

START OF TRANSCRIPT

[00:00:28] THIS IS COMMISSION PRESIDENT FRED
[00:00:31] FELLEMAN CALLING TO ORDER THE SPECIAL
[00:00:32] MEETING OF JUNE 8TH 2021. THE TIME
[00:00:36] IS 9:04. WE'RE MEETING REMOTELY TODAY VIA
[00:00:39] TEAMS TO COMPLY WITH THE SENATE
[00:00:40] CONCURRENT RESOLUTION 8402 AND IN
[00:00:43] ACCORDANCE WITH GOVERNOR INSLEE'S
[00:00:45] PROCLAMATION 2028. THIS IS A STUDY
[00:00:48] SESSION OF THE COMMISSION REGARDING
[00:00:49] AIRPORT GROUND TRANSPORTATION. PRESENT
[00:00:52] WITH ME TODAY ARE COMMISSIONERS BOWMAN,
[00:00:54] CALKINS AND STEINBRUECK. COMMISSIONER CHO
[00:00:57] SHOULD BE JOINING US SHORTLY. I'LL ASK
[00:01:00] THAT WE DO A ROLL CALL OF ALL
[00:01:01] COMMISSIONERS TO ENSURE EVERYONE IS
[00:01:03] ONLINE. CLERK HART, PLEASE CALL THE
[00:01:05] ROLL. THANK YOU. GOOD MORNING.
[00:01:07] BEGINNING WITH COMMISSIONER BOWMAN
[00:01:09] PRESENT. THANK YOU. COMMISSIONER
[00:01:11] CALKINS. HERE.
[00:01:15] THANK YOU. I'LL NOTE, FOR THE RECORD,
[00:01:17] WHEN COMMISSIONER CHO JOINS
[00:01:19] COMMISSIONER STEINBREUCK. YES, HERE.
[00:01:22] THANK YOU. AND THEN COMMISSIONER
[00:01:23] FELLEMAN. PRESENT, AND COMMISSIONER
[00:01:27] CHO JUST ARRIVED IN THE OFFICE, SO HE
[00:01:29] SHOULD BE SIGNING ON SHORTLY. THANK YOU.
[00:01:34] HE LOOKS LIKE HE'S LOGGING IN NOW.
[00:01:38] THANK YOU, CLERK HART. AND THANK YOU.
[00:01:40] MEMBERS OF THE COMMISSION STAFF AND OUR
[00:01:42] LISTENING PUBLIC ON THE TEAM'S LINK AND
[00:01:44] ON OUR MEETINGS PORTAL FOR JOINING US
[00:01:46] TODAY. I ASKED, WELL, COMMISSIONERS AND
[00:01:48] STAFF TO REMAIN MUTED WHEN NOT SPEAKING
[00:01:50] TO ALLEVIATE ANY BACKGROUND NOISE DURING
[00:01:53] THE MEETING. IT'S ALSO IMPORTANT TO NOTE
[00:01:55] THAT WE HAVE A FULL AGENDA THIS MORNING
[00:01:57] AND LIMITED TIME TO MOVE THROUGH THE
[00:01:59] PRESENTATIONS. WE HAVE TIME FOR
[00:02:01] QUESTIONS THROUGH THE PRESENTATION.
[00:02:04] HOWEVER, WE MUST BE DILIGENT IN ADHERING
[00:02:07] TO THE SCHEDULE AS THE COMMISSION ONLY
[00:02:08] HAS A SHORT 30 MINUTE BREAK BETWEEN THIS
[00:02:11] MEETING AND THE EXECUTIVE SESSION
[00:02:12] SCHEDULED TO BEGIN AT 11:30.
[00:02:15] COMMISSIONERS ARE ENCOURAGED TO USE THE
[00:02:17] TEAM'S TOOL FOR HAND RAISING OR THE CHAT
[00:02:19] BOX WHEN NEEDED. ALSO, AS THIS IS A
[00:02:22] STUDY SESSION OF THE COMMISSION TODAY'S
[00:02:24] FORMAT DOES NOT PROVIDE FOR PUBLIC
[00:02:25] COMMENT AND NO ACTION WILL BE TAKEN
[00:02:27] DURING THE STUDY SESSION AT THIS TIME.
[00:02:30] I'D LIKE TO TURN IT OVER TO EXECUTIVE
[00:02:31] DIRECTOR METRUCK TO INTRODUCE THE STUDY
[00:02:34] SESSION TOPIC AND OUR PRESENTERS. I'LL
[00:02:36] ASK CLERK HART TO CALL THE ROLL OF
[00:02:38] COMMISSIONERS FOR QUESTIONS AS WE
[00:02:40] PROCEED THROUGH THE PRESENTATIONS WHEN
[00:02:42] NEEDED. EXECUTIVE DIRECTOR METRUCK,
[00:02:44] PLEASE BEGIN. THANK YOU,
[00:02:47] MR PRESIDENT. GOOD MORNING,

[00:02:49] COMMISSIONERS. THANKS FOR YOUR TIME THIS
[00:02:50] MORNING. TODAY YOU'LL HEAR A
[00:02:52] COMPREHENSIVE UPDATE ON OUR EFFORTS TO
[00:02:54] ADDRESS THE CRITICAL ISSUES SURROUNDING
[00:02:56] GRAND TRANSPORTATION AT SEATTLE TACOMA
[00:02:58] INTERNATIONAL AIRPORT. WE ALL KNOW THE
[00:03:00] ISSUES CONGESTION ON THE DRIVES, LACK OF
[00:03:02] SPACE FOR EMPLOYEE PARKING, AS WELL AS
[00:03:04] OUR COMMITMENT TO REDUCE EMISSIONS,
[00:03:05] PROMOTE TRANSIT USE, AND A SURETY EQUITY
[00:03:08] FOR ALL USERS. THE COMMISSION'S
[00:03:10] RESOLUTION 3759 OUTLINES COMMITMENTS TO
[00:03:13] MEETING CENTURY AGENDA GOALS RELATED TO
[00:03:15] GREENHOUSE GAS EMISSIONS, EQUITY AND
[00:03:17] CONGESTION RELIEF. WHILE ACKNOWLEDGING
[00:03:19] THAT GROUND TRANSPORTATION ACTIVITIES
[00:03:21] PROVIDE SIGNIFICANT REVENUE TO SUPPORT
[00:03:24] PORT OPERATIONS, YOU'LL BE BRIEFED ON
[00:03:26] THE STATUS OF THE WORK TOWARD THE
[00:03:27] OBJECTIVES, INCLUDING EVALUATION OF
[00:03:29] EXPRESS BUS SERVICE AND REMOTE BAGGAGE
[00:03:31] CHECK. FORMATION OF A TRANSPORTATION
[00:03:34] MANAGEMENT ASSOCIATION, RESTRUCTURING
[00:03:37] AIRPORT TENANT EMPLOYEE PARKING,
[00:03:39] EXPLORING AIRPORT ACCESS FEES,
[00:03:42] ESTABLISHING INCENTIVES FOR RIDE SHARE
[00:03:44] AND TRANSIT USE. BUILDING ON THE
[00:03:46] DIRECTION OF THE COMMISSION'S
[00:03:47] RESOLUTION. WE'VE MADE GOOD PROGRESS ON
[00:03:49] MANY OF THESE EFFORTS, BUT AS YOU CAN
[00:03:51] UNDERSTAND, THE COVID PANDEMIC HAS
[00:03:53] SLOWED SOME OF OUR WORK. WE APPRECIATE
[00:03:55] YOUR TIME TODAY ANTICIPATE A ROBUST
[00:03:57] DISCUSSION, AND WE LOOK FORWARD TO YOUR
[00:03:58] INSIGHTS AND COMMENTS AT THIS TIME.
[00:04:00] I'LL TURN OVER TO THE DIRECTOR OF
[00:04:02] AVIATION ENVIRONMENTAL SERVICES, ARLYN
[00:04:04] PURCELL. ARLYN, THANK YOU, STEVE.
[00:04:07] AND GOOD MORNING, COMMISSIONERS. WE
[00:04:10] REALLY APPRECIATE THE OPPORTUNITY TO
[00:04:12] HAVE THIS DISCUSSION WITH YOU. AS YOU
[00:04:15] KNOW, GROUND TRANSPORTATION ACCESS TO AN
[00:04:18] INTERFACE WITH THE AIRPORT OR INTEGRAL
[00:04:20] TO OUR SUCCESS FROM AN OPERATIONAL
[00:04:23] STANDPOINT FOR CUSTOMER SERVICE AND
[00:04:25] FINANCIALLY. WE ALSO KNOW THAT
[00:04:28] ADDRESSING THE EMISSIONS OF GROUND
[00:04:29] TRANSPORTATION IS CRUCIAL TO TRYING TO
[00:04:32] MEET OUR CARBON REDUCTION GOALS. SO WE
[00:04:34] HAVE TWO MAIN PURPOSES FOR THE BRIEFING
[00:04:36] TODAY. WE'D LIKE TO REPORT ON PROGRESS
[00:04:39] PIER THE COMMISSION GROUND
[00:04:41] TRANSPORTATION RESOLUTION THAT STEVE
[00:04:42] JUST MENTIONED, AND WE WANT TO REPORT ON
[00:04:45] ADJUSTMENTS TO OUR WORK AND NEW THINKING
[00:04:47] TO ADDRESS NEW INFORMATION AND GAPS
[00:04:50] WE'VE IDENTIFIED THIS TOPIC CROSSES MANY
[00:04:53] DEPARTMENTS AT THE AIRPORT, SO WE HAVE A
[00:04:55] CROSS DISCIPLINARY TEAM HERE TO
[00:04:57] CONTRIBUTE AS NEEDED. OUR TEAM, WHICH
[00:05:00] INCLUDES AIRPORT PLANNING,
[00:05:02] TRANSPORTATION PLANNING AND MODELING,
[00:05:03] AIRPORT OPERATIONAL AND SUSTAINABILITY

[00:05:06] EXPERTISE, TRASH, TRACKS NATIONWIDE
[00:05:10] PROGRESS AT WORK, SUCH AS THE STUDIES OF
[00:05:12] THE TRANSPORTATION RESEARCH. WE ALSO
[00:05:15] HAVE PLENTY OF ON THE GROUND EXPERTISE
[00:05:17] FROM OUR DAY TO DAY EXPERIENCE AT SEA.
[00:05:20] AGAIN, WE'RE REALLY LOOKING FORWARD TO
[00:05:22] YOUR INPUT TODAY, AND WITH THAT, I WILL
[00:05:24] TURN THE PRESENTATION OVER TO PETER
[00:05:26] LINDSEY. THANK YOU. THANK YOU.
[00:05:29] ARLYN, GOOD MORNING, COMMISSIONERS.
[00:05:31] EXECUTIVE DIRECTOR METRUCK, THANK YOU FOR
[00:05:34] YOUR COMMENTS. WE DO HAVE A POWERPOINT
[00:05:36] PRESENTATION FOR YOU THIS MORNING THAT
[00:05:38] WILL HELP GUIDE OUR WORK, AND IT'S
[00:05:42] COMING UP NOW. YOU CAN GO TO THE NEXT
[00:05:44] SLIDE. SO WE'VE STRUCTURED
[00:05:48] OUR TIME TOGETHER TO REVIEW, FIRST OFF,
[00:05:51] HOW WE CONCEIVE OF GROUND TRANSPORTATION
[00:05:54] ISSUES AT THE AIRPORT. THEN WE'LL GET
[00:05:57] INTO SOME LEVEL SETTING AROUND WHAT
[00:05:59] WE'VE ACCOMPLISHED OVER THE LAST YEAR
[00:06:01] AND A HALF, THE IMPACTS OF COVID ON OUR
[00:06:03] WORK, AND SOME OF THE KEY METRICS AND
[00:06:06] INFORMATION THAT GUIDE OUR WORK
[00:06:09] DIRECTLY, INCLUDING A DISCUSSION OF
[00:06:11] TRANSIT AND ITS BENEFITS AND CHALLENGES.
[00:06:15] NEXT UP, WE'LL REVIEW THE WORK PROGRAM
[00:06:18] FROM 2020 AND UPDATE YOU ON THE
[00:06:19] INDIVIDUAL ITEMS WE'VE BEEN WORKING ON.
[00:06:22] AND WE'LL FINISH OFF WITH AN EXPLORATION
[00:06:25] OF WHAT WE THINK ARE THE POTENTIAL
[00:06:26] OPPORTUNITIES AT THE AIRPORT TO ADDRESS
[00:06:29] MANY OF THESE GROUND TRANSPORTATION
[00:06:31] ISSUES, WHETHER IT'S CONGESTION RELIEF
[00:06:33] REVENUE OR GREENHOUSE GAS EMISSIONS.
[00:06:36] AND WE WANT TO LEAVE YOU WITH A SENSE OF
[00:06:39] OUR MILESTONES AND OUR WORK GOING
[00:06:40] FORWARD, AND THE THEMES WE THINK ARE
[00:06:42] IMPORTANT TO KEEP IN MIND AT THE END OF
[00:06:44] THE SESSION. NEXT SLIDE, PLEASE.
[00:06:48] I WILL WANT TO SAY ONE THING
[00:06:51] ON GROUND RULES FOR TODAY. THIS IS A
[00:06:53] DIALOGUE. THIS IS A STUDY SESSION, AND
[00:06:56] WE ENCOURAGE YOU TO ENGAGE WITH US. I
[00:06:59] WILL PAUSE AT THE END OF EACH SECTION TO
[00:07:01] PROVIDE AN OPPORTUNITY FOR YOU TO GATHER
[00:07:04] YOUR THOUGHTS AND ASK QUESTIONS AT THE
[00:07:05] END OF EACH ROMAN NUMERAL THERE. SO
[00:07:08] THANK YOU. AND WE'LL PROCEED.
[00:07:10] SO THIS IS A FAMILIAR SLIDE TO MANY OF
[00:07:14] YOU. THE GROUND TRANSPORTATION FRAMEWORK
[00:07:16] IS DIRECTLY RELATED TO RESOLUTION 3759,
[00:07:19] THE GUIDING PRINCIPLES THAT YOU
[00:07:21] ESTABLISHED IN THAT RESOLUTION. AND
[00:07:24] MOVING FROM LEFT TO RIGHT, WE START WITH
[00:07:26] THE PRINCIPLES RELATED TO AGAIN,
[00:07:28] ENVIRONMENTAL IMPACTS AND OUR GREENHOUSE
[00:07:30] GAS EMISSIONS CONGESTION. WE WANT TO
[00:07:33] SUPPORT CUSTOMER CHOICE, THE DIFFERENT
[00:07:36] MODES AT THE AIRPORT, AND EACH ONE
[00:07:37] HAVING A FAIR PLAYING FIELD, WHICH GETS
[00:07:41] TO SOCIAL EQUITY AS WELL, AND THE
[00:07:43] CONSIDERATIONS FOR OUR COMMUNITY THAT

[00:07:45] RESULTED IN A NUMBER OF GOALS THAT
[00:07:47] INCLUDED IN THE RESOLUTION RELATED TO
[00:07:48] SCOPE THREE EMISSIONS, THE EMISSIONS
[00:07:50] FROM ACTIVITY AT THE AIRPORT, REDUCING
[00:07:53] PERSONAL PASSENGER VEHICLE USED AT THE
[00:07:56] AIRPORT, AND THEN DEVELOPING A METRIC OF
[00:07:58] 15 MINUTES FROM OUR CLOCK TOWER TO THE
[00:08:01] MAIN GARAGE AS A KEY METRIC FOR
[00:08:04] DETERMINING CONGESTION. AND FROM THAT,
[00:08:07] THERE'S A TOOLKIT THAT WE APPLY WHICH
[00:08:10] INCLUDES BOTH OUR PROGRAMMATIC WORK
[00:08:11] CAPITAL AND OUR OPERATIONAL CONCERNS
[00:08:13] THAT ALLOW US TO ADDRESS ALL OF THESE
[00:08:15] ISSUES. SO THIS ALL THREE COLUMNS HERE
[00:08:18] WORK TOGETHER AS OUR CONCEPTUAL
[00:08:20] FRAMEWORK FOR ADDRESSING GROUND
[00:08:21] TRANSPORTATION AT SEATAC.
[00:08:24] NEXT SLIDE, PLEASE. SO I
[00:08:28] DO WANT TO BRING UP A FEW
[00:08:29] ACCOMPLISHMENTS. WHAT HAVE WE DONE OVER
[00:08:32] THE LAST FEW YEARS? IMPORTANT TO
[00:08:34] REMEMBER THAT WE ESTABLISHED THE
[00:08:36] RENEWABLE NATURAL GAS CONTRACT THAT HAS
[00:08:39] CLEANED AND CLEANED OUR RENTAL CAR AND
[00:08:41] EMPLOYEE BUS FLEET. WE HAVE CONDITIONAL
[00:08:45] GROUND APPROVAL FOR ELECTRIC VEHICLE
[00:08:47] CHARGING NOW AT OUR UBER LYFT AND WINGS
[00:08:50] TNC LOT AT SOUTH 160 TH.
[00:08:53] APPROXIMATELY 10 CHARGES COULD BE
[00:08:55] AVAILABLE THERE. WE'VE INSTALLED
[00:08:57] ELECTRIC VEHICLE CHARGING AT THE CELL
[00:08:59] PHONE LOT. WE'VE ALSO INCLUDED NEW
[00:09:03] ELECTRIC VEHICLE TARGETS. THAT'S THE
[00:09:04] SHARE OF ELECTRIC VEHICLES AS PART OF
[00:09:06] EACH OF THESE FLEETS FOR UBER, LYFT AND
[00:09:08] WINGS AS PART OF THE RECENT CONTRACT
[00:09:10] THAT'S BEEN APPROVED. AND FINALLY, WE
[00:09:13] WANT TO RECOGNIZE THE LOW CARBON FUEL
[00:09:16] STANDARD PASS AT THE STATE LEVEL, WHICH
[00:09:18] WILL END UP GREENING THE ENTIRE REGIONAL
[00:09:20] FLEET AND ALL THE VEHICLES THAT COME TO
[00:09:22] THE AIRPORT. SO THESE ARE SOME OF THE
[00:09:24] ACCOMPLISHMENTS. THERE ARE OTHERS, AND
[00:09:27] WE CONTINUE TO DO OUR WORK TO IMPROVE
[00:09:30] THE PERFORMANCE FOR GROUND
[00:09:32] TRANSPORTATION. NEXT SLIDE, PLEASE.
[00:09:36] SO IT'S
[00:09:40] NOT A WORLD WITHOUT CHALLENGES. WE
[00:09:42] OBVIOUSLY HAVE HAD INFLUENCE FROM THE
[00:09:45] COVID PANDEMIC, AND IT'S AFFECTED OUR
[00:09:48] ABILITY TO MAKE PROGRESS. I THINK ONE OF
[00:09:51] THE KEY ISSUES THAT WE FACED INITIALLY
[00:09:53] WAS WHAT HAPPENED TO TRANSIT. THE
[00:09:55] DECREASE IN APPEAL DIRECTLY RELATED TO
[00:09:59] THE WAY COVID IS SPREAD IN THE PUBLIC
[00:10:01] HEALTH RECOMMENDATIONS FROM THE STATE
[00:10:03] AND COUNTY LEVELS, DECREASED TRANSIT
[00:10:05] CAPACITY, AND AS A RESULT, WE SAW
[00:10:09] LESS PASSENGERS USING THOSE MODES, AND
[00:10:13] WE SAW A DROP OFF INTO SERVICE LEVELS AS
[00:10:15] WELL. THE ECONOMIC EFFECTS OF THE
[00:10:19] PANDEMIC AFFECTED OUR PARTNERS AND
[00:10:21] TENANTS AT THE AIRPORT. SO WE SAW A

[00:10:23] DECREASE IN OUR ACTIVE EMPLOYEE CARDS
[00:10:25] AND PARTICIPATION IN THE EMPLOYEE
[00:10:27] PARKING PROGRAMS, AND THAT'S GENERALLY
[00:10:30] RELATED TO THE ECONOMIC EFFECTS,
[00:10:33] ALONG WITH THAT CAME OUR TENANT
[00:10:35] ENGAGEMENT. A LOT OF THESE PROGRAMS
[00:10:37] REQUIRE ENGAGEMENT FROM OUR PARTNERS AT
[00:10:41] THE AIRPORT, THE OTHER EMPLOYERS, THEIR
[00:10:44] CAPACITY, THEIR INTERNAL ORGANIZATIONAL
[00:10:45] CAPACITY TO LOOK AT THESE ISSUES WAS
[00:10:47] AFFECTED BY BIG PANDEMIC AS THEY WERE
[00:10:50] STARTING TO THINK ABOUT HOW THEY'RE
[00:10:51] GOING TO MANAGE THEIR OPERATION AND KEEP
[00:10:53] THEIR ENTERPRISES AFLOAT DURING A
[00:10:55] SERIOUS ECONOMIC DOWNTURN WITH
[00:10:58] CONSIDERABLE UNCERTAINTY AND THEN
[00:11:01] PERSONAL AT THE ORGANIZATIONAL LEVEL,
[00:11:04] WE'VE HAD AN EFFECTIVE DELAYING, A
[00:11:07] HIGHER OF A TMA MANAGER THAT WAS
[00:11:11] SOMETHING DIRECTLY RELATED TO THE HIRING
[00:11:13] FREEZE THAT WENT ACROSS THE ORGANIZATION
[00:11:15] AND WAS DELAYED UNTIL A FUTURE DATE. SO
[00:11:19] LOOKING FORWARD, WHAT DO WE SEE? AT
[00:11:22] LEAST ANECDOTALLY WE SEE MORE INTEREST
[00:11:25] IN RENTAL CARS AND THE POV MODES BECAUSE
[00:11:29] THOSE MODES ARE IN THE CONTROL OF
[00:11:32] INDIVIDUALS AND TRAVELERS. THEY SEEM
[00:11:36] SAFER IN SOME CONTEXT. AND THE QUESTION
[00:11:40] BECOMES, WHERE IS THAT EQUILIBRIUM?
[00:11:43] WHERE IS IT GOING TO CHANGE? AND WHEN
[00:11:45] WILL WE SEE A RETURN TO THE OTHER
[00:11:46] COMMERCIAL MODES? AND FINALLY, THE
[00:11:49] MARKET IMPACT? WE'VE SEEN A LOT OF
[00:11:52] RETURN OF LEISURE TRAVEL. BUT WHEN WILL
[00:11:54] BUSINESS TRAVEL RETURN? THERE'S STILL
[00:11:56] CONSIDERABLE AMOUNT OF TELEWORKING GOING
[00:11:58] ON AND, WELL, BUSINESS TRAVEL THEN
[00:12:02] COME BACK AT A CERTAIN RATE, OR THIS
[00:12:04] GOING TO BE A LONG TERM ISSUE. AND I
[00:12:08] WANT TO HIGHLIGHT AGAIN THAT WORD
[00:12:10] UNCERTAINTY BECAUSE WE ARE NOT AT
[00:12:12] EQUILIBRIUM WE THINK ARE IN A TRANSITION
[00:12:15] POINT RIGHT NOW AS WE SEE THE DEPLOYMENT
[00:12:17] OF THE VACCINE AND INCREASE IN TRAFFIC
[00:12:20] AT THE AIRPORT. SO WE'RE LOOKING TO WHEN
[00:12:22] WE CAN GET TO A RELIABLE KIND OF
[00:12:25] STATE OF TRAVEL FOR THE AIRPORT.
[00:12:29] NEXT SLIDE, PLEASE. SO LEVEL
[00:12:34] SETTING HERE AND SOME CONTEXT IMPORTANT
[00:12:37] CONTEXT FOR ANY DISCUSSION ABOUT A
[00:12:40] GROUND TRANSPORTATION AT AN AIRPORT IS
[00:12:43] MODE SHIFT. AND BY MODE, I MEAN THE WAY
[00:12:46] THAT PASSENGERS GET TO AND FROM AN OUR
[00:12:50] AIRPORT ON A DAILY BASIS. AND THIS CHART
[00:12:53] SIMPLY DEMONSTRATES WHAT THE ORIGIN AND
[00:12:56] DESTINATION PASSENGER TRAFFIC LOOKS LIKE
[00:12:59] WHEN YOU TAKE IT AND BREAK OUT THE
[00:13:02] SHARES FOR EACH MODE FOR 2018, WHICH IS
[00:13:05] THE LATEST INFORMATION THAT WE HAVE. AS
[00:13:08] YOU CAN SEE, THE LARGEST MODES ARE
[00:13:11] FOCUSED AROUND GROUND TRANSPORTATION AND
[00:13:13] THE POV PRIVATE VEHICLE ACTIVITY AND
[00:13:17] LESS AROUND TRANSIT AND LONG TERM

[00:13:19] PARKING. WHAT THAT TELLS US IS THAT WE
[00:13:22] NEED TO FOCUS OUR EFFORTS AROUND THOSE
[00:13:24] GROUND TRANSPORTATION COMMERCIAL
[00:13:26] PROVIDERS AND HOW WE REDUCE THE THE POV
[00:13:30] SHARE, SINCE THOSE ARE THE MAIN POPULAR
[00:13:33] MODES OF TRANSPORTATION TO AND FROM THE
[00:13:35] AIRPORT.
[00:13:39] THANK YOU. ANOTHER AND
[00:13:43] IMPORTANT ISSUE IS REVENUE. OF COURSE,
[00:13:47] A KEY CONSIDERATION ON AIRLINE
[00:13:51] REVENUE AND GROUND TRANSPORTATION.
[00:13:53] REVENUE IS PART OF THAT IS A CRITICAL,
[00:13:56] CRITICAL FUNDING SOURCE FOR THE AIRPORT.
[00:13:58] AND AS YOU CAN SEE HERE WAS OVER
[00:14:01] 150,000,000 DOLLARS IN 2019,
[00:14:04] MUCH OF THAT RELATED TO RENTAL CARS AND
[00:14:06] LONG TERM PARKING. SO THOSE ARE PROGRAMS
[00:14:09] THAT WE HAVE TO KEEP IN MIND. AND I
[00:14:11] THINK WHAT DIRECTOR LYTTLE WILL OFTEN
[00:14:15] SAY IS THE BALANCE HERE, THE BALANCING
[00:14:17] OF THE ISSUES OF REVENUE, EQUITY,
[00:14:20] CONGESTION AND GREEN AND ENVIRONMENTAL
[00:14:22] PERFORMANCE ARE REALLY KEY. BUT HERE YOU
[00:14:25] SEE THE CONTRIBUTIONS FROM EACH MODE.
[00:14:27] AND ONE LAST THING IS THAT EMPLOYEE
[00:14:30] PARKING IS A COST RECOVERY PROGRAM.
[00:14:32] THAT IS THAT ALL THE FUNDING THAT WE GET
[00:14:35] FROM THAT PROGRAM GOES BACK INTO THE
[00:14:36] SERVICES PROVIDED. SO IT'S NOT A NET
[00:14:38] CASH OPERATION. AND I'LL PAUSE THERE
[00:14:41] BECAUSE I SEE A HAND UP.
[00:14:45] I HAVE A QUESTION FROM COMMISSIONER
[00:14:48] STEINBREUCK. COMMISSIONER FELLEMAN, I'M
[00:14:51] SORRY. I WAS WONDERING WHETHER YOU ARE
[00:14:53] GOING TO PRESIDE COMMISSIONER. SIR,
[00:14:55] PLEASE. YEAH. PRESIDENT FELLEMAN, I WASN'T
[00:14:57] SURE IF YOU WANTED TO WAIT TILL THE END
[00:14:59] OF THE PRESENTATION, BUT QUESTIONS COME
[00:15:01] UP AS INFORMATION IS BEING PRESENTED
[00:15:04] HERE IN THE EARLIER PRESENTATION
[00:15:09] WITH ERLYN EARLIER PART OF
[00:15:12] THIS POWERPOINT, I DIDN'T SEE ANYTHING
[00:15:14] ABOUT EMPLOYEE TRIP REDUCTION GOALS.
[00:15:17] THERE'S 19 TO 21,000 EMPLOYEES IN A
[00:15:20] GIVEN DAY. AND WITH REGARD TO THE
[00:15:23] PASSENGER MODE SPLIT, I'D LIKE TO KNOW
[00:15:26] WHEN THAT DATA WAS COLLECTED AND THE
[00:15:28] SPECIFIC NUMBERS THAT ARE REPRESENTED BY
[00:15:32] THE BARS. I DON'T NEED THAT NOW, BUT
[00:15:34] WOULD LIKE THAT MORE SPECIFIC, DETAILED
[00:15:37] INFORMATION. BOTH THE DATA. WHEN WAS THE
[00:15:39] DATA COLLECTED? HOW OFTEN IS IT
[00:15:42] COLLECTED AND BECAUSE THOSE ARE
[00:15:45] IMPORTANT NUMBERS TO BE TRACKING. THANK
[00:15:48] YOU. COMMISSIONER FELLEMAN, THANK YOU,
[00:15:50] COMMISSIONERS STEINBREUCK. COMMISSIONER FELLEMAN,
[00:15:52] WOULD YOU LIKE ME TO TAKE A ROLL CALL OF
[00:15:54] THE REST OF THE MEMBERS AT THIS TIME?
[00:15:56] SURE. BUT, PETER, I KNOW YOU DID SAY YOU
[00:15:59] WOULD GIVE US MOMENTS TO DO IT AT
[00:16:01] BREAKS, BUT SINCE WE ARE AT THIS PAUSE,
[00:16:04] I'LL HAVE THEM GO AROUND, BUT WE'LL TRY
[00:16:06] TO, BUT WE'LL TRY TO ABIDE BY YOUR

