



May 11, 2026
2:30 P.M.

T-Mobile Park
PFD Conference Room
110 Edgar Martinez Drive S
Seattle, WA 98134

The PFD will be holding this Regular Meeting of the Board of Directors in-person and in a manner consistent with guidance from the Attorney General's office. Virtual access via Teams is available upon request. Members of the public desiring to leave a comment but not able to attend the meeting in person should submit them to curtisj@ballpark.org at least 24 hours prior to the meeting start time.

BOARD MEETING NOTICE AND AGENDA

- A. Call to Order / Welcome** (Board Chair, Christopher Marr)
- B. Public Comment** (any written public comment received prior to the meeting will be summarized and read aloud)
- C. Approval of the Minutes**
 - 1. February 9, 2026 Regular Board Meeting Minutes
 - 2. March 19, 2026 Special Board Meeting Minutes
- D. Board Briefings and Potential Actions:**
 - 1. Mariners Update (Trevor Gooby, Seattle Mariners) – *Verbal Presentation Only*
 - 2. Stadium Makers District & WOSCA Updates (Joshua Curtis, Sandeep Kaushik, Natalie Quick, Jennifer Ziegler) – *Verbal Presentation Only*
 - 3. Pedestrian Improvement Project Update (Stacy Graven, Omar Riojas) – *Verbal Presentation Only*

4. 2026 Reference Ballpark Trip: Update (Annie Thenell) – *Verbal Presentation Only*
5. Treasurer’s Report (Omar Riojas, Joshua Curtis) – *Materials Included and Board Action Anticipated*
 - a. Balance Sheet/Profit and Loss Review
 - b. Proposed Resolution 26-003: Voucher Approval Capital Contribution

E. Reports

1. Chair’s Report (Board Chair, Christopher Marr)
2. Executive Director’s Report (Joshua Curtis)

- F. Executive Session:** The Board may meet in Executive Session to “review contract performance of publicly bid contracts” RCW 42.30.110 (1)(d); and/or to "review the performance of a public employee" RCW 42.30.110 (1) (g), and/or to discuss with legal counsel real estate lease matters and/or “potential litigation to which the agency . . . is, or is likely to become, a party, where public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency” RCW 42.30.110 (1)(i). Formal Board action is anticipated following the Executive Session.

G. Adjournment

WASHINGTON STATE MAJOR LEAGUE BASEBALL STADIUM PUBLIC FACILITIES
DISTRICT

Monday, February 9, 2:30 P.M.
Public Facilities District, Conference Room
110 Edgar Martinez Drive South, Seattle, Washington 98134

BOARD MEETING MINUTES

The PFD held a Regular Meeting of the Board of Directors in-person and in a manner consistent with guidance from the Attorney General's office. Virtual access was provided via a Microsoft Teams conference system (video or phone) upon request. Members of the public desiring to leave a comment but not able to attend the meeting in person were asked to submit comments to curtisj@ballpark.org at least 24 hours prior to the meeting start time.

CALL TO ORDER / WELCOME

Board Chair Marr called the meeting to order at 2:31 pm pursuant to notice. Board Members Stacy Graven, Omar Riojas, and Andrea Sato joined the meeting in person. Board Member Donny Stevenson was absent but excused. Staff and consultants present: Joshua Curtis (Executive Director), Annie Thenell (Business Operations Manager), Tom Backer (Legal Counsel), Jennifer Ziegler (Legislative), and Sandeep Kaushik (Legislative). Also joining in person were Trevor Gooby (Mariners Executive Vice President & COO), Dave Wilke (Mariners Senior Director of Facilities), Adam Gresch (Mariners Senior Manager of Communications), and Carmela Ennis (King County). Joining virtually via Teams was Trent Berry (Reshape Infrastructure Strategies).

PUBLIC COMMENT

No written public comment was received.

APPROVAL OF MINUTES

1. Chair Marr asked for a motion to approve minutes from the December 8, 2025, Board Meeting. Member Riojas moved to approve the minutes, seconded by Member Sato. Motion carried 4-0.

BOARD BRIEFINGS AND POTENTIAL ACTIONS

1. Guest Presentation: District Energy Opportunities and Feasibility (Trent Berry)
Mr. Berry summarized the presentation appended to the Board packet. Chair Marr asked at what point it would make sense to move forward to further examine the potential for a local energy district. Mr. Berry answered that it is good to have a goal and a vision for the district, and that carbon savings are likely not enough reason on their own to establish a district, but that notwithstanding carbon savings there is a big push towards electrification and away from natural gas, and this way can be a more cost-effective path to that. Chair Marr then asked for the Mariners input. Mr. Wilke said that the building is poised perfectly for this kind of district, due to the location of the Elliott Bay interceptor, and that creating an energy district is ripe for venture capital.

2. Mariners Update (Trevor Gooby, Adam Gresch)
Mr. Gooby reported that the off-season is going very well, that the first Fan Fest since 2017 was a sellout success, that spring training attendance is up, and that capital projects are being completed, including the new scoreboard which finished on time and under budget. Elevator replacements will be completed in early March, and the left gate escalator will be completed by March 1st. Additionally, Mr. Gooby reported that the Club has launched their new TV streaming platform in partnership with the MLB, Rick Rizz will retire as announcer at the end of this season, and that both the Ichiro statue and the 2001 Team statue will be installed and unveiled during this season. Mr. Gresch reported that the Club is launching the first ever Negro League tribute uniform as part of the regular season in the MLB. In addition to the Team wearing the Steelheads uniform every Sunday home game, the tribute includes a \$500,000 Steelheads Community Fund that will support baseball and softball in the community. Chair Marr commented that the Mariners should be commended for resurrecting the Steelheads uniforms and recognizing Seattle's connection to the Negro League.

3. PFD Board of Directors Annual Retreat: Topics Discussion (Joshua Curtis)

Mr. Curtis summarized the draft agenda for the upcoming March 19th Board Retreat, invited the members to provide suggestions for the Board Retreat agenda, and reported that individual agenda planning calls will be scheduled with each Board member in the coming weeks.

4. 2026 Reference Ballpark Trip: Preview (Annie Thenell)

Ms. Thenell reminded the Board that the Toronto trip dates to visit Rogers Centre are Tuesday August 11th through Thursday August 13th, and that everyone should please book their own flights based on the information that was previously emailed.

5. Treasurer's Report (Omar Riojas, Joshua Curtis)

- a. Proposed Resolution 26-001: Approval of 2025 Capital Contribution
Mr. Curtis introduced Proposed Resolution 26-001 ratifying the annual transfer from the Operating Fund to the Capitol Projects Fund. Mr. Curtis reminded the board that the annual transfer is based on a Lease requirement that the PFD transfer \$250,000 (escalated annually by the local CPI-U) should there be a balance in the Operating Fund at the end of the year. With such a balance present, Mr. Curtis made the transfer prior to the end of January, as required by the Lease. Member Riojas moved approval, seconded by Member Sato. Resolution carried 4-0.
- b. Balance Sheet/Profit and Loss Review
Mr. Curtis reviewed the materials included in the Board packet.
- c. Proposed Resolution 26-002: Voucher Approval
Member Riojas introduced Proposed Resolution 26-002 to approve the regular voucher payments, noting that he had reviewed all the financials with Mr. Curtis

and did not have any concerns. Member Riojas then moved approval, seconded by Member Graven. Resolution carried 4-0.

REPORTS

Chair's Report

Chair Marr reported that the Executive Committee has held meetings regarding Joshua's annual evaluation, and regarding an upcoming statue installation.

Executive Director's Report

Mr. Curtis summarized the Executive Director's report included in the Board packet.

EXECUTIVE SESSION

There was no Executive Session.

ADJOURNMENT

There being no further business before the Board, Chair Marr declared the meeting adjourned at 3:55 p.m.

Annie Thenell,
Recording Clerk

Christopher Marr, Board Chair
Board of Directors, Public Facilities District

Balance Sheet

As of May 1, 2026

	<u>Total</u>
ASSETS	
Current Assets	
Bank Accounts	
Cash - Capital Projects Fund	3,000,099.55
Cash - County Tax Revenues Fund	8,050.85
Cash - Neighborhood Improvement Fund	3,703,095.90
Cash - PFD Operations Fund	3,683,052.00
Cash - PFD Reserve	3,793,766.87
Cash Equivalents	128,946.70
Total Bank Accounts	\$ 14,332,031.91
Total Accounts Receivable	\$ 30,847,471.25
Total Current Assets	\$ 45,179,503.16
Total Fixed Assets	\$ 397,939,453.98
Total Other Assets	\$ 0.00
TOTAL ASSETS	\$ 443,118,957.14
LIABILITIES AND EQUITY	
Total Liabilities	\$ 77,986,193.73
Total Equity	\$ 365,132,763.41
TOTAL LIABILITIES AND EQUITY	\$ 443,118,957.14

Profit and Loss

January, February, March

	Jan-26	Feb-26	Mar-26	YTD	2026 Budget	Delta	% Spent
Expenses							
Salaries / Benefits							
Salaries & Wages	26,662	26,662	26,662	79,987	302,684	222,697	26%
Employee Benefits - Health		9,226	4,613	13,839	53,407	39,568	26%
Retirement Benefits	800	800	800	2,400	9,081	6,681	26%
Payroll Taxes	2,073	2,076	2,080	6,229	24,795	18,566	25%
Total Salaries / Benefits	\$ 29,535	\$ 38,764	\$ 34,155	\$ 102,454	\$ 389,967	\$ 287,513	26%
Professional Services							
Accounting/Auditing	0	1,361	990	2,351	59,464	57,113	4%
Consulting Fees - Admin	0	15,750	14,327	30,076	473,318	443,242	6%
Legal & Professional Services	0	3,467	6,234	9,701	108,000	98,299	9%
Website & IT Support	0	1,122	1,507	2,629	8,059	5,430	33%
Total Professional Services	\$ 0	\$ 21,699	\$ 23,057	\$ 44,756	\$ 648,841	\$ 604,085	7%
General & Administrative							
Bank, Payroll, & Investment Fees	1,164	1,425	506	3,095	11,495	8,400	27%
Board Support			1,010	1,010	12,147	11,136	8%
Dues & Subscriptions	16	16	3,566	3,598	6,555	2,957	55%
Insurance Expense		7,633		7,633	10,300	2,667	74%
Office Equipment Rental		1,609	817	2,426	8,610	6,184	28%
Office Supplies	92	314	127	533	4,120	3,587	13%
Professional Development				0	2,000	2,000	0%
Repairs & Maintenance	0	691	628	1,319	17,200	15,881	8%
Software Expense	649	388	354	1,391	4,138	2,747	34%
Telephone Expense	60	210	210	480	3,240	2,760	15%
Travel			2,235	2,235	26,500	24,265	8%
Utilities	224	224	224	671	2,400	1,729	28%
Total General & Administrative	\$ 2,204	\$ 12,509	\$ 9,677	\$ 24,391	\$ 108,704	\$ 84,314	22%
Total Expenses	\$ 31,739	\$ 72,972	\$ 66,890	\$ 171,601	\$ 1,012,274	\$ 840,673	17%

2
3 RESOLUTION NO. ____

4 A RESOLUTION to approve payments made by the District.

5 WHEREAS, pursuant to Chapter 36.100 RCW, as amended, the Washington State
6 Major League Baseball Stadium Public Facilities District (“District”) has been created and
7 possesses all the powers of a public facilities district; and

8 WHEREAS, Resolution No. 478 [Proposed No. 20-002] appointed the District
9 Executive Director, Joshua Curtis, as Auditing Officer; and

10 WHEREAS, the Board Chair or the Chair’s designee has been designated to review
11 and approve payments, subject to final review and approval by the Board; and

12 WHEREAS, Board member R. Omar Riojas has been designated by the Board Chair
13 to review and approve payments; and

14 WHEREAS, the Auditing Officer has reviewed and approved ballpark vouchers
15 #20260109131602, #20260130161138, #20260206120523, #20260221103300,
16 #20260306155815, and #20260320151042 as produced by King County (the District’s
17 treasurer); credit card statements covering January 2026, February 2026, and March 2026;
18 Electronic Payment Request Forms dated February 26, 2026, March 3, 2026, and March 17,
19 2026; and the January, February, and March payroll expense reports as produced by Gusto
20 (the District’s payroll administrator); as summarized as follows:

