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APPROVED MINUTES COMMISSION REGULAR MEETING

April 8, 2025

The Port of Seattle Commission met in a regular meeting Tuesday, April 8, 2025. The meeting was held at the Port of Seattle Headquarters Building Commission Chambers, located at 2711 Alaska Way, Seattle Washington, and virtually on Microsoft Teams.

1. CALL to ORDER

The meeting was convened at 10:30 a.m. by Commission President Toshiko Hasegawa.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

The public meeting recessed into executive session to discuss two items - one regarding Litigation/Potential Litigation/Legal Risk per RCW 42.30.110(1)(i) and National Security per RCW 42.30.110(1)(a)(i) and the other regarding Litigation/Potential Litigation/Legal Risk per RCW 42.30.110(1)(i) for approximately 60 minutes, with the intention of reconvening the public session at 12:00 p.m. Following the executive session, the public meeting reconvened at 12:16 p.m. Commission President Toshiko Hasegawa led the flag salute.

3. APPROVAL of the AGENDA

The agenda was approved, as presented, and without objection.

4. SPECIAL ORDERS OF THE DAY

No Special Orders of the Day were presented.

5. EXECUTIVE DIRECTOR'S REPORT

Deputy Executive Director Goon previewed items on the day's agenda and made general and meeting-related announcements.

6. COMMITTEE REPORTS

Erica Chung, Commission Office Strategic Advisor, presented committee reports as follows:

Audit Committee

The Audit Committee met on March 18, 2025, with Commissioner Calkins presiding and Commissioner Mohamed and Public Member Sarah Holmstrom in attendance. The Committee received the Accountability Audit Results for 2023 from the Office of the Washington State Auditor. Port operations was audited and complied with applicable state laws, regulations, and its own policies, and provided adequate controls over the safeguarding of public resources. The Committee also received updates from the Internal Audit Director on the Director's annual communications to the committee; the Internal Audit Outreach Program; and on the 2025 Internal Audit Plan. An Information Technology Audit regarding the Satellite Transit System was provided in non-public session.

Aviation Committee

Commissioners Felleman and Cho convened the Aviation Committee on March 18, 2025. Commissioners heard a report on the current status and projected finances of major projects at SEA. Commissioners identified the need to discuss how these projects are prioritized for funding as an entire Commission (not just in the Aviation Committee.) Commissioners also asked about efforts to improve the accuracy of the airport's Automated Parking Space indicators, and staff indicated that they would reply to the Commissioners with a summary of the work being done to improve the accuracy of these indicators. Commissioner Felleman asked about SEA's projected financial metrics, including future Cost Per Enplanement and Passenger Facility Charge revenues. Staff followed up with this data.

Portwide Arts and Culture Board

Commissioners Calkins and Felleman attended the Portwide Art and Cultural Board meeting on March 21, 2025. Tommy Gregory, Art Program Manager, gave the committee an overview of this year's major aviation and maritime public art projects and upcoming acquisitions. The committee discussed and approved moving forward with a public art collection monograph; with more details to be shared at the next committee. Discussion also ensued regarding seeking candidates to fill a vacancy of a public member on the board.

Sustainability, Environment, and Climate Committee

Commissioners Calkins and Cho convened the Sustainability, Environment, and Climate Committee on March 21, 2025, with two topics on the agenda. Commissioners received a pre-season update on the 2025 cruise season and its progress towards sustainability objectives including Carnival availability and shore power capability of ships at Pier 66 and Terminal 91 to reduce carbon emissions. Robust discussion ensued on how the biodiesel pilot can offer insights to the regulatory and operational issues, alternative fuels research happening, and fuels for long-term adoption. Commissioners were then briefed on the design findings for the South Concourse Evolution, Phase I, capital improvement project under the sustainable evaluation framework including staff recommendations on carbon reduction strategies and HVAC options, including future Cost Per Enplanement and Passenger Facility Charge revenues.

Highline Forum

The Highline Forum met on March 26, 2025 with Commissioner Cho presiding. Major topics of the meeting were an update on the SEA Stakeholder Advisory Round Table's (StART) first State Legislative Priorities advocacy efforts in Olympia and sharing the results of the assessment for the Port's Sound Insulation Repair and Replacement Pilot Program. The Port's State Government Relations Manager John Flanagan shared the five priorities that StART collectively agreed to pursue at the State Legislature for the benefit of the neighboring communities. The Port's Noise Program Manager Ryan McMullan reviewed the results from the assessment for the Port's Sound Insulation Repair and Replacement Pilot Program and next steps. He shared that they received over 1000 responses of the approximately 3200 households contacted; conducted field assessment and acoustic testing of 30 homes; and reviewed studies of the expected useful life of windows and doors, key findings. Federal Way Mayor Jim Ferrell, as the meeting host city, provided an update on the many activities happening in Federal Way. Aviation Capital Delivery Director Clare Gallagher reported on the February 26, 2025, StART meeting and shared that the goal of the upcoming April 23 meeting would be to identify which priorities should be added to the running list for consideration at future StART meetings. During the round table sharing, Commissioner Cho announced the departure of Aviation Managing Director Lance Lyttle for the Greater Orlando Airport Authority.

Waterfront and Industrial Lands Committee

Commissioners Felleman and Calkins convened the Waterfront and Industrial Lands Committee meeting on April 7, 2025. There were three briefing items provided: an update on progress with Forum Mobility; an update on Jack Block Park improvements; and proposed waterfront floodplain updates by the City of Seattle.

7. PUBLIC COMMENT

- The following people spoke in support of Agenda Item 10c, 2025-2026 Economic Development Partnership Program grant authorizations: Jen David Hayes, City of Issaquah; Nicole Suarez, City of Kenmore; Chris Craig, City of Burien; Lara Thomas, City of Duvall; and Nathan Daum, City of Shoreline.
- The following people spoke in opposition to cruise operations and regarding climate impacts: Jordan VanVoast, Iris Antman, Stacy Oaks, Aimee Phair, and Ric Harlan, of Seattle Cruise Control.
- The following people spoke regarding the need for a commercial pump out at the Port of Seattle: Peter Schrappen, AWO, and Russell Shrewsbury, Western Towboat Co.
- The following person spoke in opposition to the Port of Seattle's rule of procedure with respect to what can be discussed during the public comment portion of business meetings: Alex Tsimerman.
- The following person spoke in favor of protected Port industrial lands: Mark Elverston, President ILWU.
- The following person spoke in favor of Port cruise operations and in opposition to City of Seattle development of housing in the Port's heavy-haul corridor: Ron Manwell, ILWU.
- The following people spoke in support of cruise operations and economic benefits to the region: Lars Erickson, Seattle Metro Chamber and Liz Johnson, Visit Seattle.
- The following person spoke regarding revising travel and cargo projects at the Port: Sandy Hunt, Defenders of Highline Forests (*written comment also submitted*).

