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This is Commission President Hamdi Mohamed convening the regular meeting of February 27, 2024. The time is now 10:31. We're meeting in person today at SEA Conference Center and virtually on Microsoft Teams. Presented with me today are Commissioners Calkins, Cho, Felleman and Commissioner Hasegawa may be joining us virtually, and we are currently gathering in the executive session room awaiting the opening of the public meeting. We'll now recess into the executive session to discuss three items that will take approximately 60 minutes. Two items are related to litigation, potential litigation, legal risk per RCW 32 31 ten, section one I, and the third item is related to acquisitions of real estate per RCW 42 31 ten, section one b. We'll reconvene into public session at 12:00 p.m. Thank you. We are in recess. You. You.

This is Commission President Hamdi Mohamed convening the regular meeting of February 27, 2024. The time is now twelve 02:00 p.m. We're meeting in person today at SEA Conference center and virtually via Microsoft Teams. Clerk Hart, please call the roll of commissioners who are in attendance. Thank you. Beginning with Commissioner Calkins here. Thank you. Commissioner Cho present. Thank you. Commissioner Felleman, present. Thank you. Commissioner Hasegawa, present. Thank you. Commissioner Mohamed present. Thank you. We do have a full commission here today. Great. Thank you. A few housekeeping items before we begin. For everyone in the meeting room, please turn off your cell phones to silent. For anyone participating on Microsoft Teams, please mute your speakers when not actively speaking or presenting. Please keep your cameras off unless you are a member of the commission or the Executive Director participating virtually or you are a member of staff in a presentation mode and addressing the commission. Members of the public addressing the commission during public comment may turn on their cameras when their names are called to speak and will turn them back off again at the conclusion of their remarks. For anyone at the dais here today, please turn off the speakers on any computers and silence your devices. Please also remember to address your request to be recognized, to speak through

the chair. Please wait to speak until you have been recognized. You'll turn on your microphones on and off as needed. All the items noted here will ensure a smoother meeting. Thank you. All votes today will be taken by the roll call method so that it is clear for anyone participating virtually how votes are casted.

Commissioners will say aye or nay when their names are called. We are meeting on the ancestral lands and waters of the Coast Salish people with whom we share a commitment to steward these natural resources for generations to come.

This meeting is being digitally recorded and may be viewed or heard at any time on the port's website and may be rebroadcasted by King county television.

Please stand or join us for the pledge of allegiance. Now I pledge

allegiance to the flag of the United States of America republic, for which.

Thank you all. The first item of business today is approval of the agenda. As a reminder, if a commissioner wishes to comment for or against any items on the consent agenda, it is not necessary to pull the item off of the consent agenda.

Rather, a commissioner may offer supporting or opposing comments later in the meeting. Once we get to that part of the agenda, please wait until the motion to approve the agenda is on the floor for these comments. However, it is appropriate at this time if a commissioner wants to ask questions of staff or wishes to have a dialogue on a consent agenda item to request the item be pulled for separate discussions. Are there any items to be pulled from the consent agenda or any motions to rearrange the order of today's meeting? Great. Hearing? None.

We'll move forward. Commissioners, the question is now on approval of the agenda. Is there a motion to approve the agenda as presented? So moved. Second.

The motion has been made and seconded. Is there any objections to approval of the agenda as presented? Hearing none. The agenda is approved as presented.

We do have one special order of the day today, and that is our proclamation honoring February as Black History Month.

This is agenda item number four. A senior commission Executive assistant, Mr. Preston Tucker, will be introducing the proclamation reading and joined by members of the Port Employee Resource Group, blacks in government, who will read the proclamation. Preston, you have the floor. Good afternoon, commissioners. My name again is Preston Tucker and I serve as senior Commissioner

Executive assistant. It is an honor to introduce special order item for a proclamation honoring Black History Month alongside with readers from the Port of Seattle chapter of Blackson government. It is a proud moment for me as a black member of the commission staff to introduce this item to the commission.

The following representatives from Blackson government will be reading the proclamation today. Marie Bell, Blackson Government chapter president, and Carlina Smith, Blackson Government chapter Secretary, Marie will begin the reading today. Good afternoon.

Whereas black history is American history, and throughout every stage of the US, black Americans have led the fight for equity and justice, reshaping culture and laws towards a multiracial democracy that was promised at the founding of this country, and whereas centering racial equity and specifically our commitment to confronting anti black racism at the Port of Seattle sets an intentional strategic focus that will allow us to develop structural approaches to address all forms of oppression and to advance our inclusion and belonging values as a public agency and whereas, our vision is to develop a port that mirrors throughout its breadth of operations and services and within its leadership structure, the diversity of our community instills principles of equity in its culture and ensures a fair and intentional distribution of opportunities with the goal of expanding economic development and quality of life for all. And whereas, the Port of Seattle acknowledges the profound impact of black leaders on the legacy, history, art and economic fabric of King county, recognizing their invaluable contributions remains paramount, with a special focus during this black History Month on prioritizing the elevation of these local heroes and whereas, established in 1993 at the Port of Seattle, Blacks in government big is an employee resource group, ERG, dedicated to advocating for equal opportunity, eliminating racism and discrimination, and promoting professional development for blacks in government during black history month and throughout the year and whereas, in 2005, the Washington State Legislature House of Representatives renamed the county to Martin Luther King county, and in 2007, council member gossip led the campaign to adopt the King county logo featuring Martin Luther King county, making it the

sole governmental entity in the nation to showcase Dr. King's likeness in its logo and whereas, the Port of Seattle Commission took action in November of 2020 to establish Juneteenth as a Port paid holiday cementing the importance of Juneteenth, otherwise known as Black Independence Day and celebrated by the port under the leadership of big since 2003 and whereas, the theme for Black History Month, 2024, is African Americans and the arts, this theme highlights the influence and innovation of African Americans in all fields of art, including music, dance, theater, visual arts and literature and whereas, the arts have and continue to provide an avenue for expression and visibility for black voices of those who have historically and currently been underrepresented, unseen, diminished in silence and whereas, our region boasts world renowned artists like musicians such as Jimi Hendrix, the Black Tones, jazz and blues singer Ernestine Anderson, musician and producer Quincy Jones, painters James W. Washington Jr. And Jacob Lawrence, artists Barbara Earl Thomas and Marita Dingus, photographer Al Smith, writer Ejioma Eluo, culinary artist, chefs chef Christy Brown and Ariel Bangs and home to the Langston Hughes Performing Arts Institute and the Black and Tan hall and whereas, in 2024, Hamdi Mohammed's election as commissioner President marks the first time in the port's 112 year history that a woman of color, specifically a black woman and immigrant, holds this position and whereas, the Port Commission and big are proud to present Eddie Rye with a lifetime achievement award to recognize Mr. Rye's inspiring, decades long track record of activism and community organizing on behalf of black people in Washington state and beyond. And whereas, the Port of Commissioner and Brig are proud to present Christy Brown with a Business Excellence Award for her business's outstanding community impact and inclusive business practices, and whereas, the Office of Equity, Diversity and Inclusion was established in 2019 to recognize the cultural shift at the Port of Seattle by identifying and addressing the root causes of inequities and to promote fairness towards equity and anti racism, and does so in partnership with big and other and my whereas is just going too far. Excuse me. And now, therefore, the Port of Seattle Commission hereby proclaimed February as Black History Month honors and commends the recipients of the lifetime achievement

