

Item No: 10d\_Supp

Meeting date: September 12, 2023

# West Waterway Deepening

Arthur Kim – Capital Project Manager



# Action Request

Request Commission authorization for the Executive Director to:

1. Execute a Design Agreement and all associated documents with the US Army Corps of Engineers for the Preconstruction Engineering and Design phase of the West Waterway Deepening Project, and
2. Authorize the Preconstruction Engineering and Design Phase of the West Waterway Channel Deepening Project, including execution of outside services contracts and service agreements, for an estimated Port cost of \$4,000,000, with the total authorized amount for the project to be at \$5,650,000.

# USACE SEATTLE HARBOR NAVIGATION IMPROVEMENT PROJECT

Item No.: \_Supp  
Meeting Date: July 14, 2020

**West Waterway**  
*Deepening -57' MLLW*

**East Waterway**  
*Deepening -57' MLLW*

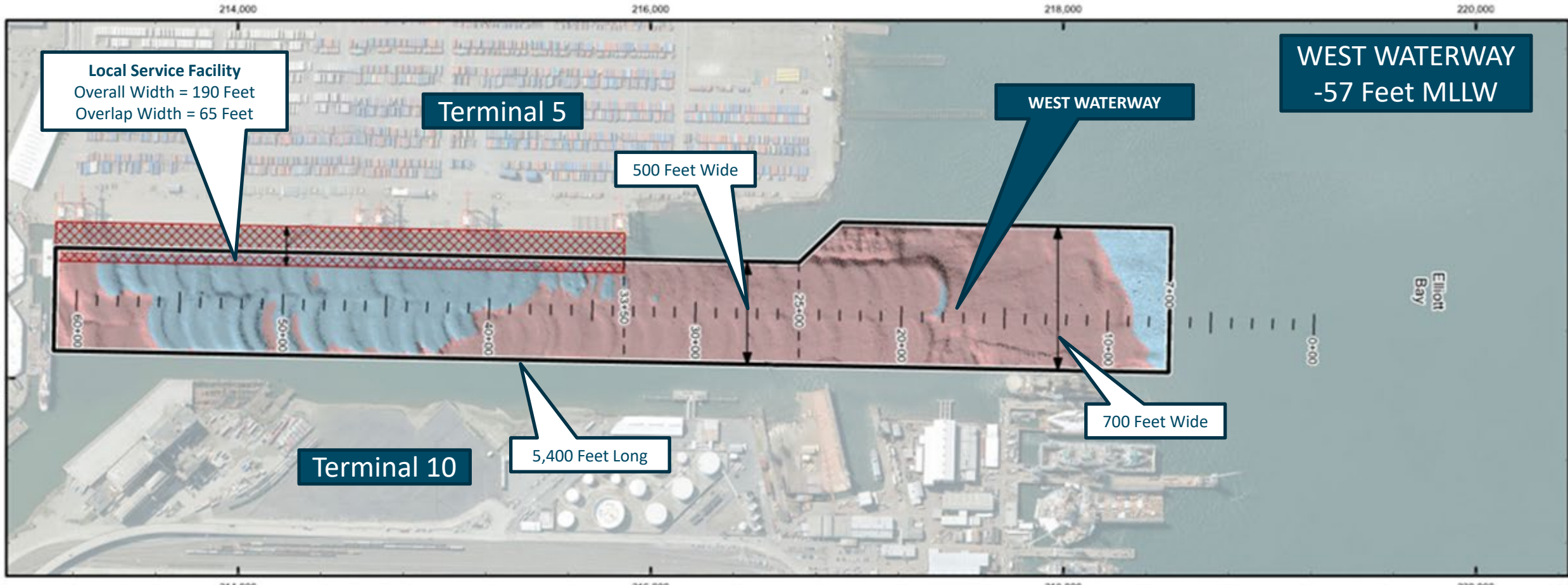
T-5

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# West Waterway Deepening Site Location



# Background

- 2014: Managing Members approved joint feasibility study with US Army Corps of Engineers (USACE) to deepen federal navigation channels in East & West Waterways.
- 2017: Feasibility Report completed
- 2018: Congress authorized deepening channel to -57' MLLW.
- 2020: USACE received funding for Preconstruction Engineering and Design (PED) for West Waterway.
- USACE estimates 700K cubic yards will be dredged.