- In lieu of spoken comment, written comment supporting reduction in cruise and climate impacts was submitted by: Linda Carroll; Arun Ganti; Jared Howe; Hoa Pantastico; Camille Baldwin-Bonney; Shary B; Jim Lieberman; Liana Lang; Scring67@comcast.net; Matt Kolenski; Rosemary Moore; Peggy Printz; Theo McGillivray; Elana Sulakshana; Betty Brooking; Jess Wallach; Gabby Connors; Erica Schweizer; and Delia Ward.
- In lieu of spoken comment, written comment supporting the economic benefits that cruise brings to the region and re-engaging in conversations to build a third cruise terminal at T46 was submitted by: Bob Donegan, Seattle Historic Waterfront Association.
- In lieu of spoken comment, written comment supporting Agenda Item 10c, the Port's Economic Development Partnership Grant Program and related 2025-2026 authorization requests was submitted by: Doug McIntyre, City of Maple Valley; Chris Pasinetti, City of Enumclaw; and Julianna LaBrake, City of Federal Way.
- In lieu of spoken comment, written comment asking the Port to balance its cruise operations with climate sustainability was submitted by: Rick Harlan.

[Clerk's Note: All written comments are combined and attached here as Exhibit A.]

8. CONSENT AGENDA

[Clerk's Note: Items on the Consent Agenda are not individually discussed. Commissioners may remove items for separate discussion and vote when approving the agenda.]

8a. Approval of the Regular Meeting Minutes of March 11, 2025 and the Special Meeting Minutes of March 25 and March 28, 2025.

8b. Monthly Notification of Prior Executive Director Delegation Actions March 2025.

Request document(s) included an agenda memorandum for information only.

8c. Approval of Commission International Travel Requests for the Second Quarter 2025.

Request document(s) included an agenda memorandum.

8d. Authorization for the Executive Director to Increase Funding for a Previous Executive Authorization Approved Contract to Perform Regulatory Dry Fire Suppression Standpipe System Upgrades in the Satellite Transit System Tunnels in the Amount of \$2,029,000, and an Estimated Project Cost of \$4,000,000. (CIP #C801429).

Request document(s) included an agenda memorandum and presentation.

8e. Commission Adoption of Order 2025-05: An Order Providing for Performance Rating for Executive Director.

Request document(s) included an Order.

Members of the Commission spoke in support of Agenda Item 8e, and the leadership provided by the Executive Director.

The motion for approval of consent agenda items 8a, 8b, 8c, 8d, and 8e carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

9. UNFINISHED BUSINESS

There was no unfinished business presented.

10. NEW BUSINESS

10a. Authorization for the Executive Director to Take All Steps Necessary to Complete the Tenant Airport Dining and Retail Shell and Core Renovations Project at the Seattle-Tacoma International Airport, in the Requested Amount of \$10,073,000, and an Estimated Project Cost of \$10,373,000.

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Khalia Moore, Assistant Director, Airport Dining and Retail
Randal Anton, Capital Project Manager III, AV Project Management Group

Clerk Hart read Item 10a into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the request to complete the Tenant ADR Shell and Core Renovations project at SEA;
- background details of the project;
- the goal of the project – aimed to lower tenant costs and remove barriers to entry by providing future tenants with a cold shell for buildout;
- project scope and locations;
- lease expirations;
- cost breakdown; and
- project schedule.

Discussion ensued regarding:

- creating tenant predictability in the program;
- phased project approach with a phased request for proposals process;
- the process if someone is ultimately not successful in their bid for space; and
- use of spaces remaining the same since the master plan is already complete.

The motion, made by Commissioner Cho, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

10b. Authorization for the Executive Director to Take All Steps Necessary to Complete the Concourse A Shared-Use Lounge Project (Club SEA) at the Seattle-Tacoma International Airport and to Fully Authorize the Project and Execute the Construction Contract, in the Requested Amount of \$24,360,000 and a Total Estimated Project Cost of \$30,500,000. (CIP #C801207).

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Rick Duncan, Director AV Business and Properties, AV Business and Properties
Erin Gora, Capital Program Leader, AV Project Management Group

Clerk Hart read Item 10b into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the request to complete the Concourse A Shared Use Lounge Project at SEA;
- current airport lounge inventory at SEA;
- project purpose and justification;
- project location;
- changes to the project;
- cost breakdown and certainty; and
- project schedule.

Discussion ensued regarding:

- operator of the lounge;
- anticipated revenue over life of the asset and passenger modeling used;
- input from airlines into the project; and
- revised forecasting based on actions of the federal administration impacting travel.

The motion, made by Commissioner Calkins, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

10c. Authorization for the Executive Director to Execute Contract Agreements and Implement the 2025-2026 Economic Development Partnership Program with King County Cities in an Amount Not to Exceed of \$1,900,000 and Authorizing the Executive Director to Execute Contracts Using Unutilized Program Funding to Advance Regional Initiatives to Further Equitable and Innovative Economic Development Initiatives.

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Annie Tran, Economic Development Program Manager, Economic Development Administration
A Boungjaktha, Managing Director Economic Development, Economic Development Administration
Rhonda Ender, City Manager, City of Carnation
Michelle Wilmot, Economic Development Manager, City of Kent
Amanda Free, Economic Development Acting Director, City of Renton

Clerk Hart read Item 10c into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the 2025-2026 authorization request;
- background of the grants program;
- Port funding programs;
- 2024 funding cycle data;
- small business assistance impacts;
- buy local/placemaking impacts;
- tourism impacts;
- local impacts to neighboring cities including Carnation, Kent, and Renton;
- return on investment; and
- 2025-2026 focus areas.

Discussion ensued regarding:

- established meaningful partnerships;
- pushing tourism and economic development out to the broader county through these grants; and
- demonstrating WMBE utilization and having that demonstrated through these grant projects.

The motion, made by Commissioner Cho, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

11. PRESENTATIONS AND STAFF REPORTS

There were no presentations or staff reports provided.

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

Commissioner Calkins stated that he would like a follow-up discussion on having a pump out station in Seattle.

