

**THE NORTHWEST SEAPORT ALLIANCE**  
**MEMORANDUM**

**MANAGING MEMBERS**  
**ACTION ITEM**

Item No.: 9E  
Meeting Date: October 1, 2024

**DATE:** September 23, 2024

**TO:** Managing Members

**FROM:** John Wolfe, CEO

Sponsor: Tong Zhu, Chief Commercial & Strategy Officer  
Project Manager: Norman Gilbert, Engineering Project Manager II

**SUBJECT:** PCT Maintenance Dredging Construction Project Authorization and Funding Source Designation

**A. ACTION REQUESTED**

(1) Alliance Managing Member Action: Request the Managing Members grant project authorization in the amount of \$1,060,000, for a total authorized amount of \$1,485,000, for work associated with the PCT Maintenance Dredging Construction Project Authorization, Master Identification No. 201114.03.

(2) Homeport (Tacoma) Action: Request Port of Tacoma (POT) Commissioners dedicate Section 2106 / Harbor Maintenance Tax (HMT) funds to fund the full cost of this project.

**B. SYNOPSIS**

The floor of the Blair Waterway and berthing area at Pierce County Terminal (PCT) are relatively flat at an elevation of -51ft MLLW. A combination of tidal action, vessel operations and sediment deposits over time allows for sediment to accumulate in areas called “high spots.” These “high spots” require periodic maintenance dredging to maintain the berthing depth of -51ft MLLW. PCT berthing area was dredged during the terminal modifications performed in 2005. No maintenance dredging has occurred since.

**C. BACKGROUND**

In June 2020, staff reviewed the most current bathymetric survey from December 2019, which showed “high spots” in the berthing areas.

This work was performed in conjunction with Washington United Terminals (WUT) and Husky Terminal Piers 3 & 4.

Due to the length of time needed for approval of in-water projects, staff initiated the permitting process in August 2020 which included permit applications and sediment sampling for maintenance dredging at all three terminals. Results were received that indicated elevated dioxin/furan levels in the sediments at PCT, roughly 1.5 to 2 times the biological trigger value. These sediments would require upland disposal or further biological accumulation testing which would delay receipt of the approved permits. Due to the urgent need to dredge at WUT and Husky, PCT was removed from the earlier project effort.

Bioaccumulation testing was completed to determine if PCT sediments were within the dioxin/furan value range that may be cleared for open-water disposal. For this testing, sediments from the site were collected and select species were exposed to the sediments under laboratory conditions. At the end of the testing, tissue concentrations were measured and compared to the DMMP biological trigger values for an in-water or upland disposal determination.

In October of 2021, staff reinitiated the plan to perform the additional sampling and testing needed to determine open-water disposal eligibility. Sediment samples were collected and tested. The lab performing the tests experienced issues with their equipment requiring re-analysis of the tissues which delayed the disposal determination. Late last year the tissue results were presented to the Dredge Material Management Office (DMMO). The DMMO determined that the dredge sediment was eligible for in-water disposal at the Commencement Bay open water disposal site.

The necessary in-water permits are still pending.

This project is intended to be packaged for construction with the POT Middle Blair Navigation Safety Improvement project upon POT Commission authorization later this month.

#### **D. PROJECT DESCRIPTION AND DETAILS**

The scope of the project is to complete a maintenance dredge addressing “high spots” that impact the berthing areas at PCT. The scope of work under this authorization is to bid and construct the maintenance dredging.

Scope of Work

The scope of work includes:

- Bidding of Public Works maintenance dredge construction contract
- Perform maintenance dredge construction project
- Close out project and permits

**Schedule**

Advertise for Bid	Late October/Early November
Open Bids	Early/Mid- November
Notice of Award	End of November
Substantial Completion	By February 14, 2025
Final Completion	March 14, 2025

**E. FINANCIAL IMPLICATIONS**

**Project Cost Details**

	Previous Requests	This Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$425,000	\$0	\$425,000	\$308,353	\$116,647
Construction	\$0	\$1,060,000	\$1,060,000	\$0	\$1,060,000
<b>Total</b>	<b>\$425,000</b>	<b>\$1,060,000</b>	<b>\$1,485,000</b>	<b>\$308,353</b>	<b>\$1,176,647</b>

**Source of Funds**

The 2024-2028 Capital Investment Plan (CIP) Budget allocates \$1,490,000 for this project. Of the \$308,353 cost to date, approximately \$210,000 has been funded by prior year POT Section 2106/HMT funds.

**Financial Impact**

Project costs will be expensed as incurred. The PCT terminal lease and associated intermodal yard is budgeted to provide approximately \$17,500,000 in cash in 2024.

This project is eligible to be completely funded by Harbor Maintenance Tax funds. The POT received 2024 HMT funds in the amount of \$28,863,000 in September 2024 and has approximately \$1,000,000 of HMT funds already committed to the NWSA from 2023 HMT funds. No portion of the 2024 funds have been spent.