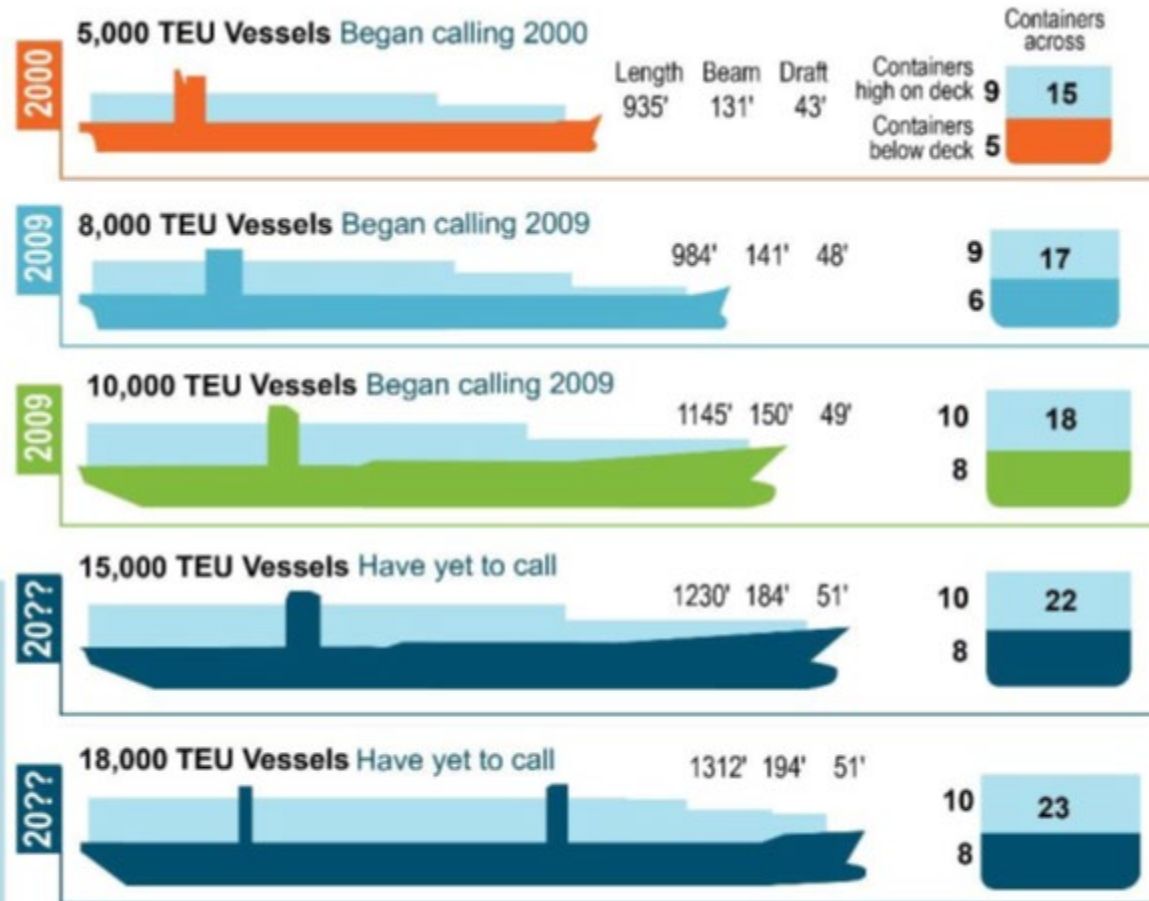
