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## **APPROVED MINUTES COMMISSION REGULAR MEETING**

**October 28, 2025**

The Port of Seattle Commission met in a regular meeting Tuesday, October 28, 2025. The meeting was held at the Seattle-Tacoma International Airport Conference Center, located at 17801 International Blvd, Seattle Washington, and virtually on Microsoft Teams. All Commissioners were in attendance.

### **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 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 12:09 p.m. Commission President Toshiko Hasegawa led the flag salute.

### **3. APPROVAL of the AGENDA**

The agenda was approved, as presented, without objection.

### **4. SPECIAL ORDERS OF THE DAY**

There were no Special Orders of the Day presented.

### **5. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Metruck previewed items on the day's agenda and made general and meeting-related announcements. Executive Director Metruck introduced Chris Wimsatt as the new Chief Financial Officer for the Port of Seattle. Members of the Commission welcomed Mr. Wimsatt to the Port.

## **6. COMMITTEE REPORTS**

### Sustainability, Environment, and Climate Committee

On October 21, 2025, Commissioners Calkins and Cho convened the Sustainability, Environment, and Climate Committee. The Committee received an update on portwide Scope 1 and 2 Greenhouse Gas (GHG) Emissions Inventory results from 2024. Scope 1 and 2 GHG by division show that Aviation accounts for 96 percent of the emission while Maritime accounts for 4 percent. Overall, portwide Scope 1 and 2 GHG emissions have decreased by 44 percent from the 2005 baseline - with SEA Airport Scope 1 and 2 GHG Emissions reduced by 41 percent And Maritime Scope 1 and 2 GHG Emissions reduced by 72 percent.

## **7. PUBLIC COMMENT**

- The following people spoke regarding the proposed Salmon Bay Marina covered moorage shutdown and relocation and made certain requests of the Port: Michelle Giarmarco and John Chaney.
- The following people spoke regarding their support of Agenda Item 11a and the Port's Sustainable Airport Master Plan: Randy Fiertz (*written comment also submitted*), Director, Airport Affairs, Alaska Airlines; Monty Anderson, Seattle Building Trades; Mayor Mary Miller, City of North Bend; Ben Brookman, Managing Director, Airport Affairs, Alaska Airlines; Sonia Pitts, Expedia Group; Jodie Alberts, Bellevue Chamber; and Kelly Coughlin, SnoValley Regional Chamber.
- The following people requested that Liquid Natural Gas be removed from the Northwest Ports Clean Air Strategy: Laura Gibbons, 350 Tacoma (*written comment also submitted*); Jamie Cortes; Stacy Oaks, 350 Tacoma (*written comments also submitted*); and Ovanayo X, Black Panther Party.
- The following people spoke in opposition to the Port's Sustainable Airport Master Plan projects and airport expansion: and Sandy Hunt, Defenders of Highline Forest.
- The following person spoke regarding the management of the Pier 91 Terminal and thanked the Commission for the opportunity to serve as previous terminal operator at Pier 91 for the past thirty years: Chuck Hill, Senior Vice-President of Columbia Hospitality.
- The following person spoke regarding the Port's cargo terminals, expressing his concern about seaport cargo properties and lack of pier use: Carlin Smith, ILWU member.
- The following people spoke regarding healthcare for airport workers: Hayat Assen; Damien Jones; Kalkidan Muratu; Bruce Daniel; Evely Makokwe; Brenda Amolo; and Khalid Hamiduddin, all from SEIU6.
- The following person spoke in support of Port Jobs and technicians from the program who are working with the McGee Air Group: Jeff Helfrick, President of McGee Air Group.
- In lieu of spoken comment, the following people submitted written comments requesting that Liquid Natural Gas be removed from the Northwest Ports Clean Air Strategy: Elisha Brilhante, Curbell Plastics, Inc; Elizabeth Burton, Seattle Cruise Control; Lovel Pratt, Friends of the San Juans; and Rosemary Moore, Mercer Island Resident; and Sharla Dodd, Fremont Resident,

who also express disappointment with the FAA's finding of no significant impact related to the Port's Sustainable Airport Master Plan assessment.

- In lieu of spoken comment, Sarah Shifley and Tyrell Hedund submitted written comments noting their concern that the Port may allow projects to go forward prior to completion of the State Environmental Policy Act review of the Port's Sustainable Airport Master Plan.
- In lieu of spoken comment, the following people submitted written comment in support of Agenda Item 11a, related to the Port's Sustainable Airport Master Plan and urged continued investments in the Seattle-Tacoma International Airport: Austin Miller, Senior Manager of Local Government Affairs for Washington Hospitality Association; Josh Brown, Executive Director, Puget Sound Regional Council; Robin Twyman, from the United Kingdom Government Office; Amy Walen, WA State Representative of the 48th Legislative District; Kyle McLaughlin, the Executive Vice President of Aviation at CLEAR; Shane Jones, Senior VP of Fleet, Revenue Product and Real Estate for Alaska Airlines; Mark Gantar, President, Consular Association of Washington; May Lin, Director General, Taipei Economic and Cultural Office, Seattle; James Alberson, President, Renton City Council; David Karp, President, Northern Air Cargo; Mayor Kelli Curtis, City of Kirkland; Eric ffitich, Executive Director, Washington Public Ports Association; and Jiho Choi, Consulate General of the Republic of Korea, Seattle; .
- In lieu of spoken comment, the following people submitted written comment speaking in opposition to the FAA's findings of no significant impact regarding the Port's Sustainable Airport Master Plan and urged the Port to not continue with the expansion of any projects: Anne Kroecker and Richard Leeds.
- In lieu of spoken comment, the following people submitted written comment supporting Agenda Item 10a, the revised Welcoming Port Policy Directive: Luis Navarro, former Port Director of Workforce Development and Nic Longo, Port employee.
- In lieu of spoken comment, the following person submitted written comment requesting the Port to move burials located next to International Blvd to higher ground and to expand the geographical area of the environmental impact statement: Kirsten Weinmeister.

*[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 Special Meeting Minutes and Regular Meeting Minutes of October 14, 2025.**
- 8b. Approval of the Claims and Obligations for the Period of September 1, 2025, through September 30, 2025, Including Accounts Payable Check Nos. 959757 through 960163 in the Amount of \$9,038,050.38; Accounts Payable ACH Nos. 077290 through 078131 in the Amount of \$119,800,058.15; Electronic Fund Transfer Nos. 069517 through 069527 in the Amount of \$8,416,886.22; Payroll Check Nos. 229549 through 1275687 in the Amount of \$133,961.61; and Payroll ACH Nos. 1272512 through 1277586 in the Amount of \$18,965,977.55, for Total Payments of \$156,354,933.91.**

Request document(s) included an agenda memorandum.

- 8c. Authorization for the Executive Director to Advertise and Execute a Construction Contract for Snow Storage Expansion Phase II Adjacent to the Industrial Wastewater System Lagoon 3 in the Requested Amount of \$14,403,000, for a Total Estimated Project Cost of \$24,800,000. (CIP #C801171)**

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

- 8d. Authorization for the Executive Director to Advertise and Execute a Major Public Works Construction Contract for the Building 161E Renovation Project at Seattle-Tacoma International Airport in the Requested Amount of \$10,891,000, for a Total Project Authorization of \$13,989,000. (CIP #C801179).**

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

- 8e. Authorization for the Executive Director to Increase the Project Budget by \$225,000 for a Final Revised Total Budget of \$2,115,000 for the Rental Car Facility Quick Turn-Around Boiler Skids 1 and 2 Replacement. (CIP #C801325)**

Request document(s) included an agenda memorandum.

- ~~**8f<sup>1</sup>. Authorization for the Executive Director to Execute a Term Lease Agreement with Pacific Cruise Ship Terminals LLC (Metro Cruise) for Smith Cove Cruise Terminal at Pier 91, for a Proposed Lease Term of Five Years with a Five Year Option to Extend, Effective November 1, 2025.**~~

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

**The motion to approve the Consent Agenda, made by Commissioner Calkins, carried by the following vote:**

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

**Opposed: (0)**

#### **ITEMS REMOVED FROM THE CONSENT AGENDA**

- 8f. Authorization for the Executive Director to Execute a Term Lease Agreement with Pacific Cruise Ship Terminals LLC (Metro Cruise) for Smith Cove Cruise Terminal at Pier 91, for a Proposed Lease Term of Five Years with a Five Year Option to Extend, Effective November 1, 2025.**

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

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<sup>1</sup> Agenda Item 8f was removed from the Consent Agenda and addressed separately.

Presenter(s):

Linda Springmann, Director Cruise Business and Elliott Bay Operations

Clerk Hart read Item 8f into the record and Executive Director Metruck introduced the item.

The presentation addressed:

- the Terminal 91 Cruise Facility Lease Agreement;
- 2026 cruise highlights – statistics for sailings, passengers, and economic impact;
- four proposals received during the request for proposals process; and
- Terminal 91 cruise facility lease terms.

Discussion ensued regarding:

- details of the green lease term and tenant operational requirements;
- shorepower compliance;
- capability of the new operator to address taxi driver concerns related to ground and traffic control and security; and
- how finances will compare between this lease and the last lease.

**The motion, made by Commissioner Felleman, 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. Adoption of Resolution No 3838: A Resolution of the Port of Seattle Commission Establishing a Revised Welcoming Port Policy Directive and Amending Resolution No. 3747, in Order to Demonstrate the Port's Ongoing Commitment to Supporting Immigrants, Refugees, and International Visitors In Line with the Port's Mission and Values.**

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

Presenter(s):

Tunny Vann, Deputy Executive Chief of Staff  
Paula Tichenor, Administrative Supervisor, Operations Director  
Nic Longo, Aviation Principal Planner, Aviation Planning  
Frank Hernandez Jr, Administrative Assistance, Operations Director  
Eric Schinfeld, Senior Manager, Federal and International Government Relations,  
External Relations  
Tyler Emsky, Strategic Advisor, Commission Office

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

Members of the VOICE Employee Resource Group and Tunny Vann, Deputy Executive Chief of Staff, Executive Office, read the resolution whereas clauses into the record.

Members of the Commission thanked VOICE Members for their participation and reading of the resolution.

The presentation addressed:

- the request to amend the Welcoming Port Policy Directive;
- reaffirming and enhancing the Port's commitment to immigrants, refugees, and international visitors;
- institutionalizing existing, ongoing Port efforts;
- significant increases/changes in federal policy, programs and activities related to immigration and international travel, making it appropriate to update, enhance, and reaffirm the policy;
- key provisions of the resolution and policy directive; and
  - make all visitors to Port facilities feel welcome, safe, and comfortable;
  - not denying anyone services based on immigration status;
  - creating and enhancing partnerships with local immigrant and refugee stakeholders;
  - prohibiting Port employees from asking about or collecting immigration status, except when required by a criminal investigation;
  - not using resources to facilitate the enforcement of civil immigration law.
- implementation of specific Port policies and administrative efforts.