21
22 January 2026

<u>Classification</u>	<u>Amount</u>
25 1. Capital Projects Fund	
26 2. County Tax Fund	
27 3. Operating Reserve Fund	
28 4. Neighborhood Improvement Fund	
29 5. Operating Fund	
30 • Salaries/Benefits	
31 o Salaries	\$26,662
32 o Employee Benefits - Health	
33 o Employee Benefits – Retirement	\$800
34 o Payroll Taxes	\$2,073
35 • Professional Services	
36 o Accounting/Auditing	\$0
37 o Consulting Services	\$0
38 o Legal Fees	\$0

39	○ Website & IT Support	\$0
40	● General & Administrative	
41	○ Bank, Payroll & Inv. Fees	\$1,164
42	○ Board Support	\$0
43	○ Dues & Subscriptions	\$16
44	○ Insurance Expense	\$0
45	○ Office Equipment Rental	\$0
46	○ Office Supplies	\$92
47	○ Professional Development	\$0
48	○ Repairs and Maintenance	\$0
49	○ Software Expense	\$649
50	○ Telephone Expense	\$60
51	○ Travel	\$0
52	○ Utilities	\$224
53	TOTAL FOR THE PERIOD	\$31,739

54
55 February 2026

56		
57	<u>Classification</u>	<u>Amount</u>
58	1. Capital Projects Fund	\$4,835,486
59	2. County Tax Fund	
60	3. Operating Reserve Fund	
61	4. Neighborhood Improvement Fund	
62	5. Operating Fund	
63	● Salaries/Benefits	
64	○ Salaries	\$26,662
65	○ Employee Benefits - Health	\$9,226
66	○ Employee Benefits – Retirement	\$800
67	○ Payroll Taxes	\$2,076
68	● Professional Services	
69	○ Accounting/Auditing	\$1,361
70	○ Consulting Services	\$15,750
71	○ Legal Fees	\$3,647
72	○ Website & IT Support	\$1,122
73	● General & Administrative	
74	○ Bank, Payroll & Inv. Fees	\$1,425
75	○ Board Support	\$0
76	○ Dues & Subscriptions	\$16
77	○ Insurance Expense	\$7,633
78	○ Office Equipment Rental	\$1,609
79	○ Office Supplies	\$314
80	○ Professional Development	\$0
81	○ Repairs and Maintenance	\$691
82	○ Software Expense	\$388
83	○ Telephone Expense	\$210
84	○ Travel	\$0
85	○ Utilities	\$224
86	TOTAL FOR THE PERIOD	\$4,908,458

87

88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129

March 2026

<u>Classification</u>	<u>Amount</u>
1. Capital Projects Fund	\$409,388
2. County Tax Fund	\$3,293,489
3. Operating Reserve Fund	
4. Neighborhood Improvement Fund	
5. Operating Fund	
• Salaries/Benefits	
○ Salaries	\$26,662
○ Employee Benefits - Health	\$4,613
○ Employee Benefits – Retirement	\$800
○ Payroll Taxes	\$2,080
• Professional Services	
○ Accounting/Auditing	\$990
○ Consulting Services	\$14,327
○ Legal Fees	\$6,234
○ Website & IT Support	\$1,507
• General & Administrative	
○ Bank, Payroll & Inv. Fees	\$506
○ Board Support	\$1,010
○ Dues & Subscriptions	\$3,566
○ Insurance Expense	\$0
○ Office Equipment Rental	\$817
○ Office Supplies	\$127
○ Professional Development	\$0
○ Repairs and Maintenance	\$628
○ Software Expense	\$354
○ Telephone Expense	\$210
○ Travel	\$2,235
○ Utilities	\$224
TOTAL FOR THE PERIOD	<u>\$3,769,767</u>

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE WASHINGTON STATE MAJOR LEAGUE BASEBALL STADIUM PUBLIC FACILITIES DISTRICT AS FOLLOWS:

Vouchers #20260109131602, #20260130161138, #20260206120523, #20260221103300, #20260306155815, and #20260320151042 as produced by King County (the District’s treasurer); credit card statements covering January 2026, February 2026, and March 2026; Electronic Payment Request Forms dated February 26, 2026, March 3, 2026,

130 and March 17, 2026; and the January, February, and March payroll expense reports as
131 produced by Gusto (the District’s payroll administrator); are hereby approved.

132
133 PASSED by a vote of ____to ____ this 11th day of May, 2026.
134

135 BOARD OF DIRECTORS
136 WASHINGTON STATE MAJOR LEAGUE BASEBALL STADIUM
137 PUBLIC FACILITIES DISTRICT

138 _____
139 Christopher Marr, Chair

140 ATTEST:
141 _____
Annie Thenell, Clerk



Executive Director Report April 2026

Communication

- 2025 Annual Plan – We have reached out to a risk manager that the PSA recommended and will be discussing a review of our insurance policies. We have carried the same policies (Crime, Directors and Officers, and General Liability) for some time and could use a new look at our needs.

Financial and Lease Management

- 2025 Financial Statements – Thanks to the great work of Darcy, Annie, and Clark Number, we have finished our annual financial statements a month ahead of the due date. As usual, we will be posting them [here](#).
- Provisional 2027 Cap-Ex and Rolling 10 Year Plans– As required by the lease, the Club has submitted their provisional plans on time. We will be reviewing these over the course of May and the board on an approval letter at the June board meeting.

Board Development

- Board Appointments – I’m happy to report that Juan Cotto’s nomination has been transmitted to the King County Council. Should the process proceed smoothly, I would anticipate a confirmation vote within the next 4-6 weeks. The Executive’s office will notify us of the second appointment by the end of May.

Policy Tracking/Engagement

- Holgate Closure Technical Working Group – SDOT has come back to the group with five concepts that they will be studying further. I’ve attached them to this report and will provide an update to the group at Monday’s board meeting.
- Occidental Avenue Improvements – While it has been relatively quiet as MiG works on their next design milestone, there are two upcoming meetings where I expect to hear about both design and management updates. On Tuesday, May 12 (the day after our board meeting), I will be attending a Stadium stakeholder meeting with MiG to review updated designs. On May 18, Seattle Parks Foundation has asked Kate Joncas (now at MiG) to facilitate a meeting regarding long term management of Occidental Avenue. I anticipate that topics such as governance and maintenance will be addressed and I will report back to the board what I hear.
- District Energy – Tom and I are working with Hyphon Infrastructure on an early draft of the RFI. I will plan to provide a more thorough update, as well as next steps and the proposed schedule, once we have a draft ready to share.

- WOSCA & Stadium District – Sandeep, Jennifer, and Natalie Quick will be joining us at Monday’s board meeting to provide a detailed update on both projects.

Neighborhood Improvement Fund

- PIP Update – Attached to my Executive Director report is a one-page update on the Pedestrian Improvement Project. At Monday’s board meeting, Stacy and Omar will share a more thorough update on the status of the design.

PFD PIP Project Update

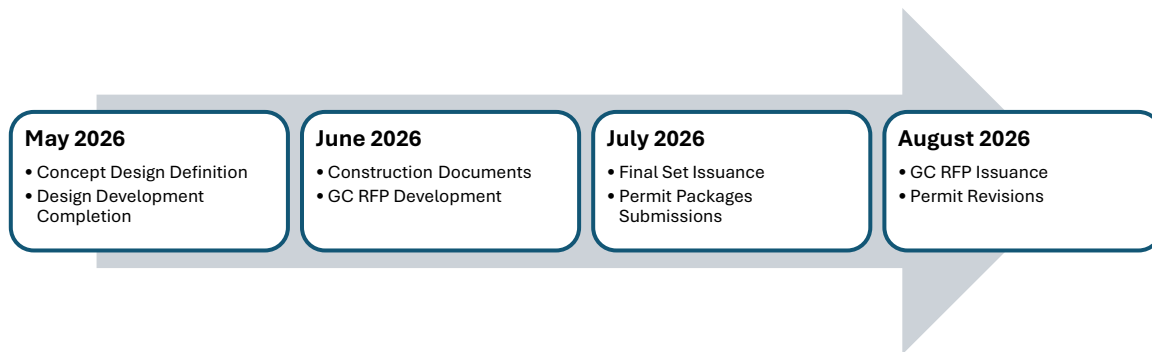
May 2026 Board Meeting Report

Status, Timeline, and Next Steps

Project Status

- **Concept Design Direction** identified and under refinement.
- **Design Development (DD)** phase initiated in parallel with concept refinement.
 - Focus on cohesive integration of lighting, wayfinding, and artist-driven features.
 - Exploring mural, installation, and storytelling opportunities across key areas
- **AHJs** coordination is ongoing. Discussions progressing toward design-specific requirements as the concept is finalized.

High-Level Project Timeline

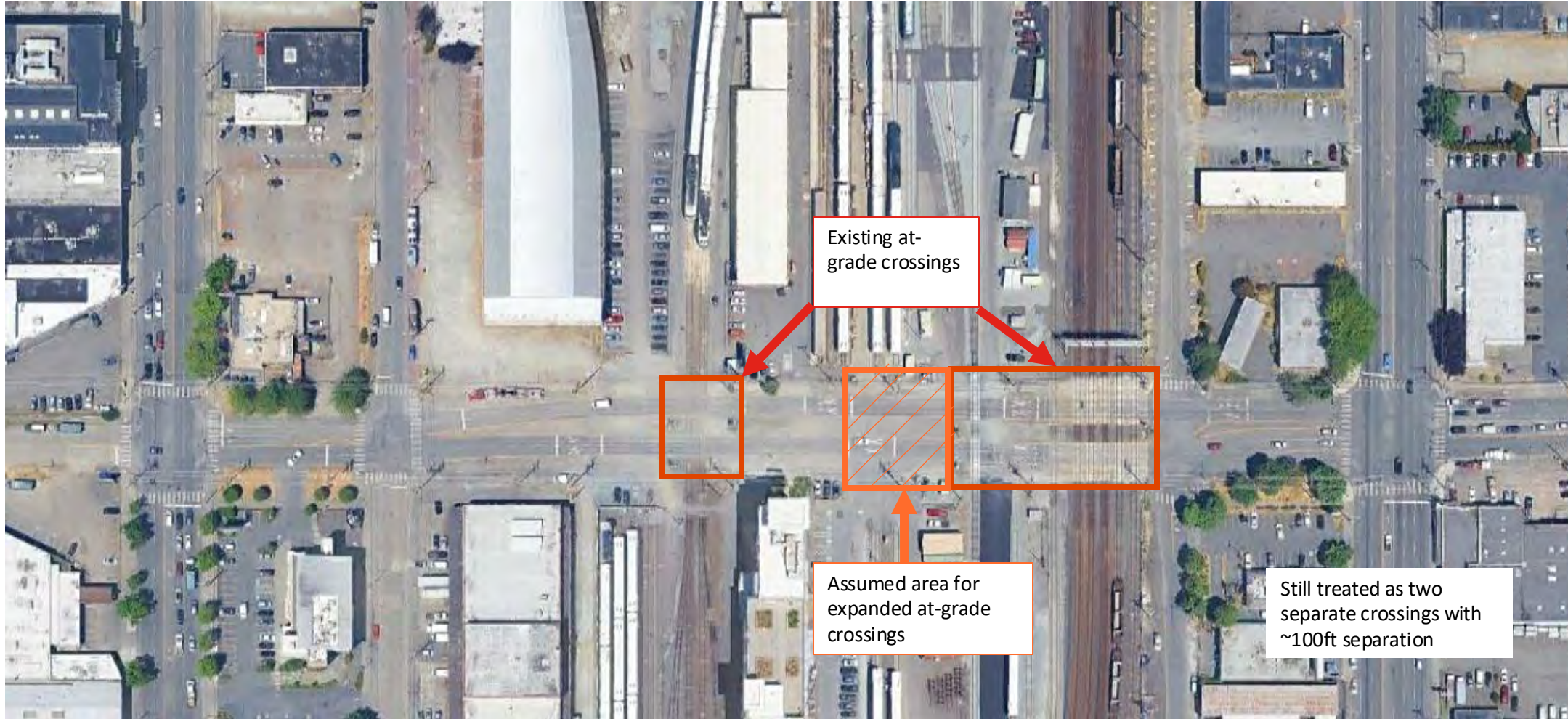


Next Steps (Now to June)

1. Gensler to finalize concept direction and design development.
2. Define artist engagement approach.
3. Construction Documentation to start following Design Development and continue through July.
4. Continue coordination with AHJs around design-specific requirements.

