

From: Hart, Michelle <Hart.M@portseattle.org>
Sent time: 07/30/2021 03:37:29 PM
To: Vann, Tunny <Vann.T@portseattle.org>
Cc: Tudor Lee, Carlene <TudorLee.C@portseattle.org>; Hastings, Hugh <Hastings.H@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Wilson, Barb <Wilson.B2@portseattle.org>; Payne, Aubree <Payne.A@portseattle.org>
Subject: 2021_08_10_RM_Agenda_Draft_Michelle_Working_Copy
Attachments: 2021_08_10_RM_Agenda_Draft_Michelle_Working_Copy.docx

It has come to our attention that Item 8j was inadvertently left off of the initial draft agenda... too many items on consent. LOL! And then additionally, we found that we do think there may be a Q2 Financial Report Briefing also scheduled. I think this may have gotten confused with the placeholder financial briefing item that was previously removed. So... that's been added back on to this revised draft as Item 11 a. Staff is requesting 60 mins for this presentation. Finance staff has confirmed that it should still come forward. Aubree will be reaching out to message more on the same.

Thanks!

Michelle

The updated draft agenda for the 8/10 Commission meeting. Please note for your peep... it is a Special meeting beginning at 10 a.m. It was decided at Look Ahead yesterday that the Executive Session would be lengthened and beginning 30 mins earlier than usual, making the meeting a 'special' meeting.

Please let me know if you have any question and happy happy Friday and weekend ahead!! 😊

Michelle



COMMISSION SPECIAL MEETING AGENDA

August 10, 2021

DRAFT PRELIMINARY AGENDA

To be held in virtually via MS Teams in accordance with Senate Concurrent Resolution 8402 and in accordance with Governor Inslee's Proclamations 20-05 and 20-28 et seq. You may view the full meeting live at meetings.portseattle.org. To listen live, call in at +1 (425) 660-9954 and **Conference ID** _____

ORDER OF BUSINESS

10:00 a.m.

1. **CALL TO ORDER**

2. **EXECUTIVE SESSION** – *if necessary, pursuant to RCW 42.30.110 (executive sessions are not open to the public)*

► 12:00 noon – **PUBLIC SESSION**

Reconvene or Call to Order and Pledge of Allegiance

3. **APPROVAL OF THE AGENDA** (*at this time, commissioners may reorder, add, or remove items from the agenda*)

4. **SPECIAL ORDERS OF THE DAY**

5. **EXECUTIVE DIRECTOR'S REPORT**

6. **COMMITTEE REPORTS**

7. **PUBLIC COMMENT** – *procedures available online at <https://www.portseattle.org/page/public-comment-port-commission-meetings>*

DUE TO SENATE CONCURRENT RESOLUTION 8402 AND THE GOVERNOR'S PROCLAMATION 20-28 there will be no physical location for this meeting and the

PORT WILL NOT ACCEPT in-person, verbal comments during the special meeting of August 10, 2021. Alternatively, during the regular order of business, those wishing to provide public comment will have the opportunity to:

1) Deliver public comment via email: All written comments received by email to commission-public-records@portseattle.org will be distributed to commissioners and attached to the approved minutes.

2) Deliver public comment via phone or Microsoft Teams conference: To take advantage of this option, please email commission-public-records@portseattle.org with your name and the topic you wish to speak to by 9:00 a.m. PT on Tuesday, August 10, 2021. You will then be provided with instructions and a link to join the Teams meeting.

This process will be in place until further notice. For additional information, contact commission-public-records@portseattle.org.

8. **CONSENT AGENDA** (*consent agenda items are adopted by one motion without discussion*)

8a. Approval of the Minutes of the Regular Meeting of July 27, 2021. **(no enclosure)**

- 8b. Approval of the Claims and Obligations for the Period _____, 2021, through _____, 2021, Including Accounts Payable Check Nos. _____ through _____ in the Amount of \$_____; Accounts Payable ACH Nos. _____ through _____ in the Amount of \$_____; Accounts Payable Wire Transfer Nos. _____ through _____ in the Amount of \$_____, Payroll Check Nos. _____ through _____ in the Amount of \$_____; and Payroll ACH Nos. _____ through _____ in the Amount of \$_____ for a Fund Total of \$_____. **(memo enclosed)**
- 8c. Authorization in the Amount of \$820,000 for the Executive Director to (1) proceed with the Wireless Network (WIFI) Replacement project; (2) prepare design and construction bid documents for the replacement of WIFI technology and supporting equipment at the Port of Seattle Headquarters (P69); and (3) procure required hardware, vendor services, licensing, and maintenance services in support of WIFI and network services at P69. The total estimated project cost is \$2,500,000 (CIP #C801063) **(memo enclosed)**
- 5 mins**
- 8d. Authorization in the Amount of \$6,300,000 for the Executive Director to (1) complete design and prepare construction documents for the Airfield Utilities Infrastructure (AUI) project at Seattle-Tacoma International Airport (SEA) and (2) enter into reimbursable agreements with the Federal Aviation Administration; for a total estimated project cost of \$46,200,000. (CIP #C801177) **(memo and presentation enclosed)**
- 15 mins**
- 8e. Authorization in the Amount of \$6,901,000 for the Executive Director to (1) advertise, award, and execute a major works construction contract for the Building Controls Upgrade Project at Seattle-Tacoma International Airport, and (2) use Port of Seattle crews for construction activities, for an estimated total project cost of \$9,901,000. (CIP #C800944) **(memo and presentation enclosed)**
- 10 mins**
- 8f. Authorization for the Executive Director to execute a service agreement for Maintenance Services for the Airport's (SEA's) Direct Digital Control System for up to five years, 2022-2026, for a total dollar value estimated at \$4,800,000 for a 5-year term. **(memo enclosed)**
- 10 mins**
- 8g. Authorization for the Executive Director to prepare, advertise, award, and execute appropriate contract documents to procure a Chiller Maintenance Service agreement for 14 chillers at Seattle-Tacoma International Airport. The agreement would be structured to execute a two-year contract with three one-year service options to be determined annually by the Port. Total contract cost over the requested five-year period is not to exceed \$600,000. **(memo enclosed)**
- 10 mins**
- 8h. Authorization in the amount of \$65,000 for the Executive Director to 1) proceed with completion of Fisherman's Terminal Lighting Upgrades and 2) use of Port crews to complete these installations, for a total project cost of \$365,000. (CIP #C800816) **(memo and presentation enclosed)**
- 5 mins**
- 8i. Authorization for the Executive Director to execute a new collective bargaining agreement (CBA) between the Port of Seattle and the International Brotherhood of Teamsters, Local 117, representing Police Specialists at the Port of Seattle covering the period from July 1, 2021, through June 30, 2022. **(memo and agreement enclosed)**
- 5 mins**

- 8j. Authorization for the Executive Director to advertise and award a major public works contract to replace the North Runway Protection Zone Culvert (NRPZ Culvert), a year 2022 component of the 2021 to 2025 Airfield Pavement and Supporting Infrastructure Replacement Program. This construction authorization is for \$3,800,000 for a total program authorization to date of \$55,195,000. The total 2021-2025 program cost is \$153,500,000.

5 mins

9. UNFINISHED BUSINESS

10. NEW BUSINESS

- 10a. Introduction of Resolution No. _____, amending Resolution No. 3770, which adopted the charters of the Commission’s standing committees, by further amending the Energy and Sustainability Committee charter to change the name of the committee to the “Sustainability, Environment, and Climate Committee.” (memo and draft resolution enclosed)

10 mins

- 10b. Authorization for Executive Director to sign an Interlocal Agreement (ILA) with University of Washington’s Sea Grant program for the Port to host one (1) 12-month Hershman Fellowship position. (memo and draft agreement enclosed)

10 mins

- 10c. Sound Insulation Program Briefing (*For information only.*) (memo and presentation enclosed)

40 mins

- 10d. Authorization for the Executive Director to plan, design, and prepare construction documents for the Apartment Sound Insulation Program (CIP #C200096) located within the current noise remedy boundary near the Seattle-Tacoma International Airport (Airport) in an amount not to exceed \$34,461,000 of a total apartment program cost of \$133,515,000. (memo enclosed)

30 mins

11. PRESENTATIONS AND STAFF REPORTS

- 11a. Q2 2021 Financial Performance Briefing

60 mins

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

13. ADJOURNMENT

From: Payne, Aubree <Payne.A@portseattle.org>
Sent time: 08/31/2022 01:26:56 PM
To: Merritt, Mike <Merritt.M@portseattle.org>; Hastings, Hugh <Hastings.H@portseattle.org>
Cc: Hart, Michelle <Hart.M@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Schirato, LeeAnne <Schirato.L@portseattle.org>
Subject: 9/13 Draft Agenda
Attachments: 2022_09_13_RM_Agenda.docx

Hello,

I have completed the draft agenda! Draft attached.
Please review and let me know if there are any changes. Thanks!

Best Regards,

Aubree Payne
Deputy Commission Clerk
Port of Seattle
P: 206-580-8832
E: payne.a@portseattle.org
Pronouns: She, her, hers



COMMISSION REGULAR MEETING AGENDA

September 13, 2022

To be held virtually via MS Teams and in person at the Port of Seattle Headquarters Building – Commission Chambers, Pier 69, 2711 Alaskan Way, Seattle WA. You may view the full meeting live at meetings.portseattle.org. To listen live, call in at +1 (425) 660-9954 or (833) 209-2690 and Conference ID **XXX XXX XXX#**

ORDER OF BUSINESS

10:30 a.m.

1. CALL TO ORDER

2. **EXECUTIVE SESSION** – *if necessary, pursuant to RCW 42.30.110 (executive sessions are not open to the public)*

► 12:00 noon – PUBLIC SESSION

Reconvene or Call to Order and Pledge of Allegiance

3. **APPROVAL OF THE AGENDA** (*at this time, commissioners may reorder, add, or remove items from the agenda*)

4. SPECIAL ORDERS OF THE DAY

5. EXECUTIVE DIRECTOR'S REPORT

6. COMMITTEE REPORTS

7. **PUBLIC COMMENT** – *procedures available online at <https://www.portseattle.org/page/public-comment-port-commission-meetings>*

During the regular order of business, those wishing to provide public comment will have the opportunity to:

1) Deliver public comment via email: All written comments received by email to commission-public-records@portseattle.org will be distributed to commissioners and attached to the approved minutes.

2) Deliver public comment via phone or Microsoft Teams conference: To take advantage of this option, please email commission-public-records@portseattle.org with your name and the **Port-related** topic you wish to speak to by 9:00 a.m. PT on Tuesday, September 13, 2022. *(Please be advised that public comment is limited to port-related topics only.)* You will then be provided with instructions and a link to join the Teams meeting.

3) Deliver public comment in person by signing up to speak on your arrival to the physical meeting location: To take advantage of this option, please arrive at least 15 minutes prior to the start of any regular meeting to sign-up on the public comment sheet available at the entrance to the meeting room.

For additional information, please contact commission-public-records@portseattle.org.

8. **CONSENT AGENDA** (*consent agenda items are adopted by one motion without discussion*)

8a. Approval of Minutes of the Regular Meeting of August 9, 2022. **(no enclosure)**

8b. Approval of the Claims and Obligations for the Period August 1, 2022, through August 31, 2022, Including Accounts Payable Check Nos. _____ through _____ in the Amount of \$ _____; Accounts Payable ACH

Nos. _____ through _____ in the Amount of \$ _____; Accounts Payable Wire Transfer Nos. _____ through _____ in the Amount of \$ _____; Payroll Check Nos. _____ through _____ in the Amount of \$ _____; and Payroll ACH Nos. _____ through _____ in the Amount of \$ _____, for a Fund Total of \$ _____. **(memo enclosed)**

5 mins

8c. Authorization the Executive Director 1) to proceed with the Enterprise Network Switch Refresh project and 2) execute contract(s) for hardware, software, and implementation services for a total project cost not to exceed \$5,700,000. (CIP # C801262) **(memo enclosed)**

5 mins

8d. Authorization for the Executive Director to increase the contract value for the Environmental Data Management System (EDMS) with Locus Technologies (C-00321107) by up to \$500,000 to include Environmental Permit Compliance Management. The new contract value will not exceed \$1,580,000 over a ten-year contract period. There is no funding request associated with this authorization. **(memo enclosed)**

5 mins

8e. Authorization for the Executive Director to 1) proceed with the Conference Room Communication project; 2) execute contract(s) for communication equipment; and 3) utilize Port resources for installation. The capital amount requested for project implementation is \$510,000. Warranty costs for the equipment are estimated at \$45,000 for a total project cost of \$555,000. (CIP #C801258) **(memo enclosed)**

5 mins

8f. Authorization for the Executive Director to execute a change order to Contract MC-0319013 Electric Utility Supervisory Control and Data Acquisition at Seattle-Tacoma International Airport (SEA) to add up to 180 Calendar days to the Contract Duration for impacts due to Covid related supply chain delivery delays of critical material. (CIP #C800699) **(memo enclosed)**

5 mins

8g. Authorization for the Executive Director to execute a change order to Contract MC-0319135 Ground Support Equipment Electric (eGSE) Charging Stations Phase 2A to extend the duration up to 150 calendar days to the Contract. (CIP #C800335) **(memo enclosed)**

5 mins

8h. Authorization for the Executive Director to complete design of the 1947 Water Main Improvements project at Seattle-Tacoma International Airport. The requested authorization amount is \$1,025,000 for a total authorization of \$1,100,000. (CIP #C801224) **(memo and map enclosed)**

10 mins

8i. Authorization for the Executive Director to 1) award and execute a Design Build construction contract; 2) increase the project budget for the Telecommunication Meet Me Room (MMR) in the amount of \$2,000,000. This request is for \$2,000,000 for a revised total estimated project cost of \$21,700,000. (CIP# C800762) **(memo enclosed)**

5 mins

8j. Authorization for the Executive Director to increase the project budget for the South Concourse Hot Water Tank Replacement in the amount of \$200,000 for a total project budget of \$1,300,000. (CIP#C801271) **(memo enclosed)**

5 mins

8k. Authorization for the Executive Director to execute a new collective bargaining agreement (CBA) between the Port of Seattle and Teamsters Local 117 representing Employee Parking Bus Drivers in our Aviation Landside Operations Department, covering the period from June 1, 2022, through May 31, 2023. **(memo, agreement 1, and agreement 2 enclosed)**

5 mins

8l. Authorization for the Executive Director to execute a new Memorandum of Understanding (MOU) between the Port of Seattle and the International Brotherhood of Teamsters, Local 117, covering the period from August 28, 2022, through December 31, 2022. **(memo, memorandum of understanding, agreement enclosed)**

5 mins

8m. Authorization for the Executive Director to execute a Change Order to Contract MC-0320162 Parking Garage Elevator Modernization for modifications and delays associated with revisions to the interior cab elevator finishes at Seattle-Tacoma International Airport for an estimated amount not to exceed \$3,500,000.00 and time extension over 60 calendar days. (CIP #C800789) **(memo enclosed)**

5 mins

8n. Order No. 2022-09: An Order of the Port of Seattle Commission appointing a Member to the Port of Seattle Commission Board of Ethics for 2022 - 2025. **(order enclosed)**

5 mins

8o. Authorization for the Managing Director, Aviation Division to execute a two-year extension to SLOA IV, extending the termination date from December 31, 2022 to December 31, 2024. **(memo enclosed)**

15 mins

8p. Authorization for the Executive Director to Authorization for Executive Director to sign a 3-year Interlocal Agreement (ILA) with the University of Washington's Sea Grant program, substantially in the form attached with minor changes to be approved by legal counsel. The ILA will allow the Port to host one (1) 12-month Sea Grant Fellowship position annually from September 2022 – October 2025. The maximum expenditure will be \$150,000. **(memo, draft interlocal agreement, presentation enclosed)**

5 mins

9. UNFINISHED BUSINESS

10. NEW BUSINESS

10a. Authorization for the Executive Director to execute contracts for the 2022/2023 South King County Community Impact Fund (SKCCIF) not to exceed \$3.25 M. **(memo and presentation enclosed)**

30 mins

10b. Authorization for the Executive Director to (1) execute a professional services contract for design services, and (2) complete design of the Building 161E Renovation and Systems Retrofit project at the Seattle-Tacoma International Airport. This requested authorization amount is \$2,900,000 for a total authorization of \$3,098,000. (CIP #C801179) **(memo and presentation enclosed)**

20 mins

110 mins/1.83

11. PRESENTATIONS AND STAFF REPORTS

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

13. ADJOURNMENT

From: ffitch, Eric <ffitch.E@portseattle.org>
Sent time: 08/20/2021 09:53:59 AM
To: Felleman, Fred <Felleman.F@portseattle.org>
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Edwards, Pearse <Edwards.P@portseattle.org>; Caminos, Nate <Caminos.N@portseattle.org>; Schirato, LeeAnne <Schirato.L@portseattle.org>; Rolph, James <Rolph.J@portseattle.org>
Subject: brief notes for Sen. Lovelett conversation, 8/23, 11:45am
Attachments: image001.png

Cmr. Felleman—I got started writing you a memo for your Lovelett meeting, but then I realized you likely have more background than I do! Her staff mentioned that your meeting – set for Monday, Aug. 23rd at 11:45am—is a follow up to a conversation you’ve already begun on vessel traffic. So this email is just a brief update, and to begin the conversation in case you have questions from me in advance of Monday. She invited me to attend as well, so I will join you and plan to take notes and mostly just listen.

As I think you know from prior conversations, her interest for this particular meeting is related to vessel traffic. She has been asking some of our partners about this issue, and I caught up with Sean from NWSA and Gerry from WPPA to see what they’d discussed with her on this issue.

Senator Lovelett is interested in whether vessel traffic in the Salish Sea will increase in coming years, for a number of reasons. Based on my information, this interest has developed following passage of the LCFS and cap-and-trade, which she expects may lead to an increase in vessels bringing alternative energy products into the region.

In her inquiries with Gerry O’Keefe from WPPA, she specifically wondered about vessel noise and increases that might come from new vessel traffic, and may ask us to help provide data on the different noise profiles of cargo vessels, cruise vessels, ferries, recreational boats, etc.

Mitigation is an issue that came up in her conversation with Sean Eagan from the Northwest Seaport Alliance, and one that Rep. Shewmake has raised with regard to vessel traffic as well. Sen. Lovelett has asked how mitigation could be prepared for in advance, if we know that there will be an increase in vessels.

You and I can recap after the call, and I can talk with our partners at the NWSA before we undertake any next steps.

Looking forward to the conversation, let me know if you have any more details that I should know in advance.

-Eric f.



Eric ffitch
State Government Relations Manager
Tel: (206) 787-3199 | Mobile: (206) 369-4968

From: Gregory, Andy <Gregory.A@portseattle.org>
Sent time: 08/20/2021 01:38:27 PM
To: Rolph, James <Rolph.J@portseattle.org>; Stephens, Mary Jean <Stephens.M@portseattle.org>
Cc: del Fierro, Sally <delFierro.S@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Aden, Ilays <Aden.I@portseattle.org>; Roder, Emily <Roder.E@portseattle.org>; Schimelfenig, Kelly <Schimelfenig.K@portseattle.org>
Subject: Commission Engagement Request- SKCF 9/4
Attachments: Commissioner_request_form_SKCF_9.4.21.pdf image001.png image002.png image003.png image004.png image005.png image006.png image007.jpg Art 4 New Start Poster for printing.pdf

Hi James and Mary Jean,

Please find attached a Commission Engagement Request Form for a community event taking place in Burien on Saturday, 9/4. All pertinent details included, but please let me know if you have any questions. First crack would probably go to Steinbrueck, but Felleman would be good to if Peter's not available.

Thanks!
Andy



Andy Gregory
Sr. Program Manager, Environmental Engagement
External Relations
Mobile: (206) 612-9406
Pronouns: He/Him/His

Keep connected with your Port www.portseattle.org/subscribe



CELEBRATING WOMEN'S EQUALITY DAY

Honoring the Indigenous women who inspired the women's suffrage movement

"One of the things my parents taught me, and I'll always be grateful . . . is to not ever let anybody else define me; that for me to define myself . . ." - Wilma Mankiller

E-mail to or from this account is public and may be subject to disclosure.

Commission Engagement Request (and Event Prep)

To request commissioner participation in an event

Instructions:

1. SAVE this form locally to your computer BEFORE you complete it.
2. Fill out this form as completely as possible; referring to the small gray text directions above the form fields.
3. When completed, attach to an email and include the name of the event, organization, and date in your subject line.
4. Email completed form to [James Rolph](#), [Mary Jean Stephens](#), and cc [Sally del Fierro](#) and [Aaron Pritchard](#).
5. Update this form with full details at least **one week in advance of the event date** and resend with supporting materials to Mary Jean, Sally, and Aaron. Supporting materials will include prepared remarks, program or agenda, RSVP list, as needed, and/or any other material to aid commissioner preparation.

Event Information

Title:

(Examples: "Highline Forum Regular Meeting" or "Meeting with Seattle city council member")

South King County Fund (SKCF) Project Celebration- New Start Community Garden Art Unveiling

Event summary:

(Please include organization/event name and a basic description of the event, strategic value, recommended participants)

This event will be a celebration and unveiling of a collection of 50 community-generated art pieces installed at the New Start Community Garden in Burien. New Start has been funded many times by both ACE and SKCF and this phase aims to welcome diverse communities to the garden by installing community-sourced art pieces celebrating nature and the garden. Preview the artwork here: <https://www.naturestewardswa.org/final-selections-for-the-art-for-the-garden-fence-project-tba/>

The event will include a speaking program where a Commissioner will have the chance to provide remarks about the Port's investment through the South King County Fund and the Port's continued commitment to support near-airport communities.

Date:

(Include the day of the week and date; if the date is undecided note TBD and specify when confirmation is expected.)

The event will take place Saturday, September 4

Start and end time:

(Time commissioner must arrive – it may be earlier than the program start)

The Commissioner must arrive at 1pm, the live program will begin around 1:30 and will give the Commissioner time to preview the art, the garden, and meet some partners before the speaking engagement begins.

Location:

(Include full street address, building name, room number (if applicable), and parking information.)

New Start Community Garden 614 SW 120th St. Burien, WA 98146
We can reserve a parking space in the lot for a Commissioner. The event is outdoors in the garden and adjacent field. There will be a stage and PA system for remarks.

Commissioner role/participation:

(Describe commissioner role/participation level. For example, will the commissioner(s) have a chance to make to remarks, or attend as a guest? If speaking, please include the estimated duration of remarks.)

The Commissioner is invited to provide remarks for about 5-10 minutes. This will be part of the unveiling and welcoming ceremony at the beginning of the event. Commissioners are invited to stay for a while after the speaking engagement to enjoy the food and music and meet the gardeners, community partners, and artists.

Agenda/run of show:

(Please include as much detail as possible regarding program/meeting agenda, other speakers and timing; a full agenda is due one week in advance of the event.)

The event will run from 1-5pm, with the live program starting at 1:30pm. In addition to the Commissioner representing the Port which sponsored the project, other project partners and garden Board members are expected to speak. More information on the exact speakers and times will be available the week before the event.

Audience description/attendees:

(Please include an estimate of # of attendees and notes regarding the character of the audience [VIPs, attitude, knowledge level, connection to the Port, etc.]

The audience will primarily consist of Burien residents including students and their families, community gardeners, artists, and other neighborhood residents. The immediate neighborhood is very diverse and students come from a wide range of income levels and cultural backgrounds. All are either experienced gardeners or interested in the garden/event.

Expected media:

(Include info on media attendance, include whether the media is expected and/or confirmed).

We will promote the event to local and regional media outlets, none confirmed at this time.

What communications channels are used?

(Port of Seattle press release, Port of Seattle social media, Port Commissioner blog, or Port blog?)

We will promote on all Port social channels.

External lead and contact info:

(Include mobile numbers)

Grace Stiller is the Project Lead and her Cell # is (206) 795-5783

POS lead and contact info:

(Include mobile numbers)

Andy Gregory (206) 612-9406 and Ilays Aden (206) 295-8145

Staff Recommendations:

Who should attend:

(Specific commissioners? Other port leaders?)

Commissioner Steinbrueck has expressed strong support and enthusiasm for the SKCF over the years, Commissioner Felleman also has interest in environmental issues and could be a good fit.

Rationale/opportunity:

(Please include a brief description of why this event is important to attend and/or opportunities for commissioners to further Port goals.)

This is one of the first events celebrating the completion of a Round 1 SKCF Environmental Project. We expect a good turn-out. The Port has supported many projects over the years for the New Start Community Garden and it is a good opportunity to express our continued support and to hear their gratitude for our funding.

Background:

(Please include any additional relevant background information, such as previous Port involvement in the event, expected questions/perceptions, etc.)

All included above. This is a great example of a SKCF project that supports a community-led public improvement.

Artists and Friends of the greater Burien Highline Community,
Celebrate the newly installed art at the New Start Community Garden!

Congrats to the Artists! We're hosting a community-wide party in their honor on Saturday, September 4th, 1:00 – 5:00 PM, Labor Day weekend.

Where: New Start Community Garden 614 SW 120th St. Burien, WA 98146

Please invite your friends and family to the event. Attached is a poster and a four-on-a-page flier to

Supporting Materials:**Remarks/message materials needed, preparer, and due date:**

(Include document type, owner, due date)

Remarks to be prepared one week in advance of the event and provided directly to the participating Commissioner. 1:1 briefing available upon request.

Attachments/support documents:

(List any attached background documents such as driving directions, bios, agendas, event promotion)

Event Poster

From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 09/03/2021 04:33:35 PM
To: Bowman, Stephanie <Bowman.S@portseattle.org>; Stephanie Bowman (sbowman@washington-abc.org)
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Yeaworth, David <Yeaworth.D@portseattle.org>
Subject: Commissioner Bowman, here is your look ahead for the week of 9/05/21 – 9/11/21
Attachments: South North SeaTac Park Inventory Order v2 21-0903 222pm.docx

Commissioner Bowman,

Here is your look ahead for the week of **9/05/21 – 9/11/21**

YOUR UPCOMING WEEK AHEAD

Date	Event
	Monday, Sept. 6 – Labor Day Holiday – Office Closed
	Tuesday, Sept. 7
Tues. Sept. 7 3:00-3:30pm	Stephanie – Commission Staff Check-in
Tues. Sept. 7 3:30-4:00pm	Stephanie – Barb 1:1
	Wednesday, Sept. 8
Wed. Sept. 8 9:00-11:00am	NWSA MM Executive Session
Wed. Sept. 8 11:00-4:00pm	NWSA MM Regular & Special POS / POT Joint Meeting
	Thursday, Sept. 9
Thurs. Sept. 9 1:30-2:00pm	Stephanie – Audit Committee briefing
Thurs. Sept. 9 2:00-2:30pm	SB & PS – SKCF CAT II Community Capacity Building Briefing
Thurs. Sept. 9 2:30-5:00pm	POS Audit Committee
Thurs. Sept. 9 4:30-5:15pm	Stephanie – West Seattle Bridge Briefing
	Friday, Sept. 10
	Monday, Sept. 13
Mon. Sept. 13 3:00-3:30pm	Stephanie – Sammamish Rotary 38-Cities Prep.
Mon. Sept. 13 3:30-4:00pm	Stephanie – Cruise Emissions briefing
Mon. Sept. 13 4:00-4:30pm	Stephanie – Commission Staff Weekly Check-in
Mon. Sept. 13 4:30-5:00pm	Stephanie & Barb – 1:1
Mon. Sept. 13 5:00-5:30pm	Stephanie & Steve – 1:1
	Tuesday, Sept. 14
Tues. Sept. 14 10:30–12:00pm	POS Commission Executive Session
Tues. Sept. 14 12:00–4:00pm	POS Commission Public Meeting
	Wednesday, Sept. 15
	Thursday, Sept. 16
Thurs. Sept. 16 7:30-8:30am	Stephanie – Sammamish Rotary Club 38 Cities Presentation
Thurs. Sept. 16 2:30-3:00pm	Stephanie & Ryan – James Thompson re: Broadband
Thurs. Sept. 16 3:30-4:15pm	HOLD – Stephanie & Ryan – CM Morales Monthly Meeting
Thurs. Sept. 16 4:30-5:00pm	Stephanie & Peter – LDW & Eastern Waterway briefing
	Friday, Sept. 17

NEEDS ACTION

1/ New Computer

IT can either repair or replace your computer. Their first recommendation is to plug it in overnight to see if that recharges it.

2/ **Reso 3071**—Marycruz is hoping you can sign the reso.

3/ Seattle Sports Commission

Patti Ward is signing you up to join the commission. She asks that you answer a set of questions from them:

Phone number (indicate mobile or work): *206-787-3034

List local sports organizations you are affiliated with (i.e. youth sports, associations, season ticket holder,

coaching, etc.) ??

What sports do you play or participate in personally? Windsurfing, others?

List the Seattle area sports teams (amateur, college, or professional) you follow: Seahawks, Mariners, others?

List local organizations you are affiliated with (i.e. non profit boards, member associations, etc.): Washington ABC, a non-profit that helps small businesses, Bellevue Chamber, others?

What is your interest in joining the Seattle Sports Commission? ??

What areas of the Seattle Sports Commission are you or your company interested in (check all the apply)?

- Event Bids and Hosting Opportunities
- SSC Signature Events (Sports Star of the Year, Women's Leadership, Golf Tournament)
- Revenue Strategy
- Public Affairs
- Volunteering
- Other:

Is there anything else you would like the Seattle Sports Commission to know about you?

PRIORITY ISSUE UPDATES

1/ **South North-SeaTac Park**—PS tells me he supports the order as it stands today (Friday). He (and Fred) asked me to send it to Peter Kwon, which I did. I haven't heard anything back.

Per Aaron's direction all commissioners received this update in their Friday Emails:

South North SeaTac Park Inventory Order (AKA L06 Inventory)—The order is on the Commissions Sept 14 agenda. Essentially it calls for an inventory and assessment of the ecological and recreational attributes of the Port's 55 acres that are not part of the tri-party lease agreement with SeaTac, King County, and the Port. The order is still a work in progress with staff and commissioners continuing to offer suggestions to the language. A final version needs to be submitted to the Clerk by the end of the day Tuesday, Sept 7. (Attachment)

FYI

1/ **Deputy Secretary of Commerce Don Graves**—The deputy secretary's office reached out to us for a tour of a trade facility and support with a trade/export focused roundtable discussion. The tour and event will take place on September 3 between approximately 930 and 1130am.

EMAIL UPDATES

1/ **ZIM PDR**—Heidi Groover of the Seattle Times made the request. It's for all communications among Port staff from June 10-14 regarding ZIM. The email is in your inbox from Conor Mannix, 8/27/21, 6:32am.

2/ **Des Moines Marina Redevelopment**—Bonnie Wilkins announced that the City has released an RFP to redevelop the Des Moines Marina. She and the City are grateful to the Port for our assistance.

ATTACHMENTS

1/ Version 2 of the South North-SeaTac Park Inventory Order--draft

PRIORITIZED SCHEDULING REQUESTS

1. **Pearse – WSB briefing**: next week (preferable Wed-Fri) we need to schedule 2:2:1s to review near final language for the Port-City MOU for the West Seattle Bridge. This issue will be coming before Commission on 9/28 and we need to get Commission feedback on MOU language and funding before the document is finalized. These will need to be 45 minutes to an hour long.
 - a. **Thursday, September 9 at 4:30 pm**
 - b. **Can you take the briefing at that time?**

2. **Tourism Committee reschedule:** We need to reschedule the tourism committee that had been on September 2.
 - a. **There are no obvious time slots for you in the next two weeks.**
 - i. **Currently the hold is for Monday, September 20 at 4 pm**
 - ii. **This conflicts with internal meetings but is likely doable.**
 - b. **Is there a good time for you to take the meeting?**
 - i. **Does September 20 at 4 pm work for you?**
3. **Early December Tourism Committee date**
 - a. **HOLD for Monday, December 2: 11:00 am – 12:00 pm**
 - i. **Moved to accommodate FF**
 - b. **Does this work for you?**
4. **Daisy Alcaiyaga-Neri (WABS) - Emily Yim meeting:** Emily would like to schedule a 30 or 45 minute call w/ Stephanie to discuss financial literacy with her non profit. Can you please provide a few times she's available?
 - a. **Do you want to take this call with Emily?**
 - i. **Is this something we should schedule through the Port, or do you prefer to schedule this through your other work?**
5. **Chris Mefford (Greater Seattle Partners) - Forward Together: Regional Recovery Framework Implementation Kick-Off:** Please save this date and time on your calendars to come back together for a virtual event to kick off implementation of the regional recovery framework. Newly renamed as Forward Together, we have worked with partners over the summer months to move into implementation of the framework.
 - a. **Wednesday, September 22: 1:30 pm – 3 pm**
 - b. **Virtual**
 - c. **Do you want to register and attend this event?**
6. **David Y – Port Package Update Site Visit:** During your next check-ins with SB and FF, could you please ask them if they'd like to tour past sound-insulation homes near the airport with Des Moines City Councilmember JC Harris and Port staff?
 - a. **David is connecting with JC Harris for involvement**
 - i. **JC sent the initial invite and the Port and staff wanted to be involved.**
 - b. **Do you want to take a tour of homes near the airport?**
7. **New Port Computer:** James emailed Patti to flag the possible need of a new computer for you.
 - a. **Patti advised that they will want you to turn it in for possible fix before issuing a new one**
 - i. **This is causing some logistical issues for staff**
8. **Mary Jean Stevens - POS 2022 Budget and Capital Investment Program - virtual community presentations:** This is the second year we have provided the public an opportunity to learn about the Port of Seattle's budget via a virtual platform.
 - a. Two presentations
 - i. **October 20: Maritime and Economic Development**
 - ii. **October 21: Aviation**
 - b. Both have the same timing and run of show
 - i. **3:30 pm – 5 pm**
 - c. **FF and RC are delegated to speak, but all CMRs can passively attend.**
 - i. **Do you want to attend either event?**
9. **West Seattle State of the Port:** CMR Steinbrueck is speaking at this event, but other CMRs are invited to attend.
 - a. **Thursday, September 16: 11 am – 1:30 pm**
 - i. **11:30 am – 1 pm is the program time**
 - ii. **I see that you already have an invite on your calendar**
 - b. **Do you want to attend this event?**
10. **Mary Beth Long (AAPA) – AAPA Commissioner Session:** At John's suggestion, I am reaching out to you for some help identifying a moderator for a session we are holding for Commissioners at the AAPA Annual Convention... I know Stephanie Bowman has been active at the port on workforce development and I thought she might be a great facilitator but am also open if you have another suggestion. Happy to discuss further if you need more details.
 - a. **"Leading the Way on Workforce Development and Overcoming Obstacles"**
 - b. **September 27 at 9 am**
 - c. **Do you want to lead this session at the AAPA convention?**

AN ORDER OF THE PORT OF SEATTLE COMMISSION

Acknowledging the executive director’s authority and in support of this efforts to deliver a program to inventory the existing ecological, land use (including zoning), and recreational site conditions of the 55 (fifty-five) acres of Port-owned land within North SeaTac Park within 30 (thirty) days of this order.

**PROPOSED
SEPTEMBER 14, 2021**

INTRODUCTION

The Port of Seattle and the City of SeaTac have a long history of collaboration on North SeaTac Park. The Port began acquiring the Property for noise and safety mitigation starting in 1970. The idea of a park was originally proposed by the Greater Highline Parks Board in 1976. The initial lease with SeaTac for the 195 acres of recreational land was signed in 1994, and, with an agreed-upon extension, will expire in 2070. Since then, the park has become a significant asset and an important airport operational buffer to the surrounding community. Based on amendments to the original lease with SeaTac, 55.58 acres is designated for redevelopment. Of those, approximately 44 acres are leased to SeaTac under a 180-day lease revocation clause.

As part of the Sustainable Airport Master Plan (SAMP) planning process, an approximately 11-acre portion at the south end of North SeaTac Park was identified for Project L06 (a surface employee parking lot). This portion of North SeaTac Park is largely forested with heavy concentrations of invasive plant species and a system of trails used by bicyclists, runners, and walkers. The Federal Aviation Administration (FAA) recently stated that “...L06 has been removed from the (Port of Seattle’s Sustainable Airport Master Plan),” which means this portion of North SeaTac Park is no longer in consideration to become a parking lot. This order requires an inventory of the 55.85 acres of North SeaTac Park habitat and community uses, as well of a review of other background history and related documents. The order requires that no planned actions be taken regarding the future disposition of the park and leased properties until the inventory has been completed.

TEXT OF THE ORDER

The Port of Seattle Commission directs the Executive Director to deliver a program to inventory the attributes of the 55.58-acre parcel within the North SeaTac Park lease, including environmental (trees, wildlife, habitat), community and recreational attributes of the 55.58 acres of North SeaTac Park that are not a part of the tri-party lease agreement between King County, SeaTac and the Port, within 30 (thirty) days of this order.

The inventory plan should be coordinated in partnership with the City of SeaTac and the Joint Advisory Council and should reference recent materials developed by the Port and the City, and their contractors, related to uses within the park.

The Port of Seattle Commission also supports the recommendations of the Joint Advisory Committee to restart the “Working Group,” comprised of staff from the City of SeaTac and the Port and to review and confirm the background and jurisdictional materials related to North SeaTac Park.

The Executive Director shall report to the Commission within 30 days with a work program, timeline, and cost estimate to complete the inventory and review of background materials, along with partnership terms with the City of SeaTac. Until this process is completed and the inventory is delivered to Commission, no actions shall be taken by the Port in regard to lot L06.

STATEMENT IN SUPPORT OF THE ORDER

Earlier this year, Port staff submitted a draft federal environmental assessment (EA) for the Sustainable Airport Master Plan (SAMP) to the FAA for its review. The EA’s screening of alternatives included alternate ways to meet future employee parking needs. In that draft document set, Port environmental staff recommended that L06 be removed from further consideration.

The FAA concurred with the Port’s analysis and issued a notification on September 25, 2021 that L06 had been removed from further consideration.

Port staff made this recommendation based on:

- environmental concerns identified in public comments submitted during the scoping process in 2018 and 2019;
- staff’s determination that L06 was not the best path forward from an environmental perspective; and,
- the availability of an environmentally preferable alternative identified when preparing the draft federal EA.

The Port Commissioners are aware that community members’ use North SeaTac Park for biking, running, leisure, and walking. They also participate in land stewardship efforts by removing invasive plant species and maintaining the landscaping. Community leaders want to further steward the site and continue to groom it for outdoor recreation purposes and as a healthy forest.

Through the Airport Communities Ecology (ACE) Fund, the Port has a precedent of working with airport-communities, nonprofit organizations, and researchers to produce assessments of tree-

canopies and forest health conditions in parks and natural areas, as well as to develop plans to restore forests and increase tree canopy. In a similar way, the inventory of resources and uses of North SeaTac Park will help the Port, SeaTac and local community members gain a better sense of the lay-of-the-land and inform future management decisions.

Producing an inventory of resources and uses within this portion of North SeaTac Park will also help guide the Port in meeting its goals and objectives found in the Century Agenda:

Goal 4: Be the greenest and most energy-efficient port in North America

- Objective 11: Reduce air pollutants and carbon emissions

Goal 6: Be a Highly Effective Public Agency

- Objective 17: Foster an environment of transparency, accountability, respect, leadership, and fairness to give Port staff the tools to be exceptional public servants
- Objective 18: Partner and engage with external stakeholders to build healthy, safe, and equitable communities

From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 07/23/2021 03:02:03 PM
To: Calkins, Ryan <Calkins.R@portseattle.org>; Ryan Calkins <ryancalkins@gmail.com>
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Chung, Erica <Chung.E@portseattle.org>
Subject: Commissioner Calkins, here is your look ahead for the week of 7/25/2021 - 7/31/2021
 2021-07-1-Commissioner_blog_master_report.xlsx Contractors Listening Sesssion Notes v2 21-0715.docx 4. Summary of Commission
Attachments: Budget Request Outcomes.docx RC 2022 Budget-MHS (1).docx RC 2022 Budget-Offshore Wind (1).docx SC RC EWFD Childcare
 Budget Request Memo (1).docx FF Youth Maritime & Green Jobs (1).docx V-Blog Marine Maintenance_7.29.21 v2.docx

Commissioner Calkins,
 Here is your look ahead for the week of **7/25/2021 - 7/31/2021**

Your Upcoming Week Ahead

Date	Event
	Monday, July 26
Mon. July 26 1:00-1:30pm	Ryan – Commission Staff Weekly Check-in
Mon. July 26 1:30-2:00pm	Ryan & Barb – 1:1
	Tuesday, July 27
Tues. July 27 10:30–12:00pm	POS Commission Executive Session
Tues. July 27 12:00–4:00pm	POS Commission Public Meeting
	Wednesday, July 28
Wed. July 28 9:00-9:30am	Ryan - Zero Carbon Shipping
Wed. July 28 9:30-10:00am	Ryan & Pearse – 1:1
Wed. July 28 10:30-11:15am	Ryan – Maritime High School Call
Wed. July 28 1:00-1:15pm	Ryan – Aaron re: Staff Performance
	Thursday, July 29
Thurs. July 29 7:00-8:30am	Ryan – HOLD for Maritime Maintenance Site Visit
Thurs. July 29 10:30-11:30am	Look Ahead
Thurs. July 29 1:00-4:45pm	POS Commission Special Meeting – Budget Retreat
Thurs. July 29 5:00-6:00pm	Commissioner Happy Hour (No Port Business)
	Friday, July 30
Fri. July 30 9:15-9:30am	Ryan & Erica – 1:1

1. **Ffitch – James Thompson (Washington Public Ports Association) re: Broadband and Ports:** As I mentioned to you in my email last month, a few of our commissioners are interested in learning more about the new broadband authorities granted to port districts by the legislature last session.
 - a. **Additional context from ffitch:** This meeting came out of a conversation about commission interest in the new broadband authorities given to port districts. And Ryan was our main advocate for that legislation from the commission office during session, so I am surprised that he isn't interested in attending.
 - b. **Likely in person**
 - c. **We posed this question last week and you declined.**
 - i. **Ffitch and Aaron wanted to raise it one more time. Not to compel you but to make sure the purpose was clear.**
2. **Rob Williams (Ocean Initiative):** We're running field projects at [Ballard Locks](#) and [San Juan Island](#), but are around all summer. We'd love to pick up where we left off last time, and hear how things look on your end. It's such a neat initiative, and we'd love to help if we can.
 - a. **Do you want to take a meeting with Rob and Erin?**
3. **Kimberly Kelsey (P.E., PMP):** Hi, Ryan. I hope you're having a great summer. Do you have time to check in?
 - a. **7/30, before 10:30**
 - i. **Blocked on calendar**
 - b. **8/4, before 11 or 2-3:30**
 - i. **Could do 2 pm**
 - c. **8/5, after 1**
 - i. **1 pm open**
 - d. **8/6, after 11:30**
 - i. **Wide open in afternoon**
 - e. **Do you want to meet with Kimberly and do any of those times work?**
4. **Ffitch - Washington Maritime Federation Summer Reception:** The Washington Maritime Federation, an advocacy organization that the Port helped form and at which we hold a board seat, is hosting a group of maritime industry stakeholders, elected officials, and community leaders at Centerline Logistics.
 - a. **Thursday, August 12 at 4 pm – 6 pm**
 - b. **Centerline Logistics Corporation (Fuel bunkering facility on Harbor Island: 910 Southwest Spokane Street Seattle, WA 98134**

- c. **CMRs get no speaking role and would attend to socialize and catch up with other officials etc.**
 - d. **Do you want to register and attend this event?**
5. **Duwamish River Community Hub Grand Opening and Construction Trades Outreach Event:** The Port of Seattle staff will hold a ribbon cutting ceremony for the grand opening of the Duwamish River Community Hub (Hub) and the Construction Trades Outreach Event. Representatives from the Port Community Action Team (PCAT) will also attend and engage with community members to learn more about the uses and opportunities at the Hub.
- a. **Saturday, August 7 at 11 am – 12:30 pm**
 - b. **Duwamish River Community Hub: 8600 14th Ave S, Seattle, WA 98108**
 - c. **The Maritime HS will have a table there**
 - d. **This ask is for attendance. No speaking role at this time**
 - e. **Do you want to attend this event?**
6. **ONE Eastside: Rebuilding confidence in the commute (Webinar):** Join our experts from King County Metro; WorkSmart, a King County Metro sponsored program that helps organizations implement telework and flexible schedules; and Move Redmond (formerly known as the Greater Redmond Transportation Management Association) to learn how employers can solve commuter challenges while earning employee trust and building employees' confidence in coming to work safely.
- a. **Thursday, July 29 at 10 am – 11 am**
 - b. **Virtual on Zoom**
 - c. **Do you want to register and attend this Webinar**
7. **Marco Milanese - Seattle Southside Chamber of Commerce's 2021 Airport Luncheon:** The annual event provides Chamber members with the latest on the airport and to hear it directly from the Airport's Managing Director. Lance's presentation will be followed by Q&A and a tour of the IAF exclusive to Chamber members.
- a. **Wednesday, August 4 at 12 pm – 1 pm**
 - i. **Optional tour from 1 pm – 2 pm**
 - b. **Airport Conference Center**
 - c. **Attendance only, no speaking role**
 - d. **Do you want to RSVP and attend this event?**

Updates from Erica

FOR YOUR ACTION

July V-Blog – Marine Maintenance site visit

Since the Police ride along is being rescheduled, I am reaching out to Maritime Maintenance for a site visit and interview. You could potentially meet with Dan Fitzgerald, Sr. Manager – Marine, and meet his crew. In the shop. Let me know if you agree with this site visit in July, and I will arrange it.

FOR YOUR INFORMATION

MHS Video at P69 – completed. Sarah used your office for the interview and took photos outside and inside the building.

Commission Budget Request/Retreat - You should receive hard copies of commissioners budget requests and summary, but attaching here for your info, including your 3 requests

- 225,000 for offshore wind - I have listed FF as your second. But you may want to speak with him to confirm.
- \$250,000 for MHS – You may consider if this can be combined with FF workforce development or PS would be supportive for his SKCF.
- \$75,000 for childcare – SC is the lead and you are second. It is listed as coming from E+WFD Committee

SeaTac Hanover Apartment Victims Support Fund - East African Community of Seattle has set up a fundraiser to help 38 families/88 residents impacted by the July 10th arson/fire at the Hanover Apartments, located in the City of SeaTac.

You can donate on this [GoFundMe page](#) that has been established by Somali Community Services of Seattle or send a check to Somali Community Services of Seattle. Tax ID is 91-1746056 and the mailing address is 8810 Renton Ave S. Seattle, WA 98118. Please indicate that it is for the victims of the Hanover Apartment Fire.

MEDIA

Marine Maintenance V-Blog set

Media data update for 6/2021 – Individual Commissioner communication report **attached**.

2021	Number of blogs	Total pageviews	Average time on page	Email subscribers	Avg. Open	Avg. CT
					Email	Email
Bowman	2	74	10:32	517	27%	3%
Calkins	7	880	12:11	483	32%	4%
Cho	4	349	6:32	498	30%	3%
Felleman	6	880	9:32	532	35%	5%
Steinbrueck	3	168	10:48	537	28%	3%
TOTAL	22	2351	9:55	2,567		

CONSTITUENT CORRESPONDENCE

Noemie Maxwell letter to all commissioners – response will be forthcoming from Barb Wilson, so asking Commissioners not to respond.

Constituent correspondences received this week.

7/16/2021	Ronald Minkel	SEA traffic congestion/flow	Web Portal
7/19/2021	Penny Tibbits	Cargo Ship Congestion/noise	Web Portal
7/19/2021	Michael Cole	Flight path/noise	Web Portal
7/20/2021	JT	Port employee/Illegal activity at Shilshole	Web Portal
7/22/2021	Noemie Maxwell	North SeaTac Park/L106	All Commissioners

Attachments

Materials for upcoming week

DATE	WHAT	MATERIALS
TH. 7/22/21	Marine Maintenance site visit for video blog	See attached outline and possible questions

For Your Info

- Contractor Listening Session notes from 7/15/2021
- All Commissioners budget request summary
- FF budget request for Youth Maritime and Green Jobs
- RC budget request for childcare
- RC budget request for MHS
- RC budget request for OSW
- Commissioners Blog Report – there are 6 tabs, one for summary and one per commissioner
- V-Blog outline

RC Priorities for 2021

Offshore Wind

Communication

Business Development/BIPOC business

RC Accomplishments for 2021

DATE	WHAT	DESCRIPTION
1/16/2021	Event	Maritime High School
1/20/2021	Presentation	Propeller Club re MHS
20/10/2021	Presentation	Rainier Beach Community Club re Port and MHS
2/11/2021	Blog - 2021	Planning Ahead for a Better Future
2/16/2021	Blog - February	Everyone Benefits when We Listen to Communities
2/18/2021	Welcome/Introduction	NWSA Refrigerated Cargo Webinar
2/28/2021	Seattle Times Op-Ed	5 Ways to Support Small Business to “Build Back Better”

		(with Beto Yarce)
3/11/2021	Presentation	State Board of Education re MHS/Waiver Presentation
3/12/2021	Blog - March	We Must Ensure the Freedoms From, Not Just the Freedoms of
3/16/2021	Presentation	Core Plus Maritime Curriculum Package Signing Ceremony
3/23/2021	Presentation	North Seattle Industrial Association re MHS
3/23/2021	Port Press Release Quote	Commission Adoption of Cesar Chavez and Delores Huerta Day on March 31, 2021
4/6/2021	Port Press Release Quote	Port Advances Equitable Recovery with Women, Minority Owned Small Business Accelerator (PortGen Accelerator)
4/6/2021	Blog - April	Offshore Wind: From a Good Idea to Great Jobs on our Waterfront
4/6/2021	NWSA Press Release Quote	Wan Hai Lines' new service calls Terminal 18 in Seattle
4/8/2021	Port News Quote	Port Applauds Washington Senate Passage of Key Climate Legislation
4/8/2021	Presentation	World Affairs Council – "Smart Ports" IVLP event for a Panamanian group
4/16/2021	Quote/Article	PORT OF SEATTLE BUSINESS ACCELERATOR CENTERS WOMEN- AND MINORITY-OWNED BUSINESSES https://southseattleemerald.com/2021/04/16/port-of-seattle-business-accelerator-centers-women-and-minority-owned-businesses/
4/22/2021	Co-Host/Opens Event	Maritime High School Virtual Launch Event
4/23/2021	Presentation	WISTA PNW (Women's International Shipping & Trading Association) Monthly Meeting/Lunch N' Learn Event
4/25/2021	Port News Quote	Port Equity, Sustainability Priorities Succeed in Olympia
4/28/2021	Blog - April/Special	After Legislative Successes, The Real Work Begins
4/29/2021	Email teaser	After Legislative Successes, The Real Work Begins
5/6/2021	Presentation	GSP/Taiwan MOU Signing Ceremony
5/21/2021	Seattle Times: Sponsored Article Quote	Maritime High School opens doors to robust career paths. Maritime High School opens doors to robust career paths The Seattle Times
5/25/2021	NSAT Press Release Quote/Press Event	Stepping into the Modern SEA Airport! First Gates Open in Long-Awaited Modernized and Expanded North Satellite Port of Seattle (portseattle.org)
6/2/2021	Blog – May	Port Partners to Vaccinate Maritime Workers
6/2/2021	Email teaser	Port Partners to Vaccinate Maritime Workers
6/2/2021	King5 Interview	Region's first public maritime high school opening in fall in Des Moines Region's first public maritime high school opening in fall in Des Moines king5.com
6/16/2021	Presentation	French American Innovation: Ocean Technology
6/17/2021	Welcome	Blacks In Government ERG: Juneteenth Celebration
6/25/2021	Blog – June	Port Fire Department Trained and Ready to Serve

MEMORANDUM

To: Port of Seattle Commissioners
Fr: Chief Operating Officer David Soike
Re: Contractors' Listening Session Notes

June 7, 2021

As part of the Port of Seattle's outreach to our stakeholders we held a listening session with contractors in fields related to the Port's work. Below is a summary of the comments we heard in May 2021.

Things Port can do to move the needle:

- Keep capital program on a growth trajectory
- Keep talking with us and convene unions, primes, and W/MBE's together to improve efficiency, labor pool, and coordination

Help small and W/MBE firms by removing barriers:

- Create a mix of project sizes including smaller ones to allow more available work for small firms
- Advertise widely
- Get payments out faster
- Disaggregate and detach sub payments from prime payments that are contested
- Lower bonding requirements
- Help firms not yet in a union
- Design/Build model allows more M/WBE, while GCCM model does not
- Badging is difficult and time consuming – don't have to do it elsewhere
- Get the scope right and fixed before beginning project – change is hard and expensive

Take some risk out of port bidding:

- Inflation causes firms to add contingencies which raises bid cost to owners, and the contingencies are often wrong
- Instead change contract to include material indices so that port pays inflation or gains lower costs when inflation drops

Labor:

- Primes need flexibility to keep their own core workers employed on a consistent basis

- Move priority hire to greater geographic area because hard to find persons and meet the Port's goal
- Primes need some flexibility in negotiation of now fixed PLA's with unions since each project and contractor is different
- Reach to junior high's and high schools to educate about these good jobs to get to the root of the labor shortage – I wait six weeks and still no dispatches from the hall

Summary of Commission Budget Request Outcomes

Commission President Felleman

- **Kelp:** Supporting Kelp Restoration and Advancements in the Regional Kelp Economy Fund. Efforts to include:
 - Restoration of kelp around tribal net-pens (new pilot project)
 - Aquaculture for commercial purposes (study)
 - Selling of carbon credits and carbon sequestration (study)
 - Leverage other organizations in supporting this request – partnership

 - **Aquarium:** Collaborate with Seattle Aquarium for exhibits in their new building, educational programming, and events, to include job fairs.
 - Exhibit at \$100,000
 - Design charrette?

 - **Workforce Development/Green Jobs:** Support programs that provide opportunities for underserved youth in King County (specific inclusion of tribal youth) for experiential learning through on-water and shore-based education.
 - Can this be combined with Cho or Calkins?
 - \$250,000

 - **Sustainable/Eco-Tourism Tourism Conference:** Ad-Hoc Tourism Committee request from Commissioner Bowman and Felleman. Organize and sponsor a sustainable conference that generates favorable publicity surrounding responsible travel opportunities throughout Washington state. The conference will lead to an increase in visitors who participate in ecotourism activities and help the state’s tourism industry recover. The program will also support increased travel to SEA and the Port’s other gateways.
 - \$250,000 is current number for Commissioners Bowman and Felleman

 - **Duwamish River Steward:** Support the creation of an additional Basin Steward for the Duwamish River. Provide funding toward this King County funded position
 - Is in alignment with the goals of the Duwamish Valley Community Equity Program
 - \$25,000
-

Commissioner Steinbrueck

- **South King County Fund:** Extend the South King County Fund for an additional five-years at \$2 million a year, total of \$10 million, from 2025 – 2028, pending program review. (Steinbrueck/Cho?)