and Business excellent awards for their commitment to advancing equity for all. Proclaimed by this by the Port of Seattle this 27th day of February, 2024. Thank you, Ms. Marie and Shayla and Mr. Preston, for the reading. We appreciate you being here and the important work that you all are doing to recognize Black History Month. I will now open it up to my colleagues for any comments. Really quickly. Shayla is on her way. You'll see her later. I'm Carlina. Carlina. Oh, see, I'm reading off my script. No ferries. Carlina, thank you so much for being here, and I hope that Shayla can also join us in person or virtually. I will open it up for any. Let's make the motion first. Is there a motion? And a second so that we can open up for comments and discussions. So, moved. Second. Great. The motion was made and seconded, so I will open it up for any commissioner comments at this time. All right, so which of these guys are going to go first? I just want to really thank you. It's quite a few, whereas it's a very educational effort, and it's one of the things I really love about these resolutions. It cements the importance of these recognitions so that we all can better appreciate the contributions all of our communities make to this area. And I've really appreciated the contributions Preston has made to our office most directly. But the fact is that contributions of Black America has been huge, and I think finally, well recognized, and I appreciate the port being part of that. So thank you very much. Thank you, Commissioner Felleman. Commissioner Cho? Yeah, I just want to echo those sentiments. First and foremost, I want to thank our senior executive, Preston Tucker, for all the work that you do in our office. It came to my attention recently that I think Preston is actually the first black person to serve in the commission office in a full time staff capacity. And so I appreciate you setting that precedence for us and breaking barriers really, really do appreciate you, Preston. And I know my colleagues join me in my appreciation. And also, lastly, to bi g, one of our strongest and best ergs at the port. You all lead our organization in so many ways. Every year, you step up to provide us with these amazing proclamations. But not only that, I know that you are leaders amongst the ergs as well, and that speaks volumes, given the many ergs that we have here. I always enjoy participating in your annual MLK junior ball. Had the honor of

speaking at that a few years ago, and I just love to see the continued growth of the community, and I certainly hope that we can continue to see that going forward. Happy Black History Month. Very proud of this organization and all we've done to promote equity, diversity, and inclusion. And this is really just one small piece of that. And so thank you for all your work and your advocacy. Thank you to all the port employees and, quite frankly, all those who are part of the port ecosystem that may not be directly employed by us, but continue to contribute to the great work that we do as an organization, as an institution. We're all very proud. Thank you. Thank you, Commissioner Cho. Commissioner Calkins. I know that proclamations like this tend to be celebratory and positive. I also think of these as moments where we're creating bulwark against backsliding. I think we're in a moment right now where rights are being removed from people in our society, and so we need to think about ways that we can prevent that kind of backsliding from happening, and whether that's for black Americans or women or for LGBTQ members. And part of it is just education and acknowledgment. And so we sit up here and we learn these things through these proclamations, and we highlight aspects of our history, positive and negative, in part because we don't want to forget. And so I think it's really important we do these proclamations around black History Month and other notable elements in the year so that my kids don't ever think they can stop fighting for this stuff. So I'm strongly supportive of this. Really grateful for President Mohammed's leadership, and I'm going to resoundingly vote yes on this. Commissioner Hasagawa. Then I'll come back to you, Commissioner Hasagawa. Thank you all so much. I'm hoping that my audio is coming through right now, but I'll keep it short and sweet. Thank you to everyone that put in work on this proclamation, and thank you to Preston for that amazing introduction. Thank you to both of our presenters for that beautiful reading, and thank you to President Mohamed for your leadership. Each year I look forward to the reading of the Black History Month proclamation, and it's truly a joy to be in this work alongside all of you. Happy Black History Month. I look forward to being in person soon. Thank you. Commissioner Hasegawa, it's good to see you. Commissioner Felleman, you had an additional comment. Well, I did feel it

was important to recognize our president a little bit more directly and the contributions that she's been making and making sure that this proclamation received the attention it did. But since it's focused on art and music, I just wanted to impart a quick personal connection. So when I was in graduate school, I bartended at night to pay for the school a bit. And so Ernestine Anderson opened up her own little bar. It was very short lived, but it was like a living room type setting. And to have Ernestine Anderson, the fact that I got paid to work for her was like out of this world. But one night, Richie Havens played at the bar. And so I just thought I died and went to heaven. And the fact that they paid me to do it was one of the greatest pride moments of mine. So thank you for black history allowing me such a privilege, and I just want to share that moment with you. Thank you. That's a great story. Executive Director Metruck, do you have any comments? Thank you, President Mohamed. I'm going to recognize your leadership on this and all the commissioners for doing this, and Preston for bringing the proclamation forward for Marie and Carlina for that incredible reading of that. And I think going through those items to say so great in the proclamation to cover all those things and the contributions of black know, from inventors to scholars, artists to actors, business leaders to presidents and other political leaders and advocates of equity and social justice, African Americans have made history for our country and enriched our society. Black History Month is an opportunity for us to honor these experiences and the roles of African Americans have made in shaping our nation. The port continues to strive to become a model for equity, diversity, inclusion, and to achieve that goal, we must acknowledge the racial oppression and deeply rooted racism in our nation's history and continue to work every day to combat systemic racism in all of its forms. And I look forward to joining you in the reception later celebrating Black History month here at the airport conference center following today's commission meeting. So thank you for the opportunity to speak to that. Thank you, Executive Director Metruck, and thank you to all of my colleagues. And I echo those same sentiments. And I just want to specifically say thank you to big blacks in government. As an organization, it's been inspiring to see your leadership at the port of Seattle and the work that

you all have been doing has paved the way for people like me to be here. And I will also give a lot of credit to my colleagues. When Juneteenth was adopted as a paid holiday, I was not on the Port Commission. That was done before I joined the port. And so there has been a commitment from this organization, from this particular commission, to making sure that we're uplifting the voices of all people and that we're an organization that is inclusive and welcoming. And I love this year's theme. The Harlem Renaissance is the one that comes to mind for me, being able to see what happened in the, how music has evolved and then seeing how, where renaissance is today with anyone that knows me, knows I'm a big Beyonce fan. And the Renaissance tour happened this year. You know what it did for our airport. It was a record breaking year for the airport, and it was a record breaking year for the region when it came to the amount of people that traveled here, stayed at hotels locally, and were coming together, enjoying her music in particular. And it contributed to our nation's economy. It's \$4.5 billion that that tour alone contributed to. And that's just another moment where we talk about black history, black artists, from Jimi Hendrix to today's artists like Beyonce, Knowles, Carter. And again, I thank you all for your leadership and the work that you're doing and uplifting the voices and the stories of black people. With that said, I will now ask clerk Hart to please call the roll for the vote. And commissioners, please say aye or nay when your names are called. Thank you. Beginning with Commissioner Mohamed. Aye. Thank you. Commissioner Calkins. Aye. Thank you. Commissioner Cho. Aye. Thank you. Commissioner Felleman. Aye. Thank you. And Commissioner Hasegawa. Aye. Thank you. Five ayes, zero nays for this item. The motion passes. Thank you again so much. Thank you. Great. So next on our agenda is the Executive Director's report. Executive Director Metruck, you have the floor. Good afternoon, commissioners. It's hard to believe, but this is the last meeting of February, but here we are. It's here already. I want to begin by thanking you and the port employees who supported black History Month proclamation and the many events that our port chapter, blacks in government, hosted this month and including the reception to follow here. I'm looking forward to the reception this afternoon and thank you, President Mohammed, for helping lead this effort

along with big. I have a few updates this afternoon before moving today's business meeting last week, along with Commissioner Felleman, I had the opportunity to attend the ribbon cutting for the Coast Guard Cetacean desk for the Puget Sound region at the Coast Guard base here in Seattle. Thanks in part to the advocacy of Commissioner Felleman, our work for the Northwest Seaport alliance and our state's congressional delegation funding was secured in the 2023 National Defense Authorization act, the NDAA to expand the capacity of the Coast Guard's vessel traffic service to inform mariners of ways to avoid conflicts with whales. That is what the staff at the Cetacean desk does. It's not just a desk that sits there, it's a desk that does work. So it's nice to see those efforts pay off in a tangible way to help protect our orcas, humpbacks and other whales in the region. Also last week, many of you may have saw it, the local news media highlighted the great work of our Port of Seattle Police Department drug interdiction team the Port of Seattle Police Department drug interdiction detectives focus on domestic and international narcotics traffickers connected to the airport and the seaport. Recently, the interdiction team followed up on a tip and, working with a highly trained canine, were able to find 150,000 fentanyl pills in a traveler's checked bag. And if you saw the photo, the video of it, it was amazing to see that in its work, the team has found dozens of pounds of fentanyl, methamphetamines and more. Our police department is working on the front line in the efforts to protect our community from these dangerous drugs. We appreciate the opportunity to highlight their important work on the operation side. Last week, the airport managed the busy conclusion to President's day in the midwinter break travel between February 15 and the 20th. We managed five days with higher year over year volume than 2023, which tracks with our forecast for 2024 to likely be the busiest year in our airport's history. In our airport's 75 year history, as a matter of fact. As a reminder, volume is a measurement of economic activity. Every traveler supports jobs on and off the airport and in the region. I'd also like to remind the public that airport operations is a team sport. Delivering that five star level of service takes partnership with airlines, federal agencies, dining and retail and transportation providers, and the employees at the port. So thank you to everyone who helped make this first busy

