

PUBLIC PORT PUBLIC BENEFIT

ENVIRONMENTAL STEWARDSHIP

In addition to protecting human health and the environment, these environmental initiatives support a reduction in greenhouse gas emissions, water quality improvements, and habitat development.

- Working with the Suquamish and Muckleshoot Tribes to double the existing capacity of net pens in Elliott Bay, promoting native Coho salmon production
- Partnering with the City of Seattle to restore bankline habitat and build public access at 8th Avenue South Park in Georgetown
- Kicking off three years of monitoring and data collection for the Smith Cove “Blue Carbon” pilot project to capture carbon, reduce ocean acidification, and improve water quality
- Creating an Ocean Acidification Action Plan, one of our commitments as the first port to join the International Alliance to Combat Ocean Acidification
- Restoring 14 acres of habitat and shoreline access at Terminal 117 to create upland habitat and restore priority habitat for Chinook salmon and other imperiled species along 2,000 feet of the Duwamish River shoreline.



HOW THE PORT IS FUNDED

The Port is primarily funded by fees, bond proceeds, and operating revenue. Funds from King County’s property tax levy makes up just 4.8 percent of Port funds. The airport is primarily self-funded and not supported by taxpayer dollars.

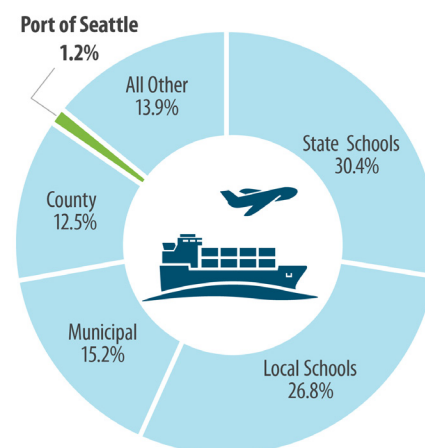
The Port has a history of carefully stewarding resources to maximize operating revenue and limit reliance on public funding. These investments fit within our framework of financial and environmental best practices.

The tax levy funds critical maritime capital infrastructure investments, regional transportation initiatives, workforce development initiatives, community environmental projects, and maritime environmental remediation.

HIGHLIGHTS

- In 2019, just 1.2 percent of the \$5.6 billion that King County collected in property taxes went to the Port
- In 2019, the owner of a median-valued King County home of \$600,000 paid \$72 to the Port out of \$6,687 in total property tax.

KING COUNTY PROPERTY TAXES BY SOURCE, 2020



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BUILDING THE FUTURE

The Port of Seattle is working to build the most equitable, sustainable, and successful maritime industries in the world. We are moving forward with a five-year capital development and investment plan that will allow us to safely operate our essential gateways, equitably expand and create economic opportunity, carry out our sustainability vision, and follow through with our commitment to improve customer service. Our investments make travel and trade more efficient, expand community-based economic development and environmental programs, and reduce our own environmental impact.

COVID-19 RESPONSE

In 2020, the Port experienced declines in activity across all our lines of business due to COVID-19. The Port pivoted to a COVID-19 response and recovery strategy, which emphasized maintaining essential operations, helping stabilize businesses with relief, increasing our investments in community programs aimed towards those hardest hit by the pandemic, and continuing our significant investments in capital projects. In 2021 these investments will help lead the region’s recovery.



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10/2020

MAJOR WATERFRONT PROJECTS UNDER CONSIDERATION

MARITIME INNOVATION CENTER

Promoting knowledge transfer, business incubation, and workforce development are the biggest needs in terms of addressing maritime innovation challenges and opportunities. The innovation center will help the region’s maritime industry adopt advanced technologies and stimulate innovative entrepreneurship, while helping the Port modernize operations and key lines of business. Construction of a new environmentally sustainable, approximately 15,000 square-foot, industrial building will support the Port’s maritime small business incubator program, targeting the Living Building Challenge standard.

OBJECTIVES

- Advance maritime industry innovation
- Enhance public awareness of the terminal and fishing industry
- Build a facility that supports maritime industry events and initiatives

COST ESTIMATE: \$16.5 MILLION

MARITIME FLEET REPLACEMENT

To maintain safe and efficient operation of the Port’s maritime fleet, this 10-year fleet plan will replace 152 rolling stock assets and assets that have exceeded their useful life. It will also re-establish an equipment replacement schedule to support implementation of the Port’s sustainable fleet strategy that moves towards clean fuel options and the reduction of greenhouse gas emissions. On-time replacements are planned for 2023.

