

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
STAFF BRIEFING

Item No.	<u>8D, 10A</u>
Date of Meeting	<u>August 1, 2023</u>

DATE: July 24, 2023
TO: Managing Members
FROM: John Wolfe, CEO

Sponsor: Tong Zhu, Chief Commercial & Strategy Officer
Project Managers: Emma Del Vento, Capital Program Leader, Port of Seattle
Amy Kiessling, Capital Project Manager III, Port of Seattle

SUBJECT: 10A: Terminal 5 Modernization Program Quarterly Update Q2 2023
Consent 8D: Acceptance of Terminal 5 MARAD 2022 PIDP Grant Agreement and 2023 National Highway Freight Program (NHFP) grant.

A. BRIEFING REQUESTED

Regular Q2 2023 Terminal 5 Modernization Program Update.

B. ACTIONS REQUESTED

Request approval to accept a Federal Maritime Administration (MARAD) 2022 PIDP Grant in the amount of \$17,035,900, and a National Highway Freight Program (NHFP) grant in the amount of \$1,750,000 for a total amount of \$18,785,900 for projects associated with the T5 Berth Modernization Program.

C. BACKGROUND

In April 2019, The Northwest Seaport Alliance (NWSA) entered a long-term lease for the redevelopment of Terminal 5 in the Seattle Harbor to create a modern international container terminal for ultra-large container ships. Once the Terminal 5 Modernization Program is completed, the facility will have the capability to handle the largest vessels currently calling the west coast, allowing the NWSA to compete for the super post-Panamax vessels, increasing current container volumes, supporting economic development and both creating and securing current jobs in the region for the next thirty years and likely beyond.

D. SYNOPSIS QUARTERLY PROGRAM UPDATE TERMINAL 5 MODERNIZATION

Scope and Recent Updates

Program wide updates: There have been no scope changes to the Terminal 5 Program since the last briefing. The third lease amendment was signed by SSAT at the end of June 2023. The lease amendment sets terms and conditions for Phase 2 (South Berth) commencement of operations and four upland projects: reefer demarcation, south berth pavement, transtainer runs, and container yard expansion.

Berth Modernization: A pending dispute with the contractor, continues to increase the risk profile of the project. The fourth inwater work window closed with some items pending completion: dredging and fill, fender installation, underdock work. A permit modification is underway to complete critical work in late July and remaining work starting early December. This ongoing work will be planned around vessel calls and will not affect the South Berth turnover schedule.

Phase 1 (North Berth): Ongoing conversations with pilots and operators on least depth continue.

Phase 2 (South Berth): Work is progressing on time to meet scheduled crane arrival in October 2023.

Permit Conditions: Construction of the final elements including the Quiet Zone has started.

Lease Obligations: NWSA's Lease Obligations are in progress per agreements with the Tenant. The projects addressed in the proposed third lease amendment: South Berth paving, Transtainer Runs, Container Yard Expansion, and New Gate, can move forward after the 3rd lease amendment is executed. The one-year delay increased the risk profile of the program and schedule.

Budget

Program Budget of \$340,000,000 was approved in April 2019. \$50,000,000 was added in July 2021 for a total Program budget of \$390,000,000. Per Managing Member action on December 21, 2021, \$2,500,000 was approved for the purchase and installation of 8 scales and for the south reefer restoration project as part of a partial settlement agreement of a then-pending dispute with the tenant. This increased the total Program budget to \$392,500,000. In August 2022, \$61,500,000 was added to the Program for the additional work addressed by the proposed Third Lease Amendment, bringing the Program to a total of \$454,000,000.

Through June 30, 2023, the spent to date amount of \$294,018,646 are on track with forecast estimate at completion and progress.

Risk

Recent Stochastic Analysis and Risk Register updates indicate the program has an 85% probability of being sufficient with a value of \$453.8M and a 100% probability of being sufficient with a value of \$468.4M.

The primary drivers leading to the \$3.5M in/decrease in P-85 value over last quarter are as follows:

1. Decrease – Permit Conditions Bid and Contingency, retirement of risk related to onsite stream
2. Increase – Berth Modernization change orders, Stormwater total costs

Lease Obligations still have a wide cone of uncertainty and continue to carry the bulk of the program risk.

Schedule

Phase 2 (South Berth) construction project is currently behind the contract schedule date of December 31, 2022. Likely completion is October 2023, in time for the delivery of the South Berth cranes.

Stormwater Phase 1 is operational and pending substantial completion. Stormwater Phase 2 is forecast to be operational in Q1 2024.

Permit Conditions will be complete in early 2024.

Other Phase II Lease Obligation project schedules are at high schedule risk with the exception of the South Marine Building which is on track for December 2023 substantial completion. Delayed projects include: North Reefer Infrastructure, South Berth Paving, Container Yard Expansion, and adjacent projects (Intermodal Yard Rail Improvements).

Safety

Orion Marine Contractors (T5 Berth Modernization General Contractor) meets POS requirements with Health and Safety Plan and Site-Specific Safety plans. There have been no recordable incidents this quarter for almost 18,000 hours worked.

E. PROJECT PROGRESS AND SCHEDULE

The Program achieved four major milestones this quarter:

- South Berth Modernization: Tie in of north and south berth rebar
- South Marine Building: construction start
- Stormwater Phase 1: start of operations
- Reefers: 90% design

Berth Modernization Project:

- North Berth: Paving realignment project is underway.
- South Berth: Activities are on time for crane delivery planned in October 2023. Some activities have been accelerated to meet in-water date constraints.
- Seattle City Light (SCL) No updates for Q2.