weekend of 2024 such a success. We look for more as we move forward through the year. Moving to today's commission meeting. Our primary focus today will be the commission order related to sound insulation. And I'll have more to say about that during the introduction of that item. So thank you, President Mohamed. Thank you, Executive Director Metruck, for your report. Any comments from my colleagues? Okay, hearing, none. We will move on to the next item. We are at the committee report at this time. Commission strategic Advisor Erica Chung will be providing that report. Erica, you have the floor. Good afternoon, President Mohammed, commissioners and Executive Director Metruck. I have three committee reports for you. They're all from February 20. Aviation committee was convened by Commissioner Hasegawa and Cho, where they were briefed on the FAA reauthorization under consideration by Congress, including items relating to airport operations and impacts on neighboring communities important to local issues. On February 28th also, commissioners Cho and Felleman convened the sustainability, Environment and Climate Committee, where the committee was briefed on the community inputs received with regards to the FCA Tree replacement standards and SEA land stewardship plan, and how staff have responded to and incorporated those requests, including public input period, role of equity, and annual metrics. The committee also received a briefing on what will be included in the port's first sustainability report for 2023 that demonstrates progress, successes and strategies towards achieving objectives and goals and benefits for the public. The performance metrics are tightly aligned with the port's vision, sentry agenda, goals and the UN Sustainable Development Goals. Staff are currently gathering data and hope to publish the report by June of 2024. The committee then reviewed the 2024 committee work plan and discussed how work in the committee will be prioritized given the breadth of work proposed for the year. Also on February 20, the Portwide Arts and Culture Board met with Commissioner Felleman participating. The board was introduced to new public board members and discussed the vacant public board member position that needs to be filled. The board received a recap of 2023 and reviewed the work plan for 2024. The board also discussed continued funding for capital projects, including two concepts provided by Ralph

Helmick for future board consideration.
This concludes my report. Thank you.
Thank you, Erica, for that report out.
Are there any comments or questions from my colleagues? Okay, great. Thank you again, Erica. I'll move us along. We are now at the public comment section of our agenda. The Port of Seattle welcomes and Commissioner welcomes public comment as an important part of the public process. Comments are received and considered by the commissioner in its deliberations. Before we take public comment, let's review our rules for in person and virtual public comments. Clerk Hart, please play the recording.
Give me just one moment. I'll tie it from my computer.
Part of the public process and the Port of Seattle Commission thanks you for joining us for the efficient operation of meetings and in order to maintain decorum in the meeting room, the commission has adopted rules of procedure governing public comment and audience attendance. Before proceeding, we will overview those rules for your general information. Each speaker will have two minutes to speak unless otherwise revised by the presiding officer for the purposes of meeting efficiency, and the speaker shall keep their remarks within the allotted period of time, provided a timer will appear on the screen and a buzzer will sound at the end of the speaker's comment period. The commission limits comments specifically to items on its agenda and items related to the conduct of port business. If comments are not related to these topics, the presiding officer will stop the speaker and ask that comments be kept to those topics. This rule applies to both introductory and concluding remarks. All remarks should be addressed to the commission as body and not to individual commissioner outside of the context of action taken in their official port capacity. Disruptions of commissioner public meetings are prohibited disruptions include, but are not limited to the following speaking when not recognized to speak by the presiding officer holding or placing banners and signs in the meeting room in a way that endangers others or obstructs the flow of people or view of others at the meeting intentionally disrupting, disturbing or otherwise impeding attendance or participation at a meeting refusing to follow the direction of the presiding officer or security personnel speaking on matters other than items on the agenda or topics related to the conduct of the port business attempting to use the comment

time for purposeful delay, including remaining silent or engaging in other activity without conveying a discernible message using the comment period for the purpose of assisting in a campaign for election of any person to any office or for the promotion of or opposition to any ballot proposition, except when addressing action being considered or taken by the commission on a ballot proposition appearing on its agenda directing public comments to the audience engaging in abusive or harassing behavior, including, but not limited to, derogatory remarks based on age, race, color, national origin, ancestry, religion, disability, pregnancy, sex, gender, sexual orientation, transgender status, marital status, or any other category protected by law, the use of obscene or profane language and gestures, assaults or other threatening behavior and sexual misconduct or sexual harassment for safety purposes individuals are asked not to physically approach commissioner or staff at the meeting table during the meeting. Individuals may provide written public comment before or after the meeting and in addition, speakers may offer written material to the commission clerk for distribution during their testimony to the commission. If a meeting is disrupted by an individual in attendance in the meeting room or by an individual providing public comment in person or virtually, the following procedures are adopted. A first disruption will result in the presiding officer warning the individual that the disruptive conduct is out of order and that a further disruption will result in the speaker's loss of speaking privileges. A second disruption at the same meeting or within 90 days after the first disruption will result in a loss of speaker's privileges. The presiding officer will end the individual's comment period and will announce that any further disruption by the individual within the next 180 days will be grounds for exclusion from commission meetings. If additional disruptions occur within 180 days from the loss of speaking privileges, the individual shall lose attendance privileges for commission meetings for 180 days thereafter. This applies to individuals who are in person or attending virtually. If, during the three years following a 180 day period of exclusion from commission meetings, an individual engages in another disruption, the individual shall lose attendance privileges for the commission meeting for a one year period. Thereafter, written

materials provided to the clerk will be included in today's meeting record. The clerk has a list of those prepared to speak. We are taking comments from anyone who has signed up to speak virtually, as well as from anyone who has joined us in the chambers. When your name is called, if you are joining virtually, please unmute yourself. Then please repeat your name for the record and state your topic related to an item on the agenda or related to the conduct of port business. If you're on the team's meeting and at the same time streaming the meeting on the website, please muted the website stream to avoid feedback. When you have concluded your remarks, you may again turn off your camera and mute your speaker. If you are speaking from the room, please come to the testimony table, repeat your name for the record and state your topic related to an item on the agenda or related to the conduct of port business. Our public comment period will now commence. Thank you again for joining us today. Great. Clerk Hart, please call our first speaker. Thank you. One moment. I need to pull up in the timer for us here. Okay. Madam Commissioner, President, members of the commission, we have about 13 people who have signed up today to our virtual. So I'm actually going to take them first before we go into the room, if that's all right. That works great. Thank you. So, our first speaker joining us virtually is Anne Croker. Anne, please restate your name for the record and your agenda item or topic related to the conduct of port business, please. Anne, I think you're muted. We still can't hear you. Anne. It may be your speaker settings. We still can't hear you. Anne. I will come back to you. Okay. Okay. Moving to our next speaker, we have Karen Valoria joining us. Also virtually Karen, please restate your name for the record and your agenda item or topic related to the conduct of port business, please. My name is Karen Valoria. I am commenting in favor of passing resolution 20240 four. Thank you. Thank you, commissioners for your time here today. I've lived in the North Highline Burien area for over 25 years. I bring my sons here. I love my neighbors and the easy access to the city and the airport. I would have been there in person because this is such a pressing matter for so many of us were it not for these cold symptoms I have. As an immigrant and a single mother, I was ecstatic about being able to finally

afford a home for my family in the Boulevard park area of Burien over 20 years ago. I knew I was buying a house under the flight path, but I was told I have a port package. But the house was what I could afford and I was told the noise inside my home would be minimal. In the last ten years or so, I've noticed condensation starting between my double pane windows. That condensation is now turning into mold and because of the construction of the windows, I cannot clean between the panes. I also hear planes constantly, just as if I were standing outside. I am planning on spending my retirement years in my home where I deserve to be comfortable and healthy. I do not want to watch the mold slowly creeping and growing inside my own living room. Those of us who live here do not have the discretionary funds to get new window and insulation treatments. Please pass this resolution. It is for the health and safety for those of us living so close to the airport. Thank you for your time.

