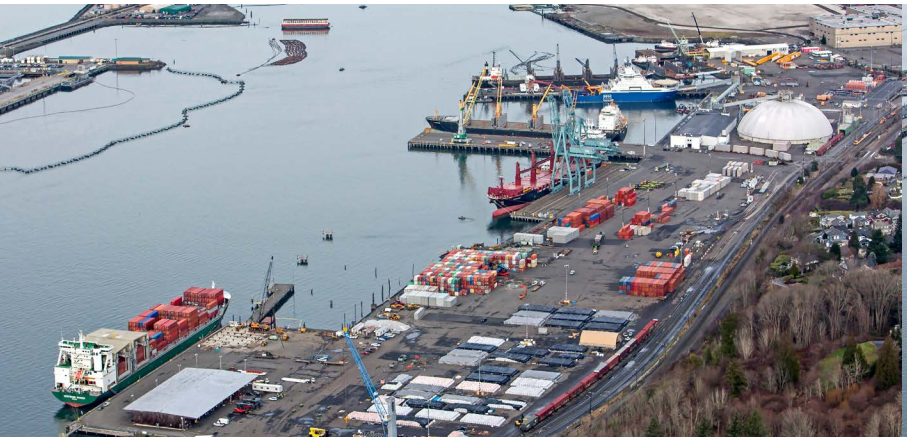
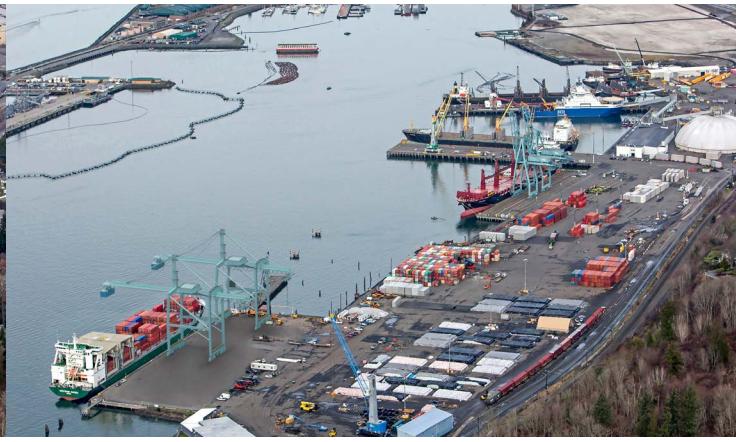
Port of EVERETT SEAPORT

Preparing for Larger Ships
South Terminal Intermodal Modernization Project
Fast Lane/TIGER Grant Fact Sheets





PROJECT COST/TIMING

Est. Project Cost	Project Timeline
$55 M	2016-2019

PROJECT READINESS

- **South Terminal:** Engineering and permitting for strengthening the remaining 560 lineal feet of dock and adding 100-foot gauge crane rail is underway; construction scheduled to begin in summer 2017.
- **Terminal Rail:** Environmental permitting is complete for the terminal rail project and final design and engineering are underway. Construction will commence in the 4th quarter of 2016.

PROJECT NEED

The Port of Everett, located 25 miles North of Seattle, is a strategic seaport that supports nearly $25 BILLION worth of U.S. exports annually. Everett is also homeport to Naval Station Everett. Since 2008, the Port of Everett has been working on recapitalizing our seaport facilities to meet the growing trend toward larger vessel size to continue to provide critical infrastructure that supports jobs and tax base in our region. The shift to larger ships is here.

By the end of 2016, we will have three of the larger charter ships calling our port. We have reached a point where our infrastructure is no longer keeping pace with the industry changes, and we are on an aggressive path to complete the strengthening of our South Terminal Intermodal Modernization Project.

WHY INVEST IN EVERETT?

The Port of Everett Seaport provides critical infrastructure in our regional transportation network that supports more than 35,000 jobs and $313 million in state and local tax revenue. Everett's seaport is a strategic port that specializes in high-value, overdimensional cargoes. The Port of Everett supports the largest customs district in the state by export value, and is the second largest container port in Washington State – second to the Northwest Seaport Alliance (the ports of Seattle and Tacoma), the state's major commodity ports.

AEROSPACE & DISASTER RECOVERY

The Port of Everett serves as an extension of the aerospace manufacturing process, and plays a critical role in the just-in-time-delivery schedule. We transport ALL the oversized parts for the 747, 767, 777, K-C46 Tanker and soon to be 777X airplane programs. We also serve as a backup facility to the 787 Dreamliner. Additionally, the Port supports the construction, manufacturing and energy sectors by way of transporting various high and heavy breakbulk and roll-on/roll-off cargoes.

