

This document is a text-only reovery of the original PDF file. Any graphics that were in the original PDF are not included here. If you need the original document, please contact the Commission Clerk at the Port of Seattle.

COMMISSION

AGENDA MEMORANDUM Item No. 8i

ACTION ITEM Date of Meeting April 16, 2024

DATE : April 2, 2024

TO: Stephen P. Metruck, Executive Director

FROM: Darryl McKinney Sr Manager, AV Security Strategy, and Intelligence

SUBJECT: STAC, Exit Lane Funding for 2024

Amount of this request: \$2,600,000.00

ACTION REQUESTED

Authorization for the executive director to authorize the agreement with the Seattle Tacoma Airline Consortium (STAC) for exit lane staffing reimbursement for a total of \$2,600,000 through January 15, 2025.

EXECUTIVE SUMMARY

Due to personnel shortages and a projected record number of passengers, TSA has advised the Port and STAC that staffing the exit lanes with TSA personnel will require reduced staffing of security checkpoints at the airport, causing potential congestion and passenger processing delays at the security checkpoints. This request allows for TSA to focus on opening all available screening lanes needed for maximum passenger throughput while STAC provides personnel to staff exit lanes.

JUSTIFICATION

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

Diversity in Contracting

Not applicable, the Port is not contracting services.

DETAILS

Scope of Work

The STAC agrees to provide the TSA with Personnel to staff, and shall staff, the A Concourse exit lane (adjacent to checkpoint 1) and the C Concourse Exit Lane (adjacent to checkpoint 3) at the

Template revised January 10, 2019.

COMMISSION AGENDA – Action Item No. 8i Page 2 of 3

Meeting Date: April 16, 2024

Airport on a 24-7 basis through January 15, 2025. Port of Seattle agrees to reimburse the STAC for the cost per the terms of this agreement.

Schedule

Agreement shall commence on May 1, 2024 through January 15, 2025.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Discontinue staffing the passenger exit lanes at SEA. Ending this support will potentially negatively impact airport operations, including security and safety concerns and may disrupt air travel causing travel delays for our customers and airlines.

Cost Implications: This will save \$2,600,000

Pros:

(1) None

Cons:

(1) Potential Safety and Security concerns

(2) Customer Service concerns for our tenants and traveling public

This is not the recommended alternative.

Alternative 2 – Starting on May 1st 2024 begin reimbursing the STAC for staffing the exit lanes at SEA utilizing approved sub-contractors according to the terms of the Memorandum of Agreement (MOU) between the Port and STAC.

Cost Implications: \$2,600,000

Pros:

(1) This allows the TSA to ensure appropriate staffing at the checkpoints helping to minimize congestion.

(2) Allows TSA to focus on the checkpoints and on the safety and security of traveling public.

Cons:

(1) None

This is the recommended alternative.

Template revised June 27, 2019 (Diversity in Contracting).

COMMISSION AGENDA – Action Item No. 8i Page 3 of 3

Meeting Date: April 16, 2024

FINANCIAL IMPLICATIONS

Cost Estimate/Authorization Summary Capital Expense Total

COST ESTIMATE

Original estimate \$0 \$2,600,000 \$2,600,000

AUTHORIZATION

Previous authorizations 0

Current request for authorization 0 \$2,600,000 \$2,600,000

Total authorizations, including this request 0 0 0

Remaining amount to be authorized \$0 \$0 \$0

Annual Budget Status and Source of Funds

Seattle Tacoma Airline Consortium (STAC) for exit lane staffing reimbursement was not included in the approved 2024 operating expense budget. The funding source would be the Airport Development Fund. The expenses would be recovered through airline rates and charges.

Future Revenues and Expenses (Total cost of ownership)

Not Applicable

ADDITIONAL BACKGROUND

The STAC (Seattle Tacoma Airline Consortium) use their combined resources to purchase or hire common needs, for example fuel or interline baggage (bags delivered from one airline to another for connections). They have determined that the exit lane staffing is a common need and have agreed to coordinate the staffing. Forecasted total spend through January 2025 is no more than \$2,600,000. If the full spend is realized the cost of reimbursement from May 1, 2024 through January 15, 2025 will be \$2,600,000.

ATTACHMENTS TO THIS REQUEST

(1) Memorandum of Agreement

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

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

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

Template revised June 27, 2019 (Diversity in Contracting).