

The Northwest Seaport Alliance Semi-Annual Project Progress Report



North Harbor



South Harbor

January-June 2021



The Northwest Seaport Alliance Leadership

Managing Members

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Introduction

The Northwest Seaport Alliance (Alliance) is a marine cargo operating partnership of the Port of Seattle and Port of Tacoma. We are the fourth-largest container gateway in North America. Under a port development authority, the ports manage the container, breakbulk, auto and some bulk terminals in Seattle and Tacoma.

As described by the Alliance charter, the Alliance will oversee operations, capital investments and investments with unified management to:

- Optimize the value of marine cargoes;
- Grow cargo volumes and protect market share for the benefit of the region and state;
- Manage overall terminal capacity, through coordinated investment strategies;
- Provide enhanced job prospects for our labor and business partners; and
- Achieve overall financial returns that will not only enable investment but also ultimately provide additional, unencumbered financial returns for each port.

The intent of this report is to provide the Managing Members and public with high level information on the status of the Alliance's projects.

About the Report

The report will provide general information on the project description, status, significant developments, schedule, cost, and risks. The Alliance implements a number of different types of projects and not all information may be relevant to a specific report; as such, the reports may vary in detail and content.

The report includes the project name, project number, authorized amount, project phase, current estimate, cost to date and schedule completion date. The report also includes information on status related to scope, schedule, and budget.

- **Authorization:** Authorization of spending, agreements, administrative actions, real property actions, and other items as outlined by the Delegation of Authority Master Policy by the Managing Members or Chief Executive Officer or the CEO's delegate. Authorizations are frequently phased parallel to specific project stages. For example, the CEO may authorize preliminary work up to the delegated signature authority of \$300,000 for assessing the opportunity and conceptual design. The Managing Members would typically authorize work, in a phased or staged approach, for design and then construction.

- **Project Cost:** Addresses the total estimated cost of the project and includes information on the overall project cost status, recent Managing Member authorizations, and any variances such as forecasted overruns or savings.
- **Current Estimate:** The current estimate represents the expected cost of the project at the time the quarterly report is prepared and submitted.
- **Cost to Date:** The cost to date are actual costs that are recorded in the accounting system as project costs. Cost to date represents a specific date, typically the last day of the reporting quarter.
- **Significant Developments:** Covers items such as accomplishments, significant events or milestones, contract advertisements and awards, upcoming activities, environmental issues, and scope changes.
- **Schedule:** Includes information on the project schedule, including variances since the last report such as contract extensions and information on critical dates.
- **Risks:** Describes any significant risk of delay, any significant risk to cost, or any significant change orders.

These reports are intended to meet the reporting requirements of the Alliance Delegation of Authority Master Policy, paragraph 8. e. i. and is reflective of the project status as of the last day of the reporting period.



**The Northwest Seaport Alliance
Semi-Annual Project Progress Report
January-June 2021**

No.	MID/CIP No.	Project Title	Page	Phase	Overall Project Status	Schedule	Budget
1	201090.01	WUT Utility Vault Upgrades	4-5	CN	●	√	
2	201107.01	WUT Fender System Replacement	6-7	CN	●	√	
3	201118.01	TOTE (Parcel 1A) Roof Replacement	8-9	CO	●	☒	
4	201114.01, 201114.02	Maintenance Dredging at Piers 3 & 4 and WUT	10-11	D	●		
5	201038.01	PCT Operational Pavement Repairs	12-13	CN	●		
6	201127.01	NIM Yard Exterior Lighting Retrofit	14-15	CN	●	√	√
7	201122.01	EB-1 Lighting Upgrade	16-17	CN	●	√	√
8	201098.01	Marshall Ave Auto Facility Pavement Maintenance 2021-2024	18-19	CN	●	☒	
9	201104.01	Blair Terminal Fender System Upgrades	20-21	C	●		
10	201070.01	Wapato Creek Bridge and Culvert Removal	22-23	CN	●		
11	201060.01, 201060.02	Tacoma Harbor Deepening Feasibility Cost-Sharing Agreement	24-25	PL	●		
12	201100.01	Terminal 3 and Terminal 4 Shore Power	26-27	D	●	√	☒
13	201058.01	US CBP Booth Installations - WUT	28	D	●	☒	
14	201111.01	WUT Admin & Marine Bldgs Roof Replacement	29	CO	●		
15	201110.01	WUT Crane Power Addition	30	CN	●		
16	C800132, C800726, C800988	T-5 Modernization Program	31-33	CN	●		√
17	C102554-U00050, U00347	T-46 Lease Improvements - Stormwater Basin 2	34	CO	●	√	
18	C800603-104827	T-46 Dock Rehabilitation	35	CO	●	√	
19	C800742	T-18 Stormwater Infrastructure	36-37	CN	●		
20	U00660, U00661	T-30 Substation Replacement	38-39	D	●		

Key Project Status

Completed	Final Report for this Project
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●	Project within or ahead of target budget and schedule
●	Either target schedule or budget is off
●	Both target schedule and budget are off

Negative Variance Status

√	New Variance
☒	Previously Reported

Schedule Completion on the Project Reports refers to:
Beneficial Occupancy or Last Asset In-Use date

Phases

PL	Planning
RI/FS	Remedial Investigation/Feasibility Study
PD	Preliminary Design
D	Design
CN	Construction
CO	Close Out
C	Completed
M	Monitoring

Remediation Glossary

AO	Agreed Order
CAP	Cleanup Action Plan
DCAP	Draft Cleanup Action Plan
DMMP	Dredge Material Management Program
FS	Feasibility Study
MTCA	Model Toxics Control Act
MID Nos	Master Identification Numbers
PCB	Polychlorinated Biphenyls
RI/FS	Remedial Investigation/Feasibility Study

January-June 2021

Washington United Terminals Utility Vault Upgrades

Project MID No:	201090.01
Authorization:	\$1,310,000
Phase:	Construction
Current Estimate:	\$1,310,000
Cost to Date:	\$878,818
Start:	12/4/2019
Schedule Completion:	8/31/2021
Project Manager:	Elly Bulega



Project Status

Schedule:	Delayed
Budget:	On or Within

Significant Developments/Scope Changes

The objective of this project is asset preservation at WUT in accordance with NWSA lease obligation to repair and/or upgrade vaults on the terminal and to comply with Ecology's consent decree.

The asphalt in the drive aisle behind the pier at WUT has experienced differential settlement, leading to equipment damaging the vault castings. This project will repair and upgrade the vaults by installing new castings within a reinforced concrete collar to eliminate the settlement issues around the vaults, prevent future damage and improve yard operations. Making these repairs and upgrades is part of the NWSA's lease agreement with the tenant and keeps the Port compliant with Ecology's consent decree.

In 2019, the tenant had made concrete slab improvements around the utilities that were below

container yard standards and as a result failed prematurely. Managing members were notified during the February 19 managing meeting that the tenant would be back charged for any additional costs incurred by the Port because of their below design improvements. All the locations that the tenant improved have been updated to container yard standards without the Port incurring additional costs beyond what it would have cost the Port to make the improvement in the first place. Because of this, the tenant will not be back charged for the poorly installed under designed improvement.

Project Schedule

Completed Design	March 2020
Advertised Bid	March 2020
Bids Opened	April 2020
Contract Awarded	April 2020
Substantial Completion Phase I	February 2021
Substantial Completion Phase II	May 2021

Schedule complete August 31, 2021; delayed from original date of May 12, 2021.

