

- [00:00:31] This is Commission Vice President Fred Felleman meeting the new regular meeting on August 11, 2026. The time is 10:30am we're meeting in person today at Point Seattle headquarters Commission Chambers and virtually on Microsoft Teams. All Commissioners are present with the exception of Commissioner Hawkins, and they are currently gathered in executive session awaiting the opening of the public meeting.
- [00:00:59] We'll now discuss in your executive session to discuss two items regarding litigation, potential litigation, legal risk per RCW 42.30.1101sub I for approximately 50 minutes for reconvening to public session at 12:30.
- [00:01:23] This is Commission Vice President Fred Felleman reconvening the regular meeting of August 11, 2026. The time now is 12:10. We're meeting in person today at the Port of Seattle headquarters building Commission chambers and virtually on Microsoft Teams. Commission President Calkins is excused from attendance at the meeting today. Clerk Hart called the roll, please.
- [00:01:45] And all commissions in attendance. Thank you. Beginning with Commissioner Cho. Present. Thank you.
- [00:01:52] Commissioner Fellerman. Present. Thank you. Commissioner Hasakawa. Present.
- [00:01:57] Thank you. And Commissioner Muhammad. Present. Thank you. We do have a quorum established, Mr. Vice President.
- [00:02:02] Thank you. A few housekeeping items before we begin. For everyone in the meeting room, Please turn off your cell phones to silent. For anyone participating on Microsoft Teams, please mute your speakers when not actively speaking or presenting or your computers. Please keep your cameras off unless you are a Commissioner or a member of the staff participating virtually and are actively addressing the Commission.
- [00:02:26] Members of the public addressing the Commission during public comment may turn on their cameras when their names are called to speak and will turn them off back again at the conclusion of their remarks. For anyone at the dais, please turn off your computer speakers and silence your devices. Please also remember to address your request to speak through the chair and wait to speak until you have been recognized. You'll turn on your microphones on and off as needed. All the items noted here will ensure a smoother meeting and thank you.
- [00:02:55] So all votes today will be taken on the roll call method or by general consent. So it's clear for anyone participating virtually how the votes are cast. Commissioners will say yay or nay when their name is called.
- [00:03:10] We're meeting today 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 pledges of allegiance.
- [00:03:33] I pledge allegiance to the flag, United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all, and no justice for all.
- [00:03:55] The first item of business today is the approval of the agenda. As a reminder, if a Commissioner wishes to make a general comment for or against an item on the consent agenda, it's not necessary to pull the item off the consent agenda. Rather, a Commissioner may offer a general supporting or opposing comment later in this meeting. Once we get to that part of the agenda. However, it is appropriate at this time if a Commissioner wants to ask questions of staff or wishes to have a dialogue on a consent agenda item to

request the item to be pulled for a separate discussion.

- [00:04:30] Are there any items to be pulled from the consent agenda or any motions to rearrange the orders of the day hearing? None. Commissioners, the question now is on the approval of the agenda. Is there a motion to approve the agenda as presented? So moved.
- [00:04:49] Second, the motion is made and seconded. Okay, so is there any objection to the approval of the agenda as presented? So there is none. We understand.
- [00:05:06] There is no special orders of the day scheduled today, so we'll move on to the next item. Next on our agenda is the Executive Director's report. Executive Director Metric, you have the floor. Thank you, Vice President Fellman. Good.
- [00:05:19] Good afternoon, Commissioners. Today we have a listening session regarding the SAMHSIPA Near Term Projects Draft Environmental Impact Statement following a regular business meeting today, so I will keep my opening remarks relatively short. Relativity is a key word there, so I do have some things to pass along. We are in the middle of our budget season here at the Port and since our last meeting, I hosted a town hall with Port staff to share additional details on 2026 fiscal actions and budget planning for 2027. The message I delivered during the broadcast echoed much of what I have shared with you in previous communications.
- [00:05:55] We continue working on an analysis to ensure that we have the right resources in the right place now for approved budget work plan priorities and strategies to move us to move us forward through 2027. But we are also focused on the future and tomorrow we begin at the same time. So tomorrow we begin three weeks of budget development briefings starting with our central services departments, concluding with our operating divisions. I appreciate the professionalism and dedication of our staff who have been preparing these proposed budgets and presentations that align with our goals, objectives and meet our budget targets for the coming year. Commissioners, Last month the port announced a 30 day extension for a public comment period on the airport's draft State Environmental Impact Statement for our Master Plan.
- [00:06:45] As a reminder, the public comment period is open through 5pm Pacific Daylight Time on August 20, 2026, providing additional time for community review and input. I look forward to the additional engagement on this topic following today's regular business meeting agenda. Turning to today's agenda, I'd like to highlight a few items noting that many items before us today are necessary investments in infrastructure and important for the future. Our Consent Agenda Today on the Consent Agenda today we have a request to advance the Industrial Wastewater Treatment Plant Enhancements project through final design and pre construction. This work will add on site pretreatment capabilities and upgrade the existing treatment plans so we can meet more stringent future discharge limits while protecting airport operations in the environment.
- [00:07:35] Moving the project forward also keeps us on track with our compliance schedule with King county staff. Expect to return to the Commission in the third quarter of 2027 for construction authorization following completion of design and negotiation of the maximum allowable construction costs. We also have several technical infrastructure projects on the Consent agenda including the SEA Metered Data Management System refreshing our flight information displays. The FIDs that we're all familiar with after the after the cyber attacks in network refresh of that system as well and roof replacement for the central terminal as well

are on there. We also requesting your authorization to amend the Port Jobs contract to continue operating the Airport employment center through December 2028, completing the final two optional years of the seven year agreement you approved in 2021.

[00:08:30] Port jobs continues to deliver strong workforce development outcomes while leveraging significant external funding. Later this year, the Airport Employment center is expected to relocate to stock our stock building, providing improved public access and free parking for job seekers while Airport University will rem the terminal to ensure convenient access to employee training programs. For our action agenda, we will request increased project authorization for the South Concourse Evolution Project. This major modernization project is essential for safety and does not increase the number of gates at sea. I will have more to say about this during its introduction.

[00:09:10] We also have we also have a request for authorization for improvements to our rental car facility and finally presentations and staff reports. You will hear an update from the Police Department covering the Port of Seattle Police Department's 2025 annual report. In a related issue, I want to provide the Commission an update on their recruitment process for the permanent Police Chief. The recruitment announcement is now available on both the Ports website and on the Public Sector Search and Consulting website. Public Sector is the name of the recruiting firm.

[00:09:44] Public Sector Search is the firm we have contracted to assist with this nationwide Search and They've conducted over 150 police and fire chief recruitments throughout the country. We will be in advertisement mode until August 28 and candidates are encouraged to apply as soon as possible through Public Sector's website. Commissioners, this concludes my remarks. Thank you. Thank you Executive Metruck to that report.

[00:10:09] We're now at the Committee report section and I was expecting to see. Jim Mumford is on the way.

[00:10:22] We'll give him a moment. Unless. I can certainly provide that report if he doesn't come online, I think.

[00:10:34] Michelle, please, please proceed. Thank you. Michelle Hart, Commission Clerk. The Governance committee met on July 30, 2026. At this time, Mary Van Bieber presented the updated Century Agenda objectives based on discussions with Commissioners Felleman and Cho, including Commissioner Fellerman's edit to Goal 2 related to ecotourism and the addition of cruise and stay language.

[00:10:58] Commissioner Cho's proposed edit to Objective 19 for Goal 6 was a wording change to drive responsible technology leadership and innovation to ACH support initiatives. These changes resulted from 221 discussions with these Commissioners. Commissioner Hasegawa further requested additional changes to Goal two to include the word equitable in the language to reflect equitable opportunity and to advance equity and tourism. She also stated that she would like to see the concept of sustainability included for next steps. A memo will be created and sent to Commissioners with the updates included.

[00:11:33] The executive leadership team will also review and Executive Director Metruck will finalize the memo and then alignment work with 2027 goals will begin. And that concludes the committee report. Thank you, Michelle. So at this time we'll take any questions or follow up from the Commission.

[00:11:53] Just wanted to clarify that those recommended changes were to make sure that our Century Agenda was fully aligned with our mission statement and that it's an evolving document and to reflect our current

thinking. I had the pleasure to be a part of the first one well before being on the Commission. We'll now continue on the agenda to the public comment portion of the meeting. 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.

[00:12:23] Before we take public comment. Clerk Hart, please display the QR code to our public comment Rules of procedure for members of the public providing public testimony. It is essential that these rules are followed. Copies of these rules are available at the door.

[00:12:39] Thank you. And let me go ahead and get the timer up for us.

[00:12:45] Thank you. Clerk Hart, please call our first speaker. Bear with me here just a moment.

[00:12:58] There we go. So our first speaker that we have signed up today is Andrea Ornellis. Andrea, please come to the testimony table. Repeat your name for the record and your topic, and then I will start the timers just so it doesn't eat into your timer time.

[00:13:16] Oh, go ahead. Mine private. Hello. Okay. Hi, everyone.

[00:13:22] Good morning. I'm Andrea Ornellis, the assistant political director with Labor's Local 242, and I'm speaking regarding the S Concourse project. Thank you. I am here today, as I said, to express strong support for the South Concourse Evolution project. At Local 242, we know the infrastructure investment as the backbone of a strong community.

[00:13:42] The \$1.1 billion evolution of the S Concourse is not just an upgrade for travelers. It is a critical investment in family wage careers for local workers. By utilizing the robust project labor agreement, the Port of Seattle is ensuring this expansion is built safely on time and by highly skilled labor local labor. Furthermore, we recommend the Port's dedication to equity. Combined with the workforce training initiatives, this project creates direct pathways for historically underserved communities right here in South King county to enter lifelong, sustainable, sustainable careers in the trades.

[00:14:22] We urge the commission to support this project and thank you for your time and your continued commitment to working families and the community. Thank you. Thank you. Andrea Clerkhart, our next speaker. Yes.

[00:14:36] Our next speaker is Brittany Kane.

[00:14:40] Brittany, please go ahead and repeat your name for the record and your topic, and then I'll start the timer. Brittany Hayne, Self Concourse Evolution. Go ahead. Good afternoon, commissioners. My name is Brittany Kane and I'm a business agent for the Cement Masons and Plasters Local 528.

[00:14:55] I also own a home in Burying and live directly under the flight path. As someone who experiences the airport's impacts firsthand, I understand how important it is that we make thoughtful investments in our infrastructure while meeting the needs of our growing region. I'm here today in support of the S. Concords Evolution project. This will improve passenger experience, increase efficiency, and help ensure the airport can continue serving public for decades to come. I also support this project because of what it means for working families.

