



# Port of Seattle Regular Commission Meeting

April 28, 2026



## COMMISSION REGULAR MEETING AGENDA

April 28, 2026

To be held virtually via MS Teams and in person at the Seattle-Tacoma International Airport – Conference Center, International Room, located at 17801 International Blvd, Seattle WA, Mezzanine Level. You may view the full meeting live at [meetings.portseattle.org](https://meetings.portseattle.org). To listen live, call in at +1 (206) 800-4046 or (833) 209-2690 and Conference ID 534 240 059#

### 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 p.m. – 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 (in accordance with the Commission's bylaws) on Commission agenda items or on topics related to the conduct of Port business will have the opportunity to:

**1) Deliver public comment via email:** All written comments received by email to [commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org) will be distributed to commissioners and attached to the approved minutes. Written comments are accepted three days prior to the meeting and before 9 a.m. on the day of the meeting. Late written comments received after the meeting, but no later than the day following the meeting, will be included as part of the meeting record.

**2) Deliver public comment via phone or Microsoft Teams conference:** To take advantage of this option, please email [commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org) with your name and agenda item or topic related to the conduct of Port business you wish to speak to by 9:00 a.m. PT on Tuesday, April 28, 2026. **(Please be advised that public comment is limited to agenda items and topics related to the conduct of Port business 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 to speak on agenda items and topics related to the conduct of Port business.

**For additional information**, please contact [commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org).

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

8a. Approval of the Regular Meeting Minutes of April 14, 2026. **(no enclosure)**

8b. Approval of the Claims and Obligations for the Period of March 1, 2026, through March 31, 2026, Including Accounts Payable Check Nos. 962714 through 963137 in the Amount of \$12,938,097.97; Accounts Payable ACH Nos. 082601 through 083549 in the Amount of \$119,449,251.45; Accounts Payable Wire Transfers Nos. 069640 through 069655 in the Amount of \$13,785,861.08; Payroll Check Nos. 230235 through 1307735 in the Amount of \$113,531.93; and Payroll ACH Nos. 1305470 through 1310544 in the Amount of \$19,295,278.35, for Total Payments of \$165,582,020.78. **(memo enclosed)**

8c. Authorization for the Executive Director to Execute One Indefinite Delivery, Indefinite Quantity (IDIQ) Consulting Agreement for Hydraulic and Hydrology Support Services in Support of the Port's Aviation Divisions with a Cumulative Total Amount Not-to-Exceed \$3,500,000 Over Five Years with Two Additional Option Years. **(memo and presentation enclosed)**

8d. Authorization for the Executive Director to Execute a Contract with T2 Systems for Parking Revenue Control System Licensing, Credit Card Transaction Fees, Equipment, and Managed Services for Up to Ten Years in an Amount Not-to-Exceed \$9,000,000 Over the Ten-Year Period. **(memo enclosed)**

8e. Authorization for the Executive Director to Execute a Contract to Provide Record Keeping, Investing, Reporting and Education Services for the Port's 457 and 401(a) Deferred Compensation Plans, for a Period of Five Years with the Option to Extend, in the Requested Amount of \$3,477,000. **(memo enclosed)**

8f. Authorization for the Executive Director to Increase the Existing Airport Custodial Service Contract Funding by \$45,000,000 to Meet Current Contractual Obligations Beyond 2026 (Zones 1, 3, and 4) and to Extend the Zone 2 Contract for a Sixth Year to Maintain Uninterrupted Custodial Services During the FIFA World Cup and the Opening of the New Concourse C Expansion in the Amount of \$12,500,000 to Support Continued Service in Zone 2 Through June 2027, for a Total Requested Amount of \$57,500,000. **(memo, attachment, and presentation enclosed)**

8g. Authorization for the Executive Director to Approve Funding to Execute an Early Work Amendment to the Alternative Public Works Progressive Design Build Contract, MC-0322060, for the T91/P66 Cruise Shore Power Extension Project to Procure Long-Lead Materials in Advance of the Guaranteed Maximum Price Amendment in the Requested Amount of \$5,200,000, for a Total Estimated Project Cost of \$59,800,000. (CIP# C801983 and C802116) **(memo and presentation enclosed)**

8h. Commission Determination that a Competitive Process is Not Appropriate or Cost Effective in Accordance with RCW 53.19.020(5); and Authorizing the Executive Director to Execute a Contract with Seattle Aquarium Society, in the Amount of \$325,000, for the Seattle Aquarium Urban Kelp Project. **(memo and presentation enclosed)**

**9. UNFINISHED BUSINESS****10. NEW BUSINESS**

- 10a. Order No. 2026-04: An Order Directing the Executive Director to Explore a Program to Facilitate Secure Area Access for Union Business Requirements that Represent Workers at the Seattle-Tacoma International Airport. **(Order enclosed)**
- 10b. Adoption of Resolution No. 3848: A Resolution Approving the Port's Participation in the City of Bellevue's Tax Increment Area, as Authorized Under RCW 39.114.020. **(memo and resolution enclosed)**  
***(Consolidation of reading, to allow adoption on the same day as introduction, is requested.)***
- 10c. Authorization for the Executive Director to Approve Funding to Advertise and Execute a Major Public Works Construction Contract for the Completion of the Fishermen's Terminal (FT) C-15 Building Improvements Project in the Requested Amount of \$16,467,000 and a Total Estimated Project Cost of \$17,267,000. (CIP# C801096) **(memo and presentation enclosed)**

**11. PRESENTATIONS AND STAFF REPORTS**

- 11a. S Concourse Evolution Program Update. **(memo and presentation enclosed)**
- 11b. 2026 Cruise Season Update. **(memo and presentation enclosed)**
- 11c. Sustainable Century and Fly Quiet Awards. **(memo and presentation enclosed)**

**12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS****13. ADJOURNMENT**



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## **APPROVED MINUTES COMMISSION REGULAR MEETING**

**April 14, 2026**

The Port of Seattle Commission met in a regular meeting Tuesday, April 14, 2026. The meeting was held at the Port of Seattle Headquarters Building Commission Chambers, located at 2711 Alaska Way, Seattle Washington, and virtually on Microsoft Teams. Commissioners Cho and Felleman were absent and excused from attendance.

### **1. CALL to ORDER**

The meeting was convened at 10:30 a.m. by Commission President Ryan Calkins.

### **2. EXECUTIVE SESSION pursuant to RCW 42.30.110**

The public meeting recessed into executive session to discuss three items regarding Litigation/Potential Litigation/Legal Risk per RCW 42.30.110(1)(i) for approximately 60 minutes, with one of those items regarding National Security per RCW 42.30.110(1)(a)(i), and another regarding the Sale or Lease of Real Estate per RCW 42.30.110(1)(c), with the intention of reconvening the public session at 12:00 p.m. Following the executive session, the public meeting reconvened at 12:07 p.m. Commission President Calkins led the flag salute.

### **3. APPROVAL of the AGENDA**

The agenda was approved as presented without objection.

### **4. SPECIAL ORDERS OF THE DAY**

There were no Special Orders of the Day presented.

### **5. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Metruck previewed items on the day's agenda and made general and meeting-related announcements.

At this time, Executive Director Metruck recognized Port of Seattle Police Department Chief Michael Villa in his retirement and for his years of service and accomplishments while in the position.

Members of the Commission congratulated Chief Villa; thanked him for emulating Port values in his department and throughout all areas of his work; and talked about improvements made during his tenure.

Chief Villa spoke regarding the team effort and strong partnerships needed to improve quality of life and safety; thanked the Commission and the Executive Leadership team for their partnership; and expressed his appreciation for the opportunities.

## **6. COMMITTEE REPORTS**

Committee Strategic Advisor Erica Chung provided the report.

### Audit Committee

The Audit Committee met on March 19, 2026, with Commissioner Felleman chairing the meeting and with Commissioner Calkins and Public Member Sarah Holmstrom in attendance. Internal Audit Director Glenn Fernandes and his team presented audit information on the following Performance Audits: (1) Accounts Receivable Management for Fisherman's Terminal; (2) the Public Art Program; and (3) the Planewear Tenant Reimbursement Agreement. Members of the Committee discussed the audits and heard Management's responses and actions to the audits. In addition, Director Fernandes provided the 'Director's Annual Communication' and separately, the committee approved an update to the 2026 Audit Plan.

### Highline Forum

The Highline Forum met on March 25, 2026, with Tukwila Council President Armen Papyan chairing the meeting. The main focus of the meeting was regional and local planning for the 2026 FIFA World Cup, with Tukwila and other South King County cities sharing updates on their community events and preparations. The Port highlighted work at SEA Airport to support expected travelers and gave an update on Upgrade SEA projects. Aviation staff also provided a brief StART update, including upcoming work on the Sustainable Airport Master Plan environmental review.

### Sustainability Environment and Climate Committee

Commissioners Calkins and Felleman convened the Sustainability Environment and Climate Committee on March 31, 2026. There were two items for discussion and briefing: an update on Aviation and Maritime Building Energy Program and a debrief of the Port's Sustainable Maritime Fuels Summit held on March 17-18.

## **7. PUBLIC COMMENT**

- The following person spoke regarding climate impacts of the Seattle cruise business and encouraged the Commission to look at her data on the Seattle Cruise Control website: Elizabeth Burton.
- The following person spoke in opposition to the cruise sector and climate impacts: Stacy Oaks.
- The following person spoke in opposition to climate pollution caused by the cruise sector and aviation fuel use; noted impacts on near airport communities and health statistics for people living in those areas; and opined that the other way to address these concerns is through decreased cruise and flights: Breck Lebeque (*written comment also submitted*).
- In lieu of spoken comment approximately 51 emails titled "Seattle: Stop Cruising Towards Climate Collapse" with additional emails being sent under a changed title and modification of

some text by the sender with their own statements to support the base messaging, with authors expressing distress regarding climate impacts of the Seattle cruise sector; emissions caused from cruise and flight operations; more sailings added to the schedule; and the need to decrease cruise and flight operations until effective solutions are in place, were submitted by: Peggy Printz; Jared Howe; Sophia Keller; Barbara Phinney; Vanessa Jamison; Andrea Chin; Alexandra Harmon; Elaine Hickman; Vivien Sharples; Sara Bliss; Brie Gynclid; Jason Li; Charles Raymond; Wendy Ashmun; Derek Gendvil; Robin Briggs; Laura Gibbons; Jen Bowen; Tom Sheehan; Jean Myers; AJ Cho; Couren Smith; Jonathan Hartman; Laura Theodorson; Graham Golbuff; Ann Dorsey; Blaine Snow; Lauren Tozzi; Gabby Connors; Florie Rothenberg; Nicole Iorio; Linda Carroll; Susan Heif; Donna Snow; Miranda Marti; PJ Phillips; Marii Herlinger; Bria Hedahl; Zain Orion; Arun Ganti; 350 Tacoma; Beth Glosten; Jim Bernthal; Julia Buck; Jan von Lehe; Cheryl Lawrence; Greg Stinson; Peter Sakura; Rick Harlan; and Rusty and Candice West.

- In lieu of spoken comment, written comment related to the opening of cruise season and concern of the harms of cruise on the community's health, the environment, and the climate and encouraging the reduction in, and elimination of, cruise sailings were submitted by: Iris Antman.
- In lieu of spoken comment, written comment regarding the environmental toll of cruise operations, including spikes in cancer rates in port cities, noting the importance of taking action to mitigate the cost of cruise and encouraging the Port to design a better system and policies were submitted by: Grace Norman.
- In lieu of spoken comment, written comments in support of Agenda Item 11a, the City of Bellevue Grand Connection Tax Increment Area and affordable housing, car-free transportation, and equitable access to opportunity and open space for those in the area were submitted by: Patrick Bannon, President and CEO, Bellevue Downtown Association; and Lee Lambert, Executive Director, of the Cascade Bicycle Club.
- In lieu of spoken comment, written comment regarding support of affordable quality healthcare for all airport workers was submitted by: Brandon Johnson.

*[Clerk's Note: All written comments are combined and attached here as Exhibit A.]*

## **8. CONSENT AGENDA**

*[Clerk's Note: Items on the Consent Agenda are not individually discussed. Commissioners may remove items for separate discussion and vote when approving the agenda.]*

**8a. Approval of the Special Meeting Minutes of March 10, 2026; March 12, 2026 State of the Port; March 12, 2026, Retreat; and the Regular Meeting Minutes of March 24, 2026.**

**8b. Monthly Notification of Prior Executive Director Delegation Actions March 2026.**

Request document(s) included an agenda memorandum for information only.

**8c. Adoption of Resolution Nos. 3845, 3846, and 3847: Subordinate Lien Master Resolution Authorizing Revenue Bonds of the Port District to Be Issued in Series to Finance Any Legal Purpose of the Port District; Resolution No. 3846, Amending Resolution No. 3777, Which Amended Resolution No. 3456 Commercial Paper**

**Authorization; and Resolution No. 3847, Amending Resolution No. 3598, Authorizing the Issuance and Sale of Subordinate Lien Revenue Refunding Bonds, Series 2008.**

- 8c-1. Resolution No. 3845: A Resolution Authorizing Revenue Bonds to Be Issued in Series to Finance any Legal Purpose of the Port; Providing a Subordinate Lien Upon Revenues for the Payment of Such Bonds; and Making Covenants and Agreements in Connection with the Foregoing.**
  
- 8c-2. Resolution No. 3846: A Resolution Amending Resolution No. 3456, as Previously Amended by Resolution No. 3777, Authorizing the Issuance and Sale of Subordinate Lien Revenue Notes (Commercial Paper) in Series from Time to Time in an Aggregate Principal Amount Not-to-Exceed \$400,000,000; Amending Definitions, Requirements with Respect to the Subordinate Lien Bond Fund, Provisions Permitting the Issuance of Additional Bonds, Bond Covenants, Defaults and Remedies, Permitted Amendments, and Related Provisions; and Making Technical Amendments.**
  
- 8c-3. Resolution No. 3847: A Resolution Amending Resolution No. 3598, Authorizing the Issuance and Sale of Subordinate Lien Revenue Refunding Bonds, Series 2008 in the Aggregate Principal Amount Not-to-Exceed \$201,000,000, for the Purpose of Refunding Certain Outstanding Subordinate Lien Revenue Bonds of the Port; Amending Definitions, Requirements with Respect to the Subordinate Lien Bond Fund, Provisions Permitting the Issuance of Additional Bonds, Bond Covenants, Defaults and Remedies, Permitted Amendments, and Related Provisions; and Making Technical Amendments.**

Request document(s) included an agenda memorandum, resolution 1, resolution 2, resolution 3, and presentation.

- 8d. Adoption of the 2026 Local and Regional Government Policy Priorities, for Staff to Engage with Local and Regional Officials and Other Partners in Support of These Priorities.**

Request document(s) included an agenda memorandum and presentation.

- 8e. Authorization for the Executive Director to Enter into an MOU with Western Washington Cement Masons and Plasterers Union Local 528, Representing Cement Masons at Port Construction Services, Amending the Terms of the Collective Bargaining Agreement to include Plasterers.**

Request document(s) included an agenda memorandum and agreement.

- 8f. Authorization for the Executive Director to Increase the Project Authorization for the Places of Worship Sound Insulation Project and to Advertise and Execute a**

**Construction Contract for One Place of Worship Property in the Requested Amount of \$2,960,000, for a Total Program Authorization of \$13,897,000. (CIP #C200098).**

Request document(s) included an agenda memorandum and presentation.

- 8g. Authorization for the Executive Director or Delegate to Authorize Spending \$6,318,000 of Environmental Remediation Liability Costs for the Disposal of Legacy Contaminated Soil from the Terminal 5 Upland Projects Authorized Under the Terminal 5 Berth Modernization Management Reserve (CIP #C800988) and the Terminal 5 Modern 3rd Lease Amendment Capital Improvement Plans. (CIP #C801340)**

Request document(s) included an agenda memorandum and presentation.

- 8h. Authorization for the Executive Director to Authorize Additional Funding in the Amount of \$500,000 for Close-Out Cost for the Fishermen's Terminal Maritime Innovation Center and Site Improvements Projects. (CIP #C801084 and C801211)**

Request document(s) included an agenda memorandum and presentation.

- 8i. Commission Adoption of Order 2026-06: An Order Providing for Performance Rating for Executive Director.**

Request document(s) included an Order.

**The motion for approval of consent agenda items 8a, 8b, 8c, 8d, 8e, 8f, 8g, 8h, and 8i carried by the following vote:**

**In favor: Calkins, Hasegawa, and Mohamed (3)  
Opposed: (0)**

**9. UNFINISHED BUSINESS**

There was no Unfinished Business presented.

**10. NEW BUSINESS**

**10a. Number Not Used.**

**10b. Industrial Development Corporation Annual Meeting – Approval of Minutes, Designation of Officers, and Annual Report for 2025.**

Requested document(s) included a packet and meeting minutes.

Presenter(s):

Ian Burke, Senior Financial Analyst, Corporate Finance and Budget

Clerk Hart read Item 10b into the record.

Commission President Calkins noted that the IDC is a separate financing entity and the Commission acts as Directors when holding the Annual Meeting of the IDC.

*[Clerk's Note: At this time, the Commission meeting recessed, and the Industrial Development Corporation convened its annual meeting of 2026. Director Calkins called the meeting to order at 12:47 p.m.]*

Executive Director Metruck introduced the item and presenters.

#### APPROVAL OF MINUTES

The minutes of the April 22, 2025, Annual IDC Meeting were approved as presented, without objection.

#### DESIGNATION OF OFFICERS

Director Calkins read the slate of 2026 Directors into the record.

**A motion, made by Director Hasegawa, for approval of the slate of 2026 Industrial Development Corporation Directors, carried by the following vote:**

**In favor: Calkins, Hasegawa, and Mohamed (3)  
Opposed: (0)**

The designated Directors for the IDC are as follows: Director Calkins, Director Cho, Director Felleman, Director Hasegawa, and Director Mohamed.

Ian Burke, Senior Financial Analyst, provided the annual report of the Industrial Development Corporation (IDC). The report addressed activity and status of the IDC in 2025.

*[Clerk's Note: Director Calkins adjourned the annual meeting of the IDC without objection and the regular business meeting of the Port of Seattle Commission reconvened at 12:52 p.m.]*

### **11. PRESENTATIONS AND STAFF REPORTS**

#### **11a. City of Bellevue Grand Connection Tax Increment Area Briefing.**

Presentation document(s) included an agenda memorandum and presentation.

Presenter(s):

Nate Caminos, Director of Government Relations, External Relations  
Samantha St John, East King County Community and Govt Relations Manager, External Relations  
John Flanagan, State Government Relations Manager, External Relations

External Presenters: Deputy Mayor Dave Hamilton, City of Bellevue; John Resha, Chief Financial Officer, City of Bellevue; Bob Stowe, Consultant, Stowe Development & Strategies

Clerk Hart read Item 11a into the record and Executive Director Metruck introduced the item.

Bellevue City representatives' presentation addressed:

- the Grand Connection Crossing project promoting connectivity and livability;
- connecting key regional growth centers;
- accessibility by light rail from SEA and Seattle, including downtown cruise ship terminals;
- investment in active transportation and open spaces projected to boost retail and tourism;
- increased leisure visits and increased employment in the tourism industry;
- facilitating both transit-oriented and trail-oriented development;
- funding commitments related to tax increment financing;
- the Tax Increment Financing Model;
- the proposed Tax Increment Area and map showing the boundaries;
- financial impacts for the Port; and
- next steps including Commission action by early May; Bellevue City Council's consideration of action also on May 19, 2026, to establish the area; and funding decisions for the Tax Increment Financing Area being part of the city budget process later this fall.

Members of the Commission thanked the Bellevue City representatives for their presentation and for thought leadership in the project and partnership with the Port.

Discussion ensued regarding:

- relevance of the Port to the Eastside;
- investment now growing the tax base in the long run;
- planning for density;
- ways to lift up the maritime and aviation sectors through this project;
- benefits for communities around the development; and
- increasing value of properties and reducing congestion on roads.

Executive Director Metruck also expressed his appreciation for the partnership with the city of Bellevue.

## **12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS**

No closing comments were presented

## **13. ADJOURNMENT**

The meeting adjourned at 1:17 p.m.

Prepared:

Attest:

\_\_\_\_\_  
Michelle M. Hart, Commission Clerk

\_\_\_\_\_  
Sam Cho, Commission Secretary

Minutes approved: April 28, 2026

**COMMISSION**  
**AGENDA MEMORANDUM**

Item No. 8b

**ACTION ITEM**

Date of Meeting April 28, 2026

**DATE:** April 21, 2026  
**TO:** Steve Metruck, Executive Director  
**FROM:** Eloise Olivar, Assistant Director of Disbursements  
**SUBJECT:** **Claim and Obligations – March 2026**

**ACTION REQUESTED**

Request Port Commission approval of the Port Auditor's payment of the salaries and claims of the Port pursuant to RCW 42.24.180 for payments issued during the period March 01 through 31, 2026 as follows:

Payment Type	Payment Reference Start Number	Payment Reference End Number	Amount
Accounts Payable Checks	962714	963137	\$12,938,097.97
Accounts Payable ACH	082601	083549	\$119,449,251.45
Accounts Payable Wire Transfers	069640	069655	\$13,785,861.08
Payroll Checks	230235	230351	\$113,531.93
Payroll ACH	1305470	1310544	\$19,295,278.35
<b>Total Payments</b>			<b>\$165,582,020.78</b>

Pursuant to RCW 42.24.180, "the Port's legislative body" (the Commission) is required to approve in a public meeting, all payments of claims within one month of issuance.

**OVERSIGHT**

All these payments have been previously authorized either through direct Commission action or delegation of authority to the Executive Director and through his or her staff. Detailed information on Port expenditures is provided to the Commission through comprehensive budget presentations as well as the publicly released Budget Document, which provides an even greater level of detail. The Port's operating and capital budget is approved by resolution in December for the coming fiscal year, and the Commission also approves the Salary and Benefit Resolution around the same time to authorize pay and benefit programs. Notwithstanding the Port's budget approval, individual capital projects and contracts exceeding certain dollar thresholds are also subsequently brought before the Commission for specific authorization prior to commencement of the project or contract - if they are below the thresholds the Executive Director is delegated authority to approve them. Expenditures are monitored against budgets monthly by management and reported comprehensively to the Commission quarterly.

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Effective internal controls over all Port procurement, contracting and disbursements are also in place to ensure proper central oversight, delegation of authority, separation of duties, payment approval and documentation, and signed perjury statement certifications for all payments. Port disbursements are also regularly monitored against spending authorizations. All payment transactions and internal controls are subject to periodic Port internal audits and annual external audits conducted by both the State Auditor's Office and the Port's independent auditors.

For the month of March 2026, over \$146,173,210.50 in payments were made to nearly 691 vendors, comprised of 2,412 invoices and over 7,961 accounting expense transactions. About 95 percent of the accounts payable payments made in the month fall into the Construction, Employee Benefits, Contracted Services, Payroll Taxes, Environmental Remediation, Utility Expenses, NWSA Construction Payments, Janitorial Services, Election Expenses and Sales Taxes. Net payroll expense for the month of March was \$19,408,810.28.

**Top 10 Payment Category Summary:**

<b>Category</b>	<b>Payment Amount</b>
Construction	93,536,955.70
Employee Benefits	14,677,095.77
Contracted Services	8,225,574.56
Payroll Taxes	8,103,691.32
Environmental Remediation	5,095,530.26
Utility Expenses	3,025,045.67
NWSA Construction Payments	2,062,706.97
Janitorial Services	1,599,196.14
Election Expenses	1,566,839.26
Sales Taxes	1,546,600.19
Other Categories Total:	6,733,974.66
Net Payroll	19,408,810.28
<b>Total Payments</b>	<b>\$165,582,020.78</b>

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Appropriate and effective internal controls are in place to ensure that the above obligations were processed in accordance with Port of Seattle procurement/payment policies and delegation of authority.

  
\_\_\_\_\_  
**Lisa Lam/Port Auditor**

At a meeting of the Port Commission held on April 28, 2026, it is hereby moved that, pursuant to RCW 42.24.180, the Port Commission approves the Port Auditor's payment of the above salaries and claims of the Port:

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
**Port Commission**



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8c

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** April 3, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Jana Braaten, Sr. Environmental Program Manager, Aviation Environment & Sustainability  
Sarah Cox, Director, Aviation Environment & Sustainability

**SUBJECT:** Procurement of contract for Hydraulic and Hydrology Support Services

**Total requested project cost:** \$ 3,500,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to execute one indefinite delivery, indefinite quantity (IDIQ) consulting agreement for hydraulic and hydrology support services in support of the Port’s Aviation Divisions with a cumulative total amount not to exceed \$3,500,000 over five years with two additional option years. No funding is associated with this request.

**EXECUTIVE SUMMARY**

The Aviation Environmental Department proposes to advertise and select one qualified firm to provide hydraulic and hydrology services. This IDIQ would be used to ensure development and redevelopment projects meet the conveyance, pumping, detention, and water quality treatment requirements of National Pollutant Discharge Elimination System (NPDES) permits held by the Port as well as other utilities. These services will help the Port meet our Century Agenda Strategy 4 – to be the greenest, and most energy efficient port in North America. Sanitary Sewer and Potable Water are also covered under this IDIQ in support of the Facilities & Infrastructure department as well.

This procurement will allow the Port to responsibly manage finances by providing a cost-effective means to utilize professional services for tasks that have variable workloads, are often time sensitive, and require specialized expertise that cannot be effectively provided by Port staff. The contract administration will be performed by Aviation Environment and Sustainability. Funding for Service Directives under this contract will either be from projects which have already been authorized or from previously authorized division operating budgets. Consequently, there is no funding request associated with this request.

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### **JUSTIFICATION**

The Port’s Building Department and NPDES permit require specific hydraulic and hydrology submittals and analyses for the approval of permits for land-use changes (new construction or re-development). Failure to comply with conditions of the NPDES permits will result in permit violations and potential fines. Additionally, repeat violations can lead to more stringent permits in the future that would increase the cost and resources to comply. Permit violations can increase public scrutiny for Port operations and facilities, as well as decrease favorable relations with our neighboring communities.

Services under this contract will support the Port’s Century Agenda Strategy 4 – to be the greenest, and most energy efficient port in North America, and specifically Objective 14 – Meet or exceed agency requirements for stormwater leaving Port-owned or operated facilities. Ongoing hydraulic and hydrology analysis is essential to ensure that the Airport maintains the goal of 100 percent treatment and flow control of stormwater runoff that leads to our local salmon-bearing streams and ultimately Puget Sound, as well as ensuring dam and embankment safety and stability, and erosion and sediment control.

### ***Diversity in Contracting***

The Diversity in Contracting Department has been contacted regarding this procurement, and an aspirational goal of 7 percent has been established for women- and minority-owned business enterprise.

### **DETAILS**

This contract will provide specialized hydraulic and hydrology expertise to support on-going utility management programs and future development projects. Work under this contract will occur primarily at the Airport, or Port owned properties in King County. Individual service directives consisting of a scope, fee agreement, and schedule will be negotiated and processed before any work is performed. Service directives will span over the life of the contract, which is expected to be five years with two additional option years.

### ***Scope of Work***

Typical services would include modelling, studies and investigations, design, permitting, inspection, and design review for these types of project components:

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- Stormwater
- Industrial wastewater
- Sanitary sewer
- Potable water and fire protection
- Streams and open channels
- Dam and embankment safety and stability
- Erosion and sediment control

**Cost Breakdown**

Total Requested

From Capital Projects		\$2,900,000
From Expense Budgets		\$600,000
Total		\$3,500,000

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

Costs for Alternatives 1 and 2 were estimated using best professional judgment.

**Alternative 1** – Prepare separate procurements each time hydraulic/hydrology services are needed. Approximate 5 year cost including Port FTE (@ \$100/hr each) is \$3,695,000.

Cost Implications: \$739,000 annually (plus approximately additional 0.25 FTE Port staff)

Pros:

- (1) Smaller procurements spread out over many years instead of the one-time large procurement effort.
- (2) Ability to change consultants if need be.

Cons:

- (1) Would require each new consultant to “start from scratch” for each small project. Piece-meal smaller contracts (likely by different entities) would not provide the necessary consistent and accurate tracking for ongoing changes to physical systems (e.g., drainage system) and projects occurring over several years.
- (2) Increased risk of model failures and inaccuracies. Many projects occur in the same drainage basin and would not be able to establish/track baseline and ongoing changes.
- (3) Would increase overall consultant fees by an approximate 10 to 20 percent, as well as increase Port staff time to procure and manage multiple smaller contracts.

This is not the recommended alternative.

**Alternative 2** – Modeling and analysis conducted by Port staff.

Cost Implications: \$800,000 (consultant training and transition over first few years), in addition to approximately 2.0 new Port FTE, as well as software procurement/upgrades/licensing not

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included in the cost implications. Approximate 5 year cost including Port FTE (@ \$100/hr each) is \$2,880,000.

Pros:

- (1) Contract administration would be eliminated once Port staff are hired and fully trained.
- (2) Port teams would increase overall technical abilities.

Cons:

- (1) Requires a long transition period for consultant to train new Port staff.
- (2) Current staff does not have experience or sufficient expertise in this area; several years of training would be required.
- (3) Potential hires in this specialized field are in short supply in this region due to high demand.
- (4) Cannot ramp up or ramp down FTE staff to accommodate fluctuating capital program.
- (5) Costly specialized software to procure and maintain.

This is not the recommended alternative.

**Alternative 3** – Current proposal, IDIQ contract with work being done via Service Directives along with existing Port staff management and interaction.