- **Port-wide Art Program:** Fully implement the 2019 Port-wide Art Program Policy Directive. Increase operational capacity and extend Port-wide reach of the program, temporary art exhibits, and community engagement.
 - Link the 1% to the 5-year CIP
 - (Steinbrueck/??)
- **Port Parks:** Improve Ha-ah-poos Park and Shoreline Habitat to create a safe and welcoming place for families and all the public. Collaborate and engage with community groups to activate the park.
 - Nate Caminos is the lead on tribal side
 - Christina Billingsley lead on activation – temporary hire?
 - Seeking feedback from team -- maritime and external relations.
- **Police Task Force Recommendations:** Implement Police Task Force recommendations including development of 5 yr. strategic plan that outlines a path to implement recommendations and developing performance metrics for department reflecting task force recommendations.
 - Recommendations coming from Executive on incorporating into work plan
- **Port-wide Energy Use Review/Study:** Study energy consumption of all Port buildings and plan for the transition to sustainable alternative fuels.
 - NREL Study
 - Status of metering on maritime/ec dev building
 - Work already underway
- **Seattle Aquarium:** Provide community education on port environmental programs specifically supporting ocean health and acidification, the Salish Sea, and species recovery at the Aquarium. (Felleman/Steinbrueck)
 - Design charette
 - Permanent display (investment over years)
 - Continuing relationship/project support
 - How about airport exhibit at the pacific science center instead
- **Resiliency:** Implement findings from Resiliency Assessment, executive to review, consider and identify specific task force recommendations to implement including: developing a 5 yr. resiliency adaptation strategic plan to guide path forward, fully funding and staffing Executive's resiliency priorities, supporting further work, as needed.
 - Recommendations coming from Executive on incorporating into work plan
- **SEA Architecture:** Support consistent airport architectural vision, guidelines and project reviews by at SEA. Ensure closer coordination of multiple airport projects with the design vision of SEA and ensure sufficient resources to achieve that end.
 - Will need Aviation input
 - A presentation of the architectural vision is necessary

- **Ground Transportation:** Reduce and discourage single occupancy vehicle trips to SEA airport and increase and encourage light rail and other transit modes by developing a comprehensive Trip Reduction Study and Plan for Sea-Tac Airport for customers, employees and tenants.
 - Conduct a comprehensive analysis of all SEA transportation needs and modes including light rail usage, TMC's, single occupancy vehicles and on and off-site parking, and develop a plan that incentivizes increase mode split to transit.
 - Implement the transportation management association.
 - Next step on Ground Transportation?
 - Access fees and implementation of TMA
 - Include Transportation Modes that are recovering and how to discourage single occupancy through SEA
 - Policy request
 - Work is already underway

 - **Public Art Symposium:** Port-sponsored event intended to gather public art advocates and stakeholders and to highlight importance of public art, ways to use art as economic recovery and civic revitalization. Event would take place as an adjunct to the 94th Annual AAAE Conference & Exposition, June 5-8, 2022.
 - (Steinbrueck/?)
 - \$10,000?
 - Consultation with Aviation is necessary
-

Commissioner Bowman

- **Sustainability/Eco-Tourism Conference:** Ad-Hoc Tourism Committee request from Felleman and Bowman. Organize and sponsor a sustainable conference that generates favorable publicity surrounding responsible travel opportunities throughout Washington state. The conference will lead to an increase in visitors who participate in ecotourism activities and help the state's tourism industry recover. The program will also support increased travel to SEA and the Port's other gateways.
 - Bowman has requested \$250,000

 - **Opportunity Youth Initiative:** Provide internships to BIPOC and disenfranchised youth, aged 16-24, in Port-related industries.
 - Executive response
-

Commissioner Cho

- **Human Trafficking Prevention:** Train every employee of every Port tenant to recognize and help prevent human trafficking.
 - \$300,000 over three years is current proposal

- **Economic Development:** Support the Port's region-wide economic development capacity utilizing Economic Development Grant program underspend.
 - Executive response

- **Economic Development/SKCF:** Designate a “Small Business Recovery Fund” in the Port’s 2022 budget and increase the 2022 budget for the South King County Fund. Request: Increase budget by \$500,000 for a total of \$2.5 million in 2022.
 - The total small business recovery fund would be \$750,000 in 2022
 - 2021 Small Business allotment under SKCF is \$250,000
 - Program goes down in the out years \$2 m in 2023 and \$1.5 in 2024

- **Port Childcare Support:** Bolster the Port’s regional economic development efforts by enhancing labor force participation and employee retention. This budget request is to study childcare options and the any related need for increased resources for Port employees and in Port-related industries.
 - Feasibility study of expanding child-care options for Port employees and Port tenants near the airport, including provision of stipends for Port employees.
 - Explore childcare availability, employee interest in childcare near the work-place, and impact on worker retention, including childcare outside of traditional work hours.
 - Report out on infants at work pilot?
 - \$75,000 study

- **WFD Request:** Restore any WFD capacity or resources that may have been cut during the COVID-19 pandemic response.
 - Some potential areas for additional WFD investment include:
 - Increasing the number of Port projects that utilize Priority Hire
 - Increasing the number of apprenticeships on Port projects
 - Building a link between Port internships and apprenticeships and full-time, permanent employment at the Port and Port-related industries.
 - Cost unknown? Can this be combined with the Felleman/Calkins requests.
 - There were no reductions in programs – confirm

Commissioner Calkins

- **Advance Offshore Wind:** Generate new Port lines of business, strengthen regional economic development opportunities, and create living wage maritime jobs by advancing the Port’s Offshore Wind efforts.
 - Port of Seattle funding of Maritime Blue study
 - Potential ask of \$225,000 for a study/travel/symposium

- **Strengthen the Maritime High School educational consortium:** To expand the maritime industrial workforce and provide equitable opportunities to diverse students in the region.
 - \$250,000 per year/four years
 - Intends to introduce as an amendment to the budget if not included in the final recommendations

- **Port Childcare Support:** Bolster the Port's regional economic development efforts by enhancing labor force participation and employee retention. This budget request is to study childcare options and the any related need for increased resources for Port employees and in Port-related industries.
 - Feasibility study of expanding child-care options for Port employees and Port tenants near the airport, including provision of stipends for Port employees.
 - Explore childcare availability, employee interest in childcare near the work-place, and impact on worker retention, including childcare outside of traditional work hours.
 - Report out on infants at work pilot?
 - \$75,000 study

To: Port Commissioners
From: Erica Chung, Commission Specialist
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 29, 2021
Re: Maritime High School

Outcome:

Strengthen the Maritime High School educational consortium to build a pipeline of much needed maritime industry workforce and provide equitable opportunities to diverse students in the region.

Century Agenda Goal:

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- Objective 6: Increase career and business opportunities for local communities in all port-related industries
- Objective 7: Advance maritime industries through innovation, strategic investment and capable management of Port facilities
- Objective 8: Expand the economic, cultural and community benefits of Cruise Operations while preserving industrial lands

Goal 5: Become a Model for Equity, Diversity and Inclusion

- Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Budget Request/ Background:

The Maritime Industry is the third-largest economic driver in WA state, and 30% of the Port of Seattle's revenue. It is imperative that the Port invest in its future skilled workers, by building a pipeline of skilled trades to serve the maritime industry for generations, to maintain/advance our maritime business opportunities.

Maritime has an aging workforce that is retiring, similar to other industries. Consequently, the Port will be competing with other/similar industries for limited younger skilled workforce.

This is also an equity issue. It is difficult for youth of color to pursue maritime jobs because they lack knowledge, exposure, and a clear path to a traditionally very closed field.

See also supporting statement from MOTION 2020-05, adopted on March 10, 2020:

Maritime and Ocean Sciences High School Motion (portseattle.org)

The maritime sector is a pillar of the state's economy, but the workforce gap threatens the sector. Over 830 maritime businesses in King County provide 19,500 jobs that pay on average \$82,800 per year, compared to Washington state's average annual salary of \$52,000. The impending mass retirement of almost a third of the workforce in the next ten years shows a job shortage of 150,000 mariners by 2025. Students of color make up more than 70 percent of students in the residential areas closest to our state's maritime cluster and have not had equitable access to these family-wage waterfront jobs. Now is

the time to close workforce skill gaps and advance the next generation of maritime leaders, scientists, and innovators.

Requesting \$250,000 per year for the next 4 years from 2022-2025 to educate and graduate its first class. This request is for all MHS partners to commit to sustain the school, the same way we are asking the kids to take a leap of faith in a brand-new endeavor.

We have achieved so much in the last few years:

- We have built extraordinary partnerships within industry and government
- We have recruited our first MHS class, who will be starting in September 2021
- We have built a strong fundraising infrastructure and support for the continuation of the MHS from industry partners
- Some outstanding fundraising opportunities include:
 - Congressional earmark -- Congressman Adam Smith's Office has included MHS for his community funding earmark asks for \$850,000 per year. We should find out in September 2021.
 - No Child Left Inside granted MHS \$150,000 for outdoor education experience for the first class of MHS.
 - Saltchuk is seeking \$1.5 million from its foundation grant to support MHS

Identified Risks:

The maritime industry has an aging workforce, including the Port of Seattle. The average age of the maritime workforce was around 54 years old, in 2013. There will be an increasing need for a skilled workforce as we look ahead to the needs of the industry from longshoremen to merchant mariners. [Sector-Leads-Maritime-Strategy-2016.pdf \(wa.gov\)](#)

If Port wants to maintain a strong skilled workforce to support its economic development and growth, then the Port needs to invest in local maritime workforce development to ensure that the Port has a pipeline of potential workers now and in the future.

Primary Commission Sponsor:

Commissioner Ryan Calkins

Commission Sponsor:

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

To: Port Commissioners
From: Erica Chung, Commission Specialist
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 29, 2021
Re: Offshore Wind Project

Outcome:

- Generate new Port lines of businesses. Identify investment needs so the Port of Seattle/NWSA can quickly capitalize on new port business opportunities for the next 50 years, as aggressive local and national government mandates for and advancements in west coast offshore wind energy development are happening.
- Position the Port of Seattle/NWSA as the leader in all matters related to offshore wind logistic/supply chain for WA State, and potentially the west coast.
- Build/strengthen regional economic development opportunities, which in turn will create maritime living wage job, in Port's offshore wind efforts.

Century Agenda Goal:

Century Agenda Goal #1: Position the Puget Sound region as a premier international logistics hub

- Objective 1: Meet the Puget Sound region's int'l trade and cargo needs in an efficient and sustainable manner
- Objective 2: Support the continued success and competitiveness of the NWSA

Century Agenda Goal #3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- Objective 6: Increase career and business opportunities for local communities in all port-related industries
- Objective 7: Advance maritime industries through innovation, strategic investment and capable management of Port facilities

Century Agenda Goal #5: Become a Model for Equity, Diversity and Inclusion

- Objective 13: Increase utilization of WMBE and DBE firms and eliminate disparity of access to opportunities
- Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Budget Request/ Background:

Requesting approximately \$225,000 for the following categories:

- \$75,000 – for a needs assessment study to better understand port opportunities and gaps. The study will be conducted in partnership with Maritime Blue, WA Department of Commerce, PNNL, and potentially others. Offshore Wind is a new and emerging industry that is gaining momentum in the U.S, including the west coast. The popularity stems from the desire to move away from fossil fuel and to reduce GHG. The Biden Administration has set a target of 30GW by 2030 and 110 GW by 2050, while CA has set a target of 10 GW by 2040. According to the Departments of Interior, Energy, Commerce, and Transportation, meeting these targets will

trigger more than \$12 billion per year in capital investment in projects on both U.S. coasts, create tens of thousands of good-paying, union jobs, with more than 44,000 workers employed in offshore wind by 2030 and nearly 33,000 additional jobs in communities supported by offshore wind activity.

- \$125,000 – to convene an OSW Symposium to present study findings to partners from industry, government, academia, and Tribal Nations. This is an opportunity to showcase the PoS/NWSA leadership in the OSW industry and to build/strengthen partnerships to generate Port business opportunities in the logistics/supply chain for the west coast.
- \$25,000 – miscellaneous items including site visits and membership to industry organizations. Site visits would be to Europe (epicenter of OSW development), east coast, (who are currently developing OSW project), and CA (potential logistics support business). Membership would be to Business Network of OffShore Wind (BNOW), that is connected to industry folks.

Identified Risks:

If Port of Seattle does not move quickly, we will lose this huge economic development opportunity for the next 30-50 years, from federal grants to new port businesses.

- OSW is gaining momentum with the support of the Biden Administration and many states are eyeing OSW as their next economic development driver that could replace the oil and gas industry.
- East Coast has already started their OSW development projects. Gulf of Mexico has already set up their regional stakeholder task force and BOEM intergovernmental agency task force. CA has a BOEM intergovernmental agency task force.
- WA is about 10 years behind the east coast and a few years behind the Gulf of Mexico and CA.

Primary Commission Sponsor:

Commissioner Ryan Calkins

Commission Sponsor:

Commissioner Fred Felleman

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

- Concur with no comment
- Concur with comment:
- Non concur with comment:

To: Port Commissioners
From: Commission Specialist
CC: Barb Wilson, Aaron Pritchard, Erica Chung
Date: June 30, 2021
Re: Youth Maritime & Green Jobs Education

Outcome

Support programs that provide opportunities for underserved youth in King County (specific inclusion of tribal youth) for experiential learning through on-water and shore-based education.

Century Agenda

Goal 3: Responsibly invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Goal 5: Become a model of Equity, Diversity and Inclusion

Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all

Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background

The Port has already made investments in similar programming including the Youth Maritime Collaborative and Maritime High School. This requests builds on the success of those programs to further advance opportunities in the maritime and green jobs industries.

Identified Risks

Maritime is a critical port related industry whose workers are aging out of the workforce. Filling the workforce gap with new workers is in the best interest of the port and the region.

The inclusion of green jobs as a port industry is a new sector included in the port's workforce development policy directive. As a newly identified industry, there are many opportunities to further develop pathways into green jobs. Supporting port related industry pathways is critical to reaching the Port's vision and goals as a job creator.

Primary Commission Sponsor: Commissioner Felleman

Commission Co-Sponsor: Commissioner Calkins

- Concur with no comment
- Concur with comment:

[\[Add comment\]](#)

Non concur with comment:

[\[Add comment\]](#)

ELT Sponsor:

Concur and already included in my division's 2022 budget

Concur and recommend adding to my division's 2022 budget Concur with comment:

Non concur with comment:

[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Tyler Emsky and Erica Chung, Commission Specialists
CC: Barb Wilson, Aaron Pritchard
Date: July 19th, 2021
Re: Childcare Study

Outcome:

- Bolster the Port of Seattle as a regional economic engine and strengthen its competitiveness by increasing regional labor force participation and employee retention.
- Cost savings to Port, as well as Port-related industries, with reduced worker attrition. It is estimated that it costs as much as twice the worker's yearly salary to replace a worker.
- Increase the talent pool of qualified applicants for positions that work outside of traditional hours at the Port/Port related industries.

Century Agenda Goal:

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- **Objective 6:** Increase career and business opportunities for local communities in all port-related industries

Goal 5: Become a Model for Equity, Diversity and Inclusion

- **Objective 14:** Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- **Objective 15:** Advance regional workforce development in port-related industries to provide equitable access to quality careers

Goal 6: Be a Highly Effective Public Agency

- **Objective 18:** Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background:

The lack of affordable and accessible childcare, especially beyond traditional working hours (7 AM to 6 PM) has been identified by a broad range of academic and expert sources as a major barrier to increasing the US labor force participation rate, which in turn impacts the broader economic recovery from the effects of the COVID-19 pandemic. Lower-paid workers and workers of color are especially likely to withdraw or not participate in the workforce due to a lack of affordable and accessible childcare.

As the baby-boom generation ages out of the workforce, it has become increasingly essential to retain and attract a younger labor force to fill the void created by the departing workers. Childcare benefits, like transportation benefits, are an important way to enhance competitiveness relative to other regional employers.

Childcare is also an equity issue. Women and single parents, who are the primary caregivers of children, maybe self-selecting out from pursuing higher-paying or managerial positions because of lack of accessible childcare.

One proposed tactic for starting to address this critical gap in Port competitiveness and employment equity would be to launch a feasibility study to explore the availability of childcare near Port facilities and evaluate different options and partnership opportunities for the provision of childcare to Port

employees and/or Port tenant employees. This study would be a collaboration with multiple external experts and partners.

Requesting \$75,000.

Identified Risks:

Childcare is a critical workforce issue. The Port is open 24/7. That means the Port needs workers for various shifts for the continuous smooth operations of its facilities. However, there are very few, if any, childcare centers that operate to serve these evening or night shifts, serving essential, front-line workers. Consequently, many of these potential qualified and talented workers will self-select from participating in Port/Port related living wage employment that requires non-traditional hours.

As our state move towards recovery from the pandemic, businesses are reporting difficulties in hiring essential workers and many critical positions are going unfilled. If the Port does not enhance our employee attraction and retention efforts, we may eventually come to a point where we do not have sufficient numbers of essential workers to run the Port and Port tenant businesses.

Primary Commission Sponsor:

E+WFD Committee Recommendation: Commissioner Cho will take lead

Commission Sponsor:

E+WFD Committee - Commissioners Calkins and Commissioner Cho

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

Marine Maintenance V-Block
V2

Date: 29 July 2021
Time: 7-8:30 AM
Location: 25 S Horton St, Seattle

Goals for the interview:

- Visibility: What is marine maintenance? What do they do?
- Spotlight frontline workers and their day-to-day work
- Overview of green initiatives
- Highlight trade jobs at the Port of Seattle

Format:

- Video Blog
 - o Short videos of the Q&A
 - 15 – 30 second clips
 - Filmed on phone
 - o Introductory paragraph
 - o Transcribe some of the Q&A use as a blog post
 - o Video snippets included throughout the blog post
- Static photos to be taken as well
 - o To capture:
 - Heading photo: horizontal and farther away
 - Posed photo of Cmr. Calkins, marine maintenance staff, and equipment
 - Action shots

Conversation reminders:

- The goal of these videos is to be conversational and fun
- The conversation is NOT live. If there are parts you want to re-record or if you want to change your response to something, let us know.
- The questions below are open ended – the talking points (TP) provided below are suggestions to help guide the conversation but are not required material to cover.
- You will have a lapel mike to capture the audio. Please try to not touch the mike or the cord to help avoid audio issues.
- Do we need to wear masks?

Draft Questions:

Worker Questions:

1. Name and job title
2. What is your trade? How did you become ** trade ** ?
3. Tell us about your typical day? What you do and where you go?
4. What is the best part of your job?

Manager Questions:

Intro

- Name and job title
- What did your pathway to the Port look like? Do you have previous trade work experience?

Work Related

- Tell us about your typical day? What do you do and where do you go?
- What is the best part of your job?
- What type of trades fall under marine maintenance?
- What projects is your shop currently working on and what type of skills are needed?
- What project are you most proud of and why?

Pandemic Related

- How has your work changed during the pandemic?
 - a. TP – Are there added responsibilities for your job during the pandemic?
 - b. TP – What were/are some of the biggest challenges you faced during the pandemic?
 - c. TP – Have has your work changed following the pandemic?

Human Interest

- Tell us about a favorite moment on the job?
- Do you have a favorite place at the Port? If so, where?
- What is your favorite project and why?

Closing

- Share something about the marine maintenance that most people would not know about.

Additional to dos:

- Connect with Cathy Swift and Abby Lampert to review questions and plan
 - Comms materials at Pier 69 (mikes, tripods, etc)
 - Release forms for video
 - Test audio before recording
 - Test video shots before video
 - Try and film with varied backgrounds behind the Cmr. And manger/workers
 - Turn off live photo feature before capturing and still shots
 - COVID precautions?
- Marine Maintenance:
 - Format of tour/questions
 - Location to meet at
 - Review questions and general plan for the day
 - Additional questions they want to add?
 - Any areas they want to highlight?
 - COVID Precautions?
- Additional staff to dos:
 - Connect with Aaron and Barb to review plan?

- Cmr. Calkins
 - Is there something specific you want to highlight?
 - What do you want to get out of this?



Commissioner Blog Posts

June 2021 update

	Number of blogs	Total pageviews	Average time on page
2021			
Bowman	2	74	10:32
Calkins	7	880	12:11
Cho	4	349	6:32
Felleman	6	880	9:32
Steinbrueck	3	168	10:48
TOTAL	22	2351	9:55

	Number of blogs	Total pageviews	Average time on page
2020			
Bowman	2	748	3:40
Calkins	7	1,418	6:40
Cho	5	923	15:38
Felleman	12	1,798	3:07
Steinbrueck	8	2,252	9:59
TOTAL	34	7,139	14:51

	Number of blogs	Total pageviews	Average time on page
2019			
Bowman	2	835	9:01
Calkins	5	947	6:40
Felleman	9	2,567	6:20
Steinbrueck	6	2,365	10:40
TOTAL	22	6,714	14:10

	Number of blogs	Total pageviews	Average time on page
2018			
Bowman	0	0	0
Calkins	2	873	7:31
Felleman	2	124	8:15
Steinbrueck	1	12	8:00
TOTAL	5	1,009	11:56

Email subscribers	Avg. Open	Avg. CT
	Email	Email
517	27%	3%
483	32%	4%
498	30%	3%
532	35%	5%
537	28%	3%
2,567		

Email subscribers
394
372
384
402
406
1,958

Email subscribers
250
519
251
245
1,265





Bowman	Pageviews
2021	
Youth Internships Provide Opportunities in Maritime, Aviation, Construction, and Green Jobs	13
Climate Action through Leadership	74
TOTALS	87
2020	
Leading on Health and Safety	634
Changing Lives with Career Training	114
TOTALS	922
2019	
Happy Anniversary to You, Office of Social Responsibility	<u>792</u>
Regional Partnerships for Clean Trucks	43
TOTALS	835

Avg. Time on Page

0:48

10:32

10:32

3:40

3:40

3:40

[7:32](#)

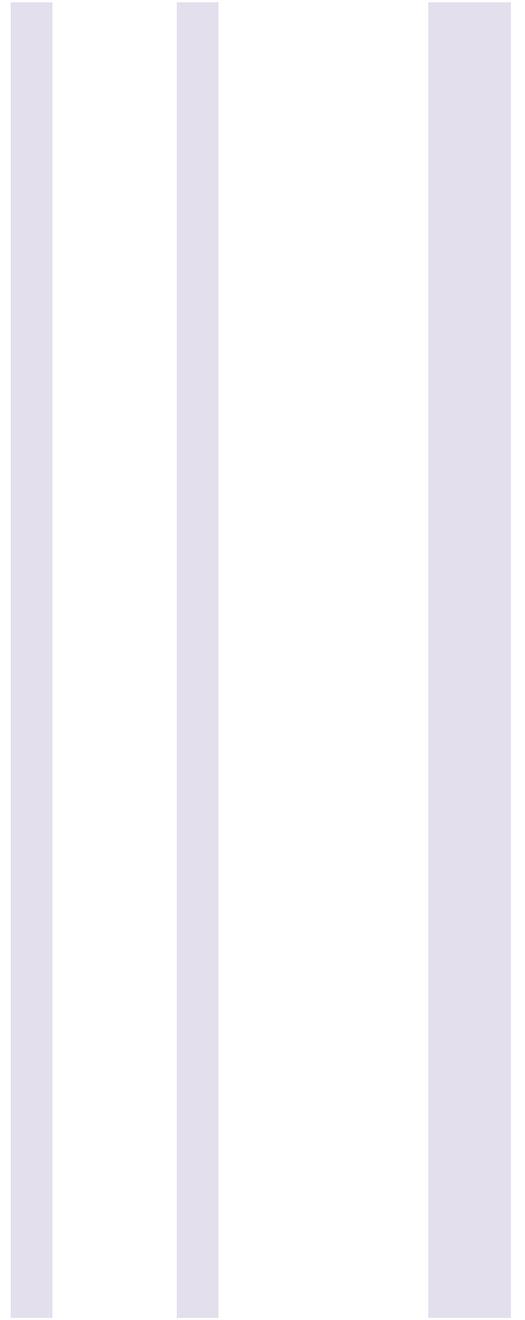
19:40

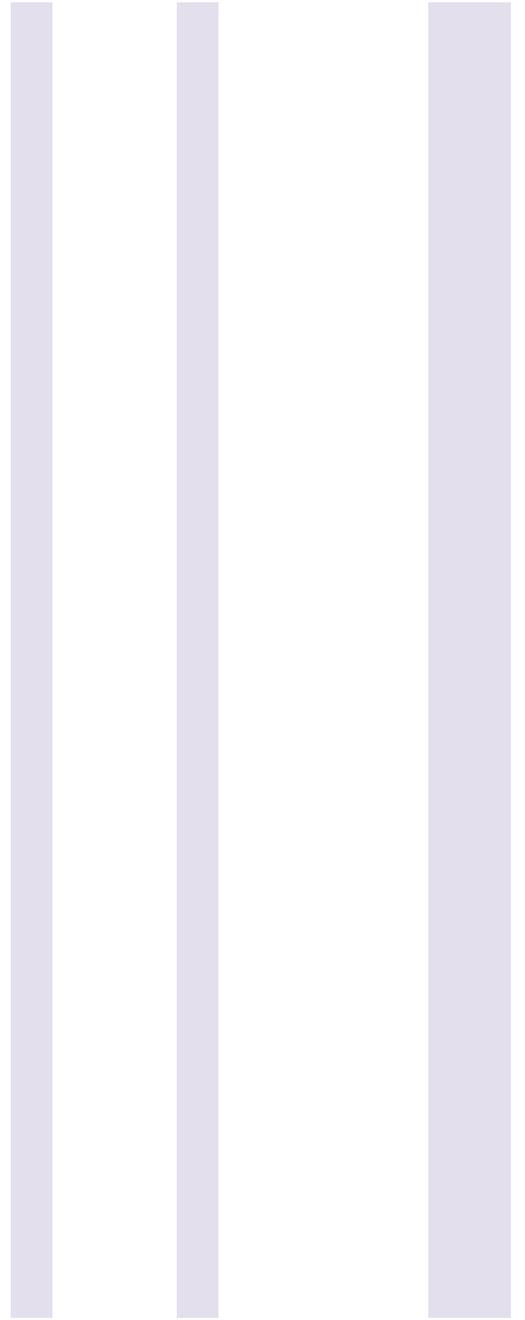
9:01

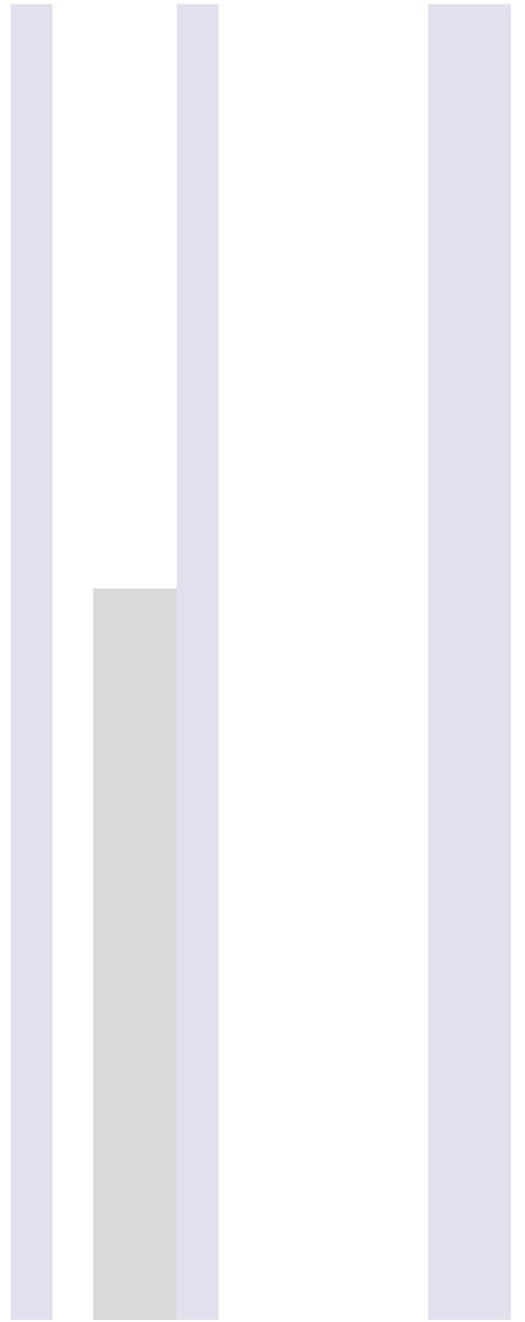
FB	LinkedIn	SEA FB	SEA FB	SEA TW	SEA TW
-----------	-----------------	---------------	---------------	---------------	---------------

Post	Post				
Link	Link	4,319	155	5,440	16

--	--	--	--	--	--









Calkins	Pageviews
2021	
Port Fire Department Trained and Ready to Serve	79
Port Partners to Vaccinate Maritime Workers	85
After Legislative Successes, the Real Work Begins	98
Offshore Wind: From a Good Idea to Great Jobs on our Waterfront	227
We Must Ensure the Freedoms from, Not Just the Freedoms of	120
Everyone Benefits When We Listen to Communities	153
Planning Ahead for a Better Future	118
TOTALS	880
2020	
Undercover Boss with the Mask Up SEA Street Team	527
Make Sure We all Count in the 2020 Census	443
Help During a Turbulent Time and Return to Calmer Seas	141
Local Leaders Explore Ideas to Expand Maritime Education in Seattle	121
Port Police Assessment Necessary for Substantive Change	111
Do Big Things on Earth Day	41
Leading Health and Safety at SEA	34
TOTALS	1418
2019	
Say Yes to Protecting the Environment	324
A Welcoming Port for New Americans	190
Investing in Washington State	115
Local Leaders Explore Ideas to Expand Maritime and Ocean Education	212
Autistic Kids Fly Safe and Happy	106
TOTALS	947
2018	
Port Commission Joins WSU President and Key Faculty on Visit to Pullma	47
Aviation high students Solve Real Life Environmental Problems	25
TOTALS	873

Avg. Time on Page

9:20
13:17
14:24
10:02
10:41
16:00
11:35

12:11

10:36
1:22
6:49
6:13
4:53
7:07
9:40

6:40

11:35
20:20
11:27
5:52
20:48

23:36

1:50
8:00

7:31







Felleman	Pageviews
2021	
Broadening the Vision of Port Infrastructure	104
Building an Inclusive Economy — Balancing Commerce, Climate, Communities, and Killer Whales	146
Setting Expectations to Build Back Better	127
Collaboration Will Quiet the Sound	276
Washington State House Environment and Energy Committee Considers Clean Fuel Standards Bill	135
Let's Build Back Better in 2021	92
TOTAL	880

2020	
Espresso in the Morning, Orcas in the Evening	346
The Future of the Tourism Industry	218
Following the Oath of Office, Commissioner Felleman Reflects on his First Term	215
Advancing a Sustainable Blue Economy	145
Weaving Equity into the Fabric of the Community	124
The Economic Impact of Maritime Cargo	114
Thanks to Our Public Servants	111
Incredible Parks and Three Incredible Finalists	102
To Fight Climate Change, Washington Needs a Clean Fuel Standard	101
Restore Our Ecological Oasis	72
Rise the Tide and Float All Boats	41
Climate Change Urgency Demands Statewide Clean Fuel Standard	56
TOTALS	1645

2019	Pageviews
Felleman Provides Congressional Testimony on Port Climate Initiatives	448
The Economic Impact of Marine Cargo	451
Port of Seattle Bylaws: a Legacy and a Mission	409
Sacred Circle Welcomed to Sea-Tac Airport	275
Community Engagement Shapes Port Projects	217
Thought Leadership in Sustainable Aviation Fuels	214
Maritime Blue Strategy	193
House Bill 1515 Promotes Transportation Electrification	171
Weaving Equity into the Fabric of our Community	170
TOTALS	2548

2018	Pageviews
Local Action on Electrification	70
Recognition for Environmental Champions	50

[Protecting the Environment and Engaging the Public](#)

TOTALS

120

Avg. Time on Page

22:21

4:10

9:37

9:59

9:35

1:31

9:32

6:36

5:55

9:20

4:54

9:14

2:59

10:45

7:55

6:44

13:23

8:35

23:08

3:07

Avg. time

20:53

3:29

2:10

21:15

8:32

13:12

18:21

9:21

7:49

6:20

Avg. time

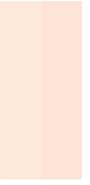
8:15

8:15



Cho	Pageviews	Avg. Time on Page
2021		
Economic Recovery Listening Session Series	77	9:15
Listening for an Equitable COVID Recovery	141	9:43
Commentary: Your Climate and Air Depend on Clean Fuels	27	5:48
Human Trafficking: Know the Signs, Know Where to Turn for Help	58	4:54
New Challenges and Exciting Opportunities	46	3:02
TOTAL	349	6:32

2020		
Thoughts from my First 100 Days	396	10:10
We Need to Rethink Institutional Racism in COVID-19 Response	152	7:53
Legislation Helps Ensure Catering Workers Aren't Left Behind	206	6:27
Moving Forward in a Vacuum	101	2:53
Rethink the Old to Transform the World	68	2:51
TOTAL	923	15:38



Tweet

FB **LinkedIn**

Post

Post

Post

Post

Steinbrueck	Pageviews
2021	
Commission Requests Comprehensive Review of Port Police	11
Climate Action through Leadership	83
Reflections on the Year of COVID-19	74
TOTALS	168
2020	
Seattle Airport Approaches Capacity and Faces Difficult Decisions	701
Century Agenda Is the Roadmap to Change	536
Responding to a Rapidly Evolving Pandemic Crisis	307
Living our Values through Port Policing Task Force	355
National Maritime Day Celebrates our Region's Heritage and Econon	83
Chart a Statewide Course for Replacing the West Seattle Bridge	163
Be the Change on Earth Day	59
Supporting Our Community and Seeking Social Change	48
TOTALS	2,252
2019	
SEA Airport Capital Projects	672
Port One Percent for Art Strategy	635
Public Art Increases Public Awareness	374
Blessing of the Fleet Continues 91 year old tradition	289
Set a Promising New Course in 2019	201
SEA Strives to Reduce Environmental Impact	194
TOTALS	2,365
2018	
Investing in the Future of our Community's Students	12
TOTALS	12

Avg. Time on Page

11:21

9:19

11:45

10:48

6:28

4:21

5:08

9:04

1:56

7:55

18:53

2:06

9:59

12:11

12:24

1:29

6:53

16:12

14:54

10:40

8:00

8:00





Commission 2021 Emails

	Total subscribers	Topic
Bowman	517	Last month growth = +0
1-Jul Blog		Youth Internships Provide Opportunities in Maritime, Aviation, Construction, and Green Jobs
Calkins	483	Last month growth = +0
28-Jun Blog		Port Fire Department Trained and Ready to Serve
Blog		Port Partners to Vaccinate Maritime Workers
29-Apr Blog		After Legislative Successes, the Real Work Begins
6-Apr Blog		Offshore Wind: From a Good Idea to Great Jobs on Our Waterfront
12-Mar Blog		We Must Ensure the Freedoms from, Not Just the Freedoms of
12-Feb Blog		Planning Ahead for a Better Future
17-Feb Blog		Everyone Benefits When We Listen to Communities
Cho	498	Last month growth = +0
3-Jun Newsletter		Economic Recovery Listening Sessions Report
18-May Blog		Economic Recovery Listening Sessions
7-Apr Blog		Stop Asian and Pacific Islander Hate
8-Mar Blog		Maritime Partners Human Trafficking Awareness Opportunity
Felleman	532	Last month growth = +0
28-May Blog		Broadening the Vision of Port Infrastructure
28-Feb Blog		Setting Expectations to Build Back Better
Steinbrueck	537	Last month growth = +0
2-Jul Blog		Commission Requests Comprehensive Review of Port Police
17-Jun Newsletter		We Must Be the Change

Open Rate	Clickthrough Rate
27.10%	3.30%
27.10%	3.30%
32.36%	4.28%
28.00%	3.00%
32.40%	1.50%
27.10%	3.51%
32.70%	5.00%
31.42%	3.99%
38.40%	5.60%
36.50%	7.36%
29.61%	3.42%
29.10%	1.30%
32.00%	2.90%
28.74%	3.22%
28.60%	6.25%
35%	5.36%
35%	3.73%
36%	6.99%
28%	3.31%
18%	3.30%
37.63%	3.33%

Top 10 Blog Posts of 2021

Jan 1, 2021- June 30, 2021

Title	Total pageviews
1 <u>Collaboration Will Quiet the Sound Offshore Wind: From a Good Idea to Great Jobs on our Waterfront</u>	276
2 <u>Century Agenda Is the Roadmap for Change Everyone Benefits When We Listen to Communities</u>	227
3 <u>Building an Inclusive Economy — Balancing Commerce, Climate, Communities, and Killer Whales</u>	167
4 <u>Listening for an Equitable COVID Recovery Washington State House Environment and Energy Committee Considers Clean Fuel Standards Bill</u>	153
5 <u>Setting Expectations to Build Back Better We Must Ensure the Freedoms from, Not Just the Freedoms of</u>	146
6 <u>Planning Ahead for a Better Future</u>	141
7	135
8	127
9	121
10	118
TOTAL	1,611

Commissioner
Felleman

Calkins
Steinbrueck

Published in 2020

Calkins

Felleman
Cho

Felleman
Felleman

Calkins
Calkins

Top 10 Blog Posts of 2020

Jan 1, 2020- Dec 21, 2020

Title	Total pageviews
1 Seattle Airport Approaches Capacity and Faces Difficult Decisions	692
2 Leading Health and Safety	632
3 Century Agenda Is the Roadmap to Change	512
4 Undercover Boss with the Mask Up SEA Street Team	493
5 Make Sure We all Count	436
6 Thoughts from my First 100 Days	393
7 Living our Values through Port Policing Task Force	354
8 Responding Rapidly to an Evolving Global Pandemic	312
9 We Need to Rethink Institutional Racism in COVID-19 Response	203
10 Following the Oath of Office, Felleman Reflects on First Term	202
TOTAL	4,229

:020

Commissioner

Steinbrueck

Calkins/Bowman

Steinbrueck

Calkins

Calkins

Cho

Steinbrueck

Steinbrueck

Cho

Felleman

Top 10 Blog Posts of 2019

Jan 1, 2019- December

Title	Total pageviews
1 Happy Anniversary to You, Office of Social Responsibility	792
2 SEA Airport Capital Projects	672
3 Port One Percent for Art Strategy	635
4 Felleman Provides Congressional Testimony on Port Climate Initiatives	448
5 The Economic Impact of Marine Cargo	451
6 Port of Seattle Bylaws: a Legacy and a Mission	409
7 Public Art Increases Public Awareness	374
8 Say Yes to Protecting the Environment	324
9 Sacred Circle Welcomed to Sea-Tac Airport	275
10 Local Leaders Explore Ideas to Expand Maritime and Ocean Education	212
TOTAL	4,592

er 31, 2019

Commissioner

- Bowman
- Steinbrueck
- Steinbrueck
- Felleman
- Felleman
- Felleman
- Steinbrueck
- Calkins
- Felleman
- Calkins

Promotion

Website home page

Social media

Connections newsletter

From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 08/20/2021 03:16:10 PM
To: Calkins, Ryan <Calkins.R@portseattle.org>; Ryan Calkins <ryancalkins@gmail.com>
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Chung, Erica <Chung.E@portseattle.org>
Subject: Commissioner Calkins, here is your look ahead for the week of 8/22/2021 - 8/28/2021
Attachments: OSW budget request 2022 Business Plan and Budget Schedule_v5 (1) (1).docx

Commissioner Calkins,

Here is your look ahead for the week of **8/22/2021 - 8/28/2021**

Your Upcoming 2 Weeks Ahead

Date	Event
	Monday, August 23
Mon. August 23 1:00-1:15pm	Ryan – CM JC Harris (Des Moines Council)
Mon. August 23 1:30-1:55pm	Ryan – JAC Meeting Prep.
	Tuesday, August 24
Tues. August 24 1:00–1:30pm	Ryan – GSP Market Research Interview
Tues. August 24 1:30–2:00pm	Fred & Ryan – LDW & Eastern Waterway 221
Tues. August 24 2:00–2:30pm	Ryan – CM Pedersen
Tues. August 24 3:00–4:00pm	Fred & Ryan – Webinar for Cruise Ship Memorandum of Understanding
	Wednesday, August 25
Wed. August 25 9:15-9:45am	Ryan & Pearse – 1:1
Wed. August 25 10:30-11:15am	Ryan – Monthly Maritime High School Call
Wed. August 25 1:00-1:25pm	Ryan – Commission Staff Weekly Check-in
Wed. August 25 1:30-2:00pm	Ryan & Barb – 1:1
Wed. August 25 4:00-4:15pm	Ryan – CMR Marzano re: Off-Shore Wind Discussion
Wed. August 25 4:30-4:45pm	Ryan – CMR McCarthy re: Off-Shore Wind Discussion
	Thursday, August 26
Thurs. August 26 9:00-9:30am	Ryan & Fred – Pre-JAC Meeting
Thurs. August 26 10:00-11:00am	Peter & Ryan – Policing Briefing
Thurs. August 26 11:30-12:30pm	Ryan & Fred – JAC Meeting
Thurs. August 26 2:00-4:30pm	Ryan – Port Police Aviation Ride Along
	Friday, August 27
Fri. August 27 9:15-9:30am	Ryan & Erica – 1:1
Fri. August 27 10:00-10:45am	Ryan – Monthly Meeting with John Wolfe
Fri. August 27 4:00-4:15pm	Ryan – CMR Keller re: Off-Shore Wind Discussion

Scheduling Ask from James

1. **LeeAnne - Commissioner 2:2:1s re: LDW & Eastern Waterway:** This briefing request is related to the confidential communication sent to commissioners on 8/13.
 - a. Briefing by: Elizabeth Black, Alex Adams, Kathy Bahnick , Sandy Kilroy
 - b. **FF + RC: Tuesday, August 24 at 1:30 pm**
 - c. SC: Thursday, August 26 at 11 am
 - d. SB + PS: Thursday, August 26 at 3:30 pm
 - e. **Can you take the briefing at the time above?**
2. **Staff offering Cruise Emissions briefing (MOU EGCS)**
 - a. **Stephanie Jones-Stebbins, Sandra Kilroy, Alex Adams will lead the briefing**
 - b. **FF and SC are both scheduled to take this briefing already**
 - c. **Do you want to take this briefing on Cruise emissions?**
3. **SODO, Pioneer Square, ChinaTown International District BIA Working Waterfront Tour:** This boat tour will inform SODO, Pioneer Square, ChinaTown ratepayers and stakeholders about the value of Seattle's working waterfront, south harbor facilities, transportation and land use priorities and the return of Cruise.
 - e. Thursday, September 23 at 4 pm – 6:30 pm
 - f. Complimentary parking in Bell Street Garage. Boarding at Pier 66 aboard Argosy's Lady Mary. Tour the harbor and part of the Duwamish.
 - a. Welcoming remarks at the very beginning of the tour. Commissioner can choose to disembark following their remarks or stay on board for the tour and reception.
 - a. **You will have an opportunity to speak on the trip**
 - b. **Do you want to attend the boat tour?**

Updates from Erica

FOR YOUR ACTION

- **MHS Video/Welcome Message DUE 8/31.** I will be recording your message using my zoom account. I will ask James to schedule a meeting for a **short individual (1-2 minute) video welcoming students to campus and wishing them the best on their first day at Maritime HS.**
- **Disaster Zone Podcast.** Here is a link to the Woodinville Rotary 38 Cities Presentation given by SC for background information. Would you like more information from staff? [Woodinville Rotary 38 Cities Presentation](#)
- **Volunteers needed for the 27th Annual FOD (foreign object debris) Walk,** September 22 8AM to 1PM. It is a clean up of the runways at the airport. Great photo opportunity for social media with 11AM group photo. Are you interested in participating? [SEA's 27th Annual FOD Walk! \(google.com\)](#)
- **PS Pulling GT from Commission Budget Request** after re-reviewing the Ricondo GTAP report and further consideration of the ongoing staff work. Instead requesting a update/refresher briefing on GT in September. Would you like a briefing?

FOR YOUR INFORMATION

OSW/NWSA - I believe Lindsay shared the email exchanges with you re OSW Budget Ask to NWSA. I asked David to keep the OSW budget ask on the NWSA 10/28 Budget Study Session by MM. In the meantime, I will notify Barb/Aaron and ELT to keep the budget ask on the Port of Seattle side. Based on the budget schedule **attached**, NWSA is scheduled to adopt its 2022 budget on 11/9 and Port of Seattle on 11/16. So, we can always pull it last minutes, if need to. In the meantime, you can work your magic with Tacoma Commissioners.

9/14 Commission Meeting agenda items include: Equity Index briefing, Policing Task Force briefing, and special proclamation for Latino Heritage Month.

Tsubota Tiny House Village Update.

- Legislative package (including agreed upon lease) was introduced to the Seattle City Council on August 16 and referred out to committee
- If no SEPA appeal, full City Council will vote for approval on September 13 and Mayor expected to sign

Martin Luther King Jr. Commemoration Committee (MLKCC) Sponsorship Request for 8/28. Discussing request. No final decision but looks to be leaning towards sponsorship. Steve Metruck will follow up on behalf of the Port and ask them to send in an annual request. That way the Port Commission/ELT can develop a comprehensive strategy moving forward.

DRCC Campaign. Staff asking Commissioners to not respond to DRCC Campaign and to refer them to staff and using the message provided by staff.

Thank you for sharing DRCC’s concerns with me. Ensuring environmental justice for near-Port communities is one of the most important priorities facing our Port.

I am aware of the issues you’ve raised and will be reviewing your concerns with staff in greater depth. I am also interested in continuing our conversations to better understand DRCCs interests and talk in more detail about the East Waterway and Lower Duwamish cleanup projects. Let me connect with the team and I will get back with you soon.

MEDIA

Marine Maintenance V-Blog. Blog is getting split into 3 blogs and will be released weekly. See links below (in edit mode). A big shout out to Cathy Swift for her assistance and revision to include calls to action and tie-in with some of the Port programs they alluded to in the interview. Current hold up is a disclaimer that will need to be included. Something to the effect of that this event took place before the mask mandate.

Fitzgerald
[Calkins_fitzgeraldcsedits.docx](#)

Lewis
[calkins_lewis.docx](#)

Washington
[calkins_washington.docx](#)

CONSTITUENT CORRESPONDENCE RECEIVED THIS WEEK

Date	From	Contact	Issue	To Whom
8/17/2021	Paul Konrady	ComplimentWeb Portal		
		to SC		
8/19/2021	Stacy Oaks /	Cruise Free	All	

Attachments

Materials for upcoming week

DATE	WHAT	MATERIALS
T 8/24	GSP Market Research	Do you need any materials from staff?
T 8/24	LDW & Eastern Waterway 221	PPT attached to meeting invite
TH 8/26	Policing Task Force Briefing	Executive Summary expected soon
TH 8/26	Port Police – Aviation Ride Along	Kiley and I will be there to support you

RC Priorities for 2021

Offshore Wind
 Communication
 Business Development/BIPOC business

RC Accomplishments for 2021

DATE	WHAT	DESCRIPTION
1/16/2021	Event	Maritime High School
1/20/2021	Presentation	Propeller Club re MHS
20/10/2021	Presentation	Rainier Beach Community Club re Port and MHS
2/11/2021	Blog - 2021	Planning Ahead for a Better Future
2/16/2021	Blog - February	Everyone Benefits when We Listen to Communities
2/18/2021	Welcome/Introduction	NWSA Refrigerated Cargo Webinar
2/28/2021	Seattle Times Op-Ed	5 Ways to Support Small Business to "Build Back Better" (with Beto Yarce)
3/11/2021	Presentation	State Board of Education re MHS/Waiver Presentation
3/12/2021	Blog - March	We Must Ensure the Freedoms From, Not Just the Freedoms of
3/16/2021	Presentation	Core Plus Maritime Curriculum Package Signing Ceremony
3/23/2021	Presentation	North Seattle Industrial Association re MHS
3/23/2021	Port Press Release Quote	Commission Adoption of Cesar Chavez and Delores Huerta Day on March 31, 2021
4/6/2021	Port Press Release Quote	Port Advances Equitable Recovery with Women, Minority Owned Small Business Accelerator (PortGen Accelerator)
4/6/2021	Blog - April	Offshore Wind: From a Good Idea to Great Jobs on our Waterfront
4/6/2021	NWSA Press Release Quote	Wan Hai Lines' new service calls Terminal 18 in Seattle
4/8/2021	Port Press Release Quote	Port Applauds Washington Senate Passage of Key Climate Legislation
4/8/2021	Presentation	World Affairs Council – "Smart Ports" IVLP event for a Panamanian group
4/16/2021	Port Press Release Quote	PORT OF SEATTLE BUSINESS ACCELERATOR CENTERS WOMEN- AND MINORITY-OWNED BUSINESSES https://southseattleemerald.com/2021/04/16/port-of-seattle-business-accelerator-centers-women-and-minority-owned-businesses/
4/22/2021	Co-Host/Opens Event	Maritime High School Virtual Launch Event
4/23/2021	Presentation	WISTA PNW (Women's International Shipping & Trading Association) Monthly Meeting/Lunch N' Learn Event
4/25/2021	Port News Release Quote	Port Equity, Sustainability Priorities Succeed in Olympia
4/28/2021	Blog - April/Special	After Legislative Successes, The Real Work Begins
4/29/2021	Email teaser	After Legislative Successes, The Real Work Begins
5/6/2021	Presentation	GSP/Taiwan MOU Signing Ceremony
5/21/2021	Seattle Times: Sponsored Article Quote	Maritime High School opens doors to robust career paths. Maritime High School opens doors to robust career paths The Seattle Times
5/25/2021	NSAT Press Release Quote/Press Event	Stepping into the Modern SEA Airport! First Gates Open in Long-Awaited Modernized and Expanded North Satellite Port of Seattle (portseattle.org)

6/2/2021	Blog – May	Port Partners to Vaccinate Maritime Workers
6/2/2021	Email teaser	Port Partners to Vaccinate Maritime Workers
6/2/2021	King5 Interview	Region's first public maritime high school opening in fall in Des Moines Region's first public maritime high school opening in fall in Des Moines king5.com
6/16/2021	Presentation	French American Innovation: Ocean Technology
6/17/2021	Welcome	Blacks In Government ERG: Juneteenth Celebration
6/25/2021	Blog – June	Port Fire Department Trained and Ready to Serve
8/6/2021	Port Press Release Quote	Port of Seattle to Open Community Hub in Duwamish Valley
8/12/2021	Introductory remarks	PortGen Accelerator Event













2022 Budget Calendar – Tentative

As of Date: 7/13/20

Date	Item Description
05/21	2022 Budget Planning Discussion with ELT
06/03	Commission Retreat (Budget Process and Commission Budget Priorities)
07/13	2022 Budget Guidelines available
07/27	2022 Budget Development Briefing
07/29	Commission Budget Retreat
08/06	Central Services New Budget Request Form due to F&B; and Commission Priorities due to Executive Director
08/17	Q2 Financial Performance Commission Briefing
08/13 to 08/19	Executive Review of the Central Services New Budget Requests and Dept Budgets
08/26	Central Services Budget Entries for all Approved New Budget Requests Completed
08/27	Central Services Department Budget Summaries due to F&B
09/01	Central Services Budget Review with Executives
09/13	Maritime & EDD Operating and Capital Budgets Review with Executives
09/14	2022 North Harbor Budget to the NWSA
09/15	Aviation Operating and Capital Budgets Review with Executives
09/28	2022 Central Services Budget and Portwide Rollup Briefing to the Commission
10/12 (AM)	2022 Aviation Division Operating and Capital Budgets Briefing
10/12 (PM)	2022 Maritime and EDD Operating and CIP Budgets Briefing
10/15	POS/NWSA ILA Service Directives due to the NWSA
10/19	2022 Preliminary Budget Document Available to the Commission Release of 2021 Preliminary Budget to the Public (on the Port website)

10/21	2022 Preliminary Budget Document (Hard Copy) Available to the Public
10/26 (PM)	2022 Tax Levy & Draft Plan of Finance Commission Briefing
10/28 (AM)	NWSA Budget Study Session by Managing Members
11/09 (AM)	NWSA Budget Adoption by Managing Members
11/09 (PM)	Introduction and Public Hearing of the 2022 Budget; and Commission Approval of the 2022 ILA/Service Directives between POS and the NWSA
11/09 (PM)	Q3 Financial Performance Commission Briefing
11/16	Adoption of the 2022 Budget
12/01	Filing of 2022 Statutory Budget with King County Council & Assessor
12/15	Release of 2022 Budget to the Public

Color

Blue: Commission

Green: ELT/Executives

Yellow: Central Services

White: F&B

OSW budget request.msg

From: Morrison, David <dmorrison@nwseaportalliance.com>
Sent time: 08/17/2021 06:21:03 PM
To: Chung, Erica <Chung.E@portseattle.org>; Wolpa, Lindsay <lwolpa@nwseaportalliance.com>; Jordan, Jason <jjordan@nwseaportalliance.com>
Subject: RE: OSW budget request
Attachments: image001.png image002.png image003.png image004.png image005.png image006.png image007.png

Hello Erica,

I do not plan to introduce this until October 28th at the NWSA budget study session. At that time, I planned to ask the 10 Managing Members if they want to add this to the budget. The results are to be determined as to whether or not that is budgeted or not.

If that is not how Commissioner Calkins wants to proceed, then I would have you include in the POS budget process.

David Morrison, PPM, PE

NWSA Finance
THE NORTHWEST SEAPORT ALLIANCE
O: 253-428-8661 | C: 253-310-5152
nwseaportalliance.com

From: Chung, Erica
Sent: Tuesday, August 17, 2021 3:49 PM
To: Wolpa, Lindsay ; Jordan, Jason
Cc: Morrison, David
Subject: RE: OSW budget request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Hello all:

CMR Calkins was delighted that Lindsay, on behalf of the NWSA, asked for his OSW budget memo. CMR Calkins was ready to have the Port of Seattle take the lead and go it alone as a Port, if need be, but CMR Calkins believes it makes more sense if the NWSA takes the lead since he is focused on Offshore Wind supply chain/port logistics opportunities.

Having said all that, please let me know if the NWSA will be including the OSW budget ask. Port of Seattle is going through our budget process now, so I want to make sure OSW budget ask gets included, if the NWSA is not including it.

Thank you.



Erica S. Chung
Commission Specialist
Office of the Commission
Tel: (206) 787-7019 | Mobile: (206) 586-7977
Pronouns: She/Her

Keep connected with your Port
[www.portseattle.org/subscr be](http://www.portseattle.org/subscrbe)



From: Wolpa, Lindsay <lwolpa@nwseaportalliance.com>
Sent: Tuesday, August 17, 2021 2:59 PM
To: Jordan, Jason <jjordan@nwseaportalliance.com>; Chung, Erica <Chung.E@portseattle.org>
Cc: Morrison, David <dmorrison@nwseaportalliance.com>
Subject: Re: OSW budget request

Thanks, Jason. The only difference I heard out of this morning's discussion was that we as staff would raise it as a point of discussion and not necessarily wait for the commissioner to bring it up.

Oh and I had separately offered myself up to David and John to staff this effort, but didn't hear back. In case that makes any difference...

Get [Outlook for iOS](#)

From: Jordan, Jason <jjordan@nwseaportalliance.com>
Sent: Tuesday, August 17, 2021 2:31:02 PM
To: Chung, Erica <Chung.E@portseattle.org>; Wolpa, Lindsay <lwolpa@nwseaportalliance.com>
Cc: Morrison, David <dmorrison@nwseaportalliance.com>
Subject: FW: OSW budget request

Hi Erica – just wanted to let you know that we discussed this budget request today at the NWSA leadership meeting. I was not aware that this request might come through the NWSA, though I do understand why it might. I did recommend to John that we hold on putting any specific dollars in the NWSA budget for 2022, but if a study is warranted and we have the right stakeholders available and involved and a follow-on symposium or other public event is timely, that the NWSA should be prepared to contribute.

I want to be very supportive to Comm Calkins but at this point I don't believe we are ready to commit to that level of effort for 2022. Happy to discuss in more detail as needed. Regardless of the staff recommendations, when David brings the budget forward any Commissioner can make a request to add specific dollars and the Managing Members can decide at that point.

Lindsay – feel free to add anything I missed.

Thanks,

Jason

Jason Jordan

Director, Environmental and Planning Programs
 THE NORTHWEST SEAPORT ALLIANCE | **PORT OF TACOMA**
 O: 253.830.5321 | C: 253.228.4579
www.nwseaportalliance.com | www.portoftacoma.com

From: Morrison, David <dmorrison@nwseaportalliance.com>

Sent: Sunday, August 15, 2021 12:34 PM

To: Jordan, Jason <jjordan@nwseaportalliance.com>

Subject: FW: OSW budget request

Welcome back...I hope Mt Rushmore was a good trip for you and your kids.

When you have unburied yourself, I would like to talk about this Offshore Wind Power project that Commissioner Calkins wants in the budget. Do we have staff to manage a consultant, where is this in our priorities, etc. I have talked to John and he said you have been lead with Kurt gone.

David Morrison, PPM, PE

NWSA Finance
 THE NORTHWEST SEAPORT ALLIANCE
 O: 253-428-8661 | C: 253-310-5152
nwseaportalliance.com

From: Wolpa, Lindsay <lwolpa@nwseaportalliance.com>

Sent: Wednesday, August 11, 2021 5:04 PM

To: Morrison, David <dmorrison@nwseaportalliance.com>

Subject: FW: OSW budget request

David,

This is what I raised with you at the end of the retreat last week... what do you think?

From: Chung, Erica <Chung.E@portseattle.org>

Sent: Wednesday, August 11, 2021 5:00 PM

To: Wolpa, Lindsay <lwolpa@nwseaportalliance.com>; Calkins, Ryan <Calkins.R@portseattle.org>

Cc: Schirato, LeeAnne <Schirato.L@portseattle.org>

Subject: RE: OSW budget request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Hello Lindsay:

Here is the OSW budget request. If you need anything else, please let me know.



Erica S. Chung
 Commission Specialist
 Office of the Commission
 Tel: (206) 787-7019 | Mobile: (206) 586-7977
Pronouns: She/Her

Keep connected with your Port www.portseattle.org/subscribe



From: Wolpa, Lindsay <lwolpa@nwseaportalliance.com>

Sent: Wednesday, August 11, 2021 4:24 PM

To: Calkins, Ryan <Calkins.R@portseattle.org>; Chung, Erica <Chung.E@portseattle.org>

Cc: Schirato, LeeAnne <Schirato.L@portseattle.org>

Subject: RE: OSW budget request

Hi Ryan,

I haven't seen anything from Erica, so I don't have anything to respond to yet. Just double checked my inbox and last email from Erica was early June...

From: Calkins, Ryan <Calkins.R@portseattle.org>

Sent: Wednesday, August 11, 2021 4:08 PM

To: Wolpa, Lindsay <lwolpa@nwseaportalliance.com>; Chung, Erica <Chung.E@portseattle.org>

Cc: Schirato, LeeAnne <Schirato.L@portseattle.org>

Subject: OSW budget request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Lindsay,

We are in a bit of a crunch time for commission budget requests. How certain are you that NWSA leadership will approve a budget request for exploring offshore wind business possibilities? I have spoken at least twice with each commissioner about budgeting for it over the last couple of years and have had 100% support. The budget doc that Erica sent includes three line items, and my hope is that NWSA would take up the costs for a study and for a symposium. The travel and subscription costs we'll absorb at POS.

Ryan

Ryan Calkins

Port of Seattle Commissioner
 (206) 566-3857
calkins.r@portseattle.org



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

All e-mail communications with the NW Seaport Alliance are subject to disclosure under the Public Records Act and should be presumed to be public.

