



P.O. Box 1209
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206.787.3000

APPROVED MINUTES COMMISSION REGULAR MEETING

June 23, 2026

The Port of Seattle Commission met in a regular meeting Tuesday, June 23, 2026. The meeting was held at the Port of Seattle Headquarter Building Commission Chambers, located at 2711 Alaskan Way, Seattle, Washington, and virtually on Microsoft Teams. All Commissioners were in attendance.

1. CALL to ORDER

The meeting was convened at 12:07 p.m. by Commission President Ryan Calkins, who led the flag salute.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

No executive session was held.

3. APPROVAL of the AGENDA

The agenda was approved, as presented.

4. SPECIAL ORDERS OF THE DAY

4a. Proclamation Recognizing June 2026 as Pride Month.

Requested document(s) included a proclamation.

Presenter(s):

Bookda Gheisar, Senior Director Equity, Diversity, and Inclusion
Pennie Saum, Manager Process Improvement Program, Office of Strategic Initiatives
Mary Van Biber, Manager Strategic Business Planning Investments, Office of Strategic Initiatives
Jim Wanex, Senior Administrative Assistant, Maritime Division

Clerk Hart read Item 4a into the record and Executive Director Metruck introduced the item.

The proclamation was read into the record by Port Staff and Members of the Port Pride Employee Resource Group.

Members of the Commission thanked the readers of the proclamation and Director Gheisar for their leadership; discussed the local impact of the proclamation and support of Pride; federal efforts to revoke rights of the LGBTQIA+ community; and spoke regarding inclusivity in language and in policies.

**The motion, made by Commissioner Hasegawa, to approve Item 4a carried by the following vote: In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)
Opposed: (0)**

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 committee reports.

Sustainability Environment and Climate Committee

Commissioners Calkins and Felleman convened the Sustainability Environment and Climate Committee on June 16, 2026, with one item for discussion – the Environmental and Sustainability Annual Report, a preview to the Annual Report briefing that will take place later today.

Waterfront and Industrial Lands Committee

Commissioners Felleman and Cho convened the Waterfront Industrial Lands Committee on June 16, 2026. The Economic Development team, joined by an external consultant, Charlie Costanzo, provided an introductory briefing on their analysis of the shipbuilding industrial base and capabilities in the greater Seattle area.

Portwide Arts and Culture Board

The Portwide Arts and Culture Board met on June 16, 2026 with Commissioner Felleman in attendance. The Board discussed ongoing projects, including the Pier 69 mural; the upcoming temporary exhibit at Railspur; and other projects in progress. The Board also discussed two key documents, the recently completed five-year strategic plan, and the draft public art guidelines. The Board committed to holding additional ad-hoc working group meetings to discuss the guidelines, with a goal of approving them formally at their next quarterly meeting.

7. PUBLIC COMMENT

- The following person stated they were proud of FIFA and the welcome Washington has given to people all over the world; discussed cumulative impacts of the airport over time; noted that

there can be a balance between a healthy community and a thriving airport and noted ways in which that can be accomplished through partnership: Senator Tina Orwall.

- The following people spoke regarding the Sustainable Airport Master Plan (SAMP) and projects included in the SAMP supporting the economy and the region, and need to invest in infrastructure to meet future growth: Ken Short, Association of Washington Business;
- The following person spoke in favor of investment in airport improvements to support future demand, visitor growth, and to reduce congestion: Michael Woody, Visit Seattle.
- The following person shared concerns regarding the SAMP environmental assessment and disproportional impacts in near-airport communities: Barton DeLacy, city of Des Moines StART representative. (written comments submitted)
- In lieu of spoken comment, written comment supporting proposed projects in the SAMP, described in the State Environmental Protection Act (SEPA) Draft Environmental Impact Statement (DEIS), were submitted by: Maria Hackermann, Lufthansa Group; and Dennis Sills, Downtown Seattle Association.
- In lieu of spoken comment, written comment including a list of signatories, asking the Port to extend the public comment period for the SAMP SEPA DEIS from 60 days to 90 days was submitted by: Lynda Wong.
- In lieu of spoken comment, written comment in support of Agenda Item 11b, environment and sustainability projects was submitted by: Robert Thomas.