Cost Implications: \$3,500,000

Pros:

- (1) Proven successful past model to complete this work.
- (2) Avoid the Port having to develop staff with highly specialized expertise.
- (3) Third-party oversight (i.e., a “different set of eyes”)

Cons:

- (1) Procurement effort.
- (2) Port has to remain competitive with other consulting firm clients to retain their interest in our projects.

***This is the recommended alternative.***

**FINANCIAL IMPLICATIONS**

Funding for Service Directives under this contract will either be from projects which have already been authorized or from previously authorized division operating budgets. Consequently, there is no funding request associated with this request.

**ADDITIONAL BACKGROUND**

The Airport has had a National Pollutant Discharge Elimination System (NPDES) permit since 1980 that governs stormwater runoff, industrial wastewater, and sanitary discharges. Hydraulic and hydrology support necessary to comply with the NPDES permit has been sourced via past indefinite delivery, indefinite quantity (IDIQ) consulting agreements. In 2021, an IDIQ contract

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was awarded for \$750,000. The requested IDIQ will replace the hydraulic and hydrology scope of the existing contract which is nearing contract capacity and end date.

**ATTACHMENTS TO THIS REQUEST**

(1) Presentation

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

None

# Procurement of Contract for Hydraulic and Hydrology Support Services

Presenter: Jana Braaten, Senior Environmental Program Manager, Aviation Environment & Sustainability



# Requested Action

Request Commission authorization for the Executive Director to execute one indefinite delivery, indefinite quantity (IDIQ) consulting agreement for hydraulic and hydrology support services in support of the Port's Aviation Divisions with a cumulative total amount not to exceed \$3,500,000 over five years with two additional option years. No funding is associated with this request.

# Background

- Work performed under the contract will support work performed to meet requirement of National Pollutant Discharge Elimination System (NPDES) permits held by the Port.
- Procurement will provide a cost effective means to utilize professional services for time sensitive tasks with variable workloads that often require specialized expertise that cannot be effectively provided by Port staff.

# Contract Details

- Indefinite Delivery, Infinite Quantity (IDIQ)
- 5 year, 2 option years
- \$3,500,000
- Replaces existing contract which is expiring mid 2026
- Funding for Service Directives will be from authorized projects or previously authorized division operating budgets. No funding request associated with this request.

# Scope

- Supports development and redevelopment projects to define the conveyance, pumping, detention, and water quality treatment requirements of NPDES permits held by the Port
- These services will help the Port meet our Century Agenda Strategy 4 – to be the greenest, and most energy efficient port in North America
- Sanitary Sewer and Potable Water are also covered under this IDIQ in support of the Facilities & Infrastructure department

Questions?



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8d

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE:** April 6, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Krista Sadler, Director, Information & Communications Technology

**SUBJECT: SEA Parking Revenue Control System Contract Authorization**

**Contract Authorization Value:** \$9,000,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to execute a contract with T2 Systems for Parking Revenue Control System licensing, credit card transaction fees, equipment, and managed services for up to ten years. Authorization for this contract will not exceed \$9,000,000 over the ten-year period. There is no funding request associated with this authorization.

**SUMMARY**

SEA competitively procured the current Parking Revenue Control system in 2016. This system is critical for managing a public parking garage that processes, per year, over 2 million paid parking transactions and collects over \$126,000,000 in parking revenue. The system also supports the Employee Parking, Passport Parking, and complimentary parking programs that includes over 16,000 parking cards and another \$20,000,000 in revenue collected per year.

This request, to authorize a contract renewal for up to ten years, will include licensing, credit card transaction fees, equipment refresh, spare parts, and managed services. The authorization amount also includes some flexibility to expand as other parking opportunities are identified. While there are no current plans for a system replacement, the contract terms will include option years for full flexibility should Aviation consider a new system within the next ten years. As with any major system, Aviation and Information and Communication Technology (ICT) will evaluate the continued use of the system as business requirements change and new products are introduced.

This authorization will approve a contract with T2 Systems for up to ten years and an amount not to exceed \$9,000,000. Annual costs will be included in Aviation Operating Budgets.

There are no attachments to this memo.



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8e

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** April 6, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Kecia Reichstein, Director, HR Total Rewards  
Katie Gerard, Sr. Director, Human Resources

**SUBJECT: Contract to Provide Record Keeping, Investing, Reporting and Educational Services to the Port’s 457 and 401(a) Deferred Compensation Plan participants**

**Amount of this request:** \$3,477,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to execute a contract to provide record keeping, investing, reporting and education services for the Port’s 457 and 401(a) deferred compensation plans. The contract will be a five-year contract with the option to extend, up to a 5-year additional extension. The value of the contract is estimated at \$3.47 million.

**EXECUTIVE SUMMARY**

The Port of Seattle offers deferred compensation plans as an important element of the Total Rewards package. These plans contribute to the Port’s ability to attract and retain employees with the skills and abilities essential to achieving the Port’s mission and goals. The Port’s deferred compensation plans include a 457 deferred compensation plan that all regular employees may participate in to set aside pre-tax and Roth funds for retirement. In addition the Port has three 401(a) plans, one that holds the limited matching contributions the Port makes to the non-represented employees’ 457 plan contributions, one for sworn Police personnel that holds the Port’s contributions that are made in lieu of contributions to Social Security, and one for Firefighters that also holds the Port’s contributions that are in lieu of contributions to Social Security. The plans are in addition to the State and union trust pension plans that Port employees participate in.

We are requesting authorization for the Executive Director to execute a five-year contract with the option to extend for up to five additional years based on negotiated rates for the second five years and a maximum contract value of \$3.47 million. Plan participants will pay an estimated 62.5% of these fees, or \$2.8 million over the course of the 10-year contract. It is estimated the Port will pay \$1.3 million over the course of the 10-year contract.

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**JUSTIFICATION**

The Port contracts with a vendor to provide record keeping services as well as reporting, investing, and education services associated with these plans. The current contract, which expires in March 2027 is a flat rate contract. The current contracted fees is \$60 per participant per year. Most fees are paid by plan participants (employees and retirees with account balances), but the Port is responsible for fees associated with the non-represented employees matching 401(a) plan accounts and other costs associated with implementation and administration of the plan.

**DETAILS**

The Port of Seattle has offered a 457 Deferred Compensation plan since 1975. This plan is available to nearly all Port employees. The 457 plan is a supplemental retirement savings plan and is in addition to the pension plans administered by the State Department of Retirement Systems or union trusts that employees participate in. The 457 plan provides a retirement savings opportunity for employees to supplement their Port pension and any other retirement or pension benefits they may receive when they retire.

In 2000, the Port implemented a 401(a) Supplemental Savings Plan for non-represented employees that provides limited Port matching contributions (\$1000 to \$2200 based on Port service) to employees' 457 plan contributions. This plan supports employees saving for their retirement with the matching contributions and recognizes employee service by increasing the Port's contribution as employee's length of service increases.

In 2002, 401(a) plans were negotiated to receive Port contributions in lieu of Social Security for Uniformed Services employees, Police Officers and Firefighters, who do not participate in Social Security. The 401(a) plans are incorporated into these employees' collective bargaining agreements.

These 401(a) plans are also supplemental retirement savings vehicles and are in addition to the Department of Retirement Systems (DRS) and union trust pension plans that most employees participate in.

The contract with the current vendor will expire in early March, 2027. If a new vendor is selected through the competitive procurement process there will be significant work required to transfer data and funds to the new vendor and the timing of the transfer will need to be communicated well in advance to plan participants as there will be a period of time when investment changes cannot be made. Interfaces that permit electronic transmittal of data and funds from the Port to the vendor will need to be updated to reflect a new vendor's record keeping system. To provide sufficient time to transition to a new vendor, if one is selected, we initiate Request for Proposal activities by the end of May 2026.

The transition to a new deferred compensation plan vendor, or any benefit plan administrator,

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requires Port systems and process to be updated to reflect the new vendor's way of doing business. The change will impact Port employees who interact with the vendor to administer the plan, as well as all employees, and former employees, who have deferred compensation account balances. These changes require time not only for the transition of data and funds, but also for staff administering the plan to understand all the different ways of working with a new vendor but also for plan participants to set up new online accounts and understand how to access information about their accounts and who to contact when they need assistance. Because these transitions typically take two and a half to three years to be fully worked through we are requesting authorization for a five-year contract with the option to extend, following fee negotiations, for up to five additional years.

***Scope of Work***

The vendor contract currently in place provides a variety of services related to these plans.

1. Record keeping is a significant portion of the service the vendor provides. The vendor tracks employee and Port contributions, employees' investment earnings, and disbursements from the plan when employees retire and begin withdrawing their savings. Employees select how to invest their plan contributions from a variety of available investment options. The vendor maintains a record of plan participants' investment options and also executes changes to employees' investment choices by moving funds at employees' request.
2. The vendor provides is reporting on plan participants' account balances. Plan participants can access their account online at any time to view balances and investments and to conduct investment transactions. Account statements are produced on a quarterly basis showing contributions, investments, investment earnings, plan fees, account distributions, and changes in how funds are invested. The quarterly reports also show participants the rate of return on their account.
3. The vendor provides online and ad hoc reports to the Administrative Committee that oversees the plan showing overall contributions and disbursements, total plan balances, the number of plan participants, how employees are electing to invest their funds and other information useful to the Committee to ensure the plan is providing value to participants.
4. The vendor provides onsite education services to plan participants to help them understand the plan and optimize their savings through the plan. These services are provided through periodic group information sessions on a wide range of retirement savings topics, individual consultations with a Retirement Plan Specialist, and individual sessions with a Certified Financial Planner. Education services are also available online, through virtual appointments, and by using the vendor's mobile app.

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5. The vendor provides various other administrative support services to the plan including processing loans available through the plan, administering the Hardship Withdrawal process, distribution services when plan participants are ready to begin withdrawing their account balances, and required tax forms when participants withdraw funds from their account.

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1** – The Port could opt to discontinue the deferred compensation plans and require all accounts be liquidated.

Cost Implications: There would be some costs associated with closing the down the plans that may include outside education services and communications.

Pros:

- (1) This will eliminate the need for competitive procurement every 5 to 10 years.

Cons:

- (1) This would eliminate a valued element of the Port’s Total Rewards Package the diminish the value of the Port’s overall benefit offerings. Over 2,000 employees participate in one or multiple Deferred Compensation Plans. This could jeopardize the Port’s ability to attract and retain employees.
- (2) This may not be possible without collective bargaining as many collective bargaining agreements list the 457 plan amount the offered benefits to their represented employees. Additionally, both the Policy and Fire 401(a) plans are part of the respective departments’ collective bargaining agreements.
- (3) Port employees both active and retired would be burdened to find alternative tax-deferred plans and initiate balance transfers or be subject to tax penalties for balance liquidation.

This is not the recommended alternative.

**Alternative 2** – The Port could move to administer the Deferred Compensation plans in-house rather than with a third party administrator.

Cost Implications: The costs associated with this plan would be in technology and development and additional FTE.

Pros:

- (1) This will eliminate the need for competitive procurement every 5 to 10 years.
- (2) After initial high costs for implementation, the costs may remain lower.

Cons:

- (1) This is not a recommended best practice. It is most recommended to administer through a reliable and specialized vendor.

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- (2) Administering the plan could expose the Port to potential liability associated with record keeping and investment errors. Vendors would absorb these costs if the rare situations that may occur.
- (3) Additional staff would need to be hired that have the knowledge and experience to perform the same duties as a specialized vendor. It would be anticipated that some education services would need to be outsourced and that would add additional costs.
- (4) The Port does not have a system or software that is needed and would have to invest in a robust record keeping system for tracking contributions, investments and performing the necessary reporting. This is estimated to be a very high up front fee.

This is not the recommended alternative.

**Alternative 3** – The Port could join the Washington State Deferred Compensation Plan in lieu of administering the unique Port of Seattle plans.

Cost Implications: The State plan administrative fees are not flat rate and are a percent of assets. The costs of the first 5-years would be similar to a flat rate contract, but would increase as account assets grew.

Pros:

- (1) The State administers a well run 457 deferred compensation plan.
- (2) Many other public agencies in Washington participate in the State Deferred Compensation Plan so this could make retirement account transition easier for employees that come to the Port of Seattle from those employers.

Cons:

- (1) The State does not offer the loan provision like the Port.
- (2) The State has many centralized resources, but does not offer the onsite and/or Port specific education services.
- (3) The State does not offer all the of the Secure Act 2.0 catch-up categories only the 50+.
- (4) The Deferred Compensation Committee would not be local to the Port and employees would not be represented by colleagues when plan or investment options are being considered.
- (5) The State only offers the 457 Plan so separate record keeping strategy and administrator would need to considered for the 401(a) plans.

***This is the recommended alternative.***

**FINANCIAL IMPLICATIONS**

***Cost Estimate/Authorization Summary***

	Expense	Total
<b>AUTHORIZATION</b>		
Previous authorizations 3/22/2016	\$4,250,000	\$3,000,000
Current request for authorization	\$3,477,000	\$3,477,000
Total authorizations, including this request	\$7,727,000	\$6,477,000
Remaining amount to be authorized	\$0	\$0

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***Annual Budget Status and Source of Funds***

The Port paid fees associated with this contract are included in the Port's benefits budget each year. They are incorporated into the total budgeted amount and then allocated to departments along with other benefits items such as life insurance premium costs, disability insurance costs, and medical and dental plan costs.

**ATTACHMENTS TO THIS REQUEST**

No attachments.



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8f

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** February 28, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Mike Tasker, Director, Aviation Maintenance  
Jinah Kim, Assistant Director, Aviation Maintenance

**SUBJECT: Airport Custodial Services – Zone 1 – Zone 4**

**Amount of this request:** \$57,500,000

**Total estimated project cost:** \$57,500,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to

1. Increase existing airport custodial service contract funding by \$45 million to meet current contractual obligations beyond 2026 (Zones 1, 3, & 4)
2. Extend the Zone 2 contract for sixth year to maintain uninterrupted custodial services during the FIFA World Cup and the opening of the new Concourse C Expansion. An additional \$12.5 million in funding will support continued service in Zone 2 through June 2027.

**EXECUTIVE SUMMARY**

The requested \$57.5 million in Commission funding supports existing contractual obligations across Zones 1, 3, and 4 and provides for a one-year extension of services in Zone 2. This extension will ensure continued operations during the FIFA World Cup and maintain cleanliness in the new Concourse C Expansion. Overall, the funding ensures uninterrupted custodial services at SEA through contract expiration dates up to 2030.

The existing Commission Authorization of \$149.3M across Zones 1 through 4 will be fully utilized as intended by end of 2026. While current service contracts extend beyond 2026, they are underfunded. The additional \$57.5 million will fulfill contract obligations for Zones 1–4 through the remainder of their terms.

The service maintains the current performance-based contracting model that supports the Port’s goals by delivering competitive and industry-leading services while maintaining safe, healthy, and sustainable Green Cleaning practices. It also preserves labor harmony, WMBE participation, and

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promotes strong financial stewardship through carefully evaluating the costs and negotiating for competitive pricing.

Custodial contracts include expenditure on labor, equipment, consumable supplies, chemicals, materials, and employee benefits. They also account for cost escalations, including equipment and supplies, as well as annual cost-of-living adjustments. The contract funds are adjusted to better reflect actual expenses and align with Washington State’s prevailing wage requirements. Key cost pressures include:

- Minimum wage increases exceeding 18% since 2022
- Inflation and rising supply costs
- Increased facility square footage (e.g., Concourse C Expansion)
- Contract extension for FIFA World Cup events

**JUSTIFICATION**

Maintaining clean and well-managed facilities is essential to meeting the Port’s customer experience standards and advancing its Century Agenda goal of being a leading tourism and business gateway on the West Coast. Cleanliness is also critical to the health and safety of employees and the traveling public.

We request additional funding for custodial contracts in four of our five zones to expand services to include a new facility, increase the period of service, and accommodate rising costs in labor and materials.

Approval of this request will allow the Port to:

1. Provide uninterrupted custodial service and continuous operations across Zones 1, 3, & 4.
2. Amend existing contract to address cost increases associated with an 8%+ square footage increase in Zone 2 due to the Concourse C Expansion (CCE), in preparation for its opening in May 2026
3. Extend the Zone 2 contract to ensure continuous, uninterrupted service through FIFA World Cup events

The table below outlines the terms of each Zone Contract and the allocation of funds through 2030.

- Each chart indicates the contract’s start and end dates (month and year).
- \$45M will fund existing contractual obligations across Zones 1, 3, & 4, covering their respective terms beyond 2026.
- \$12.5M will fund the Zone 2 contract extension through June 2027

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Contract Timeline	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Zone 1						May-25	Apr-30				
Zone 2		Jul-21				Jun-26	New Ext				
Zone 3				Mar-24				Feb-29			
Zone 4			Feb-23				Feb-28				
Zone 5		Apr-22	Separate Authority			Feb-27					
							\$12.5M	\$45M			

Without this approval, custodial services will begin to lapse as early as Q3 2026, limiting SEA’s ability to support FIFA World Cup operations and resulting in degraded cleanliness. This would negatively impact on customer experience, public health and safety, and the airport’s reputation.

This request represents a continuity-of-operation need for essential services, not an expansion of scope. It ensures service delivery for new facilities, including the Concourse C Expansion, and supports uninterrupted operations through the FIFA World Cup.

This request also addresses rising costs for labor and materials. The funding for Zones 1-4 has been adjusted and authorized in 2020, and 2023 to account for the gap between pre-approved Commission funding and the actual costs identified after completion of the RFP process. Historically, each contract change has been accompanied by a price increase ranging from 16.4% to 27.6%. The first significant increase occurred in 2019, when passenger volume rose exceeding 10% compared to 2017, the year the implementation of the new custodial service contract model.

The second increase followed the onset of the COVID-19 pandemic, when supply chain disruptions and fluctuating demand created pricing uncertainties. Notably, the zone that experienced the most significant increase at that time is currently operating at a lower rate than zones procured in more recent years.

Despite these increases, our research from 2024 to 2025 indicates that the Port has continued to provide services at a competitive annual rate of \$11.23 per square foot. This compares favorably to airports in lower cost-of-living cities with lower passenger volumes. As a point of reference, SEA’s 2025 Airports Council International (ACI) Airport Service Quality (ASQ) average cleanliness rating was 3.70.

Airport	2024 PAX	\$ per Sqft.
Major Hub in AZ	52.3M	\$17.27
Major Hub in FL	57.2M	\$14.10
OH-KY Major Airport	9M	\$12.21
SEA	52.6M	<b>\$11.23</b>

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When custodial service contracts were procured under a new performance-based model, four zones were established with an elevated scope of work in 2017, and all contracts commenced simultaneously on January 1<sup>st</sup>, 2018. Each contract included two base years and three one-year options, for a total potential term of five years.

Over time, some contracts ended earlier than anticipated due to performance issues and some were re-competed when new facilities opened. As a result, the zone contracts no longer share the same start and end dates.

Although each contract is structured for up to a five-year term, the Port tracks and utilizes cumulative five-year funding across Zones 1 through 4, drawing on these funds until they are exhausted and requesting additional funding as needed to continue services. Please note that IAF (Zone 5) is authorized separately under a Commission approval established in 2019, and the funding and authorization will end in February 2027.

The following factors have contributed to the rising costs over the past nine years.

<b>SEA Factors and Changes to consider since 2017</b>			
1)	PAX Increase	15.20%	45,737, 115 in 2017 to 52,670,712 in 2025
2)	Sq.Ft. Increase	32.60%	2,261,654 in 2017 to 2,999,476 by 2022
3)	Hourly Wage Increase	38.30%	\$15.00 to \$20.74
4)	Supply Consumption Increase	75.26%	\$1.94M to \$3.4M
5)	Staff Increase	95.00%	Due to Service Demands and Sqft Increase
6)	Elevated Service Level Agreement		* Customer Experience
			* ENV Stewardship / LEED- Green Cleaning & Sustainable Equipment
			* Use of Technology in Audits & Quality Control
			* Increase in FOD, Ramp, and Compactor Site Cleaning
			* Increased Standards and more defined SOW overall
			* Enhanced service standards for Terrazzo Floor Care
			* Elevated service levels for carpet and window cleaning
7)	Commission Directives		* Labor Harmony
			* WMBE Goal
8)	Value Contract		Evaluation in multi-criteria analysis places pricing as the final factor considered
9)	Competition between zones kept the pricing lower than other airports		
10)	Technology enhanced the productivity		
11)	Washington State Prevailing Wage consideration		

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12)	Implementation of the Commission’s Public Health and Safety Initiative to provide free hygiene products for all
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**DIVERSITY IN CONTRACTING**

Aviation Maintenance Custodial Services staff is working with the Diversity in Contracting Department regarding setting the Women- and Minority- Business Enterprise (WMBE) aspirational goals for contracted work. A 20% WMBE goal has been set by the Diversity in Contracting Department for custodial service contracts, based on that determination we anticipate achieving a similar aspirational goal in the new procurement of the service RFPs.

**DETAILS**

Beginning in January 2018, the Airport transitioned to the performance-based zone model of four contracts covering the then identified four zones at the Airport. The original procurement established a two-year base term for each contract, with the option to renew annually for up to three additional years.

Following the initial four-zone procurement, a fifth zone was created to incorporate the facilities generated by the building of the International Arrivals Facility (IAF). The Zone 5 service contract was procured and executed in 2019; however, due to construction delays, services did not commence until February 16, 2022, and are scheduled to end on February 15, 2027. Currently this zone is in its own commission authorization.

Zone 2 (CT, C, D, & N Gates) contract is being extended through June 2027 to continue seamless service for the World Cup event to avoid any service disruptions due to contract change during this global event. The newly amended Zone 2 contract will end on June 30, 2027.

***Schedule***

The following schedule represents the key areas of Zone 2 and contract scheduling for the zone:

Zone 2

- Consists of Customer-Facing Secure Side, Central Terminal and North end of Terminal, CT, C, D and N Gates
- Contract amendments Q1 – Q2 2026
- Contract extension to June 2027

***Activity***

Commission Funding authorization	2026 Quarter 2
Funding Supporting Amendments and Existing Contracts	2026 Quarter 2
Commission Contracting authorization	2026 Quarter 2
Contract Start date	2026 Quarter 2

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**Cost Breakdown**

This Request

Existing Contract Support beyond 2026	\$45,000,000	
New Funding for Zone 2 for 1 Year	\$12,500,000	
Total	\$57,500,000	

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1** – Postpone Commission Contracting Authority Request until the existing custodial service contracting authority is exhausted.

Cost Implications: \$15,000,000.00 to sustain the existing 4 contracts, Zone 1 -4, for few months.

Pros:

- (1) This is the lowest funding request option.

Cons:

- (1) This alternative would not sustain the funding until the end of year since Zone 2 contract is being amended for extension of existing contract to get through World Cup event to avoid service disruptions and an additional cost increase for opening Concourse C (CCE) in May 2026.
- (2) Inability to support FIFA World Cup operations.
- (3) Inability to clean the new facility, CCE.
- (4) This alternative would result in degraded cleanliness impacting customer experience, public health, and airport reputation.
- (5) This alternative would bring the staff again later this year requesting Commission Funding and Authorization.

This is not the recommended alternative.

**Alternative 2** – Receive additional Commission funds of \$45 Million only to cover the remaining contracts that ends at various times.

Cost Implications: \$45,000,000.00 to sustain the existing 4 contracts, Zone 1 -4.

Pros:

- (1) This is a less impactful funding request option.

Cons:

- (1) This alternative would not provide Contracting Authority or Funds to extend Zone 2 contract.
- (2) This alternative would result in service gaps beginning July 2026.
- (3) Upcoming contract amendments will exhaust the funding earlier than anticipated.

This is not the recommended alternative.

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**Alternative 3** – Commission authorization for additional funds to fulfil the existing contractual obligations and extend an additional year for Zone 2 to provide uninterrupted service and operations for FIFA World Cup and maintain cleanliness in the new facility, CCE.

Cost Implications: \$57,500,000.

\$45,000,000 to fulfil exiting contract obligations for Zone 1-3, and \$12,500,000 to extend an additional contract year term for Zone 2 .

Pros:

- (1) This alternative allows the Port to provide uninterrupted and continuous custodial service and airport operations in all zones.
- (2) This alternative allows the Port to pay a fair market price determined for Zone 2 for an extension.
- (3) This alternative will allow the Port to amend the existing contract to continue service without disrupting customer experience associated with the World Cup event and to capture the cost to service the new facility, CCE.
- (4) This alternative allows the Port to align with the existing re-procurement timeline for Zone 2 in 2027.

Cons:

- (1) The alternative brings the complexities of Contracting Authority requests, and complexities of transitioning new service to the two large zones at the same time.

***This is the recommended alternative.***

**FINANCIAL IMPLICATIONS**

<b><i>Cost Estimate/Authorization Summary</i></b>	<b>Capital</b>	<b>Expense</b>	<b>Total</b>
<b>COST ESTIMATE</b>			
Original estimate	\$0	\$57,500,000	\$57,500,000
<b>AUTHORIZATION</b>			
Previous authorizations	0	0	0
Current request for authorization	0	\$57,500,000	\$57,500,000
Total authorizations, including this request	0	\$57,500,000	\$57,500,000
Remaining amount to be authorized	\$0	\$0	\$0

***Annual Budget Status and Source of Funds***

Custodial Service costs are included in Aviation Maintenance’s annual operating budget. The funding source will be the Airport Development Fund.

**ATTACHMENTS TO THIS REQUEST**

- (1) Graphic of the SEA – Simplified Zones Map
- (2) Presentation

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**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

June 1, 2023 – The Commission authorized the Executive Director to add additional funds for Airport Custodial Services Zone 1 through 4, and Commission Initiative Implementation and execute Waste Removal Services for Airport Dining and Retail tenants.

March 24, 2020 – The Commission authorized the Executive Director to execute up to 4 contracts for Zone 1-4 for Seattle-Tacoma International Airport.

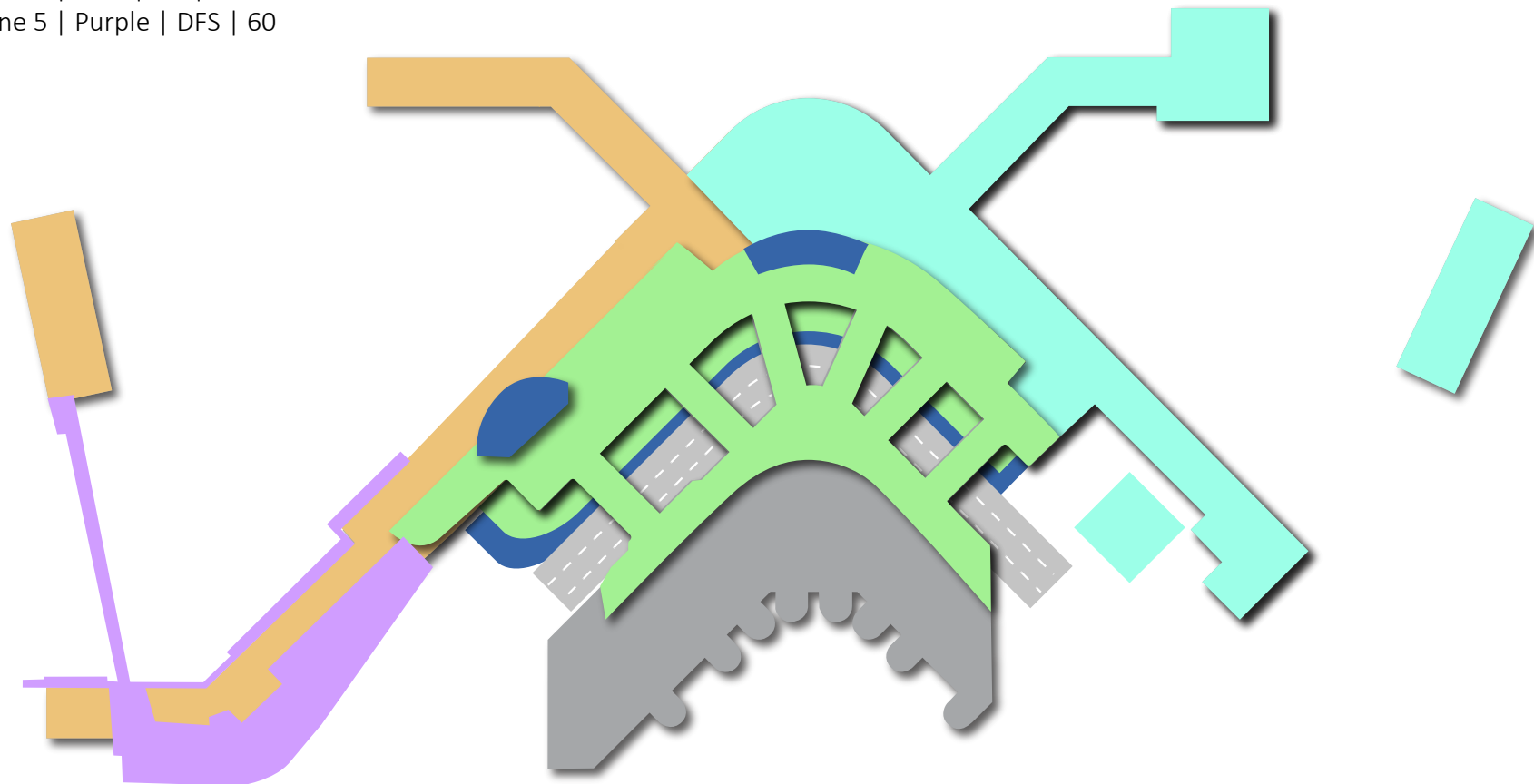
June 25, 2019 – Commission authorized the Executive Director to execute a contract for janitorial services for Zone 5, consisting of the IAF new construction facilities for Seattle-Tacoma International Airport.

