

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 8F
Meeting Date: July 7, 2026

DATE: June 29, 2026

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Tong Zhu, Chief Commercial & Strategy Officer

Project Manager: Marcus Van Valen, Engineering Project Manager I

SUBJECT: TOTE Terminal Pavement Maintenance and Repairs Project Authorization

A. ACTION REQUESTED

Project authorization in the amount of \$463,501, for a total authorized amount of \$550,000, for design and construction work associated with the TOTE Terminal Pavement Maintenance and Repairs Project, Project Identification No. 201229.01.

B. SYNOPSIS

The asphalt pavement at the TOTE Terminal has deteriorated to the point that repairs are needed to maintain safe terminal operations and operational capacity.

Preliminary pavement repairs were completed under executive authorization in January 2026. Additional authorization is now being requested to complete additional repairs based on the pavement conditions identified in January 2026. The Lease and Operating Agreement between The Northwest Seaport Alliance (NWSA) and TOTE Maritime Alaska, Inc. provides that pavement concrete landing pads periodic maintenance for normal wear and tear is the responsibility of the Lessor.

C. BACKGROUND

Originally constructed in 1984, the TOTE Terminal facility is located near the northeast end of the Blair Waterway and includes two (2) berths that primarily serve roll-on/roll-off (RORO) vessels with twice-weekly service. Cargo typically consists of rubber-tired vehicles; however, operations also involve steel-wheeled and oversized equipment, including tracked agricultural equipment, which contributes to accelerated pavement wear. In addition, repeated use by terminal operating equipment has contributed to the deterioration of the existing asphalt surfaces.

In January 2026, the NWSA advanced limited asphalt repairs in the most severely damaged areas to maintain terminal operations and to evaluate which pavement areas could be preserved with seal coating in Spring 2026. Following completion of that January work, additional field review determined that several areas originally planned for seal coating in Spring 2026 had deteriorated beyond preventive maintenance treatment and now require more extensive repair. As a result, the project scope increased from limited maintenance work to a broader repair effort necessary to preserve operational capacity at the facility.

D. PROJECT DESCRIPTION AND DETAILS

The scope of this project is to complete the design and construction of pavement maintenance and repair work throughout the TOTE Terminal yard. Work will include localized asphalt replacement in severely deteriorated areas, seal coating and crack sealing where feasible, and re-striping following completion of the repairs.

Project Objectives

- Rehabilitate areas of severely deteriorated asphalt with new pavement.
- Extend the service life of drive aisles through preventive maintenance treatments where feasible.
- Fulfill pavement maintenance obligations to the tenant.

Scope of Work

- Design tasks necessary to support the pavement repairs.
- Grinding and paving of severely deteriorated asphalt pavement areas.
- Seal coating and crack sealing of drive aisles, where feasible, to extend pavement service life.
- Re-striping repaired areas following completion of the work.

Schedule

Advertise for Bid	July 31, 2026
Open Bids	August 19, 2026
Notice of Award	August 26, 2026
Substantial Completion	May 31, 2027
Final Completion	June 30, 2027

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$55,001	\$75,000	\$22,499	\$52,501
Construction	\$408,500	\$475,000	\$64,000	\$411,000
Total	\$463,501	\$550,000	\$86,499	\$463,501

Source of Funds

This project will be funded by NWSA operating income. The 2026-2030 Capital Investment Plan (CIP) Budget allocates \$550,000 for this project.

Financial Impact

Project costs will be expensed as incurred. The TOTE Terminal is budgeted to provide approximately \$4.1 million cash in 2026.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: This work will be covered under the Port's Comprehensive Mitigated Maintenance Program (CMMP) if applicable.

Remediation: No remediation needed.

Stormwater: Construction best management practices will be implemented during grinding and paving activities.

Air Quality: The use of renewable diesel is encouraged during construction activities.

PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
November 20, 2025	Executive Authorization for Design and Construction	\$86,499
TOTAL		\$ 86,499