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

8. CONSENT AGENDA

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

- 8a. Approval of the Regular Meeting Minutes of June 9, 2026, and Special Meeting Minutes of June 11, 2026.**
- 8b. Approval of the Claims and Obligations for the Period of May 1, 2026, through May 31, 2026, Including Accounts Payable Check Nos. 963678 through 964075 in the Amount of \$10,240,543.58; Accounts Payable ACH Nos. 084751 through 085530 in the Amount of \$104,240,378.93; Accounts Payable Wire Transfers Nos. 069668 through 069690 in the Amount of \$17,452,159.52; Payroll Check Nos. 230459 through 230556 in the Amount of \$85,652.37; and Payroll ACH Nos. 1315656 through 1320762 in the Amount of \$19,209,869.53, for Total Payments of \$151,228,603.93.**

Request document(s) included an agenda memorandum.

- 8c. Adoption of Resolution Nos. 3849 and 3850: Issuance and Sale of Intermediate Lien Revenue Refunding Bonds in the Aggregate Principal Amount of Not-to-Exceed \$250,000,000 and Issuance and Sale of First Lien Revenue Refunding Bonds in the Aggregate Principal Amount of Not-to-Exceed \$70,000,000.**
- 8c-1. Resolution No. 3849: A Resolution of the Port Commission of the Port of Seattle authorizing the issuance and sale of Intermediate Lien Revenue Refunding Bonds, Series 2026 in the aggregate principal amount of not to exceed \$250,000,000 (the**

“2026 Intermediate Lien Bonds”), for the purpose of refunding the Port’s Intermediate Lien Revenue Bonds, Series 2015C (the “2015C Bonds”) and the Port’s Intermediate Lien Revenue Refunding Bonds, Series 2016 (the “2016 Bonds”).

- 8c-2. Resolution No. 3850: A Resolution of the Port Commission of the Port of Seattle authorizing the issuance and sale of First Lien Revenue Refunding Bonds, Series 2026 in the aggregate principal amount of not to exceed \$70,000,000 (the “2026 First Lien Bonds”), for the purpose of refunding the Port’s First Lien Revenue Refunding Bonds, Series 2016B (the “2016B Bonds”).**

Requested documents included an agenda memorandum, resolution 1, resolution 2, and presentation.

- 8d. Commission Approval of International Travel Requests for Known Travel in the Third Quarter of 2026.**

Request document(s) included an agenda memorandum.

- 8e. Authorization for the Executive Director to Approve Funding to Complete Design and Permitting of a New Telecommunication Meet Me Room at Terminal 91 in the Requested Amount of \$900,000, for an Increased Total Authorization To-Date of \$1,000,000 and a Total Estimated Project Cost of \$12,200,000. (CIP# C802027).**

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

The motion to approve the Consent Agenda, made by Commissioner Hasegawa, 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. Introduction of Resolution No. 3851: A Resolution Authorizing the Issuance and Sale of Subordinate Lien Revenue Bonds, Series 2026A and 2026B in the Aggregate Principal Amount Not-to-Exceed \$400,000,000, for the Purposes of Financing or Refinancing Capital Improvements to Aviation Facilities; Setting Forth Certain Bond Terms and Covenants; and Delegating Authority to Approve Final Terms and Conditions and the Sale of the Bonds.**

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

Presenter(s):

Chris Wimsatt, Chief Financial Officer, Finance and Budget
Scott Bertram, Manager Corporate Finance, Finance and Budget
Angie Rose, Principal Financial Analyst, Finance and Budget

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

The presentation addressed:

- sale and issuance of Subordinate Lien Revenue Bonds, Series 2026A&B;
- background information related to variable rate debt;
- variable rate debt's ability to lower the Port's cost of capital;
- other benefits including asset-liability management and providing a flexible structure;
- risk in rate volatility;
- general benefits, risks, and mitigation associated with the bonds;
- direct bank loan benefits and risks; and
- next steps – adoption of the resolution at the July 14th Commission meeting and bond closing tentatively scheduled in the month of August.