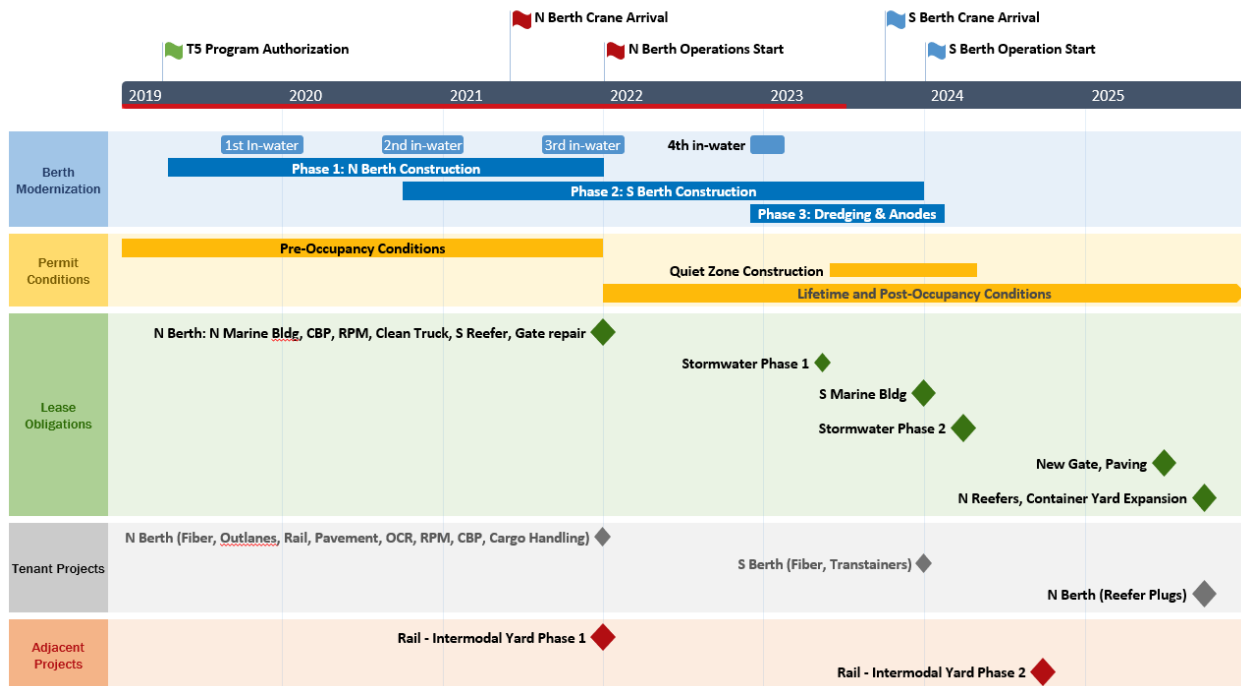
Schedule

The T5 Berth Modernization construction project is currently behind schedule to complete South Berth by the original schedule date of December 31, 2022. The current likely date of South Berth completion has not been negotiated and is estimated to be in October 2023

and in-water work will be completed by March 2024. These dates align with the Third Amendment to the Lease.

The most significant element of risk to the Phase 2 delivery schedule is execution of the Third Amendment to the Lease and its requirements for upland projects. The project team is reviewing timelines of the projects impacted.

Adjacent projects: the T5 Intermodal Yard Phase 2 project scheduled for end 2023 completion was postponed to reduce risks around winter work. New schedule aligns with Terminal operator projected use of the facility and will have lower costs.



F. BUDGET (TO JUNE 30, 2023)

Budget numbers are updated through June 30, 2023. Numbers including overhead are posted the 10th of every month, except at year-end when they are posted January 21.

- Program forecast currently exceeds the overall budget if all risks hit the Program at the high end. Several factors including supply chain issues, overall escalation, and a pending dispute with the contractor have increased the risk profile of the program; however, the current program budget remains sufficient at this time.
- Construction is 91% spent and 93% complete.
- Management Reserve
- T5 Refrigerator Container Plugs new project for grant reimbursement. \$1,424,961 (see note at end of budget table).

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The budget table below shows the budget breakdown for each project, or grouping of similar scopes (reefers, gate, permit conditions).

Total project cost projections show some variance in relation to the authorizations. The T5 Berth project and the T5 Stormwater Upgrade will overrun the project budgets and the remaining Phase 1 Management Reserve. The wide estimate accuracy range on the large lease obligation projects still in design (Reefers, New Gate, South Berth Paving, Container Yard Expansion) drives continued uncertainty on project costs.

However, the current total program authorization of \$454M is greater than the P-85, and likely sufficient to cover all project costs.

P-85: \$405.8M P-100: \$413.8M	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	\$ 274,800,000	\$ -	\$ 282,000,000	\$ 247,386,813	\$ 34,613,187
T5 Permit + Tribes	\$ 14,000,000	\$ 14,000,000	\$ -	\$ 15,000,000	\$ 6,785,477	\$ 8,214,523
T5 Stormwater Treatment	\$ 30,000,000	\$ 32,000,000	\$ -	\$ 33,400,000	\$ 27,013,410	\$ 6,386,590
T5 Management Reserve/Risk	\$ 20,000,000	\$ 25,804,000	\$ -	\$ -	\$ -	\$ -
T5 Clean Truck (CLOSED)	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ 55,000	\$ -
T5 Marine Buildings	\$ -	\$ 11,200,000	\$ -	\$ 11,200,000	\$ 5,937,377	\$ 5,262,623
T5 RPM + CBP (CLOSED)	\$ -	\$ 396,000	\$ -	\$ 396,000	\$ 396,000	\$ -
T5 Reefers	\$ -	\$ 19,180,000	\$ -	\$ 30,900,000	\$ 2,248,120	\$ 28,651,880
T5 Gate Complex	\$ -	\$ 13,000,000	\$ -	\$ 27,300,000	\$ 3,012,883	\$ 24,287,117
T5 Operational	\$ -	\$ 1,360,000	\$ -	\$ 1,360,000	\$ 987,071	\$ 372,929
T5 MARAD Grant Admin	\$ -	\$ 705,000	\$ -	\$ 705,000	\$ 196,495	\$ 508,505
Total	\$ 340,000,000	\$ 392,500,000	\$ -	\$ 402,316,000	\$ 294,018,646	\$ 108,297,354
LEASE AMENDMENT						
P-85: \$48.0M; P-100: \$54.6M						
N Reefer Expansion - Demarc		\$ 15,200,000	\$ -	\$ 14,800,000	\$ -	\$ 14,800,000
Phase II South Paving		\$ 15,000,000	\$ -	\$ 15,000,000	\$ 28,074	\$ 14,971,926
Phase II Container Yard		\$ 11,800,000	\$ -	\$ 11,800,000	\$ 24,348	\$ 11,775,652
Phase II Transtainer runs		\$ 6,000,000	\$ -	\$ 6,000,000	\$ 12,832	\$ 5,987,168
Phase II Mgmt Reserve		\$ 13,500,000	\$ -	\$ 4,084,000	\$ -	\$ 4,084,000
Total		\$ 61,500,000	\$ -	\$ 51,684,000	\$ 65,254	\$ 51,618,746
Previously Authorized		\$ -	\$ -	\$ -		
Revised Total Authorization		\$ 454,000,000	\$ -	\$ 454,000,000	\$ 294,083,900	\$ 159,916,100
MARAD 2020 PIDP Grant				\$ 7,481,133		
WA Ecology - Stormwater				\$ 5,320,926		
WA Commerce - Shorepower				\$ 4,268,000		
WA Commerce - Reefers				\$ 4,316,500		
MARAD 2022 PIDP Grant			\$ 17,035,900			
National Highway Freight Prog			\$ 1,513,750			
Authorization - Grants			\$ 414,063,791	\$ 432,613,441		
T5 ERL (POS Only)	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	\$ 754,072	\$ 345,928