**F. ENVIRONMENTAL IMPACTS/REVIEW**

Permitting: This work will require 404/Sec10 permits from the USACE, 401 Certification from Ecology, Site Use Authorization from WDNR, Hydraulic Project Approval from WDFW, and formal exemptions from the City of Tacoma.

This work has been consulted with the Puyallup Tribe. The Federal permitting timelines are tight, but the agencies are aware of the urgency of the work (PCT Maintenance Dredge and Middle Blair as a package) and are working towards our timelines.

Remediation: Sediment was tested and authorized for in-water disposal. No remediation is required.

Stormwater: Not applicable. No upland work is associated with this effort.

Air Quality: No new emissions will be generated by this work except short-term emissions from the sediment sampling work.

**G. PREVIOUS ACTIONS OR BRIEFINGS**

<u>Date</u>	<u>Action</u>	<u>Amount</u>
August 11, 2020	Executive Authorization for Design	\$30,000
October 22, 2020	Executive Authorization for Design	\$50,000
November 8, 2021	Executive Authorization for Design	\$40,000
February 1, 2022	Managing Member Authorization for Design	\$305,000
<b>TOTAL</b>		<b>\$425,000</b>

Item No.: 9E  
Meeting Date: October 1, 2024

# PCT Maintenance Dredging Construction Project Authorization and Funding Source Designation



**THE NORTHWEST  
SEAPORT ALLIANCE**  
SEATTLE + TACOMA

Norman Gilbert, PE  
Engineering Project Manager II

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## ACTION REQUESTED

(1) Request the Managing Members grant project authorization in the amount of \$1,060,000, for a total authorized amount of \$1,485,000, for work associated with the PCT Maintenance Dredging Construction Project, Master Identification No. 201114.03.

(2) Request Port of Tacoma Commissioners dedicate Section 2106 / HMT funds to fund the full cost of this project.



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## Background

- Staff initiated the permitting and sediment sampling to perform maintenance dredging at Husky, WUT and PCT in August 2020.
- Elevated levels of dioxin/furans present at PCT required that PCT be separated from the maintenance dredging at the other two terminals. However, PCT's levels are within the dioxin/furan range that could be cleared for open-water disposal through bioaccumulation testing.
- The bioaccumulation testing was authorized and initiated in October 2021. Issues at the lab performing the tests delayed the production of the test results.

## Background

- Late last year the Dredge Material Management Office (DMMO) determined that the dredge sediment was eligible for open-water disposal.
- The necessary in-water permits are still pending but are expected soon.
- This project is intended to be packaged with the POT Middle Blair Navigation Safety Improvement project upon Port of Tacoma Commission authorization later this month.

## Background



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## Project Description and Details

- The scope of the project is to complete a maintenance dredge addressing “high spots” that impact the berthing areas at PCT.
  - The scope of this request includes:
    - Bidding of Public Works maintenance dredge construction contract
    - Perform maintenance dredge construction project
    - Close out project and permits

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## Project Schedule

Activity	Timeframe
Advertise Bids	Late October/Early November
Bid Opening	Early/Mid-November
Contract Award	End of November
Contract Completion	By February 14, 2025

## Source of Funds

- The estimated cost of the Design and Construction for this project is \$1,485,000.
- The estimated budget for this project is \$1,485,000.
- The 2024-2028 Capital Investment Plan (CIP) allocates \$1,490,000 for this project.
- This work and associated budget is consistent with the NWSA valuation.
- Work completed since 2020 was previously authorized and has been completed.

## Source of Funds

- This project is eligible to be completely funded by Harbor Maintenance Tax funds. The Port of Tacoma received 2024 HMT funds in the amount of \$28,863,000 in September 2024 and has approximately \$1,000,000 of HMT funds already committed to the NWSA from 2023 HMT funds. No portion of the 2024 funds have been spent.
  - Approximately \$210,000 of the \$308,000 spending to date has been fully funded by prior year HMT/Section 2106 funds

## Project Cost Summary

Item	Previous Requests	This Request	Total Project Estimate	Cost to Date	Remaining Cost
Design	\$425,000	\$0	\$425,000	\$308,353	\$116,647
Construction	\$0	\$1,060,000	\$1,060,000	\$0	\$1,060,000
<b>Project Total:</b>	<b>\$425,000</b>	<b>\$1,060,000</b>	<b>\$1,485,000</b>	<b>\$308,353</b>	<b>\$1,176,647</b>

## Environmental Impacts / Review

- **Permitting:** This work will require 404/Sec10 permits from the USACE, 401 Certification from Ecology, Site Use Authorization from WDNR, Hydraulic Project Approval from WDFW, and formal exemptions from the City of Tacoma. This work has been consulted with the Puyallup Tribe. The Federal permitting timelines are tight, but the agencies are aware of the urgency of the work (PCT Maintenance Dredge and Middle Blair as a package) and are working towards our timelines.
- **Remediation:** Sediment was tested and authorized for in-water disposal. No remediation is required.



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## Environmental Impacts / Review

- **Stormwater:** Not applicable. No upland work is associated with this effort.
- **Air Quality:** No new emissions will be generated by this work except short-term emissions from the sediment sampling work.



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