

**From:** [John Fricke](#)  
**To:** [Hart, Michelle](#)  
**Cc:** [Commission-Public-Records; Management](#)  
**Subject:** [EXTERNAL] Public Comments - Oral and Written Request for June 8 2021 Meeting  
**Date:** Tuesday, June 8, 2021 8:59:32 AM  
**Attachments:** [Public Comment - June 8 2021 - Premier Airport Shuttle by Capital Aeroporter.pdf](#)

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Michelle,

Please find written comments regarding the June 8 2021 Study Session and Regular Meeting. I request to provide both oral and written comments on the subject during the Regular Port of Seattle Commission Meeting at 12:00pm on June 8, 2021.

Regards,

**John Fricke**  
**VP Operations**  
**Premier Airport Shuttle by Capital Aeroporter**  
**Shared and Private Van Service**  
**C: 360-507-0476**  
**O: 360-754-7113**  
[johnf@capair.com](mailto:johnf@capair.com)



Pacific Northwest Transportation Services, Inc.  
PO Box 2163  
Olympia, WA 98507-2163

June 8, 2021

Port of Seattle Commission  
2711 Alaskan Way  
Seattle, WA 98121

**RE: Public Comments - Ground Transportation Study Session**

Port of Seattle Commissioners - Bowman, Calkins, Cho, Felleman and Steinbrueck and Executive Director Metruck:

We applaud the Port of Seattle in creating and implementing the Ground Transportation Access Plan (GTAP) for current and future planning of Ground Transportation at SeaTac Airport. The COVID pandemic, changing economic and social patterns have directly impacted many aspects of the travel and ground transportation industry since the inception of the GTAP in 2017-2018.

Our Ground Transportation Company - Premier Airport Shuttle (by Capital Aeroporter) is now servicing SeaTac International Airport passengers with: Door-to-Door Shared and Private Van Service throughout the greater Central and South Puget Sound Area - including: King, Pierce, Snohomish, Kitsap, Thurston, Lewis and Grays Harbor Counties. Additionally, we will provide seasonal scheduled passenger service between SeaTac Airport to and from the Seattle Cruise Ship Piers and Downtown Seattle Hotels.

We previously operated between the SeaTac Airport and South Puget Sound area for the past 49 years and recently expanded our services, in January 2021, to the entire aforementioned region. Our Company's Door-to-Door Shared Van Services provide actual rideshare transportation for many travelers utilizing Port of Seattle properties. We are requesting the Port of Seattle to work with us in creating an equitable opportunity to provide our Services to the traveling public.

**Port of Seattle Resolution No. 3759** makes commitments to:

- "...provide quality customer service, reducing congestion, and minimizing the environmental impacts of vehicles at (SeaTac) Airport"
- "Discourage use of private vehicles and promote higher-occupancy transportation modes"

**GTAP Study and Plan Objectives** include:

- **Increase access to high occupancy modes** such as transit
- Advance Transportation Modes and programs to foster social equity and customer choice
- Consider the financial/revenue impacts of potential strategies

According to the “Top 10 Strategies” of the GTAP - Door to Door Vans and Airporters that comprise 5% of the passenger travel mode from the study results, are completely left out. The 1% travel mode use of Public Transit and single-rider TNCs are the major parts of this current plan.

The operations of Door-to-Door Vans and Airporters should be given more consideration in future development of the GTAP by Port Staff and Commissioners. We look forward to creating a productive working relationship with the Port of Seattle in providing efficient, cost-effective and higher-occupancy ground transportation options for the traveling public.

Regards,

**John Fricke**

**VP Operations**

**Premier Airport Shuttle**

**Airport Shuttle and Private Van Service**

***C: 360-507-0476***

**From:** [laura.gibbons](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Email testimony for the 6/8/21 Port Commissioners meeting  
**Date:** Monday, June 7, 2021 5:16:20 PM

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Here is my testimony (written only) for Tuesday's meeting. I hope you have time to read the whole thing out loud at the meeting, but if not, here is a summary:

**My testimony highlights some of the materials from the budget retreat, asks what you plan is to meet the climate change and air quality concerns raised by community groups, and points out that a reduction in aviation would address many of them.**

Commissioners,

I am commenting today on the materials for your June 3 budget retreat. I'll start with the summary to one of the listening sessions.

- This session brought up an interesting mix of global environmental topics and desire for localized action. While the dangers of climate change were raised, the need for improved air quality was actually cited as the top community concern.

**What is your plan to meet these concerns?** Reducing aviation would meet both the localized concerns for air quality and the need to reduce the global climate impact of airplane CO<sub>2</sub> emissions and the additional warming caused by radiative forcing. It would also address these concerns mentioned elsewhere in your documents:

- Port-wide Threats - Climate Change moves inexorably forward - Impact on fisheries from sea temperature changes and acidification and port infrastructure is inevitable.
- Port-wide Weaknesses - Resiliency - Lack of comprehensive port-wide mitigation strategies for all potential threats to the Port including, natural disasters, climate change, cyber attacks and more.