September 27, 2016 – Commission authorized the Chief Executive Officer to execute up to four contracts for janitorial services for Seattle-Tacoma International Airport.

August 23, 2016 – Commission Briefing “Contract for Janitorial Services at Sea-Tac Airport.”

Zone 1 | Orange | DFS | 90  
Zone 2 | Aqua | Flagship | 113  
Zone 3 | Green | Flagship | 61  
Zone 4 | Blue | ISS | 33  
Zone 5 | Purple | DFS | 60

Item No. 8f\_attach  
Meeting Date: April 26, 2026



- Zone 1: Concourse A, Concourse B, and South Satellite
- Zone 2: Concourse C, Concourse D, North Satellite, and Central Terminal
- Zone 3: AOB Mezzanine, Ticketing, Baggage Claim, Cruise Lobby, Curbside, Garage Elevators, Elevator Lobbies, Escalators and and 3rd Floor Garage Restrooms, North GT Cruise Lot
- Zone 4: Baggage Handling, Compactor Sites, Airport Office Bldg., Main Terminal Police and Security, MT Penthouse, Outlying Buildings
- Zone 5: Elevated Passenger Walkway and IAF

Item No.	8f_supp
Date of Meeting	April 28, 2026

# Airport Custodial Services

## Zone 1 – 4



# Action Requested

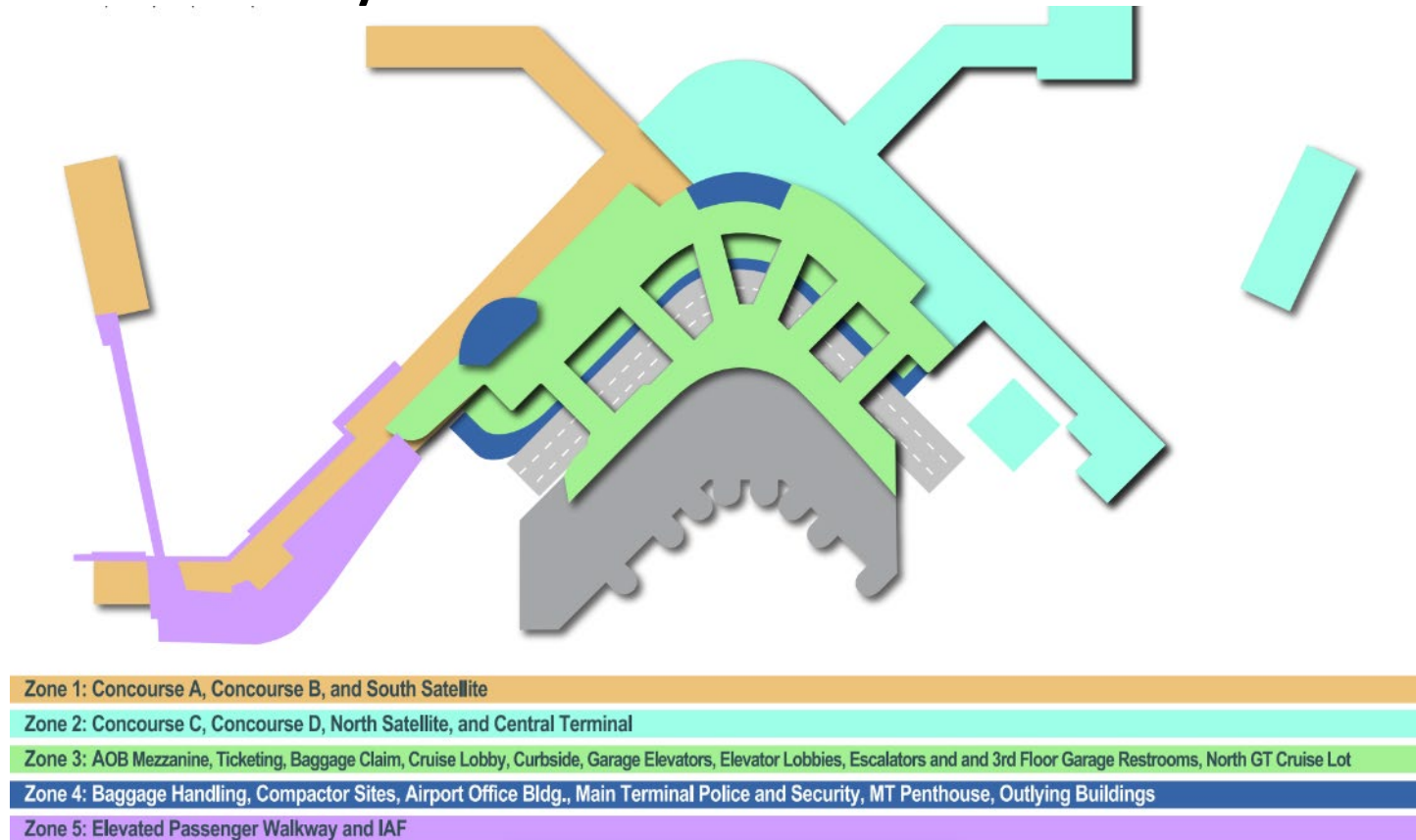
Request Commission authorization for the Executive Director to:

1. Increase \$45M funding to meet current contractual obligations beyond 2026 (Zones 1, 3, & 4)
2. Extend an additional contract year in Zone 2 and increase \$12.5M funding for the extension to ensure:
  - Uninterrupted services during FIFA World Cup
  - Adding new facility, Concourse C Expansion

# Summary

1. Existing funding (\$149.3M) across Zone 1-4 fully being utilized as intended by the end of 2026.

Airport Custodial  
Zone Map



# Summary

2. New Request totaling \$57.5M allocates to:

1) Existing Contracts (Zones 1, 3, & 4), \$45M

- Covers contractual obligations already committed across Zones 1, 3, & 4 through expiration dates (up to 2030)

Contract Timeline	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Zone 1						May-25	Apr-30				
Zone 2		Jul-21				Jun-26	New Ext				
Zone 3				Mar-24			Feb-29				
Zone 4			Feb-23				Feb-28				
Zone 5		Apr-22	Separate Authority			Feb-27					
							\$12.5M			\$45M	

# Summary

- 2) Contract extension (Zone 2), \$12.5M
  - Provides service delivery to new facility, CCE
  - Uninterrupted continuous operations through FIFA World Cup

# Contract Objectives

1. Supports new facility, CCE
2. Uninterrupted continuous operations through World Cup
3. Expenditures on labor, equipment, consumable supplies, chemicals, materials, & employee benefits.
4. Key Cost Pressures:
  - Minimum wage increases exceeding 18% since 2022
  - Inflation and rising supply costs
  - Increased facility square footage (e.g., CCE)
  - Contract extension for FIFA World Cup events
5. Labor Harmony
6. WMBE Participation
7. Sustainability & Green Cleaning
8. Enhanced Customer Experience and Security
9. Public Health & Safety - Free Hygiene Products for All
10. Increased efficiency by utilizing innovation
11. Competitive Procurement Process
12. Financial Efficiency

Questions?

Thank you!



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8g

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** March 19, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Linda Springmann, Director, Cruise Operations & Maritime Marketing  
Kelly Purnell, Capital Project Manager, Waterfront Project Management

**SUBJECT: Terminal 91/Pier 66 Cruise Shore Power Extension – Early Work Amendment (CIP # C801983 – T91/P66 Shore Power; CIP# C802116 – P91 South Bollards)**

**Amount of this request:** \$5,200,000

**Total estimated project cost:** \$59,800,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to approve funding to execute an Early Work Amendment to the alternative public works Progressive Design Build contract, MC-0322060, for the T91/P66 Cruise Shore Power Extension (C801983) (includes C802116 - P91 South Bollards) project to procure long-lead materials in advance of the Guaranteed Maximum Price Amendment. Total requested for this action is \$5,200,000 for a total project authorization of \$20,650,000.

**EXECUTIVE SUMMARY**

In July 2024, the Port passed Commission Order No. 2024-08 mandating all homeport cruise ships to connect to shore power by 2027, three years earlier than the 2030 goal set in the Port’s adopted Maritime Climate and Air Action Plan. The provision of shore power for cruise ships is the Port’s greatest opportunity to reduce greenhouse gas (GHG) emissions and improve local air quality.

Currently, the Port’s Smith Cove Cruise Terminal at Pier 91 (P91) which opened in 2009 provides shore power at its two cruise berths. The single berth at the Bell Street Pier Cruise Terminal at Pier 66 (P66) which opened in 1999 has a new shore power system completed in September 2024. While all three of the Port’s cruise berths are now electrified, upgrades to the systems are required to provide the additional flexibility needed to accommodate all vessel and berthing configurations to meet Commission Order No. 2024-08.

The team is utilizing the Progressive Design Build (PDB) alternative delivery and selected Skanska USA Building, Inc. (Skanska) as the design-builder. In December 2025, a Post-Validation Amendment was authorized by Commission to provide funding to move forward with design and

Meeting Date: April 28, 2026

final Guaranteed Maximum Price (GMP) development. The project is currently at 60% design. During the design process, Port and Skanska determined that an Early Work amendment would be necessary to allow for early procurement of long-lead precast deck panels and electrical cables to ensure that delivery of these materials will not delay construction. The requested action will provide funding for a Guaranteed Maximum Price specific to this early procurement (“Mini-GMP”) administered separately from the not-to-exceed amount previously authorized for GMP Development.

### **JUSTIFICATION**

The Port of Seattle is an industry and regional leader in economic development and sustainability. The Port’s investment in cruise terminals at P66 and P91 results in a significant contribution to the region’s economy, generating more than 5,500 jobs and nearly \$1.2 billion in total local business revenue each cruise season. The Port also recognizes its responsibility and the importance of concerted efforts to balance economic growth with sustainability. The Seattle Waterfront Clean Energy Strategic Plan and the adopted Maritime Climate and Air Action Plan provide a Port investment strategy to protect the environment and improve community health.

As a global leader in sustainability, the Port is committed to addressing global climate change and improving local air quality. In 2017 the Port’s Commission adopted GHG reduction targets in alignment with the Paris Climate Agreement, then updated goals in October 2021 in recognition of the climate crisis. In November 2021, the Port Commission adopted the Maritime Climate and Air Action Plan which identifies strategies and actions the Port can take through 2030 to achieve Port’s Century Agenda GHG target to reduce GHG emissions 50% by 2030 and to position the Port to phase out seaport-related emissions entirely by 2050. The plan includes a specific commitment to install shore power at all cruise berths and maximize connections by 2030. In May 2022, the Port launched a collaborative effort to explore the feasibility of a maritime green corridor aimed at accelerating the deployment of low and zero GHG emission cruise ships and operations between Alaska, British Columbia, and Washington. Most recently, the Port passed Commission Order No. 2024-08 mandating that all home ported cruise ships must connect to shore power by 2027, three (3) years earlier than the Maritime Climate and Air Action Plan 2030 goal.

Shore power can significantly reduce GHG and air pollution emissions with each connection. Staff estimate shore power can avoid approximately 268 thousand metric tons of carbon (CO<sub>2</sub>e) cumulatively through 2050. Assuming a 25-year infrastructure life and \$44 million cost, that represents a cost per ton of carbon reduced over the full lifespan to range from \$164 to \$406 per metric ton CO<sub>2</sub>e. This range is based on the 2025 cruise schedule with the current ability to connect cruise ships to shore power at P91 and P66 (86% of homeport calls). If 100% of homeport ships plug-in consistent with the Commission Order No. 2024-08 in 2027, shore power use would result in an additional 45 thousand metric tons of cumulative carbon emissions avoided over a 25-year infrastructure life.

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***Diversity in Contracting***

The project team in coordination with the Diversity in Contracting Department has included a 6% WMBE aspirational goal in the Progressive Design Build major work contract for this work to design and construct the pathway for the shore power system and other structural elements of the project and to install the Watts designed and procured shore power equipment.

**Status:**

The T91/P66 Cruise Shore Power Extension project is progressing on schedule to meet the Commission order to plug-in all homeport ships by 2027. Following completion of the Validation phase in November that resulted in the development of a Basis of Design, Target Budget, and Target Schedule, the project returned to Commission in December 2025 and received authorization to proceed into the design and GMP Development phase of the contract. The project has now progressed through 60% design. The current phase includes advancement of design through 90% and permitting at which point the project will return to Commission for authorization of the final GMP once it is negotiated and cost certainty is established. Currently the project requires an interim authorization for a Mini-GMP for procurement of long-lead materials.

Due to the proprietary nature of the electrical shore power equipment and the anticipated long lead time, a sole source purchasing contract with Watts Marine was executed to ensure that design and procurement of the equipment is completed and ready for installation in Q4 of 2026. Since the Commission authorization to purchase Watts shore power equipment, the transformer for the T91 West berth has been ordered and design of the remaining equipment continues to advance.

**Post-Validation: 60% Design Outcomes:**

**Terminal 91:**

Sawtooth boxes

During design, the location of the sawtooth boxes for the east and west berths of P91 and the final location of the P66 sawtooth box have been finalized.

Bollards

Two (2) new bollards on the north end of the project near footmark 1,200' have been confirmed and structural design has advanced.

To maximize efficiency, two (2) new 100-ton bollards have been added to the south end of P91 to accommodate additional berthing arrangements. This scope is funded by a separate CIP C802116 – P91 South Bollard upgrade.

Deck Panels

Ninety-five (93) deck panels within the west apron area of P91 have been confirmed to need to be replaced. These panels were initially incorporated into the Terminal 91 Dock Rehabilitation

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project and due for replacement as result of their condition. However, given the accelerated schedule of the shore power project and the preferred pathway placement of the shore power conduit duct bank in the ballast above the deck panels, the identified deck panels within the project route will be replaced as part of the shore power project to avoid unnecessary and costly rework to replace the panels at a later date as part of the dock rehabilitation project. The budget forecast for the Terminal 91 Dock Rehabilitation project (CIP# C801294) has been reduced by \$7M to accommodate the cost of these (93) panels under the Terminal 91 cruise shore power project.

Twelve (12) additional deck panels within the west apron of P91 have been identified as having advanced deterioration and their condition classified as “critical”. Port Engineering has implemented operational load restrictions. The shore power project overlaps or is immediately adjacent to most of these panels. Due to the critical operational impact of the load restrictions, these panels have been incorporated into the shore power project scope to expedite the replacement and minimize the duration of the operational impacts to both Cruise and Commercial Fishing Operations. The budget forecast for the Terminal 91 Dock Rehabilitation project (CIP# C801294) has been reduced by \$3M to accommodate the cost of these (12) panels under the Terminal 91 cruise shore power project.

**Pier 66**

Final analysis of P66 was completed, and while the current system is sufficient for all current and scheduled vessels through 2027, two (2) new vessels have been confirmed for 2028 that will require the north connection point. The additional sawtooth box will allow for these ships. Therefore, the full scope for P66 will progress through construction. The final sawtooth box location has been identified, and design has progressed along with T91.

**Scope:**

This funding request is for the early procurement of long-lead materials to ensure on-time delivery for construction.

**Early procurement of the following long-lead materials is included:**

- **Pier 91**
  - West Berth
    - 93 precast deck panels assumed to be failing and are within the conduit pathways for shore power
    - 12 precast deck panels in “critical” condition and are load restricted
    - 15kV copper electrical conductors
  - East Berth
    - 15kV copper electrical conductors
- **Pier 66**
  - 15kV copper electrical conductors

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**Key Challenges & Solutions:**

- Homeport Vessel Definition: Comprehensive berthing plan using 2025, 2026, and 2027 cruise schedules. Homeport Vessels were selected by the joint project team.
- Utility Conflicts: Subsurface utility engineering and potholing to confirm routing feasibility.
- Seasonal Constraints: Off-season work scheduling and phased construction plans.
- Concurrent Projects: Clash detection and coordination with gangway and dock rehab projects.
- Deck panel replacement: deck panels below the conduit pathways need to be replaced. This scope adds schedule constraints. Additional twelve (12) deck panels have been identified in “critical” condition and need to be replaced. This scope adds schedule constraints.
- A major design restriction for P66 is the fixed gangway, Bertha. It was found that a new articulating gangway would add more flexibility for future shore power as there is limited gangway flexibility.

**Schedule**

The schedule to meet Commission Order No. 2024-08 is aggressive. Project constraints including other concurrent or overlapping critical projects at P91, design and permitting schedule, supply chain uncertainty, and highly constrained construction work windows due to cruise and commercial fishing operations create the risk of schedule slippage. Schedule assumptions account for best case permitting scenarios, including avoidance of in-water work (work completed in the dry) and successful tribal negotiations to maximize the in-water work window. A Progressive Design Build project delivery with a sole source contract to Watts Marine for shore power equipment design and procurement was selected to mitigate schedule risk to the extent possible. This Progressive Design Build contract with Skanska allows for some acceleration of the design process and minimizes potential for unknown construction risks that cause delays assuming that all milestone dates are met, including this authorization of additional funding for early procurement of long-lead materials. Failure to meet schedule milestones will put the 2027 in-service date at risk.

**Activity**

Commission Authorization – T91 Mobile Cable Positioning Devices (CPDs) and T91 Cruise Shore Power Extension North initial design funding	August 8, 2023
DORA – Progressive Design Build Procurement and Preliminary Design	October 16, 2024
Commission Authorization – Watts Marine, LLC Purchasing Contract	April 22, 2025
Commission Authorization - Progressive Design Build Contract – Validation Phase	July 8, 2025
Progressive Design Build Validation Period Execution	August 22, 2025
Commission Authorization – Post-Validation Amendment funding	December 9, 2025
Commission Authorization – Early Work Amendment funding	April 28, 2026
Commission Authorization – GMP Amendment funding	Q3 2026

Meeting Date: April 28, 2026

Construction	Q4 2026 – 2027
In-use date	2027

**Cost Breakdown**

	This Request	Total Project
<b>Planning through Validation</b>	<b>\$0</b>	<b>\$2,450,000</b>
Pier 91	\$0	\$1,620,000
Pier 66	\$0	\$830,000
<b>GMP Development</b>	<b>\$0</b>	<b>\$5,000,000</b>
Pier 91	\$0	\$3,800,000
Pier 66	\$0	\$1,200,000
<b>Material Pre-Procurements (Watts)</b>	<b>\$0</b>	<b>\$8,000,000</b>
Pier 91	\$0	\$7,000,000
Pier 66	\$0	\$1,000,000
<b>Early Work Amendment</b>	<b>\$5,200,000</b>	<b>\$5,200,000</b>
Pier 91	\$4,377,000	\$4,377,000
Pier 66	\$700,000	\$700,000
P91 South Bollards (C802116)	\$123,000	\$123,000
<b>Construction*</b>	<b>\$0</b>	<b>\$39,150,000</b>
Pier 91	\$0	\$27,000,000
Pier 66	\$0	\$10,000,000
P91 South Bollards (C802116)	\$0	\$2,150,000

\*Costs for early work were deducted from construction costs. Overall project estimate has increased from last Commission authorization due to added scope and design refinement.

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1** – Advance Design and GMP development for shore power system without early material procurement.

Cost Implications:

Pros:

- (1) Requires one Commission authorization for GMP.

Cons:

- (1) Puts project schedule at risk to receive long-lead materials in time to prevent construction delays.
- (2) Requires earlier GMP authorization introducing cost certainty risk due to less advancement of design.

This is not the recommended alternative.

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**Alternative 2** – Execute an Early Work amendment for early procurement of long-lead materials and allow additional time for final GMP development for better cost certainty for full scope of the shore power extension project at both P91 and P66.

Cost Implications: Requires costs for materials to be locked in prior to final authorization to construct the project.

Pros:

- (1) Meets the mandate of Commission Order No. 2024-08.
- (2) Ensures that the long-lead materials will be delivered on time and will delay construction.
- (3) Provides additional time for design advancement and cost certainty for the GMP due to decoupling the long-lead material timeline from the critical path for GMP development.

Cons:

- (1) Requires additional Commission authorization for final GMP.

*This is the recommended alternative.*

**FINANCIAL IMPLICATIONS**

<i>Cost Estimate/Authorization Summary</i>	Capital	Expense	Total
<b>COST ESTIMATE</b>			
Original estimate	\$4,000,000	\$0	\$4,000,000
Previous changes – net	\$48,100,000	\$0	\$48,100,000
Current change*	\$7,700,000		\$7,700,000
<b>Revised estimate</b>	<b>\$59,800,000</b>	<b>\$0</b>	<b>\$59,800,000</b>
<b>AUTHORIZATION</b>			
<b>Previous authorizations</b>	<b>\$15,450,000</b>	<b>\$0</b>	<b>\$15,450,000</b>
Pier 91	\$5,420,000		\$5,420,000
Pier 66	\$2,030,000		\$2,030,000
Watts Marine Sole Source Contract	\$8,000,000		\$8,000,000
<b>Current request for authorization</b>	<b>\$5,200,000</b>	<b>\$0</b>	<b>\$5,200,000</b>
Pier 91	\$4,377,000	\$0	\$4,377,000
Pier 66	\$700,000	\$0	\$700,000
P91 South Bollards (C802116)	\$123,000	\$0	\$123,000
Watts Marine Sole Source Contract	\$0	\$0	\$0
<b>Total authorizations, including this request</b>	<b>\$20,650,000</b>	<b>\$0</b>	<b>\$20,650,000</b>
Pier 91	\$9,797,000	\$0	\$9,000
Pier 66	\$2,730,000	\$0	\$2,910,000
P91 South Bollards (C802116)	\$123,000		\$123,000
Watts Marine Sole Source Contract	\$8,000,000		\$8,000,000
<b>Remaining amount to be authorized * *</b>	<b>\$39,150,000</b>	<b>\$0</b>	<b>\$39,150,000</b>

\* The work completed through the 60% design of the GMP Development phase of the contract resulted in the determination that twelve (12) additional deck panels need to be replaced, two (2) 100-ton

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bollards will be added to the south end of P91 (funded under a separate CIP, C802116), and tie-downs for the new passenger gangways as these must be integrated in the shore power concrete work rather than waiting for construction of projects currently funded separately. \$5M of the current change in estimated budget resulted due to addition of these scope elements and will draw down those separate project budgets

***Annual Budget Status and Source of Funds***

This project was included in the 2026 Capital Plan C801983 P66/P91 Shore Power Extension with a total project cost of \$33,000,000 and C802116 P91 South Bollards with a total project cost of \$650,000.

This project will be funded by the General Fund.

***Financial Analysis and Summary***

Project cost for analysis	\$59,800,000
Business Unit (BU)	Cruise Operations
Effect on business performance (NOI after depreciation)	No incremental operating revenue or cost-savings is directly associated with this project. <ul style="list-style-type: none"> <li>• On-going maintenance expenses, if any, are not yet known.</li> <li>• Estimated annual depreciation is \$2.4M</li> </ul>
IRR/NPV (if relevant)	N/A
CPE Impact	N/A

**ADDITIONAL BACKGROUND**

Originally, P91 and P66 cruise shore power projects were envisioned as two separate projects under two CIP #s. Initial funding for the P91 Cruise Shore Power Extension North was authorized by Commission on August 8, 2023, inclusive of the purchase of two (2) mobile cable positioning devices (CPD) under CIP # C801293. P66 Cruise Shore Power Extension was under CIP # C801983. As part of a DORA executed on October 16, 2024 for a Progressive Design Build procurement and early design for both projects, P91 Cruise Shore Power Extension, except for the costs associated with the purchase of the CPDs which remained under C801293, was transferred to CIP # C801983 with P66 to consolidate the projects under a single CIP and to help expedite both projects to meet the mandate of Commission Order No. 2024-008 to connect all home ported cruise ships to shore power by 2027.

**ATTACHMENTS TO THIS REQUEST**

- (1) Presentation

Meeting Date: April 28, 2026

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

December 9, 2025 – Funding authorization in the amount of \$5,000,000 for execution and funding of the Post-Validation phase of the major public works Progressive Design Build project.

July 8, 2025 – Funding authorization in the amount of \$1,100,000 for award and execution of the Validation Period of the major public works Progressive Design Build project.

April 22, 2025 – Funding authorization in the amount of \$8M for Watts Marine contract to purchase shore power equipment.

August 8, 2023 - The Commission authorized funding for P91 Cruise Shore Power Extension and CPDs in the amount of \$2,500,000 for the purchase of the CPDs and early design funding of the extension.



# Pier 91/ Pier 66 Cruise Shore Power Extension Project

## Early Work Amendment Authorization for Progressive Design Build Contract

# Action Requested

Request Commission authorization for the Executive Director to approve funding to execute an Early Work Amendment to the alternative public works Progressive Design Build contract, MC-0322060, for the T91/P66 Cruise Shore Power Extension (C801983) (includes C802116 – P91 South Bollards) project to procure long-lead materials in advance of the Guaranteed Maximum Price Amendment. Total requested for this action is \$5,200,000 for a total project authorization of \$20,650,000.

# Project Purpose

- In July 2024, Commission Order No. 2024-08 was passed mandating that all homeport cruise ships connect to shore power by 2027.
- To meet the mandate, the existing shore power systems need to be extended at Pier 91 and Pier 66.
  - Currently, the shore power cables cannot reach from the berth connection point to plug-in locations on all shore power capable ships.
- This project will provide maximum flexibility in how ships with different shore power configurations berth at the pier so they can connect to shore power.



