

ENVIRONMENT AND SUSTAINABILITY REPORT

2025

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FOREWORD: LOCAL ACTION FOR GLOBAL CHANGE

In 2025, the Port of Seattle made significant progress in its commitment to environmental leadership and regional resilience. Even as we navigated broader federal and global challenges, this year reaffirmed the unique power of local leadership. By staying the course on bold climate action, we ensure that the Port remains a sustainable economic engine and a dedicated steward of the region.

Our accomplishments represent a collective achievement. They are made possible by the tenants, customers, our Port of Seattle Commissioners, and the support of government partners who help turn vision into measurable progress. As we look back on the past year, several key themes define our success.

The health of the Puget Sound is central to our regional identity and economy. In 2025, we deepened our commitment to science-based stewardship and habitat restoration. From creating **1.4 new acres of floodplain and 450 feet of salmon habitat near the airport** along Miller Creek, to launching the final design phases for complex remediation along the East Waterway, the Port takes a long-term view of recovery.

Decarbonizing sea and air travel will fuel our future. This year we hit record-breaking milestones in shore power adoption at our cruise berths and secured federal funding to accelerate the transition to sustainable maritime fuels. By investing in green methanol feasibility studies for maritime shipping, and expanding electric vehicle infrastructure at SEA Airport, we are building the clean energy foundation required for a carbon-neutral future. Through our own reductions and the purchase of Renewable Natural Gas, as of 2024 **the Port reduced its own emissions by 44 percent compared to 2005.**

Sustainable growth means environmental outcomes and business operations go hand-and-hand. We integrated carbon-reduction strategies into over 700,000 square feet of new building space and advanced critical environmental reviews for large-scale projects that ensure economic and operational success. Thanks to the partnership of our tenants in adopting **compostable and reusable serveware, we achieved a 48 percent reduction in landfill waste.** Beyond the physical structures, we remain dedicated to the well-being of our neighbors, advancing sound insulation programs and deepening our investments in community-led environmental improvements.

While the challenges of climate change are global, the solutions are often found right here at home. Along with our partners, we are building an environmentally responsible, economically thriving, and deeply connected Port for the future.



STEPHEN P. METRUCK
Executive Director
Port of Seattle

SANDRA KILROY
Senior Director,
Environment and Sustainability
Port of Seattle

DRIVING A SEA CHANGE

Seaports and airports are core transportation hubs for moving people and goods around the world. Our values demand that we do this work responsibly, centering sustainability and environmental stewardship.

Since 1911, the Port of Seattle (Port) has been a driving force behind the region's economy, fostering job creation and a high quality of life. This success extends beyond the economic sphere. We've become a leader in innovative environmental stewardship, going beyond mere compliance to achieve sustainable growth alongside environmental regulation and protection. Good stewardship isn't just a legal obligation; it's ingrained in our mission and fuels our future. At the Port of Seattle, we are undergoing a SEA Change — a transformative shift toward a more sustainable future.

The Port is a unique leader, managing both a major international airport and a global seaport. This position drives our innovative approach to sustainability. We strategically invest in programs and initiatives designed to protect our natural resources and establish ourselves as the greenest, most energy-efficient port in North America.

The Port has a comprehensive environment and sustainability program that includes decarbonization, sound insulation and noise abatement, wetlands and habitat restoration, waste

reduction and recycling, stormwater management, hazardous materials management, contaminated site cleanup, and energy conservation.

As environmental stewards, the Port embraces its responsibility not only to the region's economic prosperity, but also to its environmental health. This includes promoting environmental justice by ensuring that communities, especially those historically overburdened by pollution, benefit from our sustainability efforts. We actively engage with residents, community groups, and local organizations to understand their concerns and tailor our programs to address local needs.

We understand that achieving our sustainability goals requires strong partnerships. The Port actively engages with a diverse range of stakeholders, from local partners to international organizations. Through collaboration, we develop and implement effective programs that address our region's environmental challenges and help build sustainability into operations to achieve global impact.

With extensive knowledge, experience, and unwavering determination, the Port of Seattle drives transformation by modeling best practices, leading research and innovation, building sustainable infrastructure, and advocating for supportive policies.



The Port of Seattle supports the United Nation's Sustainable Development Goals (SDGs) as part of its commitment to environmental responsibility. The Port actively pursues initiatives aligned with the 17 SDGs, addressing climate change, ecosystem health, and economic prosperity for all. This is indicated via goal icons throughout the report.

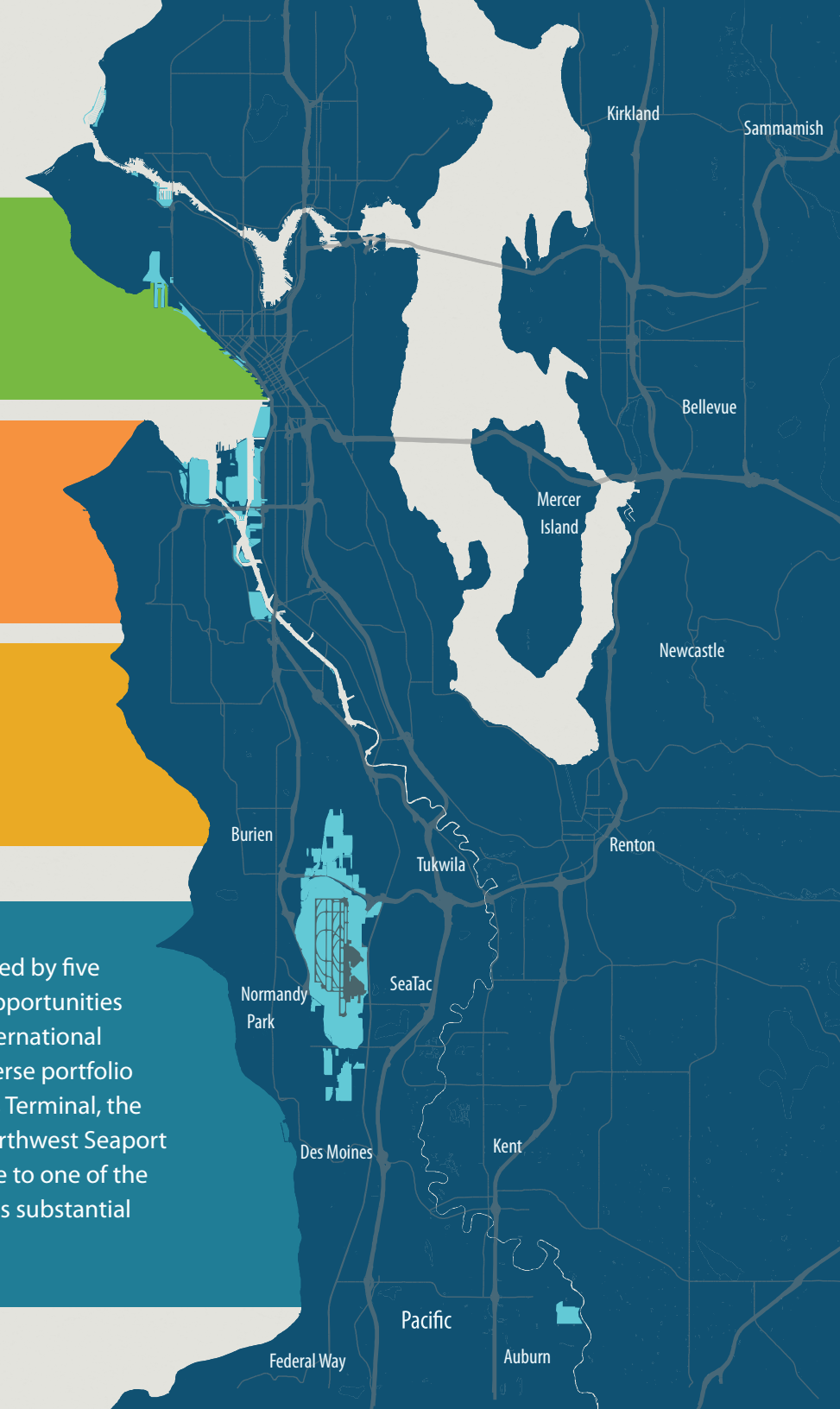


204,500
JOBS SUPPORTED

\$1.2B
OPERATING BUDGET

\$49.6B
IN TOTAL BUSINESS OUTPUT

The Port of Seattle is an independent special purpose agency governed by five elected commissioners. The Port's mission is to promote economic opportunities and quality of life in the region. The Port operates Seattle-Tacoma International Airport (SEA), one of the nation's busiest airports, and manages a diverse portfolio of maritime facilities. These include cruise ship terminals, Fishermen's Terminal, the North Pacific fishing fleet, and cargo terminals that are part of the Northwest Seaport Alliance (NWSA), in partnership with the Port of Tacoma. We are home to one of the largest cruise and container operations in North America. The Port has substantial economic impact across Washington state and beyond.



2025 HIGHLIGHTS

68%

of cruise ships plugged into shore power—a new record for the Port

48%

reduction in landfill waste achieved at SEA through new service ware policies and audits

10

fast chargers installed for transportation network companies and taxis at SEA Airport

Conducted technical analysis on a green methanol feasibility study for the Pacific Northwest-Alaska green cruise corridor

\$3M

in federal Clean Ports Program funding secured for sustainable fuel transition

450

FEET

of salmon habitat created, and 1.4 acres of floodplain established along Miller Creek near SEA Airport in partnership with the cities of Burien and SeaTac

117

HOMES

acoustically tested for the Sound Insulation Repair and Replacement Pilot Program

200

APARTMENT

units outfitted with sound insulations packages

4

YEARS

of kelp monitoring completed in Elliot Bay

Deepened green workforce investments in the Duwamish Valley by launching the Duwamish Valley Career Navigation Program

TOP-TIER

RANKING

for environmental performance via Green Marine third-party verification

Launched the final design phase with local partners and the EPA for the cleanup of the Harbor Island Superfund Site's East Waterway

2

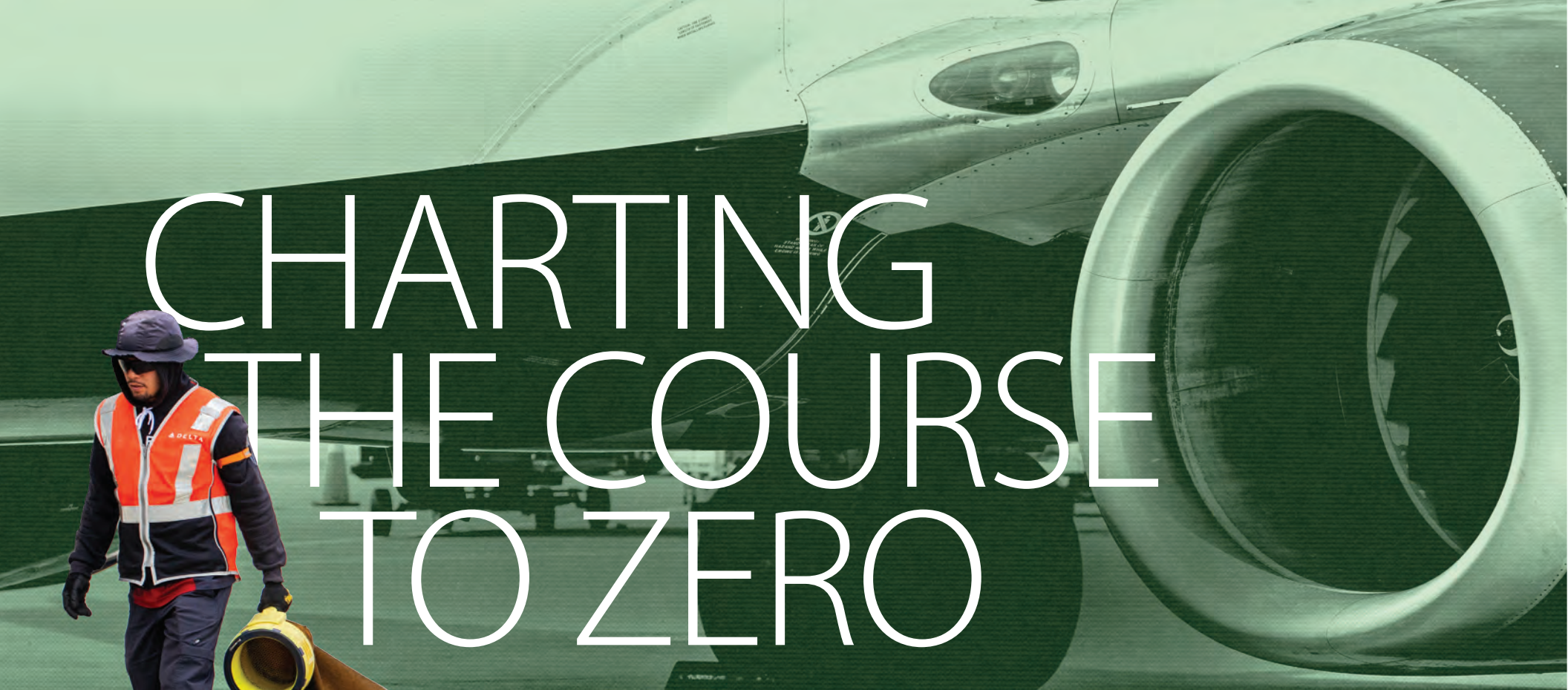
hydrophones deployed in Elliott Bay for continuous underwater noise data collection

4

major environmental reviews (SEPA/NEPA) completed for airport projects and programs

10-year

permit secured for Comprehensive Repair and Maintenance Program to streamline in-water maintenance while ensuring strong environmental protections for Puget Sound



CHARTING THE COURSE TO ZERO

The Port of Seattle takes a comprehensive approach to sustainability, focusing on equitable actions that support emissions reductions, climate change mitigation, air quality improvements, and resource conservation. Our ambitious goals drive our strategy: achieving net-zero greenhouse gas (GHG) emissions for Port-owned operations by 2040 and collaborating with customers and tenants to achieve carbon neutrality across the entire Port by 2050. The Port fosters collaboration with tenants, industry partners, regional entities, and the public. Our aim is to help drive the transformation of the industry by modeling best practices, leading research and innovation, and advocating for supportive policies and funding.