Discussion ensued regarding policies of the new federal administration and the Port's authority and response.

**The motion to adopt Resolution No. 3838 was made by Commissioner Mohamed.**

**The motion to amend Resolution No. 3838 by substitute was made by Commissioner Mohamed.**

Commissioner Mohamed recognized today as National Immigrants Day. She stated that the policy directive provides tools and training for employees to know how to handle immigration. Commissioner Mohamed thanked the employee resource groups, contributing organizations, and staff who have worked to develop the policy.

Commissioner Felleman stated the Port's position to welcome everyone with compassion and empathy and to respect the rights of indigenous peoples.

Commissioner Calkins thanked the staff and Commissioner Mohamed for their work in developing the revised policy; spoke to the actions of federal agencies and enforcement; and stated that he is proud of the Port's response with clear policies.

Commissioner Cho stated the necessity to set ourselves apart, as a welcoming port.

**The motion to amend Resolution No. 3838 by substitute passed without objection.**

**In favor of the amendment: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)**

**Opposed: (0)**

**The main motion as amended, to adopt Resolution No. 3838, passed without objection.**

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

**Opposed: (0)**

**10b. Authorization for the Executive Director to Advertise and Execute Two Construction Contracts for 2026 Airfield Projects and Limited Utility Installation Scope in the S Concourse Evolution Program Located in the S Concourse Taxilane Between the Southwest Corner of the S Concourse and the Cargo 7 Hardstand Area; and to Authorize Use of Port Crews for Abatement Work in the Requested Amount of \$73,040,000, for a Total Estimated Project Cost of \$400,000,000. (CIP #s C801379 and C801203).**

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

Presenter(s):

Robert Kikillus, Development Manager, Airfield Operations

Mengqi Wu, Capital Program Leader, AV Project Management Group

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

The presentation addressed:

- 2026 airfield projects and S Concourse Evolution (SCE) program Spot 99 utility scope;
- 2026 airfield contract no. 1 – federally funded;
  - replacement of distressed pavement, aging and failing utilities, non-standard flush fire hydrant access hatches, electrical circuits, lighting, fixtures and signs at RW 16C/34C, connecting taxiways, infield areas and vehicle service road;
  - removal of turf edge dams, mitigation of ponding spots and installation of anti-perching devices at RW 16C/34C, connecting taxiways and infield areas.
- 2026 airfield contract no. 2;
  - 2026-2030 airfield program – replacement of distressed pavement at TW B, North Concourse taxilane and cargo areas;
  - S Concourse Evolution Program – installation of power utility duct bank in Spot 99 area, which is a critical taxiway around the S Concourse;
- 2026 airfield contracts map;
- 2026-2030 airfield program overview;
- 2026 airfield contracts schedule; and
- project scope.

Discussion ensued regarding:

- airfield materials and durability;
- investigating alternatives to concrete;
- contract no. 1 being grant funded and having to follow the grant specifications;
- contract no. 2 different concrete materials used;
- minimizing environmental impacts;
- decarbonizing options;
- aligning with FAA design criteria;

- heat island affect impacts;
- necessity of the project regardless of the S Concourse;
- federal funding for future runway work;
- building sustainable options into airfield contracts;
- quantifying how potential alternatives lower emissions;
- being mindful of and studying issues around reflectivity on the airfield;
- mostly earth work and lighting replacement in the 2026 contract; and
- utilizing emerging technologies and innovative strategies.

**The motion, made by Commissioner Felleman, carried by the following vote:**

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

**Opposed: (0)**

## **11. PRESENTATIONS AND STAFF REPORTS**

### **11a. Sustainable Airport Master Plan Near-Term Projects Final National Environmental Policy Act Environmental Assessment, Federal Aviation Administration Finding of No Significant Impact, Record of Decision, and State Environmental Policy Act Next Steps.**

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

Presenter(s):

Sandra Kilroy, Senior Director, Environment and Sustainability

Eric Schinfeld, Senior Manager, Federal and International Government Relations, External Relations

Clerk Hart read Item 11a into the record and Executive Director Metruck introduced the item.

The presentation addressed:

- the completion of the FAA's environmental assessment on September 26, 2025;
- release of the FAA National Environmental Policy Act (NEPA) Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) Record of Decision (ROD);
- an important milestone in an ongoing process to evaluate the environmental impacts of the 31 proposed Sustainable Airport Master Plan (SAMP) projects;
- commencement of the Record of Decision 60-day appeal period;
- next steps for the Port, to begin work on the State Environmental Policy Act (SEPA) environmental impacts statement analysis;
- Port efforts to raise awareness of the FAA Decision and next steps for the Port; and
- additional analysis in the SEPA process including enhanced outreach and engagement.

Discussion ensued regarding:

- the purpose and scope of the NEPA analysis;
- looking into the 'no action' alternative with respect to not planning for future growth and resulting emissions impacts;
- some of the proposed SEPA projects;
- quantifying empirical data regarding light rail utilization;
- drivers behind the cost per enplaned passenger (CPE) growth rate expected by 2023;



- the nature of projections in forecasting;
- decrease in revenue due to drive-up general parking;
- understanding economic factors and impacts affecting concessions;
- use of new technology to reduce costs in areas where no revenue is generated from services provided;
- exploring expansion of reserved parking to additional floors in the SEA garage; and
- SAMP project planning in 2026 – 2030, and beyond 2030.

**11b. 2026 Aviation Division Capital Budget Briefing.**

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

Presenter(s):

Arif Ghouse, Interim Aviation Managing Director, Aviation Directors Office

Hiedi Popochock, Director, Aviation Finance and Budget

John Wellons, Chief Development Officer, Planning Development and Infrastructure

Clerk Hart read Item 11b into the record and Executive Director Metruck introduced the item.

The presentation addressed:

- aviation strategic and financial objectives;
- the 2026-2030 financial forecast;
- 2026-2030 non-aero revenue forecast;
- decline of remaining non-aero revenues;
- 2026–2030 financial forecast assumptions;
- 2026-2030 financial forecast metrics;
- the 2026 – 2030 capital forecast;
- 2026 – 2030 capital project forecast summary;
- mega projects drive the capital program;
- summary of proposed new projects; and
- Aviation 2026-2030 Capital Budget key takeaways.

Discussion ensued regarding:

- how the Port determines allocation of levy funds;
- use of the environmental legacy fund;
- deferred maintenance costing more in the long-term;
- levy funds keeping pace with inflation;
- how the levy supports the Port's revenue bond rating;
- balancing use of the levy fund;
- having a future policy discussion regarding the levy; and
- cruise lease revenue details.

**11c. Briefing on the Tax Levy and Draft Plan of Finance for 2026-2030.**

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

Presenter(s):

Elizabeth Morrison, Director, Corporate Finance and Budget  
Scott Bertram, Manager, Corporate Finance and Budget  
Ian Burke, Senior Financial Analyst, Corporate Finance and Budget

Clerk Hart read Item 11c into the record and Executive Director Metruck introduced the item.

The presentation addressed and Members of the Commission discussed:

- the 2026 budget process;
- the tax levy background and update;
- maintaining a steady levy increase to improve the position for future needs;
- monitoring and planning for environmental remediation;
- continuing to use the levy as a strategic credit strength for access to capital markets;
- the tax levy and related funds, as well as related sources;
- uses of the levy;
- the environment and the levy;
- a summary of tax levy and recommendations;
- the Draft Plan of Finance 2026-2030 and its purpose;
- funding resiliency;
- seaport capital spending 2026 – 2030;
- airport capital spending 2026 – 2030;
- airport capital funding;
- portwide revenue bond debt service coverage forecast;
- managing for a successful port of the future;
- increasing financial capacity; and
- 2026 finance initiatives.

**12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS**

Commissioner Mohamed stated she would like the Airport Workforce Conditions Committee to now have a conversation with respect to policy development regarding SEA workers' healthcare, and for the committee to receive four-to-five next steps options within the next two weeks.

Commissioner Felleman acknowledged the impacts to Jamaica from one of the largest hurricanes on record; discussed air traffic controllers currently not being paid due to the federal government shutdown; and spoke regarding participation in the One Ocean Week Conference held last week in Seattle.

**13. ADJOURNMENT**

The meeting adjourned at 4:23 p.m.

**PORT COMMISSION MEETING MINUTES  
TUESDAY, OCTOBER 28, 2025**

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Prepared:

Michelle M. Hart, Commission Clerk

Minutes approved: November 11, 2025

Attest:

Sam Cho, Commission Secretary



Outlook

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**[EXTERNAL] Comment for Next Port Meeting: Remove LNG from the NW Ports Clean Air Implementation Plan**

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**From** 350 Tacoma <350tacoma@gmail.com>**Date** Mon 10/20/2025 7:23 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>; comment@portoftacoma.org <comment@portoftacoma.org>; nwsacomment@nwseaportalliance.com <nwsacomment@nwseaportalliance.com> 1 attachment (369 KB)

350 Tacoma's Comment on LNG in NW Ports Clean Air Implementation Plan.pdf;

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

Please share the attached PDF with all Port Commissioners and include it as a comment in the next Port Commission Meeting.

Thank you,  
Stacy Oaks  
on behalf of 350 Tacoma

10/20/25

Dear Port of Tacoma Commissioners, Port of Seattle Commissioners and NW Seaport Alliance Administrators,

**Please remove all mention of liquefied natural gas (LNG) from the NW Ports Clean Air Implementation Plan.**

We are deeply concerned with the presentation that took place on 8/19/25 at the Port of Tacoma Commission meeting which touched on the inclusion of LNG as one of your strategies for achieving cleaner air in our region.

**The dispute regarding the effectiveness of LNG to reduce maritime greenhouse gases is primarily fueled by fossil fuel companies with a financial stake in their product,** cruise companies who already ordered the construction of LNG ships years ago, and shipping companies that want to greenwash their reputation while avoiding real meaningful changes.

In 2019, a working group of the International Maritime Organization tasked with studying the reduction of greenhouse gas emissions from ships concluded that “[LNG is not a climate solution for shipping](#)”. The study pointed to methane slippage in engines and the supply chain, elimination of fossil fuels being part of the Paris Agreement goals, the likelihood of extensive stranded assets, and the global warming potential of methane over a 20-year timeframe.