# Details of Request

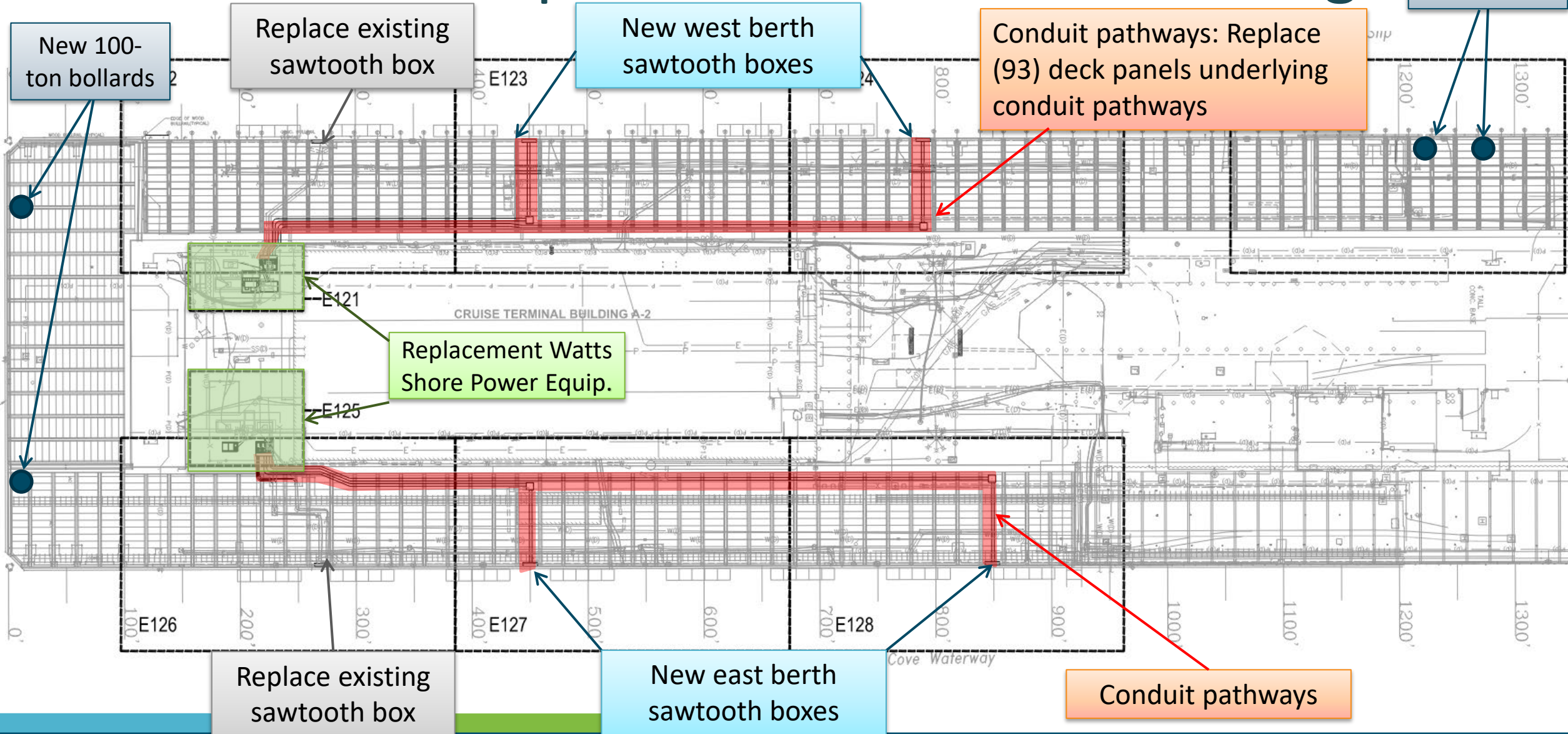
- Skanska USA Building Inc. (Skanska) has completed 60% design of the T91/P66 Cruise Shore Power project during GMP Development. Long lead materials were identified for early procurement to ensure on-time delivery to meet project deadlines:
  - P91
    - Procure (93) pre-cast deck panels that will be replaced underlying preferred conduit pathway
      - Identified for replacement due to material condition during Validation and Design
    - Procure (12) additional pre-cast deck panels currently rated as “critical” condition with operational load restrictions.
    - Procure all electrical cabling for east berth and west berth shore power (22- week lead time plus 1-week for delivery)
  - P66
    - Procure all electrical cabling



# Pier 91 Status

- **60% Design complete. GMP development in ongoing.**
  - The conduit route through the ballast on the wharf close to bulkhead was identified as the optimal solution.
    - This approach was selected based on:
      - Cost efficiency,
      - Straightforward construction process
      - Absence of in-water permitting requirements
      - Minimal risk of encountering unforeseen subsurface features
    - (2) new sawtooth boxes are recommended on the west berth at footmark 450' and 790'
    - (2) new shore power connection points are recommended on east berths at footmark 450' and 849'
    - Replacement of the existing sawtooth boxes on the east and west berths to modernize the equipment and allow for maximum flexibility in the use of the mobile cable positioning devices (CPD).
    - (2) new 100-ton bollards near the 1,200' footmark of the west berth
    - (2) new 100-ton bollards on south end of P91
    - Replacement of (93) deck panels underlying preferred conduit pathway
    - Replacement of (12) “critical” condition deck panels on P91 within project footprint
    - Replacement of Watts shore power equipment at the end of service life

# Pier 91 Proposed Shore Power Routing

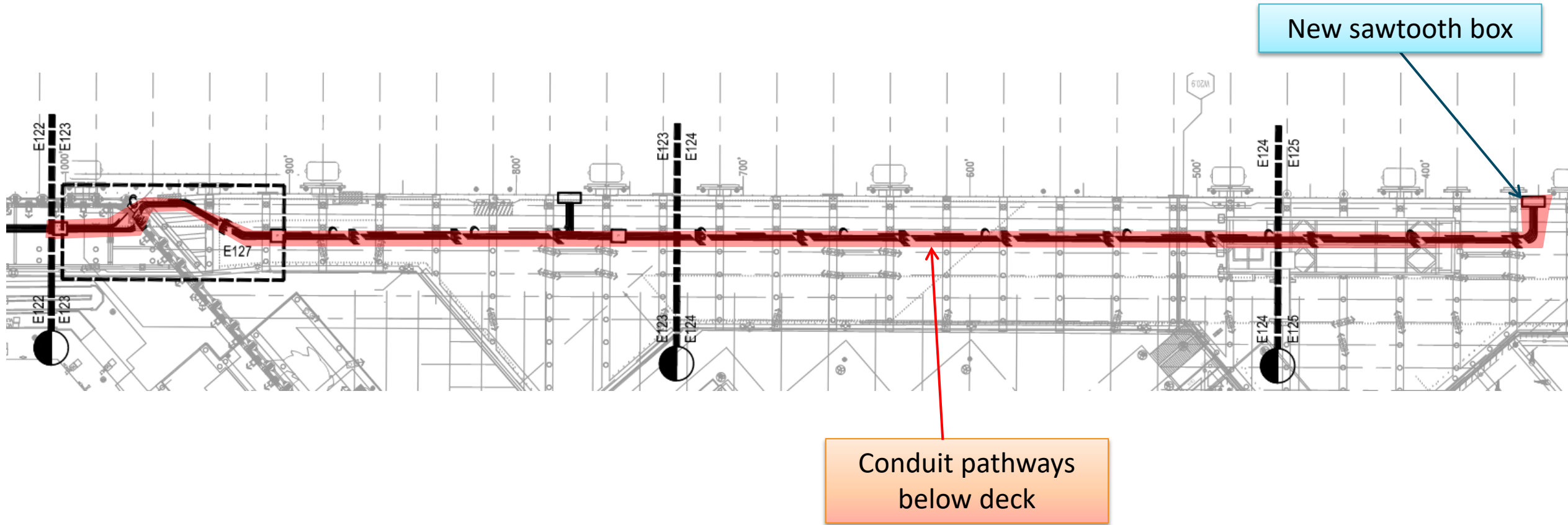


# Pier 66 Status

- **Advance Design and GMP development for the shore power extension project at P66.**
  - (1) new shore power connection point will be installed at footmark 352'
  - Route conduits over the wave barrier wall to route the conduit from the south to north end of the pier at footmark 352'
  - Install new hangars for new conduit routing



# Pier 66 Proposed Shore Power Routing



# Cost Breakdown

Cost Element	Current Request	Total Cost
<b>Planning through Validation</b>	<b>\$0</b>	<b>\$2,450,000</b>
Pier 91	\$0	\$1,620,000
Pier 66	\$0	\$830,000
<b>GMP Development</b>	<b>\$0</b>	<b>\$5,000,000</b>
Pier 91	\$0	\$3,800,000
Pier 66	\$0	\$1,200,000
<b>Material Pre-Procurements (Watts)</b>	<b>\$0</b>	<b>\$8,000,000</b>
Pier 91	\$0	\$7,000,000
Pier 66	\$0	\$1,000,000
<b>Early Work Amendment (Long-lead Material Procurement)</b>	<b>\$5,200,000</b>	<b>\$5,200,000</b>
Pier 91	\$4,377,000	\$4,377,000
Pier 66	\$700,000	\$700,000
P91 South Bollards (C802116)	\$123,000	\$123,000
<b>Remaining Amount to be Authorized (Construction-Final GMP)</b>	<b>\$0</b>	<b>\$39,150,000</b>
Pier 91	\$0	\$27,000,000
Pier 66	\$0	\$10,000,000
P91 South Bollards (C802116)	\$0	\$2,150,000
	<b>Total*</b>	<b>\$59,800,000</b>

\*Overall costs have increased since last authorization due to added scope and design refinement. \$5M of net changes due to added scope and will draw from existing project budgets, including \$2M from S. P91 Bollards (CIP # C802116) and \$3M reduction in budget forecast for Dock Rehabilitation project (CIP# C801294).













# Project Schedule

Phases	Anticipated Dates
Commission Authorization – T91 Mobile Cable Positioning Devices (CPDs) and T91 Cruise Shore Power Extension North initial design funding	August 8, 2023
DORA – Progressive Design Build Procurement and Preliminary Design	October 16, 2024
Commission Authorization – Watts Marine, LLC Purchasing Contract	April 22, 2025
Commission Authorization - Progressive Design Build Contract – Validation Phase	July 8, 2025
Commission Authorization – Post-Validation Amendment funding	December 9, 2025
Commission Authorization – Early Work Amendment (Mini GMP)	April 28, 2026
Commission Authorization – GMP Amendment funding	Q3 2026
Construction	Q4 2026 – Q2 2027

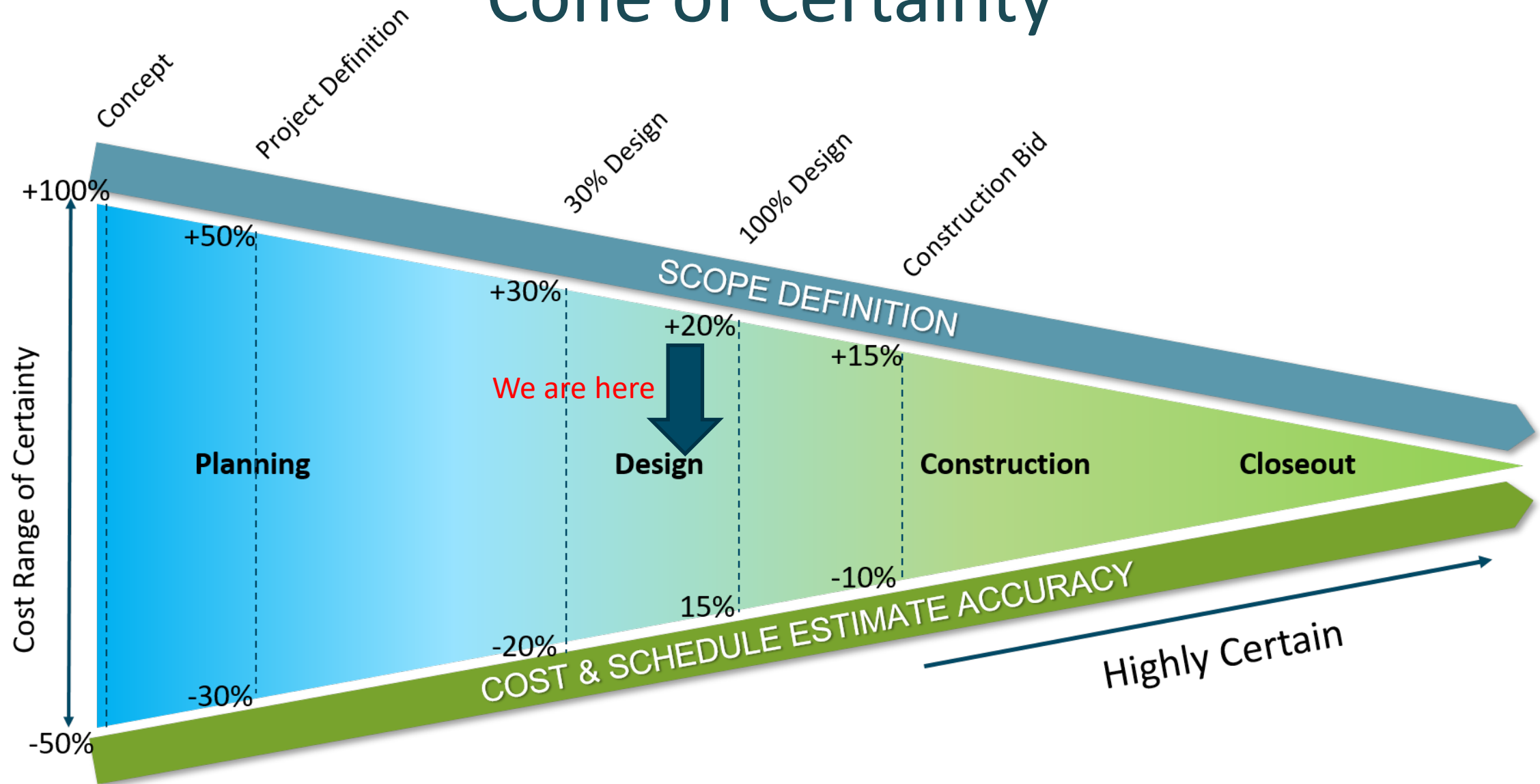
# Next Steps

- Final design development and final GMP development Q2 2026 – Q3 2026
- Commission Authorization Final design/Construction Q3 2026
  - Final GMP, scope, schedule
- Construction Q4 2026 – Q2 2027



RISKS	DESCRIPTION	PROBABILITY	IMPACT	MITIGATION
Constrained Schedule	Delivery required by 2027. Minimal work windows due to cruise season, commercial fishing season, tribal agreements, and fish window if in-water work is needed have high potential to delay in-service date past cruise season start in 2027.	High 	High 	Utilize Progressive Design Build project delivery to accelerate timeline. Pre-purchase of long-lead items.
Seattle City Light Terminal 91 Operations Agreement	Existing operations agreement between cruise lines and SCL does not account for increased connections during peak power usage times during the week. Negotiation of new agreement when Port takes ownership of the shore power equipment may result in higher usage costs, and interruptions in power delivery during the week.	Med 	High 	Early engagement with SCL to do system impact study and begin negotiation of agreement terms for power delivery.
Supply chain uncertainty	Supply chain logistics could delay project delivery. Tariffs could impact ability to procure long-lead electrical equipment by 2027 and create uncertainty in pricing.	Med 	High 	Adding cost contingencies to account for tariff price impacts. Early execution of Watts contract to begin procurement of long-lead shore power equipment in advance.
Dock Rehabilitation – deck panel condition	The deck panels in DU#9202 on Pier 91 have continued to degrade rapidly. Ongoing discussions with the Dock Rehab project team have potential to add/change scope.	Med 	Low 	Coordinated evaluation of the deck panels and potential solutions- incorporating limited scope into shore power to replace only underlying deck panels.
Coordination with other projects at Terminal 91	There are many other projects scheduled on Pier 91 with similar timelines to the cruise shore power project: gangways, water line replacement, dock rehabilitation, west berth dredging.	High 	Med 	Identification of all on-going and upcoming construction work at Terminal 91. Requirement of logistics plan by PDB to account for constraints of other projects.
Permitting	Permitting assumptions are aggressive and assume no in-water work window constraints and that the project is considered repair and maintenance under SEPA and the shoreline code. Any change in assumptions will delay the project.	High 	High 	Progressive Design Build project delivery will allow for early collaboration on design and permitting to the extent feasible.

# Cone of Certainty

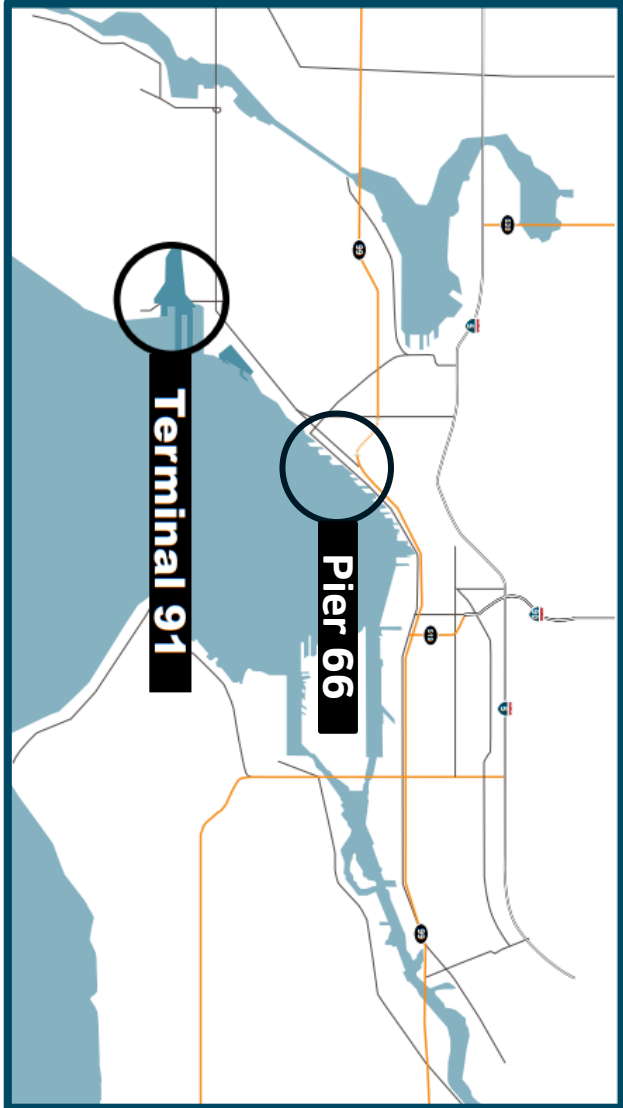




Questions?

# Appendix

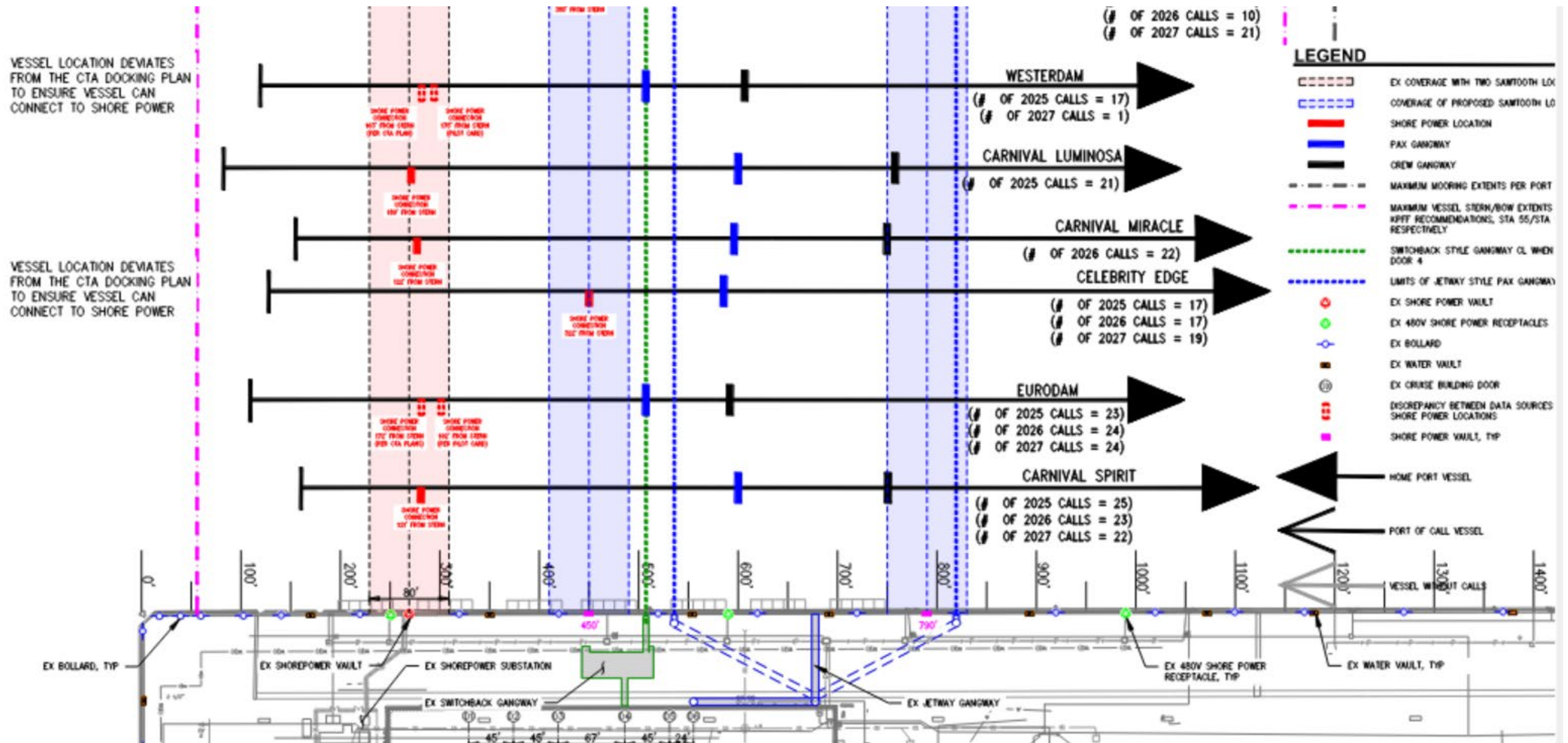
# Project Areas – Pier 91/Pier 66



# Project Scope

- Design and construct all necessary infrastructure upgrades to (2) Pier 91 cruise berths and Pier 66 cruise berth to meet project goals, including :
  - Conduct a berthing and mooring study for all known current and future ships to determine optimal connection locations, distribution pathways, and required mooring bollard upgrades.
  - Extend the existing shore-power system to allow all known current and future ships of different configurations to connect to shore-power
  - Ensure compatibility of the extended cruise shore power system with existing equipment and facilities, including the mobile cable positioning devices (CPD).
  - Procure all permits
  - Replacement of existing shore power equipment that has reached end of service life at Pier 91.
  - New mooring bollards at Pier 91
  - Potential limited deck panel replacements at Pier 91

# Example Terminal 91 Berthing Analysis



# Example Terminal 91 Mooring Analysis

## T91W - Quantum - 40% Pretension



8 lines bow, 8 lines stern

### ARRANGEMENT PLAN

Line	1	2	3	4	5	6	13	14	15	16	18	20	22	24	26	28	30
to Bollard/Hook	C	C	B	B	D	D	F	F	G	G	F	F	Q	Q	O	N	
Pin-In (ft)	2.95	2.91	3.30	3.13	2.82	2.76	3.67	3.64	3.50	3.37	3.16	3.16	2.96	3.01	2.31	2.58	
Total Line Length	111.2	107.5	138.6	141.5	80.3	75.4	149.7	145.9	129.2	119.0	104.7	108.2	96.7	95.0	142.1	231.6	
Tide Motion (±)																	
Wind Direction	130°	130°	130°	130°	130°	130°	330°	330°	50°	50°	50°	50°	50°	50°	50°	50°	
Tension (kips)	1335	1355	1325	1325	1235	1255	1005	99.55	1315	1255	1165	1135	1365	1245	1815	1465	
% of Strength	41%	42%	41%	41%	38%	39%	31%	31%	41%	39%	36%	35%	42%	38%	56%	45%	

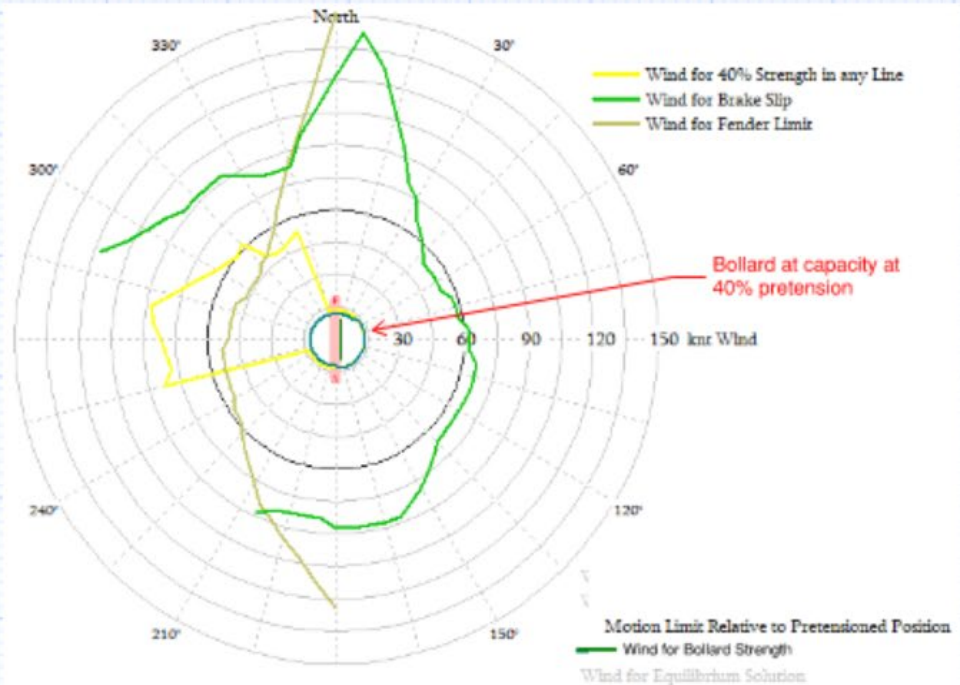
Fender	aa	bb	cc	dd	ee	ff	gg
Thrust (kips)	51	259	260	262	271	279	287
Compression (ft)	0.30	1.70	1.70	1.73	1.81	1.89	1.96
Pressure (kips/ft²)	0.3	1.0	1.0	1.0	1.1	1.1	1.1

Bollard/Hook	B	C	D	F	N	O	Q	T	G
X-Force (kips)	-102.6	-78.5	-12.4	167.5	-139.7	-147.0	105.4	133.4	133.8
Y-Force (kips)	242.2	253.9	244.3	94.2	29.2	78.0	195.9	159.3	204.6
Other X-Load									
Other Y-Load									
Total Force	264.0	267.7	248.7	199.9	145.7	181.5	258.5	229.4	256.4
% Bollard Strength	120%	121%	113%	181%	66%	82%	117%	104%	117%
Direction in Plan	-23°	-17°	-3°	61°	-78°	-62°	28°	40°	33°
Bollard Uplift	23.3	32.1	45.0	54.8	29.2	72.3	131.7	97.1	77.1

### MOORING RESULTS TABLES

Analysis for Time: 0700 Mar 01 2007 (initialised at 0700 Mar 01 2007)  
 Ref: 1700263 T91 Mooring  
 Remarks: Remarks:  
 Water Level: 11.36 above datum  
 Draft: 27.9  
 Trim: 0.0



### WIND CAPACITY ROSE



1801 Fifth Avenue,  
 Seattle, WA 98101  
 kpff.com

POS T91 CRUISE SHORE POWER  
 40% PRETENSION OPTIMOOR  
 RESULTS SUMMARY AT T91W -  
 QUANTUM

PROJECT NO.  
 250049  
 DATE  
 10/29/2005  
 BY  
 CH

REFERENCE SHEET  
 SKETCH NO.  
 1



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 8h

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** March 26, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Sarah Ogier, Director, Maritime Environment & Sustainability  
Jon Sloan, Sr. Manager, Environmental Programs  
Kathleen Hurley, Sr.Env.Program Manager, Maritime Environment & Sustainability

**SUBJECT:** Commission Exemption for Seattle Aquarium Urban Kelp Project

**Amount of this request:** \$325,000  
**Total estimated project cost:** \$325,000

**ACTION REQUESTED**

Request Commission to 1) determine a competitive process is not appropriate or cost effective in accordance with RCW 53.19.020(5); and 2) authorize the Executive Director to execute a contract with Seattle Aquarium Society, in the amount of \$325,000.

**EXECUTIVE SUMMARY**

As entities located along the shores of Elliott Bay, the Port of Seattle (Port) and the Seattle Aquarium (Aquarium) share common interests in promoting healthy coastal ecosystems, resilience, habitat restoration, carbon sequestration, habitat improvement, and public engagement. This contracting request would continue the Port’s partnership with the Seattle Aquarium on coastal ecosystems research for an additional 5 years for a total cost of \$325,000. It will apply innovative methods to monitor and understand the bull kelp ecosystem along the Seattle shoreline. The information generated by the research will inform bull kelp status and future restoration opportunities. Approval of this request would allow the Port to continue support for this vitally important work for a healthy Puget Sound.

**JUSTIFICATION**

In accordance with RCW 53.19.020(5), competing this service is not reasonable or cost effective due to the following:

The Seattle Aquarium Society, a non-profit organization, operates the Seattle Aquarium under a long-term operating agreement with the City of Seattle. The Seattle Aquarium is a conservation organization working to regenerate the health of Earth’s one ocean. The Aquarium works among

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global leaders to advance animal wellbeing, marine and ecosystem science, public policy, field conservation, education and species recovery programs that benefit the ocean. They are uniquely positioned to continue to lead and grow the kelp monitoring program which is aligned with Port of Seattle Century Agenda goals related to support of a healthy and resilient Puget Sound.

Staff have confirmed Seattle Aquarium to be the only organization with the capability to provide this specific combination of services to the Port. These services include remotely operated underwater surveys via boat; access and training of volunteer citizen scientists, training artificial intelligence programs to process high volume of imagery; development of a habitat suitability model to support planning of future kelp restoration; ground-truthing imagery via scuba; investigating and statistically analyzing the relationship between species-habitat associations. Finally, the Seattle Aquarium has an unmatched capability to engage with the public via its exhibits and education programs. A visual exhibit highlighting this partnership is currently installed in the Aquarium's original building.

Because of the Seattle Aquarium's unique expertise, skills and knowledge, a competitive process is not appropriate or cost effective, and a competitive exemption is appropriate in accordance with RCW 53.19.020(5).

### ***Diversity in Contracting***

Based on consultation with the Diversity in Contract team, and based on their review of subcontracting opportunities, this contract doesn't appear to be viable for WMBE goal considering its scope and intent.

The Seattle Aquarium Society has a robust engagement program to expose youth and the public to marine world. Additionally, the Aquarium has a commitment to continued diversity, equity and inclusion learning and practices seeking careers in the maritime industry.

### **DETAILS**

Kelp is key to a healthy marine ecosystem as it provides habitat, contributes to marine food chain and offers beneficial physical and chemical processes. The Port and Aquarium researchers are looking into how we can help it thrive throughout Seattle's Elliott Bay. The Port of Seattle and the Seattle Aquarium have teamed up on the Urban Kelp Research Project to study the health, habitat and population trends of bull kelp in Elliott Bay. The water column trends (temperature, dissolved oxygen, pH, salinity, etc.) are being monitored via a scientific buoy run by Puget Sound Restoration Fund. What is learned about the conditions in which bull kelp thrive will help achieve the ultimate objective—to help guide successful bull kelp restoration throughout Elliott Bay and the broader Puget Sound. Funding for this program was included in the 2026 annual budget and will be requested annually for the duration of the contract (five years total).

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***Scope of Work***

The objective of this work is to better understand the conditions in which bull kelp thrives in urban environments to enable effective restoration efforts via:

- Strategic monitoring of canopy forming and understory kelps, along with the surrounding benthic invertebrates and fishes using an underwater remotely operated vessel (ROV).
- Expand ongoing efforts to build collaboration between organizations undertaking kelp research.
- Continued research into priority stressors negatively affecting kelp forests on the sub-regional scale and promoting awareness.
- Engagement, education, and action from the public, youth, and other stakeholders.
- Development of a habitat suitability model for bull kelp.

It will apply innovative research methods to monitor and understand the bull kelp ecosystem along the Seattle shoreline. These innovative research methods include use of an Remotely Operated Vessel (ROV) to collect data, customization of the ROV for this purpose, use of AI to process collected imagery, development of a habitat suitability model, among others. The information generated by the research will inform status of bull kelp and future restoration opportunities.

Key tasks within the scope of work are proposed to include:

- (1) Annual ROV kelp surveys during both summer and winter at existing survey locations.
- (2) Consider additional survey locations and/or revisions in methodology, as needed.
- (3) Analysis of imagery using open-source Artificial Intelligence (AI) algorithm, which will be publicly available.
- (4) Outreach, engagement, and education

***Schedule***

Anticipated annual schedule and milestones, which will be reviewed at the start of each program cycle.