[00:15:18] Construction activity has been slow in recent times, and many skilled construction workers have spent

significant time out of work. Projects like this provide family wage jobs, create apprenticeship opportunities, and keep local trades people employed in our communities for years to come. As both a neighbor of the airport and an advocate for working people, I believe the South Concourse Evolution project is a worthwhile investment in our region's future. I respectfully encourage the commission to support the project moving forward. Thank you for your time.

[00:15:44] Thank You, Brittany Claire Carter, Our next speaker. Yes. Our next speaker is Mike Brown.

[00:15:51] Mike, please go ahead and repeat your name for the record and your topic and then I'll start the timer. Mike Brown and S Concourse Evolution Project. Thank you. Please proceed. Good afternoon commissioners.

[00:16:04] The carpenters. My name is Mike Brown, Representative with the North Coast States Carpenters Union and the Carpenters strong support of the 1.1 billion authorization request for the upcoming S Concourse Evolution project. This project will provide years of construction work and create hundreds of family wage jobs with the project labor agreement. These jobs, fair wages, strong benefits and safe working conditions. Also with the goal of the 15% apprenticeship utilization that's opportunities for young people.

[00:16:45] Those opportunities for careers, not just jobs, those careers that those young people can raise a family on. Careers that will provide retirement and careers that will provide the opportunity for young people to potentially buy their first home. These are careers that are provided to young people are life changing. So this project is not only an investment for critical infrastructure, but in people. It will create lasting career opportunities, strengthen our workforce and deliver economical benefits for this region and our communities.

[00:17:26] Thank you. Thank you, Mike. I think there's one more. Our last speaker that we have signed up today is Joseph Bolden.

[00:17:39] Joseph, please go ahead and repeat your name for the record and your topic and then I'll start the timer. Yes. Joseph Bolden, Assistant Executive Secretary of the Building Seattle Building Trades and Construction Council. Please go ahead. Okay.

[00:17:55] Good afternoon commissioners. Again, I'm Joey with the Seattle Building Trades. And on behalf of our two 20,000 construction workers and their families, we support this project, the SEA.

[00:18:13] This project is important for many reasons, including that the south concourse is an old facility that is in desperate need of renovation, renewal and upgrades for the building trades. This project is bigger than that. It's about creating economic opportunities for thousands of working people. Huge investments that have already been made by the airport and the Port of Seattle have given risen to thousands of good family wage jobs for skilled craft people around our region. This project will at its Peak have 250 workers consistently working at one time.

[00:18:58] And it's going to be long lasting. Throughout the years, the building trades are working with the port to help build communities through these critical economic development projects that help to reflect the community that works on. The projects actually belong to the the environment and and the people that are living there. Again, this project has been covered under the project labor agreement. It'll have apprenticeship utilization goals to 15% and 20% for preferred entry goals.

- [00:19:39] This means that you know as a young worker you can Actually create a career and with one single job. And, you know, Seattle talks about affordability and the issues that are involved with that. Affordability issue. Here's resolution to that. So please support the project.
- [00:20:13] Thank you, Joseph. All right, so that concludes our signups today. It does. Is there anyone else present or on teams or in the room today who didn't sign up and wishes to address the commission? If so, please state your name and spell your state and spell your name.
- [00:20:30] State the agenda item on the topic related to the conduct of the court you wish to speak to for the record.
- [00:20:38] Are there any members here?
- [00:20:42] Nobody online at this time. At this time, I ask the clerk to please give a synopsis of any written comments we've received and we have received no written comments for today's meeting. We did have one piece of correspondence that came in also supporting the S Concourse Evolution Project. It did not identify as a public comment, so we sent it over to commission correspondence. I'm just noting that for the record.
- [00:21:07] Thank you. You're welcome. Hearing no further testimony, we'll move on into the agenda. Our next order of business is the Consent Agenda. Items on the Consent Agenda are considered routine and will be adopted by one motion.
- [00:21:20] Items removed from the Consent Agenda will be considered separately immediately after adoption of the remaining Consent Agenda items. Is there a motion to approve the Consent agenda covered by 8a through 8k? So moved. Second. The motion has been moved and seconded.
- [00:21:39] Commissioners, please say a or nay with your name is called. And the approval for the approval of the Consent agenda. For approval of Consent agenda beginning with Commissioner Cha. Aye. Thank you.
- [00:21:51] Commissioner Hasegawa. Aye. Thank you. Thank you. Commissioner Mohammed.
- [00:21:55] Thank you. And Commissioner Felloman. Aye. Thank you. Four eyes, zero nays for this item.
- [00:22:01] Okay, so moving on in the agenda. The motion passes. Oh, and the motion passes. Indeed. For those who are keeping score.
- [00:22:10] So, moving on in the agenda, we have two new business items today. Clerk Hart, please read the first item into the record. And Executive Director Metruck will then introduce. Thank you. This IS Agenda Item 10A.
- [00:22:22] Authorization for the executive director to increase project authorization for the S Concourse evolution project by \$1,100,000,000 for a total authorization of \$1,400,000,000. To provide funding for all activities necessary to advance the program into 2029.
- [00:22:42] Commissioners, today we're seeking your authorization to advance the S Concourse Evolution Program, a major modernization of sea's oldest and most critical passenger facilities. Originally opened in 1973, the S Concourse requires significant seismic, structural and building system upgrades. This project will modernize the facility, improve the Improve the passenger experience with expanded dining, retail and amenities and support long term operational reliability, all while maintaining the existing number of gates. This request increases project authorization by 1.1 billion for a total authorization of 1.4 billion, allowing the program to advance through 2029 and remain on schedule for construction beginning later this year. And so this afternoon we have Stephen St. Louis capital program leader, Aviation Project Management Group

and Wendy Ryder, Managing Director of Aviation.

[00:23:38] So I'll begin with Wendy. Thank you. Welcome. Thank you so much. Good afternoon commissioners and Executive Director Metric.

[00:23:45] Thank you for your time to present today on the requested multi year authorization for the S Concourse Evolution program. I'll pass it to the SEA team. Actually Stephen here in just a moment, but I just wanted to take a moment to provide some context on this essential project. As you can see, SCE is a part of the Upgrade SEA suite of projects that we've been focusing on for the last several years. It represents the last and the largest of the program and is focused entirely on safety, operational efficiency and customer experience.

[00:24:20] Though it does not add any new gates or capacity, it's essential to ensuring a level of service that our travelers expect. Just as important, this project is core to our mission at the Port of Seattle and SEA to be an economic driver for the region. The S Concourse Evolution program is estimated to create approximately 17,600 jobs across the local economy throughout the project. And thank you so much for supporting it with many more jobs created after the project is open through our tenant and airline spaces. I just want to thank the SEA team for their dedication to really focusing on how important it is for cost for on time projects and their dedication today as we continue to talk about the project.

[00:25:11] So I'm going to turn it over to Steven. Thank you so much. Thank you Wendy. Thank you Wendy. Thank you Executive Director Metruck and good afternoon commissioners.

[00:25:20] Before I dive in, I want to pause and recognize the incredible team behind the scenes. Bringing a massive multi billion dollar program to life requires immense dedication and a team that and this team has delivered at every step. If everyone from the SE team could please stand up and thank you for all your relentless hard work, your expertise and everything you do to navigate this project.

[00:25:47] Yes, it's truly is a a team effort to deliver this. So next slide.

[00:25:58] All right, so once again I'm Stephen St. Louis Capital Program Leader for Sconcourse Evolution and I'll be leading the presentation today for this authorization request. I'm going to walk through program purpose objectives, the project status requested authorization, our commission roadmap, the construction schedule some design renderings and a fly through animation and then the last we'll follow up with some next steps. Next slide.

[00:26:29] You want to keep okay, next slide.

[00:26:33] All right. As a critical infrastructure renewal effort, SCE will modernize our 50 year old facility to meet current seismic, structural and building codes. While the project does not increase gate count, it does repurpose space vacated by the former international rivals to elevate the passenger experience and level of service through expanded dining and retail and amenities. This is a Tier 3 sustainable evaluation framework project pursuing LEED Silver Certification as a minimum. Project team will be providing an update to SEAC Committee at their August meeting where a review of the 60% sustainable design strategies will be covered.

[00:27:13] We want to highlight that the program is tracking on a number of items including energy consumption, carbon emissions and water consumption. Next slide.

- [00:27:25] The base building Design has completed 60% design review and is progressing towards 90% completion. The design team anticipates delivering the 90% design package in early November for review. There are multiple early work packages in procurement and in permit review. As most of you are aware, SEA does not have extra space to move airlines and passengers around while construction is taking place in the S Concourse, so a number of facilitating projects has been developed to help offset the operational impacts during construction. Many of these projects are underway at this time, with a few recently reaching substantial completion.
- [00:28:05] The Cargo 3 bus parking project provides an airside location for staging buses and support equipment for the increased number of hardstand operations. The Cargo 6 project has been upgraded to provide for widebody aircraft hardstand operations. Both of these projects have recently achieved substantial completion. The Gate D6 conversion project takes an existing hardstand bus loading gate position and installs a new passenger loading bridge to provide another contact gate location. This helps improve operational efficiency.
- [00:28:38] The 188th Street Duck Bank, Cargo 7 and Spot 99 crossing is a package of projects required to bring additional power and emergency power to S concourse. Cargo 7 also includes revised striping to support wide body hardstand operations. Much of this work is in support of our construction start this November. Next slide.
- [00:29:04] This project is primarily funded with revenue bonds repaid with airport user fees and airport revenues. We plan to use \$270 million in grant funding from the Infrastructure Investment and Jobs Act. Consistent with other airport projects, there are no local tax dollars being used for the S Concourse project. This authorization advances a multi contract Maximum Allowable construction Cost, better known as mag. You'll hear me refer to mag several many times throughout the presentation.
- [00:29:36] This delivery strategy enables a team to efficiently sequence work, manage risk and continually pursue cost saving and schedule acceleration opportunities as design, development and market conditions evolve. This program anticipates approximately six Macs to complete construction. This request funds the program through the first four Macs and preparation for the fifth. It provides the resources needed for design, project management, construction management, procurement, pre construction services, and the construction activities planned within these initial mag packages. The scope supported by this authorization includes temporary facilities, early enabling work such as baggage system modifications, demolition, regulated materials abatement, civil infrastructure, structural and electrical systems and procurement of critical long lead materials including elevators and escalators, passenger loading bridges, mechanical and electrical components, curtain wall system and the interim hold room.
- [00:30:37] Overall, this request ensures the program maintains momentum, preserves operational continuity, and secures the flexibility needed to deliver an extremely complex capital program efficiently, responsibly and in alignment with the airport's long term capacity and operational needs. This requested authorization is 1.1 billion, with a total authorization of 1.4 billion, which is 56% of the overall total program budget of \$2.5 billion. Next slide please.
- [00:31:13] This slide highlights the subsequent commission briefings and actions over the next several years. We plan to return a commission first quarter 2027 to brief on the program. Q1 2028 will brief on the program and an authorization to increase funding. Q1 2029 another briefing on the program Q1 2030, a briefing on

the program and an authorization to increase funding. The plan is for this to be the final construction authorization for the program at that time.

