Item Nos: 8A, 9A, 9B
Date of Meeting: November 2, 2021

THE NORTHWEST SEAPORT ALLIANCE
Gateway to Solutions

8A – Terminal 5 Quarterly Update
9A – PIDP MARAD Grant Acceptance
9B – POS Only Vote: ERL funding

Presenters: Emma Del Vento, Catherine Chu, Arthur Kim, Port of Seattle

Terminal 5 Quarterly Update

This presentation is a four-part item:

1. **Quarterly Program Update Terminal 5 Modernization**

   Quarter 3 2021 Terminal 5 Modernization Program Update.

2. **NWSA vote for approval of the T5 MARAD PIDP Grant Agreement**

   Request authorization to accept a grant for the Terminal 5 Uplands Modernization and Rehabilitation Project.

3. **POS only vote for ERL funding for T5 uplands soil disposal**

   Request authorization for Environmental Remediation Liability funds for upland soil disposal of T5 dredge material, Master Identification No. U00681.

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T5 Quarterly Program Update Q3 2021

Presenter: Emma Del Vento
Capital Program Leader, Port of Seattle

Terminal 5 – Program Overview
Primary Elements of Scope

- **Berth Modernization**
  - Crane Rails
  - Dock Rehabilitation
  - Slope Stabilization
  - Berth Deepening
  - Power Supply/ Distribution
- **Uplands Improvements**
  - Permit Conditions
  - Lease Obligations
    - Stormwater
    - Marine Buildings
    - Reefers



Terminal 5 – Q3 2021 Progress

- **Berth Modernization Project**
  - North Berth: Shore power and paving are the last elements that will be completed on the wharf. In water work for the toe wall is underway.
  - South Berth: Activities are on schedule.
  - Seattle City Light (SCL) pending final invoice in November
- **Uplands Improvements Projects**
  - Permit Condition Progress
    - Pre-Occupancy Conditions met – pending GQMP
    - Quiet Zone – property acquisition approved by City Council
  - Lease Obligations
    - Stormwater Treatment - Phase 1 construction underway; Phase 2 Bid advertisement
    - N Marine Building – 98% complete
- **Grants**
  - PIDP – Draft Agreement in progress



Removing a pile cap

Budget (September 30, 2021)

Forecast currently below budget – the single biggest risk is the North Reefer Demarcation
Construction is 79% spent and 71% complete

2021 Quarter 3 Program Budget	Authorized Budget	Quarter 3 Changes	Updated Budget	Spent to Date	Forecast at Completion	Remaining Authorized Budget
Design, Construction, Project Management	$290.7	$14.6	$305.3	$199.2	$318.3	$91.5
Permit Conditions	$14.0	$-	$14.0	$5.8	$14.1	$8.2
Stormwater Treatment	$32.0	$-	$32.0	$6.5	$32.0	$25.5
Management Reserve*	$3.3	$35.4	$38.7	$-	$21.3	$3.3
Total	$340.0	$50.0	$390.0	$211.5	$385.7	$128.5

* $14,600,000 moved out of Management Reserve this quarter and into construction for S Reefer Feeder Testing, RPM Power Supply, RPM Reimbursement to PNNL, N Reefer Budget, N Reefer Demarcation, Operational Readiness Expenses.

