

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 8C
Meeting Date: November 5, 2024

DATE: October 28, 2024

TO: Managing Members

FROM: John Wolfe, CEO
Sponsor: Jason Jordan, Sr. Director, Environmental & Planning
Project Manager: Steve Nicholas, Sr. Project Manager, Environmental

SUBJECT: Authorization for Grant Agreement for Charging and Fueling Infrastructure Funding for ZE Drayage Truck Incentive Program and Expenditure of the Funds

A. ACTION REQUESTED

Request the Managing Members of The Northwest Seaport Alliance (NWSA) authorize the CEO or his delegate to accept Charging and Fueling Infrastructure (CFI) grant funding in the amount of \$12,000,000 from the Federal Highway Administration (FHWA) and to expend subject funds to support the Zero Emission Drayage Truck Incentive Program.

B. SYNOPSIS

The NWSA's Clean Truck Program is working to facilitate a just and equitable transition to zero-emission (ZE) drayage trucks in the NWSA gateway by 2050 or sooner – as called for in the 2020 Northwest Ports Clean Air Strategy, the NWSA's 2021-2025 Clean Air Implementation Plan, and the NWSA's 2024 Key Strategic Initiatives. Our strategy has two components: the ZE Drayage Truck Incentive Program and the Decarbonizing Drayage Roadmap, being developed by the NWSA-led Puget Sound ZE Truck Collaborative. To date, the NWSA has secured \$55.55 million in state and federal funding to support these efforts. Most of that funding will support the ZE Drayage Truck Incentive Program and will be passed through to trucking companies and charging/fueling charging/fueling providers in our gateway to support initial deployments of ZE drayage trucks.

The grant we are seeking authorization to accept now – a \$12 million Charging and Fueling Infrastructure (CFI) grant from the FHWA – is one of several awards that will support the NWSA’s ZE Drayage Demonstration Program. The goal of this grant, specifically, is to incentive the development of one or more shared truck charging fueling hubs in the NWSA gateway.

C. BACKGROUND

Transition to Zero Emission Trucks: The NWSA is focused on the transition to ZE drayage trucking, which will be as challenging as it is necessary. The transition to ZE trucks serving ports in the Pacific Northwest is key to meeting goals adopted in the Northwest Ports Clean Air Strategy while also contributing to local, regional, and state clean air and decarbonization goals. As a region, we have a window of opportunity to harness growing momentum toward ZE trucking. Responding to industry trends, green supply chain initiatives, and new state policies such as the Advanced Clean Truck Rule, truck manufacturers are ramping up their manufacturing and marketing of ZE trucks in our state. There is a growing awareness of the need for ZE truck charging and fueling infrastructure, and several local utilities, fuel providers, and infrastructure developers are exploring investments. An increasing number of retailers are committing to decarbonize their supply chains. And state and federal funding opportunities are on the rise. At the same time, there are significant challenges to be overcome, including the current lack of ZE trucks, and charging infrastructure in our region, the high incremental costs of ZE vs. diesel vehicles, and social equity considerations. This grant is necessary to begin to build out of charging and fueling infrastructure in the gateway.

Staff sees the NWSA’s role in the transition to ZE drayage as one of “facilitative leadership”: working with the drayage service providers and many other stakeholders to facilitate a transition that is just and equitable. We have an opportunity to work together to make the transition much smoother and more equitable than it would otherwise be. Our strategy for doing that is twofold: 1) to develop, fund, and implement a Zero Emission Drayage Demonstration Program (which this request supports); and 2) to develop a coordinated, collaborative, regional, longer-term strategy for achieving zero-emission drayage across the board (see March 8, 2024 Managing Members briefing for details).

Zero-Emission Drayage Demonstration Program: It is essential that we get ZE trucks into operations in our gateway as soon as possible, for several reasons: to bolster confidence in, and support for, these new technologies within our network of drayage providers; to get initial charging and fueling infrastructure in place; to stimulate the local ZE truck industry, market, and workforce; and to gather data and garner lessons learned that can inform our longer-term strategy and solutions

at-scale. ZE trucks are expensive, and the associated charging or fueling infrastructure is complex and resource-intensive (in terms of land, money, and time). Our strategy is to secure state and federal funding to support an NWSA-led incentive program that will harness additional investments from partners (e.g., charging and fueling infrastructure developers, retailers, trucking companies, utilities, etc.). To date we have secured \$55.55 million for this purpose. We have another \$48 million in federal grant proposals in the hopper (see attached Matrix of ZE Truck-Related Grants).