Discussion ensued regarding:

- how exposure to a variable rate mitigates risk when events are unpredictable;
- variable rate debt applicable to new debt;
- policy and structure of the Port's fixed rate investments;
- the potential of an inverted yield curve;
- generating higher returns in our investment portfolio in the future and finding a strategy to accomplish that; and
- transaction costs.

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

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

Opposed: (0)

11. PRESENTATIONS AND STAFF REPORTS

- 11a. 2025 Workforce Development Annual Report.**

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

Presenter(s):

Anna Pavlik, Director Workforce Development
Leslie Horton, Workforce Development Manager and Data Analyst
Robert Brown, Workforce Development Manager and Data Analyst

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

(Commissioner Hasegawa exited the meeting at 1:30 p.m.)

The presentation addressed:

- mission/programs;
- aligning investments with industry needs;
- shared vision and successes;
- career connected learning;
- continuum of services;
- leveraging funds through partnerships;
- 2025 accomplishments, including record numbers in hours worked in the construction category and pre-apprenticeship training results;
- aviation 2025 demographics and job placements;
- Youth Maritime Career Launch demographics and internship placements;
- green jobs and the Duwamish Valley Career Navigator program; and
- next steps in workforce development in 2027.

Discussion ensued regarding:

- key performance indicators for construction;
- funding apprentices through the tax levy;
- return on investment analysis;
- steps taken to ensure coordination across the organization;
- a tracking system for outreach events;
- coordination with Career Connected Learning;
- navigator positions added in 2025;
- maritime internship placements and the goal of more adult maritime placements in 2026;
- partnerships through Port Jobs; and
- many trades associated with ship building.

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

11b. 2025 Environment and Sustainability Annual Report.

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

Presenter(s):

Sandra Kilroy, Senior Director Environment and Sustainability
Sarah Cox, Director Aviation Environment and Sustainability
Sarah Ogier, Director Maritime Environment and Sustainability

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

The presentation addressed:

- building a sustainable and resilient Port;
- 2025 accomplishments including PFAS removal; shore power record utilization; cruise biofuel demonstration project; fast chargers installed at SEA; salmon habitat created; trees and shrubs planted; sound insulation repair and replace pilot program; Quiet Sound; PNW2AK Green Corridor green methanol study; programmatic permits; Seattle waterfront clean energy strategy; reduction in Port controlled emissions; ADAPTSEA; construction waste diverted; and federal funding for clean ports;
- 2025 reporting categories;
- healthy lands and habitats;
- cleaning up contaminated lands;
- protecting water quality;
- reducing waste;
- resilient and sustainable infrastructure;
- Charting the Course to Zero – Scope 1 and 2 emissions reduction;
- Scope 3 emissions – airport and seaport;
- environmental planning and permitting;
- lessening the impact of aircraft noise;
- practicing equity, diversity, and inclusion; and
- engaging the community.

Discussion ensued regarding:

- sustainable building for the Concourse expansion;
- greenhouse gas emissions reduction including natural gas transition at the airport;
- airlines plugging into the pre-conditioned air system and hose configurations;
- emissions of the Northwest Seaport Alliance operations inventoried and reported separately;
- engaging with cities regarding sound insulation and their goals;
- sound reduction elements include in building codes;
- public outreach undertaken regarding the Sustainable Airport Master Plan and the State Environmental Protection Act process;
- showcasing what the Port does with respect to environmental leadership;
- sustainable fuel and efficiencies;
- factors affecting a relatively small percentage of cruise ships not able to plug into shorepower;
- guiding investments through emissions data; and
- getting information to mariners so they can be aware of whale locations and looking into what the Marine Exchange can do.

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

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

Discussion ensued regarding public engagement for comments of the Sustainable Airport Master Plan Near-Term Projects State Environmental Protection Act Draft Environmental Impact Statement.

13. ADJOURNMENT

The meeting adjourned at 3:27 p.m.

Prepared:

Attest:

Michelle M. Hart, Commission Clerk

Sam Cho, Commission Secretary

Minutes approved: July 14, 2026



Outlook

RE: [EXTERNAL] DeLacy comment for Port Commission Special Meeting 6/23/2026

From Barton DeLacy/USA <Barton.Delacy@cushwake.com>**Date** Wed 6/24/2026 8:51 AM**To** Commission-Public-Records <commission-public-records@portseattle.org>

Yes, I am.
Thank you.