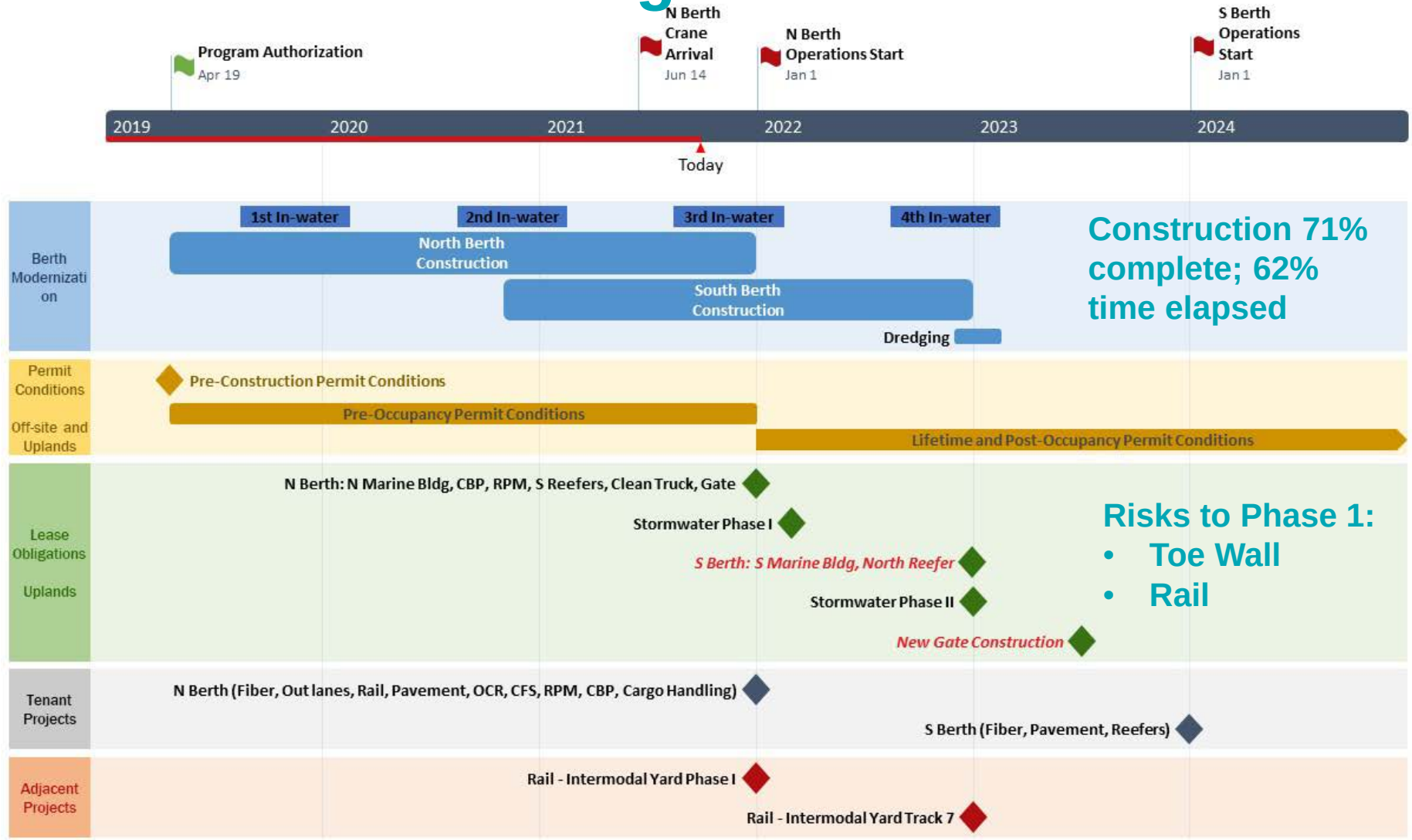
Budget by Project (September 30, 2021)

	Original Authorized Project Cost	Current Authorized Project Cost	This Request	Total Project Cost	Cost to Date	Remaining Cost
T5 Berth + Design + SCL	$ 276,000,000	$ 276,450,000	$ -	$ 276,450,000	$ 193,332,076	$ 83,117,924
T5 Permit + Tribes	$ 14,000,000	$ 14,000,000	$ -	$ 14,000,000	$ 5,837,388	$ 8,162,612
T5 Stormwater Treatment	$ 30,000,000	$ 32,000,000	$ -	$ 32,000,000	$ 6,469,070	$ 25,530,930
T5 Management Reserve/Risk	$ 20,000,000	$ 21,020,000	$ -	$ 18,020,000	$ -	$ 18,020,000
T5 Clean Truck	$ -	$ 100,000	$ -	$ 100,000	$ 16,748	$ 83,252
T5 Marine Buildings	$ -	$ 10,100,000	$ -	$ 10,100,000	$ 4,397,109	$ 5,702,891
T5 RPM + CBP	$ -	$ 3,000,000	$ -	$ 3,000,000	$ 156,588	$ 2,843,412
T5 Reefers	$ -	$ 19,130,000	$ -	$ 19,130,000	$ 1,085,974	$ 18,044,026
T5 Gate Complex	$ -	$ 13,000,000	$ -	$ 16,000,000	$ 188,163	$ 15,811,837
T5 Operational	$ -	$ 1,200,000	$ -	$ 1,200,000	$ 65,886	$ 1,134,114
Total	**$ 340,000,000**	**$ 390,000,000**	**$ -**	**$ 390,000,000**	**$ 211,549,002**	**$ 160,430,998**
Previously Authorized			**$ 50,000,000**			
Revised Total Authorization			**$ 390,000,000**			
MARAD PIDP Grant			$ 10,700,000			
WA Ecology - Stormwater			$ 5,000,000			
WA Commerce - Shorepower			$ 4,268,000			
WA Commerce - Reefers			$ 4,316,500			
Authorization - Grants			**$ 365,715,500**			
T5 ERL (POS Only)	$ -	$ -	$ 700,000	$ 700,000	$ -	$ 700,000