The International Council on Clean Transportation released a detailed study in 2020, [The Climate Implications of Using LNG as a Marine Fuel](#). The analysis includes upstream emissions, combustion emissions, and unburned methane (methane slip). The findings showed that over a 20-year timeframe, for all engine types LNG had a worse impact on climate than marine gas oil (MGO) and heavy fuel oil (HFO). “*The most popular LNG engine technology is low-pressure dual fuel, four-stroke, medium-speed, which is used on at least 300 ships; it is especially popular with LNG-fueled cruise ships. Results show this technology emitted 70% more life-cycle GHGs when it used LNG instead of MGO and 82% more than using MGO in a comparable medium-speed diesel engine.*” Over a 100-year timeframe results showed most engine types, including the most commonly used for cruise ships and international shipping, were still worse for the climate than MGO and HFO. Concerns were also noted that, “*continuing to invest in LNG infrastructure on ships and on shore might make it harder to transition to low-carbon and zero-carbon fuels in the future.*”

In order to maintain a “disputable” status around the discussion of LNG as a climate solution, studies have been commissioned by those with a financial interest in keeping gas as a preferred fuel. In 2019, the gas industry commissioned and funded a study of LNG that claimed a 21% reduction in GHG if the world fleet switched to LNG: Thinkstep, [Lifecycle GHG Emission Study on the Use of LNG as Marine Fuel](#). It’s worth looking at

the several pages of backers, which include dozens of oil and gas companies, and, of course, Carnival Corp. A detailed rebuttal of this study, [\*Increased use of LNG might not reduce maritime GHG emissions at all\*](#), by Chief Scientist, Dr. Elizabeth Lindstad SINTEF Ocean AS, Norway, breaks down the use of improbable assumptions that were used to create the industry's desired outcome.

**Additionally, there are concerns with LNG regarding health, safety, and Indigenous sovereignty.**

There are widespread health concerns connecting to fracking, which is now the most common extraction method for gas. The [\*Compendium of Scientific, Medical, and Media Findings Demonstrating Risks and Harms of Fracking and Associated Gas and Oil Infrastructure\*](#) compiled by Physicians For Social Responsibility outline potential impacts in detail. The air pollution is linked to prenatal harm, cancer, respiratory impacts, heart disease, mental health problems and premature death. Fracking contaminates and depletes drinking water which leads to additional health impacts. It is also noted that by exacerbating the climate crisis, many other health impacts arise or are worsened.

Pollution from refineries and storage facilities, including Puget Sound Energy's controversial Tacoma LNG, create health impacts for nearby communities and workers. Along with greenhouse gases, these facilities also release volatile organic compounds, nitrogen oxides, and particulate matter, which are linked to cancer, asthma, birth defects, heart disease and premature death. Puget Sound Energy's Tacoma LNG plant received 19 notices of violation from the Puget Sound Clean Air Agency for self-reported permit violations between November 2021 and May 2024. The violations involved uncontrolled releases of unburnt gases from the flare, such as methane and other volatile organic compounds into the atmosphere on approximately 50 different days.

Safety risks for an LNG storage facility or bunker barge include cryogenic hazards like frostbite and structural damage from extreme cold, flammability risks from potential gas leaks that can cause vapor clouds, flash fires, and explosions, and operational risks such as hose/mooring failure, sloshing, and potential overpressure. Mishandling can lead to spills, while personnel can face asphyxiation or cryogenic burns if not properly protected. The heat from an LNG explosion can be hot enough to melt steel, and the fires cannot be extinguished with water. The Tacoma LNG storage tank can hold 8 million gallons of the condensed gas and is located on the Cascadia earthquake fault line, in the lahar zone for Mt. Tahoma, and on soil prone to liquefaction. Port LNG facilities have also been noted as possible terrorist targets.

The Puyallup Tribe has publicly opposed the permitting of the Tacoma LNG refinery, including taking legal action against the lack of proper health and safety analysis. This facility is located on the Tribe's ancestral tideflats, directly adjacent to the Puyallup Reservation, creating outsized risks for tribal members and tribal infrastructure. In 2024, the [\*Puyallup Tribe took legal action\*](#) again to appeal the revision of a permit to allow for

the construction of infrastructure for fueling ships other than TOTE Maritime which was in the original permit. This revision would have paved the way for bunker barging to take place, which would greatly increase safety risks and potential impacts to salmon and water quality. Despite a claim during the 8/19/25 Port of Tacoma meeting that the Tacoma LNG facility was “underutilized”, if we respect Indigenous sovereignty, we should respect the Puyallup Tribe’s wishes not to have any increased activity there.

While we may like to imagine that the forced removal of Indigenous Peoples from their lands for fossil fuel extraction is a thing of the distant past, that is unfortunately not the case. The Dakota Access Pipeline and massive Indigenous-led resistance at Standing Rock showed us months of violent escalations from law enforcement against peaceful and prayerful demonstrations, which included [barbaric tactics such as using water canons on people in freezing temperatures](#) and violating protocol by aiming rubber bullets at the hands of medics and heads of demonstrators at close range. In 2019, the Coastal GasLink Pipeline violently evicted First Nations people from unceded land in British Columbia, which is the area Puget Sound Energy stated in permits would be the source of the gas for the Tacoma LNG. Leaked documentation of law enforcement communications showed [authorization to use lethal force against the Wet'suwet'en](#).

**The public made it very clear that we did not want Puget Sound Energy's Tacoma LNG** with years of outcry and peaceful resistance during the permitting process, legal appeals, Interim Regulations, and Tideflats Subarea Plan comment periods. As elected representatives for the Ports of Tacoma and Seattle you should be accountable to your constituents.

Implementation plans lay the groundwork for actions and real solutions are needed to protect our health and the climate of our shared home. LNG fracked gas has no place in a clean air plan. Real solutions do not trade one harm for another, or only look at a small portion of the problem. We urge you to remove LNG from the NW Ports Clean Air Implementation Strategy.

Sincerely,  
Stacy Oaks on behalf of 350 Tacoma  
[350tacoma@gmail.com](mailto:350tacoma@gmail.com)






Outlook

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**[EXTERNAL] Support for Airport Master Plan**

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**From** James Alberson Jr. <JAlberson@rentonwa.gov>**Date** Mon 10/27/2025 9:48 PM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (240 KB)

SEA Airport Master Plan Support Letter.pdf;

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

Please see attached letter of support for the Airport Master Plan.

*James Alberson*

City Council President

Renton City Hall - 7th Floor

1055 S Grady Way

Renton, WA 98057-3232

Phone: (425)430-6501

Email: jalberson@rentonwa.gov





City Council

October 27, 2025

Port of Seattle Commissioners,

I am writing to express our strong support for efforts to continue to invest in Seattle-Tacoma International Airport.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

I am pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

I urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Best wishes,

A handwritten signature in blue ink, appearing to read 'James Alberson', is written over the printed name.

James Alberson  
Renton City Council President



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**[EXTERNAL] No LNG Expansion**

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**From** Elisha Brilhante <EBrilhante@curbellplastics.com>

**Date** Tue 10/21/2025 3:01 PM

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

**Cc** comment@portoftacoma.com <comment@portoftacoma.com>

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

**Hello I would like to submit this email as written comment for the Oct 28<sup>th</sup> meeting as I am unable to attend in person.**

My name is Elisha Brilhante and I am a lifelong Tacoma Resident of 43 years and I work in Fife for the last 4 years. *I am highly against the Puget Sound Energy LNG expansion project.*

There are cleaner ways to provide energy to the Puget Sound that won't compromise our waterways and environments. Specifically the release of Methane, which is a potent greenhouse gas. These pollutants would cause major health issues to the residents of Tacoma, Fife, Browns Point, and beyond. At a time when we need to reduce greenhouse gases to prevent catastrophic climate change, LNG would cause an unacceptable amount of pollution into our atmosphere. Not to mention the risks of pollutants into the waterways with the floating fuel stations.

This LNG project goes against the implementation of the Northwest Ports Clean Air Strategy that was adopted by the Port of Tacoma Commission Nov. 18<sup>th</sup> of 2021. This shared goal of all Ports from British Columbia to Tacoma, strategize to reduce air pollution and help limit global temperatures from rising.

Expanding on the LNG plant and allowing the fracking to continue, will cause irreparable damage to the waterways throughout the Port and into the salish sea, and is completely opposite of the NPCAS' goals.

Finding new ways to produce clean energy should be the focus so we leave a healthy environment for future generations to work in and enjoy.

Respectfully,

**Elisha Brilhante**

Senior Inside Sales Representative

Curbell Plastics, Inc. | 2105 51<sup>st</sup> Avenue East Ste 202, Fife, WA 98424

Office: 253-922-2900 x 3206 | Direct: 888-694-4765

[ebrilhante@curbellplastics.com](mailto:ebrilhante@curbellplastics.com) | <https://www.curbellplastics.com>

*Curbell Plastics has been supplying plastic sheet, rod, tube, films, adhesives, sealants, tapes, prototyping and tooling materials, and fabricated parts for over 70 years.*

---

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

**Sent:** Tuesday, October 21, 2025 1:36 PM

**To:** Elisha Brilhante <EBrilhante@curbellplastics.com>

**Subject:** Re: [EXTERNAL] No LNG Expansion

\*\*\*CAUTION: THIS E-MAIL ORIGINATED FROM OUTSIDE OF CURBELL\*\*\*

---

Hi Elisha,

Are you submitting this email as written comment?  
Or wanting to speak on 10/28.

Best Regards,

Commission Public Records

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**From:** Elisha Brilhante <[EBrilhante@curbellplastics.com](mailto:EBrilhante@curbellplastics.com)>  
**Sent:** Tuesday, October 21, 2025 8:37 AM  
**To:** Commission-Public-Records <[commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)>  
**Subject:** [EXTERNAL] No LNG Expansion

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

To Whom It May Concern,

I am a Tacoma Resident and work in Fife. I am highly against the Puget Sound Energy LNG expansion project. There are cleaner ways to provide energy to the Puget Sound that won't compromise our waterways and environments.

I would like to add a comment to the upcoming meeting 10/28.

Respectfully,

**Elisha Brilhante**

Senior Inside Sales Representative

Curbell Plastics, Inc. | 2105 51<sup>st</sup> Avenue East Ste 202, Fife, WA 98424

Office: 253-922-2900 x 3206 | Direct: 888-694-4765

[ebrilhante@curbellplastics.com](mailto:ebrilhante@curbellplastics.com) | <https://www.curbellplastics.com>

*Curbell Plastics has been supplying plastic sheet, rod, tube, films, adhesives, sealants, tapes, prototyping and tooling materials, and fabricated parts for over 70 years.*

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Outlook

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**[EXTERNAL] FW: Support for SEA Airport Master Plan**

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**From** Robin Koskey <RKoskey@psrc.org>**Date** Fri 10/24/2025 3:05 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>**Cc** Josh Brown <JBrown@psrc.org>; Ben Bakkenta <BBakkenta@psrc.org>; Schinfeld, Eric <Schinfeld.E@portseattle.org> 1 attachment (4 MB)

PSRC SEA LOS 102425.docx;

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

Dear Commissioners,

Please see the attached letter expressing PSRC's strong support for the Port's efforts to continue investment in Seattle-Tacoma International Airport.

