



P.O. Box 1209
Seattle, Washington 98111
www.portseattle.org
206.787.3000

APPROVED MINUTES COMMISSION REGULAR MEETING

May 26, 2026

The Port of Seattle Commission met in a regular meeting Tuesday, May 26, 2026. 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 10:31 a.m. by Commission Vice-President Fred Felleman.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

The public meeting recessed into executive session to discuss one item regarding Litigation/Potential Litigation/Legal Risk per RCW 42.30.110(1)(i) for approximately 45 minutes, with the intention of reconvening the public session at 12:00 p.m. Commissioner Calkins was absent from the Executive Session. Following the executive session, the public meeting reconvened at 12:05 p.m. Commission President Ryan Calkins led the flag salute.

3. APPROVAL of the AGENDA

The agenda was approved, as presented.

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.

6. COMMITTEE REPORTS

Committee Strategic Advisor Erica Chung provided a second review of the April committee reports.

7. PUBLIC COMMENT

- *The following people spoke regarding the Sustainable Airport Master Plan (SAMP) State Environmental Policy Act (SEPA) draft Environmental Impact Statement (DEIS) comment period and requested it be extended to allow for additional time to review the document: Joe Vinson, SeaTac City Councilmember (written comments also submitted); Brian Davis (also spoke in opposition to the 65 DNL level); Jeff Harbaugh; Karen Veloria, Burien Airport Committee; Lynda Wong, STACC4J (written comments also submitted); Sameth Mell, STACC4J; Barbara McMichael, Defenders of Highline Forest (also requesting the sale of N. SeaTac Park to the city of SeaTac); Sarah Moore; and Susan Fedore (also requesting the sale of N. SeaTac Park to the city of SeaTac).*
- *The following people spoke in support of the SAMP projects and benefits, including: Randy Fiertz, SEA Airlines Airport Affairs Committee; Kelly Coughlin, SnoValley Regional Chamber; MacKenzie Chase, Expedia Group; Ben Brookman, Alaska Airlines; Eric ffitch, Washington Public Ports Association; Sonja Forster, AGC of Washington (written comments also submitted);*
- *The following people spoke in support of Americans 4 Equality and programs the initiative provides to develop pathways into high-growth careers in the digital economy by removing barriers to entry and connecting learning directly to opportunity: Erica Hoard; Juan Iribe; Omer Qureshi; and Daniel Chayeshkov.*
- *In lieu of spoken comment, written comment supporting proposed projects in the SAMP, described in the SEPA DEIS, were submitted by: Lars Erickson, Seattle Metro Chamber; Samantha Le, Seattle Southside Chamber of Commerce; Kayla Coffee of Aerospace Futures Alliance; and Michael Catsi, Economic Development Board.*

[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 of April 2, 2026 and May 7, 2026; and the Regular Meeting Minutes of April 28, 2026.**
- 8b. Approval of the Claims and Obligations for the Period of April 1, 2026, through April 30, 2026, including Accounts Payable Check Nos. 963138 through 963677 in the Amount of \$10,019,406.50; Accounts Payable ACH Nos. 083550 through 084750 in the Amount of \$77,397,243.08; Accounts Payable Wire Transfers Nos. 069656 through 069667 in the Amount of \$15,463,980.17; Payroll Check Nos. 230352 through 230458 in the Amount of \$85,985.34; and Payroll ACH Nos. 1310545 through 1315655 in the Amount of \$19,131,462.32, for Total Payments of \$122,098,077.41.**

Request document(s) included an agenda memorandum.

- 8c. Monthly Notification of Prior Executive Director Delegation Actions April 2026. – For Information Only.**

Agenda memorandum included for information only.

- 8d. Authorization for the Executive Director to Execute an Amendment to the Interlocal Agreement with Highline Public Schools on Behalf of Maritime High School with \$100,000 in Funding Previously Approved in the 2026 Budget.**

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

- 8e. Authorization for the Executive Director to Execute a Contract with WorldWide Technology for Cisco Software Licensing for Up to Five Years, in the Authorized Amount of Not-to-Exceed \$3,500,000 Over the Five-Year Period.**

Request document(s) included an agenda memorandum.

- 8f. Authorization for the Executive Director to Complete Pre-Construction Activities for S Concourse Evolution Program Through 2027; to Advertise and Execute a Construction Contract for the 188th Street Duct Bank Crossing; and to Advertise and Execute any Necessary Change Orders, Work Authorizations, Contract Amendments, and Contracts to Complete the S Concourse Evolution at SEA Within the Approved Total Program Cost, in the Amount Requested of \$38,610,000, for a Total Project Authorization of \$300,000,000. (CIP #C801203).**

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

Commissioner Felleman commented regarding Agenda Item 8d, expressing his desire to hear the insights of the first graduating class of Maritime High School.

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

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

Opposed: (0)

9. UNFINISHED BUSINESS

There was no unfinished business presented.