Thank you for your comments. Clerk Hart, please call the next speaker. Thank you. I'm going to try to go back to Anne.

Anne, I'm not sure if you were able to resolve your speaker issues.

If you want to come on camera, if you're still with us, Anne, we can test that.

And she may have disconnected from the meeting. So we will turn to the room starting with Mayor Mohamed Igal.

And Mr. Mayor, if you could repeat your name for the record and your agenda item, please. My name

is Mohamed Igal. Is the mic on? It is, yes. Okay. Good afternoon, commission president Mohammed both commissioners. My name is Mohammed Igal. I'm the mayor of the City of Sea-Tac. I'm also here to force my support for the order or achieve the item 2020 414 which will establish the sound installation, repair and replacement ballot program at the board in 2021. I have knocked on almost 10,000 doors in the city of Sea-Tac.

I have heard from our residences, especially those who live in the west and north Sea-Tac area.

They told me that they are passionate, passionate about and want a solution for the airplane noise and sound installation and repair program. Commission president Mohammed Commissioner, Sea-Tac irobot cities 40% of our land mass we are small city, 10 miles wide. Four out of ten person who live in our city

work in the irobot
or irobot related jobs.
These are restaurant worker,
warehouse workers, lift and overdrive.
Most of them live in this area. A healthy
and well rested worker is a good business
and investment for the board.
An order 2020 414 will
help workers and residences to be
healthy and productive.
I now I report is a business
and business. They wanted productive
staff. Thank you for your time. I will
save two minutes for you. Thank you. 2
seconds. Thank you,
Mayor Agal, thanks for being here. And I
also know that you have a city council
meeting today, so I really appreciate you
being here. Clerk Hart, please call our
next speaker.
Thank you. And pardon me, I'm actually.
Yes, Anne, we can hear you.
Oh, you can? We can. Please restate your
name for the record and your topic related
to the conduct of port business or your
agenda item. Oh, I'm very excited.
My name is Anne Craig and I'm commenting
on agenda item ten a, which is the
order for the proposed order for the sound
insulation and repair and replacement.
And I was going to say that as a resident
that has moved to Des Moines Redondo beach
in the last ten years, coming from
Bellevue, so we weren't aware of the South
King county issues before then. It has
gotten so loud and low for us there that
we are actually physically looking at
moving because we've reached the age of 70
and we need to have our last ten years be
better ones. But this resolution isn't
about it because we understand how bad it
can be. And we haven't been here all our
lives. We were able to have triple pane
windows and they haven't failed. And to
not have these advantages, to be able to
move possibly, or to afford the loss
of an unsaleable home seems
particularly unthinkable as harm that's
been caused. And to not have the federal,
state, cities or ports step up for decades
and fix these failed insulation packages
seems particularly egregious. Adding salt
to the wound. So to have a solution in
sight now with this proposed order and
brought to the fore by a current port
commissioner is actually relieving to
many of us and restores a little of my
faith in our shared humanity for this
extremely untenable situation. So,
please do pass this resolution as it
stands unanimously. And thank you very
much for allowing me to comment,
especially when I was having technical

difficulties. Thank you, Anne. We were glad that we could hear you. Clerk Hart, please call the next speaker. Thank you. Our next speaker is Mayor Tracy Buxton. Madam Mayor, if you would please repeat your name for the record and your topic, please. Thank you. Well, first, I want to make a joke. Beyonce. That's why you've been wearing cowboy boots all week. That's right.

So, Tracy Buxton, mayor of Des Moines. I'm here to support order 20240 four asks for sound insulation and repair for residents in my community. So, I'm here because I care about my community. I'm here because even though many people, I included, choose to live here, we're still being challenged by increasing airport impacts. Right. Of different kinds. So some people say the planes are quieter, but there's more of them. Some people say the planes are safer, but now we know that there's dangerous particles coming from them. So I'm here because the people in my city also take the lion's share of the impacts in bringing a vibrant economy to the whole county. And we receive relatively little for it in the comparison. So I want to say I appreciate Commissioner Mohammed's response to the community and bringing this forward. And I also appreciate that she worked hard to create a listening session to get some more just to refine this ask. And ask for more input from the community. Very conscientious. Appreciate that this order also works in tandem with legislation that's actively being brought forward in Olympia, working with the advocacy we're feeling from our legislative coalitions in the 30th and the 33rd. So, most importantly, though, it's particularly responsive to the needs of our diverse community in my city. So thank you, Commissioner Mohammed, for bringing this forward, and I hope that your colleagues agree with you today. Thank you. Thank you, Mayor Buxton. And I do wear cowboy boots, and I'm so glad Beyonce went number one for two country songs. Clerk Hart, please do call the next speaker. Thank you. That's a council member, JC Harris.

JC, if you would please repeat your name for the record and your topic, please. Good afternoon, my name is JC Harris. I'm here on behalf of SEATAC Noise. So this is actually a historic day.

You're going to like this. This is the first time in decades the port has spent its own money without compulsion to do something for airport communities.

The straight line to the concerns that they have most. The noise and the pollution could have been done by previous commissions. You're doing it. Take the w. Not kidding here. Doing this voluntarily is a big deal. We like the language in 24 four, and I want to, before we all get swelled heads, point out one, the key word is pilot. This is a tryout. Okay? We all know that there is a bigger issue and think of this as the startup capital and we are all well motivated to make this a really good audition so that the problem can be addressed by you know who. So we'll all work together and that's why we will continue to nag a bit on the technical implementation. And one detail on that, because we bust a lot of myths. I've heard from congressmen on down about these things wear out. Give me a couple of seconds here. You're also going to like this. They don't wear out. A quality port package should last many decades, full stop. If your windows broke down in ten years or whatever, you got the wrong system from the wrong people. And I'm telling you this because the port now does a really good job. So by supporting this, you can be sure that the updates that you provide are going to provide excellent service for many generations of future homeowners in the most diverse and heavily impacted area of South King county. This is the equity and you should feel really good about this. Thank you. Thank you. Council member J. C. Harris. Clerk Hart, please call the next speaker. Thank you. Madam Commissioner, president, apologies. I'm not sure why that I shared with sound. It just didn't sound, so I tried to share again. Hopefully it'll work this time. Our next speaker is Denise Etley. Denise, please repeat your name for the record and your agenda item or topic related to the conduct of port business. Thank you. My name is Denise Atley and I'm here to speak with regard to 2024, the Seattle Port noise remedy program. And if I may, before you start my clock, I just want to draw to your attention that I'm the one that has spammed your email with a longer version of my prepared comments. And I only draw it to your attention because there's photographs in there that I'll be happy for you to see since we are not able to show them in here today.

Excuse me. My port package was installed in February of the year 2000. My home was built in 1959. For the record, the port at that time paid \$44,000 for my port package. The port contracted window manufacturer at that time for myself and for hundreds of us was a company called Alpine Windows. Five months after my installation in July of 2000, Alpine windows declared bankruptcy and our warranty on our wonderful, expensive windows was gone. \$44,000 for one home. My windows began failing within three years. The failure included fogged glass, mold, leaking water and water damage to my wood framing and my drywall. This is not to be considered normal wear and tear. By the year 2007, this issue had blown up enough that several of us and our windows were even featured on King five evening news in a segment titled Port under Fire and again on King five's upfront with Robert mag show. In summary, the port contracted these manufacturers. The port picked the list of contractors. The port paid \$44,000 of someone's money for this, for just my home, but the port unfortunately didn't stand behind any of it. I have now had to pay out of pocket to have several of my port windows replaced, and the replacement, I would note, is downgraded because I can't afford the special noise rated glass that these windows were made out of. Nor is it easy to get windows made with that glass. I still have many more windows to go that I can't even see out of. Again, I refer you to those pictures I sent you. I do understand that the program's quality and oversight has evolved greatly since then and is much improved. Your support will finally provide help to all of us who weren't so lucky way back then by rectifying the damage done to our homes, and it will enable the port to finally make this bad situation right for us. Thank you. Thank you so much for your comments. Clark Hart, please call the next speaker. Thank you. Our next speaker is Barbara McMichael.