P. Barton DeLacy, MAI, CRE

Executive Director

Valuation & Advisory

Direct: +1 206 521 0233

Mobile: +1 503 319 8086

barton.delacy@cushwake.com

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From: Commission-Public-Records <commission-public-records@portseattle.org>**Sent:** Wednesday, June 24, 2026 8:45 AM**To:** Barton DeLacy/USA <Barton.Delacy@cushwake.com>**Subject:** Re: [EXTERNAL] DeLacy comment for Port Commission Special Meeting 6/23/2026

External Mail

Good morning,

Are you submitting these written comments in support of your spoken comments from the 6/23 meeting?

Thank you!

-Commission Public Records

From: Barton DeLacy/USA <Barton.Delacy@cushwake.com>**Sent:** Tuesday, June 23, 2026 5:49 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>; Andres Mantilla <andres@uncommonbridges.com>
Cc: Rebecca Deming <rdeming@desmoineswa.gov>
Subject: [EXTERNAL] DeLacy comment for Port Commission Special Meeting 6/23/2026

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

Andres: please see attached from today's meeting. I want to be sure it gets on the record. I appeared personally and gave an abridged version (2:00 time limit). LMK if anything amiss.
Rebecca: please distribute to our Airport advisory committee.

Here's the attachment as a link for your review:
[DeLacy Port Commission comments 06232026.pdf](#)

All for now

P. Barton DeLacy, MAI, CRE
Executive Director
Valuation & Advisory

Direct: +1 206 521 0233
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To: Port of Seattle Commission

From: P. Barton DeLacy, City of Des Moines Airport Advisory Committee Member and StART Representative

Date: June 23, 2026

Re: Recap of in-person testimony before Commission Special Meeting today

Good afternoon. My name is Barton DeLacy. I am a Des Moines citizen representative on StART (Stakeholder Advisory Round Table) and am here today as a member of our Airport Advisory Committee. Professionally I am a commercial real estate valuation consultant for an international firm and currently serve as Chair of the Des Moines Planning Commission.

I have been a resident of the Woodmont neighborhood of Des Moines since 2020. However, my wife's family has lived there for over 80 years, now through three generations. When our grandchildren visit, as they did this past week, the house has been home to five.

I might add that when my wife's grandfather bought our lot and moved a cottage to it in the 1940s; few foresaw that the nascent SeaTac airport would become the local noise and health nuisance it is today.

Personally, we live beyond the contours of the arbitrary 65 DNL (day night average sound level boundaries), yet we are subjected to continuous third runway over-flights, up to every 45 seconds from 5 am to 1 am (some 20 hours) on a daily basis. We are not alone, as Senator Orwell just attested.

I am here to express concerns voiced by members of my community, including both neighbors and more involved citizen volunteers. We find that the Port of Seattle's Sustainable Airport Master Plan (SAMP) *environmental assessments* (NEPA and SEPA) are simply not responsive to actual airport noise, collateral traffic and the cumulative health effects of planned airport expansion. Yet, they claim *no impact!*

Further, what about environmental justice? The South King County communities of Des Moines and Burien, if not SeaTac and Normandy Park, are disproportionately impacted compared with more affluent communities in north and east King County. In fact, consider the emerging demographics of migrant communities east of Pac Highway and in south central Des Moines. The age and condition of the housing stock, coupled with increased density mandates, are only aggravated by its exposure to over 50,000 flights a year, or better than one-a-minute.

And now the SAMP projects an additional 30,000 flights per year. Yet, the Draft SEPA Environmental Impact Statement finds no impact to housing values and no significant impacts regarding noise, air quality and socioeconomic or environmental justice issues. Really?

Having attended StART meetings now for the past year, I have found them informative, but with little opportunity for feedback or discussion. I can speak for a number of us. We feel like window-dressing. Compliance boxes to be checked. An amen chorus for the Port staff.

We understand that airport expansion is inevitable. We seek not to stop the expansion, but to mitigate and remedy the long term harm our communities have long suffered.