Terminal 5 – Berth Modernization Trends

- **Recent Stochastic Analysis and Risk Register updates from September 2021 indicate:**
  - The program currently has a P-85 value (85% probability of being sufficient) of $385.7M
  - The $390M program budget currently has a 95% probability of being sufficient
  - The current expected cost of the program is $361.42M (P-85 value $385.7M minus grant funding $24.28M).

Terminal 5 – Programmatic Schedule



Construction 71% complete; 62% time elapsed

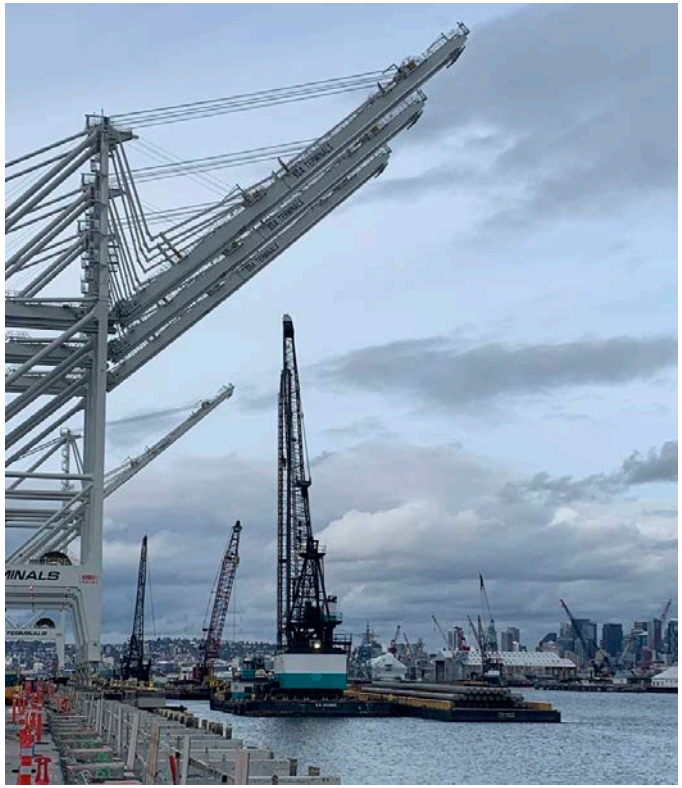
Risks to Phase 1:

- **Toe Wall**
- **Rail**

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Terminal 5 – Community Outreach

- Sept 20: **Georgetown Community Council**
- Sept 22: **Highland Park Action Committee**
- Oct 06: **District 1 Community Network** (D1CN)
- Oct 11: **Pigeon Point**
- Oct 12: **South Park Neighborhood Association**
- Nov: **PCAT**
- TBD: **West Seattle Transportation Coalition**



Toe Wall Pile driving

Terminal 5 – Look Ahead

- **Q4 2021**
  - Berth Modernization Phase 1 Substantial Completion
  - Completion of Seattle City Light (SCL) work
  - Stormwater Phase 2 Bid Package advertisement
  - Pre-Occupancy Permit Conditions met
  - RPM and CBP Utilities done
  - S Marine Building design review done
  - S Reefer Repairs done
  - Clean Truck Program done
  - Gate Repairs done