From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 08/06/2021 08:46:24 PM
To: Calkins, Ryan <Calkins.R@portseattle.org>; ryancalkins@gmail.com
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Chung, Erica <Chung.E@portseattle.org>
Subject: Commissioner Calkins, here is your look ahead for the week of 8/8/2021 - 8/14/2021
Attachments: V-Blog Marine Maintenance_7.29.21 v3.docx Email-response-Draft-08-02-21.docx Announcement of Director, Marine Maintenance 20210806_NWSA Staff Briefings.pdf

Commissioner Calkins,

Here is your look ahead for the week of **8/8/2021 - 8/14/2021**

Your Upcoming Week Ahead

Date	Event
	Monday, August 9
Mon. August 9 9:00-9:30am	Ryan – Sung Yang re: Seattle Aquarium
Mon. August 9 1:00-1:30pm	Ryan – Commission Staff Weekly Check-in
Mon. August 9 1:30-2:00pm	Ryan & Barb – 1:1
	Tuesday, August 10
Tues. August 10 10:00–11:30am	POS Commission Executive Session
Tues. August 10 12:00–4:00pm	POS Commission Public Meeting
	Wednesday, August 11
Wed. August 11 9:00-10:00am	Ryan – Updates on Memorial Stadium
Wed. August 11 10:00-10:25am	Ryan – Portgen Accelerator Prep.
Wed. August 11 1:00-1:30pm	Ryan – Brandon Burke/Melinda Skea re: Offshore Wind
Wed. August 11 1:30-2:00pm	Ryan & Pearse – 1:1
Wed. August 11 3:00-3:30pm	Fred & Ryan – Monthly 1:1
	Thursday, August 12
Thurs. August 12 8:30-12:00pm	Ryan – Port Police Ride-Along
Thurs. August 12 12:00-1:00pm	Ryan – UniteHere Minimum Wage Pre-Meeting
Thurs. August 12 1:00-3:00pm	Ryan (Speaking) – PortGen Business Accelerator – End of Program Showcase
Thurs. August 12 4:00-4:25pm	Ryan – AnnMichelle Hart re: Federal Way Public Market
Thurs. August 12 4:00-6:00pm	All CMRs – Washington Maritime Federation Summer Reception
	Friday, August 13
Fri. August 13 8:30-9:00am	Ryan – Sen. Saldaña re: Worker Education and Outreach Contract
Fri. August 13 9:15-9:30am	Ryan & Erica – 1:1
Fri. August 13 11:00-11:25am	Ryan – My Nguyen re: Maritime High School

1. **Memorial Stadium meeting:** You received an external invite for separate meetings about Memorial stadium
 - a. **Updates on Memorial Stadium**
 - i. **Wednesday, August 11 at 9 am – 10 am**
 - ii. **On your calendar with conflict cleared**
 - iii. **Do you want to confirm attending this meeting?**
2. **Meetings during PTO:**
 - a. **Monday, August 16**
 - i. **10:30 am – Sen. Saldana**
 1. **Moved to Friday, August 13 at 8:30 am**
 - ii. **1 pm – Staff check in**
 1. **Should we cancel?**
 - iii. **1:30 pm – Barb 1:1**
 1. **Should we cancel?**
 - b. **Wednesday, August 18:**
 - i. **9:30 am – 1:1 Steve**
 1. **We can label this for MITGAS discussion when we go over reschedule**
 2. **This is on different times on Strategic and your Port calendar. I’m investigating why**
 - c. **Thursday, August 19**
 - i. **4 pm – James Thompson re Broadband and Ports**
 1. **Do you want this rescheduled? Can you take it remotely?**
 - d. **Friday, August 20**
 - i. **1 pm – Maritime HS Advisory Board**
 1. **Do you plan to attend this while on PTO?**
 - e. **Monday, August 23**
 - i. **1 pm – Staff check in**

1. Moved to Wednesday, August 25 at 1 pm
 - ii. 1:30 pm – Barb 1:1
 1. Moved to Wednesday, August 25 at 1:30 pm
3. Sammamish Rotary Club meeting: You accepted this when it was TBD, but they scheduled it during your PTO.
 - a. Tuesday, August 17 at 7 am – 8:30 am
 - b. Keri Pravitz checked and confirmed you could take the meeting remotely
 - i. **Would you prefer to take this meeting remotely?**
 1. **Should we offer it to another commissioner?**
4. **FYI:** You are removed from the October 2 West Seattle Boat tour
 - a. External relations needs to limit the event to only two delegated commissioners

Updates from Erica

FOR YOUR ACTION

V-Blog - review/approval needed for Tuesday 8/10 release

- marine maintenance draft **ATTACHED** and links to video clips/photos
- Video clips are the one with “Yellow highlights”
- [Marine Maintenance - V-Blog Photos & Video Clips - OneDrive \(sharepoint.com\)](#)
- I may cut some Q&A to shorten the blog.

Meeting support - Checking to see if you would like staff support for photos/videos? Are you interested in a v-blog for the police?

- 8/12 – Port Police Maritime
- 8/12 – UniteHere Minimum wage pre meeting

Aaron Pritchard Contribution – if interested in contributing, please send fund to Erica Chung via Zelle at 206-720-4996 or cold cash of \$10 or \$20.

Commissioners Budget requests – link to final spreadsheet with consolidations and \$\$\$ amount and memos

[COMMISSION Communications and Scheduling - Commission Priorities Package 2022 - All Documents \(sharepoint.com\)](#)

NWSA Air Monitoring Study Attached – submit any questions to Jason Jordon by 8/18/2021

Findings reaffirm implementation priorities and largest emission PM producers: ocean going vessel (OGV); followed by trucks, and then cargo handling equipment (CHE).

FOR YOUR INFORMATION

- **8/7 DV Event** – LeeAnne will be present to support; Luis will take you around to fair
- **8/10 Commission Meeting** - Sound Insulation timeline brought forward by 9 years, effort by SB
- **8/12 United Minimum Wage Increase / In flight kitchen event** – several commissioners will be in attendance/passing through
- **NWSA – ATTACHED** draft response to constituent query re fossil fuel, in case you missed it.
- **Sen. Saldana** – Currently serving as the Interim Executive Director of Fair Work Center. A topic for the upcoming meeting based on your email exchanges with the Senator—port contract with Fair Work Center.
- **“Fleet Week”** will be virtual again this year. Here is an update from Rosie:
For years we have actively participated in Fleet Week each year primarily by hosting visiting ships and sailors, however, for the second year the event will be virtual. No ships are coming to town. We support the event by amplifying the daily guide of virtual activities via Abbey/social. Past social media posts on Fleet week that Kathy provided:
<https://www.facebook.com/portseattle/posts/10158344980461463>
<https://twitter.com/PortofSeattle/status/1422271293714358272>
<https://www.instagram.com/stories/portofseattle/2631600506390677196/>
- **Wellness Rewards Level 2 Deadline - October 15.**
You must achieve Level 2 of the wellness program by October 15, 2021, to be eligible for a 2022 premium discount or employer contribution to your health savings account.
- **Port Long Term Car plan**
 - Enrollment period from **August 23 through September 10** and the insurance, if purchased, will be effective **October 1, 2021.**
 - This insurance is a combined long-term care and life insurance product and eligible Port employees may purchase the coverage without completing a medical questionnaire. The rates, or premiums, for the insurance are age rated, so the younger you are when you purchase the insurance the lower the cost. And as long as your

insurance remains active the cost will not increase as you get older.

o Eligible employees may also apply to purchase insurance for their spouse or domestic partner.

o Please note the new WA State Cares Fund Plan. Beginning 1/2022, WA workers will pay up to \$0.58 per \$100 of all w-2 earnings per year (automatic payroll tax). Beginning January 2025, each eligible person can access supports costing up to \$36,500. Link to more info: [ABOUT THE WA CARES FUND – WA Cares Fund](#)

- **Staff change. Delmas Whittaker** announced as the new Director, Marine Maintenance. See **attached** announcement.

MEDIA

CONSTITUENT CORRESPONDENCE RECEIVED THIS WEEK

Date	From	Contact	Issue	To Whom
8/2/2021	James L Adcock		Employee Compliance/Mask Mandate	Web Portal

Attachments

Materials for upcoming week

DATE	WHAT	MATERIALS
8/11	Port Gen Prep for 8/12 event	Materials attached to calendar invite

RC Priorities for 2021

Offshore Wind

Communication

Business Development/BIPOC business

RC Accomplishments for 2021

DATE	WHAT	DESCRIPTION
1/16/2021	Event	Maritime High School
1/20/2021	Presentation	Propeller Club re MHS
20/10/2021	Presentation	Rainier Beach Community Club re Port and MHS
2/11/2021	Blog - 2021	Planning Ahead for a Better Future
2/16/2021	Blog - February	Everyone Benefits when We Listen to Communities
2/18/2021	Welcome/Introduction	NWSA Refrigerated Cargo Webinar
2/28/2021	Seattle Times Op-Ed	5 Ways to Support Small Business to "Build Back Better" (with Beto Yarce)
3/11/2021	Presentation	State Board of Education re MHS/Waiver Presentation
3/12/2021	Blog - March	We Must Ensure the Freedoms From, Not Just the Freedoms of
3/16/2021	Presentation	Core Plus Maritime Curriculum Package Signing Ceremony
3/23/2021	Presentation	North Seattle Industrial Association re MHS
3/23/2021	Port Press Release Quote	Commission Adoption of Cesar Chavez and Delores Huerta Day on March 31, 2021
4/6/2021	Port Press Release Quote	Port Advances Equitable Recovery with Women, Minority Owned Small Business Accelerator (PortGen Accelerator)
4/6/2021	Blog - April	Offshore Wind: From a Good Idea to Great Jobs on our Waterfront
4/6/2021	NWSA Press Release Quote	Wan Hai Lines' new service calls Terminal 18 in Seattle
4/8/2021	Port Press Release Quote	Port Applauds Washington Senate Passage of Key Climate Legislation
4/8/2021	Presentation	World Affairs Council – "Smart Ports" IVLP event for a Panamanian group
4/16/2021	Port Press Release Quote	PORT OF SEATTLE BUSINESS ACCELERATOR CENTERS WOMEN- AND MINORITY-OWNED BUSINESSES https://southseattleemerald.com/2021/04/16/port-of-seattle-business-accelerator-centers-women-and-minority-owned-businesses/
4/22/2021	Co-Host/Opens Event	Maritime High School Virtual Launch Event
4/23/2021	Presentation	WISTA PNW (Women's International Shipping & Trading

		Association) Monthly Meeting/Lunch N' Learn Event
4/25/2021	Port News Release Quote	Port Equity, Sustainability Priorities Succeed in Olympia
4/28/2021	Blog - April/Special	After Legislative Successes, The Real Work Begins
4/29/2021	Email teaser	After Legislative Successes, The Real Work Begins
5/6/2021	Presentation	GSP/Taiwan MOU Signing Ceremony
5/21/2021	Seattle Times: Sponsored Article Quote	Maritime High School opens doors to robust career paths. Maritime High School opens doors to robust career paths The Seattle Times
5/25/2021	NSAT Press Release Quote/Press Event	Stepping into the Modern SEA Airport! First Gates Open in Long-Awaited Modernized and Expanded North Satellite Port of Seattle (portseattle.org)
6/2/2021	Blog – May	Port Partners to Vaccinate Maritime Workers
6/2/2021	Email teaser	Port Partners to Vaccinate Maritime Workers
6/2/2021	King5 Interview	Region's first public maritime high school opening in fall in Des Moines Region's first public maritime high school opening in fall in Des Moines king5.com
6/16/2021	Presentation	French American Innovation: Ocean Technology
6/17/2021	Welcome	Blacks In Government ERG: Juneteenth Celebration
6/25/2021	Blog – June	Port Fire Department Trained and Ready to Serve
8/6/2021	Port Press Release Quote	Port of Seattle to Open Community Hub in Duwamish Valley

Title: “If it ain’t broke, it’s been maintained”

I was intrigued by the trades represented at the Port, so I recently toured the Port Marine Maintenance facility to understand their expansive purview and to highlight some of these amazing trades jobs.

I am a strong proponent of trade work and career opportunities in the field. They provide living-wage jobs and paths to stable and lasting careers. However, skill development takes time and we need to invest in our workforce development now, to ensure smooth operation of the Port of Seattle in the long-term.

If you have been along the waterfront, to the SeaTac Airport, or any of the public facilities the Port owns and operates, then you have seen the wonderful work and craftsmanship of our trades. From the SEA signs at the airport; to the piers on the marina; to landscape maintenance; to water fountain plumbing; and much more. Thanks to Port Marine Maintenance and our tradespersons, they ensure that things work so the rest of us don’t have to.

It was a real pleasure and treat for me personally to meet these three remarkable individuals (interviews below), and they further reinforced my belief that we need to invest in regional trade workforce development. These skilled workers build, maintain, and restore our important infrastructure behind the scenes so that the Port of Seattle can continue to be an economic engine for the region.

+++++

The first person I met with was Dan Fitzgerald, Senior Manager for Port Marine Maintenance.

Dan originally started as a plumber and came up through the ranks to become a senior manager. Dan now oversees crew from fifteen different trade unions: including auto mechanics, landscapers, and sign makers. In his role, Dan is responsible for the health and safety of his crews and maintains the flow of projects each team is working on. In addition to his main work, Dan is also passionate about providing opportunities for his crew members to grow and learn in their respective trade fields, as well as encouraging the next generation of trade workers through internships and educational programs. According to Dan, in the next 10-years half of his trade crew are expected to retire, making the recruitment of new talent into trade work essential.

Internship and educational programs offer young people insight into what a career in trade might look like, including the benefits of working a trade job. Not only are these jobs currently in high demand, but that demand is also expected to continue to grow over the next several decades as the Baby Boomer generation reaches retirement. Trade jobs provide workers with invaluable and transferable skills that can be applied across worksites and companies and comes with pay and benefits negotiated by the trade unions.

+++++

The second person I had the pleasure of meeting was Derek DJ Lewis, Plumbing Crew Chief, who has been working at the Port for the past five years.

How did you get into trade work?

I've been in the trade since I was 27 years old and journeyed out at 32 years old, so that was around eight years ago. I got started in trade work as a laborer when I was a kid out of high school to earn money and save up for college. I am originally from Maple Valley, Washington but went down to San Diego for a while to attend Grossmont College, eventually finishing up my degree at Western Washington University. When I was done, I went back to laboring for a while to make some money 'cause I was just out of college and broke. While I was on the job site, a plumber actually came up to me and said, "hey – I know you have your degree now and everything, but you know they're hiring down at the hall, if you're interested. Go check it out." So, I did, and their benefits and pay were something I was very interested in. I got my degree in cultural studies and enjoyed my time at Western, and I would never say it was a waste of time going there 'cause I ended up being a plumber. It was a great experience and I am glad I did that. So, I went down to the labor hall and signed up and it was only about a week later when I got a call from the business agent. They said, "hey, we'd like to have you come interview and start the process to become an apprentice." That's a five-year program down at local 32 in Renton, Washington.

What's the apprentice process like? Do you get paid?

As an apprentice, you're getting an education but you're getting paid at the same time. It's a great deal. You earn about 60% of what a journeyman would make when you start out, and it gradually increases as you make your way up to the journeyman level.

At the apprentice level, how are the wages? Are you making enough to cover rent and food? Or are you scrimping to get by?

It was a little bit less than what I was used to as a laborer at the time, there was a little bit of going backwards, but enough to get by. It was a great opportunity to learn on the job. There is school after work, so I didn't always get eight hours of sleep every day, but it was definitely worth all the hard work.

Do you like the work? Is the work interesting?

Absolutely, the work is very interesting. Especially where I work here now, we are doing so many different things in the plumbing world here. We are working on projects from retrofitting all the drinking fountains to touchless at our cruise terminals with bottle filling stations; we're doing new construction and tenet improvement work; we're updating our potable water systems, which are at the end of their life span around here. So, we get to do anything from natural gas to potable water to sanitary sewer system, working with a ton of pumps. So, very interesting, there is never a boring day.

So you do an apprenticeship and become a journeyman, what's next as you move through journeyman? How did you end up in a position like this?

I started at a company called Hermanson, where I became a field foreman there, and from there I came over to the Port after a crew chief position opened up. I'm not sure what's next for me, but I am looking forward to the next stage, whatever that might be.

That's great. What do you see for your workforce as the biggest challenges coming in the next couple of years?

The challenge coming up is there is going to be a shortage in labor. We have a lot of people that are retiring, and we have a lot of people that don't have the experience that we need to work on some of the older systems that are still in place here. That's going to be the struggle, finding people with the experience, skills, and knowledge. That is the number one.

From the standpoint of somebody gone through the whole process themselves, and actually had a college degree and probably some opportunities outside of the trades. What would you tell me as a Commissioner that I should do to make sure the next generation of workers understand the opportunities that are available in trades?

What I would really recommend are some of these local programs they have around here. I'm really impressed by them. There is this program called ANEW, I don't know if you are familiar with some of these programs. So, these programs are set up like a pre-apprenticeship program, so if people that might be interested in the trades are not sure exactly what they want to focus on can get a small sample size of a lot of different things. It's almost like going to a junior college before going to the university or something, where you can figure out what you want to major in before committing. It's along those same lines. I would recommend helping people getting to these programs to help them make a decision on where they want to go next.

I know there's a lot of folks who feel uncertainty around their careers because they're worried about automation or outsourcing. Whereas, I feel like with the position you're in there is more than enough work and it's more about how do we get more workers so that we can get these jobs done. I think that is true for a lot of the building trades, whether it's plumbers, pipefitters, laborers, or carpenters, we see it across the board. Where the issues right now is lack of workers available, so communicating to folks, in particular those communities that historically have not had the opportunities in trades, to get them to understand how trade careers are stable, they're well paid and come with benefits, and you don't have to worry about what am I going to be doing two year or five years.

One hundred percent. Very High demand right now. For those people that are interested, we need to get the message out to them because I could use people right now.

DJ, do you have kids? Would you want them to follow in your footsteps and go into the trades?

Absolutely, yeah. I'd have no problem with that. I have an eight-year-old boy and a four-year-old daughter.

Any other topics you think are especially important for the Port's Commission to understand?

I'm not sure this is something the Commission can help with, but what I am struggling with currently is the hiring process. It's becoming a lot harder and I have my crew getting closer to retiring, so I'm very nervous about trying to get people in here so they can learn from the current crew and the next generation can have that institutional knowledge before it is lost.

What are the sticking points there? Is it that there are too many barriers to entry or what would you say is happening there?

I would say it's our relationship with HR. It's almost like HR isn't exactly sure what we need or what we're looking for. I wish there was someone from HR that was dedicated to working with Marine Maintenance or maintenance type folks for hiring. Hiring someone for a trades is pretty different than hiring someone for an office position at Pier 69.

DJ, thank you for your time. I appreciate it. That was really helpful.

+++++

Lastly, I met with George Washington, Sprinkler Fitter Crew Chief, who's been at the Port for the past 18 years.

Tell me a little about yourself.

My name is George Washington, I am the Sprinkler Fitter Crew Chief. I've been in the trades for 28 years and 18 years at the Port of Seattle. I am originally from Arkansas City, Arkansas.

When did you come out to Seattle?

In 1989 – I joined the Military and was stationed out here for three years and I have been here ever since.

So, you were based in Bremerton and fell in love with the area or the state or did you meet somebody out here?

I met my wife out here, and my kid was born on the day I got out of the Military.

So, one kid?

Yeah one kid, well, three now. But she was my first. She'll be twenty-nine, and then I have a twenty-six-year-old and an eighteen-year-old.

So, they are responsible for themselves now. Are they all local?

Yeah, they are all local except my oldest one moved to LA.

Do you miss Arkansas at all?

Not really – I am from a small town, so you know there is nothing going on there.

So, what's the union you are in?

I'm in local 699, Sprinkler Fitters.

Tell us about how you got into trade work. How did you first hear about sprinkler fitters?

Well, I was having a discussion with my in-laws and they asked me what I did in the military, and I told them that I took care of fire systems and things like that. And they said I should talk to the sprinkler fitters, so I did and got hired.

So, as a sprinkler fitter do you start as an apprentice?

Yeah, I did my five-year apprenticeship program and it's a pretty good deal. As a member of a union, working in one of these trade you get a pension and healthcare and all that kind of stuff negotiated by the union.

When do you anticipate retiring?

In another 12 years, I want to make it 40.

If you hit a certain year, does that mean you'll get some sort of extra benefit?

No, I mean we can retire at sixty-two, so that's eleven years from now for me. I think I might just go ahead and do twelve. I want to make it an even number.

What's your normal schedule?

My schedule is from 6:00 AM to 2:30 PM. I commute from Fife, so I drive in and park here. Monday through Friday.

That's great – so tell me what a day in the life of a sprinkler fitter is like for the Port of Seattle.

We take care and maintain all the all the fire systems from the marina docks to the buildings, warehouses. We take care of all aspects of fire: fire hydrants, underground water mains that supply the systems we also take care of the fires. We take care of all the fire extinguishers, we're licensed and certified to take care of those. We take care of backflows, which are their own entity, backflow preventers, we take care of all of it.

So, you guys come in on any given day and might take a vehicle out to one of the Port properties to make sure all the systems are functional. If there's an incident where somebody hits a sprinkler head, you guys go out and fix it. How many are on your team?

Yes, there are four of us, including myself.

And you cover all of the marine properties for the Port of Seattle. Do you do the airport?

We do – we'll assist them if it's something large and they need some assistance, we go out there and help. We have a hydrant project out there that we're taking care of right now and they want us to help because we specialize in hydrants.

Okay – so you have three kids. Did any of them choose to go into the trades?

I'm hoping so. I'm hoping my youngest will make his way over here.

What is it about the trades that you think would be good for him?

It's a good field to be in. It's a good life to have. To provide for a family, it's a really good deal. I don't regret it at all. I'm glad I chose this route, and I had opportunities to try others, but I took this route and sprinkler fitting is a good trade to be in. And I'm hoping my kid decides he wants to go into this himself.

Anything else you think would be important for the Commissioners to know?

This job is all about safety. What we do, we deal with the fire department and they are our authority and have jurisdiction. For us, it's a job that we take very seriously because we take care of lives and properties. So it's a big deal to us and to me for sure.

Any plans to leave the port or do we get to keep you for your last 12 years?

Oh, I am here. I am here until it's over with – that's my plan. Here at the Port, the Port makes it really easy to be a sprinkler fitter. It's not as body intensive as some of what we call the big jobs construction sites. They are in double time situation to get the job done on time. Here, we get to work at our own pace, we don't have to deal with any issues here. That's why I want to continue being here in my career.

George, it was really nice to meet you. Thank you for taking to the time to have a conversation with me.

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
STAFF BRIEFING

DATE: August 5, 2021
TO: Managing Members
CC: Jason Jordan, Director, Environmental and Planning Services
FROM: Graham VanderSchelden, Environmental Project Manager II
SUBJECT: Washington State University (WSU) Air Modeling Study

A. SYNOPSIS

Staff have received the final results of the Washington State University (WSU) air modeling study. The goal of the study was to further our understanding of the relative impacts of port related air pollution sources and to inform prioritization of emission reduction measures. The study used WSU's AIRPACT5 air quality forecasting model to spatially allocate PM_{2.5} emissions associated with port related sources, estimate resulting concentrations, and estimate population exposure by correlating the estimated concentrations with population data.

The results of the study re-affirm our priorities of implementing shore power, reducing emissions from trucks, and reducing emissions from cargo handling equipment (CHE). In summary, ocean-going vessel (OGV) activities resulted in the largest amount of exposure across the airshed and that exposure is concentrated near the harbors. This suggests that shore power is the best control strategy for reducing air pollution impacts from OGVs. Trucks have the second highest exposure and rank highest when exposure is normalized to emissions. This suggests that truck emissions occur in close proximity to populations and are therefore high priority. CHE emissions resulted in the lowest total exposure, but ranked close behind trucks in exposure per emission, similarly suggesting that these emissions reach populations at a relatively high rate and are high priority.

The data from this study, which includes estimated emissions, concentrations, and exposures across the airshed at a 1.3 x 1.3 km resolution, can be used in future analyses to analyze smaller geographic areas.

Staff recognize that this analysis may elicit questions from Managing Members. In order to address all questions staff is prepared to draft a response to questions document if needed. Staff request that Managing Members submit questions to Jason Jordan by August 18 to ensure timely response.

B. BACKGROUND

The ports of Tacoma, Seattle and the Northwest Seaport Alliance have conducted emissions inventories since 2005 to better understand our contributions to air pollutant and greenhouse gas (GHG) emissions in our region. These emissions inventories have provided incredibly valuable, foundational data to inform development of strategies for reducing emissions under the Northwest Ports Clean Air Strategy (NWPCAS).

While emissions have been our most commonly used indicator of air pollution and climate impacts, total emissions do not tell the whole story for air pollution impacts, as the physical

location of the emissions and how they disperse are significant. For example, a vessel that emits 10 pounds of particulate matter in the Strait of Juan de Fuca, far away from population centers, is less likely to contribute to adverse health impacts than a fleet of trucks that emit 10 pounds of particulate matter on city streets. Confounding prioritization of our emission reduction strategies, some of the largest sources of emissions in our emissions inventory have segments of their operation that occur far away from the Tacoma and Seattle urban centers. Particularly ocean-going vessel transiting, which contributes greater than 45% of the diesel particulate matter from the Port of Tacoma, Port of Seattle, and The NWSA's combined operations as vessels traverse the Strait of Juan de Fuca and Puget Sound.

To supplement our emissions inventories and better understand how port related sources of air pollution impact populations in our region, we commissioned an air modeling study with WSU to estimate how much each source contributes to exposure. The study was conducted using WSU's regional air quality forecasting model, AIRPACT 5¹, to estimate the concentrations of fine particulate matter (PM_{2.5}) across our airshed associated with each source's emissions. A more finely resolved version of WSU's three-state regional model was developed for this study, which provided higher spatial resolution.

The overarching research focus was to inform how reducing particulate matter emissions from each port related source of air pollution be prioritized. It is important to note that the air pollution impacts assessed in this study are one of many criteria that influence our prioritization of emission reduction strategies which also include but are not limited to: technical feasibility, financial feasibility, GHG emissions, customer priorities and the ports' level of influence.

C. SUMMARY OF RESULTS

The outcomes of the modeling study included an assessment of spatially allocated emissions across the airshed based on our emissions inventory and the WSU model's emissions inventory, estimated air pollutant concentration contributions that result from these emissions, including annual and seasonal averages, and estimates of population exposure to particulate matter from ocean-going vessels (OGVs, including both cargo and cruise ships), trucks, cargo handling equipment (CHE), and locomotives. Map graphics showing annual average emissions, annual average concentration contributions, and population exposure to these concentrations are provided in the appendix of this memo.

In addition to graphical representation of the emissions, concentration contributions, and population exposures, an analysis was also performed to summarize the total population exposure to PM_{2.5} from port related sources across the airshed and also to normalize the total exposure to the modeled emissions for each source. This analysis is summarized below in Table 1 and produced two metrics for assessing the impacts of each port related sources; total population exposure across the airshed and exposure per emission. It should be noted that these metrics were created for the purpose of comparing the sources modeled to one another, not to other sources (port or non-port) that weren't modeled. The total exposure provides insight into the total impact of each port related source across the airshed (accounting for population distribution). The exposure per emission metric is an approximation of the exposure benefit that would be realized by reducing emissions by 1 ton in each sector. A high exposure per emission suggest that emission reductions in that sector would have a relatively high impact. This metric

¹ <http://lar.wsu.edu/airpact/gmap/ap5/ap5smoke.html>

is limited for sectors like OGVs and locomotives where the emissions and exposure cover multiple operational modes (i.e. transiting and hoteling for OGVs), but helps formulate conclusions when combined with the total exposure and map graphics.

The results of the study suggest that controlling emissions from OGVs at berth, trucks, and CHE are the most impactful means of reducing the population impacts of $PM_{2.5}$ from port related sources.

The largest contributor to population exposure is OGVs. Qualitative assessment of the concentration “heat maps” (provided in the appendix) indicate that the majority of these impacts occur near the port areas, which suggests that control measures for vessels at berth, like shore power, are the best strategies for reducing these impacts. Additionally, the low exposure per emission metric, along with qualitative assessment of the exposure graphic suggests that reducing OGV transiting emissions is less impactful than reducing emissions from other sources, given where the population exposure occurs.

Trucks are the next highest on the list for population impacts. In addition, trucks are virtually tied with CHE for the highest exposure per emission, suggesting that reducing emissions from trucks is high impact as well. It is important to note that the emissions inventory data does not include all the projected reductions from the clean truck program standards, but by normalizing the exposure to emissions we still conclude that truck emission reductions are extremely important based on their proximity to populations.

While CHE rank last in the total exposure metric, they rank second highest in exposure per emission, closely behind trucks, indicating that their proximity to populations makes them a high impact target for emission reduction efforts.

The locomotive results indicate that locomotives rank low in both the total exposure and exposure per emission metrics. These metrics and qualitative assessment of the locomotive exposure map graphic suggest that line-haul locomotive emissions are lower impact than the other sources, presumably because a significant portion of their operations within the airshed occur away from urban centers. Based on the fact that switching locomotive activity is roughly co-located with CHE and vessels at berth, it is likely that reducing those emissions would be impactful, but the limitations of this analysis prevent quantitative analysis of switching locomotives separately.

In addition to the graphics and metrics presented here, WSU is providing all of the modeling data that underlies the emission, concentration, and population exposure graphics so that we can use the data in further analyses of smaller geographic areas.

There are some important limitations of the analysis that should be noted, specifically:

- The metrics developed were airshed wide, so there may be smaller scale air quality issues that do not conform to the conclusions made here. For example, there may be a community located near a rail line for which efforts to reduce emissions from those locomotives may be more important than the other sources. Individual community concerns will need to be addressed on a case-by-case basis. Isolating smaller geographic areas in the data may allow for more insight.

- The model was only “resolved” to 1.33 km by 1.33 km grid cells. In other words, all of the emissions that occur in each 1.33 km x 1.33 km area are “smeared” across that entire grid cell. This means that emissions and concentration variability on smaller spatial scales will be dampened since they are averaged over larger areas.
- Different operational modes and vehicle/vessel types could not be isolated in WSU’s model. For example, the OGV sector includes cruise and cargo ships transiting and at berth and the locomotive sector includes switching and line-haul locomotives.
- The graphics were constructed on an annual average, so larger effects that occur on smaller timescales are not represented.

Table 1. Results from the WSU Port Air Modeling Study

Source	Emissions (tons/year)	Population Exposure ($\mu\text{g m}^{-3} \times \text{person}$)	Exposure/Emission
OGV	158	50×10^3	3.2×10^2
Trucks	26	39×10^3	15×10^2
Locomotives	23	16×10^3	7.1×10^2
CHE	10	14×10^3	15×10^2

D. IMPLICATIONS FOR THE NWSA’S NWPCS IMPLEMENTATION PLAN

Staff plan to incorporate the results of this study in to the NWPCAS Implementation Plan that is currently under development by including a summary of the results alongside a summary of the emissions inventory and as part of the discussion around prioritization of different sector strategies and actions. It is important to note that the exposure impacts discussed as part of the results of this study are one factor among many that drive our prioritization of actions. This means that recommended actions may not always follow the prioritization laid out in this analysis. Some of the other factors include: GHG emissions (for which location does not matter), level of influence, technical feasibility, cost, alignment with commercial strategy and goals, and advancement of the pathway to zero emissions.

E. SUMMARY OF METHODS

To perform the modeling work for this study, WSU created a PORTS modeling framework, based upon AIRPACT5¹, with a high-resolution model domain (1.3 km x 1.3 km grid cells) centered on the Puget Sound Airshed. The PORTS modeling system was used to simulate the concentrations of fine particulate matter (PM_{2.5}) based on emissions from port-related sources. PM_{2.5} was modeled rather than diesel particulate matter (DPM) because WSU’s model is not set up to isolate just diesel combustion emissions. However, since all of the port related sources are diesel powered, PM_{2.5} and DPM are nearly equivalent in this case, missing only the small fraction of coarse particles emitted. The 1.33-km domain was ‘nested’ within the three state AIRPACT5 4 km domain; AIRPACT 4-km results provided initial conditions and boundary conditions for the PORTS simulations. The overarching study design was to isolate emissions from operations related to Puget Sound Area Ports involved in the NWPCAS update and to use

these port specific emissions in PORTS to assess pollutant concentrations within the Puget Sound Airshed both for annual average and maximum short-term concentrations. A subsequent modeling exercise assessed the population's exposure to these air pollutants.

WSU assessed concentrations from port related sources using a "brute force" source knockout approach. First, WSU updated its emissions inventory by incorporating new data from the Puget Sound Maritime Air Emissions inventory, provided by The NWSA and the Washington State Department of Ecology. The WSU ran "base case" model runs which included all regional sources of air pollution, including all port related sources. Then, WSU conducted special model runs for each port related source that had the emissions from that source removed; these model runs were called the "knock out" runs. The resulting contribution of each source to ambient concentrations of PM_{2.5} was the knockout case subtracted from the base case.

Methods for determining the emission contributions for each of the sources are summarized below.

OGVs: Data from the Puget Sound Maritime Air Emissions Inventory (PSEI)² were used to update the emissions in WSU's AIRPACT 5 model by the Washington State Department of Ecology. The updated emission values were included in the base case model runs and zeroed out in the knockout runs.

Trucks: The PSEI estimates port related truck emissions across King, Pierce, Snohomish, and Kitsap Counties. Additionally, vehicle miles traveled (VMT) data is estimated by road segment type (i.e. interstate, major arterial, etc.). WSU's model uses VMT to estimate emissions from on-road vehicles, including trucks. Emissions from port trucks were estimated by scaling the VMT's for each road segment type in the four counties listed above for the "combination short haul" heavy duty diesel truck source type based on the VMT and emissions data from the PSEI. VMTs were reduced in the knockout runs by the amounts dictated by the PSEI data.

CHE: CHE emissions for each of the NWSA's terminal facilities were added into the base case model as point sources, based on data collected as part of the PSEI. These point sources were zeroed out for the knockout runs.

Locomotives: A ratio between locomotive emissions in the PSEI and locomotive emissions in WSU's model was constructed. Locomotive emissions were reduced in the knockout case based on this ratio.

The exposure analysis was constructed by using Geographic Information Systems (GIS) tools to correlate population data from the 2010 Census with the concentration results for each source. The correlation created a simple exposure metric of concentration times people exposed ($\mu\text{g m}^{-3}$ x person). The exposure metric values for each individual grid cell were summed across the airshed to create the single value shown in Table 1.

Results for harbor craft are not included in this analysis, as spatial allocation of tug emissions across the Airshed was not built in as a function of WSU's model. Because tugs have similar

² Starcrest, 2018. Puget Sound Maritime Air Emissions Inventory. <https://pugetsoundmaritimeairforum.org/2016-puget-sound-maritime-air-emissions-inventory/>

operational profiles to OGVs (i.e. transiting through the waterways for much of their operational time) we believe that this omission only marginally lessens the impact of this analysis.

APPENDIX – MAP GRAPHICS

This appendix contains map graphics that present the annual averaged modeling results. The reader should note that scales are different on many of these maps, so the color bar should be interpreted carefully with the context of the legend (i.e. red on one map may be a lower level of concentration or emission than green on another). Additionally, the map lines are approximate and may omit some geographic features.

This section organizes the graphics by source. Each source's section contains the following graphics.

Emissions contribution: The annual average amount of emissions (in grams per hour) that can be attributed to each source. The maps should be interpreted as visual heat map representations of how emissions are distributed in space, with blue representing lower emissions and yellow/red representing higher emissions.

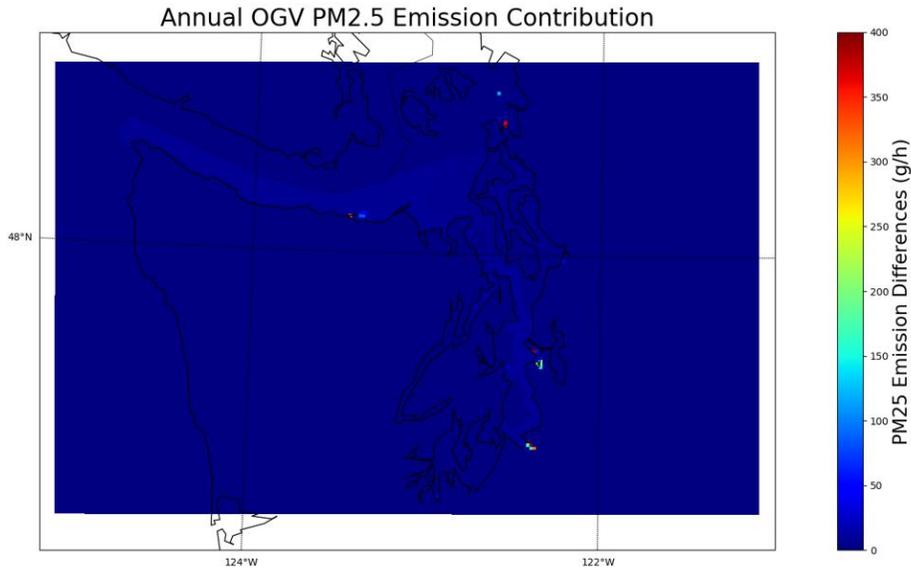
Concentration contribution: The annual average contribution to ambient $PM_{2.5}$ concentration from each source, presented both in the absolute concentration ($\mu\text{g m}^{-3}$) and relative to the total concentration (percent, including all sources). The maps should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower concentrations and yellow/red representing higher concentrations.

Population exposure: The annual average simple exposure metric ($\mu\text{g m}^{-3} \times \text{person}$) for each source. These maps represent the combination of the absolute concentration contribution maps ($\mu\text{g m}^{-3}$) and population data. The maps should be interpreted as visual heat map representations of how the exposure metric values are distributed in space, with blue representing lower exposure and yellow/red representing higher exposure.

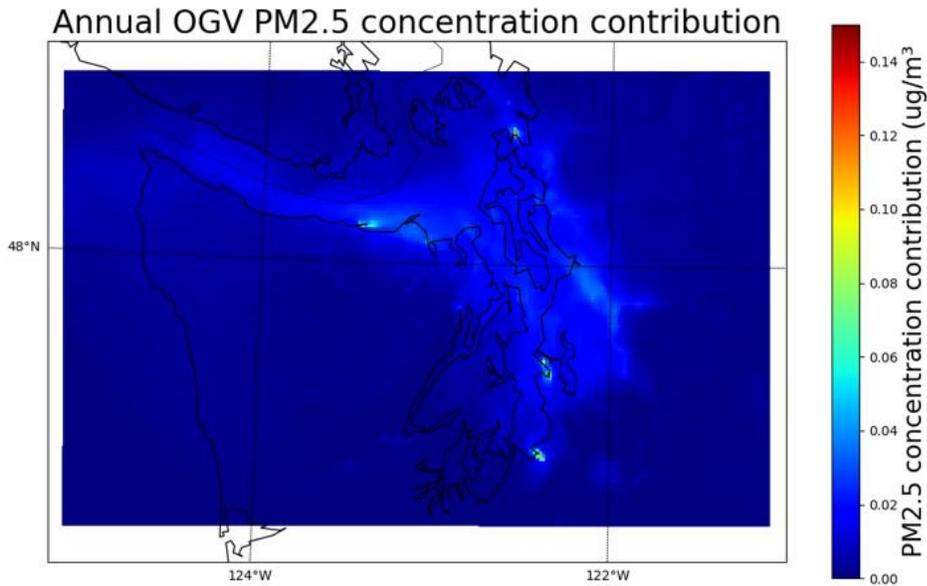
OGVs:

Emission contribution: The annual average amount of emissions (in grams per hour) that can be attributed to OGVs. The map should be interpreted as a visual heat map representation of how

emissions are distributed in space, with blue representing lower emissions and yellow/red representing higher emissions.

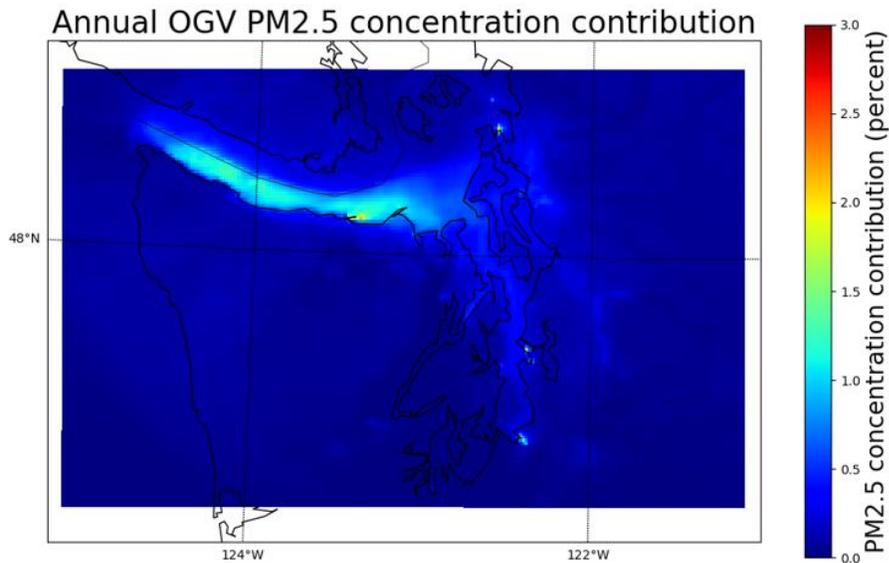


Absolute concentration contribution: The annual average absolute contribution to ambient PM_{2.5} concentration from OGVs in $\mu\text{g m}^{-3}$. The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower concentrations and yellow/red representing higher concentrations.

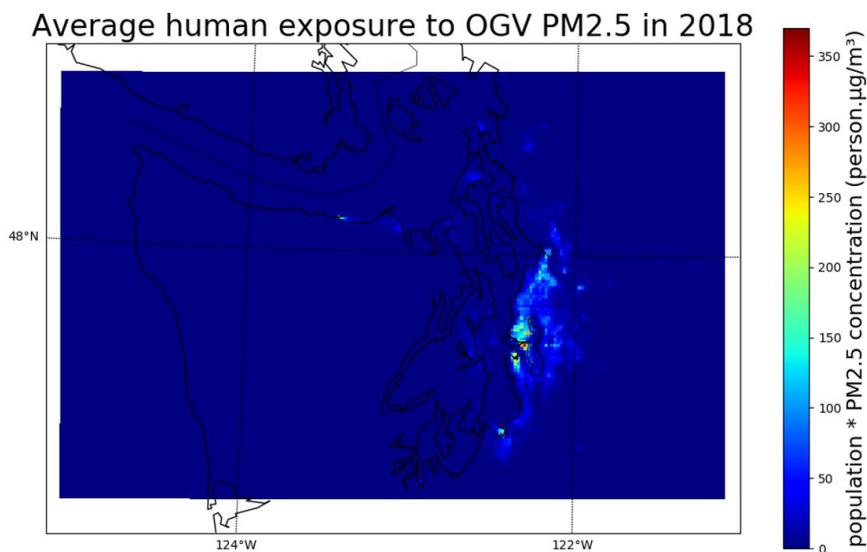


Percent concentration contribution: The annual average percentage contribution to ambient PM_{2.5} concentration from OGVs (concentration from OGVs divided by total concentration). The map should be interpreted as visual heat map representations of how concentration

contributions are distributed in space, with blue representing lower concentration contributions and yellow/red representing higher contributions.

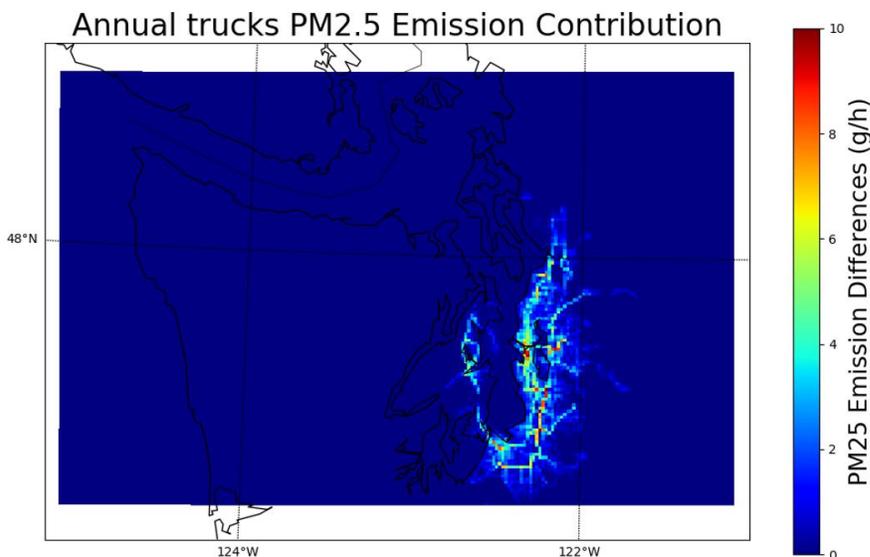


Population exposure: The estimated simple exposure metric ($\mu\text{g m}^{-3} \times \text{person}$) for OGVs. This map represents the combination of the absolute concentration contribution maps ($\mu\text{g m}^{-3}$) and population data. The maps should be interpreted as visual heat map representations of how the exposure metric values are distributed in space, with blue representing lower exposure and yellow/red representing higher exposure.

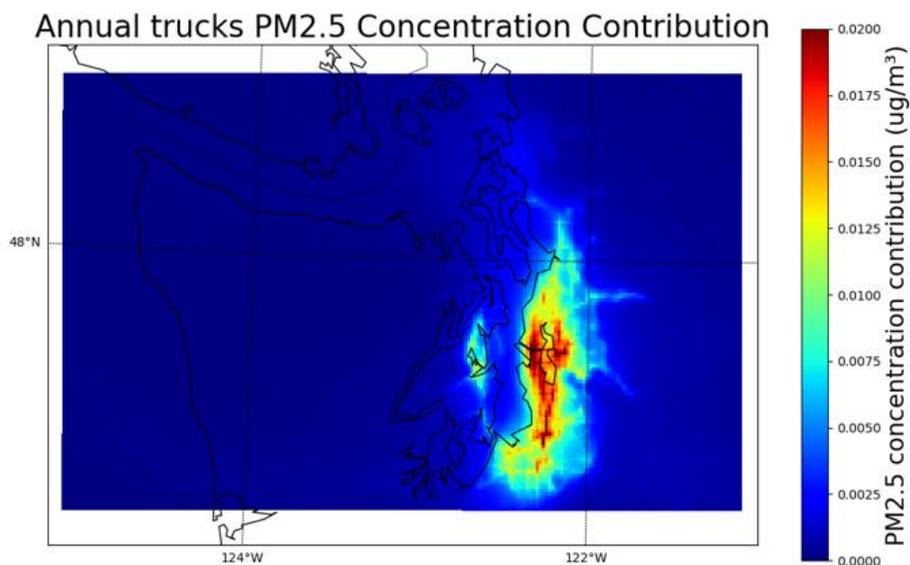


Trucks:

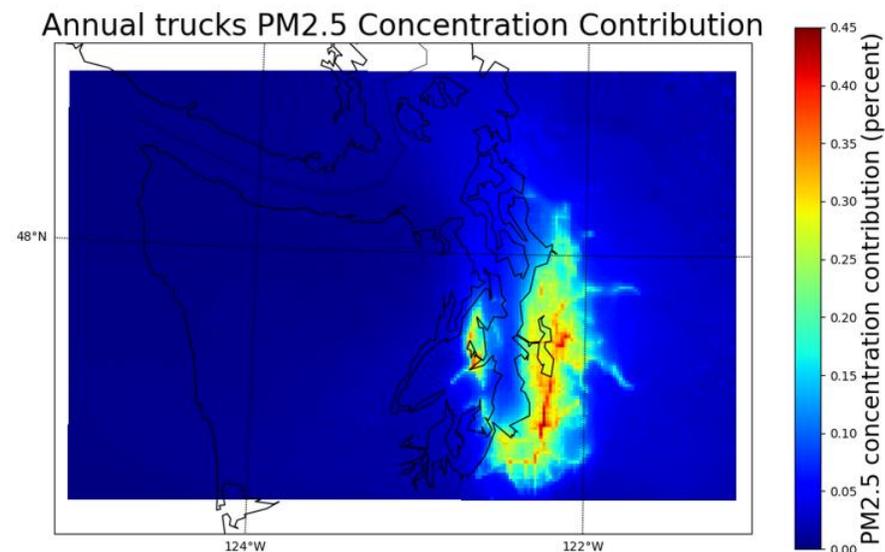
Emission contribution: The annual average amount of emissions (in grams per hour) that can be attributed to trucks. The map should be interpreted as a visual heat map representation of how emissions are distributed in space, with blue representing lower emissions and yellow/red representing higher emissions.



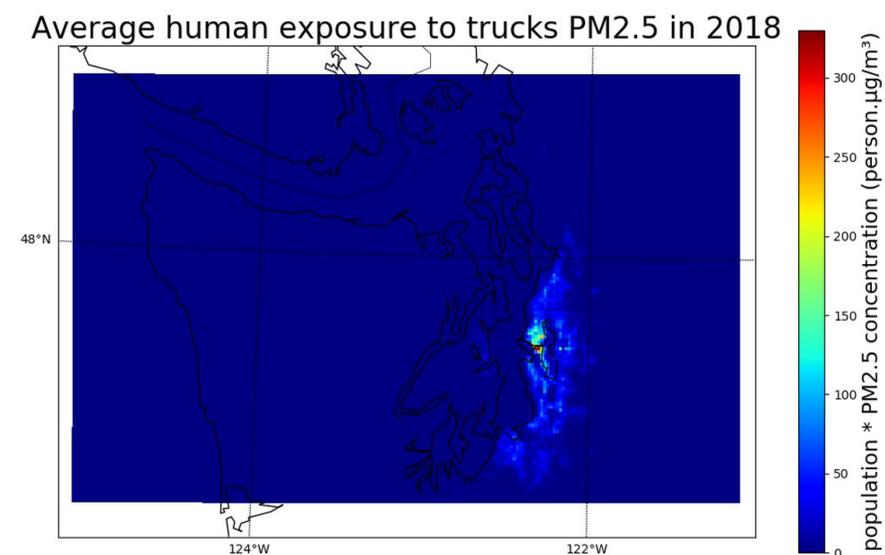
Absolute concentration contribution: The annual average absolute contribution to ambient PM_{2.5} concentration from trucks in $\mu\text{g m}^{-3}$. The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower concentrations and yellow/red representing higher concentrations.



Percent concentration contribution: The annual average percentage contribution to ambient PM_{2.5} concentration from trucks (concentration from trucks divided by total concentration). The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower contributions and yellow/red representing higher contributions.

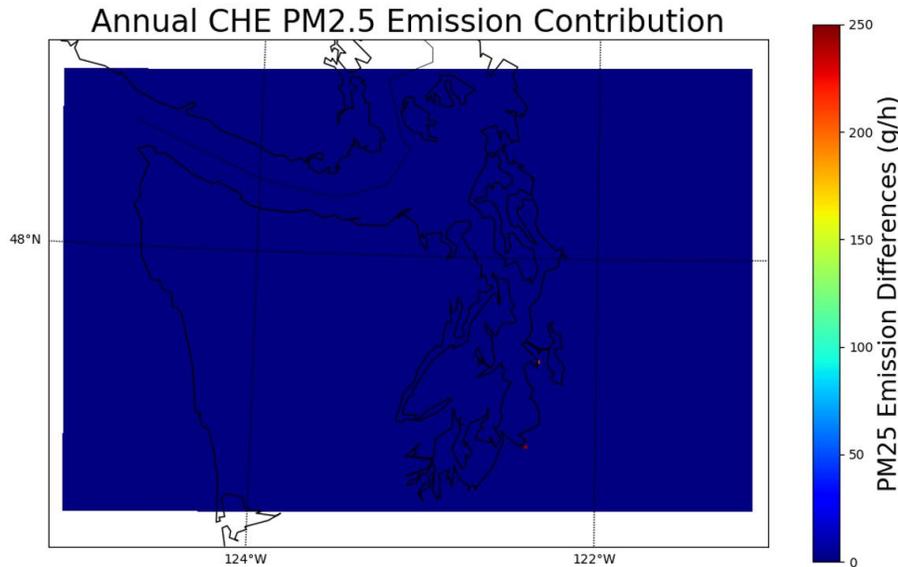


Population exposure: The estimated simple exposure metric ($\mu\text{g m}^{-3} \times \text{person}$) for trucks. This map represents the combination of the absolute concentration contribution maps ($\mu\text{g m}^{-3}$) and population data. The maps should be interpreted as visual heat map representations of how the exposure metric values are distributed in space, with blue representing lower exposure and yellow/red representing higher exposure.

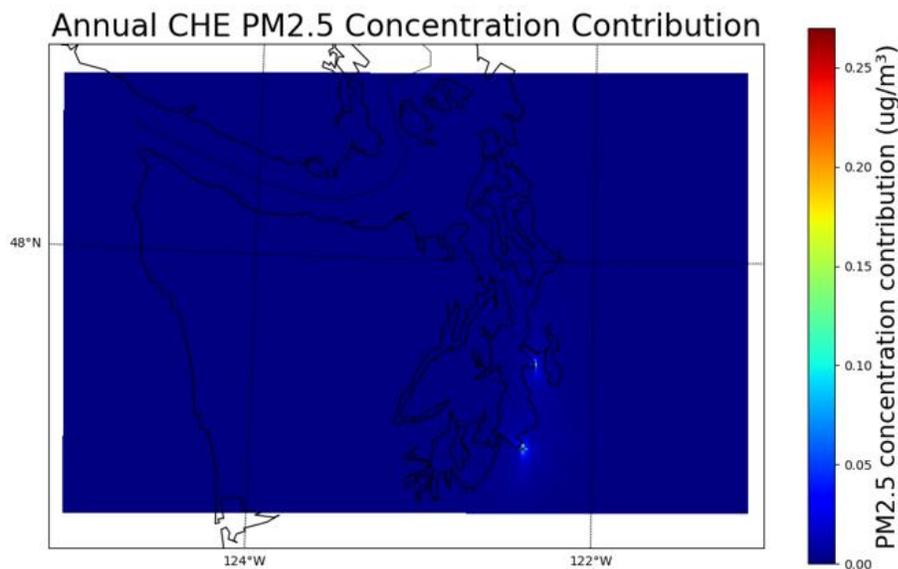


CHE:

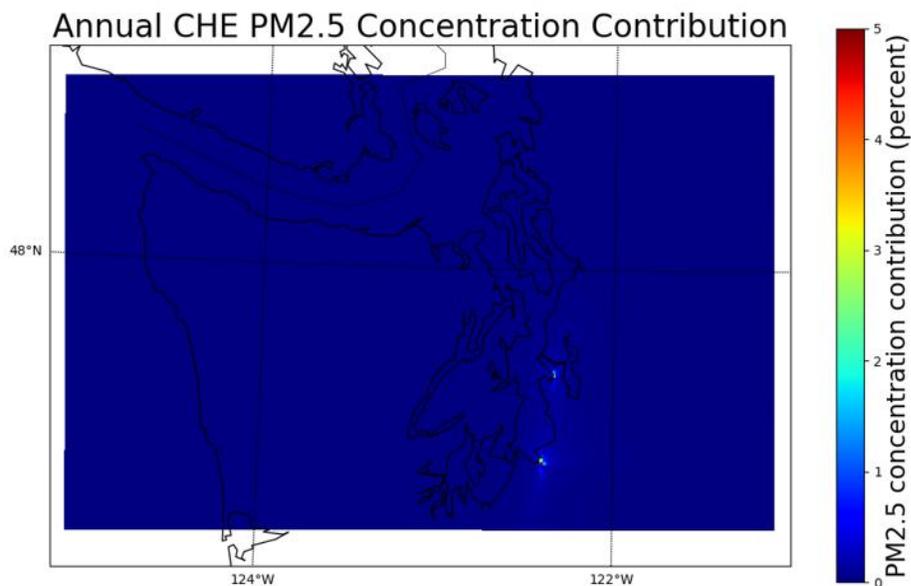
Emission contribution: The annual average amount of emissions (in grams per hour) that can be attributed to CHE. The map should be interpreted as a visual heat map representation of how emissions are distributed in space, with blue representing lower emissions and yellow/red representing higher emissions.



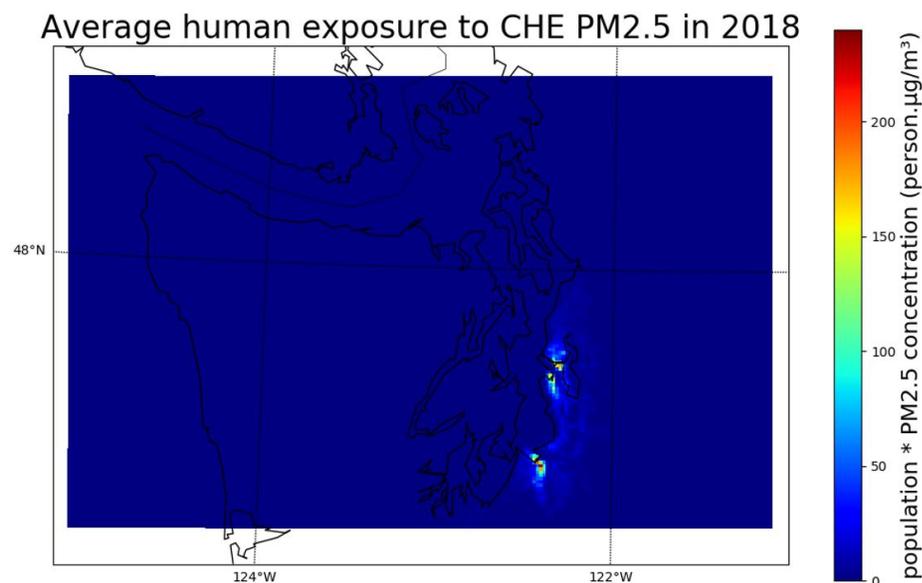
Absolute concentration contribution: The annual average absolute contribution to ambient PM_{2.5} concentration from CHE in $\mu\text{g m}^{-3}$. The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower concentrations and yellow/red representing higher concentrations.



