



**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

Item No.: 4E-Supp
Date of Meeting: August 14, 2018

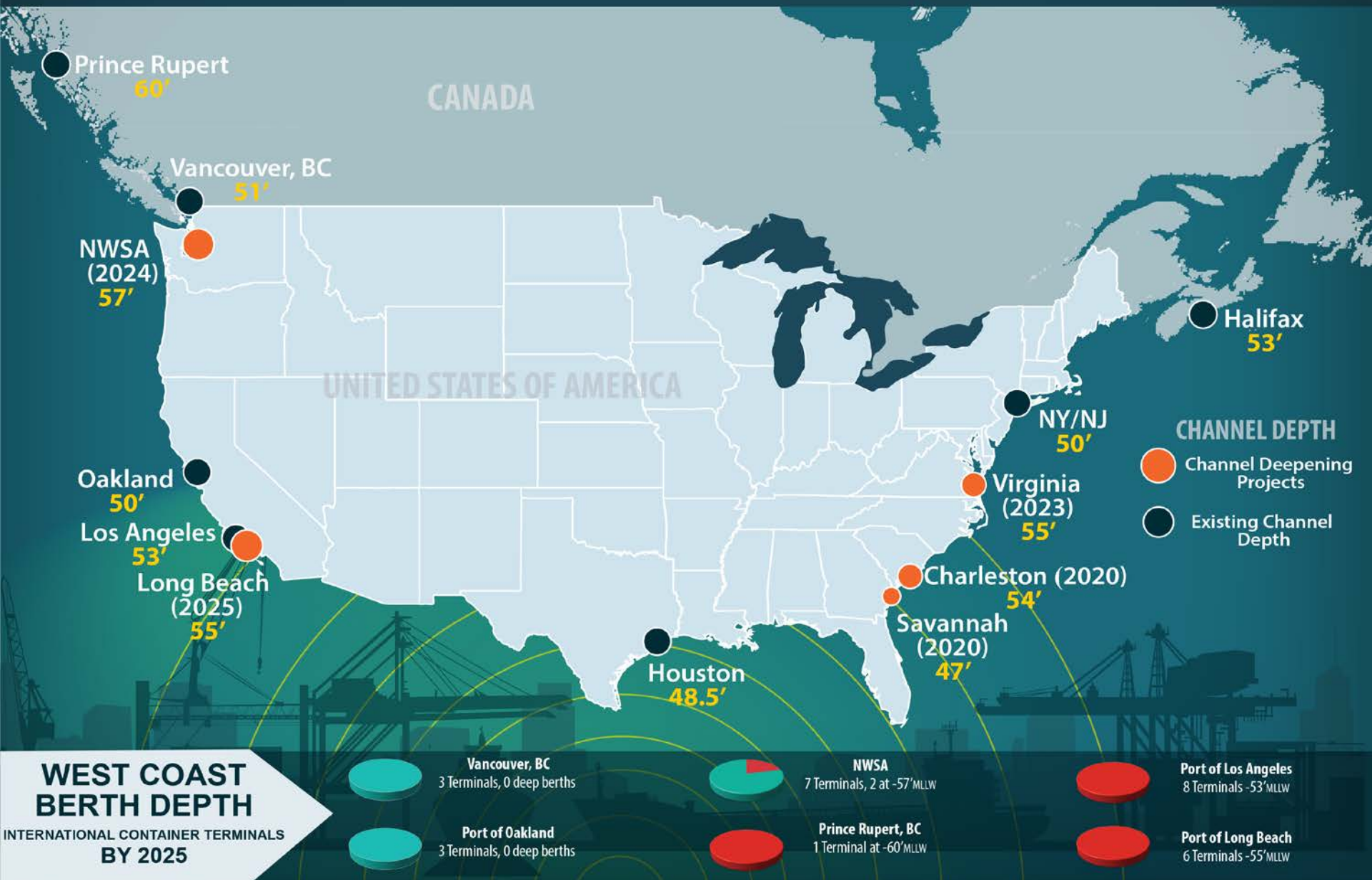
Tacoma Harbor Deepening Feasibility Cost-Sharing Agreement