SCOPE 1 AND 2: PORT-CONTROLLED EMISSIONS

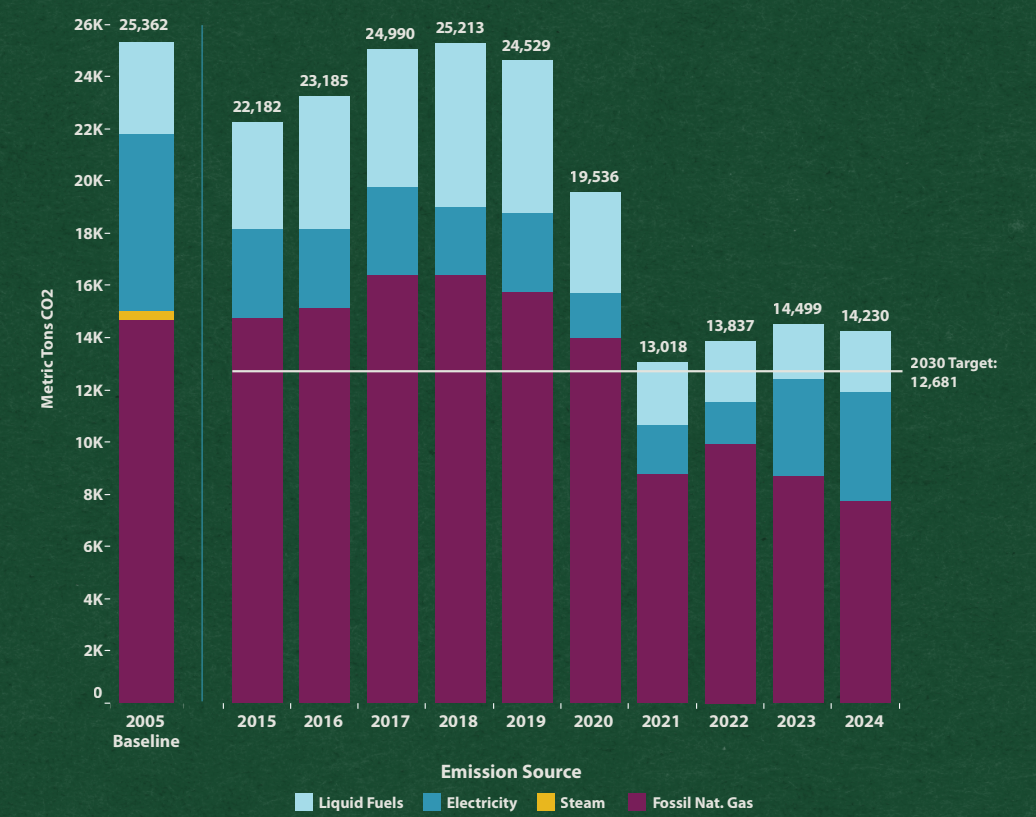
The Port of Seattle is aggressively tackling our own emissions, aiming for net-zero emissions or better for Port-controlled sources by 2040. Port-controlled emissions come from building energy, fleet vehicles, and other Port operations. To advance progress, we set an interim goal to achieve a 50% reduction from a 2005 baseline by 2030. As of the 2024 GHG Inventory, the Port has achieved a 44% reduction in Scope 1 and 2 GHG emissions across all of its operations from the 2005 baseline. Airport operations make up most of Scope 1 and 2 GHG emissions, and SEA achieved a 41% reduction from 2005. Maritime-related Scope 1 and 2 GHG emissions achieved a 72% reduction. The decrease in GHG emissions is driven by purchasing renewable natural gas (RNG) to replace fossil natural gas used in Port buildings and buses. Since 2020, SEA has purchased RNG to heat the airport terminal and smaller buildings and fuel the employee and rental car bus fleet. The Port expanded RNG purchasing to all Maritime and Economic Development Division buildings that use natural gas starting in 2023.

In total, the Port purchased 1.9 million therms of RNG in 2024.

44% Reduction in Port-controlled emissions compared to 2005

SCOPE 1 AND 2 EMISSION SOURCES

This graph tracks the emissions volumes from different Scope 1 and 2 emission sources over time at the Port.



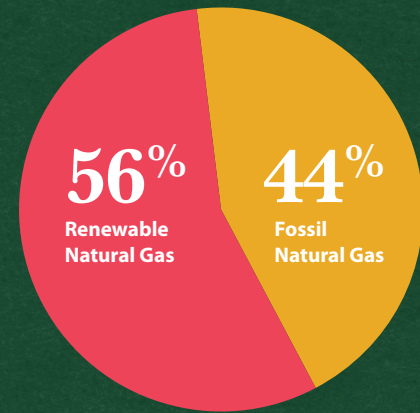
Due to the timing of this report, emissions data is available up to 2024. Emissions data from 2025 will be included in the 2026 annual report.

Renewable Energy and Energy Efficiency

Energy efficiency and renewable energy are cornerstones of our climate strategy at the Port of Seattle. We're committed to reducing our energy use, lowering GHG emissions, and making effective investments in carbon reduction, all while ensuring our energy needs are met sustainably. We're actively implementing strategies across our operations, including conservation measures identified through energy audits, installation of energy-efficient lighting and controls, elimination of fossil natural gas use, and maximizing renewable energy production through solar.

SEA Airport is working to upgrade the concourse and terminal heating and cooling systems to meet our goals. In 2025, the Port completed its evaluation of SEA's central mechanical plant (CMP) and decarbonization alternatives. The feasibility study examined the airport's existing heating and cooling systems and demand profiles, potential technologies to decarbonize the CMP, geothermal feasibility based on future conditions, future load projections considering weather and airport growth, and selected decarbonization scenarios for future analysis.

BUILDING ENERGY USE:
NATURAL GAS



Statistics represent both airport and maritime.

Solar energy produced
185,956 kWh of renewable energy over the year

Solar projects underway at Terminal 91 Berths 6-8, Fishermen's Terminal Maritime Innovation Center, and Smith Cove Cruise Terminal

6 projects are underway to transition our seaport to LED lighting and upgrade lighting controls; two additional projects approved in 2025

Zero-Emission Fleet Vehicles and Equipment

The Port of Seattle relies on a robust fleet of vehicles and equipment to keep daily operations running smoothly. Fleet vehicles and equipment have historically run on fossil fuels like diesel, gasoline, propane, and natural gas. Transitioning this vital fleet to zero-emission energy sources is a critical step toward reducing our Scope 1 and 2 emissions. In 2021, the Port published a Sustainable Fleet Plan that outlines actions to reduce GHG emissions, including developing a plan to expand electric vehicle (EV) charging, prioritize investments in fleet management technology, and support efforts to modernize and electrify the Port's fleet.

Access to EV charging across the Port's properties is essential to support fleet electrification. In 2025, EV fleet charging at SEA includes:

- SEA parking garage: **28 Level 2 EV charging ports installed** to support police, security, landside operations, and aviation maintenance vehicles (2025), bringing the total to 37
- Airfield Lighting Value: Two Level 2 chargers to support AV Electricians (2024)
- Air Cargo 4: Seven Level 2 chargers to support AV Field Crew, AV Paint Shop, AV Auto Shop (2024-2025)

EV charging installations are underway for Port fleet vehicles across Maritime and Economic Development Division properties with 16 dual-port Level 2 chargers and two Level 3 chargers moving forward for construction in 2026. These projects include:

- Marine Maintenance South: Nine Dual-Port Level 2
- Marine Maintenance North: One Dual-Port Level 2, One Level 3
- Pier 66 Garage: Two Dual-Port Level 2
- Pier 66 Apron: One Dual-Port Level 2
- Maritime Industrial Center: One Dual-Port Level 2, One Level 3
- Shilshole Bay Marina: Two Dual-Port Level 2

PORT FLEET

14%
electric maritime light-duty fleet

13%
electric aviation light-duty fleet

82
electric vehicles

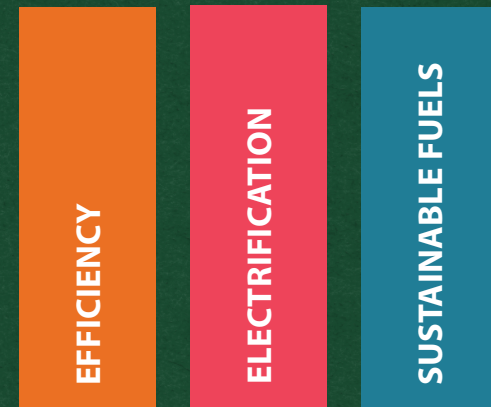


SCOPE 3 EMISSIONS: TENANT AND CUSTOMER EMISSIONS

Emissions from Port businesses and tenants beyond the operations we control are known as Scope 3 emissions (Scope 3). Scope 3 sources include oceangoing vessels, airplanes, tenant-owned equipment and energy use, and even customer travel to and from SEA. While these activities are critical to the region's economy and transportation needs, they also contribute to GHG emissions at a much larger scale than the Port's Scope 1 and 2 emission sources. Without direct control over these sources of emissions, the Port focuses on collaboration with tenants, industry partners, policymakers, and other stakeholders to support zero-emission fuels and technologies. These strategies are needed to achieve our Scope 3 GHG goal of carbon neutral or better by 2050. With our partners, the Port of Seattle aims to be a hub for clean transportation for the region.

PILLARS TO ZERO

A strategic approach applied across:



SEA Airport

SEA is one of the busiest airports in the United States, connecting Washington state and the Pacific Northwest to destinations worldwide. Built in 1949 to serve a fraction of its current capacity, SEA now welcomes over 52 million passengers annually.

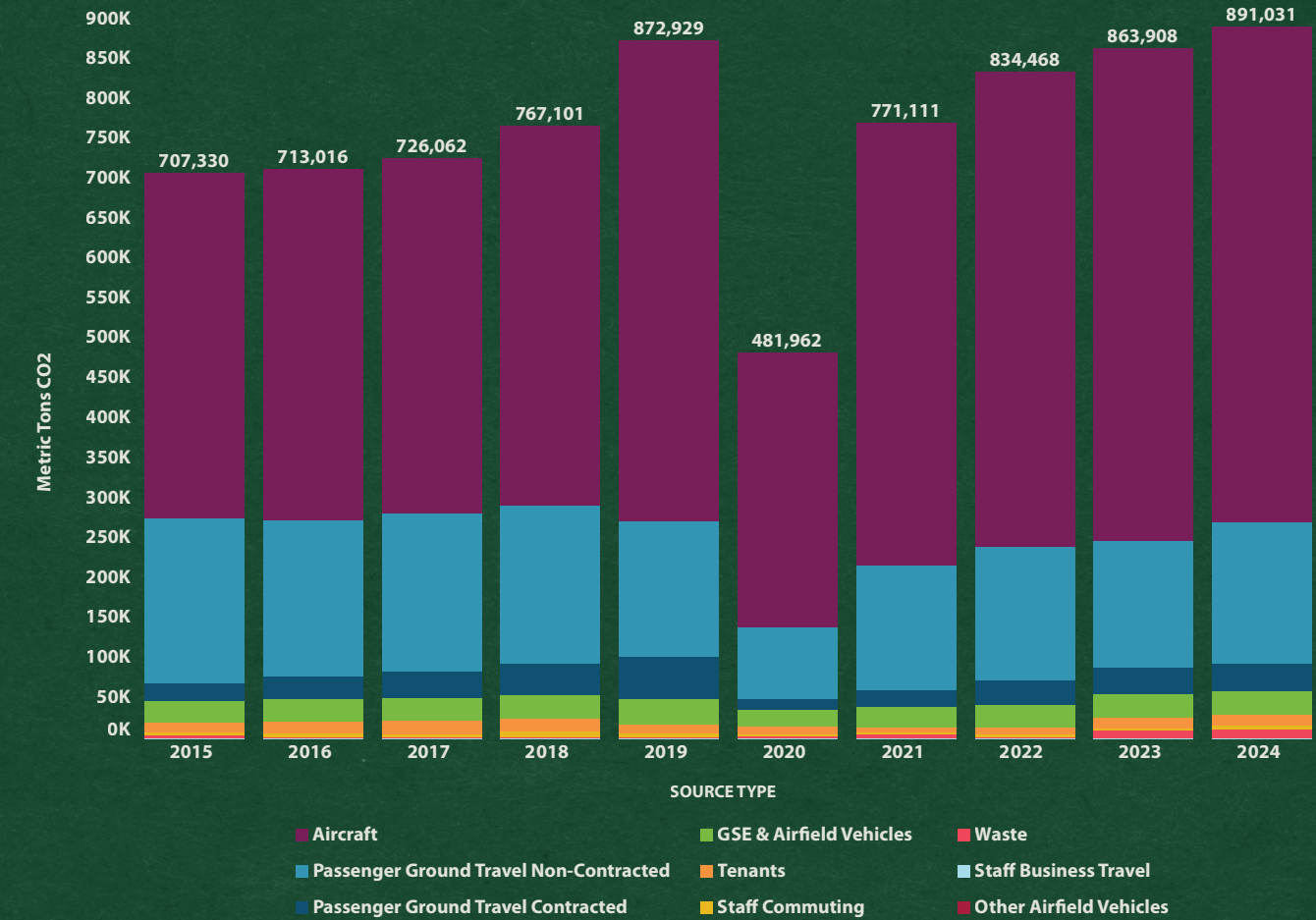
SEA champions sustainability initiatives and strives to reduce greenhouse gas emissions even as operations grow. As airplanes and passenger vehicle emissions comprise most of the airport's Scope 3 carbon emissions, sustainability programs focus on promoting clean, low-carbon fuels, vehicles, and infrastructure, and fuel-reducing behaviors and programs.

