

PUBLIC PORT PUBLIC BENEFIT

ENVIRONMENTAL STEWARDSHIP

In 2022, the Port of Seattle adopted a goal to eliminate greenhouse gas emissions from its own operations by 2040 and to support industries in becoming net zero by 2050. This ambitious goal joins other commitments to improve water quality and develop habitat. Environmental initiatives under consideration for 2023 include:

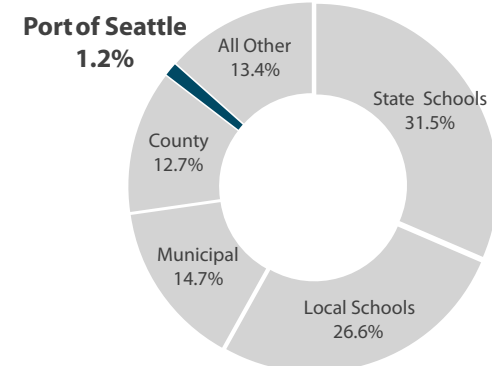
- Implement the Port’s Maritime Climate and Air Action Plan to phase out seaport emissions through a Green Corridor feasibility study, a sustainable maritime fuels program, zero-emission infrastructure and building planning, and sustainable project design guidelines
- Undertake a strategic resilience and sea level rise planning initiative with partner agencies and stakeholders
- Implement pilot program with installation of self-sorting waste receptacle at Smith Cove Cruise Terminal
- Advance sediment cleanup at Terminal 91, the East Waterway, and Lower Duwamish Waterway
- Develop Sustainable Shorelines Program projects at Centennial Park, 8th Avenue South, Terminal 105, and Terminal 5 Southeast
- Secure programmatic permits for bankline stabilization and pile systems repair and maintenance
- Market and transact at least \$250,000 in credits from the Port’s Multi-Site Mitigation Bank
- Implement year three of stormwater utility strategic plan, including communicating water quality benefits to disadvantaged communities and installing at least two green or innovative stormwater infrastructure projects

HOW THE PORT IS FUNDED

- The Port is primarily funded by fees, bond proceeds, and operating revenue. Funds from King County’s property tax levy makes up just 4.8 percent of Port funds. The airport is primarily self-funded and not supported by taxpayer dollars.
- The Port has a history of carefully stewarding resources to maximize operating revenue and limit reliance on public funding. These investments fit within our framework of financial and environmental best practices.
- Tax levy funds are critical for maritime capital infrastructure investments, regional transportation initiatives, workforce development initiatives, community environmental projects, and maritime environmental remediation.

HIGHLIGHTS

- The 2023 levy represents a two percent increase from \$78.7 million in 2021 to \$82.million in 2023
- In 2023 the median King County homeowner will pay an estimated \$78 to the Port
- Just 1.2 percent of all the property taxes collected in King County went to the Port in 2022



King County Property Taxes by Source, 2022



BUILDING THE FUTURE

The Port of Seattle is working to build the most equitable, sustainable, and successful maritime industries in the world. Our capital improvement plan makes travel and trade more efficient, expands community-based economic development and environmental programs, and reduces our own environmental impact.

In the wake of the COVID-19 pandemic, the Port is focused on maintaining our operations while adjusting to high inflation, changes in the labor market, and the impacts of climate change.



OUR VISION FOR A WORKING WATERFRONT

- Reliable jobs for all local workers
- Cleaner sources of energy
- Healthy habitats and communities

Learn more at www.portseattle.org

2 MARITIME INNOVATION CENTER

The Port's historic Ship Supply Building will be restored and modernized into an innovation center that anchors economic recovery for the region's fishing and maritime industries. The facility will support next-generation inventions and companies that drive the competitiveness of Washington's Blue Economy, and bring together leaders from education, industry, and government to address both challenges and opportunities within the maritime industry. The Port is incorporating state of the art sustainability features into the renovated facility and will pursue a Living Building Challenge certification when the facility becomes operational. This project is in design and will be completed in 2025.

OBJECTIVES

- Serve as a focal point for maritime innovation
- Offer an incubator and accelerator environment for emerging and established companies
- Support investment in BlueTech start-ups and new technologies
- Drive equitable economic development
- Support workforce development and maritime career explorations

COST ESTIMATE: \$25 million

3 TERMINAL 91 UPLANDS

Over the next 10-15 years, this two-phase project will construct flexible, light industrial building space to support maritime manufacturers and fishing industry suppliers in the Ballard Interbay Manufacturing Industrial Center. Phase I will develop 120,000 square feet of light industrial space with minimal site infrastructure improvements. Phase II will involve construction of approximately 280,000 square feet of additional industrial building space along with extensive utility improvements. Phase 1 is in the design phase and expected to complete in 2025. Phase 2 is expected to begin pre-planning in 2026.

OBJECTIVES

- Support fishing and maritime supply chain companies seeking to expand within the Ballard-Interbay area
- Create additional industrial space for fleet and maritime industrial sectors
- Support new jobs, generate new revenue, and advance maritime innovation for long-term financial stability

COST ESTIMATE: \$280 million

4 TERMINAL 91 BERTHS 6 AND 8

The project will redevelop berths 6 and 8 and provide 800 feet of moorage to ensure the long-term viability of the Port as the home to the North Pacific Fishing Fleet. Improvements include pile replacement, a new wharf structure, a new float system, bulkhead improvements, and office consolidation for operations, fishing, and industry customers. The new berths will be equipped with shore power for fishing and industrial vessels. This project is in design; work is expected to complete in 2025.

