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APPROVED MINUTES COMMISSION REGULAR MEETING

March 11, 2025

The Port of Seattle Commission met in a regular meeting Tuesday, March 11, 2025. The meeting was held at the Port of Seattle Headquarters Building Commission Chambers, located at 2711 Alaska Way, Seattle Washington, and virtually on Microsoft Teams.

1. CALL to ORDER

The meeting was convened at 10:35 a.m. by Commission President Toshiko Hasegawa.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

The public meeting recessed into executive session to discuss one item regarding Litigation/Potential Litigation/Legal Risk per RCW 42.30.110(1)(i) and National Security per RCW 42.30.110(1)(a)(i) for approximately 50 minutes, with the intention of reconvening the public session at 12:00 p.m. Following the executive session, the public meeting reconvened at 12:07 p.m. Commission President Toshiko Hasegawa led the flag salute.

3. APPROVAL of the AGENDA

The agenda was approved, as amended, and without objection, adding Agenda Items 8m and 8n.

4. SPECIAL ORDERS OF THE DAY

No Special Orders of the Day were presented.

5. EXECUTIVE DIRECTOR'S REPORT

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

6. COMMITTEE REPORTS

Digital recordings of the meeting proceedings and meeting materials are available online – www.portseattle.org.

Erica Chung, Commission Office Strategic Advisor, presented committee reports as follows:

Aviation Committee

Commissioners Cho and Felleman convened the Aviation Committee on February 18, 2025. Commissioners received an update on the federal and state regulatory and policy landscapes. This update highlighted areas where shifts in the federal and state governments may impact SEA operations and capital projects. In response to Commissioners' questions about how recent federal actions would change SEA's regulatory environment, staff advised that it is still a fast-moving topic and expressed uncertainty as to how these actions will ultimately turn out.

7. PUBLIC COMMENT

- The following people spoke regarding the Port's Plain Language Order, adopted by the Commission in January, and requested that when the Port talks about cruise that it stops using the language 'revenue passengers' and that the Port be clear regarding how many passengers are taking cruises: Elizabeth Burton.
- The following person spoke regarding T5 cold ironing and not being successful in using some shore power and encouraged the Port to look carefully at the agreement work contract for shore power at T18 to ensure contractors provide a properly working product: Matt Ventoza, ILWU 19, Vice President.
- The following person spoke in support of Item 10a on the agenda and in support of the Duwamish Valley Career Navigator Initiative: Gus Williams, City of Seattle.
- In lieu of spoken comment, written comment regarding the ongoing rise in greenhouse gas emissions and the need to reduce environmental harms caused by the cruise industry was submitted by: Natalie Franz.

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

8. CONSENT AGENDA

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

8a. Approval of the Special Meetings' Minutes of February 6, 2025, and the Regular Meeting Minutes of February 11, 2025.

8b. Monthly Notification of Prior Executive Director Delegation Actions February 2025.

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

8c. Authorization for the Executive Director to Increase the Capital Improvements Project Budget for the Building 161G AV Facility Upgrade Project by \$250,000, for a Revised Total Budget of \$4,022,000. (CIP #C800924).

Request document(s) included an agenda memorandum.

- 8d. Authorization for the Executive Director to Execute an Agreement with the Seattle Tacoma Airline Consortium (STAC) for Exit Lane Staffing Reimbursement, for a Total of \$3,500,000 through January 15, 2026.**

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

- 8e. Authorization for the Executive Director to Execute of Two Consulting Contracts, One with an Amount Not-to-Exceed \$3,000,000 and One with an Amount Not-to-Exceed \$1,500,000, for Financial Consulting Services for Up to Five Years and a Total of \$4,500,000.**

Request document(s) included an agenda memorandum.

- 8f. Commission Adoption of the 2025 Local and Regional Government Policy Priorities, for Staff to Engage with Local and Regional Officials and Other Partners in Support of These Priorities.**

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

- 8g. Authorization for the Executive Director to Take All Steps Necessary, Including the Execution of All Contracts, Including Public Works, Alternative Public Work Procedures in Accordance with RCW 10, Good and Services, Personal Services, Professional Services, Other Consulting Service, and Any Other Types of Contracts or Agreements to Deliver the Generator Controls Project, in the Requested Amount of \$8,450,000, for an Estimated Total Project Cost Not-to-Exceed \$9,400,000. (CIP #C801316).**

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

- 8h. Authorization for the Executive Director to Approve Additional Funding to Advertise, Award, and Execute a Major Public Works Construction Contract for the Completion of the Corrosion Protection Projects at Bell Harbor Marina and Pier 66 in the Requested Amount of \$900,000 (\$400,000 for C800539 BHM / \$500,000 for C800517 P66), for a Total Estimated Project Cost of \$7,995,000. (CIP#sC800539 and C800517)**

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

- 8i. Authorization for the Executive Director to Execute a New Collective Bargaining Agreement Between the IUOE Local 302, Representing the Operating Engineers in the Aviation Maintenance Department, Covering the Period from June 1, 2023, through May 31, 2028.**

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

- 8j. Authorization for the Executive Director to Execute a New Collective Bargaining Agreement Between the Port of Seattle and the International Brotherhood of Teamsters, Local 117, Representing Police Officers at the Police Department for the Port of Seattle Covering the Period from January 1, 2025, through December 31, 2027.**

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

- 8k. Number Not Used.**

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

- 8l. Authorization Under Revised Code of Washington 53.19 for Competition Waiver Authorizing the Port to Specify Local Communications and Marketing Firm, Desautel Hege Communications Inc., as the Communications, Creative, Producer, and Media Planner for the Port of Seattle's Maritime Communications and Advertising Initiative – the "Port for the Future," in the Requested Amount of \$300,000 and a Total Estimated Project Cost of \$495,000.**

Request document(s) included an agenda memorandum.

