

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 9D
Meeting Date: June 2, 2026

DATE: May 22, 2026

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Mark Storslee, Director Operations

Project Manager: Elly Bulega, Engineering Project Manager II

SUBJECT: Husky Crane North Vault Plug-In Project Authorization

A. ACTION REQUESTED

Request the Managing Members to grant project authorization in the amount of \$408,000, for a total authorized amount of \$558,000, for work associated with the Husky Crane North Vault Plug-In Project, Identification No. 202038.

B. SYNOPSIS

The purpose of this project is to energize crane power vault 2 at Husky Terminal, Pier 3, with power to enable crane relocation, which will maximize crane operating reach across the berth. This work is an NWSA obligation and a continuation of work started in by the NWSA in 2019.

C. BACKGROUND

In 2019, the NWSA replaced the existing 5kV cranes at Husky Terminal with new Panamax cranes operating on 13.8kV power. During the transition, Husky needed to maintain partial operations using some of the 5kV cranes while the new Panamax cranes were commissioned and placed into service. Ultimately, all eight (8) Panamax cranes were installed and connected to the 13.8kV power. Of these, six (6) cranes were supplied by power vaults at Pier 4, while two (2) cranes were supplied by a power vault at Pier 3.

Once the transition was complete and all eight (8) Panamax cranes were fully operational, the two (2) legacy 5kV cranes that had been retained as backups were decommissioned, and the 5kV vaults that were supplying them were not converted to

13.8kV Power. This was an NWSA and tenant decision as there was no operational need to energize them.

Energization of these two (2) vaults was deferred until a future date when crane relocation would be required to support operational needs, such as accommodating larger vessels, changes in terminal operations, or supporting shore power operations. Now that shore power has been installed at the terminal, tenant operations require the utilization of one of the available crane power vaults at Pier 3 to be energized so at least one of the cranes at Pier 4 can be relocated to Pier 3 to maximize operations.

Today, when two (2) vessels call at Husky Terminal, they are berthed and positioned to allow a minimum of four (4) cranes to service each vessel (see Figure 1). However, when both vessels are shore-power-capable and require simultaneous connection to shore power, operational constraints arise due to the current crane configuration. Specifically, Cranes 5 and 6 are both connected to crane power vaults located on Pier 4, which limits the cranes' ability to effectively serve vessels berthed at Pier 3.



Figure 1: Example of current two vessel orientation at Husky.

An example of an operational constraint is shown in Figure 2. When a vessel is berthed at Pier 3, as indicated by the green highlighted vessel, Husky can only assign three (3) cranes to service it, which adversely impacts operational flexibility and reduces production rates

To restore the ability to assign four (4) cranes to a vessel berthed at Pier 3, Cranes 5 and 6 must be repositioned farther north to extend their effective operating reach. Accommodating this shift requires energizing the existing CPV2 vault with 13.8kV power.

This crane relocation eliminates future operational constraints regardless of vessel size or terminal operations, as the tenant will have the full operational reach of four cranes at each terminal. At this phase, Crane Power Vault 1 (CPV1) will remain unenergized, as there is currently no operational need for it.

