COMMISSION
AGENDA MEMORANDUM **Item No.** 8c

ACTION ITEM **Date of Meeting** June 9, 2026

DATE : June 9, 2026

TO: Stephen P. Metruck, Executive Director

FROM: Paul Shen, AV Facilities Discipline Manager
Al Grant, Marine Maintenance Facility Compliance Program Manager
Keithly Espiritu, AV Senior Utility Analyst

SUBJECT: **Sewer Waste Pumping and Cleaning Authorization**

Amount of this request:	$0
Total estimated contract capacity:	$4,000,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to: 1) increase existing contract funding of Contract No. C-00321522, Waste Pumping and Disposal, for Grease Interceptor (GI) and sewer waste pumping and cleaning at the Seattle-Tacoma International Airport (Airport) by $1,000,000; and 2) to execute a new Port-wide Sewer Waste Pumping and Sewer Cleaning contract for $3,000,000, with a term of up to five-years, for grease interceptor and sewer waste pumping and cleaning.

EXECUTIVE SUMMARY

Airport and Seaport facility sewer system infrastructures require routine maintenance through pumping and cleaning services to maintain normal operations. The Airport Main Terminal is occupied by various restaurants that dispose of wastewater through sewer drains that outflow into grease interceptors to separate Fats, Oils, Grease (FOG), and solids from the wastewater before eventually flowing into the Airport's main sewer lines. There are 20 GIs located throughout the Airport that are scheduled for multiple cleaning events annually and are serviced by a third-party contractor. Aviation Maintenance (AVM) also uses the existing contract to clean and troubleshoot various components of the Airport sewer system. The current service contract will realize the maximum authorized capacity by the end of the year; this is a request for approval to increase the contract funding by $1,000,000, for a new contract total of $2,700,000 to ensure continued service needs are available up to the end of its final option year in November 2028.

In addition, we are requesting authorization to execute a new Port-wide sewer waste pumping and cleaning service contract, with a term of up to five years, to ensure no gap in services at the

expiration of the current contract. Seaport currently holds a separate contract for these services to maintain the operations of sewer utility systems of Seaport managed facilities. This new contract shall combine the scope of the Airport and Seaport Division.

JUSTIFICATION

Pumping GI waste is a critical task in the maintenance of the Airport sewer system to reduce the risk of sewage overflow, as well as decrease Biological Oxygen Demand (BOD) levels in the wastewater released to Midway Sewer District, lowering sewer utility surcharge fees. Occasionally, this contract is used by AVM to jet the sewer system to clear up clogs, pump sewer lift stations, and resolve major emergencies that require pumping and cleaning services. Increasing the value of the existing contract will avoid an interruption of scheduled sewer maintenance and provide AVM with the support necessary to manage emergency events through November 2028.

Approval of this request will also allow the Port to procure a market value GI and sewer pumping and cleaning services contract through a competitive process in preparation of the expiration of the existing contract, allowing a smooth continuation of service. Maintenance of the Airport is one of the key areas of focus for the Aviation Division, in its efforts to improve the overall experience of customers, and position SEA as a premier airport; advancing the region as a leading tourism destination.

Although Seaport's use of this service is minor, the availability of this contract for sewer maintenance services at maritime facilities adds great value toward their ability to provide quality customer service. This service contract provides Aviation and Seaport Maintenance with the additional support necessary to adequately manage the operation of sewer systems at various facilities, Port-wide.

Diversity in Contracting

Due to a lack of subcontracting opportunities, there is no aspirational goal for WMBE utilization for the procurement.

DETAILS

Airport and Seaport sewer infrastructure must be well maintained to meet the Port's customer experience expectations in support of the Port's Century Agenda goal to advance as a leading tourism and business gateway of choice on the West Coast.

GI maintenance requires routine pumping and cleaning to avoid damage to the unit and adjoining sewer system, as well as prevent sewage overflow emergencies. The capacity of each GI unit ranges from 4,000 to 12,000 gallons, with most units containing 9,000 gallons. GIs are pumped at a scheduled rate as frequent as one month, with the longest at six months; the majority are pumped at a three to six-month frequency. Sewage waste must also be properly disposed of through regulatory practices. AVM does not have the equipment to pump such amounts of sewer waste and is not adequately resourced to properly dispose of the waste at the necessary frequency.

Pumping GIs reduces the overall BOD in the airport sewer system. In 2017, Midway Sewer approached the Port to alert staff of the Airport's rising BOD levels and its impact on the Midway Sewer facility's ability to process sewer waste for environmental release. Within the last three years, the average Airport BOD levels were 200% higher than the Midway Sewer treatment plant. Aviation Port staff anticipates the continued increase of BOD levels as Airport operations continue to grow. AVM uses the services to pump waste from lift stations, and clear clogs within the sewer system throughout airport facilities.

Seaport maintenance also uses these services to maintain sewer systems at various maritime facilities, including the Fisherman's terminal, marinas, cruise ship terminal and more. Service includes pumping and cleaning of a few GIs and lift stations, as well as jetting to remove clogs.

In 2021, the Executive Director authorized a contract value of $1.7M for GI pumping and cleaning services at Airport facilities to be selected through a competitive procurement process. The contract term is up to five years, and is currently exercising its third year of service, ending November 2026, and has a remaining balance of only $135,000 of uncommitted funds. Growing business activity and increased sewer maintenance support has resulted in greater use of this service, and it is projected that the services for the remaining third-year term will require the release of the remaining uncommitted funds, leaving no contract capacity to request for services for the remaining available contract term, ending November 2028.