Commissioner Felleman spoke regarding having a robust community engagement around the recruitment of a new Airport Director and in support of Agenda Item 8e and Executive Director Metruck's continued performance; and reported regarding his participation at the Houston Port of the Future Conference.

Commissioner Cho spoke regarding his testimony in Washington DC at a public hearing before the US Trade Representative's Office on a policy seeking to implement a \$1,000,000 fee on all vessels made by a Chinese manufacturer or operated by a Chinese carrier; noted the impacts of tariffs announced by the federal government; and spoke regarding the uncertainty injected into the economy.

Commissioner Mohamed asked that the issue of labor unions' access to secured areas at SEA be added to a committee agenda for a briefing. There was no objection to referral of the item to a committee and the matter was referred to the Airport Workforce Conditions Committee.

Commission President Hasegawa:

- advised that she has made an inquiry with the Executives of the Northwest Seaport Alliance and with Executive Director Metruck to get an understanding of the legality of the tariffs and spoke regarding potential constitutional issues with the Congress delegating tariff-making authority to the President;
- reported that the Port of Seattle has filed litigation against the City of Seattle for spot rezoning of the SoDo Industrial Area for housing; and
- acknowledged another impact in the firing of employees in Washington State at the Federal Maritime and Conciliation Services by the Trump Administration, making labor partners go from disagreement to strike without an entity to mediate labor disputes, which could cause significant disruptions in the industry.

13. ADJOURNMENT

The meeting adjourned at 2:48 p.m.

Prepared:

Attest:

Michelle M. Hart, Commission Clerk

Sam Cho, Commission Secretary

Minutes approved: April 22, 2025



Outlook

[EXTERNAL] cruise ships

From Camille Baldwin-Bonney <camillebaldwinbonney@gmail.com>**Date** Fri 4/4/2025 8:19 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Dear Port Commission,

- The Port of Seattle should not be promoting the dirty and exploitative cruise industry. Cruise ships are more polluting per passenger mile than any other form of travel available to the general public, burning 30-50 gallons of fossil fuels for each mile traveled.
- Cruise Ships, who are able to choose their country of origin, do so with the intent to choose the country without labor laws so that they can exploit workers, pay them poorly, and avoid environmental regulations.
- Port Commissioners and staff are aware of the pollution, the climate impacts and the labor exploitation.
- Numerous studies show that claims of economic benefits that cruise ships bring to communities are highly inflated. With shopping malls and discounted meals on the ships, very little is spent in local stores and restaurants. The money brought in by traditional tourists who stay in hotels and do all their activities in town is much higher.
- Local people from cruise destinations are fighting for more control over cruise ships and their impacts to the community. In Alaska, [Juneau is one of those communities](#).
- The Port's lobbyist should lobby on behalf of the Clean Shipping Act. The Green Cruise Corridor is not sufficient to address the scale of the problem. The Green Corridor should adopt the emissions reduction time schedule of the federal Clean Shipping Act that was proposed in 2022.
- A greener Port of Seattle is possible! Seattle should follow the lead of Norway, and insist that by 2030, any cruise ship visiting Seattle must be a zero emissions (and zero discharge) vessel.

Thank you,

Camille



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1. CALL to ORDER

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2. EXECUTIVE SESSION pursuant to RCW 42.30.110

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4. SPECIAL ORDERS OF THE DAY

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7. PUBLIC COMMENT

- The following people spoke in support of Agenda Item 10c, 2025-2026 Economic Development Partnership Program grant authorizations: Jen David Hayes, City of Issaquah; Nicole Suarez, City of Kenmore; Chris Craig, City of Burien; Lara Thomas, City of Duvall; and Nathan Daum, City of Shoreline.
- The following people spoke in opposition to cruise operations and regarding climate impacts: Jordan VanVoast, Iris Antman, Stacy Oaks, Aimee Phair, and Ric Harlan, of Seattle Cruise Control.
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- In lieu of spoken comment, written comment supporting Agenda Item 10c, the Port's Economic Development Partnership Grant Program and related 2025-2026 authorization requests was submitted by: Doug McIntyre, City of Maple Valley; Chris Pasinetti, City of Enumclaw; and Julianna LaBrake, City of Federal Way.
- In lieu of spoken comment, written comment asking the Port to balance its cruise operations with climate sustainability was submitted by: Rick Harlan.

[Clerk's Note: All written comments are combined and attached here as Exhibit A.]

8. CONSENT AGENDA

[Clerk's Note: Items on the Consent Agenda are not individually discussed. Commissioners may remove items for separate discussion and vote when approving the agenda.]

8a. Approval of the Regular Meeting Minutes of March 11, 2025 and the Special Meeting Minutes of March 25 and March 28, 2025.

8b. Monthly Notification of Prior Executive Director Delegation Actions March 2025.

Request document(s) included an agenda memorandum for information only.

8c. Approval of Commission International Travel Requests for the Second Quarter 2025.

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8d. Authorization for the Executive Director to Increase Funding for a Previous Executive Authorization Approved Contract to Perform Regulatory Dry Fire Suppression Standpipe System Upgrades in the Satellite Transit System Tunnels in the Amount of \$2,029,000, and an Estimated Project Cost of \$4,000,000. (CIP #C801429).

Request document(s) included an agenda memorandum and presentation.

8e. Commission Adoption of Order 2025-05: An Order Providing for Performance Rating for Executive Director.

Request document(s) included an Order.

Members of the Commission spoke in support of Agenda Item 8e, and the leadership provided by the Executive Director.

The motion for approval of consent agenda items 8a, 8b, 8c, 8d, and 8e carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

9. UNFINISHED BUSINESS

There was no unfinished business presented.

10. NEW BUSINESS

10a. Authorization for the Executive Director to Take All Steps Necessary to Complete the Tenant Airport Dining and Retail Shell and Core Renovations Project at the Seattle-Tacoma International Airport, in the Requested Amount of \$10,073,000, and an Estimated Project Cost of \$10,373,000.

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Khalia Moore, Assistant Director, Airport Dining and Retail
Randal Anton, Capital Project Manager III, AV Project Management Group

Clerk Hart read Item 10a into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the request to complete the Tenant ADR Shell and Core Renovations project at SEA;
- background details of the project;
- the goal of the project – aimed to lower tenant costs and remove barriers to entry by providing future tenants with a cold shell for buildout;
- project scope and locations;
- lease expirations;
- cost breakdown; and
- project schedule.

