

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
STAFF BRIEFING

Item No.: 10A
Meeting Date: July 7, 2026

DATE: June 29, 2026
TO: Managing Members
FROM: John Wolfe, CEO
Sponsor: Jason Jordan, Sr. Director, Environmental & Planning
SUBJECT: 2026 Q2 Grants Update

A. SYNOPSIS

The purpose of this briefing memo is to share an update on the grant program.

B. BACKGROUND

Our outside funding strategy covers grant opportunities at all levels, from local to federal. Much of our focus remains on federal grant programs due to the nature and cost of our projects; larger funding opportunities, especially for infrastructure, are usually federal. Consideration is rooted in a project list matched with potential funding opportunities using information available from the Capital Investment Plan (CIP), Coordinated Course materials, and conversations with partner agencies. We update the project list regularly to reflect new priorities, project readiness, and available funding options, and we vet ideas with all disciplines within the organization.

The Grant Steering Committee (GSC) meets bi-monthly to update executive leadership on recent and upcoming grant activity. The GSC is a joint process of the NWSA and the Port of Tacoma, and meetings include staff from the Port of Seattle to ensure information is shared across the organizations. GSC approval is required before grant applications are submitted. Following those meetings, a recap of the meeting is sent to the managing members in the weekly e-mail.

Federal policies and actions in 2025 that caused uncertainty about funding cycles and unclear application requirements have continued into 2026. Throughout the first months of the year, staff consulted the list of grant-ready projects refined throughout 2025 for consideration as opportunities become clearer.

So far this year, staff have observed shrinking application windows for federal grant opportunities necessitating quicker decision-making, less time for discussion, and even faster-paced collaboration to successfully coordinate our applications. Grant staff are streamlining communications to accommodate these tighter timelines with an “all hands-on deck” approach.

C. POST-SUBMISSION UPDATES

Successful FY26 PIDP earmarks currently in negotiations: While the NWSA's FY25 competitive PIDP application was unsuccessful, we successfully applied to two of our Congressional representatives for two Community Project Funding (CPF, aka "earmark") awards, one in the north harbor and one in the south. These awards are in negotiations as of June 2026:

Senator Patty Murray

- Project Title: *Terminal 18 Shore Power Expansion*
- CPF Award Amount Requested: \$8,000,000
- CPF Award Amount: \$8,000,000
- Estimated total Project Costs: \$17,800,000

Representative Emily Randall

- Project Title: *Northwest Seaport Alliance Berth Deepening on the Blair Waterway* CPF Award Amount Requested: \$2,350,000
- CPF Award Amount: \$2,000,000
- Estimated total Project Costs: \$3,760,000

Unsuccessful FY25 PIDP: Last year's application, *Terminal 18 Efficiency Project*, was unsuccessful. We requested \$19,328,900 in federal funding toward two project elements: 1) rehabilitating and paving the most damaged terminal surfaces on Terminal 18, and 2) weigh-in-motion truck scales at the terminal's truck entrances.

Staff debriefed with MARAD twice, once on the application overall and once with two USDOT economists who went into more depth about the benefit to cost ratio analysis (BCA) submitted with the NWSA's application. The consultant who prepared the BCA attended that debrief as well, which provided valuable insights into future BCAs and other elements of our USDOT infrastructure applications. The NWSA did receive positive feedback on the application, and our proposed 55% match was singled out as especially helpful in advancing our application through the review process.

Fiscal Year 2022-23 Reducing Truck Emissions at Port Facilities (RTEPF):

In 2024, the NWSA was awarded \$16M for a zero emission (ZE) truck demonstration project to incentivize deployment of 36-58 trucks in our gateway. Staff are continuing to pursue award negotiations for this grant that did not have an executed agreement prior to the change in federal administration. A successfully rescoped agreement would *not* be for the ZE incentive project originally proposed, but for renewable natural gas trucks. Due to the necessary rescoping, when the new agreement is updated and finalized, this grant will need to be brought back to the Managing Members for approval to accept grant funds.

As of this writing, the grant team expects the Project Manager to do so at the August public meeting. RTEPF grant funds are not included in the NWSA budget as the grant was awarded as a pass-through to others.

Fiscal Year 2022 Congestion Mitigation and Air Quality (CMAQ)

As reported previously, the NWSA was awarded \$2 Million from the CMAQ program in 2022 to deploy zero-emission trucks in Pierce County, and subsequently an \$850,000 Congressional earmark to expand that work in King County. Staff have been unable to successfully negotiate a grant agreement with WSDOT for several years and have asked local Federal Highways Administration (FHWA) for support. Staff will continue to provide updates in the weekly memo as we make progress.

D. 2026 APPLICATIONS

Fiscal Year 2026 PIDP: Submitted June 1, 2026. The application, *Washington United Terminals Modernization Project*, was prepared jointly with Washington United Terminals (WUT) proposed two projects: new concrete runways for rubber tire gantry cranes (RTGs) and bollard upgrades. The breakdown of our FY26 ask is as follows:

- Total project cost: \$22,773,690
- PIDP grant request: \$11,386,845
- Match (NWSA + WUT): \$11,386,845 (50%)

The concrete runs are WUT's project, and their match contribution of \$7.05M will support this element, while the bollard construction is a NWSA project and our \$4.3M match will support that element.