[00:31:41] Subsequent annual briefings beyond 2030 will be planned as necessary to brief the Commission. Key Keep you up to speed on the program. Next slide please.

[00:31:54] Construction Schedule this is a 7 year and 10 month project. As you can see on the slide, the construction schedule is organized into four major phases running from 2026 through 2034. The phasing strategy is designed deliberately to maintain operational continuity with no more than three wide body gates closed at any given time while still advancing the work in a logical and efficient sequence. Phase zero includes constructing the temporary load dock and temporary international corridor. Phase one is the first phase with three wide body gate closures.

[00:32:28] These phases carry us through 2029. Phase two begins in mid-2029 and targeted to complete in 2031. Phase three starts in 2031, wraps up in early 2033 and phase four begins in 2033 and completes at the end of 2034 when we will be complete with the program. This phase schedule keeps the program on its critical path and supports a predictable, well managed construction timeline. Next slide please.

[00:32:58] This is a cross Section view of S Concourse and I'll walk through each of these levels and the purpose it serves. Level one is the train level which is also home to the service animal relief area. Passengers exiting the train will walk toward the south end of the building passing by the expanded duty free store before continuing up the escalator or elevator to level two. The Amenities Level Level two is called the Amenities level because it provides many of the amenities incorporated into the facility. These larger amenities spaces offer increased access for those who may need it.

[00:33:34] Our amenity spaces include restrooms, sensory room, nursing suites, inner prayer, faith room and a children's play area. As part of the building upgrades, accessibility standards are being implemented with wider circulation paths throughout the building and all levels. Increased capacity cab size for passenger elevators. An information desk with accessible height counter is being added to the train level. Ambulatory stalls in the majority of the restrooms.

[00:34:03] All gender restrooms are provided on concourse and upper concourse levels. Multiple companion care restrooms with adult changing stations in addition to family restrooms are also provided. I've noted level one and level three. Level three is the existing ramp and baggage level. This is not publicly accessible area.

[00:34:23] Level four on the far right is the international corridor for international passengers. Level five is the main concourse level and level six is the upper concourse level which is a new feature of the SCE project. Last is level 7 which is the mechanical equipment penthouse. Next Slide.

[00:34:48] The next several slides are current renderings of the building levels. This slide is the train level. This is the first view as departing passengers enter into the S Concourse from the train. They will be greeted by an open welcoming space with clear signage and ample resources including an information center. Flight information displays to the left, restrooms are clearly marked on the right and retail duty free offerings front and center inviting passengers to shop as they make their way straight south toward the escalators, elevators and stairs to their gates.

[00:35:20]

The interior is meant to evoke the interior is meant to evoke a clean, stress free hospitality feel. The line of sight to the level above helps orient passengers as they make their way up to all the gates. Next slide in this view you're on the west end of the concourse level looking east towards a concourse. You can see the escalators and elevator bank on the left that take passengers up and down to the lower levels through the amenities level and to the STS train level. You can immediately see and feel the volume of space in the central double height area.

[00:35:58] Combining open views of dining and retail with simple wayfinding allows passengers to monitor flight information directory from multiple locations, reducing stress and limiting the need to crowd around the hold rooms. Escalators and stairs to the upper concourse level are prominent, making passengers feel comfortable venturing and exploring the level above. The architectural finishes throughout the building feature weaving motifs and vibrant color palettes inspired by the diverse textile arts of Washington State's communities.

[00:36:30] Next slide please.

[00:36:36] Now you're on the east end of the concourse level looking west toward the runways. Here you can see the very prominent elevator core with its color mosaic aluminum cladding, again invoking the diverse motifs of Washington State. Taking note of the open space from end to end, the optimized dining and retail locations encourage movement horizontally and vertically throughout the concourse. Next slide.

[00:37:04] This is a view from the upper concourse level looking back toward the concessions located at this level. This new upper concourse level nearly triples the existing airport dining and retail area and drastically increases the lounge space. Clear sight lines again invite passengers to move freely throughout the concourse. While we are not adding any gates to the concourse, the project introduces an innovative dual level boarding gate pod system at 3 Upper Concourse gates to streamline passenger flow, ease congestion and elevate the overall travel experience for passengers throughout the concourse.

[00:37:43] Next slide the exterior design and finishes of the S Concourse were selected to complement the architecture and finishes of the rest of the airport facility, especially since it has direct physical connection to the International Rivals facility pedestrian walkway that you can see on the left in the rendering. The primary color chosen is the port super white and the backdrop that complements the building's simple yet sophisticated design. While the building looks entirely glass from the outside, it uses energy efficient high performance glazing concealing solid usable indoor space behind it. Again in this view you can see the S Concourse connection to the International Rivals facility pedestrian walkway on the left and the international passenger arriving at S will traverse through the renovated and expanded international corridor that encircles the building, leading passengers into the pedestrian walkway. Next slide.

[00:38:46] Looking to the left you can see gate S1, which is one of the upper concourse dual level boarding gate pods that I previously mentioned. And just to the right of S1 is gate S2A, which is a smaller gate pod that can act as a busing gate or a contact gate position.

[00:39:09] Next slide I'm excited to share a fly through animation video highlighting the current state of the project. This video will guide you through a passenger experience starting at the train level and concluding at one of the upper concourse gate pods. I do want to note though that this video is does not represent the final project. It is a progression between 60 90% design of where we're at at this moment in time. And at a

future briefing we will present a final fly through video incorporating all the final design elements and ready for the animation.

[00:39:53] Sa.

[00:41:12] Sa.

[00:43:43] Thank you Stephen and the whole team. Once again, let's give it up.

[00:43:51] Our jokes were only out of respect and we were looking for each other in the film. So really an extraordinary undertaking and I heard a couple of commissioners saying how many more terms they want to run for just to be able to see it to completion. So it's a really extraordinary to yourselves. Yeah. Thank you.

[00:44:10] I appreciate that. Thank you for the feedback Commissioners. All right, next steps. Execute multiple mag contracts, complete the 90% design in November. We'll commence construction in November and then also hopefully host a groundbreaking event, Q1 2027.

[00:44:31] And then I already went through the Commission actions and the next steps for the briefings, but I did have one final note on this one. The airport Dining and retail team will be coming to Commission in September for authorization related to ADR spaces within sce. And then next slide is what I'm here for. Requesting authorization for 1.1 billion. Thank you commissioners and this concludes my presentation.

[00:45:00] Thanks again Stephen and the whole team. I want to read a comment from Commissioner Calkins who asked before with entertaining questions. Commissioners, the statement is the I'm sort of seeing where it begins. Start at the start, start at the start. Commissioner Calkins asked me to include the comments for for this item conveying that today's authorization to move forward with the S Concourse evolution builds on the generational investments we are making at SEA to improve the passenger experience.

[00:45:40] That the project will add critical seismic, structural and efficiency updates and will create a world class facility for travelers. Are there any questions for staff at this time from Commissioners for this item?

[00:45:55] Commissioner MUHAMMAD well, thank you Chair, and thank you to the presenters. This was obviously a beautiful presentation and I also just wanted to start by also thanking those who provided testimony today during the public comment. I received this presentation and briefing before this Commission meeting, but what I really appreciated today is when we talk about these investments. A lot of the times we're talking about infrastructure and buildings and we often don't think about right away the people that are behind those buildings and that infrastructure. And it was just really helpful to be able to see that both those who indirectly work for the Port of Seattle and those who do directly work for the Port of Seattle.

[00:46:41] So again, just want to express my appreciation for those who build these facilities, who maintain these facilities, who clean them, who secure them and who do that work Every single day, all across our port facilities. I have a couple questions that I want to ask that I also think would be just helpful for the benefit of the listening public. And one of those questions is, you know, just given the current economic environment that we're in today, including inflation, labor costs, there's a number of things that are rising all across the board. How are we taking those factors into consideration as we are looking at this major cost and what kind of risks do you guys. How are you managing those risks as far as scheduling goes and maybe unforeseen costs that might come before us?

- [00:47:39] Sure, I think I can take part of that. Yeah, go ahead. Yeah. So as far as managing costs and risks, we have a very robust risk and cost tracking mechanism that we use. We manage risk through our risk register and are constantly meeting and updating the risk register and tracking the risks along the way.
- [00:47:59] And a lot of the. The risk register also is tied to cost. So we're managing cost and risk all like in one.
- [00:48:11] How do I put. Yeah, one system. There we go. Thank you. You're welcome.
- [00:48:16] Yeah, so that. So, yeah, we have a very robust. And we meet monthly with the team. Everybody over there is pretty much involved. We're all in sync on managing costs and risk.
- [00:48:25] That is a. At the forefront of everything that we're doing right now is how can we do things quicker and cheaper and being good stewards of the money that we're investing. Right. Yeah. Thank you for asking that.
- [00:48:37] I think that this project is a very costly project for us. And we asked before we even approved it at our level, including executive metrics, for there to be the team to go back and look again at, at what we could do to even cut more costs. And the team did a really great job of doing that, and hence why we did approve the project. But even at the airline approval, we meet monthly with them to make sure that we are meeting key KPAs and KPIs. And I think it's really important to make sure the soft costs are really monitored and very closely looked at.
- [00:49:22] But one of the areas that I'm really proud of the team that they took back and we learned from every single project, for example, elevators, escalators. We recognize that they are really hard to purchase and we need to buy them early. And if we don't, it's more costly. And that's the things that we're doing a lot better about. And we've done a lot better with this project and saving cost in doing so.
- [00:49:49] So we are really learning a lot more about that kind of stuff and we will continue to do so. But including the airlines and making sure that we're meeting on a monthly basis and it's at the top levels that we're meeting to ensure that we're keeping those costs as low as we possibly can is really important. That's really helpful. And I did have like a follow up question that's somewhat connected to it and it doesn't really require an answer, but there's something to that is in mind for me is when I think about the iaf, for instance, I think there's a lot of learnings that happen with that particular project, especially when it comes to both how we do the contracting procurement process. I think there are.
- [00:50:31] I'm hoping that there you all went back and looked at some of those things and considered putting more teeth in those contracts to ensure that we are protecting these, being good stewards of these dollars that we're using to, to build these projects. Yeah, thanks. That is exactly the things that we're really learning. And we just finished our debrief on the north main terminal because we do need to learn from every single project and take away things that we've done, good or bad. So very well taken.
- [00:50:59] Thanks. Appreciate that. And then my last question is obviously when these large construction projects have direct impact on our customers, the businesses, the airlines, maybe if you can just share a little bit about the strategies that are in place to ensure that there's a strong communication and partnership, what that may look like and for this particular project and the different phases. Yeah. So we are partnered up with our external relations partner and we have a, we meet with them monthly to discuss upcoming.
- [00:51:30] And now that we're moving forward to starting in November. Right. So we're working on signage

messaging, all of the components that are necessary to communicate to the public and make sure everybody is aware of what to expect when these closures happen. And that includes all the stakeholders too. Right.