Percent concentration contribution: The annual average percentage contribution to ambient $PM_{2.5}$ concentration from CHE (concentration from CHE divided by total concentration). The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower contributions and yellow/red representing higher contributions.

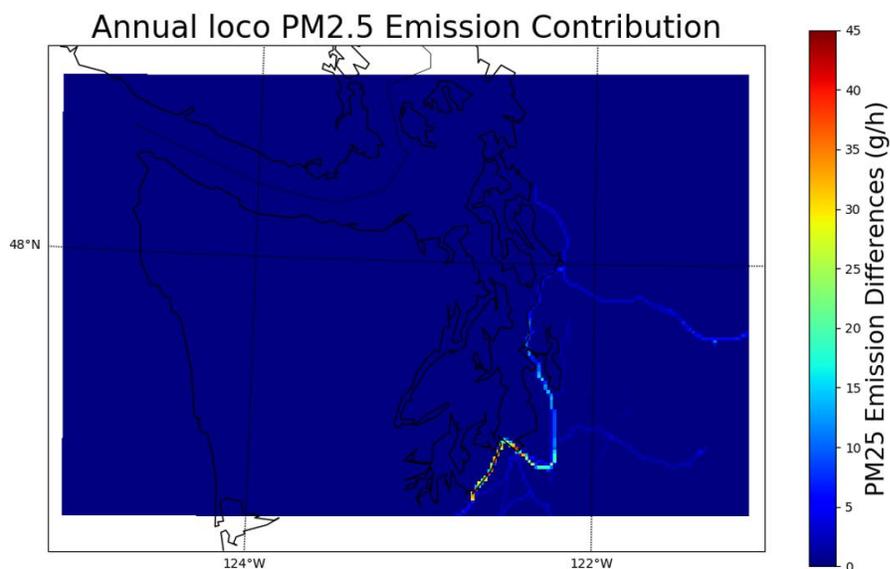


Population exposure: The estimated simple exposure metric ($\mu g\ m^{-3} \times person$) for CHE. This map represents the combination of the absolute concentration contribution maps ($\mu g\ m^{-3}$) and population data. The maps should be interpreted as visual heat map representations of how the exposure metric values are distributed in space, with blue representing lower exposure and yellow/red representing higher exposure.

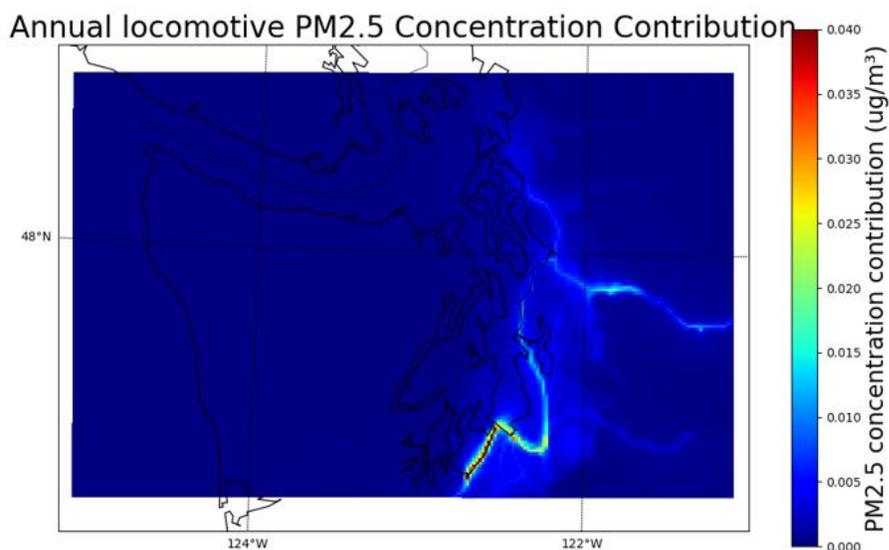


Locomotives:

Emission contribution: The amount of emissions (in grams per hour) that can be attributed to locomotives. The map should be interpreted as a visual heat map representation of how emissions are distributed in space, with blue representing lower emissions and yellow/red representing higher emissions.

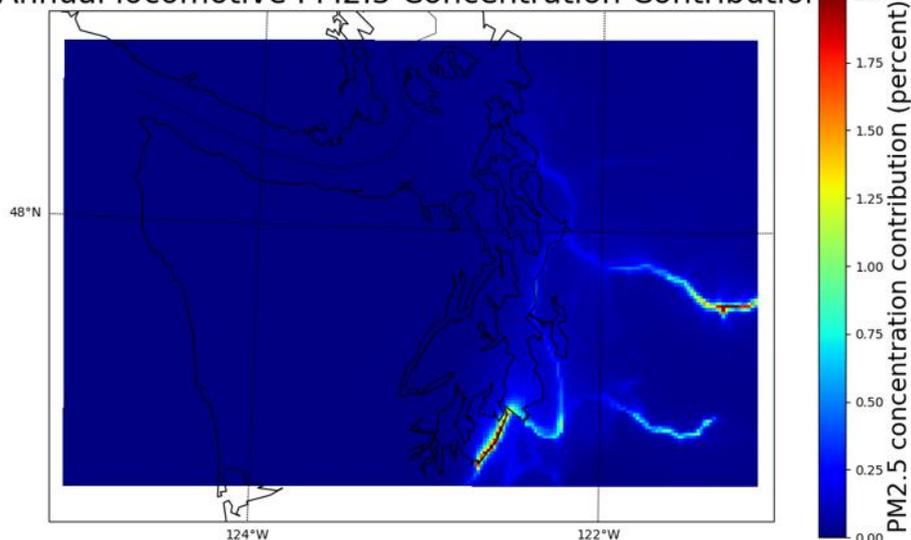


Absolute concentration contribution: The annual average absolute contribution to ambient PM_{2.5} concentration from OGVs in $\mu\text{g m}^{-3}$. The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower concentrations and yellow/red representing higher concentrations.



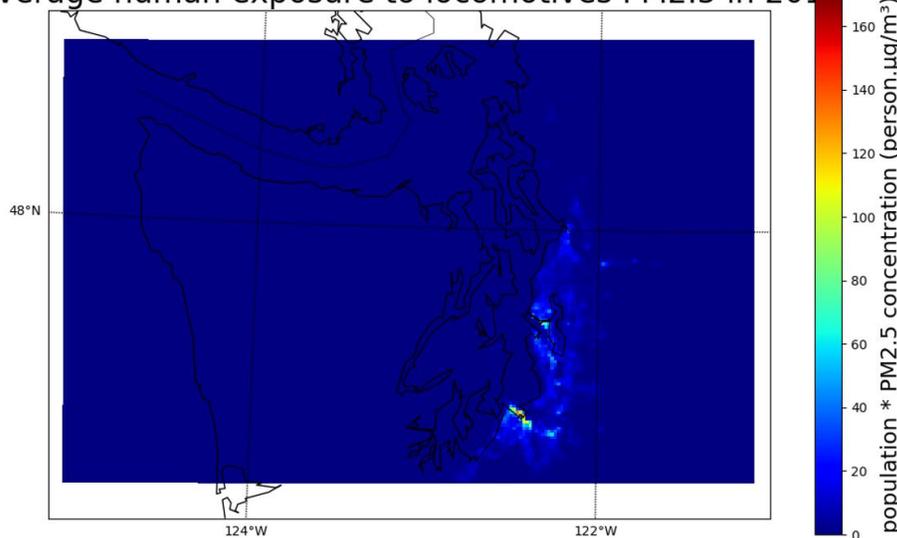
Percent concentration contribution: The annual average percentage contribution to ambient PM_{2.5} concentration from locomotives (concentration from locomotives divided by total concentration). The map should be interpreted as visual heat map representations of how concentration contributions are distributed in space, with blue representing lower contributions and yellow/red representing higher contributions.

Annual locomotive PM_{2.5} Concentration Contribution



Population exposure: The estimated simple exposure metric ($\mu\text{g m}^{-3} \times \text{person}$) for locomotives. This map represents the combination of the absolute concentration contribution maps ($\mu\text{g m}^{-3}$) and population data. The maps should be interpreted as visual heat map representations of how the exposure metric values are distributed in space, with blue representing lower exposure and yellow/red representing higher exposure.

Average human exposure to locomotives PM_{2.5} in 2018



THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
STAFF BRIEFING

DATE: August 6, 2021
TO: NWSA Managing Members
CC: John Wolfe
FROM: Ryan McFarland, Senior Manager of Government Affairs
SUBJECT: Federal issues update

A. ACTION REQUESTED

The purpose of this memo is to brief the Managing Members on the latest developments with issues being tracked on the federal level. No action is requested of the Managing Members at this time. If you have questions, comments or concerns, please call Ryan at 253-229-5578.

B. GENERAL NEWS AND LAY OF THE LAND IN DC

1. Infrastructure package negotiations

After weeks of negotiations, the Senate in late July invoked cloture to proceed with consideration of a five-year, bipartisan infrastructure deal that would provide for a once-in-a-generation investment in our nation's infrastructure. The Infrastructure Investment and Jobs Act (IIJA) was introduced shortly thereafter and debate is currently underway in the Senate. Numerous amendments have been proposed and considered. It is unclear how many additional amendments will be considered before a final vote is held, but Senate passage is likely in the coming days.

Once the bill passes the Senate, it would be sent back to the House for consideration. Potential House action on the legislation remains unclear. While House T&I Committee Chairman DeFazio has called on leadership to ensure a process that allows for the inclusion of House provisions in the final bill, some speculate a House-Senate conference or many additional amendments could be unlikely as the package has received White House and bipartisan Senate support.

Highlights of the bill are listed in the freight policy and funding section below.

2. NWSA engagement with administration and Congress

The NWSA had multiple engagements with members of Congress and administration representatives during the past month, including two round tables that included Secretary of Commerce Gina Raimondo, US Senator Maria Cantwell, Assistant Administrator for NOAA Fisheries Janet Coit, Representative Suzan DelBene, and US Trade Representative Katherine Tai. These events are discussed in sections C and D below.

C. NWSA PRIORITIES

1. 2020 HMT reforms reflected in appropriations bills

Port stakeholders are pleased to see that the HMT reforms passed in 2020 as part of the CARES Act and the 2020 WRDA bill were reflected in House and Senate's versions of their FY22 energy and water development appropriations bills that the chambers considered this

Federal issues update

August 6, 2021

Page 2 of 5

month. One of our goals for 2021 is to ensure that congressional appropriators fully spend all annual HMT revenues and the full \$50 million that is authorized for the Section 2106 program and to treat these funding streams as exempt from budget caps. Both appropriations bills did this. This will facilitate an appropriation for the full amount of donor port funding when that provision takes effect for the FY23 appropriations process.

2. Freight policy and funding

Highlights for ports in the Infrastructure Investment and Jobs Act:

- Army Corps of Engineers Construction - \$5.15 B
- Army Corps of Engineers Operations & Maintenance - \$4 B
- Port Infrastructure Development Program (PIDP) - \$2.25 B
- Marine Highways - \$25 M
- Reduction of Truck Emissions at Ports (new) - \$400 M
- RAISE Grants (formerly, BUILD Grants) - \$7.5 B
- Infrastructure for Rebuilding America (INFRA) Grants - \$3.2 B
- Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants - \$5 B
- National Infrastructure Project Assistance Program (new) - \$5 B
- FEMA Building Resilient Infrastructure & Communities (BRIC) - \$1B

Note that these funds would be spent over five years and would be in addition to current annual appropriations for these programs. For example, the PIDP would receive a boost of \$450 million per year in addition to the \$225 million to \$300 million it has been receiving so far, for a total of \$675 million to \$750 million per year.

Surface transportation authorization: The IJA includes Senate EPW and Commerce Committee five-year surface transportation authorization proposals (which have been mentioned in previous monthly updates). Among the provisions in the transportation authorization sections of the bill that would be beneficial to ports are a more than doubling of the authorized funding level of the INFRA program and opening it to more non-highway projects, a new grade crossing elimination grant program, and creation of a new \$10 billion mega-projects program. It also would establish an Office of Multimodal Freight Infrastructure and Policy within USDOT headed by a new Assistant Secretary for Freight to coordinate freight policy across modes.

Changes to the Port Infrastructure Development Program: In addition to the significant expansion in funding for the PIDP, the IJA also expanded eligibility of the program to resilience and a broad list of emissions reduction projects.

Port of Tacoma submits RAISE and PIDP grant applications: The Port of Tacoma submitted PIDP and RAISE (formerly BUILD) grant applications for the for the Off-Dock Container Yard Project (formerly known as the Thorne Road project). The Port of Tacoma also signed on as a co-applicant with the City of Fife for their RAISE grant application for the I-5/Port of Tacoma Road Interchange.

Senator Murray submits Banana Yard Rail Switch Upgrade earmark request: Senator Murray recommended the Banana Yard Rail Switch Upgrade for a \$2.5 million earmark. The recommendation goes to the Appropriations Committee's Subcommittee on Transportation,

Federal issues update

August 6, 2021

Page 3 of 5

Housing and Urban Development (THUD). The next step is that THUD will select projects from the many that have been submitted by senators. The odds are still difficult, but this is good news.

3. Tacoma deepening project

The feasibility phase of the Tacoma deepening project originally was scheduled to be completed in August 2021. Unfortunately, the study will not be done in time because NOAA Fisheries (NMFS) has not completed the environmental consultation. USACE requested the consultation in March 2020. NMFS has only just begun the consultation and estimates a draft consultation will be completed in December. USACE thinks it could take up to 18 months to negotiate the final consultation, which could cause the deepening project to miss the window for congressional authorization in the 2022 WRDA bill. Waiting for the 2024 authorization means a delay of at least two years.

Seattle District requested a waiver to postpone the Endangered Species Act consultation for the Tacoma deepening project until the preconstruction engineering and design (PED) phase—after Congress authorizes the project. This would have allowed the feasibility study to be finalized in August per the original schedule and reduced the risk that the project could miss the opportunity for authorization in the 2022 WRDA bill. While we have heard USACE HQ was in favor of this proposal, the office of the Assistant Secretary of the Army for Civil Works (ASA) has denied the waiver request.

NWSA staff propose to hold a series of meetings with the ASA's office, USACE HQ, congressional offices and NMFS over the next two months to advocate for a solution that allows the project to move forward in 2022.

4. Seattle deepening project

The main developments on the project involve the Center for Biological Diversity lawsuit. Updates on this topic are being provided in separate briefings and memos to managing members.

5. Trade – round table with USTR Katherine Tai

Commissioners McCarthy and Cho participated in a round table on August 5 in Redmond with US Trade Representative Katherine Tai and Representative Suzan DelBene. The Washington Council on International Trade coordinated the round table. The commissioners discussed port competitiveness and our concerns about a tariff-based approach to trade policy.

6. Federal permitting

We communicated our concerns about the National Marine Fisheries Service (NMFS) West Coast Region's attempts to implement their new interpretation of the Endangered Species Act with Assistant Administrator for NOAA Fisheries Janet Coit during the round table with Commerce Secretary Gina Raimondo (described below). Ms. Coit is the top leader at NMFS headquarters. While it was mostly an introductory conversation, the event will facilitate more substantive conversations throughout the next several years of the Biden Administration.

D. OTHER NWSA-RELATED ISSUES AND ACTIVITIES

1. Secretary of Commerce round table

Commissioner Keller, Commissioner Felleman, John Wolfe and Steve Metruck participated in a round table on July 8 with US Secretary of Commerce Gina Raimondo, US Senator Maria Cantwell, and Assistant Administrator for NOAA Fisheries Janet Coit. The focus was on “maritime trade issues.” NWSA participants used the opportunity to talk about port congestion, environmental priorities, NMFS permitting issues and international trade.

2. US Trade Representative round table

As mentioned already under the trade item above, commissioners Cho and McCarthy participated in a round table in Redmond with US Trade Representative Katherine Tai and Representative Suzan DelBene. The Washington Council on International Trade coordinated the round table.

3. John Wolfe meeting with Rep. Rick Larsen

Representative Rick Larsen requested a meeting to discuss the increased use of Puget Sound anchorages—specifically the anchorages in Holmes Harbor. John Wolfe met with the congressman on July 23. CEO Wolfe provided background on supply chain congestion issues and described what the NWSA is doing to help alleviate the challenge.

4. Meetings with congressional staff about NWSA deepening projects

Ryan McFarland participated in virtual meetings with staff from six WA congressional offices to discuss our deepening projects. The meetings were arranged by Pacific NW Waterways Association.

5. Ocean and rail shipping covered under Executive Order on Promoting Competition in the American Economy

President Biden signed an executive order cracking down on what the White House says are anticompetitive practices among technology companies, labor and several other economic sectors. Rail and ocean shipping are among the sectors covered by the order. The relevant sections of the order are below. Among other implications, the executive order tips the scales against the proposed railroad merger between the Canadian National and Kansas City Southern.

(n) To further competition in the rail industry and to provide accessible remedies for shippers, the Chair of the Surface Transportation Board (Chair) is encouraged to work with the rest of the Board to:

(i) consider commencing or continuing a rulemaking to strengthen regulations pertaining to reciprocal switching agreements pursuant to 49 U.S.C. 11102(c), if the Chair determines such rulemaking to be in the public interest or necessary to provide competitive rail service;

(ii) consider rulemakings pertaining to any other relevant matter of competitive access, including bottleneck rates, interchange commitments, or other matters, consistent with the policies set forth in section 1 of this order;

Federal issues update

August 6, 2021

Page 5 of 5

(iii) to ensure that passenger rail service is not subject to unwarranted delays and interruptions in service due to host railroads' failure to comply with the required preference for passenger rail, vigorously enforce new on-time performance requirements adopted pursuant to the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-423, 122 Stat. 4907) that will take effect on July 1, 2021, and further the work of the passenger rail working group formed to ensure that the Surface Transportation Board will fully meet its obligations; and

(iv) in the process of determining whether a merger, acquisition, or other transaction involving rail carriers is consistent with the public interest under 49 U.S.C. 11323-25, consider a carrier's fulfillment of its responsibilities under 49 U.S.C. 24308 (relating to Amtrak's statutory rights).

(o) The Chair of the Federal Maritime Commission is encouraged to work with the rest of the Commission to:

(i) vigorously enforce the prohibition of unjust and unreasonable practices in the context of detention and demurrage pursuant to the Shipping Act, as clarified in "Interpretive Rule on Demurrage and Detention Under the Shipping Act," 85 Fed. Reg. 29638 (May 18, 2020);

(ii) request from the National Shipper Advisory Committee recommendations for improving detention and demurrage practices and enforcement of related Shipping Act prohibitions; and

(iii) consider further rulemaking to improve detention and demurrage practices and enforcement of related Shipping Act prohibitions.

Thank you for your email expressing concern about the fossil fuel industry in the Tacoma Tidelands. I have been asked to respond to your email on behalf of (...the Port Tacoma Commissioners or NWSA Managing Members.)

As you know, in 2008, the Port of Tacoma joined the ports of Seattle, Vancouver, B.C., and The Northwest Seaport Alliance (NWSA) in the development of the Northwest Ports Clean Air Strategy. To date, the combined absolute emissions for the Ports of Tacoma, Seattle and the NWSA have been reduced by 80% for diesel particulate matter and 17% for greenhouse gases. The Clean Air Strategy has recently been updated with a vision of phasing out emissions from seaport-related activities by 2050, and the Ports have each developed draft implementation plans in support of the Clean Air Strategy's vision.

Some aspects of the supply chain can achieve zero emissions relatively quickly. The conversion of fleet vehicles and the installation of shore power for vessels at berth are examples. Others, such as the conversion of vessels to zero emission technology will take longer. With that said, the ports have worked together to actively advocate on the international stage for stronger regulations to reduce international maritime greenhouse gas emissions. We welcome other regional governments to join us in this effort. In the meantime, while we are working with our customers to take interim steps to reduce emissions, we know that vessels will continue to rely on fossil fuels over the short and medium term.

The Port of Tacoma is a federally designated Strategic Port. Strategic Ports are designated to be in a state of readiness to support force deployment during contingencies and other national defense emergencies. Every year we handle multiple outloads of military cargo for Joint Base Lewis McChord, and we work to support JBLM as a major customer of the Port of Tacoma and The Northwest Seaport Alliance.

Regarding the City of Tacoma's proposed industrial land use regulations and the fossil fuels industry, the Port has focused primarily on ensuring appropriate access to maritime fuel for our ocean-going customers as well as the military. We certainly coordinate with other stakeholders—whether they be civic, industry or labor—in our advocacy efforts when they align. But that coordination should not be confused with lobbying for specific companies.

We would note that, in fact, the Port of Tacoma has taken a strong stance supporting the eventual transition away from fossil fuels. In 2017 the Commission chose not to develop new facilities for the international export of bulk fossil fuels on Port-owned property through an update of its Comprehensive Scheme of Harbor Improvements. In addition, through The Northwest Seaport Alliance, the two ports also advocated for state legislation establishing both a cap-and-trade greenhouse gas emissions regime as well as a Low Carbon Fuel Standard. Moreover, as part of the industrial land use regulation process with the City of Tacoma, we have advocated for the City to reconsider any restrictions to existing businesses that would limit their ability to provide or transition to cleaner/greener fuels and practices.

The Port of Tacoma is a countywide organization formed, and continues to operate, with the purpose of job creation, environmental stewardship and promoting economic vitality. We endeavor to meet this purpose in parallel with the protection of natural resources.

Thank you, again, for contacting the Port of Tacoma and Northwest Seaport Alliance.

From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 06/11/2021 05:06:22 PM
To: Cho, Sam <Cho.S@portseattle.org>; Sam Cho (samcho24@gmail.com)
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Emsky, Tyler <Emsky.T@portseattle.org>; Mills, Pete <Mills.P@portseattle.org>
Subject: Commissioner Cho, here is your Friday email for the week of 6/13/21 – 6/19/21
 20210611_NWSA Staff Briefings.pdf T5 Crane Arrival Press Event_Run of Show.docx SKCF Economic Recovery Grants.xlsx OYI Ltr to
Attachments: Council v1 21-0611.docx Cho Talking Points - 2021 WCIT Trade Summit Speaker Intro 6-9-2021.docx [EXTERNAL] Signature requested on "Resolution 3789" Art Program - Audit Report

Commissioner Cho,

Here is your Friday email for the week of **6/13/21 – 6/19/21**

Your Week Ahead

Date	Event
	Monday, June 14
Mon. June 14 10:00-12:00pm	T5 Crane Arrival Media Event (All CMRS – Fred Speaking) + Terminal Tour
Mon. June 14 2:00-2:30pm	Sam – WCIT Trade Summit Speaking Prep.
Mon. June 14 3:00-3:30pm	Sam – Commission Staff Weekly Check-in
Mon. June 14 5:00-6:30pm	Sam – WSCRC Dragon Boat Festival Networking
	Tuesday, June 15
Tues. June 15 8:15–12:30pm	Sam – WCIT Annual Trade Summit (Part 1, Virtual)
Tues. June 15 12:00–1:00pm	OPTIONAL: DSA/MID Annual Meeting
Tues. June 15 12:00–1:00pm	OEDI Juneteenth panel
Tues. June 15 1:30–2:30pm	Sam & Ryan – Equity and Workforce Development Committee
Tues. June 15 2:30–3:00pm	HOLD – Sam Audit Committee Prep.
Tues. June 15 5:00–7:00pm	Sam – WCIT Board Happy Hour
	Wednesday, June 16
	Thursday, June 17
Thurs. June 17 10:00-10:30am	Sam – Foreign Policy for America (Andrew Dolan & Kristina Biyard)
Thurs. June 17 11:00-6:00pm	Sam – Korean American Event (Speaking Role) <ul style="list-style-type: none"> • Agenda and speaking time to follow
Thurs. June 17 12:00-1:00pm	Sam – Bellevue Chamber Lunch: DE&I: Looking Beyond the Acronym
Thurs. June 17 2:30-4:00pm	Sam + Stephanie – Audit Committee
Thurs. June 17 6:00-8:00pm	Sam – APACE’s First Summer Fundraiser
	Friday, June 18 – Juneteenth Holiday – Office Closed

HIGH PRIORITY CALL-OUTS From Tyler/Pete

- **8:45am Monday- T-5 Crane Arrival Event. Run of Show/Agenda attached to calendar invite. Meet Mills at P69 Apron and depart at 8:45AM**
- **Biometrics Policy- Request for Concurrence/ Input:** Calkins, Metruck and Schinfeld agreed to modify proposed policy draft to allow for forensic use biometric data in developing a criminal case such as child abduction, bombing, terrorist act, etc. **(See Calkins 6/11 7:04 am email thread- and below)**
- Biometrics Order scheduled for the 7/13 Commission Meeting. Schinfeld is asking for Commissioner feedback in advance. Attached Order and 2021 Policies, and King County Facial Recognition Policy. **Port Executive Order directs four main actions:**
 - Prohibit the use of public-facing biometrics for “mass surveillance” at Port facilities and by Port employees.
 - Prohibit the use of public-facing biometrics for law enforcement and security functions at Port facilities or by Port employees.
 - Ensure – to the greatest extent possible – that the use of public-facing biometrics at the Port’s aviation and maritime facilities for traveler functions align with the Port’s biometric principles and policies. (There are three policies that cover different aspects of this)
 - Include in the Port’s Federal Legislative Agenda support for legislation that institutes a moratorium on federal government use of public-facing biometrics except for uses explicitly authorized by the United States Congress.

FYI’s, Briefings and Updates and Attachments

FYI

- **WMBE Listening Session w/Commissioner Bowman - (As of Wednesday)** Staff are working to put together the invite list for this session and have received your comments about making sure we aren’t inviting the same people twice. Aaron noted that there’s a memo or two pending that will give additional context to this session.

- **Korean American Chamber** – Tyler received your email about the July 17th event. Looks like they would like you to give remarks and that you would like Tyler to draft these remarks. Should he write some talking points talking about the rise of Korean cultural influences in WA state?

Emails (attached)

- **Art Program Audit Report** - This report will be discussed during the June 17th Audit Committee Meeting.

Other Attachments

- Resolution 3789 **FOR YOUR SIGNATURE**
- SKCF Economic Recovery Grants

Meeting Attachments for Next Week

- WCIT talking points
- Draft Opportunity Youth Initiative Letter to Council

NWSA Materials:

- Staff Briefings
- T5 Crane Run of Show

Scheduling Asks from James

1. **Commissioners are requested for NWSA retreat**
 - a. **The new plan is a 5-7 pm dinner on August 3 then a 9 am – 3 pm retreat on August 4**
 - i. **IN PERSON: Location TBD**
 - ii. **Tuesday, August 3; , Wednesday, August 4**
 1. **Already HOLDS on calendar**
 2. **Will these dates work?**
2. **USCG – 13th Change of Command Ceremony: Rear Admiral Anthony J. Vogt will be relieved by Rear Admiral Melvin W. Bouboulis**
 - a. **Thursday, 7.1 at 10:30 am**
 - b. **Virtual event on FB Live**
 - i. **FF is already attending in person per invite**
 - c. **Do you want to RSVP and attend this event?**
3. **FYI: Audit Committee prep 1:1 with Glenn Fernandes**
 - a. **Scheduled for 2:30 pm on Tuesday, June 15**
 - i. **Will this time work?**
4. **Leilani – NWSA wants to move the date of the July 6 meeting**
 - a. **Move to Wednesday July 7**
 - i. **Currently only internal meetings and SC's PSRC Econ. Dev. Board**
 - ii. **Is moving this date alright for you?**
5. **Keri Pravitz – Bellevue Chamber Luncheon: "I am putting together a table of 10 for next week's Bellevue Chamber Luncheon where our own Bookda Ghesiar will be joined on a panel with Philip Jacobs, Washington Employers for Racial Equity and Frances Dujon-Reynolds, Girl Scouts of Washington to discuss strategies for developing and growing initiatives to foster equity and belonging in the workplace."**
 - a. **Thursday, 6.17 at 12 pm – 1 pm**
 - b. **Virtual Luncheon**
 - c. **Do you want to attend this event?**
6. **Propeller Club - Outdoor Networking event: "Celebrate summer by catching up with your maritime industry friends! Please join us for a fun outdoor networking event at Golden Gardens Park in Ballard. Propeller Club members are encouraged to bring a guest to learn more about the Seattle Propeller Club and to get to know our members!"**
 - a. **Wednesday, June 16: 5 pm – 7 pm**
 - b. **Golden Gardens: South Side of the Historic Bathhouse**
 - i. **8498 Seaview Pl. N.W. Seattle**
 - c. **\$20 cost to register**
 - d. **Do you want to register and attend this event?**
7. **FYI: Sandra Kilroy 1:1:** She requested a 1:1 within the next 3 weeks with you to discuss her new role.
 - a. **Aaron and Barb suggest taking the meeting**
 - b. **Yours is scheduled for Thursday, July 15 at 11 am – 11:45 pm**
 - c. **Will this time work?**
8. **Tammy Deets re: Keep WA Working subgroup:** Tammy called JR and wants to know the extend to which you want her and Commerce involved in these events.
 - a. **I started the process of finding dates for the two work group meeting before August**
 - b. **Tammy says if you want her involvement she can make time**
 - i. **If her involvement is less important she can be an optional attendee**
 - c. **What message to you want me to relay to her?**

2021 NWSA KEY STRATEGIC INITIATIVES

Q1 RESULTS

Table of Contents

Business Development / Commercial Initiatives	Pages 2 – 6
Gateway Operations	Pages 7 – 11
Financial Performance	Page 11
Environmental Stewardship	Pages 12 – 15
Government Affairs	Page 15
Planning and Logistics	Page 16 – 17
Organizational Performance	Page 18

I. BUSINESS DEVELOPMENT / COMMERCIAL INITIATIVES (COMMERCIAL)		
1. Terminal 5 Modernization	PERFORMANCE MEASURE	Q1 RESULTS
Re-engineer and modernize the North Harbor container terminal footprint to meet future container industry requirements (Owner: T. Howard)	Obtain substantial completion for Phase I improvements of T-5 lease requirements by December 31, 2021, within the authorization (Owner: T. Howard)	The target date for substantial completion on the wharf is June 7, 2021. The target date for substantial completion on the remaining elements of the Phase 1 work is on track for December 31, 2021.
Increase throughput and terminal utilization supported by a commercial deal that is financially viable to support capital investment (Owner: T. Zhu)	Secure additional commitment for T5/early commitment for Phase II term lease and complete commercial negotiations relative to T5 intermodal yard and other open leasehold issues (Owner: T. Zhu)	Staff continues to pursue a tentative agreement with APL/CMA CGM for its participation in the T5 long term lease. Provided draft term sheet for consideration. Efforts to secure another ocean carrier's equity participation in the lease continue – the other prospective carrier turned down the opportunity. T5 lease amendment will be presented to the MM for consideration on June 1 st . T5 RPM application has been accepted/processed by CBP headquarters.
Secure state capital budget funding for Terminal 5 reefer plug infrastructure (Owner: Ryan McFarland)	The Legislature's work on the capital budget has not in full swing yet, but government affairs staff have identified project sponsors in both the House and Senate and had positive conversations with the chairs and ranking members of the budget committees. Alliance staff are coordinating with committee staff to identify an appropriate account from which to seek the appropriation.	Staff secured \$4.45 million for the project in the state's biennial capital budget. The funding will come from the Department of Commerce's Clean Energy Fund.
Terminal Permit Condition Compliance Monitoring (Owner: Lindsay Wolpa)	Operationalize City of Seattle Master Use Permit conditions (transportation and environmental) to support new facility operations Q1/2 2021	All MUP conditions, except the Gate Queue Management Plan (GQMP), have been met. Staff continues to actively work with both SSA and SDOT to come to resolution on the GQMP as soon as possible.

I. BUSINESS DEVELOPMENT / COMMERCIAL INITIATIVES (COMMERCIAL) (Cont.)		
2. Maximize Gateway Cargo Potential and Diversification, and Enhance Supply Chain Networks (Owner: T. Zhu/Commercial)	PERFORMANCE MEASURE	Q1 RESULTS
Leverage partnership opportunities to retain, attract and grow cargo (container/non-container) & increase cargo diversification by expanding breakbulk, auto, and industrial maritime activity (Owner: T. Zhu)	Retain market share of 7.2% and increase container throughput targeting 1-2% YOY growth	Through Q1, NWSA market share stood at 6.6%, based on total volume for select major North American ports. Total container volume for the NWSA gateway was up 11.8% compared with the same period last year (Jan-Mar)
	Retain the Kia business and, if GLOVIS requires consolidation of KIA & Hyundai autos, NWSA secures the consolidated business (Owner: A. Elmaleh)	Kia retention proposal was approved by the Managing Members in April 2021. Staff is working with Glovis team to develop and vet various business scenarios in support of Glovis' consolidation plan, relocating the Hyundai business from Portland to Tacoma.
	Increase NWSA market awareness and brand recognition in key emerging SE Asian markets – Vietnam, Indonesia and Thailand (Owner: L. Kvidera)	Conducted a webinar promoting the NWSA gateway to shippers and supply chain partners in Vietnam, generating 120 registrations and 65 attendees. Planning Thailand webinar for Q3. Concluded a digital brand awareness advertising campaign in April targeting shippers, etc. in Asia-Pacific, generating over 700,000 impressions and 4,272 interactions.
	Recruit 2 new transload businesses to the gateway. We are targeting BCO's (Owner: S. Coffey)	Secured Importers: Rockline Industries who awarded business to Yusen Logistics and FirsTime who selected Mitco as their transloader provider. This results in 12,000 incremental TEUS for the gateway. We continue to work with additional BCOs looking to shift cargo our gateway
	Ongoing engagement with Target Prospect Accounts to establish transload operations in the PNW. (Owner: S Coffey)	Four new services were launched in Q1 – ZIM, CMA, WanHai and MSC have added transpacific service strings.

I. BUSINESS DEVELOPMENT / COMMERCIAL INITIATIVES (COMMERCIAL) (cont.)

2. Maximize Gateway Cargo Potential and Diversification, and Enhance Supply Chain Networks (Owner: T. Zhu/Commercial) (cont)	PERFORMANCE MEASURE	Q1 RESULTS
	Secure 2 service agreements with top importers and form 1 strategic partnership with supply chain stakeholders to drive cargo through NWSA (Owner: S. Coffey)	<ul style="list-style-type: none"> Continued engagement with big box retailers – we received copy of RFI that TJX has issued to expand transloading via PNW. Ongoing discussions with Amazon and SSA for the T5 opportunity. Ongoing discussions with major BCOs for use of T46
	Explore offshore wind cargo, assembly and production opportunities for our gateway. Develop a commercial opportunity assessment by Q4 of 2021 (Owner: J. Jordan)	Continued engagement with Maritime Blue, Department Energy, PNNL and other industry stakeholders to better understand state of the industry on both east and west coasts. Continue to support Comm. Calkins notion of the PNW being a hub for OSW cargo for the west coast.
(Owner: D. Esterbrook)	Further enhance NWSA Rail Strategy with a focus on: <ul style="list-style-type: none"> Establish short haul rail service to/from Eastern WA & Idaho Expand our rail incentive program in coordination with the BNSF & UP, targeting 20K incremental rail lifts that are currently moving through Canadian gateways Secure lease agreement with the BNSF to expand their domestic rail business in Tacoma 	<ul style="list-style-type: none"> Pocatello Idaho short haul rail is scheduled to begin operation the week of June. Currently planning 1 unit train every other week, approximately 200 containers. Anticipating going to a weekly train Q1 2022. Participating ocean carriers are ONE & CMA. The Richland short haul project has identified SSA as the ramp operator, and the UP as the primary rail svc provider. NWSA & Centerpoint have identified and will be targeting 20 exporters to support a trial train service starting Q4 2021 The success of this program has generated 40,000 incremental rail lifts over the last 3 quarters. As a result of the rapid increase in cargo volumes, we decided to temporarily suspend the program and preserve allocated funding. We will revisit Q4 of 2021. We continue to advance negotiations and plan to bring forward a term sheet for the Managing Members review Sept. 2021.

I. BUSINESS DEVELOPMENT / COMMERCIAL INITIATIVES (COMMERCIAL) (cont.)		
2. Maximize Gateway Cargo Potential and Diversification, and Enhance Supply Chain Networks (Owner: T. Zhu/Commercial) (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
(Owner: Real Estate, J. Maietta)	Secure long-term leases for T-10, West Hylebos Terminal (WHT), T-46 that promote maritime activities and supports cargo growth and supply chain networks.	<ul style="list-style-type: none"> Terminal 10 RFP was awarded to Ray Mont Logistics currently in lease negotiations. Anticipate bringing recommendation to Managing Members September 2021. The revised RFP for W Hylebos received two respondents and their submittals have been reviewed. However, the RFP has been discontinued for the foreseeable future due to the high import/export demands requiring a near dock container yard and potential auto yard support. The long-term PMA lease was approved and is due to commence July 1st upon final execution. Use of one crane to support PMA training is being negotiated and a recommendation will be brought to the Managing Members in July 2021. Staff is working with PCMC to manage near dock container support yards at both the W Hylebos and Terminal 46 locations, in relation to high import and export volumes. Operations will begin in the month of June
(Owner: L. Wolpa)	Use NWSA review of USCG Needs Assessment Report to begin negotiations in Q1 2021	Negotiations for a short-term lease with USCG are underway and staff is continuing to work the various aspects of this project, including responding to their scoping announcement around the PEIS and working through what the long-term approach looks like.
(Owner: Andre E)	Increase breakbulk business volume (tonnage) by +5% in 2021 to include all sectors (AG, Mining, Construction and Lo-Lo); Secure a long-term lease with 833 rd at East Sitcum Terminal Adm building	The first quarter of 2021 yields a 12% increase in NWSA operated Breakbulk cargo. This is primarily supported by Agriculture cargo Discussions for a long-term agreement to lease the East Sitcum Admin building continue with the 833d Transportation Battalion

I. BUSINESS DEVELOPMENT / COMMERCIAL INITIATIVES (COMMERCIAL) (cont.)

3. General Central Peninsula (GCP) Modernization	PERFORMANCE MEASURE	Q1 RESULTS
(Owner: T. Zhu)	Secure CBP's approval to relocate Husky's existing Radiation Portal Monitors (RPMs) so that Husky can reconfigure its terminal exit gates for enhanced intra-terminal traffic circulation	<ul style="list-style-type: none"> • In partnership with Husky, staff worked to help secure the needed RPMs for the terminal. • The RPM application for Husky has been accepted and processed by the CBP headquarters. Agreement between Husky and CBP is being reviewed.
(Owner: L. Paulsen)	In collaboration with Husky Terminal management, develop a roadmap for future, phased developments to build upon prior improvements and maximize the GCP's potential.	<ul style="list-style-type: none"> • Prior design documents and plans were provided to help facilitate Husky's forthcoming analysis of options for maximizing CY capabilities.

II. GATEWAY OPERATIONS (OPERATIONS)

Enhance Gateway Productivity, Efficiency & Operational Performance	PERFORMANCE MEASURE	Q1 RESULTS
<p>Enhance cargo and transportation network efficiencies by developing close working relationships with local, state, and federal agencies. From these relationships develop new process, procedures, and ITS tools to co-manage the shared transportation infrastructure more effectively.</p> <p>They key outcomes for all stakeholders being:</p> <ol style="list-style-type: none"> 1. Identifying chokepoints. 2. Effectively mitigate impacts in real time. 3. Create shared processes, procedures, and tools around active network management. Utilizing TSMO strategies. 4. Through data and analytics develop a shared roadmap and narrative to compete for transportation funding more effectively. <p>(Owner: T. Bellerud)</p>	<p>Continue to participate in the Seattle Area Congestion Management Joint Operations Working Group (SAJOG) and facilitate the creation of the Tacoma Area Joint Operations Group (TAJOG). Through these groups, enhance electronic monitoring of infrastructure and transportation systems outside of the Port complex by expanding real-time drayage and traffic monitoring in and around the Port complex.</p> <p>GOALS</p> <ul style="list-style-type: none"> • SAJOG to complete the plan for deployment of expanded electronic monitoring system. Called the virtual command center or VCC. Initially this system will be focused on incident command response. Future efforts will incorporate additional operational inputs to include RFID, Bluetooth, and cameras. This is an ongoing project with initial rollout scheduled for Q1/Q2 2021. • Finalize and launch the Tacoma Area Joint Operations Group (TAJOG) in 2021. • Complete a response plan with SDOT and WASDOT to mitigate impacts to surface street fluidity during times of increased truck traffic. Adoption expected by all parties Q2 2021. 	<ul style="list-style-type: none"> • Seattle Area Congestion Management Joint Operations Working Group (SAJOG) meetings to advance the virtual command center (VCC) continue with a focus on process and procedures necessary to connect the participating stakeholders. • Tacoma Area Joint Operations Group (TAJOG) continues to meet, but progress is slow due to residual COVID impacts. • Response plan with SDOT and WASDOT has been created and is operational. For example, when there is surface street congestion at entrance points to terminals, a broadcast is sent to stakeholders to support mitigation.

II. GATEWAY OPERATIONS (OPERATIONS)

Enhance Gateway Productivity, Efficiency & Operational Performance (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
<p>Work with third party vendors and key stakeholders to develop a roadmap to enhanced visibility in a sustainable and fiscally responsible manner. (Owner: T. Bellerud)</p>	<p>Our Port Community System (PCS), comprised of the NWSA website and Advent's eModal platform, will continue to be expanded and enhanced based on the needs from the supply chain and new technology developments.</p> <p>GOALS NWSA Website Enhancements: Additional Dashboards within the operations page to highlight terminal health. To include tools being developed by Advent.</p> <ul style="list-style-type: none"> • Full Turn times are first focus for 2021. Completion Q2. • Take vision document from Advent and turn into a business case presentation aimed at key stakeholders. Targeting Q2. • Clean up currently displayed historical metrics. Q2 • Make connections with other third-party vendors as part of a greater supply chain connection effort. Q4 	<ul style="list-style-type: none"> • In partnership with Advent eModal and Husky Terminal, the NWSA Ops and IT team developed a plan to complete a Port Community System (PCS) Proof of Concept (PoC) – two data sets, one terminal, on the NWSA TEST Website. This includes components of a cross login between the NWSA TEST website and Advent eModal, as well as the development of an Appointment Capacity Dashboard. • Discussions are taking place to solidify a scope between Advent eModal and NWSA, with the goal to bring a more accurate understanding of cost to the ITSC in June. • Upon approval, the team will work to hire an IT PM to kick-off the PCS PoC project with all partners, including the development and signing of a charter. • If the PCS PoC proves successful, we will move into the Pilot phase, that moves this limited dataset and connections to the Gateway on the NWSA PRODUCTION Website, in 2022.
<p>Enhance and improve service delivery key performance indicators (KPIs) with a move toward real-time reporting and analytics (Owner: T. Bellerud)</p>	<p>Facilitate service delivery improvement initiatives with Marine Terminal Operators, Labor and Railroads. Hold regular labor/NWSA/terminal operator meetings discuss how to improve the performance of the gateway.</p> <p>GOALS</p> <ul style="list-style-type: none"> • Work closely with T5 team to ensure all preoccupancy congestion mitigation requirements are in place and effective. Q2 • With T18 staff identify processes and infrastructure improvements that will mitigate potential truck congestion due to additional cargo increases. First phase document Q1. Roadmap to implementation Q2. • With PCT staff work to streamline Reefer processing. Q1. Explore options for additional reefer plugs. Q2 • With WUT staff working on yard efficiencies as cargo volume grows and utilization increases. Q2 	<ul style="list-style-type: none"> • T5 currently being used by SSA as congestion mitigation site (near dock CY) for T18 operations. Ops team will work with T5 team to ensure preoccupancy congestion mitigation requirements are in place. • Staff has negotiated with a Terminal Operator (PCMC) to provide near-dock CY sites in both Seattle and Tacoma that are scheduled to begin operation no later than 7/01/21 to provide additional congestion mitigation. • Working with T18 staff to identify infrastructure improvements that will reduce additional congestion. Increased use of Gate 4 has assisted in reducing truck queue on local streets. • Negotiations are on-going with Evergreen Terminal Services management regarding the options to add reefer plugs at PCT. • Staff is in frequent dialogue with WUT regarding cargo handling efficiencies, including discussions around their

	<ul style="list-style-type: none"> • With Husky staff streamlining rail handoff data. Ongoing effort. 	<p>interest in expanding their footprint onto the Thorne Rd development site upon completion.</p> <ul style="list-style-type: none"> • Operations team is working closely with internal IT department and Husky staff to understand Husky’s new TOS system and how we can upgrade interface between the two systems to improve rail data handoff. • Staff held recent meetings with ILWU locals and have reset schedules for monthly in person meetings.
--	--	--

II. GATEWAY OPERATIONS (OPERATIONS)

Enhance Gateway Productivity, Efficiency & Operational Performance (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
<p>Enhance and improve service delivery key performance indicators (KPIs) with a move toward real-time reporting and analytics (Owner: T. Bellerud)</p>	<p>In partnership with the Washington Trucking Association (WTA), facilitate gate service improvements by conducting regular meetings with the drayage community and the Marine Terminal Operators. With information gathered develop an internal roadmap to connect initiatives with reasonable funding sources.</p> <p>GOALS</p> <ul style="list-style-type: none"> • With WTA develop new strategies to engage terminal operators on service delivery metrics. Q2 • Create a menu of options that could be employed to reduced congestion increase efficiencies. Initial document Q2. • Develop a roadmap with commercial to tie efficiency improvements to incentive initiatives. Q4. • Reduce full gate turn times at/below 90-min avg 	<ul style="list-style-type: none"> • Held several discussions with the Washington Trucking Association (WTA) to understand concerns on how they feel metrics shared do not adequately portray trucker experience. • Discussed the opportunity to improve gateway fluidity with a small task force by considering additional hours in varying forms – flex mornings, continuous operations, holiday gates, night & hoot gates. • Signed agreements with third-party vendors to run additional off-dock CY operations in the log yard, T46, and T5. • Average truck turn times are currently averaging less than 90 minutes. Work continues to identify metrics that better portray the trucker experience with WTA. • Started a small project to implement a faster data refresh for near real time RFID Turn Time data. Current data refresh is 1 hr and will now be under 10 minutes, with an IT solution implemented before end of Q2. • Completed several analyses to ensure data integrity from initial RFID requirements and developed logic. Have already implemented several solutions but will continue to analyze and troubleshoot for best data to inform / enforce business decisions regarding congestion.
<p>Support Port-area infrastructure investments that support the efficient flow of cargo to and from NWSA facilities</p>	<ul style="list-style-type: none"> • Support the on-time implementation of the Puget Sound Gateway (SR167/509) 	<ul style="list-style-type: none"> • Staff coordinated a successful advocacy effort to protect funding for and prevent delay of Phase 1B of SR 167. The

(Owner: R. McFarland)

- Support the City of Fife as it seeks additional funding to complete the second phase of the Interstate 5/Port of Tacoma Road interchange
- Secure rapid decision on West Seattle Bridge repair/replace and maximize rapid execution of the solution. Support the City of Seattle with regional/state/national role of this transportation corridor as it seeks local, state and federal funding.
- Support increased funding and program flexibility for Port facilities and off-terminal support-infrastructure, through MARAD Port Infrastructure Development Grant Program, INFRA and freight formula funding

governor had proposed delaying construction and a proposal had been introduced to cancel the needed tolling authority. Both proposals were defeated.

- While the Legislature did not pass an additive transportation package this session, both chambers' proposals included \$35m for the I5-POT Road Interchange, positioning it well for funding when lawmakers reconvene.
- Both chambers' proposals included \$25m for the WSB program. This is due, in part, to the 95 organizations who came together to voice their support for the project before the state of session.
- Staff advocated for increased funding for multimodal projects in the INFRA and freight formula programs. The Senate EPW Committee's surface transportation proposal triples the previous cap on multimodal funding. Congress now is considering changes to the PIDP program, and staff have communicated our desire for increased flexibility.

II. GATEWAY OPERATIONS (OPERATIONS)		
Enhance Gateway Productivity, Efficiency & Operational Performance (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
Customs and Border Protection Office Facility in Seattle (Owner: Real Estate, T. Zhu)	Develop facility to address Customs and Border Protection (CBP)'s request for an upgrade <ul style="list-style-type: none"> • Reach Agreement with an ILA and/or cost share agreement with Port of Seattle for CBP facility which is not a NWSA licensed property • Negotiate and execute a new space use (lease) with CBP subject to resolution of the above (This could become a POS or an NWSA responsibility) • Complete 100% design on reconfigured and consolidated CBP facility at Terminal 106 (Currently CBP occupies 2 Port of Seattle properties at T-106 and T-104) 	Staff is prepared to seek design fund in the July MM meeting and has formulated and drafted a cost-sharing agreement with POS. Discussions with POS team is underway.
III. FINANCIAL PERFORMANCE (FINANCE)		
Effectively Manage 2021 Operating Activities to Deliver Expected Financial Results	PERFORMANCE MEASURE	Q1 RESULTS
(Owner: D. Morrison)	Meet or exceed the budgeted 2021 Distributable Cash. Continuously monitor financial performance and make changes to improve Distributable Cash via cost reduction or revenue growth. Continue to monitor value of service agreements and propose modifications as necessary to improve the NWSA cost structure	Q1 Distributable cash of \$36.5M exceeded Q1 budget of \$33.3M compared to \$46.5M in Q1 2020
	Return on Revenue (ROR) defined as Operating Income after Depreciation divided by Revenue (as adjusted for the accounting GASB87) exceeds 35% on a four quarter (4 quarter) moving average basis.	Q1 ROR of 43% exceeded Q1 budgeted ROR of 40% compared to 48% in Q1 2020
	Continue increased public briefing sessions regarding financial performance and forecasted results	Completed public presentation of Q1 financials.

IV. ENVIRONMENTAL STEWARDSHIP (ENVIRONMENTAL)

Effectively Manage 2021 Operating Activities to Deliver Expected Financial Results	PERFORMANCE MEASURE	Q1 RESULTS
1. Manage Clean Truck Program (Owner: J. Jordan)	Manage the existing Clean Truck Program including RFID technology, Trucker database, sticker program and trucker/terminal operator assistance	Q1: The program continues to operate smoothly, working closely with the NWSA Operations team. Close to 90% of the trucks serving domestic terminals are “compliant” (i.e., 2007 or newer), leaving only about 60-80 pre-2007 trucks serving the gateway in an average month. In addition, staff are working with the Puget Sound Clean Air Agency on a program to assist drayage truckers on diesel particulate filter (DPF) maintenance. An event providing free engine diagnostics is being planned by NWSA for Q2.
	Continue 2020 domestic truck scrapping program into 2021, targeting domestic trucks unable to access previous programs, using remaining City of Seattle grant from the Clean Truck Fund and other grant funds as available. Provide Quarterly Domestic Truck Data to Managing Members. If compliance drops below 75%, return to Managing Members with revised recommendation	Q1: The phase of the truck scrapping program funded by Clean Diesel Program funding from the WA Department of Ecology is complete. In all, 14 pre-2007 trucks were scrapped in this phase of the program and replaced with 2012-or-newer trucks that are 90%+ cleaner. Another phase, backed by City of Seattle funding, will be initiated in Q2; we anticipate scrapping another 12 old trucks in this next phase.
	With broad external stakeholder support, adopt an updated NWPCAS with the goal of reducing DPM and GHG emissions to zero by 2050; including a NWSA implementation plan that includes a Clean Truck Program, Cargo Handling Equipment Program, Shorepower Program and other sectors	Q1: The “first reading” of a resolution to adopt the 2020 NWPCAS occurred at the Managing Members meeting on 2/2/2021, and the Strategy was unanimously and simultaneously adopted by the Port of Tacoma Commission, Port of Seattle Commission, and Managing Members of the NWSA on April 5. In addition, development of the NWSA implementation plan to advance the Strategy is underway and is expected to be completed Q3.
	Pursue grant opportunities to further Cargo Handling Equipment (CHE), Shorepower and fleet modernization initiatives; internal goal of 50% grant match funding on future projects	Q1: Staff developed and submitted two federal DERA (Diesel Emission Reduction Act) grant applications: one for about \$800K to expand the truck scrap/replace program; the other for \$1M to support the shore power installation at Husky Terminal. We will hear back in the Summer. In addition, staff secured \$160K in state Clean Diesel Program funding (via the Puget Sound Clean Air Agency) to support purchase of an electric forklift for EB-1. Staff expects to bring this before the MMs in the August meeting.
	Complete strategic energy planning effort in the South Harbor (matching effort in the North Harbor) to support GHG Resolution and NWPCAS	Q1: Staff continued to serve on the core project team for the Seattle Waterfront Clean Energy Strategic Plan and developed a scope of work for a matching effort in the South Harbor (South Harbor Electrification Roadmap), which will be launched in Q2.

	T-18 shorepower – initiate design in 2021 and seek grant funding to support design and construction	Q1: Project set up and executive authorization in progress. The project is receiving \$2M in federal VW Settlement funding via the Department of Ecology; staff is negotiating to use a portion of that funding for design.
	Complete T-3/T-4 shore power design by Q3 21 and commence project construction (subject to Commission authorization) by Q422	Q1: T-3/T-4 shore power design is 90% completed.
	Support Pacific Rail Services initiative to replace 6 diesel yard trucks with all electric trucks and manage required infrastructure installation and DERA grant and TPU incentives	Q1: This project, which will bring the first pieces of zero-emission cargo-handling equipment into the gateway, is underway and scheduled for completion by the end of the year. 100% design package for the charging infrastructure was received in May.
	Present WSU Air Emissions Dispersion Modeling data on NWSA related air emission impacts to community stakeholders and MMs; based on data and stakeholder input, target NWSA priorities	Q1: WSU has completed the study. Staff are reviewing the study and preparing presentation materials.
	Strengthen engagement efforts/partnerships with neighboring communities in both harbors to advance the NWPCAS and Implementation strategy	Q1: Staff is consulting with a wide range of government, industry, and community partners in both harbors (e.g., Citizens for a Health Bay, NE Tacoma Neighborhood Council, Duwamish River Clean-up Coalition, others) in the development of the NWPCAS implementation plans for the Port of Tacoma and the NWSA. In addition, NWSA and Port of Tacoma staff are working with counterparts from the Port of Seattle (program + communications + community engagement) to develop a coordinated community engagement strategy for the NWPCAS.