* T5 Refrigerator Container Plugs (Tenant Responsibility) new pass-through project for grant reimbursement set up and \$1,424,961 moved out of Management Reserve this quarter and into T5 Reefer construction. This project is not a NWSA responsibility and will not be deducted from the project authorization but needed to be set up to allow pass through of the grant to the tenant.

°T5 stormwater WA Department of Ecology grant amendment increased the total award amount by \$320,925.95

G. CONTINGENCY AND RISK

The contingency and risk section provide the Managing Members early visibility to emerging issues and associated costs in T5 Modernization Program implementation.

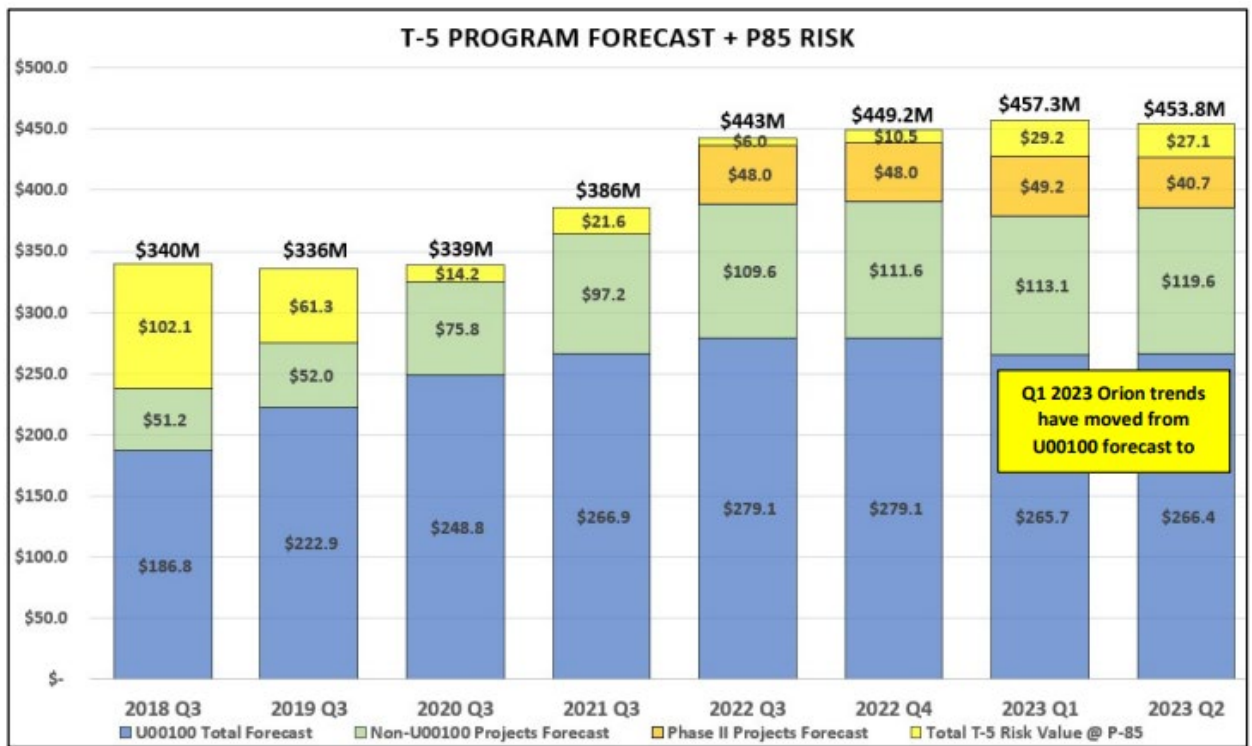
Stochastic Analysis and Risk Register (updated quarterly in 2023)

T5 key staff meet quarterly with the T5 Program risk consultant to model variables around future T5 risk and update the risk register. Risks are identified by likelihood and impact to generate a score and are modelled into the forecast budget along with the actuals to date.

The largest risks to the program are the: reefer infrastructure, new gate complex, and a dispute with the contractor regarding the toe wall and project delays.

Recent Stochastic Analysis and Risk Register updates from July 2023 indicate the program currently has a P-85 value (85% probability of being sufficient) of \$453.8M

The current expected cost of the program is \$413.9M (P-85 value \$453.8M minus grant funding \$39.9M).



Emerging and Continuing risks:

- Phase 1 & 2 Toe Wall Claim
- Paving overruns
- Upland projects in early stages of design
- Taxes and legal costs on pending trends
- Stormwater total cost range

H. OPPORTUNITIES

The opportunities section provides a status update on the T5 grant agreements. Net grant funding to date for the T5 program totals: \$39,936,209. Reimbursements are on track with forecast milestones. Below are the current grants and the awarded amounts.