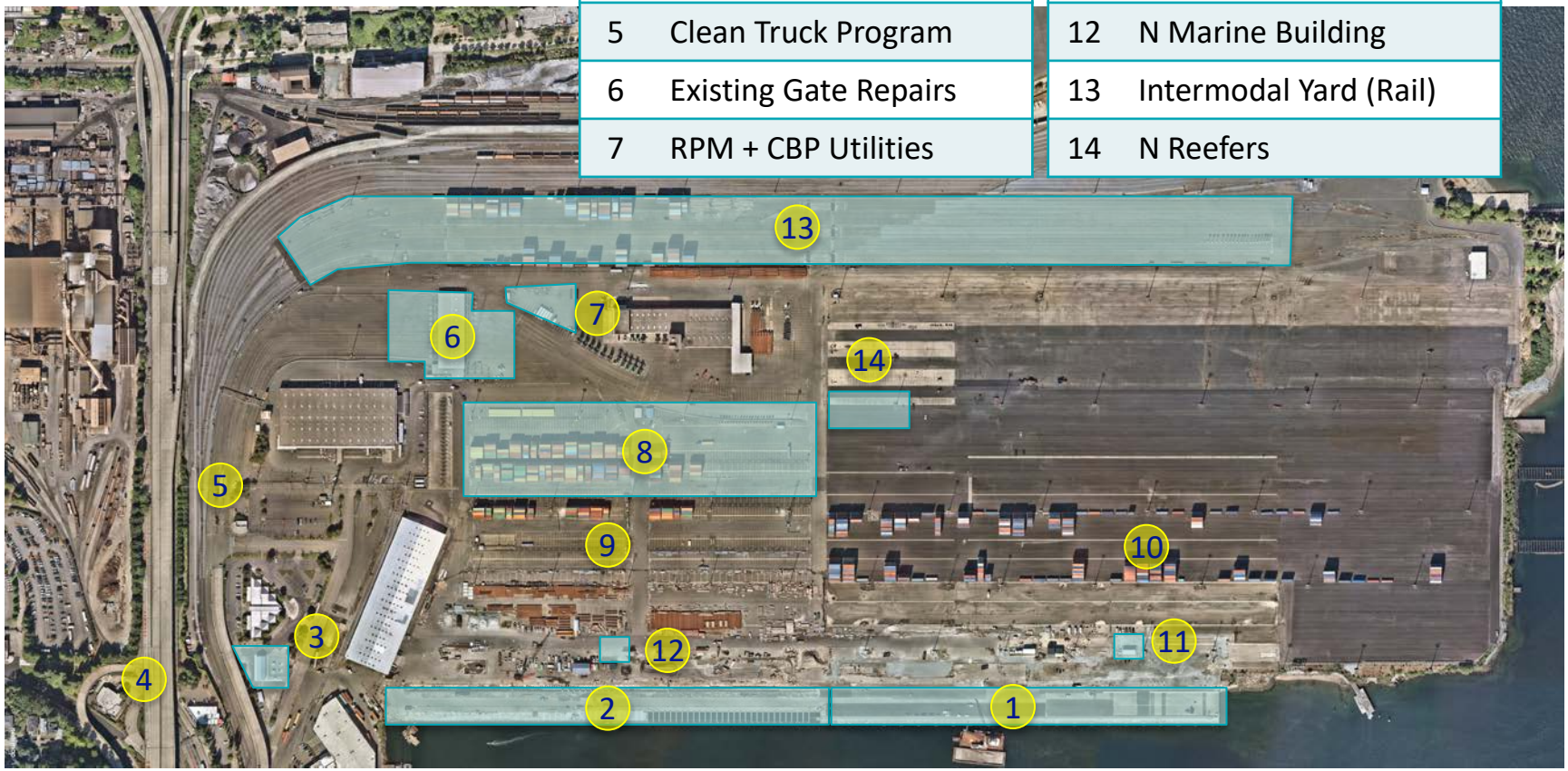


Pile cut and extract work

Site Map

#	Project
1	North Berth
2	South Berth
3	Primary Substation
4	Permit Conditions
5	Clean Truck Program
6	Existing Gate Repairs
7	RPM + CBP Utilities

#	Project
8	S Reefer Repairs
9	Stormwater Phase 1
10	Stormwater Phase 2
11	S Marine Building
12	N Marine Building
13	Intermodal Yard (Rail)
14	N Reefers



Item No: 9A
Date of Meeting: November 2, 2021

THE NORTHWEST SEAPORT ALLIANCE
Gateway to Solutions

Approval of the T5 MARAD PIDP Grant Agreement

Presenter: Catherine Chu
Project Manager, Port of Seattle

Grant Authorization
Terminal 5 MARAD PIDP Grant

The NWSA's Master Policy requires Managing Member approval to accept grants in amounts greater than $300,000.

Request authorization to accept a Federal Maritime Administration (MARAD) 2020 PIDP Grant in the amount of $10,687,333 for the Terminal 5 Modernization Program.

Background and Description
Terminal 5 MARAD PIDP Grant

The U.S. Department of Transportation (DOT) – Maritime Administration (MARAD) has awarded the NWSA a grant under the 2020 Port Infrastructure Development Program (PIDP) in the amount of **$10,687,333** for the Final Phase of the Terminal 5 Uplands Modernization and Rehabilitation Project (PIDP Project).