[00:16:10] REQUEST. THANK YOU, COMMISSIONER. WE'LL
[00:16:12] BEGIN WITH COMMISSIONER CHO. THANKS,
[00:16:16] MICHELLE. I JUST WANTED TO DISCLOSE
[00:16:18] BECAUSE OF MY POINT WITH THE TNC IN MY
[00:16:20] DAY JOB, I WON'T BE PARTICIPATING IN
[00:16:23] COMMISSION DISCUSSIONS ON GROUND
[00:16:24] TRANSPORTATION TODAY. THANKS. THANK YOU,
[00:16:27] COMMISSIONER. COMMISSIONER BOWMAN,
[00:16:30] THANK YOU. I HAVE SIMILAR TO
[00:16:32] COMMISSIONER STEINBREUCK'S QUESTION, COULD
[00:16:34] SOMEBODY TELL ME EMPLOYEE PARKING, HOW
[00:16:37] MANY SLOTS DO WE PROVIDE CURRENTLY?
[00:16:41] AND WHO USE THIS TO EMPLOYEES?
[00:16:44] WE'VE GOT PORT OF SEATTLE EMPLOYEES. WE
[00:16:46] HAVE FOLKS THAT WORK AT THE AIRPORT THAT
[00:16:47] ARE NOT CONSIDERED PORT OF SEATTLE
[00:16:49] EMPLOYEES. THAT'S RIGHT, COMMISSIONER.
[00:16:54] WE HAVE AN EMPLOYEE PARKING PRODUCT AND
[00:16:56] WE DO HAVE A SLIDE LATER, BUT WE HAVE
[00:16:58] ABOUT 4,000 STALLS THAT WE PROVIDE. THE
[00:17:01] NORTH EMPLOYEE PARKING LOT NORTH OF THE
[00:17:03] AIRFIELD ALLOWS US TO HAVE ABOUT 12,000
[00:17:06] TOTAL PARTICIPANTS IN THAT PROGRAM. IT
[00:17:09] IS DESIGNED FOR 10, AS YOU POINTED OUT,
[00:17:11] TENANT EMPLOYEES. THESE ARE NON PORT OF
[00:17:13] SEATTLE EMPLOYEES, BUT TENANT EMPLOYEES.
[00:17:16] SO AIRLINE EMPLOYEES HOST, FIRSTLY,
[00:17:19] EVERYBODY ELSE WHO WORKS AT THE AIRPORT,
[00:17:21] IF YOU CAN THINK OF IT THAT WAY, ARE
[00:17:23] ALLOWED TO PARK THERE. AND THAT'S
[00:17:26] BEEN OUR OPERATION FOR AT LEAST MY TIME
[00:17:30] AT THE AIRPORT FOR OVER 20 YEARS. WE'VE
[00:17:33] OPERATED THAT BUS SERVICE THAT SERVICES
[00:17:35] THAT LOT. SO 4,000 PARKING
[00:17:39] SPACES AND THERE'S APPROXIMATELY 20,000
[00:17:42] FOLKS THAT WORK AT THE AIRPORT COMBINED,
[00:17:45] 20,000 WHO WORK ON I'D SAY THE CAMPUS
[00:17:47] WIDE. SO THAT WOULD INCLUDE ALL THE
[00:17:49] CARGO FACILITIES, THE DIFFERENT HANGERS
[00:17:51] THERE AIR TERMINAL IN THOSE DIFFERENT
[00:17:53] AREAS THAT ARE AROUND THE CAMPUS.
[00:17:56] SO IT SERVICES ANY OF THE TENANTS WHO
[00:18:00] DO BUSINESS WITH THE PORT OF SEATTLE. I
[00:18:03] WOULD SAY THAT, YOU KNOW,
[00:18:06] MOST OF THE FOCUS IS ON MOVING
[00:18:08] PASSENGERS FROM THE SURFACE PARKING LOT
[00:18:11] TO THE MAIN TERMINAL. SO THAT'S KIND OF
[00:18:14] THE FUNCTION OF THE BUSING OPERATION.
[00:18:16] SO MOST OF THE EMPLOYEES WHO HAVE SOME
[00:18:18] SORT OF EMPLOYMENT AT THE MAIN TERMINAL.
[00:18:20] GREAT. THANK YOU. THANK YOU.
[00:18:23] COMMISSIONER BOWMAN. COMMISSIONER
[00:18:25] CALKINS, I'LL JUST HOLD MY QUESTIONS
[00:18:28] UNTIL THE END OF THE PRESENTATION.
[00:18:29] THANK YOU, COMMISSIONER. COMMISSIONER,
[00:18:31] FELLEMAN, QUESTIONS FOR YOU? WELL,
[00:18:34] WHILE WE'RE HAVING THE EMPLOYEE PARKING
[00:18:36] CONVERSATION. SO FOR CLARITY, THE THE
[00:18:40] 4,000 SLOTS ARE FOR BOTH TENANTS AS
[00:18:44] WELL AS OUR OWN EMPLOYEES.
[00:18:46] THEY'RE REALLY FOR OUR TENANTS ONLY.
[00:18:48] IT'S REALLY A TENANT EMPLOYEE PARKING.
[00:18:50] SO THIS IS THE BUSINESSES AT THE

[00:18:52] AIRPORT. SO WHAT DO WE PROVIDE FOR OUR
[00:18:55] UNEMPLOYEES? AS I
[00:18:59] UNDERSTAND. SO TYPICALLY, PORT
[00:19:01] EMPLOYEES, WHICH I AM ONE, WE PARK IN
[00:19:03] THE MAIN GARAGE. YOU HAVE ACCESS TO THE
[00:19:04] MAIN GARAGE TO PARK FOR OUR BUSINESS
[00:19:09] DAY. OKAY. AND SO I DID
[00:19:12] SEE ON YOUR HISTOGRAM THAT YOU
[00:19:16] ENUMERATED THE REVENUE GENERATED BY
[00:19:19] EMPLOYEE PARKING, BUT NOT THE PERCENT
[00:19:22] USE. I MEAN, I'M SURE IT'S A SMALL
[00:19:25] PORTION OF THE OVERALL PROGRAM, BUT AM
[00:19:29] I CORRECT? DID I MISS THAT THAT WE HAVE
[00:19:33] HERE? REVENUE? YEAH.
[00:19:36] WHAT IS THE MODE SPLIT?
[00:19:39] SO THE EMPLOYEE PARKING ELEMENT OF
[00:19:42] REVENUE IS COMBINED WITH THESE OTHER
[00:19:46] REVENUE SOURCES, WHICH ARE CONSIDER THEM
[00:19:49] NET CASH. RIGHT. THESE ARE THE PORT
[00:19:53] SERVICES THAT GENERATE THE NON AERO
[00:19:55] REVENUE. EMPLOYEE PARKING IS REALLY JUST
[00:19:58] A SEGMENT OF THAT REVENUE THAT REALLY
[00:20:01] GOES BACK INTO THE PROGRAM. SO IT'S A
[00:20:03] COST RECOVERY PROGRAM, BUT IT'S
[00:20:06] IDENTIFIED AS GROUND TRANSPORTATION
[00:20:08] REVENUE. OKAY. BUT THIS
[00:20:12] IS DOLLARS IF YOU GO BACK A SLIDE OR
[00:20:14] TWO. SO HERE
[00:20:18] WE HAVE. CORRECT.
[00:20:23] THIS IS A DIFFERENT LOOK. IT DOES NOT
[00:20:27] INCLUDE EMPLOYEES. THIS IS FOCUSED ON
[00:20:31] PASSENGERS, AND WE HAVE ONE OR TWO
[00:20:34] MORE SIDES. WE'LL GET INTO WHY WE HAVE
[00:20:37] THAT DISTINCTION. RIGHT. WELL, LIKE I
[00:20:39] SAID, I WAS GOING TO TRY TO GIVE YOU
[00:20:42] THAT BREAK, BUT SINCE WE STARTED, WELL,
[00:20:45] NOT BE MORE PATIENT. NO. NO PROBLEM. SO
[00:20:48] I THINK THIS IS GOING TO BE HELPFUL FOR
[00:20:50] THIS CONVERSATION ABOUT THE DIFFERENCES
[00:20:52] BETWEEN EMPLOYEE TRACKING EMPLOYEE TRIPS
[00:20:55] AND PASSENGER GROUND TRANSPORTATION. AND
[00:20:58] I'M GOING TO TURN IT OVER TO ADRIENNE DOWN , OUR
[00:21:02] ENVIRONMENTAL SUSTAINABILITY PROGRAM
[00:21:04] MANAGER, TO DISCUSS A LITTLE BIT MORE
[00:21:07] ABOUT THE TECHNICAL ASPECTS OF MEASURING
[00:21:10] DIFFERENT POPULATIONS.
[00:21:12] GREAT. THANKS, VERY MUCH. PETER,
[00:21:16] AS PETER MENTIONED, MY NAME IS ADRIANNE
[00:21:18] DOWN, [inaudible 00:21:20] , AND I'M ON THE
[00:21:20] AVIATION ENVIRONMENTAL SUSTAINABILITY
[00:21:22] TEAM. SO THIS GRAPH THAT YOU'RE SEEING
[00:21:24] HERE IS SHOWING GREENHOUSE GAS EMISSIONS
[00:21:26] FROM GROUND TRANSPORTATION AT THE
[00:21:28] AIRPORT, INCLUDING BOTH PASSENGER
[00:21:30] EMISSIONS AS WELL AS EMISSIONS FROM
[00:21:31] EMPLOYEE TRANSPORTATION. IT ALSO SHOWS
[00:21:35] THE EMISSIONS REDUCTION GOAL ESTABLISHED
[00:21:37] BY THE COMMISSION AND POLICY RESOLUTION
[00:21:39] 3759. AND AS YOU CAN SEE COMPARED
[00:21:42] TO WHERE WE ARE TODAY IS AN AMBITIOUS
[00:21:45] GOAL, AND MEETING IT IS GOING TO REQUIRE
[00:21:46] AMBITIOUS ACTION TO GET THERE. GROUND
[00:21:49] TRANSPORTATION EMISSIONS ARE MORE THAN

[00:21:51] 90% FROM PASSENGER TRAVEL, SO TO BE AS
[00:21:55] EFFICIENT AND EFFECTIVE AS POSSIBLE AT
[00:21:57] MEETING OUR GOAL, WE'RE GOING TO HAVE TO
[00:21:59] HAVE A STRONG FOCUS ON PASSENGER TRAVEL.
[00:22:02] HOWEVER, THERE'S OBVIOUSLY IMPORTANT
[00:22:04] REASONS, IN ADDITION TO GREENHOUSE GAS
[00:22:07] REDUCTION, TO CONTINUE TO FOCUS ON
[00:22:08] AIRPORT EMPLOYEE COMMUTING, SUCH AS
[00:22:10] ENSURING EQUITABLE OUTCOMES FOR AIRPORT
[00:22:12] EMPLOYEES, AS WELL AS INCREASING AIRPORT
[00:22:15] EMPLOYEE SATISFACTION AND RETENTION.
[00:22:17] NEXT SLIDE PLEASE. SO TRANSIT
[00:22:22] IS AN IMPORTANT MODE FOR BOTH PASSENGERS
[00:22:25] AND EMPLOYEE ACCESS TO THE AIRPORT, AND
[00:22:28] THIS SLIDE PROVIDES AN OVERVIEW OF THE
[00:22:30] MAJOR TRANSIT ROUTES SERVING SEA.
[00:22:33] SOUND TRANSIT LINK LIGHT RAIL, SHOWN IN
[00:22:35] BLUE, CONNECTS THE AIRPORT TO SEATTLE
[00:22:38] AND IS PARTICULARLY IMPORTANT FOR
[00:22:40] PASSENGER TRANSPORTATION TO THE AIRPORT.
[00:22:42] HOWEVER, MANY AIRPORT EMPLOYEES LIVE IN
[00:22:44] SOUTH KING AND NORTH PIERCE COUNTIES IN
[00:22:47] AREAS NOT CURRENTLY SERVED BY THE LIGHT
[00:22:49] RAIL SYSTEM. SO AS A RESULT, SOME
[00:22:51] AIRPORT EMPLOYEES USE SOUND TRANSIT
[00:22:53] EXPRESS BUSES SHOWN IN GREEN TO GET TO
[00:22:56] WORK. THIS INCLUDES BOTH THE 574 FROM
[00:22:59] LAKEWOOD IN TACOMA, AS WELL AS THE 560
[00:23:01] THAT CONNECTS BELLEVUE TO WEST SEATTLE
[00:23:03] WITH STOPS AT SEA. IN ADDITION, THERE ARE
[00:23:06] LOCAL BUS ROUTES THAT ARE IMPORTANT FOR
[00:23:08] EMPLOYEE COMMUTING, SUCH AS KING COUNTY
[00:23:10] METRO RAPID RIDE A-LINE FROM FEDERAL
[00:23:12] WAY SHOWN IN GRAY, AS WELL AS OTHER
[00:23:15] LOCAL ROUTE SERVING SOUTH KING COUNTY.
[00:23:17] THERE ARE A NUMBER OF PROJECTS CURRENTLY
[00:23:20] UNDERWAY THAT WILL EXTEND THE REACH OF
[00:23:22] THIS TRANSIT NETWORK SERVING THE
[00:23:24] AIRPORT, AND WE'VE HIGHLIGHTED A FEW OF
[00:23:26] THE NEAR TERM EXPANSION PROJECTS THAT
[00:23:28] WILL OPEN BETWEEN NOW AND 2024, SO
[00:23:31] THOSE INCLUDE EXPANSIONS TO THE SOUND
[00:23:33] TRANSIT LIGHT RAIL SYSTEM TO NORTH GATE
[00:23:35] OPENING LATER THIS YEAR, EACH TO
[00:23:37] BELLEVUE IN REDMOND IN 2023 AND SOUTH
[00:23:40] TO FEDERAL WAY IN 2024. WE ANTICIPATE
[00:23:43] THAT THIS LAST PROJECT, IN PARTICULAR,
[00:23:44] WILL GREATLY INCREASE TRANSIT ACCESS FOR
[00:23:47] AIRPORT EMPLOYEES. SOME TRANSIT WILL
[00:23:50] ALSO BE OPENING A NEW BUS RAPID TRANSIT
[00:23:52] OR BRT SYSTEM ALONG THE I-405 CORRIDOR,
[00:23:55] WHICH WILL CONNECT BELLEVUE TO BURIEN
[00:23:58] AND PROVIDE CONNECTIONS TO SEA AS WELL.
[00:24:00] NEXT SLIDE PLEASE. SO AGAIN,
[00:24:06] TRANSIT IS REALLY A KEY MODE FOR AIRPORT
[00:24:08] EMPLOYEES TO GET TO AND FROM WORK AT
[00:24:10] SEA. TRANSIT PROVIDES LOW COST ACCESS
[00:24:13] TO THE AIRPORT FOR EVERYONE, INCLUDING
[00:24:15] EMPLOYEES, AND PROVIDING CONVENIENT AND
[00:24:17] EFFICIENT TRANSIT ACCESS HELPS ENSURE
[00:24:19] THAT TRANSPORTATION COSTS AREN'T A
[00:24:21] BARRIER TO ACCESSING THE ECONOMIC
[00:24:23] OPPORTUNITY OF A JOB AT THE AIRPORT.

[00:24:25] AND AS MENTIONED PREVIOUSLY, BUSES ARE
[00:24:27] REALLY AN IMPORTANT COMPONENT OF THAT
[00:24:29] TRANSIT ACCESS FOR EMPLOYEES IN ADDITION
[00:24:32] TO LIGHT RAIL, HOWEVER, CAN BE
[00:24:34] CHALLENGING FOR SOME EMPLOYEES TO TAKE
[00:24:36] TRANSIT BECAUSE TRANSIT SYSTEMS DON'T
[00:24:39] CURRENTLY RUN DURING THE LATE NIGHT AND
[00:24:40] EARLY MORNING HOURS WHEN MANY AIRPORT
[00:24:42] EMPLOYEES ARE STARTING OR ENDING THEIR
[00:24:44] SHIFTS. THIS IS ONE OF THE BARRIERS THAT
[00:24:47] WILL CONTINUE TO WORK TO ADDRESS TO OUR
[00:24:50] FUTURE TRANSPORTATION MANAGEMENT
[00:24:51] ASSOCIATION OR TMA, WHICH WE'LL TALK
[00:24:55] ABOUT IN MORE DETAIL LATER IN THIS
[00:24:57] SESSION. THIS TEAM WILL HELP GATHER
[00:25:00] INFORMATION FROM EMPLOYEES, IDENTIFY
[00:25:02] IMPROVEMENTS THAT WOULD MAKE IT EASIER
[00:25:04] FOR EMPLOYEES TO TAKE TRANSIT AS WELL AS
[00:25:06] REPRESENT AIRPORT EMPLOYEES NEEDS TO
[00:25:08] REGIONAL TRANSIT AGENCIES. AND AS I
[00:25:11] MENTIONED, WE'LL PROVIDE A MORE IN DEPTH
[00:25:13] STATUS UPDATE ON THIS PROGRAM LATER IN
[00:25:15] THIS IN THIS PRESENTATION.
[00:25:18] TO BETTER UNDERSTAND THE OPPORTUNITIES
[00:25:20] TO GROW TRANSIT RIDERSHIP AMONG AIRPORT
[00:25:22] PASSENGERS, WE CAN USE MODELING TO HELP
[00:25:25] IDENTIFY INCENTIVES LIKE REDUCED TRAVEL
[00:25:27] TIME OR LOWER PRICES THAT COULD HELP
[00:25:30] ENCOURAGE MORE PASSENGERS TO CHOOSE TO
[00:25:32] TAKE TRANSIT TO THE AIRPORT. WE'LL ALSO
[00:25:34] RETURN TO THIS IDEA OF MODELING AND
[00:25:36] INCENTIVES FOR TRANSIT AND OTHER
[00:25:37] SUSTAINABLE TRANSPORTATION MODES LATER
[00:25:39] IN THE SESSION. AND WHILE WE CONTINUE TO
[00:25:42] WORK TO GROW THE NUMBER OF EMPLOYEES AND
[00:25:44] PASSENGERS THAT TAKE TRANSIT, IT'S
[00:25:46] IMPORTANT TO RECOGNIZE THAT THERE ARE
[00:25:48] LIMITS TO WHAT WE SHOULD ANTICIPATE FOR
[00:25:50] TRANSIT RIDERSHIP, PARTICULARLY FOR
[00:25:51] PASSENGERS. SEA OBVIOUSLY SERVES
[00:25:54] PASSENGERS THROUGHOUT THE PACIFIC
[00:25:56] NORTHWEST, MANY OF WHOM ARE COMING FROM
[00:25:57] AREAS WITHOUT EFFICIENT TRANSIT ACCESS
[00:25:59] TO THE AIRPORT. AND PAST RESEARCH HAS
[00:26:02] FOUND THAT AIRPORT PASSENGERS ARE
[00:26:03] PARTICULARLY TIME-SENSITIVE, AND THERE
[00:26:06] ARE OTHER TRANSPORTATION OPTIONS THAT
[00:26:07] PROVIDE A FASTER TRAVEL TIME TO THE
[00:26:09] AIRPORT IN MUCH OF THE PUGET SOUND
[00:26:11] REGION. MOREOVER, REGIONAL TRANSIT
[00:26:14] AGENCIES ALSO RESPOND TO THE MOBILITY
[00:26:16] NEEDS THROUGHOUT THE REGION AND FOCUS ON
[00:26:18] DELIVERING VOTER APPROVED PROJECTS.
[00:26:20] THAT ALL SAID, WE'LL CONTINUE TO LOOK
[00:26:23] FOR OPPORTUNITIES TO GROW TRANSIT
[00:26:25] RIDERSHIP TO THE AIRPORT. AND AS I
[00:26:27] MENTIONED, WE'RE PARTICULARLY EXCITED
[00:26:29] ABOUT THE POSSIBILITY OF INCREASING
[00:26:30] EMPLOYEE ACCESS TO THE LIGHT RAIL WITH
[00:26:32] THE OPENING OF THE FEDERAL WAY EXTENSION
[00:26:33] IN 2024. AND WITH THAT PETER, I'LL TURN
[00:26:37] IT BACK OVER TO YOU FOR A STATUS UPDATE
[00:26:40] ON THE WORK PROGRAM. SO WE ARE

[00:26:43] A TRANSITION POINT. AS I ESTABLISHED
[00:26:45] EARLIER, WE WANTED TO PAUSE AND GIVE
[00:26:48] COMMISSIONERS AN OPPORTUNITY TO END OF
[00:26:50] EACH SECTION TO GATHER THEIR THOUGHTS
[00:26:52] AND ASK QUESTIONS. SO WE'RE AT THAT
[00:26:54] MOMENT HERE, AND I'LL ASK FOR MICHELLE'S
[00:26:57] HELP AND GET INTO THE QUESTIONS. SO
[00:27:01] CLERK HART, WOULD YOU PLEASE CALL THE ROLL?
[00:27:03] THANK YOU TO COMMISSIONER. I'M BEGINNING WITH
[00:27:05] COMMISSIONER BOWMAN. THANK YOU TO PUT
[00:27:09] SOME NUMBERS ON THIS FOR THE GENERAL
[00:27:11] PUBLIC. HOW MANY PASSENGERS ON AN
[00:27:14] AVERAGE DAY DO WE HAVE AT SEATAC
[00:27:17] PASSENGERS? SO ON
[00:27:23] AN AVERAGE DAY, THAT'S A TRICKY
[00:27:25] QUESTION, ACTUALLY, BECAUSE WE LET'S
[00:27:31] SAY 40 TO 70,000, RIGHT? BETWEEN 2019,
[00:27:35] WE'RE GOING TO SAY 2020 NOT SO RELEVANT
[00:27:39] TO THAT DISCUSSION. RIGHT. OKAY. SO
[00:27:41] MAYBE WE COULD JUST SETTLE ON 50,000
[00:27:46] FOR A MIDPOINT. SO IF YOU HAVE 50,000
[00:27:48] EMPLOYEES ON AVERAGE OR I MEAN, PASSENGERS
[00:27:51] PER DAY, AND WE HAVE 20,000 EMPLOYEES
[00:27:55] COMING TO THE AIRPORT, AT LEAST WITH THE
[00:27:57] EMPLOYEES THEY'RE FIXED. RIGHT. SO WE
[00:28:00] KNOW THAT EVERY DAY THEY'RE GOING TO
[00:28:02] COME TO AND FROM THE AIRPORT. I
[00:28:04] APPRECIATE THAT. I'M JUST TRYING TO FIND
[00:28:07] THE INFLECTION POINTS OF WHERE WE CAN
[00:28:09] REALLY MAKE A BIG DIFFERENCE IN TERMS OF
[00:28:11] GREENHOUSE GAS EMISSIONS. SO IT SEEMS TO
[00:28:14] ME THAT WE HAVE THIS FIXED NUMBER OF
[00:28:18] EMPLOYEES THAT COME TO AND FROM THE
[00:28:19] AIRPORT OR SEVEN DAYS A WEEK. WE KNOW
[00:28:21] WHAT THAT IS. AND SO FOR ME, IT FEELS
[00:28:23] LIKE THAT'S PROBABLY THE PLACE THAT WE
[00:28:25] NEED TO LEAN IN THE HARDEST. IN THE
[00:28:27] BEGINNING OF TRYING TO CHANGE MODES AND
[00:28:30] GET FOLKS TO USE TRANSIT, I'M EAGER
[00:28:34] TO HEAR. I'VE BEEN A PROMOTER OF TRANSIT
[00:28:37] TO THE AIRPORT SINCE THE FIRST MINUTE
[00:28:39] THAT I'VE BEEN ON THE COMMISSION, AND
[00:28:41] I'VE BEEN FRUSTRATED TO SEE THAT WE
[00:28:43] STILL HAVEN'T MADE AS MUCH PROGRESS
[00:28:45] WORKING WITH SOUND TRANSIT AS I WOULD
[00:28:47] HAVE LIKED. I MEAN, SIMPLE THINGS LIKE
[00:28:49] LUGGAGE RACKS ON METRO BUSES AND LIGHT
[00:28:53] RAIL MAKES A DIFFERENCE FOR PASSENGERS
[00:28:54] COMING TO THE AIRPORT. IT'S DIFFICULT TO
[00:28:56] GET ON A CROWDED BUS OR A CROWDED TRAIN
[00:29:00] TRYING TO CUDDLE YOUR BIG BAG AND MAKE
[00:29:03] YOUR WAY THROUGH CROWDS. AND SO I'D LOVE
[00:29:06] FOR US TO UNDERSTAND FOR THE COMMISSION
[00:29:08] TO UNDERSTAND WHEN WE'RE GOING TO START
[00:29:10] ATTACKING SOME OF THOSE SIMPLE PROBLEMS,
[00:29:12] THINGS THAT ARE LOW BARRIERS FOR
[00:29:16] FIXING THE RESISTANCE TO TAKING TRANSIT
[00:29:20] TO THE AIRPORT FOR PASSENGERS. SO I
[00:29:22] THINK JUST MOVING FORWARD, IT WOULD BE
[00:29:24] REALLY GREAT TO SEE THIS GO ON TWO
[00:29:27] TRACKS. 1, HOW DO WE REDUCE PASSENGER
[00:29:29] TRIP SINGLE OCCUPANCY PASSENGER TRIPS TO
[00:29:32] THE AIRPORT? AND HOW DO WE REDUCE

