Item No. 7c –Supp

Date of Meeting November 30, 2009

Port of Seattle
T-5 Maintenance Dredging Update

Port of Seattle Commission Briefing
November 30, 2009

T-5 Maintenance Dredging

- Background:
  - In September 08 Commission authorized $680K (expense project) for design and permitting
  - Proposal included all berths in one dredging event to be completed by February 15, 2010

T-5 Maintenance Dredging

Project Area

T-5 Maintenance Dredging

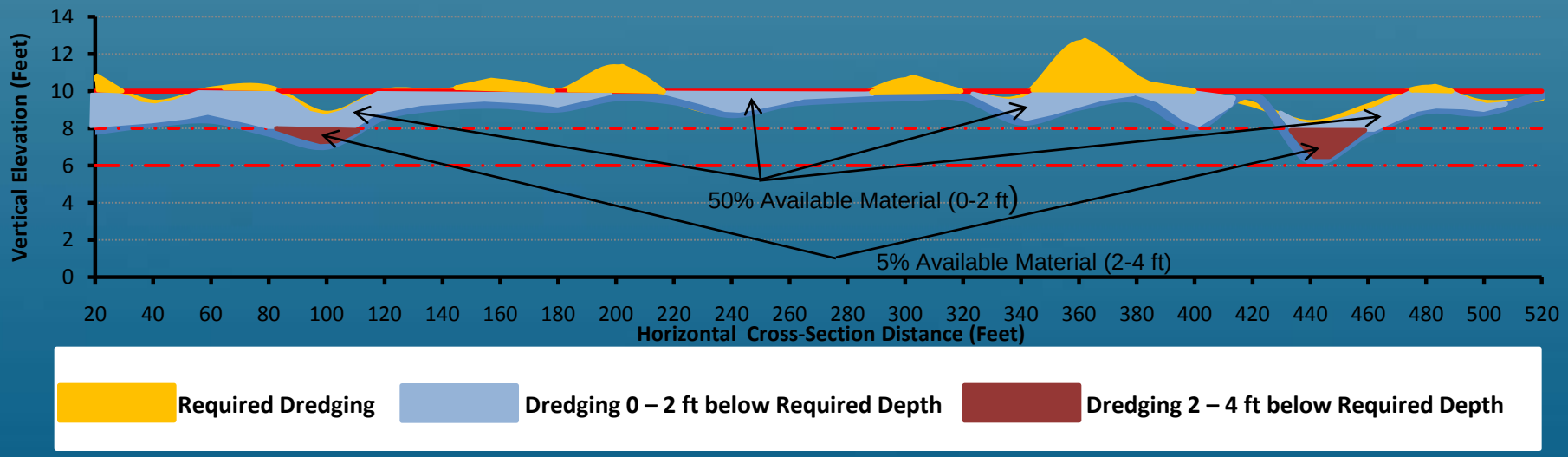
- Recent events:
  - Current operating budget constraints
  - Delays and phased construction approach to defer spending
  - More time to pursue a long-term strategic maintenance permit
  - Met with permit agencies regarding long-term maintenance permit

T-5 Maintenance Dredging

- Proposed long-term strategy addresses:
  - Issues such as equipment tolerances
  - Frequent sloughing/shoaling at T5
  - Minimum safety for newer deep draft vessels
  - Future changes to sediment standards- upland vs. open water disposal
  - Phasing: Berth 2 in early 2011, Berths 1 & 3 later

T-5 Maintenance Dredging

- Equipment tolerances (previous experience):
  - Sheltered, harbor conditions
  - Mechanical dredge
  - Tight dredging standards (1’ OD)