OBJECTIVES

- Renew and replace assets and equipment for continued operation of Maritime fleet
- Support implementation of the Port’s sustainable fleet strategy to leverage clean fuel options

COST ESTIMATE: \$12 MILLION

SHORE POWER AT PIER 66

This project creates a shore power system for the cruise ship berth at Pier 66. On-site work includes new conduits, cables, and the installation of new equipment such as transformers, switchgears, duct banks, cables, and a cable positioning device at the bullrail. Additional power will be brought to the terminal via an underwater cable from Terminal 46. The project has received \$2.92 million in grants and the financing plan includes customer contributions. Cruise partners have retrofitted some of their vessels with shore power capabilities to support reduced emissions in our harbor.

OBJECTIVES

- Reduce Port-related maritime air emissions to meet the Port goal to be the greenest and most energy efficient port in North America
- Meet Port of Seattle and NWSA goals to be carbon neutral/zero emission by 2050
- Significantly reduce greenhouse gas emissions from cruise vessels at berth, improving air quality for maritime workers and residents

COST ESTIMATE: \$16.7 MILLION

TERMINAL 91 NEW CRUISE GANGWAYS

Larger cruise ships are expected to continue to call at the Smith Cove Cruise Terminal and additional gangways will support safe and efficient embark/debark processes and improve level of service. Two additional gangways will serve the two-berth Smith Cove Cruise Terminal at Terminal 91. Additional design development and construction of landside elements are necessary to support connections to the two gangways.

OBJECTIVES

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

COST ESTIMATE: \$6.9 MILLION

COVID UPGRADES TO CRUISE INFRASTRUCTURE

Seattle is the key homeport for the Alaska cruise market and significant infrastructure modifications are anticipated once CDC-mandated COVID-19 protocols are determined. Upgrades may include a passenger health screening system (i.e., touchless temperature screening), retrofit of check-in counters and security podiums, ventilation upgrades, system to guide passenger and vehicle flow and control points (i.e., tents and barriers), plastic barricades, and tents/canopies. Technology solutions may include fogging technology, disinfecting lighting solutions, and a pass through vehicle hub for testing.

OBJECTIVES

- Comply with new CDC-mandated COVID-19 protocols
- Maintain COVID-19 health controls between the traveling public and community in collaboration with King County

COST ESTIMATE: \$7 MILLION

TERMINAL 91 BERTHS 6 AND 8

To help meet fishing fleet and commercial vessel demand, this project will redevelop berths 6 and 8 along the northeast side of Pier 90 at Terminal 91. Work includes demolition of the existing timber apron and seawall as well as removal and relocation of existing gangway, floats and boathouses, and small office structures. Reconstruction includes concrete apron structure and assumes no additional overwater coverage.

OBJECTIVES

- Maximize the use of docks and upland buildings to support economic development
- Invest in strategic capital improvements to attract new business, enhance revenue, and ensure long-term viability of the North Pacific Fishing Fleet

COST ESTIMATE: \$40 MILLION

TERMINAL 5 ACCESS BRIDGE

The Terminal 5 Access Bridge is Port-owned and maintained for safe and efficient movement in and out of Terminal 5. SDOT requested a strengthening plan with engineering solutions to address bridge capacity deficiencies. To better define a strengthening plan, the bridge’s actual load capacity must be determined through testing. An overall bridge upgrade plan would include load testing, design development, construction scoping, and potentially seismic analysis.

OBJECTIVES

- Improve NWSA, local, and regional transportation infrastructure
- Maintain safe and efficient access for operations at Terminal 5
- Develop an overall bridge upgrade plan to address bridge capacity deficiencies

COST ESTIMATE: \$10 MILLION

WEST WATERWAY DEEPENING

To ensure new, ultra-large container ships can access container terminals, this project will deepen the West Waterway Federal Channel to –57 feet. Costs are based on the July 2017 U.S. Army Corps of Engineers (USACE) Final Integrated Feasibility Report and does not include dock improvements and berth deepening under the T-5 Berth Modernization Project, incremental costs for sediment disposal above minimum requirements, or operation and maintenance costs post construction.

OBJECTIVES

- Improve access to NWSA terminal and water facilities for new, ultra-large container ships access
- Advance NWSA’s market position in the international shipping industry
- Support increase in revenue through growth and diversification

COST ESTIMATE: \$28 MILLION

TERMINAL 91 UPLANDS, PHASE 1

This project will develop 100,000 square feet of light industrial space and associated site infrastructure improvement including, but not necessarily limited to: paving, water, sanitary sewers, storm sewers, lighting, electrical power, natural gas, communications, and landscaping.

OBJECTIVES

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

COST ESTIMATE: \$48.5 MILLION

OUR VISION FOR A WORKING WATERFRONT:

- Cleaner sources of energy
- Benefits for healthy habitats and communities
- Reliable jobs for local workers

Learn more at www.portseattle.org