Level 2 Build Concepts Review

Level 2 Build Concept 1 – Retain Crossing



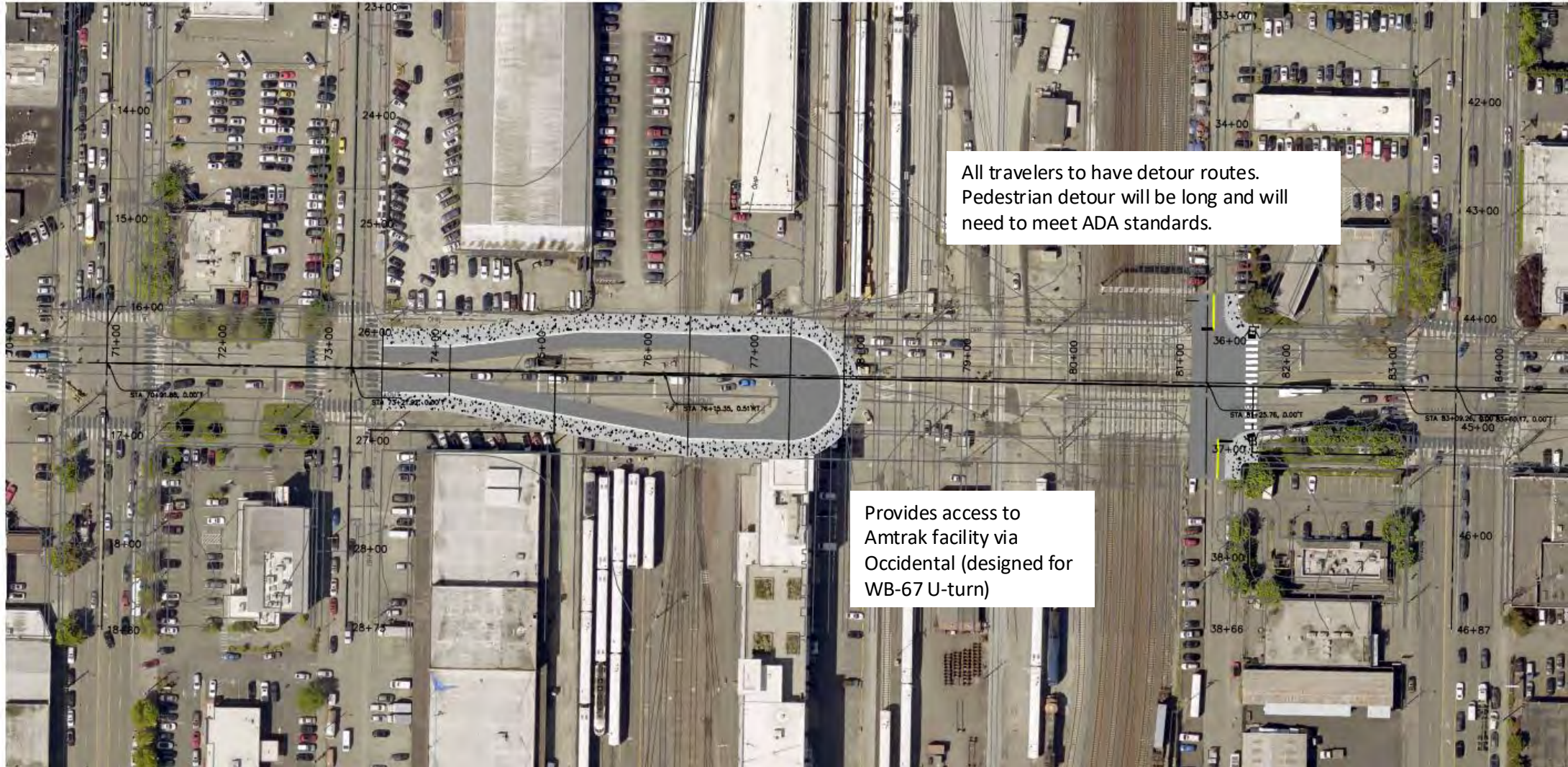
Level 2 Build Concept 4 - Complete Closure

1ST AVE S

OCCIDENTAL AVE S

3RD AVE S

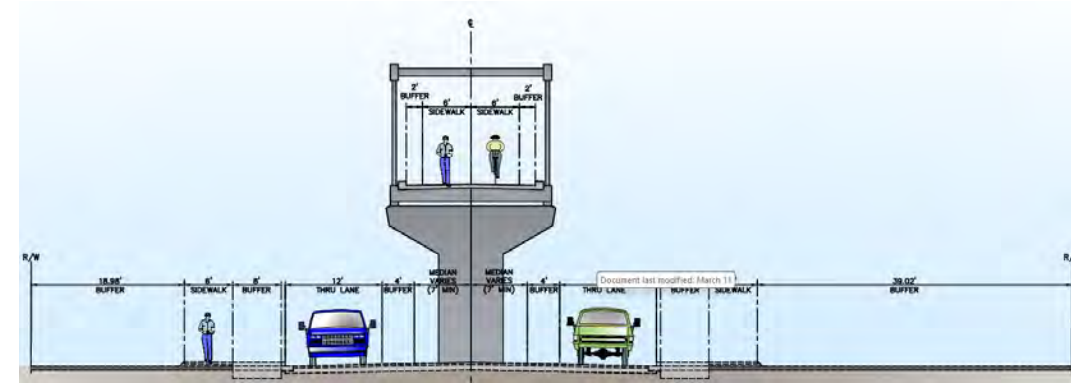
4TH AVE S



All travelers to have detour routes.
Pedestrian detour will be long and will need to meet ADA standards.

Provides access to Amtrak facility via Occidental (designed for WB-67 U-turn)

Level 2 Build Concept 5 - Ped/Bike Bridge

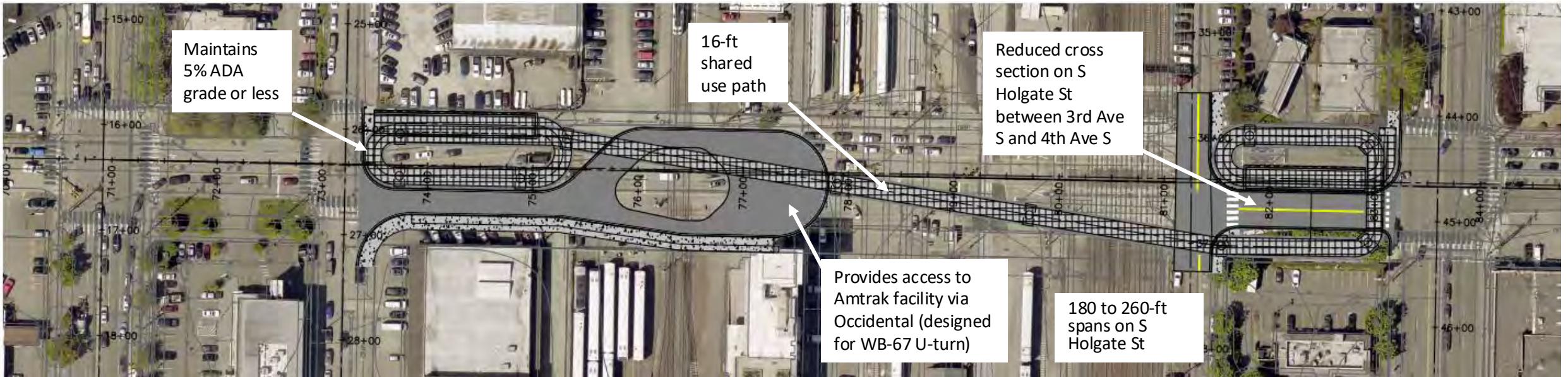


1ST AVE S

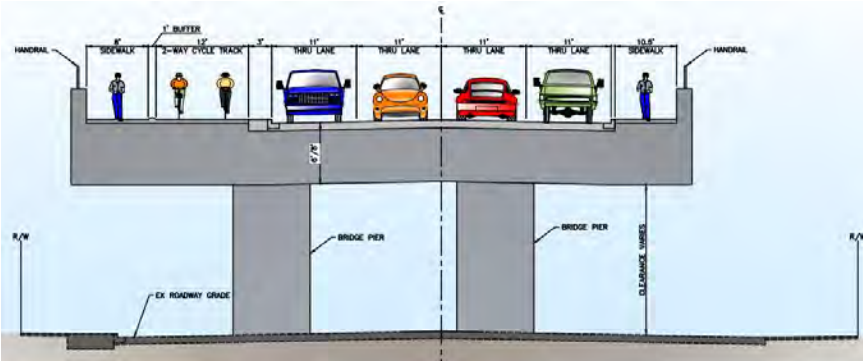
OCCIDENTAL AVE S

3RD AVE S

4TH AVE S



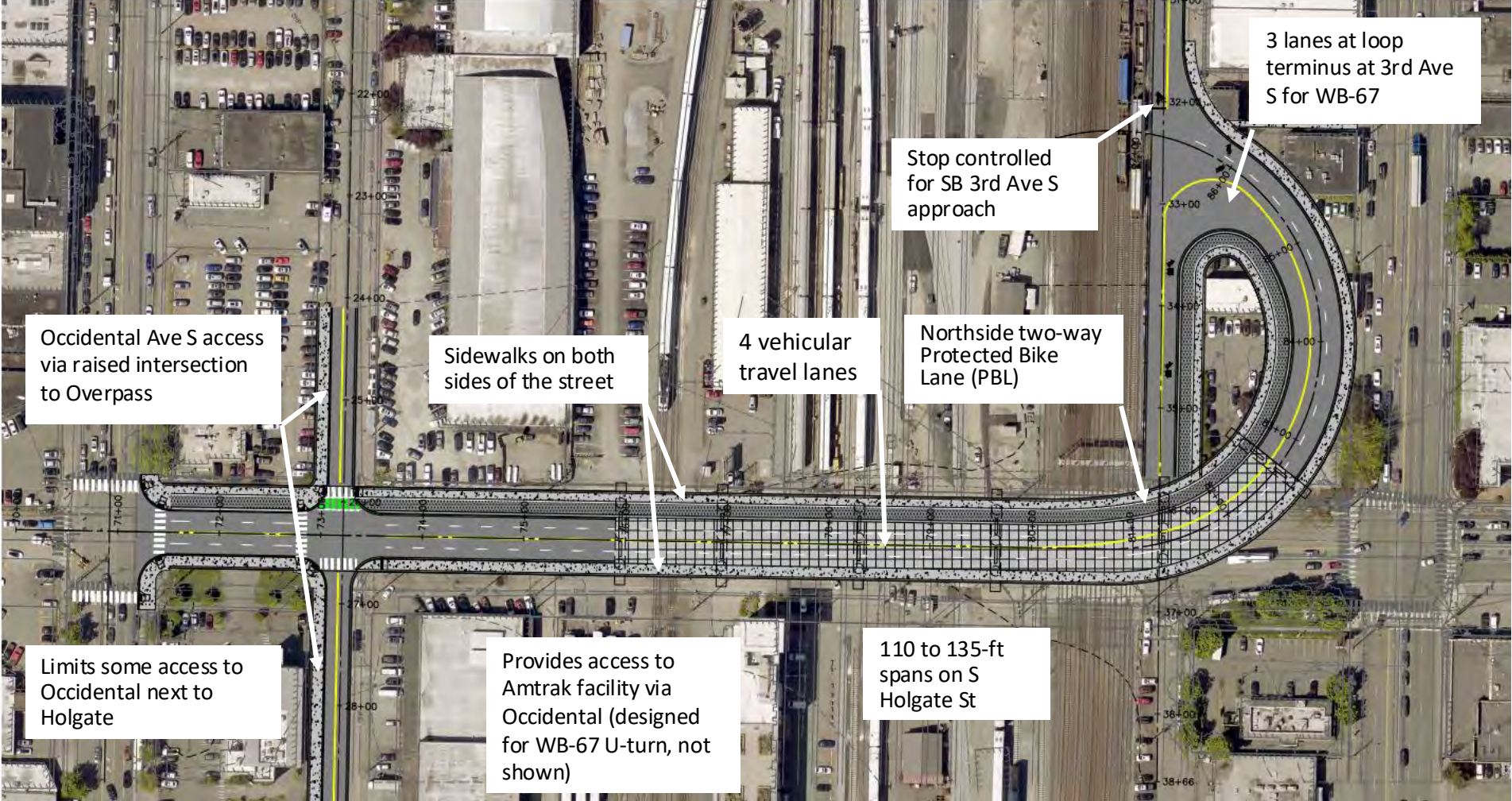
Level 2 Build Concept 7 - Overpass 1st Ave S to 3rd Ave S (Loop Ramp)