IV. ENVIRONMENTAL STEWARDSHIP (ENVIRONMENTAL)		
Effectively Manage 2021 Operating Activities to Deliver Expected Financial Results (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
2. NW Ports Clean Air Strategy (Owner: J. Jordan) (cont.)	<p>Develop and advocate for international, federal and state engagement strategies to foster a more even playing field across ports on climate and clean air actions.</p> <ul style="list-style-type: none"> Participate on International Association of Ports and Harbors (IAPH) steering committees Advocate at the International Marine Organization (IMO) as appropriate 	<p>Q1: Staff was invited to join the IAPH's new Climate & Energy Committee and is working with our international engagement consultant to track and seek opportunities to influence IMO policymaking in the run-up to a meeting of the IMO Maritime Environmental Policy Committee (MEPC) in Q2 (June). In addition, staff advised and collaborated with government affairs staff on: 1) major climate-related state legislation developed and debated in the recent session of the WA state legislature; and 2) ideas for increasing federal funding for NWPCAS implementation (e.g. via Build Back Better, federal earmarks, etc.)</p>
3. Water Quality (Owner: J. Jordan)	<p>Assist the tenant with the completion of the T-18 and Husky stormwater treatment system construction. Assist the tenant with the design of a cost-effective stormwater treatment system at T-5; complete phase 1 construction in the north 137-acre area.</p>	<p>A contractor was selected for the T-5 Stormwater Treatment System construction. Contract negotiations are in progress. Met with Husky terminal operator on their stormwater system design. T-18 construction is underway with the completion of this project slated for September 2021.</p>
	<p>Resolve current ISGP appeal with the Washington State Dept. of Ecology and utilize outcome of ISGP appeal to inform and address options for: 1) resolution of current litigation at W. Sitcum Terminal; and 2) ways to reduce tenant stormwater compliance costs while supporting high water quality standards (such as pilot treatment projects, evaluating grants, state and federal policy)</p>	<p>Received favorable ruling from PCHB on permit scope. Legal team and other appellants are negotiating remaining issues with Ecology. West Sitcum litigation is focused on the APMT contract claims. Team is evaluating several projects for grant opportunities including Thorne Road, T-25S, and a tire wear particle capture media study with Cedar Grove, King County, and Port of Seattle.</p>
	<p>Assist tenants with stormwater pollution prevention plan (SWPPP) development and ensure all plans are on file and inspect as needed</p>	<p>There are 49 NWSA tenants; 35 in the North Harbor, 13 in the South Harbor. Seattle WQ gathers SWPPPs and inspects tenants in the NH; they have collected 2 SWPPPs and scheduled summer inspections. Six of 13 NWSA tenants in Tacoma have turned in SWPPPs.</p>
	<p>Develop and advocate for international, federal and state engagement strategies to foster a more even playing field across ports on water quality actions. Participate on Green Marine technical committee to evaluate and enhance spill response/water quality metrics to better reflect NWSA stewardship efforts.</p>	<p>The Green Marine technical committee has not convened, WQ has a seat on the certification committee. Through Government Affairs, WQ is monitoring water quality program and legal changes. At the state level, there are two legislative proposals over to Government Affairs for consideration. Staff continue to monitor VIDA and the Vessel Discharge Permit.</p>

4. Green Gateway Initiatives (Owner: J. Jordan)	<p>Work alongside the Commercial and Operations Depts and our customers to highlight and leverage our Green Gateway/low carbon corridor initiatives</p> <p>Develop marketing/industry stakeholder plan with NWSA Commercial to share with BCO's, vessel and community partners by Q421</p>	<p>Q1: Staff from the Air Quality & Sustainable Practices and Business Development teams worked together to develop “green gateway” marketing materials and meet regularly to coordinate and explore additional partnership opportunities. For example, staff are engaged in a series of meetings with sustainability staff from Amazon to explore potential collaboration. And planning is underway for a “sustainability partnership opportunities assessment”: a scan of the climate and sustainability goals, policies, and initiatives of the NWSA’s top BCOs and ocean carriers, with an eye toward assessing alignment and identifying additional partnership and business development opportunities.</p>
--	--	--

V. GOVERNMENT AFFAIRS		
Effectively Manage 2021 Operating Activities to Deliver Expected Financial Results (cont.)	PERFORMANCE MEASURE	Q1 RESULTS
1. Harbor Maintenance Tax Reform Secure implementation of the HMT reform provisions in the Water Resources Development Act of 2020 (Owner: R. McFarland)	<p>Ensure implementation of HMT legislation is consistent with NWSA expectation. Support development of internal processes for the use of the new HMT funds and programs</p>	<p>Staff have coordinated with AAPA on the port industry’s feedback to USACE for implementation guidance on new expanded uses that were authorized in the 2020 HMT reform legislation. We have identified infrastructure projects on which FY21 funds will be used and developed a process for transferring funds from home ports to NWSA.</p>
2. Federal West Coast port competitiveness strategy Establish a formal federal strategy for goods movement and freight that addresses cargo diversion to Canada, including through US national investment and other policies (Owner: R. McFarland)	<p>Seek initiation of a federal study that compares US and Canadian freight infrastructure investment and policy and that recommends actions that should be taken to improve West Coast port competitiveness</p>	<p>Consultants have been secured and work has begun on the study, which focuses on West Coast competitiveness. Staff also have supported AAPA’s work on a separate study they are doing that is taking a broader, nationwide view of US funding and policy compared with Canada and other nations.</p>
	<p>Secure participation of other ports and other supply chain partners in this initiative</p>	<p>The ports of LA, Long Beach and Oakland are participating in the study.</p>

VI. PLANNING AND LOGISTICS		
1. Transportation Planning (Owner: J. Jordan)	PERFORMANCE MEASURE	Q1 RESULTS
	In 2021, provide technical support for plans and communications designed to protect and improve ingress and egress at: -Terminal 5 and Terminal 18, including engagement in the West Seattle Bridge and Sound Transit working groups. -Interstate 5, SR 167, and Puyallup Avenue connections to the Tideflats.	Staff continue to participate in technical working groups in support of work to complete T5, guide the rehabilitation plans for the WSB, and future Sound Transit expansion in the Duwamish manufacturing industrial center with special focus on Harbor Island and SoDo.
	In 2021, provide technical support in development of the Tacoma Area Joint Operations Group (TAJOG) and continued technical support as needed with the Seattle Area Joint Operations Group (SAJOG).	Staff continue to facilitate quarterly Tideflats Strategic Transportation Planning Roundtable meetings and support development of TAJOG.
2. Land Use Planning (Owner: J. Jordan)	In 2021, provide technical support on the Tideflats Subarea Plan (TSAP) which will continue through 2023 and the completion of the 2021-2026 Port of Tacoma Strategic Plan in support alliance operations and potential growth.	Staff continue to be engaged with TSAP PM team and has participated in the baseline analysis work and public visioning survey and meetings. Staff supported completion of the 2021-2026 Port of Tacoma Strategic Plan.
	In 2021, provide technical support and coordinate with Port of Seattle staff to advocate for protection of industrial lands in the Duwamish MIC in support alliance operations and potential growth.	Staff continues to monitor and collaborate with Port of Seattle staff on policy and regulatory comments regarding industrial lands in and near the port.
3. Facility Planning (Owner: J. Jordan)	By Q4 21, complete the NWSA Vulnerability Assessment and Response Framework considering potential hazards and best available sea level rise projections, to inform future policy and investment. In 2022 commission will direct project prioritization and potential policies.	Staff developed an internal work group made up of SMEs from NWSA, POS, and POT facilities and engineering. Staff met with the MM Environmental Working Group to confirm scope.
	In 2021, work with geographic information staff (GIS) to fine tune NWSA facility mapping, data to unify format of the NWSA Properties Book and future project development.	Data in Port View are being updated to include port facility information, as well as updates to waterways (including depths) and leases where appropriate to inform the Property Book.
	Develop a container terminal berth maintenance and dredging program to ensure timely permitting and design by Q4 21	Staff has completed graphic materials of existing berth and waterway conditions.
4. Grant Coordination (Owner: J. Jordan)	Coordinate between the various organizational grant programs to maximize 2021 grant opportunities for supporting infrastructure development, operational efficiencies and environmental enhancements. Support management of previously successful grant applications and provide staff support to the Grant Steering Committee.	Staff continues to support the Grant Steering Committee and Grant Staff Committee coordinating opportunities and decision-making. Federal INFRA grant application for Thorne Road Properties/Husky Shore Power was submitted.

		Show year end grant funding results for 2021 by Q122
VI. PLANNING AND LOGISTICS (Cont.)		
	PERFORMANCE MEASURE	Q1 RESULTS
5. Seattle Harbor Deepening Project (Owner: J. Jordan)	Negotiate and sign design agreement with USACE for the West Waterway portion of the Seattle deepening project; partner with USACE during preconstruction engineering and design to ensure project success. Process is on hold while USACE and NOAA determine their response to the potential litigation that would affect project.	The USACE led design and construction phase of the project is on hold while USACE determines its strategy in relation to the CBD lawsuit. We expect the West Waterway construction to complete in 2025 or later and East Waterway after completion of East Waterway cleanup.
6. Tacoma Harbor Waterway Deepening Project (Owner: J. Jordan)	Support Corps issuance of Final Feasibility Study. Ensure Corps has support of WPPA NMFS liaison to complete environmental documentation Q221. Negotiate cost share agreement with Corps for Pre-construction Design and Engineering Q421. Develop phased investment plan for channel and berth deepening Q321.	VIP tours and subsequent discussions make it clear Corps supports deepening project through highest levels of uniformed and civilian leadership locally, regionally and in DC. NMFS has committed to a draft biological opinion by 12/31. Corps is on target to issue Chief's Report by 8/18/2021 as planned.
7. South Harbor Waterway Maintenance (Owner: J. Jordan)	Obtain all required entitlements to execute maintenance dredge work and restore minimum -51' MLLW in WUT and Husky berthing areas Q321.	Permitting will remain the main risk on this project until all federal approvals are in hand (as most state and local approvals are). Thus far permitting agencies are on or close to schedule.

VII. ORGANIZATIONAL PERFORMANCE (HR / IT)		
	PERFORMANCE MEASURE	Q1 RESULTS
1. Staffing (Owner: J. West)		
Diversity, Equity & Inclusion (DEI)	Engage and Participate in the DEI programs as led by Home Ports, ensure that DEI training postponed from 2020 (due to COVID) is completed by Q2 2021	Our biennial DEI training for all employees was completed in the first quarter, and the annual DEI Report was completed and shared with the managing members. An expanded cross-functional DEI Committee composed of port and alliance employees began meeting to plan how to improve diversity, equity, and inclusion at the Port and alliance.



**THE NORTHWEST
SEAPORT ALLIANCE**

Gateway to Solutions

nwseaportalliance.com

MEMORANDUM

DATE: June 7, 2021

TO: Thais Howard, PE, Director of Engineering

FROM: John Wolfe, Chief Executive Officer

**SUBJECT: DECLARATION OF EMERGENCY
EMERGENCY REPAIR DUE TO T-46 ELECTRICAL EQUIPMENT FAILURE**

Description:

On Thursday, June 3, 2021, the 26KV South Service Switchgear failed causing a power outage to the south gate, the south gate restrooms, sewer lift stations, crane maintenance shop, marine ops bldg., reefer racks, and most of the terminal yard lights. This is the third failure of this switchgear in 10 years. Full testing of this switchgear and cabling is recommended due to the frequency of failures. A contractor is needed to test and determine the root cause of the failure. Once completed, engineering will determine a path forward to repair work and/or a long-term solution. In addition to the need for rental generators and providing a temporary power solution, a consultant is needed to assess the failed equipment and determine what the root cause of the failure may have been. Once a cause is determined, staff will determine the path for suitable repairs and/or replacement for a long-term solution. The construction of the long-term solution is not authorized under this emergency declaration.

Currently, no existing tenant's operations are materially impacted by this power failure. Two tenant leases will begin within the next month. PMA will begin their training operations and PCMC will start the off-dock yard operations.

Justification:

As described, this meets RCW 39.04.280 definition of emergency for purposes of exemption from competitive procurement processes as this is an unforeseen circumstance beyond the control of the Alliance that presents a real, immediate threat to the proper performance of essential functions.

Therefore, in accordance with the NWSA policies (Master Policy, Section 8.j) and applicable law (RCW §§ 39.04.020 and 39.04.280), and as authorized by the NWSA Chief Executive Officer's signature below, an emergency is hereby declared, and staff is authorized to proceed with immediate work relative to the above-described conditions, including issuing contracts without full competitive bidding requirements as necessary to respond to the emergency in accordance with RCWs 39.04.020, 39.04.280 and 53.19.030. The declaration of emergency will be published on the Alliance's website and in a newspaper of general circulation published in the county in which such work is to be done within seven calendar days following commencement of the work or execution of the contract, whichever occurs first. This Declaration is herewith filed with the Managing Members.

Dated this 7th day of June 2021



John Wolfe
Chief Executive Officer

cc: NWSA Managing Members

MANAGING MEMBERS
STAFF BRIEFING

DATE: June 9, 2010

TO: Managing Members

FROM: Lou Paulsen, Director, Strategic Operations Projects & Risk Management

SUBJECT: Vessel Emission Comparisons

A. SYNOPSIS

Commissioner Meyer asked staff to provide a comparison of emissions for a round-trip voyage from Tacoma, Washington to Anchorage, Alaska based on the use of:

- Conventional bunker fuel
- ECA-compliant low sulfur fuels
- LNG

This is the answer staff provided him and is being shared with all commissioners.

Over the past several days, staff has evaluated how we might undertake such an analysis. Accomplishing this work with sufficient rigor to satisfactorily defend both the data and the study outcomes is achievable but might not be the best use of our resources. An outside consultant, such as Starcrest Consulting Group, would need to be engaged and the study might take several weeks to complete.

We thus pivoted our discussion towards existing data from reliable sources and from this approach are able to provide two (2) simple statements - - the first attributed to SINTEF, an independent research organization based in Norway, and the second from the Puget Sound Clean Air Agency's own Supplemental EIS.

These short statements, for which our staff has high confidence, follow - and links to both technical documents are included:

- 1) LNG vessels are thought to emit significantly less air pollution than conventionally fueled ships. Specifically, low pressure dual fueled LNG engines (which are the most popular type of LNG ship engines) emit at least 90% less PM, 90% less SO_x, and 75% less NO_x than conventionally fueled ships ([Source](#)).
- 2) The [Supplemental Environmental Impact Statement](#) done by the Puget Sound Clean Air Agency indicates that lifecycle emissions (i.e. "well to wake") from fuel processed at the PSE LNG plant will slightly reduce GHG emissions when compared with the fuels it displaces; about 2-3% depending on the operational scenario. For just the LNG projected to fuel TOTE ships, the GHG emission reductions are projected at 3%.

Terminal 5 Crane Arrival Press Event

Tentative Run of Show | Monday, June 14 10 a.m.

Time	Speaker/Item	Main Points
10:00	Arrive at Terminal 5 North Gate (Jack Block Park)	Shuttle to Terminal 5
10:15	Commissioner Felleman, NWSA Co-Chair 3 MIN	Welcome Recognize MM Pass to Com. Marzano
10:18	Commissioner Marzano, NWSA Co-Chair 3 MIN	Importance of T 5 to Region Intro Labor
10:21	Max Vekich, ILWU local 52 2 MIN	Labor Perspective
10:23	Mayor Jenny Durkan 2 MIN	Importance to City of Seattle
10:25 Tentative	King County Executive Dow Constantine 2 MIN	
10:27	Senator Joe Nguyen & Representative Joe Fitzgibbon 4 MIN	State Funding
10:31	Ed DeNike, SSA 3 MIN	Terminal Operator Perspective
10:34	Commissioner Dick Marzano, NWSA Co-Chair 1 MIN	Thank you / Closing Intro Q+A
10:35	Q+A	
10:40	Shuttle off of Terminal	

Seattle City Council
600 Fourth Avenue
Seattle Washington 98104

June 14, 2021

Honorable Councilmembers:

We write to encourage you to support allocating \$1 million to fund the Opportunity Youth Initiative (OYI) as is proposed by Councilmember Morales using the City's revenue from the American Rescue Plan Act.

OYI is a remarkably successful program that works to provide internships to disadvantaged young people. While workers in nearly every sector of Washington's economy have been adversely affected by the COVID-19 pandemic, the loss of employment opportunities for low-skilled workers between 16-24 years of age is the most substantial. According to the Washington State Employment Security Department in 2020, the highest number of claims per capita were workers with a high school equivalent education or less between the ages of 18-24, living in South Seattle or South King County, and workers of color.

The Port of Seattle created a one-year OYI program to address this ramification of the pandemic-driven economy in early 2020. The program was so successful we renewed it this year and plan to work to make it an ongoing program in 2022.

In 2020, our \$1.34 million investment provided internships, valuable income, and job-training for 196 people within the targeted demographics. All interns were residents of South Seattle or South King County, ninety-three percent identified as BIPOC.

To facilitate the internships, the Port collaborated with four well-respected local nonprofits—Goodwill, Urban League, Partner in Employment, and Seattle Parks Foundation—which developed and conducted the internship programs, recruited interns, and provided progress and outcome reports.

Your \$1 million investment in the initiative would leverage that of the Port and ensure internships for even more young people. We also welcome the opportunity to collaborate with you to determine how to best produce an augmented program for the next year.

Sincerely,

Stephanie Bowman
Commissioner

Ryan Calkins
Commissioner

cc:

Port of Seattle Executive Director Steve Metruck

Port of Seattle Senior Director of the Office of Equity, Diversity, and Inclusion Bookda Geisar

\$10M over 5ish years		ECONOMIC RECOVERY GRANTS ONLY	
		2020	2021
Org 1	Single year grants	\$100,000	
Org 2	Single year grants	\$100,000	
Org 3	Single year grants	\$100,000	
Org 4	Single year grants	\$100,000	
Org 5	Single year grants	\$100,000	
Org 6	Single year grants	\$100,000	
Org 7	Single year grants	\$100,000	
Org 8	Single year grants	\$100,000	
Org 9	Single year grants	\$100,000	
org 10	Single year grants	\$100,000	
org 11	Single year grants		50,000
org 12	Single year grants		50,000
org 13	Single year grants		50,000
org 14	Single year grants		50,000
org 15	Single year grants		50,000
org 16	Single year grants		50,000
org 17	Single year grants		50,000
org 18	Single year grants		50,000
org 19	Single year grants		50,000
org 20	Single year grants		50,000
org 21	Multi year Grants		100,000
org 22	Multi year Grants		100,000
org 23	Multi year Grants		100,000
org 24	Multi year Grants		100,000
org 25	Multi year Grants		100,000
org 26	Multi year Grants		100,000
org 27	Multi year Grants		100,000
org 28	Multi year Grants		100,000
org 29	Multi year Grants		100,000
org 30	Multi year Grants		100,000
org 31	Single year grants		
org 32	Single year grants		
org 33	Single year grants		
org 34	Single year grants		
org 35	Single year grants		
org 36	Single year grants		
org 37	Single year grants		
org 38	Single year grants		
org 39	Single year grants		
org 41	Multi year Grants		
org 44	Multi year Grants		
org 45	Multi year Grants		
org 46	Multi year Grants		
org 47	Multi year Grants		
	Single year grants		

Single year grants
 Multi year Grants

EDD Biz support	250000	250000
Environmental Support	\$250,000	250000

TOTAL	\$1,500,000	\$2,000,000
GRAND TOTAL	\$10,250,000	

2022	2023	2024	2025
------	------	------	------

100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
100000	50000		\$250,000
50000			
50000			
50000			
50000			
50000			
50000			
50000			
50000			
100000	100000	50000	\$250,000
100000	100000	50000	\$250,000
100000	100000	50000	\$250,000
100000	100000	50000	\$250,000
100000	100000	50000	\$250,000
100000	100000	50000	\$250,000
	50000		





INTERNAL AUDIT REPORT

Operational Audit
Art Program

January 2017 – March 2021

Issue Date: June 4, 2021
Report No. 2021-08



INTERNAL AUDIT

TABLE OF CONTENTS

Executive Summary	3
Background	4
Audit Scope and Methodology	5
Schedule of Findings and Recommendations.....	6
Appendix A: Risk Ratings	8

Art Program

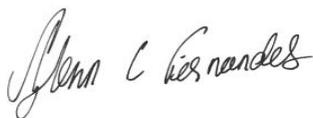
Executive Summary

Internal Audit (IA) completed an audit of the Art Program (program) for the period January 2017 through March 2021. The audit was performed to determine whether a process was established and followed to comply with port policy, to evaluate governance, and to assess if art assets are maintained and safeguarded.

The Port of Seattle (Port) has been an active proponent of art since the late 1960s as the first public airport to establish a civic art collection. In November 2019, Port Commission approved the Arts and Cultural Program Policy Directive (Policy). The Policy aspires to position the Port as a national leader among its peers for art and cultural programming, to promote programming throughout all Port and Port-related facilities, and to engage the public. The Policy also requires that effective January 1, 2020, one percent of capital construction projects will be budgeted to art, less allowable exclusions. Prior to January, 2020 one-half of one percent of design and construction cost were required to be allocated to the program.

We concluded that awareness, commitment, and governance over the Port's Art program was not as robust as required by Policy guidance. We identified one medium rated issue that is offered to increase understanding of some of the missed opportunities and to suggest ideas to simplify and improve how the program is executed. IA recognizes the intrinsic value that art offers and highlights the need to balance program expectations with other critical Port functions. This issue is provided below and discussed in more detail beginning on page six of this report.

1. (Medium) – Governance by the Art Oversight Committee and funding has not occurred as required by the Cultural Program Policy Directive. Staffing levels and resources may also not be sufficient to develop and sustain an art program at both the aviation and maritime divisions.



Glenn Fernandes, CPA
Director, Internal Audit

Responsible Management Team

Jeffrey Brown, Chief Operating Officer, Aviation
Stephanie Jones Stebbins, Managing Director, Maritime
Lance Lyttle, Managing Director, Aviation
Dave McFadden, Managing Director, Economic Development

Art Program

Background

The Port of Seattle (Port) has been an active proponent of art since the late 1960s as the first public airport to establish a civic art collection. The Port implemented the Port-Wide Arts and Cultural Program Policy Directive (Policy), which was approved by Commission on November 19, 2019. The purpose of the policy is to position the Port as a national leader among its peers for art and cultural programming, to promote art and cultural programming throughout all Port and Port-related facilities, and to engage the public. The Policy replaces the Port Art Program Policy and Guidelines, approved by Commission in December 2009.

The Policy references an aviation and non-aviation art pool. The pool is funded at one-percent (1%) of the budgeted capital construction costs. The Policy identifies the following funding exclusions:

- Aviation division projects: airfield paving and associated airfield components; fuel hydrant systems; baggage systems in the bagwell which are not in the public bag claim area; and underground utilities.
- Maritime division projects: fishing-related docks; berths; dolphins; piles; electrical; and sewage.

Oversight is provided by the Port-Wide Arts and Culture Board (Board) for guidance, leadership, and support to procure, commission and incorporate high-quality art that engages the public. The Board is comprised of the following nine (9) members:

- Two (2) commissioners appointed by the Commission President;
- Three (3) members of the executive leadership team appointed by the Executive Director:
 - a. Maritime Managing Director or designee,
 - b. Economic Development Managing Director or designee,
 - c. Airport Managing Director or designee;
- Four (4) members of the public, as recommended by the Board and Senior Art Manager, and appointed by the Commission.

The Board establishes Port-Wide Arts and Cultural Program Guidelines (Guidelines) and includes the following guidance:

- Direct the Port's art collection and cultural programming to represent the diversity of the people living in King County, including indigenous and those historically marginalized.
- Direct the protocol for the procurement, commission, selection, conservation and maintenance, relocation, deaccession, sale and lease of artwork.
- Includes protocols for all temporary art exhibits, rotating exhibits and programming.
- Incorporates Port equity, diversity and inclusion principles throughout the entire program.
- Includes the following considerations:
 - a. complement the overall aesthetic of the surrounding area
 - b. encapsulate and reflect the spirit of the Pacific Northwest
 - c. coordinate with signage and way-finding when possible
 - d. elevate the Airport's rating on internationally-recognized airport-rating systems
 - e. adhere to industry practices around conservation and maintenance
 - f. generally allocate funds to the project that generated the specific funds; when recommended

Art Program

Audit Scope and Methodology

We conducted the engagement in accordance with Generally Accepted Government Auditing Standards and the International Standards for the Professional Practice of Internal Auditing. Those standards require that we plan and conduct an engagement to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our engagement objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our engagement objectives.

The period audited was January 2017 through March 2021 and included the following procedures:

Validate process to comply with Port policy was established and followed

- Gained an understanding of the history and status of the art program through discussions with management.
- Interviewed key process personnel on process procedures and requested documentation to support processes.
- Reviewed project memo documents to confirm timing of art transfers.
- Obtained general ledger detail to assess transfers into and out of the art program fund.

Evaluate governance over the art program

- Interviewed key personnel regarding Board meetings.
- Obtained and reviewed Board meeting agendas and content of minutes.
- Reviewed Commission documents to determine if Commissioners were aware of art purchases and status of the program.
- Reviewed the report prepared by the Lumiere Group, dated March 6, 2020 outlining the Port's five-year strategic art and cultural program.

Assess if art assets are maintained to preserve value and are properly safeguarded

- Interviewed art program management to gain an understanding of the conservation and maintenance procedures for art collections.
- Obtained documentation of previous collection assessments to verify assessments are occurring.
- Selected 15 art pieces from the asset inventory list and validated their existence by physical observation at SEA.
- Observed 15 art pieces at SEA and traced them to the asset inventory list.

Schedule of Findings and Recommendations

Rating: Medium

Governance by the Art Oversight Committee and funding has not occurred as required by the Port-Wide Arts and Cultural Program Policy Directive (Policy). Staffing levels and resources may also be insufficient to develop and sustain an art program at both the aviation and maritime divisions.

We identified three critical elements where compliance with the Policy wasn't always followed. We also evaluated the Policy and observed that requirements could be streamlined so that program expectations are more achievable and realistic.

Governance

The Port-Wide Arts and Culture Board (Board) provides guidance, leadership, and support in its acquisition and integration of art throughout the Port and Port-related facilities. The Board is comprised of nine members (two commissioners, four public members, and three executive leadership team members or designee from Aviation, Economic Development, and Maritime divisions). Due to complex scheduling requirements, governance meetings have not been occurring consistently, as scheduled.

Funding

One percent (1%) of all capital construction projects in the authorized capital improvement plan is required to be allocated to the art pool; one for Aviation and one for Maritime. The Policy also lists funding exemptions including underground utilities, fuel hydrant systems, fishing related docks, dolphins, piles, electrical and sewage. However, from 2017 to 2021 an art pool was not used to procure art.

For Aviation, a one-time increase of \$1.223 million was made as a retroactive adjustment in January 2021. This adjustment was for projects with an effective date of January 2017. In 2021, a \$1.453 million decrease occurred and represents a reconciling adjustment for a 2014 decrease to the art budget (no funds were spent for art acquisitions¹). For the International Arrivals Facility and North Satellite construction projects, the Aviation group procured art purchases directly out of the project budgets and did not use the art pool.

Year	Transfers In	Transfers Out
2017	\$10,000	-
2018	-	-
2019	-	-
2020	-	-
2021	\$1,223,000	\$1,453,034 ¹

Maritime and Economic Development did not fund an art pool or make art purchases between 2017 and 2021.

Staffing and Resources

According to the March 2020 report titled Five-Year Strategic Plan for the Port-Wide Arts and Cultural Program, a minimum of five full time art staff were recommended. The report states "The Port-Wide Arts and Cultural Program requires a robust staff to support existing and future commitments. Caring for the existing artwork, researching and acquiring new artwork, and implementing and installing temporary exhibitions are key components of the new staffing model." Although internal resources and

Art Program

a contractor have recently been assigned, only one full time aviation employee manages the art function.

Recommendations:

Governance

The collective insights of commissioners, Executive Leadership Team (ELT), and public members bring valuable insight and offer a diverse perspective. However, the ability to coordinate meetings so that all nine members can attend might be unreasonable. To assure meetings occur as scheduled, the Governance Committee should consider revising the requirements of who needs to be present for a meeting to proceed as scheduled. This may include reducing membership to a more manageable number.

Funding

We believe the number of qualified and dedicated employees are critical to maintain and advance the art program. Therefore, funding allocations should be determined after staffing levels and/or appropriate resources, have been agreed upon. We also recommend simplifying the funding requirements based on the needs of the art program purchases. The Policy requires determining whether a project is eligible, determining the amount, and recording the entry on an individual and ongoing basis. Instead, a one-time annual allocation could be established based on a percentage of the capital budget. The allocation could also include a minimum (floor) and maximum (cap), as per the current policy. Having an annual allocation could also reduce administrative burden and simplify accounting transactions.

Staffing and Resources

We recommend the Port-Wide Arts and Culture Board review the Five-Year Strategic Plan including the resource assessment, performed by the Lumiere Group. Adjustments to the plan might be necessary based on committed resources. In 2016, a third-party appraised the value of 36 articles at approximately \$15 million. With a collection of over 200 pieces, the ability to catalogue, maintain, and build the art program is dependent upon the number of qualified and dedicated employees, as well as inventory systems and resources to meet the objectives and intent of the art program.

Management Response/Action Plan:

Aviation Response

The Aviation Division agrees with the recommendations and will work with the Executive Director and the Port-Wide Arts and Culture Board on the changes to the governance, funding and staffing resources necessary to implement the recommendations.

The Aviation Division supports the recommended once a year art budget allocation to the Aviation Art Pool rather than percent (%) allocation for each project when the construction budget is authorized.

Maritime and Economic Development Response

The Maritime and Economic Development Divisions agree with the finding and recommendation related to the governance. With respect to funding, the Maritime Division agrees with the recommendation that funding and staffing/resources be aligned as well as simplified, however, we do not believe the same solutions will make sense to all divisions across the Port. We will work with the Executive Director and the Port-Wide Arts and Culture Board on the changes to the governance, funding and staffing resources necessary to address the findings in ways appropriate to our facilities.

DUE DATE: 12/31/2021

Appendix A: Risk Ratings

Findings identified during the audit are assigned a risk rating, as outlined in the table below. Only one of the criteria needs to be met for a finding to be rated High, Medium, or Low. Findings rated Low will be evaluated and may or may not be reflected in the final report.

Rating	Financial Stewardship	Internal Controls	Compliance	Public	Commission/ Management
High	Significant	Missing or not followed	Non-compliance with Laws, Port Policies, Contracts	High probability for external audit issues and / or negative public perception	Requires immediate attention
Medium	Moderate	Partial controls Not functioning effectively	Partial compliance with Laws, Port Policies Contracts	Potential for external audit issues and / or negative public perception	Requires attention
Low	Minimal	Functioning as intended but could be enhanced to improve efficiency	Mostly complies with Laws, Port Policies, Contracts	Low probability for external audit issues and/or negative public perception	Does not require immediate attention



INTERNAL AUDIT

John C. Kinsdale

To: Commissioner Sam Cho
From: Eric Schinfeld
Date: June 8, 2021
RE: 2021 WCIT Trade Summit Introduction of U.S. Representative Suzan DelBene



Overview

On Tuesday, June 15 at approximately 8:25 am, you will introduce U.S. Representative Suzan DelBene for her keynote remarks at the Washington Council on International Trade's 2021 Trade Summit. Below, please find additional information and proposed talking points.

Let me know if you have additional thoughts or questions.

Details and Logistics

- The event will take place on Tuesday, June 15 via Zoom (link to be provided closer to the event).
- Attire: business.
- Event agenda:
 - 8:15 AM: Zoom meeting opens
 - 8:20 AM: Welcome Remarks, Lori Otto Punke, WCIT President
 - 8:25 AM: Introduction of Congresswoman Suzan DelBene, Commissioner Sam Cho, Port of Seattle
 - 8:30 AM: Digital Trade, Congresswoman Suzan DelBene
 - 9:00 AM: China Panel
 - Wendy Cutler, Asia Society
 - Charles Freeman, U.S. Chamber of Commerce
 - David Tang, K&L Gates
 - 9:50 AM: Moderated Q & A: Michael Punke, Amazon and Shawn Donnan, Bloomberg
 - 10:30 AM: Friends, Partners, Allies: The US-Canada Trade Relationship – Brandon Lee, Consul General of Canada to the Pacific Northwest and Alaska
 - 10:45 AM: Basics of Trade and the Environment, David Shark
 - 11:15 AM: Agricultural Challenges, Stan Ryan, Darigold
 - 11:25 AM: Agriculture Panel
 - Joe Glauber, International Food Policy Research Institute
 - Mark Powers, Northwest Horticultural Council
 - Dorothy Dwoskin, d2Strategies, LLC
 - 12:15 PM: Remarks and Introduction of Senator Patty Murray, Commissioner John McCarthy, Port of Tacoma and The Northwest Seaport Alliance
 - 12:20 PM: Senator Patty Murray
 - 12:30 PM: Closing remarks, Lori Otto Punke

Proposed Talking Points

- Thank you, Lori, and good morning, everyone. I am Port of Seattle Commissioner Sam Cho, and I am honored to be here to introduce our first keynote speaker: U.S. Representative Suzan DelBene.
- I want to start by saying how pleased the Port of Seattle is to be a sponsor of this event and a founding member of the Washington Council on International Trade. International trade is core to everything we do at the Port – not only the goods that travel to and from the rest of the world through our container terminals and our grain terminal, but also the international air cargo that transits through Seattle-Tacoma International Airport; the international business travelers and tourists who fly in and out of the airport; and the exported fish caught by the North Pacific Fishing Fleet that homeports at our marinas.
- The last four years have been difficult ones for trade – with increasing tariffs and growing protectionism – and we have yet to see the Biden Administration embrace a wholesale change in that approach. But we know that creating a level playing field in the global marketplace is not only an essential part of our local economy but also key to driving economic recovery post-pandemic.
- In fact, we saw over the last year just how vital trade can be, with increased reliance on e-commerce and global supply chains to provide people with goods to their homes in a safe and accessible manner. During the depths of the pandemic, when air travel was at a historic low, air cargo at Sea-Tac was actually up year over year!

- Trade opportunities are personal to me, not only as a Port Commissioner but also as the founder of an international trading company that was headquartered in Seattle and exported to Asia. We are grateful to WCIT for being our voice in Washington, DC to ensure that increasing global competitiveness is top of mind for the President and Congress.
- Finally, we need to remember that trade isn't just "things that go in boxes that go on ships." We know here in the Pacific Northwest just how important trade in the digital economy is, not only for the technology industry but throughout all sectors and for businesses large and small. In fact, the United States runs a trade surplus in digitally deliverable services, and we need our trade agreements to modernize to reflect these changing realities.
- For that reason and many others, we are very lucky to have U.S. Representative Suzan DelBene representing Washington's 1st Congressional District, which spans from northeast King County to the Canadian border and includes parts of King, Snohomish, Skagit, and Whatcom counties.
- First sworn into the House of Representatives in November 2012, Representative DelBene brings a unique voice to the nation's capital with more than two decades of experience as a successful technology entrepreneur and business leader. She currently serves as the Vice Chair on the House Ways and Means Committee, and on the Select Revenue Measures and Trade Subcommittees. She also serves as Chair of the forward-thinking New Democrat Coalition, and as Co-Chair of the Digital Trade Caucus.
- Please join me in welcoming Representative DelBene!

[EXTERNAL] Signature requested on _Resolution 3789_.msg

From: Emsky, Tyler <Emsky.T@portseattle.org>
Sent time: 06/09/2021 03:49:58 PM
To: Emsky, Tyler <Emsky.T@portseattle.org>
Subject: FW: [EXTERNAL] Signature requested on "Resolution 3789"

From: Aubree Payne <echosign@echosign.com>
Sent: Wednesday, June 9, 2021 2:42 PM
To: Cho, Sam <Cho.S@portseattle.org>
Subject: [EXTERNAL] Signature requested on "Resolution 3789"

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



Aubree Payne requests your signature on
Resolution 3789

Review and sign

Please review and complete Resolution 3789, Minimum Labor Standards for certain Employers at SEA Airport.

AUBREE PAYNE

Payne.A@portseattle.org

After you sign, and bowman.s@portseattle.org, calkins.r@portseattle.org, felleman.f@portseattle.org, and steinbrueck.p@portseattle.org complete **Resolution 3789**, all parties will receive a final PDF copy by email.

Don't forward this email: If you don't want to sign, you can [delegate](#) to someone else.



By proceeding, you agree that this agreement may be signed using electronic or handwritten signatures.

To ensure that you continue receiving our emails, please add echosign@echosign.com to your address book or safe list.

From: Emsky, Tyler <Emsky.T@portseattle.org>
Sent time: 06/07/2021 11:46:54 AM
To: Emsky, Tyler <Emsky.T@portseattle.org>
Subject: FW: Art Program - Audit Report
Attachments: Art Program - Audit Report 2021-08.pdf image003.jpg image002.jpg

For SC Friday email.

From: Fernandes, Glenn <Fernandes.G@portseattle.org>
Sent: Friday, June 4, 2021 2:21 PM
To: Bowman, Stephanie <Bowman.S@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Christina Gehrke (gehchris@hotmail.com) <gehchris@hotmail.com>
Cc: Steinbrueck, Peter <Steinbrueck.P@portseattle.org>; Metruck, Steve <Metruck.S@portseattle.org>; Lyttle, Lance <Lyttle.L@portseattle.org>; Brown, Jeffrey <Brown.J@portseattle.org>; Jones Stebbins, Stephanie <JonesStebbins.S@portseattle.org>; McFadden, Dave <McFadden.D@portseattle.org>; Chase, Dan <Chase.D@portseattle.org>; Albrecht, Jennifer <Albrecht.J@portseattle.org>; Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Thomas, Dan <thomas.d@portseattle.org>; Caluza, Rudy <Caluza.R@portseattle.org>
Subject: Art Program - Audit Report

Commissioners & Ms. Gehrke,

Attached is the Art Program Audit Report. This report will be discussed during the June 17th Audit Committee Meeting.

Execut ve Summary

Internal Audit (IA) completed an audit of the Art Program (program) for the period January 2017 through March 2021. The audit was performed to determine whether a process was established and followed to comply with port policy, to evaluate governance, and to assess if art assets are maintained and safeguarded.

The Port of Seattle (Port) has been an active proponent of art since the late 1960s as the first public airport to establish a civic art collection. In November 2019, Port Commission approved the Arts and Cultural Program Policy Directive (Policy). The Policy aspires to position the Port as a national leader among its peers for art and cultural programming, to promote programming throughout all Port and Port-related facilities, and to engage the public. The Policy also requires that effective January 1, 2020, one percent of capital construction projects will be budgeted to art, less allowable exclusions. Prior to January, 2020 one-half of one percent of design and construction cost were required to be allocated to the program.

We concluded that awareness, commitment, and governance over the Port's Art program was not as robust as required by Policy guidance. We identified one medium rated issue that is offered to increase understanding of some of the missed opportunities and to suggest ideas to simplify and improve how the program is executed. IA recognizes the intrinsic value that art offers and highlights the need to balance program expectations with other critical Port functions. This issue is provided below and discussed in more detail beginning on page six of this report.

1. (Medium) – Governance by the Art Oversight Committee and funding has not occurred as required by the Cultural Program Policy Directive. Staffing levels and resources may also not be sufficient to develop and sustain an art program at both the aviation and maritime divisions.



Glenn Fernandes
Director, Internal Audit
Per 69, PO Box 1209 | Seattle, WA 98121
P: 206-787-6836 | C: 206-348-6881
fernandes.g@portseattle.org



From: Rolph, James <Rolph.J@portseattle.org>
Sent time: 07/23/2021 04:29:05 PM
To: Cho, Sam <Cho.S@portseattle.org>; Sam Cho (samcho24@gmail.com)
Cc: Wilson, Barb <Wilson.B2@portseattle.org>; Pritchard, Aaron <Pritchard.A@portseattle.org>; Emsky, Tyler <Emsky.T@portseattle.org>
Subject: Commissioner Cho, here is your Friday email for the week of 7/25/21 - 7/31/21
Attachments: NWSA Weekly Update Cruise operations and protest NWSA Staff Briefings - 7/23 Staff Recommended Response: Duwamish Longhouse Wish List 2021_07_29_SM_Retreat_Electronic_Packet_Hyperlinked.pdf

Commissioner Cho,

Here is your Friday email for the week of **7/25/21 - 7/31/21**

Your Week Ahead

Date	Event
	Monday, July 26
Mon. July 26 3:00-3:30pm	Sam – Commission Staff Weekly Check-in
	Tuesday, July 27
Tues. July 27 9:00–9:30am	Sam & Tyler- Weekly Check-in
Tues. July 27 9:30–10:00am	Sam – Steve 1:1
Tues. July 27 10:30–12:00pm	POS Commission Executive Session
Tues. July 27 12:00–4:00pm	POS Commission Public Meeting
Tues. July 27 4:00–5:00pm	Sam – WA State China Relations Council’s Executive Committee
	Wednesday, July 28
	Thursday, July 29
Thurs. July 29 9:00-9:15am	Sam – Aaron re: Staff Performance
Thurs. July 29 9:30-10:00am	Sam – Edwin Ong, Small Business Administration
Thurs. July 29 10:00-10:30am	Sam & Barb – 1:1
Thurs. July 29 11:00-11:55pm	Sam – Olga Sagan
Thurs. July 29 1:00-4:45pm	POS Commission Special Meeting – Budget Retreat
Thurs. July 29 5:00-6:00pm	Commissioner Happy Hour (No Port Business)
	Friday, July 30

HIGH PRIORITY CALL-OUTS From Tyler

- **Tyler PTO** – Tyler will be on PTO from Thursday, 7/29 to Friday, 8/6. He will provide you with a detailed plan for staff coverage prior to leaving.
- **August Newsletter** – Tyler is working on topics for the newsletter. So far we have your T-18 tour as well as resumption of cruise (as long as cruise doesn’t lead)

FYI’s, Briefings and Updates and Attachments

FYI

- **Commissioner Budget request summary:** Tyler is checking with Aaron to ensure there are no OPMA concerns around sharing these in advance of the retreat.
- **Nate Caminos reply RE: Duwamish budget asks:** After meeting with the Maritime and Environmental teams this week, we are recommending that Commissioner Cho not do another meeting-visit with the Duwamish Tribe at this time and have drafted below a recommended response to Jake. Given the ongoing sensitivities with the Muckleshoot Indian Tribe at this park, we prefer to keep this a port staff to Duwamish staff level conversation. If Commissioner Cho would like to meet with us to we’d be happy to make the time to walk him through the additional background and political layers of this.
 - draft Jake Thoennes reply **FOR YOUR APPROVAL**

Emails (attached)

- Nate Caminos reply with draft Jake Thoennes reply **FOR YOUR APPROVAL**
- Cruise Operations and protest email from SJS

Other Attachments

- None this week.

Meeting Attachments for Next Week

- Budget Retreat agenda

NWSA Materials:

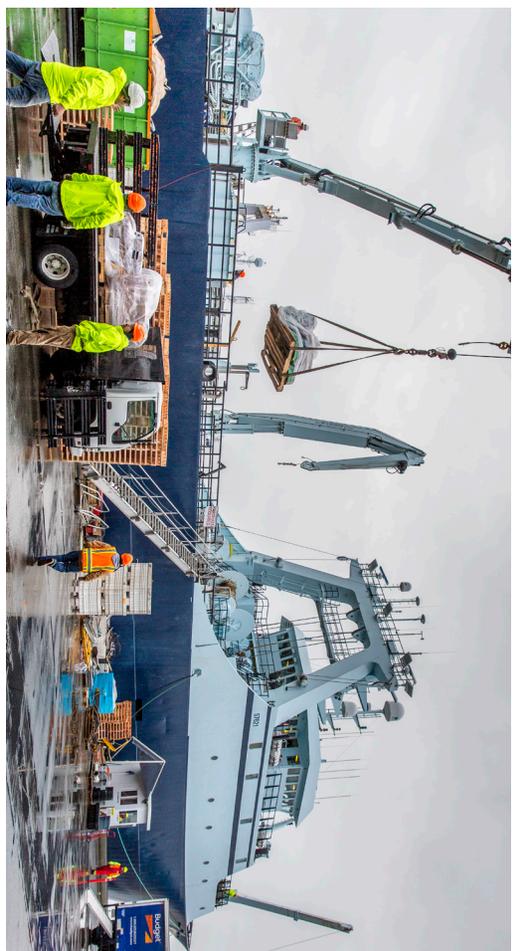
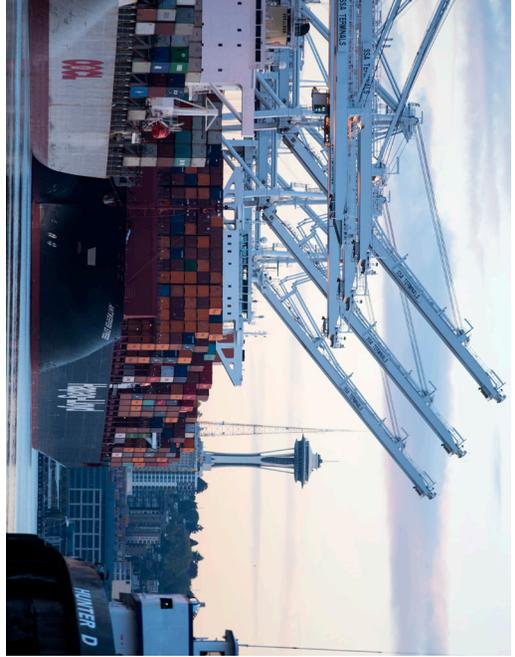
- Staff briefings
- Weekly Update

Scheduling Asks from James

1. **July 22 Steve 1:1 reschedule:** This was moved to accommodate the Delta meeting prep
 - a. **Moved to 9:30 am on Tuesday, July 27**
 - i. Before Exec session
 - b. **Will this time work for you?**
2. **Ffitch - Washington Maritime Federation Summer Reception:** The Washington Maritime Federation, an advocacy organization that the Port helped form and at which we hold a board seat, is hosting a group of maritime industry stakeholders, elected officials, and community leaders at Centerline Logistics.
 - a. **Thursday, August 12 at 4 pm – 6 pm**
 - b. **Centerline Logistics Corporation (Fuel bunkering facility on Harbor Island: 910 Southwest Spokane Street Seattle, WA 98134**
 - c. **CMRs get no speaking role and would attend to socialize and catch up with other officials etc.**
 - d. **Do you want to register and attend this event?**
3. **Duwamish River Community Hub Grand Opening and Construction Trades Outreach Event:** The Port of Seattle staff will hold a ribbon cutting ceremony for the grand opening of the Duwamish River Community Hub (Hub) and the Construction Trades Outreach Event. Representatives from the Port Community Action Team (PCAT) will also attend and engage with community members to learn more about the uses and opportunities at the Hub.
 - a. **Saturday, August 7 at 11 am – 12:30 pm**
 - b. **Duwamish River Community Hub: 8600 14th Ave S, Seattle, WA 98108**
 - c. **The Maritime HS will have a table there**
 - d. **This ask is for attendance. No speaking role at this time**
 - e. **Do you want to attend this event?**
4. **Laura Loe (Executive Director, Share the Cities):** Our all volunteer working group would love the chance to meet with you in August about Public Broadband in King County and your thoughts about potential roles for the Ports over the next 5-10 years on this challenge.
 - a. **They prefer Wednesday August 18 or 25**
 - i. 9 am or 2-3 pm
 - b. **Do you want to take this meeting?**
 - i. **Do you want to pick a Wednesday, or should I get back to them with Tuesday and Thursday times?**
5. **Kelabe Tewolde (Academic Counselor at Rainier Scholars):** We support our scholar's 12-year journey to become the first in their families to attend college. I'm also a fellow University Prep alum... The 12th-grade retreat is focused on voting rights and civic engagement. I am inviting speakers, specifically those from our student's communities, to speak to these topics. Would you be interested in sharing the work you have done as a Port Commissioner?
 - a. **August 29, 30**
 - b. **Do you want to take a speaking role at the 12th grade retreat?**
6. **ONE Eastside: Rebuilding confidence in the commute (Webinar):** Join our experts from King County Metro; WorkSmart, a King County Metro sponsored program that helps organizations implement telework and flexible schedules; and Move Redmond (formerly known as the Greater Redmond Transportation Management Association) to learn how employers can solve commuter challenges while earning employee trust and building employees' confidence in coming to work safely.
 - a. **Thursday, July 29 at 10 am – 11 am**
 - b. **Virtual on Zoom**
 - c. **Do you want to register and attend this Webinar**
7. **Marco Milanese - Seattle Southside Chamber of Commerce's 2021 Airport Luncheon:** The annual event provides Chamber members with the latest on the airport and to hear it directly from the Airport's Managing Director. Lance's presentation will be followed by Q&A and a tour of the IAF exclusive to Chamber members.
 - a. **Wednesday, August 4 at 12 pm – 1 pm**
 - i. **Optional tour from 1 pm – 2 pm**
 - b. **Airport Conference Center**
 - c. **Attendance only, no speaking role**
 - d. **Do you want to RSVP and attend this event?**
8. **Mikayla Svob (Puget Sound Regional Council):** Jason would like to schedule a one hour Zoom meeting with you, and any of your alternates from the Port of Seattle that are available for the meeting, to discuss the Regional Economic Strategy.
 - a. **They provided a Doodle Poll of times I can fill out**
 - b. **Do you want to take this meeting?**
9. **Roger Nyhus (CEO of Nyhus) - Pivot to Action: Racial Injustice in Our Community:** Join the Urban League of Metropolitan Seattle and Nyhus for a vital and timely discussion on the pivot from learning to action. This virtual event will explore innovative and effective ways that companies and individuals can actively dismantle systemic racism in our organizations and communities.
 - a. **Thursday, July 29 at 12 pm – 1 pm**
 - i. **Conflicts with the budget retreat**

b. **Do you want to register for this event?**





Port of Seattle

Commission Retreat

July 29, 2021



2021 Commission Budget Retreat Part II - Agenda

July 29, 2021

1:00 p.m. – 4:45 p.m.

Microsoft Teams Meeting – Call-in Line +1 425-660-9954, Code 786785635#

The purpose of this retreat is to look ahead at the Port Economic Recovery efforts and planning, the non-aviation Capital Improvement Plan and the related tax levy needs. Commissioners will also discuss their final budget requests.

1:00 pm	Opening Remarks and Goals for the Day	<i>Felleman</i>
1:10 pm	State of the Port Economic Recovery	<i>Metruck</i>
1:30 pm	Maritime and Economic Development Capital Improvement Plan Capital Improvement Plan Funding Capacity Analysis Tax Levy Scenarios	<i>Metruck Thomas Morrison McFadden Jones-Stebbins</i>
2:30 pm	Break	
2:45 pm	2021 Commission Budget Priorities	<i>Pritchard</i>
4:15 pm	Port Recovery Budget Communications	<i>Edwards Roeder</i>
4:45 pm	Adjourn	



Port of Seattle Commission Budget Retreat Part II

July 29, 2021

Table of Contents

1. 2022 State of the Port Economic Recoveryp.4
2. 2022 Capital Improvement Plan and Funding Capacity.....p.27
3. Commissioner Budget Requests Process Cover Memop.59
4. Commissioner Budget Requests Summary.....p.60
5. Commission Budget Requestsp.65

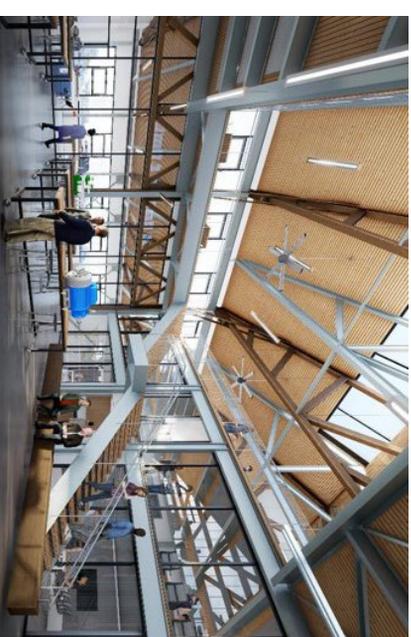


TOURISM RECOVERY TRACKER

- INTERNATIONAL TOURIST ARRIVALS
- SEAT CAPACITY
- ACTUAL AIR RESERVATIONS
- OCCUPANCY RATES
- HOTEL SEARCHES
- HOTEL BOOKINGS
- SHORT TERM RENTALS
- COVID-19 CASES



UNWTO



2022 Recovery Investments



Agenda

1. Introductory Remarks
 - Port Financial Environment
2. Listening Session Takeaways
3. Current Port Investments Supporting Regional Recovery
4. Possible new recovery investments for 2022
5. Summary of Current Port Community Investments



Financial Look Forward: Cautious Optimism

- Not out of the woods yet financially.
- Port sustained by federal assistance.
- Need to continue to be cautious in spending outside of Port's core priorities
 - operating our gateways,
 - advancing capital and infrastructure projects
 - investing in our people
- Need to be careful with our approach to the budget, while also recognizing our desire to advance equitable recovery and sustainability



Commission Economic Recovery Listening Sessions

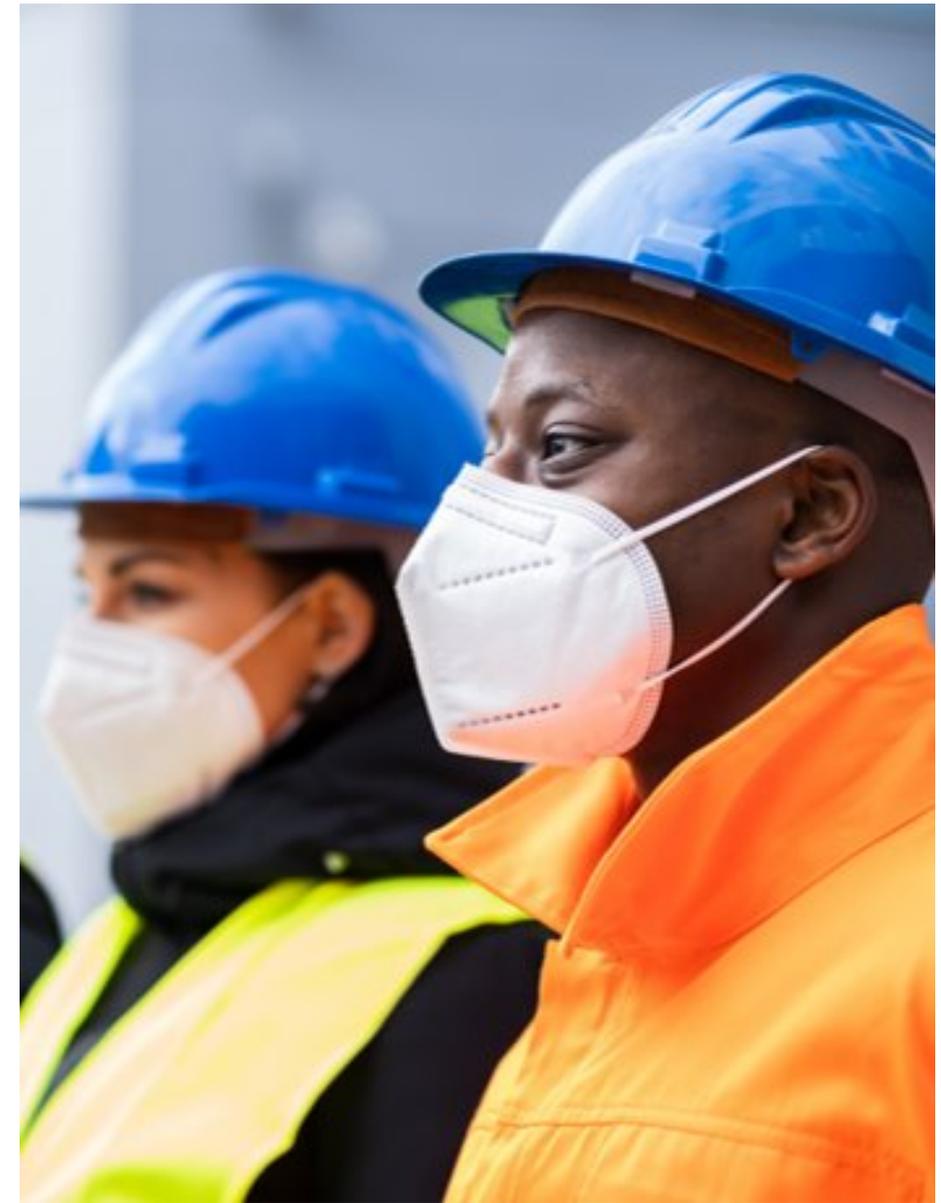
Key Takeaways from 13 Listening Sessions and 101 Voices:

- ⇒ The Port is a key economic engine for the region.
- ⇒ Keep this engine running and step on the accelerator - Do more, go faster, go further.
- ⇒ We are going in the right direction.
- ⇒ We have more work to do and are poised to help lead the region's recovery.