- 8m.¹ Authorization for the Executive Director to Approve Funding to Advertise and Execute a Major Public Works Construction Contract for the Completion of the Pier 66 Grand Staircase Replacement Project, in the Requested Amount of \$3,560,000, for a Total Estimated Project Cost of \$4,060,000.**

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

- 8n.² Authorization for the Executive Director to Increase and Amend the Indefinite Delivery, Indefinite Quantity (IDIQ) Professional Services Agreements for Roofing Related Consulting Services with a Cumulative Total Amount Not-to-Exceed \$2,700,000.**

Request document(s) included an agenda memorandum.

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

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

9. UNFINISHED BUSINESS

There was no unfinished business presented.

¹ Item 8m was added to the agenda via motion without objection from the Commission.

² Item 8n was added to the agenda via motion without objection from the Commission.

10. NEW BUSINESS

10a. Authorization for the Executive Director to Direct the Port of Seattle to Contract up to a Total of \$480,000 with an Organization(s) Capable of Providing Career Navigation Services to Primarily Duwamish Valley Residents.

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

Presenter(s):

Anna Pavlik, Director, Workforce Development

Robert Brown III, Program Manager and Data Analyst, Workforce Development

Deputy Clerk Payne read Item 10a into the record and Executive Director Metruck introduced the item.

The presentation addressed:

- background information regarding workforce development initiatives in the Duwamish Valley;
- goal of the Duwamish Valley Career Navigator Program – to increase the number of Duwamish Valley residents who have living-wage employment by linking job seekers to existing green job training programs and careers in construction, aviation, and maritime;
- program steps; and
- Port partners.

Discussion ensued regarding:

- coordinated services with others in the region who are providing similar services and if we are leveraging matches with other jurisdictions; and
- if the Port is linking to the public school system in terms of creating awareness for students and potentially integrating some of these programs into the schools.

The motion, made by Commissioner Felleman, carried by the following vote:

In favor: Calkins, Cho, Felleman, Hasegawa, and Mohamed (5)

Opposed: (0)

11. PRESENTATIONS AND STAFF REPORTS

11a. Federal Grants Presentation.

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

Presenter(s):

Elizabeth Morrison, Director of Corporate Finance, Finance and Budget (In Person)

Deputy Clerk Payne read Item 11a into the record.

Executive Director Metruck introduced the item and presenters.

The presentation addressed:

- background information on the Port's Federal grant funding and current risks;

- capital grants included as a funding source in the 2025 – 2029 Plan of Finance;
- Capital Improvement Program (CIP) development and grants
 - projects included in the CIP based on need;
 - grants only included if there is a high level of certainty in receiving the grant funding;
 - federal grants included in the 2025 – 2029 CIP for both the airport and the seaport;
- potential risks to Federal grants;
- overall risk assessment;
- other Federal grants including environmental and Northwest Seaport Alliance specific;
- considerations;
 - any reduction in Federal grant funding assumed in the Plan of Finance would require either a reduction in spending or use of other funding sources;
 - Port funding includes a number of State grants, which could also be impacted by changes at the Federal level;
 - continuing with grant applications and collections and preparing for administrative disruptions and for regulatory changes;
- FAA administered grants;
- existing airport grants; and
- pending and future grants.

Discussion ensued regarding:

- uncertainty related to the actions of the Federal government;
- the timeframe for the period of uncertainty;
- having time to make appropriate course corrections is important, as is careful planning and contingencies;
- challenges in 2026 budget planning;
- revenue projections for the CIP and looking at a timeline of projects against the CIP spend from year to year to understand how to mitigate potential losses;
- risk of losing grant funding and analysis of what mechanisms the Port has to backfill funding gaps;
- the status of clean ports grants through the Environmental Protection Agency (EPA);
- how grant administration and management processes are proceeding for the EPA;
- maritime grants received being largely managed through the Northwest Seaport Alliance;
- state passthrough funds and if the Port knows what that dollar amount is and if the Port is engaging state partners in the conversation; and
- having a prioritization list of projects before the Commission if adjustments or delays are ultimately needed.

11b. Commission Committees Briefing - 2024 Accomplishments and 2025 Work Plans.

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

Presenter(s):

LeeAnne Schirato, Commission Deputy Chief of Staff, Commission Office
Erica Chung, Commission Strategic Advisor, Commission Office

Deputy Clerk Payne read Item 11b into the record.

Executive Director Metruck introduced the item and presenters.

The presentation addressed:

- 2025 Committee assignments;
- 2024 Committee workplans and accomplishments;
- 2025 established workplans; and
- ad hoc and special committees.

Discussion ensued regarding:

- internal and external factors that could potentially impact the committees' workplans;
- summarizing external committees' workplans in addition to the internal workplans; and
- potentially creating an ad hoc legislative committee in the future for the Commission.

12. QUESTIONS on REFERRAL to COMMITTEE and CLOSING COMMENTS

Commissioners and Executive Director Metruck spoke regarding the passing of Peter McGraw and his legacy, stating that he will be greatly missed.

Commissioner Mohamed wished the Port a happy Women's History Month and acknowledged all the women who contribute to the Port and the community. She also reiterated the Port's commitment to following changes in federal policy.

13. ADJOURNMENT

The meeting adjourned at 1:44 p.m.

Prepared:

Attest:

Michelle M. Hart, Commission Clerk

Sam Cho, Commission Secretary

Minutes approved: April 8, 2025



Outlook

[EXTERNAL] Take Action to Reduce Cruise Harms!

From Natalie Franz <noreply@adv.actionnetwork.org>

Date Wed 2/19/2025 7:02 PM

To Commission-Public-Records <commission-public-records@portseattle.org>

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs

caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness. Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Natalie Franz
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