Washington United Terminals Utility Vault Upgrades

Authorization

November 7, 2019 – Executive Authorization (Design) for \$150,000.

March 5, 2020 – MM approved \$1,160,000 for a revised total of \$1,310,000.

The current authorization is \$1,310,000.

Scope

The scope of work for this project includes:

- Removal of existing pavement surrounding the utility vault lids extending to approximately 18-24" beyond the exterior wall of all vault(s).
- A new, reinforced, structural slab will be installed over each vault which integrally supports a ring and lid.
- All electrical and communications lids are to be constructed with 38-inch diameter round lids with 125,000 lb rating.
- Where possible, existing lids which meet above criterion are to be salvaged and reused.
- In many locations, vaults are in close proximity to one another such that it is advantageous to design and construct a single slab to cover and support two or more vaults and lids.

Project Cost

The project will be completed within the current estimate of \$1,310,000, as presented to the MM on March 5, 2020.

Risks

All locations improved by the tenant, along with the other utility structures with cracked frames, lids, or asphalt need to be repaired and upgraded to remain compliant with Ecology's consent decree. Not repairing the lids and frames increases the risk of terminal vehicles damaging the utility structures, causing serious damage to yard equipment or even injury to persons on the terminal.

There are currently no significant risks of delay or cost to the project.

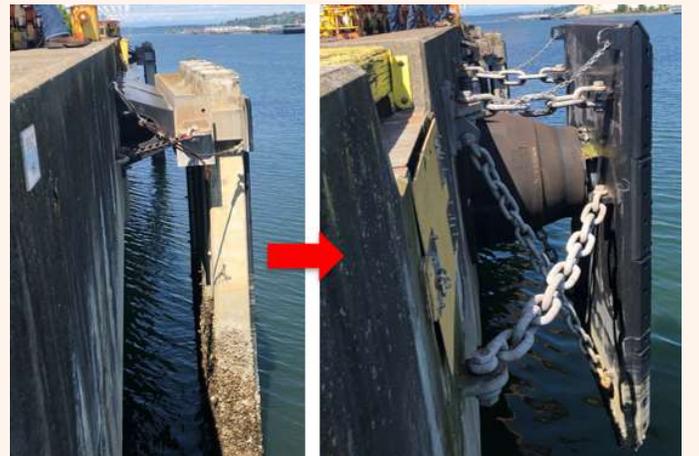
Grant

No grant funding is associated with this project.

January-June 2021

Washington United Terminal (WUT) Fender System Replacement

Project MID No:	201107.01
Authorization:	\$3,678,000
Phase:	Construction
Current Estimate:	\$3,678,000
Cost to Date:	\$628,102
Start:	10/6/2020
Schedule Completion:	12/31/2021
Project Manager:	Elly Bulega



Project Status

Schedule: Delayed
Budget: On or Within

Significant Developments/Scope Changes

The objective of this project is asset preservation in accordance with the Northwest Seaport Alliance (NWSA) lease obligation to repair and/or replace the fender system at WUT.

The wharf at WUT was constructed in two sections. The original pier (northern 2,000 feet) was constructed in 1997, and the pier extension (southern 600 feet) was completed in 2010, for a total berth length of 2,600 feet. The original pier uses a fender-pile system with rubber arches for berthing vessels, which was suited to the original design of vessels. The pier extension incorporates individual unit cone fenders with UHMW-PE (Ultra High Molecular Weight-Polyethylene) faced steel panels for dissipating berthing energy from large vessels. The unit fenders are appropriate for the wharf extension design vessels, and are best suited

to vessels with large, and relatively constant, freeboard such as modern container vessels. The original pier fender-pile system is not performing well with modern large vessels. The existing fender-pile system energy capacity and stiffness are not high enough to handle modern vessels. The fenders need to be replaced with a system that can handle and withstand the size of vessels calling at WUT.

Project Schedule

Completed Design	October 2020
Advertised Bid	October 2020
Bids Opened	December 2020
Contract Award	January 2021
Substantial Completion	February 2022

Authorization

April 1, 2020 – Executive Authorization for \$200,000.

October 6, 2020 – MM approved \$3,478,000 for a revised total of \$3,678,000.

The current total authorization is \$3,678,000.

Washington United Terminal (WUT) Fender System Replacement

Scope

The WUT Fender System Replacement project will include the following work items:

- Demolition of the existing concrete-pile fender system.
- Installation of a new cone fender system, UHMW-PE faced steel fender panels, chains, and anchorages.
- Anchorage of the new fender system to the existing bull rail may include:
 - Coring through the bull rail to allow anchorage to the inboard face, which would involve local removal and replacement of paving and fill.
 - Installing drilled and epoxied anchors into the outboard face of bull rail.
 - The existing fender stand-off distance or approximately 4'8" will be maintained.
 - Where feasible, existing chains and anchorages will be reused from the original fender system.
 - In areas where the fender spacing may need to be adjusted, steel fabrications may be installed to provide a reaction point and anchorage zone for the fender elements between pile caps.

Project Cost

The project will be completed within the current estimate of \$3,678,000, as presented to the MM on October 6, 2020.

Risks

There are currently no significant risks associated with the project.

Grant

No grant funding is associated with this project.

January-June 2021

TOTE (Parcel 1A) Roof Replacement

Project MID No	201118.01
Authorization:	\$360,000
Phase:	Close Out
Current Estimate:	\$320,000
Cost to Date:	\$225,287
Start:	8/26/2020
Schedule Completion:	7/4/2021
Project Manager:	Norman Gilbert



Project Status

Schedule: Delayed
Budget: On or Within

Significant Developments/Scope Changes

The project experienced a delay due to extended amount of time needed to receive the necessary building permit for the roof replacement. The City required structural analysis of the canopies which was not anticipated to be needed.

The Contractor also experienced a delay in receiving the new metal roof panels. However, they were able to get back on schedule and achieve Substantial Completion on June 4, 2021

Project Schedule

Advertised for Bid	December 21, 2020
Opened Bids	January 14, 2021
Notice of Award	January 20, 2021
Substantial Completion	June 4, 2021
Final Completion	July 4, 2021

This is the **final** report for this project.

Construction complete July 4, 2021; delayed from original date of May 31, 2021.

Authorization

August 26, 2020 – Executive Authorization for \$50,000.

October 10, 2020 – MM approved \$320,000 for a revised total of \$360,000.

The current total authorization is \$360,000.

Scope

The scope of the project is to completely remove the existing metal roofing and replace with new coated metal roofing. Limited metal framing that is corroded will also be replaced. In addition, new fall protection and bird deterrent systems will be installed.

Project Cost

The total updated estimated cost is \$310,000.

The current authorization is \$360,000.

TOTE (Parcel 1A) Roof Replacement

Risks

Construction is complete and project is in punchlist status. There are no future risks.

Grant

No grant funding is associated with this project.

January-June 2021

Maintenance Dredging at Piers 3 & 4 and WUT

Project MID Nos:	201114.01 201114.02
Authorization:	\$1,279,500
Phase:	Design
Current Estimate:	\$1,279,500
Cost to Date:	\$200,729
Start:	7/23/2020
Schedule Completion:	9/15/2021
Project Manager:	Norman Gilbert



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

Port staff initiated the permitting process in July 2020 which included permit applications and sediment sampling. Design efforts were initiated in October 2020.