MARAD PIDP Grant 2020- NWSA	\$7,481,133
WA Ecology - Stormwater	\$5,321,000
<i>*\$321,000 added this quarter</i>	
WA Commerce - Shorepower	\$4,268,000
WA Commerce - Reefers	\$4,316,500
MARAD PIDP Grant 2022	\$17,035,900
National Highway Freight Program	\$1,513,750
<i>°Request for approval of MARAD PIPD 2022 and NHFP grant agreements at August Managing Member meeting</i>	

I. COMMUNITY OUTREACH

In Q2 2023, external relations and the T5 project team met with:

- South Park
- District 1 Community Network
- Port Community Action Team
- Truck safety fair

J. Q3 2023 LOOK AHEAD

Major milestones for Permit Conditions and Lease Obligations through Q3 2023 include:

- South Berth: Structure ready to accept cranes, wharf electrical install completed for shorepower and cranes
- Stormwater Phase 1 Substantial Completion
- South Reefer project completion and close out
- New Gate and North Reefers: 100% Design
- Transtainer Runs: Tenant reimbursement start of construction
- South Berth Paving: start of phased investigation, design, and construction

K. REQUEST: ACCEPT A FEDERAL MARITIME ADMINISTRATION (MARAD) 2022 PORT INFRASTRUCTURE AND DEVELOPMENT PROGRAM (PIDP) GRANT AND NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP) GRANT

The U.S. Department of Transportation (DOT) – Maritime Administration (MARAD) has awarded the NWSA a grant under the 2022 Port Infrastructure Development Program (PIDP) in the amount of \$17,035,900 for the Terminal 5 Export, Expansion, and Emissions Reduction Project. Via the Washington State Department of Transportation (WSDOT), the National Highway Freight Program, (NHFP) has awarded NWSA \$1,750,000 in funding for the Terminal 5 Truck Gate Complex.

The PIDP Project includes the follow two projects:

- 1) Construction of a new truck gate complex (C800968 / U00673)
- 2) Design and construction of a cargo container storage yard (C801340 / U00712)

The NHFP funds will be applied to the construction of the new truck gate complex and MARAD has agreed to administer these funds. The \$1,750,000 NHFP funds require a 13.5% (\$236,250) local match for all eligible federal expenditures. Federal funds cannot be used for the match. Single administration for multiple federal grants is a typical arrangement for overlapping federal projects where completion of a National Environmental Policy Act (NEPA) review is required prior to grant execution. Reporting to one agency will streamline the reporting and claim processes. WSDOT, the awarding agency has been notified of MARADs concurrence to administrate the funds, and the NHFP grant requirements are incorporated into the PIDP grant agreement. The NHFP funds are obligated once the PIDP grant agreement is executed with MARAD.

Project authorization is managed separately as part of the ongoing T5 Modernization Program. No additional project authorization is included in this request. The New Gate Complex was authorized on 07/21/2021, as part of the T5 Modernization Program increased authorization. The Container Yard Expansion (CY Exp) project was authorized as part of the third lease amendment and will be approved to start after the amendment is executed.

The construction of the new gate complex will be performed by SSA Terminals (SSAT) and will be managed under a subrecipient agreement between NWSA and SSAT that is currently under negotiation. The NWSA will reimburse SSAT the full cost of the New Gate Complex. As claims are submitted to MARAD, the reimbursements will go to the NWSA. The subrecipient agreement is expected to be finalized soon after the PIDP grant agreement is executed with MARAD and the third lease executed.

By accepting this grant from MARAD, NWSA will be responsible for performance, compliance, and funding for both projects, and the subrecipient agreement will ensure performance, compliance, and funding match by SSAT for the construction of the new gate complex. If the tenant does not complete the gate complex, the NWSA is still responsible for the work.

PROJECT DESCRIPTION AND DETAILS

Scope of Work

The two projects are composed of the following four components to be funded by the MARAD 2022 PIDP grant. NHFP funds are specifically for the gate complex.

Component 1 - Design for the construction of a cargo container storage yard. Create plans and specification documents for the purpose of constructing the Cargo Container Storage Yard.

Component 2 – Construction of a new truck gate complex. Work under this project component will build the infrastructure for twelve new inbound gate lanes. This will increase the capacity to process export loads by expanding the number of lanes with scales from six to eight, with the ability to add four scales in the future if needed. The project will double the on-terminal truck queueing capacity from 100 to 200 trucks by constructing 930-foot gate queue lanes inside the terminal. The project also includes the purchase and installation of truck driver restrooms and a new trouble area outside the queue area.

Component 3 – Construction of a cargo container storage yard. The container storage yard expansion component will increase the on-terminal container yard storage yard capacity by approximately six acres. The project will redevelop six acres on terminal to increase cargo container handling capacity and add flexibility for the handling and staging of export cargo containers. The expansion will be achieved by demolishing obsolete warehouse facility and repurposing the area for cargo container storage and sorting. Scope includes demolishing the warehouse, paving approximately six acres to cargo container storage load standards, improving the connection to the existing cargo yard, perimeter fencing, high mast light pole(s). The grant budget also includes Port staff support for project management, construction management, contract administration (CPO) environmental permit support, and local agency permit fees.

Component 4 – Administration and Legal (Grant Admin). Manage the day-to-day grant administration activities, this includes but is no limited to subrecipient oversight, review and processing of claims, overseeing and submitting quarterly progress reports and managing grant modifications as necessary. Grant administration is for direct costs only, overhead is an ineligible cost and will be included with each project's budget.

Schedule

Substantial completion of the gate is estimated to be June 2025. The substantial completion of the cargo container storage yard is December 2025. The grant will have the following deadlines:

- Budget Period End Date: 10/30/2026
- Period of Performance End Date: 9/30/2029

MARAD and NWSA are on schedule to execute the agreement in mid-August 2023

Budget

	Component 1 – Design related to Component 3	Component 2 – New Truck Gate Complex	Component 3 – Cargo Container Storage Yard	Component 4 - Administrative	Total
PIDP Funds:	\$307,230	\$10,114,366	\$6,344,454	\$269,850	\$17,035,900
Other Federal Funds: (FHWA)	\$0	\$1,750,000	\$0	\$0	\$1,750,000
Non-Federal Funds:	\$231,770	\$9,137,448	\$4,691,968	\$255,150	\$14,316,336
Total:	\$539,000	\$21,001,814	\$11,036,422	\$525,000	\$33,102,236