Our areas of concern include the following:

1. **Noise and flight frequency:** The 65 DNL noise measurement standard used to define high-noise zones near the airport is both outdated and obsolete. Without getting into the science here, the standard addresses neither the frequency of flights nor the relative disruption caused by night flights. The latter will necessarily increase.
2. **Collateral traffic:** With projections of an additional 30,000 flights per year, most passengers will arrive via ground transportation, swelling local arterial traffic particularly through our South King County neighborhoods. No attempt was made to gauge actual impact and \$40 M in transportation improvements hardly covers the cost of a single roundabout.
3. **Health effects:** NEPA relies on 40-year-old studies of air quality impacts and lacks adequate monitoring of current air traffic. Under this expansion proposal, the Port of Seattle will spend several million dollars to process and store Sustainable Aviation Fuel (SAF). A nice goal, except that widespread use of sustainable fuel is decades away. Our communities are suffering noise and air quality-related health issues *now*.
4. **Inadequacy of the Sound Insulation Program:** According to my fellow DM AAC member, Jeffery Bogen, a retired FAA engineer, there are significant gaps in the draft Environmental Impact Statement when it comes to providing noise relief and comprehensive implementation of sound insulation packages.

We recognize that most of the acknowledged effects from airport expansion cannot be mitigated. Hence, the Port of Seattle Commission must start to think about *just compensation* for those individuals and communities that will be so disproportionately and adversely impacted, only to grow a facility that otherwise benefits the whole region.

Respectfully submitted,

P. Barton DeLacy
Des Moines StART Representative
Airport Advisory Member

26485 8th Ave. S
Des Moines, WA 98198
pbdelacy@gmail.com
503-319-8086



[EXTERNAL] Public testimony on Airport Master Plan

From HAECKERMANN, MARIA <maria.haeckermann@dlh.de>

Date Sun 6/21/2026 4:49 PM

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

 1 attachment (139 KB)

Lufthansa Testimony SAMP SEA_.pdf;

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

Dear Sirs,

Attached letter from Lufthansa German Airlines supporting SEA Airport Master Plan (SAMP).

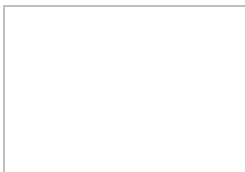
Thank you.

Kind regards,

Maria Häckermann
Station Manager SEA
Lufthansa Group

Deutsche Lufthansa AG
SEA SM
17801 International Blvd. M6014
Seattle Tacoma International Airport
Seatac, WA 98158 USA
Phone +1 206 962 4469
maria.haeckermann@dlh.de

lufthansa.com
lufthansagroup.com





LUFTHANSA GROUP

Seattle, June 8th, 2026

Dear Commissioners,

Lufthansa German Airlines believe that the proposed expansion of Seattle-Tacoma International Airport (SEA), as outlined in the Master Plan, will help fulfill our future operational needs while significantly enhancing the customer experience.

By increasing capacity, improving efficiency, and modernizing facilities, the Master Plan will ensure smoother operations for our organization and provide a more convenient, reliable, and enjoyable experience for everyone who travels through SEA.

A strong, modern airport is essential to supporting economic growth and maintaining the connections that help our region thrive.

We appreciate the Port of Seattle's efforts to plan and support moving this project forward.

Respectfully,

A stylized, handwritten signature in blue ink.

Mircea-Petru Godja
Head of Ground Experience Americas North
Lufthansa Group

A handwritten signature in blue ink.

Maria Haeckermann
Station Manager SEA
Lufthansa



[EXTERNAL] Public comment from Downtown Seattle Association on Port of Seattle's Sustainable Airport Master Plan

From Dennis Sills <denniss@downtownseattle.org>

Date Mon 6/22/2026 4:09 PM

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

Cc Schinfeld, Eric <Schinfeld.E@portseattle.org>; Jon Scholes <JonS@downtownseattle.org>; shefali@resilientstrategiesllc.org <shefali@resilientstrategiesllc.org>

 1 attachment (182 KB)

2026 DSA letter for Airport Master Plan.pdf;

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

Dear Commissioners,

On behalf of the Downtown Seattle Association (DSA), I am writing to respectfully request that the attached letter regarding the Port of Seattle's Sustainable Airport Master Plan (SAMP) be accepted into the public record in advance of the Commission meeting on June 23, 2026.