Program Design: Based on extensive outreach to the trucking community and industry partners through the Puget Sound Zero Emission Truck Collaborative, staff have designed a ZE truck incentive program based on our existing scrap-and-replace program, operated for nearly 15 years, where grant funding is passed through the NWSA to trucking companies. Much of the success of the program lies in its one-stop-shop nature, where the grant administration is managed behind the scenes by the NWSA, and trucking companies know who to contact at the NWSA. Following that program template, and based on grant requirements, the NWSA will open applications through a series of RFPs, one for each grant. The first will be published in October 2024, releasing state CCA funds to provide incentives for ZE truck deployments. Applications will be assessed by NWSA staff and a third-party administrator (to be procured) for the proposal's eligibility and ability to achieve the goals of the program. If selected, successful applicants will sign a Subgrantee Agreement committing to the grant terms and conditions, and NWSA staff will conduct regular check-ins with the project team(s) throughout the projects/deployments. NWSA staff will provide regular updates on the program and upcoming rounds of funding opportunities at Trucker Outreach Forums and events.

CFI Grant Description: The NWSA's proposed "Catalyzing Zero Emission Drayage Trucking & Infrastructure in the Seattle-Tacoma Region" was awarded a \$12 million Charging and Fueling Infrastructure (CFI) grant by the Federal Highway Administration (FHWA) in December 2023, following a competitive application process. The grant will be used to incentivize the development of one or more privately owned and operated, publicly accessible, shared electric truck-charging hubs, strategically located, and designed to serve the network of 5,000 drayage trucks that haul cargo to and from the NWSA's marine terminals in Seattle and Tacoma. These hubs will provide CaaS (Charging-as-a-Service) and/or TaaS (Trucking-as-a-Service) opportunities to drayage truckers as well as secure overnight parking and other amenities that are important to truckers, such as personal vehicle parking and restrooms. CaaS companies develop and manage shared EV truck-charging hubs and then provide charging to vehicle and fleet operators on a fee-for-service basis.

TaaS companies also own and operate ZE trucks and offer truckers and trucking companies a bundle of services – including access to a fully-insured, well-

maintained, fully-charged ZE truck; parking for personal vehicles; and restrooms and other amenities – for a monthly fee comparable to the total monthly cost of operating a diesel-powered truck.

The program will offer a total of \$11,553,000 in incentive funding, as well as providing two years of funding to continue the Puget Sound Zero Emission Truck Collaborative (\$200,000), and \$247,000 to support the hiring of a third-party administrator to manage the program, including reviewing applications, providing information and doing outreach to interested trucking companies for the lifetime of the grant.

Incentive funding will cover up to 45% of the eligible costs of the proposed project, including site acquisition and preparation, site development (necessary utility upgrades; purchase, and installation of EV charging equipment; etc.), and community education and engagement. Remaining project costs will be covered by the incentive recipients/project developers. No NWSA funds are provided as matching funds.

Grant Schedule: Pending Managing Members approval, applications will open in January 2025 through an RFP. Staff anticipate projects taking approximately two years to complete, based on current permitting and installation timelines, with substantial completion of all installations due by December 2027.

The NWSA submitted a Title VI Plan to WSDOT on September 30, 2024 and as of October 9 staff are awaiting comment and direction on next steps. WSDOT approval of the Title VI Plan is required to execute this grant agreement as well as other FHWA-funded grants administered by WSDOT.

D. FINANCIAL IMPLICATIONS

The CFI grant for which we are seeking authorization at this time does not involve an NWSA-provided match; all matching funds will come from the private sector entities that receive incentive funding from the grant. The CFI grant is one of several state and federal grants that have been secured to date to support NWSA's Zero Emission Incentive Program; these grants total \$55.55 million; see Attachment A for details. Each grant is administered by a different team at state and federal agencies, and have slightly different project scopes, depending on what the grant NOFO made eligible.