Port staff has received most of the necessary permits and anticipates the remaining to be received in late June or early July. Once all permits are received, Port staff intends to advertise for construction bids immediately.

Project Schedule

Advertise for Bid	Mid-Late July 2021
Open Bids	Mid-August 2021
Notice of Award	Late-August 2021
Substantial Completion	Mid-September 2021
Final Completion	Mid-October 2021

Authorization

WUT (MID 201118.01):

7/24/2020 – executive authorization for \$147,600.

6/1/2021 – MM approved \$747,900 for a revised total of \$895,500.

Piers 3 & 4 (MID 201114.02):

7/27/2020 – executive authorization for \$32,400.

9/28/2020 – executive authorization for \$25,000.

6/1/2021 – MM approved \$326,600 for a revised total of \$384,000.

The current combined authorization is \$1,279,500.

Scope

The scope of the project is to perform a maintenance dredge to address “high spots” impacting the berthing areas of WUT and Piers 3 & 4. All material is anticipated to be disposed of at the Commencement Bay open-water dredged material disposal site.

Maintenance Dredging at Piers 3 & 4 and WUT

Project Cost

The total estimated cost is \$1,279,500.

The total current authorization is \$1,279,500.

Risks

- Delay in receiving all necessary permits to authorize the work.
- Additional “high spots” that have formed between the December 2019 bathymetry and Contractor’s start.
- Limited working days due to vessels at berth.
- Higher than anticipated bids.

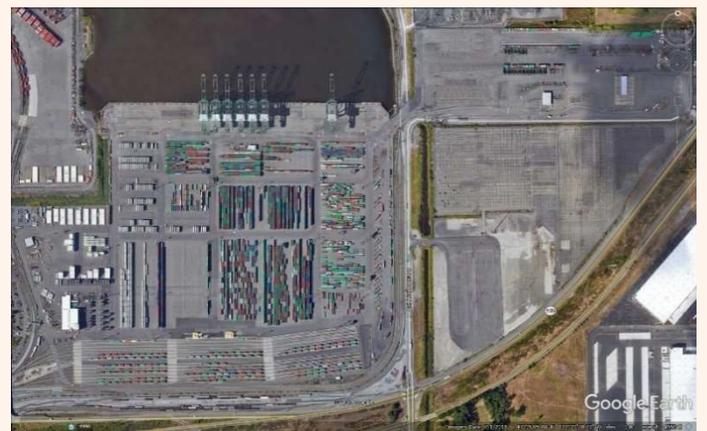
Grant

No grant funding is associated with this project.

January-June 2021

Pierce County Terminal (PCT) Operational Pavement Repairs

Project MID No:	201038.01
Authorization:	\$4,500,000
Phase:	Construction
Current Estimate:	\$4,000,000
Cost to Date:	\$2,503,604
Start:	1/1/2018
Schedule Completion:	12/31/2022
Project Manager:	David Myers



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

Pavement repairs will continue to be made as areas requiring repairs are identified.

Project Schedule

The repairs are made as needed.

Significant areas in and around the truck transfer zone, the reefer storage area and within the yard were completed in 2019.

Additional areas in and around the truck transfer zone, the reefer storage area and within the yard were completed in 2020.

Work in the pier backland and live reefer areas are planned for 2021.

Authorization

No new authorizations in this reporting period.

The current authorization is \$4,500,000.
(\$900,000/Year)

Additional MM authorization will be requested to match the current amount in the Capital Improvement Plan.

Previous authorizations are shown in the summary table on page 2.

Scope

Complete repairs to the failing pavement sections at PCT from 2018-2022.

Project Cost

See table on page 2.

Risks

The areas requiring repairs are increasing and the previous annual budgeted amount of \$900,000 has been increased to \$1,500,000, however, due to budget concerns associated with COVID the budget will be held to 900,000 in 2021. Widespread degradation and failure are occurring within the container stack areas. Pothole repairs within the strad runways do not hold up.

Pierce County Terminal (PCT) Operational Pavement Repairs

The recommendation is to begin completing more significant area repairs rather than isolated failure points. The extent of failure cannot be repaired under the current authorization.

Grant

No grant funding is associated with this project.

	Authorized Amount	Total Spent	
MID 098156			
2009	\$100,000	\$84,524	Exec. Authorization
2010	\$450,000	\$353,279	Commission
2011	\$575,000	\$200,084	Commission 3 Years, \$2,250,000
2012	\$575,000	\$324,296	
2013	\$1,100,000	\$1,001,196	
2014	\$900,000	\$858,349	Commission 4 Years, \$3,600,000
2015	\$900,000	\$521,915	
2016	\$900,000	\$354,737	
MID 201005.01			
2017	\$900,000	\$895,144	
MID 201038.01			
2018	\$900,000	\$754,481	Commission 5 Years, \$4,500,000
2019	\$900,000	\$860,240	
2020	\$900,000	\$883,442	
2021	\$900,000	0	
2022	\$900,000		
Totals	\$10,900,000	\$7,091,687	

January-June 2021

NIM (North Intermodal) Yard Exterior Lighting Retrofit

Project MID No:	201127.01
Authorization:	\$480,000
Phase:	Construction
Current Estimate:	\$480,000
Cost to Date:	\$316,586
Start:	4/6/2021
Schedule Completion:	11/30/2021
Project Manager:	Steve Nicholas



Project Status

Schedule: Delayed
Budget: Forecast Overrun

Significant Developments/Scope Changes

The proposed exterior lighting upgrade project at NIM will:

- Save nearly \$60,000 annually in reduced electricity bills and maintenance costs.
- Reduce the lighting-related energy usage at the NIM by 67%.
- Improve the quality of lighting in ways that improve worker safety and reduce light pollution for both people and aquatic life near the property.
- The total estimated project cost is \$480,000, and total estimated rebate that the NWSA will receive from Tacoma Public Utilities (TPU) after project completion is \$122,000 (about 25% of the total project costs). Net project costs will be \$360,000. The financial analysis estimates a payback period of seven years.

Project Schedule

- Order Fixtures – 5 to 7 weeks lead time on material, ETA 5/30/21
- Install Fixtures – Estimated 5 months to install all fixtures, ECD 10/31/21

Project complete November 30, 2021; delayed from original date of October 31, 2021.

Authorization

4/6/2021 – MM approved \$480,000 for a total of \$480,000.

The current authorization is \$480,000.

Scope

The scope of work includes:

- Replace 279 HID fixtures with 245 LED fixtures
- Project Cost: \$480K
- Utility Rebate: \$122K
- Net Project Cost: \$360K
- Annual Energy Cost Savings: \$51K
- Annual Maintenance Cost Savings: \$8K
- Annual Energy Savings: 67%

NIM (North Intermodal) Yard Exterior Lighting Retrofit

Project Cost

	This Request	Total Project Cost
Procurement	\$ 348,245	\$ 348,245
Construction	\$ 131,083	\$ 131,083
TPU Incentive		\$ (122,098)
Total	\$ 479,328	\$ 357,230

- The estimated cost of the Procurement/ Construction for this project is \$479,328.
- Tacoma Power estimated incentive is \$122,098.
- Estimate net project cost is \$357,230.
- The estimated budget for this project is \$360,000.
- The current Capital Investment Plan (CIP) allocates \$122,000 for this project.
- This work will exceed the associated budget and will need to go back to Managing Member for approval.

Risks

Labor for project was estimated at \$131,083 unanticipated costs will result in an increase of \$60,000.