Best Regards,

**Robin Koskey (she/her)**

Director, Government Relations &amp; Communications

**Puget Sound Regional Council****Phone** 206-971-3602 | **Cell** 206-798-4462[rkoskey@psrc.org](mailto:rkoskey@psrc.org)[www.psrc.org](http://www.psrc.org)

1201 Third Avenue, Suite 500, Seattle, WA 98101

**Ben Bakkenta, AICP (he/him)**

Director of Regional Planning

**Puget Sound Regional Council****Phone** 206-971-3286 | **Cell** 206-788-5453[bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)[www.psrc.org](http://www.psrc.org)

1201 Third Avenue, Suite 500, Seattle, WA 98101



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## Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | [psrc.org](http://psrc.org) | 206-464-7090

October 24, 2025

Port of Seattle Commission  
2711 Alaskan Way  
Seattle, WA 98121

Dear Commissioners,

On behalf of the Puget Sound Regional Council, I am writing to convey our strong support for the Port's efforts to continue to invest in additional capacity at Seattle-Tacoma International Airport.

The central Puget Sound region's adopted plans and policies recognize the critical role that aviation plays for people and businesses in the growing central Puget Sound region, as well as its impacts on communities and the environment. Demand for regional passenger enplanements is projected to nearly double by the year 2050, emphasizing the critical need for continued improvements to the regional aviation system.

We are pleased to see the progress on developing and implementing Upgrade SEA projects, and we applaud the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA.

We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. We encourage the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

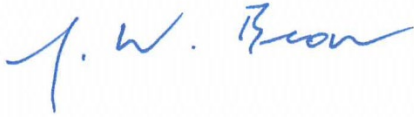
We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

October 24, 2025

Page 2

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Sincerely,

A handwritten signature in blue ink, reading "J. W. Brown". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

Josh Brown  
Executive Director  
Puget Sound Regional Council



Outlook

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**Fwd: [EXTERNAL] City of Kirkland SAMP Letter of Support**

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**From** Schinfeld, Eric <Schinfeld.E@portseattle.org>**Date** Tue 10/28/2025 8:41 AM**To** Commission-Public-Records <commission-public-records@portseattle.org> 2 attachments (226 KB)

City of Kirkland SAMP Support Letter.pdf; image001.png;

Yours,

Eric Schinfeld (he/his/him)

Sr. Manager, Federal &amp; International Government Relations

Port of Seattle/Seattle-Tacoma International Airport

PO Box 1209

Seattle, WA 98111

C: 206-214-8809

E: [schinfeld.e@portseattle.org](mailto:schinfeld.e@portseattle.org) image001.png

Begin forwarded message:

**From:** Andreana Campbell <ACampbell@kirklandwa.gov>**Date:** October 24, 2025 at 9:00:51 AM PDT**To:** commission-publicrecords@portseattle.org**Cc:** Kelli Curtis <KCurtis@kirklandwa.gov>, Kurt Triplett <KTriplett@kirklandwa.gov>, "Schinfeld, Eric" <Schinfeld.E@portseattle.org>, "St John, Samantha" <StJohn.S@portseattle.org>**Subject: [EXTERNAL] City of Kirkland SAMP Letter of Support**

Some people who received this message don't often get email from [acampbell@kirklandwa.gov](mailto:acampbell@kirklandwa.gov). [Learn why this is important](#)

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

Commissioners,

Please find attached Mayor Curtis' letter, on behalf of the Kirkland City Council, in support of continuing the efforts outlined within the Sustainable Airport Master Plan. Should you need additional information or have any questions, please don't hesitate to contact me.

Thank you,



**Andreana (Ana) Campbell** (she/her)  
Interim Government Affairs Manager  
City of Kirkland – City Manager's Office  
[acampbell@kirklandwa.gov](mailto:acampbell@kirklandwa.gov)  
(425) 587-3013 (desk)



October 24, 2025

Port of Seattle Commissioners,

On behalf of the Kirkland City Council, I am writing to express our strong support for continued investment in Seattle-Tacoma International Airport (SEA) and its long-term capacity to serve our region.

As a vital employment center and home to a growing economy on the Eastside, Kirkland depends on reliable, efficient air service to connect our residents and businesses to national and global markets. SEA is a critical gateway not only for Seattle, but for the entire Puget Sound region, and its success directly supports the quality of life and future growth of our community.

We recognize that the increasing demand for air travel is a reflection of the region's economic strength, yet that same demand is placing significant pressure on SEA's facilities. With no viable alternative for a second major commercial airport in the near term, it is essential that SEA continue to modernize and expand to meet future needs.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, there is a risk the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses may site their facilities elsewhere, tourists may take their leisure dollars to other destinations, and our region may miss out on key opportunities for major events.

The City of Kirkland urges the Port Commission to continue advancing investments that sustain SEA as a world-class, community-minded transportation hub. We again congratulate you on reaching this important milestone with the FAA environmental review and look forward to continued engagement as the state environmental review process progresses.

Thank you for your leadership and partnership in strengthening the economic vitality of our region.

Respectfully,

A handwritten signature in dark ink, appearing to read "Kelli Curtis", is written over a light gray background that features a faint, large-scale graphic of a sailboat.

Kelli Curtis, Mayor, City of Kirkland



Outlook

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**[EXTERNAL] Public Testimony Port of Seattle 10/28**

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**From** Sharla Dodd <sharladd@gmail.com>**Date** Mon 10/27/2025 4:40 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

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

Dear Port Commissioners,

I am a resident of the Fremont neighborhood in Seattle and am very disappointed in the FAA's finding of no significant impact of the SAMP. This finding is not surprising though due to the fact that the FAA did not consider climate-warming emissions, ultrafine particles, environmental justice, or the cumulative impacts of the projects (which will be included in the SEPA review the Port will be conducting). I urge you to NOT begin work on any of these 31 projects until SEPA review is completed. Better yet, these projects should be abandoned given the unmitigable climate and the health impacts on area residents. I also urge you to stop expansion on the "SEA Upgrade" that is currently underway.

On another note, I take issue with the Port's October 9th presentation, especially their disingenuous answer to the question about the Port encouraging more flights. They said they don't use any public dollars, which is NOT the same as not doing it. Zero port money should be used on advertising campaigns that encourage flying. And instead of claiming that additional airport investments are needed to prevent extra aircraft emissions and noise, effective action toward reduction of noise and emissions would make more sense.

Lastly, the proposed NW Ports Clean Air Implementation Strategy, a 5 year plan to guide the reduction of GHG and health-harming emissions, includes LNG which is a potent greenhouse gas that also poses a health risk at refinery sites. LNG is a potent greenhouse gas that has no place in a clean air plan!

Thank you for your time and I hope you take my comments into consideration.

Sincerely,

Sharla Dodd



Outlook

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**[EXTERNAL] FW: WPPA support letter for SAMP**

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**From** Eric ffitch <effitch@washingtonports.org>**Date** Tue 10/28/2025 8:48 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>**Cc** Schinfeld, Eric <Schinfeld.E@portseattle.org>

1 attachment (322 KB)

WPPA Ltr\_Support for Port of Seattle SEA-SAMP\_10.17.25.pdf;

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

And this time to the correct email address!

***Eric ffitch***

Executive Director

Washington Public Ports Association

Cell: (360)763-1179

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**From:** Eric ffitch**Sent:** Tuesday, October 28, 2025 8:47 AM**To:** 'commission-publicrecords@portseattle.org' <commission-publicrecords@portseattle.org>**Cc:** Hasegawa.T@portseattle.org; Aaron Pritchard <pritchard.a@portseattle.org>; 'Metruck, Steve' <metruck.s@portseattle.org>; Edwards, Pearse <edwards.p@portseattle.org>; schinfeld.e@portseattle.org; 'ghouse.a@Portseattle.org' <ghouse.a@Portseattle.org>; Gallagher, Clare <gallagher.c@portseattle.org>; James Cockburn <jcockburn@washingtonports.org>**Subject:** WPPA support letter for SAMP

Commission President Hasegawa et al - Please see attached for a letter expressing the Washington Public Ports Association's support for continued investments in SEA Airport and the SAMP near-term projects.

Thank you!

-Eric f.

**Eric ffitch**

A email Executive Director

sig Washington Public Ports Association

t: 360.763.1179 | e: [effitch@washingtonports.org](mailto:effitch@washingtonports.org)



October 17, 2025

Toshiko Grace Hasegawa  
President, Port of Seattle Commission  
PO Box 1209  
Seattle, WA 98111

**Re: Support for Sustainable Airport Master Plan Near-Term Projects**

President Hasegawa:

On behalf of the Washington Public Ports Association, I am writing to express our strong support for continued investment in a critical transportation asset: Seattle-Tacoma International Airport.

The Washington Public Ports Association represents our state's seventy-five public port districts, who drive economic development in communities around our state. Our members operate international cargo terminals and small community marinas. They operate airports and manage industrial parks in communities of all sizes and demographics, but they are united by their creative approach to supporting regional economic development.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success and growth of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port commissioners have been consistent in advocating for both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

We urge you to continue moving forward with investments which will ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

**Washington Public Ports Association**  
**A Trade Association Representing the 75 Public Port Districts of Washington State**  
1501 Capitol Way, Suite 304 • Olympia, WA 98501 • 360.943.0760 • [www.washingtonports.org](http://www.washingtonports.org)



Thank you for your leadership and please let us know how we can continue to be a partner and you in these efforts.

Sincerely,

A handwritten signature in brown ink, appearing to read "Eric Ffitch".

Eric Ffitch  
Executive Director  
Washington Public Ports Association



Outlook

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**[EXTERNAL] Public Comment for Commission Meeting**

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**From** Dan Lapinsky <d.lapinsky@avairpros.com>**Date** Sat 10/25/2025 6:33 AM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (295 KB)

20251024 AAAC SAMP Letter of Support.pdf;

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

To whom it may concern,

On behalf of Randy Fiertz, the Airlines Airport Affairs Committee chair, I'm submitting the attached letter to be entered into the public record. This letter was developed in collaboration and coordination with all Airlines that serve SEA.

Please feel free to contact me if there are any questions.

**Dan Lapinsky****AvAirPros**

PO Box 68727 | Seattle, WA 98168-0727

360.410.7843 mobile



October 24, 2025

Port of Seattle Commissioners,

On behalf of the Airlines Airport Affairs Committee (AAAC), which represents the 54 airlines that operate at SEA, I am writing to express our strong support for the continued investment in Seattle-Tacoma International Airport (SEA).

