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1/9/23, 5:04 PM Mail - Commission-Public-Records - Outlook
[EXTERNAL] Testimony for Port Commission Meeting - January 10, 2023
Iris Antman
Mon 1/9/2023 4:59 PM
To: Commission-Public-Records
WARNING: External email. Links or a achments may be unsafe.

Dear Commissioners:

Happy New Year. My comments are related to the harms of cruising. It is 2023, almost a third of the way through the decade scientists have told us is critical to avoid the worst of the climate related catastrophes. It should be crystal clear that catastrophes are already happening due to global warming and all that brings, as well as air and water pollution, deforestation and the increasing loss of biodiversity. Here in Puget Sound we've had heat domes and wildfire smoke for the last few years that won't resolve without concerted action. By all of us. The last week of 2022 homes in the South Park neighborhood of Seattle were flooded due to the heavy rains and "King" tides associated with sea level rise.

Public officials have a specific responsibility to take appropriate action to protect the health and safety of the communities in which they have power and jurisdiction. It is short sighted to consider the financial revenue from the cruise industry as the most important factor in evaluating the impacts of the cruise industry. By working to increase tourism and cruising, the Port is sealing the fate of our community's health, the health and future of our ecosystem, and the melting of the Alaskan glaciers tourists are so anxious to see.

The Clean Shipping Act introduced in 2022 by Rep. Lowenthal of California, is a move in the right direction. The measure sets the carbon intensity standards for fuels used by ships calling at U.S. ports, including eliminating carbon by 2040. This legislation should be in your legislative agenda if you're serious about environmental sustainability and yet it isn't. Why not?

For the Port to continue the cruise business as usual is depressing and disheartening. I believe each one of you agrees we are in a climate crisis. Why are you not acting in accordance with your own understanding?

The Port can begin by limiting and capping the number of cruises this season, and not renewing leases. You can put your efforts towards developing businesses and industries that are not dependent on fossil fuels.

Commissioner Cho, as the new President, be a leader, for all the people!

Thank you.
Iris Antman
206-384-9123

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[Link]
<mailto:maura.brueger@seattle.gov>

[Link]
<http://www.seattle.gov/city-light>
1/10/23, 10:53 AM Mail - Commission-Public-Records - Outlook
[EXTERNAL] Letter of Support for Pier 66 (Seattle City Light)
Brueger, Maura
Tue 1/10/2023 10:30 AM
To: Commission-Public-Records
Cc: Caminos, Nate ;Bolieu, Sabrina ;Brown, Elsa ;Caldwell, Caia ;Ambrose, Philip

1 attachments (63 KB)
Pier 66 Shorepower Letter1.10.23.dotx pdf.pdf;

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Attached is a letter of support from Seattle City Light for submission to the Port Commission.
Thank you.
Maura

Maura Brueger
Director of Government & Legislative Affairs

O: 206-684-3015 | M: 206-707-3306 | maura.brueger@seattle.gov
We Power Seattle seattle.gov/city-light

<https://outlook.office365.com/mail/commission-public-records@portseattle.org/inbox/id/AAQkAGE1YmYzYTk0LWE2N2YtNGZmYi05YjgxLTE5MDVjO...> 1/1

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JANUARY 10, 2023
PORT OF SEATTLE COMMISSION
2711 ALASKAN WAY
SEATTLE, WA 98121

Dear Commission President Calkins,

On behalf of Seattle City Light (City Light), I am pleased to offer our enthusiastic support for the Port of Seattle's innovative and green cruise ship shore power project at Pier 66. City Light is proud of the pioneering partnership to bring cruise ship shore power to the Port of Seattle's Pier 91 in 2009, making it the first home port in North America to offer shore power at two berths. Following this success, the Port of Seattle committed to developing shore power at Pier 66 by collaborating with City Light on an innovative and cost-effective solution using a submarine cable to reduce costs and disruption along the waterfront.

The Pier 66 Shore Power Project is one of several anticipated projects with the Port of Seattle and the NW Seaport Alliance, including the new Terminal 5, to develop and implement the Seattle Waterfront Clean Energy Strategy. Delivering shore power for cruise ships at Pier 66 enables progress on the City of Seattle goal for long term emission reduction that affects the health of our residents, particularly historically disadvantaged waterfront communities and workers.