[00:51:46] All the airlines, all of the people impacted on the ground, everybody that's going to be working within these closures. The external relations team is really helping us develop that plan and implementing the plan along with our folks in the ORAT team, also helping to coordinate that and making sure that everything that we have is in place so that we're successful on day one and we're not having, we're trying to get ahead of any negative impact on the closures that are going to happen. Right. Having that foresight to really predict what are the concerns going to be in getting ahead of those. I think I probably speak for all my colleagues when I say that one of the things when these construction projects are happening that we hear from both the public a lot of the times is like some signage issues.

[00:52:30] If we're talking about issues. And so that Wayfinder doubling down on. On having strong signages and. And that communication piece will be really important for this and for the listening public. That's top of mind for us.

[00:52:42] And we do receive the emails and the text messages or however you all decide to communicate with us. My goal is for you to have no text messages or emails. All right. Okay. How would you do it?

[00:52:55] Stephen. Stephen. Stephen.

[00:52:59] But all kidding aside our team does take take this very seriously. We are very proactive in implementing the signage plan and the communication plan of. So passengers coming into the S Concourse should know what to expect before they even get there. Just based on the signage that they'll be seeing as they approach the the facility with the capture closure areas. Thank you.

[00:53:17] Appreciate the time. Thank you. Commissioner Muhammad. Do we have enough? Commissioner Haskala.

[00:53:23] Thanks. I have a number of questions so concise answers are more than acceptable. Is this project a part of samp? This project is not a part of samp. This is the project that is the last of our SEA projects.

[00:53:37] Not a part of sam. Is it on an existing footprint or are we expanding our footprint? This is a part of our existing footprint. And then has there been an environmental analysis associated with this project? Is not.

[00:53:50] This is a part of the SEA project. And does this keep us on track with our Century Agenda goals? Absolutely does. I heard you mention that there's 17,600 jobs that will be created in association with this. That includes the construction jobs over the course of up to 2030 for this duration of this project.

[00:54:12] How many permanent jobs will it create? I don't have that right off hand. I'll get that for you. I'd love to have that figure. Thank you very much.

[00:54:21] I hear the ADR features. Can you just give us the quick synopsis of how many additional in addition to how many ADR businesses will be there? I don't have the exact number. It was in our presentation. I can't remember.

[00:54:37] I can't remember either. But is there something. We're tripling. We're tripling the. But yes.

[00:54:43] Possibly.

[00:54:46] I'm here. Stephen K. Is here. We'll have the answer. Yes. She's always looking out.

[00:54:52] Good afternoon Commissioners. We are increasing our space so we do have duty free will be growing from one space that is singular to one space without three ways Our food and beverage will be increasing from four locations to six. Our convenience retail will be increasing from one to three with specialty retail being increased from zero to two. We are also increasing our lounge space from two to four. And our SEA Sparks program will have its first introduction into the Concourse altogether with four spaces.

[00:55:20] And to reiterate what I heard, you'll be coming back to us for approval for the ADR plan. We'll be receiving two 2:1s and then there'll be a public presentation on the ATRD. Details. Yes, next month. Regarding diversity and contracting, I just want to point out that we just celebrated the incredible opening of the Concourse expansion.

[00:55:41] We exceeded our goals for priority hire. We exceeded our goals for diversity contracting and for minority business representation in adr. What's our plan to make sure that we are hitting our goal 16% or 500 businesses and keeping on track with our diversity and contract goals with this project. Yeah. So is me online by chance?

[00:56:03] Me's with us or I. I did see him. Oh, hello. Come to the mia. Would you mind stepping up here real quick? I can get away.

[00:56:15] We do partner closely with me and his team.

[00:56:23] Thank you me for pitching right here.

[00:56:27] You're welcome.

[00:56:30] We are doing a lot of work actually in terms of partnering with the, not only the contractor itself, I think a lot of you guys have already recognized that this project also had some federal dollars associated with it. And based off of the October changes within the federal program, there has been a some adjustments to the Disadvantaged Business program, which is the federal small business program that they try to, I guess you can say, want to make sure that we place goals on our projects that are fairly, fairly funded. However, because of these adjustments within the federal government, our local certification agency is still trying to make those specific changes to comply with the new federal regulations. Basically, over 2,000 disadvantaged businesses that were originally on the database prior to October of 2025 now all have to recertify themselves. And based off of that, right now the state is still currently, they're currently at probably about 760 businesses thus far.

[00:57:55] They have thus far have been recertified. So they're about. That's about 30, what, 36, 37% complete from recertification perspective. So they still have a long ways to go from a recertification perspective. So from a pivoting perspective, we've been working with our constructor, our contractor, our prime contractor to see to partner with them, doing some specific outreach to small business enterprises specifically and partnering with them quite a bit, working hand in hand to achieve Continue to achieve the goals that we've set out for to achieve the 500 women, minority and disadvantaged businesses and small businesses alike, firms out there, as well as trying to hit our percentages throughout this whole project.

[00:58:45] So it's still a uphill battle with certification, but our contractor is working quite closely with us from an outreach perspective and looking at the packages itself. So thank you, Director Rice. Yep. For, for me, that

highlights why it's so important, why we have hyperlocal goals for diversity and contracting. And so keep us apprised of how we can continue to be supportive because we want this to this project to result in net positive opportunities for everybody involved.

[00:59:21] I just would note that the way you've articulated that so perfectly, you might consider running for office and in your very well crafted comments. So thank you. Oh, thank you, Commissioner. Appreciate it.

[00:59:36] I wanted to ask for our concourse expansion project. I know that we are aiming for gold lead certification, potentially achieving platinum. What's. What are we. What's the certification that we are aiming for with this?

[00:59:51] Right now we're on target for silver. Silver. Yes. Okay. And what are.

[00:59:55] I heard you talk about the windows. Are we going to be using the monochromatic?

[01:00:04] No, we are not. No. Yeah, we are not. Okay. When he says no, we are not.

[01:00:08] No. What are, what are our key sustainability features of this project? You have them there.

[01:00:20] So I, I've got a whole list of them. Top three. Top three. Oh, goodness. All electric on site, air source heat pumps with advanced energy metering.

[01:00:31] It's the same as Concourse C. Yes. We've got, let's see, improved lighting efficiency, controls automated roller shades to maximize daylight, minimize solar heat gain and glare. We have the improved thermal performance for exterior enclosure and glazing. What about the water utilization? Low flow fixtures, 33% reduction.

[01:00:57] That's sufficient. Thank you. I was wondering in that virtual walkthrough where. Where are the elevators and how. Let me first start with the question, how many people per day is this going to process?

[01:01:09] I'll get back to you. I don't have that right off hand. I'm thinking of those. Just sheer volumes. It's not just adx.

[01:01:14] That's disability is people with oversized luggage. It's people who, you know, traveling with. With Littles and the elevators, I just, I wasn't seeing them. So I'm just wondering. They're beautiful and they're big.

[01:01:24] Much better than what it is today, trust me. No, it is not. But I will get you the count, Steve. Go ahead. Thank you.

[01:01:33] And then I'm wondering About the conveyor belt system, is it going to be hooking in to like an existing system or is that going to be the baggage system? Is that you're wondering? Yes. Yeah.

[01:01:44] Will it be hooking into existing. The bag. Conveyor belt bags? Yes. Okay.

[01:01:49] Yes, it does. So that's. We're not renovating that. No, no, because that just. That was all years ago.

[01:01:55] That's all pretty much new, that system. Yes. Okay. And then I'm almost at the bottom here. Oh, can you talk about potential disruptions while we're going through the different phases?

[01:02:12] Just operational disruptions? Well, we're going to try to minimize operational disruptions to the best of our ability. So I think kind of what I like touched on with Commissioner Mohammed, we're going to capture areas of closed barricades, signage facilities, some of the existing lounges and airport dining retail

locations will be phased, include different closures and we'll have some temporary facilities that provide temporary food and beverage services and some temporary retail services as well. But I'm not going to deny you this is going to be a tough one right this. We're closing three international gates at one time and will be hard standing flights, which means we'll be busing people, which is difficult.

[01:02:59] But I believe we have a good plan. We've been working with the airlines for a long time preparing for this, but it's a change. And so I think we're very prepared. But we're also operating an airport at the same time. You're doing construction in a really small area south satellites, not a huge area.

[01:03:20] So it'll be difficult for us. But we are prepared and we are doing a lot of community outreach, a lot of airline outreach. But we will be busing people to hard stands to depart flights. So thank you, Andy. Yeah, thank you very much.

[01:03:42] Commission. Well, first and foremost, thank you all for the tremendous amount of work that's gone into getting us up until this point. I think oftentimes we don't realize that the sheer number of people that are involved when it comes to a large capital project like this, not just our own FTEs, but also the consultants and the airlines and it is moving a mountain in many ways. And so my sincere gratitude to everyone here who has taken the time to make this project what it is today. Just have a few quick questions for you, Wendy, and then you, Steve.

[01:04:19] This is this delivery method for the project is gccm, is that right? Yes. And if I recall correctly, IAF was progressive design build. That is correct. And so could you just real quickly without getting too wonky with me, how we made the decision to go gccm.

[01:04:35] And before you answer that question, C Concourse expansion was also gccm. Is that right? Yes, C Concourse was gccm. So I'm curious, how do we land on those delivery methods? He probably is better at answering that question.

[01:04:51] Ygccm. I'm going to let Eileen answer that because Steve actually came in a little bit later, so I'd prefer. Yeah, go ahead. It was already selected when I came up with. Okay.

[01:05:01] All right. You get a pass.

[01:05:06] ECCM really works for a delivery of a project that's working around existing conditions. So the value of bringing in a contractor early, they can actually do a lot of research and investigations of what the existing conditions are and help us through our design process. So getting. Excuse me, excuse me. Could you introduce yourself, forward the record?