Discussion ensued regarding:

- creating tenant predictability in the program;
- phased project approach with a phased request for proposals process;
- the process if someone is ultimately not successful in their bid for space; and
- use of spaces remaining the same since the master plan is already complete.

The motion, made by Commissioner Cho, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

10b. Authorization for the Executive Director to Take All Steps Necessary to Complete the Concourse A Shared-Use Lounge Project (Club SEA) at the Seattle-Tacoma International Airport and to Fully Authorize the Project and Execute the Construction Contract, in the Requested Amount of \$24,360,000 and a Total Estimated Project Cost of \$30,500,000. (CIP #C801207).

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Rick Duncan, Director AV Business and Properties, AV Business and Properties
Erin Gora, Capital Program Leader, AV Project Management Group

Clerk Hart read Item 10b into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the request to complete the Concourse A Shared Use Lounge Project at SEA;
- current airport lounge inventory at SEA;
- project purpose and justification;
- project location;
- changes to the project;
- cost breakdown and certainty; and
- project schedule.

Discussion ensued regarding:

- operator of the lounge;
- anticipated revenue over life of the asset and passenger modeling used;
- input from airlines into the project; and
- revised forecasting based on actions of the federal administration impacting travel.

The motion, made by Commissioner Calkins, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

10c. Authorization for the Executive Director to Execute Contract Agreements and Implement the 2025-2026 Economic Development Partnership Program with King County Cities in an Amount Not to Exceed of \$1,900,000 and Authorizing the Executive Director to Execute Contracts Using Unutilized Program Funding to Advance Regional Initiatives to Further Equitable and Innovative Economic Development Initiatives.

Requested document(s) included an agenda memorandum and presentation.

Presenter(s):

Annie Tran, Economic Development Program Manager, Economic Development Administration
A Boungjaktha, Managing Director Economic Development, Economic Development Administration
Rhonda Ender, City Manager, City of Carnation
Michelle Wilmot, Economic Development Manager, City of Kent
Amanda Free, Economic Development Acting Director, City of Renton

Clerk Hart read Item 10c into the record and Deputy Executive Director Goon introduced the item.

The presentation addressed:

- the 2025-2026 authorization request;
- background of the grants program;
- Port funding programs;
- 2024 funding cycle data;
- small business assistance impacts;
- buy local/placemaking impacts;
- tourism impacts;
- local impacts to neighboring cities including Carnation, Kent, and Renton;
- return on investment; and
- 2025-2026 focus areas.

Discussion ensued regarding:

- established meaningful partnerships;
- pushing tourism and economic development out to the broader county through these grants; and
- demonstrating WMBE utilization and having that demonstrated through these grant projects.

The motion, made by Commissioner Cho, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

11. PRESENTATIONS AND STAFF REPORTS

There were no presentations or staff reports provided.

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

Commissioner Calkins stated that he would like a follow-up discussion on having a pump out station in Seattle.

Commissioner Felleman spoke regarding having a robust community engagement around the recruitment of a new Airport Director and in support of Agenda Item 8e and Executive Director Metruck's continued performance; and reported regarding his participation at the Houston Port of the Future Conference.

Commissioner Cho spoke regarding his testimony in Washington DC at a public hearing before the US Trade Representative's Office on a policy seeking to implement a \$1,000,000 fee on all vessels made by a Chinese manufacturer or operated by a Chinese carrier; noted the impacts of tariffs announced by the federal government; and spoke regarding the uncertainty injected into the economy.

Commissioner Mohamed asked that the issue of labor unions' access to secured areas at SEA be added to a committee agenda for a briefing. There was no objection to referral of the item to a committee and the matter was referred to the Airport Workforce Conditions Committee.

Commission President Hasegawa:

- advised that she has made an inquiry with the Executives of the Northwest Seaport Alliance and with Executive Director Metruck to get an understanding of the legality of the tariffs and spoke regarding potential constitutional issues with the Congress delegating tariff-making authority to the President;
- reported that the Port of Seattle has filed litigation against the City of Seattle for spot rezoning of the SoDo Industrial Area for housing; and
- acknowledged another impact in the firing of employees in Washington State at the Federal Maritime and Conciliation Services by the Trump Administration, making labor partners go from disagreement to strike without an entity to mediate labor disputes, which could cause significant disruptions in the industry.

13. ADJOURNMENT

The meeting adjourned at 2:48 p.m.

Prepared:

Attest:

Michelle M. Hart, Commission Clerk

Sam Cho, Commission Secretary

Minutes approved: April 22, 2025



[EXTERNAL] Take Action to Reduce Cruise Harms!

From Betty Brooking <noreply@adv.actionnetwork.org>

Date Mon 4/7/2025 11:06 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Conduct discussions, goals, studies, and presentations about the cruise sector in an unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry

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The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Betty Brooking
betty.brooking@gmail.com

Seattle, Washington 98108



Outlook

[EXTERNAL] Take Responsibility to Reduce Cruise Harms!

From Linda Carroll <noreply@adv.actionnetwork.org>**Date** Wed 4/2/2025 10:23 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

As a native Seattlite who remembers sadly the day when The Olde Curiosity Shop sold cans of Seattle air because it was so much cleaner than air elsewhere, I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
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- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.

5) Conduct discussions, goals, studies, and presentations about the cruise sector in an unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, the costs of worsening the climate crisis, and by its adverse impacts on human health. Emissions from the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments, such as shore power, must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness. Acknowledge the four billion gallons of water pollution annually dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. Support state legislation to prohibit the use of high-sulfur marine fuel; this would eliminate the need for scrubbers. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Linda Carroll
lindalouise701184951@yahoo.com

Spokane, Washington 99205



Outlook

[EXTERNAL] Please Take Action to Reduce Cruise Harms!

From Gabby Connors <noreply@adv.actionnetwork.org>**Date** Mon 4/7/2025 6:40 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

My name is Gabby Connors, and I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Kindly,
Gabby Connors
(she/her)
Seattle, WA

Gabby Connors
gnconnors@gmail.com

Seattle, Washington 98103



[EXTERNAL] We love the Cruise Industry

From Bob Donegan <bobd@keepclam.com>

Date Mon 4/7/2025 10:58 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

The Seattle Historic Waterfront Assn and our members have been thru 15 years of construction disruption on the central waterfront. Offsetting that irritation have been the hundreds of cruise ships and millions of passengers they bring to the region. With the electrification of the cruise terminals, the ships no longer pollute the air in the harbor, but their visitors bring enthusiasm and visits to hotels, restaurants, adventures, retail stores in Seattle and the region.