Action Requested

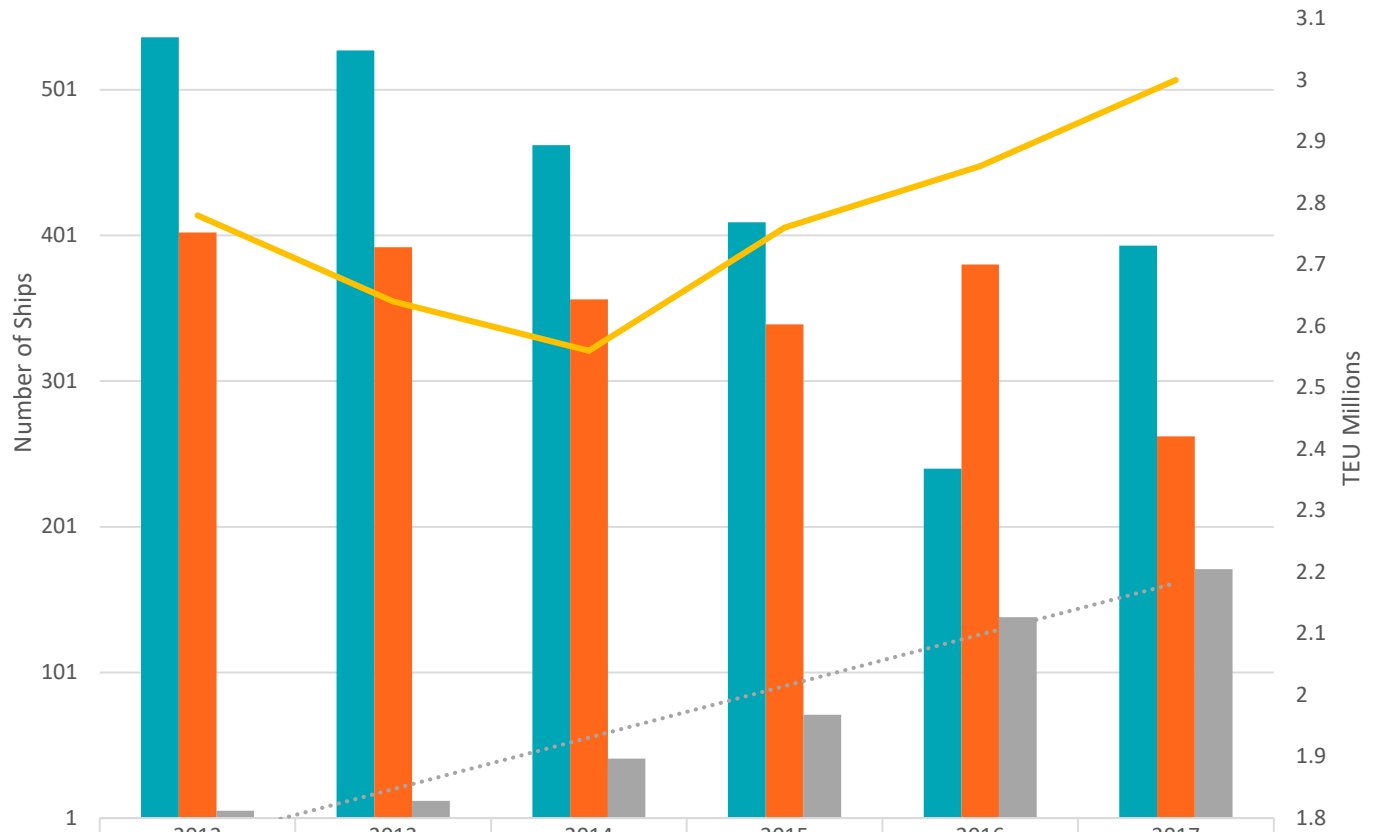
Request Managing Members of The Northwest Seaport Alliance (NWSA) authorization for the Chief Executive Officer or his delegate to sign a Feasibility Cost Sharing Agreement with the US Army Corps of Engineers to study the feasibility of deepening the navigation channels in the Tacoma Harbor and obligates the NSWA to \$1,500,000 toward funding the study as the non-federal sponsor.