Barbara, if you would repeat your name for the record and your topic, please. Thank you. My name is Barbara McMichael. I'm going to be speaking about the port package 2024.

I'm a resident of Des Moines. I grew up in what eventually incorporated as the city of Sea-Tac. So I'm a longtime committed community resident. I do have a port package and it's just beginning to fail. But I'm here to thank you today for taking the issue of failing port

packages seriously. And I think that we all understand that the package that is in the legislature right now won't be enough to cover all of the window issues that need to be attended to. But I appreciate your acknowledgement of the problem and I think all of us working together is going to be a good first step in the right direction to address what has been an ongoing problem for many of my neighbors. President Mohammed, I have four sentences about the North Sea-Tac park issue. I'd request your permission so I don't have to go down to the pier to speak on them. Sure. Thank you kindly. Okay. Even though I live south of SEATAC airport I joined the defenders of North SEATAC park shortly after it formed and became a member of the steering committee. We're still determined to see a positive outcome regarding preserving that important parcel of forested land and the essential bob called Tub Lake. But my colleagues in that group agreed with me that the mission needs to expand tree canopy in all of our airport adjacent communities has been decimated by airport related developments as well as airport specific developments. So we have transformed into defenders of Highline forests. So I wanted you to know that we're interested in a robust land stewardship plan. We're interested in prioritizing healthy forest restoration as well as just tree replacement. And we remain very concerned about the stamp there. All in under two minutes. Thank you. Kind of. You did excellent. Thank you so much. Clerk Hart, please call the next speaker. Thank you. Our next speaker is Michelle Escara. Michelle, if you would please repeat your name for the record and your agenda item or topic related to the conduct of port business, please. Okay. Can you hear me? Okay. Oh, good. Yes. All right. A lot to say. I didn't make sure. I'm Michelle Sagaram Dacia, foreman for the Port of Seattle's aviation electric shop. I'm here in port business to discuss port business around contract negotiations. Our electricians are being paid less than fifth year apprentices. And I'm wondering why the port thinks that my 20 years of experience as an electrical worker is worth less than someone who doesn't even have an electrical license. Please pay me what I've earned. Few, if any, other airports ask their electricians to be immersed in as many systems as we are demanded to be due to the port's aggressive expansion and race to be the first to adopt new innovations. We have complicated systems that sometimes do not exist anywhere else

on the planet. Yet our electricians are expect to know how to run them, how to fix them and how to keep them from destroying the efficiency of our trade and travel. Sometimes with an adequate trainer, no training at all. And we have to teach ourselves on your behalf. So pay us what we've earned. Electricians outside are being paid a package of 20 plus more an hour than we are. And they're not even really outside. They're here within our perimeter gates working on the airport's endless expansion. You pay electrical contractors, which means you pay other electricians at this port. A package of 20 plus more an hour more than us. And having an one license is what determines their base pay. We all in the electrical maintenance shop have one licenses. Where is our base pay? Pay us what we've earned. We are spread too thin because staffing is not matching the expansion. And we are still expected to maintain millions of pieces of equipment worth billions. We are the experts you depend on. Our livelihoods are worth more than technological progress. Our families are worth more than risking our safety for the looming danger that understaffing fosters. Our workers are worth more than IAF monuments or other public displays of wealth that the port is constantly pushing out. Pay us what we've earned. Commissioners Director, I implore you to listen. Please hear us. Can you hear the field crews boilers, Lampard's conveyor, jetbridge, OE's, painters, carpenters, ets, electricians? We are the port. We are your community. We are your greatest asset. Please invest in us. Pay us what we've earned. Thank you. Thank you so much for your comments.

Clerk Hart. Next speaker, please. Thank you. Our next speaker is Maria Batiola. Maria, if you would please restate your name for the record and your agenda item or topic related to the conduct of port business, please. It's so wonderful to see the commissioner in person. We miss you. My name is Maria Bateola, and I'm here to speak on Resolution order 2024. Number four. It is a breath of fresh air to see you take this initiative to collaborate with Washington state to establish a port mitigation and equity fund.

I chair Beacon Hill Council, and our community is so supportive of what you're doing to be able to help those most in need, particularly with the use of the equity index. We're also very happy and want to tell you about the meaning and significance, particularly in February, which is black history month, that the

word equity isn't just for those who've had it to be fixed, but the people who are impacted. As you well know, there's considerable majority of people of color residents. This is where they can buy. This is where they can create home, raise their families. And those families have children. Those families have elders. Those families have people with asthma. So this port package is beyond a contractual assistance. It comes from a place of compassion for the health and lives of the people most impacted. We support you. Please pass this unanimously. I know Commissioner Hasegawa is online. I'm just so delighted that she is going to be part of this historic moment. Thank you so much. Thank you so much, Maria, for your comments. Clerk Hart, please call the next speaker. Yes, our next speaker is Megan Slade. Megan, if you would repeat your name for the record and your topic related to the conduct of port business or your agenda item, and hopefully I pronounced your name properly. You did just great. Thank you. Hi, my name is Megan Slade. I'm here to support neighbors with the passage of 2024. I am a resident in Beacon Hill. I live under the flight path and have children who experience respiratory and neurodevelopmental challenges. I'm here today with my own respiratory challenges, and many families in my neighborhood have health concerns that are important professionally. I'm a licensed mental health counselor. I work in perinatal mental health with families with pregnancies, babies, young children. I'm especially concerned about the unique vulnerability of these growing minds and bodies, the information we have about aircraft, air and noise pollution, on respiratory health, cardiovascular, neurodevelopment, developmental and adverse birth outcomes, including preterm birth and low birth weight. Our airport impacted communities want and deserve to be in healthy environments, and those who are most vulnerable, especially, are dependent on our leaders and the port to provide the resources that address those health inequities. So thank you so much for bringing this important resolution 2024, so we had the opportunity to do so. Thank you. Thank you so much for your comments. Clerk Hart, please call the next speaker. Yes, our next speaker is Geraldine Chambers. Geraldine, if you would, please repeat your name for the record and your topic related to the conduct of port business or your agenda item. My name is Geraldine

Chambers.

I'm speaking in sport of Resolution

2024. I'm a 42 year

resident of Beacon Hill, which has a very

diverse demographic group,

and I think this is a matter of fairness,

and we get the flight path not just from

SEATAC, but in my area, also from King

county airport. So we're pretty impacted,

and I just want to

express my support on behalf of many of my

neighbors who might not have been able to

come to a daytime meeting. Thank you very

much. Thank you for your comments as

well. Clerk Hart, please call the next

speaker. Thank you. Our next speaker is

Linda Wong.

Linda, please repeat your name for your

record and your topic related to the

conduct of port business or the agenda

item. Thank you. Hello. My name is Linda

Wong. I am here to show support for 2024.

A

long term resident of Beacon Hill. Both my

parents and I own older homes, so we

understand what it's like to live

underneath the flight path and the impacts

of. So, which is why I'm here to show

support for my neighbors. That's it.

Thank you so much for your comments.

Clerk Hart, please call the next speaker.

Thank you. Our last speaker signed up

today is Heather Morton.

Heather, I'm sure you've heard me say it

13 times, but please go ahead and repeat

your name for the record and your topic

related to the conduct of port business or

your agenda item. Hi, Heather Morton.

Flight paths and noise pollution.

Hi. I live in Maple Leaf area, and I

am calling for the port of Seattle and the

commissioners and would all work together

to change the flight paths to consult with

the FAA, to change the flight paths. I

think we all know that SEATAC is too small

for the amount of airlines and air

capacity coming into these three runways

that only go north and south.

So if we want to look for solutions here

and be proactive about these things in the

future, going into the future, as well as

the airport future, which is going to be

increasing capacity, I think there's a

lopsided amount of investment going on

here with international wing and the

airport malls, but not the runways.

