

Item #: 6G

Date: 5/23/23

Off-dock Container Support Facility Project Authorization and Approval of Grant Agreements

Norman Gilbert, Engineering Project Manager II

Port of Tacoma Special Commission Meeting

May 23, 2023



Authorization Requests

1. Request project authorization in the amount \$38,350,000 for a total authorized amount of \$40,350,000, for work associated with the Off-Dock Container Support Facility, Master Identification No. 101241.01
2. Request authorization to use up to 8.84 mitigation credits from the Lower Wapato Creek Habitat Project for wetland impacts at the Off-dock Container Support Facility properties.

Authorization Requests

3. Request authorization for the Executive Director or designee to execute a grant agreement with the U.S. Department of Transportation's Maritime Administration (MARAD) for \$15,730,000.
4. Request authorization for the Executive Director or designee to execute a grant agreement with the Washington State Department of Commerce for \$1,950,000.
5. Request authorization for the Executive Director or designee to execute a grant agreement with the Washington State Department of Ecology for \$2,001,830.

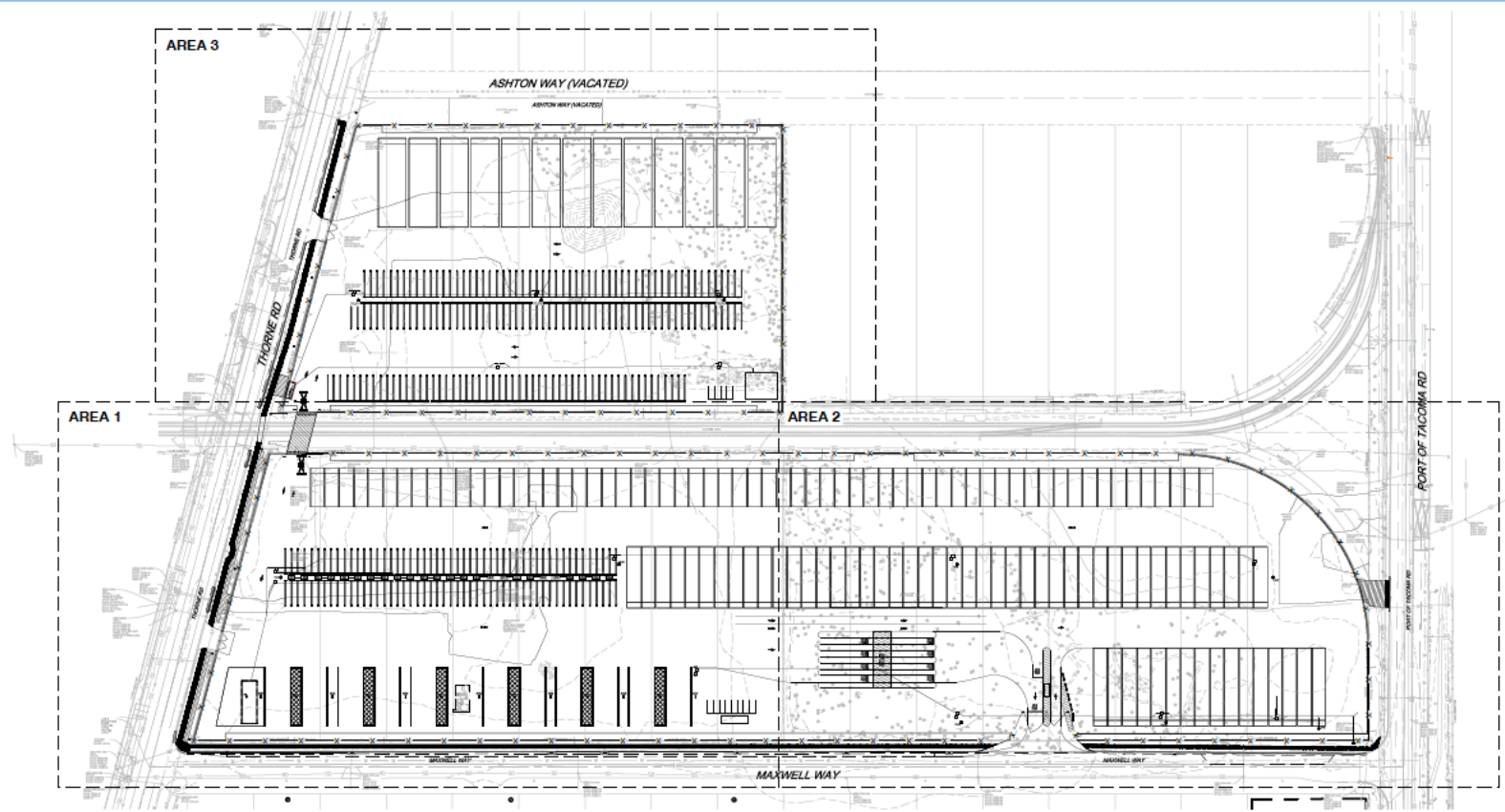
- Project involves three Port parcels: 72, 85, and 87.
- These combined parcels are approximately 24.5 acres and include approximately 4.4 acres of wetlands.
- 95% Design is complete and permitting is underway.
- Design includes a flexible container yard layout that could be adjusted to meet operator's needs.