[00:29:34] EMPLOYEE PASSENGER TRIPS TO THE AIRPORT
[00:29:37] OR INCENTIVIZE THEM TO TAKE INCREASE,
[00:29:40] INCREASE TRANSIT RIDERSHIP IS PROBABLY
[00:29:42] THE BETTER WAY TO PUT IT. AND THEN THE
[00:29:44] OTHER THING I'D ADD TO THAT MAYBE WE'LL
[00:29:46] GET TO IT A LITTLE BIT LATER IN THE
[00:29:47] PRESENTATION IS OBVIOUSLY IT'S DIFFICULT
[00:29:51] WITH PRIVATE VEHICLE OWNERSHIP. WE HAVE
[00:29:54] NO INCENTIVE, NO WAY TO INCENTIVIZE
[00:29:57] PEOPLE USING HIGH MILEAGE VEHICLES TO
[00:29:59] GET TO THE AIRPORT. BUT WE ABSOLUTELY
[00:30:02] HAVE AN ABILITY TO INCENTIVIZE THE TNCS
[00:30:06] AS WE HAVE THE TAXIS TO USE VEHICLES
[00:30:10] SUCH AS PRIUSES TO REDUCE THE CARBON
[00:30:13] FOOTPRINT THAT WE BELIEVE
[00:30:16] THAT WE'VE DONE A LOT WITH THE TNCS,
[00:30:18] BUT I JUST WANT TO BE ON RECORD AS
[00:30:19] SAYING I THINK WE NEED TO DO QUITE A BIT
[00:30:21] MORE. OUR TAXI DRIVERS HAVE INVESTED
[00:30:25] HUNDREDS OF THOUSANDS OF DOLLARS TO BUY
[00:30:27] THESE HIGH MILEAGE, LOW CARBON FOOTPRINT
[00:30:30] VEHICLES. AND GIVEN WHAT YOU SHOWED ON
[00:30:33] THE CHART ABOUT THE PERCENTAGE OF WELL,
[00:30:37] YOU DIDN'T SHOW THE PERCENTAGE OF TNCS
[00:30:38] VERSUS TAXIS, BUT WE KNOW WE'VE GOT A
[00:30:42] FIXED NUMBER OF TAXIS THAT ACCESS THE
[00:30:44] AIRPORT A LITTLE AROUND 400, AND ALL THE
[00:30:47] REST OF THOSE VEHICLES ARE TNCS. AND SO
[00:30:49] I GUESS WHERE I JUST ASKED THE STAFF TO
[00:30:51] CONSIDER MOVING FORWARD, SHOW US THE
[00:30:53] INFLECTION POINTS RATHER THAN THE SORT
[00:30:55] OF BROAD PICTURE, WHICH IS VERY HELPFUL.
[00:30:57] SO NO CRITICISM THERE, BUT SHOW US WHERE
[00:31:00] WE CAN REALLY LEAN IN AND MAKE A
[00:31:02] DIFFERENCE. SO FOR ME, IT'S EMPLOYEE
[00:31:05] ACCESS TO THE AIRPORT AND THEN TNC
[00:31:09] ACCESS TO THE AIRPORT. I KNOW IT'S
[00:31:13] ALMOST IMPOSSIBLE TO REGULATE AGAIN,
[00:31:15] PRIVATELY OWNED, SOVS THAT COME IN
[00:31:18] EXCEPT FOR DOING I KNOW WHAT'S GOING TO
[00:31:21] COME LATER IS LOOKING AT SOME SORT OF
[00:31:24] ACCESS FEE THAT COULD INCENTIVIZE FOLKS
[00:31:27] TO TAKE TRANSIT. BUT I JUST ASK YOU ALL
[00:31:30] TO BRING THAT FORWARD IN THE NEXT
[00:31:32] ITERATION OF THIS INFORMATION IN YOUR
[00:31:34] PLANNING. THANK YOU. THANK YOU,
[00:31:37] COMMISSIONER BOWMAN. I WANT TO MAKE ONE
[00:31:39] CLARIFICATION SO 50,000 IMPLAINMENTS
[00:31:43] PER DAY CAN RESULT IN ABOUT 100,000
[00:31:46] TRIPS PER DAY PER SE FOR PASSENGERS,
[00:31:49] JUST TO GIVE YOU THAT. I'M AWARE OF IT.
[00:31:52] THAT'S WHY I'M ASKING. THANK YOU SO
[00:31:54] MUCH, PETER, FOR BRINGING THAT UP. THIS
[00:31:56] IS WHY FOR THE PUBLIC WHEN WE JUST SEE
[00:31:58] THESE HISTOGRAMS WITHOUT THE NUMBERS, I
[00:32:00] THINK THE PUBLIC NEEDS TO SEE THE
[00:32:02] NUMBERS TO REALLY UNDERSTAND THE TRUE
[00:32:04] IMPACT OF WHAT'S HAPPENING HAPPENING AT
[00:32:07] OUR AIRPORT. SO THANK YOU FOR THAT.
[00:32:08] APPRECIATE IT. THANK YOU, COMMISSIONER
[00:32:11] BOWMAN. MOVING TO COMMISSIONER CALKINS.
[00:32:14] GOOD MORNING. THANK YOU, ARLYN AND PETER AND
[00:32:17] ADRIAN FOR THE PRESENTATION. I LOVE THIS

[00:32:20] STUFF. IT'S REALLY FUN WONKY STUFF. I
[00:32:23] HOPE YOU GUYS LIKE YOUR JOB BECAUSE IT
[00:32:24] REALLY LOOKS FUN FROM THE OUTSIDE. IS A
[00:32:26] NON EXPERT. CAN WE LOOK AT GROUND
[00:32:30] TRANSPORTATION FRAMEWORK SLIDE AGAIN? I
[00:32:33] DON'T HAVE THE NUMBERS ON THEM, SO I
[00:32:35] KNOW IT'S EARLY. IT'S LIKE THE THIRD
[00:32:38] RIGHT AFTER THE AGENDA.
[00:32:41] SORRY. CLERK HART TO THAT ONE.
[00:32:44] SO MY QUESTION, I'VE ALWAYS APPRECIATED
[00:32:49] HAVING THIS AS WE GO FROM SORT OF THE
[00:32:51] HIGH LEVEL DOWN TO WHAT WE DO ON THE
[00:32:54] GROUND TO MAKE THINGS WORK ON THE MIDDLE
[00:32:57] SECTION, THE GT RESOLUTION GOALS, WE'VE
[00:33:00] GOT ONE THAT CORRESPONDS CLEARLY WITH
[00:33:02] ENVIRONMENTAL IMPACT, THE 50% SCOPE
[00:33:04] THROUGH REDUCTION. WE GOT THE REDUCED
[00:33:06] ROADWAY CONGESTION IN THE 30% PASSENGER,
[00:33:09] WHICH JUST IS A SIGNIFICANT REDUCTION
[00:33:12] FROM OUR CURRENT LEVEL AND ALSO A
[00:33:18] CUSTOMER SERVICE FOCUS THERE. AND THEN
[00:33:19] THE THIRD ONE IS ALSO CUSTOMER SERVICE
[00:33:22] AND CONGESTION ISSUES. BUT FOR SOCIAL
[00:33:26] EQUITY, WE DON'T HAVE A HIGH LEVEL
[00:33:27] MEASURABLE GOAL, OR AT LEAST THAT'S ON
[00:33:31] HERE. AND SO I'M WONDERING IF YOU ALL
[00:33:33] HAVE SOMETHING THAT WE COULD PUBLISH,
[00:33:37] OR IF YOU GUYS COULD WORK ON SOMETHING
[00:33:40] THAT WOULD REALLY LOOK AT, PARTICULARLY
[00:33:43] BECAUSE SOCIAL EQUITY IS SUCH A KEY PART
[00:33:44] OF GROUND TRANSPORTATION, BOTH IN TERMS
[00:33:46] OF ACCESS FOR EMPLOYEES AND ALSO THE
[00:33:49] WORKERS WHO DRIVE TNCS AND TAXIS
[00:33:53] AND SHUTTLE BUSES AND ALL THAT STUFF.
[00:33:54] SO HOW DO WE MEASURE IN
[00:33:58] TERMS OF EQUITY DIVERSITY, INCLUSION
[00:34:01] THERE? AND THE OTHER THING IS, I WAS
[00:34:03] THINKING ABOUT THIS LAST NIGHT. IT'S NOT
[00:34:05] JUST SIMPLY HOW MANY PEOPLE WORK IN IT,
[00:34:07] AND IS THAT REPRESENTATIVE, BUT ALSO
[00:34:11] THESE CAREERS REPRESENT A LOT OF
[00:34:14] DIFFERENT REALMS IN THE CAREER LADDER,
[00:34:17] FROM ENTRY LEVEL TO MANAGEMENT. AND HOW
[00:34:19] DO WE MAKE SURE THAT DEI IS REFLECTED
[00:34:22] ACROSS UP AND DOWN THE CAREER LADDER?
[00:34:25] AND SO I THINK THAT'S JUST SORT OF
[00:34:29] A COMMENT, UNLESS YOU ALREADY
[00:34:32] HAVE A READY ANSWER FOR THAT. AND THEN I
[00:34:33] HAVE ONE MORE QUESTION. SO, PETER,
[00:34:35] MAYBE I'LL KICK IT TO YOU TO ADDRESS I
[00:34:39] THINK YOU POINTED TO AN AREA OF FUTURE
[00:34:41] WORK FOR US. WE DON'T HAVE A FIRM GOAL
[00:34:45] AROUND SOCIAL EQUITY OR EQUITY FOR THIS
[00:34:49] WORK. IT IS INCLUDED AS AN
[00:34:54] ELEMENT OF THE RESOLUTION, BUT IT'S NOT
[00:34:57] WELL DEFINED IN THE SAME WAY THAT THESE
[00:34:59] OTHER GOALS ARE SPECIFICALLY CALLED OUT.
[00:35:02] SO IT'S SOMETHING THAT I THINK WE'VE
[00:35:04] TALKED ABOUT AS STAFF AND HOW WE WOULD
[00:35:07] MEASURE THAT. I THINK WE'D HAVE TO WORK
[00:35:10] WITH BUTKA AND THE OED GROUP TO DEVELOP
[00:35:13] THAT KIND OF METRIC,
[00:35:17] IF YOU WILL, AND DEVELOP THE IDEAS

[00:35:21] BEHIND IT. I WILL SAY THAT THAT LATER IN
[00:35:23] THE PRESENTATION, WE'RE GOING TO TALK
[00:35:25] MORE ABOUT EQUITY IN OUR WORK AND HOW
[00:35:28] WE'VE TRIED TO WEAVE IT INTO OUR
[00:35:30] THINKING ABOUT EACH ONE OF THESE POLICY
[00:35:32] PROPOSALS. SO I WOULD SAY IT'S
[00:35:34] DEFINITELY PART OF HOW WE STRUCTURE OUR
[00:35:36] THINKING, BUT WE DON'T HAVE A SPECIFIC
[00:35:38] GOAL. GREAT. THANKS. AND I'M ACTUALLY
[00:35:42] GOING TO HOLD MY OTHER QUESTION UNTIL
[00:35:43] AFTER THE REST OF THE PRESENTATION. BUT
[00:35:45] IN THE SPIRIT OF THE OLD I THINK IT'S
[00:35:47] PETER DRUCKER WHO IS IF YOU DON'T
[00:35:50] MEASURE, YOU CAN'T MANAGE MANAGE IT. I
[00:35:53] THINK HAVING A REALLY MEASURABLE TARGET
[00:35:55] THAT WOULD BE GREAT, TOO. THANK YOU.
[00:35:57] THANK YOU. COMMISSIONER CALKINS.
[00:35:59] COMMISSIONER STEINBRUECK, YES, I HAVE
[00:36:03] TWO QUESTIONS. 1 IS DO TENANT
[00:36:06] EMPLOYEES PAY FOR PARKING IN THE NORTH
[00:36:10] LOT? THEY DO.
[00:36:13] THEY DO. YES, THEY DO PAY FOR PARKING.
[00:36:17] HAS THAT PARKING? HAS PARKING
[00:36:21] MANAGEMENT BEEN USED AS A
[00:36:24] MODE SPLIT TRIP PRODUCTION GOAL?
[00:36:27] WELL, WE ARE YEAH. WE'RE GETTING INTO
[00:36:30] THE NEXT SEGMENT OF OUR PRESENTATION,
[00:36:34] BUT WE DO DEMAND MANAGEMENT NOW AS
[00:36:38] PART OF OUR EMPLOYEE WORKING. AND WE'LL
[00:36:40] TALK ABOUT THAT WHEN WE GET TO THE NEPLE
[00:36:42] SLIDE AND THE TMA SLIDE AS WELL. AND AND
[00:36:47] I REALIZE THAT BECAUSE THEY'RE NOT OUR
[00:36:49] EMPLOYEES, DID I LOSE YOU?
[00:36:55] OKAY. THE FACT THAT MOST OF THE
[00:36:59] EMPLOYEES ARE TENANT EMPLOYEES,
[00:37:01] BUT THEY'RE USING OUR PARKING LOT,
[00:37:05] SO WE HAVE AN OPPORTUNITY THERE TO USE
[00:37:09] PARKING MANAGEMENT STRATEGIES FOR
[00:37:13] TRIP REDUCTION. I WOULD LIKE TO SHIFT IN
[00:37:16] TO ANOTHER TOPIC, THE BUS SERVICE TO AND
[00:37:20] FROM THE AIRPORT, FROM REGIONAL CENTERS
[00:37:24] SUCH AS DOWNTOWN SEATTLE BELLEVUE,
[00:37:28] RECOGNIZING THE UNFORTUNATE LIMITATIONS
[00:37:35] OF SOUND TRANSIT LINK LIGHT RAIL SERVICE
[00:37:39] TO THE AIRPORT, I DO THINK AN AGREEMENT
[00:37:43] WITH COMMISSIONER BOWMAN THAT THERE
[00:37:45] NEEDS TO BE MORE DIRECT EFFORT WORKING
[00:37:50] WITH SOUND TRANSIT TO IMPROVE SERVICE
[00:37:52] AND ACCOMMODATION. IT'S UNFORTUNATE
[00:37:56] THAT THAT STATION IS A QUARTER MILE FROM
[00:37:58] THE CENTRAL TERMINAL. THAT WAS, IN MY
[00:38:01] OPINION, THE WORST PLANNED RESULT.
[00:38:03] IMAGINABLE WHAT CITY MAJOR
[00:38:07] CITY IN THE WORLD DOESN'T HAVE
[00:38:11] A DIRECT CURBSIDE SERVICE WITH
[00:38:15] EXPRESS SERVICE AND RAIL, AND THAT'S AN
[00:38:19] INHERENT PROBLEM THAT WE HAVE TO FIND
[00:38:21] WAYS TO FIX IT. SO WHAT ELSE DO WE HAVE?
[00:38:23] WE HAVE TRANSIT SERVICE. VRT, AS YOU
[00:38:26] MENTIONED, EXPRESS TRANSIT. I WOULD
[00:38:29] LIKE TO KNOW AT SOME POINT WHAT EXTENT
[00:38:33] WE WORK COLLABORATIVELY WITH
[00:38:37] METRO AND SOUND TRANSIT TO IMPROVE

[00:38:42] SERVICE, DIRECT SERVICE. AND WHAT'S
[00:38:46] NOT CLEAR TO ME IS WITH
[00:38:49] THOSE VARIOUS TRANSIT SERVICE ROUTES,
[00:38:53] WHICH ONES ARE ACTUALLY EXPRESSED AND
[00:38:56] FROM MAJOR CENTERS,
[00:38:59] EMPLOYMENT CENTERS, AND THAT ACTUALLY
[00:39:03] PROVIDE CURBSIDE DROP OFF AND PICK UP AT
[00:39:08] THE MAIN TERMINAL AS OPPOSED TO DOWNTOWN
[00:39:12] BURIEEN OR SOMEWHERE IN SEATAC.
[00:39:16] AND IF WE HAVE ANY RIDERSHIP NUMBERS
[00:39:20] FOR THAT SERVICE, PROBABLY IT'S
[00:39:23] DIFFICULT TO OBTAIN ACCURATE DATA ON
[00:39:26] RIDERSHIP TO AND FROM SEATAC AIRPORT,
[00:39:32] THAT'S ALL. PETER, THANK YOU. OKAY.
[00:39:34] THANK YOU. THANK YOU. COMMISSIONER.
[00:39:37] COMMISSIONER FELLEMAN,
[00:39:41] THANK YOU. I WAS JUST WONDERING
[00:39:44] REGARDING SINCE A LOT OF THESE GOALS
[00:39:49] HAVE SOME CONTRADICTORY INCENTIVES,
[00:39:53] THE ONE I DIDN'T SEE ON THE FIRST SLIDE
[00:39:56] WAS THE REVENUE GOAL. DID I MISS THAT?
[00:40:00] NO, THERE IS NO SPECIFIC
[00:40:04] REVENUE GOAL. I THINK AS WE BROUGHT UP,
[00:40:07] THAT PART OF THE FRAMEWORK IS TO KEEP AN
[00:40:10] EYE ON THESE CONSIDERATIONS. AS YOU
[00:40:13] POINTED OUT, THEIR INTENTION OFTEN. SO
[00:40:16] WHEN WE DEVELOP OUR PROGRAMS, WE HAVE TO
[00:40:19] CONSIDER WHAT THE EFFECTS ARE ON
[00:40:21] REVENUE. AND THE IMPORTANCE OF THAT
[00:40:23] REVENUE SLIDE IS TO IDENTIFY THAT MODES
[00:40:26] LIKE LONG TERM PARKING AND RENTAL CARS
[00:40:29] AND EVEN GT, THEY PROVIDE THIS FUNGIBLE VERY
[00:40:32] FUNGIBLE SOURCE OF REVENUE FOR THE
[00:40:33] AIRPORT THAT WE HAVE TO KEEP THAT IN
[00:40:35] MIND AS WE DEVELOP PROGRAMS THAT MAY BE
[00:40:38] SOMEWHAT IN CONFLICT OR INTENTION. SO WE
[00:40:40] DON'T HAVE SPECIFIC GOALS AROUND
[00:40:43] REVENUE, BUT WE KEEP IT IN MIND AS WE
[00:40:46] DEVELOP THESE POLICIES. WELL, IT JUST
[00:40:48] SEEMS TO ME THAT THAT'S GOING TO BE THE
[00:40:50] MAJOR CONFLICT, AND THAT
[00:40:55] IF WE HAVE A GOAL, SOMETHING LIKE JUST
[00:40:57] TO MAINTAIN REVENUE. SO IF WE WERE TO
[00:41:02] REDUCE THE MAIN TERMINAL
[00:41:05] PARKING, WHICH IS A VERY LARGE SOURCE OF
[00:41:07] REVENUE, BUT THEN IT WOULD POTENTIALLY
[00:41:12] BE COMMENSURATE WITH SOME SORT OF FEE
[00:41:14] FOR SINGLE OCCUPANCY VEHICLES. SO AS WE
[00:41:17] IF THE GOAL SEEMS LIKE WE SHOULD HAVE
[00:41:20] SOME SORT OF GOAL THAT WE WOULD LIKE TO
[00:41:22] MAINTAIN REVENUE OR SOME SORT OF THING,
[00:41:25] JUST LIKE IT STRIKES ME THAT WE
[00:41:30] SHOULD BE LOOKING AT FINANCIAL
[00:41:33] INCENTIVES TO DO WHAT WE WANT TO DO.
[00:41:34] AND I JUST FEAR THAT UNLESS
[00:41:39] WE REALLY KIND OF COMMIT TO DOING THAT,
[00:41:41] THEN WE COULD JUST GO ONE DIRECTION OR
[00:41:44] EMPHASIZE ONE PRIORITY OVER ANOTHER.
[00:41:47] AND SO I GUESS,
[00:41:51] GIVEN THE SIGNIFICANCE OF PARKING
[00:41:53] REVENUE, I FEEL WE NEED TO CALL IT OUT.
[00:41:56] COMMISSIONER FELLEMAN MR. LYTTLE DOES HAVE HIS
[00:41:59] HAND UP. I'M NOT SURE IF HE HAS

[00:42:01] SOMETHING THAT MIGHT CHECK YOU WITH THE
[00:42:03] CONVERSATION. THAT'S SOMETHING. I GO
[00:42:06] WAIT UNTIL YOU FINISH THIS SECTION. I
[00:42:07] JUST WANTED TO GO BACK TO THE QUESTION
[00:42:09] THE COMMISSIONER CALLING AT ACCESS TO
[00:42:11] ADD A FEW COMMENTS, BUT I'LL WAIT UNTIL
[00:42:13] THE REVENUE DISCUSSION IS FINISHED. I
[00:42:16] HOPE THAT YOU WILL HAVE SOMETHING TO ADD
[00:42:18] TO THAT AS WELL, BUT I THINK I FLOGGED
[00:42:21] THAT SO WE CAN LET
[00:42:25] YOU FINISH. PETER,
[00:42:28] OKAY. LANCE, WOULD YOU
[00:42:32] LIKE TO PROCEED NOW OR LATER? YEAH. LET
[00:42:34] ME JUST REALLY JUMP REAL QUICK TO THE
[00:42:37] QUESTION THAT COMMISSIONER, CALKIN
[00:42:39] ASKED ABOUT SOCIAL EQUITY? AND, PETER, I
[00:42:41] KNOW YOU WERE HERE AND THEN YOU LEFT,
[00:42:42] AND THEN YOU CAME BACK. SO THERE'S A LOT
[00:42:44] OF DISCUSSIONS THAT WE HAVE HAD ABOUT
[00:42:48] THE SOCIAL EQUITY ASPECT. AND EVEN
[00:42:51] THOUGH ON THE CHART ITSELF THAT WE
[00:42:52] SHOWED. YOU DON'T SEE THE TARGET.
[00:42:54] THERE'S A LOT THAT WE HAVE BEEN DOING
[00:42:55] OVER THE YEARS SPECIFICALLY TO TRY TO
[00:42:58] MEET THOSE GOALS. AND IF YOU LOOK OVER
[00:43:00] THE LAST FIVE YEARS, FOR EXAMPLE, OF THE
[00:43:02] FEES THAT WE CHARGE TO, FOR EXAMPLE,
[00:43:06] WERE TAXI DRIVERS AND WHAT THEY'RE
[00:43:09] CHARGED. NOW, YOU'VE SEEN A GRADUAL
[00:43:11] REDUCTION OVER THE YEARS. FOR EXAMPLE,
[00:43:13] THEY USE TO 95 DOLLAR PER WEEK CURBSIDE
[00:43:17] MANAGEMENT FEE THAT HAS BEEN ELIMINATED.
[00:43:19] AND FOR THE CONTRACT, WE WERE ACTUALLY
[00:43:20] SUPPOSED TO INCREASE THE PICKUP FEES.
[00:43:22] ALL OF THAT ACTUALLY HAS BEEN REDUCED.
[00:43:24] SO THERE IS MORE UNTIL THE DOLLAR IS
[00:43:28] GOING INTO THE POCKETS OF THE TAX DRIVER.
[00:43:29] NO, THERE'S A WHOLE LOT MORE THAT WE
[00:43:31] WOULD ACTUALLY LIKE TO DO. BUT IF YOU
[00:43:33] LOOK AT THE TREND OVER THE LAST FIVE
[00:43:35] YEARS, WE HAVE MADE SIGNIFICANT CHANGES
[00:43:38] IN TERMS OF REDUCING THE AMOUNT OF FEES
[00:43:41] THAT THE TAX OPERATORS ACTUALLY PAY TO
[00:43:43] US HERE AT THE PORT.
[00:43:49] THANK YOU FOR THAT. I'M GOING TO MOVE ON
[00:43:52] TO THE NEXT SECTION, AND WE ARE GOING TO
[00:43:54] GIVE YOU AN UPDATE NOW ON OUR WORK
[00:43:56] PROGRAM, AND WE'LL REVIEW SOME OF THE
[00:43:58] STRATEGIES THAT CAME OUT OF OUR ORIGINAL
[00:44:01] WORK WITH RICONO TO DEVELOP
[00:44:04] OPPORTUNITIES AND INTERVENTIONS THAT WE
[00:44:06] THINK WOULD MOVE THE NEEDLE. SO WE DO
[00:44:09] HAVE A FEW ADDITIONAL SPEAKERS COMING
[00:44:12] ON. TOM HOOPER WITH OUR AVIATION
[00:44:14] PLANNING GROUP AND KERI PRAVITZ WITH
[00:44:17] OUR EXTERNAL AFFAIRS AND EAST SIDE
[00:44:19] AFFAIRS POSITION ARE GOING TO HELP US
[00:44:22] AS WELL THROUGH THIS SECTION. SO I
[00:44:24] WANTED TO HIGHLIGHT THEM AND MOVE ON TO
[00:44:27] THE NEXT SLIDE. AND I'LL HAND IT OVER
[00:44:30] TO TOM HOOPER. THANK YOU, PETER. GOOD
[00:44:33] MORNING, COMMISSIONERS. MY NAME IS TOM
[00:44:35] HOOPER. I'M THE PROGRAM MANAGER FOR

