

**THE NORTHWEST SEAPORT ALLIANCE**  
**MEMORANDUM**

**MANAGING MEMBERS**  
**STAFF BRIEFING**

Item No.: 10A  
Meeting Date: October 1, 2024

**DATE:** September 23, 2024  
**TO:** Managing Members  
**FROM:** John Wolfe, CEO  
Sponsor: Jason Jordan, Senior Director, Environmental & Planning  
Cassandra de Kanter, Grants Specialist  
**SUBJECT:** Grants Update September 2024

**A. SYNOPSIS**

Objective of Grants Update Briefing: To share awareness of grant planning and to seek regular feedback from the Managing Members on our grant pursuits. A Grant Steering Committee (GSC) meeting was held on September 10, 2024, where major grant opportunities were discussed, and general updates were shared by the grants team to Executive leadership staff.

**B. BACKGROUND**

In 2018, we adopted a Grant Procurement and Administration Procedure. We developed the procedure to recognize that the organization wishes to strategically pursue grants on a continuous basis.

The procedure establishes a process to:

1. Identify grant-eligible projects,
2. Recommend which grant-eligible project applications will be pursued and under which grant program(s),
3. Develop the data and information necessary for a competitive grant application for those projects, and
4. Ensure that grant-funded projects are administered and managed in compliance with grantor agency rules and regulations.

Grant staff have recently revisited the Procedure, and the revised Procedure is expected to go to the Procedures Committee in October 2024.

**C. POST-SUBMISSION UPDATES**

The NWSA application to WSDOT's Port Electrification grant program was successful. The application, titled *Plan Reducing Emissions Ship to Shore (or PRESS)* requested for \$2,648,030 toward planning and design for shovel-ready vessel shore power at the East Blair One (EB-1) Terminal in the Tacoma harbor. \$450,000 match includes \$150,000 of in-kind project administration cost.

NWSA application submitted August 2, 2024, to the Economic Development Administration (EDA) Public Works & Economic Adjustment Assistance (PWEAA) grant program. The NWSA's proposal requests support for removal of an obsolete log debarker, a relic from former log yard, on ~2 acres on the Hylebos waterway. Requested \$2,260,081, 50% of the total project cost of \$4,520,162.

Post-Award Grant NWSA		
Active Grants	10	\$44,657,311
Awarded Grants	9	\$121,556,360
Submitted Pending Grants	8	\$524,129,311

NWSA Grant Financials as of July 31, 2024:

Project	Grant	Budget	Actual	Variance
T5 Reefer Substation Design & Construction North	WA DOC	0.00	0.00	0.00
T5 ShorePower Substations	WA Commerce	0.00	0.00	0.00
T18 Shore Power	Ecology	636,699.00	69,610.23	(567,088.77)
T5 Paving	PIDP FY20	500,000.00	0.00	(500,000.00)
T5 New Gate Complex		570,000.00	0.00	(570,000.00)
T5 Stormwater Treatment System Ph 2	PIDP FY20	578,301.00	161,743.77	(416,557.23)
T5 Reefer 480 Voltage (Demarcation)	PIDP FY20	0.00	0.00	0.00
T5 Reefer Refrigerated Container Receptacles	PIDP FY20	0.00	0.00	0.00
T5 Intermodal Yard Improvements	PIDP FY20	0.00	45,839.53	45,839.53
T5 Contract Admin	PIDP FY20	30,000.00	1,905.83	(28,094.17)
T5 Contract Admin	PIDP FY20	60,000.00	7,704.62	(52,295.38)
T5 Ph 2 Permisses Container Yard Paving		143,000.00	59,624.39	(83,375.61)
Husky Shore Power	Ecology	0.00	0.00	0.00
Scrap Bonus (Clean Diesel)	DERA	0.00	91,500.00	91,500.00
Zero Emission Truck Collaborative	WSDOT	0.00	141,653.22	141,653.22
Zero Emission Drayage Demonstration Program		0.00	0.00	0.00
201006.02	Ecology	0.00	50,000.00	50,000.00
Husky Shore Power		116,520.00	228,044.19	111,524.19

## D. PARTNER UPDATES

Port of Seattle is preparing a USDOT Federal Highway Administration (FHWA) Charging & Fueling Infrastructure (CFI) application for the CEM site.

The City of Seattle's Bridge Investment Program planning application was unsuccessful. It would have funded 1st Avenue over ARGO Union Pacific. 4th Avenue in SODO is being considered for grant opportunities.

**Major Partner Update:** California, Oregon, and Washington departments of transportation awarded \$102 million to speed up adoption of ZE vehicles in the trucking and logistics industries: *West Coast Truck Charging and Fueling Corridor Project*. Funds will build publicly accessible electric vehicle charging stations and hydrogen fueling stations along I-5, with construction scheduled to begin in 2026.

Federal Highway Administration Charging & Fueling Infrastructure (CFI) funding via the Infrastructure Investment & Jobs Act (IIJA).

- The NWSA is currently in negotiations with the FHWA for our \$12 million FY23 CFI award: *Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma Region*

FHWA set aside funding from the first round of CFI for projects that were not funded in the first announcement, including this joint effort between California, Washington & Oregon.