The Incentive Program will manage the different grants and issue each round separately as each grant agreement is finalized. Pending the results of grant

¹ [Title VI of the Civil Rights Act of 1964](#) – as a recipient of federal funds, the NWSA must comply with Title VI and demonstrate that compliance with an approved Title VI Plan. Each USDOT funder has its own requirements for approving a Title VI Plan.

negotiations with funding agencies, staff expect the next grant ready for approval to be the Reducing Truck Emissions at Port Facilities (RTEPF) grant from FHWA, to be ready for authorization in early 2025, ready to open for applications in spring 2025. In preparation for each grant application, staff have consulted with the NWSA Grant Steering Committee and applied for the maximum level of funding available for each round.

The remaining project costs for each project are to be met by private match from the trucking company and/or charging/fueling provider as they will retain ownership of the assets following the end of the grant.

Future Funding Opportunities: Staff worked closely with the team led by CALSTART throughout 2023 to develop recommendations to the Joint Transportation Committee (JTC) on a Medium and Heavy-Duty ZE Vehicle and Infrastructure Incentive Program Design Strategy, presented to the JTC in January 2024. Based on those recommendations, WSDOT is currently developing a program that will administer \$120m in CCA funding for ZE vehicle purchases, anticipated to launch in early 2025. Due to NWSA involvement, CALSTART recommended a 25% 'plus-up' for a drayage truck on top of the base level incentive of \$120,000 (i.e., the potential for a \$150,000 incentive if engaged in drayage). We have kept this upcoming state program in mind and built in flexibility so trucking companies should be able to stack NWSA incentives with this state funding, further reducing the capital impact of procurement. Staff anticipate our third-party administrator will help guide truckers to access all available sources of funding when navigating our application process.

E. ATTACHMENTS TO THIS REQUEST

- CFI Grant Agreement
- Matrix of ZE truck-related grants

F. PREVIOUS ACTIONS OR BRIEFINGS

- Action: Authorization for Grant Agreement for Climate Commitment Act Funding for ZE Drayage Truck Incentive Program and Expenditure of the Funds on August 6, 2024
- Briefing: Clean Truck Program Briefing – Zero Emission Truck Collaborative and Drayage Demonstration March 8, 2024
- Meeting with Managing Members on August 1, 2023
- Meeting with Managing Members on June 7, 2022
- Meeting with Truck Working Group on September 7, 2022
- Meeting with Truck Working Group on October 4, 2022
- Meeting with Managing Members on November 1, 2022
- Meeting of Environmental Working Group on July 14, 2022

1. **Award No.**
693JJ32540003
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.205
4. **Award To**
Northwest Seaport Alliance
1 Sitcum Plaza
Tacoma, WA 98421

Unique Entity Id.: NEUCLK4D4PE7
TIN No.: 47-4921178
5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-43, Mail Drop E62-204
Washington, DC 20590
6. **Period of Performance**
Effective Date of Award –
3/31/2028
7. **Total Amount**
Federal Share: \$12,000,000
Recipient Share: \$14,553,000
Total: \$26,553,000
8. **Type of Agreement**
Grant
9. **Authority**
Infrastructure Investment and Jobs Act (IIJA)
(Pub. L. 117-58, § 11401 November 15, 2021)
codified at 23 U.S.C. 151
10. **Procurement Request No.**
HEPN240049PR
11. **Federal Funds Obligated**
Phase 1 \$447,000
Phase 2 \$11,553,000 (subj. to availability)
See Schedule D
12. **Submit Payment Requests To**
See Article 13 of the General Terms and
Conditions.
13. **Payment Office**
See Article 13 of the General Terms and
Conditions.
14. **Accounting and Appropriations Data by Fiscal Year (FY)**
FY22: 15X1220050.0000.060V407500.6801000000.41010.61006600, \$447,000
15. **Description of Project:**
Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma
Region

RECIPIENT

16. **Signature of Person Authorized to Sign**

FEDERAL HIGHWAY ADMINISTRATION

17. **Signature of Agreement Officer**

Signature Date
Name: John Wolfe
Title: Chief Executive Officer, NWSA

Signature Date
Name: David J. Villalobos
Title: Agreement Officer

FEDERAL HIGHWAY ADMINISTRATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 and FISCAL YEAR 2023 CHARGING AND FUELING INFRASTRUCTURE GRANT PROGRAM

This agreement is between the Federal Highway Administration (the “FHWA”) and the Northwest Seaport Alliance (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Charging and Fueling Infrastructure (“CFI”) Grant for the ‘Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma Region’ program.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

ARTICLE 1 GENERAL TERMS AND CONDITIONS.