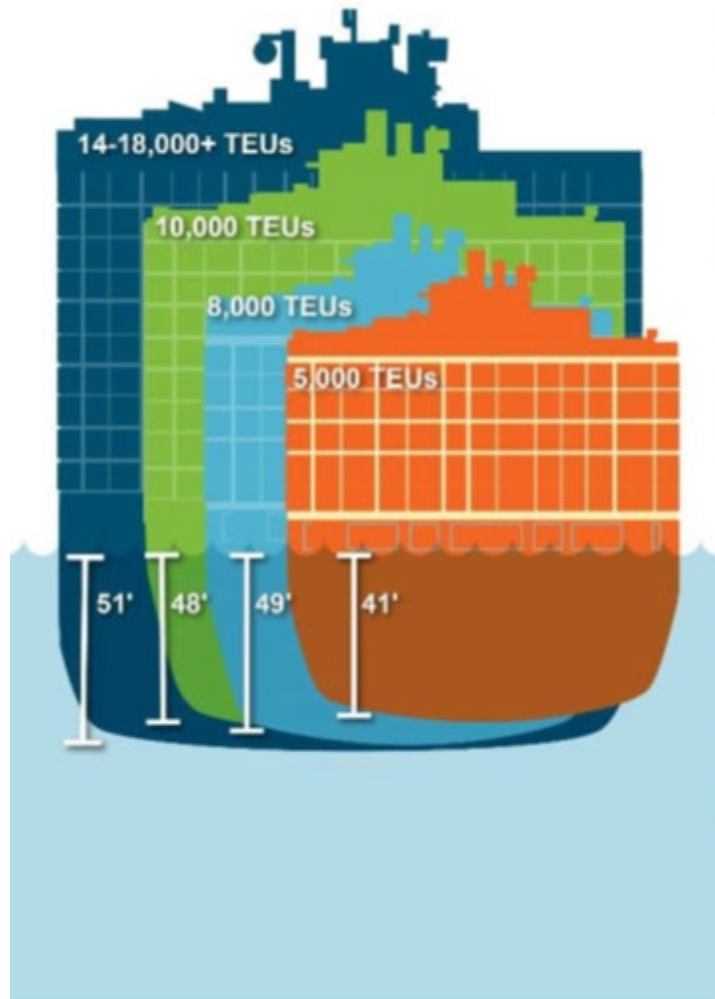
# USACE Partnership