Reasons for additional costs

1. Maintenance must assemble the deflectors on the fixtures.
2. Electrical cords need to be spliced to fit our existing connections on poles.
3. Additional person needed to install lights.
4. NIM lights will take longer to install since the lights cannot be lowered and a manlift will be used for each pole.

Grant

No grant funding is associated with this project.

We have an incentive for a business rebate estimated for a total of \$122,098.

January-June 2021

EB-1 (East Blair) Terminal Lighting Upgrade

Project MID No:	201122.01
Authorization:	\$210,237
Phase:	Construction
Current Estimate:	\$210,237
Cost to Date:	\$196,476
Start:	3/2/2021
Schedule Completion:	7/31/2021
Project Manager:	Steve Nicholas



Project Status

Schedule: Delayed
Budget: Forecast Overrun

Significant Developments/Scope Changes

The exterior lighting upgrade project at EB-1 will:

- Save nearly \$24,000 annually in reduced electricity bills and maintenance costs.
- Reduce the lighting-related energy usage at EB-1 by 55%.
- Improve the quality of lighting in ways that improve worker safety and reduce light pollution for both people and aquatic life near the property.

The total estimated projects costs are \$210,237, and total estimated rebates that the NWSA will receive from Tacoma Public Utilities (TPU) after project completion is \$25,750 (about 12% of the total project costs). The financial analysis estimates a payback period of eight years.

This authorization request is below the \$300,000 Executive Authorization delegated to the NWSA CEO; however, because a future request at the North Intermodal (NIM) Yard for a total project cost is expected to be over \$300,000, staff is bringing this project to the Managing Members for full transparency, review and approval.

Project Schedule

- Order Fixtures – 5 to 7 weeks lead time on material, ETA 4/30/21.
- Install Fixtures – Estimated 4 weeks to install all fixtures, estimated completion 5/31/21.

Project complete July 31, 2021; delayed from original date of May 31, 2021.

Authorization

3/2/2021 – MM approved \$210,237 for a total of \$210,237.

The current authorization is \$210,237.

EB-1 (East Blair) Terminal Lighting Upgrade

Scope

The scope of work includes:

- Remove all 103 HID lamps and install 103 LED fixtures.

Project Cost

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$ 155,977	\$ 155,977	\$ -	\$ 155,977
Pre-Design	\$ -	\$ -	\$ -	\$ -
Design	\$ -	\$ -	\$ -	\$ -
Construction	\$ 54,260	\$ 54,260	\$ -	\$ 54,260
Total	\$ 210,237	\$ 210,237	\$ -	\$ 210,237

- The estimated cost of the Procurement/ Construction for this project is \$210,237.
- Tacoma Power estimated incentive is \$25,750.
- Estimate net project cost is \$184,487.
- The estimated budget for this project is \$185,000.
- The current Capital Investment Plan (CIP) allocates \$184,000 for this project.
- This work will exceed the associated budget and will need to go back to Managing Member for approval.

Risks

Labor for project was estimated at \$54,259, unanticipated costs will result in an increase of \$10,000.

Reasons for additional costs

- Maintenance must assemble the deflectors on the fixtures.
- Electrical cords need to be spliced to fit our existing connections on poles.

- Additional person needed to install lights.

Grant

No grant funding is associated with this project.

January-June 2021

Marshall Avenue Auto Facility Pavement Maintenance 2021-2024

Project MID No:	201098.01
Authorization:	\$1,000,000
Phase:	Construction
Current Estimate:	\$1,000,000
Cost to Date:	\$17,942
Start:	3/11/2020
Schedule Completion:	11/1/2024
Project Manager:	Brett Ozolin



Project Status

Schedule:	Delayed
Budget:	On or Within

Significant Developments/Scope Changes

The project authorization was intended to fund five cycles of maintenance beginning in 2020 through 2024. Work in 2020 was placed on hold due to COVID-19 budgetary constraints. The project is now planned to include four cycles of pavement maintenance completed under two, two-year on-call contracts from 2021 through 2024.

The first two-year on-call was executed in May of 2021, with the first round of maintenance tentatively scheduled for July 2021.

Project Schedule

The first on-call will include maintenance work for 2021 to 2022. The second on-call will maintenance work for 2023 to 2024. The dates in the following table are associated with the first project on-call.

Construction complete November 1, 2024; delayed from original date of November 1, 2021.

Advertise for Bid	April 21, 2021
Open Bids	May 12, 2021
Notice of Award	May 12, 2021
Substantial Completion	Work ongoing
Final Completion	November 1, 2024

Authorization

January 31, 2020 – Executive Authorization for \$10,000.

March 5, 2020 – MM authorized \$990,000 for a revised total of \$1,000,000.

The current authorization is \$1,000,000.

Scope

The scope of work for this project includes:

- Surface Sealing – 12 to 15 acres on an annual basis, 50 to 60 acres total (estimated)
- Crack Sealing – 12 to 15-acre area on an annual basis, 50-60-acre area total (estimated)
- 4 years of annual maintenance cycles

Marshall Avenue Auto Facility Pavement Maintenance 2021-2024

Project Cost

The project will be completed within the current estimate as presented to Commission on March 5, 2020.

Risks

No significant project risks with regard to pavement failure. Project work is primarily sealing which extends pavement service life. By not sealing the pavements, the Port does risk a slight reduction in overall pavement life.

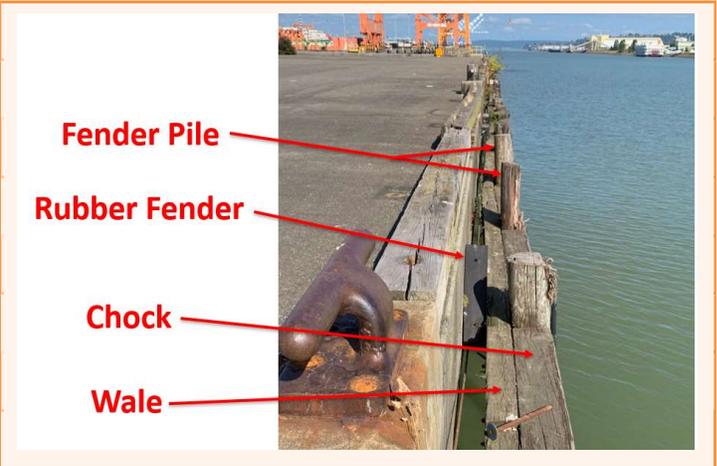
Grant

No grant funding is associated with this project.

January-June 2021

Blair Terminal Fender System Upgrades

Project MID No:	201104.01
Authorization:	\$905,000
Phase:	Completed
Current Estimate:	\$686,000
Cost to Date:	\$686,000
Start:	3/6/2020
Schedule Completion:	2/15/2021
Project Manager:	Brett Ozolin



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

Project work is complete with no reportable significant developments or scope changes.

Project Schedule

The project started with inspection and an alternatives analysis evaluation, followed by design and construction.

Advertised for Bid	October 22, 2020
Opened Bids	November 12, 2020
Contract Execution	December 3, 2020
Substantial Completion	February 2021
Final Completion	March 2021

This is the **final** report for this project.

Authorization

March 31, 2020 – Executive Authorization \$26,300.
July 15, 2020 – Executive Authorization \$76,302.
September 1, 2020 – MM authorization \$802,400 for a revised total of \$905,000.
The current total authorization is \$905,000.