The Downtown Seattle Association represents more than 2,000 businesses, nonprofit organizations, property owners, and residents committed to the vitality of downtown Seattle and the broader regional economy. As the economic and cultural center of the region, downtown Seattle benefits significantly from the connectivity, tourism, business travel, trade, and economic activity supported by Seattle-Tacoma International Airport.

We appreciate the Port's leadership in planning for the airport's future and offer the attached comments for your consideration as you deliberate on the Sustainable Airport Master Plan. We believe it is important that the region continue investing in infrastructure that supports projected passenger growth while advancing environmental stewardship, operational efficiency, and economic opportunity.

Thank you for your service and for your consideration of DSA's perspective. Please feel free to contact me if you have any questions or would like to discuss our comments further.

Sincerely,

Dennis

Dennis Sills
Downtown Seattle Association
VP, Advocacy & Economic Development
310.456.4571



June 22, 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 Downtown Seattle Association (DSA), I am writing in support of the Sustainable Airport Master Plan (SAMP) and the proposed investments at Seattle-Tacoma International Airport (SEA) outlined in the State Environmental Policy Act Draft Environmental Impact Statement.

DSA, founded in 1958, represents more than 2,000 businesses, nonprofit organizations, property owners and residents who are passionate about the health and vitality of downtown. DSA appreciates the Port's efforts to balance economic growth, environmental stewardship and community impacts through the SAMP planning and environmental review process. A thriving and well-connected airport is essential to the continued success of downtown Seattle. SEA serves as the front door to our city, connecting downtown businesses, residents and workers to global markets, attracting visitors who support hotels, restaurants, retailers, arts and cultural institutions, and enabling employers to recruit and retain talent from around the world.

In today's global economy, connectivity is key, including connections to vendors, customers, talent and markets. For our members and the broader regional economy, SEA is more than a transportation hub; it is a critical economic engine that helps make the Puget Sound region a global center for commerce, technology, research and entrepreneurship. SEA benefits from a direct high-capacity transit connection to downtown Seattle through Link light rail, allowing travelers to quickly access jobs, hotels, restaurants, entertainment venues and convention facilities. The proposed expansion would build upon this important regional asset, helping ensure that increased passenger activity translates into economic activity throughout downtown and the broader region.

That competitive advantage erodes if we fail to invest in infrastructure that can accommodate future demand. SEA currently serves approximately 53 million passengers annually, with demand projected to grow significantly in the coming years. Those travelers are coming whether the airport expands or not. The question is whether they will be served by a world-class airport capable of meeting demand or by facilities strained beyond their intended capacity, resulting in delays, congestion and a diminished traveler experience.

The Port of Seattle has done an admirable job maximizing capacity within SEA's existing footprint, and the improvements completed over the last year demonstrate the Port's creativity and commitment to operational excellence. However, the airport has reached the practical limits of what can be achieved within its current facilities.

We believe the proposed second terminal and associated infrastructure improvements are exactly the kind of investments that keep regions competitive. The project would add 19 gates, expand roadway capacity, increase curb space for passenger pick-up and drop-off, provide additional parking and improve passenger processing through expanded TSA checkpoints. These improvements will enhance the travel experience, improve operational efficiency and support the continued growth of our regional economy.

The consequences of inaction are significant. If our airport cannot efficiently accommodate passenger and cargo demand, businesses may choose to locate elsewhere, supply chains may shift to competing hubs and future economic opportunities could bypass our region altogether. Maintaining a modern, efficient airport is essential to attracting investment, supporting tourism, growing employment and ensuring that downtown Seattle remains competitive on the national and global stage.

For these reasons, DSA strongly supports advancing the SAMP. Now is the time to invest in the infrastructure necessary to meet future demand, strengthen regional mobility and support the continued economic vitality of downtown Seattle.

Sincerely,



Dennis Sills
Downtown Seattle Association
Vice President, Advocacy and Economic Development



[EXTERNAL] Public Comment for Commission Meeting — June 23, 2026 — Item 11b — Robert Thomas

From Robert thomas <rdthomas0820@gmail.com>

Date Mon 6/22/2026 9:22 AM

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

 1 attachment (3 KB)

Robert_Thomas_Public_Comment_2026-06-23.pdf;

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

Afternoon - Please see attached PDF for public comment to be attached to the approved minutes for the June 23rd commission meeting.