[00:44:36] AVIATION PLANNING STAFF RECOMMENDED
[00:44:39] FURTHER STUDY OF EXPRESS BUS SERVICE,
[00:44:42] AND THAT FOLLOW ON STUDY INCLUDED REMOTE
[00:44:45] BAGGAGE CHECK SERVICE AS WE RECOGNIZE THE
[00:44:47] SPINARD AS A POTENTIAL BUS SERVICE
[00:44:49] AMENITY. THE STUDY INCLUDED
[00:44:52] BENCHMARKING OF BOTH EXPRESS BUS SERVICE
[00:44:54] AND REMOTE BAGGAGE CHECK AT COMPARABLE
[00:44:56] AIRPORTS.
[00:44:58] GIVEN THE STUDY THE PORT CURRENT LACK OF
[00:45:01] AUTHORITY TO PROVIDE EXPRESS BUS SERVICE
[00:45:04] ON ITS OWN, THE STUDY WAS NOT LIMITED TO
[00:45:06] JUST DETERMINING THE POTENTIAL OF
[00:45:07] EXPRESS BUS SERVICE WITH THE GOAL IN
[00:45:10] RESOLUTION 3759, BUT ALSO TO DETERMINE
[00:45:14] FINANCIAL VIABILITY. AND WE EXPLORED
[00:45:17] OPERATIONAL REQUIREMENTS AND EVALUATED
[00:45:18] POTENTIAL SITES FOR REMOTE BAGGAGE CHECK
[00:45:21] SERVICE AS WELL. UNDER THE EXPRESS BUS
[00:45:24] PORTION OF THE STUDY, PERFORMANCE
[00:45:26] ANALYSIS OF SITES AND KEY MARKET AREAS
[00:45:28] CONCLUDED THAT OVER THE FIRST FIVE YEARS
[00:45:31] OF OPERATION, EACH SITE WOULD LOSE
[00:45:33] BETWEEN 8 TO 12,000,000 DOLLARS. AND
[00:45:36] RIDERSHIP ESTIMATES ALSO INDICATED THAT
[00:45:38] EXPRESS BUS SERVICE A VERY LIMITED
[00:45:40] POTENTIAL TO REDUCE IN [inaudible 00:45:42] AND
[00:45:42] GREENHOUSE GAS EMISSION. GIVEN THE
[00:45:45] CHALLENGES IDENTIFIED WITH PROVIDING
[00:45:47] EXPRESS BUS SERVICE SUPPORT THAT HAVE
[00:45:49] PIVOTED TO ENGAGING EAST SIDE JURISDICTIONS
[00:45:52] AND BUSINESSES TO EXPLORE POTENTIAL
[00:45:54] PARTNERSHIPS AND INITIATIVES TO IMPROVE
[00:45:56] ACCESS FROM THE EAST SIDE TO THE
[00:45:59] AIRPORT.
[00:46:01] THE STUDY OF A REMOTE BAGGAGE CHECK
[00:46:04] DETERMINE THE FACTORS CRITICAL TO
[00:46:07] OPERATING AND EFFICIENT AND FINANCIALLY
[00:46:10] VIABLE REMOTE BAGGAGE TECH OPERATION
[00:46:12] POST SIGNIFICANT CHALLENGES THAT
[00:46:14] EFFECTIVELY LIMIT ITS APPLICATION. THE
[00:46:17] MOST LIMITING FACTOR IS THE ADDITIONAL
[00:46:19] 45 MINUTES PROCESSING TIME REQUIRED FOR
[00:46:21] BAGGAGE INDUCTION ONCE THE BAGS ARRIVED
[00:46:23] AT THE TERMINAL FROM A REMOTE LOCATION.
[00:46:26] LOCATIONS WITH EVALUATED POORLY ALSO DID
[00:46:30] NOT HAVE ADEQUATE AND PREDICTABLE VOLUME
[00:46:32] OF POTENTIAL CUSTOMERS MAINTAIN
[00:46:33] ASSISTANT AND FINANCIALLY VIABLE
[00:46:35] OPERATIONS. THE RCF WAS RECOMMENDED
[00:46:39] FOR FURTHER STUDY FOR A NUMBER OF
[00:46:41] REASONS, INCLUDING THAT CLOSE PROXIMITY
[00:46:43] TO THE AIRPORT AND CUSTOMERS ARRIVING
[00:46:45] EARLY TO DROP OFF VEHICLES INCREASES THE
[00:46:48] RELIABILITY AND REDUCES THE CUTOFF TIME
[00:46:50] FOR BAGGAGE ACCEPTED. DUE TO COVID. WE
[00:46:54] SUSPENDED, WE SUSPENDED EXPLORATION OF A
[00:46:57] REMOTE BAGGAGE CHECK AT THE RENTAL CAR
[00:46:59] FACILITY. NEXT SLIDE, PLEASE.
[00:47:03] THIS YEAR WE DEVELOPED A PLAN FOR EAST
[00:47:06] SIDE ACCESS BUSINESS ENGAGEMENT, WHICH
[00:47:09] CARRY PRIVATES WILL SPEAK TO ON THE NEXT
[00:47:11] SLIDE. WE ALSO PLAN TO EXPLORE BAGGAGE

[00:47:13] TECH SERVICE AT THE RCF NEXT YEAR, AND
[00:47:16] WITH THAT, I'LL PASS IT OVER TO CARRY
[00:47:25] NEXT ONE. YOU DO? KERI,
[00:47:32] CAN YOU HEAR ME NOW?
[00:47:35] YES, THAT'S BETTER. WE CAN.
[00:47:39] THANK YOU. GOOD MORNING, COMMISSIONERS
[00:47:41] AN EXECUTIVE DIRECTOR METRUCK I'M KERI
[00:47:43] PRAVITZ. MY PRONOUNS ARE SHE HER, AND I
[00:47:45] SERVE AS THE EAST IN COUNTY COMMUNITY
[00:47:47] GOVERNMENT RELATIONS MANAGER. AS TOM
[00:47:49] MENTIONED, OUR TEAM PIVOTED, WE REGROUP
[00:47:52] TO CREATE THE SEA ACCESS EAST SIDE
[00:47:54] BUSINESS ENGAGEMENT PLAN. THIS PLAN HAS
[00:47:57] THE FOLLOWING MULTI PRONG GOALS, TO
[00:47:59] COLLABORATE TO SUPPORT EAST SIDE
[00:48:01] TRAVELERS AND THEIR ACCESS TO THE
[00:48:03] AIRPORT, REDUCE VEHICLE CONGESTION AND
[00:48:05] ADMISSIONS, AND INCREASE INTERACTIONS
[00:48:08] BETWEEN THE BUSINESS COMMUNITY AND THE
[00:48:10] PORT OF SEATTLE. COMMUNITY ENGAGEMENT
[00:48:13] WITH KEY EAST SIDE BUSINESSES AND
[00:48:15] JURISDICTIONAL STAKEHOLDERS BEGAN AT THE
[00:48:17] END OF Q2 AND WILL EXTEND THROUGH Q3
[00:48:19] AND Q4 THIS YEAR. THE TOPIC OF
[00:48:22] ACCESS TO THE AIRPORT AND CUSTOMER
[00:48:24] EXPERIENCE WAS IDENTIFIED IN TWO OF THE
[00:48:26] COMMISSIONERS EQUITABLE ECONOMIC
[00:48:28] RECOVERY LISTENING SESSIONS, ONE THAT
[00:48:30] HAPPENED WITH EAST SIDE ORGANIZATIONS AS
[00:48:32] WELL AS ONE WITH ELECTED OFFICIALS.
[00:48:34] AFTER THAT, I FOLLOWED UP AND HAD A
[00:48:37] MEETING WITH BRAD JONES, THE EXECUTIVE
[00:48:39] DIRECTOR. VISIBOB WASHINGTON, WHO
[00:48:41] RAISE THIS TOPIC IN ONE OF THOSE
[00:48:43] MEETINGS TO GAIN FURTHER INSIGHT ON WHAT
[00:48:46] HIS ORGANIZATION IS HEARING FROM
[00:48:47] TRAVELERS IN AND OUT OF BELLEVUE. THE
[00:48:50] NEXT STEPS FOR ENGAGEMENTS OR
[00:48:52] CONVERSATIONS WITH THE BELLEVUE CHAMBER
[00:48:54] OF COMMERCE TRANSPORTATION COMMITTEE
[00:48:56] EARLY IN JULY, FOLLOWED THEN BY THE
[00:48:58] BELLEVUE CHAMBER OF COMMERCE POLICY
[00:49:00] COUNCIL. WE WOULD LIKE TO HAVE A
[00:49:02] COMMISSIONER PARTICIPATION AT THE POLICY
[00:49:05] COUNCIL BASED ON THE LEVEL OF
[00:49:06] PARTICIPATION IN THAT GROUP. THIS TOPIC
[00:49:09] WILL ALSO BE PART OF THE AGENDA.
[00:49:11] UPCOMING MEETINGS TO BE SCHEDULED WITH
[00:49:13] GOVERNMENT RELATIONS REPRESENTATIVES
[00:49:15] FROM MAJOR BELLEVUE EMPLOYERS THAT IN A
[00:49:18] GROUP MEETING THAT'S WITH THE CITY OF
[00:49:19] BELLEVUE. ADDITIONAL REQUESTS WILL BE
[00:49:21] MADE TO SCHEDULE MEETINGS WITH ONE
[00:49:23] REDMOND, AS WELL AS FOLLOWING UP BACK
[00:49:27] AGAIN WITH THE CITY OF BELLEVUE. THEIR
[00:49:31] STAFF, AS WELL AS WITH MEETINGS WITH THE
[00:49:32] STAFF IN THE CITIES OF KIRKLAND AND
[00:49:34] REDMOND AND POTENTIALLY IS A CLOCK IN
[00:49:37] THESE MEETINGS. LATER THIS YEAR, WE'LL
[00:49:40] BE LISTENING TO WHAT THE ISSUES NEEDS
[00:49:42] BARRIERS AND OPPORTUNITIES? ARE SOME OF
[00:49:45] THE QUESTIONS WE'LL BE ASKING ARE, HOW
[00:49:48] WILL COVID CONTINUE TO IMPACT THEIR

[00:49:49] BUSINESS TRAVEL? WHAT ARE THEY LOOKING
[00:49:51] FOR IN TERMS OF BUSINESS TRAVEL? AND
[00:49:53] NOW, WHEN TRAVELING FOR BUSINESS, WHERE
[00:49:55] ARE THEIR EMPLOYEES COMING FROM? IS IT
[00:49:57] HOME NOW? ARE THEY STILL WORKING FROM
[00:49:59] HOME? OR WILL THEY BE STARTING FROM
[00:50:00] THEIR OFFICES WITH SOUND TRANSIT COMING
[00:50:03] ONLINE ON THE EAST SIDE? ARE THEIR
[00:50:05] EMPLOYEES LIKELY TO TAKE LIGHT RAIL?
[00:50:07] WOULD THEY TAKE LIGHT RAIL FROM THE EAST
[00:50:08] SIDE TO THE INTERNATIONAL DISTRICT AND
[00:50:10] THEN TRANSFER TO SEA? AND WHAT DOES THAT
[00:50:13] LOOK LIKE IN TERMS OF BUS RAPID TRANSIT
[00:50:15] FOR THEIR EMPLOYEES TAKING TRAVELING
[00:50:19] TO AND FROM THE AIRPORT? AS THE BUSINESS
[00:50:21] TRAVEL LANDSCAPE HAS CHANGED DRASTICALLY
[00:50:23] OVER THE PAST YEARS, COVID, THE PHYSICAL
[00:50:25] LANDSCAPE AND BELLEVUE ON THE EAST SIDE
[00:50:27] CITIES HAS CONTINUED TO CHANGE WITH NEW
[00:50:29] DEVELOPMENTS AND WITH TENS OF THOUSANDS
[00:50:31] OF ADDITIONAL EMPLOYEES WORKING ON THE
[00:50:33] EAST SIDE, THIS INTENTIONAL ENGAGEMENT
[00:50:37] PLAN INTO A DIALOGUE WITH STAKEHOLDERS
[00:50:39] WILL HELP US AT THE PORT MAKE DECISIONS
[00:50:41] BASED ON EAST SIDE TRENDS NOW AND IN THE
[00:50:43] FUTURE. NEXT SLIDE, PLEASE. AND I'LL
[00:50:45] PASS IT BACK OVER TO PETER. I'M SORRY,
[00:50:49] KERI. I THINK COMMISSIONER BOWMAN MIGHT
[00:50:51] HAVE A QUESTION FOR YOU. OKAY,
[00:50:56] COMMISSIONER FELT, GO AHEAD,
[00:50:58] COMMISSIONER. SORRY. THANK YOU. IF WE
[00:51:01] COULD JUST GO BACK TO SIDE. SO, KERI,
[00:51:03] I JUST WANT TO COMPLIMENT YOU ON THE
[00:51:05] WORK. I HAVE BEEN TALKING ABOUT FINDING
[00:51:09] SOME WAY TO INCREASE TRANSIT RIDERSHIP
[00:51:12] ON THE EAST SIDE FOR MANY YEARS, AND I
[00:51:14] APPRECIATE, I THINK THE PREVIOUS SLIDE
[00:51:17] ABOUT THE CHALLENGES WITH THE REMOTE
[00:51:19] BAGGAGE. I WANTED TO FOCUS ON THAT FOR
[00:51:21] JUST A MOMENT BECAUSE I KNOW KERI, AS
[00:51:23] YOU'VE MENTIONED, THERE IS GREAT
[00:51:25] INTEREST ON THE EAST SIDE OF BETTER
[00:51:28] ACCESS TO THE AIRPORT. ONE THING THAT I
[00:51:30] I'M NOT SURE THAT I HAVEN'T HEARD
[00:51:32] ANYTHING IN THE LAST YEAR AND A HALF
[00:51:34] FROM THE STAFF ON IS WITH REMOTE BAGGAGE
[00:51:38] CHECK IN. I HAD FLOATED THE IDEA OF AT
[00:51:41] LEAST STARTING WITH A PILOT PROJECT AT
[00:51:43] THE CONVENTION CENTER, AND IT JUST SEEMS
[00:51:46] LIKE IT WOULD MAKE A LOT OF SENSE. I
[00:51:47] UNDERSTAND THE CHALLENGES FOR DOING IT
[00:51:49] ON THE EAST SIDE AND WHY THAT IS A BIG
[00:51:52] THING TO BITE OFF. BUT WE COULD DO A
[00:51:54] PILOT PROJECT AT THE CONVENTION CENTER,
[00:51:55] AND THE REASON FOR THAT IS THAT WE KNOW
[00:51:57] HOW MANY PEOPLE IT'S A FIXED LOCATION
[00:52:00] WHERE PEOPLE ARE COMING TO CONVENTIONS
[00:52:02] WITH BAGS, AND IT'S IN ALL OF OUR
[00:52:04] INTEREST TO HAVE FOLKS STAY DOWNTOWN,
[00:52:07] SPEND SOME MORE TIME SITE SEEN DOING THE
[00:52:11] TOURISM THING AND BE REMOVED FROM THEIR
[00:52:14] BAGS. WE HAVE A SIMILAR PROGRAM WITH
[00:52:16] CRUISE, WHERE WE DO REMOTE CHECKING FOR

[00:52:18] CRUISE BAGGAGE. SO I'M CURIOUS FOR THE
[00:52:21] STAFF. TO WHAT EXTENT HAVE YOU TALKED TO
[00:52:25] THE CONVENTION CENTER SINCE I FIRST
[00:52:27] BROUGHT THIS IDEA UP ABOUT A YEAR AND A
[00:52:29] HALF AGO? AND IF YOU HAVEN'T TALKED TO
[00:52:31] THEM AGAIN, UNDERSTAND? COVID, COULD WE
[00:52:33] PLEASE GET THOSE CONVERSATIONS GOING
[00:52:35] AGAIN? BECAUSE AGAIN, I KNOW THAT THE
[00:52:37] CONVENTION CENTER FOLKS WERE VERY
[00:52:39] INTERESTED. AND THE NEW CONVENTION
[00:52:42] CENTER IS GOING TO OPEN UP HERE IN ABOUT
[00:52:44] A YEAR. AND IT'S A BEAUTIFUL SITE, AND
[00:52:46] IT'S A BIG SELLING POINT FOR DOWNTOWN
[00:52:48] SEATTLE. SO I REALLY THINK WE'VE GOT A
[00:52:49] GREAT OPPORTUNITY TO TEST SOMETHING OUT
[00:52:52] THERE. THANK YOU,
[00:52:54] COMMISSIONER. I CAN ANSWER THAT. WE
[00:52:57] ACTUALLY DID TALK TO HAPPY TO OPEN UP
[00:52:59] THESE CONVERSATIONS AGAIN, BECAUSE IT'S
[00:53:01] BEEN OVER A YEAR NOW. IT'S PROBABLY BEEN
[00:53:03] TWO YEARS. THAT CORRECT. WE DID TALK TO
[00:53:05] JOHN HOKE, WHO'S A VP OF OPERATIONS,
[00:53:08] AND HE SAID THAT THEY TRIED HE RELAYED
[00:53:12] HIS EXPERIENCE WITH KIOSKS. HE SAID THAT
[00:53:14] THEY TRIED KIOSK BEFORE AND REMOVE THEM
[00:53:16] BECAUSE IT DID NOT FIT THEIR OPERATIONS
[00:53:18] MODEL AND THEY WEREN'T USED. AND HE FELT
[00:53:20] THE SAME WOULD BE TRUE FOR BAGGAGE. AND
[00:53:23] HIS RATIONAL, IF I REMEMBER CORRECTLY,
[00:53:26] WAS THAT THE VAST MAJORITY OF CONVENTION
[00:53:29] GOERS DEPART FROM THEIR HOTEL AND NOT
[00:53:31] THE CONVENTION CENTER. AND SO THEY DO
[00:53:33] NOT BRING THEIR BAGS TO THE CONVENTION
[00:53:34] CENTER. NOW, IF OFFERING REMOTE BAGGAGE
[00:53:39] CHECK SERVICE AT THE CONVENTION CENTER
[00:53:41] WOULD INCENTIVIZE MORE PEOPLE TO BRING
[00:53:42] THEIR BAGS, IT'S AN UNKNOWN. THAT WAS
[00:53:44] HIS IMPRESSION OF HOW THINGS WOULD GO.
[00:53:48] BUT WE COULD START THOSE CONVERSATIONS
[00:53:50] UP AGAIN AND CERTAINLY DO A PILOT
[00:53:52] PROGRAM IF YOU WANTED TO GO THAT ROUTE.
[00:53:55] THANK YOU SO MUCH FOR THAT EXPLANATION.
[00:53:57] I'M SURE YOU CAN APPRECIATE A SINGLE
[00:54:01] CONVERSATION WITH AN OPERATIONS MANAGER.
[00:54:02] I HOPE WE CAN PUSH A LITTLE BIT MORE. I
[00:54:04] THINK IT'S WORTH INVESTING SOME DOLLARS
[00:54:08] TO AT LEAST TRY A PILOT PROJECT BEFORE
[00:54:10] WE DETERMINE DOESN'T REALLY SOUND LIKE
[00:54:12] IT'S GOING TO WORK. SO AGAIN, WE'VE GOT
[00:54:16] A BRAND NEW CONVENTION CENTER THAT
[00:54:17] PEOPLE ARE SPENDING A LOT OF MONEY TO
[00:54:19] PROMOTE. THIS COULD BE A GREAT AMENITY.
[00:54:22] I HAVE SPOKEN WITH THE PRESIDENT OF THE
[00:54:24] CONVENTION CENTER, AND I'M ON THE BOARD
[00:54:25] OF VISIT SEATTLE, AND I KNOW THEY BOTH
[00:54:27] HAVE BEEN INTERESTED. I'M HAPPY TO HELP
[00:54:29] MAKE THOSE CONNECTIONS FOR YOU FOR THE
[00:54:32] REST OF THE STAFF. SO LET'S DO THAT
[00:54:34] OFFLINE. BUT LET'S AT LEAST TRY IT
[00:54:37] BEFORE WE SAY WE DON'T THINK IT'S GOING
[00:54:39] TO WORK. VERY GOOD. YEAH. THANK YOU.
[00:54:42] THANK YOU. COMMISSIONER BOWMAN,
[00:54:44] COMMISSIONER FELLEMAN, WOULD WE LIKE TO

[00:54:46] ASK IF ANY OTHER COMMISSIONERS HAVE
[00:54:48] QUESTIONS AT THIS TIME JUST BY SHOW OF
[00:54:50] HANDS, OR SHOULD MR LINDSEY CONTINUE?
[00:54:52] LET'S CONTINUE ON THE PRESENTATION. I
[00:54:54] DON'T SEE ANY HANDS UP. THANK YOU TO
[00:54:59] COMMISSIONER. AND THANK
[00:55:03] YOU, MICHELLE. SO BEFORE THIS NEXT
[00:55:06] SLIDE IN SET OF SLIDES IS RELATED TO
[00:55:09] EMPLOYEE PARKING, THE TOPIC WE'VE TALKED
[00:55:11] ABOUT A FEW TIMES ALREADY TODAY. BUT
[00:55:13] BEFORE I GET INTO THE MEAT OF THAT
[00:55:16] TOPIC, I WANT YOU TO UNDERSTAND THE
[00:55:18] COMMISSION TO UNDERSTAND THAT THERE IS A
[00:55:20] COMMUNITY PETITION CIRCULATING RELATED
[00:55:23] TO EMPLOYEE PARKING ON A SEPARATE NEARBY
[00:55:25] SITE, NOT THIS SITE. A PROPOSAL THAT IS
[00:55:27] PART OF THE SUSTAINABLE AIRPORT MASTER
[00:55:29] PLAN, WHICH I IS CURRENTLY IN
[00:55:31] ENVIRONMENTAL REVIEW. SO, SAM, WE OFTEN
[00:55:36] CALL SUSTAINABLE AIRPORT MASTER PLAN
[00:55:37] REGARDING SAM AND THE PROPOSED PARKING.
[00:55:39] THAT PETITION AND ANY OTHER COMMENTS CAN
[00:55:42] BE MADE AS PART OF THE PUBLIC COMMENT
[00:55:44] FOR THE ENVIRONMENTAL REVIEW WHEN THE
[00:55:46] FEDERAL DRAFT DOCUMENT IS RELEASED LATER
[00:55:48] THIS YEAR. WHEN THE NEAR TERM PROJECTS
[00:55:50] DO COME FOR COMMISSION CONSIDERATION
[00:55:52] AFTER THE ENVIRONMENTAL REVIEW PROCESSES
[00:55:55] OVER, THE COMMISSIONERS WILL HAVE THE
[00:55:56] OPPORTUNITY OF APPROVING OR REJECTING
[00:55:58] THESE PROJECTS WHEN YOU CAN ASSESS EACH
[00:56:01] PROJECT INDIVIDUALLY AND HOW IT RELATES
[00:56:03] TO THE PORT'S MISSION WHEN MAKING THOSE
[00:56:04] DECISIONS. FINALLY, THE WORK TO DATE ON
[00:56:07] THE NORTH EMPLOYEE PARKING LOT OR NIPPLE
[00:56:09] AND THE WORK THAT IS ACTUALLY ON THE
[00:56:11] COMMISSION AGENDA LATER TODAY IS AN
[00:56:13] EXISTING LOT, THE EXISTING OPERATION,
[00:56:15] AND IT'S NOT CONNECTED TO THAT PETITION.
[00:56:17] A LOT THAT I WILL EXPLAIN HERE IN THE
[00:56:20] NEXT FEW MINUTES IS ALREADY CAPPED, AND
[00:56:22] WE HAVE DEMAND MANAGEMENT IN PLACE, AND
[00:56:24] THERE'S NO SAM OR NEAR TERM PROJECTS
[00:56:27] BEING COVERED TODAY AS PART OF OUR
[00:56:29] PRESENTATION ON GROUND TRANSPORTATION.
[00:56:30] SO I WANTED TO SET THAT UP FRONT.
[00:56:35] AND BEFORE WE TALK ABOUT TENANT EMPLOYEE
[00:56:37] PARKING, AND JUST AGAIN TO LEVEL SET,
[00:56:39] THE AIRPORT OPERATES AT 4,000 STALL
[00:56:42] SURFACE PARKING LOT NORTH OF THE
[00:56:44] AIRFIELD, AND IT'S ACCESSED BY A BUS
[00:56:48] FLEET OF CNG COMPRESSED NATURAL GAS,
[00:56:51] NOW POWERED BY RENEWABLE NATURAL GAS BUS
[00:56:53] FLEET TO MOVE EMPLOYEES TO AND FROM
[00:56:56] WORK, BASICALLY. AND THAT LOT
[00:57:01] HAS BEEN VERY POPULAR IN THE LAST FEW
[00:57:04] YEARS. AND AS WE'VE WATCHED THE
[00:57:05] POPULARITY OF IT GROW, WE'VE HAD TO
[00:57:07] IMPLEMENT SOME POLICY CHANGES TO MANAGE
[00:57:10] DEMAND. AND SO WHAT WE'VE DONE AS PART
[00:57:13] OF OUR WORK IS TO CAP EMPLOYEE CARDS AT
[00:57:17] APPROXIMATELY 12,000 CARDS AND PROVIDE
[00:57:21] ACCESS TO MOST SEA WORKERS. THAT'S

[00:57:24] FLUCTUATED POPULATION IS FLUCTUATED DUE
[00:57:26] TO COVID. SO WE'RE NOT CURRENTLY AT THE
[00:57:29] CAP RIGHT NOW, BUT THAT
[00:57:32] IS OUR POLICY, AND THAT'S GOING TO HELP
[00:57:34] US PROVIDE PARKING SPACES TO THOSE WHO
[00:57:36] ARE PAYING FOR PARKING. ONE IMPORTANT
[00:57:39] FACET OF AIRPORT EMPLOYEES IS THAT
[00:57:42] THEY'RE SHIFT BASED WORKERS AND THEY
[00:57:43] WORK FROM 3AM IN
[00:57:46] THE MORNING ALL THE WAY TO 1AM THE
[00:57:48] NEXT DAY IN TERMS OF THE SHIFTS IN THE
[00:57:51] WAY IT VARIES. SO WE HAVE A VERY
[00:57:53] DIFFERENT COMMUTE PROFILE THAN I THINK
[00:57:57] THE TYPICAL REGIONAL COMMUTING
[00:58:00] INFRASTRUCTURE SUPPORTS, AND THE TRANSIT
[00:58:03] INFRASTRUCTURE IT SUPPORTS OUR NEEDS ARE
[00:58:06] VERY DIFFERENT IN MANY CASES. THEN WHAT
[00:58:08] HAPPENS FOR DOWNTOWN BELLEVUE OR THESE
[00:58:10] OTHER EMPLOYMENT CENTERS? SO I WANT TO
[00:58:13] MAKE SURE THAT'S UNDERSTOOD BECAUSE IT'S
[00:58:16] OFTEN MISSED WHEN WE TALK ABOUT AIRPORT
[00:58:18] EMPLOYEES. FOR COVID IMPACTS.
[00:58:22] OUR BUS SYSTEM WAS DEFINITELY AFFECTED
[00:58:25] BY THE CAPACITY REDUCTIONS MANDATED BY
[00:58:29] THE STATE AND LOCAL HEALTH AUTHORITIES.
[00:58:31] AND SO WHAT WE DID IS MOVE NEPL PARKERS
[00:58:34] OR EMPLOYEE TENANTS INTO THE MAIN GARAGE
[00:58:37] AND TO USE PUBLIC PARKING SPACES THAT
[00:58:39] WERE UNDER UTILIZED TO THE PANDEMIC.
[00:58:42] NEXT SLIDE, PLEASE. SO FOR
[00:58:49] 2021 OUR IDEAS TO MONITOR OUR PLAN
[00:58:53] PARTICIPATION RATE MANAGE TO OUR CAP.
[00:58:57] WE'RE GOING TO RESTRICT ACCESS TO
[00:58:59] SEATTLE BASED EMPLOYEES ONLY. AND WHAT
[00:59:01] THAT MEANS IS THAT IN THE PAST IF YOU
[00:59:04] WORKED IN DENVER OR LOS ANGELES, OTHER
[00:59:06] PARTS AROUND THE COUNTRY, YOU COULD PARK
[00:59:08] YOUR VEHICLE AT SEATAC. THAT POLICY IS
[00:59:12] NO LONGER ALLOWED. IT'S NOT A PRACTICE
[00:59:14] WE'RE GOING TO PURSUE BECAUSE IT LIMITS
[00:59:17] THE AMOUNT OF PARKING AVAILABLE FOR
[00:59:19] THOSE WORKERS HERE AT SEA. SO WE'VE MADE
[00:59:22] THAT CHANGE AS PART OF OUR PRODUCT.
[00:59:25] LOOKING FORWARD, WE'RE GOING TO BEGIN
[00:59:28] MIGRATING OUR TENANT EMPLOYEES BACK INTO
[00:59:31] THE NORTH EMPLOYEE PARKING LOT. WE HAVE
[00:59:33] A NUMBER OF IMPROVEMENTS, AS I MENTIONED
[00:59:35] EARLIER, FOR BUSINESS CONTINUITY
[00:59:38] PURPOSES AND MAJOR MAINTENANCE DESIGNED
[00:59:40] FOR THAT LOT. IT'S JUST TO MAINTAIN THE
[00:59:43] EXISTING SURFACE LOT AND KEEP IT
[00:59:45] FUNCTIONING AND FINANCIALLY FLEXIBLE
[00:59:47] ENOUGH THAT WE CAN CONTINUE TO SERVICE
[00:59:49] AT LEAST THE EMPLOYEES WHO ARE CURRENTLY
[00:59:51] THERE. AND LAST AND CERTAINLY NOT LEAST,
[00:59:54] IS OUR LINKAGE TO THE TMA PROGRAM. SO
[00:59:57] TRANSPORTATION MANAGEMENT IS THE OTHER
[00:59:59] SIDE OF THE COIN OF DEMAND MANAGEMENT.
[01:00:01] SO WE HAVE TO OFFER ALTERNATIVES TO
[01:00:03] EMPLOYEES FOR DRIVE ALONE OPPORTUNITIES
[01:00:07] TO THE AIRPORT. AND THE TMA IDEA IS THE
[01:00:10] WAY WE'RE GOING TO FACILITATE THOSE
[01:00:12] ALTERNATIVES OR ELEMENT. I'M SORRY,