I also give my strong support to these points raised by community nonprofits as a way forward:

- There is a need for a "just transition" to a clean energy future, where indigenous and other communities of color are engaged at every step of the transition process.
- Broaden Port's enabling statutes to include environmental issues.
- Partner with impacted communities on noise, air quality, etc. advocacy with the federal government.

Sincerely,

Laura Gibbons

Seattle

**From:** [Noemie Maxwell](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Written comments for today's meeting  
**Date:** Tuesday, June 8, 2021 8:57:40 AM

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Re: Urging Commissioners to timely issue a Resolution or Order withdrawing SAMP Near Term Proposal Lot #L06

Dear Commissioners,

My name is Noemie Maxwell Vassilakis. I live and work in Burien a short walking distance from North SeaTac Park.

I also regularly volunteer in the park as a Forest Steward with the SeaTac Green City Partnership leading community events to remove invasive weeds from trees and the forest floor. This is a program established with Port funding. Please feel welcomed to join one of these work parties. You can sign up at [seatac.greencitypartnerships.org](http://seatac.greencitypartnerships.org).

I am delivering my public comment to you today in regards to the Port's hideous proposal to erase what I estimate to be 11 acres of forested land and mountain biking trails in this park - and to replace this treasure with Lot #L06 - a parking lot for employees.

You may have received notice of the petition I began - which now has over 1,100 signatures including twelve local elected officials and two Port Commission candidates. Hundreds of community members have posted public comments on this petition that can be viewed on the "Who Has Signed" page at <https://kctreeequity.org>. I urge you to read them. They can help you understand the deep harm this lot proposal represents to the community and region and take steps to stop the terrible mistake the Port is about to commit.

I ask you from the bottom of my heart, Commissioners, to act quickly and decisively to stop this - with the urgency you would feel if this threat to human health, property values, and recreational space were imminent in your back yard. I know you all care about the people in the region and the environment. That is why I am pleading with you.

Constructing lot #LO6 would destroy acres of mature forested land within the boundaries of this park adjacent to the Highline SeaTac Botanical Gardens and popular BMX tracks. The extensive network of mountain bike trails there are a regional treasure used by thousands from around the region. They are a major part of our community and it is hard to imagine they are about to be erased by the Port.

You can issue a Resolution or Order that would direct Port staff to withdraw the proposal for this lot and identify - within a short period of time, perhaps 30 days, alternatives that would meet Port parking needs without causing extraordinary and irreparable harm to a community in your care. An alternative would be a multi-level parking garage on the existing port employee parking lot, which is around 40 acres of existing pavement.

A single-layer parking lot in our forest may allow the Port to shave a tiny sliver of cost from the SAMP bottom line. But there would be no true cost saving. A higher economic price would be paid - one that you have shifted from your balance sheet - where it is almost negligible - to people in our communities and the region as a whole - where it is devastating.

Most communities around this park are state-designated as highly impacted due to environmental health disparities largely caused by air traffic overhead. The trees in these woods clean and cool and quiet our air, providing critical - even life-saving -

mitigation for airport pollution and noise. They help buffer property values from the impact of airport operations. Even if the port "replaced" these trees with new plantings elsewhere, it would take decades for the new trees to grow to the size and air-cleaning power of the ones in our forest.

Multiple concerns about this lot were submitted to the Port two years ago. But no action has been taken. I cannot emphasize enough to you the urgency and seriousness of this request for your quick and effective action. Thank you for listening.

Noemie

**From:** [Rosemary Moore](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Port Commission Meeting June 8, 2021 - Cruise Restarting  
**Date:** Monday, June 7, 2021 12:19:36 PM

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Port of Seattle Commissioners,

I would like to submit the following points in connection with the proposed restarting of cruise ships. Please do not let cruise ships return to Seattle without imposing restrictions on Greenhouse Gas Emissions at the very least. Please consider all of the following points:

- Cruise ships create all kinds of harmful pollution--noise pollution impacting our orca and whale populations, toxic emissions of carcinogens and particulate matter that impact human health or even cause early death, and large quantities of greenhouse gas emissions that worsen the climate crisis.
- The global pandemic continues. Even if all on board are vaccinated, the communities where cruise ships dock may not be. Particulate matter, like that emitted by ship smokestacks, was found to spread the virus. Communities near air pollution sources were found to be hit harder, experience worse symptoms, hospitalizations, and deaths.
- The economic impact to communities from cruise ships have been found to be highly inflated by numerous studies. With shopping malls and discounted meals on the ships, very little is spent in local stores and restaurants. The money brought in by traditional tourists who stay in hotels and do all their activities in town is much higher.
- Workers on board cruise ships often make very low wages, work long hours, and lack labor law protections. Last year when outbreaks of COVID-19 happened, tens of thousands of workers were stranded on the ships for months after guests were evacuated, often while not receiving any pay, some even taking their own lives. While workers were not being paid, cruise company CEOs [made millions](#), more even in 2020 than in 2019.
- Cruise ships choose not to register their business in the US to avoid paying taxes, avoid labor laws and avoid environmental regulations. How does supporting the cruise ship industry fit into the Port of Seattle's equity goals?
- The Port of Seattle claims it wants to be "the greenest port in North America", yet it still wants to build an additional cruise ship terminal (and expand the airport, and expand/deepen our harbor to accommodate the world's biggest cargo ships). The Port brings up "shore power" in response to the argument that **we should not be expanding fossil fuel intensive industry while the climate crisis continues** - and scientists give us less than 10 years to kick our fossil fuel addiction. "Shore power" only reduces the total greenhouse gas impact from a roundtrip voyage by less than 1%! Expansion = Extinction
- Local people from cruise destinations are fighting for more control over cruise ships and their impacts to the community. In Alaska, Juneau is one of those communities. <https://mustreadalaska.com/juneaus-local-election-is-oct-5-three-anti-cruise-ship-initiatives-could-be-on-ballot/> We should be supporting this fight not effectively opposing it.