SEA remains committed to reducing greenhouse gas emissions even as passenger volumes and operations continue to grow. Total emissions stand 15% above the 2005 baseline, driven primarily by passenger ground transportation and aircraft operations. To address these sources, SEA's sustainability programs focus on:

- accelerating adoption of clean, low-carbon fuels and vehicles
- expanding low-carbon ground transportation infrastructure
- promoting operational practices that reduce fuel consumption across the airport



SEA Airport Scope 3 Emission Sources



Due to the timing of this report, emissions data is currently available up to 2024. Emissions data from 2025 will be included in the next annual report.

FLIGHT OPERATIONS AND PASSENGERS BY YEAR

	2017	2018	2019	2020	2021	2022	2023	2024	2025
FLIGHT OPERATIONS	416,124	438,391	450,487	296,048	374,510	401,351	422,497	434,321	435,896
PASSENGERS	46,934,619	49,849,520	51,829,239	20,045,348	36,154,015	45,964,167	50,885,450	52,640,716	52,715,181

Preconditioned Air (PCA) System

SEA's PCA system provides airplanes with cooled or heated air to ensure temperature and humidity-controlled environments inside the aircraft while parked at the gate. This system allows pilots to shut down their auxiliary power units and avoid idling. Using SEA's low-carbon electricity to heat or cool the airplane reduces GHG from the airplane and airline fuel costs. SEA has 83 gates equipped with units that connect the plane to the PCA system, which includes all the fixed gates at the airport (i.e. not available at regional jet gate positions). In 2025, the Port initiated a multi-departmental team to research, prioritize, and address improvements to the PCA system. The air handling units at 16 PCA gates were authorized for replacement, and the work will be completed by August 2026. Additionally, student interns conducted engineering-level surveys of the state of each gate system. We also continued our collaboration with Alaska Airlines to test new air hoses and wheeled trolley systems for hoses to improve airflow to the aircraft.

100% of fixed gates equipped with PCA system

63% of aircraft operations connected to preconditioned air systems

3% increase from 2024

Alaska Airlines and Delta Air Lines achieved their highest connection rate to date

10% increase for Alaska Airlines since 2024

6% increase for Delta Airlines since 2024

Sustainable Aviation Fuel

Traditional jet fuel is a significant contributor to greenhouse gas emissions in the aviation industry. The Port of Seattle was the first United States airport operator to set a specific timetable and goal for transitioning all airlines at SEA to commercially competitive sustainable aviation fuels (SAF). The first goal is to power every flight fueled at SEA with at least a 10% blend of SAF by 2028. SAF is a jet fuel made from renewable or waste-derived sources, such as cooking oil, municipal solid waste, and renewable energy. The Port is a strong advocate of local, state, and federal policies and programs to promote SAF financing, production, and use.

During the 2025 Washington State legislative session, the Port successfully advocated for a robust suite of funding priorities centered on establishing the region as a global leader in SAF. Spanning the operating, transportation, and capital budgets, these secured investments — totaling nearly \$20 million in new funding and significant re-appropriations — primarily focus on scaling research and development through partnerships with Washington State University and Snohomish County, including the development of an applied sustainable aviation evaluation center and site readiness at Paine Field. Beyond direct infrastructure and research grants, the legislature established key reporting requirements to identify future hydrogen, electric, and SAF projects, ensuring a long-term pipeline for decarbonization.

On the federal level, a major legislative milestone occurred with the passage of the One Big Beautiful Bill Act. While the Act rescinded many clean energy tax credits from the previous administration, the Port successfully advocated for the extension of the Section 45Z Clean Fuel Production Credit through December 2031. Working directly with our Congressional delegation and the national SAF Coalition, the Port helped secure this critical victory to ensure continued support for sustainable aviation fuel. The 45Z credit provides a \$1.00 per gallon subsidy for the production and sale of clean transportation fuels, serving as a vital incentive for the scaling of SAF production.

Locally, the Port joined other key partners and the governor in launching the Cascadia Sustainable Aviation Accelerator (CSAA) in 2025. Funded through a Washington State appropriation and private philanthropic donation of an additional \$10 million, the CSAA positions the Pacific Northwest as a global leader in an accelerated transition to sustainable aviation fuel while capitalizing on the once-in-a-generation economic opportunity of scaling local SAF production. In partnership with the Washington State Department of Commerce, CSAA is a non-profit organization dedicated to advancing the renewable fuels industry in the Pacific Northwest. The Port sits on the board, along with specific subject-matter committees including infrastructure and policy. Through the infrastructure committee, the Port helped develop a scope of work to develop a business case and investigate the most critical areas where fuel storage and SAF blending can be accommodated to serve SEA and other airports in the state. The study is anticipated to kick off in 2026.

The Port has chosen a different path—one defined by leadership and collaboration. By bringing carriers, airlines, fuel providers, and terminal operators to the same table, setting clear expectations, and partnering with them to advance cleaner practices, we are proving that progress happens when we choose to act together. You change the game by playing it differently, not by sitting on the sidelines. Around the world, ports, governments, and industry leaders are taking notice. Not because Seattle claims to have all the answers, but because we are willing to engage, to listen, and to lead through shared commitment.

SAM CHO, PORT OF SEATTLE COMMISSION





Ground Transportation

Vehicles traveling to and from SEA, including passenger drop-off, taxis, Transport Network Companies (TNCs), and employee cars contribute to airport emissions. The Port encourages passengers and employees to use public transportation and electric vehicles and is actively assessing strategies to reduce emissions from ground transportation. At SEA, taxis and TNCs, such as Uber and Lyft, must meet fleet-wide environmental performance standards and are incentivized to increase EV adoption to reduce GHG emissions. Twenty-three percent of TNC activity at SEA in 2025 was performed by electric vehicles.

The Port is also investing in charging stations in holding areas and waiting lots for TNCs and passenger use. We also partnered with Highline Community College and the University of Washington to further understand drivers' experiences with and attitude toward driving EVs to better inform equitable and environmental programs and policies supporting TNC electrification.

In 2025, the Port made progress on documenting research to support a broad Ground Transportation Emission Reduction Strategy, one element of which is an Active Transportation Plan, to evaluate:

- Carbon reduction strategies, including opportunities to electrify select commercial vehicles, such as taxis and TNCs, that transport passengers to and from SEA
- Strategic infrastructure improvements to help cyclists and pedestrians access SEA facilities from surrounding active transportation networks
- Options to improve bike and scooter access to and from airport and seaport properties to create an extensive network of bike and pedestrian trails around the region

Additionally, SEA has experienced approximately 25% growth in the electrification of ground support equipment over the past two years. This includes over 600 electric baggage tugs, belt loaders, and pushbacks now operating on the airfield.



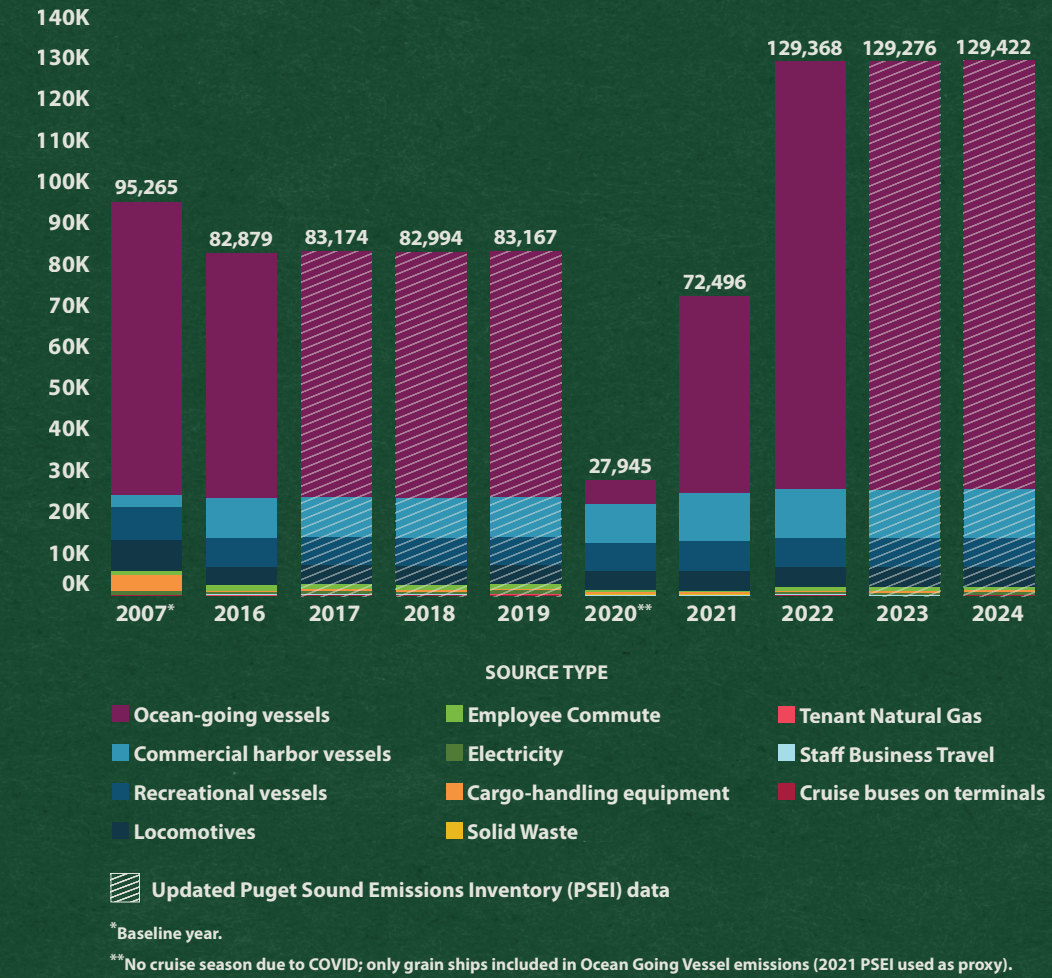
Seaport

Scope 3 sources from the Port's maritime operations primarily include cruise ships, grain ships, harbor vessels like tugboats and fishing vessels, recreational vessels, and rail locomotives. The Port of Seattle is the largest cruise home port on the U.S. west coast, bringing critical economic opportunities to the Seattle region. In addition, the Port hosts the North Pacific fishing fleet, a grain terminal, and numerous marinas. The Port has developed two foundational strategic planning documents to direct its path to decarbonization. The Northwest Ports Clean Air Strategy is a collaboration between the Ports of Seattle and Tacoma, the Northwest Seaport Alliance, and the Vancouver Fraser Port Authority. This plan lays out the key strategies and goals to phase out seaport-related emissions by 2050. The Port of Seattle also has a robust Maritime Climate and Air Action Plan that provides more detailed actions the Port will take through 2030.

Progress toward our climate and air pollution reduction goals is measured through emissions inventories. The Port measures its maritime Scope 3 emissions every five years through the Puget Sound Maritime Air Emissions Inventory (PSEI), an emissions modeling study that estimates the air pollution and GHG emissions from different maritime-related activities throughout the Puget Sound region. Since maritime activities move in and out of the region (e.g., a cruise ship traveling up to Alaska and back), emissions are only estimated for operations within the U.S. portion of the Puget Sound-Georgia Basin airshed. The airshed spans from the Cascade Mountains to the east, the Canadian border to the north, the Olympic Mountains to the west, and Capital Peak to the south. Because the airshed boundary is uniquely large compared to other Ports or regions (approximately 100 nautical miles from the Port's berths to the U.S. border), oceangoing vessels are the largest contributors to maritime Scope 3 emissions since emissions along their entire journey to and from the Port is captured, not just activities at berth or on terminal. The PSEI baseline year is 2005. As of 2022, maritime Scope 3 GHG emissions have increased 31% from the baseline. The increase is largely the result of more oceangoing and harbor vessel activity.