[01:00:16] MR. LINDSAY. COMMISSIONER FELLEMAN, I DO
[01:00:18] SEE COMMISSIONER BOWMAN'S HAND UP. I'M
[01:00:21] SORRY I MISSED THAT COMMISSION. BOWMAN,
[01:00:23] CAN YOU JUST WAIT TILL THE END OF THE
[01:00:24] PRESENTATION, OR YOU WANT TO DO IT RIGHT
[01:00:26] NOW? NO, I'LL WAIT. THANK YOU. SO,
[01:00:31] NEXT SLIDE, I'M GOING TO TURN THIS OVER
[01:00:32] TO ADRIAN DOWN. IT'S GOING TO DISCUSS
[01:00:35] THE TRANSPORTATION MANAGEMENT
[01:00:36] ASSOCIATION TIME
[01:00:40] TO INTERRUPT IN THIS MOMENT. IF
[01:00:42] COMMISSIONER BOWMAN BEFORE WE GO OFF
[01:00:44] TO THE NEXT SUBJECT. YEAH, IT WAS
[01:00:47] ACTUALLY, IF WE CAN JUST GO BACK ONE
[01:00:48] SLIDE BECAUSE IT WAS ABOUT THE EMPLOYEE
[01:00:50] PARKING LOT, CAN SOMEBODY THANK YOU FOR
[01:00:54] THE BRIEF EXPLANATION YOU PROVIDED AT
[01:00:56] THE BEGINNING OF THIS SECTION? IN TERMS
[01:00:58] OF THE PROJECT, THE EMPLOYEE PARKING
[01:01:00] PROJECT THAT'S BEING CONSIDERED THAT THE
[01:01:02] STAFF, NOT THE COMMISSION THE STAFF HAS
[01:01:04] BROUGHT FORWARD FOR CONSIDERATION. AND,
[01:01:06] SAM, CAN YOU EXPLAIN WHY WE WOULD IF WE
[01:01:10] WERE TO EXPAND EMPLOYEE PARKING, WHY WE
[01:01:12] WOULDN'T EXPAND IT ON THIS SITE THAT WE
[01:01:14] ALREADY HAVE? WHAT AM I MISSING THERE,
[01:01:17] COMMISSIONER? UNFORTUNATELY, I'M NOT
[01:01:20] ABLE TO SPEAK ABOUT THE SAM PROCESS
[01:01:24] OR PROJECTS. I'VE GOT THIS PRESENTATION.
[01:01:27] I'M ASKING ABOUT THIS LOT. IF THE
[01:01:30] GOAL IS, IF THE STAFF IS BRINGING
[01:01:32] FORWARD A GOAL TO INCREASE THE NUMBER OF
[01:01:35] EMPLOYEE PARKING SPOTS, WHY IS THIS LOT
[01:01:39] NOT BEING CONSIDERED? SO STAFF OR NOT AS
[01:01:42] PART OF THE I THINK YOU REFERRED TO THE
[01:01:44] IMPROVEMENTS TODAY LATER TODAY AS PART
[01:01:46] OF THE AGENDA FOR YOU FOR FULL
[01:01:49] COMMISSION. CAN YOU RESTATE THE QUESTION
[01:01:52] THEN? SURE. NO PROBLEM. PETER, SO WE'VE
[01:01:56] GOT THIS PARKING LOT NOW THAT'S BEING
[01:01:58] USED AS PART OF SAM, THERE IS
[01:02:01] A PROPOSAL FOR INCREASE FOR ADDING
[01:02:04] ANOTHER EMPLOYEE PARKING LOT RATHER THAN
[01:02:06] ADDING ANOTHER EMPLOYEE PARKING LOT.
[01:02:08] HAS THE STAFF LOOKED AT INCREASING
[01:02:11] CAPACITY AT THIS LOT? AND THAT'S
[01:02:14] THE PART THAT WE'RE TALKING ABOUT,
[01:02:17] SAM. NOW, I'M NOT TALKING ABOUT SAM.
[01:02:20] AND SO PLEASE DON'T GIVE ME THE RUN
[01:02:22] AROUND I'M ASKING ABOUT THIS PARKING
[01:02:24] LOT. HAVE WE LOOKED AT INCREASING? WE
[01:02:27] LISTED IT INCREASING PARKING IN EXISTING
[01:02:30] LOTS RATHER THAN GO TO
[01:02:33] ANOTHER LOCATION. AND PETER, I WONDER IF
[01:02:36] TOM HOOPER WOULD BE ABLE TO ANSWER THAT
[01:02:39] QUESTION. TOM, ARE YOU ABLE TO ANSWER?
[01:02:41] AND IF NOT, THEN COMMISSIONER WE'LL HAVE
[01:02:43] TO GET BACK TO YOU WITH AN ANSWER. GOOD
[01:02:45] QUESTION. AND HAPPY TO GET BACK TO YOU
[01:02:47] IF WE DON'T HAVE THE ANSWER RIGHT NOW.
[01:02:49] OKAY. YEAH. THE SIMPLE ANSWER IS WE HAVE
[01:02:53] LOOKED AT EXPANDING THE THE EXISTING
[01:02:56] LOT, AND THAT IS THE PROJECT INTENT.

[01:02:58] IT'S MORE EXPENSIVE THAN BUILDING A
[01:03:02] SURFACE PLOT.
[01:03:06] I THINK THE COMMISSIONER BOWMAN,
[01:03:09] COMMISSIONER FELLEMAN, MR BROWN
[01:03:11] HIS HAND UP. PLEASE,
[01:03:14] JEFFREY, YES, I COULD DO THIS. SO THANKS
[01:03:18] FOR THE QUESTION. THERE'S NO PROJECT,
[01:03:20] AS TOM SAID, THERE ARE NO PROJECTS
[01:03:22] OUTSIDE OF SAM THAT PROPOSED AN
[01:03:24] EXPANSION TO AN EXISTING LOT. BUT WHEN
[01:03:27] IT COMES TO A DISCUSSION, I THINK WE
[01:03:29] HAVE TO HAVE A DISCUSSION AND THE FULL
[01:03:31] CONTEXT OF SAM, BUT WE'RE WILLING TO DO
[01:03:33] THAT WITH YOU AT A LATER DATE. SO I
[01:03:35] THINK WE ARE WILLING TO DISCUSS IT LATER
[01:03:37] TODAY. SO NOTHING CURRENTLY IS
[01:03:41] BEING PROPOSED TO EXPAND. AND IF ANY OF
[01:03:43] THE PARKING LOTS ARE STRUCTURES OF THE
[01:03:46] AIRPORT, THE PROJECT THAT'S COME FORWARD
[01:03:48] THIS AFTERNOON IS JUST TO PROVIDE
[01:03:49] IMPROVEMENTS TO THE EXISTING FACILITY,
[01:03:51] NO EXPANSION AND THEN FUTURE EXPANSION.
[01:03:54] IT HAS TO BE DISCUSSED IN THE FULL
[01:03:56] CONTEXT OF SAM. THANK YOU, JEFFREY.
[01:04:00] COMMISSIONER STEINBRUECK,
[01:04:04] I APPRECIATE THE EXPLANATION OFFERED
[01:04:07] REGARDING THE PLANNING FRAMEWORK
[01:04:11] UNDER SAM AND THE OPPORTUNITY FOR PUBLIC
[01:04:16] MEMBERS OF THE PUBLIC TO COMMENT. AND I
[01:04:19] THINK WE NEED TO MAKE THAT BETTER KNOWN.
[01:04:21] AND I THINK WE WE SHOULD MAYBE
[01:04:25] DO MORE WORK EXTERNALLY TO
[01:04:30] CLARIFY MISUNDERSTANDINGS,
[01:04:34] MISCONCEPTIONS AND FALSE CLAIMS ABOUT
[01:04:37] THE AIRPORTS INTENTIONS WITH REGARD TO
[01:04:40] OFF SITE PARKING FOR EMPLOYEES IN THE
[01:04:43] FUTURE. THANK YOU,
[01:04:46] COMMISSIONER STEINBREUCK, WE WILL FOLLOW
[01:04:48] UP ON THAT. COMMISSIONER, THIS IS
[01:04:52] STEVE METRUCK. JUST TO ADD TO THAT, I
[01:04:55] THINK THAT COMMISSIONER TALKING ABOUT
[01:04:58] THE PROCESS AND WHERE WE ARE MAKING THAT
[01:05:00] MORE CLEAR WHERE WE ARE IN THE PROCESS
[01:05:02] AND THE OPPORTUNITIES FOR THAT INPUT
[01:05:05] FROM THE PUBLIC TO GO INTO THAT AS WELL.
[01:05:09] COMMISSION, ALSO, TWO ELECTRIC OFFICIALS
[01:05:13] IN THE AIRPORT AREA CITIES, I THINK,
[01:05:16] SHOULD BE FULLY INFORMED REGARDING
[01:05:20] THESE ISSUES THAT HAVE RISEN AS A KIND
[01:05:23] OF POLITICAL CONTROVERSY.
[01:05:26] COMMISSION BOWMAN, I JUST HAD ONE MORE
[01:05:29] THING. I'M SORRY, BUT IT'S IMPORTANT. I
[01:05:32] FEEL BACK TO THE EARLIEST PART OF THE
[01:05:34] CONVERSATION ABOUT WHERE I SAID FINDING
[01:05:37] THE INFLECTION POINTS ABOUT WHERE WE CAN
[01:05:39] REALLY MAKE A REDUCTION IN GREENHOUSE
[01:05:41] GAS EMISSIONS, WHICH EVERYONE ON THE
[01:05:43] COMMISSION. AND I BELIEVE THE STAFF ALL
[01:05:46] AGREE THAT'S REALLY OUR GOAL IS TO
[01:05:47] REDUCE THE CARBON FOOTPRINT AT SEATAC,
[01:05:50] ADDING NEW PARKING STRUCTURES
[01:05:54] IS THE OPPOSITE DIRECTION THAT WE SHOULD
[01:05:56] GO. AND SO WHETHER OR NOT IT'S IN SAM,

[01:05:59] I WILL THEN BE TALKING ABOUT THAT AS AN
[01:06:02] OVERALL ARCHING GOAL IS THAT EXPANDING
[01:06:05] STRUCTURES FOR PARKING IS A PROBLEM IF
[01:06:08] WE'RE GOING TO MEET OUR GREENHOUSE GAS
[01:06:10] EMISSION GOAL. SO I JUST WANT TO BE
[01:06:14] CLEAR ON THE RECORD ABOUT THAT'S WHERE I
[01:06:15] AM. AND I THINK A LOT OF US ARE WE'RE
[01:06:17] TRYING TO REDUCE GREENHOUSE GAS
[01:06:19] EMISSIONS. SO LET'S WORK ON THAT GOAL.
[01:06:21] I KNOW THAT THAT'S CHALLENGING BECAUSE
[01:06:23] YOU ALL ARE DOING GREAT WORK TRYING TO
[01:06:25] FIGURE OUT HOW TO GET PEOPLE IN AND OUT
[01:06:27] OF THE AIRPORT. BUT WE NEED TO BE REALLY
[01:06:29] CONSCIOUS ABOUT AGAIN, IF WE KNOW WE'VE
[01:06:31] GOT X AMOUNT OF PEOPLE THAT COME IN
[01:06:32] EVERY DAY, HOW DO WE INCENTIVIZE THEM TO
[01:06:35] TAKE TRANSIT? BUILDING MORE PARKING IS
[01:06:37] NOT INCENTIVIZING THEM TO TAKE TRANSIT.
[01:06:39] THANK YOU.
[01:06:42] THANK YOU, COMMISSIONER BOWMAN. THE ONE
[01:06:45] THING I JUST NOTED THAT WHEN THE
[01:06:48] EXECUTIVE METRUCK OPENED UP THE MEETING,
[01:06:50] HE DID NOTE THAT THERE WAS SOME SORT
[01:06:54] OF EXISTING LIMITATION WITH EMPLOYEE
[01:06:57] PARKING. IS THAT THE CASE, OR IS THIS A
[01:07:00] IS THIS SOMETHING THAT WE'RE LOOKING IN
[01:07:02] A PROJECTED CONCERN?
[01:07:06] SO THE SURFACE PARKING LOT DOES
[01:07:10] HAVE A CAPACITY OF FINAL CAPACITY, AND
[01:07:12] SO THAT'S WHY WE'RE OPERATING THEIR
[01:07:14] DEMAND MANAGEMENT PROCESS THROUGH
[01:07:17] CAPPING EMPLOYEE PARKING AT THE NORTH
[01:07:19] LOT. VERY GOOD,
[01:07:22] THEN. SO PLEASE CARRY ON, ALEX,
[01:07:25] COMMISSIONER CLAKINS HAS A QUESTION.
[01:07:30] THANKS, EVERYBODY. AND I JUST WANT TO
[01:07:33] THANK THE STAFF FOR I
[01:07:38] KNOW YOU ARE WALKING A TIGHT ROPE
[01:07:40] BECAUSE OF THE IMPORTANCE TO EVERYONE
[01:07:42] HERE OF THE INTEGRITY OF THE
[01:07:45] ENVIRONMENTAL REVIEW PROCESS AND THE
[01:07:47] IMPORTANCE OF KEEPING THAT AT ARM'S
[01:07:49] LENGTH FROM ANY OF THESE CONVERSATIONS
[01:07:50] SO THAT THAT CAN HAPPEN WITHOUT
[01:07:53] INTERRUPTION AND WITHOUT UNDUE
[01:07:55] INFLUENCE. WHICH IS WHY IT'S FRUSTRATING
[01:07:58] FOR US AS COMMISSIONERS TO NOT BE ABLE
[01:08:00] TO WEIGH IN ON SOME OF THESE THINGS THAT
[01:08:01] CLEARLY HAVE IMPLICATIONS FOR GROUND
[01:08:03] TRANSPORTATION, BUT ARE A PART OF SAM
[01:08:05] AND THEREFORE NEED TO BE OFF THE TABLE
[01:08:08] TODAY. SO JUST REFLECTING THAT AND
[01:08:11] ARLYN, I KNOW YOU PERSONALLY WORKED VERY
[01:08:13] HARD TO EDUCATE ME WHEN I CAME IN AS A
[01:08:15] COMMISSIONER ON THE CHALLENGES THERE.
[01:08:18] IT'S FRUSTRATING, BUT THAT'S ABSOLUTELY
[01:08:21] ESSENTIAL THAT THAT
[01:08:26] THE COMMISSION REFRAINED FROM WEIGHING
[01:08:28] IN DURING THIS PROCESS. SO WITH THAT
[01:08:30] SAID, I HAVE ONE JUST CONCRETE QUESTION,
[01:08:33] WHICH IS WHAT'S GOING ON WITH SEPL?
[01:08:42] SOUTH EMPLOYEE PARKING LOT. THAT IS AN
[01:08:44] AREA THAT CURRENTLY HAS MANY USES. AND

[01:08:49] LAST, I UNDERSTAND, AND I HAVE TO ASK
[01:08:51] SOME OF MY COLLEAGUES FOR HELP ON THIS.
[01:08:54] IT WAS STILL BEING USED BY AMAZON FOR
[01:08:56] LOGISTICAL OPERATIONS. SO THEIR
[01:09:02] CARD OF BUSINESS. OKAY, GREAT. SO IT'S NOT
[01:09:05] JUST GROWING LEADS AND BIG
[01:09:09] ASPHALT WASTELAND, BUT AS WE YEAH,
[01:09:14] I CAN'T SPEAK TO THE AMOUNT OF PLANT OR
[01:09:16] VEGETATION BUT HOPEFULLY IT'S BEING
[01:09:18] USED AS IT WAS MEANT FOR AMAZON
[01:09:22] LOGISTICS. AND IF THERE'S ANY COLLEAGUES
[01:09:23] ON THE CALL WHO CAN HELP, I APPRECIATE
[01:09:25] THAT AS WELL. PETER, IT LOOKS LIKE JEFF
[01:09:28] JOVETTE MAY WANT TO SPEAK. OKAY.
[01:09:31] YEAH. THANK YOU, ALAN. PETER,
[01:09:33] COMMISSIONER CALKINS, THAT SELF EMPLOYEE
[01:09:36] PARKING LOT. WE'VE BOOKED OWNERSHIP TO
[01:09:38] THE ENGINEERING GROUP BECAUSE IT'S
[01:09:40] LARGELY BEING USED FOR LABORER PARKING
[01:09:43] AND CONSTRUCTION LAY DOWN. AND THEN
[01:09:46] THERE'S A PART OF IT AFFECT A SMALL PART
[01:09:49] THAT IS USED, AS PETER INDICATES, FOR
[01:09:51] AMAZON LOGISTICS, BUT IT WAS AN AREA
[01:09:53] THAT WERE AVAILABLE SO THEY COULD STAGE
[01:09:55] TRUCKS DOWN THEIR TRUCKS AND TRAILERS
[01:09:57] DOWN THERE TO BE ABLE TO METER
[01:10:00] DELIVERIES INTO THE CARGO BUILDING. IT'S A
[01:10:02] LONGER CARGO ROAD, SO THE LOTS FULLY
[01:10:05] UTILIZED. A PORTION OF THE LOT IS ALSO
[01:10:07] USED FOR GROUND TRANSPORTATION STAGING.
[01:10:09] AND WE LOOK FORWARD TO SEEING THE CRUISE
[01:10:11] BUSES BACK THERE IN THE NEXT FEW
[01:10:12] MONTHS. AND SO WHATEVER PORTION
[01:10:16] OF IT IS BEING USED FOR CONSTRUCTION LAY
[01:10:19] DOWN AND OTHER CONSTRUCTION RELATED
[01:10:21] USES, WITH ALL OF THE PROJECTS COMING,
[01:10:23] I IMAGINE THAT'S NOT GOING TO FREE UP
[01:10:27] ANYTIME SOON. NO, WE DON'T ANTICIPATE
[01:10:29] GETTING THAT BACK FOR QUITE SOME TIME
[01:10:31] INTO THE LANDSLIDE PORTFOLIO. OKAY, I
[01:10:35] APPRECIATE IT. THANKS, GUYS.
[01:10:37] COMMISSIONER FELLEMAN, WHAT? SHALL WE?
[01:10:40] PROCEED. I JUST GUESS THE QUESTION OF
[01:10:43] EMPLOYEE PARKING AND THIS AVAILABLE
[01:10:45] ALTERNATE LOT, THAT SALAD IS A VERY MUCH
[01:10:48] FAIR GAME FOR THIS CONVERSATION. AS
[01:10:51] RYAN, YOU JUST POINTED OUT, THERE'S
[01:10:53] OTHER ALTERNATIVES. AND THE QUESTION IS,
[01:10:54] IS THERE OTHER PLACES FOR STAGING
[01:10:56] EQUIPMENT? POTENTIALLY. SO ANYWAY, JUST
[01:10:59] THE CONVERSATION ABOUT PARKING
[01:11:01] INDEPENDENTLY OF SAM IS VERY MUCH A
[01:11:05] APPROPRIATE CONVERSATION FOR TODAY'S
[01:11:08] DISCUSSION. SO LET'S MOVE ON TO THE NEXT
[01:11:10] PRESENTATION. SO NEXT
[01:11:14] UP IS ADRIAN DOWN. HE'S GOING TO
[01:11:16] DESCRIBE THE TRANSPORTATION MANAGEMENT
[01:11:18] ASSOCIATION IDEA. GREAT. THANK YOU.
[01:11:21] THANKS, PETER. YEAH. SO AS I MENTIONED
[01:11:25] PREVIOUSLY, WE ARE PLANNING TO BUILD A
[01:11:27] TRANSPORTATION MANAGEMENT ASSOCIATION OR
[01:11:29] TMA FOR AIRPORT EMPLOYEES, AND THIS TMA
[01:11:32] WILL SERVE AS A HUB FOR INFORMATION AND

[01:11:34] RESOURCES TO MAKE IT EASIER FOR ALL OF
[01:11:37] THOSE 20,000 OR MORE AIRPORT EMPLOYEES TO
[01:11:39] CHOOSE SUSTAINABLE OPTIONS IF THEY WANT
[01:11:41] TO GET TO WORK. THE TMA WILL ALSO
[01:11:44] REPRESENT THE NEEDS OF THOSE EMPLOYEES
[01:11:46] TO TRANSIT AGENCIES AND OTHER PARTNERS
[01:11:48] IN THE REGION. IN 2020, WE HAD PLANNED
[01:11:52] TO ESTABLISH A STEERING COMMITTEE FOR
[01:11:53] THIS WORK, BEGIN CONDUCTING OUTREACH TO
[01:11:56] EMPLOYEES AND EMPLOYERS AT THE AIRPORT
[01:11:57] TO BETTER UNDERSTAND THEIR NEEDS AND
[01:11:59] OPPORTUNITIES TO BETTER MEET THOSE
[01:12:01] NEEDS, AS WELL AS TO START RECRUITING
[01:12:03] MEMBERS FOR THE TMA. HOWEVER, DUE TO
[01:12:06] COVID, SOME SUSTAINABLE COMMUTE OPTIONS
[01:12:09] WERE LESS AVAILABLE TO EMPLOYEES. FOR
[01:12:11] EXAMPLE, TRANSIT SERVICE WAS REDUCED
[01:12:14] THROUGHOUT THE REGION, AND CARPOOLING
[01:12:16] FELT LESS SAFE FOR MANY EMPLOYEES.
[01:12:18] THERE ARE ALSO A NUMBER OF COMPETING
[01:12:20] PRIORITIES FOR OUR TENANTS THIS PAST
[01:12:22] YEAR, GIVEN THE UNPRECEDENTED ECONOMIC
[01:12:24] CHALLENGES FROM COVID. SO WHILE EMPLOYEE
[01:12:26] COMPUTING IS VERY IMPORTANT, IT WAS NOT
[01:12:29] THE HIGHEST PRIORITY ISSUE FOR OUR
[01:12:30] TENANTS AS THEY ADAPTED TO THE ONGOING
[01:12:33] CHALLENGES THAT COVID COST. NEXT SLIDE,
[01:12:36] PLEASE. HOWEVER, IN 2021,
[01:12:40] WE WERE ABLE TO PURSUE SOME ACTIVITIES
[01:12:43] PRIOR TO THE LAUNCH OF THE FORMAL TMA.
[01:12:45] MORE SPECIFICALLY, WE'VE HELD INTERVIEWS
[01:12:47] WITH OVER 20 AIRPORT EMPLOYEES TO BETTER
[01:12:50] UNDERSTAND THEIR COMMUTING PATTERNS AND
[01:12:52] HOW A FUTURE TMA COULD BETTER SUPPORT
[01:12:54] THEM. WE'RE ALSO PLANNING THREE FOCUS
[01:12:57] GROUPS TO CONVENE AIRPORT EMPLOYERS AND
[01:12:59] MANAGERS TO UNDERSTAND HOW THE TMA COULD
[01:13:02] BETTER SUPPORT THEM IN THEIR BUSINESSES.
[01:13:04] COMMUTE PROGRAMS LOOKING FORWARD WILL
[01:13:06] CONTINUE TO GATHER INFORMATION FROM
[01:13:08] AIRPORT EMPLOYEES AND MANAGERS PRIOR TO
[01:13:10] THE LAUNCH OF THE TMA, AND WE'LL
[01:13:12] COORDINATE WITH TRANSIT AGENCIES TO
[01:13:14] REPRESENT THE NEEDS OF THOSE EMPLOYEES.
[01:13:16] WE'LL CONTINUE TO ASSESS A READINESS TO
[01:13:19] STAND UP THE TMA MORE FORMALLY AND BEGIN
[01:13:22] OFFERING PROGRAMMING IN THE FUTURE. AND
[01:13:25] WE ANTICIPATE UPCOMING BUDGET REQUEST IN
[01:13:27] 2022 TO SUPPORT THIS WORK. NEXT SLIDE,
[01:13:31] PLEASE. SO SHIFT
[01:13:36] NOW FROM EMPLOYEE TRANSPORTATION
[01:13:40] TO PASSENGER TRANSPORTATION. ONE OF THE
[01:13:42] ITEMS IDENTIFIED IN THE DTAP REPORT THAT
[01:13:44] WE'VE BEEN PURSUING IS EVALUATING THE
[01:13:46] POTENTIAL IMPLICATIONS OF IMPLEMENTING
[01:13:48] ACCESS FEES ON THE AIRPORT CURVES.
[01:13:51] THIS INCLUDES THINGS LIKE THE CUSTOMER
[01:13:53] SERVICE NEEDS. EXCUSE ME, I'M GOING TO
[01:13:56] DROP MY CAMERA JUST FOR A MOMENT TO LET
[01:13:58] MY INTERNET CATCH UP HERE. THIS INCLUDES
[01:14:01] THINGS LIKE EVALUATING THE CUSTOMER
[01:14:04] SERVICE NEEDS, INFRASTRUCTURE
[01:14:06] REQUIREMENTS, AND OTHER CONSIDERATIONS