"With this level of federal funding, truckers can travel from San Diego to Seattle in zero-emission trucks," she said. "By zeroing out harmful pollution in this critical sector with zero-emission trucks, we can bring cleaner air to the communities that need it the most." (CA Energy Commissioner Patty Monahan, [USA Today](#))

## E. LOOKAHEAD

FY25 PIDP: Preliminary discussions underway for FY25 Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP).

Potential projects discussed so far:


- Weigh-in-motion for Terminal 18 and Washington United Terminal; a potential efficiency project. (Weigh-in-motion currently being installed at Terminal 5 in the north harbor.)
- Terminal 18 - Water system replacement
- Terminal 10 - Rail (RayMont not likely to be ready for FY2025)
- Terminal 25 south - Redevelopment
- East Blair 1 - Shorepower construction

- Terminal 7 - Rehabilitation
  - \$60 million project
  - A possible strategy for Terminal 7 rehabilitation would be to pursue Defense Community Infrastructure Program funding (federal) in 2025 and in 2026 go after Defense Community Compatibility Account funding

The next grants briefing will occur at the December 3, 2024 Managing Members meeting.

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# Grants Update



**THE NORTHWEST  
SEAPORT ALLIANCE**  
SEATTLE + TACOMA


Cassandra de Kanter  
Grant Specialist

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## Briefing Requested

**Objective of Grants Update Briefing:**  
To share awareness of grant planning and to seek regular feedback from the Managing Members on grant pursuits.

- Post-Submission
- Partner Updates
- Major Partner Update – WSDOT & CFI
- Government Affairs
- Lookahead – FY25 PIDP
- Lookahead – Key Dates & What’s Ahead



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## Post-Submission

**Success:** WSDOT Port Electrification grant program – NWSA’s *Plan Reducing Emissions Ship to Shore* (or *PRESS*) request for \$2,648,030 toward planning and design for shovel-ready vessel shore power at the East Blair One (EB-1) Terminal in the Tacoma harbor. \$450,000 match includes \$150,000 of in-kind project administration cost

**Submitted:** EDA PWEAA grant program – NWSA’s proposal for support for removal of the debarker, a relic from former log yard, on port parcel 105.

Requested \$2,260,081, 50% of the total project cost of \$4,520,162.



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## Partner Updates

- Port of Seattle is preparing a USDOT FHWA Charging & Fueling Infrastructure (CFI) application for the CEM site.
- The City of Seattle’s Bridge Investment Program planning application was unsuccessful—would have funded 1<sup>st</sup> Avenue over ARGO. 4<sup>th</sup> Avenue in SODO is also being considered for grant opportunities.



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## Major Partner Update: WSDOT, ODOT, CalTrans

### **West Coast Truck Charging and Fueling Corridor Project**

- Federal Highway Administration (FHWA) Charging & Fueling Infrastructure (CFI) funding via the IIJA
- FHWA set aside funding from the first round of CFI for projects that were not funded in the first announcement, including this joint California/Oregon/Washington effort
  - California Department of Transportation (CalTrans) is lead recipient for this corridor project
- \$102 million to speed up adoption of ZE vehicles in the trucking and logistics industries
  - Funds will build publicly accessible EV charging stations and hydrogen fueling stations along I-5
  - Construction is scheduled to begin in 2026
- "With this level of federal funding, truckers can travel from San Diego to Seattle in zero-emission trucks ... By zeroing out harmful pollution in this critical sector with zero-emission trucks, we can bring cleaner air to the communities that need it the most." (CA Energy Commissioner Patty Monahan)

The NWSA also has also been awarded a CFI grant and is currently in negotiations for our \$12 million FY23 CFI corridor award: *Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma Region*



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## Government Affairs - Federal

### **T18 Rail Restoration and Capacity Expansion – earmark update**

- Appropriations process still underway, with NWSA set to receive \$500,000
- SSA is developing cost information for replacing/repairing 4 switches
  - Loss of each switch would reduce available rail track by up to 1,900 feet
- Depending on the estimates, we anticipate being able to refurbish 2 to 4 switches

### **Buy America Waivers - update**

- Waiver for CMAQ grant (ZE trucks) still pending at White House Build America Bureau
- Will likely have to submit an additional waiver for the RTEPF grant, also ZE trucks
- Pursuing a Congressional strategy, getting our members to make calls to move the waivers along
- AAPA is also making calls to the White House Build America Bureau and federal agencies



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## Lookahead – FY2025 PIDP

Preliminary discussions for FY25 Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP).

### Potential projects:

- Terminal 18 and Washington United Terminal - weigh-in-motion
  - currently being installed at Terminal 5
  - gate operations and efficiency project
- Terminal 18 - water system replacement
- Terminal 10 - rail (RayMont not likely to be ready for FY2025)
- Terminal 25 south - redevelopment
- East Blair 1 - shore power construction
- Terminal 7 - rehab
  - ~\$60 million project
  - Also pursue Defense Community Infrastructure Program funding (federal) in 2025 and in 2026 go after Defense Community Compatibility Account funding

## Lookahead – Key Dates & What's Ahead

**November 12, 2024:** Grant Steering Committee meeting

**December 3, 2024:** Briefing to the Managing Members