

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

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

DATE: June 29, 2026

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Jim Vo, Sr. Director NWSA Real Estate

Project Manager: Kyle Smith, Engineering Project Manager II

SUBJECT: Pierce County Terminal (PCT) Transfer Zone Pavement Reconstruction Project Authorization for the Everport Terminal Services Inc. Lease with The Northwest Seaport Alliance.

A. ACTION REQUESTED

Project authorization in the amount of \$830,000, for a total authorized amount of \$1,000,000, for design work associated with the Pierce County Terminal (PCT) Transfer Zone Project, Project Identification No. 202059.

B. SYNOPSIS

This action will fund the design phase of the project. A full-depth rehabilitation of the pavement and underlying base course section at the transfer zone is necessary for the continued safe operation in the area. Stormwater treatment improvements will also be designed as part of this project scope. Pavement maintenance is a Northwest Seaport Alliance (NWSA) lease obligation.

C. BACKGROUND

The transfer zone is a series of truck stalls in the marshalling yard where inbound and outbound trucks exchange containers via straddle carrier.

There are approximately 30 total transfer zone truck stalls. The terminal completes an average of 1,000 transactions in the transfer zone per day, so each stall accommodates approximately 33 truck transactions each day. Excessive rutting and pavement failure prevents container handling equipment from being safely operated in the transfer zone and in turn decreases the overall capacity of the terminal.

This project was a component of the Port Infrastructure Development Program (PIDP) 2024 grant award that provided \$2,630,000 in federal funding for this effort.

Completion of this project is a Northwest Seaport Alliance obligation of the current lease.

D. PROJECT DESCRIPTION AND DETAILS

Project Objectives

- Excavate and rebuild the full depth of the pavement and underlying base course.
- Install stormwater conveyance and treatment systems.
- Ensure a safe working environment for terminal operations

Scope of Work

This authorization encompasses only the design phase of the project.

The scope of work will include:

- Alternatives analysis comparing the use of concrete pavement in-lieu of conventional asphalt and the long-term benefits when used in a high-load environment
- Engineering design work to produce bid ready drawings and specifications
- Permitting with the relevant agencies

Schedule

The design phase is beginning Q3 2026.

Complete Design	Q1 2027
Public Works Procurement	Q2 2027
Substantial Completion	Q4 2027
Final Completion	Q1 2028

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$830,000	\$1,000,000	\$14,000	\$986,000
Construction	\$0	\$6,300,000	\$0	\$6,300,000
Total	\$830,000	\$7,300,000	\$14,000	\$7,286,000

Source of Funds

The funds for project will be provided by the Homeports through the standard Capital project funding process. The 5-year Capital Investment Plan (CIP) Budget allocates \$4.8 million for this project. The amount will be updated during the 2027 budget process. This project is partially funded by the 2024 PIDP Grant which includes a 50% match.

Financial Impact

PCT terminal and the associated intermodal yard are budgeted to provide \$19.8 million cash in 2026. Project costs will be capitalized and depreciated over ten years resulting in approximately \$729,000 of depreciation per year when the project is completed.

Grant income will be recognized as non-operating revenue as earned.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: Permitting requirements will be evaluated during the design phase and the necessary permits obtained prior to construction.

Remediation: All excavated soils must be sampled and properly characterized prior to regulated disposal.

Stormwater: Stormwater treatment requirements will need to be addressed during design.

Air Quality: No significant air quality impacts are expected from this project.

G. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
January 30, 2026	Executive Authorization for Design	\$170,000
September 3, 2025	Managing Members Grant Approval	\$0
TOTAL		\$170,000

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

Pierce County Terminal (PCT) Transfer Zone Pavement Reconstruction Project Authorization



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

Kyle Smith, P.E.
Engineering Project Manager II

1

ACTION REQUESTED

Project authorization in the amount of \$830,000, for a total authorized amount of \$1,000,000, for design work associated with the Pierce County Terminal (PCT) Transfer Zone Pavement Reconstruction Project Authorization, Project Identification No. 202059.