[01:05:31] Eileen Francisco, Director of Project Management for the airport. So just like cce, we are working on an existing building. It wasn't a brownfield or so there was a lot of benefit. And our contractors are working such great partners with us. They get ahead of the work.

[01:05:49] They get their subs in electrical, mechanical and really doing all the investigation that if we use a different delivery method such as design, build, build, contractors won't see that until we're already at 100% design. So they are partners with us as we progress our design using the gccm. Great. And sorry, could you remind me who our GC for this project is? Ansel Phelps.

[01:06:13] Okay. So they're the ones who did the SEA Gateway project, is that right? Yes. Yeah. The North Main terminal.

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- [01:06:19] Yeah. SE Gateway. Okay. And Commissioner Mohammed, you're asking about risks and inflation. That's another value, having our contractor on board.
- [01:06:28] They do global procurements on structural steel and all that. So they can. They monitor the market and they help us know when it's time to go, you know, when's a good time to go procure, you know, long lead times and just big bulk materials and commodities. So great. Thank you for that.
- [01:06:46] Thank you. One last question for me. When is the hard standing actually going to start? It's actually will start in November. Oh, great.
- [01:06:56] Yeah. When we. Yeah, yeah. Start digging in the ground. Yes.
- [01:07:01] So we were. We're going to start shuttling people to their international flights in November.
- [01:07:07] All right. I have a flight in November.
- [01:07:12] I'm just kidding. Thank you.
- [01:07:15] Will there be a groundbreaking. There will be a groundbreaking breaking in November, right? No, we're targeting Q1. Q1, Q1 once we get into phase one. So phase zero is kind of getting ramped up.
- [01:07:29] And then phase one is when we close the three, three wide body gates and take a big capture area and that's when we'll, we'll schedule a groundbreaking.
- [01:07:40] Any further questions? I just have a few. I always think it's apropos to see a fly through when we're dealing with an aviation project. And it really is very helpful to be able to envision what you guys have remarkably been able to see. I also learned new terms like mechanical equipment, penthouse.
- [01:08:00] I kind of know that we're interested in more lounges, but didn't know we treat our equipment so well. And obviously the costs associated with this, partially due to doing the do si do and trying to keep the gates open while you do it. I think we're kind of good to understand. Part, part of this is actually the construction costs. The management of the system is, I know, a very significant part of the, of the phasing.
- [01:08:28] And speaking of which, the advanced purchase of things like the vertical transport. You know, I was just in Helsinki watching icebreakers get built. And the reason why they're able to build them quickly is a lot because they're doing those advanced purposes purchases. And so my hats out to you. And regarding the fact that it's not in samp, it's, it's really.
- [01:08:52] There's no new gates, right. So it's not a new capacity. And I think that some footprint is one thing, but the fact that it's just making this thing more amenable to the public as well as seismically safe, I think is the, the key here. I, I appreciate Commissioner Hasegawa's questions about the environmental increases in this and we went through the sustainable evaluation framework and I just always thought that, you know, these things obviously have costs, but since buildings last a long time, there is a life cycle cost that often pencils out. And I'm just wondering, I've always wondered, like, how have we thought about how much greenhouse gas emission averted something like this would have done over its life cycle?
- [01:09:37] Has anybody tried to. Because we have these goals of, you know, reducing our greenhouse gas footprint while we're still building. And so to the degree we are able to at least try to enumerate such savings, it would be helpful in showing how we're walking the talk. And I think at this point all we can say is thank you for this vision. And like you said, hopefully we'll all be alive to see it to completion.
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- [01:10:07] But at this point in time, I'd like to ask, unless there's Any further questions? Is there a motion and a second to approve item 10A? So moved. Second. The motion has been moved and seconded.
- [01:10:21] Commissioners, are there any discussions further on this item? If not, Clerk Hart, please call the roll. Great. Thank you. Beginning with Commissioner Choir.
- [01:10:32] Aye. Thank you. Commissioner Hasagawa. Aye. Thank you.
- [01:10:35] Commissioner Muhammad. I thank you. And commissioner Fellerman. Aye. Thank you.
- [01:10:39] Four ayes zero nays for this item. The motion then passes. Thank you, commissioners.
- [01:10:59] Okay. Clerk Hart, please read the next item into the record. And executive director, will you please introduce it? Thank you. This is agenda item 10B.
- [01:11:07] Authorization for the executive director to take all steps necessary to complete the rental car facility customer service building redmizing project at Seattle Tacoma International Airport and the requested amount of \$17,900,000 for a total. Excuse me one second. We need to maintain quorum here. Oh, yes. No, not one moment.
- [01:11:29] Please return. Thank you.
- [01:11:37] Please proceed. Thank you. In the requested amount of \$17,900,000 for a total authorized amount of \$19,700,000. Commissioners, today we're seeking your authorization to move forward the rental car facility customer service building redemizing project which will prepare the facility for the next rental car concession agreement. This project will reconfigure tenant spaces, renovate heavily used public restrooms and replace end of life car wash equipment.
- [01:12:05] Supporting efficient operations at a better customer experience while protecting a significant source of non aeronautical revenue. I'm not sure if we have a fly through today on this as well, Jeffrey, but presenting this afternoon are Jeffrey Foster, assistant director, Aviation business business development, and Heather Bonhurst, capital project program leader. So with that, Jeffrey. Thank you, Steve. Commissioners, welcome this afternoon.
- [01:12:34] We are here today to seek commission authorization for the rental car facility customer service building or CSB redemizing project. Earlier this year we provided a briefing to commission on the overall rental car program at SEA where we also discussed the active process for determining the new space position for the next 15 years at the facility during our 30 year lease agreement. That process, which as I just mentioned comes at the midpoint of the 30 year lease agreement has been completed and we are now seeking authorization to complete these necessary improvements to enable the second to 15 year concession period. Under that agreement, this project will also replace certain position certain systems that are operationally critical and are port obligations under our existing lease agreement. Additionally, this project is fully funded with customers facility charges which have already been collected.
- [01:13:36] I will turn this over to Heather to provide more information on the project. Next slide, please. Thank you, Jeffrey. Good afternoon, commissioners and commission and executive director metric. My name is Heather Bornhorst.
- [01:13:48] I'm the Capital Program leader for the Landside Group in Aviation Project Management. On this slide you

can see the location of the consolidated rental car facility. It's located on the northwest corner of 160th street and International Boulevard at Seattle Tacoma International Airport. It is a five level facility. the top floor we have the customer service building which is where customers get dropped off and picked up with the rental car transit operations.

[01:14:11] And then we have four floors of ready return and adjacent quick turnaround area or QTA space. Those floors support the rental and return of vehicles and then the cleaning and processing of those vehicles in the QTA's. Next slide please.

[01:14:27] As my colleague stated, this project supports the rebidding of the concession agreement. We are going to be reconfiguring the tenant lease spaces to support the new blocks. We're going to be providing upgrades to our wayfinding signage since the tenants are changing locations within the building. We're providing new break room and flex space to support the transit operations. We're renovating the existing well worn restrooms in the customer service building and we're replacing the end of life car washes in the quick turnaround areas which are essential to the rental car operations.

[01:14:57] Next slide please.

[01:15:01] This graphic depicts the future condition of the leased spaces in the customer service building located on the fifth floor of the facility. With the new concession agreement, we are transitioning from seven tenant block spaces in the small operator area to six tenant spaces in the small operator area. On the lower right hand and left hand sides of the exhibit you can see those areas outlined in blue. Those are the two restrooms that we're going to be renovating that provide facilities for our customers and our employees. On the lower right hand side we also have an area outlined in red that is currently a concession storage area that will be vacating or relocating and expanding that space for the tenant.

[01:15:45] And then on the left upper hand side of the exhibit, there's another area outlined in red that is going to be where we're relocating the concession storage area and providing the flex space and the break room space supporting transit operations in the one block area that we're eliminating. The remainder of that space will then be added on to the adjacent tenant block. I didn't provide any slides in this presentation showing the rate of return and quick turnaround areas on those four other floors, but there will be changes on three of those floors as the tenants move into their new spaces. Next slide please. The total estimated budget for this project is 19.7 million we are requesting today 17.9 million to bring us to our full authorization.

[01:16:29] As Jeffrey mentioned, the project is funded by our customer facility charges which are paid by our rental car customers. We plan to deliver this project in two major phases. The first phase will focus on providing those tenant improvements with the creation of the tenant blocks as well as completing the wayfinding improvements. This phase needs to be ready for construction to support the new concession agreement that goes into effect in June 2027. Since we need some flexibility on how we deliver that work, when we start partnering with our rental car friends, we're going to be working with port construction services to deliver that first phase.

[01:17:07] The second phase will include the renovation of the restrooms and replace the car wash equipment in the quick turnaround areas. That will be delivered as a design bid build project. We expect construction to start late 2027 and can be complete in early 2029. Since this work will have a significant impact on our

customers and the tenants in these facilities, we're not planning on having any construction occur during the peak summer months.

[01:17:35] I should also note that the rental car tenants will also have their own tenant improvement projects as they remodel and build out their new blocks to support their operations. Those will be managed through our tenant program in collaboration with this project and with construction planned to start in June 2027. Next slide please. This is our typical kind of certainty. As part of the early design work that we completed with the project, we completed a full 30% design.

[01:18:05] So that is the basis of the estimate that we're requesting today. Next slide please. And our request today is for the authorization of 17.9 million to bring our total authorization to 19.67 million so that we can complete the rental car customer service building raising project at sea. Thank you for your time and do you have any questions? Thank you for that presentation, Commissioners.

[01:18:30] Are there any questions? Well, as Commissioner Cho is saying, it seems like a cheap deal compared to what we just heard. But I do recall some time ago there was a discussion of putting like solar cells as like a roof over the over some of the parking stalls. Was any of that envisioned for? I've seen other, you know, coverage space that it uses that for solar.

[01:19:01] So we have looked at that. However, that is not part of this project. We are still looking at the potential to utilize our north parcel for a what we call a fifth quick turnaround or QTA space which would help us further deliver more electric charging capabilities for as the fleets do gradually change over to EVs. So that is an Area where we are looking at as a good potential for some solar capabilities. All right, thank you so much for that, Commissioner Mohamed.

[01:19:34] Thank you and thanks for the presentation. I did have a question around the original estimate estimated amount was \$10 million, and then it went up to 19 million. Can you just kind of maybe just share a little bit why that scope change or that increase happened? Heather can provide more detail. The bulk of that is going to be in the addition of the car wash systems.

[01:19:57] As we went through this process and looking at the life and the. How effective those systems are actually are operating, and most of them are now at the end of their useful life, it was determined in order for us to meet our contractual obligation that this was the appropriate time to add that scope to this project so we can turn over spaces to the tenants in an operationally sufficient manner. But Heather can provide more help cost savings in the long run. Yes. Otherwise it would have to be a separate project with.