10. NEW BUSINESS

10a. Authorization for the Executive Director to Execute Amendments and Assignments Associated with the Existing Lease with Norwegian Cruise Line Holdings Incorporating a Financial Contribution to the Pier 66 Shore Power Project.

Requested document(s) included an agenda memorandum, amendment 1, amendment 2, attachment, and presentation.

Presenter(s):

*Linda Springmann, Director of Cruise Business and Elliott Bay Operations
Stephanie Jones Stebbins, Managing Director of Maritime*

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

The presentation addressed:

- *business agreement definitions;*
- *long-term agreements' strategy;*
- *Norwegian lease addendum benefits summary;*
- *2026 addendum terms;*
- *financial return to the Port;*
- *greenhouse gas emission reductions;*
- *other environmental elements;*
- *broadening economic benefit;*
- *reporting – supporting the dashboard;*
- *support of Century Agenda goals; and*
- *the requested action for the Executive Director to execute documents for amendment and assignment of the current lease, as outlined, with Norwegian Cruise Line Holdings Ltd, and assignment to NCL (Bahamas) Ltd, Oceania Cruises Ltd, and Seven Seas Cruises Ltd.*

Discussion ensued regarding:

- *industry leading provisions;*
- *contributions to shore power;*
- *working to meet Port environmental goals;*
- *negotiating win-win to address environmental concerns; and*
- *adopting standards and/or performance measures into future agreements.*

The motion, made by Commissioner Cho, to approve Item 10a carried by the following vote:

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

Opposed: (0)

10b. Authorization for the Executive Director to Approve 30% Design Development for the Emergency Power Scope of Work of the Main Terminal Improvement Program, in the Requested Amount of \$7,000,000 of a Total Estimated Project Cost of \$350,000,000.

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

Presenter(s):

Kris Casselman, Capital Program Leader, AV Project Mangt Group

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

The presentation addressed:

- *project purpose and objectives;*
- *project scope – to provide two 3MW generators adjacent to the parking garages' southernmost helix, to deliver power loads from the South Main Service Point and another from the North Main Service Point, and to remove decommissioned generators and install new distribution centers;*
- *project schedule and status of completion; and*
- *the request for the Commission to authorize funding to complete 30 percent design of the project.*

Discussion ensued regarding ensuring emergency power systems are up-to-date and back-up systems.

The motion, made by Commissioner Hasegawa, to approve Item 10b, carried by the following vote:

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

Opposed: (0)

11. PRESENTATIONS AND STAFF REPORTS

11a. SEA Childcare Center Feasibility Study Initial Briefing.

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

Presenter(s):

Eric Schinfeld, Sr. Manager of Federal and International Govt Relations, External Relations

Steph Itelman, Chief Impact Officer, Executives Partnering to Invest in Children

Elle Sanderson, Engagement Director, Executives Partnering to Invest in Children

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

The presentation addressed:

- *the feasibility of a childcare center at SEA is possible with significant investment;*
- *work to date – yielding actionable insights to inform SEA's path forward;*
- *peer airport benchmarks and common themes around enrollment and funding;*
- *different approaches to childcare center models;*
- *employee survey highlighting childcare demand and needs;*
- *SEA employees reported job changes due to childcare needs;*
- *SEA employers believe childcare would have a positive business impact;*
- *three models that show potential to meet SEA childcare goals;*
- *a working model for analysis of Port-led childcare center;*
- *affordable tuition would not cover the full cost for a Port-led center;*
- *diverse funding sources could help sustain a Port-led center;*

- *a modelled ongoing profit and loss estimate for a Port-led center;*
- *real estate site options; and*
- *next steps in the process – additional site visits to be identified.*

Discussion ensued regarding:

- *the reaction of employers at the airport;*
- *women exiting the workforce due to the high cost of childcare;*
- *use of airport revenues for the purpose;*
- *state approval and input of potential locations;*
- *contributions from partners;*
- *priority access for airport workers;*
- *pros and cons of the model possibilities;*
- *location matters with respect to utilization;*
- *potentially partnering with local jurisdictions and employers;*
- *employer support of employees with respect to the opening of a childcare center;*
- *pricing; and*
- *not meeting demand for childcare on a national level.*

Members of the Commission thanked the team for their presentation and their work.

11b. Sustainable Airport Master Plan Near-Term Projects Environmental Review – SEPA Draft Environmental Impact Statement and Public Comment Period Briefing.