ATTACHMENTS TO THIS REQUEST

- MARAD FY 2022 PIDP Grant No. 693JF72344021

L. PREVIOUS ACTIONS OR BRIEFINGS

Date	Action	Amount
May 2, 2023	T-5 Modernization – Program Update	\$0
February 7, 2023	T-5 Modernization – Program Update	\$0
November 1, 2022	T-5 Modernization – Program Update	\$0
August 2, 2022	T-5 Modernization – Program Update; Third Lease Amendment	\$61,500,000
May 2, 2022	T-5 Modernization – Program Update	\$0
February 1, 2022	T-5 Modernization – Program Update	\$0
December 21, 2021	Terminal 5 Partial Settlement Agreement with SSAT	\$2,500,000
November 2, 2021	T-5 Modernization – Program Update; Acceptance of T5 MARAD 2020 PIDP Grant Agreement; and POS only vote for ERL funding for T5 uplands soil disposal (\$700,000)	\$0
September 8, 2021	Terminal 5 ILA for Shore Power Grant with Department of Commerce	\$0
July 7, 2021	T5 Program Update, Increased Authorization and N. Reefer Construction Authorization	\$50,000,000
June 1, 2021	First Amendment to T5 Lease authorization by Managing Members	\$0
April 6, 2021	Quiet Zone MOU	\$0
March 2, 2021	T5 Modernization - Program Update	\$0
February 2, 2021	Approval for Construction of RPM, S Reefers, Clean Truck	\$0
October 6, 2020	T5 Modernization - Program Update	\$0
September 1, 2020	T5 Modernization - Tribal Agreement Update	\$0
August 4, 2020	T5 Marine Building - Approval to Advertise for North Building Construction Only	\$0
July 2, 2020	T5 Marine Building - Authorization to advertise for North and South Buildings construction request	\$0
July 2, 2020	T5 Modernization - Program Update	\$0
April 7, 2020	T5 Modernization - Program Update	\$0
January 14, 2020	T5 Modernization - Program Update	\$0
October 1, 2019	T5 Modernization - Program Update	\$0
August 6, 2019	T5 Modernization - Program Update	\$0
June 4, 2019	T5 Program Update	\$0
May 20, 2019	Program Authorization for Construction of Berth Modernization Program	\$0
April 2, 2019	Additional Program Funding and Authorization to Fund T5 Modernization Program	\$314,150,000
February 26, 2019	Authorization to Advertise for Construction	\$0
February 5, 2019	Pre-authorization Program Briefing	\$0

Date	Action	Amount
November 13, 2018	Motion to Prepare Construction Documents for Authorization to Advertise	\$0
August 1, 2017	Railroad Quiet Zone Funding, Tribal Payments, and Agreements	\$5,650,000
October 4, 2016	Additional Funding, Seattle City Light Agreement, and Project Labor Agreement	\$8,200,000
June 7, 2016	DEIS Briefing	\$0
November 4, 2015	Additional SEPA and Design Funding	\$2,000,000
October 13, 2015	Test Pile Bids Exceeded Engineer's Estimate	\$0
July 14, 2015	Additional Design Authorization	\$5,000,000
June 3, 2014	Initial Design Authorization	\$4,700,000
May 13, 2014	T5 Berth Modernization Briefing	\$0
March 12, 2014	Additional Pre-Design Authorization	\$150,000
October 27, 2013	Initial Pre-Design Authorization	\$150,000
TOTAL		\$454,000,000

**U.S. DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 PORT INFRASTRUCTURE DEVELOPMENT PROGRAM**

MARAD FY 2022 PIDP Grant No. 693JF72344021

70X1713D22 2023 1TE23421AP 0000150000 41010 61006600 — \$17,035,900
An additional Line of Accounting will be added to capture the FHWA funds - \$1,750,000

This agreement is between the United States Department of Transportation Maritime Administration (“**MARAD**”) and the Northwest Seaport Alliance (NWSA) (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a PIDP Grant for the Terminal 5 Export, Expansion, and Emissions Reduction Project.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Port Infrastructure Development Program Grants,” dated December 19, 2022, which is available at <https://www.maritime.dot.gov/grants-finances/federal-grant-assistance/fy-22-pidp-general-terms-conditions>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the PIDP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to MARAD the PIDP Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS

2.1 Additional Buy America Requirements.

In addition to the Buy America requirements incorporated at Section 13.2 of the General Terms and Conditions and Exhibit B, Term B.5 of this agreement (collectively, “MARAD Buy America Requirements”), the Recipient acknowledges that, pursuant to 23 U.S.C. 313(h), the execution of this agreement will also subject steel, iron, and manufactured products used in any component of the Project to 23 U.S.C. 313 and implementing regulations at 23 C.F.R. 635.410, regardless of whether such component utilizes United States Department of Transportation Federal Highway Administration (FHWA) funds. This grant agreement is neither a waiver of 23 U.S.C. 313(a) nor a finding under 23 U.S.C. 313(b). In the event of a conflict between MARAD Buy America Requirements and 23 U.S.C. 313 and 23 C.F.R. 635.410, the most stringent requirements shall control. No waiver from any domestic content procurement preferences shall apply to the Project unless such waiver applies to both the PIDP funds and the other Federal funds incorporated into the Project.

2.2 Other Federal Funds Requirements.

By entering into this agreement and incorporating other Federal funds from Washington Department of Transportation (originating from FHWA’s National Highway Freight Program), the Recipient assures and certifies, with respect to any Project components that apply such other Federal funds, it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements, including but not limited to, all applicable Highway Federal Legislation under Title 23, U.S.C. and all applicable Federal Highway Regulations under Title 23, C.F.R. The Recipient acknowledges that these requirements are in addition to and not a waiver of all requirements otherwise incorporated into this agreement.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Terminal 5 Export, Expansion, and Emissions Reduction Project

Application Date: May 14, 2022

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: NEUCLK4D4PE7

3. Recipient Contact(s).

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and

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4. Recipient Key Personnel.

None.

5. MARAD Project Contact(s).

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and

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6. Payment System.

MARAD Payment System: Delphi eInvoicing System

7. Office for Subaward and Contract Authorization.

MARAD Office for Subaward and Contract Authorization: None

8. Federal Award Identification Number.

Federal Award Identification Number: 693JF72344021

SCHEDULE B PROJECT ACTIVITIES

1. **General Project Description.**

The Project will fund improvements to Terminal 5 at the Port of Seattle. The Project consists of four components: Component 1 is design related to the cargo container storage yard in Component 3; Component 2 is the construction of a new truck gate complex that will relocate the existing gate lanes and expand the number of lanes equipped with truck scales; Component 3 is the construction of a cargo container storage yard that will demolish an unused warehouse and repurpose the land for container sorting and storage; and Component 4 is the administrative and legal support work to manage the three components described above.

2. **Statement of Work.**

The Project comprises the next step in NWSA's continued enhancement of Terminal 5 at the Port of Seattle and consists of the following components:

Component 1 – Design engineering for cargo container storage yard: Create plans and specification documents for the purpose of constructing the Cargo Container Storage Yard.