Below is a figure from the *Washington United Terminals Modernization Project* application:

Funding Source	Project Component		Total Cost
	Mooring Bollard Construction (NWSA)	Concrete Runway Construction (WUT)	
PIDP Funds (50%)	\$4,334,000	\$7,052,845	\$11,386,845
Non-Federal Funds (NWSA – 19.03%)	\$4,334,000	\$0	\$4,334,000
Non-Federal Funds (WUT – 30.97%)	\$0	\$7,052,845	\$7,052,845
TOTAL	\$8,668,000	\$14,105,690	\$22,773,690

With the help of the Government Affairs and Commercial teams, the application was submitted with 25+ strong letters of support from elected representatives, industry associations, commercial partners, and ILWU Local 23. Status of the NWSA's FY26 application is expected by the end of the year.

Fiscal Year 2024-26 RTEPF:

This grant program will award up to \$150 million in Federal funding to reduce idling and emissions at port facilities. The \$150 million represents the combined amounts authorized for this program for Fiscal Years 2024, 2025, and 2026. FHWA may also award any remaining and available funds from FY 2023 under this opportunity.

NWSA submitted *FARM-TO-GATE (Freight Access, Reliability, & Multimodal Throughput Optimization for Gateway Efficiency)* application on June 18th. FARM-TO-GATE includes three components:

- 1) Gateway-wide truck appointment system
- 2) Truck parking at T25 South
- 3) Purchase of gen-sets for inland rail Tri-Cities Intermodal, LLC

Tri-Cities Intermodal would be a subrecipient to the NWSA and will provide the match for their gen-set component.

The final application:

- Total project cost for all three components: \$17,906,500
- RTEPF ask: \$13,967,070
- 22% match: \$3,939,430 NWSA; \$674,850 TCI

State Deisel Emission Reduction Act (DERA)

WA State Ecology had extra funds due to cancellation of other organizations' State DERA grants. NWSA has been awarded an additional \$240k for the Domestic Truck Scrapping Program allowing replacement of about 8 more pre-2007 trucks at \$30k each (up to 50% of cost) toward purchase of a 2017-or-newer truck. No additional match was required. At the June 2, 2026, special meeting of the Managing Members, this grant appeared on the consent agenda and was approved.

Looking ahead: Freight Rail Assistance Program (FRAP)

WSDOT's 2025-27 Call for Projects was released in May, with applications due in September. The Freight Rail Assistance Program (FRAP) provides grants to both public and private sector applicants, including port districts. FRAP grants are intended to support larger projects where the rail location or the project concerned is of strategic importance to the state, as well as the local community.

For the 2025-2027 biennium, the Legislature has identified a total of \$7.04 million for the FRAP grants program. The programmed amount is subject to change and funding allotments will be re-evaluated after the completion of the 2025 legislative session and the transportation budget is signed by the Governor. Funding availability is not guaranteed.

Eligible FRAP projects include: Rehabilitating tracks or restoring tracks that were removed; Purchase and installation of railroad signal, communication, or other operating systems; Developing rail infrastructure that can be proven essential to attract new businesses; Purchasing or rehabilitating railroad equipment; and other projects that can be shown to maintain or improve Washington's freight rail system. The amount sought in individual applications is not restricted, but it is based on available funding. The grant team is discussing potential NWSA or Homeport applications that may be a good fit for FRAP.

The Freight Rail Investment Bank (FRIB) is a loan program available only to public sector entities, including publicly owned short-line railroads, port districts, rail districts, and local governments. The NWSA does not pursue loans, but we are including FRIB for awareness as it may be of interest to partners and allies in the sector.

E. NEXT STEPS

Staff will provide grant updates to the Managing Members at regularly scheduled meetings quarterly in 2026, with the Q3 update scheduled for October.

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2026 Q2 Grants Update



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Cassandra de Kanter
Grants Specialist

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Grant Program Update

- This year, we're seeing very short application windows.
- Grants for traditional infrastructure projects with funding agreements are moving along appropriately.
- Staff continue to explore all funding opportunities, identifying projects and getting those projects grant ready.
- Staff are keeping congressional delegation apprised of grant applications and milestones.



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Grant Program Update

FY2026 PIDP

(Port Infrastructure Development Program)

Washington United Terminals Infrastructure Reliability Project submitted June 1, 2026.

The application consists of two infrastructure components:

- 1) Mooring bollard upgrades needed to berth larger ships
- 2) Concrete runways to support rubber-tired gantry cranes

Total project costs: \$22,773,690

- Grant request: \$11,386,845
- Match: \$11,386,845 (50%)



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Grant Program Update

FY24-26 RTEPF (Reduction of Truck Emissions at Port Facilities)

FARM-TO-GATE - Freight Access, Reliability, & Multimodal Throughput Optimization for Gateway Efficiency submitted June 18, 2026

The application consists of three elements:

- 1) A gateway-wide truck appointment system
- 2) Truck parking at Terminal 25 South
- 3) Purchase of gen sets for inland rail, Tri Cities Intermodal

Total project costs:

Grant request: \$13,967,070

22% Match: \$3,939,430 (\$3,939,430 NWSA and \$674,850 TCI)



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Next Managing Member Grant Program Update Briefing October 6, 2026



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