

COMMISSION
AGENDA MEMORANDUM

Item No.

8e

ACTION ITEM

Date of Meeting

October 13, 2026

DATE: September 11, 2026

TO: Stephen P. Metruck, Executive Director

FROM: Jennifer Maietta, Director, Real Estate Asset Management
Brandon Klett, Capital Project Manager, Waterfront Project Management
Evan Conroy, Capital Project Manager, Waterfront Project Management

SUBJECT: T91 Feeder 205 Replacement Design/Long-Lead Purchase Request (C802159)

Amount of this request: \$1,200,000

Total estimated project cost: \$3,900,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to approve funding in the amount of \$1,200,000 for design and long lead material procurement for the Terminal 91 (T91) Feeder 205 Replacement Project (C802159) for a total project authorization of \$1,250,000, and an estimated total project cost of \$3,900,000.

EXECUTIVE SUMMARY

The electrical cable for Feeder 205 at T91 is at the end of its service life and requires immediate replacement. This project will remove and replace all existing electrical cables for Feeder 205 between Main Substation 2 (MSS 2) and Switch SW7. Feeder 205 includes three lengths of electrical cable that run from MSS 2 on the north end of the terminal to provide power to multiple locations onsite. This work will restore a primary reliable power source to Building W-40, Lift Station 7, Cruise Parking, and the Marine Maintenance North Operations (MMNO) building. The work will require scheduled power outages. Temporary power/lighting accommodations will be provided to impacted locations during construction.

The T91 Uplands Development Phase 1 project will perform similar electrical upgrades within the same duct bank in which Feeder 205 is located. Scope for T91 Feeder 205 Replacement will be incorporated into the progressive design-build (PDB) contract for T91 Uplands Development Phase 1 to consolidate work efforts that will be taking place in the same work area. Additionally, this approach provides the opportunity to strategically plan the duct bank work for both projects

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to reduce the overall required outage time, streamline electrical cable procurement, and capitalize on operational and construction efficiencies using a single contractor.

The current procurement lead-time for the required electrical cable is 65 weeks. This funding authorization will allow for early incorporation of the project into the T91 Uplands Development Phase 1 project, and rapid procurement of the cable to ensure minimization of impact due to material lead-time.

JUSTIFICATION

The Port of Seattle T91 Energy and IT Plan, published on September 18th, 2026, identified Feeder 205 Replacement as a priority project required to preserve the reliability of power distribution to some critical elements of the terminal, including Building W-40 (which is occupied by Independent Packers Corp, a cold storage operation), Lift Station 7, Cruise Parking, and Marine Maintenance North Operations (MMNO). This project is one of several asset preservation projects included in the capital plan that will ensure reliable power distribution throughout Terminal 91.

Feeder 205 was installed between 1997 and 1999. It was tested during an electrical condition assessment at T91 that was delivered to Waterfront Project Management in January 2026. The resulting measurements showed that insulation resistance readings for the feeder electrical cables are lower than the industry standard minimum and are at end of service life and in critical need of repair. Operating Feeder 205 in this condition increases the risk of power interruptions. If Feeder 205 fails, operational impacts affecting T91 operations, tenant operations at Building W-40, and the Cruise parking lot would result in costly temporary power requirements.

Diversity in Contracting

The design-builder for the T91 Uplands Development Phase 1 PDB contract has committed to a 25% WMBE aspirational goal with an additional 5% for veteran owned businesses.

DETAILS

Feeder 205 consists of three (3) electrical cables within a concrete encased duct bank. The project scope will include removal and replacement of the existing electrical cables for Feeder 205 between Main Substation 2 (electrical source) and Switch SS 7. The electrical cables of Feeder 205 between Maintenance Hole 16 and Substation 5 will also be demolished but not be replaced in accordance with the recommendations of the Port of Seattle T91 Energy and IT Plan. This work will require a scheduled temporary power outage to execute. Provisions for temporary power will be supplied to affected locations during construction.

Because the Terminal 91 Uplands project already planned to replace Feeder 207, the Feeder 205 project can utilize the same contract. This will allow more streamlined procurement. Coordinating the Feeder 205 work with the Feeder 207 work will also allow for fewer service alignment disruptions had the two projects been done separately.