Maritime Scope 3 Emissions Sources



CRUISE CALLS AND REVENUE PASSENGERS BY YEAR

	2005/2007	2016	2021	2022	2023	2024	2025
CRUISE CALLS	169	203	103	296	290	274	298
PASSENGERS	686,978	983,539	229,060	1,430,000	1,777,984	1,751,892	1,898,049

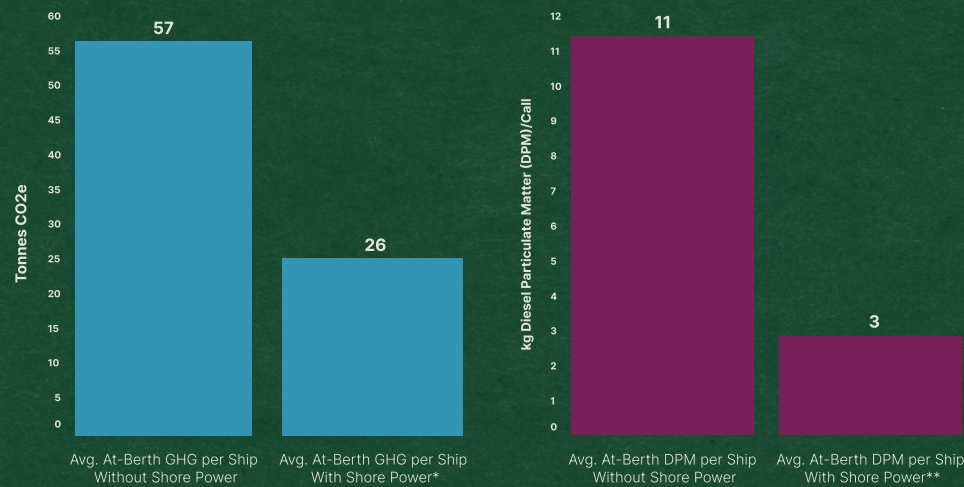
Shore Power

Shore power is a proven and commercially available technology to nearly eliminate emissions while ships are docked in Seattle. Each time a cruise ship docks in Seattle, it takes an average of 10 hours to offload guests and their luggage, load provisions, welcome new guests, and prepare for its next departure. While ships are at berth, they still need energy to run lights, chill food, operate equipment, and power a myriad of onboard services. A shore power connection — like a giant extension cord from the dock to the ship — allows cruise ships to plug into clean electrical power and turn off diesel engines while at berth, resulting in cleaner air and fewer climate emissions.

The Port installed shore power at the Pier 66 Bell Harbor Cruise Terminal in September 2024. As a result, connections during the 2025 season increased to 68% of all calls plugging in, up from 47% in 2024.

Furthermore, the Port Commission passed an order calling for 100% of all home port cruise vessels (ships that start and end in Seattle) to connect to shore power on each call by 2027. Infrastructure work is underway to expand capabilities to accommodate this policy.

Shore Power Cuts Cruise Ship CO₂ and DPM by 54%



*Remaining GHG emissions attributed to connection/disconnection time, boiler loads, and electricity generation

**Remaining DPM emissions attributed to connection/disconnection time

3/3 cruise berths have shore power

70% of homeported cruise calls connected to shore power

68% of all cruise calls connected to shore power—44% increase from 2024

203 connections avoided 6,400 metric tons CO₂e and 1.7 metrics tons of diesel particulate matter

Waterfront Clean Energy Strategy

In 2025, the Port of Seattle, Northwest Seaport Alliance (NWSA), and Seattle City Light achieved a major milestone with the completion of the Seattle Waterfront Clean Energy Strategy (SWCES). This shared roadmap establishes the framework to eliminate emissions from Seattle's working waterfront by aligning electrical infrastructure improvements with the maritime industry's transition away from fossil fuels. Over the course of the next 25 years, the Port's power demand is expected to increase more than four fold from the 2019 baseline year. By identifying between \$208 million to \$457 million in essential investments, the SWCES bridges the gap between on-terminal port needs and utility distribution and lays out a plan to provide the clean energy capacity necessary to become a zero-emission seaport and reduce climate and air pollution. With the strategy finalized, the partners moved immediately to implementation, developing near-term capital projects necessary to transform this vision into a reality for a sustainable, electrified harbor. This work and investments by the ports and Seattle City Light are expected to take years to plan, design, and complete.

Sustainable Maritime Fuels

The maritime industry continues to be powered primarily by fossil fuels, which contribute to local air pollution and global climate change. While fuel efficiency improvements, innovative shipboard technologies, and strategies like shore power use at berth can provide important reductions in emissions, achieving the Port's goals will require the large-scale deployment of zero-emission technology and fuels across the maritime industry, locally and globally. Although tenants are responsible for acquiring fuel, the Port is taking an active role in researching, developing, and assessing clean fuels and energy projects to enable, support, and accelerate maritime decarbonization.

Port Begins Implementing \$3M Federal Grant: In 2024, the Port was awarded a \$3M grant from the U.S. Environmental Protection Agency (EPA) to support maritime decarbonization planning work between 2025 and 2027, including efforts to advance use of sustainable maritime fuels in cruise and container ships and harbor craft electrification. The Port collaborated with the Northwest Seaport Alliance and the Port of Tacoma to launch this planning effort in 2025, creating an opportunity to examine the requirements and strategies for transitioning to low- and zero-carbon fuels and vessel technologies throughout the Puget Sound Gateway. Nationally renowned research partners such as the American Bureau of Shipping, RMI, and the National Lab of the Rockies (formerly the National Renewable Energy Lab) completed critical technical analyses. The Washington-based Maritime Blue coordinated engagement with vessel lines, fuel, and infrastructure providers, and other key industry partners. Analyses explored future demand for alternative fuels, potential infrastructure investments and costs, and the operational and technical requirements for deploying a specific alternative fuel - green methanol. The Port also took initial steps toward launching a new community engagement initiative to engage near-port communities in the planning effort. In 2026, technical studies, community and industry engagement, and an assessment of the workforce needed for the transition will all move forward.

Sustainable Maritime Fuels Collaborative Receives Funding:

The Sustainable Maritime Fuels Collaborative (SMFC) unites a diverse range of tribal, community, environmental, labor, maritime, and fuel industry stakeholders to accelerate the production and use of sustainable maritime fuels and technologies in Washington, focusing on equitable prosperity. The Port is a proud initiator of the SMFC, co-conceiving and developing the initiative with staff time, \$70,000 in seed funding, and advocating for state support. Both in 2024 and 2025, the SMFC received \$250,000 in funding from the state. This funding supports the official launch of the collaborative, studies, convenings, and operational capacity. The group recently completed its charter and will launch a supply chain study in 2026.

Holland America Line and the Port of Seattle Conduct Biofuel Demonstration Project:

In 2025, in partnership with the Port of Seattle, Holland America Line conducted a biofuel demonstration project. The project, completed in the fall of 2025, bunkered 360 metric tons of renewable diesel across three cruise calls of the MS Eurodam (from July to September 2025). Although biofuels are considered "drop-in" fuels, the demonstration revealed several challenges, including compatibility issues with onboard fuel systems, limited infrastructure for distributing and delivering biofuels, higher fuel costs, and a lack of consistent standards for measuring carbon intensity. These insights will help guide planning for future deployment of biofuels and highlight opportunities to update policy to better support cleaner maritime fuel use more broadly.



PNW2AK Cruise Green Corridor Conducts Green Methanol Study

The Pacific Northwest to Alaska (PNW2AK) Cruise Green Corridor project launched in May 2022 as a first-of-its-kind partnership between cruise lines, home ports, and several ports of call in the Alaska cruise market to explore the feasibility of using low and zero-greenhouse gas emission cruising between Washington, British Columbia, and Alaska. The Port of Seattle is one of 14 “First Mover” partner organizations.

In 2025, the PNW2AK partnership focused on completing a Green Methanol Feasibility Study. First Movers partnered with the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping and launched a study in 2024 to assess the feasibility of four cruise ships completing a seven-day roundtrip voyage to Alaska powered by green methanol by 2032. Project partners completed analysis of the technical and regulatory feasibility of green methanol production, delivery, storage, and bunkering at Port terminals, and delivery of dual-fuel methanol-capable cruise ship. The study also identifies the capital investment and operational costs required to support four cruise ships running on green methanol and compares these investment costs to the cost of operating a conventional fossil corridor over 25 years. Economic feasibility hinges on understanding the extent of this “cost gap” and exploring options to close the gap.

PNW2AK Cruise Route

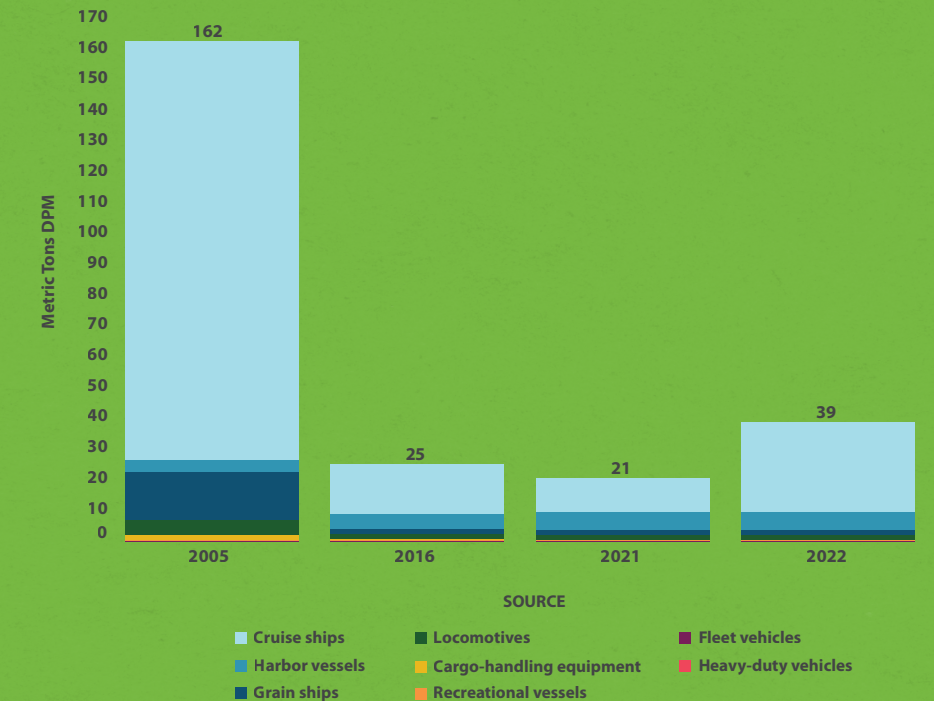


Diesel Particulate Matter

As part of our commitment to phasing out all seaport-related emissions by 2050, the Port of Seattle tracks diesel particulate matter (DPM) from maritime sources through a regional maritime emissions study, the Puget Sound Maritime Emissions Inventory (PSEI), conducted every five years. Drivers in air pollution reduction since 2005 include turnover to newer, cleaner diesel and electric equipment, expanded use of shore power, and new regulations, such as the North American Emissions Control Area that requires cleaner burning low-sulfur fuels.

79% reduction in diesel particulate matter since 2005 (PSEI, 2021)

Maritime Diesel Particulate Matter Sources



STEWARDED HEALTHY LANDS AND HABITATS



The Port of Seattle is taking action to restore critical habitat and increase public access for our communities. We are creating a legacy of stewardship that fosters the health of our communities and region for generations to come. Our work supports the survival and recovery of critical species, such as salmon and orcas, while also enhancing the health of our communities through improved environmental quality and enriching recreational opportunities, such as waterfront parks, inland creeks, and marinas.



COMMITMENT TO HABITAT RESTORATION

The Port aims to restore, create, and enhance an additional 40 acres of habitat in the Green-Duwamish Watershed by 2036. We restored 14 acres at Duwamish River People's Park and Shoreline Habitat and are designing an additional 10 acres at Terminal 25 South. The Terminal 25 South project is expected to break ground in 2028-29 and will provide critical habitat for Chinook salmon in the saltwater transition zone.

In addition, the Port actively stewards 22 acres of previously restored habitat at several sites on the Duwamish River and Elliott Bay. Stewardship is accomplished through contracts with Washington Conservation Corps, as well as community stewardship events, volunteer work parties, and landscape maintenance programs managed by the Marine Maintenance Division.

Habitat Restoration Progress

SET NEW
40 ACRE GOAL

22
ACRES RESTORED
PRIOR TO NEW GOAL

14
ACRES RESTORED

11
ACRES IN
PLANNING

15
ACRES OF
FUTURE WORK

Duwamish River People's Park and Shoreline Habitat

After opening the Duwamish River People's Park and Shoreline Habitat (DRPP) in 2022, the largest restoration project on the Duwamish River in a generation, the site provides important ecological benefits and salmon habitat. The site has undergone extensive monitoring in its three years, including fish tagging and counting. Last year the site met or exceeded all performance requirements. The Port team counted over 2,000 chum salmon using the site and observed 23 Chinook salmon, indicating the marsh basin provides important off-channel habitat for estuarine fish. The riparian shrub vegetation is robust, meeting the projected metric for year 10 in the site's third year.