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

2

2

Background

- The transfer zone is a series of 30 truck stalls in the marshalling yard where inbound and outbound trucks exchange containers via straddle carrier and completes an average of 1,000 transfers per day
- Excessive rutting is impacting the safe operation of cargo handling equipment in this area
- The NWSA accepted the Port Infrastructure Development Program 2024 (PIDP) grant that provided \$2,630,000 in federal funding
- Pavement maintenance is an NWSA lease obligation



3

3

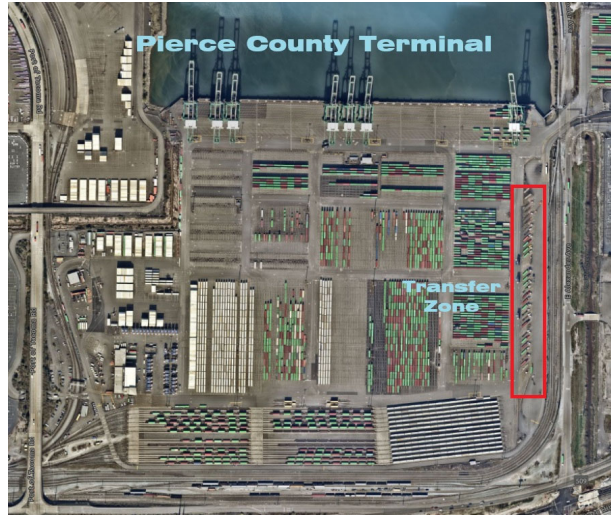
Background



4

4

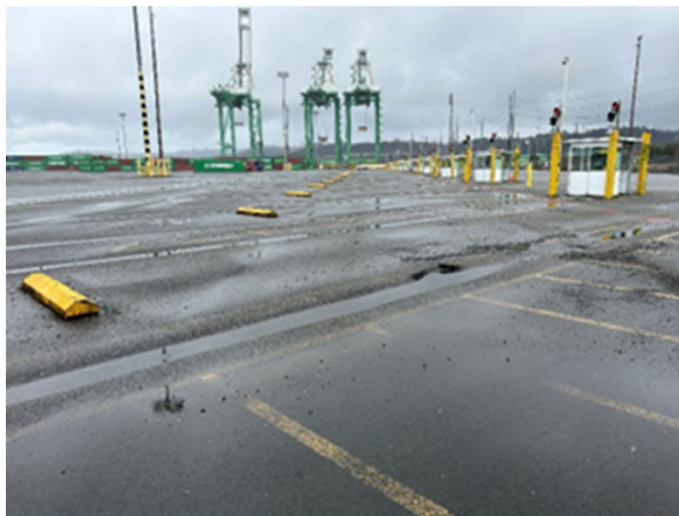
Background



5

5

Background



6

6

Project Description and Details

- **Project Objectives:**
 - Excavate and rebuild the full depth of the pavement and underlying base course
 - Install stormwater conveyance and treatment systems
 - Ensure a safe working environment for terminal operations
- **Scope of Work**
 - Alternatives analysis comparing the use of concrete pavement in-lieu of conventional asphalt and the long-term benefits when used in a high load environment
 - Engineering design work to produce bid ready drawings and specifications
 - Permitting with the relevant agencies



7

7

Project Schedule

Activity	Timeframe
Complete Design	Q1 2027
Public Works Procurement	Q2 2027
Substantial Completion	Q4 2027
Final Completion	Q1 2028



8

8

Source of Funds

The funds for project will be provided by the Homeports through the standard Capital project funding process. The 5-year Capital Investment Plan (CIP) Budget allocates \$5,620,000 for this project. This project is partially funded by the 2024 PIDP Grant which includes a 50% match



9

9

Financial Summary

Item	Budget Estimate	Cost to Date	Remaining Cost
Design	\$1,000,000	\$14,000	\$986,000
Construction	\$6,300,000	\$0	\$6,300,000
Project Total:	\$7,300,000	\$14,000	\$7,386,000

PCT terminal and the associated intermodal yard are budgeted to provided \$19.8 million cash in 2026. Project costs will be capitalized and depreciated over ten years resulting in \$729,000 depreciation per year when the project is completed



10

10

Environmental Impacts / Review

- Permitting: Permitting requirements will be evaluated during the design phase and the necessary permits obtained prior to construction
- Remediation: All excavated soils must be sampled and properly characterized prior to regulated disposal
- Stormwater: Stormwater treatment requirements will need to be addressed during design
- Air Quality: No significant air quality impacts are expected from this project



11

11

ACTION REQUESTED

Project authorization in the amount of \$830,000, for a total authorized amount of \$1,000,000, for design work associated with the Pierce County Terminal (PCT) Transfer Zone Pavement Reconstruction Project Authorization, Project Identification No. 202059.



12

12