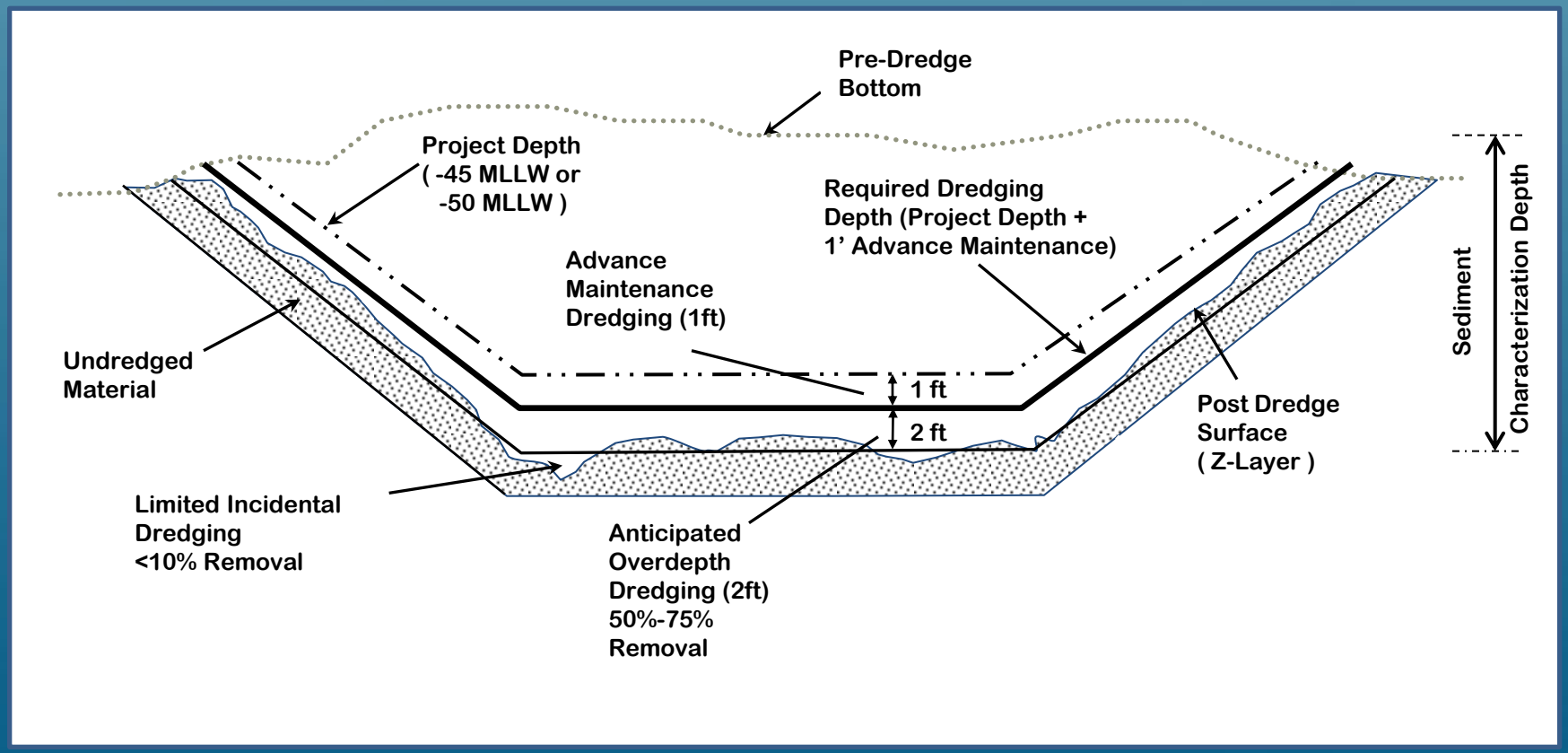


T-5 Maintenance Dredging

- Intent of Overdepth
  - Reflective of project conditions
  - Reflective of dredge capabilities
  - Avoid permit non-compliance for incidental depth *excursions*
  - Not intended to obtain deeper than permitted project depths

T-5 Maintenance Dredging

Dredge Prism



T-5 Maintenance Dredging

- Proposed New Strategy
  - 10 Year Programmatic Permit
    - Phased dredging over 10 years
    - Streamlines regulatory process
    - Eliminates perception of 'piecemeal' approach
    - One foot (1') advance maintenance to extend interval between events, increase safety, lower cost, lower emissions (EX-15)
    - Two feet (2') overdepth for equipment tolerances, vessel safety, compliance & contracting
      - 50-75% sediments removed from 0'- 2' below required depth
    - Zone of incidental excursions
      - 5-15% sediments removed from 2'- 4' below required depth

T-5 Maintenance Dredging

– Phase I

- Dredge 1000’ l.f. (Berth 2)
- Scheduled 2010/2011 dredging season
- Dredging to include 1’ advance maintenance and 2’ overdepth
- Provisions for incidental excursions below overdepth limits
- +/- 3,000 cubic yards
- Phase I construction costs depend on DMMO determination

T-5 Maintenance Dredging

- Phase II
  - Berth 1 and Berth 3
  - Dredging to include 1’ advance maintenance and 2’ overdepth
  - Provisions for incidental excursions below overdepth limits
  - Dredge during 2011/2012 or 2012/2013 dredging season (if budget permits)
  - +/- 11,300 cubic yards
  - Requires new Suitability Determination from DMMO subject to future standards
  - Berth 3 requires further study of slope stability (slope stabilization work is not included in the programmatic permit)

T-5 Maintenance Dredging

- Phase III: Subsequent Maintenance
  - 10-year period
  - Estimated 1-3 year frequency
  - Not to exceed 40,000 cubic yards over ten year period
  - Each event requires notification/coordination:
    - U.S. Army Corps of Engineers
    - Dredged Materials Management Office
    - Muckleshoot & Suquamish Tribes
    - Environmental Protection Agency
    - Washington State Dept. of Ecology
    - Washington State Dept. of Fish & Wildlife
    - City of Seattle
    - NOAA Fisheries/US Fish & Wildlife Service

T-5 Maintenance Dredging

Next steps:

- For 2009
  1. Submit JARPA for Programmatic Maintenance Permit
  2. Undertake required agency consultation/coordination
- For 2010:
  1. Receive regulatory approvals
  2. Final design, bid, and construct Phase 1/Berth 2
  3. Commission authorization for bid/award/construction for Phase I (anticipated summer 2010)