- Design Agreement commits the Port of Seattle as non-federal sponsor to share 50% of design with cash and/or work-in-kind (WIK)
- USACE will manage PED phase including environmental permitting, engineering, and lead overall design.
- Port will be responsible for sediment characterization, geotechnical engineering, and participation in ship simulations.
  - Payment will be made to make up the difference between WIK & 50/50 split.
  - Some Port costs will not be eligible for WIK credit.

# Why Deepen the West Waterway?

- Seattle Harbor is a major gateway for regional & national exports/imports.
  - Will lose container market share to other ports.
- Container ships are increasing in size needing deeper navigation channels or risk causing operational delays.
  - Without deepening largest ships need to wait until high tide.
- Terminal 5 Berth Modernization is deepening berth for the largest ships.

# Ability to Berth the Largest Ships





# Schedule

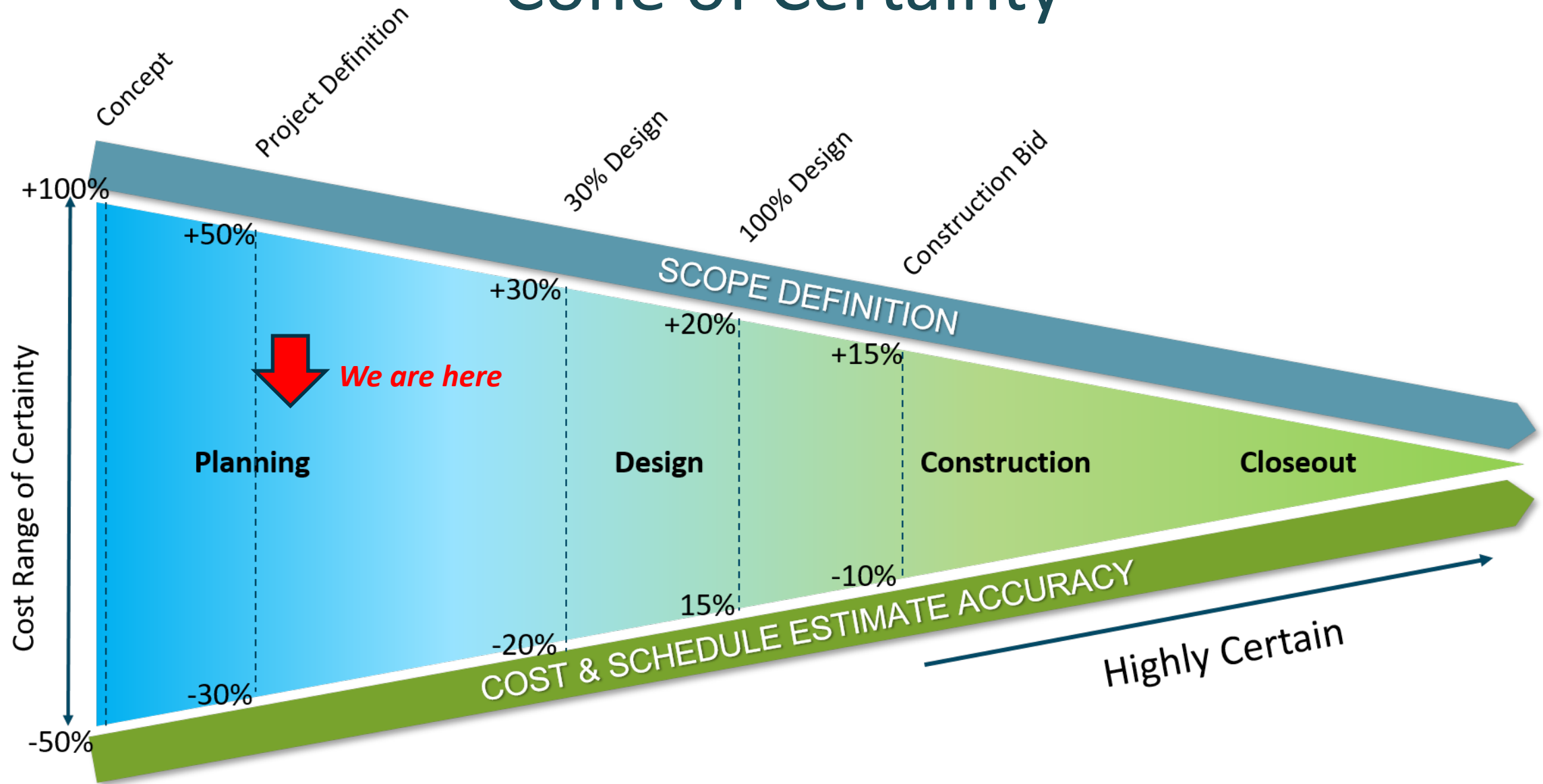
POS Commission Design Authorization	September 2023
Design Agreement Execution	Q3 2023
Design Kickoff	Q4 2023
Procure WIK Consultant	Q2 2024
Design Completion	Q3 2026

# Budget and Authorization

AUTHORIZATION	Capital (POS)	Expense (NWSA)	Total
Previous Authorizations	\$150,000	\$1,500,000	\$1,650,000
Current Request for Authorization	\$4,000,000	\$0	\$4,000,000
Total Authorizations	\$4,150,000	\$1,500,000	\$5,650,000
*Remaining Amount to Be Authorized	\$23,850,000	\$0	\$23,850,000

*\*Remaining Amount to Be Authorized is based on a 2017 estimate & will be revised during design.*

# Cone of Certainty



# Authorization Request/Next Steps

Total amount of this request: \$4,000,000

## Next Steps:

- Execute Design Agreement and associated documents.
- Begin design with USACE.
- Advertise and award project specific service agreement.



Questions?