[01:20:26] With that would be under a time constraint as well to deliver it to the tenants because we can't afford to have those systems fail and go offline because then the port is responsible to come up with mitigation efforts. Yeah. Basically the decision was made that was probably our best practice to combine that scope with the scope in order to reduce our overall soft cost so that we're delivering one construction package instead of two basically on top of each other. And would you say that the majority of this is required versus discretionary? Correct.

[01:21:01] Interesting. Okay.

[01:21:06] That's helpful.

[01:21:10] Very good. Any further questions? Hearing none. Is there a motion and a second to approve item 10B? So

moved.

[01:21:20] Second. The motion has been moved and seconded. Commit. Clerk Hart, please call the world beginning with Commissioner Cho. Aye.

[01:21:33] Thank you. Commissioner Hasagawa. Aye. Thank you. Commissioner Muhammad.

[01:21:38] Thank you. And Commissioner Fellamon. Aye. Thank you. Four ayes zero nays for this item.

[01:21:44] The motion passes. We're now at presentations and staff reports. Clerk Hart, please read the item into the record. And executive metruck will then introduce. Thank you.

[01:21:54] This is agenda item 11A. 2026 Police Department update. Commissioners, I'm pleased to introduce the 2025 Police Department Annual report, which reflects another year of dedicated performance and the department's continued commitment to providing exceptional public service safety services while maintaining the trust and confidence of the communities we serve. I think it was eloquently stated earlier when they said the purpose of the port is to build, maintain, operate and secure our facilities. And this is part of that.

[01:22:23] Securing our facilities and maintaining that safety.

[01:22:28] As passenger volumes have reached record levels and maritime activity continue to grow. The department continues to meet increasingly complex public safety demands with professionalism, accountability and a steadfast commitment to service across the port. This report highlights significant accomplishments including the department's fifth CALEA reaccreditation, continued investments in organizational excellence and ongoing efforts in ongoing efforts to strengthen community trust through training, engagement and specialized public safety programs. Today's briefing will provide an overview of the department's performance and key accomplishments, a review of the 2025 Use of Force complaints and accommodations, and a final update on the implementation of the 21 CP recommendations, marking the completion of an important effort to strengthen accountability and transparency. We appreciate your continuing engagement and look forward to today's discussion.

[01:23:21] The presenter this afternoon is Interim Chief Sean Gillebo, Deputy Police Chief and Interim Chief and Chief. I want to thank you for your stepping in as in this process, as we would for the new Chief of Police. But thank you for your steadfast service during this time. Thank you. Yes.

[01:23:40] And thank you from the whole commission. Appreciate that. Appreciate it. Good afternoon, Commissioners, Executive Director Metruck Port staff and guests, thank you. Your opportunity to present the Port of Seattle Police Department's 2026 update.

[01:23:54] As mentioned, I'm Sean Gilbo, currently the Interim Chief. But before I begin, I want to recognize the dedicated menu women of the Porter Seattle Police Department. From our commissioned officers to communication specialists to our traffic support specialists and our professional staff, every member of our team plays a vital role in our mission to protect ensure safe passage through our gateways. What makes me most proud is our people. Their professionalism, commitment to service and relentless pursuit of improvement enable us to provide exceptional service to the traveling public and the poor community.

[01:24:28] Every day throughout today's presentation, we'll highlight many of these accomplishments. But I wanted to begin by recognizing again our greatest strength. And that's our people. Their dedication is what makes

this department one the poor can be proud of. Next slide, please.

- [01:24:46] We'll quickly go over the department overview and activities at a high level. We will then discuss how recruitment and the policing assessment. We will then finish with a glance at our strategic plan and looking forward. Next slide, please.
- [01:25:04] One of our strategic priorities is building a healthy cohesive organization. Because it's essential to our long term success. In 2024, we launched a department wide vision visioning process. We're asking our employees across the organization one simple question. You could design an ideal police department.
- [01:25:22] What would that look like? A 15 member team representing every bureau and division used that feedback to develop a new vision which was refined through leadership review to ensure alignment with Port's mission and values, an important outcome of this process with moving beyond a vision that could be interpreted differently by each person. Instead, we developed a vision with five clearly defined pillars that established what our vision looks like for the Port of Seattle. These included impeccable character, dedicated professional staff, innovation and technology and equipment, state of the art facilities and community trust and partnership. Together, these pillars define our new vision.
- [01:26:04] Port Seattle Police Department World Class Organization as we move forward, employee engagement groups will help advance each pillar and ensure this vision continues to guide our priorities, decisions and organizational culture. The complete vision is included in your meeting materials and it's also on our department website. Next slide please with the rollout of our new vision, we established organizational clarity by answering three questions up on the slide where are we going? Why do we exist? And how do we behave?
- [01:26:42] This work aligns the police department with the Port's mission, values and strategic objectives while providing a clear sense of purpose for our organization. Next slide please Strong community partnerships are essential to public safety. Through outreach and engagement, we build trust, promote transparency and strengthen relationships with the diverse travelers, employees, tenants and communities connected to the port. In 2025, our team participated in a number of meaningful community engagement efforts including partnering with the Seattle Chinatown International District to strengthen cultural awareness and inclusion. Working with One America to support port sponsored Citizenship clinic for permanent residents pursuing U.S. citizenship hosting national night out at Social Bay Marina and coffee with a COP event across port properties to foster dialogue and build public trust.
- [01:27:40] Supported the launch of the Alaska Airlines Inaugural Non Stop Service to Seoul, helping provide a safe and welcoming international gateway Partnering with the Seattle Olympic Torch Run, Take your kids to work Day and battle with the Badges. Continuing our partnership with the Maritime High School to mentor students and promote careers in public safety. These efforts reflect our commitment to building trust, strengthening partnerships and serving the poor community beyond our traditional law enforcement responsibilities. Next slide please.
- [01:28:18] Preparations for the FIFA World cup represented one of the Department's most significant public safety efforts this year. Key accomplishments included developing comprehensive safety and security operational plans across all police department divisions Increased counter and terrorism staffing throughout the tournament Implemented a coordinated waterfront security plan to protect maritime facilities and critical

infrastructure Planned security operations for anticipated dignitary visits, including contingency planning for potential presidential visit Maintain staffing and operational readiness at SEA tech and port facilities while supporting FIFA operations Strengthened coordination with local, state and federal partners to ensure a unified command structure and a rapid incident response. These efforts helped to ensure the port was well prepared to assist support a safe, secure and successful 2026 FIFA World Cup. Next slide please next three slides highlight key priorities from our 2024 through 2026 strategic plan. While we won't cover all 20 strategic goals today, they are included in your presentation materials for reference.

- [01:29:37] Our strategic plan keeps us focused on the priorities that strengthen our organization, support the Port's mission and advance the purpose of protecting ensuring safe passage through our gateways. This slide highlights two priorities Staffing and responding to people in crisis. Like law enforcement agencies across the country, we continue to have recruitment challenges. We are addressing them through targeted hiring strategies and a strong collaboration with Port Human Resource Division. Our Crisis Response Team is a model program that pairs a police officer with a civilian mental health professional.
- [01:30:15] In 2024, the team responded to 538 contacts, resolving 494 without arrest and connecting 362 individuals with services and support. Improving outcomes while advancing our commitment to public safety and community care. Next slide please.
- [01:30:36] Goals on this slide focus on service delivery, organizational health and strengthening our anti terrorism capabilities. As discussed earlier, our Department wide visioning process was a key initiative to strengthen organizational health, improve cohesion and ensure that we remain aligned around a shared purpose. Next slide please. Goals on this slide focus on technology facilities and implementing the recommendations from 21 CP. Like any strategic plan, we review our goals annually and adjust as needed.
- [01:31:10] Our goal added during this process was to ensure the department was fully prepared to support the 2026 FIFA World Cup. I'll return to these strategies. Excuse me. Strategic priorities shortly, including staffing, our response to people in crisis and our efforts to enhance anti terrorism capabilities. Next slide please.
- [01:31:35] This slide represents our 2026 staffing update. The department is currently authorized 196 employees with 19 vacancies. We're authorized 137 commissioned officers with 12 vacancies. Our non commissioned were authorized 59 with 7 vacancies. Hiring progress this year is 13 officers, 4 of those being laterals and 9 of those being entry level.
- [01:32:04] It's important to mention entry levels and separate those because entry levels can take over a year before they can affect staffing. Upcoming recruitment efforts include lateral and exceptional entry oral boards, dispatcher oral boards and we just completed a Deputy Chief assessment process and I'm happy to say Internal Commander Darius Aldridge was promoted to Deputy Chief. Some of the challenges we continue to have retirements and separations including at command level positions. Competitive Hiram Environment will maintain rigorous selection standards. 2026 background investigations we completed 82 background investigations.
- [01:32:51] Out of those we were only able to hire 1361 were disqualified in the background investigation process and eight withdrew. Looking ahead, 11 commissioned employees eligible for retirement in 2027. Some of the strengths and improvements that we're working on Expanded recruitment, outreach and partnerships with external relations Updated oral board processes aligned with position specific competencies and job

analysis. Despite ongoing staffing challenges, we continue to strengthen our recruitment efforts while maintaining a high standard necessary to select the best candidates for the Port of Seattle Police Department. Next slide please.

