

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 8G
Meeting Date: July 7, 2026

DATE: June 29, 2026

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Tong Zhu, Chief Commercial & Strategy Officer

Project Manager: Arthur Kim, Capital Project Manager

SUBJECT: Terminal 30 (T30) Maintenance Dredging Construction Authorization

A. ACTION REQUESTED

Project authorization in the amount of \$2,000,000, for a total authorized amount of \$2,675,000, for work associated with the Terminal 30 (T30) Maintenance Dredging, Project Identification No. N10205.

B. SYNOPSIS

Maintenance dredging is required at the T30 berth to restore the authorized depth of -50 feet Mean Lower Low Water (MLLW) and maintain operational capacity for marine cargo operations. Restoring the berth to its authorized depth will preserve optionality to accommodate a diverse range of cargo types, operational flexibility, support the accommodation of larger vessels, and help maintain the long-term competitiveness of the gateway.

All material will be disposed of at an approved in-water disposal site in Elliott Bay.

C. BACKGROUND

Regular maintenance dredging is necessary to prevent sedimentation from negatively impacting cargo operations at Northwest Seaport Alliance (NWSA) facilities. Proactively addressing sedimentation can minimize disruptions and ensure compliance with designed depth, leading to safe and efficient port operations.

The depth of the waterway at terminal berths is critical to maintaining the competitiveness of the NWSA gateway. Container vessels continue to increase in overall size, which results in greater vessel draft requirements and the need to proactively maintain our berth depths.

If draft restrictions are in place due to insufficient waterway depth, ocean carriers may have increased waiting times to sail the higher tides and even forego loading the vessels to capacity, departing without their full complement of export cargo.

A 2024 bathymetric survey highlighted several areas at the T30 berths that do not meet the design depths of -50'. The Puget Sound Pilots have specifically identified sections as shallow as -45.9 feet, which currently limit vessel operations at the terminal. T30 was last dredged in 2009.

Sediment testing conducted in 2025 indicated that all the dredged material is suitable for in-water disposal. Approximately 3,000 cubic yards of sediment will be dredged and disposed of at an approved in-water disposal site in Elliott Bay.

D. PROJECT DESCRIPTION AND DETAILS

This project will restore the berths at T30 to their authorized depth of -50 feet MLLW, ensuring safe and efficient access for deep-draft cargo vessels.

Project Objectives

- Restore berths to the depth of -50' MLLW
- Compliance with all permit and agency conditions

Scope of Work

The scope of work will include:

- Dredge up to a depth of -52' MLLW

Schedule

Issue Work Authorization	Q3 2026
Begin Construction	Q4 2026
Substantial Completion	Q1 2027
Final Completion	Q3 2027

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$0			\$0
Pre-Design	\$0	\$100,000	\$100,000	\$0
Design	\$0	\$575,000	\$450,000	\$125,000
Construction	\$2,000,000	\$2,000,000	\$0	\$2,000,000
Total	\$2,000,000	\$2,675,000	\$550,000	\$2,125,000

Source of Funds

This project will be funded by NWSA operating income. The Capital Investment Plan (CIP) Budget allocates \$3.0M for this project. This project is eligible for Harbor Maintenance Tax (HMT) funding; therefore, related expenditures are reimbursable until the allocated HMT funds are fully expended.

Financial Impact

T30 is currently vacant and earns no revenue. Project costs will be expensed as incurred.

ENVIRONMENTAL IMPACTS/REVIEW

Permitting:

For compliance with the State Environmental Policy Act, the Port of Seattle issued a Final Determination of Non-Significance for the Comprehensive Routine Repair, Maintenance and Scientific Sampling Program (Program) on May 2, 2025. Maintenance dredge activities at Terminal 30 are considered part of the repair and maintenance Program.

In-water work permits and approvals from The US Army Corps of Engineers; Washington State Departments of Fish & Wildlife, Ecology and Natural Resources; Dredge Material Management Program; and City of Seattle have been applied for.

Remediation:

All dredged sediment will be disposed of at an approved in-water disposal site.

Stormwater:

N/A

Air Quality:

No new emissions will be generated by this project except for short-term emissions from dredging and construction equipment.

F. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
May 2, 2023	Managing Members Authorization for Design	\$575,000
February 2, 2023	Executive Authorization for Pre-Design	\$100,000
TOTAL		\$675,000