significantly smaller in scale. But what if as we really, as we, the city, the county, and other private partners lean into that work? It seems like an opportunity to take that hub and make it even more impactful for the community. The second thing to Melissa's work in the international engagement.

[03:16:07] I went to an event recently for pinwar that was organized by the lieutenant governor in which the governor spoke small roundtable, and port was asked to. To be there, along with a number of state legislators, provincial legislators from B.C. and Alberta and Saskatchewan, I believe, and a handful of other folks, including the consuls general from Canada and Mexico and virtually the U.S. consul General in B.C. and it was a discussion of the USMCA, the trade agreements that is under review this year. And the thing that really struck me is everybody went around the table and had a chance to speak, and not everyone did and I didn't.

[03:16:56] And at the end, the governor turned to me and asked me because I represented the port, which is seen in the eyes of our state government as effectively our state department, the sort of foreign affairs government entity for the state of Washington, and quite Honestly, we gave the best intervention in the room because we are so close to this. I was able to speak from the experience of an organization, from the Port of Seattle's experience on the international stage that most of those folks in the room don't actually get to participate in. So we have a depth of knowledge and to Karen's point about our need to do this, sub national diplomacy at a time when our federal government has stepped away from, has moved into, on the one hand, isolationism and on the other hand, an aggressive foreign policy footprint that denies alliances with key allies and pulls us out of this rules based order that has been so vital to American prosperity. We need to do what we can to keep the embers burning. I got a follow up note from the Consul General of Canada talking about how much he appreciated that kind of olive branch approach and the need for us.

[03:18:22] You know, these are our siblings just 100 miles away. We really need, we need to lean into those relationships and do what we can to mitigate against the harms that the federal administration has done to our key allies. So with all that said, that is the work that you all are doing and I really appreciate it.

[03:18:43] And so yeah, with all that, I feel like I HEAR the number 12 people doing all of this work. It's really incredible. I want to take one more just moment of privilege to say there's somebody who's not here who normally would be and who we're all thinking about right now. And that's Chris Gislow and he has been an extraordinary member of this team and a beloved staff member. And of course he's dealing with a family emergency right now.

[03:19:10] We wish him all the best. We want him home soon and we're all praying for him too. So thank you all so much for the presentation. I want to ask if Executive Director Metruck has any quick comments before we

move to the end of the meeting. Thanks commissioners.

- [03:19:27] Just a couple things. Can you make sure your mic's on too, Steve, or at least pointed toward you? Thanks, thanks, thanks President Conkins. Yeah. Just a couple things for to mention, I guess these are the final remarks, right?
- [03:19:40] Not just on this presentation. Yes, you can go straight to your final remarks. Okay. That I appreciate that. Shout out to the team and I appreciate you recognizing that our Chris and his wife Kelsey and our thoughts and prayers on that.
- [03:19:53] But I just want to say it's like it's an amazing team that across the board it touches everything that we do. And it's a recap, short summary of all the different ways that we're doing across the whole port and appreciate all the effort of the team to do that. And one thing I'll say is that the content is always out there being produced across so many different venues. And I'm surprised all the time whether I see it or hear it or witness it or somebody talks about it. It's an incredible amount of work that we all should be proud of because it makes all of our work telling our story about our narrative, it makes it all possible to carry out your vision in our direction of the work that we do.
- [03:20:29] I do want to mention two other things. Thank you again for on the Flight Corridor management program. Value all the commissioners input of that how to improve our program and then working with our staff on recognizing staff and their agility and engagement on that effort on a board effort to do that. And then also I do want to say is that taking back on the public, reflecting on the public comment about scrubbers and that in the I think we will be well, I know we're going to be building as I was doing this, an FAQ to correct there's some inaccurate inaccuracies that were presented there. So we'll be creating frequently asked questions FAQs to kind of establish that and kind of set the record straight on some of those things, particularly about different authorities and the actions that we've taken and summarizing all those.
- [03:21:17] And I think that's important to tell that story within that too. And so with that, I appreciate your input and your feedback on the items today and taking the actions you did today. Thank you. All right. With that, our business meeting agenda for the day is concluded.
- [03:21:30] Are there any closing comments at this time or motions relating to committee referrals from commissioners? Commissioner Hosto, I wanted to mention that we are in addition to a healthcare policy, we are also in the process of drafting potential order regarding the allowable use of properties for of court properties, fees for contractors and subcontractors. This is given the growing concern that ICE might expand its operation within Seattle. And we are also working on a potential order regarding a route to explore access to employees via a port program for business managers.
- [03:22:23] All right, with that we've got one more comment from Commissioner Felleman and then we will adjourn.
- [03:22:32] I did hear we only had 12 people on the right. So are these the twelves? Yes. All right. So I just wanted to make sure we close that out.
- [03:22:40] Right. We just close that out here. But you know, one of the things though it is really kind of of a, I think noteworthy is that this week with The Olympics and with the super bowl, like, you know, how sports brings us together, like, you know, cross all the party lines and the international upheaval. And I was just thinking about maybe having to change the anthem of one nation under sports. It's like, you know, God is pretty

divisive, but sports seems to be the thing that brings us together.

- [03:23:11] So anyway, I throw that out as a pagan. Anyway, as far as the Clear seas study goes. Oh, as far as the scrubber goes. I wanted to make sure people were aware that Clear Seas, which is a think tank in Canada, did a study on scrubbers in 2022 that I think could be very informative to folks and that I felt a little bad that this is probably the greenest commission that there's ever been in that we didn't really need to be petitioned into providing a response. Although I believe a response will be coming out that we worked very hard on.
- [03:23:45] I was hoping to have it done today, but, you know, but we have this tariff. We have a condition on operations. We have a condition on shore power. You know, we are doing our part to make our economic and environmental work consistent. And so now I'm just saying, like, you know, call us before you plum pummel us.
- [03:24:07] Give us a chance to mess up. So anyway, but finally, that another big thing that just is a part of the. This year we just. Well, SEATAC just submitted the grant to the King County Futures Fund for the acquisition of SEATAC Park. It'll be part of a much bigger negotiation, but that application just went in and.
- [03:24:28] And starts the conversation for the potential acquisition of the 44 acres of the park from the port. Commissioner Cho. Yeah, just two quick things. I just got back from India on our trade mission two days ago, on Saturday, three days ago. And let me just say, it was a terrific trip.
- [03:24:51] With about 40 members of the region's leadership, I was had the opportunity to meet with two ports, JNPT and Port Mumbai, the two largest ports in India. And I think coming back, my takeaway is that there's a lot for us to work with those two ports on. And Steve, I look forward to following up with you on how we can do that. Port Mumbai in particular has a lot in common with us. They just opened their first Cruise terminal in 2023, and they're expanding into some things that we already have.
- [03:25:25] And so I think this falls in line with some of our international priorities and finding ways to partner with other ports. And lastly, I just wanted to say happy Lunar New Year to everybody. The month of February, it is the month. I mean, not the month, the year, the horse. I am the year the horse.
- [03:25:42] So really, what I'm trying to say, it's my year. Thank you. All right, Hearing no further comments and having no further business, if there is no objection, we are adjourned at 3:34. Thank you all so much.