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11011
June 28, 2022

Northwest Seaport Alliance Managing Members
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NWSA Managing Members,

Thank you for the opportunity to address The Managing Members on June 6, 2022 regarding the U.S. Coast Guard's proposal to lease a portion of Seattle's Terminal 46. During the public meeting, you offered several thoughtful questions, and the intent of this letter is to address your inquiries. For ease of reading, I've formatted the enclosure as questions and answers based on our notes from the meeting.

The U.S. Coast Guard is grateful for our collaboration throughout the development of this proposal. As partners in the maritime industry, we believe this lease to be beneficial to all parties including the many regional maritime stakeholders and the public we serve. Please accept my sincere appreciation for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads "DR Ursino" with a long horizontal line extending to the right.

D. R. URSINO
Captain
U.S. Coast Guard

Enclosure (1) Questions and Answers to Port Commissioner Questions, 5 pages

Port Commissioner Questions with Answers
Questions Posed During the June 7, 2022 USCG Short-term Lease Presentation

Q: What permits does USCG need for the short-term lease? What permits are they exempt from?

A: A precise list of applicable permits, be they environmental permits or permits for civil engineering projects, will be determined when the USCG's normal design process is nearer to completion. At that time the Coast Guard will consult with federal, state, local, and Tribal regulators as applicable. This will include consultation with state and local building officials in accordance with 40 USC § 3312, Coast Guard nationwide civil engineering policies, and of course with NWSA's point of contact in accordance with applicable sections of the lease pertaining to USCG work being done on the premises.

Q: Please distinguish the USCG efforts covered by CERCLA and the Programmatic Environmental Impact Statement (PEIS), and how permits are handled under each.

A: The Coast Guard is in the midst of two major efforts at Base Seattle. They are distinct and separate. To ensure stewardship of public resources, each is being conducted in a manner to support the long-term future operations of the Coast Guard in Seattle.

Effort 1 is cleaning up the existing mooring basin ("Slip 36") and it is being performed under CERCLA (42 USC Chapter 103), with USEPA being the lead federal agency. The work under this effort essentially covers the work needed to remove contaminated sediment, resulting in a deeper and wider Slip 36 that will accommodate the Polar Security Cutters. The scope of the CERCLA project includes demolition of Building 3 and berth 36B, sediment removal, strengthening berth 36A, and rebuilding berth 36B. All associated federal permits are incorporated into the CERCLA process. As noted earlier, the federal government consults with federal, state, local, and Tribal regulators and building officials, under 40 USC § 3312.

Effort 2 is modernization of the shore infrastructure at Base Seattle, as evaluated pursuant to the NEPA (40 CFR Part 1500 *et seq.*) under a Programmatic Environmental Impact Statement (PEIS). As indicated in the Notice of Intent (NOI) published in the Federal Register (86 FR 24637 [May 6, 2021]), the Coast Guard is proposing a large-scale modernization of Base Seattle over the next 20 years. For any upland construction (e.g. buildings, utilities, roads, fences, etc) on USCG property, the federal government consults with the federal government consults with federal, state, local, and Tribal regulators and building officials under 40 USC § 3312. NEPA compliance for any future construction projects would tier off the PEIS and all appropriate and applicable permits and approvals would be sought (such as Clean Water Act Section 404 permits for projects with in-water work) in conjunction with the design process.

Q: What are the details on shore power plans for the short-term lease?

A: The USCG plans to bring power to the ship mooring and the temporary facilities on T46 from the existing USCG infrastructure on Pier 37. The power will be run and installed per the National Electrical Code. There are several design approaches that can accomplish this and the USCG will coordinate with Port of Seattle engineering staff for the best approach for all parties. Detailed design will be prepared by a design-build contractor that will be hired shortly after the lease is signed, and those plans will be submitted to the Port of Seattle engineering staff.

Q: What funding is secured from Congress and how much more is needed to complete the CERCLA cleanup project?

A: The Coast Guard has received \$152M in Federal appropriated funds to date (from FY-20, FY-21 and FY-22). The estimated cost of environmentally cleaning up and modernizing Slip 36 at Base Seattle is approximately \$225M to \$250M. Currently the FY-23 President's Budget lists \$30M for this project; and \$75M as an unfunded priority (Unfunded Priorities List or UPL).

Securing the requested FY-23 funding (both the budget line item and the UPL) will provide the Coast Guard with the funding required to award construction contracts for Slip 36 CERCLA removal action and waterfront facility renovations.

Q: Please share as many specifics as you can with the current construction timeline for the “short-term” project.

A: Please see the Notional Project Schedule below, which is the Coast Guard’s plan as it stands today. It is subject to adjustments as the CERCLA cleanup process is worked in conjunction with USEPA.