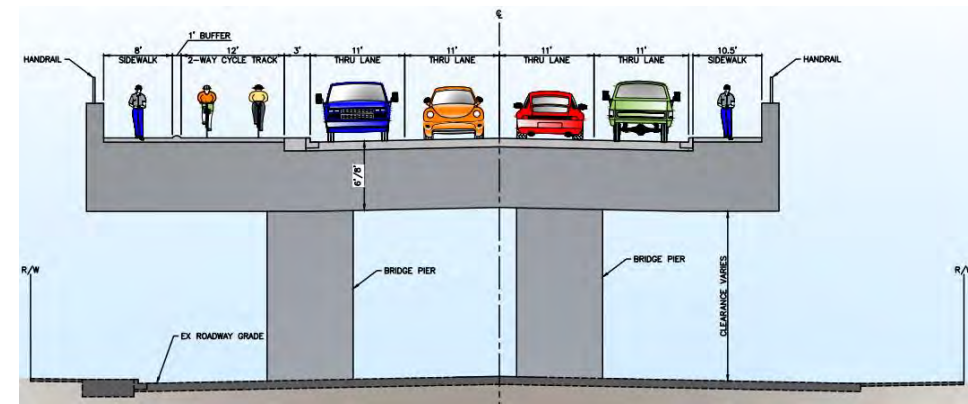
1ST AVE S

OCCIDENTAL AVE S

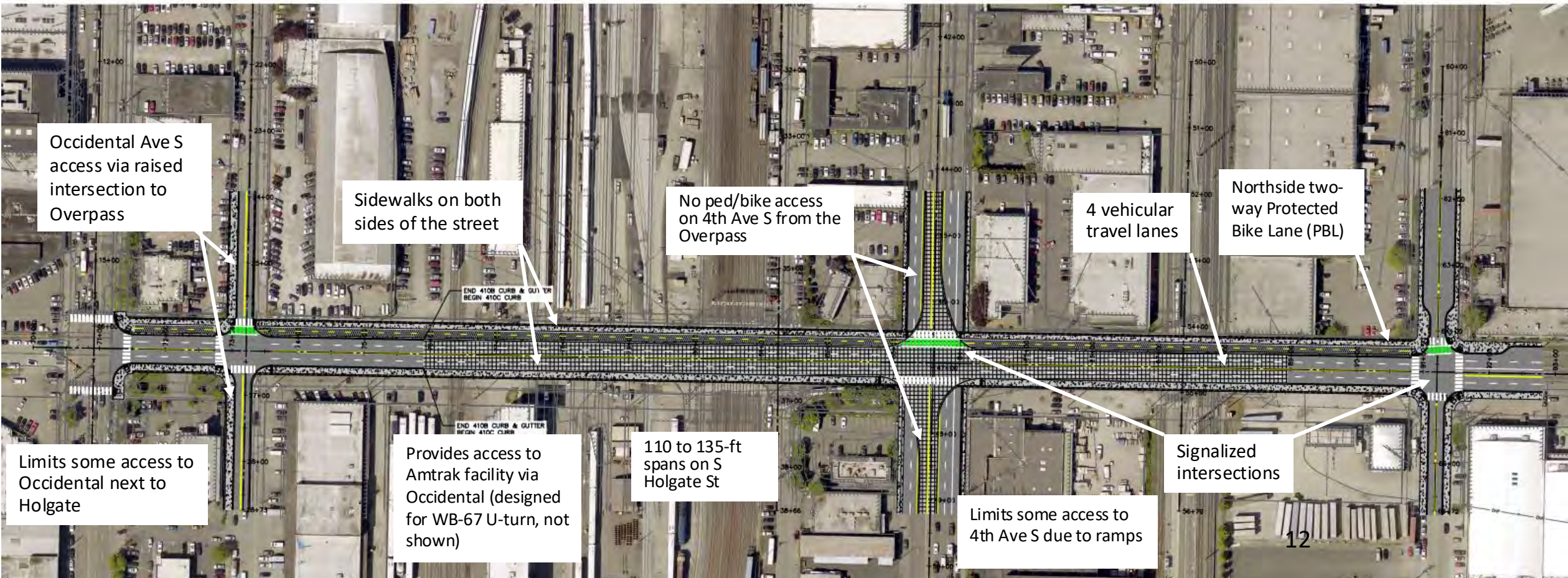
3RD AVE S



Level 2 Build Concept 11 - Overpass 1st Ave S to 6th Ave S (viaduct)



1ST AVE S OCCIDENTAL AVE S 3RD AVE S 4TH AVE S SODO BUSWAY 6TH AVE S



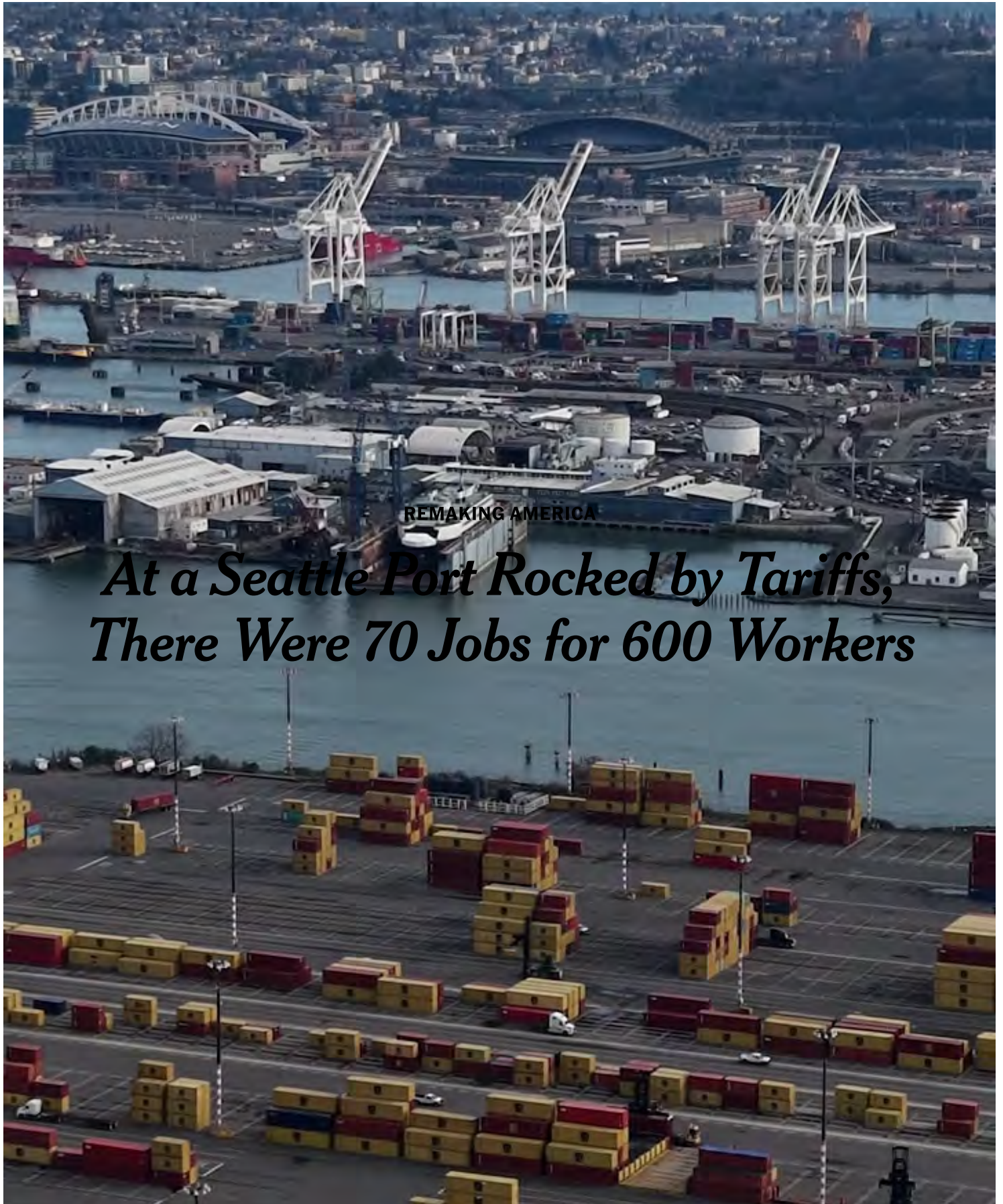


Media Report April 2026

Attachments & Summary

- “At a Seattle Port Rocked by Tariffs, There Were 70 Jobs for 600 Workers” Anna Griffin, New York Times, January 19, 2026
 - Since the Trump administration enacted the new tariffs, business at the Port of Seattle has been slower than since the Great Recession of 2008. The broad tariffs have meant economic uncertainty for veteran workers and put was once a stable blue-collar career increasingly out of reach for many younger longshoremen.
- “Plans Change for World Cup gathering space near Lumen Field” Nick Pasion, Puget Sound Business Journal, April 8, 2026
 - The WOSCA site on 1st Ave will be used as a bus staging area during FIFA World Cup, which is a change from the gathering space of mixed event support, sustainability and civic pride that was originally planned for the 5-acre site.
- “Coast Guard scales back \$137M Seattle waterfront expansion” Conrad Swanson, Seattle Times, April 11, 2026
 - The US Coast Guard has significantly scaled back its’ previously announced plans for a polar security base along Seattle’s waterfront. It now only plans a modest footprint expansion of land, and it will not build any additional berths.
- “Coast Guard reveals why it’s dialing back major Seattle waterfront expansion” Akielly Hu, Puget Sound Business Journal, April 13, 2026
 - Citing reasons including economic and other impacts to the Port of Seattle, as well as the high cost of removing construction and contaminated sediment, the Coast Guard scaled back its Seattle base expansion to roughly one-tenth of original plans. Another reason is that Brookfield Infrastructure Partners secured exclusive development rights to Terminal 46 before the Coast Guard.

- “Amtrak’s \$300 million Sodo maintenance hub more than halfway done” Egan Ward, Puget Sound Business Journal, April 13, 2026
 - Amtrak’s Seattle maintenance facility reaches over 50% completion ahead of September deadline. The project is expected to be fully complete in early 2027. The facility will support Amtrak’s new, updated Airo trains. Amtrak Cascades will receive eight modern trains this summer for Portland-Vancouver service.
- “Everett stadium project reaches key milestones but faces hefty funding gap” Akielly Hu, Puget Sound Business Journal, April 16, 2026
 - The Everett AquaSox and the United Soccer League have finalized terms for 30-year leases and committed \$17 million for a new outdoors sports stadium in downtown Everett. The city still needs to acquire 16 properties and close a roughly \$25 million funding gap before the stadium can open as targeted in 2027.
- “Texas Rangers and real estate developer Vela launch sports-adjacent mixed-use firm RVX Ventures” Brett McCormick, Sports Business Journal, April 16, 2026
 - REV, a Texas Rangers subsidiary, and Vela, formed a joint venture called RVX Ventures, with the goal of pursuing the national sports-anchored entertainment district market, in both the college and pro-sports ranks.
- “Kansas City Royals to build a \$1.9B ballpark as part of a \$3B downtown redevelopment” Dave Skretta, Daily Journal of Commerce, April 23, 2026
 - The Kansas City Royals are partnering with Hallmark Cards on a \$3B mixed-use downtown project that will feature a new ballpark as its centerpiece. Two-thirds of the funding will come from private sources, and the remaining one-third from public partners, including money earmarked by the state of Missouri for stadium projects.