Design includes ensuring project adherence to all local agencies' permit requirements, such as preparing project documents to submit to local permitting agencies, responding to local agency reviews, and reaching permit issuance. Design milestones include 30%, 60%, 90%, and 100% Bid Ready documents prepared by a qualified designer/engineer.

The design scope of work also includes providing construction estimates at project milestones, hosting design reviews for project partners at project milestones, and providing design support during construction to respond to contractor Requests for Information, and to review and approve contractor submittals and change orders to confirm compliance with project requirements and objectives. Other activities include investigatory field work in order to support design, such as surveying, geotechnical investigations, soil and water sampling and characterization analysis to determine soil disposal and dewatering requirements during construction.

Component 2 – Construction of a new truck gate complex: Work under this project component will construct a new truck gate complex with twelve new inbound gate lanes. This will increase the capacity to process export loads by expanding the number of lanes with scales from six to eight, with the ability to add four scales in the future, if needed. This component will double the on-terminal truck queueing capacity from 100 to 200 trucks by constructing 930-foot gate queue lanes inside the terminal. This project component includes:

- New Inbound truck gate infrastructure for 12 930-foot gate queue lanes at the Terminal 5 entrance, doubling the on-terminal queuing capacity from 100 to 200 trucks.
- The construction of the communications and scanning infrastructure (pedestals) needed at each lane for the existing communications and scanning equipment necessary to process inbound trucks – the collected data will automatically populate the existing terminal operating system.
- The construction of infrastructure (scale pits) in each of the 12 lanes to support the installation of scales.
- Installation of eight scales, to be installed through a construction phasing plan to allow the terminal to remain operational during construction.
- Purchase and installation of new restrooms for truckers.
- Pavement striping for a new “trouble area” outside the queuing area for trucks without adequate credentials, to prevent backups in the queue.
- Associated utilities and stormwater infrastructure to support improvements.
- Demolition of the current gate infrastructure.

Component 3 – Construction of a cargo container storage yard: This component will increase the on-terminal container yard storage yard capacity by approximately six acres. The component will redevelop six acres on terminal to increase cargo container handling capacity and add flexibility for the handling and staging of export cargo containers. The expansion will be achieved by demolishing outdated warehouse facilities and repurposing the area for the cargo container storage and sorting. The project component includes:

- Demolition of an obsolete warehouse.
- Paving approximately six acres to cargo container storage load standards.
- An improved connection to the existing cargo container yard that requires removal of two to three existing fuel stations.
- Stormwater infrastructure, utility, and other infrastructure to support improvements, including perimeter fencing and high mast lighting.

Component 4 – Administrative and legal: Manage the day-to-day grant administration activities, this includes but is not limited to subrecipient oversight, review and processing of claims, overseeing and submitting quarterly progress reports, and managing grant modifications, as necessary.

3. Documents Describing Mitigation Activities.

Document Description	Date
Categorical Exclusion	July 5, 2023
Section 106 consultation correspondence with the Washington Department of Archaeology and Historic Preservation (DAHP),” dated May 31, 2023, including the terms and conditions contained in the required permits and authorizations for the Project. DAHP requests that if any archaeological resources are found throughout the course of the project that all work halt immediately in the area of the discovery and their office and appropriate Native American tribes are contacted.	May 31, 2023

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**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: October 30, 2026

Period of Performance End Date: September 30, 2029

2. Estimated Project Schedule.

Milestone	Schedule Date
Component 1 – Design Engineering for Cargo Container Storage Yard	
Planned Design Start Date:	February 1, 2024
Planned Design Completion Date:	December 31, 2024
Component 2 – Construction of a New Truck Gate Complex	
Planned Construction Start Date:	February 7, 2024
Planned Construction Substantial Completion Date:	June 25, 2025
Component 3 – Construction of a Cargo Container Storage Yard	
Planned Construction Start Date:	June 23, 2025
Planned Construction Substantial Completion Date:	December 8, 2025

3. Special Milestone Deadlines.

Milestone	Deadline Date
MARAD receives first reimbursement request	November 1, 2024
Execution of Port Performance Memorandum of Understanding with USDOT	Within 30 days from execution date of the Grant Agreement

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

PIDP Grant Amount: \$17,035,900

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs					
	Component 1 – Design Engineering	Component 2 – New Truck Gate Complex	Component 3 – Cargo Container Storage Yard	Component 4 – Administrative and legal	Total
PIDP Funds:	\$307,230	\$10,114,366	\$6,344,454	\$269,850	\$17,035,900
Other Federal Funds ¹ :	\$0	\$1,750,000	\$0	\$0	\$1,750,000
Non-Federal Funds:	\$231,770	\$9,137,448	\$4,691,968	\$255,150	\$14,316,336
Total:	\$539,000	\$21,001,814	\$11,036,422	\$525,000	\$33,102,236

¹ U.S. Department of Transportation FHWA National Highway Freight Program Funds.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope: None.

Schedule:

Budget: Per the grant application, the Recipient anticipated a total Project cost of \$26,259,500. Following their award announcement, the Recipient proceeded to incur \$8,571.58 to advance NEPA prior to MARAD approval, therefore NWSA understands that this cost will count towards their voluntary cost share. Since application submittal, the total overall Project cost has increased from \$26,259,500 to \$33,102,236.42 due to escalation in cost between the time the estimate for application was prepared and when construction start is anticipated. To cover the increase in costs, the Recipient has provided additional non-Federal dollars, bringing their non-Federal contribution up to \$14,324,908, in addition to receiving \$1,750,000 from FHWA in National Highway Freight Program funds.

The table below provides a summary comparison of the Project budget.

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
PIDP Funds	\$17,035,900	65%	\$17,035,900	51.46%
Other Federal Funds			\$1,750,000	5.29%
Non-Federal Funds	\$9,223,600	35%	\$14,316,336	43.25%
Total Future Eligible Project Costs	\$26,259,500		\$33,102,236	
Total Project Costs	\$26,259,500	100%	\$33,102,236	100%

Other: None.