THIS DOCUMENT PRESENTS NOTIONAL, PRE-CONTRACTUAL CONCEPTS - FOR PLANNING PURPOSES ONLY

Item Name	Schedule - By Fiscal Year Quarters (1Oct through 30Sep)																	
	FY-22		FY-23				FY-24				FY-25				FY-26			
	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4
Pending Land Lease	39 Month Base Lease Period														9 Month Option (Bi-lateral)			
Construction Duration Estimate	Today																	
In-Water Work Windows							Oct-Feb				Oct-Feb		Base Lease Ends (30Sep2025)				Oct-Feb	
Slip 36 CERCLA Removal Action	Slip 36 Sediment Removal / Piers 36 & 37 Rehabilitation																	
Steps Involved	Hire A/E	Design		RFP/Award		Slip 36 Const. Duration Estimate												
Demo Bldg. 3 & Pier-36B							Demo				Base Lease Ends (30Sep2025)							
Remove Small Boat Basin							Sm Boats				Base Lease Ends (30Sep2025)							
Shore Pier 36A							Pier 36A				Base Lease Ends (30Sep2025)							
Pier 37 C&D Fenders & Utilities							Pier 37 C&D				Base Lease Ends (30Sep2025)							
Slip 36 Sediment Removal							Remove Sed.				Base Lease Ends (30Sep2025)							
Rebuild Pier 36B							Rebuild Pier 36B				Base Lease Ends (30Sep2025)							
Rebuild Small Boat Basin							Sm Boats				Base Lease Ends (30Sep2025)							
USCG Re-Occupies Pier 37 C&D							Remove				Base Lease Ends (30Sep2025)							
Remove USCG Equipment from T-46											Base Lease Ends (30Sep2025)							
Delivery of Polar Security Cutter (PSC-1)											Base Lease Ends (30Sep2025)		PSC-1					

NOTES:

- * Schedule is notional & does not represent future contractual requirements
- * USCG Cutters POLAR STAR & HEALY relocate to Piers 37 C & D NLT 30 Sep 2025
- * USCG will have all equipment & material removed from T-46 NLT 30 Sep 2025
- * Pier 36B & Small Boat Basin construction will continue beyond 30 Sep 2025
- * PSC-1 design-build contract is in progress with a scheduled delivery date in late CY2025

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The Slip 36 CERCLA removal action and waterfront facility renovations will begin in the fall of 2023 and will continue until the spring of 2026.

During the fall of 2022 the Coast Guard will award a design-build contract for temporary T46 utilities and temporary facilities at Base Seattle. This contract scope of work will be complete by the end of calendar year 2023. The Coast Guard must have the lease in place prior to awarding this design-build contract to meet fiscal requirements.

2024 will begin Slip 36 sediment removal and waterfront renovations, and will last for about 24 months. During the early months of 2024 a general construction contractor will demolish Building 3 and Pier 36-Bravo. Also during this time the Small Boat Basin (floating docks and boat house) will be removed from Slip 36, and the Pier 36-Alfa underwater seawall shored up and strengthened. Dredging the Slip occurs next, followed by the reconstruction of Pier 36-Alfa, installation of new utilities and vessel fendering systems for the entire Slip, and the installation of a new reconfigured small boat basin. Estimated construction completion is the spring of 2026 (which aligns with T46 lease duration).

Q: What tribal engagement has the USCG made with respect to CERCLA and short-term plans?

A: The EPA is the lead agency for the CERCLA removal action in Slip 36 and the East Waterway, and it and the USCG meet monthly with the Muckleshoot Tribe and the Suquamish Tribe to discuss the development of the EE/CA. The participants in each meeting are subject matter experts on staff for the EPA, USCG, and Tribal staff. Beyond the CERCLA process, the USCG has met with tribal staff and Tribal Chairs regarding possible short-term lease of property and the long-term plans as announced in the Notice of Intent for the PEIS.

Q: How many staff are being displaced from Building 3 and how many of those will be relocated to Terminal 46?

A: Building 3 hosts about 115 full time staff, plus the Base Gym with a capacity of 200 patrons. The Coast Guard anticipates between 60-80 staff and a temporary gym may be located on Terminal 46. As a general design criteria, the Coast Guard is trying to limit the number of personnel at Terminal 46 to those most directly involved in maintaining the cutters, and the temporary gym (tensioned fabric structure).

Q: Please provide any Coast Guard plans for decarbonization.

A: During the short-term lease: When in port, Coast Guard ships draw power from shore (Seattle City Light in this case) rather than running the ship's diesel generators. Since 90% of Seattle City Light's power is from hydroelectric generation, the Coast Guard ships, and indeed all of Base Seattle, have a comparatively small carbon footprint.

As part of long-term Base modernization: The Coast Guard strives to reduce the carbon footprint at Base Seattle even further through the proposed modernization projects.

Future construction throughout the Coast Guard, including Base Seattle, will include design elements for improved resiliency and sustainability. Any future construction will be conducted in accordance with Counsel on Environmental Quality's Guiding Principles for Sustainable Federal Buildings and Associated Instructions. The Guiding Principles provide agencies with a means to meet statutory provisions relating to high-performance sustainable buildings. The Guiding Principles ensure Federal buildings:

1. Employ Integrated Design Principles
2. Optimize Energy Performance

3. Protect and Conserve Water
4. Enhance the Indoor Environment
5. Reduce the Environmental Impact of Materials
6. Assess and Consider Building Resilience

In addition, in accordance with Executive Order 14057 and as laid out in the Federal Sustainability Plan, the Coast Guard would target the following objectives in the redevelopment of Base Seattle:

1. Net-zero emissions operations by 2050 (65% GHG reduction from 2008 levels by 2030)
2. 100% carbon pollution-free electricity (CFE) by 2030 (50% on a 24/7 basis)
3. Net-zero emissions buildings by 2045 (50% reduction by 2032)
4. 100% net-zero emission vehicle acquisition by 2035 (100% light-duty acquisitions by 2027)
5. Net-zero emissions procurement by 2050
6. Climate resilient infrastructure and operations
7. Climate and sustainability-focused workforce

The specific design details have not been developed at this point.