Mitigation Banks to Restore Habitat

In 2016, the Port of Seattle launched a groundbreaking multi-site mitigation bank program aimed at restoring critical shoreline and wetland habitat in the Green-Duwamish River, a vital area for salmon recovery in our region. This self-sustaining model allows the Port to restore crucial habitat, sell credits, and reinvest the revenue to restore more habitat. In 2024, the Port negotiated a landmark agreement for the sale of 500 habitat credits, the first of its kind by a Washington port. Building on this success, Port staff are pursuing opportunities to sell additional credits, including evaluating a 25-acre mitigation bank project on the Duwamish River that may be undertaken through a public-private partnership.

2K+ salmon counted at DRPP



BUILDING SUSTAINABLE SHORELINES AND HEALTHY AQUATIC ENVIRONMENTS

The Port of Seattle plays a vital role as a steward of more than 15 miles of shorelines and aquatic environments. In 2020, we launched our Sustainable Shorelines program with the goal of identifying opportunities to replace shoreline armor with more natural materials that reconnect land and water. This includes adding native vegetation and large wood along shorelines previously dominated by hard structures such as seawalls and riprap; enhancing kelp forests and eelgrass beds that benefit fish, wildlife, and invertebrates; and deploying floating wetlands in areas where natural restoration is challenging.

- In 2025, the Port completed the fifth year of its Bankline Stabilization Program, evaluating 7.2 miles (37,756 feet) of shoreline across 10 sites based on standardized evaluation criteria
- In partnership with the Seattle Aquarium, kelp beds along Elliott Bay and at the mouth of the Duwamish were surveyed with an ROV
- With the Washington Department of Natural Resources, the Port completed the first year of a five-year monitoring program of eelgrass beds at Smith Cove

15
MILES of shoreline owned and managed by the Port

7.2
MILES of shoreline assessed for improvements

Port Supporting WDFW in Regional Stormwater Study

For many years, the Port has supported the Washington Department of Fish and Wildlife's (WDFW) ongoing Stormwater Action Monitoring Program Puget Sound Nearshore Mussel Monitoring project. In November 2025, the Port assisted WDFW by installing cages with native bay mussels (*Mytilus trossulus*) at two locations near municipal (Seattle Public Utilities) stormwater outfalls. WDFW partners will retrieve these and similar cages from several locations throughout Puget Sound in order to analyze them for accumulated contaminants. WDFW's next report, covering the 2023-24 season, is forthcoming.

Making Strides in Blue Carbon Restoration

Researching and Restoring Kelp Habitat

The Port has an ongoing partnership with the Seattle Aquarium and the Puget Sound Restoration Fund to advance kelp restoration. In 2025, we completed the fourth year of bull kelp monitoring work, leading to greater understanding of bull kelp dynamics in Elliott Bay. The work is identifying the physical and biological factors that are important for kelp beds to thrive and will help inform future kelp restoration projects, including the development of a habitat suitability model to predict where kelp may thrive in the future.

Combating Ocean Acidification

The Port of Seattle continues to be the only port member of the International Alliance to Combat Ocean Acidification and to have adopted an Ocean Acidification Action Plan. We continue to pursue progress on coastal restoration and decarbonization of the maritime and aviation industries — two key strategies to combat ocean acidification.



Protecting Endangered Orcas

The Port of Seattle actively works on multiple fronts to advance the science of underwater noise and reduce its impact on Puget Sound marine species. Quiet Sound is a multi-party effort, initiated by the Port of Seattle, to address underwater noise impacts to Southern Resident killer whales (SRKW) from marine vessels. Quiet Sound, now managed by Washington Maritime Blue, is focused on slowing vessels traveling in Puget Sound as a key strategy. Quiet Sound leads a voluntary vessel slowdown every year which commences in the Fall when SRKWs are likely to be in and around the shipping lanes in central Puget Sound.

During the 2024-25 slowdown, SRKWs were present for at least 57 days of the 98-day slowdown period, the most of any Quiet Sound slowdown to date. Most vessels transiting the study area participated in the slowdown. Of 860 transits, 66% reduced their speed and 56% met reduction targets. During the slowdown period, broadband median ambient sound levels were reduced by 0.5 dB, resulting in a 12% less noisy soundscape. Sound levels were reduced by 1.3 dB (35%) in the frequency band used by killer whales for communication (500-15,000 Hz) and by 0.2 dB (5%) in the frequency band used for echolocation.

The Port of Seattle is also engaged in independent science to understand underwater noise in its operational areas. In July, the Port deployed hydrophones into Puget Sound to study underwater noise in partnership with SLR Consulting. This two-year initiative is designed to establish baseline ambient noise levels in Puget Sound. The data will help the Port understand the underwater sound scape better, including vessel traffic, to guide strategies for reducing noise impacts on marine life, particularly vulnerable species like the Southern Resident Killer Whales.

66% of vessel transits voluntarily reduced speed

12% less noisy soundscape in Puget Sound

Reviving Miller Creek: Stream Restoration near SEA

In partnership with the City of Burien and the City of SeaTac, the Port of Seattle contributed to a project to restore a vital section of Miller Creek.

Construction was completed in summer 2025, and Burien is beginning a five-year performance monitoring period. This project demonstrates the Port's land stewardship commitment to community partnerships that facilitate initiatives and projects that wouldn't otherwise be feasible. Importantly, the restoration site also integrates community access to parkland and a regional trail system.

450
FEET of piping was replaced with a natural stream channel, mimicking the creek's original form and creating additional, high-quality aquatic habitat

1
FISH BARRIER replaced with a passable structure, allowing salmon and other aquatic organisms to migrate freely

1.4
ACRES of streamside forest restored, creating natural flood storage, and providing shade for cooler air and water temperatures



The restoration of Miller Creek was a great collaboration with the cities of Burien and SeaTac and clearly demonstrates that local governments can significantly enhance the region's environment and quality of life when we align our interests across jurisdictions. The removal of barriers to salmon migration which create critical connections to habitat restoration work further upstream. These connections will also increase the number of salmon in Puget Sound.

FRED FELLEMAN,
PORT OF SEATTLE
COMMISSIONER



RESTORING AND PROTECTING HEALTHY URBAN TREES

The Port works to restore and maintain healthy urban forests through its Land Stewardship Plan, which guides forest health and habitat connectivity enhancements, integrates capital project development, and prioritizes actions in accordance with the Port's equity index and community engagement priorities.

Since tracking restoration activities began in 2006, the Port has planted more than 446,000 trees and shrubs and restored more than 215 acres of urban forest and aquatic habitat, including invasive species removal.

6.8K

trees and shrubs planted in 2025, including 1,024 trees planted by South King and Port Communities Fund partners

16 ACRES

of invasive species removed

1/2 ACRE

of native forest canopy and understory restored



SEA Tree Replacement Policy

The Port adopted a 4:1 functional tree replacement requirement in 2024 for tree clearing in its jurisdiction, and 2025 was the first full year of implementation. The tree replacement policy achieves a primary goal of the SEA Land Stewardship Plan, which comprehensively evaluates the ecological values and best management practices for SEA properties. In 2025, SEA cleared 69 trees and generated 276 replacement credits, including planting 202 trees, restoring approximately one quarter of an acre of invasive understory, and protecting nine high-value trees from development impacts. Trees were cleared primarily to maintain required clearances around runway light towers and airfield security fencing.

Native Pollinator Habitats

The Port of Seattle maintains bee colonies at SEA to support honeybee populations and create a native pollinator habitat in previously unused green spaces on the south end of the airport. A key goal of this initiative is to breed honeybees that are better adapted for future survival, with all honeybees and queens bred from locally produced stock. The presence of honeybees collecting nectar and pollen serves as an indicator of available food sources for native bee species as well, which will be monitored in 2026 in collaboration with Washington Bee Atlas.

These hives have been in place since 2013 through a partnership with the local business, Sunflower Bee Company. This collaborative project, known as Flight Path, aims to both raise honeybees and transform the area into a thriving native pollinator habitat.

90 POUNDS

of honey produced from 25 bee colonies

Washington Conservation Corps

The Washington Conservation Corps (WCC), an AmeriCorps program administered by the Washington Department of Ecology, performed stewardship services at airport and seaport habitat restoration sites, public access, and open spaces in 2025. Ten different WCC crews from around the state removed invasive species, planted and propagated native species, supported community planting events, performed erosion control along slopes using nature-based solutions, and installed and removed Canada goose (*Branta canadensis*) exclusion fencing. This work took place over 178 days and equates to almost 9,000 hours of stewardship services performed on Port sites by WCC crews.



Purple Martins

In partnership with King County, WDFW, and local volunteers, the Port relocated 12 purple martin (*Progne subis*) nesting gourds from derelict piling to dedicated nesting poles at Terminal 91 in 2024. The nesting gourds were observed with active purple martin nesting in 2025. Four additional nesting gourds were added to the eight nesting gourds originally installed at the Elliott Bay fishing pier. Since the pier is closed to the public, these additional gourds were installed to see if they attract more purple martins and add capacity for nesting pairs. All the installed nesting gourds were inspected for use, cleaned, and reinstalled for the 2025 nesting season. The Elliott Bay fishing pier gourds were also observed with active purple martin nesting in 2025.

Building Stronger Relationships with Local Tribes

The Port of Seattle has a longstanding history of collaboration with tribal governments on environmental matters, operational logistics, and permit approvals. The Port remains committed to fostering and strengthening these relationships based on mutual respect and collaboration. The Port has government-to-government MOUs with the Muckleshoot and Suquamish Indian Tribes that expand opportunities for collaboration in economic development, habitat restoration, workforce development, archaeological resource protection, and fisheries. At the request of the tribes in 2025, the Port:

- Completed a study to evaluate alternative spawning substrates for Pacific herring
- Removed 17 creosote-treated timber pilings from treaty-reserved fishing areas
- Arranged for a portable crane to assist with loading ice onto tribal fishing vessels at Pier 66

CLEANING UP CONTAMINATED LANDS

The Port of Seattle transforms historically polluted areas into healthy lands near our airport and waterfront, fostering economic growth and environmental stewardship.



PROGRESS IN ACTION

Terminal 108: Began drafting the Engineering Evaluation / Cost Analysis report that identified the nature and extent of contamination and cleanup alternatives to the EPA

South Park Marina: Completed the Remedial Investigation report, which identifies the nature and extent of contamination, and submitted it to the Department of Ecology for their review

East Waterway: Continued progress on sediment loading and recontamination assessment. Executed an order with EPA for Remedial Design of the East Waterway and a MOA with the City and County to implement the order

Terminal 91: Finalized the sediment workplan for a feasibility study to Department of Ecology. Began Feasibility Study field activities

Lower Duwamish Waterway Middle Reach: Funded 25% of the costs of the design in the middle reach of the site

Terminal 25 South: Submitted the public review draft Engineering Evaluation / Cost Analysis report that identified the nature and extent of contamination and cleanup alternatives to the EPA

Terminal 115 North: Began the Feasibility Study

Terminal 115 Plant 1: Began drafting the Remedial Investigation report

Terminal 117 (Duwamish River People's Park): Completed the 10th and final year of post-cleanup monitoring. Future long-term monitoring will be conducted as part of the LDW 5-year monitoring program

Lora Lake Apartments Site: Reached agreement with Department of Ecology on long-term monitoring requirements for the Lora Lake Apartments Site. The Port will conduct three additional years of monitoring to confirm ongoing compliance at the site

The Port actively pursues cost recovery for environmental cleanup projects. In 2025, we secured about \$23M.

SAFEGUARDING THE FUTURE: ADVANCES IN ENVIRONMENTAL CLEANUP

The Port of Seattle is committed to protecting the environment for future generations by investing in long-term contaminated soil, groundwater, and sediment cleanup projects. These projects involve removing and reducing exposure to harmful contaminants, often taking years and decades to complete due to their complex nature. The process, including investigations, design, cleanup, and long-term monitoring, ensures a comprehensive and scientific approach to restoring the health of our waterways and surrounding environment.

PROJECT COUNT



Reduction of PFAS Use at SEA

Per- and polyfluoroalkyl substances (PFAS) are a growing concern due to their environmental persistence and potential health risks. Often called “forever chemicals,” these human-made substances are used in a variety of common products, including firefighting foam. After years of lobbying for changes from the Federal Aviation Administration, which historically mandated the use of PFAS-containing firefighting foam at airports, regulations were updated in 2023 allowing for use of fluorine-free firefighting foam products. In 2024, the Port of Seattle Fire Department became the first airport in the nation to use a special cleaning technology to safely remove PFAS from its fire trucks as part of its transition to newly approved fluorine-free foam. This year, in 2025, the first airport tenant began a project to remove their existing PFAS-containing firefighting foam fire suppression system from their hangar and replace it with a water-only sprinkler system. Also in 2025, design was completed, and the Port hired a contractor to conduct replacement of a PFAS-containing foam system located at the Consolidated Rental Car Facility. This replacement project is scheduled to occur in 2026. Three additional foam storage systems managed by SEA tenants are in varying stages of the transition away from PFAS foam.

