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Staff Briefing on Grants



THE NORTHWEST
SEAPORT ALLIANCE
SEATTLE + TACOMA

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AGENDA

- **2022 Grant Activity**
 - Status of grants applied for in 2022
- **2023 Strategy**
 - Federal Grant Act Overview
 - 2023 Grant Strategy and Projects
 - Harbor Maintenance Tax Trust Fund (HMT)
 - State Funding Overview



2022 Grant Activity Snapshot

	Funding Source	Project	Amount of request	Funded?	Agreement executed?
Port Infrastructure Development Program (PIDP) FY22	Federal	Terminal 5 Export, Expansion, and Emissions Reduction	\$17 M	Yes	In progress
National Highway Freight Program (NHFP) FY23	Federal	Terminal 5 Truck Gate Complex	\$1.75 M	Yes	In progress
Congestion Mgt & Air Quality (CMAQ) PSRC Regional	Regional	Zero Emission cargo handling equipment	\$4 M	No	-
Congestion Mgt & Air Quality (CMAQ) PSRC Pierce County	Regional	Drayage pilot	\$3 M	Yes	In progress
Remedial Action Grant (RAG)	State	Arkema Manufacturing Area Cleanup	\$5 M	No	-
Pierce County Flood Control Zone District	Local	Tideflats Stormwater Comprehensive Plan (PoT)	\$125,000	Yes	In progress
Pierce County Flood Control Zone District	Local	Drainage District 23 tide gate replacement	\$500,000	No	-
Industrial Site Readiness	State	Earley Business Center master plan (PoT)	\$350 ,000	No	-
Puget Sound National Estuary Program	State	Wapato Creek Culvert outfall alternatives analysis	\$600,000	Decision pending	-

Federal Grant Act Overview

- 2021 Infrastructure Investment and Jobs Act (IIJA) continues to boost funding levels for PIDP, INFRA, RAISE, and other key programs
 - Staff is preparing a large grant request for FY23 PIDP, funds awarded in both FY21 and FY22
- 2022 Inflation Reduction Act (IRA) included \$3 billion over 5 years for Grants to Reduce Air Pollution at Ports
 - Staff submitted an extensive comment letter to EPA with recommendations for shaping this program
 - Shore power at Terminal 18 is likely a good fit for this grant; the NOFO expected later this year



2023 Grant Strategy

Staff maintain a priority project list matched with potential funding options from:

- Capital Investment Plan (CIP)
- Coordinated Course 2035
- Coordination with partner agencies

PRIORITY	PROJECT IDEAS	FUNDING TO EXPLORE
*****	Husky Terminal <ul style="list-style-type: none"> – Zero Emission Cargo Handling Equipment (CHE) infrastructure (tenant support) – Terminal optimization and expansion with some property acquisition along 11th St. – Berth deepening – Relocate North Intermodal (NIM) rail and straddle carrier operations – Additional reefers (plug in for refrigerated containers) – New gate – Relocate existing entry control point – Electric rubber-tired gantries (RTGs) – LED lighting – Electrification infrastructure upgrades 	<ul style="list-style-type: none"> ▪ Port Infrastructure Development Program (PIDP) ▪ Infrastructure for Rebuilding America (INFRA) ▪ Consolidated Rail Infrastructure and Safety Improvement (CRISI) ▪ Diesel Emissions Reduction Act (DERA) ▪ National Infrastructure Project Assistance Program (Mega)
*****	Northwest Ports Clean Air Strategy Implementation <ul style="list-style-type: none"> – Drayage truck pilot – Energy efficiency projects – Electric yard trucks and handling equipment – Electric vehicle charging infrastructure – Shore power infrastructure 	<ul style="list-style-type: none"> ▪ Diesel Emissions Reduction Act (DERA)) ▪ Congestion Mitigation and Air Quality (CMAQ) ▪ State transportation and operating budgets
*****	Terminal 18 <ul style="list-style-type: none"> – Shore power construction 	<ul style="list-style-type: none"> ▪ Infrastructure for Rebuilding America (INFRA) grants

2023 Grant Strategy - Project Components

Projects ready and a potential match for PIDP, INFRA, or other applicable federal grant programs:

- Washington United Terminal (WUT): Berth Deepening, \$4.6 M
- Husky Terminal: Berth Deepening, \$5 M
- Husky Terminal optimization and expansion with property acquisition, \$31 M
- Pierce County Terminal (PCT): Reefers, \$5.7 M and Pavement repairs, \$25 M+
- Arkema: Interim Remedial Action Cap to allow for development, \$30-50 M



Harbor Maintenance Tax Trust Fund (HMTF)

FY23 Federal Appropriations Bill included full use of the HMTF, expected to return **\$18 million** to Port of Seattle and **\$22 million** to Port of Tacoma in its first year for specific maintenance activities.

Direct funding to work that can support growth opportunities without having to seek nationally competitive dollars.

Staff will present further on HMT at the March Managing Member meeting.

Note: HMT is homeport funds until the homeport agrees to give it to the NWSA.



State Funding Overview

- Since 2015, the State of Washington has invested \$13.15 million directly in Alliance projects
- The NWSA also works with partners and legislators to secure funds for partner projects that benefit our gateway
- For the 2023-2025 biennial budget, staff are advocating for:
 - Puget Sound Gateway (SR 167 and SR 509)
 - Interstate-5 and Port of Tacoma Road Interchange
 - NWSA clean truck demonstration project
 - Funding for zero-emission cargo handling equipment (CHE)