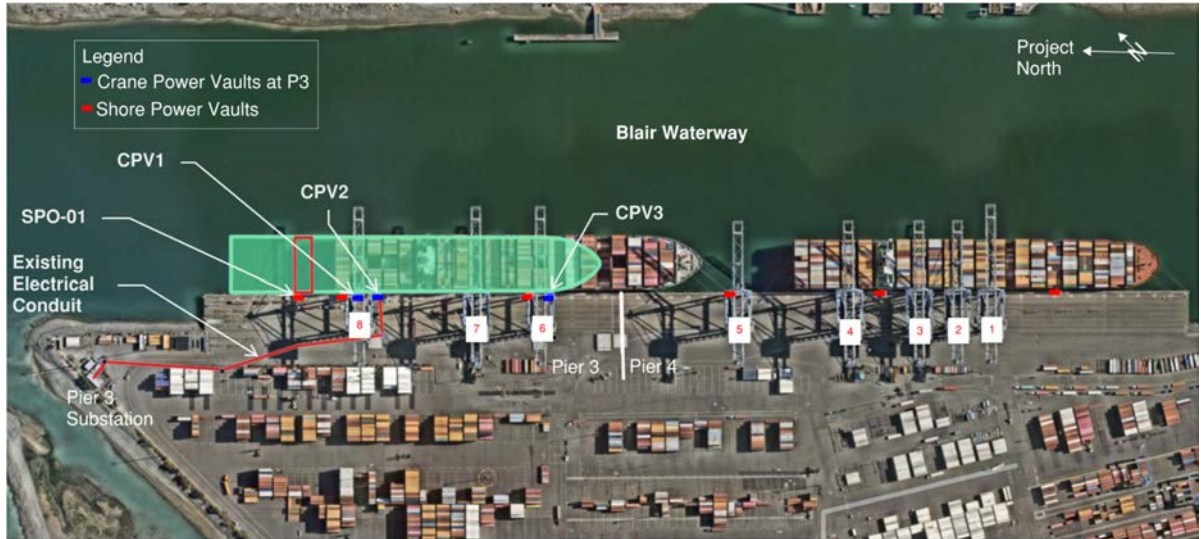


Figure 2: Example of current two vessel orientation at Husky if two vessels need to plug into shore power.

D. PROJECT DESCRIPTION AND DETAILS

The project is going to energize an additional crane power vault with 15kV power to enable crane relocation which in turn will maximize crane operating reach across the terminal.

Scope of Work

The scope of work will include:

1. Demolition and removal of existing 5kV cables from the existing conduits.
2. Installation of new 15kV cables (for 13.8kv power) from the Pier 3 substation to crane power vault 2.

Schedule

Advertise for Bid	June 2026
Open Bids	July 2026
Notice of Award	July 2026
Substantial Completion	October 2026
Final Completion	November 2026

E. FINANCIAL IMPLICATIONS

Project Cost Details

	This Request	Previous Request	Total Project Cost	Cost to Date	Remaining Cost
Design	\$0	\$150,000	\$150,000	\$18,536	\$131,464
Construction	\$408,000	\$0	\$408,000	\$0	\$408,000
Total	\$408,000	\$150,000	\$558,000	\$18,536	\$539,464

Source of Funds

The funds for this project will be provided by the Homeports through the standard Capital project funding process. The 2026-2030 Capital Investment Plan (CIP) Budget allocates \$600,000 for this project.

Financial Impact

This project is a capital asset with an estimated useful life of 20 years. Upon completion, which is anticipated in January 2027, annual depreciation is projected to be approximately \$30,000. Husky terminal provides approximately \$15 million in cash each year to the NWSA.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: There will be no ground disturbance on the project, so no environmental permits are required.

Remediation: Not applicable.

Stormwater: Not applicable.


Air Quality: Not applicable.

G. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
February 3, 2026	Executive Authorization – Design	\$100,000
January 2, 2026	Executive Authorization – Pre-Design	\$50,000
TOTAL		\$150,000

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Husky Crane North Vault Plug-In Project Authorization




**THE NORTHWEST
SEAPORT ALLIANCE**
SEATTLE + TACOMA

Elly Bulega, P.E.
Engineering Project Manager II

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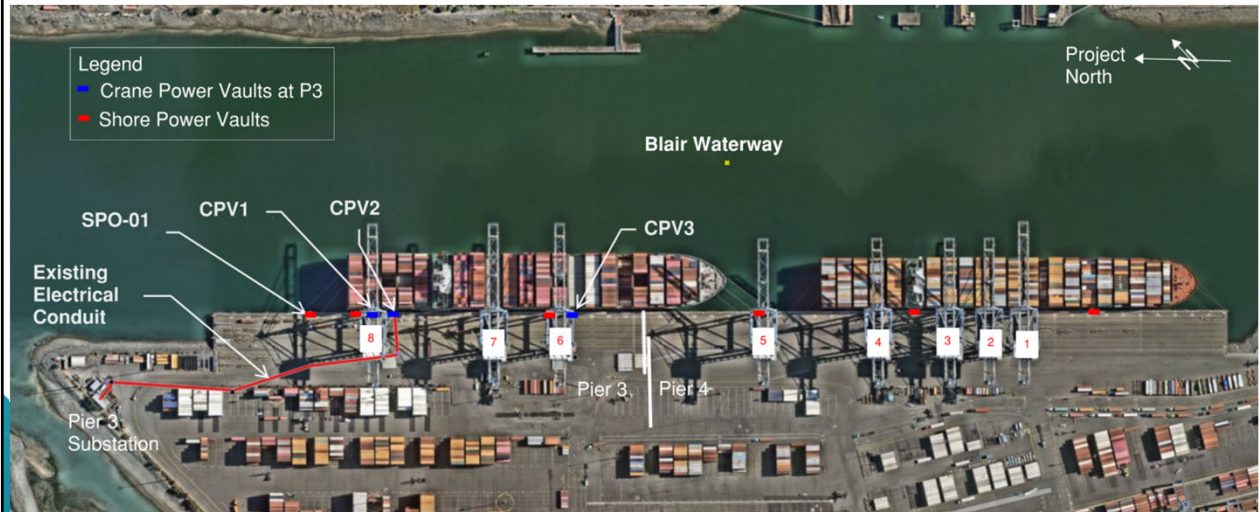


