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## **APPROVED MINUTES COMMISSION SPECIAL ROUNDTABLE MEETING NOVEMBER 22, 2016**

The Port of Seattle Commission held a special meeting, Tuesday, November 22, 2016, in the Central Auditorium at Seattle-Tacoma International Airport, Seattle, Washington. Commissioners Albro, Bowman, Creighton, and Felleman were present. Commissioner Gregoire was present after 11:07 a.m.

### **CALL TO ORDER**

The meeting was called to order at 10:10 a.m. by Commission President John Creighton.

### **PUBLIC TESTIMONY**

Public testimony was received from Roger McCracken, Managing Director of MasterPark, regarding increased operations of transportation network companies such as Uber and increased wait times on the Airport drives.

### **INCREASED TRAVEL TO AND FROM THE AIRPORT OVER THE NEXT 20 YEARS**

Presentation document(s) included a detailed [agenda](#), presentation [slides](#) provided by Port staff at the meeting, and a presentation [slide](#) provided at the meeting by Bryan Mistele, INRIX Founder and President.

Presenter(s): Lance Lyttle, Aviation Division Managing Director; Elizabeth Leavitt, Senior Director, Environment and Sustainability; and Michael Drollinger, Director, Business Intelligence.

#### Roundtable participants:

Claudia Balducci, King County Councilmember and Sound Transit board member  
Rob Gannon, King County Metro Transit General Manager  
Peter Rogoff, Sound Transit CEO  
Craig Stone, Washington State Department of Transportation Gateway Program Administrator  
Bryan Mistele, INRIX Founder and CEO  
Steve Banfield, ReachNow CEO

Commissioners and roundtable participants received presentations covering Airport activity forecasts, statistics related to transportation modes selected by passengers to get to and from the Airport, Port emissions goals, environmental impacts of various transportation modes, benchmarks for mode choices in other markets, and factors affecting travelers' mode choices. It was noted that currently approximately 70 percent of travelers use private vehicles or rental cars to travel to the

Airport and that these are the modes with the highest emissions impacts. It was also noted that although limousines have a high emissions impact, the percentage of travelers using them to travel to the Airport was only about 1 percent in 2015 and 2016. The fact that the data provided did not differentiate between visitors, residents, and employees as distinct markets was pointed out.

Commissioners commented on the effect of traffic congestion as a factor in reducing the Airport's catchment size within the region, the need to consider traffic congestion impacts regionally and on local communities, the benefits of addressing transportation behavior through agreement structures, the effects of light-rail-related parking on neighborhoods, and the need to promote use of transit to reduce congestion and environmental impacts of getting to and from the Airport.

Participants were given an opportunity to respond to the following questions:

- (1) How does your agency/business support the region's air travelers, visitors, and employees in a sustainable and equitable manner? And in the future? What gaps do you see in the service your agency will provide?
- (2) What opportunities are available with technology innovations or other changes? What may cause disruptions, volatility, uncertainty, complexity, or ambiguity? What risks come with accommodating 66 million passengers?
- (3) How might we work together to fill the gaps we foresee? Who must we enlist to assist?

Participants commented on transportation network company (e.g. Uber and Lyft) growth, opportunities to alleviate Airport drive congestion with opening of south access to the Airport via SR-509, considerations for tolling SR-509, options to leverage Metro King County Transit as a tool to reduce congestion from employee traffic, and the limitations on local regulation to effectively deliver regional transportation solutions.

The failure to incorporate light rail closer to the Airport terminal was noted as a missed opportunity both for past transit planning and the current ST-3 proposal. Commissioners noted the hope for better collaborative planning as the Sustainable Airport Master Plan matures.

### **ADJOURNMENT**

The meeting adjourned at 11:53 a.m.

*A digital recording of this meeting has been made available online.*

Stephanie Bowman  
Secretary

Minutes approved: January 17, 2017.