

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

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

**Item No.:** 9F  
**Meeting Date:** August 5, 2025

**DATE:** August 2, 2025  
**TO:** Managing Members  
**FROM:** John Wolfe, CEO

**Sponsor:** Stephanie Jones, Stebbins, Managing Director Maritime  
**Project Manager:** Arthur Kim, Capital Project Manager III

**SUBJECT:** Project Authorization for West Waterway High Spots Dredging

**A. ACTION REQUESTED**

- (1) Request the Managing Members to approve the use of HMT funds for eligible cost on the West Waterway High Spots Maintenance Dredging Project No. N99969.
- (2) Request Port of Seattle Commission authorization to execute the West Waterway High Spots Dredging Project (N99969). The total request for this action is \$5,600,000 for a total project authorization of \$6,000,000. The estimated total project cost is \$6,000,000.

**B. SYNOPSIS**

Due to existing high spots in the Duwamish West Waterway's federal navigation channel, the Puget Sound Pilots are only able to navigate the largest container vessels into Terminal 5 (T5) during limited tidal windows. These constraints impact scheduling and operational efficiency at a key terminal.

This project is driven by two primary objectives:

1. Remove up to 30,000 cubic yards of material in designated high spots to a depth of -50' mean lower low water (MLLW) to optimize navigability.
2. Address critical navigation constraints more than two years ahead of the planned West Waterway Deepening Project, responding to urgent needs.

To meet the project's expedited timeline, the work will be delivered using a Major Construction Unit Price Contract.

## **BACKGROUND**

Multiple high spots in the federal navigation channel between T5 and Harbor Island (the West Waterway) are currently limiting navigational access. As a result, the Puget Sound Pilots must wait for specific tidal windows to safely guide larger container vessels to T5. This constraint can lead to operational delays and last-minute resource reallocations.

While the West Waterway Deepening Project is intended to address these high spots, design and construction is delayed. The project is not scheduled to begin until Q3 of 2028, with completion expected in Q1 of 2030. Given the operational impact, these high spots must be addressed in the interim to maintain the competitiveness of the Port of Seattle (POS) and the Northwest Seaport Alliance (NWSA) in the regional and international shipping markets.

### **Diversity in Contracting**

This project will be delivered using the recently procured Dredging Major Construction Unit Price Contract. Given the specialized nature of dredging work, the contractor is expected to self-perform most of the construction activities. Project staff along with the Diversity in Contracting Department will closely monitor opportunities which extend towards possible contractors or suppliers.

## **C. PROJECT DESCRIPTION AND DETAILS**

This project will utilize the Major Construction Unit Price Contract already procured for the overall dredging program, which, in addition to this project, includes maintenance dredging at T18, T91, T46, and T30. The contract allows for execution by the contractor in Q2 of 2025 and enables construction to begin in Q4 of 2025.

### ***Project Objectives***

- Remove high spots in the federal navigation channel to a depth of -50' MLLW.
- Compliance with all permit conditions.

### ***Scope of Work***

The scope of work will include:

1. Maintenance dredging of the designated high spots at locations A, B, C, D, and E, to a depth of -50 feet MLLW, will be performed as time allows within the limited in-water work window, in accordance with recommendations from the Puget Sound Pilots and as required by federal and state agencies.
2. Dispose of up to 15,000 cubic yards of suitable sediment in-water, in compliance with all applicable agency requirements.

3. Dispose of up to 15,000 cubic yards of unsuitable sediment at an approved upland disposal facility.
4. Place a minimum of 9 inches of clean sand on top of required dredged areas.

**Schedule**

Issue Work Authorization	Q3 2025
Begin Construction	Q4 2025
Substantial Completion	Q1 2026
Final Completion	Q3 2026

**D. FINANCIAL IMPLICATIONS**

**Project Cost Details – POS**

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0
Pre-Design	\$0	\$100,000	\$100,000	\$0
Design	\$0	\$300,000	\$75,000	\$225,000
Construction	\$3,000,000	\$3,000,000	\$0	\$3,000,000
<b>Total</b>	<b>\$3,000,000</b>	<b>\$3,400,000</b>	<b>\$175,000</b>	<b>\$3,225,000</b>

**Project Cost Details – POS ERL**

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0
Pre-Design	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0
Construction	\$2,600,000	\$2,600,000	\$0	\$2,600,000
<b>Total</b>	<b>\$2,600,000</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$2,600,000</b>

**Annual Budget Status and Source of Funds**

The cost to complete the dredge will be expensed as incurred. This project primarily benefits the NWSA, and we are requesting the Managing Members to approve the use of HMT funds for this Homeport project consistent with the terms of the recently approved HMT resolution. If Managing Member approval is not obtained, funds for the project will come from normal operating cash.

**Financial Analysis and Summary**

It was originally assumed that all dredged sediment would require disposal at an approved upland facility. However, recent testing has revealed that up to 50% of the

material is suitable for in-water disposal. This has resulted in a lower overall estimate for the project as upland disposal is significantly more expensive than in-water disposal.

