

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 9C
Meeting Date: July 7, 2026

DATE: June 12, 2026

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Jim Vo, Sr. Director NWSA Real Estate
Project Manager: Valerie Huffman, Project Manager III, Waterfront Project Management

SUBJECT: Terminal 46 Seattle Public Utilities (SPU) Combined Pipe Repair Project Authorization

A. ACTION REQUESTED

Project authorization in the amount of \$860,000, for a total authorized amount of \$1,100,000, for work associated with the Terminal 46 Seattle Public Utilities Combined Pipe Repair, Project Identification No. N10279.

B. SYNOPSIS

This project was established to investigate erosion around the Seattle Public Utilities King Street Outfall that runs through the northeast section of Terminal 46 (T46) and to undertake repairs as necessary in coordination with SPU. This work addresses repairs needed to the seawall and supporting footer, which is the Northwest Seaport Alliance's (NWSA) responsibility in accordance with the Second Addendum to the Interlocal Agreement Between the Port of Seattle and The Northwest Seaport Alliance Regarding the Port of Seattle's Use of a Portion of Terminal 46.

C. BACKGROUND

A sink hole developed on the northeast side of T46 above the SPU King Street Outfall. A cross-jurisdictional effort between the NWSA, Port of Seattle (POS), and SPU was established to investigate the erosion that led to the sink hole and determine what repairs would be necessary. A phased approach was developed; Phase 1 investigated the land-side erosion and associated repairs were completed in Q1 2026 and Phase 2 investigated water-side erosion and will complete repairs in that area.

Phase 2 investigations identified erosion at the SPU King Street Outfall as it passes through the seawall. In coordination with SPU, a plan has been developed to repair the concrete footing in this area. This will prevent further erosion in a manner that also ensures the pipe has proper structural integrity without compromising the pipe.

Design has progressed to 30%, and the intent is to complete repair work using POS Port Construction Services (PCS). Once the repair has taken place to address the erosion, further coordination with SPU will ensure minor pipe damage gets addressed.

D. PROJECT DESCRIPTION AND DETAILS

Project Objectives

- Investigate the erosion around the SPU King Street Outfall on Terminal 46 both on the landside and waterside.
- Repair SPU pipe as necessary.
- Backfill any void areas around the SPU pipe.
- Repair the sinkhole and surface pavement.
- Undertake repairs to prevent further erosion.

Scope of Work

The scope of work will include:

- Cross-jurisdictional coordination between the NWSA, POS, and SPU.
- Design to support both landside and water-side repairs.
- Permitting support for both landside and water-side repairs.
- Procurement support for POS and NWSA directed repairs.
- Project Management Support of NWSA and SPU directed repairs.
- Construction to conduct repairs.

Schedule

Phase 1 Completed	Q1 2026
Phase 2 - 30% Design	Q2 2026
Phase 2 Permitting	Q3 2026
Phase 2 PCS Substantial Completion	Q4 2026
Final Completion	Q1 2027

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$50,000	\$50,000	\$0	\$50,000
Pre-Design	\$0	\$89,000	\$89,000	\$0
Design	\$145,000	\$236,000	\$45,000	\$191,000
Construction	\$665,000	\$725,000	\$11,000	\$714,000
Total	\$860,000	\$1,100,000	\$145,000	\$955,000

Source of Funds

This project will be funded through NWSA operating income. The 2026–2030 Capital Investment Plan includes a budget allocation of \$1,890,000, with a total anticipated project cost of \$1,988,000, inclusive of expenditures incurred prior to 2026.

Financial Impact

T46 is budgeted to provide approximately \$5.2 million in cash in 2026 before this expense which was originally budgeted in 2027. The project was moved forward in time due to opportunity and to reduce project cost increases due to inflation. Project costs will be expensed as incurred, reducing the budgeted income by actual amounts spent.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: State Environmental Policy Act (SEPA) review using SEPA Exemption Memo or covered under Comprehensive Repair and Maintenance; In-water permits and approvals will be required from The US Army Corps of Engineers; Washington State Departments of Fish & Wildlife, Ecology and Natural Resources, and tribal coordination will be required.

Remediation: None.

Stormwater: Potential for stormwater review for staging and laydown.

Air Quality: No impacts.

G. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
February 2, 2026	Executive Authorization for Phase 2 Investigation and 30% Design	\$100,000
January 7, 2025	Executive Authorization for Phase 1 Construction	\$75,000
March 31, 2023	Executive Authorization for Preliminary Investigation and Phase 1 Design	\$65,000
TOTAL		\$240,000

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T46 SPU Combined Pipe Repair



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

Valerie Huffman
Project Manager III, Waterfront Project Management

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Background

- Project established to investigate and repair observed erosion on the northeast section of Terminal 46 located around the Seattle Public Utilities (SPU) King Street Outfall
 - Investigation triggered by development of a sink hole above the outfall discovered;
 - Land-side erosion above the SPU King Street Outfall
 - Water-side erosion at the SPU King Street Outfall as it passes through the seawall
- Project Divided into 2 Phases
 - Phase 1 – investigate and repair land-side erosion
 - Phase 2 – investigate and repair water-side erosion



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Background

- Multi-jurisdictional effort between
 - Northwest Seaport Alliance (NWSA)
 - Port of Seattle (POS)
 - Seattle Public Utilities (SPU)



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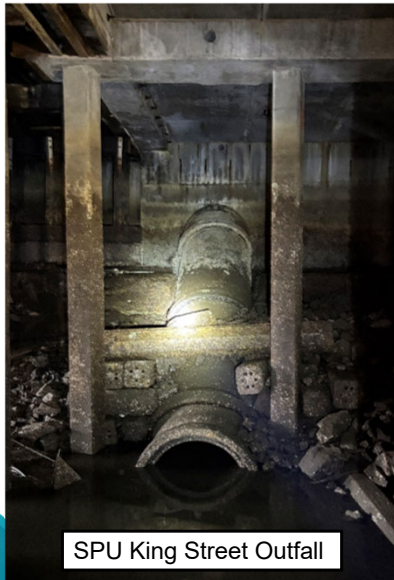
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Background – Current Conditions



SPU King Street Outfall



Left: Gap underneath outfall pipe at seawall from north side

Right: Gap underneath outfall pipe at seawall from south side

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Project Description and Details

- Phase 1 land side erosion
 - Investigation and repairs completed Q1 2025
- Phase 2 water-side erosion
 - Investigation completed Q1 2026
 - Plan developed in coordination with SPU to repair concrete footing to prevent further erosion
 - Design to 30% completed
 - Repair to be completed by Port Construction Services (PCS) by Q1 2027
 - Further coordination with SPU will facilitate minor repairs to the water-side of the outfall

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Project Schedule

Activity	Timeframe
Phase 1 Completed	Q1 2026
Phase 2 30% Design	Q2 2026
Phase 2 Permitting	Q3/Q4 2026
Phase 2 Substantial Completion	Q4 2026
Final Completion	Q1 2027



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Source of Funds & Financial Impact

- This project will be funded through NWSA operating income. The 2026–2030 Capital Investment Plan includes a budget allocation of \$1,890,000, with a total anticipated project cost of \$1,988,000, inclusive of expenditures incurred prior to 2026.
- T46 is budgeted to provide \$5.2 million in cash in 2026 before this expense, which was originally budgeted in 2027. The project was moved forward in time due to opportunity and to reduce project cost increases due to inflation. Project costs will be expensed as incurred, reducing the budgeted income by actual amounts spent.



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Financial Summary

Item	Previous Request	This Request	Total Project Estimate	Cost to Date	Remaining Cost
Procurement	\$0	\$50,000	\$50,000	\$0	\$50,000
Pre-Design	\$89,000	\$0	\$89,000	\$89,000	\$0
Design	\$91,000	\$145,000	\$236,000	\$45,000	\$191,000
Construction	\$60,000	\$665,000	\$725,000	\$11,000	\$714,000
Project Total:	\$240,000	\$860,000	\$1,100,000	\$145,000	955,000



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Environmental Impacts / Review

- **Permitting:**
 - State Environmental Policy Act (SEPA) review using SEPA Exemption Memo or covered under Comprehensive Repair and Maintenance
 - In-water permits and approvals will be required from;
 - The US Army Corps of Engineers
 - Washington State Departments of Fish & Wildlife, Ecology and Natural Resources
 - Tribal coordination
- **Remediation:** None
- **Stormwater:** Potential for stormwater review
- **Air Quality:** No impacts



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