The Port of Everett has also been identified as a recovery port in the region in the event of a man-made or natural disaster near the consumer ports of Seattle and Tacoma (Northwest Seaport Alliance). In order to serve this role, we need to have longer berths, deeper draft and more rail capacity.

Improvement	Current Condition	Future Condition
• Berth Length for Cargo Equip.	140-feet	700-feet
• Roll-on/Roll-off Cargo Berth	One (1)	Two (2)
• Dock Strength	140 ft (1,000 psf) 560 ft (500 psf)	1,000 pounds per square foot
• Gantry Cranes	None	2, 100-foot guage cranes*
• Shore Power	None	Shore power availability
• Warehouse Space	None	Yes, size to be determined
• On Terminal Rail	5,000 lineal feet	9,000 lineal feet

**Not being acquired with federal grant dollars*

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Project Description

WHARF UPGRADE

The existing wharf at South Terminal is a 700-foot long concrete deck superstructure supported on concrete piling. The wharf was constructed in the late 1970s by the Weyerhauser Co., and was designed to only support 500 pounds per square foot (PSF) live load. Modern cargo operations, particularly in bulk/break-bulk operations, typically require 1,000 PSF live load or greater. Furthermore, many of the concrete beams supporting the deck are exhibiting signs of their age, with cracking and spalling. In 2015, the Port completed Project I of this dock strengthening project, to construct a "heavy-lift" section on a 140X110 square foot area at the north end of the wharf. Project II of this project will add piling and reinforce the remaining 560-feet of dock structure for 1,000 PSF live loading, and rehabilitate deteriorated elements of the existing structure, and construct 700 feet of 100-foot gauge crane rails, which will allow the Port to install two, 100-foot gauge gantry cranes on the wharf.

SHORE POWER

The project will extend new high voltage power systems into the Port's existing South Terminal to provide power and equipment to allow shipping vessels to "cold iron" while at berth. Voltage requirements exceed 10,000 volts, and new main and underground power lines, substations, transformers, and electrical panels will need to be installed in the terminal. Other special equipment is needed dockside to allow high voltage cables to be extended and connected to the ships' power systems.

TERMINAL RAIL IMPROVEMENTS

Project II includes approximately 3,300 LF of additional rail sidings. This double terminal rail siding project would more than double the operational capacity at the Port of Everett, increasing the on-site storage from 46 cars to a total of 106 cars upon completion. This would provide the capacity necessary to support enhanced rail operations and reduce congestion and delays on the mainline.

CONSTRUCTION OF A NEW WAREHOUSE

The existing warehouse located adjacent to the South Terminal Wharf will be demolished as part of this project and replaced with a larger warehouse facility in the general vicinity. The square footage of this new structure has yet to be determined.

COMPANION PROJECTS

Project I: South Terminal Heavylift Pad & Terminal Rail

- **Complete 2nd Quarter 2016**

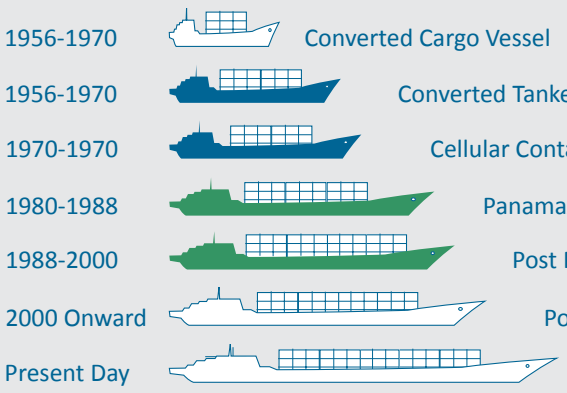
Project III: South Terminal Wharf Dock Expansion & Additional Water Depth

- **Anticipated Completion 2022**

A SHIFT IN VESSEL SIZE

Here's a snapshot of how vessels have changed in size over the past 60 years. To put this into perspective, the largest ships the Port of Everett can easily accommodate today are approximately 650-feet in length. With its planned seaport investments, the Port's goal is to be able to service Panamax Class and Post Panamax ships tailored to our high and heavy cargo niche within five years.

Currently Servicing Upgrading to Service*



		LENGTH	DRAFT
1956-1970	Converted Cargo Vessel	443ft	29.5ft
1956-1970	Converted Tankers	656ft	29.5ft
1970-1970	Cellular Containership	705ft	33ft
1980-1988	Panamax Class*	820-950ft	33ft
1988-2000	Post Panamax*	900-1,000ft	39ft
2000 Onward	Post Panamax Plus	1,100 ft	39ft
Present Day	Ultra-Large	1,300ft+	52ft+

Source: U.S. Department of Transportation, National Freight Strategic Plan