**Amount of
PFAS-containing foam
removed from SEA:**

11.8K+
GALLONS IN 2025

15.5K+
GALLONS TO DATE

We are committed to transparency and collaboration every step of the way. By planning ahead and investing now, we’re ensuring that future cleanups can move forward responsibly and predictably, while continuing to protect public health, habitat, and the working waterfront.

RYAN CALKINS, PORT OF SEATTLE COMMISSIONER





REDUCING WASTE



Operating a major airport and seaport means there can be a lot of waste. SEA alone is a 24/7 operation that serves over 52 million passengers a year and supports nearly 175,000 jobs. It is akin to managing a city, including the need for waste management. The Port actively works to embrace the call to “reduce, reuse, and recycle” in all our facilities.



Diverting Waste From Landfills

The Port diverts materials from landfills through robust recycling, composting, and other innovative programs. Our ambitious goals include 60% diversion from landfills in municipal solid waste and 90% diversion from landfill in construction waste.

47% (4,402 tons) of waste from SEA terminals diverted from landfills

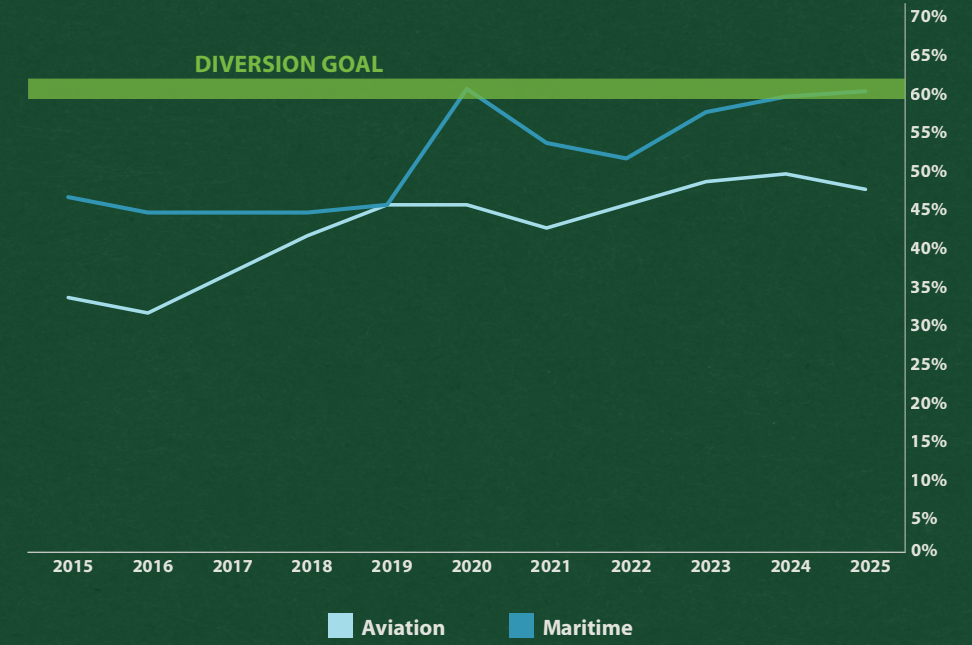
59.7% (1,656 tons) of waste from maritime facilities diverted from landfills

Construction Waste Diversion Rates

99% (68,000 tons) of waste from SEA capital projects diverted from landfills

93.7% (2,619 tons) of waste from maritime capital projects diverted from landfills

Municipal Solid Waste Diversion Rates



Looking ahead, our mission remains clear: to lead by example in sustainability. At the Port of Seattle, we're proud of the strides we have made, and we are prepared for the additional, critical work that still lies in front of us.

HAMDI MOHAMED, PORT OF SEATTLE COMMISSIONER



Making an Impact with Waste

SEA exemplifies our dedication to waste reduction. The Port works closely with tenants to tackle waste by reducing single-use plastic, donating meals to food banks, composting, and recycling a wide range of materials, including used cooking oil. Used cooking oil is turned into renewable diesel and sustainable aviation fuel (SAF), which reduces carbon emissions.

In 2025, SEA expanded the donation program by establishing a post-security collection point for tenants operating at SEA's North Satellite. Staff also coordinated with Customer Service to support "Donation Drop," a program that collects donated personal care products from security checkpoints.

25K+ MEALS and 3,000 lbs. of personal care products donated to local food banks

1590 TONS of waste collected for composting

14% annual increase from 2023 due to the new compostable policy at SEA

177 TONS (46,028 gallons!) of cooking oil recycled into renewable diesel and SAF

SEA Requires Reusable or Compostable Service Ware

To further minimize waste, new tenant requirements began in July 2024 mandating the use of reusable or certified compostable to-go options at all retail and dining locations at SEA. This significant step, combined with a successful pilot program to test a new waste separation technology, will significantly reduce SEA's reliance on single-use plastics, particularly food packaging. We are already seeing the benefits of these actions to not only minimize environmental impact but also facilitate a greater amount of food waste recovery from both passengers and businesses, contributing to a more sustainable and environmentally responsible airport experience.



Supporting Statewide Improvements to WA's Recycling System

Washington's Legislature passed the Recycling Reform Act, an Extended Producer Responsibility law for packaging and paper products, which the Port supported in partnership with other local policy advocates. The Act brings producers into alignment with local government through shared responsibilities and goals that focus on achieving environmental, social, and economic outcomes for statewide recycling systems. By passing this legislation, Washington joins other progressive states in revitalizing our recycling system, recovering value from wasted resources, and reducing burdens on residents and local governments.

Updating Airport Waste Measurement Data

In 2025, SEA began a terminal-focused waste characterization study to update our understanding of airport waste composition and sources. Typically updated every five years, this study will conclude in 2026. It will document current conditions following recent changes in food service ware policy, the expansion of composting infrastructure, and overall airport growth.

BUILDING SUSTAINABLE INFRASTRUCTURE

Building infrastructure that is sustainable and resilient in the long-term is important for financial stewardship, community benefits, and environmental protection. The Port of Seattle aims to build and maintain its facilities in a smart, sustainable way to ensure they function for our community and the environment well into the future.



PROMOTING GREEN AND SUSTAINABLE DEVELOPMENT

The Sustainable Evaluation Framework (SEF), adopted by the Port in 2020, is an innovative tool — unique to Port of Seattle — used for integrating sustainable design and equity principles into new capital construction projects and major decisions. As part of the SEF, capital project teams work with stakeholders to identify and analyze sustainability opportunities and create detailed sustainable design strategies for projects. Opportunities range from reducing operational carbon emissions and improving water conservation to using low carbon and sustainable construction materials, implementing efficient energy and transportation choices, enhancing employee amenities, and more. As part of the SEF, capital projects are screened for sustainability opportunities and assigned a tier from 1 to 3. Tier 2 and 3 represent more complex projects with greater opportunities for incorporating sustainability and equity elements.

In 2025, the Port:

5 sustainable design strategies in progress

2 sustainable design strategies completed

Emissions Reduction Snapshot

C Concourse Expansion

The new concourse will more than triple the existing space, boasting over 220,000 square feet packed with amenities inspired by the Pacific Northwest's natural beauty and Seattle's vibrancy. Notably, the C Concourse Expansion is the first airport project to follow the Port's SEF, setting a precedent for future Port projects with its focus on sustainability, stakeholder engagement, and analyses. By incorporating the SEF, the C Concourse Expansion project is estimated to avoid 90% (~570 tons/year) of expected carbon (CO₂) emissions. This project reimagines the travel experience with an intuitive design that prioritizes calmness, climate consciousness, and passenger comfort. This includes features like fossil fuel-free systems (e.g., clean electricity), rooftop solar panels, water-saving fixtures, a new employee breakroom, and biophilic design strategies that promote a harmonious relationship between design and environmental responsibility. The new C Concourse will open in June 2026.



South Concourse Evolution

South Concourse Evolution (SCE) is a major concourse renovation project designed to extend the life of the facility while significantly improving safety, performance, and passenger experience. The project prioritizes seismic resiliency, modernizes building systems to enhance operational and environmental efficiency, and upgrades passenger amenities to improve traveler comfort.

Sustainability is a core driver of the project's design. Current design decisions are expected to avoid approximately 58% (~390 tons per year) of projected operational carbon (CO₂) emissions, primarily through the use of fossil-fuel-free climate control systems and energy-efficient design strategies. The project also targets a 25% reduction in embodied carbon by reusing portions of the existing structure and specifying low-embodied carbon concrete.

Beyond environmental performance, the project delivers social and operational benefits, including a dedicated employee break room for concourse staff and a food donation location to support local communities.



Fishermen's Terminal

The main entrance at Fishermen's Terminal needed repaving, and an adjacent building was slated for demolition and new parking. By applying the SEF, the Port identified significant advantages to enhance environmental outcomes within the existing scope of the project. This included installing bioretention features and green space to the new parking area, beautifying community spaces, treating stormwater, and creating new pollinator habitat. The project also salvaged roughly 1,200 tons of material from the building to be beneficially reused on other regional projects. Remaining materials routed for landfill will be disposed away from environmental justice communities, reducing harmful truck traffic in overburdened communities near the Duwamish River.

The project also enhances bicycle safety by installing multiple bike lanes and wayfinding on site. New lighting will support bicycle and pedestrian safety, especially for those traveling to nearby bus stops.

Maritime Innovation Center

The Maritime Innovation Center (MInC) serves as a SEF case study. It is currently under construction at Fishermen's Terminal and will create a business incubator that can support and drive innovation in the maritime sector, solve maritime industry problems, and advance blue economy opportunities around the world. The development also includes high-level building certification targets to serve as a model for other development, targeting full International Living Future Institute Living Building Challenge certification. Some of the MInC's sustainability features include net positive energy, salvaged materials and building reuse, natural ventilation, natural lighting, stormwater treatment, greywater reuse and rainwater capture, ground source heat exchange, and red list free materials. Restoration began in 2024 and construction is expected to be completed in 2026.



THIRD-PARTY ENVIRONMENTAL CERTIFICATIONS

Six projects totaling 738,177 square feet are pursuing certifications:

CONCOURSE C EXPANSION AT SEA:
Targeting LEED Platinum in 2026

(originally targeted Silver)

SEA GATEWAY — NORTH MAIN TERMINAL REDEVELOPMENT:
Targeting LEED Silver in 2026

2026 AIRFIELD IMPROVEMENT PROGRAM:
Piloting Envision Verification by 2027

TERMINAL 91 UPLANDS PHASE I:
Targeting LEED Silver Certification by 2028

MARITIME INNOVATION CENTER:
Targeting Living Building Challenge Certification by 2027

S CONCOURSE EVOLUTION PROJECT:
Targeting LEED Silver by 2033



ENVIRONMENTAL PLANNING & PERMITTING

Securing the necessary environmental approvals and permits for Port construction and maintenance projects often requires innovative solutions and a deep understanding of the complex and dynamic regulatory landscape. Port of Seattle staff navigate these challenges, integrating environmental considerations into every stage of project development. We are committed to finding sustainable solutions that balance economic growth and operational efficiency with environmental protection.

ENVIRONMENTAL REVIEW AND PERMITTING

Our expert teams go above and beyond to assure compliance, secure necessary permits, and conduct environmental reviews.

In 2025, we had:

114 active capital projects
in the Aviation division

135 active projects
in the Maritime division

Each of these projects require numerous complex environmental and building permits. In 2025, 142 permit actions were completed to support the maritime projects, with many others continuing into 2026 and beyond.

Sustainable Airport Master Plan

The Puget Sound region is poised for significant growth, with an anticipated population increase of one million residents by 2035. To accommodate growth while upholding the Port's sustainability commitments, the Sustainable Airport Master Plan (SAMP) serves as a strategic roadmap for SEA's future development. SAMP encompasses 31 near-term projects, including a second terminal, an elevated busway, and new cargo facilities. On September 25, 2025, the Federal Aviation Administration published the National Environmental Policy Act (NEPA) Final Environmental Assessment and Finding of No Significant Impact and Record of Decision. The NEPA review was a comprehensive process assessing the potential environmental impacts of proposed projects. This evaluation encompasses a broad spectrum of environmental categories, including air quality and climate change, water resources, biological resources, and noise. The Port actively engaged the public through a series of community meetings and a public comment period to gather valuable input. Now that NEPA is complete, the Port of Seattle will complete the State Environmental Policy Act (SEPA) review in 2026. The Port will continue to engage with agencies and the public.



Comprehensive Repair and Maintenance Permit

Programmatic permits support the Port's ability to deliver capital projects that cover a wide range of maintenance, repair, and replacement activities for in-water infrastructure at Port facilities over a 10-year period. The intent is to provide a streamlined permitting process, saving months of project coordination if these projects were to be submitted individually to the agencies.

Due to a change in policy for the approval of repair and maintenance projects by National Marine Fisheries Service and U.S. Fish and Wildlife Service in 2018, the Ports of Tacoma and Seattle had to negotiate new programmatic permits. This was a highly complex and technical initiative. The resulting Comprehensive Routine Maintenance, Repair, and Scientific Sampling Program permit application was developed over 18 months of internal and external coordination and technical review. This required diligent coordination and negotiation with federal, state, and local agencies, as well as the creation of contingency plans for those projects that might not be covered by the programmatic permit.