Scope

The scope of work included:

- Inspection and alternatives analysis
- Final design and construction documents
- Procurement of timber fender piles
- Procurement of steel wale assemblies
- Demolition and disposal of existing timber wale system
- Contractor installation of Port procured materials (steel wale assemblies and timber fender piles)

Blair Terminal Fender System Upgrades

Project Cost

The project was completed within the current estimate as presented to the Managing Members. Construction progressed smoothly with little to no engagement of project contingency reserves.

Risks

The project is complete. The project was not notably impacted by any of the perceived or assumed project risks.

Grant

No grant funding is associated with this project.

January-June 2021

Wapato Creek Bridge and Culvert Removal

Project MID No:	201070.01
Authorization:	\$3,070,000
Phase:	Construction
Current Estimate:	\$3,070,000
Cost to Date:	\$2,838,280
Start:	12/19/2018
Schedule Completion:	11/15/2021
Project Manager:	Brett Ozolin



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

On December 21, 2018, the Port was notified of pavement settling at the ingress/egress road providing access from Alexander Ave to the Portac site; this site is utilized for truck queuing for PCT.

Upon investigation, it was determined that the existing 50+ year old culvert was beginning to fail, and the Portac entrance was closed. This action resulted in backing up traffic on to SR-509 and up Taylor Way. The Port declared an emergency due to the condition endangering the life and safety of the public. The Port immediately commenced with design and construction of an interim solution. This work was completed in late winter of 2019 and the access route was reopened.

Following the interim solution, Port Engineering and Environmental staff completed permitting and

design for a permanent solution, coordinating with the City of Tacoma and in-water agencies. The project was presented to the Managing Members for project and construction authorization on June 2, 2020.

The first phase of construction included construction of a new concrete bridge and associated earthworks and paving. The new bridge opened to traffic on January 29th, 2021. The second phase of construction is the removal of the interim bridge, removal of the old culvert and shoreline restoration. Demolition of the interim bridge was completed in February of 2021. Culvert removal and shoreline restoration work is currently ongoing and scheduled to be completed by August 2021.

Project Schedule

The project is in construction. The permanent replacement bridge is open and operational. Removal of the existing culvert and restoration of the creek is expected to be completed in July and August of 2021.

Wapato Creek Bridge and Culvert Removal

Authorization

January 2, 2019 – Executive Authorization for \$100,000

January 9, 2019 – Declaration of Emergency

January 16, 2019 – Executive Authorization for \$200,000

February 5, 2019 – MM Ratified Emergency Contract No. 071080 for culvert repair

June 2, 2020 – MM authorized Project Authorization for \$2,050,000.

August 4, 2020 – MM authorized \$720,000 increase for a revised total of \$3,070,000.

December 1, 2020 – MM authorized acceptance of \$931,640 grant from the Pierce County Flood Control District.

The current total authorization is \$3,070,000.

Scope

The scope of work for the project includes:

- Design and construction of an interim bridge over the existing culvert. (Complete)
- Field investigations, permit acquisition, design of a permanent bridge. (Complete)
- Construction of the permanent bridge just south of the existing culvert. (Complete)
- Removal of the interim bridge structure and culvert, stream restoration. (25% Complete)

Project Cost

The total cost of the project is estimated at \$3,070,000.

Risks

The project is on budget, however there is a medium to high risk of slightly exceeding the budget. Project costs were higher in the first phase of construction due to difficult foundation conditions, poor soils and unforeseen additional utilities during construction. Actual paving tonnages were also higher. Cost overruns in the first phase of construction depleted the contingency reserves held for both construction phases. Little to no contingency remains for the last phase of work which is scheduled to be completed within a two-week period. The project will be delivered on budget if the scheduled is maintained and project scope does not change.

Grant

A grant was awarded through Pierce County Flood Control Zone District in the amount of \$931,640 and accepted by MM on December 1, 2020.

January-June 2021

Tacoma Harbor Deepening Feasibility Cost-Sharing Agreement

Project MID Nos:	201060.01, 201060.02
Authorization:	\$1,629,000
Phase:	Planning
Current Estimate:	\$1,629,000
Cost to Date:	\$1,559,350
Start:	8/14/2018
Schedule Completion:	8/21/2021
Project Manager:	Tony Warfield



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

This effort officially began August of 2018 with the signing of the Feasibility Cost-Sharing Agreement with the US Army Corps of Engineers to study the feasibility of deepening the navigation channels in the Tacoma Harbor and obligates the NSWA to \$1,500,000 toward funding the study as the non-federal sponsor.

Project Schedule

The effort is on schedule with nearly every major milestone complete. See below.

Tentatively Selected Plan (TSP) October 2019:

- Formulate alternatives (complete)
- Ship simulation (complete)
- Adjust scope to incorporate ship simulation results (complete)
- Sediment sampling/testing (complete)

- Conceptual designs & cost estimates (complete)
- Economic evaluation (complete)
- Impacts analysis (Draft Environmental Assessment-complete)
- Stakeholder coordination (EPA, Coast Guard, Tribes, etc.) (ongoing)*
- Internal review draft of TSP (complete)
- Identify “Tentatively Selected Plan” that is in the Federal Interest and economically viable for the nation (complete)

Draft Feasibility Study and Environmental Assessment:

- Public review draft of feasibility study and Environmental Assessment (complete)
- Consider Tribal, agency and public comments (ongoing)
- Evaluate alternatives (complete)
- Agency Decision Milestone (complete)
- Refine conceptual designs and cost estimates (complete)

Tacoma Harbor Deepening Feasibility Cost-Sharing Agreement

Final Feasibility Report December 2020:

- Refine recommended plan based on review comments (complete)
- Further develop designs of recommended plan (complete)
- Final report / NEPA document released for State and Agency Review June 2021

Chief's Report due August 2021:

- Final report sent to Congress recommending authorization and appropriation 8/21
- Environmental compliance process (**All but ESA consultation complete**).* **ESA to be completed in design**
- **The Port continues to work with the Puyallup Tribe on benthic, epi-benthic and commercial shellfish studies to address concerns raised by the Tribe in the public comment period.**
- ****The Corps chose to push completing ESA consultation to the design phase given NMFS's failure to assign review staff.**

Authorization

8/14/2018 – MM approved \$1,500,000.

4/7/2020 –MM approved increase of \$129,000

The current authorization is \$1,629,000.

Scope

The authorized scope of work is to serve as the local sponsor for the US Army Corps of Engineers' Tacoma Harbor Deepening Feasibility Study.

Project Cost

The total estimated cost of the NWSA's share of

the project is \$1,629,000. Cost to date includes approximately \$1,532,261. These costs include both cash payments to the Corps and Work-In-Kind (WIK) provided by the Port to support the Feasibility Study.

Risks

- Ship Simulation showed the need for widening the Blair Waterway in several places. Without structural improvements that widening would require minor cutbacks to the top of bank. Cutbacks were not part of the original scope of work and create real estate and environmental risk. The Corps is working through design/operational alternatives to mitigate those risks. The Port is working through real estate issues, particularly with the Puyallup Tribe of Indians, that also mitigate those risks.
- While the Corps is supportive of beneficially using dredge material to build a large habitat restoration project near Marine View Drive that would provide critical salmon habitat, the Puget Sound Pilots and US Coast Guard have raised concerns about that project. The US Coast Guard has agreed to review/participate in the next round of ship simulation to ensure their concerns are met. The Port continues to work with the pilots, and they will also be a key participant in the next ship simulation and associated design process.