NORTH AMERICA BIG SHIP INFRASTRUCTURE



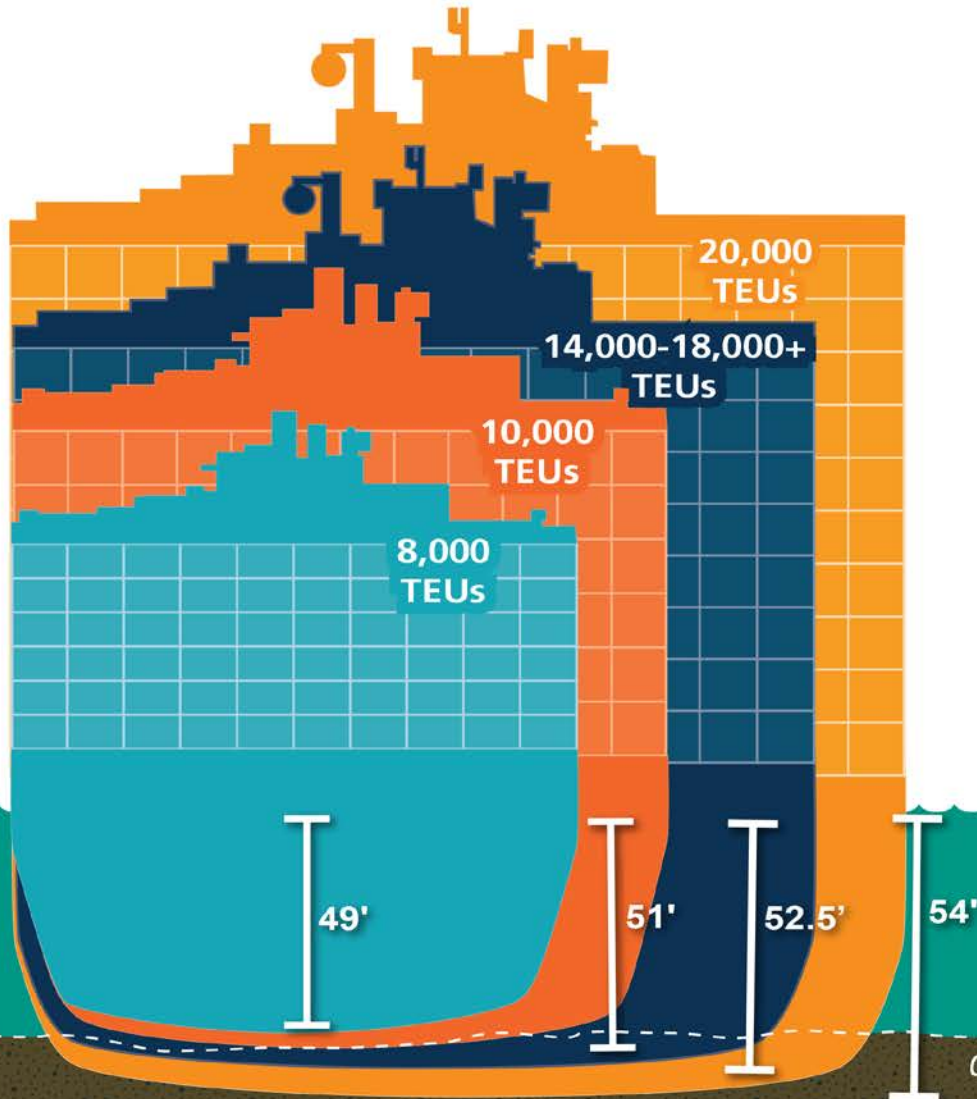
NWSA Ship Size Trend



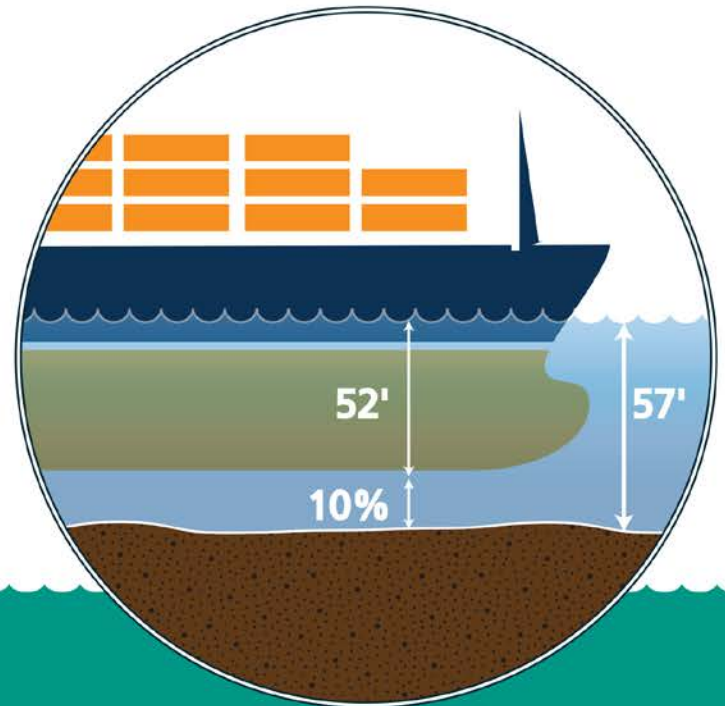
	2012	2013	2014	2015	2016	2017
Sum of 0-6000	537	528	463	410	241	394
Sum of 6000-9000	403	393	357	340	381	263
Sum of 9000+	6	13	42	72	139	172
Int'l TEU Millions	2.78	2.64	2.56	2.76	2.86	3