All upland disposal associated with this project is classified as Environmental Remediation Liability (ERL) and will be expensed. Upland disposal costs are expected to account for approximately \$2.6 million of the total project budget.

***Future Revenues and Expenses (Total cost of ownership)***

Though the Port will pay the initial costs to maintenance dredge the high spots, future maintenance dredging will be the responsibility of the United States Army Corps of Engineers (USACE) once the West Waterway Deepening Project is completed.

**E. ENVIRONMENTAL IMPACTS/REVIEW**

Permitting:

For compliance with the State Environmental Policy Act, the POS 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 in the West Waterway Federal Navigation Channel 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 identified as unsuitable for in-water disposal will be disposed of at an approved upland facility, and all actions will be conducted in compliance with Washington State's anti-degradation requirements to ensure protection of water quality and environmental standards.

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. ATTACHMENTS TO THIS REQUEST**


(1) Presentation slides

**G. PREVIOUS ACTIONS OR BRIEFINGS**

<b><u>Date</u></b>	<b><u>Action</u></b>	<b><u>Amount</u></b>
December 10, 2024	POS Commission Authorization for Design Development.	\$300,000
November 6, 2024	POS Executive Authorization – Pre-Design	\$100,000
<b>TOTAL</b>		<b>\$ 400,000</b>

Item No.: 9F  
Meeting Date: August 5, 2025

# West Waterway High Spots Early Action Authorization




**THE NORTHWEST  
SEAPORT ALLIANCE**  
SEATTLE + TACOMA

Arthur Kim – Capital Project Manager III, POS  
David Morrison – Chief Financial Officer, NWSA

1

## ACTION REQUESTED

- (1) Request the Managing Members to approve the use of HMT funds for eligible cost on the West Waterway High Spots Maintenance Dredging Project No. N99969.
- (2) Request Port of Seattle Commission authorization to execute the West Waterway High Spots Dredging Project (N99969). The total request for this action is \$5,600,000 for a total project authorization of \$6,000,000. The estimated total project cost is \$6,000,000.

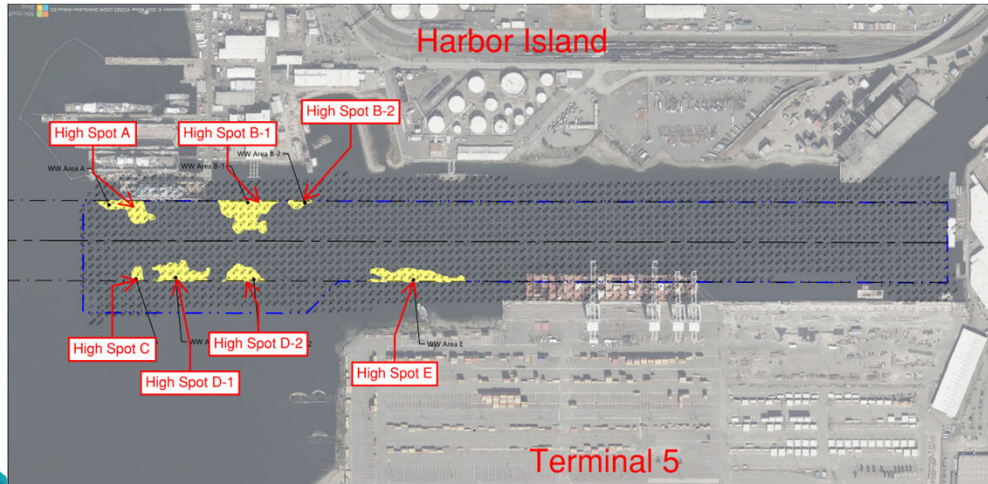


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2

2

## Duwamish West Waterway – North Harbor



3

## Background

- Puget Sound Pilots can only navigate the largest container vessels during limited tidal windows.
- Identified multiple high spots in federal navigation channel with depths as high as -45.2' MLLW.
- USACE's West Waterway Deepening Project is delayed with earliest construction to begin Q3 of 2028.

4

## Project Description and Details

- Utilize the Dredging Major Construction Unit Price Contract for the Dredging Program to expedite construction by 1 year.
- Maintenance dredge up to 30K cubic yards of material from high spots to -50' MLLW.
- Dispose up to 15K cubic yards of unsuitable material at an approved upland disposal facility.
- Dispose up to 15K cubic yards of suitable material in-water.



## Project Schedule

Activity	Timeframe
Issue Work Authorization	Q3 2025
Begin Construction	Q4 2025
Substantial Completion	Q1 2026
Final Complete	Q3 2026



## Source of Funds

- The estimated cost of the construction for this project is \$3.4 million for POS Joint Venture and \$2.6 million for POS ERL. The total cost is \$6 million.
- With Managing Members approval, the eligible cost to complete the dredging will be funded using HMT.
- If Managing Member approval is not obtained, funds for the project will come from normal operating cash.