***Activity***

Commission authorization of competitive exemption.	2026 Quarter 2
Contract execution	2026 Quarter 2
Workplan development	2026 Quarter 2
Summer surveys	2026 Quarter 3
Winter surveys	2026 Quarter 4

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Annual Reports	Annually
Project ends	2031 Quarter 4

<b>Cost Breakdown</b>	2026	Total Project
Year 1	60,000	\$300,000
Contingency	0	\$25,000
Total	\$0	\$325,000

Years 2-5 budget is anticipated to be \$60,000/year for a total of \$300,000 over five years. Based on input from Contracting and Procurement, we have included a contingency of \$25,000 for unanticipated program needs. This will be used at the direction of the Port program manager. The \$60,000 for 2026 is included in the Port adopted 2026 budget.

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

Given the Seattle Aquarium’s unique position to develop and implement a bull kelp monitoring program in Elliott Bay utilizing underwater ROVs, artificial intelligence, citizen scientist volunteers, development of a habitat suitability model, and extensive outreach and engagement opportunities, there is not a comparable program in Washington State to easily evaluate alternatives.

**Alternative 1** – Decide against continued funding of the Urban Kelp Project implemented by the Seattle Aquarium

Cost Implications: Reduces expense budget by approximately \$60,000 annually for 5 years.

Pros:

- (1) Reduces the Maritime Environment and Sustainability’s Center of Excellence’s expense budget by approximately \$60,000 annually

Cons:

- (1) Negatively impacts the Port’s Green Marine certification level related to aquatic indicator performance.
- (2) Forego an opportunity to contribute to the scientific body of knowledge on a key ecosystem in Puget Sound that is important for salmon recovery.
- (3) Forego the opportunity to partner with an entity with specific resources and skills to undertake both scientific research and public awareness/engagement.
- (4) Forego the opportunity to increase understanding of the conditions under which bull kelp thrives in urban areas to better inform effective conservation and restoration efforts in Puget Sound, which includes the Port’s habitat mitigation bank.

This is not the recommended alternative.

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**Alternative 2** – Pursue a competitive contract to implement this scope of work

Cost Implications: It is highly unlikely the Port would be able to contract this scope of a program including the public engagement and educational component along with scientific research without resulting in a higher cost to the Port.

Pros:

- (1) This option could provide the opportunity to competitively procure services for similar work.

Cons:

- (1) Pursuing a competitive contract for similar work would likely incur a much higher cost for this scope of work. For example, a single survey of submerged aquatic vegetation (albeit via other means), at one site is estimated at \$20,000 for a single survey. This program included surveys at eight sites, twice per year.
- (2) There are no known entities that undertake the specific combination of work encompassed in the current program – provision of continuity in a scientific dataset; implementation of scientific kelp surveys using an ROV; use of AI algorithms to process data; abundant opportunities for public engagement and education.

This is not the recommended alternative.

**Alternative 3** – Fund the Seattle Aquarium Urban Kelp Project at the requested level of \$325,000 over 5 years

Cost Implications: Requires annual funding of \$60,000 from the expense budget.

Pros:

- (1) Supports continuity in progress related to kelp conservation and research already established by the Urban Kelp project;
- (2) Cost efficient method to achieve goals around healthy shorelines, including Green Marine certification, alignment with state goals related to kelp forest conservation and research, support Port capital project permitting, and further the Port’s mitigation banking objectives.

Cons:

- (1) None

***This is the recommended alternative.***

**FINANCIAL IMPLICATIONS**

This phase of the project is anticipated to run from Q2 2025 through Q4 2030; \$60,000 is the Port’s cost to support the program of work annually. We anticipate an annual budget request of \$60,000 for a total of \$300,000 over five years. For unanticipated contingency, CPO recommended including an additional \$25,000 that may be authorized for contingency purposes by the project manager.

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<b>Cost Estimate/Authorization Summary</b>	Capital	Expense	Total
<b>COST ESTIMATE</b>			
Original estimate	\$0	\$325,000	\$325,000
<b>AUTHORIZATION</b>			
Previous authorizations	0	\$120,000	\$120,000
Current request for authorization	0	\$325,000	\$325,000
Total authorizations, including this request	0	\$445,000	\$445,000
Remaining amount to be authorized	\$0	\$325,000	\$325,000

**Annual Budget Status and Source of Funds**

To date, the budget for this work has been included in the Environment and Sustainability’s Center of Excellence annual budget.

**Financial Analysis and Summary**

Project cost for analysis	\$325,000 over 5 years
Business Unit (BU)	Maritime Environment & Sustainability/Center of Excellence
Effect on business performance (NOI after depreciation)	NA
IRR/NPV (if relevant)	NA
CPE Impact	NA

**Future Revenues and Expenses (Total cost of ownership)**

There will be annual budget requests of approximately \$60,000/year through 2030. Total anticipated budget over the five years is \$325,000.

**ADDITIONAL BACKGROUND**

The Port initially engaged with the Aquarium to research existing kelp beds along the Seattle shoreline starting in 2022. This originated from a kelp enhancement project the Port initiated at Smith Cove in 2019 and 2021 in partnership with Puget Sound Restoration Fund. The kelp enhancement at Smith Cove failed, which led to questions about why kelp thrived in nearby locations. The first phase of the Aquarium Urban Kelp Project focused on fine-tuning the methods to collect data using an ROV, developing processes for image and data analysis, while beginning to better understand differences among the eight sites along the Elliott Bay shoreline. Understanding this urban ecosystem is on-going and has identified key differences among sites. The data are also being used to build a habitat suitability model to better inform future kelp restoration initiatives. The work has generated significant benefit for the kelp research community, in Washington State, and beyond.

Meeting Date: April 28, 2026

**ATTACHMENTS TO THIS REQUEST**

- (1) Presentation slides

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

April 26, 2022, Item 10c – The Commission authorized a competitive exemption request for the first phase of this project.

# Seattle Aquarium Urban Kelp Research Project

Five (5) Year Service Agreement & Commission  
Exemption, April 28, 2026



# Request

1. Authorization for the Executive Director to sign a 5-year, \$325,000 service agreement with the Seattle Aquarium to continue research on urban kelp.
2. Staff is also requesting that the Commission exempt the service agreement from competitive process requirements consistent with RCW 53.19.020(5)

# Context

- In April 2022, the Commission approved initial funding for the project (\$120,000) for the first 2 years.
- The contract was subsequently amended to extend the duration and add budget to continue the research.
- The current request would support an additional 5 years of data collection and site surveys, on-going refinement of the methodology, and support development of a habitat suitability model for future kelp restoration efforts.

# Urban Kelp Research Project

## Objective:

Understand the conditions that foster healthy kelp beds along Elliott Bay shorelines.

## Port of Seattle and Seattle Aquarium Collaborate to Restore Kelp Forests in Elliott Bay

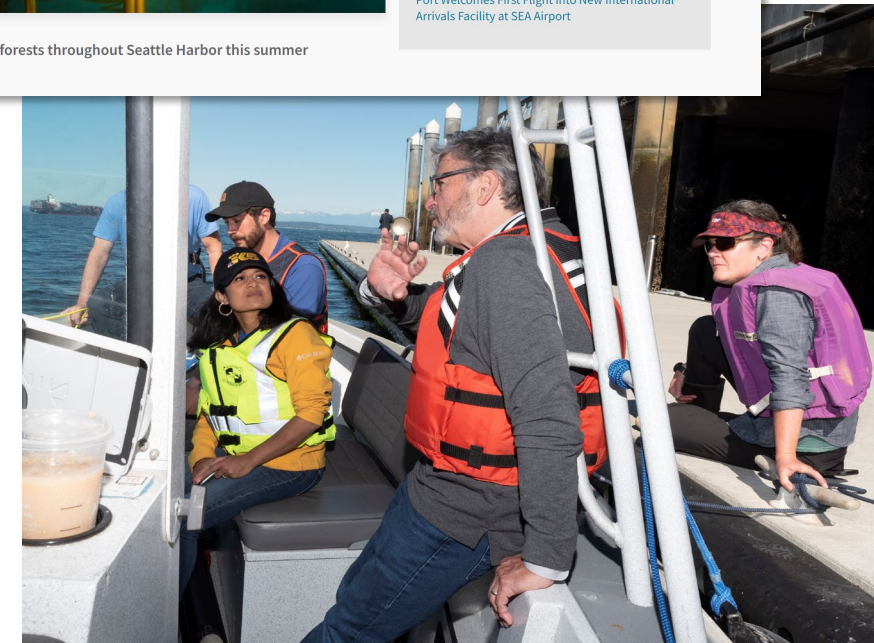


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- [Maritime Cargo Comings and Goings 2021](#)
- [Community Expertise Improves Fish Advisory Signs](#)
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- [Bags First for International Arrivals at SEA](#)
- [Puget Sound Maritime Businesses Lead the Fight against Climate Change](#)
- [Celebrating Industry and Community-Led Change on Earth Day](#)
- [Port Kicks Off 2022 Cruise Season this Saturday](#)
- [Port Commission Returns to In-Person Meetings with Remote Access Options for the Public](#)
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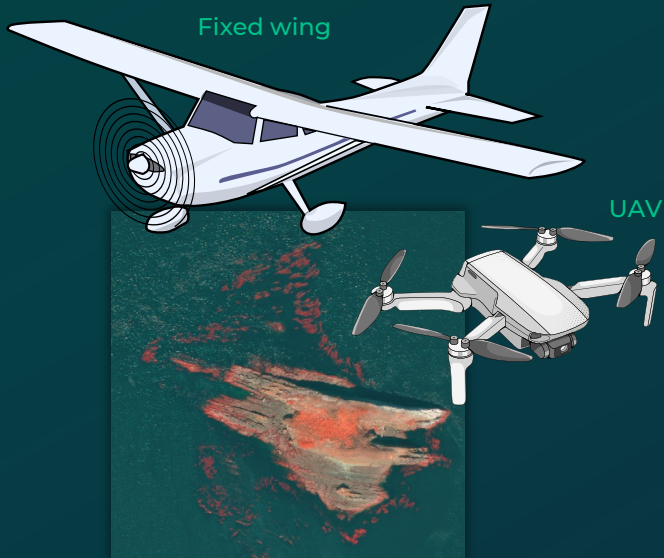
Project will study and map urban kelp forests throughout Seattle Harbor this summer

April 26, 2022

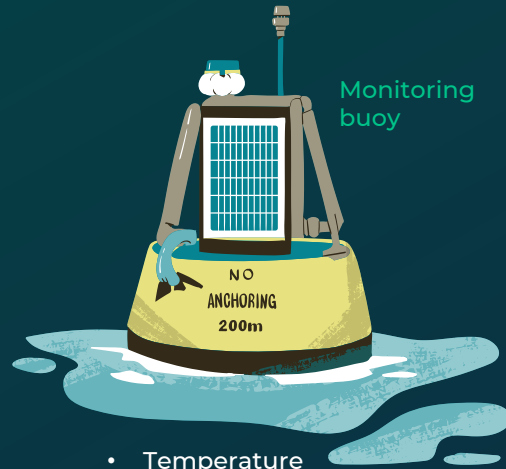


# Ripple effects of Port-supported research

WA Dept. of Natural Resources

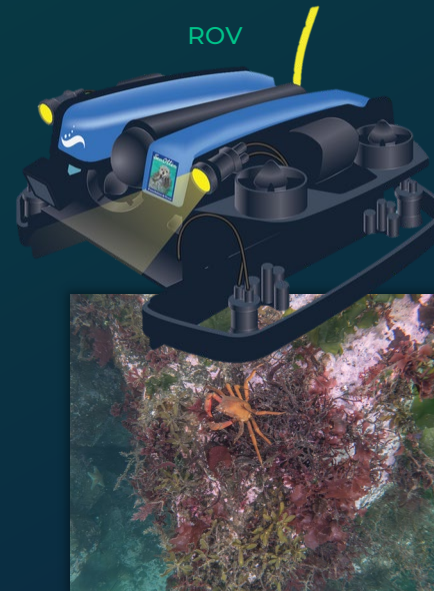


Puget Sound Research Fund

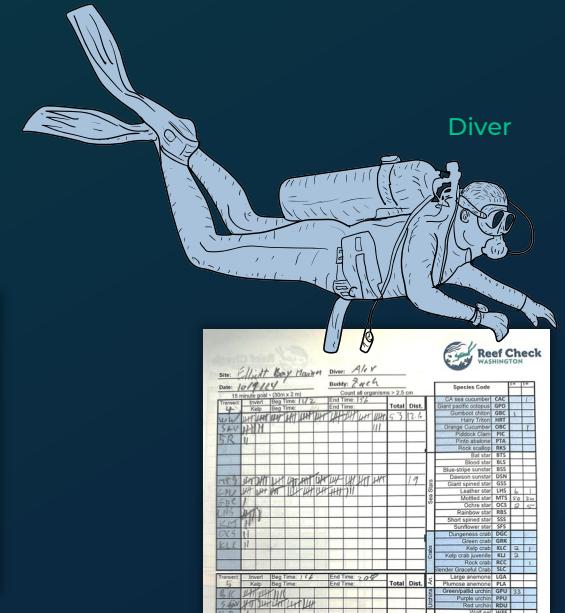


- Temperature
- Conductivity
- Dissolved oxygen
- pH
- Photosynthetically active radiation (PAR)

Seattle Aquarium



Reef Check





# Commission Exemption

Competing this service is not reasonable or cost effective due to the following:

- Seattle Aquarium provides a unique combination of services including development and implementation of a bull kelp monitoring program in Elliott Bay utilizing underwater ROVs; training and validating AI models; development of a habitat suitability model; and extensive outreach and engagement opportunities.
- The research and engagement program is aligned with Port of Seattle goals as well as statewide and regional kelp initiatives.

# Request

1. Authorization for the Executive Director to sign a 5-year, \$325,000 service agreement with the Seattle Aquarium Society to continue research on urban kelp.
2. Staff is also requesting that the Commission exempt the service agreement from competitive process requirements consistent with RCW 53.19.020(5)

Sponsors: Commissioner Hasegawa  
Commissioner Calkins

## **ORDER NO. 2026-04**

### **AN ORDER OF THE PORT OF SEATTLE COMMISSION**

...to direct the Executive Director to explore a program to facilitate secure area access for union business representatives that represent workers at Seattle-Tacoma International Airport.

### **PROPOSED**

**April 28, 2026**

### **INTRODUCTION**

In May 2025, the Port Commission adopted Order No. 2025-07, directing the Executive Director to conduct the necessary legal, operational, and security analysis regarding Port-issued SIDA access badges for union representatives, and to return to the Commission with recommendations. On December 12, 2025, the Executive Director provided a report responding to that Order, which outlined regulatory constraints, stakeholder feedback, and operational considerations.

The Executive Director's report recommended maintaining current practices of escorted access and employer-sponsored badges, while acknowledging the interest of labor unions in effectively representing their members. The report noted that the Port had requested input from the Transportation Security Administration (TSA) on whether such access would be granted and the TSA provided a written response stating that such access was not an operational need under federal regulations and as such would decline a proposal for Port-sponsored SIDA badges for union representatives.

Following the report, the Commission convened with labor stakeholders and Port staff to discuss the needs expressed by labor and the needs of the Port to maintain security and operational continuity. These discussions identified several potential mechanisms, including a sterile access program comparable to the existing SEA Visitor Pass Program.

This Order directs the Executive Director to explore a program that facilitates temporary and limited access for a defined group of union business representatives to meet with the employees they represent while ensuring compliance with applicable federal, state, and local regulations.

## TEXT OF THE ORDER

The Port Commission hereby directs the Executive Director to explore a program to facilitate access to the sterile area for union business representatives that represent workers at SEA. In carrying out this directive, the Executive Director shall:

### **1. Explore Alternative Access Mechanisms:**

Evaluate the feasibility of multiple approaches to facilitate sterile area access for union business representatives, including but not limited to:

- a. A sterile access program comparable to the SEA Visitor Pass Program, with parameters tailored for union business representatives;
- b. Expansion or enhancement of the existing employer-sponsored badge program; and
- c. Other mechanisms identified through stakeholder engagement or TSA dialogue.

### **2. Establish Program Parameters:**

Any program developed shall incorporate the following parameters:

- d. Eligibility limited to a defined group of union business representatives that currently represent workers employed in the sterile area, with the limited number of eligible representatives determined in consultation with labor stakeholders;
- e. Access purposes limited to administering collective bargaining agreements, meeting with employees they represent, and observing working conditions of employees they represent within areas accessible to the public: Any program will explicitly prohibit organizing activities, which remain subject to existing Airport Rules and Regulations governing First Amendment activities;
- f. Appropriate security screening and background check requirements consistent with TSA regulations;
- g. Training requirements for participating union representatives on airport security protocols and operational procedures; and
- h. Clear terms of use and enforcement mechanisms, including provisions for revocation and termination of the program
- i. This program shall be piloted for 180 days from implementation date, pending Executive Director review and consultation with participating union representatives and other relevant stakeholders. Based on that review, the Executive Director shall make a recommendation to the Commission regarding the extension of the pilot program or program adoption.

### **3. Report to the Commission:**

Provide a written report and briefing to the Port Commission no later than June 1, 2026, including stakeholder feedback, recommended program design, implementation timeline, and any required policy changes for Commission review and consideration.

## **STATEMENT IN SUPPORT OF THE ORDER**

Seattle-Tacoma International Airport helps nearly 53 million passengers get safely to and from their destinations every year. That level of service is made possible by over 22,000 workers employed by more than 100 employers. Many of these workers are represented by labor unions whose functions include administering collective bargaining agreements, supporting represented employees, addressing grievances, enforcing workplace rights, and ensuring compliance with labor agreements.

The Commission has heard from union representatives that current access mechanisms – primarily escorted visits and employer-sponsored badges – present challenges to access to their members. These representatives have said these escorted visits require workers to step away from their duties, may raise concerns about management observation, and can be logistically difficult to arrange. While two employers currently sponsor badges for union representatives, this practice is not uniformly available across all unions representing SEA workers.

Union representatives have expressed an interest for a defined group of union business representatives to have periodic access to the secure side of the airport. Such access would enable these representatives to maintain institutional knowledge, build relationships with employees that they represent, observe working conditions of employees that they represent, and provide timely support to employees that they represent. This is distinct from organizing activities, which the Commission acknowledges are appropriately limited to public areas on the public side of the airport in designated areas under existing Airport Rules and Regulations.

The Port has a strong history of supporting workers and partnering with organized labor. The Commission's investments in SEA workforce programs – including the Childcare Navigator program, transit benefits, and healthcare study – reflect this commitment. Exploring mechanisms to facilitate effective union representation is consistent with these values and supports the Commission's goal of ensuring that SEA remains a place where workers can thrive.

This Order directs the Executive Director to build on the work completed under Order No. 2025-07 by exploring concrete program options, engaging stakeholders, and returning to the Commission with recommendations. The Commission recognizes that any program must comply with TSA regulations and operational requirements and looks forward to reviewing possible alternatives that serve the interests of workers, unions, employers, and the traveling public.



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 10b

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE:** April 28, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Nate Caminos, Director Government Relations  
Chris Wimsatt, Chief Financial Officer

**SUBJECT: City of Bellevue Grand Connection Tax Increment Area - Resolution**

**ACTION REQUESTED**

Request Commission adoption of Resolution No. 3848, thereby authorizing the Port’s participation in the City of Bellevue’s Grand Connection project tax increment area.

**EXECUTIVE SUMMARY**

During the April 14 Commission meeting, Port staff and representatives from the city of Bellevue briefed Commission regarding the ‘Bellevue Grand Connection I-405 Crossing’ project. As a reminder, the project consists of multiple builds and initiatives designed to improve the pedestrian experience through downtown Bellevue and to connect the downtown area to the Eastrail. However, this specific project is the largest and highest profile development.

To generate adequate capital resources for the project, the city is seeking to create a ‘tax increment area’ (TIA) encompassing major portions of downtown Bellevue. As described in more detail below, the process to enact and draw funding from a TIA will impact the Port’s tax base and in this specific instance requires that the Commission ‘opt in’ to participate in the TIA.

**FINANCIAL IMPLICATIONS**

The City of Bellevue project analysis considered three scenarios ranging from limited buildout to full build out and estimated that the portion of the Port’s tax revenue allocated to the projects would total \$1.41 to \$2.15 million over 25 years. The analysis relied on certain assumptions including the increase in assessed value within the increment area and the Port’s tax levy rate. Port staff reviewed the analysis and concluded that the assumptions used are not unreasonable, however the actual increment value and levy rate could vary significantly from this analysis.

Port Finance Staff concern for financial impacts has been mitigated by the acknowledgement that potential for investments catalyzed by the TIA will not necessarily be confined to the borders of the TIA, and growth in value outside the borders can be expected to be accretive to Port Tax Levy revenues. The Port retains significant flexibility in the management of the Tax Levy to ensure

Meeting Date: April 28, 2026

its continued utility as a resource for the funding of capital needs, community programs, and environmental liabilities.

### **ADDITIONAL BACKGROUND**

#### **State law:**

- Prior to 2021, the State of Washington did not formally allow use of ‘tax increment financing’ tools by local governments. This was partially due to a longstanding interpretation of the State’s constitutional prohibition against use of public funds for private-sector benefit. Legislation passed in 2021 (codified under [RCW 39.114](#)) formally authorized local governments to establish ‘tax increment areas’ (TIAs) to fund certain public improvements. Additional legislation was passed in 2023 and 2024 providing technical revisions, a minor portion of the transportation revenue package passed in 2025 amended allowable thresholds, and comprehensive ‘TIF reform’ legislation was passed and signed into law this year. Relevant details from each piece of legislation are included below.
- TIAs are areas where regular property taxes are apportioned to pay for public improvement costs to the area. Any local government (including cities, towns, counties, ports, or any combination thereof) may designate up to two TIAs and use the resulting tax revenues to pay for public improvement costs. To do so, local governments must adopt an ordinance designating a specific increment area within its boundaries and specify the public improvements that are going to be financed with the use of related revenues.
- Prior to adoption, the sponsoring jurisdiction must complete a project analysis. State law includes various requirements regarding information that must be included in that analysis, including:
  - Description of anticipated development with the area, and comparisons of growth with TIF-funded improvements and without;
  - Description of public improvements, estimated costs, estimated amount of bonds/other obligations to be issued to fund the public improvements and repaid with tax revenues;
  - County assessor certified value of real property within the increment area, as well as an estimate of the increment value and tax revenues to be generated from the growth;
  - Estimate of job creation, resulting from the public improvements and private development.
  - Assessment of impacts to (amongst other things) other taxing jurisdictions.
- Sponsoring local governments must make the finding that the TIA is necessary to achieve anticipated development in the area. This is often referred to as the ‘but/for analysis’.
- Various restrictions and requirements apply to TIAs. The following are relevant to the city of Bellevue’s project:
  - An increment area may not cover the entirety of the local government’s boundaries.
  - Generally, at the time an ordinance creating a TIA is passed the assessed value of property within that area cannot exceed \$200 million, or more than 20% of the local

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government's total assessed valued, whichever is less. However, this project has unique authorization under state law to exceed that \$200 million threshold up to \$500 million.

- This ordinance enacting this project's TIA must be adopted by June 30, 2026.
- The governing body of each taxing district located within this project's TIA must approve, by majority vote, full or partial participation in the project. If not approved, the taxing district's portion of regular property taxes will not be apportioned to the city.
- A local government may not have more than two active increment areas and those areas cannot overlap.
- The ordinance must set an expiration date for the TIA, and the area may exist for a maximum of 25 years following the first year that taxes are apportioned from the area.
- Increment areas must take effect on June 1 following the adoption of the ordinance.
- Additional public improvements cannot be added to the project after adoption of the ordinance, but the sponsor jurisdiction may expand, alter, or add to the existing public improvements if doing so is necessary to complete the originally approved improvements.
- The enacting ordinance must set a deadline for when construction begins, which must be at least five years in the future, and may be extended for cause.
- Prior to adopting an ordinance authorizing a TIA, the city must follow a lengthy process involving multiple public briefings, provide the project analysis to impacted taxing districts at least 90 days prior to adoption, submit information to the State Treasurer's office, and publish notice in several places.
- The creation of an increment area will have an impact on county assessor's levy calculations. The levy limit will be increased based on the increase in assessed value within the increment area, similar to how an increase in state assessed utility value is added to a district's levy limit. However, the revenue increase based on the increase in assessed value within the increment area is not carried forward as part of the district's highest lawful levy.
  - For this project, levy limitations will not be impacted for taxing districts that do not approve its full or partial participation in an increment area.
- Property taxes to be apportioned as part of a TIA include most property tax levies subject to the Constitutional 1% and \$5.90 aggregate limits. Taxes levied by port districts or public utility districts specifically for the purpose of making payment on bonds (interest and principal on general obligation debt) are excluded from apportionment.
- Each taxing district will receive the portion of its regular property taxes produced by the rate of tax levied by the taxing district based on the tax allocation base value of real property located in the increment area for taxes imposed in the year that the area was first designated.
- Relevant sections HB 2451 (2026)
  - Ensures that active TIAs created by different taxing authorities do not overlap.
  - Clarifies further that a TIA may only exist for a maximum of 25 years, and that it may cease earlier if public improvements are paid off.
  - Ensures that construction on improvements must begin within 5 years of an ordinance passing.
  - Strengthens the 'but/for' analysis.

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- Analysis must include possible funding sources.
- Assessment of impacts must be done in consultation with each taxing district and include estimate of revenue impacts, tax allocation, levy rate adjustments, etc.
- Requires Treasurer’s office to take comments from impacted taxing jurisdictions when filed and provide comment.
- Requires sponsoring jurisdictions to provide annual reports.
- Clarifies that apportionment shall never interfere with the calculation and implementation of a taxing district’s highest allowable levy.

**Local Government Relations:**

- Port staff became aware of Bellevue’s desire to pursue an expanded TIF capability during the middle of the 2025 legislative session.
- Over the past year, Port staff and City of Bellevue staff have been working closely to understand the details of the project and impacts of the TIF district.
- Several members of the Bellevue City Council have engaged with both Port staff and Commissioners requesting support for the project.
- It is recognized that the Port of Seattle has made a significant investment in Eastrail and this project is an important piece of connecting the downtown Bellevue core to the multimodal trail.
- The Grand Connection creates a connection to a currently underutilized area (Wilburton), allowing for upzoning to create much needed housing and new commercial space.
- Consensus among the Government Relations team is to recommend supporting the TIF, noting that the financial impacts to the Port are low, and it is a positive way to support a key city in East King County that brings significant economic impact to our region.
- The feedback from other TIF area jurisdictions has so far been positive and we anticipate other affected entities to be supportive.

**ATTACHMENTS TO THIS REQUEST**

- (1) Draft Resolution No. 3848

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

April 14, 2026 – The Commission was briefed by Port staff and leadership from the City of Bellevue on the Grand Connection project and the tax increment area’s impact to the Port.

**PORT OF SEATTLE  
RESOLUTION NO. 3848**

**A RESOLUTION** of the Port Commission of the Port of Seattle approving the Port's participation in the city of Bellevue's tax increment area, as authorized under RCW 39.114.020.

**WHEREAS**, RCW 39.114 generally authorizes local governments throughout the State of Washington to enact tax increment areas to apportion and utilize property taxes from other taxing jurisdictions to finance necessary public improvements in our communities; and

**WHEREAS**, RCW 39.114.020(1)(c)(ii) authorizes the city of Bellevue to enact an increment area up to \$500,000,000 in combined assessed valuation if that area is connected to Interstate 405 and the transportation-related public improvements that will be funded enhance the integration and connection of neighborhoods within and adjacent to the increment area, Bellevue enacts an ordinance designating the increment area no later than June 30, 2026; and

**WHEREAS**, the governing body of any taxing district within the increment area may approve by a majority vote, and according to the governing body's ordinance and publication procedures, the taxing district's partial, full, or non- participation in the tax increment project; and

**WHEREAS**, analysis performed by the city of Bellevue pursuant to RCW 39.114.020(2) indicates that the enactment of a tax increment area and the Port's participation in that increment area are necessary to produce private development projected to occur in the area; and

**WHEREAS**, the Port Commission has carefully reviewed and considered the city's tax increment area analysis and the Grand Connection project in its totality; and

**WHEREAS**, the Port Commission concurs with the City of Bellevue's analysis that the Grand Connection will bring significant economic impact to the area, will reduce regional greenhouse gas emissions by connecting the downtown core of Bellevue to a broader multimodal network, and will create much-needed housing and commercial real estate; and

**WHEREAS**, the Port Commission made a significant investment in Eastrail two decades ago, continue to support its success, and recognize that the Grand Connection project represents a significant opportunity to link a growing downtown employment center with a regional, multimodal corridor that the Port helped bring to life.

**NOW, THEREFORE, BE IT RESOLVED** by the Port Commission of the Port of Seattle that the Port commits to full participation in the City of Bellevue tax increment area for the Grand Connection Crossing.

**ADOPTED** by the Port Commission of the Port of Seattle at a duly noticed meeting held this 28th day of April, 2026, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

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Port Commission



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 10c

**ACTION ITEM**

**Date of Meeting** April 28, 2026

**DATE :** March 23, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Jessica Carlson, Sr. Real Estate Manager  
Rod Jackson, Capital Project Manager  
Jennifer Maietta, Director, Portfolio and Asset Management

**SUBJECT: FT C-15 Building Improvements (CIP# C801096) Construction Funding Authorization Request**

<b>Amount of this request:</b>	\$16,467,000
<b>Previously Authorized:</b>	\$800,000
<b>Total estimated project cost:</b>	\$17,267,000

**ACTION REQUESTED**

Request Commission authorization for the Executive Director to approve funding to advertise and execute a major public works construction contract for the completion of the Fishermen’s Terminal (FT) C-15 Building Improvements Project. This request is in the amount of \$16,467,000 for a total estimated project cost of \$17,267,000.