And I think that the port of Seattle

should look at the runway construction.

And if I could just show the port, these

are the approach patterns right now. And

with just the runways going north and

south and with the no fly zone over this

area here. I was in communication

with Mr. Tom Fegerstrom, and I talked to an Alaska airline pilot, and my understanding is that they have a no fly zone over. They are not to turn south of the 520 bridge on this side of Seattle, but they do over here. And so I live up here in Maple Leaf area, and no matter which direction the airplanes come, they come over the northeast. Seattle, the corridor of 15th Avenue northeast gets. Sometimes I've had three or four planes, three planes over my house at the same time. They come every four minutes, and I don't have a port package, but obviously, it needs to pass because this factory is getting too big and it's increasing capacity beyond its capacity.

And so we need to get solutions here from the ground up. Either build another airport or change these flight paths. If a Runway would be constructed to go north south by Boeing field, they could approach over Elliott Bay, and I think you could exponentially reduce the noise and impact over neighborhoods. Think about other solutions. Thank you for your comments.

Thank you. Clerk Hart. You said that was our last comment. So that concludes our signups for today. Is there anyone else present on the team's call or present in the room today who did not sign up but wishes to address the commissioner at this time.

Okay, hearing none, I'll move us along at this time. I'll ask Clerk Hart to please give a synopsis of any written comments that we have received. Thank you, Madam Commissioner, president, members of the commission, Executive Director Metruck, we have received eleven written comments for the meeting today. These have been previously distributed to your emails and will become a part of this meeting's record. The first comment comes from Brian Davis, vice chair of the bureau and airport committee supporting the adoption of order number 2024-04. Derek Dextheimer also writes in support of order number 2024-04, noting the benefits that will provide for disadvantaged families in near airport communities who suffer disproportionate impacts. Laura Gibbons writes also supporting order number 2024-04 to begin to address the harms caused by planes flying in and out of SEATAC. Brie Glinklid writes in support of Order 2024-04, noting the impacts they feel regarding airplane noise living in the central district in Seattle and noting the increased impacts to those living closer to SEA.

Rosemary Moore also writes in support of Order 2024-04, noting efforts of support

toward mitigating severe noise and air pollution and other harms to local communities caused by airplanes in and out of SEA. Janet Quinn writes to support port Economic Development grant funding for 2024-04, noting that the funds are a huge help to cities as they seek to grow their business communities. Julie Saul writes to urge adoption of Order 2024-04, noting harmful impacts to those living under the flight path. Zanaya Nagusi, council member for the City of seatac, writes to support Order 2024 four, speaking to the noise and air quality impacts the flights felt by the concentrated group of residents near the airport, stating that this is an equity issue, she writes that the pilot program will improve the health and quality of life for some of the most diverse communities in the state of Washington, and then Denise Atley, Mohamed Egal and J. C. Harris all submitted written comments supporting their spoken comments here today, and that concludes the written comments received. Thank you, clerk Hart. Hearing no further public testimony, we'll move on to the consent agenda. At this time, items on the consent agenda are considered routine and will be adopted by one motion. Items removed from the consent agenda will be considered separately immediately after adoption of the remaining consent agenda items. At this time, the chair will entertain a motion to approve the consent agenda covering items eight a, eight b and eight c. Do I have a motion? So moved. Second great. The motion has been made and seconded. Commissioners, please say aye or nay when your name is called for approval of the consent agenda, beginning with Commissioner Calkins. Aye. Thank you, commissioner Cho. Aye. Thank you. Commissioner Felleman. Aye. Thank you. Commissioner Hasegawa. Aye. Thank you. Commissioner Mohammed. Aye. Thank you. Five ayes, zero nays for this item. The motion passes. Thank you. Moving on in the agenda, we have two new business items today. Clerk Hart, please read the first item into the record. Then Executive Director Metruck will introduce the item. Thank you. This is agenda item ten. A order number 2024-04. An order setting a timeline for the completion of the assessment of prior sound insulated properties, creating a sound insulation repair and replacement pilot program, and setting equity guidelines for this program. Commissioners as part of the Port of Seattle's long term commitment to

communities surrounding the airport, the port offers sound insulation for eligible properties within the current FAA approved noise remedy boundary. Commissioner adopted motion 2024-04 to accelerate and complete this work by the end of 2026. The pilot program created by this order will assess prior insulated properties and commit funding for construction, planning, repair and replacement of sound insulation in homes identified and prioritized through the port's equity driven process. Upon completion of the pilot program, a comprehensive report shall be presented to commissioners, Washington state and federal legislators for evaluation and further action. Presenters on this are Tyler Emsky, Commission strategic advisor, and Aaron Pritchard, chief of staff for the commission, is available as well. I'll turn over to Tyler. Thank you, Executive Director Metruck, and good afternoon, commissioners. My name is Tyler Emsky, and I have the pleasure of serving as a strategic advisor in the commission office. I'm honored to play a small role today and potentially making a little history as I read the text of this order for your consideration. I should note that since this order was brought to the February 13 Commission meeting, we conducted a listening session and made changes to this order in response to community and stakeholder input. So, without further ado, here is the current text of the order. The Port Commission hereby orders an assessment regarding the effectiveness of previously installed Port of Seattle funded noise insulation packages be conducted and concluded by the end of the year 2024. The assessment will involve extensive outreach, collection of information from property owners, and analysis of that information. Results of that assessment shall be delivered to the commission by January 21, 2025. The Commission also directs the establishment of a sound insulation repair and replacement pilot program at the Port of Seattle to identify the issues involved in the repair and reinstallation of prioritized homes. Effective immediately, the Commission authorizes an initial commitment of up to \$5 million to be used exclusively for the costs of administering the program to carry out the activities related to the construction, planning and construction, repair and replacement of sound insulation in homes identified and prioritized through the port's process. The port will seek state matching funds and federal grant funding, if available as

well. The commission hereby sets the goal of completing the assessment phase and beginning the construction, planning and or construction phase of this pilot program in the year 2025.

The commission also authorizes the Executive Director to execute any and all contracts and documents necessary for the assessment directed by this order and the sound installation, repair and replacement pilot program, including, but not limited to, the use of existing job order contracts, port crews purchasing contracts, service agreements, construction contracts agreements with private property owners, and the acquisition of any property rights associated with the sound insulation repair and replacement pilot program. The total budget authorized by this order is \$6.5 million. For the assessment directed by this order and the Sound Insulation Repair and replacement pilot program, the port shall use its equity index or other data driven tool developed by the port's Office of Equity Diversity and Inclusion, as well as other program criteria to identify and prioritize properties that will be part of this limited pilot program. The equity index shall help determine who should receive priority consideration for repair and or replacement of their noise insulation during the pilot. Upon completion of the pilot program, a comprehensive report shall be presented to commissioners, Washington state and federal legislators for evaluation and further action.

That concludes the text of the order. So there was a lot of very long sentences in there, but I'll just go ahead and go back there and summarize. This order basically does five things, all for the first time in the port's history. One, it requires an assessment of the effectiveness of noise insulation in homes that previously received port funded noise insulation packages. Two, it creates a pilot program that funds the actual repair and replacement of insulation in homes that are determined to need this work. Three, it fast tracks the program by setting ambitious deadlines and pre authorizing the Executive Director to enter into any contracts needed to do this work. Four, it directs staff to use an equity driven process to prioritize homes for reinstallation. And finally, it calls for a report which will be to be compiled at the completion of the pilot program, which will be presented to federal and state partners so they can better understand the needs of this population.

And with that summary, I will hand it back over to commission President Mohamed thank you, Mr. Emsky, for reading the text into the record. And thank you, Mr. Metruck, for also introducing the item. Is there a motion and a second to adopt item ten a so that we can open up the floor for discussion? So moved, second. So moved, seconded. That one totally goes to me we'll give you both.

The motion was made and seconded.

I'll open up the floor for discussion at this time. Commissioner Hasegawa, do you want to start?