We strongly support the cruise industry and ask that you resuscitate the effort to build the third cruise terminal at T46.

Cordially,

Bob Donegan
Seattle Historic Waterfront Assn





[EXTERNAL] Take Action to Reduce Cruise Harms!

From Arun Ganti <noreply@adv.actionnetwork.org>

Date Thu 4/3/2025 8:45 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Arun Ganti
dsa.chamomile@a1.ganti.me

Olympia, Washington 98507



[EXTERNAL] Cruise Ships and BALANCE-- TODAY, testimony

From Rick Harlan <rickharlan@igc.org>

Date Tue 4/8/2025 9:08 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Greetings! As a Seattle resident of Seattle for over a half-century, I offer one word I to consider essential in regard to your Cruise Ship responsibilities-- and that is BALANCE.

Over the past half century, I've seen port commissioners and executives come and go. Despite the varied strengths of their good intentions, the Port of Seattle's protective BALANCE has gradually shifted to increased protection of large-scale economic interests versus protection of public health, water, air, and our environmental future.

Am I saying stop all Cruise Ships now? No. I'm saying that for BALANCE, start immediately on particular REDUCTIONS regarding Cruise Ships docking here. Definitely don't allow ANY of them anymore to belch their engines while docked, but instead pay us back now for our newly complete dock electricity! Avoiding further environmental harm, mandate docking preference for Cruise Ships that significantly REDUCE their harmful emissions here and at sea, like using cheap filthy fuel; and dumping scrubbed stack emissions, along with all kinds of other waste. Also important, give docking preference to Cruise Ships who can prove they have good wages, benefits, and working hours for all their workers.

Wrong direction! Cruise Ship sizes and frequency are increasing here again this year. This simply must not become expected, status quo, habit and addiction. Our large and small businesses can live with much fewer and much better Cruise Ships. We can still have thriving, year-round waterfront, local and area businesses; in a new direction BALANCE that is increasingly sustainable--for now and for our responsibilities to future generations. After all, like people sang throughout Belgium in 2012:

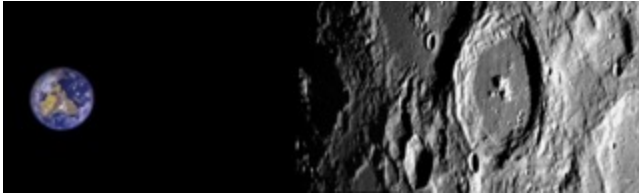
***We're on a planet
That has a problem!
We've got to solve it,
Get involved,
And do it NOW, NOW, NOW!
We need to build
A better future,
And we need to start right now!***

Rick Harlan
206 271 8871
Rick Harlan
206 271 8871

[We Won't Back Down](#)

This we know: All things are connected like the blood that unites us. We did not weave the web of life, we are merely a strand in it. Whatever we do to the web, we do to ourselves.” ---Chief Si'ahl

[Leschi: respected Nisqually leader](#)



The world we have created is a product of our thinking. We cannot solve problems by using the same kind of thinking we used when we created them.

--Albert Einstein





Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From Jared Howe <noreply@adv.actionnetwork.org>**Date** Thu 4/3/2025 9:53 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

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I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Jared Howe
jaredchowe@gmail.com

Seattle, WA, Washington 98108



[EXTERNAL] Revising Air Travel and Cargo Projections for the Port of Seattle in light of Trump Administration Isolationist and Authoritarian Policies per the 4.8.25 opening remarks

From Sandy Hunt <huntsl77@gmail.com>

Date Tue 4/8/2025 1:29 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

Cc Defenders of Highline Forest <info@defendersofhighlineforest.org>

WARNING: External email. Links or attachments may be unsafe.

Dear Commissioners,

We urge you to reconsider the current projections for air travel and cargo traffic through Seattle-Tacoma International Airport (SeaTac) and cargo volumes for 2025, with new analysis and trends transparently communicated to the public. While the Port's current forecast anticipates approximately 2% increase of passenger traffic through SeaTac in 2025, recent data and trends suggest that these estimates may be overly optimistic and require downward revision. The public deserves to understand how the Port of Seattle's projections are being impacted through Trump isolationist and authoritarian policies, for example, through:

Declines in International Travel Impacting International Travel

Tourism Economics projects a **9.4% decline in international travel to the U.S.** in 2025, driven by visa restrictions, tariffs, and heightened border security measures. This downturn is expected to result in a \$18 billion loss in travel spending. The perception of hostility and uncertainty at U.S. borders is prompting many international travelers to choose alternative destinations, directly impacting airports like SeaTac that rely on international traffic.

Declines in Consumer Confidence Impacting Domestic Travel

A March 2025 Bank of America analysis revealed a **7.2% drop in airline spending** during periods of declining consumer confidence. Stock market volatility and economic uncertainty are further dampening domestic travel demand, as travelers scale back plans or opt for budget-friendly alternatives. These factors are likely to affect SeaTac's passenger volumes, particularly in discretionary travel segments.

Ripple Effects of Tariffs and Other Trump Economic Policies

The Trump administration's policies, including tariffs and tax reforms, are creating economic headwinds that will extend to the travel industry. Higher operational costs for cruise lines and reduced consumer demand are indicative of broader challenges that could similarly impact air travel. Additionally, industries tied to trade, such as agriculture and manufacturing, are bracing for higher costs and potential job losses, which may further suppress travel and cargo demands.

Declines of International Student Travel to attend US Institutions of Higher Education

Stricter visa regulations and heightened scrutiny of student visas have led to a decline in international student enrollment in and applications to U.S. universities. This demographic represents a significant portion of international air travel, and the financial strain on universities and local communities underscores the broader economic impact of these policies.

Given these changes to US policies, it is critical that the Port of Seattle formally adopt revisions to its air travel and cargo projections. **Overestimating passenger and cargo volumes will lead to misallocated resources.** Moreover, the Port could lose the opportunity to **address the increased climate,**

environmental and health disparities identified by near airport community members during the recent NEPA process and anticipated in the upcoming SEPA process as well as the problems with the cruise industry expressed at multiple commissioner meetings. By realigning travel and cargo projections, Port commissioners will be able to make decisions that ensure a more optimal response to the repositioning of the US under the Trump administrations' isolationist and authoritarian regime.

Sandy Hunt

Defenders of Highline Forest



Re: [EXTERNAL] Take Action to Reduce Cruise Harms!