**EXECUTIVE SUMMARY**

This project will extend the service life of the existing Fishermen’s Center Building (C-15 Building) envelope and roofing systems via repair and installation of a new rooftop overlay and solar panels. The project is currently in the 90% stage of completion and awaiting permits and comment input from the city.

A Tier 2 under the Sustainable Evaluation Framework Policy Directive, the project was presented to the SEAC Committee on May 31, 2024, and is furthering the Division environmental goals in areas such as Energy/Emissions Reduction, Stormwater, Materials, Waste and Equity. The project team has incorporated various design features to minimize impacts on the environment and will implement construction best-management practices.

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### **JUSTIFICATION**

The C-15 building, also known as The Fishermen’s Center Building, is the main building complex visitors see when they enter Fishermen’s Terminal. The C-15 Building, a 59,998 square foot building, has been home to many small businesses over the years and is currently home to Chinooks Restaurant, Seattle Fishermen’s Memorial, Qingdao Eagle Memorial Garden, Barber Shop, Bay Cafe and Deli, Business Center, Seafood Market and walk up, and the new Pidgin Cooperative Restaurant. The C-15 Building was built in 1995 and is now thirty-one years old. This upgrade is to address miscellaneous problems and rectify deficiencies identified with the roof, roof top vents, windows, cladding, tower structure and mechanical well, which are all original to the facility. These various elements of the building structure will reach the end of their useful life within 4 to 5 years if these improvements are not completed. Additionally, the C-15 building in its current condition would not comply with State and City building energy standards.

The C-15 Building Improvement Project scope includes items that were recommended through the Building Energy Assessment completed in Q3 2025. The purpose of the study is to ensure meeting energy codes and avoid regulatory penalties, optimize systems, lower operational costs, reduce the carbon footprint, and identify Sustainable Evaluation Framework opportunities. Additionally, the roof repair project that was separately scheduled has been combined with this project. This results in cost savings by combining the rooftop solar portion with a roof overlay in lieu of full replacement, addressing the roof’s critical condition sooner than later.

The project scope was developed to address compliance with the State requirement for the Washington State Clean Buildings Performance Standard for compliance in 2028 and the City of Seattle’s Building Tune-Up Program for buildings greater than 50,000 square feet. The scope will also address the Seattle Building Emission Performance Standard with a reporting deadline in 2028.

The Project supports all four of the Port’s Century Agenda objectives under the following strategies:

1. Position the Puget Sound region as a premier international logistics hub.
2. Advance this region as a leading tourism destination and business gateway.
3. Advance this region as a leading tourism destination and business gateway.
4. Use the Port’s influence as an institution to promote women and minority business enterprise (WMBE) growth, small business growth, and workforce development.
5. Be the greenest, and most energy-efficient port in North America.

Further, the project supports the following additional imperatives:

- a. Protect Existing Assets - Ensure that it maintains its watertight integrity.
- b. Reduce Unplanned Maintenance Costs - Mitigate future costs related to roof leaks, including rot, mold, and corrosion.

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- c. Mitigate Impacts to Existing Business Operations - Schedule coordinated with MinC construction closeout, FT Entry & Exit Paving along with scheduled business events.
- d. Employ Sustainable Means and Methods - Incorporate environmentally sustainable practices during construction where practical.
- e. Comply with City and State Building Regulations – Reduce energy consumption to facilitate compliance with City of Seattle Building Emissions Performance Standard and Washington State Clean Building Performance Standard.

### ***Diversity in Contracting***

Project staff along with the Diversity in Contracting Division have established a woman and minority business enterprise (WMBE) aspirational goal of 18% for the construction portion of the project and is now ready to move forward.

### **DETAILS**

The project team will:

- Facilitate small business opportunities by managing this capital scope in one single cohesive process.
- Mitigate construction-driven business risk impacts by implementing project risk management and phasing plans.
- Complete the project safely on schedule and on budget.
- Work with the contractor to create appropriate signage advising the public of access detours during construction.

### ***Scope of Work***

The scope of work for the Project includes the following:

- (1) Windows, insulation, siding, perimeter building LED lighting, plaza LED lighting, new energy-efficient rooftop overlay and cladding system replacements, roof-top solar, gutters, picnic tables, three (3) neon rope art locations and various components that will improve the aesthetics and comfort while extending the life of the facility.
- (2) This project will use environmentally sustainable components and methods as appropriate, such as idling control measures, waste minimization, and selecting materials with limited toxicity and greenhouse gas emissions.

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**Schedule**

*Activity*

Commission construction authorization	April 28th 2026
Construction start (Depending on Permit receipt)	2026 Quarter 4 or 2027 Quarter 1
In-use date	2027 Quarter 4

**Cost Breakdown**

	This Request	Total Project
Design	\$0	\$800,000
Construction	\$16,467,000	\$16,467,000
Total	\$17,267,000	\$17,267,000

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1** –Do nothing, Maintain Status Quo. With this alternative, the existing facility will exceed the limit of its service life and adversely affect the use of the C-15 Building assets.

Maintain the current state and delay upgrades to the roofs. Maintenance costs for the roof leaks, gutter repairs, ceiling tile repair and replacement including various envelope leaks that totaled \$6.9K annually (averaged over 12 months) will continue. Delay roof replacement project to future date.

Cost Implications: \$6.9K per year, plus \$4.77 million plus escalation for roof replacement.

Pros:

- (1) Saves Port funding.
- (2) Allows port to reallocate capital investment dollars.

Cons:

- (1) Does not advance efforts to achieve Century Agenda goals.
- (2) Not be in compliance with State and City building energy performance standards by 2028 which could result in penalties.
- (3) Increases the chances that water infiltration will disrupt tenant activities and damage the interior of the facility causing expensive repairs.
- (4) Increase of probable construction costs in the future while emergency repair costs continue to increase.
- (5) The cost of a future roofing project in the event of roof failure would be the full cost of replacement (\$4.77 million) plus escalation and the cumulative ongoing expense costs. Risk of additional costs for loss of usable tenant space due to emergency repairs.
- (6) Safety of the tenant could be compromised due to the slip hazard to tenant and employees.
- (7) Indefinite deferral could also lead to the risk of catastrophic failure.
- (8) Maintenance costs will continue.

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This is not the recommended alternative.

**Alternative 2** – Complete all miscellaneous improvements including roof improvements at the C-15 Building before elements are at the end of its service life. This is consistent with the Port’s business strategy to “Advance this region as a leading tourism destination and business gateway” and includes all recommended elements identified in the Sustainable Evaluation Framework.

Cost Implications: \$17.26M

Pros:

- (1) Advances Century Agenda goals
- (2) Meet State and City energy standards and reporting requirements due in 2028, reducing risk of penalties
- (3) Upgrade and replace project envelope elements on the existing envelope systems with applications that have a 30-year life or more and be more energy efficient.
- (4) These systems will protect our assets and have a 30-year life span or more and serve the Port and the tenants well.
- (5) Repairing and replacing envelope elements and installing roof photovoltaics will provide the lowest lifecycle cost.
- (6) Helps ensure a stronger positive tenant experience and avoids potential safety hazards.
- (7) Provides protection of Port assets.
- (8) This project would provide for a warrantied system that will minimize the cost of repairs going forward for the foreseeable life of the building.
- (9) Design Bid Build delivery process is best to allow the Port to design the contract with the lowest Bid price.

Cons:

- (1) This alternative uses \$17.16 million of capital funds that might otherwise be made available for other uses on other projects.
- (2) Longer delivery schedule may be needed to work around other facility schedules.

***This is the recommended alternative.***

**FINANCIAL IMPLICATIONS**

<b><i>Cost Estimate/Authorization Summary</i></b>	Capital	Expense	Total
<b>COST ESTIMATE</b>			
Original estimate	\$16,387,000	\$0	\$16,387,000
Revised estimate	\$17,267,000	\$0	\$17,267,000
<b>AUTHORIZATION</b>			
Previous authorizations	\$800,000	\$0	\$800,000
Current request for authorization	\$16,467,000	\$0	\$16,467,000
Total authorizations, including this request	\$17,267,000	\$0	\$17,267,000

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***Annual Budget Status and Source of Funds***

This project C801096 FT C15 Building Improvements was included in the 2026 Capital Plan with a total cost of \$16,647,000. The additional cost of the project will be covered by the Maritime Reserve.

This project will be funded by the Tax Levy.

***Financial Analysis and Summary***

Project cost for analysis	\$17,267,000
Business Unit (BU)	Portfolio Management
Effect on business performance (NOI after depreciation)	The project will preserve approximately \$1.3 million of annual revenue. Annual depreciation will increase by approximately \$576K based on estimated 30-year service life, thereby reducing the NOI by the same amount.
IRR/NPV (if relevant)	No incremental revenue. The NPV is the present value of the project cost.
CPE Impact	N/A

***Future Revenues and Expenses (Total cost of ownership)***

This replacement project will provide protection of Port assets and extend the useful life of the C-15 Building and roof. Maintaining existing assets will preserve the economic vitality of our operations and serve the Port, tenants, and customers well.

**ATTACHMENTS TO THIS REQUEST**

- (1) Presentation slides

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

July 23, 2024 – The Commission authorized Design Funding of \$800,000 for Fishermen’s Terminal Building C-15 Improvements (CIP# C801096). At that time, the total estimated cost was \$16,387,000.

# FT C-15 Building Improvements Commission Construction Funding Request

PN: N10301, CIP: 801096

April 28, 2026

Rod Jackson/ Jessica Carlson



# Overview

- Project Information
- Project Scope
- SEF (Sustainable Evaluation Framework)
- Cone of Certainty
- Schedule



# Project Information

## **C15 is the centerpiece of Fishermen's Terminal and includes:**

- A waterfront plaza, Port of Seattle offices, tenant office space, restaurants, and stores. The multi-use building is operational 7 days a week.

## **Project details:**

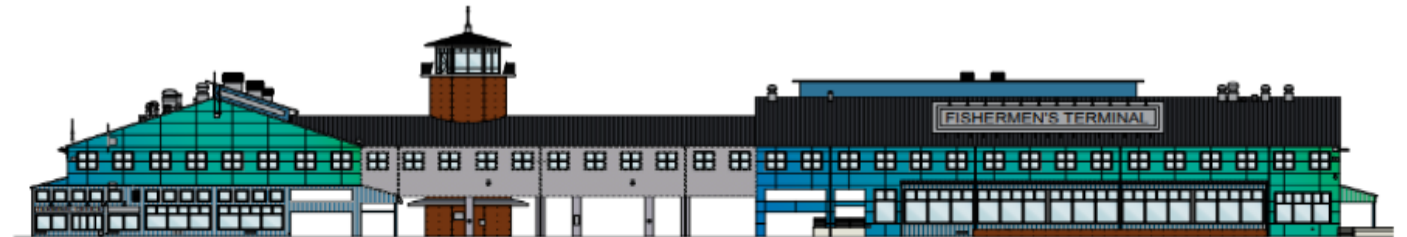
- Sponsors: Jennifer Maietta, Director RE Asset Management and Jessica Carlson Senior Real Estate Manager
- **Current Estimated Project Cost: \$17,267,000**
- **Current Estimated Construction Cost: \$16,467,000**
- **Previously Requested Authorization: \$800,000** for Seed money and Design

## **TODAY'S REQUEST:**

- Request Commission authorization for the Executive Director to approve funding to advertise and execute a major public works construction contract for the completion of the Fishermen's Terminal (FT) C-15 Building Improvements Project. This request is in the amount of \$16,467,000 for a total estimated project cost of \$17,267,000.

# Project Scope

- Roof overlay and insulation
- Gutters, rooftop vents
- Solar panels
- Cladding and insulation
- Update storefront doors and thresholds
- Triple pane windows
- Tower structure repairs
- Removable mechanical well roofs
- Art – Mary Coss – Neon Rope
- RGB LED and plaza lighting
- Bike lockers, community board, and picnic tables
- Biofiltration planters and oyster barrels.
- Compliance with State and City building energy codes.



NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

Architectural Rendering of C-15 with Solar Panels and New Facade

# Sustainable Evaluation Framework

- **Building Energy**

- Rooftop solar
  - 10-20% of building energy use
  - ROI 10 years
  - Lifetime Carbon Reduced: 96 tCO<sub>2</sub>e
  - 170,000 kWh produced annually
- Cladding, insulation, LED lighting, triple pane windows, exterior sunshades
  - 46% building energy use reduction
  - ROI: 40 years
  - Lifetime Carbon Reduced: 955 tCO<sub>2</sub>e

## **Waste**

Salvage windows and metal siding (11.5 tons)

## **Stormwater**

Install above-code stormwater treatment on downspouts

## **Materials**

Procure select red list free materials

## **Equity**

Improve plaza lighting

Keyless bike lockers

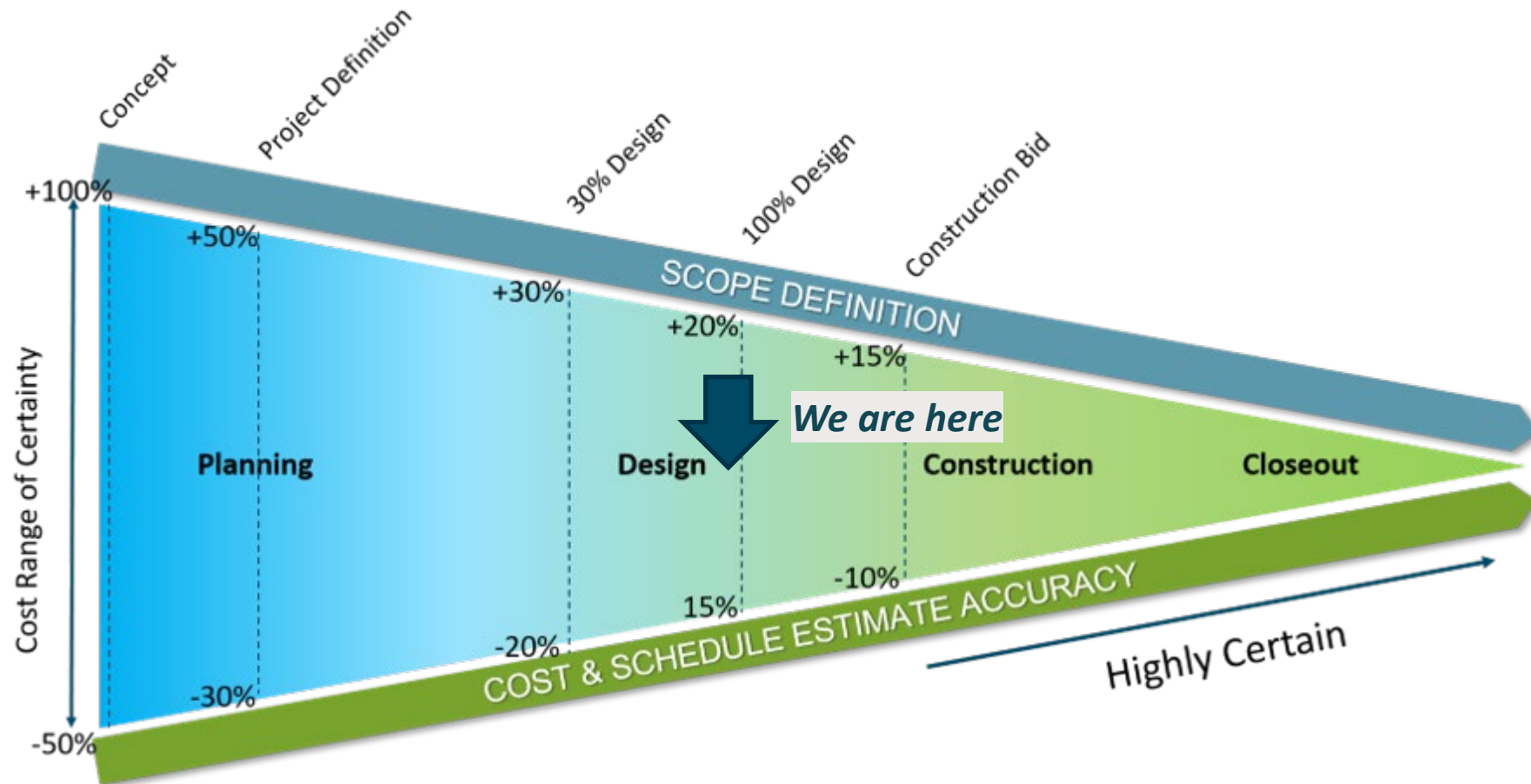
Community board

Picnic tables

Update doors and thresholds for accessibility

**Note:** Estimates are all rough-order-magnitude based on preliminary pre-design assumptions

# Cone of Certainty



# Preliminary Schedule

Commission Authorization - Construction	April 28, 2025
Notice to Proceed	2026 Quarter 4 or 2027 Quarter 1
In-use date	2027 Quarter 4

# Questions?



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 11a

**BRIEFING ITEM**

**Date of Meeting** April 28, 2026

**DATE:** April 20, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Eileen Francisco, Director, Aviation Project Management Group  
Keri Stephens, Director, Aviation Facilities and Capital Programs  
Laurel Dunphy, Director, Aviation Operations

**SUBJECT: S Concourse Evolution Program Update**

**EXECUTIVE SUMMARY**

The S Concourse Evolution (SCE) project at Seattle-Tacoma International Airport (SEA) is part of Upgrade SEA program. This project will extend the life of the S Concourse by upgrading structural, seismic, and building systems to meet modern standards while enhancing customer experience. A multi-phased construction approach, along with facilitating projects, mitigates operational impacts by offsetting lost gate and holdroom capacity through short-term improvements at multiple SEA locations.

The SCE Project is a critical infrastructure renewal effort at SEA, addressing the 53-year-old facility's seismic, structural, and code compliance needs while enhancing the passenger experience. This project is essential to maintaining SEA's operational efficiency and ensuring the concourse meets current safety and service standards. The SCE project will renew this important regional facility through two main objectives:

- Extend the useful life and bring the facility up to current code including structural and seismic upgrades
- Re-purpose space left vacant by services relocated to the International Arrivals Facility (IAF) and enhance the passenger experience by increasing amenities, expanding airport dining and retail (ADR) opportunities, and elevating the level of service.

This project does not increase the number of gates or increase the overall capacity at SEA but focuses on sustaining and enhancing existing infrastructure to meet long-term operational demands.

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## **PROJECT UPDATE**

### ***Scope/Schedule/Budget Status***

The SCE program consists of the main project (base building) and multiple facilitating and ancillary projects including: Gate D6 conversion, Cargo 3 area COBUS & Ground Support Equipment (GSE) staging, Cargo 6 hardstand, Cargo 7 hardstand, and the 188<sup>th</sup> St duct bank crossing.

The SCE base building is currently in design with a 90% design deliverable targeted in the 4<sup>th</sup> quarter of this year. There are also multiple early work packages that are in various stages of design and permit. These packages include such items as temporary facilities, long-lead procurement items, demolition, structure, regulated materials abatement, baggage handling system, and civil. The early packages will allow facilitation of the start of construction at the end of 2026.

Since the last briefing with Commission, considerable improvements have been made to the project schedule. The current schedule reflects a 7-year and 10-month construction duration with substantial completion in 4<sup>th</sup> quarter 2034. In comparison, at 30% design the project construction duration was 9 years and 4 months with a substantial completion of 1<sup>st</sup> quarter 2036.

With the 60% design deliverable received in 4<sup>th</sup> quarter 2025, a robust cost estimating effort was undertaken. The effort included independent cost estimates from the general contractor and a 3<sup>rd</sup> party estimator. After reconciliation, the budget for the program is approx. \$2.5B. The \$2.5B is a marked decrease for the 30% estimate which was between \$2.9B and \$3.3B. The new budget for the SCE program has now been established at \$2.5B.

### ***Program Next Steps***

As the project progresses into the procurement and construction phases, there will be multiple Commission actions required. The plan for Commission briefings and actions is based on the number of Maximum Allowable Construction Cost (MACC) packages and the actions required to support them. The current plan is project will have six (6) MACC packages with the first package being brought to Commission in August of 2026, shortly followed by the second package in September of 2026, and the third package in October of 2026. The latter three packages will each be in 2027, 2028, and 2029.

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The project will also provide program briefings throughout the duration of the project. The next Commission request for authorization will be on May 26, 2026. This will be for (1) increase authorized funding by \$38.6M to complete all pre-construction activities for S Concourse Evolution Program and (2) advertise and execute a construction contract for the 188<sup>th</sup> Street Duct Bank Crossing.

The 188<sup>th</sup> St Duct bank crossing is a project that will facilitate utilities connection for the base building. This project is currently at 90% design with anticipated construction beginning in third quarter of 2026.

The current areas of focus for the overall program includes completion of design on multiple packages, permitting and approvals, bid packages, and MACC packages as described above. The intent is to break ground and start construction by the end of this year.

The project also continues to pursue Federal grant funding, monitor risks, and coordinate closely with stakeholders on all aspects of the project.

### ***Sustainability Status***

The 30% Sustainable Design Approach (SDA) was presented to the SEAC Committee in March of 2025. Shortly after the presentation, final 30% supplemental SDA total cost of ownership (TCO) memos were issued. Subsequently, Airport Building Department (ABD) confirmed that the SCE project is considered an alteration + addition, an energy code memo was issued identifying compliance pathways for achieving C406 energy efficiency measures and C411 renewable energy requirements.

The 60% Sustainable Design Strategies (SDS) review was completed in January of 2026. Several items were identified requiring resolution prior to the 90% submittal in quarter 4 of 2026, in conjunction with the base building submittal.

The SCE project is pursuing the United State Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification (minimum) to support the Port's sustainability goals and initiatives. This program will complement what is being evaluated under the SEF.

### ***Accomplishments Over the Past Year***

As mentioned above there are numerous facilitating projects associated with the SCE program. Over the past year there has been significant progress on these projects with most of them completing this year. These projects were developed to provide additional aircraft capacity to offset gate closures at the S Concourse. Cargo 3 and Cargo 6 will be completed in May 2026. Gate D6 which added a contact position in the D Concourse will be completed in Fall 2026. These projects have also come in under budget with a total of \$7.3M savings which returns to the overall program budget.

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Additionally, as outlined above, the schedule and costs have been significantly reduced between the 30% and 60% design. This is due to the efforts of the project team and stakeholders, with Port leadership to reduce scope to the necessities while meeting the requirements of the project; including sizable value engineering efforts. These efforts allowed Port leadership to make a determination for the project to proceed forward in February of this year.

**ADDITIONAL BACKGROUND**

The S Concourse facility at SEA was opened in 1973 and is owned and operated by the Port. The facility depends on building systems that are well past their useful service life, and further development of the facility has been limited by the authorities having jurisdiction, owing to concerns stemming from current building code minimum requirements. The building systems and materials used in the original construction, due to their age and manufacture, are difficult to maintain. The facility also contains areas of encapsulated regulated materials, such as asbestos, complicating maintenance, renovation, and development. Since the S Concourse was constructed, passenger volumes and aircraft operations have increased dramatically, security regulations have expanded, passenger level of service expectations have evolved, and airlines and retailers have changed their marketing strategies.

**ATTACHMENTS TO THIS BRIEFING**

- (1) Presentation slides

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

October 28, 2025 – The Commission approved construction authorization for the Spot 99 Duct Bank installation.

May 27, 2025 – The Commission authorized an increase to funding, executed a professional services agreement, advertisement of construction contracts and special testing and inspection contracts, modification of a United Airlines lease and transferred scope and budget for the A6 Widebody Remediation.

May 13, 2025 – The Commission was briefed on S Concourse Evolution and informed of an upcoming funding request to advance design, scope additions, and construction.

May 14, 2024 – The Commission authorized to Prepare design and construction bid packages for S Concourse facilitating project, Procure long-lead items.

October 22, 2022 – The Commission authorized to procure a Designer, GC/CM, Project Management/Controls Support, and Commissioning Agent for SCE.

September 27, 2022 - The Commission was briefed on S Concourse Evolution and project status.

April 13, 2021 – The Commission was briefed on SSAT Renovation Renewal PDD.

Item No.	11a_supp
Date of Meeting	April 28, 2026

# S Concourse Evolution (SCE) Program Update



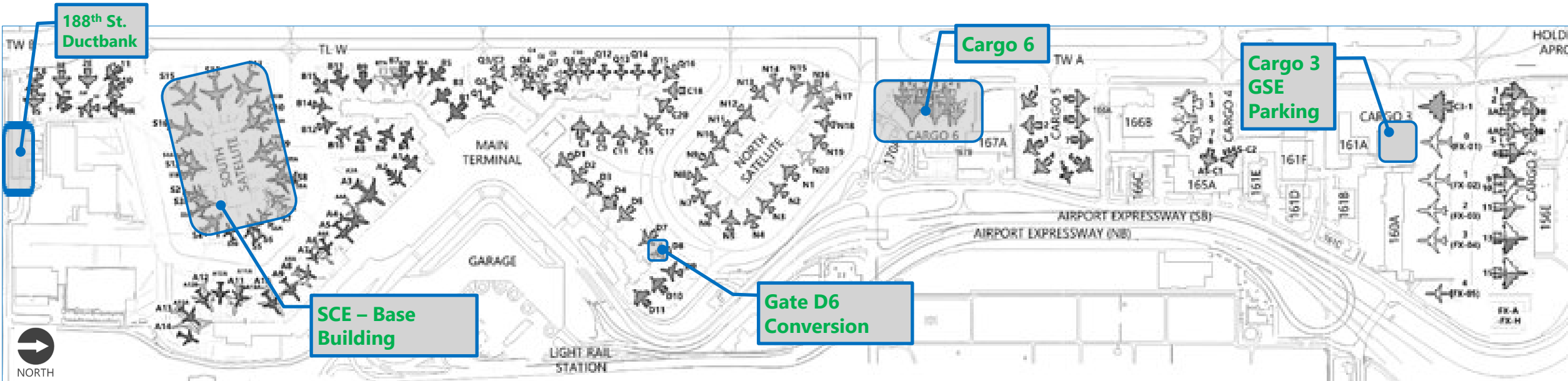
# Background

- The SCE Project is a critical infrastructure renewal effort at SEA, addressing the 53-year-old facility's seismic, structural, and code compliance needs while enhancing the passenger experience. SCE project will renew this important regional facility through two main objectives:
  - Extend the useful life and bring the facility up to current code including structural and seismic upgrades
  - Re-purpose space left vacant by services relocated to the International Arrivals Facility (IAF) and enhance the passenger experience by increasing amenities, expanding dining and retail (ADR) opportunities, and elevating the level of service.