Best.

Robert D. Thomas

email: rdthomas0820@gmail.com

Robert Thomas

Registered Voter, King County, Washington

June 22, 2026

Port of Seattle Commission

Commission Office

2711 Alaskan Way

Seattle, WA 98121

Sent via email: commission-public-records@portseattle.org

**RE: Written Public Comment for Commission Meeting of June 23, 2026 —
Agenda Item 11b, 2025 Environment and Sustainability Annual Report**

Dear Commissioners,

My name is Robert Thomas. I am a registered King County voter and a civil engineer with five years of experience working on maritime infrastructure projects.

I am looking forward to today's presentation on the 2025 Environment and Sustainability Annual Report, and I wanted to flag a few highlights from the materials in the packet that stood out to me as someone who works on the technical side of waterfront infrastructure.

The Miller Creek Restoration Project, which created 450 feet of new salmon habitat and 1.4 acres of new floodplain in partnership with Burien and SeaTac, is a great example of what coordinated regional restoration work can accomplish. I was also glad to see the Port reach the final design phase with the EPA on the East Waterway cleanup at the Harbor Island Superfund site — that is a genuinely complex remediation effort, and getting to final design is a real milestone.

And on the maritime side, having all three cruise berths now equipped with shore power, on track toward full utilization by homeported ships in 2027, reflects real engineering and regulatory coordination behind the scenes.

As the Port continues to advance projects like these, I would encourage the Commission to keep leaning on the engineering and maritime professional community here in King County — we want to help deliver on these goals, not just read about them in the annual report.

Thank you for your time, and I look forward to hearing more in today's presentation.

Respectfully submitted,

Robert Thomas

King County, Washington



[EXTERNAL] Public Comment for Commission Meeting – 6/23 - SEPA Draft Environmental Impact Statement and Public Comment Period

From lynda wong <wongly@fixtheharm.org>

Date Tue 6/23/2026 8:49 AM

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

Cc STACC4J Steering Committee <stacc4jsc@fixtheharm.org>

 1 attachment (178 KB)

Updated signatories as of 6-23-26 SAMP DEIS comment ext req.pdf;

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

Dear Port of Seattle Commissioners and Executive Director Stephen Metruck,

This public comment is submitted for the June 23, 2026 Port of Seattle Commission meeting regarding the Port's decision to keep the public comment period for the Sustainable Airport Master Plan (SAMP) Draft SEPA Environmental Impact Statement (DEIS) at 60 days. The undersigned respectfully request that the Commission extend that period to 90 days.

The undersigned residents, elected officials, community organizations, and partner institutions respectfully urge the Port of Seattle to extend the public comment period for the SAMP SEPA DEIS from 60 days, May 22 through July 21, to 90 days. Since this request was first submitted, organizational signatories have more than doubled. The coalition now includes neighborhood associations, climate and environmental organizations, public health and health-equity leaders, and BIPOC-led and immigrant and refugee community organizations from airport-impacted neighborhoods in South Seattle, Burien, SeaTac, White Center, and the Duwamish Valley.

Signatories include organizations such as Duwamish River Community Coalition, Georgetown Community Council, Front and Centered, South Seattle Climate Action Network, Sustainable Seattle, Washington Physicians for Social Responsibility, Pacific Islander Health Board of Washington, El Centro de la Raza, White Center Food Bank, Seattle Parks Foundation, Puget Soundkeeper, 350 Seattle, People for Climate Action Seattle, Burien Airport Committee, the Cedarhurst neighborhood, SE Indivisible, Cambodian American Community Council of Washington, Oceania NW, and others, alongside individual residents of airport-impacted communities.

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. Many of the communities most affected are already identified as overburdened, facing cumulative air, noise, and health burdens that make a thorough, accessible SEPA review especially important. Residents already report significant sleep disruption, elevated stress, and difficulty opening windows due to noise and air quality concerns.

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.

