

[EXTERNAL] Order 2024-08, accelerated timeline for cruise ships to utilize shore power

Patrick McKee <patmckee@sbcglobal.net>

Tue 6/11/2024 9:05 AM

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

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

Commissioners -

The Commission votes today on Order 2024-08, accelerating the timeline for all cruise ships to utilize shore power by 2027. We support shore power, not just for cruise but at every terminal in the Port: diesel particulate pollution is a critical health concern for residents and workers.

But let's do some math. Cruise ships plug in to shore power for 7 hours out of a 7 day cruise, about 4% of the time. By the Port's estimates, shore power reduces GHG output at berth by 66%, meaning it'll cut total cruise GHG emissions by 2.75%. But the Order says that 2025 cruise calls will exceed 300, an increase of over 9%. So, even if every cruise ship hooks up to shore power in 2025 (and you're nowhere close to that), the Port would still be looking at a 6.25% increase in cruise GHG emissions - increasing, not reducing, the climate impacts the Order purports to address.

In Phoenix this afternoon it's 110 degrees; Delhi last week hit 120 for days in a row. Closer to home, oxygen-depleted dead zones off the Washington coast are expanding every year; scientists say there's no mitigation short of reducing atmospheric CO2. The Dungeness crab industry there accounts for \$45m annually, only one sector of an overall fisheries economy facing ruin. Now add forestry, agriculture, outdoor recreation - those all have dollar amounts attached. Now add mortality impacts of heat and smoke and flood. Now add biodiversity crash and mass extinction.

You all know this. Increasing departures and passengers means nothing less than increasing carbon output, accelerating catastrophe. Nobody imagines that capping and reducing Seattle homeport calls is, by itself, going to bend the arc of global GHG emissions growth; that's not how this works. But a jug, the Buddha tells us, fills drop by drop: courageous first steps matter, maybe matter most. You could commit, today, in the language of this document, that Seattle-based Alaska cruise will never increase its climate-wrecking carbon emissions beyond this year's levels, not in our waters, not on your watch. Then you begin to make it better.

Thank you,

Patrick McKee
323.336.3651
member, Seattle Cruise Control

[EXTERNAL] Comment For Next Port Commission Meeting

Stacy Oaks <stacyoaks425@gmail.com>

Mon 6/10/2024 4:33 PM

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

1 attachments (3 KB)

an_report_2024-port-email-senders-as-of-63_2024-06-03-19-20.csv;

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

Hello clerk, I wanted to make sure that all the emails being submitted to you for public comment are in fact being acknowledged during the Commission Meetings.

During the May 14th Commission meeting, public comment: all the recent 25 written comments received through our Action Network email action had their names read. Thank you. Unfortunately, the following meeting, none were acknowledged, despite the number of emails increasing on our actionnetwork page. Below is the list of names of the individuals not mentioned on 5/14 who have also submitted the email. The entire report is attached. The body of the email is copied below as well.

Please let me know if there is some reason that these other comments were not recognized when first sent to the Commission & yourself.

Thank you for your time,

Stacy Oaks

on behalf of Seattle Cruise Control

1. Vivien Sharples
2. Patrick McKee
3. Sarah Sanford
4. Scott McClay
5. Benjamin Menzies
6. Jill McGrath
7. Natalie Pierson
8. Iris Antman
9. Benjamin Joldersma
10. Marc Samson
11. Katherine Chesick
12. Irene Svete
13. Lynn Gaertner-Johnston
14. Sandra Jones
15. Cynthia Ervin
16. Sarah Mercer
17. Rebecca Cate
18. Sally Bartow
19. Sarah Ostheller
20. Anne Miller
21. Lars Watson
22. Cynthia Levine
23. Ayana Parrott
24. Grace Norman
25. Nichole Snyder
26. Michelle Lissner
27. Nancy Chang
28. Wade Phillips
29. Sandeep Panigrahy
30. Kianna Hartley
31. Susan Blythe-Goodman
32. XinTong H
33. Paw Cast Kids LLC
34. Annemarie Dooley

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

1. Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually
2. Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that port

3. Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harm
4. Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate tha
5. Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are disc
6. Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge z

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting.

| first_name | last_name | email | zip_code | can2_phone |
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| Kevin | Gallagher | kevingal@ | 98155 | |
| Jared | Howe | jaredchow | 98108-1684 | |
| Leo | Kucewicz | j14lion@gr | 19010 | |
| Vivien | Sharples | vivs@igc.o | 98112 | |
| Jim | Bernthal | jimbernth | 98118 | |
| Patrick | McKee | patmckee@ | 98040 | |
| Paul | Brown | kozemchuk | 98107 | |
| Mary | Hanson | hansonma | 98105 | |
| Sarah | Sanford | sarah@sar | 98107-2019 | |
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| Benjamin | Menzies | bentoddm@ | 98144 | |
| Jean | Myers | jmyers105@ | 98122 | |
| Donald | Parda | don_seattle | 98103-4829 | |
| Sophia | Keller | keltiawind@ | 98146 | |
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| Jill | McGrath | jillmm@co | 98103 | |
| Natalie | Pierson | natalie.kell | WA | |
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| Cynthia | Levine | cynthia@tr | 98107 | |