Grant

No grant funding is associated with this project.

January-June 2021

Terminal 3 and Terminal 4 Shore Power

Project MID No:	201100.01
Authorization:	\$530,000
Phase:	Design
Current Estimate:	\$11,600,000
Cost to Date:	\$448,604
Start:	12/19/2018
Schedule Completion:	3/31/2023
Project Manager:	Hughes Wike



Project Status

Schedule: Delayed
Budget: Forecast Overrun

Significant Developments/Scope Changes

Following industry data gathering efforts, project team has recommended an increase in shore power system capacity to adequately serve anticipated vessel power needs. Further, due to the limited number of existing shore power vaults, the project team has recommended the addition of one vault on Pier 3. Incorporation of these design changes and the results of an independent project review/estimate have led to a project estimate increase from \$5,661,000 to \$11,600,000.

Project Schedule

Date	Task/Milestone
Complete Design	September 2021
Bid Advertisement	September 2021
Contract Award	November 2021
Substantial Completion	March 2023

Estimated substantial completion is now March 31, 2023; delayed from original date of December 31, 2022.

Authorization

November 5, 2019 – MM authorization to accept the DERA grant in the amount of \$1M.

January 14, 2020 – MM authorization to accept the TransAlta grant in the amount of \$1M.

February 14, 2020 – Executive Authorization of \$200,000 for preliminary design.

September 1, 2020 – MM authorization of \$330,000 to complete project design for a revised total of \$530,000.

The current authorization is \$530,000.

Scope

The scope of this project is to design, construct, test, and commission two shore power systems at Terminal 3 and Terminal 4 including:

- installation of electrical equipment, vaults and concrete equipment foundations
- wharf modifications to provide ship-to-shore power connections
- trenching for new conduit in select areas
- cable pulling through new and existing conduit

Terminal 3 and Terminal 4 Shore Power

Project Cost

The total project cost including all stages is currently estimated at \$11,600,000.

Risks

Long-Lead Items: Switchgear and transformer equipment will come with lead times of up to six (6) months.

Power Shutdowns: Existing electrical equipment supports active terminals. Select components will need to be de-energized to safely implement construction work.

Testing/Commissioning: Detailed on-site startup, testing, and training requirements will be included in the construction contract to preclude issues with connection of first shore power-ready vessels.

Grant

Name: TransAlta Centralia Coal Transition Grant Program Energy Technology Fund Grant

Value: \$1.0M

Port Match: \$4.4M (other grants can be used as part of the match)

Status: Awarded, funds received.

Name: EPA DERA 2019

Value: \$1.0M

Port Match: \$4.4M (non-Federal grants can be used as part of the match)

Status: Awarded, funds to be requested as costs are incurred.

Name: Department of Ecology Existing Clean Truck Fund Grant

Value: \$1.2M (\$1.1M remaining)

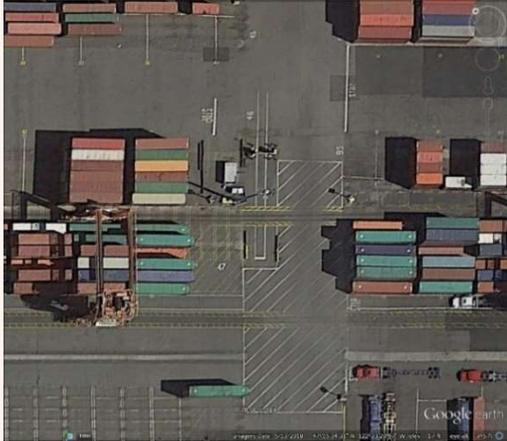
Port Match: N/A

Status: Grant agreement complete. Staff will present the final award agreement for Managing Member approval at the July 7 Managing Members meeting.

January-June 2021

US CBP Booth Installations – WUT

(CBP=Customs and Border Protection; WUT=Washington United Terminals)

Project MID No:	201058.01	
Authorization:	\$200,000	
Phase:	Design	
Current Estimate:	\$200,000	
Cost to Date:	\$1,085	
Start:	5/11/2016	
Schedule Completion:	2022	
Project Manager:	Hughes Wike	

Project Status

Schedule: Delayed
Budget: On or Within

Significant Developments/Scope Changes

Project on-hold pending review of federal financing.

Project Schedule

Project completion has shifted from 2021 to 2022. Exact schedule TBD.

Authorization

No new authorizations in this reporting period. The current authorization is \$200,000.

Via agreements with the Countering Weapons of Mass Destruction Office (CWMD) and CBP, NWSA financial commitment is capped at \$200K.

Scope

- Remove existing booth and related items

- Extend existing concrete foundation to accept salvaged booth from Pierce County Terminal (PCT)
- Install booth on new foundation
- Provide all necessary power and communications connections

Project Cost

The NWSA's financial commitment is capped at \$200,000.

Risks

The WUT CBP Booth Installation Project will not be completed in 2021 as expected due to delays in Federal financing associated with scope items that are not able to be accomplished by the NWSA contractor.

The project has been delayed until 2022; however, this does not result in any material risk to the project.

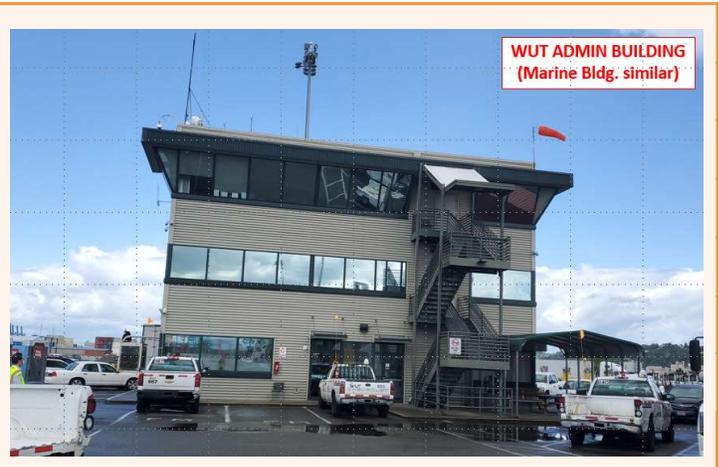
Grant

No grant funding is associated with this project.

January-June 2021

WUT Administration and Marine Buildings Roof Replacement (WUT=Washington United Terminals)

Project MID No:	201111.01
Authorization:	\$440,000
Phase:	Close Out
Current Estimate:	\$440,000
Cost to Date:	\$67,464
Start:	5/20/2020
Schedule Completion:	6/25/2021
Project Manager:	Hughes Wike



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

Construction contract was executed on 3/19/2021 and substantial completion was achieved on 6/25/2021. Contactor is actively working on closeout submittals.

Project Schedule

Contract Execution	March 2021
Substantial Completion	June 2021

Construction complete June 25, 2021; ahead of schedule from original date of September 30, 2021.

This is the **final** report for this project.

Authorization

5/22/2020 – Executive authorization of \$73,879 for full design.

1/05/2021 – MM authorization of \$366,121 for construction.

The current authorization is \$440,000.

Scope

The scope of work includes:

- Recovering of existing Hypalon membrane roofs with new polyvinyl chloride (PVC) membranes
- Installation of new bird deterrent systems

Project Cost

The total project cost including all stages is currently estimated at \$440,000.

Risks

Discovery of structural or insulation damage. Unforeseen terminal operations impacting Contractor access/egress.