1.1 General Terms and Conditions.

- (a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure (CFI) Grant Program” dated March 1, 2024, which is available at <https://www.fhwa.dot.gov/environment/cfi/resources/fy2022-2023-cfi-terms-conditions.pdf>. The General Terms and Conditions reference the information contained in the schedules A – K to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action which may include but is not limited to terminating the CFI grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the CFI Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS.

- 2.1** The Recipient acknowledges that the Project must be performed in compliance with the National Electric Vehicle Infrastructure Standards and Requirements under 23 CFR part 680 including but not limited to the data reporting requirements under 23 CFR 680.112.

- 2.2** The Recipient acknowledges the requirements, including the non-Federal cost share requirements applicable to contracting with Private Entity, in the FY 2022-2023 CFI Terms and Conditions document under section Article 12 titled Contracting and Subawards in section 12.8: Requirement to Contract with a Private Entity.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma Region

Application Date: Jun 13, 2023

2. Recipient's Unique Entity Identifier.

See Page 1, Block 4. See section 25.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Nicola Graham
Environmental Project Manager
Northwest Seaport Alliance
1 Sitcum Plaza, Tacoma WA 98421
253-383-9444
ngraham@nwseaportalliance.com

4. Recipient Key Personnel.

Name	Title or Position
Nicola Graham	Environmental Project Manager
Cassandra de Kanter	Grants Specialist
Sammi Offield	Grants Administrator
Steve Nicholas	Senior Environmental Project Manager

5. FHWA Project Contact(s).

Sarah Tarpgaard, Agreement Officer (AO)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 493-3225; sarah.tarpgaard@dot.gov

Vincent Speaks, Agreement Specialist (AS)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-204

1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-7799; Vincent.Speaks@dot.gov

Agreement Officer Representative (AOR):
FHWA Washington Division Administrator
711 Capitol Way S. Suite 501
Olympia, WA 98501
(360)753-9480; Ralph.Rizzo@dot.gov

CFI Award Point of Contact (POC):
Matthew Pahs, Planning Program Manager
FHWA Washington Division
711 Capitol Way S. Suite 501
Olympia, WA 98501
(360) 753-9418; Matthew.Pahs@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

8. Federal Award Identification Number.

See Page 1, Item 1. See section 25.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None

10. Subawards and Contracts.

Note: See 2 CFR 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

- (a) Unless described in the application and funded in the approved award, or otherwise exempted by the AO in writing, the Recipient must obtain prior written approval from the Agreement Officer (the “AO”) for the subaward, transfer, or contracting out of any non-construction CFI Grant work under this agreement above the Simplified Acquisition

Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

- (b) Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.
- (c) The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

The recipient's proposed subawards and contracts included in the recipient's application as cited in schedule A, section 1, as amended by schedule E, are hereby considered approved.

**SCHEDULE B
PROJECT ACTIVITIES**

1. General Project Description.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

2. Statement of Work.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: See Page 1, Item 6.

Period of Performance End Date: See Page 1, Item 6.

2. Estimated Project Schedule.

Milestone	Schedule Date
NWSA Request For Proposals (RFP) for projects published	December 30, 2024
Successful projects awarded and notified	March 31, 2025
Planned Construction Substantial Completion and Open to Traffic Date Selected projects completed and operational	December 30, 2027

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

CFI Grant Amount: \$12,000,000 Federal Share

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
	Federal Share	Obligation Condition
0001 PHASE 1: Non-construction (planning/administration, outreach)	\$447,000	N/A – funded upon award
0002 PHASE 2: Construction	\$11,553,000	FHWA Division Office confirms the Recipient has met all the applicable Federal, and local requirements including NEPA approval.

3. Approved Project Budget.

Eligible Project Costs

	Phase 1	Phase 2	Total
CFI Federal Grant Funds:	\$447,000	\$11,553,000	\$12,000,000
Other Funds: Private match from developers (Non-Federal Share)		\$14,553,000	\$14,553,000
Total:	\$447,000	\$26,106,000	\$26,553,000

4. Approved Pre-award Costs

None. The FHWA has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

SCHEDULE E CHANGES FROM APPLICATION

Scope:

No changes

Schedule:

All dates in the estimated project schedule presented in the application have been pushed back one quarter based on the later than originally anticipated decision date when the NWSA submitted the original application.