Our shared vision to reduce maritime industry emissions through electrification of Port of Seattle operations requires proactive partnerships and creative solutions to overcome technological and infrastructure challenges. Our team is confident that the positive interagency coordination underway with this project, and others, will ensure we are successful at implementing this unique and innovative solution to secure shore power at Pier 66.

Sincerely,

Debra J. Smith
General Manager/CEO
Seattle City Light

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1/9/23, 9:24 AM Mail - Commission-Public-Records - Outlook
[EXTERNAL] Comment for 1/10 Port Meeting
Alex Fay
Sun 1/8/2023 6:43 PM
To: Commission-Public-Records
WARNING: External email. Links or attachments may be unsafe.

Greetings,

I'm writing to submit public comment for the 1/10 Port Meeting. I'm concerned with the Port's plan to expand airport operations and international travel while also hoping to address climate change in item 11a. The key to fighting climate change is to reduce the number of flights and cruises that are taken, and the Port's plan to increase volume and demand will be detrimental to the climate. Reducing flying is needed if we want to have a healthy and habitable planet, and the Port should be focusing on efforts to do this instead of working to expand both domestic and international travel.

Furthermore, I'd also like to point out that the 2022 Aviation Federal Priorities document notes that the COVID-19 pandemic is subsiding. We continue to have increased COVID cases, with many facing hospitalization and worsening health as a result. As a government agency, the Port has the responsibility to communicate that the pandemic is ongoing, and promote mitigation methods that can truly reduce COVID rates, including masking, increased ventilation, and testing.

Thank you,
Alex Fay

<https://outlook.office365.com/mail/commission-public-records@portseattle.org/inbox/id/AAQkAGE1YmYzYTk0LWE2N2YtNGZmYi05YjgxLTE5MDVjO...> 1/1

[Link]

<https://doi.org/10.1016/j.jairtraman.2022.102353>

1/9/23, 9:23 AM Mail - Commission-Public-Records - Outlook

[EXTERNAL] Written public testimony for Tuesday's Port Commission meeting

laura gibbons

Sun 1/8/2023 1:33 PM

To: Commission-Public-Records

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Hi Michelle or whoever is currently doing this,
This is for written testimony for Tuesday's port meeting.
Thanks!

Commissioners,

In looking at your 2022 Aviation Federal Priorities (item 11a), I see a conflict between "Addressing Community Impact" and the rest of the document. The only effective way we have to mitigate climate change is to REDUCE flying.

I'd like to call your attention to a recent article, Net-zero aviation: Time for a new business model?, <https://doi.org/10.1016/j.jairtraman.2022.102353>. This is a very technical article with careful calculations. They find

if the current business model – volume growth with very small profit margins – is continued, it is likely that aviation's contribution to climate change will grow, due to constraints in biofuel production, cost, and an increase in non-CO2 warming. To stay within 1.5 °C warming, the sector has to reassess capacity and its relationship with profitability; and to possibly embrace an altogether different business model.

The authors state that a carbon tax reducing the cost of emissions will also be needed.

Less flying is the future of aviation, if we are to have a habitable planet. It will also help with noise and air quality impact. This is what I want you to be advocating for, on a federal level, and what all your plans should be based on.

This also applies to your plan to court international tourism (item 11b). Overseas vacation and business flying is one of the most irresponsible ways to heat the planet.

Sincerely,
Laura Gibbons
Seattle

<https://outlook.office365.com/mail/commission-public-records@portseattle.org/inbox/id/AAQkAGE1YmYzYTk0LWE2N2YtNGZmYi05YjgxLTE5MDVjO...> 1/1

[Link]

<mailto:lisa@pioneersquare.org>

[Link]

<http://www.pioneersquare.org/>

[Link]

<http://www.allianceforpioneersquare.org/>

1/10/23, 3:19 PM Mail - Commission-Public-Records - Outlook

[EXTERNAL] Support of Shore Power Construction on Pier 66

Lisa Howard

Tue 1/10/2023 11:55 AM

To: Commission-Public-Records

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Hello

Please see the attached letter to the Commission regarding support for item 10a on the January 10th Port Commission meeting agenda.

Thank you for the opportunity to provide comment.