Issues

- Disproportionate impacts of pandemic
- Job losses and lack of opportunities
- Strategic economic rebound
- Uncertainties driven by pandemic
- Contracting and grant processes



Actions

Simplify contracting to serve equity

Include communities at Port tables

- Invest in capital programs and operations
- Support jobs and workforce development
- Invest in community programs and tourism

Convene and advocate with our partners

Equitable, sustainable, inclusive recovery

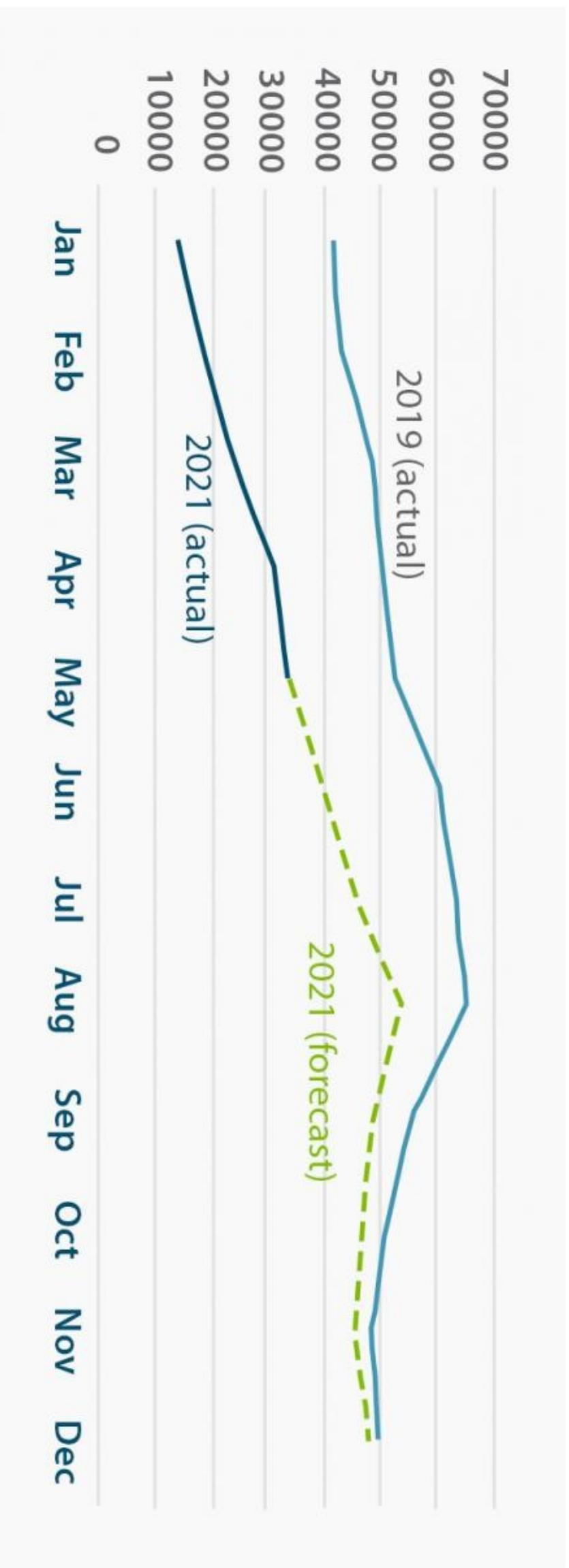
Port Helps Drive Equitable Economic Recovery

- 1. Operate Trade/Travel Gateways (SEA, Maritime, Cruise)**
- 2. Capital program investments**
- 3. Economic Development Partnerships**
 - Tourism
 - Workforce Development
 - Small Business Development
 - Sustainability and Environment
 - Arts
 - Regional Alliances

EQUITY PRINCIPLES FOR RECOVERY

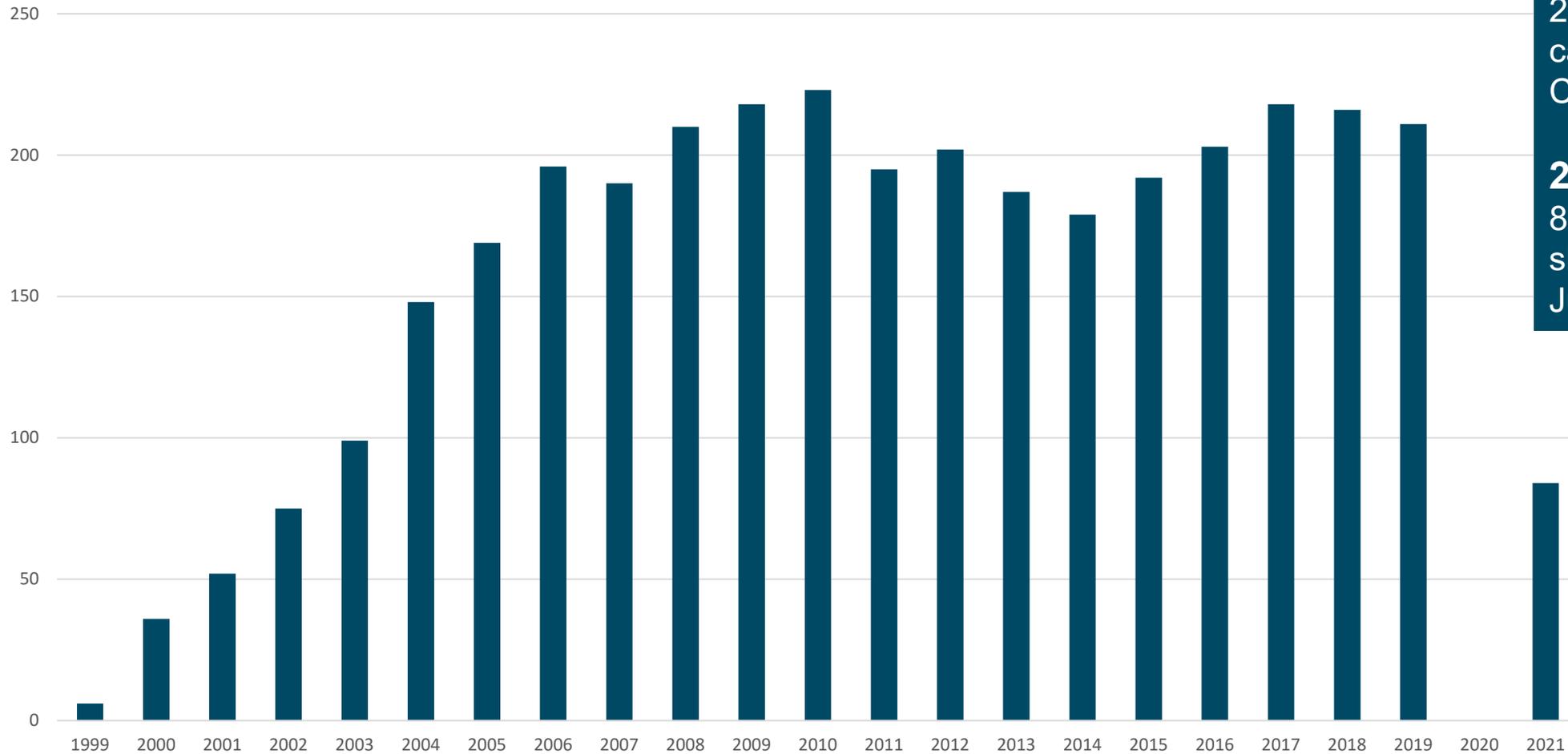
- Centering anti-racist practices and policies
- Centering the needs of those who are most impacted
- Ensuring language and cultural competence
- Supporting Community-based Organizations based in communities most impacted
- Direct resources to support the most impacted

Forecast for Growing Demand



Alaska Cruising Underway

Cruise Ship Calls 1999-2021

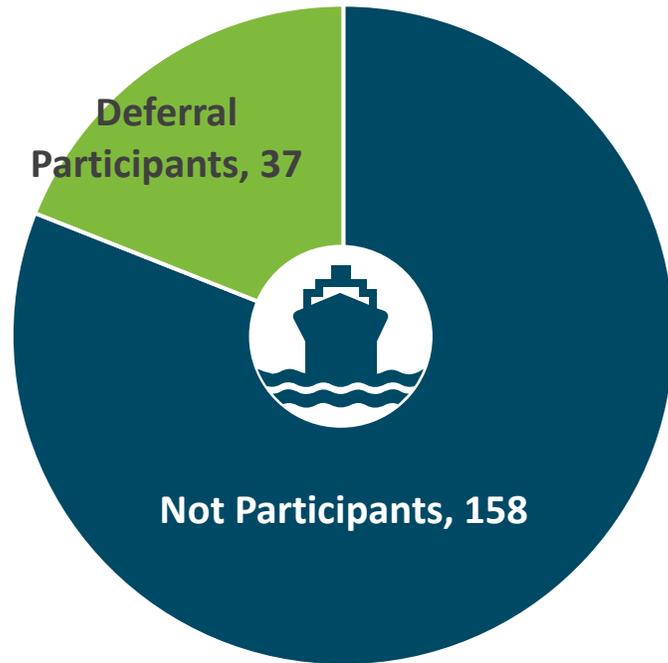


2020
233 Ships forecast to call, 0 calls due to COVID

2021
84 Ships to call in shortened Season July-October

Rent Deferral Program Status

Maritime/EDD Tenants
(195 total leases)



- 64% paid off deferral
- Two tenants ceased operations

Aviation Tenants
(655 Total leases)



- 87% paid off deferral
- Three tenants ceased operations

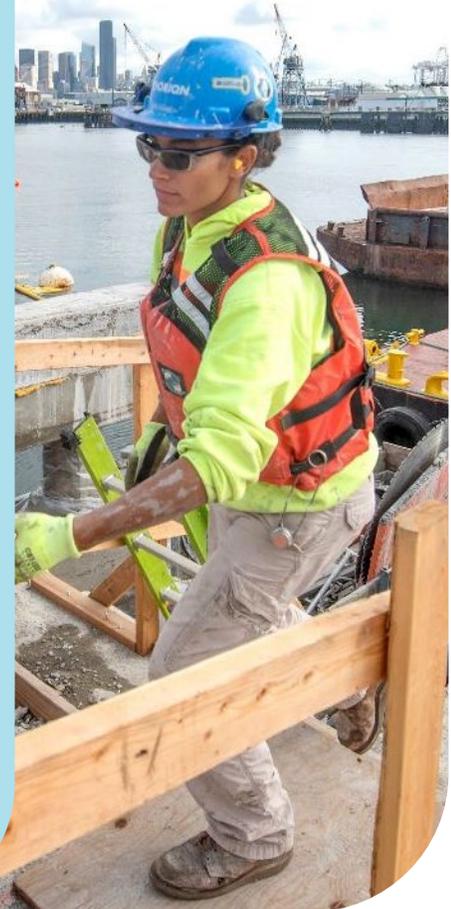
Capital Project Investments

The Port of Seattle is making \$3.7 billion of capital facility investments over the next five years

- Over \$1.5 Billion in scheduled work provides stimulus in 2022 and 2023
- Advances ‘shovel ready’ grant opportunities, keeps staff/consultants working – allows timely investment beyond 2023
- 1% for art fuels economic activity

Projects support quality jobs, WMBE businesses and a web of wholesale suppliers and will:

- Provide additional WMBE contracting opportunities
- Advance environmental sustainability goals; and
- Drive workforce development opportunities



Capital Projects Drive Economic Recovery

Over a \$ half billion in planned spend for 2021 = Jobs and Economic Impacts

Aviation

- **2021 Summer Airfield construction**
- **Fire Pump replacement**
- **Checkpoints -Automated Screening Lane**
- **Tenant Network demarcation upgrade**
- **Westside Fire Station**
- **NSAT & IAF**
- **Safedock -Aircraft gating system**
- **RCF security improvements**
- **RFC & Air Cargo Road pavement remediation**
- **Flight Corridor Safety Program, Ph.1**
- **SSAT Infrastructure upgrade**
- **C1 Building: Design & Contract procurement continue**

Maritime

- **Terminal 5 modernization**
 - Receive cranes
 - Net tie off piles
 - Contamination site cap re-seal
- **Terminal 30 Bulkhead repair**
- **T91 NW Fender System**
- **Terminal 117 Duwamish Park Access and Fishing Pier**
- **Maritime Innovation Center Design completion**

Five Year Capital Budget Summary

\$ in 000's	2021	2022	2023	2024	2025	2021-2025
Aviation	464,234	686,580	673,831	791,875	692,070	3,308,590
Maritime	26,383	52,663	41,955	49,650	67,675	238,326
Economic Development	5,874	26,812	31,089	6,711	3,585	74,071
Stormwater Utility	1,400	1,520	500	500	500	4,420
Central Services and Other	10,636	9,082	21,102	26,931	10,490	78,241
Total	508,527	776,657	768,477	875,667	774,320	3,703,648

2021 = \$9+ Million Equitable Recovery Investments

- Addressing **Workforce** Disruptions and **Development** Opportunities (\$5.9+ M*)
- **Tourism** Recovery (\$1.7 M)
- **Small Business** Survival and Recovery (\$800k)
- **Community/Environmental** Resiliency (\$500k)
- **Regional** Recovery Partnerships (150k)



*City of Seattle adding \$1 M

2022 Recovery Investments (*Draft*)

- Support Youth Opportunity Initiative annually as part of workforce development investments
- Increase South King County Fund resources
- Invest undersubscribed funds within City ED Grant Program to support regional collaborative small business recovery initiatives
- Workforce/Community Development
 - Port & external partner internships
 - Construction trades training
 - Aviation career pathways training
 - Duwamish Community Partnership
 - Grow Priority Hire in 2022
- Implement 1% for art

Adds to Existing Port Community Programs, Memberships and Sponsorships

- The Port budgeted \$13.2 Million to support community programs and partnerships in 2021
 - Funding supports *recovery initiatives* **AND City of SeaTac community relief, sustainability initiatives, internships and other partnerships**
 - Community program funding has grown by 2.4 million or 20 percent since 2019
 - Commission established ACE fund, Duwamish Community Equity Partnership, South King County fund and Energy and Sustainability fund
- These levy investments are **augmented with \$2-3 Million** annually in **sponsorships and memberships**. Staff significantly reduced 2021 sponsorship and membership budgets.

Port Recovery Budget Communications

Community Engagement

1. October 11 – Media advisory outlining budget process public milestones
2. October 12 – Public session briefing on Aviation and Maritime operating and capital budgets
3. October 19 – Press release Exec Dir submitting budget for Commission consideration
4. Virtual Budget Briefings – Aviation and Maritime to be scheduled for after October 12 public session briefing. Will include promotional campaign to encourage participation.
5. November 16 – Press release documenting Commission adoption of 2022 budget

State of the Port to be scheduled

Budget in Brief to be published

Connecting *to* RECOVERY

Help lead an equitable, sustainable recovery

- Operate our gateways, provide essential services, keep people safely employed
- Invest in capital projects, prepare for the future, emphasis on equity and sustainability
- Adapt to new disruptions

Airport Jobs Campaign

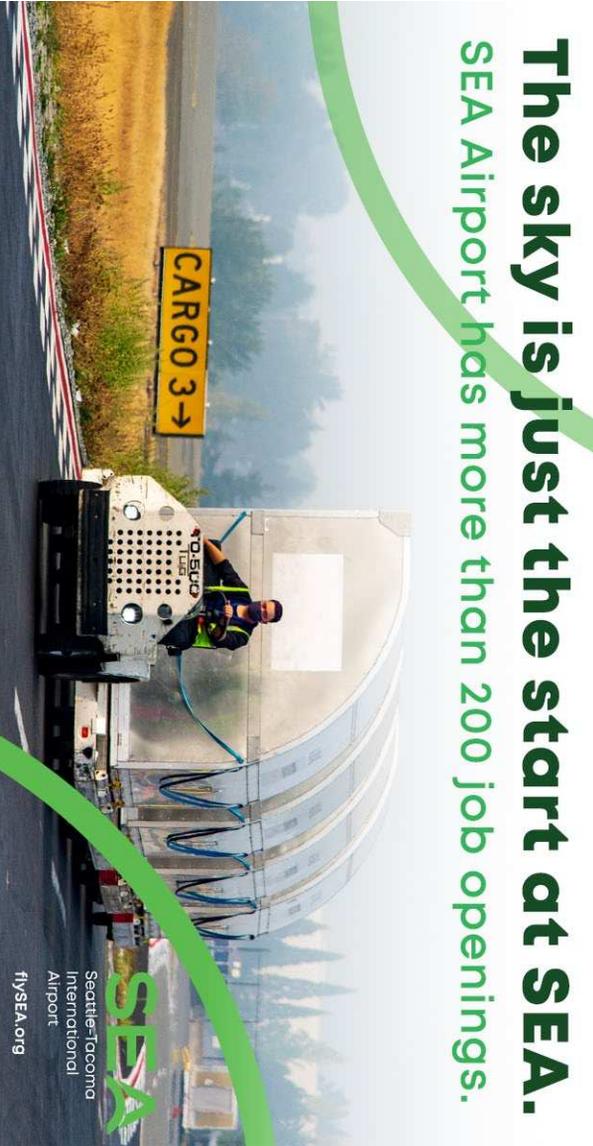


Get your career ready for takeoff. SEA Airport has more than 200 job openings.



flySEA.org

The sky is just the start at SEA.
SEA Airport has more than 200 job openings.



flySEA.org

Appendix

Connect to Recovery

SAFELY OPERATE TRADE/TRAVEL
GATEWAYS

ADVANCE CAPITAL PROJECTS

SUPPORT EQUITABLE RECOVERY IN
SOUTH KING COUNTY

RESTORE TOURISM AND
HOSPITALITY INDUSTRIES

WORKFORCE DEVELOPMENT

SUPPORT IMPACTED WMBE AND
SMALL BUSINESSES

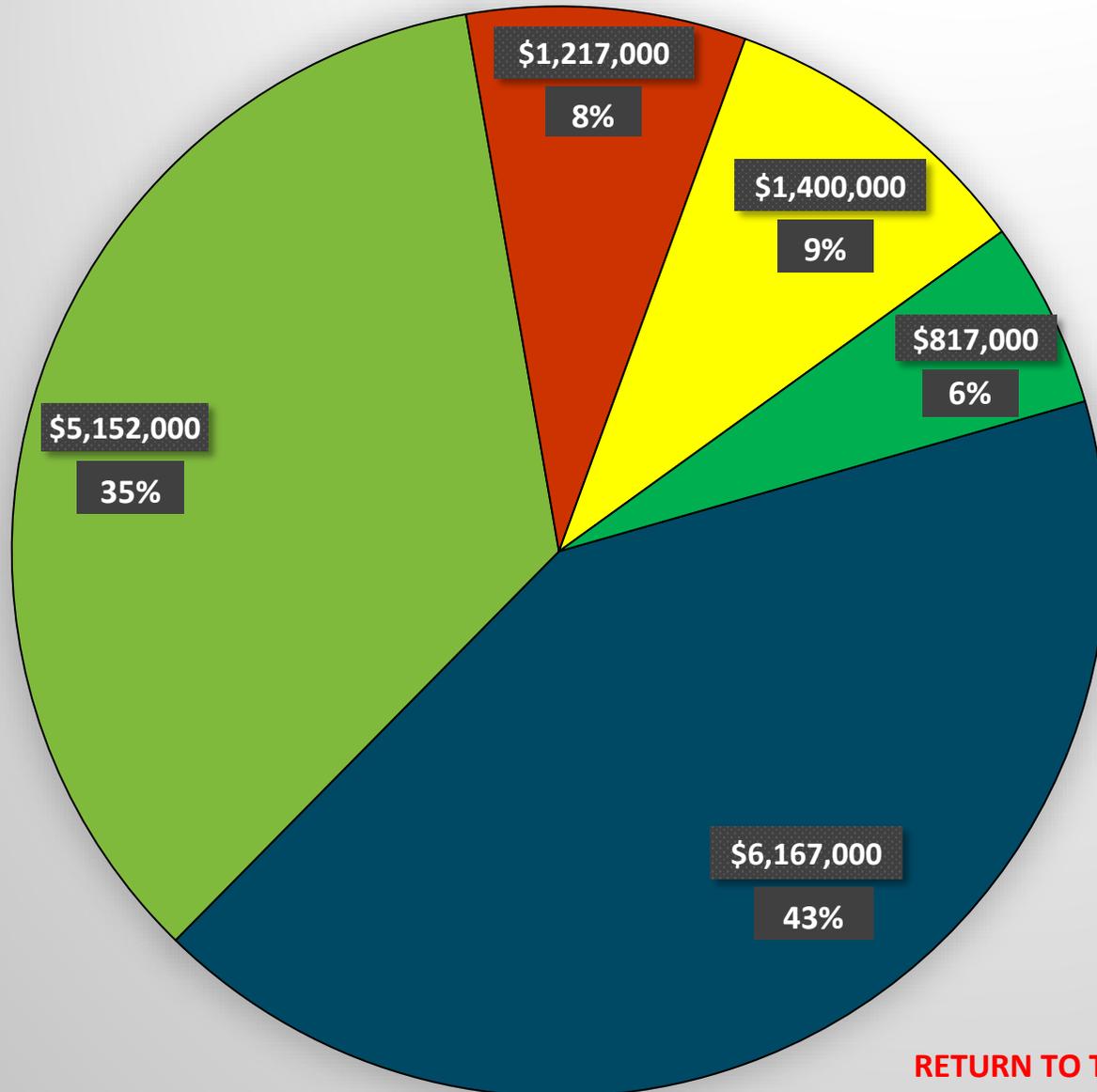
SUPPORT SUSTAINABILITY, ECOLOGY
AND ART INITIATIVES

LEVERAGE FEDERAL STATE AND
LOCAL RESOURCES

SUPPORT REGIONAL PLANS AND
PRIORITIES

Anchor = Operator + Builder + Investor + Convener + Employer + Partner

Port Community Program Funding by Activity



Economic Development:

Tourism Dept., Spotlight Advertising, City ED grants, Diversity in Contracting Dept., Maritime Innovation

Workforce Development:

HS Interns, Workforce Development Dept.

Equity, Diversity & Inclusion

EDI Dept., Duwamish Community Equity program

SeaTac Community Relief

Sustainability:

ACE Fund, E&S Committee, Low Carbon Fuel standard, Sustainable Aviation fuels

[RETURN TO TOC](#)

Maritime and Economic Development CIP and Capital Funding

Commission Retreat

July 29, 2021



Outline of Commission Presentation

- Background
 - Current Environment
- 2022 Budget Guiding Principles
- Preliminary 2022-2026 CIP
 - Key projects discussion
 - Improving Capital Project Delivery
- Capital Capacity
 - Modeling Funding Options
- Delivery Recommendation
 - Additional resources
- Future Considerations

Current Environment: Complex & Uncertain

- In recovery but uncertainty continues:
 - Still evaluating impact on future revenues
 - Hopeful for a successful (partial) cruise season
 - Supply chain disruptions continue – added project costs
 - Labor shortage
- In 2019 Port introduced Vision for the Working Waterfront
 - Included several key projects from Fishermen's Terminal to Terminal 117
 - Funded in part with an increase in the tax levy – 3% per year for five years
 - Expected substantial completion by 2022
- Progress has been made but some projects have been delayed due to pandemic and a variety of other reasons

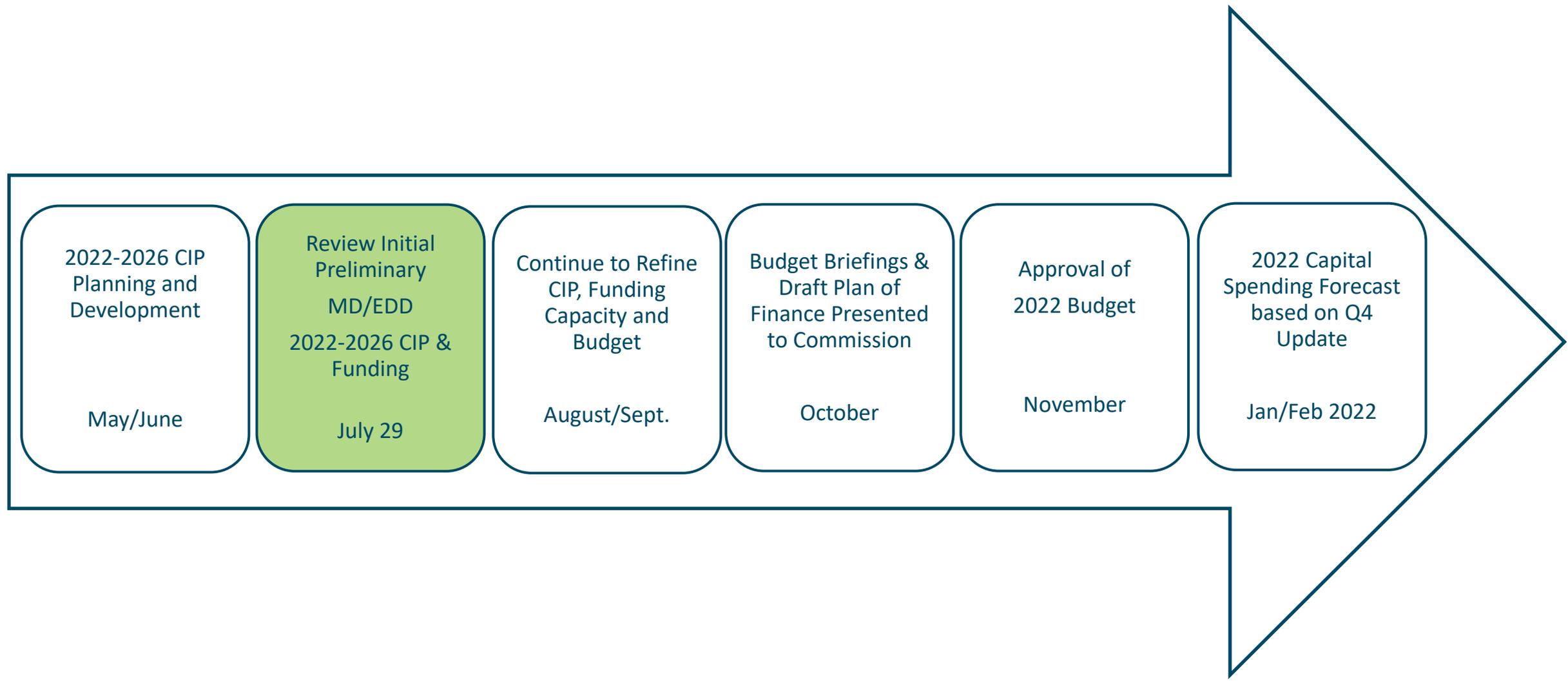
2022 Budget Guiding Principles

- Continue to focus on the **health and safety of employees, customers and the public** with increased utilization of Port facilities
- Ensure the **efficient operation of Port business gateways** as business volumes recover
- **Support regional equitable economic recovery** through advancing the Port's capital improvement plan and continued investment in community programs
- Assess the **longer-term effects of COVID-19** on Port operations and facility needs
- **Invest in employee** development, retention, and recruitment
- Need to be **adaptable and flexible** to the changing business environment

Preliminary Maritime and Economic Development CIP



CIP Timeline



Capital Improvement Plan Priorities

Asset

Stewardship:

Maintaining the Port's capital assets and preserving Seattle's iconic working waterfront



Financial

Sustainability:

Making investments that support maritime industries and the Port's long term funding capacity



Community and Environment:

Environment:

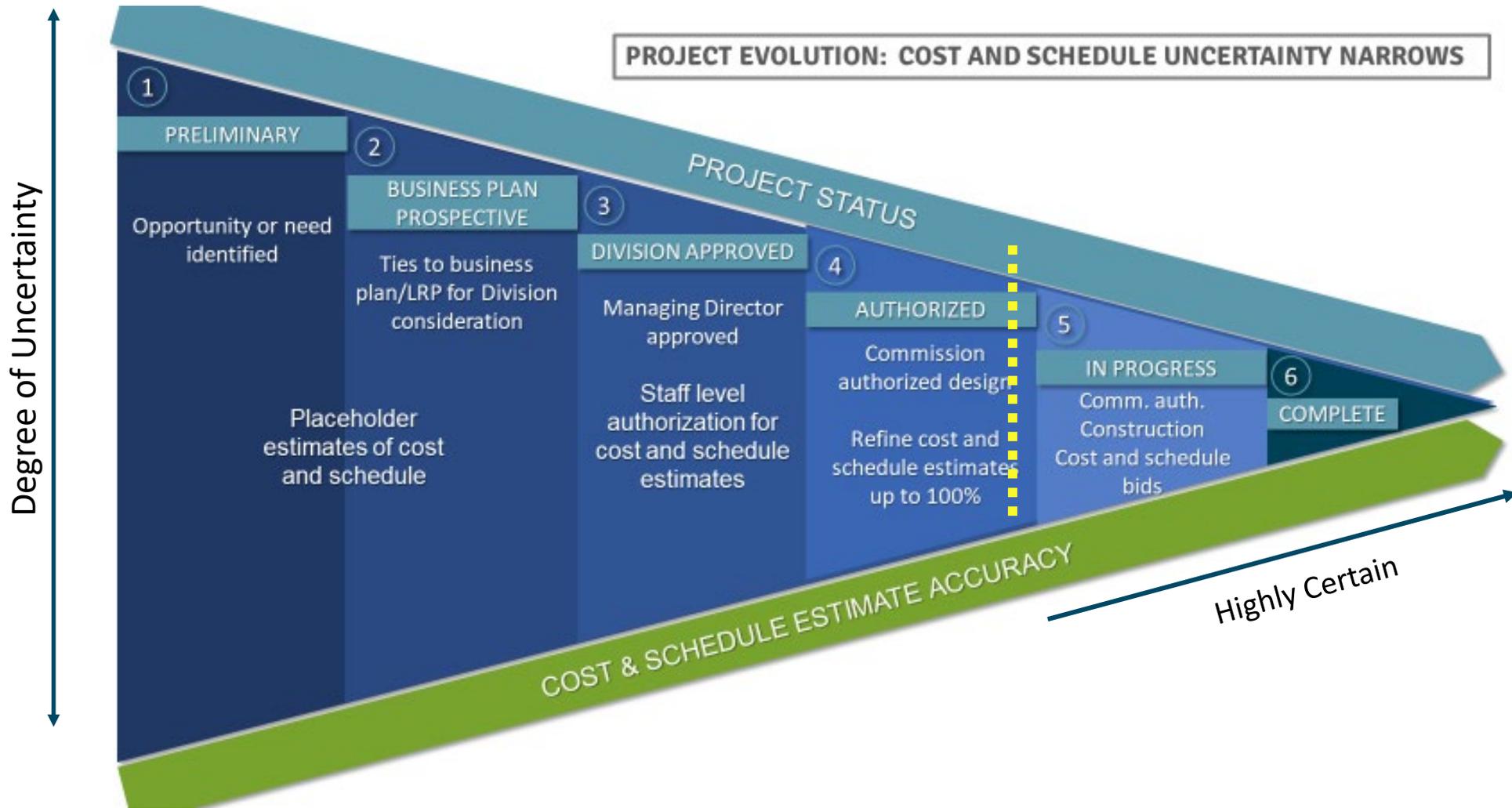
Stewarding our environment responsibly, partnering with surrounding communities, and promoting social responsibility



Capital Planning Guidelines

- **Maintain construction to help stimulate recovery** across the region.
- **Capital planning should incorporate** potential changes to facilities in the wake of **COVID-19**.
- **New Projects** should be:
 - **prioritized according to the CIP Priorities and Budget Guiding Principles**
 - **timing of new construction** should consider updated demand forecasts, funding availability and project delivery capacity.
- **Project designs and environmental reviews should generally continue to advance on top priority projects** to preserve the option to proceed if grant funding becomes available or the Port's financial outlook improves sooner than expected.
- **Cost estimates** should factor in **cost escalation** and the local bidding environment in preparing and updating project budgets.

Capital Improvement Plan Status & Certainty



Port historically delivers 80 percent of CIP over a five year period

Preliminary 2022 to 2026 CIP: \$412M

Project Group/Name	Status	CIP	\$ millions						Total Project Cost		
			2022	2023	2024	2025	2026	5Y Total	Current	Previous ⁴	Change
<i>Large (2019 Key Project)</i>			14.6	51.3	77.4	66.0	79.6	289.0	657.3	573.1	84.2
Duwamish River People's Park (T117 Restoration)	5 In Construction	C800995	2.5	0.3	0.3	0.3	0.3	3.6	19.8	23.6	(3.7)
Terminal 91 Berth 6 & 8 Redevelopment	4 In Design	C102475	1.2	20.4	41.9	0.8	-	64.3	65.2	40.0	25.2
Terminal 91 Uplands Development Phase I	4 In Design	C800158	1.6	2.1	23.1	22.3	-	49.0	50.3	48.5	1.8
Maritime Innovation Center	4 In Design	C801084	1.4	9.9	6.7	-	-	18.0	19.9	16.0	3.9
Pier 66 Shore Power	4 In Design	C800120	7.5	8.7	0.0	-	-	16.2	17.0	16.7	0.2
Terminal 46 Replace North Pier Structure	3 Pre-design	C800598	-	2.5	2.5	30.0	25.0	60.0	60.2	49.5	10.7
Terminal 91 New Cruise Gangways	3 Pre-design	C800129	0.5	6.5	0.0	-	-	6.9	7.0	6.9	0.1
Terminal 91 Uplands Phase 2 Buildings	2 Bus Plan Prospective	C801170	-	-	-	0.6	1.7	2.3	166.0	144.0	22.0
Fourth Cruise Berth	2 Bus Plan Prospective	C800582	-	0.5	1.5	2.0	35.0	39.0	137.0	124.4	12.6
Fishermens Terminal Gateway Building	2 Bus Plan Prospective	C800525	-	-	-	-	2.0	2.0	53.1	53.4	(0.3)
Fishermens Terminal Northwest Dock Improvements ³	2 Bus Plan Prospective	C800444	-	0.5	1.5	10.0	15.0	27.0	52.0	42.5	9.5
Terminal 91 Uplands Phase 2 Utility Infrastructure	2 Bus Plan Prospective	C801169	-	-	-	-	0.6	0.6	9.8	7.7	2.1
<i>Mid-Cap¹</i>			21.7	18.5	13.5	8.6	7.0	69.3			
<i>Small</i>			4.5	1.5	1.0	1.0	1.0	9.0			
<i>Fleet/Technology</i>			2.7	2.8	2.6	2.3	1.7	12.2			
<i>Tenant Improvements</i>			0.6	0.6	0.6	0.6	0.6	2.8			
<i>Reserve²</i>			3.0	4.0	5.0	7.0	11.0	30.0			
Total			\$47.1	\$78.7	\$100.1	\$85.4	\$100.9	\$412.2			

¹Also includes non-material spending in 2022 on projects near completion (BHICC Modernization, SBM Service Buildings, T91 NW Fender)

²No cash flow adjustment at this time

³Moved into capital plan this year - condition assessment to be completed in 2022

⁴Total estimated project cost as of 2021 Capital Plan (Q3 2020)

Table does not yet reflect Q2 cash flow updates

Big Rock Projects

- **Terminal 46 North Pier Structure**
 - Preliminary assessment suggests replacement with in-kind structure
 - Multi-use, such as fishing or research vessels
- **Potential Fourth Cruise Berth**
 - No spending in 2022
 - Under Evaluation
 - Potential planning paused until 2023 pending evaluation
- **Terminal 91 Berth 6&8**
 - Past 10% design, 30% by September
 - Cost estimate increased due to seismic issues
 - Construction anticipated in 2023
- **Terminal 91 Uplands Development**
 - Phase I: 10% design
 - Phase II: pre-planning beginning 2025

Other Big Rock Projects

- In Construction
 - Terminal 117 Restoration – Duwamish River People’s Park
 - Terminal 91 Northwest Fender - completion in 2021
- In Design
 - Pier 66 Shore Power
 - Maritime Innovation Center
- Pre-design work underway
 - Fishermen’s Terminal Northwest Dock Improvements
- Joint Venture (not included in MD/EDD CIP)
 - West Waterway Deepening (\$28M)

Deferred Projects Not Included in CIP

- Terminal 5 North Reuse of Dredged Material \$21M
 - Dependent on future waterway dredging schedule
- Terminal 102 Harbor Island Marina Docks ABCD Rehabilitation: \$21M
 - Project slated for 2030
- Salmon Bay Marina Docks ABC Roof Replacement: \$12M
 - Continued monitoring of structural condition
- Salmon Bay Marina Docks D and E Replacement: \$10.5M
 - Temporary fixes being utilized
- Terminal 91 Bike Path & Pedestrian Bridge: \$1.2M
 - Pending cost evaluation
- Parks Restrooms/Wash Stations: \$5M

Preliminary 2022 to 2026 CIP

Project Group/Name	Status	CIP	\$ millions						Total Project Cost		
			2022	2023	2024	2025	2026	5Y Total	Current	Previous ⁴	Change
<i>Large (2019 Key Project)</i>			14.6	51.3	77.4	66.0	79.6	289.0	657.3	573.1	84.2
Duwamish River People's Park (T117 Restoration)	5 In Construction	C800995	2.5	0.3	0.3	0.3	0.3	3.6	19.8	23.6	(3.7)
Terminal 91 Berth 6 & 8 Redevelopment	4 In Design	C102475	1.2	20.4	41.9	0.8	-	64.3	65.2	40.0	25.2
Terminal 91 Uplands Development Phase I	4 In Design	C800158	1.6	2.1	23.1	22.3	-	49.0	50.3	48.5	1.8
Maritime Innovation Center	4 In Design	C801084	1.4	9.9	6.7	-	-	18.0	19.9	16.0	3.9
Pier 66 Shore Power	4 In Design	C800120	7.5	8.7	0.0	-	-	16.2	17.0	16.7	0.2
Terminal 46 Replace North Pier Structure	3 Pre-design	C800598	-	2.5	2.5	30.0	25.0	60.0	60.2	49.5	10.7
Terminal 91 New Cruise Gangways	3 Pre-design	C800129	0.5	6.5	0.0	-	-	6.9	7.0	6.9	0.1
Terminal 91 Uplands Phase 2 Buildings	2 Bus Plan Prospective	C801170	-	-	-	0.6	1.7	2.3	166.0	144.0	22.0
Fourth Cruise Berth	2 Bus Plan Prospective	C800582	-	0.5	1.5	2.0	35.0	39.0	137.0	124.4	12.6
Fishermens Terminal Gateway Building	2 Bus Plan Prospective	C800525	-	-	-	-	2.0	2.0	53.1	53.4	(0.3)
Fishermens Terminal Northwest Dock Improvements ³	2 Bus Plan Prospective	C800444	-	0.5	1.5	10.0	15.0	27.0	52.0	42.5	9.5
Terminal 91 Uplands Phase 2 Utility Infrastructure	2 Bus Plan Prospective	C801169	-	-	-	-	0.6	0.6	9.8	7.7	2.1
<i>Mid-Cap¹</i>			21.7	18.5	13.5	8.6	7.0	69.3			
<i>Small</i>			4.5	1.5	1.0	1.0	1.0	9.0			
<i>Fleet/Technology</i>			2.7	2.8	2.6	2.3	1.7	12.2			
<i>Tenant Improvements</i>			0.6	0.6	0.6	0.6	0.6	2.8			
<i>Reserve²</i>			3.0	4.0	5.0	7.0	11.0	30.0			
Total			\$47.1	\$78.7	\$100.1	\$85.4	\$100.9	\$412.2			

¹Also includes non-material spending in 2022 on projects near completion (BHICC Modernization, SBM Service Buildings, T91 NW Fender)

²No cash flow adjustment at this time

³Moved into capital plan this year - condition assessment to be completed in 2022

⁴Total estimated project cost as of 2021 Capital Plan (Q3 2020)

Table does not yet reflect Q2 cash flow updates

Project Delivery Capacity

- Assessment of delivery improvements
 - Additional project managers
 - Improving career pathways
 - Revised reporting structure
- Additional resources required to deliver
 - Internal, Port-wide departments:
 - Commission, executive, business managers, PMs, CPO, engineering, legal, finance, external relations, etc.
 - Many resources shared with Aviation and NWSA
 - Potential operating budget impacts
 - External, e.g. permitting, environmental review

Funding Capacity

Bottom Line Up Front

- Inflation continues to erode purchasing power
- Recommendation to continue inflation adjustments as the default planning assumption

Preliminary Non-Airport Capital and Funding

2022-2026 Non-Airport Capital

	<u>\$ million</u>
Maritime & EDD CIP	412
NWSA - Port Share and Port Related	185
Allocated Central Services CIP	8
Total CIP	605

2022-2026 Non-Airport Funding (\$ mil)

	<u>\$ million</u>
Operating Fund	29
Operating Cash Flows	81
Future Revenue Bonds	-
Grants	11
Tax Levy	96
Future LTGO Bonds	388
Total Non-Airport Funding Sources	605

- Funding is shared with NWSA *
- MD & EDD CIP is 68% of total CIP
- Tax levy and General Obligation (G.O.) Bonds (paid from the levy) will provide 78% of funding
 - Assumes annual inflationary levy increase of 3% through 2026
 - Potential additional funding capacity of \$63 million
- No new revenue bond capacity until 2027 (existing debt service decreases in 2027)

* Includes Port legacy projects for NWSA, e.g. channel deepening

Tax Levy Background

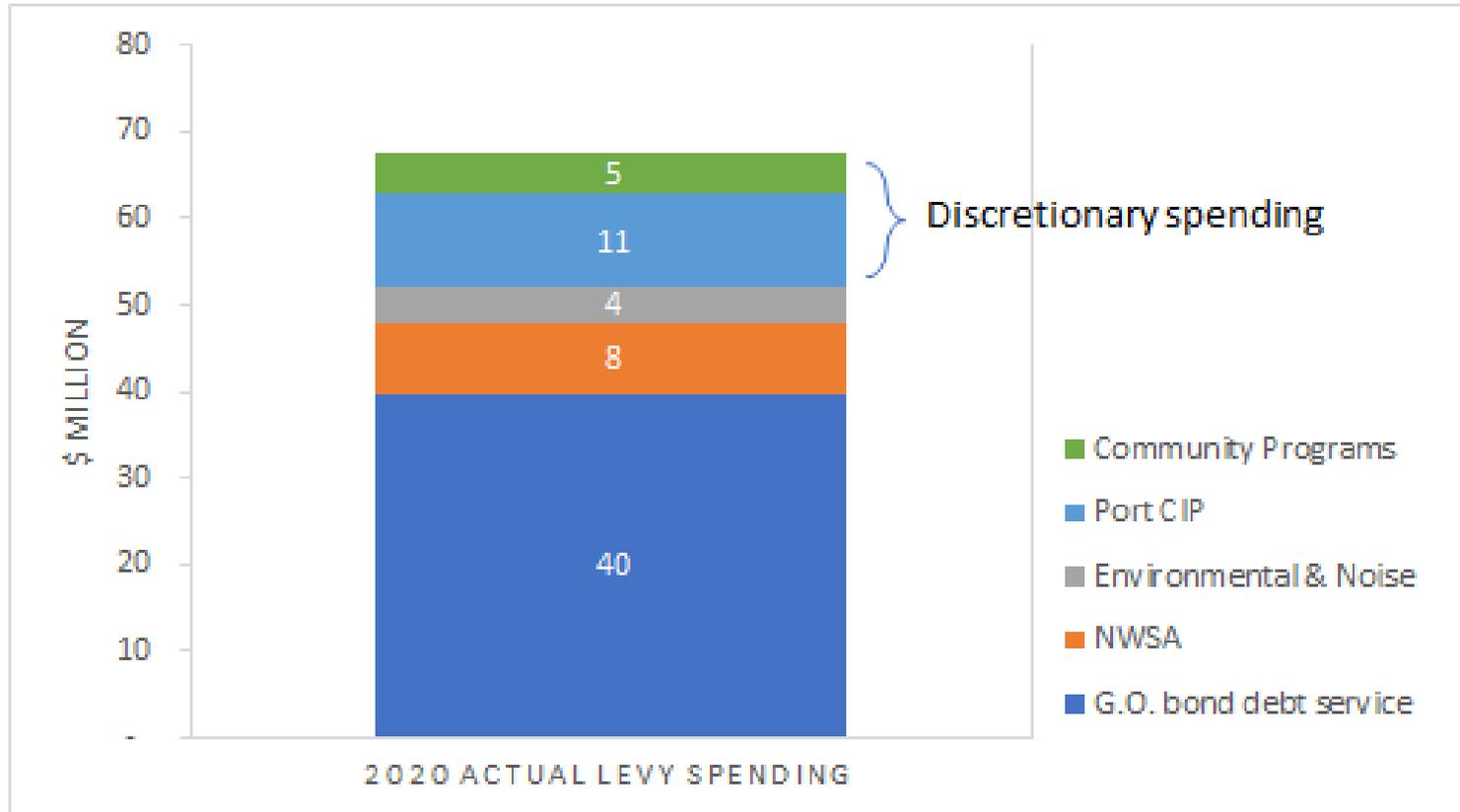
Tax Levy Facts

- Levy amount is approved annually as part of the budget
- 2021 levy is \$78.7 million
- 2022 est. max levy is \$108.2 million
- Prior to 2019, levy had been held at \$72 million for 10 years
- Additional levy collected 2019-2021: \$13 million

Tax Levy Policy

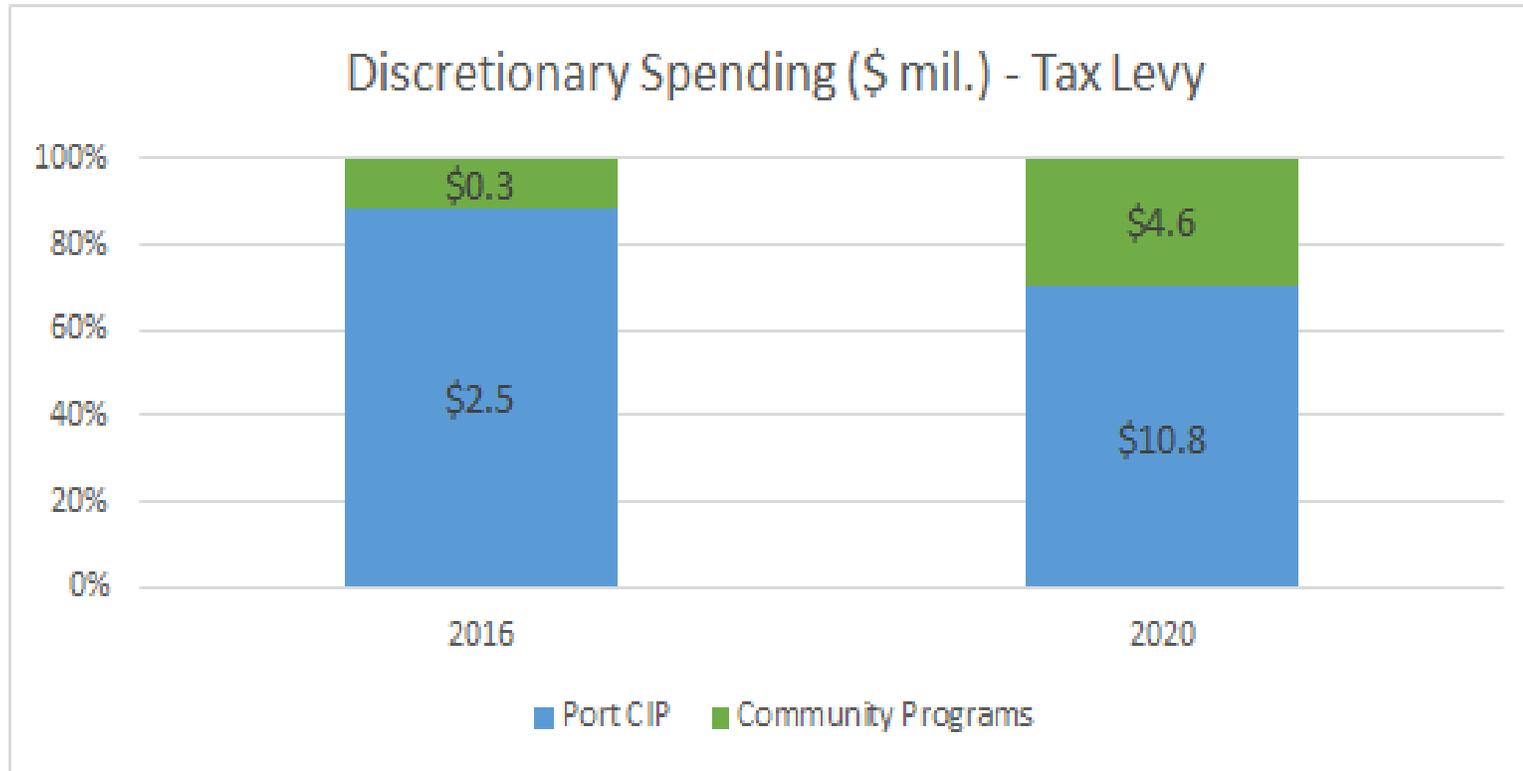
- Supports uses and businesses that are not sufficiently self-supporting with operating revenues and/or provide economic/community benefits
- First use of the tax levy is paying G.O. bond obligations
- No target minimum balance – spend what is collected

2020 Uses of the Tax Levy



- Port Discretionary - 23%
 - Port CIP
 - Community Programs
- Commitments – 77%
 - G.O. Bond debt service
 - NWSA
 - Environmental Remediation

Discretionary Levy Spending



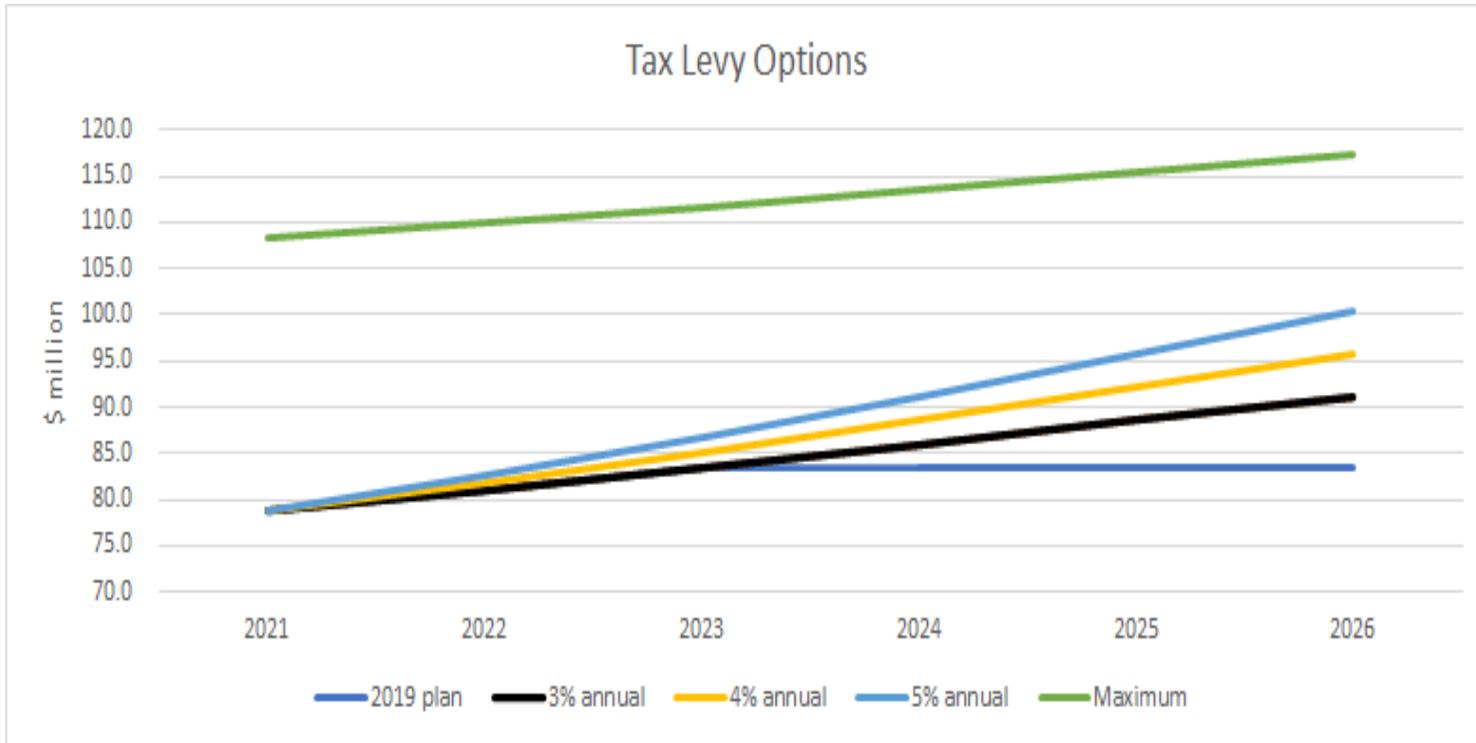
- Actual levy spending on CIP and programs increased:
 - 2016 = \$2.8 million
 - 2020 = \$15.4 million
- The relative spending has shifted with an increased percentage used for community programs

Options to Increase Funding Capacity

- The CIP can be fully funded with continued annual inflationary increases to the tax levy and maximizing the use of G.O. bonds
- Other scenarios can add funding capacity and require maximizing debt
- To complete the CIP post 2026:
 - More G.O. bonds needed up to maximum leverage
 - Little additional funding capacity

Preliminary Funding Capacity (\$ million)		
Tax Levy Scenarios	MD & EDD funding 2022-2026	Extra Capacity/ (Deficit)
2019 plan (3% to 2023)	330	(82)
3% annual	475	63
4% annual	527	115
5% annual	582	170

Potential Tax Levy Scenarios



Capital planning includes an assumption of future tax levy amounts

- Current planning assumption is continuation of annual inflationary increases
- 5% annual levy increases will reach the maximum levy in 2031

Taxpayer Impacts

	2022 tax (\$ mil)	Levy rate \$1000 value	median home tax
3% increase	81.0	\$0.12	\$73.72
4% increase	81.8	\$0.12	\$74.44
5% increase	82.6	\$0.13	\$75.15
Maximum	109.8	\$0.17	\$99.92

Note: based on 2021 King County information on total assessed value and median home value of \$600,000

Watch Items – Potential Changes to CIP and Funding Capacity

External Factors

- Cruise recovery
- NWSA CIP update (Port influence)
- NWSA revenue update (Port influence)
- Environmental remediation costs & timing
- Construction cost escalation
- Stakeholder effect on project timing & cost

Internal Factors

- 2022 Operating Budget
- New contributions to regional transportation
- Project delivery capacity

Summary

- The MD & EDD 2022-2026 CIP
 - Focuses on delivery of:
 - Environmental projects: T117 restoration and P66 Shorepower to be completed in 2022 and 2023
 - Terminal 91: Berths 6&8 and Uplands Development Phase I to be completed in 2024 and 2025
 - Maritime Innovation Center to be completed in 2024
 - Other projects will continue/begin during 2022-2026 and continue into the future
- There is sufficient funding capacity for the \$412 million CIP
 - assuming continuation of inflation adjustments to the tax levy
 - There is no capacity for new revenue bonds until after 2027
- Next Steps
 - CIP and funding updates will be presented in October as part of the budget process
 - The 2022 tax levy amount is decided in November

Other Information

MD/EDD Mid-Cap Projects

Status	Project	CIP	2022	2023	2024	2025	2026	Project Total
5	P66 BHCC Interior Modernize	C800889	0.0	-	-	-	-	11.7
5	T91 Northwest Fender	C801097	0.0	-	-	-	-	6.3
5	CW Bridge Elev Modernizations	C801016	2.0	0.0	-	-	-	3.2
5	P66 Roof Upgrades	C801103	0.8	0.0	-	-	-	1.4
4	T102 HIM E Dock	C800678	0.2	1.7	2.1	-	-	4.5
4	WTC HVAC Replacement	C800199	2.8	0.0	-	-	-	4.1
4	P69 Underdock Utility Rplc	C801102	2.6	0.4	-	-	-	3.3
4	FT Site Improvements	C801211	0.5	1.1	0.8	-	-	3.0
4	SBM Dock X Pier Replacement	C800570	1.1	-	-	-	-	1.7
4	FT ADA Compliance Project	C801198	1.4	0.0	-	-	-	1.5
4	SBM Pad Site Development	C800445	0.2	0.2	-	-	-	0.5
4	Cruise per Passenger Allowance	C800614	0.0	-	-	-	-	0.1
3	Harbor Mooring Dolphins	C800999	-	-	-	0.0	0.1	6.5
3	P66 Fender Overhaul	C800674	1.2	2.2	1.8	-	-	5.4
3	JBP Pier Replacement	C801074	0.4	0.2	1.5	1.6	-	4.0
3	FT C-14 Downey Bldg Improv	C801164	0.8	2.3	0.1	-	-	3.2
3	WTCW Roof Replacement	C801104	1.6	0.1	-	-	-	1.7
3	P66 BHM Pile Wraps	C800539	0.0	0.6	0.7	0.0	-	1.4
3	Cruise Upgrades COVID19	C801190	1.0	-	-	-	-	1.2
3	P90E Timber Pile Caps	C801163	0.8	0.0	-	-	-	0.9
3	Cruise Cap Allow - CTA Lease	C800613	0.2	-	-	-	-	0.8
2	Waterfront LED Lighting Accele	C801247	0.2	1.5	1.0	1.0	1.0	4.7
2	T10 Mooring Dolphins	C800181	-	-	-	-	0.1	4.7
2	P66 Retail HVAC Upgrade	C801220	0.8	2.9	-	-	-	3.7
2	Maritime Video Camera Project	C801020	1.4	1.8	-	-	-	3.2
2	T106 Mooring Dolphins	C800741	-	0.1	0.1	2.3	0.5	3.0
2	FT C15 Bldg Misc Improv	C801096	-	-	0.1	1.4	1.2	2.8
2	P69 Clerestory and Skylight Re	C801101	-	-	-	-	0.5	2.7
2	Shoreline Improvements	C801246	0.5	0.5	0.5	0.5	0.5	2.5
2	P66 BHM Wavebreak Protect	C800536	0.0	0.3	1.5	-	-	1.8
2	WTC Garage Elevator Mods	C801064	-	0.1	1.5	0.2	-	1.8
2	SBM Fuel Float Rehabilitation	C801000	-	0.1	0.3	1.2	0.2	1.8
2	MIC Electrical Replacement	C801241	0.4	1.2	0.0	-	-	1.6
2	FT C3 Bldg Roof Replace	C800733	-	-	-	0.0	1.0	1.1
2	SBM Lower A Dock Impr.	C800679	-	-	-	0.1	0.8	1.1
2	MD Access Control Upgrade	C801165	0.5	0.6	-	-	-	1.1
2	P66 Wave Break Cathodic Protection	C800517	0.1	0.4	0.6	-	-	1.0
2	SBM Comporter Pier Rehab	C801001	-	0.1	0.9	-	-	1.0
2	FT Net Shed 11 Roof Overlay	C800568	-	-	-	0.0	0.5	0.6
2	FT Net Shed 10 Roof Overlay	C800567	-	-	-	0.0	0.5	0.6
2	Energy Management System	C801166	0.2	0.2	-	-	-	0.4
			21.7	18.5	13.5	8.6	7.0	107.5

Primarily support asset preservation

Also includes non-material final spending for large projects:

- Bell Harbor Conference Center Modernization
- T91 Northwest Fender Replacement

Port's Taxing Authority

Port taxing limitations: Port is limited by the most restrictive – currently the 1% limit

- **1% limit**

- The maximum levy is increased each year by the 1% limit factor
- Based on prior year's maximum
- Increased by the lesser of 1% or inflation plus an addition for new construction
- The maximum levy for 2020 is estimated to be ~\$106.3 million

- **45 cent limit**

- The amount of the tax levy in any given year is limited to 45 cents per \$1000 of assessed value
 - (Port 2020 rate is estimated to be 12 cents based on a \$76.4 million levy)
- For 2020, this limit is ~\$286.6 million
- Excludes the amount needed to pay G.O. bond debt service of \$39.8 million

Inflation

- An inflation adjustment to the tax levy can help preserve buying power
- Seattle Consumer Price Index (CPI) year-over-year through June, 2021
 - 5.5%
 - The average CPI for five-years was 3%
- Seattle construction costs have increased 7.1% year-over-year

Community Programs – Levy Funded Only

Program (in \$000)	Admin. Dept.	2019	2019	2020	2020	2021 Budget	2021 Q1	2021 Budget	Percent of
		Budget	Actual	Revised Budget	Actual	(4)	Spending	Funded by the Tax Levy	the 2021 Budget
1 City of SeaTac Community Relief ^{1*}	Airport	1,400	1,400	1,400	1,400	1,400	1,400	1,400	100%
2 Airport Spotlight Ad Program ^{1&2}	Airport	354	934	1,148		382	44	382	100%
3 Diversity in Contracting (excludes SKC portion)	Diversity in Contracting	1,197	883	1,331	1,025	1,330	256	10	1%
4 EDD Partnership Grants	Economic Development Division	960	763	960	865	910	-	910	100%
5 Maritime Blue (formerly Maritime Innovation Center)	Economic Development Division	-	-	150	45	150	33	150	100%
6 Airport Community Ecology (ACE) Fund *	Environment and Sustainability	500	260	522	168	212	13	212	100%
7 Energy & Sustainability Fund *	Environment and Sustainability	250	283	150	5	373	-	373	100%
8 Sustainable Aviation Fuels & Air Emissions Program	Environment and Sustainability	375	-	40	-	250	-	250	100%
9 Duwamish Valley Community Equity Program	External Relations	-	-	292	-	275	17	275	100%
10 South King County Support Program ^{3*}	External Relations, Diversity in Contracting	750	-	1,500	-	2,000	81	2,000	100%
11 Orca Recovery Program	Maritime Env and Sustainability	-	-	-	-	50	-	50	100%
12 Tourism Marketing Support Program	Tourism	1,521	1,338	2,842	952	2,481	167	1,400	56%
13 Workforce Development (excludes OYI (4))	Workforce Development	2,920	1,771	2,903	2,417	2,682	172	1,261	47%
14 Opportunity Youth Initiative ⁴	Workforce Development	-	-	1,500	1,338	2,000	-	-	0%
TOTAL		10,227	7,631	14,739	8,215	14,494	2,183	8,673	60%

Notes:

- 1) Budgeted as Non-ops Expenses.
 - 2) Free advertising space provided at the Airport. FAA requires that lost revenue be reimbursed to the Airport.
 - 3) Includes a portion of Diversity in Contracting funded by the South King County Program, for the 2021 budget that amount is \$180k. DIC figures in row 3 have been reduced accordingly.
 - 4) Youth Opportunities Initiative was added mid-yr in 2020 and funded with the levy; \$2 million was added for 2021 after the final budget; funded from General Fund COVID Reserve.
- * Program with total designated funding limit.