# Facilitating Projects

- Convert existing parking area at Cargo 3 for GSE Storage
- Improve existing Cargo 6 location to allow for Passenger Operations
- Convert existing Gate D6 from a bussing gate back to a Passenger Loading Bridge
- Construct duct bank from Cargo 7 to Generator Yard and across 188<sup>th</sup> St to S Main Substation



# Facilitating Projects – Active Construction

## Cargo 3



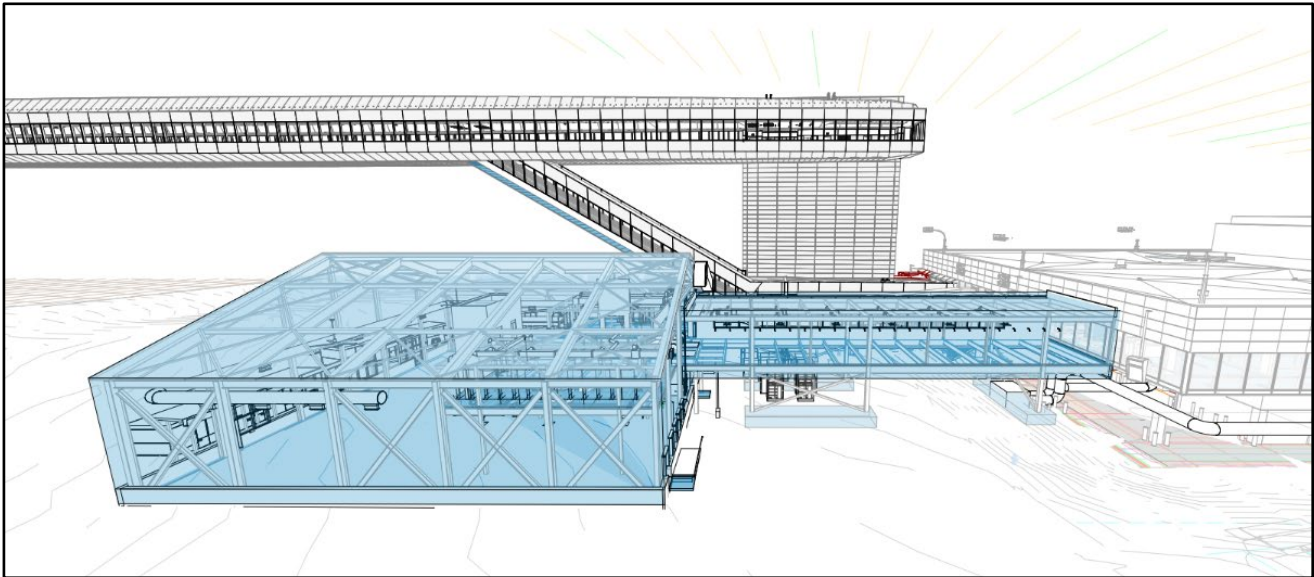
## Cargo 6



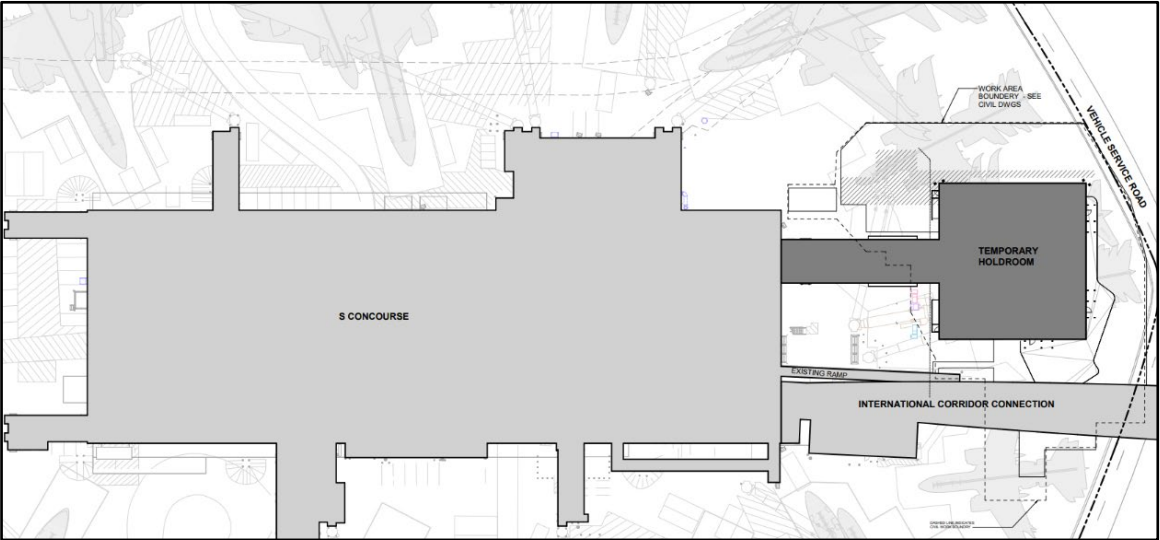
## Gate D6



# Supporting Project – Interim S Annex



*View looking South*



*Site Map*



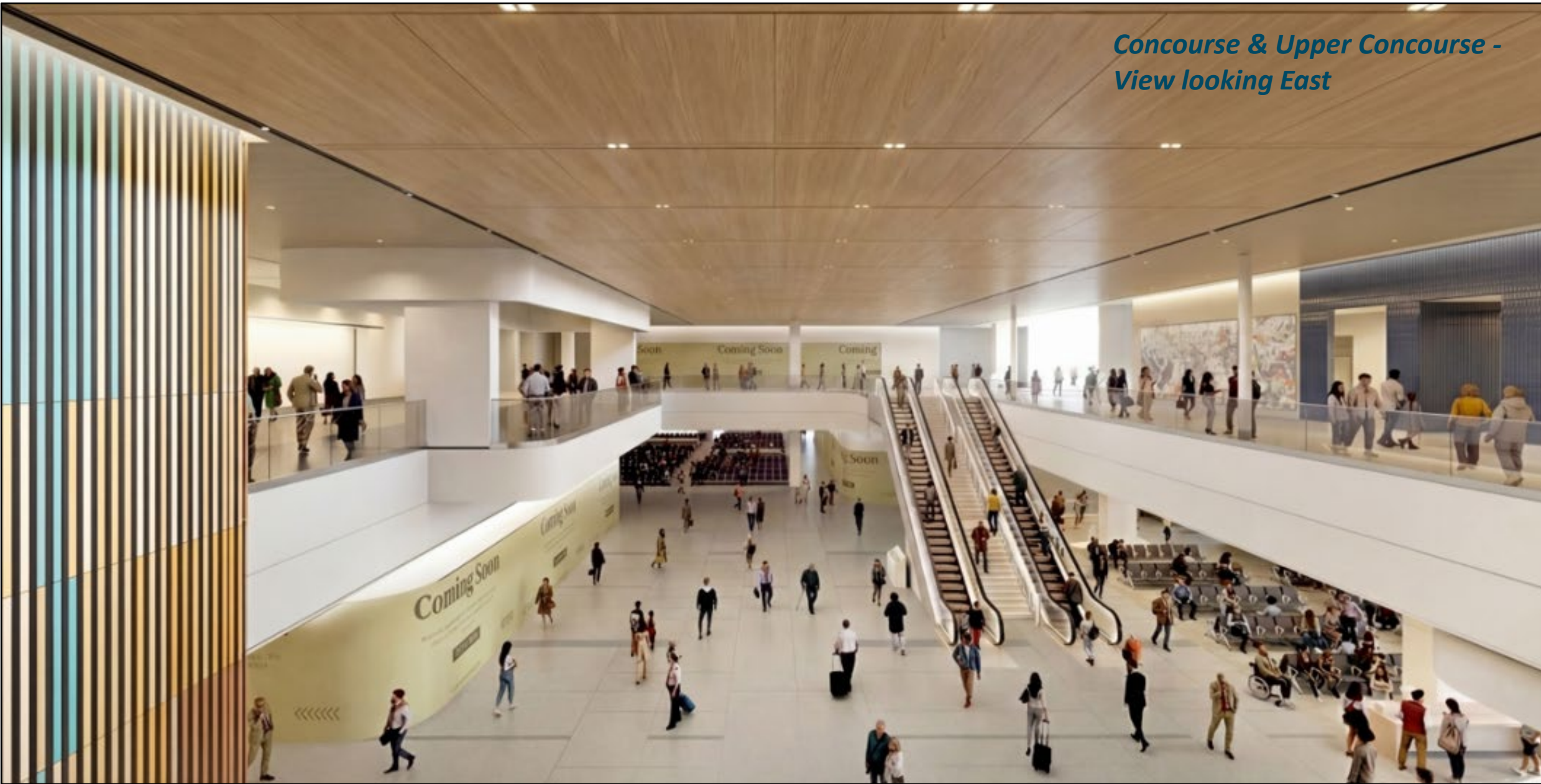
*Northeast Perspective*



*North Perspective*



*Concourse & Upper Concourse -  
View looking East*



*Circulation from STS Train level  
to Concourse*



*Concourse Holdroom*



# Sustainability Status

- 60% Sustainable Design Strategies (SDS) review has been completed
  - Tracking:
    - 12% reduction in annual energy consumption
    - 50% reduction in annual operational carbon emissions
    - 25% reduction in embodied carbon emissions
    - 23% reduction in annual potable water consumption
  - Equity inclusions:
    - Food donation center
    - Employee break room
- Pursuing the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification (minimum)

# Budget/Schedule Status

- Project schedule improved to 7 years and 10 months, with substantial completion 4Q 2034
  - Previous 30% schedule was 9 years and 4 months, with completion 1Q 2036
- Program budget established at ~\$2.5B
  - Reduced from 30% estimate range of \$2.9 - \$3.3B

# Next Steps

1

**APR 28, 2026**  
Briefing on Program

2

**MAY 26, 2026**  
ACTION:

- Design/PM/CM services through 2027
- Special Testing & Inspection funding
- Construction authorization for 188<sup>th</sup> St Ductbank (Landside)

3

**AUG 2026**  
ACTION:  
MACC Package 1 -  
Temporary Facilities: Load Dock, International Corridor, S5 Early Procurement VT & PEB, and other temp facilities

4

**SEP 2026**  
ACTION:  
MACC Package 2 -  
Early Works - Phase 1: Baggage, Demo, RMM, Civil, Sub/ Superstructure, Access Shaft, Main Elec Room

5

**OCT 2026**  
ACTION:  
MACC Package 3 -  
Early Procurement Pkg:  
Vertical Transportation, PLB, Long-lead Mech & Elec equip, Curtainwall System, S5 balance of work

Note: Action items subject to change

Questions?

Thank you!

**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 11b

**BRIEFING ITEM**

**Date of Meeting** April 28, 2026

**DATE:** March 30, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Stephanie Jones Stebbins, Managing Director, Maritime  
Linda Springmann, Director, Cruise Business & Elliott Bay Operations

**SUBJECT:** 2026 Cruise Season Overview

**EXECUTIVE SUMMARY**

The Port of Seattle launched the 2026 Alaska cruise season on April 17 at Pier 66 and continues its market position as North America’s primary gateway for Alaska cruising. The season will bring 330 vessel calls and 2.1 million revenue passengers to the region, the most in the Port’s history. This represents a 5.2% increase in passenger volumes over 2025. As a result, the economic impact may surpass the \$1.2billion previously achieved.

Today’s briefing will also highlight the Port’s work on sustainable maritime fuels and operational changes at the Port’s cruise facilities. Each of these efforts is significant and supported by a committed staff devoted to its success.

**SEASON OVERVIEW**

***The Numbers expected in 2026***

- Sixteen ships will homeport in Seattle offering 7 to 11-day roundtrip voyages to Alaska. These vessels represent 10 cruise brands with some brands having multiple ships in the market.
- Eleven homeport ships are expected to connect to shore power moving towards the Port’s 100% goal in 2027.

There will be eight maiden ship calls representing their first voyage to Seattle. The cruise lines partner with the Port to celebrate these new arrivals with the traditional “plaque exchange” ceremony. Several of these moments will include key community leaders, tourism, labor, and local cruise industry partners.

MSC Cruises and Virgin Voyages will join the Seattle homeport fleet in 2026 and have agreed to participate in the Port’s sustainability requirements detailed in the Department of Ecology

Meeting Date: April 28, 2026

Memorandum of Understanding and the voluntary no Exhaust Gas Cleaning System (EGCS) wash-water discharge in Puget Sound. In addition, both ships are also equipped with shore power, and their mid-ship power connection locations will be accommodated by the shore power expansion project underway now.

- a. MSC Cruises – *Poesia* (po-eh-ZEE-uh), which means “Poem” in Italian, will sail to Alaska on Mondays from Pier 91. Launched in 2008, she accommodates 2,550 double-occupancy guests and 1,027 crew. Its maiden call is: May 11.
- b. Virgin Voyages brings *Brilliant Lady* to Seattle, as the cruise line enters the Alaska market for the first time. *Brilliant Lady* will sail on Thursdays from Pier 91. She was launched in 2024 and accommodates 2,700 double-occupancy “Sailors” (guests) and 1,150 crew. She is an adults-only brand, and the only line featuring a tattoo parlor onboard. Its maiden call: May 21.

These new brands bring a unique contribution to our market. As they are both European based; Italy/Swiss and UK, respectively. As such, they expect to source a higher than normal percentage of international travelers which staff expect will result in increased pre/post stays in Seattle.

The economic impact of the Port’s cruise business continues to increase and broaden. In 2025 we partnered with Community Attributes on an updated study who identified the economic impact to the region at \$1.2 billion with 5,200 jobs associated with the business. The economic impact comes from tourism and related activities, wages from jobs, and the provisioning of the vessels in Seattle. With the increased customer base, staff anticipates 2.1 million revenue passengers in 2026, a 5.2% increase over 2025.

### ***Operational impacts in 2026***

#### **New Terminal Operator at Pier 91**

Several operational and infrastructure changes have occurred at the Port’s cruise terminals that are worth noting. Additionally, community activities may impact operations during the season.

In 2025, the Port conducted a request for proposals for a terminal operator to oversee cruise operations at Pier 91. The contract was awarded to Pacific Cruise Ship Terminals (PCST). The PCST team stood up on-site operations on January 1, 2026 and quickly staffed up their three teams: Terminal Operations (PCST), Security (TSS) and Stevedoring (Metro). The stevedoring team, Metro Cruise Services, has taken on a heavy lift in ensuring all the operational equipment is onsite for a successful season launch.

#### **FIFA World Cup Impacts**

The Port’s cruise team has closely tracked the upcoming FIFA Men’s World Cup matches here in Seattle. From June 15 through July 6 there are six Seattle matches with five on cruise days. Due to the expected influx of visitors for the FIFA tournament an overall shortage of hotel rooms could occur. Cruise guests spending on average two nights pre/post around their cruise could

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experience limited availability or high rates. This scenario could result in fewer pre/post stays by cruise guests during the World Cup window and possible late sailings if more cruise guests fly in the day their cruise departs. The most impactful day will be Juneteenth (June 19), a holiday, a three-ship day with a ship at Pier 66. We are planning operational alternatives for all trucks, buses, taxis, and Ride Share operators routed to I-5 rather than their typical route south via Highway 99 to SEA. All cruise customers have been reminded of Seattle's FIFA schedule.

#### Cruise Terminals of America Continues at Pier 66

Pier 66 operations remain with the legacy operator, Cruise Terminals of America (CTA), in partnership with Norwegian Cruise Line Holdings, and the Port Team will work across both operating entities to ensure holistic operations. CTA continues to work closely with city officials on the operation of the street permit and bike lane on cruise days. Early season operations at Pier 66 operations may be impacted by the ongoing work associated with the Pier 66 stairway project. The stair project completion is estimated to be late May.

#### Shore Power & New Gangways

To meet the Commission Order requiring that all cruise ships connect to shore power by the 2027 staff identified two key projects to meet requirement. First, staff determined that Port ownership of the Pier 91 shore power equipment would support connection operations. The shore power equipment at Pier 91 has been owned by Holland America Line and Princess Cruises since 2005. Staff completed the purchase of this equipment earlier this year. The Port will work with Watts Marine for management of this equipment and operational needs. The cruise lines individually contract with Watts and ILWU for the daily ship connections/disconnects. The Port has a similar arrangement at the Pier 66 cruise terminal.

Second, the shore power expansion project continues to move forward and is at 60% design, however, the actual on-the-ground work will happen at the end of this cruise season, to be ready for the 2027 season.

To support increased efficiencies during embarkation and disembarkation, the Port purchased two new secondary gangways. This purchase was approved by Commission in 2024 and is now installed at Pier 91. Adelte gangways, a Spanish firm, is well-regarded in the cruise industry. The Port's gangways were manufactured in Spain and Florida. The gangway components were shipped to Seattle over the past few months, and a team has been onsite since mid-January working on the assembly process.

#### ***Providing Transparency via the Cruise Dashboard***

To offer the community access to detailed cruise data, the Cruise Team partnered with the Port's Business Intelligence team to create a Cruise Dashboard on the Port's public website. The Cruise Dashboard was launched in 2023 and now includes full year data for the 2023, 2024 and 2025 cruise seasons. Staff updates the dashboard monthly during the cruise season, which allows the public to see incremental results. The first 2026 update will be completed by June 10, 2026, and will include data for the April and May calls. After that, staff will complete dashboard updates by the 10<sup>th</sup> of each month throughout the cruise season.

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In 2025 the Port and cruise lines partnered to avoid 6,444 metric tons (MT) of carbon dioxide equivalent emissions (CO<sub>2</sub>e) because of 203 shore power connections. That figure is up from 3,964 MT of avoided CO<sub>2</sub>e in 2024 from 130 connections. This represents strong progress toward the Port’s goal of 100% of homeport ships connecting to shore power in 2027 and the Port vision to be a zero-emission seaport by 2050. Note, approximately 5% of calls each year are by ships in-transit, and those ships often do not connect to shore power. The reason for not connecting to shore power is that the ship’s systems must be “commissioned” to ensure shipboard and shoreside systems are compatible. The one day call in Seattle does not permit the commissioning process to occur. Homeport ships commission on their first call and then continue to connect on subsequent calls over the season.

### ***Protecting Puget Sound Water Quality***

In 2020 the Port of Seattle incorporated a provision in its Terminal Tariff No. 5, which explicitly states “Passenger cruise ships will not discharge graywater, blackwater, or exhaust gas cleaning system wash water, whether treated or not while at berth in Port Terminals.” The following year, in response to public feedback citing increasing international attention being paid to the environmental impacts of scrubber wash water, the Port’s homeported cruise lines agreed to voluntarily pause all EGCS discharges within Puget Sound.

The Port defers to Ecology’s expertise and legal authority regarding the enforcement of water quality standards in Washington state. The Port supports upholding all existing precautionary protections unless Ecology determines that EGCS discharges do not harm water quality. Furthermore, we will retain the prohibition on at berth EGCS discharges as a condition of the use of our terminals. However, it is important to note that the Port’s authority to condition cruise ship operations is limited to while they are moored at Port terminals. The Port greatly appreciates the cruise industry’s willingness to proactively engage in voluntary agreements that protect air and water quality in Washington.

### ***Sustainable Maritime Fuels Leadership***

#### **Pacific Northwest to Alaska Green Corridor Green Methanol Feasibility Study**

The Pacific Northwest to Alaska Green Corridor (PNW2AK) project launched in May 2022 as a collaboration among cruise line parent companies, homeports, and Alaska port communities to advance low- and zero-GHG emission cruising between Washington, British Columbia, and Alaska. First Mover partners include the Port of Seattle, Vancouver Fraser Port Authority, Greater Victoria Harbour Authority, the Alaska port communities of Haines, Juneau, Skagway, and Sitka, Carnival Corporation & plc, Norwegian Cruise Line Holdings, Royal Caribbean Group, CLIA, the Global Maritime Forum, Blue Sky Maritime Coalition, and Washington Maritime Blue. Partners formalized their commitment through a Project Charter in 2023.

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In 2023, the partners engaged the Mærsk McKinney Møller Center for Zero Carbon Shipping (MMMCZCS) to define a feasibility study using the Center’s green corridor methodology. The Project Consortium—Port of Seattle, Vancouver Fraser Port Authority, CLIA, HY2GEN, and MMMCZCS—signed a Project Commitment Letter in January 2025 to assess a green methanol pathway aligned with the following:

- Vision: Accelerate decarbonization of cruise operations between Washington, British Columbia, and Alaska.
- Goals: Evaluate the feasibility of fueling four vessels operating full-season Alaska itineraries with green methanol by 2032.
- Project Evaluation Criteria:
  - Four cruise ships operating on green methanol
  - Bunkering available at Seattle and/or Vancouver
  - First vessel in service by 2030
  - All four vessels operating on green methanol by 2032

The Consortium assessed the technical, regulatory, and economic feasibility, including fuel production and transportation, storage and bunkering infrastructure at homeports, delivery of methanol-capable dual-fuel vessels, and passenger willingness to pay more for a greener cruise. First Movers convened March 19 to discuss the study’s findings and next steps for the project. The report will be published by MMMCZCS in the coming months.

#### EPA Planning Grant: Powering Maritime Innovation

Over 2026, the Port of Seattle will continue implementing a multi-pronged planning process to support the adoption of zero- and net-zero emission maritime fuels by cruise ships and other ocean-going vessels. The Port is undertaking this planning work with a three-year grant (2025-2027) from the U.S. Environmental Protection Agency (EPA)’s Clean Ports program, and in close collaboration with the Northwest Seaport Alliance, the Port of Tacoma, and renowned research partners such as RMI, the American Bureau of Shipping, and the National Lab of the Rockies (formerly the National Renewable Energy Lab or NREL).

In 2025, an analysis of future demand for zero and near-zero emission fuels across vessel types was completed, along with an analysis of infrastructure needs and costs for bunkering these fuels in the Puget Sound Gateway and an assessment of current regulations for ensuring safe bunkering. In 2026, the Ports will invite discussion with industry partners about ways of aggregating demand for new fuels among cruise and cargo vessel lines. A Fuel Supply Acquisition Strategy will be developed, and an industry workshop to identify strategies and requirements for safely bunkering fuels will be convened. These studies and discussions will include a strong focus on green methanol as one especially promising new fuel. To ensure early input by stakeholders in near port communities, the Ports will launch a community engagement initiative leveraging a small cohort of trained community liaisons and a new digital community engagement tool.

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Finally, a new workforce assessment exploring the job-related impacts and needs associated with the deployment of new maritime fuels will be completed later in the year. These studies and industry and community discussions will inform the development of a final roadmap in 2027, with recommended actions the Ports can take to support industry in the transition to cleaner fuels.

### 2025 Carnival Biofuel Demonstration Project

Holland America Line (HAL) and the Port conducted a 2025 demonstration project to test the real-world feasibility, cost, operational risks, and emissions implications of using non-fossil marine biofuels—specifically renewable diesel (hydrotreated vegetable oil, or HVO)—for cruise operations departing Seattle. Although the demonstration proved that marine biofuel can be safely bunkered and used on a segregated system aboard the MS Eurodam, the project exposed significant barriers that prevent largescale adoption in Seattle today, including infrastructure gaps, high costs, lack of incentives, fuel and vessel compatibility challenges, and the absence of harmonized carbon intensity certification standards.

The project delivered 360 metric tons (MT) of HVO via barge over three deliveries. The fuel cost was \$2,200/MT—roughly 3x the cost of Marine Gas Oil (also called MGO, which is the conventional low sulfur fuel that cruise ships use)—and about \$1,000 per MT of carbon dioxide equivalent (MTCO<sub>2e</sub>) avoided, compared to \$120/MTCO<sub>2e</sub> for similar biofuels in areas within the European Union where advanced biodiesel incentives are available. Without policy parity, the cost gap is a major barrier to scalability. While operations were successful, the demonstration highlights that marine biofuels will not become a scalable decarbonization lever in Seattle without significant policy, infrastructure, and market development.

In conclusion, marine biofuels can be safely used on cruise vessels in Seattle, but they are not yet scalable due to lack of demand, high fuel costs, limited regional infrastructure, vessel specific compatibility challenges, inconsistent carbon intensity certifications, and the inability to access U.S. fuel incentives. Renewable diesel required full segregation from conventional systems, restricting which vessels could participate, and most available fuels exceeded the International Maritime Organization (IMO) carbon intensity threshold, preventing operators from earning GHG reduction credit. Short port calls, seasonal demand, and barge delivery constraints further limit supplier participation. While emissions performance was comparable or slightly improved over MGO, broad adoption will require aligned certification standards, expanded infrastructure, and meaningful policy incentives.

### Sustainable Maritime Fuels Collaborative

The Sustainable Maritime Fuels Collaborative (SMF Collaborative)—founded by Washington Maritime Blue and the Port of Seattle, along with leadership from the Northwest Seaport Alliance, Port of Tacoma, Washington Department of Commerce, and the Consortium for Hydrogen and Renewable E-fuels (CHARGE) officially launched in April 2025. The initiative brings together stakeholders across the maritime value chain, including fuel producers, vessel

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operators, community groups, tribes, labor, NGOs, research, and government agencies, with the mission to accelerate the availability, affordability, and deployment of low and zero-emission maritime fuels and vessels in the Pacific Northwest.

The SMF Collaborative is guided by a Leadership Committee, members of which represent the value chain, including the Port of Seattle and Northwest Seaport Alliance as well as industry associations CLIA and PMSA. Through working groups, workshops, and pilot projects, the Collaborative aims to identify and address gaps in infrastructure, define regional standards, shape enabling policies, and foster early-stage innovation—while also prioritizing workforce development and environmental justice. The SMF Collaborative was backed by Washington State Legislature funding in 2024 and 2025 and is commencing analysis of supply chain gaps in Washington. The SMF Collaborative will be identifying state-level policy options to support sustainable maritime fuel affordability and uptake by vessel operators calling the Port.

#### 2026 Sustainable Maritime Fuels Summit

The Port hosted the first regional Summit on Sustainable Maritime Fuels at Bell Harbor Convention Center on March 17 and 18. Over the course of the two days, attendees heard from policy makers, fuel producers, and vessel owners and operators on the challenges, gaps, and opportunities for scaling sustainable maritime fuels. The Summit was a highly interactive convening focused on hearing directly from stakeholders and identifying actions that will be undertaken in the near term to advance sustainable maritime fuels. In addition to collecting input and ideas, the Summit provided attendees with the opportunity to hear from Port leadership, WA state lawmakers, cruise and cargo operators, and sustainable fuel producers.

Outcomes of the Summit will help influence the action plans for the SMF Collaborative (see above) and will increase awareness of the ongoing SMF programs at the Port. Actions identified during the Summit will also be considered for future projects at the Port and opportunities for greater collaboration in Washington, the Pacific Northwest, and along the West Coast. A summary of the Summit will be made available to the public.

#### ***Star Princess: Seattle’s first ship powered by liquified natural gas***

This cruise season, the Port welcomes Star Princess to Seattle on May 3, as a new addition to the Port’s homeport fleet. Star Princess is one of the newest and most modern cruise ships in the world—just launched in 2025 in Italy—and is Seattle’s first call from a cruise ship powered by Liquified Natural Gas (LNG). Star Princess is the second vessel in the Princess Cruises Sphere-class, and sister ship to Sun Princess, which was launched in 2024. Star Princess will call a total of 21 Sundays during the 2026 season.

Fossil LNG is not a climate solution but can provide significant air quality benefits above conventional maritime fuel, including nearly eliminating sulfur and particulate matter emissions. While LNG is commercially available achieving the Port’s or regional climate goals through Renewable Natural Gas (RNG) -- is a non-fossil alternative-- that could be a longer-term climate

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solution. However, RNG is not currently commercially available at scale globally and carries a 2-3x cost impact.

The Port does not plan to invest in LNG infrastructure; however, the Port will engage with and support cruise lines to ensure safe, environmentally compliant operations. The Port does not regulate fuels that ships bunker in port but strongly encourages ships to use low and zero emissions fuels as feasible.

While alongside the berth in Seattle, Star Princess will fuel LNG from a bunker ship in a similar manner to how cruise and cargo ships currently fuel. In the case of LNG fueling, the fuel will be provided by a Canadian company called Seaspan Energy who sources fuel from FortisBC in Canada. Since LNG is a new type of fuel for ships in Seattle and this will be the first time that LNG is transferred from one ship to another (bunker ship to cruise ship), the Port has been integrally involved in supporting planning, training events, and all required Risk Assessment and hazard mitigation exercises involving the United States Coast Guard (USCG), first responders, ship pilots, industry, Tribal governments, and other regulators. The fueling plan requires a USCG “letter of no objection” and Seattle Fire Department approval to proceed. In addition, the Port partnered with Carnival Corp to present an LNG community briefing to the Port’s Neighbors Advisory Committee in March 2026.

While the use of LNG is new to Seattle, it is not a new maritime fuel to the global maritime industry. LNG bunkering occurs daily around the world and cruise lines have been using LNG in other markets for years. LNG bunkering of cruise ships has occurred in Vancouver BC, Florida, Singapore, Rotterdam, Hamburg and Barcelona, among other cruise destinations. Approximately 60% of the new cruise ships on order will be built with the capability of using LNG. Similar trends exist with cargo ships and other non-cruise ocean going vessels.

**ATTACHMENTS TO THIS BRIEFING**

- (1) Presentation slides

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

December 09, 2025 – The Commission authorized purchase of T91 Shore Power Equipment from Princess & Holland America Line and update and funding of P66 & T91 Shore Power Expansion

October 28, 2025 – The Commission authorized the awarding of T91 Terminal Operations to Pacific Cruise Ship Terminals after finalization of Request For Proposals process.

February 11, 2025– The Commission was briefed on the Pacific Northwest to Alaska Green Corridor project

August 8, 2023 – The Commission authorized purchase of new Secondary Gangways for T91

# 2026 CRUISE SEASON PREVIEW

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**April 28, 2026**



# AGENDA

**2026 Cruise Season Overview**

**New Lines & New Ships**

**Cruise Dashboard**

**Sustainable Maritime Fuels**

**PNW2AK Green Corridor**

**Biofuel Demonstration Project**

**Liquefied Natural Gas**

**Business & Operations Updates**



# 2026 CRUISE SEASON OVERVIEW

330 total calls expected – First call Friday, 4/17 (in-transit)

8 maiden calls: 3 will homeport, 5 are in-transit. Ceremonial “plaque exchange” on each new ship’s first call in Seattle

16 cruise ships homeporting in Seattle; 10 unique cruise brands; 11 connecting to shore power

5 days per week with two ships at T91 – up from 3 in 2025

2 new gangways being assembled at T91 for use this season

Purchase of T91 Shore Power complete; Expansion project at 60% design



# NEW CRUISE CUSTOMERS IN 2026

- Two new cruise lines sailing to Alaska, from Seattle, for the first time
  - We welcome **MSC Cruises** and **Virgin Voyages**
- Both new brands are Europe based (Italy/Swiss and UK) and expected to source higher than normal International travelers (~35%).
- MSC and Virgin ships will go beyond regulation to protect Puget Sound
  - Voluntary no EGCS wash-water discharge in Puget Sound, join Cruise Memorandum of Understanding
- Both ships are equipped with shore power

A large white MSC cruise ship, the MSC Poesia, is shown sailing through a narrow, deep fjord. The water is a deep blue, and the surrounding cliffs are steep and forested. The ship is viewed from a low angle, emphasizing its size. The name 'MSC POESIA' is visible on the side of the ship.