Grant

No grant funding is associated with this project.

January-June 2021

Washington United Terminals (WUT) Crane Power Addition

Project MID No:	201110.01
Authorization:	\$520,000
Phase:	Construction
Current Estimate:	\$520,000
Cost to Date:	\$164,136
Start:	5/4/2020
Schedule Completion:	9/2/2021
Project Manager:	Hughes Wike



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

Construction contract was executed in late-May 2021. Following completion of contractor pre-work submittals, notice-to-proceed (NTP) will be issued and field work will commence.

Project Schedule

Contract Execution	May 2021
Substantial Completion	September 2021

Authorization

5/5/2020 – Executive authorization for \$30,000 for preliminary design.

8/17/2020 – Executive authorization of \$170,000 for full design.

3/2/2021 – MM authorization of \$320,000 for construction.

The current authorization is \$520,000.

Scope

The scope of work includes:

- Asphalt concrete demolition/restoration and excavation
- Relocation of one power transformer from Husky Terminal to WUT Substation #4
- Transformer (concrete) pad construction
- Installation of relocated transformer and new conduit, cabling, and electrical protection/isolation devices
- Testing and commissioning

Project Cost

The total project cost including all stages is currently estimated at \$520,000.

Risks

Construction on active terminal will need to work around vessel schedule. Unforeseen conditions during below-grade work.

Grant

No grant funding is associated with this project.

January-June 2021

T-5 Modernization Program

Project CIP Nos:	C800132, C800726, C800988
Authorization:	\$340,000,000
Phase:	Construction
Current Estimate:	\$390,000,000
Cost to Date:	\$188,749,788
Start:	6/3/2014
Scheduled Completion:	12/31/2023
Project Manager:	Emma Del Vento



Project Status

Schedule: On or Ahead
Budget: Forecast Overrun

Significant Developments/Scope Changes

The Program achieved three major milestones this quarter:

- 1) Completion of the North Berth Wharf for docking and successful offload of the North Wharf cranes. New cranes have been offloaded, shore power and paving are the last elements that will be completed on the wharf. In water work for the toe wall is pending permit modification approval (in part dependent on tribal agreement for same).
- 2) Completion of the landside pile driving in the South Berth.
- 3) Achieving agreement with SDOT and SDCI on completion of all the pre-occupancy Permit Conditions (pending the Tenant-led Gate Queue Management Plan, currently underway and due by mid-August 2021).

Permit Conditions are in progress, and Phase 1 permit conditions will be met for North Berth turnover. Remaining work is scheduled for 2022.

Lease Obligation project scope is gaining clarity during ongoing Tenant discussions.

Project Schedule

Berth Modernization: Phase 1 schedule delays have been compounded by COVID-19, unanticipated site conditions, and are on track for December 31, 2021 currently agreed Phase 1 substantial completion. The overall program schedule will be delivered on time with the General Contractor agreement milestones for the south berth completion December 31, 2022 and dredging completed by March 2023.

Permit Conditions: Pre-occupancy conditions (except the Gate Queue Management Plan) have been met. Remaining construction is scheduled in 2022.

Lease Obligations: Construction of the north Marine Building will be substantially completed in

T-5 Modernization Program

August 2021.

Clean Truck Gate Equipment – On schedule to be completed for start of North Berth Operations.

RPM Power Supply – onsite condition assessment and design underway to meet Q4 2021 completion.

Customs and Border Protection Booth - onsite condition assessment and design underway to meet Q4 2021 completion.

South Reefer Repair – in construction. On schedule to be completed for start of North Berth Operations.

Existing Gate Complex Repair – in design.

New Gate Complex – in planning

Authorization

June 1, 2021 First Amendment to T5 Lease authorization by MMs

April 6, 2021 Quiet Zone MOU

March 2, 2021 T5 Modernization - Program Update

February 2, 2021 Approval for Construction of RPM, S Reefers, Clean Truck

October 6, 2020 T5 Modernization - Program Update

September 1, 2020 T5 Modernization - Tribal Agreement Update

August 4, 2020 – T5 Marine Building – Authorization to advertise for North Building construction only

May 20, 2019 – Program Authorization for Construction of Berth Modernization Program

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

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

November 4, 2015 – Additional SEPA and Design Funding \$2,000,000

July 14, 2015 – Additional Design Authorization \$5,000,000

June 3, 2014 – Initial Design Authorization \$4,700,000

March 12, 2014 – Additional Pre-Design Authorization \$150,000

October 27, 2013 – Initial Pre-Design Authorization \$150,000

The current authorization is \$340,000,000.

Scope

Berth Modernization Construction: Improvements to support larger vessels at T-5, including crane rail strengthening, berth deepening, and electrical upgrades.

Permit Conditions: include rail quiet zone, striping, signalization and various traffic improvement measures and various Master Use Permit conditions concerning noise and gate management plans.

Lease Obligations: Uplands scope includes north reefer infrastructure, construction of two marine buildings, stormwater treatment, installation of

T-5 Modernization Program

Clean Truck Program hardware and software deployment, electrical power supply to the Radiation Portal Monitors (RPM) and Customs and Border Protection (CBP) booth.

Recent Upland Work part of Lease Obligations: south reefer repair to power supply, gate repair, scale reimbursement, new gate complex construction, RPM reimbursement, wet utilities to CBP booth.

Project Cost

The total program cost to date is \$188,749,788. Managing Members authorized a total of \$340M as of April 2019. A request for \$50M budget amendment will be presented on 7/7/21.

Risks

Q2 2021 Stochastic Analysis and Risk Register updates indicate the program has an 85% probability (P-85) of being sufficient with a value of \$390M and a 100% probability (P-100) of being sufficient with a value of \$405M.

Risk continues to drop in Berth Modernization (top end reduced by 30%; low range reduced by 92%). Uncertainty in the cost of NWSA lease obligations to be constructed result in the largest variability and are responsible for the bulk of the program risk.

Permit Modification approval and associated Tribal negotiation are key to ensuring successful in water work window in 2021-22.

Grant

Name of Grant: MARAD Port Infrastructure Development Program (PIDP) NWSA

Value of Grant: \$10,687,333

Port Match: \$24,687,333

Status: Awarded. Pending execution of grant agreement in mid to late 2021.

Name of Grant: Water Quality Combined Financial Assistance funding program (for Stormwater System)

Value of Grant: \$5,000,000

Port Match: \$1,666,667

Status: Awarded; the grant is signed and funded.

Name of Grant: Washington State Budget (for Shore Power)

Value of Grant: \$4,400,000

Port Match: \$0

Status: NWSA is working with the Department of Commerce on the contracting language required for appropriation.

Name of Grant: Washington State Budget (for Reefers)

Value of Grant: \$4,450,000

Port Match: \$0

Status: NWSA is working with the Department of Commerce on the contracting language required for appropriation.

January-June 2021

T-46 Lease Improvements – Stormwater Basin 2

Project CIP Nos:	C102554-U00347
Authorization:	\$4,700,000
Phase:	Close Out
Current Estimate:	\$3,200,000
Cost to Date:	\$3,754,181
Start:	4/12/2013
Schedule Completion:	5/27/2021
Project Manager:	Ticson Mach



Project Status

Schedule: Delayed
Budget: On or Within

Significant Developments/Scope Changes

Major construction contract is complete. Port Maintenance to re-connect power to existing light pole and adjust existing light pole vertical alignment.