From Commission-Public-Records <commission-public-records@portseattle.org>

Date Mon 4/7/2025 9:39 AM

To matthew.kolenski@gmail.com <matthew.kolenski@gmail.com>

Good morning,

We are in receipt of your written comments for the April 8, Meeting. These will be distributed to commissioners and attached to the approved minutes.

Best Regards,

Commission Public Records

From: Matt Kolenski <noreply@adv.actionnetwork.org>

Sent: Saturday, April 5, 2025 2:05 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

Subject: [EXTERNAL] Take Action to Reduce Cruise Harms!

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

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3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.

4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.

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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Matt Kolenski
matthew.kolenski@gmail.com

Seattle, Washington 98115



[EXTERNAL] Public Comment Response: City of Federal Way

From Julianna La Brake <Julianna.LaBrake@federalwaywa.gov>

Date Tue 4/8/2025 10:15 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

The City of Federal Way extends our sincere gratitude to the Port of Seattle for their continued partnership and support through the Economic Development Partnership Grant. This collaboration has enabled us to pursue key projects and programs that would have otherwise been beyond our reach. The Port's matching grant has played a crucial role in advancing our workforce development, business retention, and attraction efforts.

A key project in this partnership is our initiative to diversify Federal Way's employment base, with the goal of improving the balance between jobs and households in the City. Notably; historically, achieved due to this partnership, we have reached out to 400 businesses involved in international trade, identifying 100 for direct engagement and successfully contacting 85. Additionally, we have supported the retention of 23 companies with international ties, helping to ensure their continued growth within our community. These efforts are just one example of the many programs and projects made possible through this partnership. With the opportunity to apply for a two-year grant, we are excited to continue planning and expanding initiatives like this one.

We deeply value the Port of Seattle's support and look forward to furthering this vital partnership to drive economic growth, job creation, and international collaboration in the City of Federal Way.

Julianna La Brake

Economic Development Department

Administrative Assistant II

Direct: 253-835-2408

Mobile: 253-308-8478



33325 8th Ave S., Federal Way, WA 98003

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record and may be subject to disclosure, in whole or in part, pursuant to the Public Records Act, Ch. 42.56 RCW, regardless of any claim of confidentiality or privilege asserted by an external party.

The City of Federal Way is committed to transparency in government and we will provide our customers the fullest assistance possible when they request access to public records in accordance with the City's Public Records Policy. **Individuals wishing to obtain public records may submit their requests via the Federal Way Records Center.**



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From Liana Lang <noreply@adv.actionnetwork.org>**Date** Sat 4/5/2025 11:36 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Conduct discussions, goals, studies, and presentations about the cruise sector in an unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry

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6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. Support state legislation to prohibit the use of high-sulfur marine fuel; this would eliminate the need for scrubbers. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Liana Lang
lianalang79@yahoo.com

White Haven, Pennsylvania 18661



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From Jim Lieberman <noreply@adv.actionnetwork.org>**Date** Sat 4/5/2025 8:48 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Conduct discussions, goals, studies, and presentations about the cruise sector in an unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry

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6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. Support state legislation to prohibit the use of high-sulfur marine fuel; this would eliminate the need for scrubbers. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Jim Lieberman
sjlieby@mcn.org

Annapolis, California 95412-9752



[EXTERNAL] Written public comment for the Port of Seattle Commission Meeting on Tuesday, April 8th

From Theo McGillivray <emcgillivray@gmail.com>

Date Sun 4/6/2025 7:51 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Dear Port Commissioners,

As cruise season approaches, I urge the Port Commissioners to cap the number of cruises, sailings, and their passengers. Ideally, these numbers would be reduced every year until the industry pollution and climate-changing greenhouse gases can be removed from our beautiful waterfront on the Puget Sound.

While many people enjoy cruising, the cruising industry itself hides harms from passengers through disingenuous marketing, greenwashing, and hidden industry practices. They pollute our oceans and air, having a huge impact on whales and other marine life, in addition to humans.

These passengers largely do not benefit Seattle's tourist economy. Outside of a flight (more pollution!) and maybe 1 night in a hotel and a meal, they do not shop and dine out and engage in enjoying Seattle.

Additionally, these companies treat their workers like garbage. They exploit international waters not only for dumping pollutants but also to circumvent labor laws and standards, no matter which flag they fly, where their companies are headquartered, or where their CEOs and executives live. I implore you to watch videos posted online about what it's like to work on these ships.

Please cap the number of cruises allowed in Seattle's Port.

Thank you,

Theo McGillivray
emcgillivray@gmail.com
Seattle, WA 98108



[EXTERNAL] Public Comment for Commission Meeting - April 8 2025 Topic 10c - Port Economic Development Partnership Program

From Doug McIntyre <doug.mcintyre@maplevalleywa.gov>

Date Mon 4/7/2025 1:38 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

Cc Laura.philpot <Laura.philpot@maplevalleywa.gov>; Tawni Dalziel <Tawni.dalziel@maplevalleywa.gov>; Tran, Annie <Tran.A@portseattle.org>

 1 attachment (133 KB)

Public Comment Letter - April 8 2025_Item10c_Maple Valley.pdf;

WARNING: External email. Links or attachments may be unsafe.

Good afternoon Port of Seattle Commissioners,

Please find the attached written comment letter for the April 8, 2025 meeting from the City of Maple Valley expressing support for the Port's Economic Development Partnership Grant Program and the related 2025-2026 Authorization Request.

Thank you for your consideration. Have a nice day.



Doug McIntyre, AICP

Economic and Community Development Director

Direct 425-413-6657

Cell 425-906-9652

www.maplevalleywa.gov

NOTICE OF PUBLIC DISCLOSURE: This email has been generated by a public employee and may be considered public record pursuant to the Public Records Act, RCW 42.56. Accordingly, this email, in whole or in part, may be subject to public disclosure.



April 8, 2025

Port of Seattle Commission
Port of Seattle
2711 Alaskan Way
Seattle, WA 98121

RE: Public Comment for Commission Meeting - Agenda Item 10c. Economic Development Partnership Program

Dear Port of Seattle Commissioners:

The City of Maple Valley would like to express its gratitude to the Port of Seattle for the opportunity to partner with the Port via its Economic Development Partnership Program in past years; the City looks forward to continued partnership for future economic development endeavors.

Economic development is a priority for Maple Valley residents, businesses, elected officials, and staff. The City has made recent strides to emphasize the importance of economic development in our community, including recently hiring a new Economic and Community Development Director, overseeing a newly created department that will focus on economic development activities as well as planning and building priorities. Such changes are critical to furthering city priorities and building a stronger city and region. These efforts will help Maple Valley better partner with the Port of Seattle now and into the future.