- [01:33:38] This is one of the one of the slides I'm most proud of. Officer Michelle Bragel and mental health professional Victoria Shook continue to provide outstanding service to port and individuals experience behavioral health, crisis and homelessness. While 2026 referral numbers reflect reduced team availability during the year, the Crisis Response Team continues to make a significant impact. In 2025, the Crisis Response Team responded to 429 contacts. Of those, 377 were resolved without arrest and 288 resulted in assistance or referral to behavioral health, housing or community resources.
- [01:34:17] These are individuals who historically had few options beyond jail or returning to the streets. Demonstrating the value of this program and the need to sustain it and expand it. Team's impact extends well beyond direct response. They have provided crisis communication, de escalation and safety training to port employees and stakeholders including Alaska Airlines, the Airport Jobs Office, Human Resources, Maritime Division, and more than 100 VIP staff and volunteers. Our commitment to crisis intervention is also reflected in our officer training.
- [01:34:55] As of July 15, 2026, 52% of our commissioned officers have completed the 40 hour crisis intervention team training course, more than double the state's requirement of 25%. Officer Brago also delivers ongoing department training on crisis response, de escalation, involuntary commitment laws, trauma, informed policing and reality based scenarios. Next slide please.
- [01:35:24] Next, I'd like to briefly discuss use of force. In September of 2025, the port began reporting use of force data to the Washington Agency Data Exchange for Public Safety, commonly known as WADEPs. Established under Washington law, WADDEPS provides standardized statewide reporting for to promote transparency, accountability and public trust in law enforcement. Our participation means use of force data is reported monthly and is publicly available along with demographic and incident information required by state statute. This allows for consistent data driven evaluation of law enforcement practices across Washington.
- [01:36:06] To provide context, though in 2025 more than 53.5 million travelers passed through our gateways and the department responded over 65,000 calls for service, only 30 of those contacts resulted in the use of force. These numbers reflect our commitment to de escalation, crisis intervention and resolving incidents at the least amount of force necessary. Our officers and Crisis Response Team work every Day to achieve the safest possibility outcomes for the traveling public, our employees and the community. Next slide please. The next three slides go over our policing assessment implementation.
- [01:36:48] In 2026. We had four that were completed. Recommendation number nine policy and use of force. Recommendation 40 hiring and selection. Recommendation 48 leadership development.
- [01:37:01] Recommendation 51 legislative engagement. These recommendations have strengthened our policies, hiring practices, leadership development and the ability to engage on issues that impact public safety and corporate operations. Next slide please.
- [01:37:20] These were the 2026 recommendations that were considered. Recommendation 3 Stakeholder engagement. Recommendation 28 Investigation timelines. Those are internal investigations.

Recommendation 30 Alternative dispute resolution and recommendation 43 Multilingual hiring.

- [01:37:38] We carefully considered these recommendations and determined that in several cases existing process provide a more effective approach while others presented operational or labor considerations that made implementation impractical. Next slide please.
- [01:37:56] These are the 2026 recommendations that are in progress. Recommendation 31 public engagement. Recommendation 32 and 33 recruitment data. Recommendation 37 recoupment and outreach. These recommendations are actively moving forward with an emphasis on transparency data, improved recruitment and expanding our outreach efforts.
- [01:38:17] As we move closer to full staffing, we'll have a greater capacity to expand these efforts even further. Next slide, please.
- [01:38:28] This slide represents our department demographics. We have a total department breakdown of ethnicity and also gender and then tenure and the average the employees ages. These are important to take into consideration. Back to the recruitment and hiring. Especially when you get down to the last three numbers there of tenure.
- [01:38:54] Realize our retirement system. If you work 20 years and are of the age of 50, you can retire. Full retirement's at 53. So back to you know we have 11 people that are eligible for retirement next year.
- [01:39:11] So yes. Next slide please.
- [01:39:16] So I apologize to the commission, I did not get this in the slide. But the slide I'm referencing to is related to Commission order number 2026 of 02 supportive order 22602. The police department has advanced transparency, accountability and public trust by expanding public reporting publish use of force data through wps strengthening community engagement and aligning our organizational practices with Commission's directive. These efforts demonstrate our commitment to accountability policing and while continuing to provide safe and effective safety services across the court. Additionally, some of the things that were directly in the Commission's order have been addressed.
- [01:40:05] They name from Homeland Security Division has been renamed to Counterterrorism Unit. Exploring new patch designs. There's a patch on there. That's just one example. We have a bunch of examples.
- [01:40:20] We've been working with external relations. They've been great, kind of keeping us in, you know, the Branding and the colors and everything that we need to follow along with. But they really have been great and gave us a power slide, you know, presentation that I can forward on. There's a bunch of patch designs that they were in draft with. This one doesn't have it on there.
- [01:40:45] That's on your slide. But there's an anchor that has been incorporated in the design. Not this one. Another example to incorporate the maritime side of this. They'd even have a little fun with it and put a Sasquatch on there on one of them.
- [01:40:59] So to represent the Northwest and everything. And again, that's what the star up in the top corner is. It's the Northwest representing. So again, I apologize if that's not in the slide deck. Finally, on behalf of the department, thank you for your continued support and engagement.
- [01:41:18] I want to again say I'm incredibly proud of the work the team does every day in 2025. As I mentioned, they

helped ensure the safe movement of 53.5 million air passengers and 1.9 million passengers through our gateways of cruise ships. I'm sorry. Their professionalism and dedication and commitment to service is what makes that possible. Thank you.

[01:41:44] I'd be happy to answer any questions at this time. Thanks so much for that presentation. I share your pride in the force, especially as we've been to change leadership during this time. Also very encouraged by the folks we hired to do the search for our new chief and acknowledging the challenges of recruitment these days. So thank you for keeping the helm steady and look forward to seeing that anchor.

[01:42:10] So, anyway, I would now open it up to any questions from my colleagues. Commissioner Hasegawa, thank you very much, Mr. Chair, and thank you very much for that presentation. It was incredibly thorough and comprehensive. And I really want to commend you and your team for your full compliance with Commission Order 2020 602.

[01:42:33] And you really do get extra credit points for an embedded QR code at the end for all of us to access for additional information. I really appreciate it. I'd also like to thank you you for providing me with the materials in advance so I have a chance to be able to look at it with you and the. To see the, I think close to final draft form of the annual report. It's wonderful.

[01:42:58] And I just wanted to call out that my. All of the feedback that I've provided in the. In the past has been incorporated here. From terminology to, you know, fully spelling out the, you know, Chinatown International District. Leading with equity and really appreciating in your presentation that you give us a peek behind the curtain of how the team thought about the mission and what specifically delivering on a vision for the force looks like.

[01:43:26] And I appreciate the leadership that's gone into guiding that process. And he's not with us at the department anymore but Chief via I know had a lot to do with that and so I just just want to call him into the space and thank him for the tremendous successes that we're seeing in implementing all 52 of the recommendations from the 21 CP report. That is a multi year effort. It's taken a lot of hands on deck. I see director of OEDI Bukta Kesar here.

[01:44:03] She's also ready to answer or any questions that we might have about that. As well as Deputy Executive Karen Goon who's been a really tremendous thought partner. And in particular I just want to thank you for providing all of this on time and I'm particularly pleased that the timeline set out in the order are going to be helpful guidance and tools. Right. For everybody to be pulling the ship in the same direction.

[01:44:33] I have a couple of questions. Oh and the other feature that I wanted to call out that I love about the annual report is the is the staff and story spotlights. I always think that they provide tremendous insight to the work that goes on that doesn't make it into an annual report but the level of nuance and intelligence intentionality that happens. And I I heard you call out also Officer Michelle Bregall who is a recurring theme throughout every annual report because she's so central to our work to de escalate and appropriately respond to folks who are in crisis. You throughout the figure 53 million people coming through our gateway and how how often we're coming into to contact with people just by sheer volume year over year.

[01:45:29] And what a tremendous success it is that 87% of the issues that our Port of Seattle police responded to were resolved without arrest and that 67% of them ended up into a meaningful referral to an underlying issue. I think behind most crimes are problems that can and should be solved and to the extent extent that

we as a port can continue to resource those sort of diversion strategies. It's the proof is in the pudding right here. And I think that's an important story to tell. So I have a quick question regarding that.

[01:46:06] If we can just go to slide 10 please. One of the things that we accomplished together was we went to the state legislature and we expanded the use and appropriate use of our drug interdiction fund to include anti trafficking efforts and then we actually decided to use that this year and I'm just hoping staff could remind me exactly what we did with the drug interdiction funds. I believe it went to an additional person to support. So could we invite Deputy Executive Goon up? One thing I do want to mention before with that team, the crisis response team, we don't have a full seven day week coverage.

[01:46:49] And so we are in the process of interviewing for a third. Well, a second. A third person of the team, but second mental health professional. And as you mentioned, we're going to be funding that for the next three years out of our forfeiture funds. Thank you.

[01:47:05] And if I could just real quickly forgot to mention, obviously the patch is still in progress. We immediately changed the name to the counterterrorism unit. But I forgot to mention up above, one of the things that I saw that when people were to really distinguish us from federal agencies, what I saw immediately when I started looking at this was that a lot of federal agencies have police on the back just like we did. So I wanted us to immediately transition to this Port of Seattle on the back. So I forgot to mention that.

[01:47:39] Thank you. And that's important because there has been multiple incidents of community confusion based on a public operation that they're observing through the gateway, which is the impetus behind the passage of this order, which is to be able to avoid community confusion moving forward. I also want to highlight what you talked about in your presentation was that you proactively did community engagement and cultural sensitivity training with, within the CID community naturalization support events with One America and how meaningful that is as a local police enforcement agency that shares a footprint with federal immigration enforcement and those relationships have. We're managing that on the operational side. And I'm looking at airport Director Wendy Ryder, who is taking that under wing.

[01:48:32] I know Chief via also, you know, was doing the best to make sure that he could ensure that we had similar understandings of what was going on and what we expected and what was happening, what our limitations were and where we could push for you all to take community engagement there in support of our, our local immigrant communities, I think is really, really meaningful. Deputy Director. Aye. Karen Goon, Deputy Executive Director. Chief covered it.

[01:49:03] We were, we're in the process right now of advertising for a mental health professional to supplement our existing staff. This will be a term limited position. The advertising advertisement does state that specifically. We'll be drawing down on forfeiture funds to fund that position. Thank you.

[01:49:20] And the reason why I'm asking that is because I see here that we have not seven vacancies for non commissioned positions. That is a non commissioned position. That's correct. So how can we need additional funds as opposed to placing that within the police department? We, we saw a, a logical nexus between the, the mental health professional and the forfeiture funds and we had a balance in the forfeiture funds and we wanted to maintain the vacancies as recruitment come up and officers come available.

[01:49:54] It's important, and I understand the importance of making sure that we're, we have that function in house, particularly as we're being lobbied as a commission about the potential evaporation of that funding source

from the state level and how obviously effective it is. I'm just wondering because the intent is that it could also be used for anti trafficking and forgive me sir, is there, and I didn't go through it closely enough, but is there a reference in here to our drug interdiction efforts within the annual report? Can you give us sort of an idea of how that might be growing as opposed to last year, particularly with FIFA World cup, you know, and the influx of bodies coming through the gateway. So we put a detective attached to several task force including the FBI, Innocent loss task force, the trafficking of underage minors and then also any human trafficking. So he's connected with these task forces and have been put on the task force so that we could stay connected and make sure that we're combating any of these things.

[01:51:04] We, we've worked on this and I was on a group for the bringing anti human trafficking training here and that was something that we focused on because we kind of put some trainings together to recognize because we have this small window where we have to identify potential traffickers going through and because they're going to be on a flight shortly. I'm wondering about drug interdiction and drug trafficking, armed trafficking. We have a drug interdiction unit as recently as last year. So I'm wondering do they need additional resources and how is their workload growing? Their workload is growing.