**MSC Poesia**

- “Poem” in Italian – ‘po-eh-ZEE-uh’
- Sailing on Mondays from Terminal 91
- Launched in 2008
- Accommodates 2,550 double-occupancy guests and 1,027 crew

# NEW CRUISE CUSTOMERS IN 2026

## Virgin Voyages Brilliant Lady

- Sailing on Thursdays from Terminal 91
- Launched in 2024
- Accommodates 2,700 double-occupancy “sailors” (guests) and 1,150 crew
- Adult-only cruise, the only line featuring a tattoo parlor



Brilliant Lady

# CRUISE DASHBOARD

- Provides a visual representation of the Port's current and historic cruise activity
- Information is linked to the Port's internal data and updates monthly – 1<sup>st</sup> update on 6/10 and every month thereafter
- Public reporting on progress toward economic and sustainability objectives

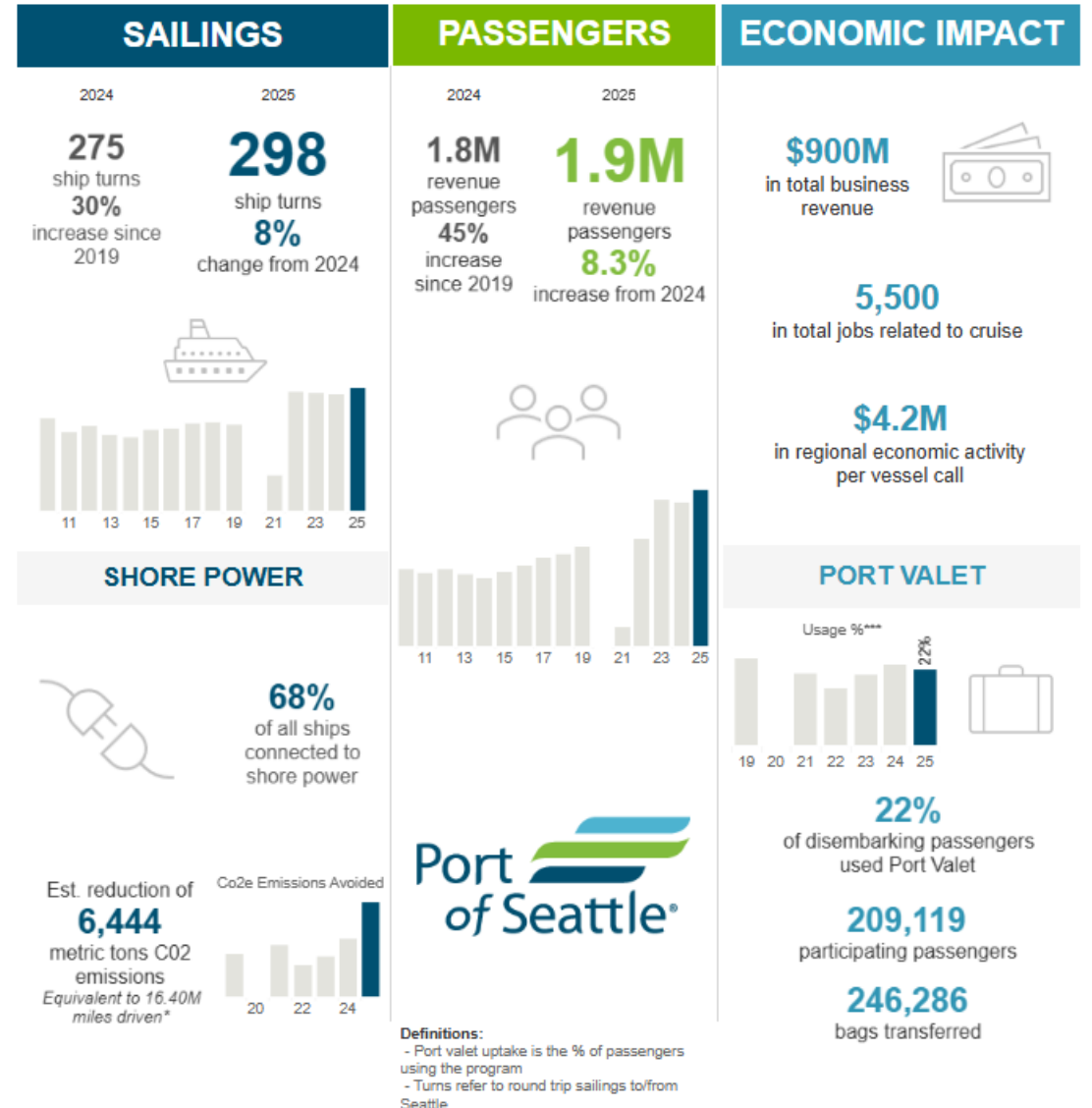


Data sources: Passengers from Seaport Finance, Port Valet from Cruise Operations, and Watts Marine weekly plug-in report (Maritime Enviro)

Year ■ 2024 ■ 2025

## Cruise Control: Port of Seattle Plugs In and Powers Up!

2025 Cruise Statistics



\* EPA Greenhouse Gas Equivalency Calculator

\*\* 2019 Seattle cruise passenger survey  
\*\*\* Based on disembarking passengers

# SUSTAINABLE MARITIME FUELS LEADERSHIP

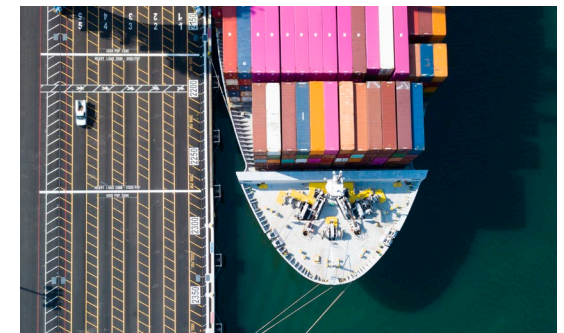
EPA Planning Grant: Powering Maritime Innovation

Sustainable Maritime Fuels Collaborative

2026 Sustainable Maritime Fuels Summit

Green Methanol Feasibility Study

Biofuel Demonstration Project



# PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR

- **Two Homeports:** Seattle and Vancouver (BC)
- **5 Ports of Call:** Victoria (BC), Juneau, Sitka, Skagway, Haines
- **Major cruise lines** participating
- **Seasonal:** April-October
- **Average duration:** 7-day round-trip
- **~900 nautical miles** Seattle-Juneau via Inside Passage
- Exploring the feasibility of **4 green methanol-fueled cruise ships** in the Alaska market by 2032



Alaska

- Home Port
- Port of Call



# PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR GREEN METHANOL FEASIBILITY STUDY

**Scope:** What would it take to make methanol-powered cruise ships viable in the Alaska market?

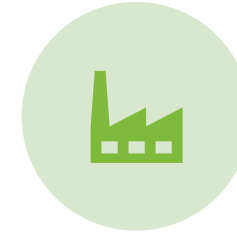
- First methanol ship by 2030
- 4 cruise ships on green methanol by 2032

## Project Partners:



## Next Steps

- Finalizing public report – expected Spring 2026



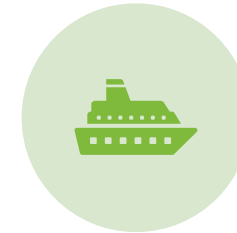
### ALTERNATIVE FUEL PRODUCTION

120,000 TONNES OF GREEN  
METHANOL PER YEAR



### PORT INFRASTRUCTURE

TRANSPORTATION,  
STORAGE, AND BUNKERING  
AT HOMEPORTS



### VESSEL DECARBONIZATION

DELIVERY OF 4 METHANOL-  
CAPABLE CRUISE SHIPS



### CARGO DEMAND DYNAMICS

WILL PASSENGERS PAY  
MORE TO TRAVEL ON A  
GREENER CRUISE?

# BIOFUEL DEMONSTRATION PROJECT

*A case study in regional maritime biofuel readiness led by Holland America Line*

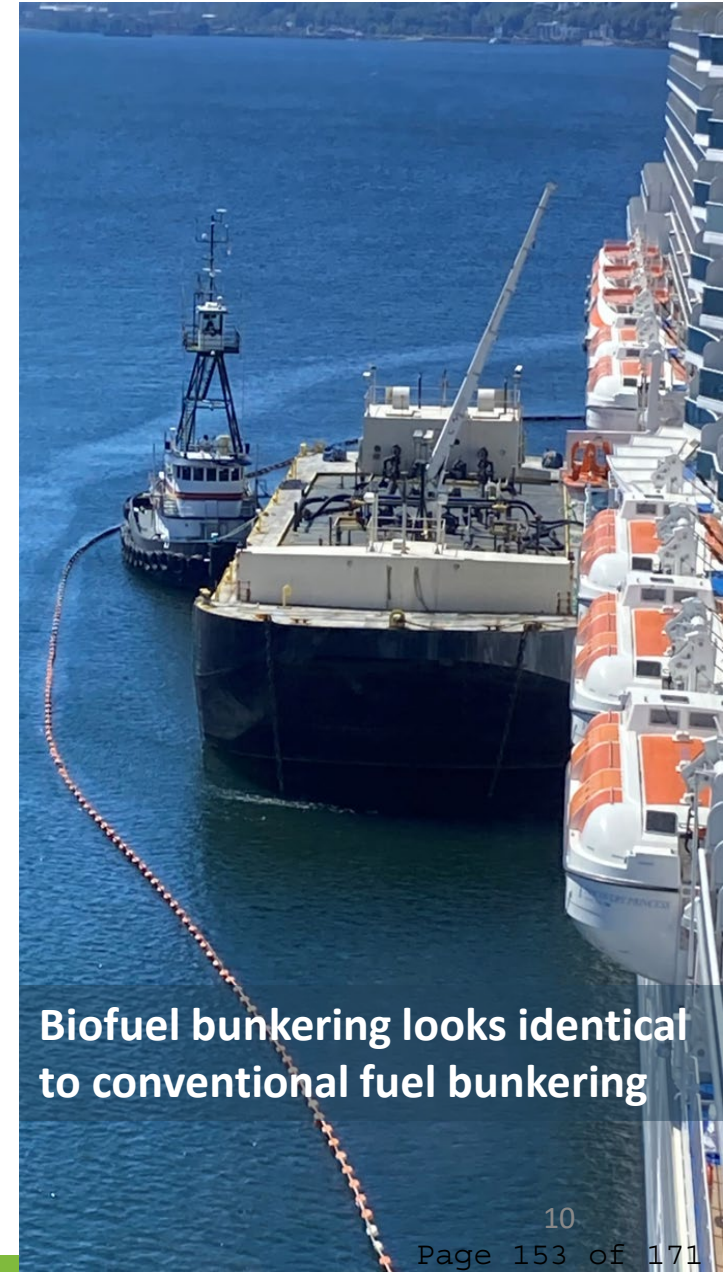
**Objective:** Test real-world feasibility, cost, operational risks, and emissions implications of using renewable diesel (derived from vegetable oil) for cruise operations departing Seattle.

## Approach:

- A joint project between Holland America Line and Port of Seattle.
- Renewable diesel (RD) was delivered to MS Eurodam over three separate calls in Seattle.
- RD is chemically the same as fossil diesel but made from vegetable oil.
- RD cost roughly 2.5x the cost of Marine Gas Oil, which is the ship's typical fuel (\$2,200/tonne vs \$940 for MGO)
- The cost of carbon reduction was about \$1,000 per metric ton of CO2 equivalent (MTCO2e) avoided, compared to \$120 for/MTCO2e for similar biofuels in the European Union where incentives are available.

## Key Findings:

- Marine biofuels can be safely used on cruise ships in Seattle but scaling use remains a challenge for the following reasons:
- Lack of consistent demand, high costs, limited infrastructure and vessel compatibility, as well as inconsistent carbon certification pathways, and no U.S. fuel incentives.



**Biofuel bunkering looks identical to conventional fuel bunkering**

# STAR PRINCESS: SEATTLE'S FIRST LNG SHIP

- LNG = Liquefied Natural Gas, an alternative maritime fuel for ships
- First cruise ship in Seattle to use and fuel-up on LNG
- First call 5/3, last call 9/20: 21 Sunday calls over 2026 cruise season
- Will fuel LNG via a bunker ship by Seaspan Energy: LNG from FortisBC in Canada
- LNG bunkering is new to Seattle but not new in U.S., Canada, or globally
- Extensive planning: Risk assessments and mitigation plans; Coast Guard, first responder, industry, Tribal, regulator engagement; crew, responder, ship pilot training
- Fueling plan requires USCG “letter of no objection”, Seattle Fire Department Approval



Star Princess

- Second vessel in the Sphere-class; sister to Sun Princess
- Launched: October 2025
- Capacity: 4,300 double occupancy guests, 1,547 crew
- Shore power-equipped

# ABOUT LNG



Fossil LNG is not a climate solution but can provide significant air quality benefits above conventional maritime fuel.



Fossil LNG is commercially available, but alone, will not achieve Port or regional climate goals over the long-term.



The Port does not plan to invest in LNG infrastructure. We will engage and support cruise lines and regulators to ensure safe, environmentally compliant operations.



Renewable Natural Gas (RNG) is a non-fossil alternative that could be a longer-term climate solution. RNG is not commercially available at scale globally.



The Port does not regulate fuels that ships bunker in port but strongly encourages ships to use low and zero emissions fuels.

# FINAL UPDATES: A BUSY SEASON AHEAD



New Terminal 91 Operator Selected for 2026: Pacific Cruise Ship Terminals



FIFA Men's World Cup: 5 of 6 match-days are cruise days; 1 match day has a ship at Pier 66; 47 calls during World Cup period in Seattle



Over **\$1.2 billion** in economic impact expected  
**2.1 million** revenue passengers  
over **5,000 jobs** for the region



T91/P66 Cruise Shore Power Extension project (C801983) development is ongoing; Construction anticipated to begin in late 2026 and in-use for 2027 cruise season; Project is on 4/28 Commission consent agenda for an Early Work Amendment to procure long lead materials for construction



# THANK YOU





**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 11c

**BRIEFING ITEM**

**Date of Meeting** April 28, 2026

**DATE:** April 3, 2026

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Sandra Kilroy, Sr. Director, Environment & Sustainability  
Jane Dewell, Sr. Manager, Marine Stormwater Utility  
Jeremy Webb, Sr. Environmental Program Manager, Aviation Environment & Sustainability  
Paris Edwards, Airport Noise Program Manager

**SUBJECT: Sustainable Century and Fly Quiet Awards**

**EXECUTIVE SUMMARY**

In honor of Earth Day (April 22, 2026), Port of Seattle (Port) staff are pleased to announce winners of the Port’s 2026 Sustainable Century Awards for the Aviation and Maritime Divisions. These awards recognize our customers, tenants, non-profits, and partners for outstanding accomplishments in the areas of environment and sustainability during 2024 and 2025. Award winners serve as role models and demonstrate exceptional leadership in their operations or involvement with Port maritime facilities and Seattle-Tacoma International Airport (SEA). These businesses are key partners in helping the Port achieve our sustainability goals set forth in the Century Agenda.

Port staff also recognize winners of the Port’s Fly Quiet Awards for airline efforts to reduce noise at SEA. The annual Fly Quiet Awards were developed by Port staff and a citizen advisory committee in 2005 to increase airline and pilot awareness of aircraft noise impacts on local communities.

This year’s award winners include:

**Sustainable Century Awards**

- Maritime – Carnival Cruise Line, Carnival Corporation
- Aviation – Alaska Airlines (x2), Delta Air Lines (x2), Concessions International

**Fly Quiet**

- Air Canada
- Frontier Airlines
- Icelandair

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### **MARITIME SUSTAINABLE CENTURY AWARDS**

The Maritime Division received three nominations and recognizes two award winners with the following key accomplishments:

#### ***Carnival Cruise Line (Environmental Innovation Category)***

This award recognizes Carnival Cruise Line for their ‘Our Sea Pledge’ sustainability program, which includes elements of circular economy and waste reduction. They exhibit leadership in reducing environmental impacts while benefiting local economies where the cruise line visits. As stated by Benton Lobo, Vice President, Compliance and Environmental Operations: “This recognition highlights our teams’ commitment to meaningful progress and positive impact in Seattle and beyond. We value our ongoing collaboration as we work toward a more sustainable maritime future.” Their achievements include:

- Collaboration with suppliers to promote sustainable ingredients, packaging and production that reduce waste and greenhouse gas emissions, with closed-loop packaging projects that substitute totes for glass bottles. This has led to eliminating over 116,000 bottles and reducing 4.8 tons of cardboard in 2025.
- Food waste, measured from a 2019 baseline, has decreased from 2.71 pounds per person to 1.28 pounds per person. This decrease is associated with use of on-ship bio-digesters to break down food waste using aerobic digestion. Food waste disposal is allowed under maritime laws, which leads to millions of pounds of unprocessed food being discharged into oceans. Carnival’s practice of breaking down food waste avoids this discharge and reduces the methane and carbon dioxide emissions associated with food waste decomposition at sea.
- Waste reduction between 2024 and 2025 increased by 10%, with the cruise line recycling over 25 million pounds of material.
- Single-use plastic items were reduced by 50% as of 2021, with ongoing reductions associated with replacement using reusable items.
- Gently used items, such as bedding, hygiene items, clothing, and furniture, are donated to local communities when they reach end of useful life for the cruise line. In 2025, over 60 donations to local community non-profits were completed.

#### ***Carnival Corporation (Environmental Performance Category)***

This award recognizes Carnival Corporation for their voluntary participation in the Quiet Sound program, which reduces vessel noise through vessel slowdowns in the Admiralty Inlet corridor between Whidbey Island and the Olympic Peninsula. Underwater noise is recognized as a key impediment to the survival of Southern Resident Killer Whales (SRKW) in the Salish Sea, in addition to low availability of Chinook salmon and poor water quality. Cruise season overlaps with SRKW presence in the Salish Sea during September and October and the Quiet Sound slow-

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down period begins in early September and continues through January of the following year. The ecosystem benefits of Quiet Sound include reduced vessel noise and related impacts on SRKW, and reduced fuel use and air emissions, which also reduce greenhouse gas emissions. Quiet Sound nominated Carnival and included this quote: "Carnival outperformed both their sector and the average of all vessel types... [their] participating both leads in the cruise sector and elevates the performance across the cruise sector." Their accomplishments include:

- Carnival had a high participation rate for the 2024-25 season (100% with 6 sailings) and 2025-26 season (78% with 28 of 36 sailings) in the voluntary slowdown, adding 20-40 minutes of transit time to their sailings. This time is factored into arrival commitments and communicated to passengers. As compared to other vessels participating in Quiet Sound, Carnival had the highest 2025-26 season participation rate for all cruise vessels (78% versus 63% participation) and compared well with all participating vessels (78% versus 64% participation).
- Carnival shares slowdown success stories with other cruise lines via participation on Cruise Lines International Association committees, helping to promote best practices for the cruise industry as a whole.

#### **AVIATION SUSTAINABLE CENTURY AWARDS**

The Aviation Division received six nominations and recognize three award winners from nominations, plus two airlines for efforts to reduce emissions using SEA ground power and pre-conditioned air systems, and highly fuel-efficient aircraft, based SEA measured operational data. Key accomplishments of awardees include:

#### ***Alaska Airlines (Environmental Performance/Innovation Category)***

This award recognizes Alaska's North Main Terminal Renovation/SEA Gateway project sustainability, reflecting strong tenant support for mutual sustainability goals related to green building design and construction. This award highlights the Port's first tenant led large-scale capital project recognition showcasing a successful Port/tenant partnership blending mutual sustainability goals, voluntary pursuit of LEED Gold green building certification, and delivering sustainability outcomes. Their achievements include:

- Commitment to voluntarily pursue US Green Building Council LEED silver certification and decision to further pursue LEED Gold certification through various strategies including advanced energy metering and ongoing energy performance monitoring, Life Cycle Assessment and embodied carbon reduction (achieving 20% reduction in Global Warming Potential and over 10% reductions in other environmental impact categories);
- Prioritized materials with optimized Environmental Product Declarations; Sourcing responsible materials including recycled content materials, FSC certified wood, etc. and achieving 38% project use, more than double the 15% target;
- Maintaining operational continuity throughout renovation and integrating Design for Adaptability by implementing flexible strategies preventing future material-intensive

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renovations or physical expansion (e.g. automated bag drops, bag tag stations, and dynamic digital signage);

- Public art installations integrated with structural elements eliminate material/resource intensive display construction and reinforce passenger connections to nature and PNW place making;
- Conversations with the Port’s project managers reinforced Alaska’s exemplary leadership and partnership in pursuing sustainability efforts while maintaining their vision to modernize Alaska’s customer-facing leased space, amenities, and other areas within project boundaries.

### ***Delta Air Lines (Environmental Performance Category)***

This award recognizes Delta’s voluntary elimination of PFAS based Aqueous Film Forming Foam (AFFF) from their SEA maintenance hangar and their team’s partnership with Port staff in a proactive transition from using toxic chemicals, providing a safer working environment for airline and airport employees, and reducing risk to the environment. In addition to motivating other tenants to consider similar measures, this award also recognizes Delta’s SEA environmental compliance and safety specialist, Ruvim Rymaruk, for his role in project coordination, planning, and implementation. Their achievements include:

- Complete removal of 12,000 gallons of AFFF concentrate and associated equipment, which if discharged in an operational mix with water would equal 400,000 gallons of toxic and harmful liquid waste into the environment;
- All AFFF/PFAS and associated piping and devices were removed and disposed of properly, completely removing PFAS related risk and impact to airport employees, surrounding communities, and the environment;
- Extensive planning, proposals/bids, and partnership coordination with Port staff, Delta Corporate Real Estate, financing, and permitting took place over the past two years;
- Project is on budget and will be completed over the next three months with installation of a new 100% water-based fire suppression riser system.
- Delta notes theirs is the first commercial Class 1 maintenance hangar that has completed removal of PFAS based AFFF and associated system components. The only other projects of similar scope and purpose are hangars operated by the United States Military.
- Delta’s Ruvim Rymaruk, environmental compliance and safety specialist, played a key role throughout the project demonstrating leadership, technical excellence, and collaboration with Delta and Port staff. Delta’s nomination included this quote, “...Thanks to Ruvim’s passionate leadership and commitment to doing what’s right, Delta has set a new benchmark for environmental responsibility at SEA, while strengthening community trust and protecting our shared future.”

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***Concessions International (Equity, Diversity & Inclusion Category)***

This award recognizes Concessions International’s (CI) voluntary utilization and intentional long-term partnerships with historically marginalized and underrepresented small, local, or WMBE business partners. These actions demonstrate how EDI and environmental stewardship can work in tandem – leveraging inclusive procurement, local partnerships, and minority-owned suppliers to create a resilient, sustainable operation that delivers lasting benefits for both the environment and our local communities. Their achievements include:

- Actively engaging minority-owned suppliers and small, independent local producers as core stakeholders in the planning and execution of SEA restaurant operations;
- US Supply House, a small minority-owned and certified paper supplier, was involved in procurement planning and solution-building to transition disposable service ware to compostable materials ahead of SEA regulatory requirements. Their input shaped product selection, sourcing strategies for unique operational needs, and contingency planning during supply chain disruptions, including the COVID-19 pandemic. Since 2019, CI’s partnership has represented more than 65% of US Supply House’s annual revenue;
- Similarly, CI partners with small independent local breweries including Logan Brewing, Urban Family Brewing, Stoup Brewing, and Channel Marker Cider who engage through direct relationships that prioritize self-distribution and local sourcing. These partners contribute product ideas, delivery solutions, and feedback on navigating airport logistics;
- CI supports small and WMBE participation by onboarding them into the airport ecosystem, guiding them through badging, security protocols, and delivery processes – barriers that often exclude small producers from large institutional markets. This approach ensures that historically marginalized stakeholders are not only included but meaningfully integrated into the initiative’s execution;
- In 2025, roughly 11% (\$537K) of CI’s product purchase came from small or WBME and mostly local businesses which make up just over half (53%) of their supplier roster.
- Concessions International is also a minority and woman-owned family business with origins as a Disadvantaged Business Enterprise.

The Aviation division also recognizes two airlines for efforts to reduce emissions using SEA ground power and pre-conditioned air systems, and highly fuel-efficient aircraft.

***Alaska Airlines (Greatest use of airport ground power and pre-conditioned air systems):***

- **Ground Power:** 91% of operations connect to system, stay connected 68% of turn time at gate, and connect within 4 minutes.
- **Pre-conditioned Air:** 76% of operations connect to system, stay connected 67% of turn time at gate, and connect within 8 minutes.

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***Delta Air Lines (Highest percentage use of fuel-efficient aircraft):***

- Operated a 49% fuel-efficient fleet (up from 45% in 2024 and 40% in 2023) using Airbus A321Neos, A220s, A330Neos, and A350s compared to the next highest performer who achieved 37%.

**FLY QUIET AWARDS**

Port staff developed the annual Fly Quiet awards in 2002, with input from a citizen advisory committee, to increase airline and pilot awareness of aircraft noise impacts on local communities. Fly Quiet was included as a continuing noise program measure in the most recent Part 150 Noise Study update completed in 2014.

Fly Quiet recognizes airlines based on the following criteria: 1) the sound levels of their operations using four of the Port's noise monitors, 2) success at flying within the noise abatement flight procedures, 3) adhering to SEA's ground maintenance engine run-up regulations, and 4) limiting noise levels during late-night hours at SEA. Using these scoring criteria, two airlines are recognized as the highest achieving carriers, and a third airline is recognized as having made a significant improvement over the previous year.

***Air Canada***

- Top scoring Fly Quiet airline for operations in 2025.
- Remarkably low takeoff noise utilizing a modern fleet of quiet Airbus A220 and Boeing 737MAX8 aircraft.
- Fly the established Noise Abatement flight procedures at SEA very accurately.
- Fourth Fly Quiet award

***Frontier Airlines***

- High scoring airline with consistently lower noise levels than other domestic carriers.
- Operate the quiet Airbus A320, A321, and A320neo at SEA.
- Consistently strong performer in Fly Quiet each year.
- Seventh consecutive Fly Quiet Award

***Icelandair***

- demonstrated a significant commitment to noise reduction and environmental responsibility, as evidenced by a notable 19-point improvement in their Fly Quiet score—rising from 650 in 2024 to 669 in 2025
- This impressive advancement can be attributed to their strategic use of modern aircraft, specifically the Airbus A321LR (Long Range) and Boeing 737 MAX8 models.
- By integrating these quieter and more efficient planes into their fleet, Icelandair has set a positive industry example, showcasing how thoughtful fleet management can lead to measurable environmental benefits.

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**ADDITIONAL BACKGROUND**

The Port has recognized environmental excellence among its business partners as early as 2010 with the Aviation Environmental Excellence and the Maritime Green Gateway awards. Under the Sustainable Century Awards, both divisions accept nominations for projects, processes, or actions that promote sustainability leadership in the following categories:

- Environmental Performance
- Environmental Education & Outreach
- Environmental Innovation
- Equity, Diversity & Inclusion

A panel of Port staff review nominations and determines award winners using established criteria for each nomination-based category. Awards in each category depend on the strength and quantity of nominations received. The Aviation division also awards airlines for efforts to reduce greenhouse gas emissions by relying on measured use of SEA ground power and pre-conditioned air systems, and flight operations data. Ground power and pre-conditioned air detection systems are not available at all SEA gates (unavailable at A & S gates) and measurements are based on available data. Airlines with more than 5,000 flight operations at SEA in 2024 and 2025 were included in the highest percentage of fuel-efficient aircraft use category, as they represent more than 80% of fuel load.

Port staff will host a celebratory luncheon for award winners on May 19, 2026, from 12:00-1:30 PM at The Conference Center at SEA airport. Staff host the event and invite Port Commissioners and leaders to attend and present winners with commemorative awards, learn about their accomplishments, and celebrate with attendees.

Concurrent with award announcement, Port staff will launch a publicity campaign acknowledging this year’s award winners through Port media outlets (i.e., press release, website, social media, digital publications).

**ATTACHMENTS TO THIS BRIEFING**

- (1) Presentation

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

May 14, 2024 – Announced 2024 award winners (item #11b)

Sustainable Century Awards:

Maritime: Alaska Marine Lines, Fish Commission/Muckleshoot Indian Tribe, Quiet Sound and Stormwater Controls, LLC

Aviation: Alaska Airlines, Condor Airlines, McDonalds, Concessions International, Delta Air Lines, Southwest Airlines

Fly Quiet: Air Canada, Frontier Airlines, Delta Air Lines

# Sustainable Century & Fly Quiet Awards

Sandra Kilroy  
Environment & Sustainability  
Center of Expertise  
April 28, 2026



# 2026 Award Program

- Awards for tenants and businesses supporting Port sustainability goals since 2010
- Now biennial covers 2024-2025
- Recognize environmental and equity, diversity & inclusion efforts of local Aviation & Maritime industries
- Recognize airline noise reduction efforts
- Winners selected by staff with Sr. Management concurrence

# Sustainable Century Award Winners

## Maritime



OUR SEA PLEDGE Circular  
Economy & Waste  
Reduction



**CARNIVAL**  
CORPORATION & PLC.

Strong Voluntary  
Compliance w/ Quiet  
Sound Program



# Sustainable Century Award Winners

## Aviation



SEA Gateway Project  
Sustainability

Greatest Use of PC Air &  
Ground Power



Replaced PFAS based fire  
suppression system

Highest Use of Fuel-  
Efficient Aircraft



Use of Small, Local, or  
WMBE Suppliers



# Fly Quiet Award Program

- Implemented in 2002 as a component of the Part 150 Study update.
- Developed to increase airline awareness of aircraft noise impacts on local communities.
- Evaluates flight procedures and noise levels of aircraft operating at SEA recognizing the two airlines with best record of achievement.
- A third award is given to an airline that showed significant improvement or lessened their noise impact over the course of the year at SEA.

# Fly Quiet Award Winners



Best Score Award



Best Score Award



Most Improved



# Congratulations & Upcoming Luncheon!

**Awards Luncheon**

**5/19/2026 12-1:30 PM**

**SEA Airport Conference Center**

*Celebrate with winners and learn more about accomplishments*

