

- [00:00:32] This is Commission Vice President Fred Felleman convening the special meeting of August 11, 2026. The time now is 3:04. We're meeting in person at the Port of Seattle headquarters building, Commission Chambers and virtually on Microsoft Teams. All commissioners are present today, with the exception of Commissioner Calkins, and I believe Commissioner Hasegawa may be joining us in a bit. The purpose of this special meeting is to hear comments from the public regarding the Sustainable Airport Master Plan, near term projects, SEPA draft environmental Impact Statement, a few housekeeping items before we begin.
- [00:01:10] For everyone in the room, please turn off your cell phones to silent. For anyone participating virtually on teams, please mute your speakers when not actively speaking or presenting. Please please keep your cameras off unless you are actively addressing the Commission. You may turn on your camera once your name has been called to provide comment and we'll turn it back off again at the conclusion of your remarks. Mr. Commission Vice President, I'm sorry to interrupt you.
- [00:01:35] I see a note here that I need to check quite quickly. I just want to verify that anybody joining us on teams can still hear us. We can. Okay. Thank you for SCC TV on the back.
- [00:01:48] I have a note here that there's no audio online. Can you please check that for us? Thank you. Apologies for the interruption. I thought you checked this already.
- [00:01:57] We did.
- [00:02:03] I know everybody wants an encore performance, though.
- [00:02:08] I have verification that it's fixed. Should I start again? Yes, please. Not all over again, but just re. No.
- [00:02:15] Oh, not okay. I thought they wanted to hear the. You're good. All right. All of the items noted here will ensure a smoother meeting.
- [00:02:24] Thank you. Our purpose today is to hear public comment for the record about this topic only. If you have a comment about other port business, we ask you to attend a regular Commission meeting with the next one scheduled for September 9th. Because our August 18th meeting is canceled, comments today will be heard just as they are at any other Commission meeting. Commissioners are here to listen to you.
- [00:02:48] It is not a question and answer period and commissioners will not be responding to comments made. This is your time to speak and to be formally recorded in the record. This meeting is scheduled to conclude at 4pm Each person will have two minutes for their comment and there is a court reporter in the room to capture those comments. Thank you for taking the opportunity to provide a verbal comment on the SAMF draft EIS today. The public comment period will begin now.
- [00:03:16] Again, speakers have two minutes per person to provide their comments. Clerk Hart will call names of those who have signed up. Each speaker will repeat their name for the record. And then the clerk will start the timer. It's also important to note that the formal written comment period is August 20th.
- [00:03:35] Clerk Clark, please call our first speaker.
- [00:03:39] Thank you. Our first speaker. Joining us virtually is Mayor Sarah Moore from the city of Buran.
- [00:03:49] Thank you. Is my audio good? It is, yes. Thank you. I just want to say my name is Sarah Moore, and at past hearings and public comment opportunities, which I'm thankful for, we've heard from community

members in my city expressing the impact they already experience daily and that they expect to experience more with flight expansions.

[00:04:13] We've also heard from some other King county cities that the port expansion brings benefit to the region. And in these challenging economic times, that is doubly important. Both of these are true, but the expansion impacts are experienced locally by the constituents in Berean to whom I and the port commissioners are both accountable, as well as constituents in Seatac, Des Moines, Federal Way, Tukwila and Renton. It's my duty to draw attention to the needs of my community and who are our again, our shared constituents. And I see it as a port duty to address the economic, environmental and health disparities that this economic driver is imposing on residents closest to the source in ways that are meaningful, perpetual, and scaled to the growth of the port that the port anticipates.

[00:04:59] This is not a grant or a gift. This is mitigation or compensation. And I want to add that the economic prosperity we all seek is value in its ability to bring benefit to communities. On behalf of my communities, we see more of the impact and fewer of the benefits in the airport growth. Thank you for the opportunity to speak today.

[00:05:20] Thank you, Mayor Moore. And before we call the next person, just want to acknowledge Commissioner Hasegawa has joined us. Thank you. And then our next speaker is Brian Davis. Brian, please go ahead and repeat your name for the record, and then I'll start the timer.

[00:05:37] Commissioners. Admiral Metric. Good to see everybody. I'm Brian Davis and I am Mayor Moore's vice chair on the bureau and airport committee. And I'd like to start with an observation that not one person that I've heard speak in favor of this airport expansion has addressed concerns raised by residents and officials from the fence line cities about the additional economic and environmental damage that our communities will suffer when aircraft operations grow by 30%.