Lisa Dixon Howard

Executive Director

ALLIANCE FOR PIONEER SQUARE

lisa@pioneersquare.org

O: 206-667-0687 ext 102 | C: 206-384-5715

www.pioneersquare.org | www.allianceforpioneersquare.org

(mailing address): PO Box 4507 | Seattle, WA 98194

(if you're stopping by): 105 S Main St, Suite 201 | Seattle, WA 98104

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January 10, 2023

Port Commission

Port of Seattle

P.O. Box 1209

Seattle, Washington 98121

Dear Commissioners,

On behalf of the Alliance for Pioneer Square, I am pleased to share our support for Item 10a on the January 10 Port Commission meeting agenda. The funding commitment for Shore Power construction at the Pier 66 Bell Street Pier Cruise Terminal is critical to the health of near-port communities and ensures that the cruise industry can continue to thrive in an environmentally sustainable way.

We value the Port's innovative solution to bring shore power to its downtown waterfront cruise terminal at Pier 66 and the collaboration with Seattle City Light to plan and implement this project via a submarine cable along the seafloor of Elliott Bay from Terminal 46. The Port's two shore power

connected cruise berths at T91 already result in significant emission reductions. In 2022, 83% of shore power equipped homeport calls at Terminal 91 connected and avoided an estimated 2,100 tonnes of CO2. We would look for the same positive impact from a shore power connection at Pier 66.

Providing shore power connections to vessels allows them to turn off diesel engines while at berth, which reduces greenhouse gas emissions that contribute to climate change; shore power at the Port's Smith Cove Cruise Terminal at Terminal 91 avoided an estimated 4,300 metric tons of carbon emissions, with 89 percent of shore power capable ships at T91 successfully connecting in 2019.

The Alliance for Pioneer Square helps to preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle. The close proximity of Pioneer Square to Pier 66 results in cruise travelers being able to access our district easily as they tour the city. This close proximity also means the residents, employees and visitors in the district will benefit from improved air quality.

We support projects such as this, which will improve air quality; modernize and optimize grid resources; support maritime industry investments; increase resiliency of critical port infrastructure; and spur growth and employment in electrification, renewable fuels, and clean technologies sectors. We lend our support to this effort, and encourage you to approve the project funding on January 10.

visit: 105 S Main, Suite 201, Seattle WA 98104
mail: PO Box 4507, Seattle WA 98194
t: 206.667.0687 allianceforpioneersquare.org

2 of 2

Thank you for your ongoing partnership in helping to create growing and thriving communities, and we look forward to continuing our work together.

Yours truly,
Lisa Dixon Howard
Lisa Dixon Howard
Executive Director

visit: 105 S Main, Suite 201, Seattle WA 98104
mail: PO Box 4507, Seattle WA 98194
t: 206.667.0687 allianceforpioneersquare.org

[Link]

<http://bit.ly/TT1stEd>

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<mailto:growlernoise@gmail.com>

12/20/22, 2:41 PM Mail - Commission-Public-Records - Outlook
[EXTERNAL] Public Comment for the Port of Seattle Board & Clerk
Joe A. Kunzler
Tue 12/20/2022 2:06 PM
To: Commission-Public-Records
Cc: Pritchard, Aaron ;Calkins, Ryan
1 attachments (108 KB)
Public comment rules _ Sound Transit (1).pdf;

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20 Dec. 2022

Dear Port of Seattle Board & Clerk;

Joe A. Kunzler here and today, I rise only in a personal and non-professional capacity. I want to be very clear that:

a) I love aircraft sounds.

b) I love SeaTac - more flights please, more often. Like I don't know get Boom Aerospace to start flying here because I want to fly supersonic. Be something if you could strap into an Alaska Airlines jet and scream off of the runway, get supersonic, and be in Anchorage in an hour or two having punched your "supersonic" card.

c) Tell Alex Tsimerman to STFU and get out. I hear he's been terrorizing you as much as Sound Transit like July when he was appeased to spew sexist trash garbage.

Sound Transit has become a rhetorical Ukraine in Alex Tsimerman's war on freedom. The fatal terrain of the conflict, and it is Sound Transit that has developed the tools at my urging to deal with Tsimerman as per attachment. I appreciate your current Chair's attempts to corral Alex as I've seen on Port video, but would rather Alex was shut down and no-trespassed. At some point, a line needs to be drawn and held.