REMAKING AMERICA

At a Seattle Port Rocked by Tariffs, There Were 70 Jobs for 600 Workers

Dock workers are used to uncertainty, but nothing since the Great Recession of 2008 compares to what they have experienced this year.

By Anna Griffin Visuals by Ruth Fremson

Reporting from Seattle.

Jan. 19, 2026

On many mornings, Sarah Esch's job as a dispatcher for dockworkers at the Port of Seattle boils down to a question of simple, frustrating math.

"No ships came in last night, so we have maybe 70 jobs today for 600 workers," Ms. Esch said before dawn on a recent Monday, eyeing the whiteboard used to track available shifts. "Those numbers aren't great."

Dock workers in Seattle, like those in other ports up and down the West Coast, do the hard work of bringing Asian imports like electronics and auto parts off boats to make their way to consumers across the West and Midwest. They also load grain, seafood and other American exports onto ships for the return trip overseas.

They are used to uncertainty and shifting economic tides, but nothing since the Great Recession of 2008 compares to what these workers with the International Longshore and Warehouse Union have experienced in the past year.

President Trump frames tariffs as an all-purpose tool and long-term strategy: a way to force other nations to rethink their own trade policies and prod U.S. manufacturers to bring blue-collar jobs back from foreign markets. Any short term pain, the president has argued, is a small price to pay for long-term global economic realignment.

But at this port, and others, the broad tariffs have meant economic uncertainty for veteran workers and put what was once a stable blue-collar career increasingly out of reach for many younger longshoremen.

"People just can't afford this," Ms. Esch said.



Sarah Esch is a dispatcher for dockworkers at the Port of Seattle.



Dock workers in Seattle, like those in other ports up and down the West Coast, do the hard work of bringing Asian imports like electronics and auto parts off boats to make their way to consumers across the West and Midwest.



A peg board showing names of longshoremen by seniority.

Longshoremen operate within a system based almost entirely on seniority and showing up. In Seattle, longshoremen rise through three employment ranks with hourly rates, which can start around \$40 an hour, and rise to as much as \$63 an hour for the most experienced and specially trained workers. People who work nights and weekends earn more.

Want to stay updated on what's happening in Washington State? [Sign up for Your Places: Global Update](#), and we'll send our latest coverage to your inbox.

Entry-level workers are known as “casuals.” They don't have benefits and aren't guaranteed work. The second rung on the ladder, known as B-level, comes with health care benefits, the beginning of a pension plan and a guaranteed 32 hours of

pay each week. Finally, after five years as what workers commonly call “B men,” dock workers rise to the top, A-level, which guarantees 40 hours of pay a week, full benefits, the right to vote for union hall officers and an ample retirement plan.

“Once you get to A-level, there’s no better career,” said Gina Dobson, 49, an A-level worker with I.L.W.U. Local 19. “But we all tell the casuals, ‘Don’t quit your day job.’”

Some union members can also pass down their “books,” essentially their union registration card, to their children if they die — meaning they start as B men. This perk helps explain why longshoring is such a legacy business: At the Local 19 union hall, third- or even fourth-generation dock workers are common.

“The pay, the benefits, the pension,” Ms. Esch said. “Once you’re in, it’s hard to find another profession that offers this kind of security.”

It took her seven years to rise from casual to B man. She grew up in Colorado and came west to study theater at the University of Puget Sound in nearby Tacoma. She fell into port work while serving drinks at a bar frequented by longshoremen, who encouraged her to try the docks as a more stable way to make a living.



“The pay, the benefits, the pension,” Ms. Esch said. “Once you’re in, it’s hard to find another profession that offers this kind of security.”



The second rung on the ladder, known as B-level, comes with health care benefits, the beginning of a pension plan and a guaranteed 32 hours of pay each week.



Workers log in using wooden pegs. Ms. Esch and other dispatchers hand write assignments with carbon paper.

She fell in love with the work — the easy camaraderie, being outside by the water beneath the Seattle skyline, never knowing what a day might bring, the “greasy, dirty sweaty” parts of the job — enough to push through those early lean years. She found free housing through a generous union member and worked second jobs.

Now at 48, she is a dispatcher. Elected by their fellow union members, dispatchers spend their days inside a fishbowl-like office, tracking jobs and doling out assignments. Their technology is decidedly old school: A wall-length whiteboard lists arriving ships. Workers log in using wooden pegs. Ms. Esch and other dispatchers hand write assignments with carbon paper.

Through November, the total number of shipping containers that passed through the ports in Seattle and Tacoma was down almost 4 percent from 2024. That figure may not seem so bad, but it is skewed by an unusual spike in imports during the

first quarter of 2025, as shipping companies rushed goods into the United States ahead of potential tariffs. Since August, the monthly drop in traffic has been in the double digits compared to 2024. There was no pre-Christmas rush.

“When China is sending fewer goods into the United States, that hurts. And when other countries aren’t buying soybeans from farmers in the Midwest, we feel that too,” said Sam Cho, a Port of Seattle commissioner. “We’re feeling it all right now.”

This winter, most days bring barely enough jobs for A-level longshoremen. Despite their guaranteed wages, many are losing chances at overtime or higher pay for specialized work, like crane operation.

“Oh, it all sucks,” said Antonio Cappiello, 37, a longshoreman who is an A-level worker. “You just can’t predict from week to week or month to month what your take-home will be.”



Through November, the total number of shipping containers that passed through the ports in Seattle and Tacoma was down almost 4 percent from 2024.



Crane operator, Elizabeth Fairbanks, in a crane cab at the Port of Seattle.



Since August, the monthly drop in traffic has been in the double digits compared to 2024. There was no pre-Christmas rush.

At the Local 19 union hall, A- and B-level workers wait for assignments in adjoining upstairs rooms just outside the dispatch office, where they can watch Ms. Esch and her colleagues work the list of available shifts. Casuals wait downstairs, in a room near a parking lot. Ms. Esch usually radios down the bad news. Even within this blue-collar world, where most longshoremen wear the same unofficial uniform of weathered baseball caps or beanies, union sweatshirts and work boots, the gap between the haves and have-nots widens with every spasm of the global economy.

For newcomers, Ms. Esch's now-regular announcement that there is "no work for casuals today" means careers may end before they truly begin. Old-timers talk about making it from casual to A-man in less than a decade during boom times when there were more than enough hours to go around. Now there is simply not enough work.

“It’s just an everyday disappointment right now,” said Matt Mirante, 31, who has been a casual for seven and a half years and, over the past three months, worked just seven shifts.

He has cousins and other relatives working upstairs, but sometimes considers quitting to focus on this other job, a junk removal business that earns him enough to afford a place of his own to live. He worries about walking away too soon. “I’ve spent so much time already,” Mr. Mirante said. “How could I give that up?”

Abegail Contreras has been a casual for seven years. At 41, she lives with her mother, works several other jobs and shows up almost every morning and evening hoping for shifts. She has picked up four over the last month. “I’ve wanted to be a longshoreman since I was a kid,” she said, adding, “I can see what kind of life it will mean once I make it upstairs.”

When — or if.

At the union hall, the worries extend beyond the tariffs, and when politics comes up, there is less anger at the president and more frustration at the broad, existential decay of America’s shipping economy.

Workers speak with fear about the Port of Rotterdam, in the Netherlands, among the most automated shipping terminals in the world, and the automation experiments taking place 1,100 miles south in Long Beach, Calif. They know how little longshoremen earn in Mexico and South America, and they track everything President Trump says about tariffs.

There is some good news: Improvements at the Seattle port have driven a surge in cruise ship traffic, bringing plentiful work during the summer months. Mr. Cappiello said he had stopped planning summer vacations because “even at A-level, you have to work when there’s work.” But cruise ship hours do not help casuals build up hours for advancing upstairs, and bills come due year-round.

Ms. Esch is not sure she would recommend the work she loves to another generation.

“I just don’t know what the future looks like,” she said. “Is there one?”

Anna Griffin is the Pacific Northwest bureau chief for The Times, leading coverage of Washington, Idaho, Alaska, Montana and Oregon.

Ruth Fremson is a Times photographer, based in Seattle, who covers stories nationally and internationally.

A version of this article appears in print on , Section F, Page 16 of the New York edition with the headline: Washington Sitting at the Dock, Losing Time

FOR THE EXCLUSIVE USE OF CURTISJ@BALLPARK.ORG

From the Puget Sound Business Journal:

<https://www.bizjournals.com/seattle/news/2026/04/08/lumen-field-world-cup-fans-wsdot-property.html>

SUBSCRIBER CONTENT:

BREAKING



Group sues WA over 'millionaires tax'

Sign up for breaking news alerts

Commercial Real Estate

Plans change for World Cup gathering space near Lumen Field

Microsoft helped bring light rail across Lake Washington? Yes, Microsoft.

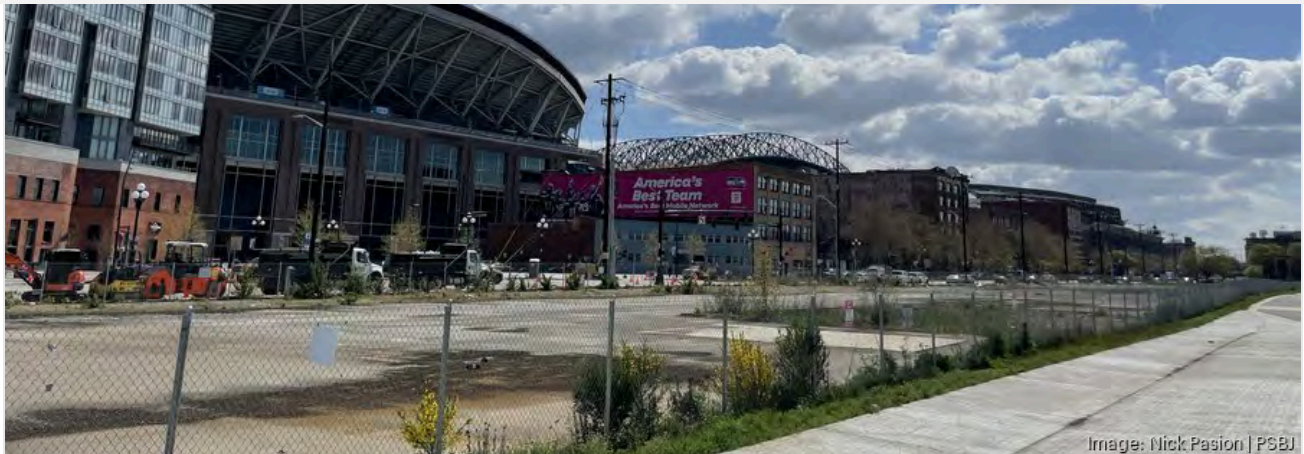


Image: Nick Pasion | PSBJ

The WOSCA site at 801 1st Ave. is set to become a charter bus staging area for the FIFA World Cup.

NICK PASION | PSBJ



By [Nick Pasion](#) – Reporter, Puget Sound Business Journal
Apr 8, 2026

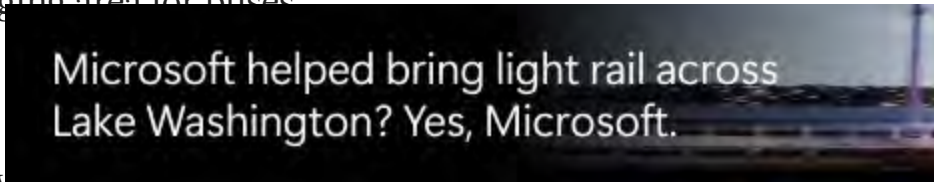
Listen to this article 4 min

Story Highlights

- The Washington state Department of Transportation site will serve as a bus staging area for the FIFA World Cup.
- A dozen developers have already expressed interest in the property.
- Seattle's draft zoning plan excludes housing but requires Washington State Ferries headquarters.

