

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No. 9B
Date of Meeting February 1, 2022

DATE: January 19, 2022

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Tom Bellerud, Chief Operations Officer

Project Manager: Norman Gilbert, Engineering Project Manager II

SUBJECT: PCT Maintenance Dredging Sediment Testing and Permit Application

A. ACTION REQUESTED

As referenced in NWSA Resolution No. 2020-02, Exhibit A, Delegation of Authority Master Policy, Paragraph 8.c.iii., states project costs exceeding \$300,000 require approval from Managing Members.

Request project authorization in the amount \$305,000, for a total authorized amount of \$425,000, for work associated with the Maintenance Dredging at PCT, Master Identification No. 201114.03.

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, Port 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 Piers 3 & 4.

Due to the length of time needed for approval of in-water projects, Port 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.

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

In October of 2021, Port staff reinitiated the plan to begin the additional sampling and testing needed to determine open-water disposal eligibility. Moving forward with the sediment testing and permit application now will allow the Port to receive all necessary permits, which is taking about 12-14 months to complete. These permits are good for up to 5 years after issuance and will allow for the Port and NWSA to perform the work at the best time for terminal operations.

D. PROJECT DESCRIPTION AND DETAILS

The scope of the project is to complete a future maintenance dredge addressing “high spots” that impact the berthing areas at PCT. The scope of work under this authorization is to complete additional sediment sampling and analysis along with the application and issuance of the necessary permits.

Scope of Work

The scope of work will include:

- Complete the Sample and Analysis Plan (SAP)
- Perform sampling and testing of sediments
- Apply for necessary permits

Schedule

This scope of work will begin shortly after authorization and is expected to take 12-14 months to receive the permits. The permits are good for 5 years (with extensions) and dredging can occur during the in-water work window within that timeframe.

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$ 305,000.00	\$ 425,000.00	\$ 69,442.32	\$ 355,558
Construction	\$ -	\$ 7,319,000.00	\$ -	\$ 7,319,000
Total	\$ 305,000	\$ 7,744,000	\$ 69,442	\$ 7,674,558

Note: Construction costs assume all material is disposed of upland and is worst case.

Source of Funds

The current Capital Investment Plan (CIP) Budget allocates \$7,744,000 for this project.

Financial Impact

Pierce County Terminal (PCT) and the associated intermodal yard are budgeted to contribute over \$19 million in revenue in 2022. The 2021 forecast and 2022 budget included a total of \$383,000 in expenses in 2021/2022 and the 2023 forecast includes \$7.3 million in expense. Actual Project costs will be expensed as incurred.

If sediment is determined to not be eligible for open water disposal, the Port of Tacoma will be responsible for the incrementally higher construction cost for disposal of legacy contamination per section 3.2 (a-e) of the Charter.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: State and federal environmental permits and review will be obtained during this effort.

Remediation: The material to be dredged from the berth will be sampled and characterized for disposal according to DMMP guidance.

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. ATTACHMENTS TO THIS REQUEST

- Computer slide presentation.

H. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
August 11, 2020	Executive Authorization NWSA-20200811.01 (permitting and testing)	\$30,000
October 22, 2020	Executive Authorization NWSA-20201022.01 (permitting and testing)	\$50,000
November 8, 2021	Executive Authorization NWSA-FD04308 (preparation for bioaccumulation testing)	\$40,000
TOTAL		\$120,000