Sure. Thank you so much. Well, I'm really excited about this for a number of reasons, and I guess I'll speak first and foremost on the study and how. I'm so glad to hear that we're going to finally get an actual assessment and understanding of sort of the scope of the impact. And I feel like it really positions us to have that information, to be able to lead, to lead in being able to go back to our partners at the state and let them know exactly what it is that it's going to take in order to get all of this resolved and to be able to lead our partners in the federal government also to be able to be part of the solution. So I'm really excited about the study. I'm really excited about the funding itself, the 5 million towards beginning to address this.

And, yes, as a pilot, I couldn't agree with council member Harris more when he says a pilot signals that this is the first step, but that there's going to be subsequent action. And so I think that this resolution actually nods towards the need for subsequent action.

And as a first step, this is something that all of us can be incredibly proud of. President Mohamed, your leadership on this has been exceptional. Thank you so much for the work that you've done to make sure that this resolution is in the place that it needs to be, to be as strong as possible. Because at the end of the day, this is about the impacted community members who deserve more from all of us. So as somebody who lives under the flight path but does not experience it, to the extremity that those in Sea-Tac and the most extreme conditions, and according to DNL, my experience doesn't compare to that.

I'm really glad to see this action come before the commissioner. And so thank you all so much. And thank you to my colleagues for the thought partnership. Thank you so much to the commission staff to make sure that I was kept in the loop while I'm still on leave and making sure that all of us are being proactive

contributors towards this problem and the solution. Thank you. Thank you, Commissioner Hasagawa, for your comments. Since they beat you to the motion in the second, I figured I'd start with you. So thank you for those comments. Any additional comments or discussions from my colleagues? Commissioner Felleman? Well, I appreciate very much the leadership of our president and also of the citizens of the communities that surround the airport. We certainly have heard for a long time about this, but Commissioner Mohamed was trying to get this done in previous year. But the issue has been going on for a long time. And while JC might catch a little flak for aye. persistence, he definitely reminds me as when I sat on that side of the table and it's the only way things get done sometimes. But you're more than just complaining. You are helping us identify houses and appreciate the work that you've done. I do also appreciate staff trying to rise to this occasion and trying to deal with this challenge that we've had. And I don't envy you. I don't consider this a small task, but I think it is one that's worthy of our effort and appreciate the funding that's necessary to get it done. And Tyler, for your ongoing help in getting it over the finish line. And yes, it'll be some portion of president setting moment here that I'm glad that you can share with us. So once again, thank you for your leadership and look forward to passing this resolution. Thank you, Commissioner Felleman. Commissioner, a couple of questions. Tyler. Do you know, and maybe we could refer to some of our SMEs here as well, roughly how much it costs to install a new package? Let's say there's a single family home somewhere in the 65 DNL, and I know there's a few out there. We're still working, negotiating with the homeowner. Roughly how much does it cost to do the initial installation of the house? So currently to conduct the. Please introduce yourself. Thank you. Is your mic on to just make sure. I believe it's on. Sarah Cox, director of aviation environment sustainability currently, it costs between 100 and \$150,000 per home to conduct the full range of acoustic analysis because it does require design going through the building department. So it is an extensive effort and also the time that it takes to go through that process as well. One of the things as we're conducting these assessments that I want staff to be thinking about and engaging in

conversations with the community about is, is repair and replacement the only option? Or could a homeowner choose, for instance, similar to, say, like an insurance claim, to take a cash payout and choose to do something, say, you know, with their house? Let's say it's older housing stock, and they want to use that to finance the reconstruction of an entire home with triple plane windows and insulation? I'd be really interested, council member Harris, in your perspective on this, providing a potential beneficiary of this program. More options than simply reinstallation of installation package. I know our legal department is screaming. Yeah. As we look at the different funding mechanisms and implementation approaches, we're looking at all of those options, and it will be vetted with the different legal and other departments.

I think it's important to kind of step back and say there's an opportunity actually here to create real value for that homeowner in a way that if we constrain it to a very limited repair and replacement program, they could get a better overall outcome given the right circumstances, while at the same time not stranding people with a sort of very difficult to manage process if they're not interested in that. Thank you for that feedback. The reason I asked the question is \$150,000.

It could represent, in some of these cases, a third or 40% of the value of the house currently on the market right now. So I want us to think about what that can mean if it were not just limited to a contractor coming in that is overseen by the air. Yeah. And I would like to note that it extends beyond the windows and doors often. It includes heating and ventilation upgrades, as well as electrical panel upgrades, because they're integrated as we go through the evaluation of what is needed to meet the sound insulation requirements. Thank you, Commissioner Toad. Commissioner Felleman.

I did want to just clarify that the question was, I just want to make sure the full package replacement is what you suggested. The assessment and the replacement, not just the assessment. Right. That's a full. Yeah.

This part, we're just trying to figure out how big a problem is it? Right. So the initial cost to doing the acoustic assessment, do you have a ballpark on what that would be? Currently? I believe it is to do the acoustic assessments. It's between 4000, \$5,000 per home. Thank

you. And it's conceivable also that starting from scratch, which is what we still have some homes to do, with the FAA paying 80% of it, whatever failures may occur would not be the whole home. So the 120 to 150,000 is unlikely to be the cost for a fix versus a brand new thing. But also, just as you pointed out, and I think it's a very important point, but in aviation, to the quieting, obviously, it's also heating reduction, it's a greenhouse gas benefit. But also because the HVAC is involved, you get the concomitant benefits of air quality conceivable as part of that thing. So really, the holistic benefit to the community could be more than just the noise and the cost to the port and or whoever we can get to leverage matches with is unlikely to be 120 per home, but that will have to be assessed on a case by case basis. Exactly. Thank you. Thank you.

Okay, so, hearing no further questions or comments from my colleagues, I do want to provide a couple of comments myself. I'm really excited to be moving this item forward today. I joined the port about two years ago, a little over two years, and sound installation has been a top priority for me. I live in South King County. I have firsthand understandings of the challenges of living near not only an airport, but also lots of transportation facilities, highways, and understand how that can create a lot of compounded issues for community members who live in those particular communities. And so this has been a top priority issue. I also just want to give credit where credit is due. Before I even joined the port of Seattle, there has been a tremendous amount of good work that has happened at the port of Seattle to help be a good neighbor to the residents of South King. Obviously, there's a lot of progress that has been made, and there still is room to make more improvements, which I think this particular order today exemplifies. You know, I think for me today, this is a bold statement. It is us putting further actions into being the best neighbor that we can be at the port of Seattle. And I want to say thank you to the staff that will be taking on this new order. And I also recognize that it is challenging. The \$5 million is exclusively for construction, repair and replacement. That is something that I heard clearly from the community members who participated in our listening sessions. For us to be explicit in that way, that was always the goal and the intent. And so

I was happy that we could update that language and include it in the order and be very specific. I also just want to express gratitude to both our federal partners as well. Senator Patty Murray, Congressman Adam Smith. They both have a treatment, sound installation, repair and replacement act on the federal level. We have signed on to that. We've supported it, and this order actually mirrors that legislation. And they've provided comments in support of our order today. Last summer, I did travel to April of 2023 to DC, and we advocated to our legislators and even the FAA leadership as well. In fact, most recently, we had the FAA administrator, Michael, aye. last name I'm blanking on now, Michael Whitaker, who came down to Seattle and visited the airport. And this was one of the issues that we also brought to aye. attention. As you know, I think for me, this is an issue that we are obviously taking a proactive step in addressing, but it is one that we really do need leadership and partnership at the federal level, at the state level. And it needs also the commission to also take it on and be supportive. And we're showing that. But it really does need collaborative work for us to be able to work as a collective to help address some of the most pressing issues that we hear from residents who are closest to the airport. And so again, I just want to thank staff, I want to thank the residents of South King county who have voiced their concerns for many years, even before I joined the commission, and appreciate them being a part of the public process. And that concludes my comments. And so I will move us along and we can proceed to the vote. Clerk Hart, please call the roll for the vote. Commissioners say aye or nay when your name is called. Thank you. I'm going to start this one with Commissioner Mohammed as well. Aye, thank you. Commissioner Calkins. Aye, thank you. Commissioner Cho. Aye, thank you. Commissioner Felleman. Aye, thank you. And Commissioner Hasegawa. Aye. Thank you. Five I zero nays for this item. Wonderful. The motion passes. Thank you. Clerk Hart, please read the next item into the record. Executive Director Metruck will then introduce the item. Thank you. This is agenda item ten b, introduction of resolution number 30 819, a resolution adopting the 2021 editions of the International Building Mechanical Fire, energy conservation and fuel gas codes, the 2021 edition of the Uniform Plumbing Code and the editorial