[00:06:02] I get it. When I lived in Bellevue, I was aware of the battle over the construction of Runway 34 left, 16 right. But that's as far as it went. People who live in Issaquah or Kent or Kirkland or Redmond have no compelling reason to join our battle. They're on the gravy train.

[00:06:17] But acknowledging the negative externalities that we experience is not their concern. It is, however, this commission's an agency's duty to acknowledge the harm and to respond far more assertively than you have. Buren and its residents have lost millions of dollars in property value, property tax revenues and economic opportunities since the third Runway opened in 2008. Our city's planning department has determined that because of this next round of growth, it will not be able to promote the neighborhood under the flight path along 12th Avenue south for residential use. We're talking about 500 homes up there.

[00:06:51] Your own draft EIS estimated that there were 34,000 airport related jobs distributed among six nearby communities in 2023, but 100 of them were in Burien. Of just under \$8 million in local taxes granted, Burien's share was 230,000. Defense Line cities pay a disproportionate price for the economic growth that brings the airlines and business associations and elected officials from farther flung municipalities through these doors, clamoring for more. Our communities, officially defined as overburdened and vulnerable, deserve more, too. More than an underfunded noise mitigation scheme that's destined to fail.

[00:07:30] More than \$850,000 in heavily conditioned from the South King County Fund Bureau and its neighbors are trapped in a cycle of blight that is a direct result of airport growth. Direct recurring payments to these

municipalities would be an appropriate remedy and long overdue. Thank you very much.

[00:07:49] Thank you, Mr. Davis. Next speaker, please. Yes, our next speaker is Mike Cook.

[00:07:58] Welcome, Mike. Please go ahead and repeat your name for the record and then I'll start the timer when you begin. My name is Mike Cook. I am not as prepared as other speakers today. I learned about this meeting yesterday.

[00:08:08] I live in the Cedarhurst neighborhood of Burien, which will be rezoned as an industrial district. Despite being very residential, borderline rural, our community is largely black, brown and Asian. And our community suffers environmental and noise pollution damage as a result of activity at the airport. From where I stand, there is no net benefit to the expansion of this airport to my community and the heart of that community will deteriorate as a result of this expansion. I live on ninth Avenue, directly in the path of flights and I.

[00:08:58] It is not lost on me that this meeting today is taking place at 3pm on a Tuesday, nine miles away from the affected communities. I simply don't think that anyone in this room has the best interest of those people in mind. And I do think that this is a profiteering land grab in order to secure more money for the port. And I. I don't believe that economic expansion will serve to benefit the community of Burien or any of its residents. And that is all I have to say today.

[00:09:30] Thank you, Mr. Cook. Clerkhart. Yes. Our next speaker is Sandy Hunt.

[00:09:41] Welcome, Sandy. Please go ahead and repeat your name for the record and then I'll start. All right. Thank you so much for having us today. My name is Sandy Hunt.

[00:09:48] I'm with Defenders of Highline Forest, former president of the Teachers Union. We are concerned that the draft EAS repeatedly concludes there are no significant impacts even when analysis shows increased emissions, more aircraft operations, more residents within the 65 plus DNL contour, loss of trees and vegetation, wetland and buffer impacts. But most disturbing is the analysis conducted for cumulative impacts. I ask as our elected officials. Officials, please request staff to create a scientific report that disaggregates the data from each of the EIS studies completed for the 58 projects listed.

[00:10:27] Particularly when it comes to impacts related to health like air and water quality, tree canopy, stormwater and habitats. While each project was non significant, the definition of cumulative means increased in quantity, degree or force by successive additions. Unfortunately, the approach used such small increments, that is to remain insignificant rather than calculate a cumulative impact of all these projects. Moreover, the siloed thresholds of noise, air pollution, heat effects and such don't really take into effect the impact on the individual of each of those cumulatively. Finally, as Commissioner Felleman has suggested at a previous meeting, maybe it's time to measure the entire burden of increased airport use.

[00:11:21] The 23%, I believe, anticipated growth, not just the 3%, which allows everything to remain insignificant when analyzing cumulative impacts and really calculating the impact of the HEAL act and Health justice on our neighborhoods. Thank you.

[00:11:48] Thank you, Sandy. Next please. Yes, our next speaker is Colin Lay.

[00:12:00] Colin Le is the name that has signed up. Welcome back. Moving to Ali Lee.