[01:51:46] Matter of fact, just the two days ago an individual came in that they recognized as far as that we arrested a couple years ago because he came in with hundreds of pounds in luggage of marijuana. And so they contacted that individual and ended up seizing 35,000 that that person had cash that was related to drug trafficking. So they, the team's doing excellent and it's, it's a self funded team, you know, and I mean except obviously we pay their salaries and everything like that. But any training or anything like that, as long as it has that drug now access, we can use it. I think about growing gun violence in our communities.

[01:52:33] I think about the, you know, the social issues with addiction that's plaguing our communities. We've all seen it and I think about where the port can meaningfully plug into that. And a lot of that happens through prevention, through our gateway. Right. And the work of the Drug Interdiction Unit cannot be understated.

[01:52:48] I loved in last year's report that had its own dedicated section. Again, it may be in the 2025 report, but there's going to be ongoing incident interest among the commission about the work of the Drug Interdiction Unit. I strongly encourage to make sure that remains a featured area because the issue is growing year over year and if we did it right, then we're going to attract more big events. Who knows, maybe we'll get FIFA, Women's World cup coming back and attract hundreds of thousands of people. But I want to make sure that if we, that if we have those funds available, we have mental health functions that are important.

[01:53:26] We have seven vacancies for non commissioned positions. And how are we also making sure that we are continuing to grow and fund our drug and arms trafficking prevention work. So I leave that with you, Executive Director Metruck and Deputy Director Goon as we are talking about some of our budget strategies Moving forward. Slide 11, pretty please.

[01:53:55] Actually you could advance to Slide 12 regarding use of force.

[01:54:04] I was hoping, sir, that you could for my colleagues expand on this last or the second to last line item here. RAP and why RAP is important because this is one area where we see a jump from four incidents in 2024 to 13 incidents in 2025. Can you give us a brief? Absolutely. This was a tool that we received in 2024.

[01:54:28] We expanded our training and it was just like anything when we started using it and saw the success of it. We have a in the report court that actually when we started using this, the injuries to individuals had stayed

pretty consistent. Our officer injuries would continue to rise and with the use of the wrap, we've come down in injuries all the way around with individuals and our officers. So this is a specialized restraint system that positions a combative person of those in crisis in an upright position. And so they're in a seated position that allows clear breathing communication and rapid medical assistance.

[01:55:13] So a lot of times we can't bring in to get them medical assistance if we don't have them under control. And you know, as we've all seen tragic events in the past where you're Trying to control that person on the ground where it could inhibit their breathing. So this puts them on a scale seated up position. It has them kind of in a cocoon of this. It's called the wrap and.

[01:55:37] And keeps them in a seating position that they can breathe. We can get them immediate medical assistance. And when was it when we started implementing RAP. The 2024. Thank you, sir.

[01:55:47] This is particularly important because there's not a so distant incident that occurred in federal way. I believe that did result in. It was a. It was a critical incident. And it is currently being investigated by the Valley Investigative Team, which the Port of Seattle is a member of.

[01:56:05] In compliance with 940, an independent team must investigate incidents of deadly use of force. And in that incident there was something being used called a spit hood. Yes. Do we use a spit hood at Port of Seattle? We still do use a spit hood.

[01:56:21] There was. I reviewed that case because in tragic events like that I want to always look at the. See if there's something that we can be doing and as improvement. There's certain times that you don't use a spit hood and. And it seems I put preliminary.

[01:56:35] It could have possibly been in. Used in one of those situations. And but the spit head just. If there's shedding bodily fluid and spitting in officers and everything that. That creates a hazmat situation for the officers.

[01:56:50] But it has to be something that's fitted appropriately. And there's certain things that we're trained on to make sure. And now there was hospital staff that initially engaged this individual in the hospital and controlled him. And there was some techniques that are being investigated on whether they were handled appropriately. But he's also face down, which is why the wrap technique, being seated is.

[01:57:16] Is also important to deploy here. Absolutely. They're holding him down so he couldn't breathe as well. Yes, correct. And for.

[01:57:25] I think a few weeks ago the Seattle Times published a piece on use of the spit hood against minors. One of the demographics. I appreciate that the demographics by race and gender were published in this report. And then there's age information, but not about minors. I did the math and all of the incidents abuse of force were involved adults.

[01:57:47] But it is something for all of us to keep in mind. As you know, we think about just the different populations that we come into contact with and what sort of policies we might consider when engaging minors as well. And I also wanted to note that there's one type of use of force that was reported on in the past that is not reported this year. And that's Physical control. And the reason why I bring it up is because it's where we've seen year over year growth and it's one of the most common uses of force that Port of Seattle police do use.

- [01:58:23] So can you just describe what physical control is and why we decided. Why you've decided not to include it in the use of force report? I'm going to be completely honest. When you brought that to my attention, I looked at it and the people that had used to put these reports together are no longer with us. And no one could define that for me and, and for me to be documented in the use of force, it has to either meet policy or rcw because if you think about it, and, and this was what I was thinking about was all physical, all use of force is physical control.
- [01:59:01] Correct. So I'm using some type of physical control if I'm using the use of force on an individual. So I was asking, hey, does this fit any of the RCW use of force? And there's nothing about physical control. Is there anything in our policy that, you know, documents this physical control?
- [01:59:19] And there wasn't. And so I couldn't define it. So I didn't want to put something in there unless I could, you know, stand on it. Yeah, I think. But one thing that we have noticed year over year, which is why I've always asked for a pre meeting with, with the Chief, is because there's oftentimes inconsistencies with the way the data is being received by you that you incorporate into this.
- [01:59:44] And I asked whether it had to do with the cyber attack, which could have something to do with it, but it's something that we've observed year over year, which is why I posed the question to you, what do we need in order to collect accurate, accurate data and use of force. Yes. And that's something that I think we're willing to make sure that we invest in because it's just, it's required. Yeah. And the, the tracking system that we used to use, we lost that in the cyber attack.
- [02:00:15] We work with ICT to try to recover that historical data. When we lost that program, we got that program back, but it was starting fresh. And that was in July of 2025. So we're recording it again there, but we also record it in wadeps monthly into the state system. Now one thing that you're going to see in future reports, our use of force reports are going to be higher than what you're going to see publicly on wadeps.
- [02:00:39] And the reason why is because they only have 10 reportable use of forces. We have more use of forces reportable. We. We have a higher standard for here at the police department. So our use of forces are going to be higher than what you're going to see on lockdowns.
- [02:00:53] And then I also just wanted to point out an important statistic here is that there were zero incidents of gunfire. Correct? Yeah. In the last. PSBD has not utilized strike weapons, fired a firearm, or any use of force like that in the last four years.
- [02:01:13] Going to. It's actually the next page in the annual report after Use of Force, where we talk about public safety partnerships. I love that you are. You're summarizing them in the annual report. And.
- [02:01:29] And I'm seeing the Valley Civil Disturbance Unit. Is that different than our Valley swat? Yes. And that's also different than our Valley investigative team. Yes.
- [02:01:39] Oh. Valley SWAT and our investigative team are not mentioned in the annual report. But I am very interested and pleased to learn about the work of the Civil Disturbance Unit. Is this what responds to large events? Yes.
- [02:01:55] Is this what was deployed for FIFA? No, not for FIFA. FIFA was an ila. Well, FIFA, yeah, we were in ila, but it depends on what response is needed. There was SWAT elements that were ready to respond, but we did have civil disturbance units ready to respond if there was any type of huge protest or anything.

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- [02:02:18] So thank you for reporting on that here. I love that incorporation. And Commissioner Husky, you were briefed on this previously just on the use of force. And.
- [02:02:36] And then I wanted to ask how many investigations with the Valley Investigative team have we participated in? I don't have that with me right now, but I can get that to you because we do a report out every. I receive that data, so I can give that to you. I. I'd be interested. Thank you very much.
- [02:02:55] I can take a hint. Mr. Chairman. Just let me look over my notes, make sure so I can conclude my line of questioning there. My final comments are great work incorporating the commendations and the complaint section. It's exactly what we're looking for as to, you know, the classification and then the finding.
- [02:03:22] It really is a meaningful transparency tool. And then to receive a separate addendum that goes into a little bit deeper background on those for commissions visibility is really, really meaningful. And again, I commend you for full compliance with 2026 02. Thank you. Thank you.
- [02:03:43] Do we have any other questions or comments?
- [02:03:48] I just want to say thank you for. I've just attended the National Night out once again and it's really great to see the force being available for the public to engage and the multiple task forces that you have always amazed by the underwater team. But really it was a great experience. I'm very proud to be able to have that in my backyard at Chill Shoal. Thank you once again for the transparency and your great work.
- [02:04:12] Great. Thank you. All right. All right. So very good.
- [02:04:18] This I believe concludes our business meeting today and if there are any closing comments or motions relating to committee referrals from the commissioners, speak now.
- [02:04:31] Okay. Hearing none. I'd just like to note that we'll be having a public hearing at 3 o' clock today on additional hearing for SAMP at 3 o' calkins this location. I understand the sign in link is broken so anybody that wants to still sign come in they're welcome to regardless of any request for advance notice. And also to just to note that the formal public comment is completed is deadline is the August 20th.
- [02:05:04] Sorry, go ahead. Oh thank you. Chair. I received a message that a link on the flyer that was distributed is broken. But I don't know if it's if the sign up link is on there or if it's just to the home page of where the SAMP information info page is through.
- [02:05:27] Mr. Commission Vice President to Commissioner Muhammad. The virtual link to sign up is through was through the commission public records email address that we use for all signing up for public comment. That signup period closed at 5pm last night. We actually did receive one come through this morning. So there is nothing broken through that particular link.
- [02:05:48] So I think it's the, the flyer has the, the SAMP information page. So sorry for that. Appreciate the clarity. Yeah. It's the information page that was broken on the flyer.
- [02:05:59] Yes. And it can only speak to the official meeting notice. Yes. Okay. Yes.
- [02:06:03] Very good. So if there are no other comments, do you have any closing comments? Thanks Commissioners, thanks for your vote today on the infrastructure. Those things that we have to do that may have been the largest single I was going to ask is that the single largest capital project? I think we're doing that.
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[02:06:19] You know the authorization, the single largest authorization that we've done. I believe so I think all in coming there remarkable. And I do want to give a and thank you for your support for the police department. I mean what they do is they take them for somebody having a, from having a, a bad day, somebody having a bad day to terrorist threats at the top end. So they, and they do completely all those things and, and they do it with a great skill and professionalism.

[02:06:47] So thank you for support for them as well. And final reminder, the August 18th regular meeting is canceled. Hope everybody has a good August holiday there. And with that, the meeting is closed at 12:16. I mean, 2:16.

[02:07:04] Thank you.