Budget:

Original state funding proposed in application to be provided in the original application has been removed – all matching funds will be made up by private match.

\$247,000 was originally proposed in our application to cover NWSA staffing of the project. The revised budget proposes to move this funding onto a competitively procured third-party administrator over the same timeline to manage applicant communications and day-to-day compliance with the grant terms and conditions.

Other:

No notable changes from application.

SCHEDULE F
CFI PROGRAM DESIGNATIONS

1. Corridor or Community Designation.

Corridor-Community Designation: Corridor

2. Funding Source.

Funding Source: Highway Trust Funds (Infrastructure Investment and Jobs Act (Pub. L. 117-58, § 11101(b)(1)(A) November 15, 2021)

3. Security Risk Designation.

Security Risk Designation: Low

4. Funding Act.

Infrastructure Investment and Jobs Act (Pub. L. 117-58, § 11401 November 15, 2021).

5. Funds Obligation.

Base Award: The amount of Federal funds obligated to the base award are listed on Page 1, Block 11. These funds are considered obligated upon FHWA signature on Page 1.

Amendments: If not fully funded by the base award, additional funding may be obligated to the award by FHWA's execution of an agreement amendment. Each amendment will list the amount of Federal funds obligated by the amendment. These funds are considered obligated upon FHWA signature on the amendment.

Obligation Deadline for FY 2022 Funds: September 30, 2025

Obligation Deadline for FY 2023 Funds: September 30, 2026

*For phased awards using multiple obligations as described in Schedule D, the Recipient must satisfy the Phase 2 Obligation Condition listed in Schedule D, Obligation Condition Table, by August 1, 2026, to allow FHWA sufficient time to obligate CFI FY 2023 funds prior to the obligation deadline of September 30, 2026.

Expend by Date: Once obligated to the grant by FHWA, CFI Program funds are available until expended, but must be expended by the grant period of performance expiration date as listed on Page 1, Block 6.

SCHEDULE G
CFI PERFORMANCE MEASUREMENT INFORMATION

Study Area: King and Pierce Counties, Washington

Baseline Measurement Date: 3 months after the effective date of award

Baseline Report Date: To be submitted with the recipient’s first Quarterly Project Progress Report.

NOTE: FHWA anticipates the CFI baseline measurement to be zero operational EV charging ports. The recipient may note the baseline measurement of “zero operational” in their first Quarterly Project Progress Report in order to satisfy the Baseline Report.

Quarterly Project Progress Report: The recipient must submit Quarterly Project Progress Reports to FHWA per Article 7 of the General Terms & Conditions, and in accordance with the format and content listed in Exhibit C, Quarterly Project Progress Reports.

After the CFI grant-funded EV charging ports become operational, the recipient must include the following performance measure in their Quarterly Project Progress Reports: “Number of EV charging ports and/or Hydrogen dispenser (operational).” Submittal of information retrieved from EV ChART will satisfy the quarterly measurement required below for the performance standard.

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Number of EV charging ports and/or Hydrogen stations (operational)	Number of EV charging ports and/or Hydrogen stations that are operational (open for use by the public) as part of the grant project. For EV chargers, report by type, e.g., DCFC and level 2.	Quarterly
23 CFR 680.112 Reporting (EV Charging only)	Data reporting after each EV charging port is operational, as required by 23 CFR 680.112. Reporting using EV-ChART is required. Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) · Joint Office of Energy and Transportation (driveelectric.gov)	One Time, Quarterly, and Annually Refer to EV ChART Guidance.

**SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
X	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
X	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

Supporting Narrative.

Local/Regional/State Climate Action Plans: The project is very well aligned with the climate action plans adopted by the cities of Seattle and Tacoma and both King and Pierce Counties. In addition to advancing the NWSA’s own clean air strategy and implementation plan and the Port of Tacoma’s Strategic Plan, the project is well-aligned with the City of Tacoma’s comprehensive plan and climate action plan, Pierce County’s comprehensive plan and greenhouse gas reduction strategy, and the PSRC’s Regional Economic Strategy. In addition, it will advance the goals and priorities of the Puget Sound Clean Air Agency’s recently adopted 2030 Strategic Plan, which includes the following actions:

- By 2030, air quality in overburdened communities improves more than air quality in the rest of the region.
- We will collaborate regionally to advance zero-emission transportation options and infrastructure.