**SCHEDULE F
PIDP DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Urban

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

3. Historically Disadvantaged Community Designation.

HDC Designation: Yes

4. Funding Act.

Funding Act: FY2022: \$17,035,900

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**SCHEDULE G
PIDP PERFORMANCE MEASUREMENT INFORMATION**

Study Area: Northwest Seaport Alliance – Terminal 5 at the Port of Seattle

Baseline Measurement Date: June 1, 2023 – May 31, 2024

Baseline Report Date: August 1, 2024

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Average Daily Truck Traffic	Economic Competitiveness: Number of trucks per day using the facility.	Quarterly
Travel Time Savings	Economic Competitiveness: Truck on-terminal turn times at the facility.	Quarterly
Gross Tons	Economic Competitiveness: Tons of cargo exported through the facility.	Quarterly

**SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
X	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

X	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

The Project directly supports a Local/ Regional / State Climate Action Plan that results in lower greenhouse gas emissions.

Through the Northwest Ports Clean Air Strategy, the Recipient has established the goal to phase out emissions from seaport related activity by 2050 following extensive community and industry engagement, taking direct action to reduce and ultimately eliminate air and climate pollution from its operations. This Project will directly support this plan and reduce greenhouse gas emissions in two ways.

1. Expanded scales and terminal capacity will reduce truck turn times and truck queuing on SW Spokane Street and related idling of heavy-duty diesel vehicles, leading to reduced greenhouse gas emissions and criteria pollutants in near-port communities.

2. Greater operational efficiencies at the terminal will lead to an increase in the volume of loaded export containers and will reduce the number of empty export containers. Reducing the need to move empty export containers on the terminal will reduce the amount of greenhouse gas emissions that do not have corresponding public or national economic benefits.

The Recipient or a project partner used environmental justice tools to minimize adverse impacts of the Project on environmental justice communities.

In planning the Project, the Recipient used the Washington State Environmental Health Disparities Map, an interactive mapping tool maintained by the State Department of Health that compares communities across Washington for environmental health disparities. The map shows pollution measures such as diesel emissions and ozone, as well as proximity to hazardous waste sites. The Environmental Health Disparities Map was used to ensure Project benefits would include historically overburdened communities, and to minimize any adverse Project impacts on vulnerable environmental justice communities.

The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions.

Expansion of the truck queue infrastructure will reduce congestion near Terminal 5 by reducing or eliminating the need for trucks to queue in the right of way. This will reduce air and climate emissions associated with congestion from both trucks waiting to enter the terminal, and other traffic in the right of way.

Idling will also be reduced through more efficient management of truck queues using the expanded truck queue area and leveraging the additional in-gate lanes to get more trucks out of the queue and onto the terminal. These emission reductions are very impactful because they will occur in a census block that scores a nine (9) on the Diesel Pollution and Disproportionate Impacts metric, according to the Washington State Environmental Health Disparities Map. It is also near other census blocks that score nine (9) and ten (10).

The Project avoids adverse environmental impacts to air or water quality.

The benefits of air emission reductions go beyond the immediate vicinity of Terminal 5 and would reduce air pollutant loads on communities that are disproportionately impacted by diesel pollution. Terminal 5 is part of the Duwamish Manufacturing Industrial Center in Seattle, King County, WA. Adjacent communities benefiting from emissions reductions include the West Seattle community, downtown Seattle, South Downtown (SoDo), the Beacon Hill communities, and the Duwamish industrial area the borders the facility to the south.

**SCHEDULE I
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

This Project serves truck drivers moving containers in and out of NWSA container terminals in Seattle. A recent Department of Labor survey of farm workers found that sixty-four percent of hired farmworkers interviewed in fiscal years 2017–2018 were born in Mexico, 32 percent were born in the United States or Puerto Rico, 3 percent were born in Central America, and the remainder originated from various other regions, including South America, the Caribbean, Asia, and the Pacific Islands. Seventy-seven percent of all farmworkers were Hispanic. Among U.S.-born workers, 30 percent were Hispanic. In terms of race, nearly one-third of crop workers self-identified as White (32%), and nearly two-thirds of the respondents categorized their race as “other” (65%). Six percent of crop workers were identified as indigenous. The Project improves, and provides resiliency for, transportation services for export cargo from Eastern Washington and other agricultural areas where labor is predominantly Hispanic or Latina/Latino.

Additionally, many drivers moving containers to and from NWSA terminals are recent immigrants or first-generation Americans. That is because the trucking industry is known for its ability to provide a job that has relatively low entry requirements (it does not require English proficiency). A 2018 Truck Driver Survey conducted by the NWSA found that:

- 39% of the drivers did not speak English as a first language.
- Of those 39%, 66% identified as African, Asian or Pacific Island, Hispanic or Latino/Latina, or Middle Eastern. The remaining 34% identified as Eastern European.

Port truck drivers, many of whom are members of underserved communities as noted above, are disproportionately independent owner operators and small business owners driving their own truck. Unlike employees of larger trucking firms who get paid by the hour, independent owner operators get paid for each trip, independent of the time it takes. This Project indirectly addresses this issue by improving the ability of the gate system to process full export containers into the terminal. Any increase in the velocity of the truck gate that shortens the time independent truck drivers are waiting for their container to be processed improves their ability to make a living. Any improvement in the capacity of Terminal 5 to move agricultural exports will increase export capacity, supporting additional agricultural jobs which, as noted above, are occupied largely by members of underserved communities.

**SCHEDULE J
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
X	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
x	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

2. Supporting Narrative.

The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project.

The Port of Seattle will advertise and manage the construction of Component 3, the Cargo Container Storage Yard. Port of Seattle construction projects require the inclusion of an Apprenticeship Program, as described in Division 01, General Requirements, Section 01 32 45.

The Port of Seattle, in cooperation with other governmental, labor and employer groups, has determined that there is a need for increased apprentice opportunities in the construction industry and that an increase in such opportunities will benefit the Port and its constituents. This was initially established in 1993 under a Memorandum of Agreement (MOA) between the Port of Seattle and the King County Building Council.

Consistent with the Contractor's work force requirements and as permissible under Federal and in compliance with State regulation, the Contractor shall make full use of approved apprenticeship programs, for the Project during the period of contract performance.

The current specification requires an apprentice utilization goal of at least 15% of total labor hours, on the project overall, to be performed by apprentices registered to an approved apprenticeship program. The apprentice inclusion goals are at least 15% of Apprentice hours by people of color, and at least 10% of Apprentice hours by females.

The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards.