The PIDP Project includes the following four elements with an estimated total cost of **$35,374,666** (including grant administration costs):

1. Surfacing, paving, and reinforcement (Paving);

2. Stormwater treatment (Stormwater);

3. Upsizing electric reefer plugs (Reefer);

4. On-dock rail improvements (Rail).

Background
Terminal 5 MARAD PIDP Grant

Project authorization is managed separately as part of the ongoing T5 Modernization Program.

The **Stormwater and Rail projects** are already authorized.

The **Paving and Reefer projects** are not part of the T5 Program Modernization Authorization and are expected to be funded and performed by SSA Terminals (SSAT).

The details of how that will be managed will be under a separate **subrecipient agreement** between NWSA and SSAT.

By accepting this grant from MARAD, NWSA will be responsible for performance, compliance, and funding obligation for the entire PIDP project, and the subrecipient agreement will ensure performance, compliance, and funding match by SSAT. If the tenant does not complete the reefer and paving work, the NWSA will be responsible for all the work.

Project Schedule
Terminal 5 MARAD PIDP Grant

All component projects currently have a Substantial Completion date of **December 31, 2023**, but the schedule will be updated as needed. The grant will have the following deadlines:

- Budget Period End Date: **October 30, 2024**
- Period of Performance End Date: **October 1, 2027**
- Estimated Closeout Date: **October 1, 2028**

MARAD is expecting NWSA to execute the agreement in November 2021, and we are expecting MARAD to execute the agreement before the end of 2021.

Project Budget
Terminal 5 MARAD PIDP Grant

Component	Local Match (70%)		PIDP grant (30%)	Total
	Expected NWSA Match	Expected SSAT Match		
1. Paving		$7,621,043	$3,299,207	$10,920,250
2. Stormwater	$7,484,782		$3,240,218	$10,725,000
3. Reefer		$6,096,834	$2,639,366	$8,736,200
4. Rail	$2,992,668		$1,295,548	$4,288,216
5. Grant Admin	$492,007		$212,993	$705,000
Total	**$10,969,456**	**$13,717,877**	**$10,687,333**	**$35,374,666**

Note: SSAT match is pending a subrecipient agreement for the paving and the reefer projects.

Conclusion
Terminal 5 MARAD PIDP Grant

Request authorization to accept a Federal Maritime Administration (MARAD) 2020 PIDP Grant in the amount of $10,687,333 for the Terminal 5 Modernization Program.

Item No: 9B
Date of Meeting: November 2, 2021

THE NORTHWEST SEAPORT ALLIANCE
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Port of Seattle Only Vote: Terminal 5 Environmental Remediation Liability – Project Authorization for Upland Disposal of Sediment from Dredging

Presenter: Arthur Kim
Capital Project Manager III, Port of Seattle

Project Authorization
T5 ERL Funding for Dredge Materials

Terminal 5 Environmental Remediation Liability – Project Authorization for Upland Disposal of Sediment from Dredging

<u>For Port of Seattle Commission only vote</u>:

Request Port of Seattle Commission project authorization in the amount of $700,000 for the Terminal 5 Environmental Remediation Liability – Project Authorization for Upland Disposal of Sediment from Dredging, Master Identification No. U00680.

