

Item No.: 9D_Supp
Date of Meeting: December 6, 2022

Project Authorization for EB1 Yard Improvement



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

Name of Presenter: Norman Gilbert, PE
Position: Project Manager II, Engineering

ACTION REQUESTED

Request project authorization from the NWSA Managing Members in the amount of \$3,623,000, for a total authorized amount of \$3,878,000, for work associated with the EB1 Yard Improvement project, Master Identification No. 201105.01.



Background

- In the late 1990's and early 2000's the area of East Blair One (EB1) terminal was used for auto storage.
- Design and construction of the EB1 terminal occurred in the mid to late 2000's.
- Terminal construction did not include paving of approximately 3.5-acres of yard and sanitary sewer.
- Break Bulk operations moved to EB1 in 2013.



Background



Project Description and Details

The scope of the project is to extend the pavement throughout the rest of the yard and to install permanent sewer utilities and restroom facilities.

- The scope of work will include:
 - Pre-procurement of a prefabricated restroom building
 - Advertise and award construction contract
 - Project and construction management



Project Schedule

Activity	Timeframe
Advertise Bids	February 2023
Bid Opening	March 2023
Contract Award	April 2023
Contract Completion	August 2023



Source of Funds

- The estimated cost of the Construction for this project is \$3,623,000
- The estimated budget for this project is \$3,878,000.
- The 2017-2022 Capital Investment Plan (CIP) allocates \$3,878,000 for this project.
- This work and associated budget is consistent with the NWSA valuation

Financial Summary

Item	Budget Estimate	Cost to Date	Remaining Cost
Design	\$255,000	\$215,919	\$39,081
Construction	\$3,623,000	\$0	\$3,623,000
Project Total:	\$3,878,000	\$215,919	\$3,662,081



Financial Summary

- The NWSA's Break Bulk business at EB1 and Terminal 7 has grown from 2021 to 2022 by approximately \$4.8 million from \$12.7M to \$17.5M. This growth has resulted in an increase in income of \$1.5M from \$3.4M to \$4.9M. To support this growth, Break Bulk vessels have had to be serviced at both T7 and EB1, resulting in longshore at both terminals at a cost of up to \$100,000 per week per terminal. The additional acres at EB1, along with the paving of graveled portions, is expected to help reduce double calls and increase utilization of longshore at EB1, potentially increasing the margin of the business. Actual cost prevention will depend on the timing of ship calls and volume of cargo



Environmental Impacts / Review

- Permitting: This action was contemplated in the original SEPA review when EB1 was constructed. No environmental land use permits are required.
- Remediation: N/A
- Stormwater: The project will require a Construction Stormwater Permit from Department of Ecology
- Air Quality: Temporary emissions are expected during construction activities.



Alternatives Considered and Their Implications

- No Action Alternative: Continue to restrict tracked equipment staging to paved areas and rent portable restroom facilities.
- Recommended Action: Extend pavement to allow for more dense and diversified equipment staging and provide permanent restroom facilities.



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