

## SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
City Light	Phil Ambrose	Greg Shiring

### 1. BILL SUMMARY

**Legislation Title:** AN ORDINANCE relating to the City Light Department; authorizing the execution of a two-year agreement with the Port of Seattle for the construction of system improvements associated with Terminal 46 and the Pier 66 Shore Power Project and negotiation and execution of an operations agreement.

**Summary and Background of the Legislation:** This ordinance authorizes City Light to enter into an agreement with the Port of Seattle (“the Port”) for the construction and provision of shore power to Pier 66 via a submersible cable from Terminal 46. The shore power will enable cruise ships to plug into the local electrical grid and turn off their auxiliary diesel engines while at berth, resulting in an overall reduction in air pollutant and greenhouse gas emissions.

Power will be provided from an existing City Light electrical power vault to Terminal 46 and the submersible cable through the installation of upland electric cables, ductbanks, meter and switchgear infrastructure, and vaults. This infrastructure will be paid for by the Port with a total authorized budget of \$44,000,000.

The submersible cable connecting Terminal 46 with Pier 66 is approximately 6,110 feet long, 26 kilovolt (kV). The cable is owned and installed by the Port and any maintenance or repair of the cable is the Port’s responsibility. The Port’s use of the Salish Sea for the submersible cable is subject to coordination with local Tribes, including the Suquamish, Muckleshoot, and others. Coordination with local Tribes is fully the Port’s responsibility.



The construction agreement also includes improvements to City Light’s distribution system to be paid for by City Light at an estimated cost of \$3,595,619. These improvements include the installation of upland electrical cables, ductbanks, and vaults to / from an existing City Light vault north of South King Street and continuing north to the Terminal 46 property line. This new infrastructure is intended for service to Washington State Ferries’ Colman Dock Terminal Electrification Project.

As of this date, much of the construction work has been completed to enable shore power for the during the 2024 cruise ship season.

The ordinance also authorizes City Light to negotiate and execute an operations agreement for a duration up to 30 years regarding the operations, inspection, and maintenance of this infrastructure.

**2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project?  Yes  No.

**3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City?  Yes  No

**4. OTHER IMPLICATIONS**

**a. Please describe how this legislation may affect any departments besides the originating department.**

N/A

**b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

This legislation affects property at the Port of Seattle’s Terminal 46, specifically an easement for Seattle City Light to access and maintain electric utility (power) system and service infrastructure and equipment.

The Port of Seattle separately obtained an easement (DNR AQ#51-102593) via Washington State Department of Natural Resources (DNR) for the Project’s submerged cable between Terminal 46 and Pier 66.

**c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

This will beneficially reduce emissions in the greater Seattle area as cruise ships run off of clean, electric shore power instead of using diesel engines while in dock.

Historically, Seattle's working waterfront employed socially disadvantaged persons affected by poor working environmental conditions. By actively pursuing reduction of emissions, this Project is a step in the right direction to reduce impacts to historically vulnerable communities.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

N/A

- iii. What is the Language Access Plan for any communications to the public?**

N/A; the Port is the principal public communications lead for this project. See the [Port of Seattle's Project Website](#) for more information.

**d. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

The [Port of Seattle's Project Website](#) further describes the environmental benefits of this project that City Light enables. These benefits include reduction of annual emissions by: 54 metric tons of oxides of Nitrogen (NOx), one (1) metric ton of diesel particulate matter (DPM), and 2,700 metrics tons of greenhouse gas (CO2) emissions.

Additionally, City Light is partnering with the Port of Seattle and Northwest Seaport Alliance (NWSA) for the [Seattle Waterfront Clean Energy Strategy \(SWCES\)](#). The Project in question is a part of this overall effort to eliminate emissions from Seattle's working waterfront.

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

## 5. CHECKLIST

- Is a public hearing required?**  
No
- Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**  
No.
- If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**  
No.
- Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**  
No.

## 6. ATTACHMENTS

**Summary Attachments:** None.