Background
T5 ERL Funding for Dredge Materials

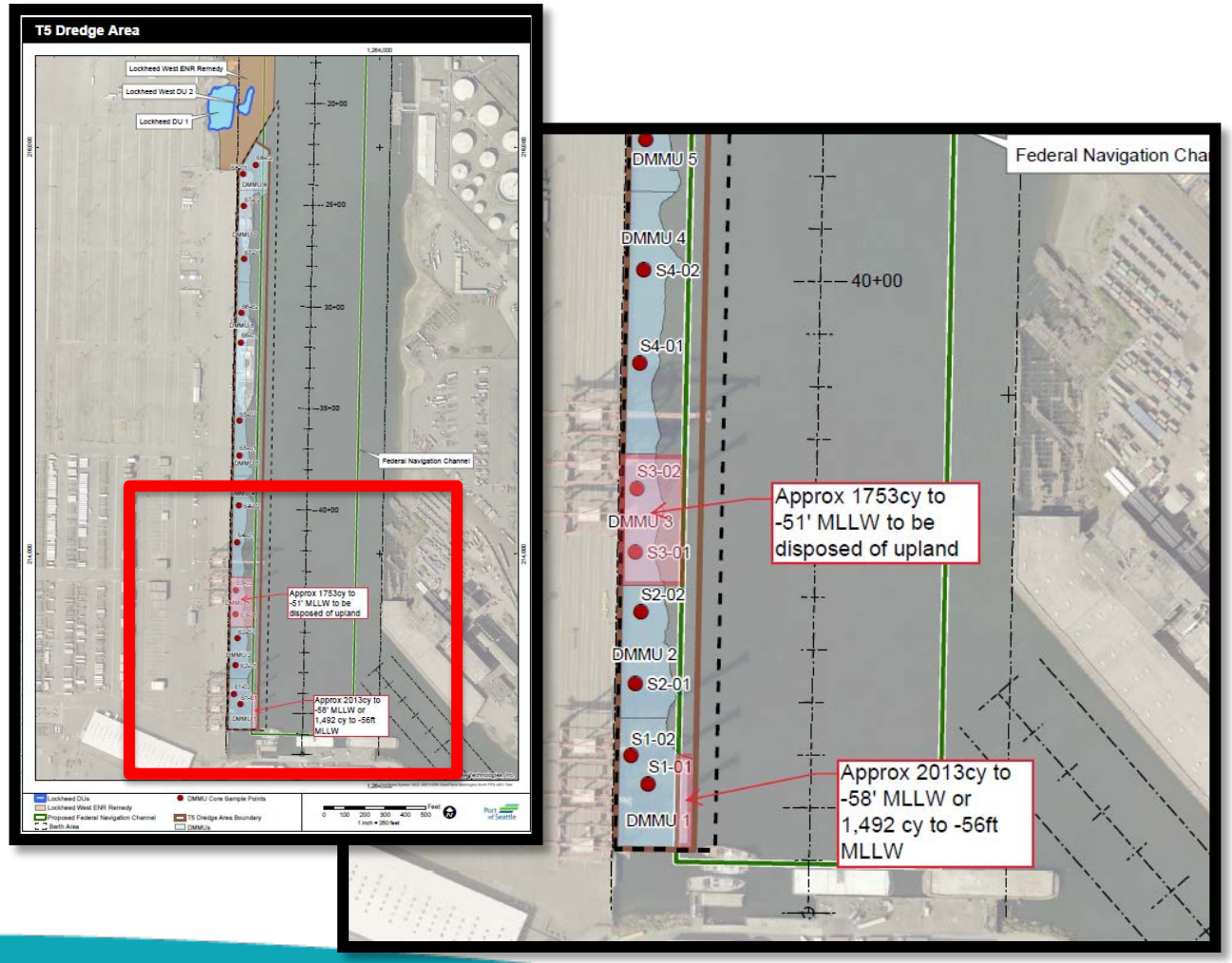
2015: sediment for the berth deepening near T5 was sampled and the results came back satisfactory to dredge and dispose of in open water

The original 2015 test results were valid for 3 years.

2020: approximately 3,200 cubic yards of sediment tested unsuitable for open water disposal and now must be disposed of at an approved uplands facility.

Description and Location Map
T5 ERL Funding for Dredge Materials

Orion Marine Construction to remove 3,200 cubic yards of sediment not suitable for in-water disposal and dispose upland at an approved facility.



Project Schedule
T5 ERL Funding for Dredge Materials

Activity	Timeframe
Execute Change Order	November 2021
Work Begins	December 2021
Substantial Completion	February 15, 2023
Final Completion	March 6, 2023

Financial Summary and Source of Funds
T5 ERL Funding for Dredge Materials

Item	Budget Estimate	Cost to Date	Remaining Cost*
DESIGN	$50,000	$0	$50,000
CONSTRUCTION	$650,000	$0	$650,000
PROJECT TOTAL	$700,000	$0	$700,000

- Based on the estimated budget and cost of the construction for this project, the Port of Seattle's Environmental Remediation Liability (ERL) fund has allocated $700,000 for this project.

Environmental Impacts/Review
T5 ERL Funding for Dredge Materials

Permitting: All permitting for dredging approved in 2020. Contractors will coordinate with regulators before work begins.

Remediation: Dredged materials will need to be disposed at an approved uplands facility.

Water Quality: Contractors will be required to follow the water quality management plan as set forth in the permit conditions by the Washington Dept. of Ecology.

Air Quality: N/A for dredging projects.

Conclusion
T5 ERL Funding for Dredge Materials

Port of Seattle Commission only vote:

Request Project Authorization in the amount $700,000 for the Terminal 5 Environmental Remediation Liability – Project Authorization for Upland Disposal of Sediment from Dredging, Master Identification No. U00680.