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

Presenter(s):

*Wendy Reiter, Managing Director, Aviation
Steve Rybolt, Sr. Environmental Program Manager, AV Environmental Programs Group
Sarah Potter, Executive Vice President, Landrum and Brown
Clare Gallagher, Director, External Relations and Capital Project Delivery*

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

The presentation addressed:

- *Sustainable Airport Master Plan (SAMP) near-term projects;*
- *the purpose of environmental reviews;*
- *how environmental review impacts are analyzed;*
- *Port policies and programs minimize impacts;*
- *environmental review leads;*
- *final National Environmental Policy Act (NEPA) environmental assessments;*
- *conditions in the Federal Aviation Administration (FAA) record of decision;*
- *surface transportation mitigation;*
- *additional analyses and requirements in State Environmental Policy Act (SEPA);*
- *addressing impacts;*
- *draft SEPA environmental impact statement;*
- *air quality updates;*
- *air quality and human health updates;*

- *air quality impact reductions;*
- *particulate matter and human health updates;*
- *climate updates;*
- *climate impact reductions;*
- *noise and human health updates;*
- *noise impact reductions;*
- *environmental justice updates and impact reductions;*
- *cumulative impacts;*
- *next steps in the process;*
- *agency and public comment period timelines;*
- *outreach and engagement; and*
- *take aways - substantial new technical analyses for air quality, noise, human health, and environmental justice; no new significant impacts identified in the draft SEPA Environmental Impact Statement; draft SEPA Environmental Impact Statement will be published May 22 with the public comment period May 22 to July 21 (60 days).*

Discussion ensued regarding:

- *sensitivity around further extension of the public comment period, with the Port already doubling the period;*
- *recognizing that projects and growth does impact the community, regardless of the report;*
- *the SEPA including criteria previously removed from the NEPA; comparison of those documents; and where the public can find the new analysis in the SEPA document;*
- *translation of parts of the document if and when needed;*
- *accessibility to translators during public meetings and within the document;*
- *application of the Port's Equity Index, as well as the State's index;*
- *regulatory mechanisms to evaluate noise;*
- *most of the SEPA Environmental Impact Statement information not being new and rather, brought over from the NEPA, and the information that is new is clearly identified;*
- *impacts caused by both projects, and naturally expected growth;*
- *project-specific approval needed from Commissioners and the public's continued opportunity to input on the projects;*
- *Port staff's availability to assist the public with inquiries by contacting samp@portseattle.org, and information is available at sea-samp.com.*

Members of the Commission thanked the team for their presentation and their work.

11c. 2025 Diversity in Contracting Annual Report.

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

Presenter(s):

*Mian Rice, Director of Small Business Development, Diversity in Contracting
Emily Ho, Manager of Diversity in Contracting Community Engagement and Training
Lawrence Coleman, Manager of Diversity in Contracting, Women and Minority Business Enterprise*

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

The presentation addressed:

- *overview of the policy directive;*
- *2016 – 2025 portwide WMBE utilization;*
- *2025 portwide spend distribution;*
- *WMBE utilization by ethnicity 2022 – 2025;*
- *2025 division goal attainment (non-construction);*
- *2025 corporate departments goal attainment (non-construction);*
- *key 2025 data takeaways;*
- *non-construction use 2019 – 2025;*
- *construction use 2019 – 2025;*
- *2025 training and outreach;*
- *2025 diversity in contracting report card;*
- *2026 program goals;*
- *2026 training and outreach for new initiatives;*
- *next steps including – expanding small business and WMBE participation in specialized scopes; expanding direct contracting opportunities with A&E firms; Improving prompt payment procedures for construction projects; improving insurance flexibility for small businesses; providing continued technical assistance to WMBE/DBE and small businesses - particularly on Project Labor Agreements, and badging requirements; continued partnership with partner governmental entities; and awareness that economic uncertainties may impact capital project spend and small/diverse business community.*

Members of the Commission thanked the team for their work and annually reaching to exceed previous program goals; growing on the construction side; identifying future opportunities; transparency in the data shared; tribal engagement; office hours being held to maximize exposure to resources and guidance from program managers.

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

Executive Director Metruck expressed appreciation to the individuals and teams working to support the FIFA World Cup events.

13. ADJOURNMENT

The meeting adjourned at 3:56 p.m.

Prepared:

Attest:

Michelle M. Hart, Commission Clerk

Sam Cho, Commission Secretary

Minutes approved: June 9, 2026



[EXTERNAL] Public Comment - SEPA Review of SEA Master Plan

From Michael Catsi <Michael@edbtacomapierce.org>

Date Mon 5/25/2026 12:52 PM

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

1 attachment (48 KB)

SEA SEPA Letter of Support_EDB.pdf;

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

Port Commissioners,

On behalf of the Economic Development Board for Tacoma-Pierce County, I submit written public comments in support of the proposed expansion at Seattle-Tacoma International Airport (SEA), including development of a second terminal and related infrastructure improvements.

Warm regards,

Michael Catsi, CEcD
PRESIDENT & CEO

253.924.9031
 Michael@edbtacomapierce.org
 950 Pacific Ave, Suite 410
Tacoma, WA 98402



CHOOSETACOMAPIERCE.ORG

May 26, 2026

RE: SEPA Review of Sustainable Airport Master Plan

Port Commissioners,

On behalf of the Economic Development Board for Tacoma-Pierce County, I am writing in support of the proposed expansion at Seattle-Tacoma International Airport (SEA), including development of a second terminal and related infrastructure improvements.