Approvals were received in August 2025, including approvals from the U.S. Army Corps of Engineers, WA Department of Ecology, WA Department of Natural Resources, WA Department of Fish and Wildlife, National Marine Fisheries Service, U.S. Fish and Wildlife Service, Muckleshoot Indian Tribe, and Suquamish Indian Tribe. Since then, the Port created new processes for coordination with agencies and tribes to deliver high-profile projects within the 2025-2026 in water work window, including the T18 Berth Maintenance Dredge and the West Waterway High Spots projects. The permit also serves as a template application for other ports in the Puget Sound.



Resiliency and Sea Level Rise

The Port is keenly aware of the need for collective, collaborative planning for sea level rise and climate-related risks on the Seattle waterfront. Our infrastructure and operations are interwoven and interdependent with surrounding street network, utilities, stormwater drainage, public safety and regulatory priorities, and the public realm. The Port is engaging in collaborative efforts to ensure a holistic, resilient vision of the Seattle Waterfront.

The AdaptSea Waterfront Resilience Partnership (“Partnership”), launched by the Port of Seattle in 2023, includes major Seattle waterfront infrastructure owners, operators, and regulators, including the City of Seattle, King County, and Washington State Ferries. Other private, public, and Tribal entities are engaged as advisors. The Partnership creates a forum for coordinating Seattle waterfront capital investments and climate and sea level rise adaptation projects to increase competitiveness for grants, improve effectiveness of regulation for waterfront infrastructure, and make public investments more efficient by working together to prioritize and sequence projects to optimize for the long-term. In 2025, the partners held four meetings to discuss key infrastructure, planning initiatives, and results of the sea level rise and coastal storm modeling. The partners produced a recommendations report, which offers near and long-term opportunities for collaborative adaptation and resilience work. The recommendations and storm modeling maps are available on the Port of Seattle AdaptSea webpage.

Our team also partnered with King County to contract with U.S. Geological Survey (USGS) for a groundwater modeling study that will help identify potential groundwater changes as sea level rises. This will help the Port understand risks to underground or at-surface infrastructure, supporting decision-making and asset management. In addition to promoting collaboration in alignment with AdaptSea partnering framework, this agreement also advances goals of the Duwamish River Sea Level Rise agreement, which the Port signed in 2024.

PROTECTING WATER QUALITY



The Port of Seattle implements programs and processes, collaborates with our tenants, and invests in innovative treatment technologies to ensure we avoid or minimize any effects on the health of our creeks, rivers and the Puget Sound.



Compliance and Beyond

The Port of Seattle set a Century Agenda goal to meet or exceed agency requirements for stormwater leaving Port-owned and operated facilities. In 2025, the Maritime division met all stormwater permit requirements. At the airport, 99% of individual permit conditions were met, two minor exceedances documented out of over 1,000 sampling results.

The Port invests in innovative treatment systems to minimize stormwater runoff and debris from our facilities. Over time, we have incorporated several new techniques into our maritime stormwater system, including Retain Drain and Splash Boxx products, as well as oyster shells in barrels, swales, and catch basins. In 2025, the Port added Retain Drain treatment to Jack Perry Park, continued to monitor the effectiveness of Splash Boxx and oyster shell barrel filters, conducted tours and presentations, and shared information with external partners.

At SEA, we also monitored oyster shell and limestone spall improvements, which have proven effective at pH buffering.

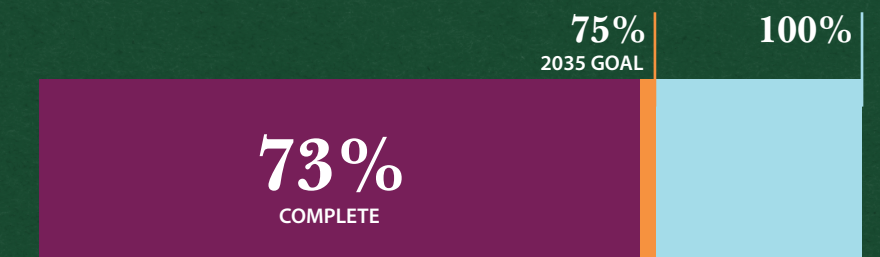
Salmon-Safe: SEA Airport, maritime parks, and public spaces hold prestigious Salmon-Safe certifications. Salmon-Safe is one of the nation's leading ecolabels; it recognizes practices that protect water quality, maintain watershed health, and restore habitat. SEA and maritime parks and public spaces were recertified in 2023 and 2024, respectively.

New and Improved Systems

Port stormwater systems are critical for maintaining the safety of our facilities as well as our ability to improve water quality. SEA is also enhancing its industrial wastewater treatment system that receives and treats stormwater from the airfield. The project designer was selected in 2024, and the design continues to progress through 2026 with construction projected to begin in late 2027.

Rehabilitating our maritime stormwater system is essential for maintaining a highly functioning and effective system. Based on stormwater system assessment data and progress tracking methods, the Port has completed 73% of rehabilitation, which reflects stormwater assets that are in excellent or good condition, and expects to achieve the goal of rehabilitating 75% of the system in advance of the projected 2035 goal.

Maritime Stormwater System Rehabilitation



PROTECTING OUR WATERWAYS

Taking Action on Derelict Vessels

Abandoned and neglected vessels pose a serious threat. They are not just eyesores. They are safety hazards, environmental risks, and can hinder operations. The Port of Seattle is responsible for removing derelict and abandoned vessels at or near Port properties. Quick action on these vessels helps avoid chemical and debris release and protects water quality.

Removing Debris and Marine Hazards

The Port of Seattle continues to demonstrate a strong commitment to protecting and restoring the marine environment through a proactive approach to addressing marine debris. In 2025, the Port completed significant upgrades to its underwater Remotely Operated Vehicle, enhancing its capability to conduct high-resolution 3D mapping of submerged debris and underwater structures. These technological improvements allow for more accurate identification, documentation, and assessment of marine debris located on or near Port of Seattle properties.

As part of this effort, the Port is developing a comprehensive marine debris inventory to better understand the type, location, and scale of underwater debris near Port properties. This inventory will support more efficient coordination among Port staff, contractors, and partner agencies, enabling targeted cleanup efforts and more effective use of resources.

The Port of Seattle looks forward to deploying this advanced technology in the coming year, marking an important step forward in its marine stewardship initiatives.

By leveraging innovative tools and data-driven approaches, the Port continues to advance its mission to enhance, protect, and restore the health of the region's marine ecosystems for the benefit of the environment and surrounding communities.

33

custody actions started

31

vessels removed or custody actions resolved

23

vessels in process



LESSENING THE IMPACT OF AIRCRAFT NOISE



Seattle-Tacoma International Airport was one of the first airports in the country to establish a noise mitigation program. Since 1985, the Port has been delivering a comprehensive Airport Noise Program to minimize noise pollution around the airport. The program has three main components: residential sound insulation projects, airline collaboration and recognition, and community engagement.



BUILDING A QUIETER FUTURE TOGETHER

As part of the Port of Seattle's long-term commitment to communities surrounding the airport, the Port offers sound insulation for eligible properties within the current Federal Aviation Administration (FAA) approved noise remedy boundary.

In 2025, the Sound Insulation Program made significant progress in all target segments.

- **APARTMENT UNITS:** Ten complexes with **327 apartment units** had designs finalized and the construction contract awarded. **200 units** were completed in 2025.
- **SINGLE FAMILY HOMES:** One home was insulated in 2025 and two were identified for 2026.
- **PLACES OF WORSHIP:** Two places of worship started construction in 2025 with a **third** to be completed in 2026. After the addition of a **fourth Place of Worship** in 2026 within the boundary, the Accelerated Program authorized by the Commission in 2020 will be completed by the end of Q4 2027.
- **CONDOMINIUMS:** No current projects pending.
- **SCHOOLS:** In 2002, a partnership was formed with the FAA and Highline School District to upgrade **15 schools** through a \$100 million joint investment. **11 schools** are complete, and Pacific Middle School will be the **12th**. The Port and FAA will invest **\$3.4 million**, supporting **950** students. Pacific Middle School is scheduled to open in August 2027.

Sound Insulations Completed to Date

9.4K+ single family homes

321 condominiums units in seven complexes

200 apartments units in three complexes

11 schools

Part 150 Noise and Land Use Compatibility Study

A Part 150 Noise and Land Use Compatibility Study is a voluntary FAA program that sets guidelines for airport operators to document aircraft noise exposure and establish noise abatement and compatible land use programs. **These noise abatement strategies and mitigation programs must be approved by the FAA to qualify for potential federal funding.** SEA initiated the multi-year study in 2024, the fourth undertaken since 1985. In 2025, we completed the work of developing the Noise Exposure Maps that will form the basis for future noise mitigation programs and began to assess the relevant land uses within those areas. Three successful in-person public workshops were held in Burien, SeaTac, and Des Moines in late September and early October. The workshops provided local residents an opportunity to engage with staff and provide written comment. A virtual public workshop was also held in October. The Part 150 Technical Review Committee (TRC) provides study guidance and input and met three times in 2025. The TRC consists of Port staff, local city staff, community members, airlines, and FAA.



Sound Insulation Repair and Replace Pilot Program

In 2024, the Port Commission directed the creation of an assessment and pilot program regarding the effectiveness of previously installed and federally funded sound insulation packages in communities around SEA. A comprehensive assessment, completed in 2024, was used to guide the pilot. The pilot program began in 2025 and prioritizes homes based on the Day Night Average Sound Level (DNL) exposure (that acoustically test at or above 45dB DNL), age of the sound insulation (pre-1993), and equity scores calculated using the Port's Equity Index. Acoustic testing is the first step in the pilot; outreach occurred with homes in the highest DNLs.

In 2025:

- 262 homes (in the 66-69 DNL) received invitation for acoustic testing
- 135 homeowners responded with interest in testing
- 117 homes were tested
- 209 homes (in the 65 DNL) received an invitation for acoustic testing. Test dates will occur in 2026

Homes that acoustically tested at, or above, 45 dB DNL interior are eligible for design and construction, and owners of homes that tested below 45 dB DNL interior receive technical assistance information. The Port is currently working with five eligible homes on design and construction for sound insulation package replacement.

This pilot program is helping the Port better understand the conditions of older sound insulation packages and explore methods to address existing packages that are no longer providing sound insulating benefits.

Encouraging and Recognizing Airline Noise-Reduction Practices

The Port of Seattle's Fly Quiet Awards program celebrates airlines who go the extra mile to reduce aircraft noise and minimize their impact on local communities. Fly Quiet encourages airline compliance with noise abatement efforts by evaluating aircraft flight procedures and noise levels and recognizing the two airlines with the best record of achievement in the scoring categories. A third award is given to an airline that has shown significant noise improvement or made an impactful change that lessened their noise over the course of the year at SEA.

2025 AWARD WINNERS:

**AIR CANADA, FRONTIER AIRLINES
AND ICELANDAIR**

Fostering Collaboration and Community with StART

The SEA Stakeholder Advisory Round Table (StART) provides the Port of Seattle with a dedicated forum intended specifically for discussing and tackling airport and aviation industry concerns from neighboring cities and their residents. StART brings together the relevant parties with a common purpose for information sharing and collaboration to achieve results. Eighteen meetings were held in 2025, including working group meetings focused on aviation noise as well as state and federal policy.





ENGAGING OUR COMMUNITY

Recognizing that a healthy environment is vital for both the Port and surrounding communities, the Port of Seattle prioritizes collaborative environmental stewardship. Through education and outreach programs, the Port empowers residents near Port facilities and regional communities to participate in decision-making and advocate for environmental well-being. This commitment to community engagement fosters trust, empowers informed decision-making, and harnesses the power of collective action for a more sustainable future.

EVENTS AND LEARNING OPPORTUNITIES

In 2025, the Port of Seattle actively fostered environmental stewardship and education through over **90 diverse opportunities**, ranging from hands-on activities to informative tours and presentations.

Community Tree Plantings

Beyond education, the Port facilitated tangible restorations, including community urban forestry events near SEA Airport that resulted in hundreds of new tree and shrub plantings.

Hands-on Stewardship and Workforce Development Training

Duwamish Alive is a semiannual community event that involves hands-on habitat restoration and outreach activities in the Duwamish River Watershed with the greater Seattle and Tukwila communities. The events are coordinated by the Duwamish Alive Coalition; a growing group of organizations that includes Duwamish River Community Coalition, Environmental Coalition of South Seattle, Dirt Corps, and federal, state, local, and Tribal governments. The Port is a key partner and annual sponsor of this event series.

Youth Engagement

In addition to the Port's strong high school and college intern program, we invested in the next generation of maritime and environmental professionals through the UW-Bothell Environmental Career Panel and specialized tours for Maritime High School interns. Additionally, the 18th annual Environmental Challenge saw Raisbeck Aviation High School seniors present innovative mobile units for noise and emission reduction to Port leadership.