SEA serves as a critical gateway for our region, and the ongoing growth in air travel demand reflects the broader success of the Puget Sound region. However, that growth has also placed significant pressure on the airport's existing facilities. With no near-term prospects for another major commercial airport in the region, it is essential that SEA continue to expand its capacity and maintain a high level of service for travelers.

The Airlines are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Continued progress on these efforts is essential to maintaining SEA's role as a reliable and efficient transportation hub. Without these investments, the airport could become a chokepoint for regional growth, affecting businesses, tourism, and the ability of families and visitors to travel to and from the region. Businesses may choose to locate their operations elsewhere, tourists may take their leisure dollars to other destinations, and the region could lose valuable opportunities to host major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. The Airlines strongly support your advocacy as SAMP advances through the state environmental review process. We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs.

Congratulations again on achieving FAA approval of the SAMP federal environmental review. We look forward to continued collaboration as these projects move through the State Environmental Policy Act (SEPA) process.

Thank you for your leadership, and please let us know how the Airlines can continue to partner with you to ensure the success of SEA and the region it serves.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Fiertz", with a long, sweeping horizontal line extending to the right.

Randy Fiertz

Chair, Airlines Airport Affairs Committee (AAAC)

On behalf of the Airlines Airport Affairs Committee





Outlook

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**[EXTERNAL] Consular Association Support Letter**

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**From** Mark Gantar <markgantar@arcsoftus.com>**Date** Mon 10/27/2025 5:14 PM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (268 KB)

CAW Port of Seattle Support Letter.docx;

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



October 28th, 2025

Re: Support Letter from the Consular Association of Washington

Dear Port of Seattle Commissioners,

On behalf of the Consular Association of Washington with over 50 consulates residing in the State of Washington, I am writing to express our strong support for efforts to continue to invest in Seattle-Tacoma International Airport.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.



**CONSULAR ASSOCIATION  
OF WASHINGTON**  
"Connecting Nations, Forging Bonds"

www.consularassociation.org  
consularassociationofwa@gmail.com  
425-922-0517

The Consular Community in particular are keenly interested in SEA as a transportation hub not only for the consulates themselves but for the trade and foreign direct investment that is made by the communities that they represent in Washington State. Eight out of the ten top trading countries with Washington State are currently members of the Consular Association. SEA represents a critical infrastructure component and partner with the Consular Association.

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Best Wishes from the board of the Consular Association,

Signature Mark M. Gantar  
Mark Gantar, President of Consular Association of Washington



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**[EXTERNAL] Re: Testify by phone at Tuesday's port meeting**

---

**From** laura gibbons <lgibbons51@yahoo.com>

**Date** Sun 10/26/2025 9:53 AM

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

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

Here is my full testimony, for the record, in case it gets cut short on Tuesday. I still want to testify over the phone.

I'm Laura Gibbons, a volunteer on 350 Seattle's Aviation Team.

I am not surprised but still disappointed in the FAA's finding of no significant impact of the SAMP. I'm glad to hear that your SEPA review will consider several areas dropped by the Trump administration, including climate-warming emissions, ultrafine particles, environmental justice, and the cumulative impacts of the projects.

I take issue with parts of your October 9 presentation on the FONSI, including

- Your disingenuous answer to the question about Port advertising encouraging more flights. Not using any public dollars, is NOT the same as not doing it.
- The talking point about needing to expand to avoid the emissions and noise from planes circling to land. This is almost silly. Expanding would far outweigh any effects of planes circling. If you care about emissions and noise, you have the power to address it directly.

I know it's allowed, but the SEPA review is not very useful if you begin work on any of these 31 projects before the review is completed. In fact, given the unmitigable climate damage and the health impacts on area residents, you should not expand with these 31 projects OR with the SeaTac Upgrade currently underway.

Finally, on another topic, LNG is a potent greenhouse gas that has no place in any clean air plan.

On Sunday, October 26, 2025 at 08:55:26 AM PDT, laura gibbons <lgibbons51@yahoo.com> wrote:

Hi, I'd like to give public testimony by phone at Tuesday's Port meeting. thank you - Laura



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**[EXTERNAL] Public Comment, SEPA Review**

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**From** Tyrell Hedlund <tyrellhedlund@gmail.com>

**Date** Mon 10/27/2025 9:38 PM

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

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

Dear Commissioners,

I am writing to comment on Agenda Item No. 11a, the SEPA review of the proposed Sea-Tac master plan. I live with my family in South Seattle and am concerned about the increasing level of pollution -- climate, ultrafine particulate, and noise -- from Sea-Tac and the disparate impact it has on communities near the airport and under flight paths.

I am glad that the SEPA review of the plan will consider climate emissions, ultrafine particles, environmental justice, and the cumulative impacts of the projects, I am concerned that the Commission will allow work to go forward prior to the review being completed. I am also concerned that the Commission will allow expansion to go forward that will further increase the tremendous amount of emissions and pollution -- much of which simply cannot be mitigated -- generated by flights in and out of Sea-Tac.

I urge you to not allow any projects to begin until the review is complete.

Thank you,  
Tyrell Hedlund




Outlook

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**[EXTERNAL] Comment Letter by the Consulate General of the Republic of Korea in Seattle**

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**From** "최지호" <jihchoi24@mofa.go.kr>**Date** Tue 10/28/2025 10:20 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>**Cc** Zaugg Black, Karin <ZauggBlack.K@portseattle.org>; "전종화" <jhjeon07@mofa.go.kr> 1 attachment (54 KB)

Comment Letter by the Consulate General of the Republic of Korea in Seattle.pdf;

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

Dear Sir or Madam,

Please find attached a Comment Letter from the Consulate General of the Republic of Korea in Seattle, expressing our support for the ongoing investment efforts in Seattle–Tacoma International Airport.

We would appreciate it if you could kindly review the attached document.

Thank you very much for your attention.

Sincerely,

**Jiho Choi | 최지호**

*Consulate General of the Republic of Korea in Seattle*

*115 W Mercer St, Seattle WA 98119*

*Tel (206) 441-1011 Ext. 303 / Cell (206) 493-3459*

October 28, 2025

Port of Seattle Commissioners,

On behalf of the Consulate General of the Republic of Korea in Seattle, I am writing to express our strong support for efforts to continue to invest in Seattle-Tacoma International Airport.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

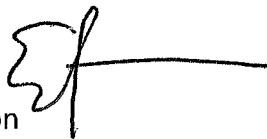
We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities - all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'J' followed by a horizontal line.

Jonghwa Jeon

Consul

Consulate General of the Republic of Korea in Seattle





---


**Fw: [EXTERNAL] Alaska Airlines Comments on SAMP**

---

**From** Choe, Francis <Choe.F@portseattle.org>

**Date** Mon 10/27/2025 2:58 PM

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

 1 attachment (155 KB)

Alaska Airlines Comments on SAMP - October 2025.pdf;

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**From:** Scott Kennedy <Scott.Kennedy@alaskaair.com>

**Sent:** Monday, October 27, 2025 2:45 PM

**To:** Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

**Cc:** Pritchard, Aaron <Pritchard.A@portseattle.org>; Edwards, Pearse <Edwards.P@portseattle.org>; Schinfeld, Eric <Schinfeld.E@portseattle.org>; Megan Ouellette <Megan.Ouellette@AlaskaAir.com>

**Subject:** [EXTERNAL] Alaska Airlines Comments on SAMP

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

Dear Commissioners,

Please find the attached comment letter from Alaska Airlines regarding the Port of Seattle's Sustainable Airport Master Plan (SAMP) for Seattle-Tacoma International Airport (SEA). We appreciate the opportunity to provide comments and look forward to sharing them at tomorrow's Commission meeting. Please reach out with any questions.

Sincerely,

**Scott Kennedy**

Senior Manager, State & Local Government Affairs

Alaska Airlines

W – 206-979-4347



**Alaska**

**HAWAIIAN.**



28 October 2025

Port of Seattle Commission  
P.O. Box 68727  
Seattle, WA 98168

**Re: Alaska Airlines Comments on SAMP**

Dear Commissioners,

On behalf of Alaska Airlines, I am pleased to express support for advancing the Port of Seattle's Sustainable Airport Master Plan (SAMP) for Seattle-Tacoma International Airport (SEA).

Alaska Airlines is committed to the success of SEA, our largest hub airport, and supports this critical infrastructure development to meet the growing aviation demands of our region. Headquartered in the City of SeaTac, along with subsidiaries Hawaiian Airlines and Horizon Air, Alaska Airlines represents the largest carrier at SEA by operation and passenger volume. Building on a rich legacy of operational performance, customer service, and connecting communities, our network connects guests to 140+ destinations on 1,500 daily flights and to over 1,200 destinations via the **one**World Alliance and our global partners. From our growing global gateway at SEA, Alaska operates a peak day schedule of over 370 departures to more than 100 destinations. In 2025, Alaska expects to serve over 13.8 million enplaned passengers at SEA. The recent addition of widebody aircraft to Alaska's fleet has enabled us to begin exciting new direct international service from SEA to Tokyo and Seoul in 2025, and next year we will begin new service to Rome, London and Reykjavik. With additional aircraft on the way, including the new fuel-efficient Boeing 787-9 Dreamliner, Alaska plans to operate at least 12 non-stop intercontinental flights from SEA by 2030.

As projections for Puget Sound's population and demand for air travel continue to grow, a smooth functioning, properly equipped, operationally efficient, and environmentally sustainable SEA airport is critical for our travelers, our local communities, and our regional economy. In recent years, Alaska and the Port have partnered on several significant capital projects at the airport representing hundreds of millions of dollars in investments to improve the guest experience, capacity, and efficiency to meet demand. In 2021, we celebrated the opening of the N Concourse Modernization project: a \$700 million project to rebuild and modernize the North Satellite and provide guests with an elevated and comfortable travel experience, including access to Alaska's 15,800 square-foot flagship lounge. More recently, Alaska and the Port embarked on our largest airport renovation project yet: The SEA Gateway Project. This three-year project, led by Alaska as a tenant improvement and slated for completion in early 2026, will transform our lobby into a modern, airy, and easy-to-navigate space for guests and employees featuring innovative new

PO Box 68900, Seattle, WA 98168

 206.433.3200



designs and technologies to improve and streamline the check-in, baggage drop, and security experience. These projects and others are the result of strong collaboration between the Port of Seattle and Alaska Airlines, and we are proud of the foundation we have laid together for partnership in the years ahead.