Thank you,

Rosemary Moore  
6230 East Mercer Way  
Mercer Island  
WA 98040



Cell: (1) 206 251 7009

**From:** [Barbara OSteen](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] cruise ships  
**Date:** Monday, June 7, 2021 2:00:19 PM

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To those responsible for the Port of Seattle,

As a citizen of Seattle for over 50 years, and a Mother and responsible citizen I find it totally irresponsible of you to plan on allowing Cruise ships to dock in Seattle this summer!

Cruise ships bring people that are not all vaccinated which means bringing possible DEATH to some of our citizens.

Cruise ships dump their wastes into our Puget Sound waters.

They burn tons of gasoline that contributes to CLIMATE CHANGE.

We absolutely do not have to help them earn more money at our expense! They should quit business entirely to help with CLIMATE CHANGE.

Barbara O'Steen

**From:** [Lisa Steele](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Cruise restarting  
**Date:** Sunday, June 6, 2021 7:50:10 PM

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Thanks for the opportunity to submit a comment. I am very much OPPOSED to the Port restarting cruising at soon as the end of July.

So many still unvaccinated, especially in the destination areas. How to control for that?

What about the WORKERS on board, thousands of whom were stranded when the pandemic hit. The Port of Seattle claims it wants to be "the greenest port in North America", yet it still wants to build an additional cruise ship terminal (and expand the airport, and expand/deepen our harbor to accommodate the world's biggest cargo ships). Shore power only reduces the total greenhouse gas impact from a roundtrip voyage by less than 1%! And what is in place for more environmentalism on board? Cruises are so wasteful. Ports could demand that ships docking here have to limit waste. Have to require composting on board. Have to remove single use plastics. These seem perhaps "unimportant " but are vital to moving from fossil fuels and towards a more circular economy.

Please take more time to make more sweeping environmental and human rights changes. This is a once in a generation chance to REALLY insist on sweeping change.

Thank you  
lisa steele, sammamish

**From:** [Russ @ Gmail](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] [Possible Scam Fraud]PUBLIC COMMENT for June 8, 2021  
**Date:** Tuesday, June 8, 2021 10:18:23 AM

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Please submit this public comment to today's Port Commission meeting.  
I am unavailable to attend today's meeting via Phone or Teams.

Thank you in advance.

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"Hello Port Commissioners,  
My name is Russell Stevenson. I am a constituent and active Mountain Bike rider.  
My company owns and operates the weekly Bike Race Series within North SeaTac Park(NSP); "[Wednesday Night Worlds](#)". We are now in our 8th year of events,

These are fun, family-friendly events that regularly draw large numbers(over 200 participants weekly) of devoted cyclists from all around King County. Our presence in the park helps to showcase the wonderful, naturally preserved park(that is owned by the Port of Seattle) as a destination for recreation. We are the stewards of North SeaTac Park.

Our Mountain Bike community volunteers and devotes countless hours to regularly maintain the various public trails within the park along with removing invasive plants to protect the trees. In 2019, the Port granted funds(awarded to the Evergreen Mountain Bike Alliance) from is own ACE Grant to allow continued development of the parks trail network. The condition of NSP has never been better.

Around two years ago, I publicly stated to the Port Commission the urgency to reconsider the SAMP proposal to remove a large portion(55 acres) of the park from public access to be developed into an Airport employee parking lot. This project, **named L-06**, is currently still on the near term SAMP agenda.

This development will negatively remove not only the Mountain Bike and Hiking Trails, but also damage our environment and public green space. Despite being told our concerns would

be addressed, I've noticed this proposal has moved forward to FAA review **without any change**. There is a growing concern among NSP's user groups around this proposal, so much so that a petition to block this action has been endorsed by well over 1100 king county residents/voters.

I ask each of you, as elected representatives, to do what is right and make a commitment **now** to remove this proposal **regardless of the FAA's determination**. You can do this by adopting a resolution to remove the L-06 proposal and instead pursue building a parking garage on the **existing port employee parking lot** which is around 40 acres of existing pavement.

NSP is a very special place for so many south King County residence. As urban green spaces continue to shrink, it's more important than ever to preserve and protect the ones we have. Our residence need accessible public spaces to recreate in.

I appreciate it if you could personally get back to me with your decision **before** your next commission meeting on the 22nd of June.

Thank you for the opportunity to provide public comment. I'm looking forward to your response.

Russell Stevenson  
Director | [NW MTB Series](#)