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| Michelle | Lissner | mmlissner | 98177 | |
| Nancy | Chang | nancy@rai | 98126 | |
| Wade | Phillips | wadephi@ | 98115 | 1.21E+10 |
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| Jason | Li | jasonli468 | 98102 | |
| Sandeep | Panigrahy | sandeep.p | 98119 | |
| Audrey | Olshefsky | audreyolsh | 98103 | |
| Kianna | Hartley | Kiannahart | 98208 | 1.43E+10 |
| Susan | Blythe-Goc | teachmath | 98106 | |
| Veronica | Ruffin | nevaniifin | 98366 | |
| XinTong | H | Xinnophon | 98104 | |
| Paw Cast K LLC | | hello@paw | 98178 | |
| Annemarie Dooley | | annemarie | 98103 | |

[EXTERNAL] Comment for Port Commission Meeting

Stacy Oaks <stacyoaks425@gmail.com>

Tue 6/11/2024 8:17 AM

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

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

Dear Port Commissioners & staff,

We were concerned and disappointed to hear during the last Commission Meeting's public comment, the negative experiences of many workers, from numerous employers and unions inside the airport. All workers should have the right to organize for better pay and conditions, without fear of intimidation, or interference. Seattle Cruise Control stands in solidarity with these workers. We hope the Port of Seattle is taking these complaints seriously and working to correct the atmosphere inside SeaTac Airport.

Sincerely,
Seattle Cruise Control



[EXTERNAL] PUBLIC COMMENT for June 11, 2024

Wilson, Amy <awilson@trccompanies.com>

Tue 6/11/2024 8:27 AM

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

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

Regarding: Port of Seattle Commission, Regular Meeting of June 11, 2024, Agenda Item 8e

Port of Seattle Commissioners:

TRC Environmental Corporation (TRC) is submitting this public comment regarding Agenda Item 8e. TRC is under a five-year, extendable contract to the Port of Seattle (Contract P-00319575, dated April 19, 2021; hereafter Contract) to perform the following scopes of work at the Terminal 115 Plant 1 Ecology Agreed Order Cleanup Site (hereafter Site):

- Task 1 – Data Summary Report and Remedial Investigation (RI) Work Plan
- Task 2 – Remedial Investigation (RI) and Report
- Task 3 – Interim Action, as needed
- Task 4 – Feasibility Study (FS)
- Task 5 –Cleanup Action Plan (CAP)
- Task 6 – Public Participation
- Task 7 – Project Management, Controls, and Support

From April 26, 2021, to March 4, 2024, TRC performed Task 1, successfully achieving Ecology approval of the Work Plan on February 21, 2024. This significant project milestone was achieved due in part to TRC's reputation with Ecology as a highly qualified consultant and our trusted relationships with Ecology staff.

At the request of the Port Project Manager, Mr. Roy Kuroiwa, TRC developed detailed estimated costs to proceed with Task 2, and we have been awaiting notice to proceed with the work.

On June 6, 2024, we received the Port of Seattle email notice of this Commission Meeting, and we were surprised to see Item 8e, in particular, the "*Authorization to ... Amend an Existing Maritime Environmental Site Management Support Services IDIQ Contract with Floyd Snider Inc. in the Amount of \$2,000,000 ...*" The Port submitted a May 22, 2024, memo to Mr. Stephen P. Metruck, Executive Director, from Ms. Sarah Ogier, Ms. Kathy Bahnick, and Mr. Kuroiwa, in which they request Commission approval to transfer the remainder of the TRC Contract to Floyd Snider, Inc. (FSI).

TRC is deeply concerned about Agenda Item 8e for the following reasons:

- The remaining scope of work is explicitly part of TRC's Contract, which we were awarded in a competitive public bidding process in 2020 (Solicitation 00319575, issued July 27, 2020).
- TRC is a provider of the full range of environmental services, with robust local qualifications that contributed to our award of the contract. To our knowledge, FSI did not compete in this RFP process.
- Our Contract is in full force and effect, and the scope of work discussed in Agenda Item 8e is wholly contained within it.
- TRC received no notice from the Port regarding Item 8e. We found out through the Commission Meeting public notice. Throughout the course of our work since April 2021, we have received no indication, written or otherwise, of inadequate performance.
- We are meeting our Contract diversity supplier goals, and diversity participation will continue to increase during the field work and reporting in Task 2.

TRC objects to the request to transfer our Contract scope to FSI, and we are concerned that such a transfer of TRC's contracted scope of work may constitute an unfair and improper application of public procurement process. TRC was awarded the work in a public bidding process, we have worked diligently with Mr. Kuroiwa to

successfully complete Task 1, and we have developed a trusted relationship with Ecology staff on this project. We urge the Commissioners to consider this matter seriously and to deny the Port staffs' request, described in Agenda Item 8e, to transfer TRC's awarded contract scope of work to FSI.

Respectfully,

Amy Wilson

Amy Wilson, PhD, PE

Vice President

Business Unit Leader, Northern California and Pacific Northwest

Engineering, Construction, and Remediation Practice



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