Maple Valley is known for its high quality of life, access to trails and parks, and family-friendly atmosphere. The City has grown into a bedroom community since its incorporation in 1997 and is now defining the future for its residents, including seeking opportunities to diversify its tax base and attract investments in job-creating industries. Such an endeavor requires strong partnerships with local and regional entities, such as the Port.

While the City is growing, it is still small (less than 30,000 population) and does not have unlimited resources to dedicate to priorities such as economic development; this is where the partnership with the Port of Seattle is immensely beneficial. Programs such as the Economic Development Partnership are invaluable because they provide resources to cities such as Maple Valley that would otherwise not be able to conduct the in-depth analysis and activities focused on economic development that these grant funds support.



Recent work with the Port through this grant program has resulted in tangible benefits and work products, including:

- In 2022-2023, the City's Economic Development Commission (EDC) was able to conduct a business survey, leakage study, and develop a business marketing video. The data collected in the survey and study directly informed the marketing video.
- In 2024, the City pursued three projects, including a buy local digital cash campaign to attract visitors to local businesses within Maple Valley through incentives, the hiring of a marketing consultant to help the City market our business video to developers, businesses, and investors, and finally the preparation of a predevelopment analysis of the Summit Place site to evaluate the real estate market potential and timing of development for this critical site in the City.

The efforts listed above would not have been possible without the support of the Port. Furthermore, these efforts lay the groundwork for future investment in Maple Valley, showing the ongoing benefit these funds have even after grant funds are expended.

The City of Maple Valley acknowledges the challenges facing the Port, our region, and local communities and feels strongly that continued funding of the Economic Development Partnership Grant is crucial to the region in these times of uncertainty.

Thank you for considering communities like the City of Maple Valley in your decision-making. Our continued partnership is invaluable to the future of our community and we look forward to working with you.

Laura Philpot
City Manager

Doug McIntyre
Economic and Community Development Director



[EXTERNAL] Written comments ahead of 4/12/25 commission meeting

From Rosemary Moore <rosemarymoore100@hotmail.com>

Date Sun 4/6/2025 8:28 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle Commissioners and staff,

I write to urge you to take steps immediately to reduce the harms caused by the cruise ship industry harms, while exploring ways to equitably transition away from this devastating form of toxic tourism, starting with annually reducing sailings.

Cruise ships create all kinds of harmful pollution--noise pollution impacting our orca and whale populations, toxic emissions of carcinogens and particulate matter that impact human health or even cause early death, and large quantities of greenhouse gas emissions worsening the climate crisis.

The Port of Seattle should not be promoting this dirty and exploitative cruise industry. You are aware of the pollution, the climate impacts and the labor exploitation. There may be "an insatiable appetite for cruise" as Commissioner Felleman has said in the past, but most passengers are NOT aware of all the harms. There is an insatiable appetite in our country for opioids as well, but that doesn't mean doctors should make them easily available.

Cruise ships are more polluting per passenger mile than any other form of travel available to the general public, burning 30-50 gallons of fossil fuels for each mile traveled. On top of that, almost 90% of passengers that take a Seattle cruise fly here, adding additional climate and public health impacts.

The Port of Seattle needs to be more honest and transparent about the negative impacts of this toxic industry and take steps to end them. Greenwashing needs to stop. The Port should be accountable to the public interest, not the interests of this for-profit industry.

The "Green" Cruise Corridor is not sufficient to address the scale of the problem. A for-profit, exploitative industry like cruise cannot be transformed with voluntary programs. **The Green Corridor should adopt the emissions reduction time schedule of the federal Clean Shipping Act that was proposed in 2022. The Port's lobbyist should lobby on behalf of the Clean Shipping Act.**

Numerous studies show that claims of economic benefits that cruise ships bring to communities are highly inflated. With shopping malls and discounted meals on the ships, very little is spent in local stores and restaurants. The money brought in by traditional tourists who stay in hotels and do all their activities in town is much higher.

We need to collectively rethink what tourism should look like. How can we explore places, cultures and activities without harming the very things we packed our bags to enjoy? How can we plan family vacations that don't cost our children an unstable or unlivable planet? How do we avoid forms of tourism that can advertise low prices because they are exploiting workers, using the dirtiest fuel available, and externalizing the costs of pollution?

Workers on board cruise ships often make very low wages, work long hours, and lack labor law protections. When outbreaks of COVID-19 occurred in 2020, tens of thousands of workers were stranded on the ships for months after guests were evacuated, often while not receiving any pay, some even taking their own lives. While workers were not being paid, cruise company CEOs [made millions](#), more even in 2020 than in 2019.

Cruise ships choose not to register their business in the US to avoid paying taxes, avoid labor laws and avoid environmental regulations--how does supporting the cruise ship industry fit into the Port of Seattle's equity goals?

The Port of Seattle claims it wants to be "the greenest port in North America", yet it continues to aggressively increase the number of polluting, climate-destroying cruises. The port always brings up shore power in response to the argument that we shouldn't be expanding fossil fuel intensive industry while the climate crisis continues and scientists give us less than 10 years to kick our fossil fuel addiction... shore power reduces the total greenhouse gas impact from a roundtrip voyage by less than 4%! Expansion = Extinction.

The Port claims that *"with the leadership of the commission, environmental considerations have been front and center since the early days of our cruise business."* If this is true, then every time this commission is asked to approve a budget for marketing Seattle-based cruises to people overseas, why aren't you asking the following questions:

1. Will this program help us to reach our climate goals, or will it make it more difficult to reach them?
2. If this marketing is successful, how many more tons of greenhouse gases will go into the atmosphere, from both the cruise ships and the plane flights bringing passengers to Seattle and home again?

Failing to ask these questions shows that **environmental considerations are not only *not* "front and center," they're not even on the table.**

As stated above, cruise ships use 30-50 gallons of fossil fuels for EACH MILE traveled. This form of luxury tourism is extremely harmful to our climate, our health and our water quality. For this non-essential greenhouse-gas-intensive activity, we must follow the lead of Norway, and insist that by 2030, any cruise ship visiting Seattle must be a zero emissions (and zero discharge) vessel.