SEA is a critical economic asset for the Puget Sound region, supporting business growth, international trade, tourism, and investment. In today's global economy, reliable connectivity is essential for companies to access customers, suppliers, talent, and markets around the world.

SEA currently serves more than 50 million passengers annually, and demand is expected to continue growing. While the Port of Seattle has maximized existing facilities, the airport is nearing capacity. Without expansion, increasing congestion and delays could impact the region's competitiveness and ability to attract and retain businesses.

The proposed project is an important long-term investment that will improve passenger capacity, roadway access, parking, and TSA processing while strengthening the region's transportation infrastructure.

Maintaining a modern and efficient international gateway is essential to supporting economic growth, job creation, and the continued success of the Puget Sound region.

Thank you for your consideration.

Sincerely,



Michael Catsi
President & CEO



[EXTERNAL] AFA Comments - SAMP Plan

From Kayla Coffee <kaylac@afa-wa.com>

Date Mon 5/25/2026 8:00 AM

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

 1 attachment (109 KB)

SEATAC AIRPORT.docx;

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

Please see Aerospace Futures Alliance (AFA)'s comments regarding SEA expansion plan below and/or attached.

In today's interconnected economy, strong transportation infrastructure is critical. Businesses rely on seamless connections to suppliers, customers, workforce talent, and global markets. The efficient movement of people, products, and ideas fuels economic growth, collaboration, and innovation.

For Washington's aerospace industry and broader business community, Seattle-Tacoma International Airport (SEA) is far more than a transportation hub, it is a foundational asset to our region's success. Our companies depend on the access SEA provides for employees, partners, vendors, and customers across the globe. The Puget Sound region has become a worldwide center for innovation and commerce in large part because our airport system has supported that growth. To remain competitive, we must continue investing in infrastructure that can meet increasing demand.

SEA currently serves more than 53 million passengers annually, with projections climbing to 57 million within the next decade. That growth is coming regardless of whether capacity improvements are made. The question is whether our region will provide travelers with a modern, efficient, world-class airport experience or face increasing congestion, delays, and operational strain.

The Port of Seattle has worked diligently to maximize the existing footprint at SEA, and recent improvements completed ahead of the World Cup demonstrate both creativity and commitment to meeting near-term needs. Having an international airport with capacity and efficiency like SEA was one of the major reasons Seattle was chosen as a host city. However, the airport is approaching the practical limits of its current facilities.

AFA supports the proposal to construct a second terminal at SEA as a necessary long-term investment in our region's future. Expanding capacity with additional gates, roadway access, curbside space, parking infrastructure, and TSA checkpoints will strengthen the traveler experience while improving efficiency for businesses and supply chains alike.

Without the ability to accommodate growing passenger and cargo demand, Washington risks losing business investment, workforce mobility, and economic opportunities to competing regions. Companies

and supply chains will increasingly look elsewhere if reliable access and connectivity cannot be maintained.

Continued investment in our airport infrastructure is essential to sustaining Washington State's economic leadership, supporting our aerospace sector, and ensuring long-term regional competitiveness.

Now is the time to move forward with meaningful expansion at SEA.

Kayla Coffee, CEO & *President*

Aerospace Futures Alliance | afa-wa.com

Washington State Space Coalition | afa-wa.com/wssc



[EARLY BIRD PRICING ON NOW!](#)

Email: kaylac@afa-wa.com

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Continued investment in our airport infrastructure is essential to sustaining Washington State's economic leadership, supporting our aerospace sector, and ensuring long-term regional competitiveness.

Now is the time to move forward with meaningful expansion at SEA.



[EXTERNAL] Seattle Metro Chamber letter - Sustainable Airport Master Plan

From Lars Erickson <LarsE@seattlechamber.com>

Date Fri 5/22/2026 4:09 PM

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

1 attachment (137 KB)

2026-05-26 Port of Seattle SEPA.pdf;

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

Please accept the attached letter on behalf of the Seattle Metro Chamber for the Tuesday, May 26 Port of Seattle Commission meeting regarding the Sustainable Airport Master Plan agenda item.

Best,
Lars Erickson

Lars Erickson

Senior Vice President of Public Affairs and Communications

larse@seattlechamber.com | c: 206-618-9902

[Seattle Metro Chamber](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Bluesky](#)

Visit our [website](#) for events, business news, advocacy information and jobs, plus - text SEATTLE to 52886 - and never miss an important update from the Chamber.