## Financial Summary - POS

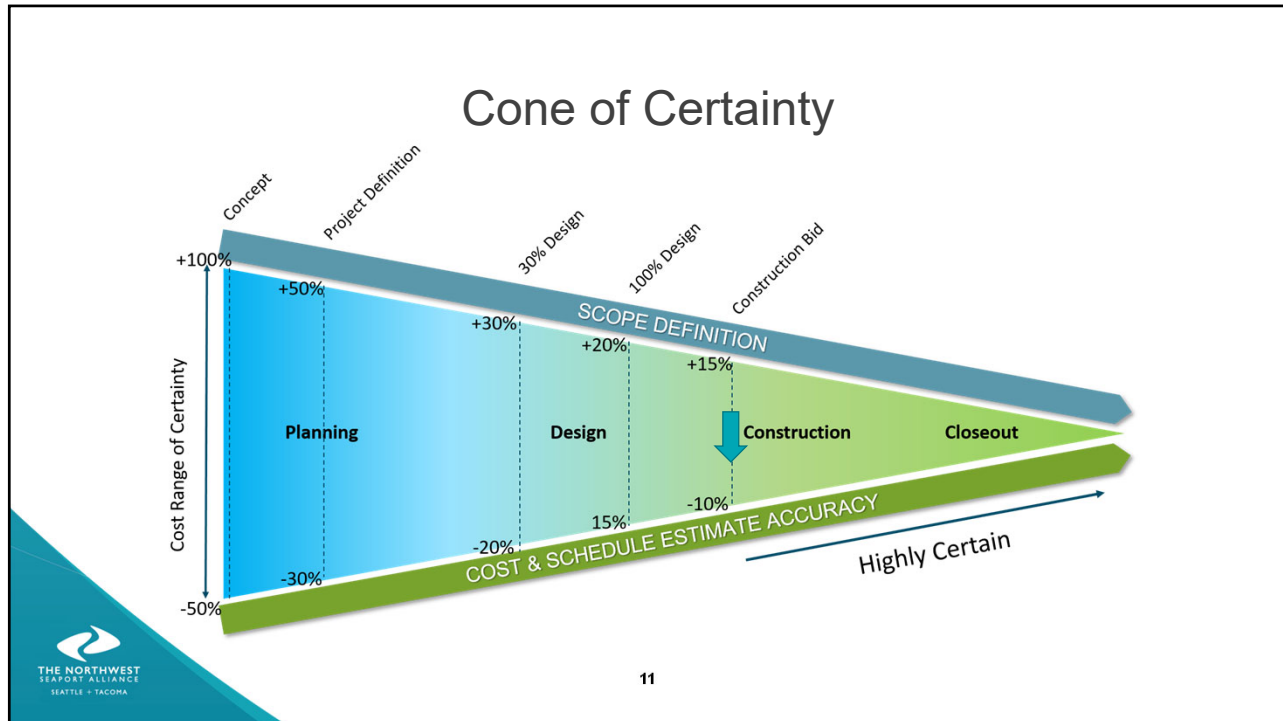
Item	Previous Request	This Request	Total Project Estimate	Cost to Date	Remaining Cost
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Pre-Design	\$100,000	\$0	\$100,000	\$100,000	\$0
Design	\$300,000	\$0	\$300,000	\$75,000	\$225,000
Construction	\$0	\$3,000,000	\$3,000,000	\$0	\$3,000,000
<b>Project Total:</b>	<b>\$400,000</b>	<b>\$3,000,000</b>	<b>\$3,400,000</b>	<b>\$175,000</b>	<b>\$3,225,000</b>

## Financial Summary – POS ERL

Item	Previous Request	This Request	Total Project Estimate	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0	\$0
Pre-Design	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$2,600,000	\$2,000,000	\$0	\$2,000,000
Project Total:	\$0	\$2,600,000	\$2,600,000	\$0	\$2,600,000

## Environmental Impacts / Review

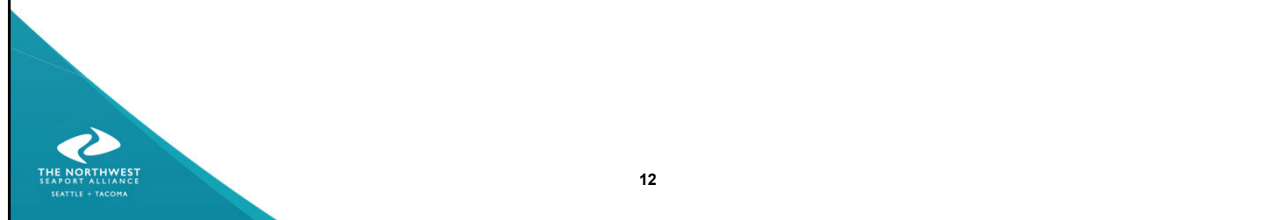
- Permitting:
  - Compliance with all SEPA requirements.
  - In-water work permits with USACE, WSDFW, Ecology, DMMP, and City of Seattle have been applied for.
- Remediation:
  - Sediment not approved for in-water disposal to be disposed of at an approved upland facility.
- Stormwater:
  - N/A
- Air Quality:
  - No new emissions expect for short-term during construction.



11

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12