Objectives

- Maximize the use of docks and upland buildings
- Invest in strategic capital improvements to attract new business, enhance revenue, and ensure long-term viability of the North Pacific Fishing Fleet
- Improve marine environment by removing creosote timber pilings

TOTAL COST ESTIMATE: \$66 million

5 NEW CRUISE GANGWAYS AT PIER 91

The project includes the design, fabrication, and delivery of two new gangways at the Pier 91 cruise terminal, adding efficiency with two gangways per berth. The project may also include some landside support infrastructure. These improvements result in a more efficient flow of passengers, smoother cruise terminal operations, and support improved guest satisfaction ratings. This project is in pre-design; gangways are expected for the 2025 cruise season.

OBJECTIVES

- Enhance passenger operations and customer service for larger cruise vessels
- Support safe and efficient embark and debark processes

COST ESTIMATE: \$9 million

7 SHORE POWER AT PIER 66

This project creates a shore power system for the cruise ship berth at Pier 66. An underwater cable will bring power from Terminal 46 to the berth. On-site work includes the installation of new equipment such as transformers, and a cable positioning device at the bullrail. This project is in design; work is expected to begin after the 2023 cruise season.

OBJECTIVES

- Phase out Port-related maritime air emissions by 2050 and meet the Port goal to be the greenest and most energy efficient port in North America
- Significantly reduce greenhouse gas emissions from cruise vessels at berth, improving air quality for maritime workers and historically underserved communities
- Increase resiliency of critical port infrastructure
- Spur growth and employment in electrification, renewable fuels, and clean technology sectors.

COST ESTIMATE: \$32.5 million

7 T-25 SOUTH HABITAT RESTORATION

This project will clean up existing soil contamination within a currently underutilized 9-acre area at the south end of Terminal 25 and create valuable off-channel habitat along the East Waterway that will help bridge the gap in the habitat network between the mouth of the Duwamish Estuary and the off-channel habitat upstream along this important fish migratory corridor.

OBJECTIVES

- Clean up existing in-water and upland soil contamination
- Restore beneficial environmental nearshore habitat
- Create revenue generating "mitigation credits", as part of the Port's multi-site habitat mitigation bank program, to help resolve claims related to Natural Resource Damages
- Construct green infrastructure to treat upland stormwater runoff

COST ESTIMATE: \$75 million

9 TERMINAL 5 MODERNIZATION PROJECT

PROJECT STATUS: Construction phase

COMPLETION DATE:

- Phase 1: Complete operations began January 2022
- Phase 2: Targeted for early 2024

TOTAL COST ESTIMATE: \$454 million (including tenant investment of \$140-\$150 million)

10 TERMINAL 18 BOLLARDS, SHORE POWER, AND DOCK REHABILITATION

PROJECT STATUS: Predesign phase

COMPLETION DATE: 2026

TOTAL COST ESTIMATE: \$95.6 million for all three projects.

MORE PROJECTS UNDERWAY:

1 Maritime Industrial Center Electrical Infrastructure Replacement

Completion Date: 2024

Total Cost Estimate: \$6.4 million

2 Fishermen's Terminal Northwest Dock West Improvement

Project Status: Preplanning phase

Total Cost Estimate: \$52 million

5 Pier 90/91 Rehabilitation

Total Cost Estimate: \$21 million

3 Terminal 91 Substation #10 Replacement

Completion Date: 2024

Total Cost Estimate: \$1 million

6 Centennial Park Shoreline Stabilization

Total Cost Estimate: \$8 million

7 Pier 66 Fender Upgrade

Project Status: Design phase

Completion Date: 2024

Total Cost Estimate: \$8 million

8 CEM/T5 Access (Future project)

Total Cost Estimate: \$10 million

11 Harbor Island Marina Dock-E Floats and North Pier Improvements

Project Status: Design phase

Completion Date: 2024

Total Cost Estimate: \$5 million

13 Gateway Park North

Project status: Predesign phase, design/execution may be performed by City of Seattle pending ILA negotiation

Completion Date: 2024

Total Cost Estimate: \$2.9 million

RECENTLY COMPLETED PROJECT

14 DUWAMISH RIVER PEOPLE'S PARK

The project converted 14-acres of degraded industrial shoreline to valuable habitat for salmon and other Duwamish River fish and wildlife species, supporting recovery of endangered Southern Resident Orcas by increasing available habitat for their prey, Chinook salmon. The project also includes public access features, including an over-water viewpoint pier, walkways, elevated viewpoints, a hand-launch boat ramp, and "hands-on" habitat area. The park opened to the community in July.

OBJECTIVES

- Build community capacity by building amenities and interpretive materials through collaboration with the community
- Restore salmon habitat for healthy environment and communities
- Fund a "green economy" through a local "habitat credit bank" allowing third parties to invest in habitat projects and re-invested revenues in additional habitat restoration projects
- Serve as a learning lab for young environmentalists, providing hands-on experience in habitat restoration and marine wildlife conservation