The requested commission authorization of $4M would support the following essential aspects of the service contracts:

1. Additional contract funding of $500,000 per service year shall be committed toward fulfilling service needs through the contract's last two optional years of service, resulting in a request for a total of $1M added to the contract capacity of the existing service contract.
2. $3M of the new contract's capacity shall be committed toward sewage waste pumping and cleaning services for the Airport and Seaport, upon contract expiration of the current contract.
    a. Approximately 60% of the contract capacity shall be committed to servicing the GIs at the Airport,
    b. 3% shall be committed to Seaport sewer pumping and cleaning needs,

c. and the remainder shall be committed to other Airport sewer pumping and cleaning work.

Scope of Work

Pumping and collection of waste contained in grease interceptors and lift stations. Proper disposal of waste using regulatory practices. Thorough cleaning of grease interceptors and lift stations, including influent and effluent pipes. Jetting and pumping of any clogs throughout the sewer system. Provide service inspection reports noting any site problems, hazardous conditions or defective equipment found during the job by documenting it in the Work Order and relaying the same information to the Port representative for corrective action. Clean up of work site ensuring the area is ready for operational access or use. Provide summary of service on invoice.

Schedule

Cleaning of Airport GIs is scheduled by AVM based on restaurant operations. Cleaning schedules range from monthly to semi-annually, with most GIs cleaned at a two to three-month frequency.

Other cleaning events like lift station pumping and jetting of clogs, or other emergency situations are unpredictable and are requested as necessary.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Do nothing. Allow the existing contract to exhaust remaining funds and discontinue contracting for future services indefinitely.

Cost Implications: $0

Pros:

(1) Save $4M over the next 7 years.

Cons:

(1) Existing contract's uncommitted contract capacity is projected to realize the maximum amount by Q3 2026, despite contract expiration in November 2028.
(2) Increased BOD levels resulting in higher sewer surcharges, up to $1M annually.
(3) Adds stress on Midway Sewer Plant to manage Airport with greater BOD levels.
(4) Sewer system failure due to unmanaged clogs and excess waste not extracted from the system.
(5) Greater risk of interruption to operations resulting in a loss of up to millions of dollars to airlines due to closures from waste overflows. Many GIs are located in, or around, ramp areas.
(6) Emergency waste overflow events may not be resolved efficiently.

This is not the recommended alternative.

Alternative 2 – Partial approval. Increase budget on existing contract by $1M and discontinue contracting services after the existing contract expires.

Cost Implications: $1M

Pros:

(1) Service will be available through the end of the existing contract, November 2028.
(2) Provides AVM with some time to develop a plan to service GIs and lift stations without external support.

Cons:

Applicable after expiration of the existing contract in November 2028:

(1) Increased BOD levels result in higher sewer surcharges, up to $1M annually.
(2) Adds stress on Midway Sewer Plant to manage Airport waste with greater BOD levels.
(3) Significant increase in maintenance workload. Maintenance departments may need to purchase pumping trucks and other equipment to service GIs. Staff will need adequate training.
(4) Greater risk of interruption to operations resulting in airline customers' potential loss of millions of dollars due to closures from waste overflows. Many Airport GIs are located on the ramp areas.
(5) Emergency waste overflow events may not be resolved efficiently.

This is not the recommended alternative.

Alternative 3 – Increase value of existing contract by $1M and execute a new contract to supersede existing contract with a value of $3M.

Cost Implications: $4M

Pros:

(1) No interruption to service, allowing Port Maintenance to service GIs, lift stations and sewer system components with supplemental support from a well-equipped contractor.
(2) Reduced risk of damage and issues to GIs and sewer systems, improving overall life expectancy.
(3) Maintain BOD level of sewage outflowing to external sewer waste processing facility, reducing surcharge fees, saving up to $1M annually.
(4) Minimize stress on Midway Sewer Plant.

Cons:

(1) Increased expenditure on sewer system management.
(2) Added security risk from granting external personnel access to secure areas.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

Authorization Summary	Capital	Expense	Total
AUTHORIZATION			
Previous authorizations	0	1,700,000	1,700,000
Current request for authorization	0	4,000,000	4,000,000
Total authorizations, including this request	0	5,700,000	5,700,000
Remaining amount to be authorized	$0	$4,000,000	$4,000,000

Annual Budget Status and Source of Funds

Funding for the Airport related work would be included in Org 3905 Aviation Utility (AVU) annual baseline operating budget. The annual operating expense of $350,000 has been approved through the 2026 Operating Budget. Funding for Seaport related work is sourced from Org 6284 Marine Maintenance Facilities annual baseline operating budget. Requests to increase annual baseline budget will be submitted for 2027 onward by each Org.

Future Revenues and Expenses (Total cost of ownership)

AVU functions as the utility service provider to the Airport's Main Terminal tenants. AVU bills its tenants for sewer services to recover expenses associated with providing the service, including grease interceptor pumping and system maintenance.

Seaport does not function as a utility service provider and is unable to directly collect funding from customers to subsidize the service.

ADDITIONAL BACKGROUND

In April 2026 the CCE project installed an additional grease interceptor at the Airport near CTE North, adjacent to the existing GI. No known future installation of GIs for the next two years.

In the summer of 2025, the Biffy grinder failed. The waste pumping and disposal service contract was used by AVM to efficiently divert waste and allow customers to continue operations.

Prior to 2018, a GI overflow occurred causing the temporary closure of an airline's gate, potentially resulting in the airline's loss of millions of dollars in operations due to delays. No similar reported incidents have occurred since the cleaning schedule has been improved.

ATTACHMENTS TO THIS REQUEST

None

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None