BIG SHIPS NEED DEEP CHANNELS & BERTHS

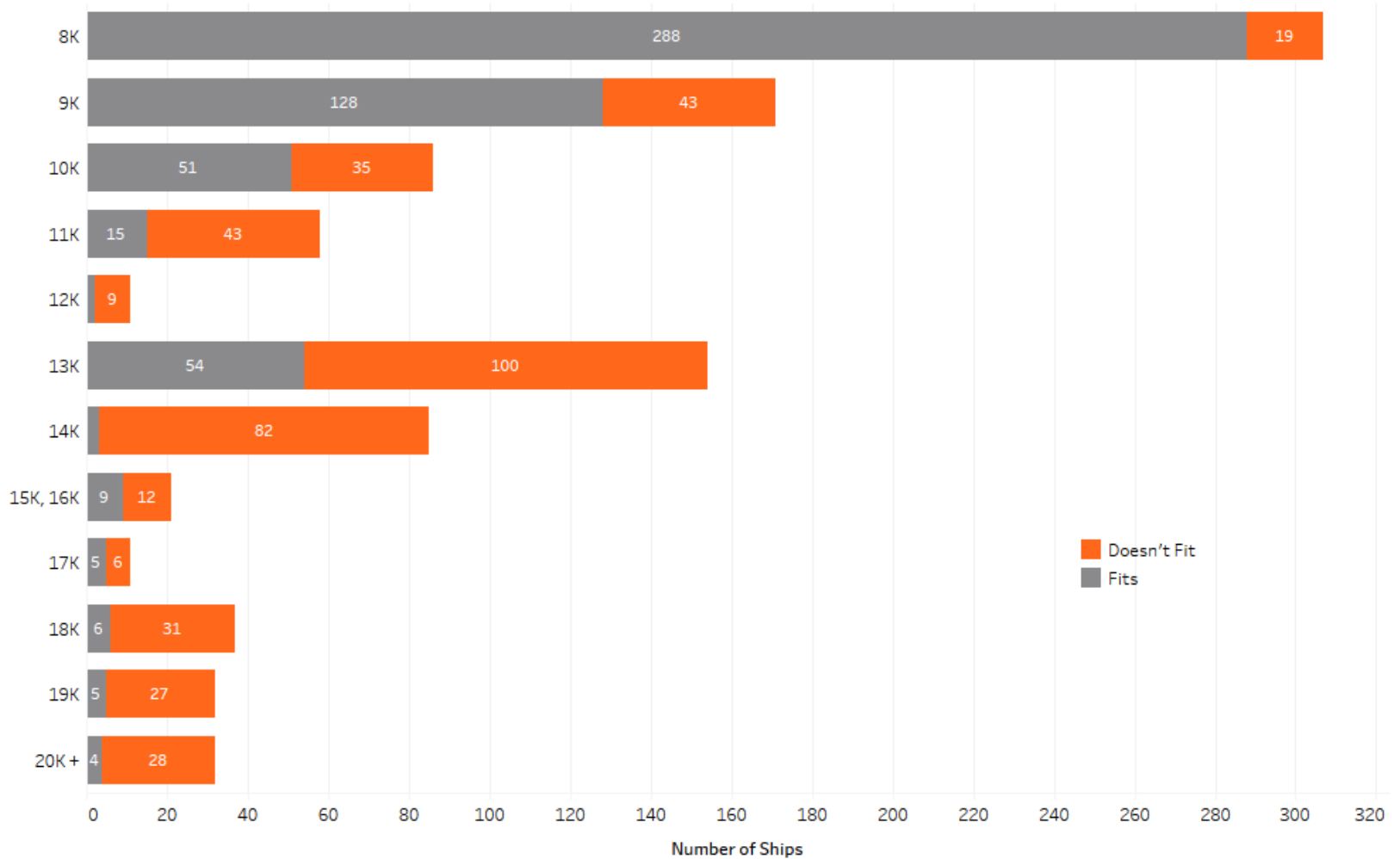


Navigation Channel
Pilots require 10% under keel

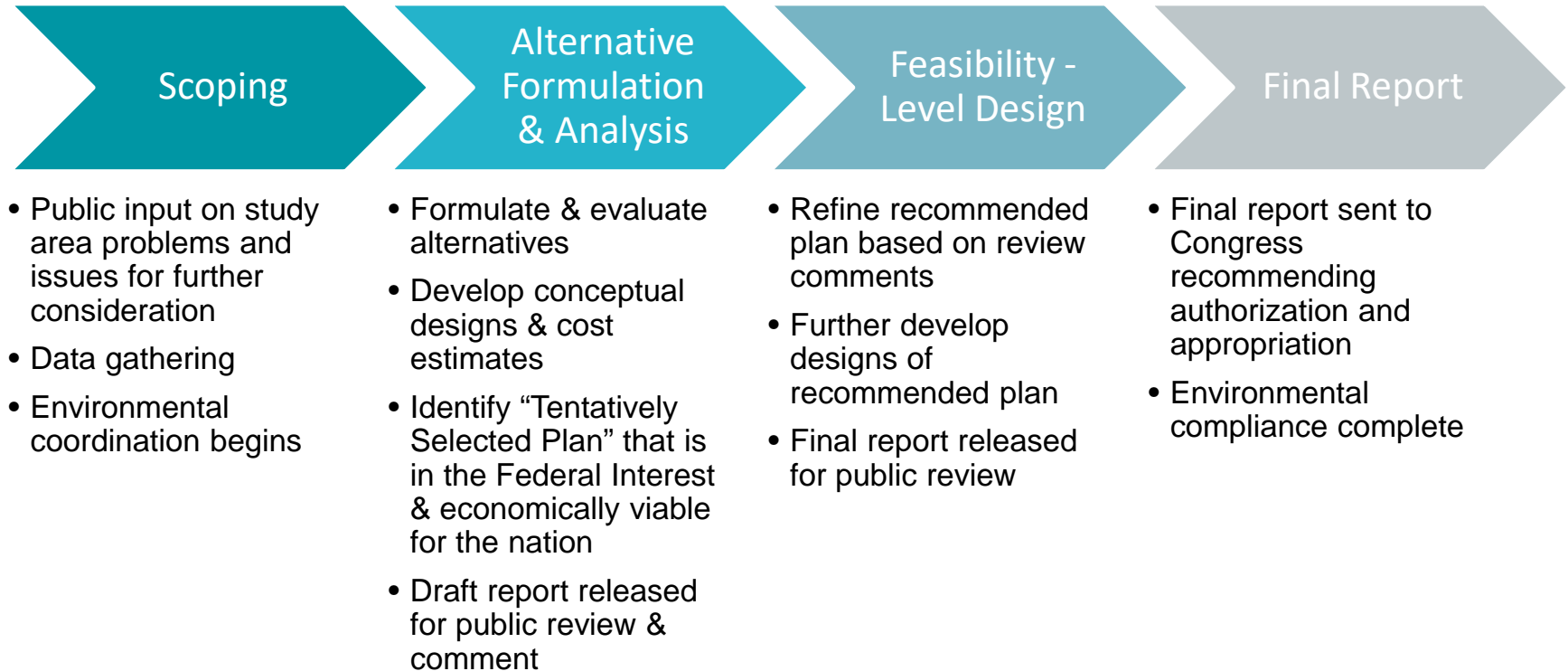


Current Fleet of Ships

ORANGE means ships that would have restricted movement at fully laden DWT capacity + 2' UKC at -51' MLLW. Current pilot guideline is 10% of draft UKC.



USACE Feasibility Study Process



Proposed Study Area



Blair & Sicum
Waterways

Financial Implications

- The non-federal sponsor cost-sharing obligation for the Feasibility Study is \$1.5 million over 3 years.
- \$500K will be committed in 2018, to match the \$500K allotted to the study in the 2018 Federal budget (Corps Work Plan).
- Accounted for in the NWSA plan of finance as an expense item.
- The 2018 budget and 2019-2020 forecast included \$500,000 per year for this expense
- Part of the obligation will be “work in-kind” contributions from the port for staff time and consultant resources.



Alternatives Considered and Their Implications

No Action Alternative:

Do not sign the cost-sharing agreement. The Corps will not be able to move forward with the study. The study was requested by NWSA/POT and supported by NWSA congressional delegation. The potential is that NWSA will be unprepared to deepen the channels when ships with drafts exceeding -51' begin calling the West Coast regularly.

Recommended Action:

Sign the cost-sharing agreement, allowing the Corps to move forward with a feasibility study to determine federal interest in deepening the navigation channels in the Tacoma harbor.



Action Requested

Request Managing Members of the Northwest Seaport Alliance (NWSA) authorization for the Chief Executive Officer or his delegate to sign a Feasibility Cost Sharing Agreement with the US Army Corps of Engineers to study the feasibility of deepening the navigation channels in the Tacoma Harbor and obligate the NWSA to funding \$1,500,000 of the study as the non-federal sponsor.