changes made to the state building code by the Washington State Legislature and repealing resolution number 37 83, as amended. Commissioners the Washington State Building code is usually updated on a three year cycle, but the pandemic and other issues delayed the 2021 adoption. Some changes to the code include matters related to accessibility, mass timber and various definitions. Staff will highlight some of the changes in the process for development during this presentation and will seek adoption on the consent agenda at the March 12th meeting. So we have Pat Lawler, senior manager, airport Building department. Pat, you have a short presentation, I believe, right? I do. Thank you. Thank you, Commissioner Mohamed or commissioner, President Mohammed, commissioners and Executive Director Steve Metruck. So, yes, what we have is something fairly simple. I come before you for the aviation of the 2021 international building codes with the Washington state amendments. Those are also known as the Washington State Building codes. So the codes are part of the international family of codes and standards to be adopted by the commission with an implementation date of March 15, 2024, which is in line with the state's requirements. So we don't really have an option on put it like this. If we want to continue to have our own building department, we have to adopt the state's building codes, it's a requirement, not an option, and not optional. So what the building codes are, they're the best practices, modern technology and lessons learned that are incorporated into new cycles of the building codes that normally occur every three years. With the pandemic and with some lawsuits that occurred, it's about almost five years. We're almost two years later than it would normally occur. So I strongly encourage the commission to give any feedback that they'd like to, but also to adopt and incorporate the code into our system. So the building codes, there's a number of them. They're listed on the PowerPoint. I don't think I got to mention each one to you, but I certainly can if you'd like. But they're standard. The resolution you have before you is just a continuation of about seven or eight resolutions that came before with each new adoption for the different building code cycles. The state building code is developed by the state Building Code Council, which is a group of people that volunteer and are appointed by state legislature. There's architects,

engineers, code enforcement people, jurisdictions, manufacturers, contractors. So a lot of different people have a lot of different say, and they roll up their sleeves, and they have technical advisory groups that discuss and go over the different items that are maybe a little more specific to the state that they'd like to see tweaked. The state has basically the most stringent energy code in the whole United States, and the recent international codes have kind of used some of our modeling and some of our requirements that we have. We're still stricter by our state amendments than the International Energy Conservation code, but it's something that we can see every month on our utility bills, and it helps with the type of construction for the area that we're in.

We also are involved with an interlocal agreement with the city of Sea-Tac. So the state gives the power to the municipalities and the city of Sea-Tac, through the interlocal agreement, gives us the power to be able to have what we call our own authority having jurisdiction, which is the building department and the fire department. And so we are tasked not only by the state, but with our agreement with the city of Sea-Tac to enforce the building and fire codes that are listed in our resolution.

So Steve had mentioned a couple of examples of what might have happened to the new building code, the 2021 codes, because a lot of times you'll hear designers say, oh, that's going to cost a lot more money when we go through this code cycle change, this one not so much. There's a few things like 88 turning radius and a little more room for the powered wheelchairs that they need. Just a little more room. So newer buildings, say existing buildings, we don't have to change it. But as we build newer buildings or remodel, you touch it, you bring it up to code. So then we'll have these new standards and codes. But one of the things that the IBC includes is mass timber as a code provision, and the state had it in last cycle as an amendment. Now it's straight in the ICC. So it's a generally accepted standard. And who knows? If we build a new building, we might want to consider the mass timber, which is massive wood buildings that can go up to 14 stories tall.

Well, I think that pretty much covers it. Short and sweet. Thank you for the presentation. This is an important item, and while it's maybe routine, it's really

important that you're bringing this forward to the commission. Are there any questions to staff from commissioners at this time? Just a comment to say I've learned that if I have a dinner party and I want my guests to leave, I'll just bring up the building code. Everybody cleared out?

No. I think it's fascinating. No, the one thing I was going to say is, in my day job, I work at one of the national laboratories, and there's an entire section of our lab that focuses on building code changes because of how impactful they are and working with groups like the technical advisory group to put together these incredibly complex science based guidelines for how we build buildings. I know it seems, like, insignificant, but these changes can mean enormous cost savings, enormous safety and security improvements, things like just, you wouldn't even notice. But that make things so much easier, whether it's in terms of accessibility or building maintenance or up to things like fire and earthquakes. So I'm really appreciative of this work. I know it's a perfunctory thing we're doing, but I do like to highlight that it is very important work. Thank you for that, Commissioner Felleman.

I always thought it was interesting that we had greater installation requirements in Alaska. When you say we set the nation's standards, I think that's. We're proud of that. But what I don't understand is why do we have to adopt it? If the state has a building code, why isn't it just a requirement that we have to live with? That's a good question. I asked that when I started here. The fire guy said, I don't think we need to. But legal was the one that said, yeah, even though the state requires it. And our interlocal agreement with the city of Sea-Tac makes us do it anyway. It seemed like the right thing to do, and it's been done for the last 20 years here. Legal probably can comment. I can add in just. There's some risk there. No, there's no risk if we don't adopt it. Go for it. Yeah, give the floor. Local jurisdictions have control over. Is your mic on? I thought it was on. I think it is. No.

Pete Rambles, general counsel. Local jurisdictions have control of their own land use and building codes, and so they each have to adopt their own, even if it's mandated by state. And they have ability to change things a little bit as well, so there is some discretion.

Can I point out that the changes that we could do as a local building department

usually are administrative, but if we wanted to make something more serious, we'd have to go to the state building code of council for approval of that. And you can never make it less restrictive than what the building code is.

Great. Okay. So, hearing no further discussions. Thank you for the presentation. Again, thank you for your time. Absolutely. Hearing no further questions for this item. Is there a motion and a second to adopt agenda item ten b? Toshiko, you want this one? So moved. So moved. Second.

The motion has been made and seconded. Clerk Hart, please call the. I got this five second delay working against me, I think. Commissioner,

Hasegawa, I still gave that one to you as the maker of the motion beginning with Commissioner Calkins. Aye. Thank you.

Aye. Thank you, Commissioner Cho.

Aye. Thank you. Commissioner Felleman.

Aye. Thank you. Commissioner Hasagawa.

Aye. Thank you. Commissioner Mohammed.

Aye. Thank you. Five ayes, zero nays for this item. The motion passes. Well, that was a short agenda. That concludes our business meeting agenda for the day. Are there any closing comments at this time or motions related to committee referrals from commissioners at this time?

Commissioner Felleman, I just wanted to speak to briefly, the one item we had on consent was the adoption of the international agenda. And I'm very fond of the fact that we now include this in our program. But one of the things that I'm always sensitive to is not to be totally deferring to international standards. International standards are very often the least common denominator.

What can you get a developing nation to adopt? And certainly it's very clear in the IMO this is a great challenge in having port states and flag states trying to all agree on something. And so one of the things I'm very proud, while we have to be cognizant that that's the pool that we play in. One of the things I'm very proud about the port is that we have been very clever in the ways in which we have leveraged our position as a business. And having a client, a tenant, like a ship, calling on our port, having cruise ships being required to plug in, these are things that are not an obligation at the world level, but things that we do.

So I just think it's important to note that we are participants in the international arena, but we are not limited to what they're calling for. And so I think there was one sentence here.

We have limited control over the commercial aircraft and maritime vessels that utilize our gateway. Yes, we have limited, but we are not excluded. So I appreciate the ability to adopt this agenda. I just don't want it to be too deferential. Thank you.

I figured that's noted. Any additional comments? Executive Director Metruck, do you have any closing comments for the evening or the day? President? I do not. Prisma, thank you. So, hearing no further comments and having no further business. If there is no objections, we are adjourned at this time. And the time is 1:40. Thank you all.