- [00:12:13] Hi, good afternoon. Good to see you all. I'm Allie Lee. I am a member of the cog, the Commercial Aviation Working Group, along with the chair of the King County International Airports Roundtable. I am here for two different things.
- [00:12:29] We've talked a lot about overburdened communities, what we can do now, what we can do in the future and what they are looking for. I think some of the things that we need to then work on a little bit more is I'm really looking at as we talk about electrification and decarbonization what we're doing now, while we're going through the process, one of the things, as you notice, we've got our electric food truck outside, so feel free to come out anytime and see it. That's one way that communities can really come together and then help with this decarbonization. As far as as the airport grows, it's helping the community. It's helping inside and outside the fence for the areas that we're working within.
- [00:13:07] Air quality is a huge barrier for us right now. Right now, those areas are the ones that are not receiving the electric trucks. They're not receiving the funding that they should receive in programs like the WASIT program. We've been working closely with Harbinger and with RANGE and getting them electric trucks and chargers. But the problem is that getting that sort of smooth process for those that don't speak English regularly helps.
- [00:13:32] As we talked about community as well, these food trucks in these areas, that's where they're located, is airport communities. Our free air purifiers that we send out. We did 12,000 last year, we're doing 5,000 this year within our communities. We could use your help in making sure that those are available in the community. Now, with your help and more funding, we could also increase that.
- [00:13:54] Charging stations aren't there as well. So as we're talking about these things and have these meetings over and over again, what can we do proactively? We would love to have the commission and anybody else come out and talk to the COG more because we're not hearing what's important to you. We're hearing from community. But hearing directly from you at these meetings, I think would be helpful.
- [00:14:15] Our next COG meeting is coming up and having more resources again, having more voices out there then meeting one on one with all of you would be great. So thank you again for the work you do. And again, we're looking for your support for an easier way for community to then be able to decarbonize and be a part of the conversation. Thank you. Thank you.
- [00:14:33] Ellie Clerkhart.
- [00:14:39] Yes. Our Next speaker is J.C. harris.
- [00:14:54] Welcome, J.C. please go ahead and repeat your name for the record and I'll start the timer when you're ready. Hi there. JC Harris for ctechnoise.info. my first comment is it would be lovely if I could get parking validation. My second comment, you know, I heard the morning thing, and of course you're going to hear from 17,000 jobs, which, like the socioeconomic impacts thing is total rubbish.
- [00:15:23] People will want to conflate King county the benefits with those of the fence line communities. You will want to, you know there are needs everywhere. Of course you will want to conflate the economic benefits for the walled garden of the port where you do provide best in class land stewardship plan and the child care center thing. And it's creating this sense of the Elysium, the the where, the polarization because the delta of the services and the ethics you apply internally do not radiate radiate out to the fence line

communities. I don't care how many jobs you provide for the concourse and all this other stuff, they will not move the needle at all in the fence line communities.

[00:16:20] I know that because you've been doing billions dollars of construction over the last decade and it's a very easy thing to measure. All you need to do is look at the budget books over the last 1015 years and you'll see that they have not gotten better. Despite the just stratospheric growth of the airport. Would you not think that if the airport had increased its revenues and could even the one time construction stuff it would somehow emanate into our communities? That is not the case.

[00:16:58] They actually continue to decline. That is something I hope you will give some consideration to. Thank you for your time.

[00:17:09] Thank you. J.C. clerkheart, our next speaker. Yes, I'm going to call for Colin Lay again.

[00:17:18] And I checked the lobby. We don't have anybody out there waiting and then we don't have any additional signups at this time. I'll remind. Oh wonderful. Please go ahead and repeat your name for the record just in case I pronounced it wrong.

[00:17:33] And then I'll start the timer. Yep. Colin Lay from Harbinger Motors. Please go ahead. I just wanted to touch on the electric truck outside.

[00:17:42] That's one Harbinger Motors makes and it's 140 to 210 all electric range truck. And then we also have a hybrid vehicle that could be used for onboard generation that gets up to a 500 mile range. And these vehicles could be implemented in many use cases such as mobile command unit deliveries, tow trucks, ambulances, all kinds of opportunities that I'm just here to make aware of the commissioner and the port that these vehicles could be funded through state programs such as wasp. And additional funding could be made for at risk communities that endure some of the most pollution or emissions in the state in this area and burien and surrounding SeaTac. So looking at sustainability plans it'd be great to consider how to reduce those emissions on the facilities and the Contractors and everyone within the confines of the airport, such as the catering companies and everyone that fills the airplane, those can all pretty much be electrified.

[00:19:01] If there is funding and a will, there can be a way to do it.

[00:19:08] Thank you. Thank you, Colin. Do we have any other speakers? We do not have any other speakers signed up at this time. However, this entire special meeting is a public comment period, so we will keep the public comment period open until 4pm in case somebody comes in and wants to speak.