A 5-acre strip of land near Lumen Field was meant to be a gathering space that mixed event support, sustainability, arts and civic pride for the FIFA World Cup in Seattle.

Instead, the plot will be a staging area for buses



For two months, the former Washington and Oregon Snippers Cooperative Association (WOSCA) site at 801 First Ave. will be converted from its current use as a fenced-off field to a fenced-off bus station, according to a permit filed with the city late last month.

“As part of our sustainability, security and transportation planning, a core part of our match operations is ensuring as many fans as possible can arrive at Seattle Stadium without a personal vehicle,” Hana Tadesse, a spokesperson for Seattle’s

FIFA Committee, said in an email. “That means creating a dedicated space for charter buses, bikes and scooters.”

That’s a far cry from how officials had originally hoped to use the space, which is owned by the Washington state Department of Transportation and was most recently used as a staging area during construction on the state Route 99 tunnel.

A spokesperson for WSDOT did not respond to requests for comment about the site's future uses.

Related coverage

- [Seattle industrial land is unique and irreplaceable](#)
- [Live Nation rumored to be eyeing site for new venue near T-Mobile Park](#)

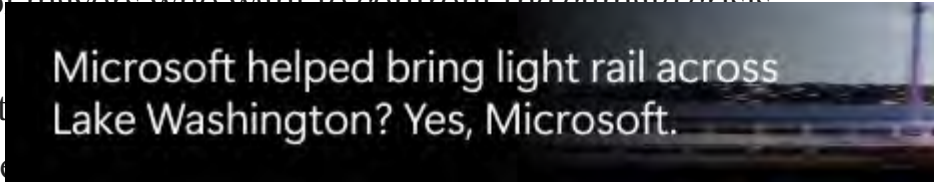
After the World Cup, it’s anyone’s guess how the WOSCA site will be used. There’s a behind-the-scenes scramble to secure the property, currently overseen by C40 cities, a consortium of mayors who want to confront the climate crisis

C40 [said earlier this year](#) that they plan to develop the site, though some

C40, WSDOT and Seattle plan to open a request for proposal window for the potential developers in mid- to late-2027.

It's unclear whether that land will be kept by WSDOT on a long-term lease or sold, according to two people familiar with the matter who asked not to be named to protect business relationships.

Building a hotel, adding a [live music venue](#), rededicating it to cargo operations or just opening it up to public access have all been floated. One requirement from



Microsoft helped bring light rail across Lake Washington? Yes, Microsoft.

C40 is that the WOSCA site must house a new headquarters for the Washington State Ferries.

“There's too many cooks in the kitchen,” said a person familiar with the process.

A spokesperson for C40 did not respond to a request for comment Wednesday.

On Monday, Seattle released a draft proposal for future zoning around Seattle's Greater Duwamish Manufacturing and Industrial Center, which includes the WOSCA site, as part of the city's Comprehensive Plan to rezone neighborhoods for new uses like apartments.

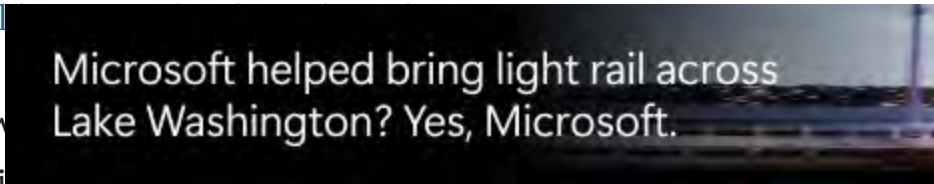
That draft calls for future WOSCA development to include employment opportunities, design and uses that support the stadium district, a “safe and pleasant” walking environment, and “abundant greenery, native landscaping and habitat restoration.”

Housing, an idea once proposed for the site, is likely off the table.

Last year, the Seattle City Council passed an ordinance to rezone an area near the stadiums in Sodo for housing, but it did not include the WOSCA site. That effort was also struck down last fall.

As for the World Cup, there will be a large gathering of fans to gather during the celebrations. Pacific Place is planning for retail activations for the game, and neighborhoods by the stadium will also participate in weekslong events.

Seattle Center has been designated as the official fan hub for the World Cup.



Climate Lab
The Seattle Times

Coast Guard scales back \$137M Seattle waterfront expansion

April 11, 2026 at 6:00 am | Updated April 11, 2026 at 6:01 am

Listen to article



The U.S. Coast Guard Cutters Healy, left, and Polar Star docked at the Coast Guard's Base in Seattle. The military branch is scaling back its once-ambitious plans for a polar security base along Seattle's waterfront. (Nick Wagner / The Seattle Times, 2025)

By **Conrad Swanson**

Seattle Times climate reporter

CLIMATE LAB

[Climate Lab](#) is a Seattle Times initiative that explores the effects of climate change in the Pacific Northwest and beyond. The project is funded in part by The Bullitt Foundation, CO2 Foundation, Jim and Birte Falconer, Mike and Becky Hughes, Henry M. Jackson Foundation, Martin-Fabert Foundation, Craig McKibben and Sarah Merner, Mary Snapp and Spencer Frazer, University of Washington and Walker Family Foundation, and its fiscal sponsor is the Seattle Foundation.

The U.S. Coast Guard is scaling back its once-ambitious plans for a polar security base along Seattle's waterfront.

The Coast Guard announced in November that it anticipated growing its footprint just west of T-Mobile Park and Lumen Field to expand the country's "[maritime dominance](#)." The earliest phase of work, [worth some \\$137 million](#), included plans to dredge the waters around Pier 36 and build two modernized berths, where [yet-to-be-built](#) polar security cutters could dock.

But in documents filed this week by the Coast Guard, the military branch now says it only plans a modest footprint expansion and that it will not build any additional berths.

Why?

Damage to the Port of Seattle's economy, local tribes, high cost of construction and widespread contamination all played a part, according to an environmental-impact statement regarding the work. The Coast Guard [published the documents](#) as part of the branch's decision to scale back the polar base. Officials for the branch could not immediately be reached for comment or additional information, likely due to the ongoing partial government shutdown.

Sources: Esri, U.S. Coast Guard (Map by Mark Nowlin / The Seattle Times)

Now, the Coast Guard plans only to buy up to 5.5 acres of land at Terminal 46, adjacent to Pier 36, and another 1.1 acres nearby, the documents say. This land will be used to provide setbacks for “Anti-Terrorism/Force Protection.” That land purchase, should the deal go through, is as little as a tenth of the original proposed expansion.

At the same time, the Coast Guard plans to modernize or renovate existing facilities, the documents say. No additional ships will be able to dock at the base once the work is finished; instead, existing spaces for four ships will remain.

The pullback amounts to yet another complication for a major promise made by President Donald Trump early in his second term. He promised to add as many as 40 new icebreakers to the United States’ fleet, and a [deal with the Finnish government](#) for 11 more is underway. The idea is to catch up to or surpass China and Russia’s fleets. China has at least four ships, and Russia has dozens.

Whether the United States purchases more icebreakers in the years ahead, or where the new ones will make port, remains to be seen.

Currently, the Coast Guard has three polar icebreakers, one of which, the aging Coast Guard Cutter Healy, docks in Seattle.

As the Northern Hemisphere warms, clearing ice sheets that previously blocked passages through many of the Arctic’s frigid waters, countries across the world are eyeing the region with renewed interest for scientific research, resource extraction and even a potential food supply.

Conrad Swanson: 206-464-3805 or cswanson@seattletimes.com. Conrad Swanson is a climate reporter at *The Seattle Times* whose work focuses on climate change and its intersections with environmental and political issues.

 [View 27 Comments / 27 New](#)

FOR THE EXCLUSIVE USE OF CURTISJ@BALLPARK.ORG

From the Puget Sound Business Journal:

<https://www.bizjournals.com/seattle/news/2026/04/13/coast-guard-seattle-base-expansion-project.html>

SUBSCRIBER CONTENT:

Commercial Real Estate

Coast Guard reveals why it's dialing back major Seattle waterfront expansion



The U.S. Coast Guard icebreaker vessel Polar Star is seen docked at Coast Guard Station Seattle on the Elliott Bay waterfront on Nov. 8, 2024.

ANTHONY BOLANTE | PSBJ



By [Akielly Hu](#) – Reporter, Puget Sound Business Journal
Apr 13, 2026

Listen to this article 4 min

Story Highlights

- The U.S. Coast Guard scaled back its Seattle base expansion to roughly one-tenth of original plans.
- Brookfield Infrastructure Partners secured exclusive development rights to Terminal 46 before the Coast Guard.
- The Coast Guard will still add four polar icebreakers at its Seattle base.

The U.S. Coast Guard has decided to significantly scale back plans to expand its Seattle base at Pier 36 to store new polar icebreaker ships, according to a notice on its website.

The Coast Guard had previously planned to acquire up to 54 acres of land from the Port of Seattle, including up to 53 acres at Terminal 46 and 1.1 acres at the Belknap property, both adjacent to its Seattle base on Elliott Bay.

The goal was to construct berths for upcoming modernized icebreaking ships, used for military and research activities in the Arctic and Antarctic. President Donald Trump has made expanding the country's icebreaker fleet a priority as other nations also eye growing opportunities for polar research and resource extraction as ice sheets melt from rising global temperatures.

Now, the Coast Guard only plans to move ahead with roughly one-tenth of its planned land acquisition. After conducting an environmental impact review, it has decided to not construct any new berths and to acquire 5.5 acres of land at Terminal 46 and the 1.1-acre Belknap property. The Seattle Times first reported the news on Saturday.

The Coast Guard's environmental record of decision cited reasons including economic and other impacts to the Port of Seattle and tribes, as well as the high cost of removing construction and contaminated sediment.

Another reason is that a different developer nabbed the rights to Terminal 46 before the military branch.

Related coverage

- [Coast Guard eyes expansion of Seattle waterfront base](#)
-

A Coast Guard spokesperson told the Business Journal in an email on Monday that a recent vote by the Northwest Seaport Alliance to grant Toronto-based Brookfield Infrastructure Partners exclusive rights to develop Terminal 46 for a 12-month period meant the Coast Guard could not acquire land at the terminal in the near term.

“The U.S. Coast Guard will move forward with a targeted modernization of Base Seattle, upgrading critical infrastructure to support Polar Security Cutters while minimizing impacts on the Port of Seattle, the regional economy, and local tribes,” the spokesperson said.

The Coast Guard is still planning on adding up to four polar icebreakers at its Seattle base, the spokesperson added.

“Selected after comprehensive environmental review, this approach meets current mission needs, reflects current property acquisition availability, and avoids the more significant impacts of other options. The Coast Guard will operate four berths at Slip 36 and continue working with the Port of Seattle and regional partners to evaluate future expansion opportunities, including plans for up to four additional major cutters at Base Seattle.”

Brookfield Infrastructure Partners is exploring the potential development of a marine container terminal at Terminal 46, according to meeting documents by the Northwest Seaport Alliance, a partnership between the Port of Seattle and the Port of Tacoma.

On Aug. 27, the Coast Guard awarded a contract valued at approximately \$137 million to Baltimore-based Whiting-Turner Contracting Co. for the initial phase of the previously planned expansion, which would have involved dredging polluted waters at Pier 36 and constructing two modernized berths for polar icebreakers.

The Coast Guard did not respond to questions about the impact on Whiting-Turner's current contract for the initial phase of the project. Whiting-Turner's Seattle office has also not responded to a request for comment.

The Coast Guard currently has three aging polar icebreakers. Only two are operational: the 399 foot-long Polar Star, commissioned in 1976, and the 420-foot icebreaker Healy, commissioned in 2000, according to the Coast Guard's website.

For more stories like this one, [sign up for the Business Journal's free morning and afternoon daily newsletters](#) or [download our free app](#).