A key component of SAMP is the proposal to develop a second passenger terminal complete with a secure- side connection to the North Satellite. This project represents a significant investment in airport infrastructure to meet the growing travel demands of our region. Alaska appreciates the Port's commitment to partner with Alaska on the design and planning phases to maximize the potential of this new terminal, including providing a fully connected experience for passengers and airline operations both inside and outside of security and accommodating expanded international service out of SEA. With the development of this critical new infrastructure, we are committed to working alongside the Port to ensure the safety and reliability of operations at SEA.

Alaska Airlines is proud of our decades-long partnership with the Port of Seattle and SEA leadership to invest in and grow this important and vital gateway to our region. We look forward to working together to support the continued growth of our region and economy.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shane Jones", with a long horizontal flourish extending to the right.

Shane Jones  
Senior Vice President- Fleet, Revenue Products and Real Estate  
Alaska Airlines



Outlook

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**[EXTERNAL] Letter of Support for the SEA SAMP**

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**From** Elizabeth K. Russell <erussell@saltchukaviationss.com>**Date** Tue 10/28/2025 7:28 AM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (245 KB)

SEA SAMP Letter of Support - NAC D Karp\_.pdf;

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

**Elizabeth Russell | Manager, Administration and Contracting**

Aloha Air Cargo | Aloha Tech Ops | Northern Air Cargo | Northern Air Maintenance Services | Ryan Air | Saltchuk Aviation Shared Services | NAS Aircraft Leasing Company

**Phone:** 907-249-5139 | **Fax:** 907-249-5190 | **Cell:** 907-223-7115**Address:** 4510 Old International Airport Road, Anchorage, AK 99502**Email:** [erussell@saltchukaviationss.com](mailto:erussell@saltchukaviationss.com)



October 24, 2025

Dear Port of Seattle Commissioners,

On behalf of Northern Air Cargo, LLC's cargo operations at SEA we are writing to express our support for the continued investment in Seattle-Tacoma International Airport (SEA).

SEA serves as a critical gateway for the region, and the ongoing growth in air travel demand reflects the broader success of the surrounding areas. However, that growth has also placed significant pressure on the airport's existing facilities. With no near-term prospects for another major commercial airport in the region, it is essential that SEA continue to expand its capacity and maintain a high level of service for travelers and the companies that operate at the airport.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we applaud the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Continued progress on these efforts is essential to maintaining SEA's role as a reliable and efficient transportation hub. Without these investments, the airport could become a chokepoint for regional growth, affecting businesses, tourism, and the ability of families and visitors to travel to and from the region. Businesses may choose to locate their operations elsewhere, tourists may take their leisure dollars to other destinations, and the region could lose valuable opportunities to host major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. Northern Air Cargo, LLC strongly supports your advocacy as SAMP advances through the state environmental review process. We urge you to continue moving forward with investments to ensure that the region has the world-class air travel facilities that it needs.

Sincerely,

Signed by:

*David W. Karp*

4EB201152FFD428...  
David W. Karp  
President

er

**ASALTCHUK AVIATION COMPANY**

3900 OLD INTERNATIONAL AIRPORT ROAD | ANCHORAGE, AK 99502

PHONE 907-243-3331 | TOLL FREE 800-727-2141 | FAX 907-249-5190 | [WWW.NAC.AERO](http://WWW.NAC.AERO)



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**[EXTERNAL] RE: Public comment for PoS Commission Meeting, 10/28/25, subject SAMP Review**

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From annек@36524.com <anneк@36524.com>

Date Tue 10/28/2025 8:59 AM

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

Cc 'Richard Leeds' <leedsrichard@gmail.com>; annек@36524.com <anneк@36524.com>

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

Dear Port of Seattle Commissioners,

I am writing to comment on the SAMP review and conclusions, as organized and presented by the FAA in conjunction with the Port of Seattle staff. I represent myself and my husband, both of whom having been trained as engineers and been involved in and supported environmental, climate and social equity issues for the past 25 years, including through our private foundation.

With the thousands of hours (and pages) of thoughtful input from cities, communities, organizations and individuals, all regarding the proposal to expand the Seatac airport and operations, followed by the thousands of hours given by the Port staff to review this input, it would be an incredible waste of everyone's time, energy and effort, to decide that there will be no significant impact to expansion. In our opinion, it would be a miscarriage of justice.

Since the comparison of the no-action choice vs the any action choice, shows almost as many flights, it is easy to come to the conclusion that all these expansion projects proposed have no significant impact and all negative impacts can be potentially be mitigated. The delta between these 2 scenarios is small and therefore of little significance, per the study results. Since the parameters were known in advance, these 2 benchmarks could have been made known ahead of time, so that years of time, energy and money would have been saved. If cumulative impacts and current non-mitigation, with the pollution and poisoning of tens of thousands of people around the airport and below the flight paths, aren't going to be addressed, then why go through the effort of the SAMP review process?

“Without additional investments, SEA would see increasingly worse conditions ... **more planes circling overhead waiting for their chance to land, which will lead to even extra aircraft emissions and noise.**” This argument given from the study results, fails to understand what is widely known, “build it and they will come”. More highway lanes bring more cars on the road, more air flight accommodations also bring more flights. If this is the hype that is given to our policymakers, we are not getting the research acumen, and respect, that our region deserves, especially in the most densely populated area of Washinton State.

Even if you are going to address the serious concerns of aviation pollution through the SEPA process, why are you starting, in fact have already started, work on any of the 31 projects, and 2<sup>nd</sup> terminal, under the SAMP review? Are you so confident that again, you will be able to rig the review 2<sup>nd</sup> process, so that there are no significant findings of impact? In fact, have there ever been any Findings of Significant Impact, from any Port of Seattle study? Not in the last 10+ years that I have been watching,

at least. Meanwhile, more money and time is spent on public projects, which benefit the for-profit community, at the expense of residents below.

Please consider taking these projects out of the Port work stream and please do not spend ANY advertising dollars to help all of these for-profit businesses, to continue to harm our regions populace.

Sincerely,

Anne Kroeker and Richard Leeds



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**[EXTERNAL] Letter of support\_SeaTac International Airport Improvement**

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**From** Huihui Chang <huihui0930@gmail.com>

**Date** Mon 10/27/2025 6:50 PM

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

 1 attachment (237 KB)

Letter of Support\_SEA Airport Investment.pdf;

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

Dear Port of Seattle Commissioners,

Attached Please find our letter expressing support for the investment in SEA and its future development.

Thanks for your continued work and commitment to maintaining SEA as a well-functioning and globally connected gateway for our region.

Best,

張慧慧

Sophie Hui-Hui CHANG (Ms.)

Deputy Director

Taipei Economic & Cultural Office in Seattle (TECO in Seattle)

+1-206-441-4586 #310

+1-206-484-7231 (mobile)



駐西雅圖台北經濟文化辦事處  
*Taipei Economic and Cultural Office in Seattle*  
One Union Square, Suite 2020  
600 University Street  
Seattle, Washington 98101 U.S.A.  
Tel: (206) 441- 4586 Fax: (206) 441- 4320

October 27, 2025

Dear Port of Seattle Commissioners,

Thank you for the opportunity to comment on the ongoing planning and investment efforts for Seattle-Tacoma International Airport.

We recognize SEA's important role as a key transportation hub for our region and its contribution to international travel, trade, and exchange. Continued improvements that enhance efficiency, safety, and connectivity will benefit the broader community and strengthen our shared regional ties.

We appreciate the Port's ongoing work to ensure SEA can continue serving travelers and partners effectively in the years ahead.

Sincerely,



May Lin

Director General

Taipei Economic and Cultural Office in Seattle



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## Comment in Support of the Revised Welcoming Port Policy Directive

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From Longo, Nic <Longo.N@portseattle.org>

Date Fri 10/24/2025 3:10 PM

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

Dear Commissioners,

I want to express my strong support for the updated Welcoming Port Policy Directive. It means a lot that the Port is reaffirming and expanding its commitment to the safety, inclusion, and participation of immigrants, refugees, and international visitors.

It is especially meaningful that this happens during your October 28 meeting, on National Immigrants Day. This day celebrates the contributions of immigrants and reminds us how much they help our community and our country grow stronger.

This policy shows what the Port stands for. Our success depends on the people who work in, travel through, and connect with our facilities from all around the world. By continuing to strengthen this directive, the Port sends a clear message: everyone should feel safe, respected, and welcome here.

As a Port of Seattle employee and an immigrant myself, I know how important it is to feel included. I'm proud to work for an organization that lives these values and to support this important resolution.

Sincerely,  
**Nic Longo**  
VOICE ERG



**Nicola Longo, P.E.**

Pronouns: he/him

Aviation Planning

Port of Seattle

Tel: (206) 390-7712





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**[EXTERNAL] Public Comment for 10/28 Commission Meeting re: Agenda Item 11A (SAMP NTP)**

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**From** Jessica Ng <jessica.ng@clearme.com>

**Date** Mon 10/27/2025 10:19 AM

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

 1 attachment (291 KB)

FINAL SEA SAMP comment letter\_signed.pdf;

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

Good morning,

On behalf of Kyle McLaughlin, Executive Vice President of Aviation at CLEAR, please find attached a copy of a public comment letter regarding Agenda Item 11A on the October 28, 2025 Commission Meeting regarding the Sustainable Airport Master Plan.

If you have any problems accessing this letter, please don't hesitate to contact me.

Thanks,  
Jessica

--

**Jessica Hsiang Ng**

Director, State & Local Public Affairs



85 10th Avenue, 9th Floor | New York, NY 10011

[jessica.ng@clearme.com](mailto:jessica.ng@clearme.com) | [www.clearme.com](http://www.clearme.com)

[Download](#) the CLEAR app!



October 27, 2025

*Delivered via email*

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

Dear Port of Seattle Commissioners:

On behalf of CLEAR, thank you for the opportunity to express our support for your efforts to continue investing in Seattle-Tacoma International Airport (SEA).

CLEAR has operated at SEA since 2016, and we work closely with our airport, airline, and federal partners to ensure that passengers can move seamlessly and predictably through the airport's security checkpoints. Our public-private partnership has helped bring new technology to SEA at no cost to taxpayers, enhancing security and the passenger experience. For example, we recently launched an automated eGate in Checkpoint 1 that conducts real-time biometric verification on an opt-in basis, matching a traveler's facial image with their identity document and boarding pass, and allowing passengers to proceed directly to physical screening, bypassing the TSA podium. Since our launch nearly 10 years ago, CLEAR's membership base has grown to more than 1 million local Members, and we have conducted 12 million secure passenger verifications.

CLEAR's growth at SEA is a reflection of increasing passenger demand at SEA and of the region's continued growth and success. As a critical gateway to the Pacific Northwest, SEA is the entry and exit door for local, domestic, and international travelers alike. Even as CLEAR's successful public-private partnership with SEA has helped scale identity verification and streamline airport processing, the fact remains: Growing demand continues to put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA continue seeking ways to provide a high-level of service to travelers.