May 26, 2026

Port of Seattle Commissioner Ryan Calkins
Port of Seattle Commissioner Sam Cho
Port of Seattle Commissioner Fred Felleman
Port of Seattle Commissioner Toshiko Hasegawa
Port of Seattle Commissioner Hamdi Mohamed

Port of Seattle
2711 Alaskan Way
Seattle, WA 98121

Dear Port of Seattle Commissioners,

On behalf of the Seattle Metropolitan Chamber of Commerce and our 2,600 members, we are writing in strong support of the proposed projects in the Sustainable Airport Master Plan (SAMP) as described in the State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (DEIS).

In today's global economy, connectivity is key – connections to vendors, to customers, to talent. Moving people and goods throughout the world is the lifeblood of business, of exchanging ideas, and of innovation. For our organization and our members, Seattle-Tacoma International Airport (SEA) is more than a gateway. It is indispensable to our success. Our employees, business partners, vendors, and customers depend on the access that SEA offers. One reason the Puget Sound region has been a global leader in innovation, commerce, and technology is because we have had an airport equal to our needs.

However, that advantage is at risk if we fail to invest in ensuring that it can accommodate the air travel demand that we know is coming. SEA currently handles 53 million passengers a year. Within the decade, that number is projected to grow to 57 million. Those travelers are coming whether SEA improves its facilities or not, which leaves us with a choice of having a world-class airport to handle this demand or a congested, delayed airport experience when you get on a plane.

The Port of Seattle has done a good job maximizing capacity within its current facilities, and the new projects completed in advance of this summer's World Cup games are a great example of their creativity and commitment. But SEA has reached the limits of what is possible within its existing facilities.

We believe that SEA's proposal to build a second terminal is exactly the kind of investment that keeps regions like ours competitive. Not only will the new terminal add 19 gates for airplanes – which is welcome news to anyone who has waited on the tarmac after a long flight – but it will also add new lanes on the roadway, more curbside for pick up and drop off, a new parking garage, and additional TSA checkpoints.



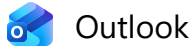
If our airport cannot handle passenger demand, businesses will locate elsewhere because they won't be able to get their employees and customers in and out of the region. Supply chains will reroute through other hubs. New opportunities will pass our region by.

This means now is the time for the Port of Seattle to move forward. SEA expansion is essential to our region's future, and our economic success depends on it.

Sincerely,

A handwritten signature in black ink, appearing to read "Lars Erickson", with a long horizontal flourish extending to the right.

Lars Erickson
Senior Vice President, Public Affairs & Communications
Seattle Metropolitan Chamber of Commerce




[EXTERNAL] AGC of Washington Public Testimony for 5-26-2026 RE: SAMP NTP Draft SEPA EIS

From Sonja Forster <sforster@agcwa.com>

Date Tue 5/26/2026 8:18 AM

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

 1 attachment (3 MB)

AGC of Washington - Port of Seattle testimony 5-26-2026.docx;

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

Attached please find public testimony from AGC of Washington for today's commission meeting.

Sonja Forster Seattle District Manager

AGC OF WASHINGTON | THE CONSTRUCTION ASSOCIATION

Cell 206.683.6015 | Direct 206.812.4846 | www.agcwa.com



Port of Seattle Commission
Pier 69 2711 Alaskan Way
Seattle, WA 98121

RE: Public Testimony for May 26, 2026

Dear Commissioners,

On behalf of the Associated General Contractors (AGC) of Washington, we appreciate the opportunity to provide input on the proposed expansion at Seattle-Tacoma International Airport (SEA).

AGC represents contractors, specialty trades, and construction firms responsible for delivering and maintaining critical infrastructure at SEA. Our members have direct experience with the operational and physical constraints of the airport and the requirements associated with constructing large-scale, complex aviation facilities in an active environment.

SEA plays a critical role in regional and statewide mobility, supporting passenger travel, air cargo operations, and economic activity. Existing facilities have been incrementally expanded and optimized; however, from a construction and infrastructure delivery perspective, the airport is approaching the practical limits of its current configuration.

The proposed development of additional terminal capacity and supporting infrastructure represents a long-term investment intended to address these constraints. Such improvements would increase operational flexibility, reduce congestion, and enhance system reliability. To construct successfully, projects of this scale require extended planning horizons, coordinated phasing, and early resource alignment to minimize disruption to ongoing airport operations.

Delays in advancing planning and environmental review may result in measurable impacts. These include increased capital costs associated with labor and material escalation, reduced availability of skilled workforce resources, and decreased efficiency in project sequencing and delivery. In addition, uncertainty in project timelines can limit contractor readiness and investment in workforce development, equipment, and supply chain capacity.

AGC members regularly incorporate environmental compliance, mitigation measures, and sustainable construction practices into project delivery. Early clarity in permitting, design parameters, and construction sequencing supports better environmental outcomes and reduces the potential for cost and schedule impacts during construction.