[00:19:27] Very good. So is there. There's really no way to make any further notice of Watch what you asked for. So there's no other way to sort of send up a flare that we had a large list of people notified of this meeting, correct? I do believe that is the case, yes.

[00:19:50] Yes. I mean, I understand it was an extensive list, so. And I also think it's worth noting that this was a commission initiative to add to the meetings that we had in the airport communities. And so this was not. This is, you know, I think the obligation was to have like one public hearing.

[00:20:11] And so this is now maybe. Oh, two. I'm sorry, so this is maybe what, the fifth. Yes. I'm not the subject matter expert on this particular issue.

- [00:20:22] However, I do know this is not an official public hearing. This is an additional public comment period for people to be heard. So we did open up the invitation to speak both virtually and here in person today. And I do understand that list was pretty extensive. Do we not have a court reporter here?
- [00:20:39] We do. Then it's a hearing. I mean, it may be just. Yeah, it's. It.
- [00:20:45] I.
- [00:20:49] It's a public comment period where we're taking. Recording what the comments are, and it's in addition to the public hearings that have occurred. But I think we've not called it exactly a public hearing. I mean, if it walks like a duck, we're going to get the environmental group up here to help you. I mean, the point being it's a.
- [00:21:12] It's a way in which the public can formally get their comments into the record that the. The eis, the final document has to account for comments listed. So tell me, what's the difference? Yeah, it's. Sandra Kilroy, Senior Director, Environment Sustainability.
- [00:21:29] I think it's really related to how the Washington Administrative Code defines public hearing. And this particular meeting did not meet all the requirements of what's defined as a public hearing. We have had five other meetings and hearings that meet those obligations, but this one, because of the short timing for the notification, is not considered public hearing. However, with the Reporter the testimony will be submitted officially into the record as comments on the Als. Thank you for that clarification.
- [00:22:12] So it was the timing of the notice for the meeting. It didn't wasn't like 30 days or something which kept it from being considered a formal hearing. Commissioner MOHAMED Great, thank you. Chair I just wanted to see if maybe, I don't know, Pierce Edwards or Pete, if someone just wants to share the exact amount of numbers of both hearings and listening sessions that we've had. My understanding is we've done dozens of these, both also in South King County.
- [00:22:45] The comment period has been extended to August 20th and will be closing at 5pm at that time we heard from the public and constituents who asked for that additional time. So additional time has been provided. And you know, I've been keeping close track of this and there are a number of our South King county community organizations, immigrant led organizations, who have received briefings on this and who we've directly listened to at the port. And so, you know, as elected officials, it is our responsibility to listen, to be transparent, to be accountable to the public. And these are one of the ways that we are trying to do just that.
- [00:23:30] And so I see Claire is up here. If you could maybe just share just briefly about the amount of listening sessions we've had thus far or hearings or any additional information you'd like to add. Happy to do so. Commissioners, thank you. For the record, Claire Gallagher, Port External Relations and overseeing the outreach and engagement work related to the Sustainable Airport Master Plan.
- [00:23:53] I do want to confirm there is parking validation available. So that's why I was out there doing that. Commissioner, thank you for the question. So we've pursued the engagement on a number of levels and platforms, working backward from your question. So we have had both official public hearings.
- [00:24:13] We've had five of those. We've had a virtual meeting. And so for the public hearings, those are both a workshop format and then of course the one that you commissioners chaired, July 11th, 9th, 9th. Thank

you. the airport.

[00:24:31] And then today as well, a virtual session which we did not capture official comment, but shared the planning documents and provided a staff presentation. And in addition, we've done some targeted outreach, especially with stakeholders in and around the airport community of underrepresented communities who may not typically access the channels that are available to them in terms of broadcast city council meetings or email newsletters. And we do that based on the foundation of work that we started with our engagement both in the Duwamish area and with the Port and South King Communities Fund. So we have a list of community organizations that we've partnered with. They, some of them have hosted meetings, some we have simply engaged with on an individual level or very small group level.

[00:25:26] And, and we have had, we will have five total hosted meetings from that group of underrepresented organizations. And the convener of those individual meetings is able to share in a generalized way. Here is the comment and feedback that they heard at this meeting that they have put together and convened. And so their Congolese Integration Network has hosted one. Ecosys hosted one.

[00:25:55] We just even today are going to the South Park Neighborhood Association. We'll be going to the Africa Housing and Community Development Group. And there's a. I've left one out and I'll have to. So I guess I'm pretty good right there. So in addition, we've done quite a bit of mainstream engagement in terms of social media advertising, but we've also done cultural media in terms of alternate language, ad placement and promotion of the master plan, the microsite, the ability to engage and to provide official comment throughout the comment period.