[01:14:09] NECESSARY TO PURSUE THIS PROGRAM TO
[01:14:12] BETTER UNDERSTAND HOW CUSTOMERS MIGHT
[01:14:14] RESPOND TO A CHANGE IN PRICING. WE'VE
[01:14:17] BEEN LOOKING AT THIS IDEA OF DEVELOPING
[01:14:19] A MODE CHOICE MODEL THAT WOULD TELL US
[01:14:21] HOW CUSTOMERS MAY CHANGE THEIR BEHAVIOR
[01:14:23] AND THEIR GROUND TRANSPORTATION MODE
[01:14:25] CHOICES IN RESPONSES TO CHANGE IN OUR
[01:14:27] PRICING POLICIES OR IN RESPONSE TO OTHER
[01:14:30] FACTORS LIKE CHANGES IN TRAVEL TIME. WE
[01:14:33] ALSO PLAN TO STUDY THE LEGAL AND POLICY
[01:14:36] OPTIONS AVAILABLE TO THE PORT TO
[01:14:38] IMPLEMENT A PROGRAM LIKE THIS. AND AS I
[01:14:41] MENTIONED, WE ALSO WANTED TO ASSESS THE
[01:14:43] PHYSICAL INFRASTRUCTURE NEEDS NECESSARY
[01:14:45] TO SUPPORT A PROGRAM LIKE THIS, AND THAT
[01:14:47] WOULD INCLUDE THINGS LIKE SENSORS AND
[01:14:49] GANTRIES NECESSARY TO MONITOR ACTIVITY
[01:14:52] IN AND OUT OF THE AIRPORT. DUE TO COVID,
[01:14:54] IT WAS MORE CHALLENGING TO CONDUCT
[01:14:56] PASSENGER SURVEYS. AND THAT'S IMPORTANT
[01:14:58] BECAUSE DEVELOPING THAT PASSENGER MODE
[01:15:00] CHOICE MODEL IS BASED ON PASSENGER
[01:15:03] SURVEY INFORMATION. AND SO IT WAS MORE
[01:15:07] CHALLENGING TO CONDUCT THESE SURVEYS
[01:15:09] JUST BECAUSE IT'S OBVIOUSLY MORE
[01:15:11] CHALLENGING TO APPROACH FOLKS AND GATHER
[01:15:13] INFORMATION, BUT ALSO BECAUSE THERE ARE
[01:15:15] CHANGES OVER THE PAST YEAR IN PASSENGER
[01:15:17] TRAVEL PATTERNS, AND IT'S UNCLEAR YET
[01:15:20] HOW MANY OF THOSE CHANGES ARE SHORT TERM
[01:15:23] CHANGES IN WHICH OF THOSE MAY BE MORE OF
[01:15:25] A LONG TERM TREND.
[01:15:28] NEXT SLIDE, PLEASE. BUT I ALSO NOTE THAT
[01:15:31] WE HAVE A HAND AS WELL.
[01:15:35] I JUST HAD A QUESTION IF YOU'RE
[01:15:38] UTILIZING CONSULTANTS WITH EXPERTISE
[01:15:41] NATIONALLY AND BEST PRACTICES AROUND
[01:15:44] ALTERNATIVE TRANSPORTATION STRATEGIES
[01:15:48] AND POTENTIAL TOOLS,
[01:15:53] AND COMMISSIONER, IS YOUR QUESTION IN
[01:15:56] REGARDS TO THE TMA IN REGARDS TO THE
[01:15:58] ACCESS FEES CONVERSATION TO THE WHOLE
[01:16:01] QUESTION AROUND PASSENGER TRIP REDUCTION
[01:16:06] TO ASSESS THE BIG PIECE OF THE PIE?
[01:16:09] THERE'S SOME VERY GOOD NATIONAL EXPERTS,
[01:16:11] AND I IMAGINE OTHER AIRPORTS HAVE ALSO
[01:16:15] BEEN CHALLENGED IN THIS AREA.
[01:16:17] MAYBE I COULD TAKE A KIND OF A BIG
[01:16:20] PICTURE APPROACH TO ANSWERING YOU.
[01:16:23] COMMISSIONER STEINBRUECK, TO COME
[01:16:27] UP WITH THE WORK PLAN THAT WE DEVELOPED
[01:16:31] FOR THE GROUND TRANSPORTATION PROGRAM,
[01:16:33] WE DID USE THE EXPERTISE OF A CONSULTANT
[01:16:36] WITH NATIONWIDE EXPERIENCE. NOW, AS WE
[01:16:39] ARE MOVING FORWARD WITH OUR THINKING,
[01:16:42] WE MAY SELECT INDIVIDUAL PIECES THAT
[01:16:46] REQUIRE SPECIALIZED CONSULTANT EXPERTISE
[01:16:49] TO HANDLE AND ADRIAN IS GOING TO BE
[01:16:51] TALKING ABOUT JUST THAT DESIRE IN A
[01:16:54] SECOND, SO WE DEFINITELY. YEAH. OKAY.
[01:16:58] GREAT. I APPRECIATE THAT. THANK YOU.
[01:17:01] THANKS VERY MUCH, COMMISSIONER. THAT'S A

[01:17:04] WELL TIMED COMMENT. AS ALAN SAID, WE'RE
[01:17:06] JUST ABOUT TO GET TO THAT. SO IN 2021,
[01:17:10] FOR THIS ACCESS FEE WORK, WE DID
[01:17:12] COMPLETE THE LEGAL ANALYSIS AND
[01:17:13] DETERMINE THAT THE PORT DOES SEEM TO
[01:17:15] HAVE THE AUTHORITY TO IMPLEMENT AN
[01:17:17] ACCESS FEE IF WE CHOSE TO DO SO. WE ALSO
[01:17:20] BEGAN LOOKING
[01:17:23] AT POTENTIAL PARTNERS TO HELP BUILD THAT
[01:17:26] MODE CHOICE MODEL THAT I MENTIONED
[01:17:27] PREVIOUSLY. LOOKING FORWARD, WE HOPE TO
[01:17:31] WORK TOWARDS COMPLETION OF THAT MODEL.
[01:17:33] WE'RE ALSO GOING TO CONTINUE TO ASSESS
[01:17:35] THE COST AND BENEFITS AS WELL AS THE
[01:17:36] FEASIBILITY OF IMPLEMENTING A PROGRAM
[01:17:39] LIKE THIS. WE KNOW THAT WE WILL NEED TO
[01:17:42] EVALUATE INCENTIVES THAT CAN BE PAIRED
[01:17:44] WITH A PROGRAM LIKE ACCESS FEES TO
[01:17:47] ENSURE THAT FOLKS HAVE PLENTY OF OPTIONS
[01:17:49] TO GET TO AND FROM THE AIRPORT AND
[01:17:51] FINALLY WORK TOWARDS A RECOMMENDATION AS
[01:17:53] TO WHETHER OR NOT TO PURSUE THIS
[01:17:55] PROGRAM. NEXT SLIDE, PLEASE.
[01:18:00] AND SO, COMMISSIONER, TO YOUR QUESTION
[01:18:02] ABOUT PARTNERSHIPS, ONE OF THE POTENTIAL
[01:18:05] PARTNERS THAT WE'RE EXCITED ABOUT IS THE
[01:18:06] NATIONAL RENEWABLE ENERGY LABORATORY
[01:18:08] ATHENA TEAM. THIS IS A TEAM THAT'S DONE
[01:18:10] REALLY GROUNDBREAKING, EXCITING WORK
[01:18:13] WITH DFW ON THEIR GROUND TRANSPORTATION
[01:18:16] PROGRAMS. AND THIS IS A VERY BROAD
[01:18:18] COALITION THAT BRINGS IN EXPERTISE FROM
[01:18:20] A NUMBER OF AIRPORTS AS WELL AS PRIVATE
[01:18:23] INDUSTRY. SO WE'VE BEGUN CONVERSATIONS
[01:18:25] WITH THEM ABOUT POTENTIALLY BRINGING
[01:18:28] SOME OF THEIR EXPERTISE TO BEAR ON THE
[01:18:30] CHALLENGES HERE AT SEATAC AIRPORT AS
[01:18:32] WELL. NEXT SLIDE,
[01:18:35] PLEASE. AND ANOTHER
[01:18:38] INITIATIVE THAT WE'VE BEEN PURSUING IS
[01:18:41] OFFERING PASSENGERS DISCOUNTED DIGITAL
[01:18:43] TRANSIT PASSES IN CONJUNCTION WITH THEIR
[01:18:46] AIRLINE TICKET PURCHASE. SO THE WAY THIS
[01:18:48] WOULD WORK WOULD BE ESSENTIALLY WHEN YOU
[01:18:49] PURCHASE AN AIRLINE TICKET, YOU WOULD
[01:18:52] ALSO RECEIVE A TRANSIT PASS TO JUST
[01:18:54] REDUCE ONE STEP IN THE PROCESS AND MAKE
[01:18:56] IT EASIER FOR YOU TO CHOOSE TRANSIT TO
[01:18:58] COME TO THE AIRPORT IF YOU WANT TO. IN
[01:19:00] 2020, WE HAD PLANNED TO ENGAGE THE
[01:19:03] AIRLINES VIA THE SUSTAINABLE AVIATION
[01:19:05] FUELS MOU GROUP, AS WELL AS WORK WITH
[01:19:08] KING COUNTY METRO TO BUILD THE NECESSARY
[01:19:10] DIGITAL INFRASTRUCTURE TO IMPLEMENT A
[01:19:12] PROGRAM LIKE THIS. THERE'S A LOT OF WORK
[01:19:14] THAT NEEDS TO GO ON BEHIND THE SCENES IN
[01:19:16] ORDER TO SUPPORT THIS KIND OF DIGITAL
[01:19:18] TICKETING PROGRAM. DUE TO COVID, THERE
[01:19:20] WERE A NUMBER OF COMPETING PRIORITIES
[01:19:22] FOR AIRLINES AS WELL AS FOR TRANSIT. IT
[01:19:25] WAS REALLY A RECORD SETTING,
[01:19:28] CHALLENGING YEAR FOR BOTH OF THOSE
[01:19:29] INDUSTRIES THIS PAST YEAR, AND THERE IS

[01:19:32] ALSO DECREASE INTEREST IN PASSENGERS TO
[01:19:36] TAKE TRANSIT. TRANSIT SERVICE WAS LESS
[01:19:38] ATTRACTIVE DUE TO COVID AND ALSO LESS
[01:19:40] AVAILABLE DUE TO REDUCTIONS IN THE
[01:19:43] AMOUNT OF SERVICE PROVIDED BY TRANSIT
[01:19:45] AGENCIES. NEXT SLIDE, PLEASE.
[01:19:48] IN 2021, WE WERE ABLE TO SUPPORT
[01:19:52] KING COUNTY METRO GRANT APPLICATION THAT
[01:19:55] WAS SUCCESSFUL TO BUILD THE NECESSARY
[01:19:57] DIGITAL INFRASTRUCTURE TO SUPPORT THIS
[01:19:59] TYPE OF PROGRAM. AND LOOKING FORWARD,
[01:20:02] WE PLAN TO CONTINUE COORDINATING WITH
[01:20:04] METRO AND THE AIRLINES ON THIS ISSUE,
[01:20:06] AS WELL AS USING THAT MODEL THAT
[01:20:10] I MENTIONED PREVIOUSLY TO EVALUATE THE
[01:20:12] EFFICACY OF DIFFERENT PRICING INCENTIVE
[01:20:15] OPTIONS. AND I JUST WANT WANT TO POINT
[01:20:16] OUT THAT THIS IDEA OF OFFERING DIGITAL
[01:20:18] TRANSIT PASSES, WE'RE NOT ALONE IN THIS
[01:20:21] AREA. OTHER ENTITIES IN THE REGION LIKE
[01:20:23] THE SEATTLE KRAKEN AND ARE ALSO
[01:20:25] INTERESTED IN MOVING IN THIS DIRECTION
[01:20:26] OF OFFERING FOLKS FREE
[01:20:30] TRANSIT TICKETS ALONG WITH A TICKET, IN
[01:20:33] OUR CASE, A FLIGHT AND IN THE CASE OF
[01:20:35] THE KRAKEN INTO A SPORTING EVENT. SO
[01:20:37] WE'RE IN A GOOD COMPANY AND PURSUING
[01:20:39] THIS INITIATIVE. NEXT SLIDE, PLEASE.
[01:20:43] SO, ADRIAN, I DO WANT TO PAUSE HERE
[01:20:46] BECAUSE WE ARE AT THE TRANSITION POINT
[01:20:48] BETWEEN SECTIONS BEFORE WE ENTER THE
[01:20:49] FINAL PHASE OF OUR PRESENTATION TO SEE
[01:20:52] IF THERE'S ANY QUESTIONS. COMMISSIONER
[01:20:54] FELLEMAN, PLEASE CALL THE ROLL. THANK
[01:20:57] YOU, SIR. YOU'RE GETTING WITH
[01:20:58] COMMISSIONER BOWMAN. THANK YOU. I
[01:21:01] APPRECIATE THAT YOU BROUGHT UP THE
[01:21:03] TRANSIT PASSES. I MENTIONED THAT. I
[01:21:04] DON'T KNOW. IT MIGHT HAVE BEEN THREE
[01:21:06] YEARS AGO BECAUSE I KNOW ON ALASKA
[01:21:08] AIRLINES, WHEN YOU PURCHASE A TICKET,
[01:21:10] YOU HAVE THE OPTION OF ALSO SCHEDULING
[01:21:14] A RENTAL CAR OR HOTEL. IT'S ALL ON
[01:21:17] THEIR WEBSITE BEFORE YOU ACTUALLY
[01:21:19] PURCHASE YOUR TICKETS. COULD YOU LET US
[01:21:22] KNOW WHAT YOU NEED FROM THE COMMISSION
[01:21:25] TO HELP OPEN THE DOORS TO MAKE THAT
[01:21:27] HAPPEN? I THINK THAT WE NEED TO JUST BE
[01:21:29] LEANING IN IN AND PROVIDING REDUCING
[01:21:31] EVERY SINGLE BARRIER FOR PEOPLE TO USE
[01:21:35] TRANSIT FROM SEATAC AIRPORT. AND HAVING
[01:21:38] THAT TRANSIT PASS, RIGHT AS YOU PURCHASE A
[01:21:41] TICKET IS ONE EASY WAY. WE ALSO HAVE
[01:21:43] OBVIOUSLY GREAT CONNECTIONS WITH
[01:21:44] EXPEDIA. THESE ARE NOT NEW THINGS AND
[01:21:46] OTHER AIRPORTS. AS YOU'VE MENTIONED,
[01:21:48] THIS ISN'T A NEW PROGRAM. SO I WOULD
[01:21:51] REALLY LIKE AGAIN, OFFER TO HELP WITH
[01:21:53] THIS. I'VE BEEN TALKING ABOUT IT FOR A
[01:21:55] NUMBER OF YEARS. I UNDERSTAND 2020 WAS
[01:21:57] NOT THE TIME TO DO IT, BUT I I DON'T
[01:22:00] WANT TO BE IN THE SAME PLACE A YEAR FROM
[01:22:01] NOW WHERE WE'RE STILL TALKING ABOUT IT.

[01:22:03] SO PLEASE LET US KNOW WHAT WE CAN DO TO
[01:22:05] HELP YOU. THANK YOU.
[01:22:08] COMMISSIONER BOWMAN. MOVING TO
[01:22:10] COMMISSIONER CALKINS? YEAH.
[01:22:12] THANKS. SO, ON THE QUESTION
[01:22:16] OF THE TMA, JUST A COUPLE OF THINGS,
[01:22:19] ARE WE FINDING THERE'S A RETICENCE
[01:22:22] AMONGST THE 350 EMPLOYERS THAT WE COULD
[01:22:24] POTENTIALLY ORGANIZE WITH EMPLOYEES AT
[01:22:27] SEATAC TO THAT
[01:22:34] QUESTION, COMMISSIONER, I THINK WHEN
[01:22:37] WE'VE ENGAGED WITH EMPLOYERS INITIALLY
[01:22:39] AND CONVERSATIONS AROUND COMMUTING AND
[01:22:41] TRANSPORTATION CHALLENGES, THE EMPLOYERS
[01:22:44] WE'VE CONNECTED WITH HAVE GENERALLY BEEN
[01:22:45] VERY EXCITED TO ENGAGE IN THOSE
[01:22:47] CONVERSATIONS. THEY RECOGNIZE THAT THIS
[01:22:48] IS A CHALLENGE FOR THEIR EMPLOYEES.
[01:22:49] THEY RECOGNIZE IT AS AN OPPORTUNITY TO
[01:22:51] INCREASE EMPLOYEE SATISFACTION AND
[01:22:53] RETENTION. SO I WOULD SAY THAT AS FAR
[01:22:55] THE CONVERSATIONS HAVE BEEN VERY
[01:22:57] POSITIVE. NO,
[01:23:00] WE'VE TALKED FOR A LONG TIME ABOUT HOW
[01:23:02] WE SORT OF WANT TO RANK OUR MODES,
[01:23:04] WHICH WERE EFFECTIVELY DONE, AND THEN WE
[01:23:07] WANT TO MAKE SURE THAT OUR INCENTIVES
[01:23:10] AND DISINCENTIVES TO MODE USE ALIGN WITH
[01:23:14] THAT. AND I CONTINUE TO BELIEVE
[01:23:17] WE'VE GOT SOME OF THOSE OFF KILTER
[01:23:21] SINGLE OCCUPANCY VEHICLES THAT COME TO
[01:23:24] THE AIRPORT, THERE'S NO FEE. THEY GO
[01:23:27] RIGHT TO THE FRONT DOOR. AND SO WE'RE
[01:23:29] EFFECTIVELY TELLING THEM IN THE MOST
[01:23:33] IMPORTANT WAY THAT THERE ARE TOP
[01:23:36] PRIORITY. AND YET, IN TERMS OF OUR MODE
[01:23:39] SHARE SPLIT, AS COMMISSIONER STEINBRUECK
[01:23:41] SAID EARLIER, LIGHT RAIL IS THE FURTHEST
[01:23:43] DROP OFF POINT. SO HOW DO WE INVERT
[01:23:47] THOSE UPSIDE DOWN INCENTIVES?
[01:23:51] AND THAT'S WHY I'M REALLY OPEN TO THIS
[01:23:53] IDEA OF AN ACCESS FEE AS A MEANS OF
[01:23:55] REALLY NOT ONLY INVERTING THAT, BUT ALSO
[01:23:58] ADDRESSING THE FACT THAT THERE IS A REAL
[01:24:00] COST TO MANAGING ALL OF THOSE, SOVS THAT
[01:24:03] IS CURRENTLY NOT PAID. AND SO FIGURING
[01:24:05] OUT HOW TO REALLY ADDRESS WHAT
[01:24:09] IS CURRENTLY AN EXTERNALIZED COST. SO
[01:24:12] THAT'S ONE THING. I'M REALLY GLAD TO
[01:24:14] HEAR THAT THE OTHER EMPLOYER PARTNERS AT
[01:24:16] SEA ARE INTERESTED AND WILLING TO
[01:24:20] PARTICIPATE IN A TMA. ONE OF THE OTHER
[01:24:23] INCENTIVES THAT I I THINK IS A LITTLE
[01:24:25] BIT UPSIDE DOWN IS FROM WHAT I
[01:24:27] UNDERSTAND ABOUT SOME OF THE TENANT
[01:24:30] EMPLOYEE PARKING IS THAT THAT IS JUST
[01:24:32] INCLUDED AS PART OF THEIR COMPENSATION
[01:24:35] FOR THOSE WHO WANT TO DRIVE. I DON'T
[01:24:38] KNOW IF MASS TRANSIT WOULD BE INCLUDED.
[01:24:41] AND CONCRETELY, WHAT I'M SAYING IS IF AN
[01:24:43] EMPLOYEE WANTS TO SIGN UP FOR PARKING
[01:24:47] AT NEPL, IT JUST GETS
[01:24:50] INCLUDED. AND THE AIRLINE WE CHARGE

[01:24:53] BASED ON COST RECOVERY. AND SO HOWEVER
[01:24:55] MUCH TAKES, WE DIVVY THAT UP AMONGST THE
[01:24:57] NUMBER OF SUBSCRIPTIONS. AND SO IF
[01:24:59] EMPLOYEE HAS 2,000
[01:25:03] SUBSCRIPTIONS, THEY SAY 2,000 TIMES
[01:25:05] WHATEVER THE COST WAS FOR US. I THINK
[01:25:08] THERE'S AN OPPORTUNITY THERE,
[01:25:09] PARTICULARLY GERMAIN, TO OUR
[01:25:11] CONVERSATION IN PUBLIC MEETING TODAY
[01:25:13] AROUND THE COST ASSOCIATED WITH
[01:25:14] UPGRADING THAT TO LOOK AT SOMETHING
[01:25:16] OTHER THAN A COST RECOVERY MODEL,
[01:25:17] POTENTIALLY A COST RECOVERY, PLUS MAYBE
[01:25:20] COVERING SOME OF THE EXTERNAL COSTS,
[01:25:23] LIKE THE NEGATIVE ENVIRONMENTAL IMPACTS
[01:25:25] OF PEOPLE COMING AND GOING BY SINGLE
[01:25:27] OCCUPANCY VEHICLE. AND THEN I THINK
[01:25:30] THERE'S ALSO AN OPPORTUNITY TO SAY,
[01:25:31] HEY, WAIT A SECOND. IF YOU'RE OFFERING
[01:25:34] FREE PARKING TO YOUR EMPLOYEES, WHY
[01:25:35] AREN'T YOU OFFERING ORCA PASSES TO ALL
[01:25:37] YOUR EMPLOYEES OR JUST SAYING
[01:25:41] YOU CAN HAVE THE PARKING, BUT WE'RE
[01:25:43] GOING TO DEDUCT IT FROM YOUR PAYCHECK
[01:25:45] EACH MONTH. ALTERNATIVELY, YOU CAN GET A
[01:25:48] FREE ORCA PASS AND USE METRO OR LIGHT
[01:25:50] RAIL OR OTHER MASS
[01:25:54] TRANSIT OPTIONS LIKE VAN POOLS AND OTHER
[01:25:57] THINGS THAT WOULD SIGNIFICANTLY REDUCE
[01:25:58] EMPLOYEE PARKING FOR THOSE. SO,
[01:26:01] AGAIN, I DON'T NECESSARILY NEED AN
[01:26:03] ANSWER. I JUST HOPE WE ARE THROWING
[01:26:05] THOSE KIND OF NUTS AND BOLTS IDEAS INTO
[01:26:07] THE MIX. I THINK THAT'S REALLY THE
[01:26:10] KIND OF CONVERSATION WE'RE HAVING TODAY,
[01:26:12] COMMISSIONER. SO THANK YOU. THANK YOU.
[01:26:14] OKAY. AND WHY IT'S SO IMPORTANT THAT
[01:26:18] WE HAVE THE TMA? BECAUSE WE GOT TO GET
[01:26:19] EVERYBODY IN THE SAME ROOM TALKING ABOUT
[01:26:21] HOW TO EFFECTIVELY, AND PARTICULARLY FOR
[01:26:24] THOSE EMPLOYERS THAT MAY ONLY HAVE 50 OR
[01:26:27] 100 EMPLOYEES AT SEATAC, THEY DON'T HAVE
[01:26:30] A LARGE ENOUGH POOL TO BE ABLE TO GET
[01:26:31] THE DATA TO SAY, HEY, WE'VE GOT THREE
[01:26:33] EMPLOYEES IN FEDERAL WAY WHO HAPPENED TO
[01:26:35] LIVE ALONGSIDE TWO DOZEN EMPLOYEES IN
[01:26:39] ALL THE OTHER. AND THAT RIGHT. THERE IS
[01:26:41] A VAN FULL POTENTIAL. SO THANKS AGAIN,
[01:26:44] GUYS. THANK YOU, COMMISSIONER CALKINS,
[01:26:47] JUST DOING A QUICK TIME CHECK. WE HAVE A
[01:26:49] HALF HOUR LEFT FOR THIS SCHEDULED
[01:26:51] MEETING AND MOVING TO COMMISSIONERS
[01:26:52] STEINBECK FOR QUESTIONS YEAH. I'D LIKE
[01:26:55] TO KNOW HOW MANY EMPLOYERS SEA
[01:27:01] ARE REQUIRED UNDER STATE LAW WHERE
[01:27:05] THERE ARE A HUNDRED EMPLOYEES OR MORE,
[01:27:07] I BELIEVE, TO PRODUCE TRIP REDUCTION
[01:27:10] PLANS FOR THEIR EMPLOYEES. AND WHERE ARE
[01:27:12] THOSE TRIP REDUCTION PLANS? AND ARE THEY
[01:27:15] AVAILABLE PUBLICLY? SO MY UNDERSTANDING,
[01:27:19] COMMISSIONER, IS THAT THERE ARE FOUR
[01:27:21] EMPLOYERS AT THE AIRPORT THAT ARE
[01:27:23] CURRENTLY COVERED BY THE STATE'S

[01:27:24] COMMUTER PRODUCTION PROGRAM. THAT'S
[01:27:27] OURSELVES THE PORT OF SEATTLE, ALONG
[01:27:28] WITH THE LAST AIRLINES, DELTA AIRLINES
[01:27:30] AND HMS. HOST, AS YOU NOTED, THERE'S A
[01:27:32] SIZE REQUIREMENT FOR THE STATE'S
[01:27:34] COMMUTER PRODUCTION PROGRAM. THERE'S
[01:27:35] ALSO A TIMING REQUIREMENT AS THE PROGRAM
[01:27:38] IS CURRENTLY SCHEDULED, SO IT ONLY
[01:27:39] APPLIES TO COMPANIES THAT HAVE
[01:27:42] EMPLOYEES, A CERTAIN NUMBER OF EMPLOYEES
[01:27:43] THAT COMMUTE DURING THAT MORNING P
[01:27:45] PERIOD OF 6 TO 9 AM BECAUSE OF
[01:27:47] AIRPORT SHIFT TIMING. THAT DOESN'T
[01:27:49] ALWAYS LINE UP IN TERMS OF THE TOTAL
[01:27:51] NUMBER OF EMPLOYEES AT THE AIRPORT.
[01:27:52] THOSE COMPANIES COVER ABOUT 20% OF OUR
[01:27:55] WORKFORCE. SO ABOUT 80% OF THE EMPLOYEES
[01:27:58] AT THE AIRPORT ARE NOT CURRENTLY COVERED
[01:27:59] BY THE STATE'S COMMUTER PRODUCTION
[01:28:00] PROGRAM, WHICH IS ONE OF THE MOTIVATIONS
[01:28:02] FOR PURSUING THAT TMA TO EXTEND THE
[01:28:04] BENEFITS OF COMMUTER PRODUCTION TO THOSE
[01:28:07] EMPLOYEES WHO ARE NOT CURRENTLY COVERED
[01:28:09] BY THE PROGRAM DEFINITELY SEEMS LIKE A
[01:28:11] VERY IMPORTANT AND URGENT NEED TO GET
[01:28:16] UP AND RUNNING THAT TMA. AND I DON'T
[01:28:19] KNOW IF THERE'S AN OPPORTUNITY THROUGH
[01:28:21] OUR TENANT LEASE AGREEMENTS ALSO TO
[01:28:23] ENFORCE STRONGER TRIP REDUCTION
[01:28:26] STRATEGIES AND PLANS.
[01:28:30] THANK YOU, COMMISSIONER STEINBREUCK.
[01:28:32] COMMISSIONER FELLEMAN, YES, THANK YOU.
[01:28:36] I JUST ACKNOWLEDGE THE UNIQUE
[01:28:39] CHALLENGE ABOUT HAVING A 24X7 EMPLOYEE
[01:28:45] PROGRAM AND NOT A TRANSIT SYSTEM THAT
[01:28:48] OPERATES ON THE SAME SCHEDULE. BUT I WAS
[01:28:51] JUST WONDERING WHETHER THE INCENTIVE
[01:28:54] TYPE PROGRAM THAT WE HAVE WITH PARKING
[01:28:56] AND STUFF WOULD BE A VARIABLE BASED ON
[01:28:59] THE DIURNAL SCHEDULE OF THE EMPLOYEE.
[01:29:02] AND SO IF THERE ARE FOLKS THAT ARE ON
[01:29:04] CERTAIN SHIPS THAT ARE NOT SERVED, THAT
[01:29:07] THEY WOULD GET PRIORITY ACCESS TO
[01:29:09] PARKING WHILE OTHERS WOULD
[01:29:12] BE CHARGED A HIGHER RATE OR WHATEVER THE
[01:29:15] CASE MAY BE. HAS THAT TIME
[01:29:20] SENSITIVE INCENTIVIZATION BEEN
[01:29:24] CONSIDERED? I REALLY
[01:29:28] LIKE TO SPEAK TO THAT. WELL, AS IT
[01:29:30] RELATES TO THE EMPLOYEE PARKING PRODUCT
[01:29:31] CURRENTLY, IT'S A UNIFORM PRICE. SO
[01:29:33] THAT'S NOT PART OF THE PROGRAM. I THINK
[01:29:39] WE DEFINITELY WANT TO BALANCE THE EQUITY
[01:29:42] BETWEEN THE PARTNERS AS WELL TO MAKE
[01:29:44] SURE THAT WE UNDERSTAND THE POPULATIONS
[01:29:46] THAT ARE USING THE LOT AND WHEN THEY
[01:29:48] COME TO WORK AND LEAVE WORK,
[01:29:51] BECAUSE THAT'S A BIG CONSIDERATION, AS
[01:29:53] WE WOULD SOMETHING THAT'S VARIABLE IN
[01:29:56] NATURE. BUT THE POINTS WILL TAKE
[01:29:59] IN. COMMISSIONER FELLEMAN, THAT FOR
[01:30:02] THOSE AREAS WHERE TIMES THAT'S OUT
[01:30:05] OF THE TRANSIT PEAK. HOW DO YOU