Aerial View



Plan View Yard

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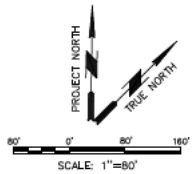


SITE ACCESS AND PHASING - OVERALL PLAN
SCALE: 1" = 80'



PHASING NOTES:
1. ---

PHASING KEY NOTES:
① ---

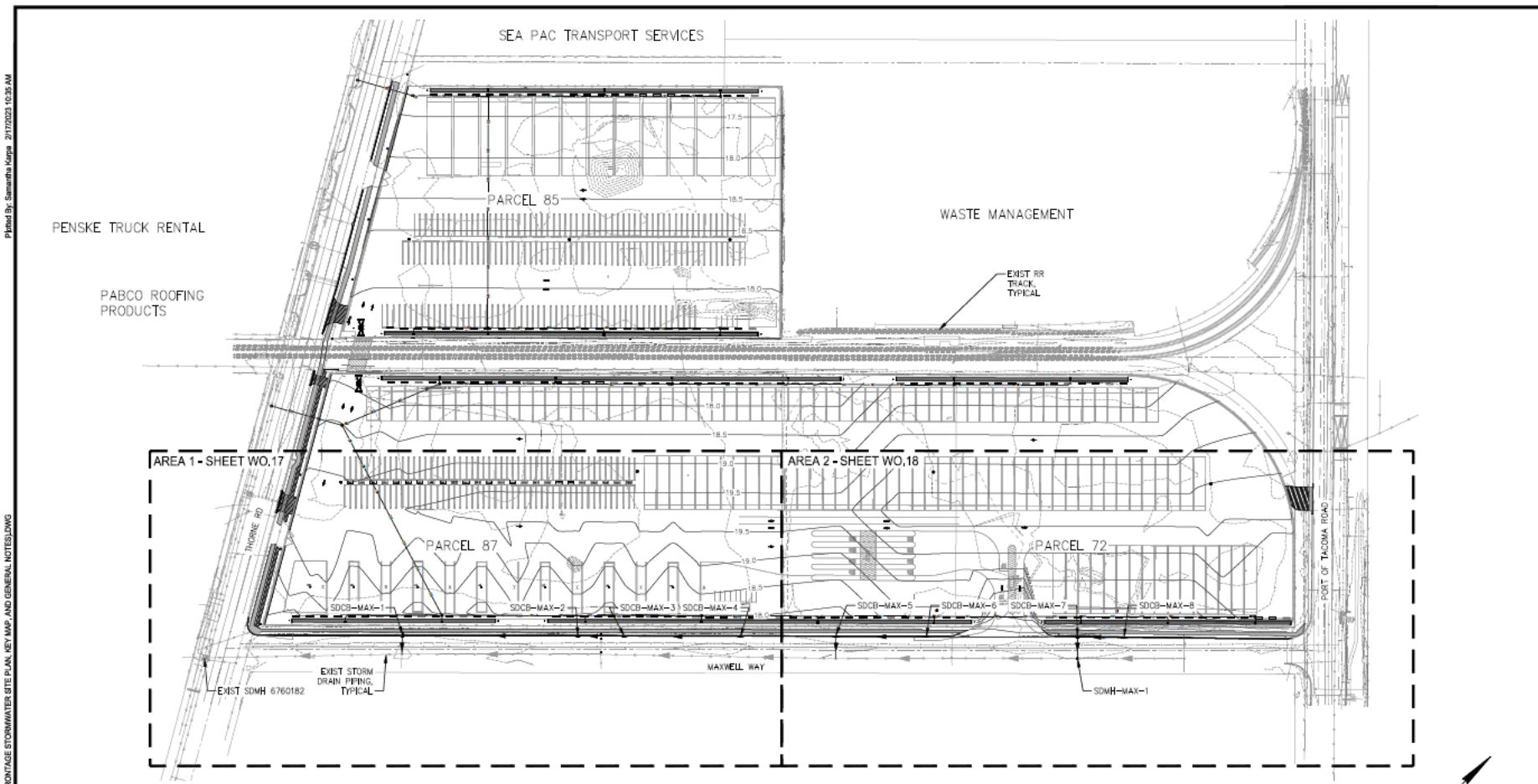
LEGEND:



DESIGN
ISSUED: 2023-02-17

G2.00	THORNE ROAD OFF DOCK CONTAINER YARD		APPROVED:	
	SITE ACCESS AND PHASING		[CHECK] [DATE]	[DATE]
3 OF 105			CHECKED BY [NAME]	[DATE]
COAST/CONS: 102241.01	TOWNSHIP: 21N	RANGE: 1E	DATE: 02/17/2023	DATE:
M.D.: 102241.01	DIST: H&T	SECTION: 34	BY: [NAME]	DATE:
PHASE: 90% LECTON	PARCEL: 72, 65, & 27	DRAWING SCALE:	MARK: REVISION:	DATE:
THIS DRAWING IS THE PROPERTY OF THE PORT OF TACOMA AND SHALL NOT BE USED ON OTHER WORK, DISCLOSED, COPIED, IN WHOLE OR IN PART, WITHOUT WRITTEN PERMISSION				
				
				

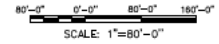
Plan View Frontage






PLAN
SCALE: 1" = 80'

NOTES:

1. WORK SHOWN HEREON REQUIRES CONNECTING NEW DRAINAGE INFRASTRUCTURE TO EXISTING STORM MANHOLES. CONTRACTOR SHALL VERIFY EXISTING MANHOLE CONDITIONS, SIZE, AND DIMENSIONS ARE SUITABLE FOR RE-USE AND CONNECTION PRIOR TO MAKING THE CONNECTION.
2. NEW STORMWATER DRAINAGE LATERALS ARE SHOWN TO CROSS OVER OR UNDER AN EXISTING WATERLINE ALONG MAXWELL WAY. THE SIZE AND LOCATION OF THIS WATERLINE IS UNKNOWN. CONTRACTOR SHALL POTHOLE THE WATERLINE PRIOR TO CONSTRUCTING ANY DRAINAGE LATERALS TO CONFIRM THE CROSSING CAN BE CONSTRUCTED.