The Port of Seattle, a project partner, will advertise and manage the construction of Component 3, the Cargo Container Storage Yard. Through Capital Development CDD-2 the Port of Seattle has adopted Project Labor Agreement Use and Policy Procedures per Resolution 3764, §1, 2018; Res.3725 §1, 2016. The policy establishes the procedures for decision making and outlines the criteria to be considered when deciding whether to apply a PLA to a contract, project, or program. At 60% design, the Project Manager reviews the PLA application criteria against the project and follows the decision-making process in order to determine a PLA recommendation. It is likely based on the estimated value of Component 3 that a PLA will be recommended, although criteria other than value are considered. If a PLA is recommended, the CDD Managing Director will review the recommendation with input from the Labor Relations Director and advice from the Legal Department; the rationale is documented and presented to the Port's Commission for approval or denial to use a PLA. The above is supported by Port of Seattle Resolution 3746.

For projects under a PLA, the Port of Seattle shall establish priority hire goals per Resolution 3746 §1, 2018; Res. 3736 §1, 2017. The Port's Commission established a Priority Hire Policy Directive related to practices for construction labor for PLA projects located on Port of Seattle property, the purpose of which it to provide good family wage jobs to qualified construction workers from Economically Distressed Areas of King County by increasing access to Port of Seattle Projects for those workers. Per this Resolution, a Letter of Understanding between the Seattle Building and Construction Trades Council and Northwest Construction Alliance II and Port of Seattle was created to establish recognition by the PLA that public agencies are working together as regional partners to better understand the workforce demand-supply gap for regional public infrastructure projects; to enhance access opportunities and to increase the diversity of pre-apprentices, apprentices and journey-level workers entering into the trades workforce; to support retention programs for current trades workers; and to improve performance data and systems of reporting for monitoring regional goals and initiatives. For PLA projects, the "Priority Hire/Dispatch" letter sets forth the Designees requirements of a project that directs the Prime

Contractor to utilize workers from economically distressed zip codes for a specified share of total hours worked on the project by apprentices and journey level workers.

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RECIPIENT SIGNATURE PAGE

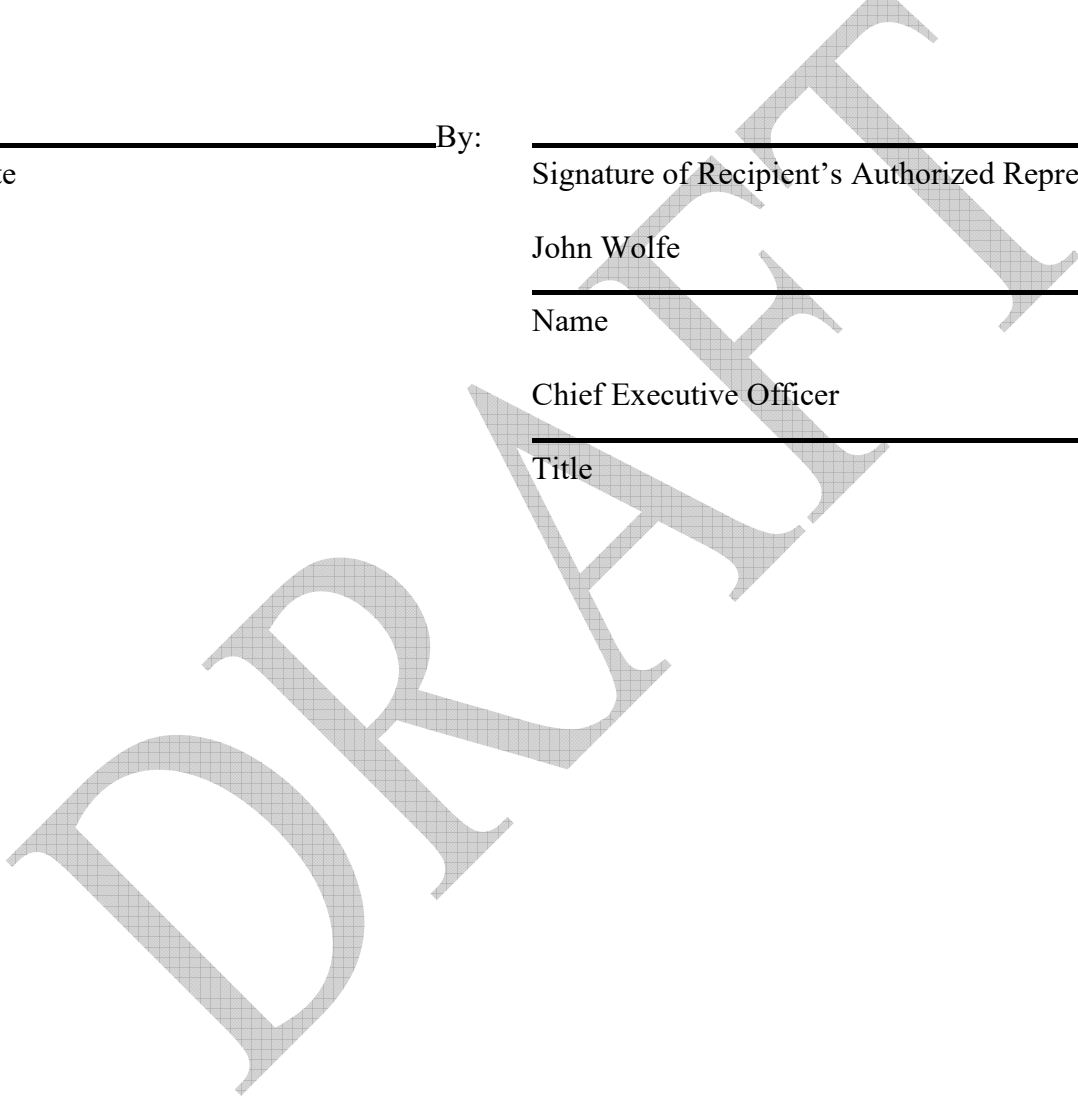
The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

NORTHWEST SEAPORT ALLIANCE

_____ By: _____
Date Signature of Recipient's Authorized Representative
John Wolfe

Name
Chief Executive Officer

Title



MARAD SIGNATURE PAGE

MARAD, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION MARITIME
ADMINISTRATION

_____ By: _____
Date Signature of MARAD's Authorized Representative

Name

Title