[01:30:07] INCENTIVIZE ACCESS THERE AS
[01:30:10] OPPOSED TO WHEN THERE'S MORE AVAILABLE.
[01:30:12] AND THAT'S DEFINITELY AN IMPORTANT
[01:30:14] CONSIDERATION. I MEAN, IT WOULD JUST BE
[01:30:16] LIKE THE ORCA PASS OR WHATEVER. IT
[01:30:18] WOULD BE COVID RATHER THAN THE
[01:30:21] DISINCENTIVES, MAKE IT EASIER FOR FOLKS
[01:30:23] THAT HAVE ACCESS TO THOSE TRANSIT
[01:30:25] FACILITIES OR PROVIDE WHATEVER SHUTTLES
[01:30:28] OR WHATEVER THAT MIGHT BE. SO ANYWAY,
[01:30:30] IT SEEMS LIKE A CHALLENGE THAT'S UNIQUE
[01:30:32] THAT YOU MENTIONED, AND IT'S GOING TO
[01:30:34] TAKE A KIND OF A UNIQUE SOLUTION. I
[01:30:37] APPRECIATE YOU THINKING OF IT.
[01:30:38] COMMISSION, YES, I'LL BE REALLY BRIEF.
[01:30:41] CAN SOMEBODY JUST TELL ME IT FEELS LIKE
[01:30:44] WE'VE BEEN TALKING ABOUT THE TMA, THE
[01:30:46] TRANSPORTATION MANAGEMENT ASSOCIATION
[01:30:47] ISSUE FOR QUITE A WHILE. COULD YOU TELL
[01:30:49] ME WHEN WE FIRST STARTED TALKING ABOUT
[01:30:51] IT AND MADE THE DECISION TO FORM ONE AND
[01:30:53] WHEN IT IS ACTUALLY GOING TO GET FORMED?
[01:30:55] SO I
[01:30:59] KNOW THAT WE BEGIN DISCUSSIONS ABOUT THE
[01:31:01] TEAM BEFORE THE PASSAGE OF RESOLUTION 3759
[01:31:07] AT I BELIEVE
[01:31:09] THAT WAS PASSED IN 2019, ALTHOUGH I
[01:31:11] REFER TO OTHERS ON THE CALL IF I'M
[01:31:12] INCORRECT THERE. AND AS
[01:31:16] I MENTIONED ON THE SLIDE, WE ANTICIPATE
[01:31:18] BUDGET REQUESTS IN 2022 TO
[01:31:22] MOVE FORWARD WITH THE FORMAL
[01:31:23] ESTABLISHMENT OF THAT PROGRAM. OKAY.
[01:31:26] SO IF WE PROVIDED THE BUDGET NOW, SO YOU
[01:31:30] CAN UNDERSTAND MAYBE THE FRUSTRATION I
[01:31:32] THINK YOU'RE HEARING EVERYBODY ON THE
[01:31:34] COMMISSION EXPRESSING STRONG SUPPORT FOR
[01:31:37] THE TMA, BUT THE GAP BETWEEN 2019 AND
[01:31:40] WAITING UNTIL 2022 TO FORM IT IS THREE
[01:31:44] YEARS, AND THEN IT WOULD TAKE QUITE A
[01:31:47] WHILE TO GET IT GOING. SO WE WOULD
[01:31:48] PROBABLY BE EVEN TALKING ABOUT 2023.
[01:31:50] SO I WOULD ASK THE STAFF TO COME TO US
[01:31:54] WITH WHAT YOU YOU NEED TO GET THIS THING
[01:31:56] FORMED THIS YEAR IN 2021. WHAT DO YOU
[01:31:59] NEED? AND IF WE NEED TO REARRANGE THE
[01:32:01] BUDGET TO DO SO, GIVE US THAT
[01:32:03] OPPORTUNITY TO PROVIDE THAT FEEDBACK.
[01:32:05] BUT I DON'T THINK ANY OF US, GIVEN HOW
[01:32:08] IMPORTANT THIS IS TO REDUCE SINGLE
[01:32:11] OCCUPANCY TRIPS TO THE AIRPORT, THIS
[01:32:13] SHOULD BE A PRIORITY NOT WAITING UNTIL
[01:32:15] NEXT YEAR TO START TO FORM IT. SO THAT'S
[01:32:18] MY REQUEST. THANK YOU.
[01:32:22] THANK YOU, COMMISSIONER.
[01:32:25] I THINK I'M READY TO TRANSITION MICHELLE
[01:32:28] TO THE NEXT SLIDE, PLEASE. ADRIAN,
[01:32:31] GREAT. THANK YOU, PETER. YEAH. SO WE'VE
[01:32:35] DISCUSSED THE NEED TO REDUCE GREENHOUSE
[01:32:37] GAS EMISSIONS QUITE A BIT ALREADY IN
[01:32:38] THIS PRESENTATION. AND ONE OF THE
[01:32:42] THINGS WE'VE HEARD FROM YOU
[01:32:43] COMMISSIONERS, IS THE DESIRE TO REDUCE

[01:32:45] EMISSIONS AS EFFICIENTLY AND AS
[01:32:47] EFFECTIVELY AS POSSIBLE. AND IN THE
[01:32:49] REMAINDER OF THIS PRESENTATION, WE'RE
[01:32:51] GOING TO TALK ABOUT SOME AREAS WHERE WE
[01:32:54] RECOMMEND ADDITIONAL EXPLORATION THAT WE
[01:32:56] BELIEVE COULD HOLD POTENTIAL TO REDUCE
[01:32:59] OUR EMISSIONS GOING FORWARDS. SO WHAT
[01:33:01] YOU'RE SEEING ON THIS GRAPH HERE IS THE
[01:33:04] PASSENGER GROUND TRANSPORTATION
[01:33:07] EMISSIONS. THIS IS THE SAME BAR THAT YOU
[01:33:08] SAW ON A GRAPH TOWARDS THE BEGINNING OF
[01:33:10] THE PRESENTATION, EXCEPT NOW IT'S BROKEN
[01:33:12] OUT BY DIFFERENT TRANSPORTATION MODES.
[01:33:15] WE HAVE OUR GT SERVICE PROVIDERS, WHICH
[01:33:18] INCLUDES TMCS TAXES AND AIRPORTER AND
[01:33:20] ALL THOSE SERVICES WITH WHICH WE HAVE AN
[01:33:22] OPERATING AGREEMENT. WE'VE ALSO CALLED
[01:33:24] OUT LONG TERM PARKING. AND FINALLY, AT
[01:33:26] THE BOTTOM THERE'S PRIVATE VEHICLE
[01:33:28] CURBSIDE AND SHORT TERM PARKING. WE'VE
[01:33:30] GROUPED THOSE MODES BECAUSE IN PRACTICE,
[01:33:33] THEY OPERATE VERY SIMILARLY FROM A
[01:33:35] GREENHOUSE GAS STANDPOINT. AND THE
[01:33:38] MECHANISMS AND THE TOOLS THAT WE HAVE
[01:33:40] AVAILABLE FOR ADDRESSING THOSE EMISSIONS
[01:33:42] ARE SIMILAR. AND SO WE'RE RECOMMENDING
[01:33:46] FOR ADDITIONAL EXPLORATION OPPORTUNITIES
[01:33:48] TO EXPLORE THE COST AND BENEFIT OF
[01:33:50] CONTINUING TO GREEN UP OUR GROUND
[01:33:52] TRANSPORTATION SERVICE PROVIDERS AND FOR
[01:33:55] THOSE PRIVATE VEHICLE CURVE SIDE TRIPS,
[01:33:58] MODELING POTENTIAL INCENTIVES TO
[01:34:02] CHANGE THAT BEHAVIOR. AND IN THE NEXT
[01:34:04] COUPLE OF SLIDES, WE'LL WALK THROUGH
[01:34:05] THOSE AREAS FOR ADDITIONAL EXPLORATION.
[01:34:08] NEXT SLIDE, PLEASE. SO,
[01:34:12] AS YOU KNOW, WE HAVE A VERY SUCCESSFUL
[01:34:15] PROGRAM WITH OUR TNCS THAT HAS
[01:34:17] DRAMATICALLY REDUCED THE GREENHOUSE GAS
[01:34:19] EMISSIONS ASSOCIATED WITH THAT MODE AND
[01:34:21] ALSO ESTABLISHED THE AIRPORT AS A
[01:34:23] NATIONAL LEADER IN GROUND TRANSPORTATION
[01:34:25] FOR TMC. AND THAT'S OUR ENVIRONMENTAL
[01:34:28] KEY PERFORMANCE INDICATOR OR EPI, AS
[01:34:30] WELL AS THE EV INCENTIVES THAT WE'VE
[01:34:32] RECENTLY INTRODUCED INTO THE OPERATING
[01:34:34] AGREEMENT WITH OUR TNCS. AND ONE
[01:34:38] OPTION THAT WE HAVE AVAILABLE TO US IS
[01:34:40] TO EXTEND SOME OF THE BENEFITS OF THAT
[01:34:42] PROGRAM TO SOME OF THE OTHER GROUND
[01:34:45] TRANSPORTATION OPERATORS AT THE PORT AND
[01:34:48] EXPLORING OPPORTUNITIES TO DO THAT. WE
[01:34:51] ALSO WANT TO CONTINUE TO INSTALL THE
[01:34:53] INFRASTRUCTURE NECESSARY TO MAKE IT AS
[01:34:55] EASY AS POSSIBLE FOR THOSE GT OPERATORS
[01:34:57] AT THE AIRPORT TO CONVERT TO ELECTRIC OR
[01:35:00] OTHER RENEWABLE FUELS. FOR EXAMPLE, THE
[01:35:02] PORT RECENTLY RECEIVED CONDITIONAL
[01:35:04] APPROVAL FOR A GRANT TO INSTALL 10
[01:35:07] DC FAST CHARGERS IN OUR TAXI AND AND
[01:35:10] HOLDING A LOT. EQUITY IS A KEY
[01:35:14] CONSIDERATION FOR THIS WORK. SWITCHING
[01:35:16] FROM A CONVENTIONALLY FUELED

[01:35:19] VEHICLE TO AN ELECTRIC VEHICLE CAN BE A
[01:35:21] BIG COST TO OUR GROUND TRANSPORTATION
[01:35:24] OPERATORS, MANY OF WHOM ARE SMALL
[01:35:25] BUSINESSES OR INDEPENDENT OWNER
[01:35:27] OPERATORS. SO WE WANT TO CONTINUE TO
[01:35:29] IDENTIFY OPPORTUNITIES LIKE GRANTS THAT
[01:35:31] CAN HELP EASE THAT TRANSITION FOR THOSE
[01:35:35] OPERATORS. EXCUSE ME, ADRIAN,
[01:35:39] REAL QUICKLY, I'VE HEARD ALL SORTS OF
[01:35:41] GOOD PRAISE FOR THE KPI, BUT I'VE NEVER
[01:35:44] SEEN THE SORT OF LIKE TABULATION OF WHAT
[01:35:47] WE'VE SEEN. IT HAS REDUCED. HAVE WE DONE
[01:35:50] A TOTALING OF WHAT IT WOULD HAVE BEEN
[01:35:53] VERSUS BECAUSE ONE OF THE THINGS THAT I
[01:35:56] MEANT TO ASK BEFORE IS LIKE, ALL OF
[01:35:57] THESE CRITERIA NEED TO HAVE A CONSISTENT
[01:36:01] MONITORING SYSTEM. AND I KNOW
[01:36:04] COMMISSIONER STEINBRUECK AS, BUT IT WAS
[01:36:05] THE LATEST DATA THAT DOES DATA WERE
[01:36:07] COLLECTED. ONE OF THE THINGS I WAS KIND
[01:36:10] OF HOPING IS WHAT IS HOW CONFIDENT ARE
[01:36:13] WE IN THE ONGOING MONITORING OF IT TO
[01:36:15] TRACK CHANGE? SO AS WE IMPLEMENT THESE
[01:36:18] DIFFERENT STRATEGIES, DO WE NEED TO
[01:36:20] INCREASE OUR MONITORING CAPABILITY? AND
[01:36:24] SO THAT WAS JUST SOMETHING THAT,
[01:36:25] ESPECIALLY WITH TRACKING THINGS THAT ARE
[01:36:27] PRETTY CHALLENGING LIKE THIS, WE CAN
[01:36:29] COUNT CARS. BUT WHAT YOU'RE DOING HERE
[01:36:31] IS A MUCH MORE SUBTLE ISSUE. AND CAN YOU
[01:36:34] SHARE WITH US WHAT THE METHOD IS AND HOW
[01:36:38] SUCCESSFUL IT ACTUALLY HAS BEEN?
[01:36:40] YEAH. I THINK WE CAN GET BACK TO
[01:36:43] COMMISSIONER WITH MORE INFORMATION ABOUT
[01:36:45] HOW THE KPI IS IS DETERMINED FOR
[01:36:49] OPERATORS.
[01:36:52] CALCULATING THE BENEFIT FROM THE KPI
[01:36:55] OBVIOUSLY REQUIRES US TO COMPARE TO KIND
[01:36:59] OF A HYPOTHETICAL BUSINESS AS USUAL
[01:37:01] REALITY, WHICH INVOLVES A NUMBER OF
[01:37:02] ASSUMPTIONS. SO I'M
[01:37:07] NOT AWARE OF A CONCRETE NUMBER OFF HAND
[01:37:10] FOR THAT. BUT I WILL SAY THAT I THINK
[01:37:12] WE'VE BEEN VERY SUCCESSFUL AT COLLECTING
[01:37:14] THE NECESSARY INFORMATION TO TRACK
[01:37:18] THE PROGRESS OF OUR TNC PARTNERS IN THIS
[01:37:22] AREA. SO I THINK TO YOUR POINT,
[01:37:25] THIS IS AN AREA WHERE WE HAVE BEEN ABLE
[01:37:26] TO DEVELOP A SUCCESSFUL DATA RECORDING
[01:37:31] AND CALCULATION METRIC.
[01:37:35] AND SO AS WE LOOK AT CONSIDERING OTHER
[01:37:38] TYPES OF PROGRAMS FOR OTHER GT
[01:37:40] PROVIDERS, HOPEFULLY WE CAN TAKE THE
[01:37:43] LESSONS THAT WE'VE LEARNED FROM THE EPA
[01:37:47] DATA COLLECTION ASPECT. OKAY. SO I'M
[01:37:50] SORRY FOR BELABORING THIS, BUT I JUST
[01:37:52] NEED TO UNDERSTAND HOW DO WE KNOW HOW
[01:37:54] MANY PEOPLE ARE IN THE CAR AND WHETHER
[01:37:56] THEY'RE DEAD HITTING? SO HOW DO WE
[01:37:58] VERIFY THAT? YOU KNOW, THAT'S A GOOD
[01:38:01] QUESTION, COMMISSIONER. I THINK I WOULD
[01:38:03] PREFER TO GET BACK TO YOU WITH THE
[01:38:05] SPECIFIC DETAILS ON THAT. SO I DON'T

[01:38:07] MISSPEAK UNLESS ANYONE ELSE WANTS TO
[01:38:10] PROVIDE THOSE DETAILS RIGHT NOW.
[01:38:14] YEAH. I DON'T THINK OUR EXPERT ON
[01:38:17] THIS IS ON THE CALL TODAY. SO
[01:38:19] COMMISSIONER WOULD BE HAPPY TO GET BACK
[01:38:21] TO YOU. THANK YOU, BECAUSE THAT IS THE
[01:38:24] FUNDAMENTAL QUESTION ABOUT HOW
[01:38:27] SUCCESSFUL THAT PROGRAM IS. SO IF WE
[01:38:30] HAVE A VERY GOOD MEASURE THAT I'D LOVE
[01:38:33] TO KNOW ABOUT, IT. GREAT. THANK YOU. I
[01:38:37] WILL SAY VERY BRIEFLY, COMMISSIONER, I
[01:38:38] THINK TO YOUR QUESTION ABOUT DEAD
[01:38:39] HEADING, THAT'S A PARAMETER THAT WE'RE
[01:38:41] ABLE TO COLLECT FAIRLY DIRECTLY
[01:38:45] FROM THE DIGITAL PLATFORM, SINCE THE
[01:38:47] PLATFORMS WOULD INDICATE WHEN THERE'S A
[01:38:50] PASSENGER IN THE VEHICLE OR NOT.
[01:38:52] AND THOSE DATA ARE PROVIDED DIRECTLY TO
[01:38:55] YOU. THOSE DATA ARE FAIRLY SENSITIVE.
[01:38:59] AND SO I PERSONALLY DON'T HAVE DIRECT
[01:39:02] ACCESS TO THEM BECAUSE THEY'RE
[01:39:04] CONSIDERED TRADE SECRETS, BUT THEY DO GO
[01:39:06] INTO THE CALCULATION OF THE KPI.
[01:39:10] COMMISSIONER BOWMAN THROUGH COMMISSIONER
[01:39:13] FELLEMAN, DO YOU HAVE A QUESTION? I
[01:39:15] DID. I WAS JUST I APPRECIATE THE FINAL
[01:39:18] BULLET ON THIS SLIDE, THAT EQUITY IS A
[01:39:20] CONSIDERATION. WHAT DO YOU MEAN BY THAT?
[01:39:21] EXACTLY. SO WE
[01:39:26] KNOW THAT MOVING TOWARDS,
[01:39:29] FOR EXAMPLE, ELECTRIC VEHICLES CAN BE A
[01:39:31] LARGE EXPENSE SWITCHING FROM A
[01:39:33] CONVENTIONAL VEHICLE TO AN ELECTRIC
[01:39:35] VEHICLE, AND THAT CAN FALL ON
[01:39:39] OPERATORS, MANY OF WHOM ARE ALREADY LOW
[01:39:42] INCOME FOLKS, PEOPLE OF COLOR, RECENT
[01:39:44] IMMIGRANTS. AND SO WE WANT TO IDENTIFY
[01:39:47] OPPORTUNITIES TO HELP SUPPORT THAT
[01:39:49] TRANSITION IN WHATEVER WAY WE CAN. SO
[01:39:52] THAT COST OF FUEL SWITCHING AND MOVING
[01:39:54] TOWARDS THE SUSTAINABLE OPTION DOESN'T
[01:39:56] FALL ENTIRELY ON THE OPERATOR,
[01:40:00] THE SMALL BUSINESS OWNER. AND I VERY
[01:40:04] MUCH APPRECIATE THAT. I HOPE THAT WHEN
[01:40:05] WE CONSIDER THAT EQUITY THAT WE'RE ALSO
[01:40:07] CONSIDERING, I DON'T REMEMBER THAT WE
[01:40:09] DID THAT FOR TAXI DRIVERS. DID WE DO
[01:40:11] THAT FOR TAXI DRIVERS? I WAS
[01:40:16] UNFORTUNATELY, I JOINED THE PORT AFTER
[01:40:18] THE DEVELOPMENT OF THE TAXI PROGRAM
[01:40:20] SEVERAL YEARS AGO. SO I'D HAVE TO DEFER
[01:40:23] TO OTHERS ON THE CALL TO THAT. WE HAVE
[01:40:26] MISS CLAIRE GALLAGHER ON POINT.
[01:40:30] GOOD MORNING, COMMISSIONERS.
[01:40:33] COMMISSIONER BOWMAN, TO YOUR QUESTION
[01:40:35] WITH REGARD TO THE INITIAL TAXI PROGRAM.
[01:40:39] IF YOU'RE REFERRING TO WHEN WE FIRST
[01:40:42] WENT WITH KPI, WE WERE UNDER CONCESSIONS
[01:40:44] AGREEMENT. SO IT WAS NEGOTIATED WITH THE
[01:40:47] WITH THE PRIME CONTRACTOR,
[01:40:50] WHICH WAS THE DISPATCH COMPANY, AND WHEN
[01:40:54] AS PART OF THE PILOT PROGRAM, WHEN WE
[01:40:57] CARRIED FORWARD THE EMISSION TARGETS,

[01:41:00] WE ALSO HAD A NUMBER OF WAYS THAT THE
[01:41:03] DIRECT FEES PAID BY THE OWNER OPERATORS
[01:41:06] WAS REDUCED SIGNIFICANTLY. SO THEY DON'T
[01:41:09] PAY THE CURRENT MANAGEMENT FEE, THEIR
[01:41:11] INSURANCE WAS LOWERED. THEY HAD A FEW
[01:41:14] OTHER PROVISIONS, AND WE DID NOT, OF
[01:41:16] COURSE, UPGRADE THE STANDARD. SO THEY
[01:41:18] WE'RE NOT REQUIRED TO CHANGE THEIR
[01:41:22] VEHICLE. SO THE COST INITIALLY WAS BORN
[01:41:25] THROUGH A GROUP CONTRACTING ARRANGEMENT
[01:41:29] THROUGH THAT INITIAL CONCESSIONS
[01:41:31] CONTRACT. THANK YOU, CLARE. I APPRECIATE
[01:41:34] THAT. I WAS ACTUALLY TALKING ABOUT,
[01:41:36] THOUGH, BEFORE TNCS, WHICH ACTUALLY WE
[01:41:38] ALL SORT OF FORGET THEY HAVEN'T BEEN
[01:41:40] AROUND FOREVER. BUT WE WERE ONE OF THE
[01:41:42] ONLY AIRPORTS IN THE COUNTRY FOR A
[01:41:44] WHILE. WE WERE THE ONLY ONE THAT
[01:41:45] REQUIRED OUR TAXI FLEET TO HAVE THAT. I
[01:41:47] THINK IT WAS 40 OR 44 MILES PER GALLON
[01:41:50] REQUIREMENT. AND THEREFORE ALL THE TAXI
[01:41:52] FLEET WENT TO PRIUS, WHICH IS LOVELY.
[01:41:55] AND IF I'M REMEMBERING CORRECTLY, THEY
[01:41:57] MADE THAT INVESTMENT ON THEIR OWN.
[01:42:00] INCORRECT IN THAT MEMORY, I THINK THAT
[01:42:03] I'M GOING TO ASK JEFF OVETT TO CHIME IN
[01:42:06] IF HE'S ON. BUT REMEMBER, EVEN BEFORE
[01:42:07] THE PRIUS, WE WENT TO THE CNG VEHICLES,
[01:42:11] RIGHT. MY POINT IS THAT UNLESS
[01:42:15] I'M WRONG, WE DIDN'T PROVIDE WE HAD A
[01:42:17] MANDATE AND THE TAXI FLEET STEPPED UP
[01:42:20] AND DID THAT. AND I JUST WANT TO MAKE
[01:42:22] SURE WHEN WE'RE TALKING ABOUT EQUITY
[01:42:23] THAT WE TRULY ARE TALKING ABOUT EQUITY.
[01:42:25] THE TAXI DRIVERS, THIS IS THEIR SOLE
[01:42:28] SOURCE OF INCOME, AND WITH TNCS,
[01:42:31] THEY'RE OPERATING THROUGHOUT THE REGION.
[01:42:33] SO IF WE'RE GOING TO BE PROVIDING
[01:42:34] INCENTIVES FOR TNC DRIVERS TO UPGRADE
[01:42:37] THEIR VEHICLES, I THINK WE NEED TO BE
[01:42:39] ALSO WORKING WITH KING COUNTY IN THE
[01:42:41] CITY OF SETTLE TO MAKE SURE THAT THEY'RE
[01:42:42] CHIPPING IN FOR THAT COST AND THAT THE
[01:42:45] DRIVERS ARE DOING THIS AS A FULL TIME
[01:42:49] EMPLOYMENT AS OPPOSED TO PART TIME
[01:42:51] EMPLOYMENT. AND I KNOW THAT'S REALLY THE
[01:42:53] CHALLENGING ISSUE IS BECAUSE THEY'RE NOT
[01:42:55] ORGANIZED, THEY'RE NOT REPRESENTED THAT
[01:42:58] THEY DON'T. THERE'S NOT REALLY A WAY TO
[01:43:01] BE ABLE TO DETERMINE HOW MANY DRIVERS
[01:43:03] ARE WORKING FULL TIME AND HOW MANY ARE
[01:43:04] NOT. BUT I JUST WANT US TO TAKE THAT
[01:43:07] INTO CONSIDERATION. THE INVESTMENT
[01:43:09] VERSUS THANK
[01:43:13] YOU. YEAH, I DO THINK THAT BIG PICTURE
[01:43:16] APPROACH IS REALLY IMPORTANT. AND WE DO
[01:43:18] LOOK AT THOSE TWO MODES AND HOW THEY
[01:43:21] BOTH ACT AT THE AIRPORT AND THROUGH THE
[01:43:23] COUNTY. I WILL JUST CLARIFY, UNLIKE SOME
[01:43:26] PREVIOUS ARRANGEMENTS, THINKING BACK WAY
[01:43:28] BACK TO STATE, OF COURSE, OUR TAXI FLEET
[01:43:31] ARE ON DEMAND, FLEET IS LICENSED AND CAN
[01:43:34] BE DISPATCHED AND WORK THROUGHOUT THE