AGC of Washington
1200 Westlake Avenue North, Suite 301, Seattle, WA 98109



Failure to advance capacity improvements may result in continued system constraints, which could affect airport operations, passenger experience, and regional economic activity over time. Conversely, timely project advancement allows for more efficient delivery, better cost control, and improved environmental and operational considerations.

We appreciate the Port's continued planning efforts and encourage timely progression of the proposed improvements to support long-term system performance and reliability.

Sincerely,

A handwritten signature in black ink that reads 'Sonja Forster'.

Sonja Forster
Seattle District Manager
Associated General Contractors of Washington



[EXTERNAL] Support for SEA Airport's Sustainable Airport Master Plan

From Samantha Le <Samantha@seattlesouthsidechamber.com>

Date Sat 5/23/2026 11:09 AM

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

1 attachment (92 KB)

Letter of Support - Port SEPA.docx;

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

Commissioners,

On behalf of the Seattle Southside Chamber of Commerce, I am pleased to share our attached letter of support for the Port of Seattle's Sustainable Airport Master Plan. As the regional chamber serving Burien, Des Moines, Normandy Park, SeaTac, and Tukwila, we understand how closely SEA's success is tied to the success of our local economy. *Our communities host the airport, support the airport, work at the airport, and rely on the access it provides every day.*

- We appreciate the Port's continued work to plan responsibly for the future of SEA while balancing the needs of businesses, residents, workers, travelers, and the broader region. Continued investment in airport infrastructure is critical to maintaining our region's economic competitiveness while supporting local tourism and trade, and ensuring SEA remains a world-class gateway for generations. Thank you for your leadership and for the thoughtful work being done through this process. Please find our letter of support attached.

Regards,



Samantha (Sammie) Le (She/Her) [What's this?](#)

CEO & President of the [Seattle Southside Chamber of Commerce](#)

Executive Director of the [Success Foundation](#)

206 575 1633 x 111

3100 S 176th St, Suite 210,

SeaTac, WA 98188

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Tuesday, May 26, 2026

To: Port of Seattle Commission

Re: Support for SEA Airport's Sustainable Airport Master Plan

Dear Port of Seattle Commissioners,

On behalf of the Seattle Southside Chamber of Commerce, I am writing to express our support for the Port of Seattle's Sustainable Airport Master Plan and the continued investment needed to ensure Seattle-Tacoma International Airport can meet the growing needs of our region.

In today's economy, connectivity matters. Businesses rely on strong connections to customers, vendors, employees, partners, and markets. Moving people and goods efficiently is not just a convenience. It is essential to commerce, innovation, tourism, workforce development, and long-term economic growth.

For our region, SEA is more than an airport. It is one of our most important economic engines and a critical gateway for South King County, the Puget Sound region, and Washington state. Our businesses, employees, visitors, partners, and communities depend on the access SEA provides every day.

One of the reasons our region has been able to lead in innovation, trade, technology, tourism, and global commerce is because we have had an airport capable of supporting that growth. But that advantage cannot be taken for granted.

SEA currently serves approximately 53 million passengers each year, and demand is projected to continue growing. Whether or not the airport expands, those travelers are coming. The question before us is whether our region will be prepared with the facilities, infrastructure, and capacity needed to serve them well, or whether we allow congestion, delays, and limited access to weaken our competitiveness.

The Port of Seattle has done meaningful work to maximize capacity within SEA's current footprint. The improvements completed ahead of this summer's World Cup activities show the Port's creativity, urgency, and commitment to meeting regional needs. But we also recognize that SEA is reaching the limits of what can be done within its existing facilities.

That is why we believe the proposed second terminal is the kind of forward-looking investment our region needs. Adding new gates, improved roadway access, more curbside capacity, additional parking, and expanded TSA checkpoints will help create a more reliable and efficient airport experience for residents, workers, businesses, and visitors.

This is not only about travel convenience. It is about economic competitiveness. If our airport cannot keep pace with demand, businesses may look elsewhere. Supply chains may shift to other hubs. Visitors may choose other destinations. New opportunities may pass our region by.

As the regional chamber serving Burien, Des Moines, Normandy Park, SeaTac, and Tukwila, we understand how deeply SEA's success is tied to the success of our local economy. Our communities host the airport, support the airport, work at the airport, and rely on the airport. We also understand the importance of thoughtful planning, environmental review, and responsible investment as this process moves forward.

We encourage the Port of Seattle to continue advancing the Sustainable Airport Master Plan and to move forward with the investments necessary to support our region's future.

SEA expansion is essential to our region's long-term success, and we appreciate the Port's continued work to ensure our airport remains a world-class gateway for generations to come.

Sincerely,

A handwritten signature in blue ink that reads "Le Samantha". The signature is written in a cursive, flowing style.