Operating Funds

- Cruise assumptions – 75% of 2019 passengers in 2022-2023
- Revenue Bonds can be supported in 2027 with a decrease in existing debt service

<u>Operating Cash Flow for Capital (\$million)</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>TOTAL</u>
<u>NOI before Depreciation</u>						
NWSA	46.2	49.9	49.6	48.7	50.9	245.3
Maritime	3.4	2.4	2.6	8.2	9.2	25.9
Economic Development	(6.4)	(6.6)	(6.5)	(5.4)	(4.3)	(29.2)
Total	43.2	45.7	45.7	51.5	55.8	242.0
Adjustment for tax levy funded operating exp.	9.13	8.45	8.51	4.80	4.85	35.7
Adjustment for non-operating and unallocated exp.	(9.9)	(9.4)	(9.1)	(5.4)	(5.4)	(39.2)
Total cash flow for Revenue Bond debt service	42.5	44.8	45.1	51.0	55.2	238.5
Revenue Bond Debt Service	40.0	30.0	29.9	29.9	28.0	157.9
Net cash available for capital	2.4	14.7	15.1	21.1	27.2	80.6

RETURN TO TOC

To: Commissioners
FROM: Aaron Pritchard
RE: Commissioner Budget Priority Process
DATE: 07/29/21

Commissioners we have spent the past three years working with Metruck to line up our business process and commission budget process. In that time the Commission and Exec have revised the Century Agenda, aligned the Exec Director port-wide goals with the business planning process, created early budget engagement through two budget retreats, and put the Exec and Commission on the same timeline.

We have generally reached a place of alignment that has made this a better process. Please let me know offline if you see any areas for improvement or if you have any suggestions.

Commissioners have developed a Commissioner budget request package that we will submit to review by the Executive Director on August 6th at the same time as the entire Central Services budget is considered. **Commissioner Felleman has asked for an additional check-in with the Executive (see in red below) before the final response is issued on September 20th.**

For the past three years, Commissioners have agreed to the following the budget process:

- 1) Commissioners share budget request concepts at June Budget retreat
- 2) Commission specialist fill out the budget request template and seek input from ELT to further develop budget and concept
- 3) Commissioners seek a second Commissioner: A request must have two in support for the proposal to be included in the August Request Package submitted to Executive.
- 4) Commissioners discuss formal requests at July retreat (July 29, 2021)
- 5) Submit all final requests as a package to the Executive in early August (August 6, 2021).
- 6) **Executive discusses request responses with the two sponsoring Commissioners late August (NEW)**
- 7) Executive responds to Commission requests in first two weeks of September (September 20, 2022)

RETURN TO TOC

Summary of Commission Budget Request Outcomes

Commission President Felleman

- **Kelp:** Supporting Kelp Restoration and Advancements in the Regional Kelp Economy Fund. Efforts to include:
 - Restoration of kelp around tribal net-pens (new pilot project)
 - Aquaculture for commercial purposes (study)
 - Selling of carbon credits and carbon sequestration (study)
 - Leverage other organizations in supporting this request – partnership
 - **Aquarium:** Collaborate with Seattle Aquarium for exhibits in their new building, educational programming, and events, to include job fairs.
 - Exhibit at \$100,000
 - Design charrette?
 - **Workforce Development/Green Jobs:** Support programs that provide opportunities for underserved youth in King County (specific inclusion of tribal youth) for experiential learning through on-water and shore-based education.
 - Can this be combined with Cho or Calkins?
 - \$250,000
 - **Sustainable/Eco-Tourism Tourism Conference:** Ad-Hoc Tourism Committee request from Commissioner Bowman and Felleman. Organize and sponsor a sustainable conference that generates favorable publicity surrounding responsible travel opportunities throughout Washington state. The conference will lead to an increase in visitors who participate in ecotourism activities and help the state’s tourism industry recover. The program will also support increased travel to SEA and the Port’s other gateways.
 - \$250,000 is current number for Commissioners Bowman and Felleman
 - **Duwamish River Steward:** Support the creation of an additional Basin Steward for the Duwamish River. Provide funding toward this King County funded position
 - Is in alignment with the goals of the Duwamish Valley Community Equity Program
 - \$25,000
-

Commissioner Steinbrueck

- **South King County Fund:** Extend the South King County Fund for an additional five-years at \$2 million a year, total of \$10 million, from 2025 – 2028, pending program review. (Steinbrueck/Cho?)

- **Port-wide Art Program:** Fully implement the 2019 Port-wide Art Program Policy Directive. Increase operational capacity and extend Port-wide reach of the program, temporary art exhibits, and community engagement.
 - Link the 1% to the 5-year CIP
 - (Steinbrueck/??)
- **Port Parks:** Improve Ha-ah-poos Park and Shoreline Habitat to create a safe and welcoming place for families and all the public. Collaborate and engage with community groups to activate the park.
 - Nate Caminos is the lead on tribal side
 - Christina Billingsley lead on activation – temporary hire?
 - Seeking feedback from team -- maritime and external relations.
- **Police Task Force Recommendations:** Implement Police Task Force recommendations including development of 5 yr. strategic plan that outlines a path to implement recommendations and developing performance metrics for department reflecting task force recommendations.
 - Recommendations coming from Executive on incorporating into work plan
- **Port-wide Energy Use Review/Study:** Study energy consumption of all Port buildings and plan for the transition to sustainable alternative fuels.
 - NREL Study
 - Status of metering on maritime/ec dev building
 - Work already underway
- **Seattle Aquarium:** Provide community education on port environmental programs specifically supporting ocean health and acidification, the Salish Sea, and species recovery at the Aquarium. (Felleman/Steinbrueck)
 - Design charette
 - Permanent display (investment over years)
 - Continuing relationship/project support
 - How about airport exhibit at the pacific science center instead
- **Resiliency:** Implement findings from Resiliency Assessment, executive to review, consider and identify specific task force recommendations to implement including: developing a 5 yr. resiliency adaptation strategic plan to guide path forward, fully funding and staffing Executive's resiliency priorities, supporting further work, as needed.
 - Recommendations coming from Executive on incorporating into work plan
- **SEA Architecture:** Support consistent airport architectural vision, guidelines and project reviews by at SEA. Ensure closer coordination of multiple airport projects with the design vision of SEA and ensure sufficient resources to achieve that end.
 - Will need Aviation input
 - A presentation of the architectural vision is necessary

- **Ground Transportation:** Reduce and discourage single occupancy vehicle trips to SEA airport and increase and encourage light rail and other transit modes by developing a comprehensive Trip Reduction Study and Plan for Sea-Tac Airport for customers, employees and tenants.
 - Conduct a comprehensive analysis of all SEA transportation needs and modes including light rail usage, TMC's, single occupancy vehicles and on and off-site parking, and develop a plan that incentivizes increase mode split to transit.
 - Implement the transportation management association.
 - Next step on Ground Transportation?
 - Access fees and implementation of TMA
 - Include Transportation Modes that are recovering and how to discourage single occupancy through SEA
 - Policy request
 - Work is already underway

 - **Public Art Symposium:** Port-sponsored event intended to gather public art advocates and stakeholders and to highlight importance of public art, ways to use art as economic recovery and civic revitalization. Event would take place as an adjunct to the 94th Annual AAAE Conference & Exposition, June 5-8, 2022.
 - (Steinbrueck/?)
 - \$10,000?
 - Consultation with Aviation is necessary
-

Commissioner Bowman

- **Sustainability/Eco-Tourism Conference:** Ad-Hoc Tourism Committee request from Felleman and Bowman. Organize and sponsor a sustainable conference that generates favorable publicity surrounding responsible travel opportunities throughout Washington state. The conference will lead to an increase in visitors who participate in ecotourism activities and help the state's tourism industry recover. The program will also support increased travel to SEA and the Port's other gateways.
 - Bowman has requested \$250,000

 - **Opportunity Youth Initiative:** Provide internships to BIPOC and disenfranchised youth, aged 16-24, in Port-related industries.
 - Executive response
-

Commissioner Cho

- **Human Trafficking Prevention:** Train every employee of every Port tenant to recognize and help prevent human trafficking.
 - \$300,000 over three years is current proposal

- **Economic Development:** Support the Port's region-wide economic development capacity utilizing Economic Development Grant program underspend.
 - Executive response

- **Economic Development/SKCF:** Designate a “Small Business Recovery Fund” in the Port’s 2022 budget and increase the 2022 budget for the South King County Fund. Request: Increase budget by \$500,000 for a total of \$2.5 million in 2022.
 - The total small business recovery fund would be \$750,000 in 2022
 - 2021 Small Business allotment under SKCF is \$250,000
 - Program goes down in the out years \$2 m in 2023 and \$1.5 in 2024

- **Port Childcare Support:** Bolster the Port’s regional economic development efforts by enhancing labor force participation and employee retention. This budget request is to study childcare options and the any related need for increased resources for Port employees and in Port-related industries.
 - Feasibility study of expanding child-care options for Port employees and Port tenants near the airport, including provision of stipends for Port employees.
 - Explore childcare availability, employee interest in childcare near the work-place, and impact on worker retention, including childcare outside of traditional work hours.
 - Report out on infants at work pilot?
 - \$75,000 study

- **WFD Request:** Restore any WFD capacity or resources that may have been cut during the COVID-19 pandemic response.
 - Some potential areas for additional WFD investment include:
 - Increasing the number of Port projects that utilize Priority Hire
 - Increasing the number of apprenticeships on Port projects
 - Building a link between Port internships and apprenticeships and full-time, permanent employment at the Port and Port-related industries.
 - Cost unknown? Can this be combined with the Felleman/Calkins requests.
 - There were no reductions in programs – confirm

Commissioner Calkins

- **Advance Offshore Wind:** Generate new Port lines of business, strengthen regional economic development opportunities, and create living wage maritime jobs by advancing the Port’s Offshore Wind efforts.
 - Port of Seattle funding of Maritime Blue study
 - Potential ask of \$225,000 for a study/travel/symposium

- **Strengthen the Maritime High School educational consortium:** To expand the maritime industrial workforce and provide equitable opportunities to diverse students in the region.
 - \$250,000 per year/four years
 - Intends to introduce as an amendment to the budget if not included in the final recommendations

- **Port Childcare Support:** Bolster the Port’s regional economic development efforts by enhancing labor force participation and employee retention. This budget request is to study childcare options and the any related need for increased resources for Port employees and in Port-related industries.
 - Feasibility study of expanding child-care options for Port employees and Port tenants near the airport, including provision of stipends for Port employees.
 - Explore childcare availability, employee interest in childcare near the work-place, and impact on worker retention, including childcare outside of traditional work hours.
 - Report out on infants at work pilot?
 - \$75,000 study

RETURN TO TOC

To: Port Commissioners
Fr: Commission Specialist David Yeaworth
Cc: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Re: Washington State Sustainable Tourism Conference

June 30, 2021

Outcome:

Organize and sponsor a sustainable conference that generates favorable publicity surrounding responsible travel opportunities throughout Washington state. The conference will lead to an increase in visitors who participate in ecotourism activities and help the state's tourism industry recover. The program will also support increased travel to SEA and the Port's other gateways.

Century Agenda Goal:

Goal 3: Responsibly invest in the economic growth of the region and all its communities.

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Budget Request/ Background:

Washington state's travel industry has been hard hit by the pandemic. To help drive economic recovery, a new sustainable tourism conference would be organized that attracts destination marketers, destination marketing organizations (DMOs), tribes, travel sellers, and outdoor recreation businesses. The conference would highlight Washington's outdoor adventure and travel opportunities and be underpinned with a responsible travel theme.

Bringing these tourism and travel professionals to an event that features a travel trade show and pre- or post-visit options to key destinations can help generate publicity and sales that attract more travelers to all parts of Washington.

One of the best ways to generate more visitors is to connect representatives of destination marketers with travel-influencers (travel writers, travel agents, tour producers) through a conference during which all involved can build relationships, inform each other about opportunities, and inspire promotion of ecotourism.

Other western states have state-supported organizations with sophisticated outdoor recreation/ecotourism marketing programs—both retail and wholesale. Washington state's tourism efforts pale in comparison to these states. This conference can jumpstart similar efforts in Washington state that attract visitors to our diverse and scenic outdoors. Through the Port's strong partnership with the Washington Tourism Alliance and other tourism industry partners we should be able to share costs for this conference and leverage each other's resources effectively to produce an outstanding and effective event.

Identified Risks:

- Washington's tourism industry recovery will be dampened because we don't take full advantage of the state's natural assets.

- Washington’s beautiful but sensitive natural destinations will be harmed by misuse and overuse.
- Without adequate partnerships and a long lead time this conference may not generate measurable impacts.
- Other states have more resources and experience competing for sustainable (and eco) tourism.

Primary Commission Sponsor:

Tourism ad hoc Committee—CMRs Bowman and Felleman

Commission Sponsor:

Tourism ad hoc Committee—CMRs Bowman and Felleman

- Concur with no comment
- Concur with comment:
[Add comment]
- Non concur with comment:
[Add comment]

ELT Sponsor: [McFadden]

- Concur and already included in my division’s 2020 budget
- Concur and recommend adding to my division’s 2020 budget
- Concur with comment:
- Non concur with comment:
[Add Comment]

Additional Comments:

[Add any further comments]

To: Port Commissioners
Fr: Commission Specialist David Yeaworth
Cc: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Re: Opportunity Youth Initiative
July 2, 2021

Outcome:

Provide internships to BIPOC and disenfranchised youth, aged 16-24, in Port-related industries.

Century Agenda Goal:

Goal 3: Responsibly invest in the economic growth of the region and all its communities.

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Budget Request/ Background:

In 2021 the Port entered into its second year of funding the Opportunity Youth Initiative, which in 2020 provided internships to 196 targeted youth in south King County. The Port contracted with Goodwill, Partners in Employment, the Urban League, and the Seattle Foundation, which conducted the programs in the fields of construction, aviation, maritime, and green jobs. Due to the success of that year's program, the City of Seattle has also allocated \$1 million from its American Rescue Plan Act funding to the Port for the program, which needs to be spent in either 2021 or 2022.

This request is for \$1 million to continue the OYI program in 2022.

- **2020 Opportunity Youth Initiative Results**
OYI successfully provided internships, valuable income, and job-training for 196 people within the targeted demographics in 2020.

- **Demographics**
Interns in OYI programs in 2020 were of the following demographics:
 - 78% were between the ages of 16-19
 - 22% were between the ages of 20-23
 - 93% identified as BIPOC
 - 32% identified as female

- **Program Costs**
A total of \$1,338,087 program expenditures (89% of the \$1.5 million budgeted) funded 196 paid internships at a rate of \$15 per hour, plus wraparound services, program management, and materials. Had the program been extended an additional one to two months, the Port's program partners could have expended the full budgeted amount while producing more and/or longer internships.

- **Educational Benefits**

The program received high marks from its internship-participants

- 90% reported learning new skills to help them be successful in finding a job
- 81% said they gained an understanding of their future career and/or educational goals and how to reach them
- 87% said they felt more knowledgeable about job opportunities in the industries

Identified Risks:

- Hundreds of BIPOC and low-income youth might miss out on career-training, which could help them find living-wage jobs as adults.
- The momentum of this new program could be threatened if funding is not allocated.

Primary Commission Sponsor:

CMR Bowman

Commission Sponsor:

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [McFadden]

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget

Concur with comment:

Non concur with comment:
[Add Comment]

Additional Comments:

[Add any further comments]

To: Port Commissioners
From: Erica Chung, Commission Specialist
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 29, 2021
Re: Maritime High School

Outcome:

Strengthen the Maritime High School educational consortium to build a pipeline of much needed maritime industry workforce and provide equitable opportunities to diverse students in the region.

Century Agenda Goal:

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- Objective 6: Increase career and business opportunities for local communities in all port-related industries
- Objective 7: Advance maritime industries through innovation, strategic investment and capable management of Port facilities
- Objective 8: Expand the economic, cultural and community benefits of Cruise Operations while preserving industrial lands

Goal 5: Become a Model for Equity, Diversity and Inclusion

- Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Budget Request/ Background:

The Maritime Industry is the third-largest economic driver in WA state, and 30% of the Port of Seattle's revenue. It is imperative that the Port invest in its future skilled workers, by building a pipeline of skilled trades to serve the maritime industry for generations, to maintain/advance our maritime business opportunities.

Maritime has an aging workforce that is retiring, similar to other industries. Consequently, the Port will be competing with other/similar industries for limited younger skilled workforce.

This is also an equity issue. It is difficult for youth of color to pursue maritime jobs because they lack knowledge, exposure, and a clear path to a traditionally very closed field.

See also supporting statement from MOTION 2020-05, adopted on March 10, 2020:

Maritime and Ocean Sciences High School Motion (portseattle.org)

The maritime sector is a pillar of the state's economy, but the workforce gap threatens the sector. Over 830 maritime businesses in King County provide 19,500 jobs that pay on average \$82,800 per year, compared to Washington state's average annual salary of \$52,000. The impending mass retirement of almost a third of the workforce in the next ten years shows a job shortage of 150,000 mariners by 2025. Students of color make up more than 70 percent of students in the residential areas closest to our state's maritime cluster and have not had equitable access to these family-wage waterfront jobs. Now is

the time to close workforce skill gaps and advance the next generation of maritime leaders, scientists, and innovators.

Requesting \$250,000 per year for the next 4 years from 2022-2025 to educate and graduate its first class. This request is for all MHS partners to commit to sustain the school, the same way we are asking the kids to take a leap of faith in a brand-new endeavor.

We have achieved so much in the last few years:

- We have built extraordinary partnerships within industry and government
- We have recruited our first MHS class, who will be starting in September 2021
- We have built a strong fundraising infrastructure and support for the continuation of the MHS from industry partners
- Some outstanding fundraising opportunities include:
 - Congressional earmark -- Congressman Adam Smith's Office has included MHS for his community funding earmark asks for \$850,000 per year. We should find out in September 2021.
 - No Child Left Inside granted MHS \$150,000 for outdoor education experience for the first class of MHS.
 - Saltchuk is seeking \$1.5 million from its foundation grant to support MHS

Identified Risks:

The maritime industry has an aging workforce, including the Port of Seattle. The average age of the maritime workforce was around 54 years old, in 2013. There will be an increasing need for a skilled workforce as we look ahead to the needs of the industry from longshoremen to merchant mariners. [Sector-Leads-Maritime-Strategy-2016.pdf \(wa.gov\)](#)

If Port wants to maintain a strong skilled workforce to support its economic development and growth, then the Port needs to invest in local maritime workforce development to ensure that the Port has a pipeline of potential workers now and in the future.

Primary Commission Sponsor:

Commissioner Ryan Calkins

Commission Sponsor:

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

To: Port Commissioners
From: Erica Chung, Commission Specialist
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 29, 2021
Re: Offshore Wind Project

Outcome:

- Generate new Port lines of businesses. Identify investment needs so the Port of Seattle/NWSA can quickly capitalize on new port business opportunities for the next 50 years, as aggressive local and national government mandates for and advancements in west coast offshore wind energy development are happening.
- Position the Port of Seattle/NWSA as the leader in all matters related to offshore wind logistic/supply chain for WA State, and potentially the west coast.
- Build/strengthen regional economic development opportunities, which in turn will create maritime living wage job, in Port's offshore wind efforts.

Century Agenda Goal:

Century Agenda Goal #1: Position the Puget Sound region as a premier international logistics hub

- Objective 1: Meet the Puget Sound region's int'l trade and cargo needs in an efficient and sustainable manner
- Objective 2: Support the continued success and competitiveness of the NWSA

Century Agenda Goal #3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- Objective 6: Increase career and business opportunities for local communities in all port-related industries
- Objective 7: Advance maritime industries through innovation, strategic investment and capable management of Port facilities

Century Agenda Goal #5: Become a Model for Equity, Diversity and Inclusion

- Objective 13: Increase utilization of WMBE and DBE firms and eliminate disparity of access to opportunities
- Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Budget Request/ Background:

Requesting approximately \$225,000 for the following categories:

- \$75,000 – for a needs assessment study to better understand port opportunities and gaps. The study will be conducted in partnership with Maritime Blue, WA Department of Commerce, PNNL, and potentially others. Offshore Wind is a new and emerging industry that is gaining momentum in the U.S, including the west coast. The popularity stems from the desire to move away from fossil fuel and to reduce GHG. The Biden Administration has set a target of 30GW by 2030 and 110 GW by 2050, while CA has set a target of 10 GW by 2040. According to the Departments of Interior, Energy, Commerce, and Transportation, meeting these targets will

trigger more than \$12 billion per year in capital investment in projects on both U.S. coasts, create tens of thousands of good-paying, union jobs, with more than 44,000 workers employed in offshore wind by 2030 and nearly 33,000 additional jobs in communities supported by offshore wind activity.

- \$125,000 – to convene an OSW Symposium to present study findings to partners from industry, government, academia, and Tribal Nations. This is an opportunity to showcase the PoS/NWSA leadership in the OSW industry and to build/strengthen partnerships to generate Port business opportunities in the logistics/supply chain for the west coast.
- \$25,000 – miscellaneous items including site visits and membership to industry organizations. Site visits would be to Europe (epicenter of OSW development), east coast, (who are currently developing OSW project), and CA (potential logistics support business). Membership would be to Business Network of OffShore Wind (BNOW), that is connected to industry folks.

Identified Risks:

If Port of Seattle does not move quickly, we will lose this huge economic development opportunity for the next 30-50 years, from federal grants to new port businesses.

- OSW is gaining momentum with the support of the Biden Administration and many states are eyeing OSW as their next economic development driver that could replace the oil and gas industry.
- East Coast has already started their OSW development projects. Gulf of Mexico has already set up their regional stakeholder task force and BOEM intergovernmental agency task force. CA has a BOEM intergovernmental agency task force.
- WA is about 10 years behind the east coast and a few years behind the Gulf of Mexico and CA.

Primary Commission Sponsor:

Commissioner Ryan Calkins

Commission Sponsor:

Commissioner Fred Felleman

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

- Concur with no comment
- Concur with comment:
- Non concur with comment:

To: Port Commissioners
From: Tyler Emsky and Erica Chung, Commission Specialists
CC: Barb Wilson, Aaron Pritchard
Date: July 19th, 2021
Re: Childcare Study

Outcome:

- Bolster the Port of Seattle as a regional economic engine and strengthen its competitiveness by increasing regional labor force participation and employee retention.
- Cost savings to Port, as well as Port-related industries, with reduced worker attrition. It is estimated that it costs as much as twice the worker's yearly salary to replace a worker.
- Increase the talent pool of qualified applicants for positions that work outside of traditional hours at the Port/Port related industries.

Century Agenda Goal:

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

- **Objective 6:** Increase career and business opportunities for local communities in all port-related industries

Goal 5: Become a Model for Equity, Diversity and Inclusion

- **Objective 14:** Ensure that all internal and external programs, structures and practices provide equitable opportunities for all
- **Objective 15:** Advance regional workforce development in port-related industries to provide equitable access to quality careers

Goal 6: Be a Highly Effective Public Agency

- **Objective 18:** Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background:

The lack of affordable and accessible childcare, especially beyond traditional working hours (7 AM to 6 PM) has been identified by a broad range of academic and expert sources as a major barrier to increasing the US labor force participation rate, which in turn impacts the broader economic recovery from the effects of the COVID-19 pandemic. Lower-paid workers and workers of color are especially likely to withdraw or not participate in the workforce due to a lack of affordable and accessible childcare.

As the baby-boom generation ages out of the workforce, it has become increasingly essential to retain and attract a younger labor force to fill the void created by the departing workers. Childcare benefits, like transportation benefits, are an important way to enhance competitiveness relative to other regional employers.

Childcare is also an equity issue. Women and single parents, who are the primary caregivers of children, maybe self-selecting out from pursuing higher-paying or managerial positions because of lack of accessible childcare.

One proposed tactic for starting to address this critical gap in Port competitiveness and employment equity would be to launch a feasibility study to explore the availability of childcare near Port facilities and evaluate different options and partnership opportunities for the provision of childcare to Port

employees and/or Port tenant employees. This study would be a collaboration with multiple external experts and partners.

Requesting \$75,000.

Identified Risks:

Childcare is a critical workforce issue. The Port is open 24/7. That means the Port needs workers for various shifts for the continuous smooth operations of its facilities. However, there are very few, if any, childcare centers that operate to serve these evening or night shifts, serving essential, front-line workers. Consequently, many of these potential qualified and talented workers will self-select from participating in Port/Port related living wage employment that requires non-traditional hours.

As our state move towards recovery from the pandemic, businesses are reporting difficulties in hiring essential workers and many critical positions are going unfilled. If the Port does not enhance our employee attraction and retention efforts, we may eventually come to a point where we do not have sufficient numbers of essential workers to run the Port and Port tenant businesses.

Primary Commission Sponsor:

E+WFD Committee Recommendation: Commissioner Cho will take lead

Commission Sponsor:

E+WFD Committee - Commissioners Calkins and Commissioner Cho

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor:

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget
- Concur with comment:
- Non concur with comment:

Additional Comments:

To: Port Commissioners

From: Tyler Emsky and Erica Chung, Commission Specialists

CC: Barb Wilson, Aaron Pritchard, [Add ELT sponsor & other Commission Specialist]

Date: July 19th, 2021

Re: Commissioners Cho's Regional Economic Development Budget Request

Outcome: [i.e. what are we hoping to achieve?] Commissioner Cho is aiming to enhance the Port's economic development work with this budget request. He is looking to do so by adding some region-wide capacity to the Port's economic development grant program.

Century Agenda Goal: [i.e. Century Agenda Goals/ Objectives [linked here](#)]

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background: [i.e. proposed strategies and tactics identified from Commission and rationale for the dollar amount if applicable. What's the why?]

One proposed tactic for adding regional capacity to the Port's economic development efforts would be to add flexibility to the Port's economic development grant program. Commissioner Cho understands that a few cities do not claim economic development grant funding each year, resulting in unspent funds at the end of the budget cycle. As such, he suggests that the Port invest this underspend in regional economic development efforts.

Identified Risks: [Add any identified risks e.g. if this is not added to budget, it will delay maintenance of XYZ and increasing safety concerns]

If these changes are not included in the 2022 budget, the Port risks missing the opportunity to maximize our contribution to regional economic recovery from the effects of the COVID-19 crisis.

Primary Commission Sponsor: [Add Commissioner]

Commissioner Cho

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

- Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget

Page Break

- Concur with comment:

- Non concur with comment:
[Add Comment]

Additional Comments:
[Add any further comments]

- Concur with comment:

- Non concur with comment:
[Add Comment]

Additional Comments:
[Add any further comments]

To: Port Commissioners

From: Tyler Emsky, Commission Specialist

CC: Barb Wilson, Aaron Pritchard, [Add ELT sponsor & other Commission Specialist]

Date: July 19th, 2021

Re: Commissioners Cho's Small Business Recovery Fund Budget Request

Outcome: [i.e. what are we hoping to achieve?] Commissioner Cho is aiming to enhance the Port's economic development work with this budget request. He is looking to accomplish this outcome by designating a "Small Business Recovery Fund" in the Port's 2022 budget under the South King County Fund. He is also aiming to increase the 2022 budget for the South King County Fund by \$500,000, to a total of \$2.5 million.

When combined with the \$250,000 of the South King County Fund that was spent on small business recovery in 2021, the 2022 Small Business Recovery Fund would total \$750,000.

Century Agenda Goal: [i.e. Century Agenda Goals/ Objectives [linked here](#)]

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background: [i.e. proposed strategies and tactics identified from Commission and rationale for the dollar amount if applicable. What's the why?]

Commissioner Cho would like to designate a "Small Business Recovery Fund" in the Port's 2022 budget. This fund would encompass all the grants that the Port currently distributes to small businesses for the purposes of economic recovery and could also be expanded with additional funding during the budget process. The grants distributed by the fund could be used to assist small businesses with challenges identified over the course of the Commission's Economic Recovery Listening Sessions, including:

- Language access and translations
- Accessing federal recovery resources, including ARPA funding.

Identified Risks: [Add any identified risks e.g. if this is not added to budget, it will delay maintenance of XYZ and increasing safety concerns]

If these changes are not included in the 2022 budget, the Port risks missing the opportunity to maximize our contribution to regional economic recovery from the effects of the COVID-19 crisis.

Primary Commission Sponsor: [Add Commissioner]

Commissioner Cho

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget

Page Break

Concur with comment:

Non concur with comment:
[Add Comment]

Additional Comments:

[Add any further comments]

Concur with comment:

Non concur with comment:
[Add Comment]

Additional Comments:

[Add any further comments]

To: Port Commissioners

From: Tyler Emsky, Commission Specialist

CC: Barb Wilson, Aaron Pritchard, [Add ELT sponsor & other Commission Specialist]

Date: June 30th, 2021

Re: Commissioner Cho's Trafficking Prevention Training Budget Request

Outcome: [i.e. what are we hoping to achieve?] The goal of this budget request is to train every employee of every Port tenant to recognize and help prevent human trafficking.

Century Agenda Goal: [i.e. Century Agenda Goals/ Objectives [linked here](#)]

Century Agenda Goal 6:

Be a Highly Effective Public Agency

Century Agenda Objective 18:

Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background: [i.e. proposed strategies and tactics identified from Commission and rationale for the dollar amount if applicable. What's the why?]

Commissioner Cho is seeking up to \$300,000 over three years to expand participation in the Port's human trafficking prevention training program. While over 81 percent of Port employees have taken the Port's human trafficking prevention training, a much lower percentage of the employees of Port tenants have completed the training.

One path to boosting these numbers could be to stand up a new anti-human-trafficking certification process for Port tenant businesses and allowing their employees to take the relevant training through the addition of a training segment to the airport employee badging process.

Badging Process:

A potential option to make this effort seamless would be to add an anti-human trafficking training to the badging process for airport workers. Those tenants who are interested in obtaining an anti-human trafficking certification would also agree to have their employees go through a supplemental training during the badging process. This process would train new employees as well as renewing airport badgeholders at the pace of the badging cycle. However, it will not train employees of tenants at non-airport facilities. Also, Port tenants have described the badging process as nearing capacity. If additional trainings and requirements are added to the badging process without adding additional resources, it may contribute to decreased efficiency in the badging process.

Identified Risks: [Add any identified risks e.g. if this is not added to budget, it will delay maintenance of XYZ and increasing safety concerns]

Human trafficking is a major issue at the Port of Seattle (as well as Ports across the entire nation.) By training the employees of Port tenants to recognize and prevent instances of human trafficking, the Port can seize the initiative in the fight against international criminal trafficking operations.

Primary Commission Sponsor: [Add Commissioner]

Commissioner Cho

Commission Sponsor: [Add Second Commissioner]

- Concur with no comment
- Concur with comment:
[Add comment]
- Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget

- Concur with comment:
- Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners

From: Tyler Emsky, Commission Specialist

CC: Barb Wilson, Aaron Pritchard

Date: July 19th, 2021

Re: Commissioners Cho's Workforce Development Budget Request

Outcome: The goal of this budget request is to bolster the Port's workforce development efforts. The action plan for this budget request encompasses, at minimum, the restoration of any WFD capacity or resources that may have been lost during the COVID-19 pandemic response.

However, given the overwhelming feedback received during the Economic Recovery Listening Sessions, Commissioner Cho believes there is a clear and present need to go further than mere restoration of WFD funding. Instead, he believes the Port should be looking to expand the WFD budget and programming beyond their respective 2019 levels.

Century Agenda Goal:

Goal 3: Responsibly Invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries

Goal 5: Become a Model for Equity, Diversity and Inclusion

Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all

Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background:

Some potential areas for additional WFD investment include:

- Increasing the number of Port projects that utilize Priority Hire
- Increasing the number of apprenticeships at the Port
- Building a link between Port internships and apprenticeships and full-time, permanent employment at the Port and Port-related industries.

Identified Risks: [Add any identified risks e.g. if this is not added to budget, it will delay maintenance of XYZ and increasing safety concerns]

The critical importance of the Port's workforce development efforts was raised repeatedly during the Commission's Economic Recovery Listening Session tour. Participants identified WFD programming as a crucial catalyst for economic recovery. In fact, Commissioner Cho's believe we run a greater risk by NOT doubling down on workforce development efforts post-COVID-19.

Primary Commission Sponsor: [Add Commissioner]

Commissioner Cho

Commission Sponsor: [Add Second Commissioner]

- Concur with no comment
- Concur with comment:
[Add comment]
- Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Commission Specialist
CC: Barb Wilson, Aaron Pritchard
Date: June 30, 2021
Re: Duwamish River Steward

Outcome

Work in collaboration with the City of Seattle and King County to support the creation of an additional Basin Steward for the lower reaches of the Duwamish River.

Century Agenda

Goal 3: Responsibly invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Goal 4: Be the greenest and most energy efficient port in North America

Objective 6: Meet all increased energy needs through conservation and renewable sources

Objective 11: Reduce air pollutants and carbon emissions

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities.

Budget Request/ Background

The Duwamish basin is unique in many ways, including its critical transitional role for juvenile salmon adapting to salt water conditions; its mostly industrial land use; history of contamination and ongoing clean-up efforts; its diverse and historically marginalized communities; and unique challenges for habitat enhancement or creation because of extensive urbanization.

Stewards' duties vary from basin to basin, and can include planning and prioritizing open space acquisitions and habitat restoration projects, coordinating with local jurisdictions and non-profit partners, pursuing grants and other restoration funding sources, coordinating community science and monitoring efforts, and engaging the public both to convey and receive input on priority work. These roles are critical for advancing salmon recovery in the watershed. Without a Duwamish Basin Steward, opportunities for land acquisition and habitat restoration have been left untended and have been lost to development of incompatible uses.

The Duwamish Valley Community Equity Program aims to harnesses the Port's economic development mission to promote community partnerships, healthy environments and communities, and economic prosperity. Port support for a new Duwamish River steward is in alignment with the Duwamish Valley Community Equity Program which was adopted by the Port Commission in 2019.

Identified Risks: The request for an additional steward is a basic issue of social justice and equity, as the people and communities that have some of the greatest needs in the watershed are

currently and have been denied access to the benefits and assistance that these positions bring. Failure to fund ignores the opportunity to close gaps in access for the community.

Primary Commission Sponsor: Commissioner Felleman

Commission Co-Sponsor: Commissioner _____

Concur with no comment

Concur with comment:

[Add comment]

Non concur with comment:

[Add comment]

ELT Sponsor: Dave McFadden and Sandy Kilroy

Concur and already included in my division's 2022 budget

Concur and recommend adding to my division's 2022 budget Concur with comment:

Non concur with comment:

[Add Comment]

Additional Comments:

[Add any further comments]

To: Port Commissioners
From: Commission Specialist
CC: Barb Wilson, Aaron Pritchard
Date: June 30, 2021
Re: Seattle Aquarium

Outcome

Collaboration on design charette that will inform future joint efforts including exhibits highlighting the Port’s environmental and sustainability efforts (i.e. quiet sound, stormwater, habitat restoration, impact mitigation) in the aquarium ocean pavilion and waterfront redevelopment. This generational opportunity to provide maritime content for residents and visitors to Seattle will elevate the profile of the Port as being concerned with both ecology and economy of the region. These interpretative materials will facilitate potential future educational programs and events to include youth training and job fairs.

Century Agenda

Goal 4: Be the greenest and most energy efficient port in North America

Objective 6: Meet all increased energy needs through conservation and renewable sources

Goal 5: Become a model of Equity, Diversity and Inclusion

Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Budget Request/ Background

Commissioner Felleman and Commissioner Steinbrueck share an interest in collaborating with the aquarium to develop maritime educational opportunities. Commissioner Steinbrueck may offer an alternative proposal to the same goal.

Identified Risks

The waterfront redevelopment effort is well underway. The Seattle Aquarium is a major component of the overall landscape and vision of the waterfront however the container terminals will be in full view of the visitors which creates a significant interpretative opportunity.

Primary Commission Sponsor: Commissioner Felleman

Commission Sponsor: Commissioner Steinbrueck

- Concur with no comment
- Concur with comment:
[\[Add comment\]](#)
- Non concur with comment:
[\[Add comment\]](#)

ELT Sponsor: [\[Add ELT member\]](#)

- Concur and already included in my division's 2022 budget
- Concur and recommend adding to my division's 2022 budget Concur with comment:
- Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Commission Specialist
CC: Barb Wilson, Aaron Pritchard, Erica Chung
Date: June 30, 2021
Re: Supporting Kelp Restoration and Advancements in Carbon Sequestration

Outcome

Secure a Sea Grant fellow to Build on the Port's expertise in aquatic habitat restoration and carbon sequestration by developing a pilot project designed to advance educational and economic opportunities with an initial focus on tribal youth.

Century Agenda

Goal 3: Responsibly invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Goal 4: Be the greenest and most energy efficient port in North America

Objective 6: Meet all increased energy needs through conservation and renewable sources

Objective 11: Reduce air pollutants and carbon emissions

Budget Request/ Background

The Port of Seattle has an opportunity to expand on its kelp restoration efforts while creating educational and economic opportunities these efforts will be furthered by working in collaboration with partners such as the Sea Grant Coalition, tribes, DNR, Maritime Blue, University of Washington and the Puget Sound Restoration Fund (PSRF). In addition to developing the Port's restoration expertise, such efforts may enable the Port to accrue and sell habitat and carbon credits.

Engagement with tribal youth will build on our internship programs and potentially lead to the development of accredited curriculum. the development of this expertise can also be applied toward commercial aquaculture techniques and associated processing.

Commissioner Felleman has been in communication with the organizations leading the kelp restoration efforts including PSRF, Sea Grant and has received a lot of interest from the Squamish and Muckleshoot Tribes.

Identified Risks: The Salish Sea retains some of the highest diversity of kelp in the world which provides critical habitat for forage fish, salmon, and the marine food chain. There has been a recent decline in kelp along the entire west coast. The state legislature just provided funding for the implementation of the recently completed kelp restoration plan.

Primary Commission Sponsor: Commissioner Felleman

Commission Sponsor: Commissioner Calkins

Concur with no comment

Concur with comment:
[\[Add comment\]](#)

Non concur with comment:
[\[Add comment\]](#)

ELT Sponsor: Dave McFadden and Sandy Kilroy

Concur and already included in my division's 2022 budget

Concur and recommend adding to my division's 2022 budget Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Commission Specialist
CC: Barb Wilson, Aaron Pritchard, Erica Chung
Date: June 30, 2021
Re: Youth Maritime & Green Jobs Education

Outcome

Support programs that provide opportunities for underserved youth in King County (specific inclusion of tribal youth) for experiential learning through on-water and shore-based education.

Century Agenda

Goal 3: Responsibly invest in the Economic Growth of the Region and all its Communities

Objective 6: Increase career and business opportunities for local communities in all port-related industries.

Goal 5: Become a model of Equity, Diversity and Inclusion

Objective 14: Ensure that all internal and external programs, structures and practices provide equitable opportunities for all

Objective 15: Advance regional workforce development in port-related industries to provide equitable access to quality careers

Goal 6: Be a Highly Effective Public Agency

Objective 18: Partner and engage with external stakeholders to build healthy, safe and equitable communities

Budget Request/ Background

The Port has already made investments in similar programming including the Youth Maritime Collaborative and Maritime High School. This requests builds on the success of those programs to further advance opportunities in the maritime and green jobs industries.

Identified Risks

Maritime is a critical port related industry whose workers are aging out of the workforce. Filling the workforce gap with new workers is in the best interest of the port and the region.

The inclusion of green jobs as a port industry is a new sector included in the port's workforce development policy directive. As a newly identified industry, there are many opportunities to further develop pathways into green jobs. Supporting port related industry pathways is critical to reaching the Port's vision and goals as a job creator.

Primary Commission Sponsor: Commissioner Felleman

Commission Co-Sponsor: Commissioner Calkins

Concur with no comment

Concur with comment:

[Add comment]

Non concur with comment:

[Add comment]

ELT Sponsor:

Concur and already included in my division's 2022 budget

Concur and recommend adding to my division's 2022 budget Concur with comment:

Non concur with comment:

[Add Comment]

Additional Comments:

[Add any further comments]

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 17, 2021
Re: Haahpoos Park Activation

Outcome:

Make improvements to Ha-ah-poos Park and Shoreline Habitat to create a safe and welcoming place for families and all the public. Collaborate and engage with community groups to activate the park.

Century Agenda Goal:

- Advance this region as a leading tourism destination
- Be a highly effective public agency

Budget Request/ Background:

Improved lighting, park design, landscaping and layout, art, and updated interpretive signage could make the park more desirable for the general public.

Providing amenities including non-motorized boat launching and storage facilities could increase usage and discourage anti-social behaviors at the park. Developing and implementing a park plan including community input should drive investments.

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget
Page Break

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:
[\[Add any further comments\]](#)

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 17, 2021
Re: PS 2022 Budget Priority: Continued Implementation of 2019 Port-wide Art Program Policy Directive

Outcome:

Increase use of art to connect the public with Port of Seattle operations and values. Implement the 2019 Port-wide Art Program Policy Directive by increasing operational capacity. Extending Port-wide reach of the program and community engagement including, temporary exhibits, cultural programming and community engagement.

Century Agenda Goals:

- Make Sea-Tac Airport the West Coast “Gateway of Choice” for international travel
- Objective 8: Strengthen the culture and act as a single organization with a shared vision
- Be a highly effective public agency

Budget Request/ Background:

Art provides a vehicle to connect the public with Port operations and values as outlined in the 2019 Port-wide art policy directive. The goals of the policy directive have not been fully implemented in-part because of understaffing, the lack of non-aviation staff support and a limited programming budget.

The lack of funding has reduced the flexibility and reach of the program to support programming such as non-capital/ lower dollar art stimulus acquisitions, temporary exhibits/ honorariums/ artist in residence and additional community programming Port-wide.

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget

Page Break

- Concur with comment:
- Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 17, 2021
Re: PS 2022 Budget Priority Policing Task Force Response

Outcome:

Fund implementation of Policing Task Force Recommendations to align Port Police with policy

- Develop Police 5 yr. strategic plan that outlines a path to implement recommendations
- Develop performance metrics for department reflecting task force recommendations

Century Agenda Goal:

- Be a highly effective public agency
- Objective 8: Increase management accountability for diversity and inclusion
- Objective 8: Strengthen the culture and act as a single organization with a shared vision.

Budget Request/ Background:

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget
Page Break

Concur with comment:

Non concur with comment:
[Add Comment]

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 17, 2021
Re: PS 2022 Budget Priority: Port Building Energy Performance Audits

Outcome:

Understand energy consumption of all Port buildings and plan for the transition to sustainable alternative fuels and provide groundwork for a systematic upgrades to building systems.

Century Agenda Goal:

- Be the greenest, and most energy efficient Port in North America

Budget Request/ Background:

Conduct a comprehensive energy audit on all port buildings.

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [\[Add Second Commissioner\]](#)

Concur with no comment

Concur with comment:
[\[Add comment\]](#)

Non concur with comment:
[\[Add comment\]](#)

ELT Sponsor: [\[Add ELT member\]](#)

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget
Page Break

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

To: Stephen Metruck, Executive Director
From: Commission Specialist
CC: Barb Wilson Aaron Pritchard
Date: June 11, 2021
Re: Port Hosted Summit on Public Art

Outcome:

Promote awareness and appreciation of the Ports art collection to local and national audiences. Better understand the value of art as a public amenity and economic stimulus.

Host a national symposium on public art as economic stimulus and public amenity. The symposium would be and adjunct to the Port hosted American Association of Airport Executives conference in June of 2022.

Attendees would include art professionals attending AAAE as well as local public art administrators, curators, corporate and private collectors.

Century Agenda Goal:

- Make Sea-Tac Airport the West Coast “Gateway of Choice” for international travel
- Be a highly effective public agency

Budget Request/ Background:

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [Add Second Commissioner]

- Concur with no comment
- Concur with comment:
- Non concur with comment:

ELT Sponsor: [Add ELT member]

- Concur and already included in my division’s 2020 budget
- Concur and recommend adding to my division’s 2020 budget
- Concur with comment:
- Non concur with comment:

[Add Comment]

Additional Comments:

To: Stephen Metruck, Executive Director
From: Commission Specialist
CC: Barb Wilson Aaron Pritchard
Date: July 1, 2021
Re: Resiliency Study Response

Outcome:

Implement findings from Resiliency Assessment and provide a systematic process for a continual review and oversight as additional threats emerge:

- Executive to review, consider and identify specific task force recommendations to implement
- Develop a 5 yr. resiliency adaptation strategic plan to guide path forward
- Fully fund and staff executives' resiliency priorities
- Support further work including possible consultant or additional staff

Century Agenda Goal:

- Position the Puget Sound Region as a premier international logistics hub
- Be a highly effective public agency

Budget Request/ Background:

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [\[Add Second Commissioner\]](#)

Concur with no comment

Concur with comment:
[\[Add comment\]](#)

Non concur with comment:
[\[Add comment\]](#)

ELT Sponsor: [\[Add ELT member\]](#)

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget

Page Break

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: June 17, 2021
Re: PS 2022 Budget Priority SEA Architect Staffing

Outcome:

Increase architectural support needed to provide a consistent airport design vision, guidelines and project reviews. Ensure closer architectural coordination of multiple airport projects and to ensure sufficient resources and staffing to achieve these ends.

Century Agenda Goal:

- Be a highly effective public agency
- Advance this region as a leading tourism destination

Budget Request/ Background:

Identified Risks:

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [\[Add Second Commissioner\]](#)

Concur with no comment

Concur with comment:
[\[Add comment\]](#)

Non concur with comment:
[\[Add comment\]](#)

ELT Sponsor: [\[Add ELT member\]](#)

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget
Page Break

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

To: Stephen Metruck, Executive Director
From: Commission Specialist
CC: Barb Wilson Aaron Pritchard
Date: June 11, 2021
Re: SEA Comprehensive Trip Reduction Study and Plan

Outcome:

Reduce and discourage single occupancy vehicle usage at Sea-Tac airport and increase and encourage light rail and other transit modes.

- Develop a comprehensive Trip Reduction Study and Plan for Sea-Tac Airport for customers, employees and tenants
- Fund attritional staff or consultants as needed to conduct a comprehensive analysis of all SEA transportation needs and modes including light rail usage, TMC's, single occupancy vehicles and on and off-site parking
- Develop a plan that incentivizes increase mode split to transit.
- Implement a transportation management association and staff appropriately.

Century Agenda Goal:

Be the greenest, and most energy efficient Port in North America

Budget Request/ Background:

It is hoped that this request would reduce the potential need for additional onsite parking as well as reduce congestion on the airport drive.

Identified Risks:

Mode shifts may have unintended consequences for tenants or customers.

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: [Add Second Commissioner]

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:
[Add comment]

ELT Sponsor: [Add ELT member]

Concur and already included in my division's 2020 budget

Concur and recommend adding to my division's 2020 budget

Page Break

Concur with comment:

Non concur with comment:
[\[Add Comment\]](#)

Additional Comments:

[\[Add any further comments\]](#)

To: Port Commissioners
From: Mills
CC: Barb Wilson, Aaron Pritchard, LeeAnne Schirato
Date: July 1, 2021
Re: PS 2022 Budget Priority: Extending South King County Funding

Outcome:

- Increase the Ports development of equity-based partnerships and increased resources
- Increase support in historically underserved near-airport communities
- Increase our focus on environmental justice and green jobs
- Build upon an already successful program
- Provide continuity and a path forward beyond the programs original end date

Century Agenda Goal:

Strategy 3. Use our Influence as an institution to promote small business growth and workforce development.

Strategy 4. Be the Greenest, and most energy efficient port in North America

Budget Request/ Background:

Extend and expand the Port successful program for the years 2024 - 2029 and increase the program budget by \$10m, at \$2 million a year with \$2million allocated 2024 or five years beyond existing authorization. Extending the program through 2025 and increasing the fund by an additional \$10m would allow for longer term planning and continuity that would build upon our success.

Identified Risks:

Expanding a program focused on a specific geographic area may raise questions about funding for programs in other areas.

Primary Commission Sponsor: Steinbrueck

Commission Sponsor: Cho

Concur with no comment

Concur with comment:
[Add comment]

Non concur with comment:

[Add comment]

ELT Sponsor: [Add ELT member]

- Concur and already included in my division's 2020 budget
- Concur and recommend adding to my division's 2020 budget

Page Break

- Concur with comment:
- Non concur with comment:
[Add Comment]

Additional Comments:

[Add any further comments]

RETURN TO TOC

THE NORTHWEST SEAPORT ALLIANCE

MEMORANDUM

MANAGING MEMBERS

STAFF BRIEFING

DATE: July 23, 2021

TO: Managing Members, The Northwest Seaport Alliance

CC: John Wolfe, Chief Executive Officer, NWSA
Don Esterbrook, Deputy Executive/Chief Operating Officer, NWSA
Tom Bellerud, Chief Operations Officer, NWSA

FROM: Mark Moore, Manager, IT Project Management, Port of Tacoma
Zack Thomas, Director, Operations Service Center, NWSA

SUBJECT: Waiver of Competition for a Sole Source Contract with Advent Intermodal Solutions, LLC (“Advent eModal”) for Access to Appointment System Data

A. SYNOPSIS

Staff intends to enter a sole source contract with Advent eModal to procure a technical solution necessary for access to appointment system data currently hosted on Advent eModal’s software platform. This system is utilized by our international terminal operators in both the Seattle and Tacoma harbors. We anticipate spending \$250,000-\$300,000 for design and development, with an estimated \$10,000-\$35,000/month in subscription fees for continued access to appointment system data as well as other datasets for inclusion in the Port Community System (PCS) on the NWSA website.

B. BACKGROUND

An organizational goal for the NWSA is to implement a Port Community System (PCS) – development of secure infrastructure, systems, and interfaces necessary to compile data, that in turn allows private and public sector groups to make informed decisions. The NWSA website hosts components of a PCS in a variety of ways: vessel schedules & calendars, near real-time truck turn times & cameras, and historical terminal data. The most popular page on the NWSA website with about 60% of total unique views is the Operations page, in which the PCS data is hosted. The second most popular page, the NWSA Home Page, falls just under 10%.

We would like to expand the PCS and the information we are providing to stakeholders through the development of an Appointment Capacity Dashboard. The resulting dashboard, a display of appointment capacity by day by hour for a terminal, will be used by the NWSA and our stakeholders to predict points of congestion and to measure our service delivery levels, ultimately enabling better gateway fluidity. The value of this proposed tool has been reinforced upon review of previous community outreach, as well as in recent discussions with terminal operators and the Washington Truckers Association.

THE NORTHWEST SEAPORT ALLIANCE

MEMORANDUM

C. JUSTIFICATION

The NWSA will need to engage Advent eModal to build a technical solution that provides access to data in their system. All NWSA terminal operators independently chose to use Advent eModal as the vendor for appointment bookings, therefore Advent eModal is the sole owner of the appointment system where the data resides that is required to produce the Appointment Capacity Dashboard. They are the only vendor with whom the NWSA can work to configure, support, and modify the solution for data access.

To develop the same dashboard with a different vendor requires that vendor to first procure the appointment system data from Advent eModal. This increases the number of steps needed to access the data as well as cost needed to maintain the technical solution. Therefore, direct access to the source data via Advent eModal, rather than through a third party, allows for the most cost effective and streamlined process.

D. SCOPE OF WORK

- Proof of Concept
 - Create an aggregated dataset to provide visibility into marine terminal appointment capacity and metrics for one terminal.
 - Create a technical solution providing access to appointment system dataset.
- Pilot
 - Monthly subscription costs for access to appointment system dataset.
 - Expansion of the appointment system dataset to all participating NWSA marine terminal operators.
 - Potential expansion to include additional dataset from Advent eModal system.
- Ongoing Costs, assuming successful Pilot
 - Monthly subscription costs for access to additional datasets.
 - Support services for solution implemented.

E. CURRENT STATUS

If there are no objections to issuing a sole source contract, next steps will be:

- Present the project to Managing Members on September 7, 2021 for authorization.
- Negotiate respective agreements for design & development, ongoing subscription fees, and support.



Q2 2021 Financial Results

As of June 30, 2021

July 20, 2021



Q2 2021 Financial Results

Table of Contents

Financial Results	2
Scorecard	10
Statement of Revenue and Expense	12
Trended Statement of Revenue and Expense	13
Commercial Team Report	14
Statement of Net Position	16
Summary of Cash Activities	17
Statement of Equity	18
Cash Distribution Report	19
Aged Accounts Receivable	20
Capital Spending	21
New, Amended and Terminated Leases	22
Personal Services Contract Authorizations	23
Executive Contract and Project Authorizations	24
Membership Spending	25
Liability Claim Payment Report	26
Operating Statistics	27
Real Estate Broker Commissions	*

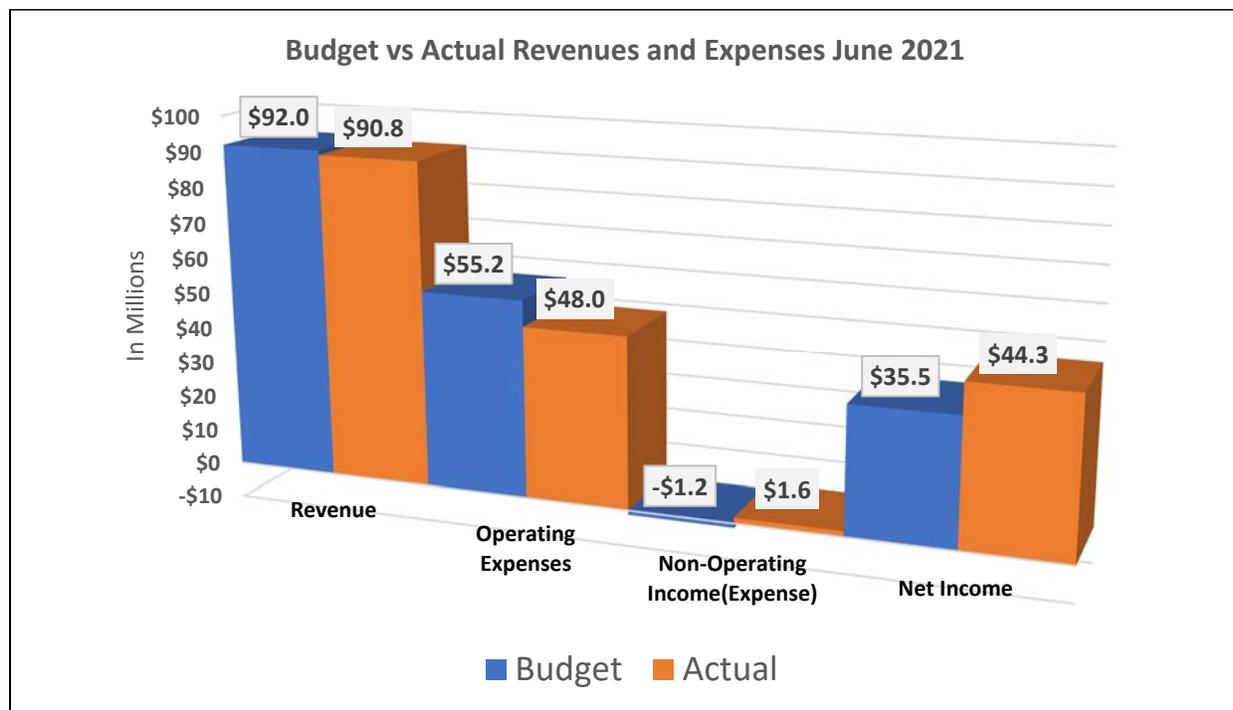
*Real Estate Broker Commissions report omitted as there is nothing to report for 2021.

June 2021 Financial Summary

Note: In 2021, the NWSA adopted the new lease accounting standard, GASB 87, which reduced operating revenues and increased interest for the same amount, resulting in no overall impact on net income. Therefore, our internal statements of revenue and expenses will exclude the impact of GASB 87.

Executive Summary

Actual vs Budget



Total revenue through June of \$90.8 million was \$1.2 million under budget. Container revenue of \$74.4 million was below budget by \$1.9 million primarily due to negotiations to restructure the APL agreement that reduced revenue by \$4.5 million, offset by higher TEU volume (year over year increase of 19%) that drove increases in intermodal revenue of \$1.8 million and crane and straddler revenue of \$0.8 million. On July 13, the remaining balance of \$7.0 million and interest of \$1.0 million on the APL agreement was received (\$2 million was received in April for a total of \$10 million) of which \$5.25 million will be recorded as revenue in July offsetting the negative \$4.5 million variance through June and the remaining amount of \$4.75 million will be recorded as non-operating income (as it relates to prior year revenue). Non-container revenues were \$0.8 million above budget as breakbulk revenue and auto revenue were above budget by \$0.5 million (tonnage up 2%) and \$0.3 million (units 3% above budget), respectively. Real Estate revenues were slightly under budget by \$0.1 million.