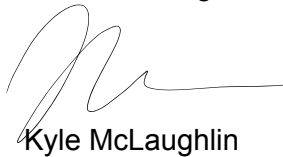
We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. These current and future investments should proceed in parallel with innovative public-private partnership opportunities to

Members of the Port of Seattle Commission  
October 27, 2025  
Page two

ensure that employees, tourists, customers, and family members can continue traveling to and from SEA as easily as possible.

Port Commissioners have been consistent advocates in promoting both a high-quality airport and a sustainable, responsible focus on the community. We urge you to continue moving forward with investments to ensure that the region has the world-class air travel facilities that it needs. And CLEAR stands as a ready partner to provide scalable, secure solutions to deliver an outstanding passenger experience and continue enhancing security.

With warm regards,

A handwritten signature in black ink, appearing to read 'Kyle McLaughlin', with a stylized, flowing script.

Kyle McLaughlin  
Executive Vice President, Aviation




Outlook

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**[EXTERNAL] Support for the Airport Master Plan**

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**From** Austin Miller <austinm@wahospitality.org>**Date** Thu 10/23/2025 10:43 AM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (47 KB)

SHA and SRA Comment Letter Airport Master Plan.pdf;

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

Dear Port of Seattle Commissioners,

On behalf of both the Seattle Hotel Association and the Seattle Restaurant Alliance, please see attached letter of support. Thank you for your work on this critical issue.

Best,

Austin

**Austin Miller**

Senior Manager of Local Government Affairs

Washington Hospitality Association

c 206.465.2966 [wahospitality.org](http://wahospitality.org)

10/23/25

Port of Seattle Commissioners,

On behalf of the Seattle Hotel Association and the Seattle Restaurant Alliance, I am writing to express our strong support for efforts to continue to invest in Seattle-Tacoma International Airport.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Best,

Austin Miller  
Senior Manager Local Government Affairs





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[EXTERNAL] Public comment for the Commissioner's public meeting on 10/28/25 on (1) the "Sustainable" Airport Master Plan and (2) the proposed NW Ports Clean Air Implementation Strategy

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From Rosemary Moore <rosemarymoore100@hotmail.com>

Date Sun 10/26/2025 12:23 PM

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

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

Good morning,

I would like to make the following public comments on (1) the "Sustainable" Airport Master Plan (SAMP) and (2) the proposed NW Ports Clean Air Implementation Strategy ahead of the Commission's 10/28 public meeting.

### 1. The "Sustainable" Airport Master Plan (SAMP)

I am deeply disappointed in the FAA's find of no significant impact arising from the SAMP. This is plainly wrong yet unsurprising given that the FAA did not consider:

- climate-warming emissions;
- ultrafine particles;
- environmental justice; or
- the cumulative impacts of the projects.

I am pleased to learn that these will be considered in the Port's SEPA review.

**I urge the Port not to begin work on any of these 31 projects – or allow others to begin – until the SEPA review has been completed and considered.**

– Given the unmitigable national climate and local health impacts that will result from these 31 projects – and from the SeaTac upgrade that is currently underway – I also urge the Commissioners to decide immediately not to proceed with the projects (and to cancel the upgrade).

I also urge you not to use any Port money (whether public money or not) on advertising campaigns to promote and boost flying. Aviation is a leading cause of greenhouse gas emissions and other pollutants that harm our climate globally and our health locally. Alternative jet fuel cannot be produced in sufficient quantities to end or significantly reduce this pollution. **Alternative jet fuel created from biosources will not reduce greenhouse gas emissions.**

### 2. The proposed NW Ports Clean Air Implementation Strategy

This five year plan to guide the reduction of GHG and health-harming emissions relies in part on LNG. This is misguided. LNG is a **potent greenhouse gas** that has no place in a clean air plan. Further, LNG poses a health risk at refinery sites. **Please rework the plan to remove the use of LNG.**

Thank you for considering these points.

Sincerely,

Rosemary Moore



10/27/25, 11:54 AM

Inbox - Commission-Public-Records - Outlook

Mercer Island,  
WA 98040  
206 251 7009



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**[EXTERNAL] Public Comment - Resolution No. 3838: Amending the Welcoming Port Policy Directive**

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**From** Luis Navarro <L.Navarro88@outlook.com>

**Date** Fri 10/24/2025 2:38 PM

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

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

**Dear Port of Seattle Commissioners and Executive Director,**

I read with great interest the proposed **Resolution No. 3838: Amending the Welcoming Port Policy Directive for the 10/28/2025 meeting** and I fully support the effort to update and strengthen this important policy.

As a retired Port of Seattle employee — formerly Director of Social Responsibility (beginning in 2010) and later Director of Workforce Development — I had the privilege of helping advance early equity and inclusion initiatives that honored the dignity and rights of all people, including people of color, immigrants, and refugees who work for the Port, our business partners, and our neighboring communities.

I was also a founding member of the Port's employee resource group **VOICE (The Voice of Immigrants Committed to Equity)**. In that spirit, I would like to offer two recommendations for consideration in the resolution:

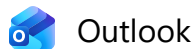
1. **Recognize Port Resource Groups** — particularly VOICE — as important and reliable partners in advancing this work and include them explicitly in the Resolution.
2. **Ensure the Independence of the Immigration Working Group (IWG)** — as described in Section H — by including representatives from VOICE, other relevant ERGs, and community leaders. Most importantly, the IWG should remain an independent body reporting directly to the Commission and the Executive Director. Only through such independence and high-level direct reporting of findings and recommendations, can the group foster open dialogue and provide candid, effective recommendations.

Thank you again for your leadership and continued commitment to equity and inclusion.

Sincerely,

**Luis Navarro (Retired)**

Bellevue, WA



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**[EXTERNAL] Written comment for 10/28/2025 commission meeting**

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**From** Elizabeth Burton <seattlecruisectrl@gmail.com>

**Date** Mon 10/27/2025 2:52 PM

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

 1 attachment (235 KB)

SCC Seattle Comment on LNG in NW Ports Clean Air Plan.pdf;

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

Hello, Clerk Hart & Staff,

I am attaching a pdf of a written comment regarding the NW Ports Clean Air Implementation Plan, as a public comment for the Commission meeting tomorrow, 10/28/2025. This comment is from Seattle Cruise Control.

I'm not sure if you usually distribute the written comments to the commissioners by printing them out on paper, but if it's possible, we'd appreciate you sending this pdf file electronically, so that the embedded links will be live. Please let me know if it would be better for me to send the comment in a different format.

Thank you very much,  
Elizabeth Burton  
on behalf of Seattle Cruise Control



Dear Port of Seattle Commissioners,

This is a public comment for the October 28, 2025 Commission Meeting.

**Liquefied natural gas (LNG) has no place in a clean air plan.** Please remove all mention of LNG from the NW Ports Clean Air Implementation Plan.

**The “dispute” regarding the effectiveness of LNG in reducing maritime greenhouse gases is primarily fueled by fossil fuel companies with a financial stake in their product,** cruise companies who already ordered the construction of LNG ships years ago, and shipping companies that want to greenwash their reputation while avoiding real, meaningful changes.

In 2019, a working group of the International Maritime Organization tasked with studying the reduction of greenhouse gas emissions from ships concluded that “[LNG is not a climate solution for shipping](#).” The study pointed to methane slippage in engines and methane leaks in the supply chain, elimination of fossil fuels being part of the Paris Agreement goals, the likelihood of extensive stranded assets, and the global warming potential of methane over a 20-year timeframe.

The International Council on Clean Transportation (ICCT) released a detailed study in 2020, [The Climate Implications of Using LNG as a Marine Fuel](#). The analysis includes upstream emissions, combustion emissions, and unburned methane (methane slip). The findings showed that over a 20-year timeframe, for all engine types, LNG had a worse impact on climate than marine gas oil (MGO) and heavy fuel oil (HFO). “*The most popular LNG engine technology is low-pressure dual fuel, four-stroke, medium-speed, which is used on at least 300 ships; it is especially popular with LNG-fueled cruise ships. Results show this technology emitted 70% more life-cycle GHGs when it used LNG instead of MGO and 82% more than using MGO in a comparable medium-speed diesel engine.*” Over a 100-year timeframe results showed most engine types, including the most commonly used for cruise ships and international shipping, were still worse for the climate than MGO and HFO. Concerns were also noted that “*continuing to invest in LNG infrastructure on ships and on shore might make it harder to transition to low-carbon and zero-carbon fuels in the future.*”

In order to maintain a “disputable” status around the discussion of LNG as a climate solution, studies have been commissioned by those with a financial interest in keeping gas as a preferred fuel. In 2019, the gas industry commissioned and funded a study of LNG that claimed a 21% reduction in GHG if the world fleet switched to LNG: Thinkstep, [Lifecycle GHG Emission Study on the Use of LNG as Marine Fuel](#). It’s worth looking at the several pages of backers of this study, which include dozens of oil and gas companies, and, of course, Carnival Corporation. A detailed rebuttal of this study, [Increased use of LNG might not reduce maritime GHG emissions at all](#), by Dr. Elizabeth Lindstad, Chief Scientist at the Norwegian ocean research institute SINTEF, identifies the improbable assumptions that were used to create the industry’s desired outcome.

The “disputable” status of LNG as a climate solution becomes even less convincing in light of the fact that the ICCT’s conclusions are based on actual measurement of

methane emissions under real-world circumstances: their [FUMES \(Fugitive and Unburned Methane Emissions from Ships\)](#) study sent helicopters and drones into the exhaust plumes of ships underway to measure actual methane emissions, as opposed to measuring engine performance under laboratory conditions, or making convenient assumptions, as the industry-funded study did. The ICCT, in collaboration with scientific and academic partners, is currently undertaking a follow-up study, [FUMES 2](#), to fill knowledge gaps for additional kinds of ships.

Renewable natural gas (RNG) is produced from organic waste from landfills, animal manure, and wastewater treatment plants. We acknowledge the wisdom of capturing and using RNG to lower greenhouse gas emissions, but strongly caution against misusing this practice as an excuse to build out or prolong LNG fossil gas infrastructure like Puget Sound Energy's Tacoma refinery. The availability of RNG from local sources in Washington is currently less than 1% of the total gas used and even if captured from additional local sources, RNG could not replace a significant percentage of total use. Due to methane leakage at all points in the storage and transport process, RNG is most effective when used as close to the source as possible. Mixing a small amount of RNG into a pipeline should not be used as a way to greenwash gas as a maritime fuel solution. For more information, see the Sightline Institute's primer on the [flaws of RNG](#).