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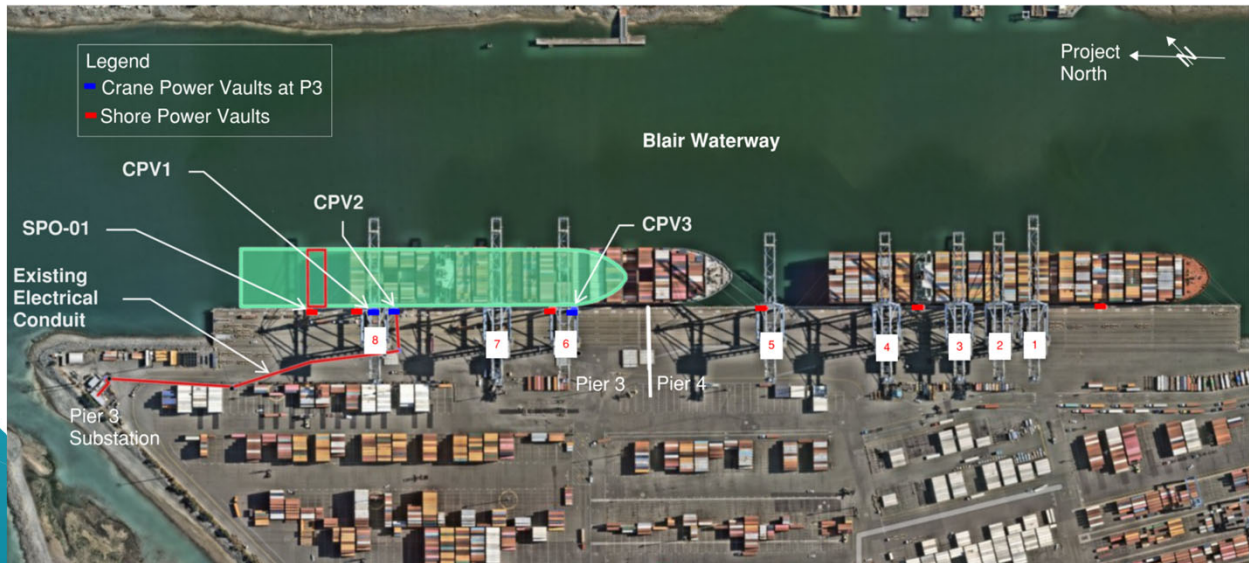
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Background



3

Background



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Project Description and Details

1. Demolition and removal of existing 5kV cables from the existing conduits
2. Installation of new 15kV cables from the Pier 3 substation to crane vault 3

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Project Schedule

Activity	Timeframe
Advertise Bids	June 2026
Bid Opening	July 2026
Contract Award	July 2026
Contract Completion	October 2026

6

Source of Funds

- The estimated cost of the design and construction for this project is \$558,000.
- The funds for this project will be provided by the Homeports through the standard Capital project funding process. The 2026-2030 Capital Investment Plan (CIP) allocates \$600,000 for this project.
- Husky terminal provides approximately \$15 million in cash each year to the NWSA.



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Financial Summary

Item	This Request	Previous Request	Total Project Estimate	Cost to Date	Remaining Cost
Design	\$0	\$150,000	\$150,000	\$18,536	\$131,464
Construction	\$408,000	\$0	\$408,000	\$0	\$408,000
Project Total:	\$408,000	\$150,000	\$558,000	\$18,536	\$539,464



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