The Cities of 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. That formal request was denied on May 21, and the Port is currently 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—including housing, cumulative impacts, human health, environmental justice, air quality, and noise—that cannot be adequately reviewed in a minimal 60-day window.
- The document is large and technically complex, and communities need real time to read, discuss, translate, and respond so that comments reflect informed public understanding rather than rushed reaction. Many of the organizations signing this letter work directly with overburdened communities already identified in Washington's environmental health disparities maps, and a 90-day period is the minimum needed for these communities and their partners to provide meaningful input.
- The Port is both proposing the project and leading the SEPA review, which makes transparency, independent scrutiny, and plain-language public explanation especially important to public trust.
- The Port has committed to multilingual access, community partnerships, and reduced barriers to participation; a 90-day comment period is far more consistent with those commitments than a 60-day window, particularly for residents with language, technology, or schedule barriers.
- A 90-day period is consistent with best practices for complex environmental reviews of this scale and will help avoid perceptions of a predetermined outcome.

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

June 23, 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,

STACC4J and signatories

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
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
Marcos Martnez		Burien resident
Gail Cabahug	Advocacy and Policy Manager	Puget Soundkeeper
Joseph Seia	Executive Director	www.oceanianw.org
Sambath Eat	Executive Director	Cambodian American Community Council of WA
Caroline Villanova	Director of Government Relations & Community Impact	Seattle Parks Foundation
Andrea O'Ferrall		White Center
griffin ong		King County CECTF Youth Representative
Obumneme Owusi	Director, Growth Dev	Organization
Jeraldi Gonzalez	PCAT member	Burien
Holly Krejci	resident/member	Georgetown & KCIACC
Rosario-Maria		Georgetown
Nancy Peterson		Des Moines
Kristopher Larsen	Director of Workforce Development	Filipino Community of Seattle

Elizabeth Claud	Des Moines Homeowner and Parent	Marine District, Des Moines
Gloria	Comunnity member	N/a
Dinah Wilson	Member of King County Climate Equity Community Task Force	Skyway
Teresa		3 Tree point
Gaby B		El Centro de la Raza
Estela Ortega	Executive Director	El Centro de la Raza
Debora Gaiser		Des Moines/Huntington Park West
Charles		Normandy Park
Maria Faria		Burien
Carmen Smith	Executive Director	White Center Food Bank / White Center, Burien
Becky	concerned citizen	DesMoines Marina district
Victor Rodriguez	Council Chair	Governor's Interagency Council on Health Disparities
Beth Brunton	Co-chair	South Seattle Climate Action Network
Iris Antman		Hillman City
Guillermo Rogel	Political Manager	Seattle/Front and Centered
Thyda Chhom	ED	Khmer Community of Seattle-King County
Malia D'Alio	President & Tribal Liaison	Pacific Islander Health Board of WA (PIHB)
Andrea Chin		Redmond
Dillon Hall	No more noise!	Olde Burien
James Richardson		Capitol hill
G C		Latona
Cindy M. Dutka		none
diane marks		port angeles
Clay Compton		Northwest Bellevue
Susan Moskwa		West Seattle
Sherry Bupp		Individual

Rosemary Moore		Mercer Island resident
Claire Strevey		West Seattle
Marin		Fremont
Jocelyn Phillips		Greenlake
Pennie O’Grady		Greenlake
Brandon Bowersox-Johnson		I reside in Bremerton
Tim Neill	Treasurer, Georgetown Community Council	Georgetown Community Council
Meilani Lanier-Kamaha'o	Executive Director	Sustainable Seattle
Robin Schwartz	Advocacy and Community Resilience Manager	Duwamish River Community Coalition/Duwamish Valley
Kathy Nyland	Resident	Geirgetown
Paul Mocha		Beacon Hill
Shannon Markley		Shoreline - Richmond Beach
Joseph Cirnigliaro		Georgetown Community Council
Heather Carney	Chair - GCC Board of Directors	Georgetown Community Council
Julia Buck		350 Seattle
MERLE ADLER	Volunteer	multiple
Derrick Elsea		GCC Board Member / Georgetown
Lai King	Manager	Pacific Islander Health Board of Washington
Ann Dorsey		LA
Bill Valela		Neighborhood
Tina Young		Beacon Hill