Q2 2021 Financial Results

Operating expense before depreciation of \$40.7 million was \$5.6 million, 12% less than budget due to lower maintenance costs of \$2.0 million and timing on maintenance project spending of \$1.6 million (paving at PCT and main breaker repair at T46, T5 reefer plugs capitalized, contingency placeholder), timing on operations spending of \$0.8 million (SH customs lease, conditions assessments, tribal payments), lower administrative support services costs and consulting totaling \$1.4 million. Significant expenses recorded through June were rail incentives of \$2.0 million and generator rentals at T30 were \$0.4 million.

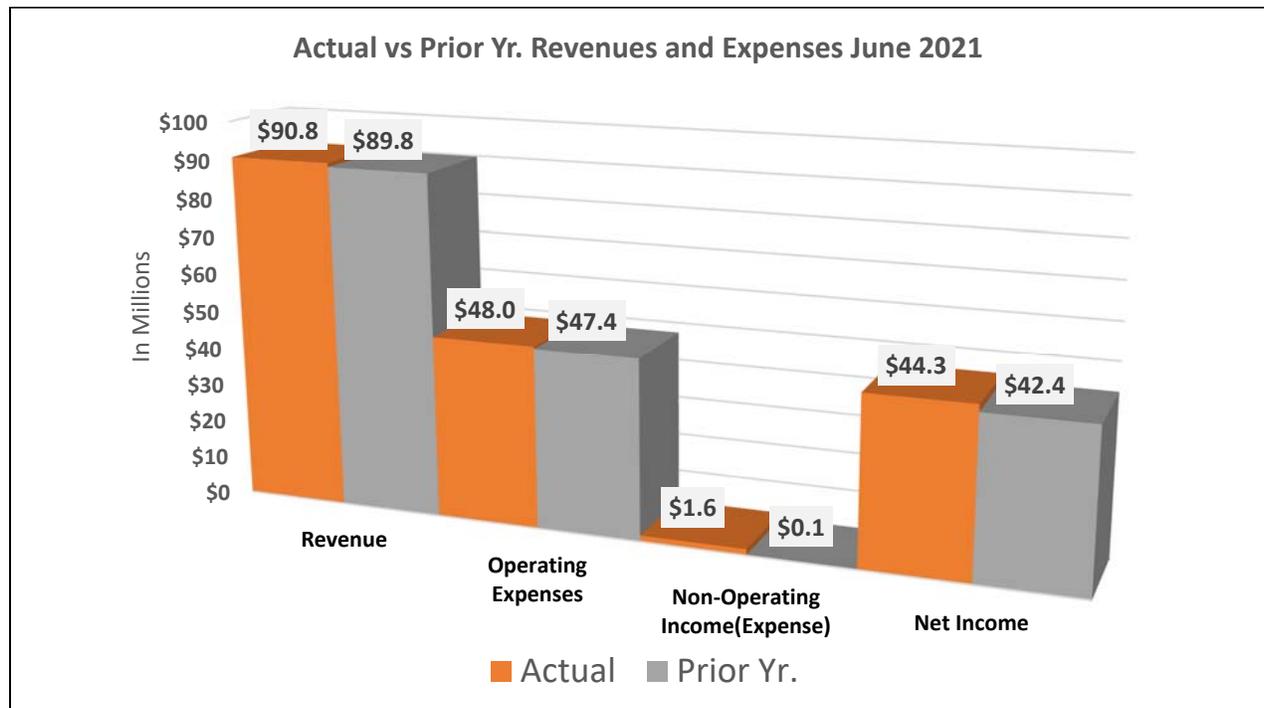
Depreciation of \$7.3 million was \$1.5 million below budget due to timing of capital spending at Terminal 5 and lower asset capitalizations at Terminal 46.

As a result, operating income of \$42.7 million was \$5.9 million, 16%, above budget.

Net non-operating income was \$1.6 million above budget, primarily due to timing on T5 public expenses. Grant income of \$1.5 million was \$0.7 million above budget, with \$0.9 million from Pierce County Flood District for the Wapato Creek culvert project (unbudgeted) and TIGER grant proceeds of \$0.5 million at T46 offset by timing on Husky Terminal shore power grants of \$0.8 million.

As a result, net income of \$44.3 million was \$8.8 million, 25%, above budget and will be split 50/50. Each homeport recorded income from the NWSA JV of \$22.2 million (rounded).

Current Year Actual (YTD) vs Prior Year Actual (YTD)



Revenue through June of \$90.8 million was \$1.0 million above the prior year. Container revenue decreased \$0.7 million as the reduction in APL revenue of \$4.5 million was offset by higher intermodal



Q2 2021 Financial Results

revenue of \$2.9 million (overall volume up 13%). Non-container business revenue of \$10.0 million increased by \$1.9 million over the prior year driven by higher breakbulk revenue of \$1.1 million (tonnage up 32%), and auto revenue increased by \$0.8 to the prior year (units up 26%). Real estate revenues of \$6.4 million were \$0.2 million lower than prior year.

Operating expense before depreciation of \$40.7 million was \$0.2 million less than the prior year as maintenance costs were down \$1.1 million due to lower crane and straddler maintenance of \$0.4 million and lower project spending of \$0.5 million (2020 had PCT pavement repairs). Lower homeport allocation rates for administrative and security support services compared to the prior year decreased administrative and security expenses by \$1.0 million. Operations expenses increased due to the rail incentives of \$2.0 million and generator rentals of \$0.4 million at T30, offset lower consulting (due to timing) and timing of the tribal payments.

Depreciation of \$7.3 million increased \$0.4 million over the prior year from new asset additions.

As a result, operating income was \$42.7 million and \$0.4 million, 1% above the prior year.

Net non-operating income increased by \$1.5 million over the prior year as grant income was \$1.5 million higher than the prior year from receipts of \$0.9 million from Pierce County Flood District for the Wapato Creek culvert project and TIGER grant proceeds of \$0.5 million. Interest income declined by \$0.7 million due to lower interest rates and a reduction in the non-cash market value on investments.

This resulted in net income of \$44.3 million, which was \$1.9 million, 4%, above the prior year.

Balance Sheet and Cashflow: Cash and investments totaled \$50.2 million at the end of the second quarter, compared to \$45.6 million at the beginning of the year. The increase of \$4.6 million is primarily due to the current month's cash distributions to homeports of \$12.1 million which will be paid in July and changes in other payables and receivables balances. Cash distributions to homeports were \$65.3 million compared to \$80.4 million at the end of the second quarter in 2020, the decrease is due to the distribution of accumulated grant and investment income in the prior year of \$10.2 million. Homeport capital contributions through June were \$53.6 million of which \$6.5 million will be received in July.

NOTE: An objective of operating statements would be to associate and reflect periodic depreciation expense with the related revenue generation, when calculating the Net Income earned by the NWSA (and subsequently distributed to the homeports). In accordance with the NWSA Charter, capital assets of the homeports existing at the start of the Alliance remain with the homeports. Thus, the depreciation expense for these capital assets, now licensed to the NWSA and relevant toward generating NWSA revenues, is not reflected in the NWSA Statement of Revenue and Expenses. Rather, the depreciation expense is recorded in the respective homeports' financial statements. Capital assets completed by the NWSA since the start of the Alliance and the related depreciation expense, however, are reflected in the NWSA operating statements.

Q2 2021 Financial Results

	2021				2020		
	BUDGET	ACTUAL	VARIANCE		ACTUAL	VARIANCE	
			FAV/(UNFAV)	%		FAV/(UNFAV)	%
Operating Revenue	\$ 91,963	\$ 90,756	\$ (1,207)	-1%	\$ 89,755	\$ 1,001	1%
Operating Expenses	46,376	40,749	5,627	12%	40,502	(247)	-1%
Depreciation	8,782	7,295	1,487	17%	6,913	(382)	-6%
Total Operating Expenses	55,158	48,044	7,114	13%	47,415	(629)	-1%
Operating Income	36,805	42,712	5,907	16%	42,340	372	1%
Non-Operating Income(Expense)							
Interest Income	218	182	(36)	-17%	891	(709)	-80%
Non-Operating Income(Expense)	(2,352)	(97)	2,255	96%	(842)	745	88%
Grant income	852	1,536	684	80%	47	1,489	0%
Total Non-Operating Income(Expense)	(1,282)	1,621	2,903	226%	96	1,525	1589%
Net Income	\$ 35,523	\$ 44,333	\$ 8,810	25%	\$ 42,435	\$ 1,898	4%

NOTE: Operating revenue and non-operating expenses excludes G87 lease interest.

DESCRIPTION	(Dollars in Thousands)		2021		2020		
	BUDGET	ACTUAL	FAV/(UNFAV)		ACTUAL	FAV/(UNFAV)	
			\$	%		\$	%
Container							
Operating Revenue	\$76,284	\$74,417	(\$1,867)	-2%	\$75,110	(\$693)	-1%
Operations	11,797	13,529	(1,732)	-15%	10,621	(2,908)	-27%
Maintenance	6,609	4,547	2,062	31%	5,315	768	14%
Depreciation	7,994	6,582	1,412	18%	6,295	(287)	-5%
Total Operating Expense	26,400	24,658	1,742	7%	22,231	(2,427)	-11%
Operating Income - Container	49,884	49,759	(125)	0%	52,879	(3,120)	-6%
Non- Container							
Operating Revenue	9,178	9,969	791	9%	8,087	1,882	23%
Operations	4,539	4,356	183	4%	4,241	(115)	-3%
Maintenance	963	783	180	19%	782	(1)	0%
Depreciation	492	473	19	4%	409	(64)	-16%
Total Operating Expense	5,994	5,612	382	6%	5,432	(180)	-3%
Operating Income - Non-Container	3,184	4,357	1,173	37%	2,655	1,702	64%
Real Estate							
Operating Revenue	6,501	6,371	(130)	-2%	6,558	(187)	-3%
Operations	101	138	(37)	-37%	118	(20)	-17%
Maintenance	374	75	299	80%	64	(11)	-17%
Depreciation	58	50	8	14%	50	0	0%
Total Operating Expense	533	263	270	51%	232	(31)	-13%
Operating Income - Real Estate	5,968	6,108	140	2%	6,326	(218)	-3%
Other Expenses							
Commercial Administration	6,409	4,875	1,534	24%	5,488	613	11%
Infrastructure and Administration Expense	15,823	12,636	3,187	20%	14,031	1,395	10%
Total Operating Income	\$36,805	\$42,712	\$5,907	16%	\$42,340	\$372	1%

* This table excludes lease interest.

Operating Income by Line of Business

Actual vs Budget

1) Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenues of \$74.4 million were below budget by \$1.9 million primarily due to the APL agreement restructuring negotiations that reduced revenue by \$4.5 million (Note: payment was received on July 13, and \$4.5 million of revenue will be recorded in July), offset by intermodal, crane and strad revenues that were above budget by \$1.7 million and \$0.7 million respectively, and revenue increases from short-term leases at Husky and at E. Sitcum. June year-over-year TEU volumes increased by 20% resulting in year to date volume increase of 19%.

Operating expenses of \$24.7 million were below budget by \$1.7 million mostly due to timing of maintenance spending and lower depreciation, offset by the IPI customer incentive of \$2.0 million.

This resulted in container business operating income of \$49.8 million that was on budget.

Operating revenues of \$74.4 million were below budget \$1.9 million.

- T-5 revenue was below budget by \$4.4 million primarily due to the restructuring negotiations of the APL agreement.
- Husky crane and strad rents were up \$0.8 million driven by higher TEU's than expected.
- Total intermodal revenue was up \$1.8 million – NIM lift revenue up \$1.9 million (volumes up 27%). SIM revenue increased by \$0.3 million (volume up 9%). PIM and HIM lift revenues were down \$0.4 million and \$0.1 million, respectively (volumes down 52% and 2%, respectively).

Operating expenses of \$24.7 million were \$1.7 million and 7% below budget.

- Depreciation down \$1.4 million versus budget due to timing of asset additions at Terminal 5 and asset capitalizations at Terminal 46.
- Maintenance was under budget \$2.0 million due to the timing of expenses including, main breaker repair at T46 for \$0.1 million, the reefer-plug repair project at T5 for \$0.4 million that will be capitalized, timing of paving at PCT of \$0.2 million and lower crane maintenance.
- Operations expense was \$1.7 million over budget, driven by the IPI incentive of \$2.0 million and higher revenue related intermodal operating costs of \$0.5 million to support the revenue increases, offset by lower operating expenses at Terminal 18 and 46 (T46 paving was completed in the prior year) of \$0.7 million.

Q2 2021 Financial Results

2) Non-Container Business (Autos and Breakbulk)

Non-Container (autos and breakbulk) revenues of \$10.0 million were above budget \$0.8 million, made up of the increase in both breakbulk and auto revenues of \$0.5 million and \$0.3 million respectively. Operating expenses were down \$0.4 million mainly due to lower auto drayage and longshore costs associated with storage yards that were not used as autos were immediately moved to retailers, as well as lower maintenance costs due to timing. This resulted in Non-Container operating income of \$4.4 million to be \$1.2 million higher than budget.

Operating Revenues of \$10.0 million were above budget \$0.8 million.

- Breakbulk revenues of \$5.4 million were above budget \$0.5 million, with volumes above budget 2% from military revenue at Pier 7, as well as lay berth revenue at the Log Yard and unbudgeted storage revenue (new tariff charged in 2021).
- Auto revenues of \$4.6 million were above budget \$0.3 million (units up 3%), mainly due to higher dockage and security revenues tied to the higher vessel count as well as vessels taking multiple days to discharge.

Operating Expenses of \$5.6 million were \$0.4 million and 6% below budget.

- Breakbulk expenses of \$4.3 million were on budget.
- Auto expenses of \$1.3 million were below budget \$0.4 million mainly driven by lower drayage as units were discharged off vessels and moved directly to retailers, and longshore costs.

3) Real Estate

Operating revenues of \$6.4 million were below budget \$0.1 million and operating expenses of \$0.3 million were \$0.3 million below budget due to timing of maintenance expenses

4) Other (not LOB-specific) Operating Expenses

- Commercial Administrative expenses (Commercial and Operations teams costs) of \$4.9 million were below budget by \$1.5 million, primarily due to timing of the tribal payments of \$0.5 million, the inception of SH customs lease of \$0.3 million and timing on consulting costs of \$0.2 million. Travel and hosting were below budget by of \$0.2 million and lower headcount drove labor costs below budget by \$0.2 million.
- Infrastructure and Other Administration expenses of \$12.7 million were below budget by \$3.2 million as administration costs were below plan \$1.4 million due to lower homeport support service agreement allocations (driven by consulting services, IT data services and hardware/software maintenance spending below plan). Environmental costs were below budget by \$0.4 million primarily due to timing on stormwater compliance spending and the maintenance contingency was below budget by \$0.9 million.



Q2 2021 Financial Results

Current Year YTD vs. Prior Year YTD

1) Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenue of \$74.4 million decreased by \$0.7 million from the prior year driven by the APL agreement restructuring negotiations, offset by higher intermodal revenue. Operating expenses of \$24.7 million increased \$0.2 million, primarily due to the 2021 IPI Rail incentive, higher volume related operating expenses, offset by prior year paving at PCT and higher prior year crane maintenance. This resulted in container business operating income of \$50.0 million which was \$3.1 million lower than the prior year.

Operating Revenues of \$74.4 million decreased \$0.7 million and 1% versus the prior year.

- T-5 revenue declined by \$5.3 million due to the restructuring of the APL lease and prior year interim use revenue.
- Husky crane and strad revenue increased \$0.5 million due to higher TEU volume (year over year TEU volume increased 19%). West Sitcum revenue increased \$1.2 million from SSA's expanded lease area (effective date September 2020).
- Total intermodal lift revenue increased \$2.9 million, NIM revenue increased by \$1.2 million, SIM revenue increased \$0.6 million and HIM revenue increased by \$0.6 million (volumes up 11%, 12% and 45%, respectively), and PIM was up \$0.5 million due to the lift minimum of \$0.7 million offset by lower lift revenue of \$0.2 million, volume down 32%).

Operating Expenses of \$26.6 million increased \$2.4 million and 11% from the prior year.

- The IPI Rail Incentive expense through June was \$2.0 million and was offset by lower rent at the SIM of \$0.3 million which contractually funded part of the incentive.
- Revenue related operating expenses for labor and equipment at the NIM, SIMUP increased by \$0.9 million and revenue related strad expenses increased by \$0.2 million at Husky.
- T-30 expenses increased \$0.4 million for the rental of generator and related power equipment.
- PCT maintenance down \$0.5 million due to 2020 paving expenses (current year paving repairs are under way).
- Crane maintenance down \$0.4 million due to fewer repairs at East Sitcum.

2) Non-Container Business (Autos and Breakbulk)

Non-container business (autos and breakbulk) revenue of \$10.0 million increased by \$1.9 million over the prior year from increases in breakbulk revenue of \$1.1 million and auto revenue of \$0.8 million. Operating expenses increased \$0.2 million due to higher labor costs of \$0.2 million tied to the increased breakbulk volume and revenue. This resulted in Non-container business operating income of \$4.4 million, which was \$1.7 million higher than the prior year.



Q2 2021 Financial Results

Operating Revenues of \$10.0 million were \$1.9 million more than the prior year.

- Breakbulk revenues increased by \$1.1 million as volumes increased by 32%.
- Auto revenues increased by \$0.8 million as units increased by 26%.

Operating Expenses of \$5.6 million were up \$0.2 million compared with the prior year.

- Longshore and Indirect/Utility Labor expenses were up \$0.2 million due to higher breakbulk volume.

3) Real Estate

Operating Revenues of \$6.4 million decreased \$0.2 million and 3% compared to the prior year, primarily from terminated leases that offset rent escalations.

- Revenue at the T18 bulk facilities for petroleum and molasses were \$0.1 million lower than prior year with petroleum and molasses volume decreasing by 22% and 42%, respectively.

Operating Expenses of \$0.3 million were comparable with the prior year.

Operating Income of \$6.1 million was \$0.2 million below the prior year.

4) Other (not LOB-specific) Operating Expenses

Commercial Administration of \$4.9 million decreased by \$0.6 million, primarily for timing of tribal payment and NH container administrative expenses of \$0.7 million.

Infrastructure and Other Administration expenses of \$12.6 million decreased by \$1.4 million due to revisions of support services agreements that decreased administrative and security overhead allocations by \$0.4 million and \$0.6 million, respectively, and spend timing on consulting.

NOTE: An objective of operating statements would be to associate and reflect periodic depreciation expense with the related revenue generation, when calculating the Net Income earned by the NWSA (and subsequently distributed to the homeports). In accordance with the NWSA Charter, capital assets of the homeports existing at the start of the Alliance remain with the homeports. Thus, the depreciation expense for these capital assets, now licensed to the NWSA and relevant toward generating NWSA revenues, is not reflected in the NWSA Statement of Revenue and Expenses. Rather, the depreciation expense is recorded in the respective homeports' financial statements. Capital assets completed by the NWSA since the start of the Alliance and the related depreciation expense, however, are reflected in the NWSA operating statements.

NW Seaport Alliance Scorecard 2021 vs 2020



CARGO VOLUME

	2021 YTD Actuals	2021 YTD Budget	2020 Total	2021 Budget
<u>Containers (TEUs)</u>				
International	1.5M	1.5M	2.6M	2.9M
Domestic	367k	353k	685k	698k
Break Bulk (Metric Tons)	177k	143K	292k	263k
Autos (Units) <small>NWSA/POT</small>	92K	91k	156k	183k



JOB CREATION

	2020 Total	2020 YTD Actuals	2021 YTD Actuals
ILWU Hours	3.8M	1.8M	2.1M



MARKET SHARE

	2020 YTD May	2021 YTD May
Trans-Pacific Trade	7.9%	7.3%
West Coast Ports	13.0%	11.3%



FINANCIAL RETURNS

\$ in millions

	2021 YTD Actuals	2021 YTD Budget	2020 Total Actuals	2021 Total Budget
Distributable Cash	\$65.3	\$55.4	\$115.2	\$114.7
Return on Revenue	41%	38%	42%	41%



ENVIRONMENTAL STEWARDSHIP

	2020 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	79 Acres	79 acres	100 acres
Air Quality (Diesel Particulate Matter - reduced)	0.23 Tons	0.34 Tons	1.7 Tons
Greenhouse Gas Emissions - (reduced)	0 Ton	0 Ton	250 Tons



OPERATIONS

	2021 Q2 Actuals	2020 Q2 Actuals	2020 Results	2021 Target
Avg Crane Production Net moves per hour (mph)	28.7	28.9	29.3	32
Truck Turn Time Avg total experience in minutes	77.4	67.5	66.4	< 90 Minute Turn Time

NW Seaport Alliance Scorecard 2021 vs 2019



CARGO VOLUME

	2021 YTD Actuals	2019 YTD Actuals	2019 Total	2021 Budget
<u>Containers (TEUs)</u>				
International	1.5M	1.6M	3.1M	2.9M
Domestic	367k	400k	776k	698k
Break Bulk (Metric Tons)	177k	143K	246k	263k
Autos (Units) <small>NWSA/POT</small>	92K	91k	155k	183k



FINANCIAL RETURNS

\$ in millions

	2021 YTD Actuals	2019 YTD Actuals	2019 Total Actuals	2021 Total Budget
Distributable Cash	\$65.3	\$52.6	\$115.2	\$114.7
Return on Revenue	41%	50%	48%	41%



JOB CREATION

	2019 Total	2019 YTD Actuals	2021 YTD Actuals
ILWU Hours	4.7M	2.4M	2.1M



ENVIRONMENTAL STEWARDSHIP

	2019 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	195 Acres	79 acres	100 acres
Air Quality (Diesel Particulate Matter - reduced) Greenhouse Gas Emissions - (reduced)	N/A	0.34 Tons 0 Ton	1.7 Tons 250 Tons



MARKET SHARE

	2019 YTD May	2021 YTD May
Trans-Pacific Trade	8.5%	7.3%
West Coast Ports	13.9%	11.3%



OPERATIONS

	2021 Q2 Actuals	2019 Q2 Actuals	2019 Results	2021 Target
Avg Crane Production <small>Net moves per hour (mph)</small>	28.7	N/A	27.2	32
Truck Turn Time <small>Avg total experience in minutes</small>	77.4	N/A	65.7	< 60



NORTHWEST SEAPORT ALLIANCE
Statement of Revenue and Expense
North & South Harbor
June 30, 2021

CURRENT MONTH				YEAR TO DATE					
BUDGET	ACTUAL	VARIANCE	%	DESCRIPTION	BUDGET	ACTUAL	VARIANCE	%	PRIOR YEAR
15,414,775	16,292,268	877,493	5.7%	Operating Revenues	91,963,302	90,756,322	(1,206,980)	-1.3%	89,754,633
15,414,775	16,292,268	877,493	5.7%	Total Revenue	91,963,302	90,756,322	(1,206,980)	-1.3%	89,754,633
3,441,797	5,084,526	(1,642,729)	-47.7%	Operations	20,687,176	21,530,773	(843,597)	-4.1%	19,458,512
3,201,276	1,370,834	1,830,442	57.2%	Maintenance	11,731,958	7,529,921	4,202,037	35.8%	8,372,667
1,953,198	1,632,254	320,944	16.4%	Administration	10,755,202	8,917,259	1,837,943	17.1%	9,512,729
335,217	386,371	(51,154)	-15.3%	Security	1,998,864	1,966,773	32,091	1.6%	2,567,130
1,725,558	1,232,591	492,967	28.6%	Depreciation	8,782,262	7,294,737	1,487,525	16.9%	6,912,792
606,779	183,462	423,317	69.8%	Environmental	1,202,764	804,920	397,844	33.1%	590,722
11,263,825	9,890,038	1,373,787	12.2%	Total Operating Expense	55,158,226	48,044,383	7,113,843	12.9%	47,414,552
4,150,950	6,402,230	2,251,280	54.2%	Operating Income	36,805,076	42,711,939	5,906,863	16.0%	42,340,081
42,500	81,302	38,802	91.3%	Interest Income	255,000	276,894	21,894	8.6%	775,158
-	(12,611)	(12,611)	0.0%	Market Value Adjustment	-	(70,316)	(70,316)	0.0%	115,764
(6,079)	(6,314)	(235)	-3.9%	Interest Expense	(36,993)	(24,952)	12,041	32.5%	-
-	226,718	226,718	0.0%	Grant Income	852,000	1,535,964	683,964	80.3%	46,570
(855,000)	(124,203)	730,797	85.5%	Misc. Non Op Income(Expense)	(2,341,000)	(86,456)	2,254,544	96.3%	(830,780)
(2,416)	(1,488)	928	38.4%	Other Non Operating	(11,495)	(10,557)	938	8.2%	(11,374)
(820,995)	163,404	984,399	119.9%	Non-Operating Revenue (Expense)	(1,282,488)	1,620,577	2,903,065	226.4%	95,338
3,329,955	6,565,634	3,235,679	97.2%	Income Before Levy & Expense	35,522,588	44,332,516	8,809,928	24.8%	42,435,419
3,329,955	6,565,634	3,235,679	97.2%	Net Income/(Loss)	35,522,588	44,332,516	8,809,928	24.8%	42,435,419

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Trended Statement of Revenue and Expense
June 30, 2021
(Dollars in Thousands)

	<u>Jun-20</u>	<u>Jul-20</u>	<u>Aug-20</u>	<u>Sep-20</u>	<u>Oct-20</u>	<u>Nov-20</u>	<u>Dec-20</u>	<u>Jan-21</u>	<u>Feb-21</u>	<u>Mar-21</u>	<u>Apr-21</u>	<u>May-21</u>	<u>Jun-21</u>
Operating Revenue	15,093	14,503	15,394	16,949	15,844	16,976	14,907	15,451	13,656	14,740	14,763	15,852	16,292
Total Operating Revenue	15,093	14,503	15,394	16,949	15,844	16,976	14,907	15,451	13,656	14,740	14,763	15,852	16,292
Operations	3,283	3,446	3,868	6,746	4,124	3,425	12,025	2,692	2,924	3,271	4,211	3,348	5,085
Maintenance	1,197	1,498	1,686	1,267	1,513	1,153	447	1,001	1,160	1,291	1,422	1,284	1,371
Administration	1,669	1,483	1,551	1,508	1,559	1,593	1,008	1,369	1,354	1,520	1,540	1,502	1,632
Security	430	453	440	483	438	441	319	324	315	262	368	311	386
Depreciation	1,158	1,151	1,163	1,166	1,191	1,192	1,034	1,195	1,200	1,213	1,225	1,230	1,233
Environmental	138	160	79	81	99	83	317	67	139	120	168	127	183
Total Operating Expense	7,876	8,191	8,787	11,251	8,925	7,887	15,150	6,649	7,091	7,678	8,934	7,802	9,890
Operating Income	7,218	6,312	6,607	5,698	6,919	9,089	(243)	8,802	6,565	7,062	5,829	8,050	6,402
Interest Income	41	40	37	213	111	116	113	113	105	(199)	93	84	81
Market Value Adjustment	39	80	(42)	(33)	(24)	76	28	43	(173)	(103)	97	78	(13)
Interest Expense	-	-	-	-	-	-	-	-	-	(6)	(6)	(6)	(6)
Grant Income	27	55	-	-	776	216	1,035	-	-	300	1,007	1	227
Misc. Non Op Income/(Expense)	221	(210)	(96)	(6)	11	(24)	(1,726)	(3)	(33)	212	(139)	(8)	(126)
Non-Operating Revenue (Expense)	329	(35)	(101)	174	874	384	(549)	152	(101)	205	1,052	149	163
Net Income/(Loss)	<u>7,546</u>	<u>6,277</u>	<u>6,506</u>	<u>5,873</u>	<u>7,793</u>	<u>9,473</u>	<u>(793)</u>	<u>8,955</u>	<u>6,464</u>	<u>7,267</u>	<u>6,882</u>	<u>8,199</u>	<u>6,566</u>

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Commercial Team
Statement of Revenue - Operating Income
Year to Date June 30, 2021 Actual to Budget
(Dollars in Thousands)

Description	Containers			Non-Containers			Real Estate	Other Admin	Total Commercial Team
	Container Terminals	Intermodal	Total Containers	Autos	Breakbulk	Total Non-Containers			
ACTUAL									
Operating Revenues	\$54,999	\$19,417	\$74,417	\$4,560	\$5,409	\$9,969	\$6,371	-	\$90,756
Operating Expenses	4,269	9,260	13,529	669	3,695	4,364	138	-	18,030
Maintenance	4,215	332	4,547	293	490	783	75	-	5,405
Depreciation	6,331	252	6,582	360	105	465	50	-	7,098
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	14,815	9,843	24,658	1,322	4,290	5,611	263	-	30,533
Contribution Margin	40,184	9,574	49,758	3,239	1,119	4,358	6,108	-	60,223
Commercial Administration	849	446	1,295	-	1,213	1,213	754	1,613	4,875
Commercial Operating Income	39,335	9,128	48,463	3,239	(94)	3,144	5,354	(1,613)	55,348
Infrastructure and Other Administration	-	-	-	-	-	-	-	12,636	12,636
Operating Income	39,335	9,128	48,463	3,239	(94)	3,144	5,354	(14,249)	42,712
BUDGET									
Operating Revenues	\$58,632	\$17,652	\$76,284	\$4,244	\$4,934	\$9,178	\$6,501	-	\$91,963
Operating Expenses	4,573	7,223	11,797	963	3,575	4,539	101	-	16,437
Maintenance	6,175	435	6,609	351	612	963	374	-	7,946
Depreciation	7,740	254	7,994	387	105	492	58	-	8,544
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	18,489	7,912	26,401	1,701	4,292	5,993	533	-	32,926
Contribution Margin	40,143	9,740	49,884	2,543	642	3,185	5,968	-	59,037
Commercial Administration	1,589	491	2,080	-	1,245	1,245	698	2,385	6,409
Commercial Operating Income	38,554	9,250	47,804	2,543	(603)	1,939	5,270	(2,385)	52,628
Infrastructure and Other Administration	-	-	-	-	-	-	-	15,823	15,823
Operating Income	38,554	9,250	47,804	2,543	(603)	1,939	5,270	(18,208)	36,805
VARIANCE									
Operating Revenues	(\$3,633)	\$1,765	(\$1,868)	\$317	\$474	\$791	(\$130)	-	(\$1,207)
Operating Expenses	304	(2,036)	(1,732)	294	(120)	175	(36)	-	(1,593)
Maintenance	1,959	103	2,062	57	122	180	298	-	2,540
Depreciation	1,410	2	1,412	28	0	27	8	-	1,446
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	3,674	(1,931)	1,742	379	2	382	269	-	2,394
Contribution Margin	41	(166)	(125)	696	476	1,173	140	-	1,187
Commercial Administration	740	45	785	-	32	32	(56)	772	1,534
Commercial Operating Income	781	(122)	659	696	509	1,205	84	772	2,720
Infrastructure and Other Administration	-	-	-	-	-	-	-	3,187	3,187
Operating Income	781	(122)	659	696	509	1,205	84	3,959	5,907

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Commercial Team
Statement of Revenue - Operating Income
Year to Date June 30, 2021 Actual to Prior Year
(Dollars in Thousands)

Description	Containers			Non-Containers			Real Estate	Other Admin	Total Commercial Team
	Container Terminals	Intermodal	Total Containers	Autos	Breakbulk	Total Non-Containers			
ACTUAL									
Operating Revenues	\$54,999	\$19,417	\$74,417	\$4,560	\$5,409	\$9,969	\$6,371	-	\$90,756
Operating Expenses	4,269	9,260	13,529	669	3,695	4,364	138	-	18,030
Maintenance	4,215	332	4,547	293	490	783	75	-	5,405
Depreciation	6,331	252	6,582	360	105	465	50	-	7,098
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	14,815	9,843	24,658	1,322	4,290	5,611	263	-	30,533
Contribution Margin	40,184	9,574	49,758	3,239	1,119	4,358	6,108	-	60,223
Commercial Administration	849	446	1,295	-	1,213	1,213	754	1,613	4,875
<i>Commercial Operating Income</i>	<i>39,335</i>	<i>9,128</i>	<i>48,463</i>	<i>3,239</i>	<i>(94)</i>	<i>3,144</i>	<i>5,354</i>	<i>(1,613)</i>	<i>55,348</i>
Infrastructure and Other Administration	-	-	-	-	-	-	-	12,636	12,636
<i>Operating Income</i>	<i>39,335</i>	<i>9,128</i>	<i>48,463</i>	<i>3,239</i>	<i>(94)</i>	<i>3,144</i>	<i>5,354</i>	<i>(14,249)</i>	<i>42,712</i>
PRIOR YEAR									
Operating Revenues	\$58,571	\$16,539	\$75,110	\$3,808	\$4,278	\$8,087	\$6,558	-	\$89,755
Operating Expenses	3,877	6,745	10,621	682	3,559	4,241	118	-	14,981
Maintenance	4,884	431	5,315	297	485	782	64	-	6,161
Depreciation	6,053	242	6,295	339	70	409	50	-	6,754
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	14,813	7,417	22,230	1,318	4,114	5,432	233	-	27,896
Contribution Margin	43,757	9,122	52,880	2,490	164	2,654	6,325	-	61,859
Commercial Administration	1,363	472	1,836	-	1,250	1,250	846	1,556	5,488
<i>Commercial Operating Income</i>	<i>42,394</i>	<i>8,650</i>	<i>51,044</i>	<i>2,490</i>	<i>(1,086)</i>	<i>1,404</i>	<i>5,479</i>	<i>(1,556)</i>	<i>56,371</i>
Infrastructure and Other Administration	-	-	-	-	-	-	-	14,031	14,031
<i>Operating Income</i>	<i>42,394</i>	<i>8,650</i>	<i>51,044</i>	<i>2,490</i>	<i>(1,086)</i>	<i>1,404</i>	<i>5,479</i>	<i>(15,588)</i>	<i>42,340</i>
VARIANCE									
Operating Revenues	(\$3,571)	\$2,878	(\$693)	\$752	\$1,130	\$1,882	(\$187)	-	\$1,002
Operating Expenses	(392)	(2,515)	(2,907)	13	(136)	(122)	(20)	-	(3,049)
Maintenance	668	99	767	4	(5)	(1)	(11)	-	756
Depreciation	(278)	(10)	(288)	(21)	(35)	(56)	-	-	(344)
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	(2)	(2,426)	(2,428)	(3)	(176)	(179)	(30)	-	(2,637)
Contribution Margin	(3,573)	452	(3,121)	749	954	1,703	(218)	-	(1,636)
Commercial Administration	514	26	540	-	37	37	92	(57)	612
<i>Commercial Operating Income</i>	<i>(3,059)</i>	<i>478</i>	<i>(2,581)</i>	<i>749</i>	<i>991</i>	<i>1,740</i>	<i>(126)</i>	<i>(57)</i>	<i>(1,023)</i>
Infrastructure and Other Administration	-	-	-	-	-	-	-	1,395	1,395
<i>Operating Income</i>	<i>(3,059)</i>	<i>478</i>	<i>(2,581)</i>	<i>749</i>	<i>991</i>	<i>1,740</i>	<i>(126)</i>	<i>1,339</i>	<i>372</i>

NORTHWEST SEAPORT ALLIANCE
Statement of Net Position
North & South Harbor
June 30, 2021
(Dollars in Thousands)

	<u>Current Year</u>	<u>6/30/2020</u>
ASSETS		
CURRENT ASSETS		
Cash	\$12,452	\$4,780
Investments, at fair value	37,779	39,247
Net Trade A/R	4,476	5,356
Grants Receivable	2	20
Lease Receivable - Current	0	8
Prepayments and other current assets	331	1,062
Related Party Receivable - JV	0	777
Total Current Assets	55,040	51,250
NON-CURRENT ASSETS		
Capital Assets	289,069	268,377
Construction in Process	216,398	112,243
Total cost	505,467	380,620
Less: Accumulated Depreciation	39,866	27,173
Capital Assets, Net	465,601	353,447
Lease Receivable - GASB 87	1,184,832	102
Total Non-Current Assets	1,184,832	102
Total Assets	\$1,705,473	\$404,799
Deferred Outflows of Resources		
Pension Deferred Outflow	1,377	1,488
Total Assets and Deferred Outflows	\$1,706,850	\$406,287
LIABILITIES AND EQUITY		
CURRENT LIABILITIES		
Accounts Payable and accrued liabilities	\$7,611	\$5,732
Related Party Payable - JV	3,091	2,952
Payroll and Benefits Liabilities	1,763	1,580
Total Current Liabilities	12,465	10,264
NON-CURRENT LIABILITIES		
Rent Deposits	2,651	1,371
Net Pension Liability	2,232	2,316
Other Noncurrent Liabilities	5,656	4,259
Total Non-Current Liabilities	10,539	7,946
Total Liabilities	23,004	18,210
Deferred Inflows of Resources		
Lease Deferred Inflows - GASB 87	1,184,832	0
Pension Deferred Inflow	758	1,395
Total Equity	498,256	386,682
Total Liabilities, Deferred Inflows & Equity	\$1,706,850	\$406,287

NORTHWEST SEAPORT ALLIANCE
Summary of Cash Activities
June 30, 2021
(Dollars in Thousands)

	2021	2020
Operating Income	\$ 42,698	\$ 43,619
Less: Non-cash income/expense items		
Depreciation	7,250	6,778
Cash earned in the current year	<u>49,948</u>	<u>50,397</u>
Adjustments		
Return of SSA Deposit	-	(13,321)
Increases/decreases in payables and receivables	1,031	5,295
Net cash provided by operating activities	<u>50,979</u>	<u>42,371</u>
Membership interest affirmation payment rec'd from Port of Seattle	11,000	11,000
Distribution of membership interest affirmation payment	(11,000)	(11,000)
Current year distributable cash	(54,327)	(58,218)
Timing on current year distributions	12,099	8,380
Prior Year distributable cash paid in current year	(10,340)	(18,270)
Distribution of accumulated interest and grants 2016-2019		(10,228)
Cash received from federal and state grants	-	9
Net cash provided by non-capital & related financing activities	<u>(52,568)</u>	<u>(78,327)</u>
Cash received from Homeports for Capital Construction Fund	59,513	64,991
Cash received from federal grants	2,207	1,753
Acquisition and construction of capital assets (net)	(55,741)	(64,920)
Net cash provided/(used) from Capital & Financing Activities	<u>5,979</u>	<u>1,824</u>
Cash from/(to) investments	2,766	37,829
Net cash from/(to) investments	<u>2,766</u>	<u>37,829</u>
Total Increase(Decrease) in Cash	<u>7,156</u>	<u>3,697</u>
Plus: Beginning Cash Balance	5,295	1,083
Ending Cash	<u>\$ 12,452</u>	<u>\$ 4,780</u>

The Northwest Seaport Alliance
Statement of Managing Members' Equity
June 30, 2021
(Dollars in Thousands)

Description	12/31/2020	2021 Changes	Ending Balance 6/30/21
Working capital contributions	\$ 62,000	\$ -	\$ 62,000
Capital construction contributions	426,815	46,859	473,674
Non-cash capital work-in-process	16,792	-	16,792
Affirmation Payment	11,000	11,000	22,000
Total Contributions	<u>\$ 516,608</u>	<u>\$ 57,859</u>	<u>\$ 574,466</u>
Affirmation Distribution	\$ (11,000)	\$ -	\$ (11,000)
GASB 87 Adjustment		\$ (110)	\$ (110)
Net income from JV	518,524	44,333	562,857
Cash distributions	(574,730)	(53,228)	(627,958)
End Balance	<u><u>\$ 449,401</u></u>	<u><u>\$ 48,853</u></u>	<u><u>\$ 498,255</u></u>



Northwest Seaport Alliance
Managing Members Cash Distribution Report
 June 30, 2021

The cash distributions per Article IV of the Charter are shared 50/50 by each homeport. Homeports will receive 50% of the \$12,099,141 or \$6,049,571 each.

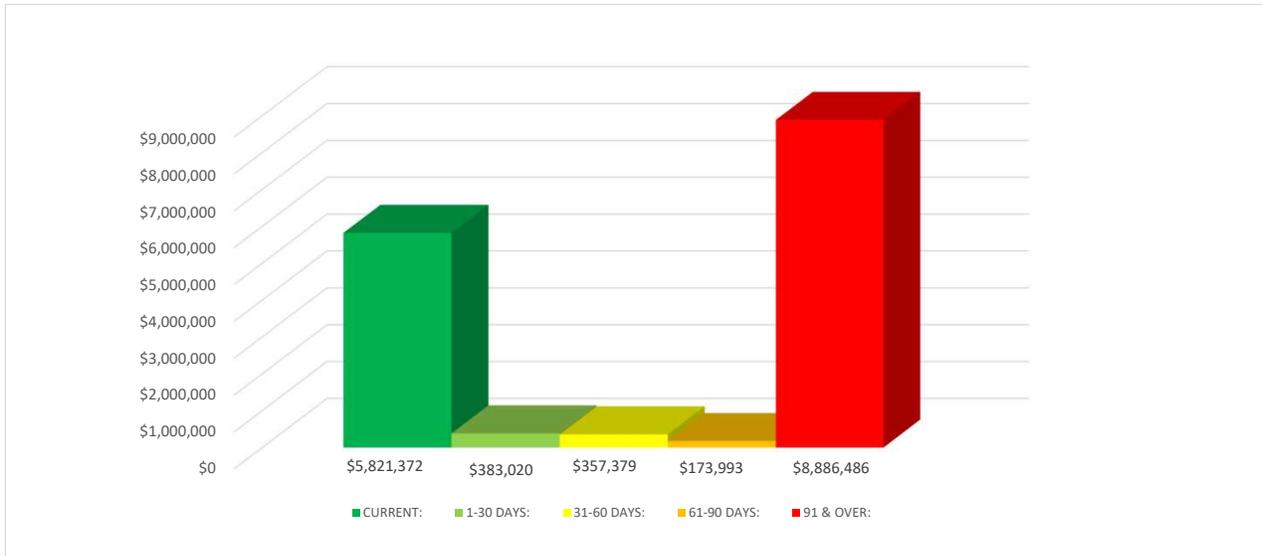
Distribution Date*	Fiscal Month/Yr.	Amount	YTD Distributions
7/30/21	June 2021	\$12,099,141	\$65,327,141

*Distribution date is approximate, actual cash transfer date is determined by NWSA Treasurer and is typically one week prior to month-end.

Note:

- This report is per Article IV cash distributions, reserves and member bond obligations, section 4.1(a)
- The PDA through the CEO will make distributions of all Distributable Cash to the Managing Members as soon as practicable after each Calculation Period. Prior to executing any distribution, the CEO shall provide a report of planned distributions to Managing Members."

**NORTHWEST SEAPORT ALLIANCE
AGED ACCOUNTS RECEIVABLE SUMMARY
JUNE 30, 2021**



90% Account Current Goal for 2021

	JUNE '21	%
PREPAID RENT:	(\$2,651,120)	
CURRENT:	5,821,372	37%
1-30 DAYS:	383,020	2%
31-60 DAYS:	357,379	2%
61-90 DAYS:	173,993	1%
91 & OVER:	8,886,486	57%
TOTAL:	15,622,250	100%

* Prepaid rent - pymts. rec'd before the 1st of the next mos. excluded from graph.

AR AGING:	15,622,250
REVENUE EARNED AND UNBILLED:	-
LESS, GRANTS RECEIVABLE:	(2,000)
RESERVE FOR DOUBTFUL ACCOUNTS:	(11,144,724)
NET TRADE A/R:	4,475,527

Accts \$5,000 Over 61 Days	Over 61 Days	Total Owing LOB Leader
AMERICAN PRESIDENT LINES	8,975,208	9,338,364 Tong Zhu
\$7 million balance on annual termination payment, \$1.3 million vessel shortfall, and related interest - reserved for in allowance for doubtful accounts		
833RD TRANSPORT BN SDDC	16,623	91,689 Andre Elmaleh
Terminal Charges, Dockage, Security & Misc Invoices		
HAPAG LLOYD AMERICA	25,875	365,485 Mike Reilly
Intermodal		
US ARMY 833RD TRANSPORTATION BATTALION	6,807	22,500 Andre Elmaleh
Rent		
WALLENUS WILHELMSSEN LOGISTICS	26,737	577,977 Andre Elmaleh
Terminal Charges		
WORLD LOGISTICS SERVICE/NMCC	20,210	50,484 Andre Elmaleh
Terminal Charges		

NORTHWEST SEAPORT ALLIANCE
Capital Investment Plan Actual vs Original Budget by LOB
Year-to-Date Spending through June 30, 2021

LOB	Actual YTD	Budget 2021	Variance (over)/under
Automobiles	\$305,103	\$300,000	(\$5,103)
Container Business	\$35,821,879	\$130,969,000	\$95,147,121
Industrial-Commercial Real Estate			
Intermodal		\$492,000	\$492,000
Port-Operated Facilities	\$250,774	\$826,000	\$575,226
Port-Wide Infrastructure		\$3,000,000	\$3,000,000
Grand Total	\$36,377,756	\$135,587,000	\$99,209,244

Project Breakdown by LOB - Material Projects (Projects \$300k and up)

LOB	Actual YTD
Automobiles →	
201104.01 Blair Dock Fender Replacement	305,103
Other Automobiles	
Total	<u>\$305,103</u>
Container Business →	
U00100 T5 Berth Construction	23,786,556
U00572 T5 Stormwater Treatment System	2,781,913
U00568 T5 Marine Building North	1,879,818
104827 T46 Dock Rehabilitation	1,713,970
201112.01 SH CBP Office Improvements	1,354,672
U00347 T46 Stormwater Improvements	1,063,347
U00347 T46 Stormwater Improvements	1,063,347
201070.01 Wapato Creek Bridge & Culvert Removal	618,024
201029.07 Husky Tenant Improvements	569,312
201090.01 WUT Utility Vault Upgrades	479,446
201107.01 WUT Fender System Replacement	458,746
Other Container Business	52,728
Total	<u>\$35,821,879</u>
Industrial-Commercial Real Estate →	
Other Industrial-Commercial Real Estate	
Total	
Intermodal →	
Other Container Business	
Total	
Port-Operated Facilities →	
Other Port-Operated Facilities	250,774
Total	<u>\$250,774</u>
Port-Wide Infrastructure →	
Other Port-Wide Infrastructure	
Total	
Grand Total	\$36,377,756

Second Quarter 2021: New, Amended, Terminated Leases

New Agreements											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
Hyundai Merchant Marine	South Harbor	Washington United Terminal	6 months		7 acres	\$0.00	\$0.00				Hold Harmless for 1755 Thorne Rd. (Lot F); truck staging
New License Agreements											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
Husky Terminal and Stevedoring	South Harbor	East Sitcum Terminal	4 months	yard	8 acres	\$49,934.40	\$199,737.60		5/3/2021	8/31/2021	
Pacific Crane Maintenance Company, LLC	North Harbor	Terminal 46	1 month	yard	10 acres	\$10,000.00	\$10,000.00		6/21/2021	7/20/2021	
SSA Terminals (Seattle Terminals), LLC	North Harbor	Terminal 5	8 months	yard	10 acres	\$0.00	\$0.00		4/5/2021	12/31/2021	non-revenue license
Moorage Agreements											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
Renewal Lease											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
Amended Leases											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
SSA Terminals (Seattle Terminals), LLC	North Harbor	Terminal 5	8 months	yard	10 acres	\$0.00	\$0.00		4/5/2021	12/31/2021	non-revenue license; increased yard space to include reefer plugs
Terminated Leases											
Tenant	North/South Harbor	Address	Lease Term	Property Type	Acres	Revenue/Month	Revenue/Year	Jobs created	Commencement Date	Termination Date	Comments
A Philip Randolph Institute, ILWU Local 19	North Harbor	Terminal 46	1 day	yard	less than 1 acre	\$0.00	\$0.00		6/19/2021	6/19/2021	Hold Harmless Agreement
Foss Maritime Company, LLC	North Harbor	Terminal 46	3 years 11 month	container terminal		\$0.00	\$0.00		7/26/2019	6/30/2021	Master License Agreement terminated; revenue generated by billing the temporary licenses every month
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		3/31/2021	4/1/2021	temporary license for DS 313
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		4/7/2021	4/8/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		4/19/2021	4/20/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		4/22/2021	4/23/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		4/27/2021	4/27/2021	temporary license for DS 313
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/4/2021	5/5/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/10/2021	5/11/2021	temporary license for DS 313
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/12/2021	5/13/2021	temporary license for DS 313
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/18/2021	5/19/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/24/2021	5/25/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/26/2021	5/27/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		5/27/2021	5/28/2021	temporary license for DS 505
Foss Maritime Company, LLC	North Harbor	Terminal 46	2 days	dockage	layberth	\$589.82	\$589.82		6/2/2021	6/4/2021	temporary license for DS 505
Foss Maritime Company, LLC	North Harbor	Terminal 46	5 days	dockage	layberth	\$589.82	\$2,949.08		6/6/2021	6/11/2021	temporary license for CAPE ANN DBL 78
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/10/2021	6/11/2021	temporary license for DS 505
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/10/2021	6/11/2021	temporary license for DS 313
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/11/2021	6/12/2021	temporary license for DS 505
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/16/2021	6/17/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/22/2021	6/23/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	29 days	dockage	layberth	\$824.06	\$23,897.60		5/26/2021	6/24/2021	temporary license for DBL 185
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/29/2021	6/30/2021	temporary license for DS 311
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 day	dockage	layberth	\$589.82	\$589.82		6/30/2021	6/30/2021	temporary license for DS 505
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 year 8 months	office	building	\$2,482.48	\$49,649.60		10/1/2019	6/30/2021	temporary license for Gear Locker
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 year 9 months	Marine Tower, Yard Space	2 acres	\$14,732.48	\$309,382.08		9/23/2019	6/30/2021	temporary license for Pacific Maritime Association training
Foss Maritime Company, LLC	North Harbor	Terminal 46	1 year 1 month	yard	0.5 acres	\$3,500.00	\$45,000.00		5/11/2020	6/30/2021	temporary license for parking lot
Husky Terminal and Stevedoring	South Harbor	East Sitcum Terminal	4 months	yard	8 acres	\$49,934.40	\$99,868.80		2/21/2021	4/30/2021	
Pacific Crane Maintenance Company, LLC	South Harbor	West Hylebos Log Dock	1 month	yard	1 acre	\$4,000.00	\$4,000.00		6/3/2021	6/30/2021	executed monthly agreement

NORTHWEST SEAPORT ALLIANCE

Personal and Professional Services Contract Authorizations Greater than \$50K in 2021

Vendor	Type	Description	Term	Amount
2020 Q1				
Goodstein Law Group	Personal 071441	NWSA CORE Legal Support	1 yr	\$ 150,000
Elevate Governmental Affairs	Personal 071446	NWSA Federal Lobbying Services	5 yr	\$ 720,000
2020 Q2				
Open Square	Purchase Order 93485	Open Square- CBP Relocation Project- Modular Furniture	one-time purchase	\$ 316,585
Graybar	Purchase Order 93509	NIM RETROFIT LIGHTING	one time purchase	\$ 316,585
D2 Creative LLC	Personal 071461	NWSA Marketing and Creative Writing Consulting Services	8 months	\$ 135,000
2020 Q3				
2020 Q4				

Note: Per Delegations of Authority Master Policy 8.e.i
 Purchased Services have no term as they are one time purchases.

THE NORTHWEST SEAPORT ALLIANCE

Executive Authorizations for Engineering Department, and Environmental and Planning Services in 2021

Northwest Seaport Alliance Executive Authorizations - Q1

Approved Date	Project Title	Authorization Type	PM	Authorization Request Amount
02/11/2021	T-5 Intermodal Yard Improvements	PROJECT	Curtis Stahlecker	\$75,000
02/16/2021	PCT Maint Building Strad Bay Insulation Upgrade	PROJECT	David Myers	\$175,000
Total				\$250,000

Northwest Seaport Alliance Executive Authorizations - Q2

Approved Date	Project Title	Authorization Type	PM	Authorization Request Amount
04/21/2021	Husky Electrical Vault, Catch Basin, and Bulkhead Pavement Repairs	Project	Elly Bulega	\$77,589
04/27/2021	West Coast Competitiveness Analysis	Contract	Christine Wolf	\$88,196
06/08/2021	T-5 MR & Scale House Bldgs HVAC	Project	John Hall	\$255,000
06/09/2021	T-46 Substation #1 Replacement - Design Phase	Project	Catherine Chu	\$150,000
06/09/2021	T-5 Intermodal Yard Improvements	Project	Curtis Stahlecker	\$150,000
06/15/2021	T-18 Shore Power	Project	Catherine Chu	\$150,000
Total				\$870,785

NORTHWEST SEAPORT ALLIANCE
 Membership Spending
 Year to Date through June 30, 2021

Organization	Amount
Association of Washington Business	2,500
Coalition for America's Gateways and Trade Corridors	6,500
Green Marianne Alliance Verte	10,335
Journal of Commerce	5,730
National Retail Federation	5,000
Northwest Marine Terminal Association	6,000
Pacific Northwest Waterways Association	30,740
Tacoma Transportation Club	540
US Specialty Soya and Grains Association	850
Washington Council on International Trade	20,000
World Trade Center Tacoma	1,000
	\$ 89,195

Note: Professional memberships are excluded.

THE NORTHWEST SEAPORT ALLIANCE
LIABILITY CLAIM PAYMENT REPORT
SECOND QUARTER
June 30, 2021

For the period April 1, 2021 through June 30, 2021, the NWSA issued one (1) payment associated with claims for third party property damage in the amount of \$3,760.57. This compares to \$2,218.93 paid during the same period last year.



**THE NORTHWEST
SEAPORT ALLIANCE**

The Northwest Seaport Alliance 5-Year Cargo Volume History:

CONTAINERIZED VOLUME (TEUs)									
	2015	2016	2017	2018	2019	2020	Jun 20 YTD	Jun 21 YTD	% Change Y-O-Y
Int'l Import full TEUs	1,308,214	1,391,590	1,380,785	1,452,623	1,369,251	1,253,818	565,808	741,849	31.1%
Int'l Export full TEUs	871,522	984,274	964,067	953,495	913,332	790,620	411,340	365,278	-11.2%
Int'l Empty TEUs	581,072	482,951	650,459	705,114	775,763	591,197	256,169	386,495	50.9%
Total International TEUs	2,760,808	2,858,815	2,995,311	3,111,232	3,058,346	2,635,635	1,233,316	1,493,621	21.1%
Total Domestic TEUs	768,633	756,938	706,863	686,394	716,957	684,744	330,947	366,553	10.8%
Grand Total TEUs	3,529,441	3,615,752	3,702,174	3,797,626	3,775,303	3,320,379	1,564,263	1,860,174	18.9%
CARGO VOLUME (METRIC TONS)									
Container Cargo	24,965,859	26,766,258	26,105,730	28,868,125	28,671,813	25,508,550	12,426,146	13,529,212	8.9%
Breakbulk	235,476	181,372	210,725	249,055	246,412	291,623	139,662	177,009	26.7%
Autos	270,744	246,421	224,864	228,295	305,816	244,612	104,324	148,578	42.4%
Logs	236,557	176,928	278,078	116,790	75,757	0	0	0	0.0%
Petroleum	815,380	612,224	715,546	665,670	636,150	677,469	340,250	265,390	-22.0%
Molasses	43,731	43,666	35,980	45,686	46,661	42,400	26,577	15,333	-42.3%
Grand Total (Metric Tons)	26,567,747	28,026,869	27,570,924	30,173,621	29,982,608	26,764,655	13,036,960	14,135,522	8.4%
Vessel Calls	2,043	1,995	1,946	1,930	1,870	1,684	847	832	-1.7%
Autos (Units)	183,305	165,687	146,885	141,143	155,930	156,205	66,934	91,590	36.8%

Notes:

Auto unit count includes units handled at Port of Tacoma (POT) facilities

Includes volume from a privately-operated domestic container facility

NORTHWEST SEAPORT ALLIANCE
SOUTH HARBOR
Intermodal Lifts, Crane & Strad Hours
June 30, 2021

Volume Activity	Year to Date				Prior Year			
	Budget	Actual	Fav/ (Unfav)	%	Prior Yr.	Fav/ (Unfav)	%	
CRANE HOURS								
Husky	5,915	6,516	601	10.2%	6,031	485	8.0%	
East Sitcum	-	-	-	0.0%	548	(548)	-100.0%	
CRANE HOURS	5,915	6,516	601	10%	6,578	(63)	-1%	
STRAD HOURS								
Husky	3,359	4,802	1,443	43.0%	3,359	1,443	43.0%	
East Sitcum	-	-	-	0.0%	2,305	(2,305)	-100.0%	
NIM	4,990	6,588	1,598	32.0%	5,527	1,061	19.2%	
STRAD HOURS	8,349	11,390	3,041	36%	11,191	199	2%	
INTERMODAL LIFTS (South Harbor only)								
NIM	67,220	85,026	17,806	26.5%	76,582	8,444	11.0%	
SIM/SIM-UP	42,403	46,230	3,827	9.0%	41,383	4,847	11.7%	
HIM	62,545	61,030	(1,515)	-2.4%	42,079	18,951	45.0%	
PIM	34,380	16,625	(17,755)	-51.6%	24,575	(7,950)	-32.3%	
INTERMODAL LIFTS (South Harbor only)	206,548	208,911	2,363	1%	184,619	24,292	13%	