FOR THE EXCLUSIVE USE OF CURTISJ@BALLPARK.ORG

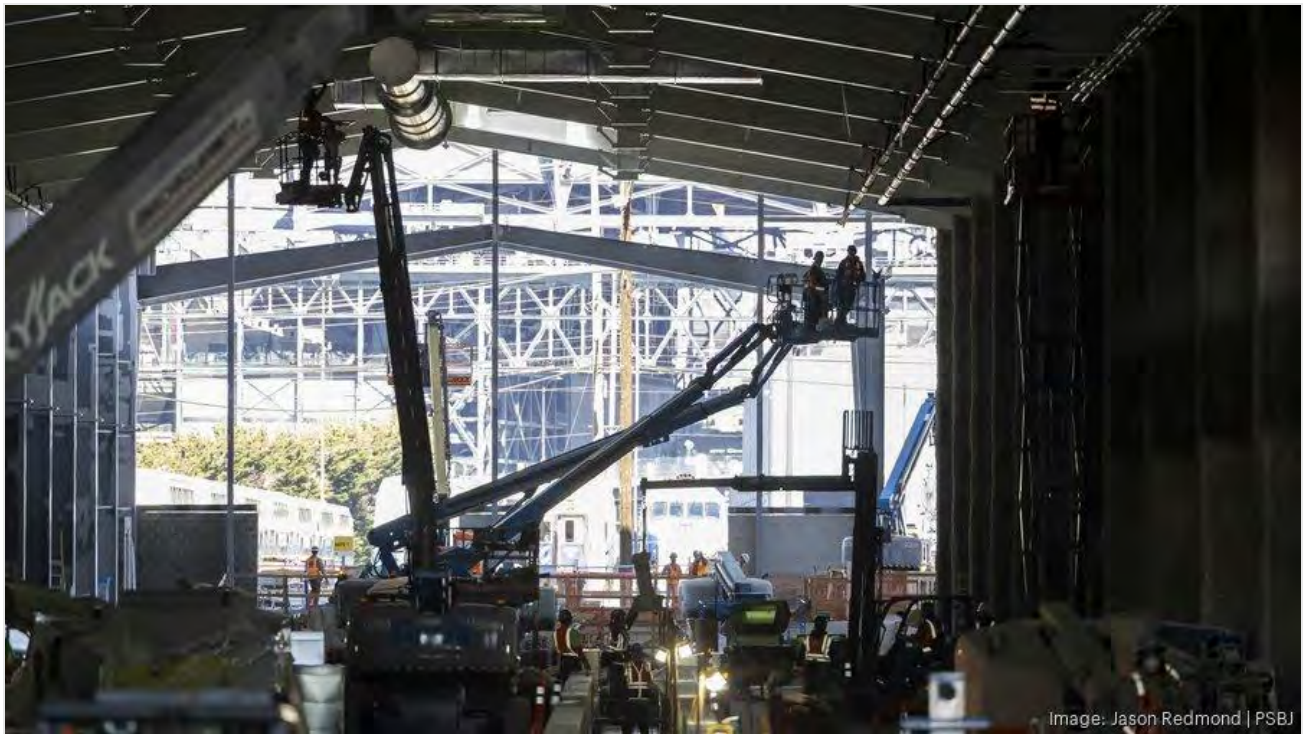
From the Puget Sound Business Journal:

<https://www.bizjournals.com/seattle/news/2026/04/13/amtrak-airo-fleet-maintenance-facility-trains-park.html>

SUBSCRIBER CONTENT:

Transportation

Amtrak's \$300 million Sodo maintenance hub more than halfway done



Amtrak's new train maintenance facility will support the company's new, modern Airo train fleet.

JASON REDMOND | PSBJ



By [Egan Ward](#) – Reporter, Puget Sound Business Journal
Apr 13, 2026

Listen to this article 4 min

Story Highlights

- Amtrak's Seattle maintenance facility reaches over 50% completion ahead of September deadline.
- The new Airo trains will carry 317 seats, greater than the current capacity.
- Amtrak Cascades will receive eight modern trains this summer for Portland-Vancouver service.

[Amtrak](#) has reached more than 50% completion on its \$300 million maintenance hub in Seattle's Sodo neighborhood. The nearly 100,000-square-foot facility at 187 S. Holgate St. is expected to reach substantial completion in September and full completion in early 2027.

The facility will support Amtrak's new, updated Airo trains. The first trains will hit Washington's rails this summer, running on Amtrak's Cascades route between Portland and Vancouver, British Columbia. Amtrak Cascades will receive eight Airo trains.

The trains will be more fuel efficient and produce 90% less particulate emissions than current models. For passengers, they will also have dedicated individual outlets, USB ports, enhanced lighting and onboard Wi-Fi.

The Airo fleet will also have more capacity with 317 seats, compared with Amfleet's 160 seats and Talgo's 232 seats.



Amtrak will commission 83 Airo trains for its routes across the country, with eight coming to the Pacific Northwest for its Amtrak Cascades route.

AMTRAK

The Sodo facility will service the Airo trains in a limited capacity this fall. Seattle is one of six cities to receive rail yard improvements, and Amtrak's only West Coast site. The project [broke ground in 2025](#) and will be the first to be completed.

"With this new modern technology on the car side, we need more modern maintenance facilities," Laura Mason, Amtrak's executive vice president of capital delivery, said during an April 9 tour of the facility. "This facility is designed to maintain the fleet in a way that allows us to turn trips quickly, keep the equipment in service longer, faster and really just transform how we experience passenger rail."



Laura Mason, Amtrak's executive vice president of capital delivery, speaks to media during a tour of Amtrak's new train maintenance facility under construction in Seattle.

JASON REDMOND | PSBJ

The Sodo site includes two maintenance and inspection bays, along with a service and cleaning bay.

Amtrak's existing maintenance facility, located just across the street, will help service the Airo fleet until the new facility is ready in September.

The Airo trains are manufactured by Siemens at a factory in Northern California. The first trains are currently in testing on Amtrak's Northeast Regional route, which runs between Boston and Washington, D.C.

Related coverage

- [Construction underway on Amtrak's \\$300 million Seattle rail yard project](#)
 - [What's in the \\$1 trillion infrastructure package?](#)
 - [Amtrak picks contractor for \\$300 million Seattle rail yard project](#)
-

PCL Construction is the general contractor for the Sodo project.

Mason confirmed the Airo fleet will not be operational in time for the FIFA World Cup in June, adding that Amtrak does not want to rush its new fleet into service before it's ready. World Cup matches will be played in Seattle and Vancouver, with [hundreds of thousands of visitors expected](#).



Image: Jason Redmond | PSBJ

PCL Construction said it has had around 100 workers on site every day since the work began.
JASON REDMOND | PSBJ

The new fleet and rail yard facility mark one of Amtrak's largest investments in the West Coast. The modernization campaign is backed by the 2021 bipartisan Infrastructure Investment and Jobs Act, [which provided \\$66 billion in rail funding](#), with more than \$50 billion dedicated to Amtrak.

Mason said the project is still on budget.

"We've managed our risk and our contingency very effectively," Mason said. "I'm not going to claim victory just yet – we still have to get (the trains and facilities) commissioned and that can be the challenging part. But really excited right now to be on time and on budget."

FOR THE EXCLUSIVE USE OF CURTISJ@BALLPARK.ORG

From the Puget Sound Business Journal:

[https://www.bizjournals.com/seattle/news/2026/04/16/everett-outdoor-center-design-funding-gap.html?](https://www.bizjournals.com/seattle/news/2026/04/16/everett-outdoor-center-design-funding-gap.html?utm_source=st&utm_medium=en&utm_campaign=BN&utm_content=PS&ana=e_PS_BN&j=45316900&se04-21)

[utm_source=st&utm_medium=en&utm_campaign=BN&utm_content=PS&ana=e_PS_BN&j=45316900&se04-21](https://www.bizjournals.com/seattle/news/2026/04/16/everett-outdoor-center-design-funding-gap.html?utm_source=st&utm_medium=en&utm_campaign=BN&utm_content=PS&ana=e_PS_BN&j=45316900&se04-21)

SUBSCRIBER CONTENT:

Commercial Real Estate

Everett stadium project reaches key milestones but faces hefty funding gap



The proposed Everett Outdoor Event Center is at a site across from the Angel of the Winds Arena. CITY OF EVERETT



By [Akielly Hu](#) – Reporter, Puget Sound Business Journal
Apr 16, 2026

Listen to this article 4 min

Story Highlights

- The Everett AquaSox and United Soccer League committed \$17 million toward a new downtown stadium.
- The city of Everett must acquire 16 properties and close a \$25 million funding gap.

- The stadium's total cost rose to \$120 million from \$82 million due to property acquisition expenses.

The Everett AquaSox, a minor league affiliate of the Mariners, and the United Soccer League have finalized terms for 30-year leases and committed \$17 million for a new outdoor sports stadium in downtown Everett, city staff announced at the Everett City Council meeting on Wednesday.

The proposed 5,000-seat stadium, called the Outdoor Event Center, has also reached 60% design completion – the threshold required to finalize lease terms and secure funding commitments. AquaSox and USL will also take responsibility for daily maintenance and operations of the facility, staff reported last night.

The city still needs to acquire 16 properties and close a roughly \$25 million funding gap before the stadium can open as targeted in 2027.

In 2021, [Major League Baseball](#) imposed new standards for minor league facilities that Funko Field, the current home of the AquaSox, doesn't meet.

That prompted Everett leaders to decide in 2024 to build the new stadium at a site across from the Angel of the Winds Arena. Each year the AquaSox play in a stadium that doesn't meet MLB standards, the team has to [pay a "significant" fine](#), AquaSox co-owner Chad Volpe previously told the Business Journal.

The stadium will also host events by the United Soccer League, which plans to add an expansion team in Everett by 2027 or 2028, the league [told the Business Journal last year](#).

AquaSox and USL's joint commitment of \$17 million is slightly less than a previous pledge of \$20 million made by both teams in June 2025. Representatives at AquaSox and USL have not responded to questions about the lower pledge amount or when they plan to sign lease agreements.

The total cost estimate of \$120 million for the stadium has risen from \$82 million in the last few months due to the higher than expected costs of property acquisition, said Jason Kelly, communications director at the city of Everett.

"The Everett real estate market remains strong, so the higher than anticipated value of property in Everett is a strong indicator of the strength of the

local economy but that also means increased project costs,” Kelly told the Business Journal.

The city also needed to buy more properties than originally expected as design plans evolved, Kelly said.

So far, the city has made offers on 14 out of 16 industrial and low-rise properties. Two purchase agreements have been executed, four agreements are pending, and eight others are in active negotiations, staff reported on Wednesday.

No transactions have been closed yet. The City Council will need to approve any final sales before they close.

Property acquisition and business relocation costs add up to \$35 million. A total of 11 businesses would need to relocate and three have already done so, said Kelly.

Construction costs are estimated at \$66 million.

Bonds supported by the leases and future revenue from the event center make up 38% of the stadium’s funding. USL and AquaSox’s contribution makes up another 14%. The city of Everett will pay 8% of total costs, and state and county funds add up to 10%. Other capital contributions from public-private partnerships make up 9%.

The city plans to close the remaining funding gap of 21% of total costs – about \$25 million – by this summer, staff said.

In August, the City Council will vote on the full project funding plan. If approved, along with all property acquisitions, construction could begin by September.

The city is targeting a project completion date of fall or winter 2027.

For more stories like this one, [sign up for the Business Journal’s free morning and afternoon daily newsletters](#) or [download our free app](#).



FACILITIES

Texas Rangers and real estate developer Vela launch sports-adjacent mixed-use firm RVX Ventures

RVX Ventures will target pro and college mixed-use development projects

BY BRET MCCORMICK
04.16.2026



REV Entertainment and the principals from Vela Development first worked together on the Texas Live project in Arlington, Texas. The two companies have formed a joint venture, RVX Ventures, that will pursue sports-adjacent mixed-use projects.

REV ENTERTAINMENT

Roughly six months after Taylor Gray and Nick Benjamin were part of the group awarded the development rights to Tennessee's Neyland Entertainment District, Gray and Benjamin reached out to executives from REV Entertainment.