Project Schedule

Construction is complete Substantial Completion achieved on May 27, 2021.

This is the **final** report for this project.

Authorization

February 4, 2020 – MM authorized overall program allocation of \$42,790,000.

The current allocation for this project is \$3,900,000.

Scope

Construction of stormwater vault to support future operation and fulfill TIGER grant obligation.

Project Cost

Project is anticipated to come in below budget. The total estimated cost of the project is \$3,200,000. The total project cost to date is \$2,595,956.

Risks

None

Grant

Name of Grant: TIGER
Value of Grant: \$766,040
Port Match: \$1,174,060
Grant Amount Received to Date: \$613,460
(anticipate receiving total amount by *August 2021*)
Status: awarded, expires 09/2021

January-June 2021

T-46 Dock Rehabilitation

Project CIP Nos:	C800603 - 104827
Authorization:	\$27,613,788
Phase:	Close Out
Current Estimate:	\$23,740,000
Cost to Date:	\$22,436,591
Start:	11/6/2012
Schedule Completion:	5/27/2021
Project Manager:	Ticson Mach



Project Status

Schedule: Delayed
Budget: On or Within

Significant Developments/Scope Changes

Major construction contract is complete.

Project Schedule

Construction is complete and substantial completion was achieved on May 27, 2021.

This is the **final** report for this project.

Authorization

February 4, 2020 – MM authorized overall program allocation of \$42,790,000.

The current allocation for this project is \$27,613,788.

Scope

Rehabilitate pile caps and underdeck panels from Bents 100 to N77.

Project Cost

The project will be completed below budget. The updated total estimated cost of the project is \$23,740,000. The total project cost to date is \$20,138,127.

Risks

None.

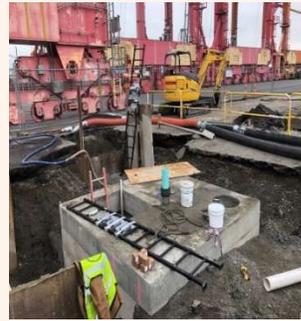
Grant

Name of Grant: TIGER
Value of Grant: \$8,403,877
Port Match: \$12,605,815
Grant Amount Received to Date: \$8,402,693
(anticipate receiving total amount by August 2021)
Status: awarded, expires 09/2021

January-June 2021

T-18 Stormwater Infrastructure

Project CIP No:	C800742
Authorization:	Cost share – POS Commission Lease Agreement (7/22/14)
Phase:	Construction
Current Estimate:	\$19,000,000
Cost to Date:	\$14,025,173
Start:	6/9/2015
Scheduled Completion:	10/31/2021
Project Manager:	Catherine Chu



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

There have not been any significant scope changes this period. Tenant (SSAT) continues with Phase 3 construction.

Project Schedule

Due to COVID-19 impact, Phase 3 (final phase) work is being constructed in two seasons, with Season 3B expected to be completed by October 2021, delayed from original date of October 2020. Tenant (SSAT) received Ecology’s approval (in Q3 2020) for this phased approach and project is expected to be completed by the revised date of October 2021.

Authorization

No new authorizations.

July 22, 2014 – Project authorized by Port of Seattle Commission.

February 4, 2020 – MM briefed on project status.

Current projected total project cost to NWSA is \$19M.

Scope

The tenant is to install level 3 stormwater corrective actions on the 180-acre terminal in three phases. The first phase was completed in October 2016 treating 88.5 acres; Phase 2 was completed in November 2018 treating 45 acres; and treatment for the final Phase 3 of 55 acres will be completed by October 2021.

T-18 Stormwater Infrastructure

Project Cost

Based on current progress, project is expected to be on budget.

Risks

Unanticipated site conditions.

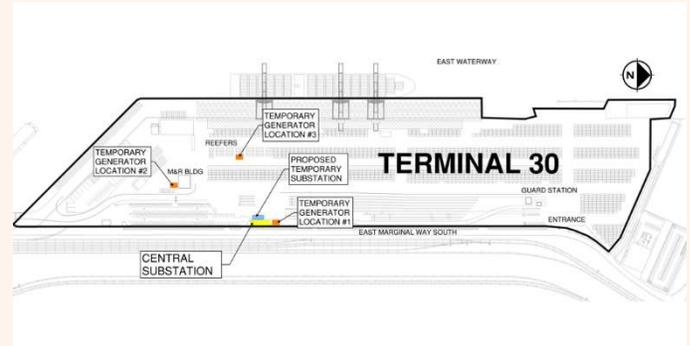
Grant

No grant funding is associated with this project.

January-June 2021

Terminal 30 Substation Replacement

Project CIP Nos:	U00660, U00661
Authorization:	\$2,800,000
Phase:	Design
Current Estimate:	\$6,800,000
Cost to Date:	\$1,250,000
Start:	11/30/2020
Schedule Completion:	4/30/2023
Project Manager:	Tim Leonard



Project Status

Schedule: On or Ahead
Budget: On or Within

Significant Developments/Scope Changes

On November 29, 2020, the T-30 Central Substation failed and caused a power outage to a significant portion of the Terminal 30 yard (incl. refrigerated containers; T-28 M&R shop, Port of Seattle (POS) police station building, guard shack, yard lighting, and other miscellaneous infrastructure elements). A visual inspection of the failed substation, completed by POS staff on November 30, found extensive equipment damage and general repairs were determined not to be feasible due to the age of the equipment and degree of damage incurred due to the failure event. Rental diesel generators were immediately procured by POS Marine Maintenance, connected on-site, and power was restored to the terminal on December 1, 2020.

A Declaration of Emergency was subsequently issued by the NWSA on December 8, and an

expense project (\$850K initial budget) and a capital project (\$150K initial budget) were created to enable staff to secure a longer-term temporary generator procurement, hire a Contractor to perform a root cause analysis of the substation's failure, and perform the planning necessary to determine a long-term solution in replacing the substation. Additionally, the NWSA commenced discussions with the tenant, SSAT, to determine roles and responsibilities relative to this substation failure.

Project Schedule

Temporary Substation CIP U00661:

Design completion	March 2021
Leased equipment procurement contract award	April 2021
Construction completion	July 2021

Permanent Substation CIP U00660:

Design/permitting completion	November 2021
Construction funding approval	December 2021
Construction substantial completion	April 2023

Terminal 30 Substation Replacement

Authorization

4/6/2021 – MM approved \$1.8M for a revised total of \$2.8M.

12/8/2020 – Declaration of Emergency for \$1M.

The current authorization is \$2.8M.

Scope

Temporary Substation (CIP U00661)

- Design
- Procurement and leasing of substation equipment
- On-site improvements construction (electrical trenching, barricade/fencing, etc.)
- Temporary substation equipment installation
- Electrical service reconnection to existing T-30 power feed from Seattle City Light

Permanent Substation (CIP U00660)

- Design and permitting
- Construction bidding and award
- Substation equipment procurement
- On-site construction (pad removal/replacement, electrical trenching, equipment installation, etc.)
- Electrical service reconnection to existing T-30 power feed from Seattle City Light

Project Cost

The current CIP allocates \$4,720,000 for U00660 substation replacement (capital), and \$1,677,000 for U00661 temporary power (expense). The budget will be updated as part of the 2022 budget process.

Risks

Final completion date of permanent substation subject to long-lead time required for procurement of electrical equipment by Contractor.

Grant

No grant funding is associated with this project.