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Scope of Work

The Feeder 205 replacement work will include the following components:

- (1) Demolition and removal of all existing electrical cables for Feeder 205 (roughly 5,100 linear feet)
- (2) Replacement of electrical cables from Main Substation 2 to Switch SW7 (roughly 3,100 linear feet)
- (3) New terminations at all equipment connection locations and in the maintenance holes between Main Substation 2 and Switch SW7
- (4) Provide temporary power/lighting to affected areas/buildings during construction

Schedule

This project will be coordinated with T91 Uplands Development Phase 1.

Activity

Commission design/long-lead authorization	2026 Quarter 4
Design/long-lead procurement start	2026 Quarter 4
Commission construction authorization	2027 Quarter 1
Construction Start	2028 Quarter 1
Feeder 205 in-use date	2028 Quarter 2

Cost Breakdown

	This Request	Total Project
Design	\$525,000	\$575,000
Electrical Cable (Long Lead Material) Procurement	\$675,000	\$675,000
Construction	\$0	\$2,650,000
Total	\$1,200,000	\$3,900,000

ALTERNATIVES AND IMPLICATIONS CONSIDERED**Alternative 1 – Do nothing**

Cost Implications: Savings of \$3.9M to Capital Plan.

Pros:

- (1) Retain Port capital for other projects and financial initiatives
- (2) Avoid disruptions due to removal of existing cable and installation of new cable

Cons:

- (1) Existing cables do not meet reliable power standards
- (2) Increased risk of power interruptions to Port and tenant operations due to Feeder 205 cable failure, in the event of an unscheduled outage, the cost for generators to provide emergency power would be high

This is not the recommended alternative.

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Alternative 2 – Demolish and replace all existing cable for Feeder 205

Cost Implications: Anticipated costs will be higher than recommended alternative due to extended scope. Estimated cost \$5M.

Pros:

- (1) Full replacement of Feeder 205 cable as it exists today, including between Maintenance Hole 16 and Substation 5 would provide power redundancy to Substation 5.
- (2) Extends service life of Feeder 205 by 25-30 years

Cons:

- (1) Full power redundancy is not required
- (2) This is a more costly approach
- (3) Substation 5 location will likely move with the Substation 5 Replacement project, requiring new cable to be pulled at that time

This is not the recommended alternative.

Alternative 3 – Demolish all electrical cable for Feeder 205 and replace only the electrical cable between Main Substation 2 and Switch SW7

Cost Implications: Estimated cost of \$3.9M.

Pros:

- (1) Meets the goal of providing reliable power to the designated locations (Building W-40, Lift Station 7, Cruise Parking, MMNO) per the Port of Seattle Terminal 91 Energy and IT Master Plan
- (2) Extends service life of Feeder 205 by 25-30 years
- (3) Achieves project goal at a lower cost

Cons:

- (1) Does not provide power redundancy to the current Substation 5 location

This is the recommended alternative.

FINANCIAL IMPLICATIONS***Cost Estimate/Authorization Summary***

	Capital	Expense	Total
COST ESTIMATE			
Original estimate	\$3,900,000	\$0	\$ 3,900,000
AUTHORIZATION			
Previous authorizations	\$50,000	\$0	\$50,000
Current request for authorization	\$1,200,000	\$0	\$1,200,000
Total authorizations, including this request	\$1,250,000	\$0	\$1,250,000
Remaining amount to be authorized	\$2,650,000	\$0	\$2,650,000

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Annual Budget Status and Source of Funds

This project is proposed in the 2027 Capital Plan under C802159 T91 Feeder 205 Replacement with a total project cost of \$3,038,000.

This project is funded by the General Fund.

Financial Analysis and Summary

Project cost for analysis	\$3,900,000
Business Unit (BU)	Maritime Portfolio Management
Effect on business performance (NOI after depreciation)	This project will increase annual depreciation by approximately \$156K based on an estimated 25-year service life.
IRR/NPV (if relevant)	N/A
CPE Impact	N/A

Future Revenues and Expenses (Total cost of ownership)

This project will provide reliable and resilient electrical power to the facilities powered by Feeder 205 for the next 25-30 years. The Port assets that are currently powered by Feeder 205 are Building W-40, Lift Station 7, Marine Maintenance North Operations building, and Cruise Parking. Maintaining existing assets will preserve the economic vitality of Port operations and serve the Port, tenants, and their customers by providing a safe and sustainable working environment.

ATTACHMENTS TO THIS REQUEST

- (1) Presentation slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None