During their previous tenures with Cordish Companies, Benjamin and Gray worked closely with REV, a Texas Rangers subsidiary, on the development of Texas Live, a mixed-use development surrounding the Rangers' Globe Life Field, before they formed their own real estate firm called Vela Development Partners.

From Benjamin and Gray's initial outreach in early 2025, a bigger idea emerged, then crystallized. REV and Vela created a joint venture called RVX Ventures, with the goal of pursuing the national sports-anchored entertainment districts market. REV's undisclosed investment in Vela and the formation of RVX is the largest it's ever made.

How do you create sports-adjacent mixed-use districts that are active year-round in cold climates?

Mixed-use experts at NSF discuss the challenge of future-proofing

Bally's takes next step on mixed-use project around A's Las Vegas ballpark

“We see both the college sports space and professional sports real estate development space as a large-scale, long-term opportunity,” said Benjamin. “And we think we’ve put together a team with a lot of horsepower and talent to go take advantage of that opportunity over the next five-to-10 years.”

The Neyland project is RVX Ventures’ first, as it seeks to invest in, develop and operate other districts of varying scope and scale in both the college and pro sports ranks.

In the mixed-use/entertainment sector, Vela is a full-service developer, handling everything from investment and capital to design and construction of the district to operations. It’ll create the concepts, then staff and operate them.

Vela has a string of active high-rise apartment-tower projects across the American Sun Belt, projects that REV is now involved with, too, through RVX Ventures. Benjamin’s and Gray’s sports development experience also includes Kansas City’s Power & Light District and St. Louis’ Ballpark Village.

REV is the Rangers’ 5-year-old sports and entertainment subsidiary that handles all of the MLB team’s ancillary business, such as sponsorship sales, team and venue operations and event hosting and booking, expertise it’ll bring to RVX Ventures. REV’s firsthand experience comes from involvement with the design, construction and operations of Globe Life Field, the surrounding Texas Live district and other minor league facilities in its portfolio.

“These guys are world-class developers,” REV President and 2025 SBJ Forty Under 40 honoree Sean Decker said of Vela. “We believe that what we do on the partnership side and on the event and programming side pairs really well with what they do.”

RVX launches with more than 30 team members and will add more as it lands projects. That will include on-site staff fully focused on generating nontraditional revenue.

“Looking at the calendar and finding opportunities for festival creation, concert opportunities, special events ... you name it,” said REV Entertainment SVP Jared Schrom. “We will implement a similar strategy that we have here in Arlington to make sure they’re active 365.”

RVX Ventures’ board of directors includes Decker and Schrom from REV and Benjamin, Gray and Kevin Davis (Vela), with Jake Miller serving as the new entity’s COO.

Developing trend

Expect to see more tie-ups like this, as the worlds of sports, real estate, private and institutional capital and municipal government all zero in on the sports-adjacent mixed-use concept. RVX has what it feels is a key advantage over most of the entities that will emerge from that scramble.

“This team has done it together. We’ve been in the foxhole together. Texas Live was not a small development,” said Gray. “Any two big companies, or a team owner and developer, can decide that they’re going to do this, and it sounds like a good idea. But you’ve got to evaluate it on the second one. They’re pretty hard to do and there is no replacement for the experience.”

PREVIOUS

NRG Stadium returning to original Reliant Stadium name

NEXT



Thursday, April 23, 2026

search articles search

HOME MyDJC BUSINESS CONSTRUCTION A & E REAL ESTATE/CREDIT ENVIRONMENT TECH MONEY WEEKEND SPECIAL SECTIONS

Real Estate



DJC Subscriptions

Subscribe / Renew
Subscribe to the DJC online, newspaper or plancenter.com

Contact Us
Have a news item or subscription question? Phone, E-mail, Directions

► **Subscribe to our Free Weekly Newsletter**

print email to a friend reprints add to mydjc

mydjc

April 23, 2026

Kansas City Royals to build a \$1.9B ballpark as part of \$3B downtown redevelopment

By DAVE SKRETTA
AP Sports Writer

KANSAS CITY, Mo. — The Kansas City Royals are moving from their longtime home at Kauffman Stadium to the downtown Crown Center area, partnering with Hallmark Cards on a \$3 billion project that includes a mixed-used development with a new ballpark as its centerpiece.



Conceptual rendering by Populous [enlarge](#)

The ballpark will be the centerpiece of a \$3 billion project that includes a mixed-use development.

Royals owner John Sherman was joined by Hallmark chairman Don Hall Jr., Missouri Gov. Mike Kehoe and Kansas City Mayor Quinton Lucas, along with other local and state dignitaries, in making the announcement Wednesday near Hallmark headquarters.

While the finalized master plan has yet to be complete, Sherman said the \$1.9 billion stadium would break ground next year in the middle of Crown Center as part of the first phase of an 85-acre project. Two-thirds of the funding will come from private sources and the remaining one-third from public partners, including money earmarked by the state for stadium projects.

“This is a partnership between two treasured Kansas City institutions,” Sherman said. “We are committed to creating a vision which honors our history, the rich past of both organizations, while reinvigorating and reimagining what our future can be together.”

The announcement came about a week after Kansas City officials passed an ordinance authorizing City Manager Mario Vasquez to negotiate a \$600 million deal to help the Royals move downtown. Most believed the stadium would sit on Washington Square Park, which is next to Union Station, but it will instead be located just south of it, with the park featured in the development.

Hallmark intends to build a new headquarters in the area, which is connected by a streetcar to the Power & Light District, where the T-Mobile Center serves as its anchor. That part of downtown Kansas City will provide the backdrop beyond the outfield fence.

Officials touted the availability of public parking already in the area and convenient traffic flow from nearby highways.

Missouri's contribution comes from a law enacted last year that authorized bonds covering up to 50% of the cost of new or renovated stadiums in the state, plus up to \$50 million of tax credits for each stadium and unspecified aid from local governments.

“We think it's a great investment for our Missouri taxpayers, because this does not affect existing programs,” Kehoe said. “The ripple effect from this facility will truly be far-reaching into rural Missouri and other parts of the state.”

Resource Center

- Construction Bids**
Contracting, IFBs, Sub-Bids, RFPs, Rosters, Bids, Awards, Upcoming Projects, Building Permits, Specialty Contractors
- Plancenter.com**
Plans and specifications for Pacific Northwest projects
- Consultant Services**
A & E Bids, RFPs, SOQs, Rosters
- Misc. Goods and Services**
Bids, RFPs, SOQs, Rosters
- Public Notices**
Legal Notices, Government Notices, City Notices
- Firm Directory**
The Northwest's top Consultants and Contractors
- Building Permits**
Listings of building permits from around the Northwest
- Real Estate**
RFPs, Sales
- Credit**
Liens
- Business Licenses**
Complete Archives of WA Business Licenses
- Special Sections**
See our recent publications
- Editorial Calendar**
Check out our upcoming special sections for 2026
- Classifieds**
DJC.com Classified advertisements

DJC Services

NW DUMPSTERS
(206) 866-0688
www.nwdumpsters.com

Most Popular Stories

- Instead of 53 Capitol Hill units, development site flips to 25 parking stalls
- On the Block: Is Post Alley gettin' all fancy?
- Gut reno underway on Jackson for new nonprofit hub
- Crews to start rebuilding Spirit Lake Outlet Bridge, restoring crucial Mount St. Helens connection
- Hoffman tapped for \$1B CSO station

In Today's Public Notices

FEATURED NOTICE

City of Bellevue Traffic Data Studies

- New Bid Calls 12
- New Consultant Notices 2
- New Supply Bids 0

New Sub Bids Requested

COMMUNITY TRANSITIONS - BELLINGHAM SCHOOL DISTRICT #501, BP-15
RAM Construction General Contractors, LLC

UWMC NW B-WING RE-ROOF PROJECT



Publish a Notice
Place your legal notice in the DJC



Advertise
Market your business to decision makers around the Northwest



Reprints
Order a reprint in hard copy, PDF or linked HTML.



Plans
Add your firm as a planholder. Upload a plan to plancenter.



Contact Us
Phone, E-mail, Directions

The Royals have insisted they would leave Kauffman Stadium when their lease expires at the Truman Sports Complex in 2031, and the intention of Sherman ever since purchasing the club in 2019 was to build a downtown ballpark as its replacement.

Yet reaching Wednesday's announcement did not come without plenty of pitfalls.

The biggest stumbling block came in April 2024, when the Chiefs joined the Royals in a plan to renovate Arrowhead Stadium and replace Kauffman Stadium. The plan hinged on the extension of a sales tax that had been paying for stadium upkeep, and voters in Jackson County, Missouri, overwhelmingly rejected the proposal, forcing the franchises to go their own way.

The legislature in neighboring Kansas aggressively pursued the Chiefs, committing last December to issuing \$2.4 billion in bonds to cover 60% of the cost of a new \$3 billion domed stadium in Kansas City, Kansas. The NFL franchise ultimately decided to move across the state line, where it also will build a new training facility in the nearby suburb of Olathe, Kansas.

Officials in Kansas briefly pursued the Royals, too, but their interest in the MLB franchise had always been lukewarm.

The Royals had been weighing several options in recent months. But they ultimately rejected an option in the suburb of Overland Park, Kansas, and allowed a deadline to pass for a site north of downtown and across the Missouri River in Clay County, Missouri.

Economists have long concluded that subsidizing stadiums isn't worth the cost for communities because the venues pull economic activity away from other parts of the area, rather than expanding the overall economy. Yet states and cities continually provide money to renovate stadiums or build new ones — 49 of the 60 used by MLB or NFL teams are publicly owned or sit on public land.

One of the stadiums that Sherman has cited as an example of what's possible in Kansas City is Truist Park in Atlanta.

The stadium was a public-private partnership in which the Cobb-Marietta Coliseum & Exhibit Hall Authority issued up to \$397 million in bonds, the county raised millions more from transportation taxes and businesses added millions in cash. The Braves contributed the remaining money for the park and The Battery, a mixed-used development, with a total cost of more than \$1.1 billion.

“There are many great ballpark neighborhoods in Major League Baseball,” Sherman said, “but this is a bigger project with more land in downtown and in the heart of the city. We are bringing a modern, state-of-the-art ballpark experience to our fans, closer to our public transportation and where more people work and live.”

JTM Construction

1.2 MI. S OF ROGERS RD TO SR 505 VIC. PAVING

Granite Construction Company

SR9/ SR547 PARK RD & 547 SAAR TO SUMAS PAVING

Granite Construction Company

COLLEGE PLACE ELEMENTARY AND COLLEGE PLACE MIDDLE SCHOOL REPLACEMENT, BID SET 2: BP 4.1, 6.1, 7.1, 8.1, 9.1 6, 9.7, 32.1, 32.2
Cornerstone General Contractors

[more »](#)

Indigo Real Estate
Local property management
[Learn more](#)

Advertisement

FOR LEASE

Located across from downtown ferry terminal

Journal of Commerce Building

83 COLUMBIA STREET, SEATTLE, WA







Property Details

7,000 SQUARE FEET.
SUBDIVISIBLE INTO A 5,000 SQUARE FOOT SPACE AND A 2,000 SQUARE FOOT SPACE

THIRD FLOOR OF HISTORIC JOURNAL BUILDING

SPACE FEATURES ORIGINAL TIMBERS, FLOORS AND EXPOSED BRICK. PRIVATE OFFICES, CONFERENCE ROOM, SHOWER, VIEWS OF PUGET SOUND AND OLYMPIC MOUNTAINS

ASKING \$19 PER SQUARE FOOT/GROSS

For more information, contact:

Zeke Pelluer
KIDDER MATHEWS
C 425.614.0082 W
206.205.0202
zeke.pelluer@kidder.com

[MyDJC](#) | [Business](#) | [Construction](#) | [Real Estate](#) | [Architecture & Engineering](#) | [Environment](#) | [Machinery](#) | [Technology](#) | [Weekend](#)

Copyright 2026 Seattle Daily Journal of Commerce | [Terms of Service](#) | [Privacy Policy](#) | [Contact Us](#) | [Advertising](#) | [Site Index](#)