[01:43:36] COUNTY. THEY ARE NOT PROHIBITED FROM
[01:43:38] WORKING ELSEWHERE, EVEN AS THEY SERVE
[01:43:40] SEATAC. BUT YOU'RE ABSOLUTELY RIGHT.
[01:43:43] LOOKING AT IT, HOLISTICALLY, AND HOW
[01:43:45] BOTH OF THOSE SECTORS PERFORM IS REALLY
[01:43:47] IMPORTANT. AND PART OF EQUITY, FRANKLY,
[01:43:50] THANK YOU.
[01:43:52] IF I COULD JUST CONTINUE ON THAT,
[01:43:55] THERE WAS A BIG EXPENSE GOING FROM CNG
[01:43:58] TO PRIUS. THAT WAS A HUGE INCURRING.
[01:44:01] BUT GOING FORWARD, THOUGH, AT THE END OF
[01:44:04] THIS PILOT PROJECT AND WHATEVER CHANGES
[01:44:07] WE PROPOSE, I THINK WHAT COMMISSION
[01:44:08] BOWMAN IS SAYING CLEARLY, WE SHOULD BE
[01:44:10] LOOKING AT WHATEVER CAB IN CURRENT,
[01:44:13] WHATEVER THEY WOULD ENCOURAGE WITH THAT
[01:44:16] SPECIFIC EQUITY FOCUS AS WELL. AND SO
[01:44:19] THIS IS ONE OF THE QUESTIONS WE'LL HAVE
[01:44:20] AT THE END OF THE PILOT PROJECT, AND WE
[01:44:22] SHOULD DEFINITELY TAKE IT UP AGAIN. I
[01:44:25] JUST WANT TO KNOW FOR FUTURE, WHO IS THE
[01:44:27] EXPERT ON EKPI AT THIS POINT? WHO SHOULD
[01:44:30] I FOLLOW UP WITH?
[01:44:36] STEPHANIE? MINE IS THE MASTERMIND BEHIND
[01:44:39] THAT. BEHIND. AND, FRED, YOU'RE WELCOME
[01:44:43] TO SEND YOUR QUESTIONS TO ME. AND I WILL
[01:44:45] REACH OUT TO STEPHANIE AND WE'LL GET
[01:44:48] BACK TO YOU WITH AN ANSWER. RIGHT.
[01:44:49] WELL, THE QUESTION WAS JUST HOW WE'RE
[01:44:51] MONITORING SURETY, OUR CONFIDENCE AND
[01:44:54] SUPPLY, SINCE IT IS CONFIDENTIAL
[01:44:56] INFORMATION. HOW ARE WE GETTING THE DEAD
[01:44:58] HEADING INFORMATION? AND HOW ARE WE
[01:45:00] GETTING THE CAR POOLING INFORMATION?
[01:45:02] OKAY. AND I'VE TAKEN SOME NOTES. WE WILL
[01:45:05] GET BACK TO YOU. THANK YOU SO MUCH. ALL
[01:45:07] RIGHT. CLERK HART. WHERE ARE WE? WE ARE
[01:45:11] ACTUALLY INTO THE LAST SEGMENT OF THIS
[01:45:14] STUDY SESSION, SO I THINK MR. LINDSEY
[01:45:16] SHOULD CONTINUE AT THIS POINT. I DON'T
[01:45:18] SEE ANYONE ELSE'S HANDS AT THIS MOMENT.
[01:45:21] GREAT. ADRIAN, CAN YOU COVER THE NEXT
[01:45:23] TWO SLIDES AND THEN WE'LL FINISH UP?
[01:45:27] ABSOLUTELY. SO CONTINUING ON WITH THESE
[01:45:30] AREAS FOR FURTHER EXPLORATION TO REDUCE
[01:45:32] GREENHOUSE GAS EMISSIONS. WE'VE TALKED
[01:45:34] ALSO ABOUT INCENTIVIZING BEHAVIOR
[01:45:36] CHANGE. AND AGAIN, COMING BACK TO THAT
[01:45:38] IDEA OF USING A MODEL TO HELP GAUGE
[01:45:41] DIFFERENT PRICE, TIME AND CUSTOMER
[01:45:43] EXPERIENCE INCENTIVES THAT WE MIGHT BE
[01:45:46] ABLE TO EXPLORE TO POTENTIALLY CHANGE
[01:45:48] BEHAVIOR. THIS INCLUDES THINGS LIKE
[01:45:50] INCENTIVES FOR YOUR MISSION VEHICLE,
[01:45:53] TNCS OR OTHER THC OPERATORS,
[01:45:55] AS WELL AS INCENTIVES THAT WE CAN USE TO
[01:45:57] CONTINUE TO PROMOTE TRANSIT IS TO
[01:46:00] PROMOTE LONG TERM PARKING, WHICH I'LL
[01:46:01] TALK ABOUT IN JUST A MOMENT. AGAIN,
[01:46:03] EQUITY REMAINS A KEY CONSIDERATION FOR
[01:46:06] THIS WORK THAT COMES UP BOTH IN TERMS OF
[01:46:09] PASSENGER TRAVEL TO AND FROM THE
[01:46:11] AIRPORT. WE RECOGNIZE THAT NOT EVERYONE

[01:46:13] HAS THE SAME ABILITY TO CHANGE THEIR
[01:46:15] BEHAVIOR IN RESPONSE TO INCENTIVES. WE
[01:46:19] ALSO, AS WE MENTIONED PREVIOUSLY, WE
[01:46:20] RECOGNIZE THAT ANY CHANGE IN POLICY HERE
[01:46:22] AT THE AIRPORT HAS THE POTENTIAL TO HAVE
[01:46:26] IMPACTS FOR OUR GT SERVICE PROVIDERS AS
[01:46:28] WELL. AND SO ANY CHANGE IN POLICY.
[01:46:31] WE RECOGNIZE THAT THAT NEEDS TO BE
[01:46:34] COUPLED WITH PUBLIC OUTREACH AND
[01:46:36] AWARENESS CAMPAIGN TO MAKE SURE THAT
[01:46:38] PASSENGERS HAVE THE INFORMATION THAT
[01:46:40] THEY NEED, ESPECIALLY THOSE PASSENGERS
[01:46:42] THAT ONLY TRAVEL TO THE AIRPORT
[01:46:43] OCCASIONALLY TO MAKE A DECISION AS TO
[01:46:47] WHAT THE MOST APPROPRIATE MODE IS FOR
[01:46:50] THEM. NEXT SLIDE, PLEASE.
[01:46:53] SO, AS I MENTIONED PREVIOUSLY,
[01:46:58] ONE OF THE OPTIONS TO LOOK AT IS HOW
[01:47:01] WE CAN CONTINUE TO INCENTIVIZE LONG TERM
[01:47:03] PARKING. LONG TERM PARKING, COMPARED TO
[01:47:05] SHORT TERM PARKING AND CURBSIDE DROPOFF
[01:47:08] INVOLVES FEWER TRIPS TO THE AIRPORT PER
[01:47:11] PASSENGER AND THUS LOWER CONGESTION AND
[01:47:14] GREENHOUSE GAS IMPACTS. AS WE
[01:47:16] HIGHLIGHTED EARLIER IN THE PRESENTATION,
[01:47:17] LONG TERM PARKING IS ALSO AN IMPORTANT
[01:47:19] COMPONENT OF THE AIRPORT'S NON
[01:47:21] AERONAUTICAL REVENUE. SO HOW CAN WE DO
[01:47:24] THAT? WE CAN ALIGN OUR PARKING RATES AND
[01:47:27] LOOK AT OPTIONS TO BETTER PROMOTE LONG
[01:47:30] TERM PARKING. THIS WOULD INCLUDE A
[01:47:33] COMPREHENSIVE REVIEW OF PARKING POLICIES
[01:47:35] AT THE AIRPORT AND EVALUATING THE
[01:47:37] BENEFITS OF CONTINUING TO PROVIDE SHORT
[01:47:39] TERM PARKING AND POTENTIALLY ASSESSING
[01:47:41] ALTERNATIVE PROGRAMS AS WELL. WE HAVE
[01:47:45] PROGRAMS UNDERWAY TO IMPROVE CUSTOMER
[01:47:47] EXPERIENCE, AND SO WE CAN CONTINUE TO
[01:47:49] BUILD ON THOSE PROGRAMS. FOR EXAMPLE,
[01:47:51] THE EXISTING PARKING PREBOOKING PROGRAM
[01:47:53] THAT WE IMPLEMENTED, AS WELL AS
[01:47:56] CONTINUING TO EXPAND THE AMOUNT OF
[01:47:59] EV CHARGING AVAILABLE TO PASSENGER IN
[01:48:01] OUR GARAGE. AND WITH THAT, I WILL TURN
[01:48:05] IT BACK OVER TO PETER LINDSEY.
[01:48:08] YES, TO THE NEXT SLIDE, PLEASE. NEXT
[01:48:11] SLIDE. SO JUST FINISHING UP, WE DID WANT
[01:48:13] TO LEAVE YOU WITH SOME MILESTONES FOR
[01:48:15] THE NEXT SIX MONTHS AND INTO THE COMING
[01:48:17] YEAR THAT WE WILL BE DELIVERING A MORE
[01:48:20] DETAILED ANNUAL REPORT FOR THE
[01:48:22] RESOLUTION REQUIREMENT ON JUNE 30 TH OF
[01:48:24] THIS MONTH. WE DO START WORKING ON
[01:48:28] OUR GROUND TRANSPORTATION WORK PLAN FOR
[01:48:30] 2022 AND FUTURE YEARS, LOOKING AT THESE
[01:48:34] CONSIDERATIONS THAT ADRIAN BROUGHT UP
[01:48:36] PREVIOUSLY, AND WE HAVE A NUMBER OF
[01:48:39] ENGAGEMENTS ON THE EAST SIDE, AS KERI
[01:48:41] HAD BROUGHT UP WITH THE BALL CHAMBER OF
[01:48:44] COMMERCE AND EMPLOYER GROUPS. WE'RE
[01:48:47] LOOKING FOR BUDGET APPROVAL AND CONTRACT
[01:48:49] ENGAGEMENT WITH NREL AND ATHENA TO
[01:48:52] BEGIN SOME OF THAT MODELING AND

[01:48:53] ASSESSMENT OF THESE DIFFERENT
[01:48:55] TRANSPORTATION OPTIONS, HIRING A TMA
[01:48:57] MANAGER AND LISTENING TO COMMISSIONER
[01:49:00] BOWMAN THE INTEREST IN ACCELERATING THAT
[01:49:03] BEYOND OUR EARLIER THAN 2022, AND
[01:49:06] THEN COMPLETING OUR INITIAL MODE PRICING
[01:49:08] ASSESSMENT KIND OF FOUNDATION SETTING
[01:49:12] FOR OUR REST OF OUR ACCESS FEE WORK AND
[01:49:14] A LOT OF THESE DIFFERENT ALTERNATIVES
[01:49:15] THAT WE DESCRIBED TODAY. SO WITH THAT
[01:49:19] NEXT SLIDE, PLEASE, A FEW KEY
[01:49:22] TAKEAWAYS FROM TODAY. BEFORE WE LEAVE
[01:49:25] YOU, WE WANT TO REMIND YOU THAT THERE
[01:49:27] ARE COMPETING PRIORITIES ACROSS BRAND
[01:49:29] TRANSPORTATION, AND I THINK WE'VE TALKED
[01:49:30] ABOUT THAT A BIT TODAY. OBVIOUSLY, SOME
[01:49:34] OF THESE ISSUES ARE INTENTION AND THEY
[01:49:37] NEED TO BE CONSIDERED TOGETHER
[01:49:39] COMPREHENSIVELY. WE'RE GOING TO GET TO
[01:49:40] OPTIMAL SOLUTIONS. WE'VE HAD SUBSTANTIAL
[01:49:43] EFFECTS FROM COVID ON OUR PROGRAM
[01:49:45] IMPLEMENTATION AND OUR PARTNERS ABILITY
[01:49:46] TO ENGAGE, BUT THAT'S SOMETHING THAT WE
[01:49:49] ARE RECOVERING FROM. LOOK FORWARD TO
[01:49:51] GETTING BACK TO STANDARD BUSINESS AND
[01:49:55] THEN TRANSIT ELECTRIFICATION. ALTHOUGH
[01:49:57] THERE'S CHALLENGES WITH TRANSIT
[01:49:58] ELECTRIFICATION ARE STILL KEY LONG TERM
[01:50:01] STRATEGIES FOR US, AND WE LOOK FORWARD
[01:50:02] TO ENGAGING WITH THOSE PARTNERS AND
[01:50:04] INSTALLING MORE ELECTRIC VEHICLE
[01:50:06] CHARGING ON OUR CAMPUS. AND WE'LL NEED
[01:50:08] TO SEEK SOLUTIONS THAT BALANCE OUR NEEDS
[01:50:10] AND MINIMIZE THE UNINTENDED CONSEQUENCES
[01:50:13] OF SOME OF THESE DECISIONS. AND FINALLY,
[01:50:16] JUST TO ENGAGE AND ASSESS THESE NEW
[01:50:17] OPPORTUNITIES. WE'VE HEARD SOME IDEAS
[01:50:19] TODAY FROM THE COMMISSION. AND THOSE ARE
[01:50:22] INTERESTING IDEAS THAT WILL TAKE BACK
[01:50:23] AND WE'RE GOING TO NEED THAT KIND OF
[01:50:25] INNOVATION TO MEET OUR GROUND
[01:50:26] TRANSPORTATION GOALS. AND THAT COMPLETES
[01:50:29] OUR FORMAL PRESENTATION TODAY.
[01:50:31] THANK YOU VERY MUCH, COMMISSIONER.
[01:50:34] WELL, I REALLY DO APPRECIATE HOW WELL
[01:50:36] ORGANIZED AND COMPREHENSIVE THE
[01:50:38] CONVERSATION WAS AND REALLY OBVIOUSLY A
[01:50:41] LOT OF WORK WENT INTO THIS AND THE FACT
[01:50:43] THAT WE'RE ON SCHEDULE, NO LESS, EVEN
[01:50:45] BETTER YET. SO I WILL QUICKLY ALLOW MY
[01:50:47] COLLEAGUES TO MAKE ONE LAST ROUND OF
[01:50:49] QUESTIONS, RECOGNIZING WE HAVE SIX
[01:50:51] MINUTES TO THE TOP OF THE HOUR, I'M
[01:50:54] GOING TO FLIP IT ARRAY ON THE
[01:50:55] COMMISSIONER FELLEMAN. WE'RE GOING TO
[01:50:56] BEGIN WITH COMMISSIONERS STEINBRUECK.
[01:50:58] WELL, I'D LIKE TO SAY, AS THE LEAD
[01:51:00] SPONSOR OF THE GROUND TRANSPORTATION
[01:51:03] ACCESS PLAN IN 2019, I THINK THE
[01:51:07] TEAM IS DOING FANTASTIC WORK HERE.
[01:51:10] IT'S MULTI DIMENSIONAL, IT'S
[01:51:12] COMPREHENSIVE, IT'S SERIOUS AND IT'S
[01:51:16] INTENT, BUT IT'S NOT FAST ENOUGH.

[01:51:19] I SHARE COMMISSIONER BOWMAN INTEREST IN
[01:51:24] TRYING TO ACCELERATE THE TMA IN
[01:51:29] PARTICULAR, 2022 IS STILL, YOU KNOW,
[01:51:33] SIX TO 9 MONTHS OFF. WE'VE BEEN WAITING
[01:51:35] FOR SOME TIME FOR THAT. I REALIZED THAT
[01:51:38] COVID WAS A BIG DISRUPTION IN
[01:51:42] THE COURSE OF THINGS HERE IN THE
[01:51:44] PROGRESS. I ACCEPT THAT AS A PARTIAL
[01:51:47] EXPLANATION. THE LAST THING I'D LIKE TO
[01:51:50] LEAVE YOU WITH OR ASK FOR IS
[01:51:52] CONSIDERATION OF A PERFORMANCE DASHBOARD
[01:51:55] TRACKING METRICS SHEET THAT WE CAN TRACK
[01:51:59] AND THE PUBLIC CAN TRACK MORE CLOSELY
[01:52:02] PROGRESS IN THESE MULTIPLE AREAS AND NOT
[01:52:08] CLEAR IF YOU FEEL YOU HAVE SUFFICIENT
[01:52:10] DATA THAT'S CURRENT AND UPDATED IN TERMS
[01:52:14] OF ESTABLISHING A NECESSARY BENCHMARKING
[01:52:17] GOING FORWARD. BUT I DO WANT TO EXTEND
[01:52:20] MY GREAT APPRECIATION AND THANKS FOR
[01:52:22] YOUR HARD WORK. THANK YOU, COMMISSIONER
[01:52:25] STEINBRUECK. COMMISSIONER CALKINS,
[01:52:29] THANK YOU AS WELL FOR THE PRESENTATION.
[01:52:31] A COMMISSIONER. COMMISSIONER CALKINS,
[01:52:35] THERE WAS A QUESTION POST COMMISSIONER
[01:52:37] STEINBRUECK, ABOUT WHETHER THEY ARE
[01:52:39] ADEQUATE BENCHMARKS AS THAT YOU
[01:52:43] HAVE A QUESTION IF IT'S
[01:52:47] OKAY, COMMISSIONERS, WE'D LIKE TO GET
[01:52:49] BACK TO YOU ON THAT.
[01:52:52] ALRIGHT. THANK YOU. WE HAVE A PARTIAL
[01:52:55] ANSWER THERE. I JUST WANTED TO MAKE SURE
[01:52:57] THAT WAS A SPECIFIC QUESTION. I ACTUALLY
[01:53:01] SEE EXECUTIVE METRUCK. DID YOU WANT TO
[01:53:04] SAY SOMETHING QUICKLY HERE AT THE END?
[01:53:06] I'LL WAIT TILL COMMISSIONER SPEAK.
[01:53:08] COMMISSIONER, IF I CAN JUST SEE SOME
[01:53:09] WRAP UP THINGS AT THE END. SURE.
[01:53:11] COMMISSIONER CALKINS,
[01:53:14] JUST ONE OTHER KIND OF CONCRETE
[01:53:18] INQUIRY TO BE ADDRESSED AT YOUR LEISURE.
[01:53:22] AND NOT TODAY. I'M CURIOUS TO KNOW HOW
[01:53:25] WE COORDINATE OR COMMUNICATE WITH
[01:53:28] ALL OF THE OTHER PARKING
[01:53:33] FOR PROFIT PARKING LOTS IN AND AROUND US
[01:53:36] THAT MAKE UP THE LARGER ECOSYSTEM. WE
[01:53:38] HAVEN'T TALKED ABOUT THEM TODAY AND YET
[01:53:40] THEY PROBABLY PROVIDE AN EQUIVALENT
[01:53:43] AMOUNT OF TOTAL PARKING UNITS. I KNOW AT
[01:53:46] ONE POINT ON THE AVIATION COMMITTEE WE
[01:53:48] TALKED ABOUT PRE PANDEMIC IS
[01:53:52] THINGS WERE REALLY GETTING CONSTRAINED.
[01:53:54] NEPL, WOULD THERE BE A WAY FOR OUR
[01:53:58] AIRLINE PARTNERS AND OTHERS TO
[01:53:59] COORDINATE WITH SOME OF THE LONG TERM
[01:54:02] PARKING LOTS ON INTERNATIONAL BOULEVARD
[01:54:06] TO, YOU KNOW, INSTEAD OF HAVING TO
[01:54:09] EXPAND SOMETHING LIKE THAT, BE ABLE TO
[01:54:12] WORK WITH THOSE PARTNERS TO FIND
[01:54:14] SOLUTIONS OUTSIDE OF SEA. SO PLEASE
[01:54:19] TAKE THAT OFFLINE AND LET ME KNOW
[01:54:22] WHENEVER YOU HAVE A CHANCE TO ANSWER.
[01:54:24] THANKS.
[01:54:26] THANK YOU, COMMISSIONER CALKINS.

[01:54:28] COMMISSIONER BOWMAN,
[01:54:31] THANK YOU. I APPRECIATE ALL THE
[01:54:34] INFORMATION TODAY. THE MORE SPECIFICS WE
[01:54:37] CAN GET INTO, THE BETTER. AND I THINK IT
[01:54:39] OCCURRED TO ME AS I'VE BEEN ASKING SOME
[01:54:40] OF THESE QUESTIONS, I APPRECIATE, FOR
[01:54:42] EXAMPLE, ON THE TRANSPORTATION
[01:54:43] MANAGEMENT ASSOCIATION, THERE'S REALLY
[01:54:45] NOT MUCH OF AN INCENTIVE FOR STAFF TO
[01:54:47] PRIORITIZE THAT BECAUSE IN THEORY,
[01:54:50] THERE'S NO REVENUE ASSOCIATED WITH IT.
[01:54:51] SO I'M GOING TO TAKE RESPONSIBILITY ON
[01:54:53] THE COMMISSION TO HELP PROVIDE
[01:54:55] INCENTIVES TO GET THAT WORK DONE
[01:54:57] EARLIER. AGAIN, THE OVERARCHING GOAL I
[01:54:59] THINK THAT WE ALL SUPPORT IS REDUCING
[01:55:01] THE CARBON FOOTPRINT AT THE AIRPORT.
[01:55:03] AND SO MAYBE A LITTLE BIT IN CONTRARY,
[01:55:07] BUT AN ALTERNATIVE VIEW TO MAYBE WHAT
[01:55:08] COMMISSIONER CALKINS JUST SUGGESTED,
[01:55:10] EVEN PEOPLE DRIVING TO OFF SITE PARKING,
[01:55:13] THEY'RE STILL DRIVING SINGLE OCCUPANCY
[01:55:15] VEHICLES. AND SO THAT, FOR ME, ISN'T A
[01:55:18] SOLUTION. A SOLUTION IS, AS WE'VE TALKED
[01:55:20] ABOUT MANY, MANY, MANY, MANY, MANY
[01:55:22] TIMES, FIGURING OUT A WAY TO LEVERAGE
[01:55:25] THE TRANSIT THAT WE HAVE IN THE REGION
[01:55:27] AND GET MORE PEOPLE TO TAKE THAT THE
[01:55:29] 54,000,000,000 DOLLAR INVESTMENT IN
[01:55:32] SOUND TRANSIT HAS TO BE LEVERAGED RAPID.
[01:55:36] THE BUS RAPID TRANSIT HAS TO BE
[01:55:38] LEVERAGED. SO I THINK I'LL BE WORKING ON
[01:55:41] THE COMMISSION SIDE OF THINGS TO FIGURE
[01:55:42] OUT HOW WE CAN INCENTIVIZE THE STAFF TO
[01:55:45] WORK MORE ON THOSE THINGS, BECAUSE YOU
[01:55:47] HAVE A LOT ON YOUR PLATE. I REALLY
[01:55:49] APPRECIATE THAT. SO MAYBE JUST A LITTLE
[01:55:51] MORE PRIORITIZATION FROM A POLICY LEVEL
[01:55:53] FROM THE COMMISSION WOULD BE HELPFUL.
[01:55:55] BUT AT THE END OF THE DAY, WE JUST HAVE
[01:55:57] TO REDUCE THE NUMBER OF SINGLE OCCUPANCY
[01:55:59] VEHICLE TRIPS TO THE AIRPORT. IT'S
[01:56:02] ABSOLUTELY IMPERATIVE. SO I APPRECIATE
[01:56:04] YOUR FOCUS ON THANK YOU. THANK YOU,
[01:56:08] COMMISSIONER BOWMAN. COMMISSIONER
[01:56:09] FELLEMAN. AND THEN WE'LL HEAR FROM
[01:56:11] EXECUTIVE DIRECTOR METRUCK TO WRAP UP.
[01:56:13] I'M JUST HAPPY TO DEFER TO OUR
[01:56:17] EXECUTIVE AND JUST WANT TO EXPRESS MY
[01:56:19] APPRECIATION AGAIN FOR ALL THE WORK
[01:56:20] YOU'VE BEEN DOING.
[01:56:26] THANKS. THANKS, PRESIDENT.
[01:56:29] I'LL JUST JUMP IN HERE AND SAY THANKS,
[01:56:31] COMMISSIONERS, FOR ALL THAT FEEDBACK.
[01:56:32] BUT THANKS FOR THE STAFF TO PETER AND
[01:56:36] ADRIAN IN ARLYN AND CLAIRE IN
[01:56:40] MANAGING DIRECTOR LITTLE FOR EVERY BROWN
[01:56:43] EVERYBODY WHO PARTICIPATED, BECAUSE
[01:56:44] OBVIOUSLY THIS IS NO I THINK IT WAS
[01:56:46] POINTED OUT. IT'S HARD TO BELIEVE THAT
[01:56:48] WE'RE IN THE MIDDLE OF A PANDEMIC LAST
[01:56:50] YEAR AND SAYING, WELL, AND I THINK IT
[01:56:52] WAS ADMITTED THAT SOME OF THESE WE HAD A

[01:56:54] DIFFERENT FOCUS OF WHERE WE WERE WITH
[01:56:58] TRAVEL BEING DOWN OVERALL. AND SO I JUST
[01:57:00] WANTED TO LET YOU KNOW THAT THESE ARE
[01:57:03] NOT ISSUES THAT ARE ON THE BACK BURNER
[01:57:05] FOR US AND THAT THE TEAM IS WORKING HARD
[01:57:08] ON THESE. I THINK YOU GAVE US SOME SOLID
[01:57:11] FEEDBACK ON SOME PRIORITY AREAS AND SOME
[01:57:14] IDEAS AND THINGS THAT WILL CONTINUE TO
[01:57:15] WORK ON. SO I JUST WANT TO THANK YOU FOR
[01:57:17] THAT, COMMISSIONERS, AND LET YOU KNOW
[01:57:20] THAT YOUR MY COMMITMENT TO CONTINUE
[01:57:23] WORKING WITH THE TEAM ON THIS WHO IS
[01:57:25] COMMITTED TO THIS. SO THANK YOU. WELL,
[01:57:28] THANK YOU. THANK YOU VERY MUCH. WE NOW
[01:57:31] HAVE THE 25 MINUTES BEFORE OUR NEXT
[01:57:34] MEETING SO WE CAN
[01:57:39] CLOSE THE EXECUTIVE SESSION. AND WE WILL
[01:57:43] RESUME AT 11:25
[01:57:47] FOR THE CLOSE THE STUDY SESSION AND
[01:57:49] RESUME AT 11:25 FOR THE EXECUTIVE
[01:57:52] SESSION. COMMISSION PRESIDENT FELLEMAN.
[01:57:55] JUST A NOTE THERE THAT THAT IS ACTUALLY
[01:57:57] 11:30 FOR THE REST OF THE MEMBERS. FOR
[01:58:00] THE EXECUTIVE SESSION IS 11:25 FOR US.
[01:58:03] MY BAD. I HAVE TO OPEN THE SESSION
[01:58:06] BEFORE I CLOSE. THAT ALL RIGHT. 11:30 IT
[01:58:09] IS THEN. THANK YOU VERY MUCH. THE TIME
[01:58:10] RIGHT NOW IS 11:01. STUDY SESSION IS NOW
[01:58:14] OVER. THANK YOU.

END OF TRANSCRIPT