[00:26:37] And I think, as you know, commissioners, we will conclude a 90 day comment period for this CEPA Environmental impact statement on August 20th. And we have enjoyed the ability to an opportunity to go out and present the, the meeting and plan information but hope to receive more comment for the record. That's, that's what these are for. For, for us to share information and to receive feedback. I'll stop there.

[00:27:08] Thank you, Claire. That's really helpful information. And so for the listening public and for those who are in the room who have community members you're connected to, you have until August 20th to provide additional comments and we welcome those. Great, thank you. Chair, do we have any other comments while we have another half an hour?

[00:27:30] Point of order. And maybe this is for the clerk, but if there's no one else providing comments, the room could be open if somebody wants to submit a comment. But I don't see why we hold everybody up here. Clerk, the whole time. Could you address this question?

[00:27:49] You were suggesting that the, the meeting has to be open till 4, but our commissioners obligated to stay here if there's nobody signed up and there's no additional business. But the. Well, we need a quorum. We need a quorum to have a meeting. Yes, and we have a half hour left.

[00:28:10] I was just going to check my agenda. Give me just one moment. Professional.

[00:28:22] Yeah, yeah. But you know, one of the advantages of having it as a meeting is so that the public can speak to us directly And I think a lot of people feel that just going to a SEPA officer and having their comments incorporated in a response document is not as a direct experience. So that's why we're availing ourselves to this opportunity and the fact that it's a virtual opportunity as well, the physical location is, I think, less

pertinent. And since we had a commission meeting today, we have a quorum of commissioners, so I hope the public can understand the intention. Certainly I was just checking the actual legal agenda and notice and how we noticed that out was that this meeting would be from 3 to 4pm so it's, it's.

[00:29:12] I really have to defer to the attorney to see if we, you know, adjourn early versus just leave the room open and hang out for a half an hour.

[00:29:25] Well, I, the. The attorney has an opinion. From a SEPA perspective and having public comment, there's not a requirement to keep this meeting open if there's not more people to make comments. And I think from a commission meeting standpoint, we often start meetings. We don't always say what the closing time is.

[00:29:44] So that's sort of unique for this notice. That is correct. But I don't think there's a requirement there to keep the meeting open until that time if the business is finished. So I think it's appropriate and I will again defer to the attorney, so he is correct. We don't generally advertise an end time, but for these two sessions, both in July 9 and today, we did put an end time on our notice and on our meeting agenda.

[00:30:08] So it is really truly up to the Commission what you choose to do. Commissioner Muhammad My suggestion is, what I would suggest, maybe Pete, is could we join virtually if that is a requirement, so that at least commissioners could. We don't have to hold this room up one, and then two, we, we could go into our spaces. Yes, you could keep it open virtually. You'd have to have somebody be able to close it down virtually at 4:00'.

[00:30:37] Clock. I mean, that would be the way to. I think that would be the best use of staff time than holding up everyone in this room. If there's no additional comments, my recommendation. Do we have concurrence on this?

[00:30:50] Because I would be happy to come back in a half an hour to close the meeting. Thank you. If there's no objection, then we could avail ourselves. What are we doing exactly? We're going back to our offices.

[00:31:02] So you just stay online, but you don't have to physically be here for the next half hour. Mr. Commission Vice President, members of the Commission, I would recommend a recess and then you could come back and then adjourn.

[00:31:20] But I thought the meeting has to stay open. If you're in recess, the meeting is still technically open. It is just in recess. Okay, then. And our view is you don't have to keep it open, but you're going to do that because you want to make every opportunity for the public.

[00:31:34] If somebody comes in, we'll restart the meeting. Yes. So if we have any additional speakers that come in, I will very quickly get a hold of all of you and ask you to either be on virtually or to come back to the room. I love this proposal because then I can go outside and look at that truck. Oh, and I'll.

[00:31:51] I'll join virtually. Very good. Then, hearing no other comments, the meeting is now recessed and the time is 3:35. Thank you very much. We are in recess.

[00:32:10] This is Port of Seattle Commission Vice President Fred Fellerman. Re. Re engaging the meeting of October 11th. I mean, sorry, August 11th. We've been in recess for the past half hour following taking public comment on the SAMP draft Environmental Impact Statement.

[00:32:30] And the meeting is to adjourn at 4 o' clock, which is now the time. Unless there's any further comments. I now call the meeting closed. Thank you. And the time is just exactly four.

[00:32:43] Thank you. Thank you, everyone.