Samantha Le
President and CEO
Seattle Southside Chamber of Commerce
206-575-1633
Samantha@Seattlesouthsidechamber.com



[EXTERNAL] Public Comment for Item 11b — Regular Meeting May 26, 2026

From Joe Vinson <jvinson@seatacwa.gov>

Date Tue 5/26/2026 8:09 AM

To Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Commission-Public-Records <commission-public-records@portseattle.org>

Cc Joe Vinson <jvinson@seatacwa.gov>

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

Dear Commission Clerk and Commissioners,

Please accept the following public comment for distribution to the Commission and inclusion in the record of the May 26, 2026 Regular Meeting.

My comment relates to agenda item 11b, SAMP NTP Draft SEPA EIS.

I have reviewed the agenda packet, including the briefing memo dated May 8 and the staff presentation. My comment focuses on the procedural framework for public participation.

Substantive comments on the technical findings in the briefing and the underlying analyses will be submitted through the formal SEPA comment process before July 21.

I also intend to deliver this comment in person during the public comment period at today's meeting.

Good afternoon, Commissioners. My name is Joe Vinson and I serve on the SeaTac City Council, Position 7. I represent the host community of this airport, and I want to thank you for meeting in our city today.

I'm here about item 11b on your agenda, the SAMP NTP Draft SEPA EIS briefing. I understand staff will present findings of no new significant impacts today, and I'll engage with that substance through formal written comments before July 21. Today, I'm here on process. I want to raise three concerns about how the public is being asked to comment.

I've reviewed the Commission's briefing materials for today. The presentation includes findings on ultrafine particulate matter, environmental justice, and noise that warrant careful technical review against the underlying analysis in Appendix C and Appendix K. That review is exactly what the next 56 days are supposed to enable. My three asks today are about whether that review can actually happen.

The first is the timeline. On May 18, the cities of SeaTac, Burien, and Des Moines jointly asked the Port for a 90-day comment period. That request was made before the document was released, based on professional judgment about what a SEPA EIS of this kind typically requires. On May 21, the Port denied it. On May 22, Friday afternoon going into Memorial Day weekend, the Port released a document set that turned out to be more than 6,540 pages across 24 documents. Appendix C by itself is 1,663 pages and 105 megabytes. For comparison, the NEPA EA in 2024 was about 1,200 pages, and the comment period was extended to 53 days. The SEPA DEIS is more than five times larger, with only seven more days to review it. Given what we now know about the actual size of the record, I'm asking the Commission to grant a 120-day comment period, closing September 19, 2026.

The second is language. The DEIS is published only in English. The Port's outreach plan includes translating materials into ten languages, and that's a good thing. I'm asking the Commission to extend that same standard to the documents the public is actually being asked to comment on, at least the Summary, Chapter 1, and the environmental justice appendix, in the primary languages of this community, well before the comment period closes.

The third is access. Appendix J, the noise appendix, is not opening for users. Sea-Tac Noise Info has independently reported the same problem and has notified Port staff. I'm asking the Commission to confirm that the comment clock will not run against the public on documents the public cannot actually open.

Thank you for your time.

Joe D. Vinson

Councilmember, Position 7
SeaTac City Council
206.771.0414

This communication may be subject to public disclosure laws of the State of Washington (RCW 42.56)

[Sent from my mobile device. Please excuse any brevity or typos.]



[EXTERNAL] Public Comment for Commission Meeting – 5/26 - SEPA Draft Environmental Impact Statement and Public Comment Period

From lynda wong <wongly@fixtheharm.org>
Date Tue 5/26/2026 8:50 AM
To Commission-Public-Records <commission-public-records@portseattle.org>
Cc STACC4J Steering Committee <stacc4jsc@fixtheharm.org>

1 attachment (33 KB)

SEPA comment period extension petition 5-26.pdf;

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

Dear Port of Seattle Commissioners and Executive Director Stephen Metruck,

This is a public comment for the 5/26 Port of Seattle Commissioner meeting regarding the Public Comment Period for the SAMP DEIS.

The undersigned residents, elected officials, community organizations, and partner institutions respectfully urge the Port of Seattle to extend the public comment period for the Sustainable Airport Master Plan Draft SEPA Environmental Impact Statement from 60 days to 90 days.

The SAMP Draft SEPA EIS is a review of the community consequences of a major airport expansion. The proposal includes a second terminal building, increased fuel storage, off-site cargo facilities, and new roads, all of which will shape surrounding neighborhoods for years to come.

This review covers issues that directly affect communities, including housing pressure, public health, air quality, noise, land use and zoning, roadway impacts, and cumulative impacts. It is not simply a review of project-by-project construction effects. It is a review of the broader consequences of a linked airport expansion program that will influence community conditions for years to come.

Burien, Des Moines, and SeaTac have already asked the Port to provide a 90-day comment period, citing the project's scale, complexity, unresolved cumulative impacts, overlap with regional preparations for the 2026 FIFA World Cup, and the need for enough time for cities, community organizations, and residents to review the document carefully and provide meaningful input. The Port has declined and is keeping the review period at 60 days.