**Additionally, there are concerns with LNG regarding health, safety, and Indigenous sovereignty.**

There are widespread health concerns connected to fracking, which is now the most common extraction method for gas. The [Compendium of Scientific, Medical, and Media Findings Demonstrating Risks and Harms of Fracking and Associated Gas and Oil Infrastructure](#), compiled by Physicians For Social Responsibility and Concerned Health Professionals of New York, comprehensively documents and describes observed and potential impacts of fracking. Air pollution from fracking is linked to prenatal harm, cancer, respiratory problems, heart disease, mental health issues, and premature death. Fracking contaminates and depletes drinking water, leading to additional health impacts. Further, by exacerbating the climate crisis, fracking contributes to or exacerbates many other health impacts.

Pollution from refineries and storage facilities, including Puget Sound Energy's controversial Tacoma LNG, create health impacts and safety risks for nearby communities and workers. Along with greenhouse gases, these facilities also release volatile organic compounds, nitrogen oxides, and particulate matter, which are linked to cancer, asthma, birth defects, heart disease and premature death. Puget Sound Energy's Tacoma LNG plant received 19 notices of violation from the Puget Sound Clean Air Agency for self-reported permit violations between November 2021 and May 2024. The violations involved uncontrolled releases of unburnt gases from the flare, such as methane and other volatile organic compounds into the atmosphere on approximately 50 different days.

Safety risks for an LNG storage facility or bunker barge include cryogenic hazards like frostbite and structural damage from extreme cold, flammability risks from potential gas leaks that can cause vapor clouds, flash fires, and explosions, and operational risks such as hose/mooring failure, sloshing, and potential overpressure. Mishandling can lead to

spills, while personnel can face asphyxiation or cryogenic burns if not properly protected. The heat from an LNG explosion can be hot enough to melt steel, and the fires cannot be extinguished with water. The Tacoma LNG storage tank can hold 8 million gallons of the condensed gas and is located on the Cascadia earthquake fault line, in the lahar zone for Mt. Tahoma, on soil prone to liquefaction. Port LNG facilities have also been noted as possible terrorist targets.

The Puyallup Tribe has publicly opposed the permitting of the Tacoma LNG refinery, including taking legal action against the lack of proper health and safety analysis. This facility is located on the Tribe's ancestral tideflats, directly adjacent to the Puyallup Reservation, creating outsized risks for tribal members and tribal infrastructure. In 2024, the [Puyallup Tribe took legal action](#) again to appeal the revision of a permit to allow for the construction of infrastructure for fueling ships other than TOTE Maritime, which was in the original permit. This revision would have paved the way for bunker barging to take place, which would greatly increase safety risks and potential impacts to salmon and water quality. Despite a claim during the 8/19/25 Port of Tacoma meeting that the Tacoma LNG facility was "underutilized", respect for Indigenous sovereignty compels respect for the Puyallup Tribe's wishes not to have any increased activity there.

**As elected representatives for the Port of Seattle, you should be accountable to your constituents.** The public made it very clear that we did not want Puget Sound Energy's Tacoma LNG, with years of outcry and peaceful resistance during the permitting process, legal appeals, Interim Regulations, and Tideflats Subarea Plan comment periods.

Implementation plans lay the groundwork for actions, and real solutions are needed to protect our health and the climate of our shared home. LNG from fracked gas has no place in a clean air plan. Real solutions do not trade one harm for another, or look at only a small portion of the problem. We urge you to remove LNG from the NW Ports Clean Air Implementation Strategy.

Sincerely,  
Seattle Cruise Control  
seattlecruisectrl@gmail.com





Outlook

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**[EXTERNAL] Public Comment (October 28 Meeting -- Item 11a)**

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**From** Sarah Shifley <sarah.shifley@gmail.com>**Date** Mon 10/27/2025 9:37 PM**To** Commission-Public-Records <commission-public-records@portseattle.org>

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

Dear Port of Seattle Commissioners,

I am writing to comment on Agenda Item 11a (presentation on the SAMP SEPA review). While I am glad that the SEPA will consider CO2 and other climate-warming emissions, ultrafine particulate pollution, the disparate impact of pollution on airport-impacted communities, and the cumulative impact of the projects, I am concerned that the Port may allow projects to go forward prior to completion of the SEPA. I urge you to ensure the SEPA is complete prior to allowing any projects to go forward.

Thank you,  
Sarah Shifley



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**[EXTERNAL] Port of Seattle Commission Meeting Oct 28 2025: SAMP support letter**

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**From** Robin Twyman \* <Robin.Twyman@fcdo.gov.uk>

**Date** Sun 10/26/2025 5:37 PM

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

 1 attachment (137 KB)

251026 UKGO letter to Port of Seattle.pdf;

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

OFFICIAL

Dear Port of Seattle,  
Please find attached a letter of support for the SAMP, which is being discussed at the Commission meeting on Tuesday 28 October.

Kind regards,  
Robin

**Robin Twyman** (he/him) | **Head, UK Government Office** | 2001 6<sup>th</sup> Ave | Suite 2600 | Seattle | WA 98121

E-mail: [robin.twyman@fcdo.gov.uk](mailto:robin.twyman@fcdo.gov.uk) | M: +1 206 234 2489 |

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Port of Seattle Commission  
Seattle-Tacoma International Airport  
17801 International Boulevard  
Seattle  
WA 98158

Via e-mail: [commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)

26 October 2025

Dear Port of Seattle Commissioners

I am writing to express strong support for the Port of Seattle's Sustainable Aviation Master Plan (SAMP) as it moves into its next phase of review and implementation.

Seattle-Tacoma International Airport (SEA) plays a vital role in fostering trade, investment, and people-to-people connections between the United Kingdom and Washington State. The SAMP is a critical step in ensuring that SEA continues to meet the demands of a growing and globally connected region.

The UK and Washington State share a robust economic relationship. In 2023, trade in goods between the UK and Washington State totalled approximately £1.8 billion (\$2.3 billion), with key sectors including aerospace, technology, and agriculture<sup>1</sup>. SEA Airport is a gateway for much of this commerce, supporting the movement of goods and services that underpin tens of thousands of jobs in both Washington State and the UK, and billions of dollars in shared economic output.

Passenger traffic between the UK and SEA is equally significant. SEA handled a record 52.6 million passengers in 2024, with international traffic reaching 6.6 million, a 15%

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<sup>1</sup> [UK-Washington State trade MoU factsheet, UK Department for Business and Trade, September 2024](#)

increase over pre-pandemic levels. Three airlines currently offer direct, at least daily, passenger routes between Seattle and London Heathrow (Delta, British Airways, Virgin Atlantic). Alaska Airlines will be adding a daily direct flight in spring 2026. These routes are essential for business travel, tourism, academic exchange, and family connections.

The SAMP's vision - including a second terminal with nineteen new gates, expanded cargo facilities, and improved ground transportation - is well-aligned with the needs of a region that is forecast to grow by almost a million people by 2035<sup>2</sup>. Importantly, the plan integrates sustainability goals such as increased fuel efficiency, expanded use of sustainable aviation fuels, and improved environmental stewardship.

As the UK Government's representative in Seattle, I commend the Port of Seattle for its forward-looking approach and encourage the Commission to continue advancing the SAMP. The plan will ensure SEA remains a world-class airport capable of supporting the dynamic and growing relationship between the UK and Washington State.

Thank you for your leadership and commitment to sustainable growth.

Yours sincerely,  
Robin Twyman

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<sup>2</sup> [Forecast of the State Population, Washington State Office of Financial Management, November 2024](#)




Outlook

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**[EXTERNAL] Public Comment- Rep Walen Master Airport Plan**

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**From** Greening, Phoebe <Phoebe.Greening@leg.wa.gov>**Date** Mon 10/27/2025 9:37 AM**To** Commission-Public-Records <commission-public-records@portseattle.org> 1 attachment (148 KB)

Airport Master Plan.docx;

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

Good morning,

I have attached the following document for tomorrow's meeting from Rep. Walen. Please let me know if you have any issues or questions!

Thank you!

Phoebe Greening

State of  
Washington  
House of  
Representatives



*October 22, 2025*

Port of Seattle Commissioners,

I strongly support efforts to continue to invest in Seattle-Tacoma International Airport.

SEA serves as a critical gateway for our region, and the continuing growth in demand for air travel is a direct reflection of the success of the region. However, that demand has put incredible strain on SEA's current facilities. Without any near-term prospects for another major commercial airport in the region, it is essential that SEA find a way to continue to provide a high-level of service to travelers.

We are pleased to see the progress on the current suite of Upgrade SEA projects, and we celebrate the Federal Aviation Administration's completion of the federal environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. Without these current and future investments, the airport will become a chokepoint on growth for the region, making it harder for employees, tourists, customers, and family members to travel to and from SEA. Businesses will site their facilities elsewhere, tourists will take their leisure dollars to other destinations, and our region will miss out on key opportunities for major events.

Port Commissioners have been consistent advocates in having both a high-quality airport and a sustainable, responsible focus on the community. We applaud the Port's leadership in reducing emissions, addressing aircraft noise, and providing workforce development opportunities – all of which are benefits of a successful airport. And we know that the Port will continue to find ways to invest in the community to ensure that these benefits are widely shared.

We urge you to continue moving forward with investments to ensure that our region has the world-class air travel facilities that it needs. Congratulations again on the FAA's completion of the SAMP federal environmental review, and we look forward to engaging with you during the state environmental review of those projects.

Thank you for your leadership, and please let us know how we can be a partner with you in these efforts.

Best wishes,

Amy Walen  
State Representative  
48<sup>th</sup> Legislative District



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**[EXTERNAL] SAMP NO EFFECT COMMENT**

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**From** Kirsten Weinmeister <kiwanne7@gmail.com>

**Date** Tue 10/28/2025 10:27 AM

**To** Commission-Public-Records <commission-public-records@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>

**Cc** Kirsten Weinmeister <kiwanne7@gmail.com>

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

Dear Port Commission:

I wish to comment on the SAMP Environmental Assessment of NO EFFECT. While new runways or impervious surface may or may not be included, I would like to comment on effects oversight of Airports Continuing Development.

You see, my family, my Mother, Grandmother, Grandfather, brother are buried next door at the Bonnie Watson Funeral home and cemetery.

Due to continued Airport development's ever expanding impervious surface with short sighted rubber stamped environmental effects assessments, my family is under water during the fall and winter. I believe this is a direct correlation to Airport Continued Development, as this was not the case prior to the ongoing and continued Airport Development. This was heartbreaking for me when discovered in 2018, as I cannot add family when the caskets may soon be afloat.

I feel the Port should be responsible for moving these burials next to International Blvd. to higher ground, and expand the geographical AREA of EIS and Environmental Assessments and Social effects or Environmental Justice, just as Tribal effects.

Sincerely,

Kirsten Weinmeister