C:\BMS\CDP\W019\0220\1028402\W019\ROAD FRONTAGE STORMWATER SITE PLAN, KEY MAP, AND GENERAL NOTES.DWG
 Plotted By: Samantha Karpa 2/17/2023 10:35 AM

			DATE: 02/17/23 DRAWN BY: SHARPA, L WEDEN CHECKED BY: B. FLOENTES PROJECT NO.: W016	CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS THORNE ROAD OFF DOCK CONTAINER YARD ROAD FRONTAGE STORMWATER SITE PLAN, KEY MAP, AND GENERAL NOTES	W019-0220 SHEET NO.: 16 OF 33
			REVISION: _____ DATE: _____ APP: _____		

Project Description and Details

- The overall project includes the following:
 - Design, permit and construct a facility capable of supporting off-dock cargo operations and logistics.
- This request is for authorization of construction funding and execution of three grant agreements.

Project Schedule

Activity	Timeframe
Advertise for Bids	Late August 2023
Open Bids	Late September 2023
Notice of Award	October 2023
Substantial Completion	August 2024
Final Completion	September 2024

- The estimated cost of all stages of this project is estimated at \$54,008,000, which includes the estimated wetland fill mitigation cost of \$13,658,000.
- The estimated budget for this project is \$54,008,000.
- The current Capital Investment Plan (CIP) allocates \$35,810,000 for this project. The CIP will be updated during the 2024 budget process.
- This project has also been awarded the following outside funding:
 - 2021 MARAD PIDP grant in the amount of \$15.73M
 - 2023 Water Quality Funding, Department of Ecology, grant in the amount of \$2.00M
 - Washington State Supplemental Capital Budget allocation, in the amount of \$1.95M

Financial Summary

Item	This Request	Total Previous Requests	Total Request	Total Project Cost	Cost to Date	Remaining Cost
DESIGN	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$1,668,317	\$331,683
CONSTRUCTION	\$38,350,000	\$0	\$38,350,000	\$38,350,000	\$0	\$38,350,000
WETLAND MITIGATION	\$0	\$0	\$0	\$13,658,000	\$0	\$13,658,000
PROJECT TOTAL	\$38,350,000	\$2,000,000	\$40,350,000	\$54,008,000	\$1,668,317	\$52,339,683

- Permitting: SEPA was completed as part of the “Port of Tacoma General Central Peninsula Improvement Program” and a Determination of Non-Significance (DNS) was issued on June 15, 2018. NEPA was completed as part of the requirements of the MARAD Federal grant and a Finding of No Significant Impact (FONSI) was issued on January 23, 2023. An Ecology construction stormwater general permit and other environmental permits for wetland impacts are necessary. The Ecology Clean Water Act Section 401 water quality certification was issued on October 7, 2022, and the City of Tacoma critical areas permit was issued on April 18, 2023. The construction stormwater permit and the U.S. Army Corps of Engineers Clean Water Act Section 404 permit will be obtained prior to construction. The mitigation site was permitted and constructed separately.
- Remediation: Remnant contamination is associated with all three parcels. Soil and groundwater may require special handling when encountered during construction. Remediation staff will be engaged during design and construction.

- Stormwater: Currently there is no stormwater infrastructure on the site. Stormwater infrastructure will be designed and constructed according to the applicable Ecology Municipal Separate Storm Sewer Systems (MS4) permit.
- Air Quality: During construction, emissions would be limited to those associated with the operation of construction equipment. Emissions would be required to meet Puget Sound Clean Air Agency requirements. Dust control BMPs and a Temporary Erosion and Sediment Control (TESC) Plan would be developed and implemented to control fugitive dust and erosion during construction activities.

During operation, emissions are not expected to be significantly different than the current operations as the terminal operations themselves are not changing. This project anticipates moving some on-dock terminal operations (i.e., such as empty container and chassis handling) to off-dock areas to alleviate gate and on-dock terminal congestion.

Congestion and inefficient operations mean wasteful fuel usage and associated air emissions caused by idling engines (ships, trains, trucks, yard equipment, etc.). The Port continually looks for ways to improve operational efficiency and decrease congestion both on and off terminals.

Conclusion

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Questions & Discussion



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