A 90-day public comment period is needed for several reasons:

- SEPA is broader than the earlier NEPA process, and this Draft EIS addresses community-facing issues that require more than a minimal review window.
- The document covers housing, cumulative impacts, human health, environmental justice, air quality, noise, and related issues that demand careful analysis and public response.

- Communities need real time to read, discuss, translate, and respond to a technically complex environmental review.
- The Port is both proposing the project and leading the SEPA review, which makes transparency, scrutiny, and plain-language public explanation especially important.
- The Port has committed to multilingual access, community partnerships, and reduced barriers to participation. A 90-day comment period is more consistent with those commitments than a 60-day window.
- More time will produce a stronger public record and a fairer, more credible process.

For these reasons, the undersigned respectfully request that the Port reverse its decision and extend the SAMP Draft SEPA EIS public comment period to 90 days.

Thank you for your consideration,
STACC4J, and all undersigned listed in the attached .pdf.

Public Comment for Commission Meeting:
Sustainable Airport Master Plan Near-Term Projects Environmental Review – SEPA
Draft Environmental Impact Statement and Public Comment Period

May 26, 2026

Dear Port of Seattle Commissioners and Executive Director Stephen Metruck,

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For these reasons, the undersigned respectfully request that the Port reverse its decision and extend the SAMP Draft SEPA EIS public comment period to 90 days.

Thank you for your consideration,

Rena Langille	Concerned citizen	Concerned householder
Meagan	Lass	North Seatac
Barbara Phinney	Community member	Seattle
Jordan Van Voast	L.Ac.	Seattle
Stephen Enright	Resident	Des Moines / Burien
Lucas Rickerson		Beacon Hill
Kim Oki		SE Indivisible
Lindsay Harris	Resident	Cedarhurst/highline
Sharyn Parker		Burien
Calvin Fries		Beacon Hull
Iris Antman		Hillman City
Annika Ushio	Resident	Beacon Hill
Jessica Anne Alspaugh		Beacon Hill
Chris Covert-Bowlds	Family Physician	Washington Physicians for Social Responsibility
Sarah Kavage		Capitol Hill
Jacky hoang		Beacon hill
Matt Munson	Citizen	Beacon Hill
Ly Nguyen	Self	Self
Regina Mutter	Person	Burien
Anne Pettinger		Beacon Hill
Clare Ortblad	Concerned resident	South Beacon Hill
Erin Sanders		Beacon Hill
Rebecca Alexander		Des Moines
Adam Silver		Latona
Elizabeth Heath		West Seattle - Westwood
Sarah		Normandy Park
Fabian Cano		Burien
Christopher W Buckley		NE Seattle
Lauren Redfield		Ballard
Corinne Manning		South beacon hill
Sofia Aragon	Nurse	Burien
Jen Barth	Human	Seatac
Kelsey Nyland	Resident	Georgetown
Eleanor Duggar		Wesley Homes
Chris Thomsen	Real Estate Broker/Business Owner	Davis Group Real Estate / Shorewood on the Sound
Nicholas Wagner		Queen Anne

Nicolas Sowers		Timbre Architecture & Sound
Clay	Compton	
Barbara Marino	DR	Beacon Hill
Ruth Hooper	psychotherapist	Rainier Valley
Arlene Roth		West Seattle
Ann Dorsey		Northridge
David Perk	Community member	Roosevelt neighborhood, Seattle
Selene Russo		Highland Park seattle
David Saylor Price		South Beacon
Stacy popich-buhrman		Normandy park
Katie Paulson	Homeowner, mom	North Hill, Des Moines
Emily Inlow-Hood		Burien Airport Committee, North Burien resident
Paul Hood		Burien citizen
Gary Adante	Director of Operations	Hangarhive
Mary Jo Leonardson	Retired	Retired
Shalimar Gonzales	resident	Tukwila
Rosemary Moore		Mercer Island resident
SAMETH MELL		South Seattle
Laura Gibbons		Seattle
Elizabeth Burton		People for Climate Action Seattle
Peggy J. Printz		350 Aviation Committee
350 Seattle		350 Seattle
Erin Perry		North Hill
John Birnel		350.org
Braydon Bourne	Extend the SEPA Comment Period to 90 Days	Beacon Hill
Richgrass	Flight path victim.	Downtown Des moines
Robert Briggs		Vashon
Betsy McFeely	Consultant	South Park resident
Lindsay Davis	SeaTac resident	Angle Lake
Robin Martin		SeaTac
Kelsey Vanhee		Boulevard Park
Mark Bradley		Seattle-Central District
Reily Blackner		Beacon Hill
Denise Mohr		Des Moines
Robin A Hartman	Resident	North Hill, Des Moines WA
Susan Ward		Lichton Springs/Duwamish

Taylor Sharpe

Boulevard Park

Tony Han

Burien

Lisa Zander

White Center