Thank you for considering this submission.
Sincerely,

Rosemary Moore
6230 East Mercer Way
Mercer Island
WA 98040
Cell: (1) 206 251 7009



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From missvyle@yahoo.com <noreply@adv.actionnetwork.org>

Date Thu 4/3/2025 10:16 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
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6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. Support state legislation to prohibit the use of high-sulfur marine fuel; this would eliminate the need for scrubbers. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

missvyle@yahoo.com

,



[EXTERNAL] Comments

From Chris Pasinetti <CPasinetti@ci.enumclaw.wa.us>

Date Thu 4/3/2025 10:54 AM

To Commission-Public-Records <commission-public-records@portseattle.org>

 1 attachment (139 KB)

The Port of Seattle_Signed.pdf;

WARNING: External email. Links or attachments may be unsafe.

Please see comments, thank you.

Chris Pasinetti, AICP

Community Development Director

City of Enumclaw | 1309 Myrtle Avenue | Enumclaw, WA 98022

Office 360-615-5726 | Email: cpasinetti@ci.enumclaw.wa.us

Hours: Mon – Fri 8:00am – 4:30pm



The Port of Seattle's Economic Development Partnership Program has been instrumental in enhancing the marketing efforts of the Enumclaw Expo Center, particularly for events like the King County Fair. Since 2021, the City of Enumclaw matched the Port of Seattle funds and allocated the money to a marketing campaign aimed at attracting regional tourism and increasing awareness to destination spots such as the Enumclaw Expo Center. Guests that visit the Expo Center for specific events tend to visit downtown destinations. The campaign highlighted Enumclaw's shopping, restaurants, breweries, and wineries additional locations to visit.

This targeted marketing initiative likely played a significant role in boosting visibility and attendance for the King County Fair and other summer events at the Expo Center. By showcasing the diverse attractions of Enumclaw and spotlighting Mt. Rainier, the campaign not only promoted specific events but also enhanced the overall appeal of the area to potential visitors.

This funding further supports the center's promotional activities, contributing to the success of events like the King County Fair.

Overall, the financial support from the Port of Seattle has played a vital role in positioning South King County as a premier destination. By enhancing the marketing efforts of the Enumclaw Expo Center and its events, this funding has helped drive tourism and boost economic activity throughout the region.

Enumclaw Expo Center and the City of Enumclaw aims to continue its partnership, leveraging the reach of social media campaigns. With improved tracking and data analytics, the funding allows for more targeted marketing efforts, ensuring the Expo Center's campaigns effectively connect with audiences most likely to engage and attend its events.

Thank you for past support, we look forward to future partnerships!

Chris Pasinetti, AICP

Community Development Director

City of Enumclaw | 1309 Myrtle Avenue | Enumclaw, WA 98022

Office 360-615-5726 | Email: cpasinetti@ci.enumclaw.wa.us

Hours: Mon – Fri 8:00am – 4:30pm



Outlook

[EXTERNAL] PUBLIC COMMENT for April 8, cruise ship season

From Peggy J. Printz <peggyjprintz@gmail.com>**Date** Sun 4/6/2025 12:44 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Dear Commissioners and Staff,

Since my colleagues and I founded Seattle Cruise Control several years ago, instead of seeing the reductions we'd like and the environment needs, dozens more cruise ships visit Seattle each season. These monster vessels are more polluting per passenger mile than any other major form of travel, burning 30-50 gallons of fossil fuels for each mile traveled! Plus, almost 90% of passengers fly here, contributing even more pollution and emissions.

In these times of climate crisis you must begin to reverse this toxic trend. Start capping the number and the size of ships that call here every year.

Thank you.

Peggy J. Printz
Seattle



[EXTERNAL] Cruise Ships

From Erica Schweizer <ericans2130@gmail.com>

Date Mon 4/7/2025 9:23 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Hi Port of Seattle,

I am writing to ask you to limit the number of cruise sailings from Seattle. Cruise ships are environmentally destructive, contributing to air pollution, contributing to climate change through increased carbon emissions and harming marine wildlife by dumping (often untreated or minimally treated) sewage into the water. The Port of Seattle can limit the harm by limiting the number and size of the ships allowed to sail from Seattle. People want to visit Seattle in part because of its natural beauty. Please allow that natural beauty to continue by preventing cruise ships from destroying it with pollution.

-Erica Schweizer
2130 S. Pearl Street,
Seattle WA 98108



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From scring67@comcast.net <noreply@adv.actionnetwork.org>**Date** Sat 4/5/2025 1:53 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!

2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.

3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.

4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.

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The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

scring67@comcast.net

,



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From Shary B <noreply@adv.actionnetwork.org>**Date** Sat 4/5/2025 8:30 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

Shary B
shary50@yahoo.com

Seattle, Washington 98101



[EXTERNAL] Take Action to Reduce Cruise Harms!

From sulak72@gmail.com <noreply@adv.actionnetwork.org>

Date Sun 4/6/2025 11:27 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" is a plan that may eventually reduce emissions; however, we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Implement the emissions reduction timetable in the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. The "Greenest Port in North America" should lead the way, raising the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Conduct discussions, goals, studies, and presentations about the cruise sector in an unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry

directly, the costs of worsening the climate crisis, and by its adverse impacts on human health. Emissions from the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments, such as shore power, must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness. Acknowledge the four billion gallons of water pollution annually dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. Support state legislation to prohibit the use of high-sulfur marine fuel; this would eliminate the need for scrubbers. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous and fundamental to the industry's business model: cruise profits depend directly upon externalizing the costs of pollution and exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

sulak72@gmail.com

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Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From jess.wallach@gmail.com <noreply@adv.actionnetwork.org>

Date Mon 4/7/2025 4:41 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take immediate action to reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

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- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG from fracked gas has been proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. Engine "scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not consistent with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
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Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

jess.wallach@gmail.com

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[EXTERNAL] cruise ships

From Delia Ward <dmward67@gmail.com>

Date Mon 4/7/2025 9:38 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Hi, everyone. This is for the Port of Seattle Commission meeting.

Cruise ships are bad for humans, places, and animals; they emit carcinogens, particulate matter, greenhouse gas, and noise pollution.

In addition, numerous studies show that claims of economic benefits that cruise ships bring to communities are highly inflated. With shopping malls and discounted meals on the ships, very little is spent in local stores and restaurants. The money brought in by traditional tourists who stay in hotels and do all their activities in town is much higher.

I urge the Port of Seattle to cap the number of sailings and passengers, reducing these numbers every year until the industry no longer pollutes the oceans and air and no longer emits climate-changing greenhouse gases.

Thank you.

Delia Ward
Seattle, WA