We, transit geeks, have found that drawing a line backed up by repeated no-trespass orders works against Alex Tsimerman. The Nazi monster now shows up once a few months to six months to spew once and get shot down, then stops showing up for a while. Appeasement isn't working that well for the Port, but victory culture will. Sending a message that Alex Tsimerman's wild hate speech is not welcome at Sound Transit and the Port of Seattle and hopefully soon the Puget Sound Regional Council is important because he's a gateway drug to worse.

2023 is going to be a year of change, starting with the Horizon Air retirement of the mighty Dash 8-400/Q400 turboprop in late January. Whether or not it comes with holding Port Commissioners accountable for appeasement depends on you. Might want to read "Tackling Tsimerman" on the Kindle.

With that, I hope to be able to write you and about you regarding aviation and not this in the future.

Up to the Commission Chair.

Many thanks;

Joe A. Kunzler

growlernoise@gmail.com

<https://outlook.office365.com/mail/commission-public-records@portseattle.org/inbox/id/AAQkAGE1YmYzYTk0LWE2N2YtNGZmYi05YjgxE5MDVjO...> 1/1

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https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/ActiveDocuments/Resolution%20R2021-01.pdf

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<https://www.soundtransit.org/get-to-know-us/news-events/calendar/system-expansion-committee-meeting-2022-03-10>

Public comment rules

Signed up to speak at a Board or committee meeting? Be sure to review the rules that govern public comment in virtual spaces or in person.

Board and committee meeting public comment rules

Below are the Sound Transit Board of Directors' rules on public comment, applicable to all who wish to provide comment to the Board or one of its committees during a meeting.

These public comment rules have been somewhat simplified for ease of reading, however the officially adopted rules for public comment, along with all other rules for the Board of Directors can be found here, in Resolution No. R2021-01.

Sound Transit public comment rules

Board, committee, and subcommittee actions and deliberations are conducted openly and in compliance with the Open Public Meetings Act

Public comment at Board meetings is limited to business items or reports to the Board on the Board agenda. Public comment at committee meetings is limited to matters within the purview of the specific committee or items on the committee's agenda. At special meetings, public comment is only taken on agenda items for final action.

The public comment period is an opportunity for members of the public to address the Board or committee and not a dialogue between the Board or committee and the public.

If you wish to comment, you must add your name and the item you wish to speak about to the public comment sign-in sheet before the meeting begins. Instructions for how to do that are found on the meeting's calendar page.

The Board or committee chair determines the amount of time each individual has to provide public comment and may set an overall amount of time for public comment. To ensure equal opportunity for the public to comment, the Board or committee chair may limit the number of people speaking for or against an item.

Individuals providing public comment must not engage in speech or conduct that disrupts, disturbs or otherwise impedes the orderly conduct of any meeting. Individuals must obey the following:

Comments must be related to agenda items or matters allowed for public comment described above.

Comments must be made to the Board as a whole and not to any individual member except in that member's role as a Boardmember.

Comments must be completed within the allowed time.

An individual's comment period may not be used for purposeful delay, including remaining silent or engaging in other activity without stating a clear message.

Comments for the purpose of assisting a campaign for election of any person to any office or for the promotion of or opposition to any ballot proposition are not allowed.

Commenters must not engage in abusive or harassing behavior including derogatory remarks, profanity or personal attacks, or the use of obscene language and gestures, assaults or threatening behavior, sexual misconduct or sexual harassment.

An individual who fails to comply with these rules for public comment may be called out of order by the Board or committee chair, and the chair may direct the speaker's microphone be turned off to end the individual's comment period. The Board or committee chair may also direct security personnel to assist that individual to the individual's seat.

Meeting disruptions by non-speakers are prohibited. Disruptions include, but are not limited to:

Outbursts from members of the public who are not giving public comment.

Standing in the center aisle or front row of the audience, unless speaking as recognized by the Board or committee chair or waiting to speak during the public comment period.

Holding or placing a banner or sign in the meeting room in a way that endangers others or obstructs others' view of the meeting.

Behavior that intentionally disrupts, disturbs or otherwise impedes attendance or participation at a meeting.

Failure to follow the direction of a chair, vice chair or security personnel.

If an individual is disrupting the meeting, the Board or committee chair may direct security officers to remove the individual from the meeting room.