90 community events held



Duwamish Waterway and Habitat Awareness:

The Port continues its commitment to equitable engagement and investment in community partnerships in the Duwamish Valley through the Duwamish Valley Community Equity Program (DVCEP). Port staff collaborate on annual opportunities to engage and educate near-port communities about the ecology, wildlife, and ongoing habitat restoration of the Duwamish River. The Port annually hosts two free boat tours of the Duwamish River to increase public awareness of Port/NWSA maritime environmental projects and programs.

The Multilingual Duwamish River Boat Tour is hosted in partnership with the Port Community Action Team (PCAT). This educational boat tour provides an inclusive and language-accessible opportunity for diverse, multigenerational communities in the Duwamish Valley to learn about the DVCEP, Port-community partnerships like our work alongside the PCAT, and Port-owned habitat restoration sites along the Duwamish waterway. In 2025, the tour focused on engagement with the Khmer community of Seattle and King County, connecting elders and youth to the river's history and ecology.

Duwamish River 101 is offered as part of the Port of Seattle's adult public education series. The tour includes information about the importance of the five-mile-long Duwamish waterway for commerce, job creation, fish, and wildlife habitat. Tour attendees learn about marine industrial commerce, the

legacy of past industrial activities, fish and wildlife habitat restoration, and Superfund cleanup plans. Partners for both boat tours include Duwamish River Community Coalition, the Port Community Action Team, and the Environmental Protection Agency.

The Port of Seattle continues our partnership with Seattle Public Utilities, Argosy Cruises, IslandWood, and Seattle Public Schools to support 11 educational and interactive boat tours along the Duwamish River. The program is designed to increase access and opportunities for low-income elementary students in the Duwamish Valley and South King County areas. Tour content includes learning from agency professionals and community leaders about Duwamish River ecology, stormwater pollution, community partnerships, and collecting water samples from the Duwamish River.

13 educational and interactive boat tours along the Duwamish River

COMMUNITY-ORIENTED ENVIRONMENTAL PROGRAMS

In 2025, the Port opened the fifth cycle of funding for the South King and Port Communities Fund (SKPCF) Environmental Improvements Program. With a total of \$500,000 available for this cycle, organizations were invited to apply for up to \$20,000 for single-year initiatives or up to \$60,000 for multi-year projects.

Communities in South King County experience a disproportionate share of environmental harm due to a history of inequitable land use and economic displacement. The partnerships built through this program are central to the Port's commitment to improving green spaces, restoring urban forests, and enhancing overall livability in the neighborhoods surrounding the airport.

The Duwamish Valley Port Community Action Team (PCAT) functions as a bridge between the Port of Seattle and the surrounding community, upholding the co-created Duwamish Valley Community Equity Program and Community Benefits Commitment, adopted in 2019. This collaborative effort aims to uplift the Duwamish Valley by focusing on capacity building for the Port and the community to learn from each other, supporting environmental health initiatives, and creating economic opportunities. The program aims to work in partnership with and empower community members to influence Port operations and programs. The PCAT is actively working towards a cleaner, more prosperous future for the Duwamish Valley through efforts like the Duwamish River Community Hub, supporting career fairs and small businesses, as well as habitat restoration training and clean air education.

\$500K in community grant funding



PRACTICING EQUITY, DIVERSITY, AND INCLUSION

The Port of Seattle actively advances equity, diversity, and inclusion in its programs. This includes prioritizing business inclusion programs that empower minority-owned businesses, fostering green job creation, and providing a pathway to economic opportunity for residents, with a particular focus on under-represented communities. Additionally, the Port champions environmental justice initiatives that address historical disparities in near-port communities.

Women and Minority-Owned Businesses

The Port is committed to a more equitable and inclusive business landscape, including investing in Women- and Minority-owned Business Enterprises (WMBEs). A preliminary review of our 2025 Port-wide spending shows that 15.3% of project expenditures went to WMBEs. This represents approximately \$151 million across 354 WMBEs and directly contributes to regional economic growth for diverse businesses. In the Environment and Sustainability Department, 37% of spend went to WMBEs, far exceeding the 20% goal.

15.3% of project expenditures went to WMBEs

37% of environment and sustainability expenditures went to WMBEs



Workforce Development and Green Jobs

In 2025, the Port of Seattle deepened its green workforce investments in the Duwamish Valley by launching the Duwamish Valley Career Navigation (DVCN) Program. This new partnership, operated by TRAC Associates, was created to help near-port residents connect to training, support services, and career pathways in green, maritime, construction, and aviation industries. The program's first year has been intentionally centered on relationship and partnership-building with community members and employers in the Duwamish Valley. To date, 18 residents have signed up for ongoing career navigation services in 2025.

Even as enrollment continues to grow, the program is already providing meaningful support. Participants have received one-on-one career guidance, resume and interview assistance, preparation for upcoming training programs, and referrals to employment opportunities at SEA Airport and other near-port businesses. To help reduce barriers to employment, DVCN also offers transportation assistance, work clothing, tools, and other wraparound supports. The program has established new partnerships with SEA Airport, construction and maritime employers, and local community-based organizations to help ensure residents can access clear and attainable pathways into family-wage careers. In addition, the program refers eligible participants to City of Seattle and King County pre-existing green job training programs such as King County JumpStart, Sphere Solar, Emerald Cities Collaborative and Pre-Apprenticeship Construction Training.

With interpretation services readily available, a consistent presence at the Duwamish River Community Hub, and a focus on residents who have historically been left out of port-related careers, the Duwamish Valley Career Navigation Program is creating space for a more inclusive and diverse workforce. While 2025 was a foundational year, the program is well positioned to grow as awareness increases and trust continues to build in the Duwamish Valley.

Also in 2025, Port-funded pre-apprenticeship training programs trained and placed 11 community members into apprenticeships focusing on clean and renewable energy, including the construction, installation, maintenance, and operation of these systems.

Lastly, the Port continues to support broader green-jobs awareness and systems-building through its partnership in the Coalition for Climate Careers (C3). In 2025, the Port helped convene public C3 coalition events, both in person and virtually, creating additional opportunities for community members, partners, and employers to connect around climate-aligned careers.



Language Access

The Port of Seattle is committed to inclusivity by providing accessible services and a welcoming environment for customers, employees, and the public. A key milestone in this effort was the Port of Seattle's 2023 Language Access Order, which initiated the development of a comprehensive guidance manual to help departments create tailored language access plans and budget for the necessary resources to implement this policy effectively.

Practical applications of this policy are already visible through the SEA Airport Noise Programs, which conducted multi-language outreach to 471 homes in 2025. Additionally, the Port mailed 1,135 multi-lingual packets to provide community information on sound insulation packages installed in the early 2000s. These materials educated homeowners on how to visually identify their windows and provided specific contact information for assistance.

Language access also remains a critical component of the Part 150 process. During three recent public information sessions, interpreters were on hand to assist with answering questions and ensuring that all community members could participate fully in the dialogue. In addition, the Port applies this investment in translations and language access on other critical projects, making inclusive community outreach an important focus of the Port.



Environmental Justice and the Port's Equity Index

The Port is developing an environmental justice approach to guide our projects and programs toward opportunities with strong environmental justice impact and that deliver positive outcomes for near-port communities. This work includes using the Port's Equity Index to make data-informed decisions. We applied the Equity Index and community insights to many projects including the:

- Sustainable Airport Master Plan Near-Term Projects Environmental Assessments
- Duwamish Valley Parks Management Strategy
- SEA Land Stewardship Plan
- Airport noise programs
- Various capital projects

By leveraging the Equity Index and environmental justice considerations, the Port can identify potential impacts and beneficial strategies, craft focused outreach materials, translate materials to specific audiences, better engage residents, and identify better solutions.

We don't have to choose between good jobs and environmental stewardship. This year reinforced my belief that a thriving economy, environmental sustainability, and advancements for social equity go hand in hand. When we lead with our values and listen to our workers and communities, we can achieve transformative change.

TOSHIKO HASEGAWA,
PORT OF SEATTLE COMMISSION
PRESIDENT 2025



AWARDS AND RECOGNITION

Throughout the year, we strive to implement innovative solutions and collaborate with stakeholders to achieve our sustainability goals. These awards and acknowledgements represent the dedication and hard work of our team and partners and further motivate us to continue our environmental stewardship and community engagement.

Green Marine

Green Marine is a voluntary environmental certification program specifically designed for the North American maritime industry. By participating in Green Marine, the Port of Seattle commits to improving environmental performance beyond what's mandated by regulations. Environmental performance is rated on a scale of 1 to 5 in accordance with the environmental program's detailed framework and an external verification of the results. Underwater Noise is a new measure and the Port's score of 3 out of 5 reflects plans and actions in development, not a statement of noise conditions.

Port's scores:



World Port Sustainability Awards

The International Association of Ports and Harbors recognized the Port of Seattle as a global finalist for its prestigious World Ports Sustainability Awards. Specifically, the Port was shortlisted in the infrastructure category for its innovative Marine Stormwater Utility, the first of its kind for a U.S. port. This utility was highlighted for its proactive approach to managing over one billion gallons of annual rainfall, establishing a dedicated fee structure to fund stormwater system improvements, and improving discharges from 72 miles of stormwater pipes to protect the water quality of the Puget Sound.

AIVP Finalist Recognition Award

The Port of Seattle was recognized as a finalist for the AIVP Antoine Rufenacht Prize for the Duwamish River People's Park and Shoreline Habitat project. The prize recognizes forward looking port-city redevelopment initiatives that strengthen ties between urban communities and their ports through sustainable design and environmental stewardship. The selection panel praised the project's strong sustainability goals, biodiversity conservation outcomes, and community benefits.

Maritime Achievement Award

George Blomberg, Senior Environmental Program Manager in the Maritime Environment and Sustainability department received the Propellor Club's coveted Maritime Achievement Award for 2025. The award is presented annually during the Seattle Maritime Day Breakfast to an individual who has brought great credit or economic benefit to the maritime interests of the Puget Sound Area. George was recognized for his long and distinguished career at the Port of Seattle working on habitat restoration and environmental outreach.



PORT OF FIRSTS

The Port of Seattle has been on the leading edge of many environmental initiatives. We channel the strong environmental value that defines the Seattle region and pair it with innovation and action.

We are the first port to:

Hire a wildlife biologist for its airport (1977)

Achieve a 100% green taxi fleet at an U.S. airport (2003)

Establish an agreement with cruise industry to prohibit wastewater discharge in state waters (2004)

Implement large scale flow-through construction stormwater treatment at SEA (2004-2008)

Create the first international strategy on clean air between ports (2008)

Conduct a comprehensive greenhouse gas inventory at a U.S. airport (2008)

Have two cruise homeport berths with shore power (2009)

Be certified Green Marine on the U.S. west coast (2013)

Be certified for reducing carbon emissions by Airport Council International's Airport Carbon Accreditation program in the U.S. (2014)

Establish and operate its own Stormwater Utility in the United States (2014)

Achieve Salmon-Safe certification for an airport (2016)

Require Transportation Network Companies, such as Uber and Lyft, serving SEA to meet strict fleet-wide carbon emission limits (2016)

Use crushed oyster shells in stormwater catch basins and downspout barrels for removing pollutants (2017)

Develop a Community Benefits Commitment with a near-port community to pledge resources for environment, public health and jobs (2019)

To establish an Office of Equity, Diversity and Inclusion (2019)

Join the Alliance to Combat Ocean Acidification (2020)

Prohibit discharge of exhaust gas cleaning system wash water at berth in the PNW (2020)

Initiate a partnership to explore a green corridor focused on cruise ships (2022)

Remove PFAS chemicals from airport fire trucks using special cleaning technology (2024)

Independently require that 100% of all home port cruises be shore power capable and utilize shore power (effective 2027) in the nation



THANK YOU

The success of the Port's environmental work can be attributed to a culture of stewardship that starts from our top leadership through all of our divisions and departments. It takes all groups working together to visualize, plan, and implement our environmental work. We thank everyone for their support.

EXECUTIVE LEADERSHIP

STEPHEN P. METRUCK EXECUTIVE DIRECTOR

KAREN GOON DEPUTY EXECUTIVE DIRECTOR

NEEPAPORN "A" BOUNGJAKTHA MANAGING DIRECTOR
ECONOMIC DEVELOPMENT

MATT BREED CHIEF INFORMATION OFFICER

PEARSE EDWARDS SENIOR DIRECTOR EXTERNAL RELATIONS

GLENN FERNANDES DIRECTOR INTERNAL AUDIT

KATIE GERARD SENIOR DIRECTOR HUMAN RESOURCES

BOOKDA GHEISAR SENIOR DIRECTOR OFFICE OF EQUITY,
DIVERSITY, AND INCLUSION

STEPHANIE JONES STEBBINS MANAGING DIRECTOR
MARITIME DIVISION

SANDRA KILROY SENIOR DIRECTOR ENVIRONMENT
AND SUSTAINABILITY

MIKEL O'BRIEN SENIOR DIRECTOR LABOR RELATIONS

PETE RAMELS GENERAL COUNSEL

WENDY REITER MANAGING DIRECTOR AVIATION DIVISION

CHRIS WIMSATT CHIEF FINANCIAL OFFICER

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