If an individual is in violation of the public comment or disrupts a meeting at two or more meetings within a 28-day period or two or more consecutive meetings of the Board or a

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committee, chair may not allow them to participate in public comment periods at future meetings.

The Board or committee chair determines the length that the individual cannot comment based on the seriousness of the disruption, the number of disruptions and the individual's prior record of conduct at meetings. The length of the exclusion will not exceed 180 days. During that time, individuals may submit written comments to the Board administrator for distribution to Board members at future public comment periods.

The Board administrator will notify an individual in writing of the specific reasons and length that they cannot comment by mailing the notice to the individual's last known address, if any.

The Board administrator will post the notice outside the meeting location and on Sound Transit's website and will send a copy of the notice to Board members. The notice is effective when posted. The notice remains posted for the duration of the that period.

The Board or committee chair's decision to exclude an individual from public comment may be overruled by a majority vote of those Board members in attendance either at the meeting where the exclusion was announced or at the next regularly scheduled Board meeting following

the exclusion.

Board documents

Find all documents related to Sound Transit board actions, including meeting minutes, motions and resolutions.

Review and download documents

UPCOMING BOARD EVENTS

September 22 Board of Directors Meeting

The Board establishes policies and gives direction and oversight. It is...

October 4 Sound Transit Citizens Accessibility Advisory Committee

Founded in 1999, the Citizens Accessibility Advisory Committee (CAAC) provides...

See all events

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1/10/23, 8:29 AM Mail - Commission-Public-Records - Outlook

[EXTERNAL] Public Comment for Todays Meeting

Stacy Oaks

Tue 1/10/2023 8:09 AM

To: Commission-Public-Records

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

Good morning. I wanted to comment today to encourage the Port of Seattle to add the Clean Shipping Act to its list of legislative priorities.

This Act could greatly reduce the greenhouse gas footprint of the shipping industry as well as make near port communities much healthier places to live and work.

A few reasons I think Seattle should support this:

It focused on both the climate and public health impacts at the same time.

It has mandatory benchmarks.

It focused on an end goal of 2040 instead of 2050 or beyond.

It includes both cargo and large cruise ships.

It would incentivize innovation on a national scale, reducing the possibility of losing business to a nearby port that wasn't trying to clean up shipping.

The Clean Shipping Act is endorsed by representatives from some of the largest ports in California. As a Port with the goal of being the Greenest Port in North America, this is something that Seattle should be championing.

Please consider adding your public endorsement of the bill, and some lobbyist efforts behind moving it forward.

Thank you,

Stacy Oaks

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1/10/23, 8:24 AM Mail - Commission-Public-Records - Outlook

[EXTERNAL] PUBLIC COMMENT for October 27, 2020

Peggy J. Printz

Mon 1/9/2023 7:54 PM

To: Commission-Public-Records

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

Spending tens of millions of dollars on shore power at Pier 66 is tantamount to making a bad situation a little less worse. Surely the decision will hearten residents and workers downtown who will breathe cleaner air when ships plug into the devices.

However those "sunk costs" are certain to prejudice future decision-makers, later in this decade or the next, who may wisely seek to curtail cruise traffic. When they acknowledge the investment you made in shore power in 2023, they may be less inclined to reduce Seattle's dependence on this unhealthy and unnecessary industry.

In fact, installing and enforcing shore power is foremost an expensive public relations exercise. You will convince Seattle residents that you are doing something to counteract the harms of cruise. But although shore power will reduce toxic exhaust in port, ships plugging into shore power downtown will only be averting a minor amount of their total greenhouse gas emissions. Energy consumed in port only accounts for a small fraction of the power used by these mega-ships, which burn 35 to 50 gallons of dirty bunker fuel per mile traveled, all the way to Alaska and back.

Moreover, small ports in Alaska lack the electrical capacity to provide shore power, so their residents will still bear the health burden when the ships burn dirty fuels while berthed.

Even if all cruise ships in Seattle used shore power, taking advantage of that costly infrastructure would only reduce overall cruise greenhouse gases by single-digit percentages.

You can still reconsider funneling substantial finances into shore power; instead you can examine other ways to reduce and eventually eliminate the multiple harms of cruise.

Peggy J. Printz

7729 57th Ave NE

Seattle 98115

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<mailto:peggyjprintz@gmail.com>

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