- We will aggressively pursue funding opportunities to expand transportation electrification across the region and collaborate with and support partners with the same objective. We will pursue funding for zero-emission technologies that replace heavy-duty diesel vehicles or equipment in the region, with a focus on those located near overburdened communities.
- We will pursue funding and support partners that pursue funding opportunities to reduce harmful diesel pollution from on-road and off-road heavy-duty vehicles and equipment, prioritizing emissions reductions in overburdened communities.

This project complements, and will be coordinated with, related efforts in our local region, state and multistate region, including but not limited to the following:

- Climate Action Plans put in place by the major cities and counties in our gateway: City of Seattle, King County, City of Tacoma, and Pierce County
- Transportation electrification strategies put in place by the three main utilities providing electricity in our gateway: Seattle City Light, Tacoma Power, and Puget Sound Energy
- The Puget Sound Regional Council’s 2022-2050 Regional Transportation Plan and Regional Economic Strategy
- The Puget Sound Clean Air Agency’s 2030 Strategic Plan
- The State of Washington’s EV Coordinating Council and participation in both the Multi-State Medium- and Heavy Duty Zero-Emission Vehicle Action Plan and the West Coast Clean Transportation Corridor (WCCTCI)
- The Pacific Northwest Economic Region (PNWER)’s Regional Infrastructure Accelerator (RIA) program

The project supports three of the industry clusters (maritime, clean technology, and transportation/logistics) and several strategies in the PSRC Regional Economic Strategy (December 2021), including E1 (“Expand equity focus throughout economic development efforts”) and E3 (“Expand support for small- and medium-sized businesses and businesses owned by marginalized communities.”) The project is most closely aligned with strategies G6 (“Preserve, protect, and support ports, industrial lands, military installments, and maritime sites”), Q5 (“Ensure the region is a healthy place to live, work, and play for all residents”), and Q6 (“Protect the global environment”). Strategy Q6 calls for “expanding efforts to reduce the environmental impacts of the region’s population and economy, while working to expand regional industries that provide goods and services that address climate change challenges,” and lays out several near-term actions, all of which are advanced by this proposed project: • Encourage the development of established and emerging industries focused on resilience and climate change while increasing regional economic and environmental resilience to climate change, natural disasters, and other stressors.

- Decrease reliance on fossil fuels for the region’s land, sea and air transportation systems through the development and adoption of alternative energy technologies, including electrification and electric vehicle infrastructure.

- Implement the Washington Maritime Blue Strategy to accelerate the Blue Economy and position the state as a leader in maritime clean tech innovation. • Support efforts by regional ports to expand programs and investments that reduce environmental impacts and protect natural resources; and
- Invest in sustainable infrastructure to support a green economy.

As the Regional Economic Strategy states on page 58: “Climate change is a threat to the regional and global economy that will require technologies and services to mitigate and respond to these impacts. The region can leverage its innovative nature to address these challenges and to do so in a way that provides economic opportunities for regional businesses and workers.” The Strategy also notes that “regional efforts that improve the health outcomes of all residents across communities elevate the region as a competitive destination for new talent and investment,” and that “developing solutions to global climate challenges is an opportunity for the region to be a leader in providing the goods and services to respond to this challenge.” This proposed project is an excellent example of an effort in alignment with the Regional Economic Strategy.

Environmental justice tools: The Washington State Environmental Health Disparities (EHD) Map was developed and is maintained by the Washington State Department of Health as a resource for evaluating where overburdened communities exist within our state, and as a tool for public agencies, ports, and communities to identify and prioritize emission reduction efforts. The tool considers 19 factors that include environmental exposures like diesel pollution and environmental effects such as proximity to Superfund Sites, socioeconomic factors, and population sensitivities. Figure 3 (shown in the “Project Location” section of our application), features the diesel pollution layer of the Washington Department of Health’s Environmental Health Disparities Map; it shows that most of the communities living near our seaport and along major freight corridors (Interstate 5 and State Roadway 167 in particular) are disproportionately affected by diesel emissions from heavy duty vehicles (including drayage trucks) and other sources.

In addition to analyzing the benefits of this project using the Washington State EHD Map, the USDOT’s Transport SE model was also used to assess population vulnerability. The online mapping tool was used to isolate the Tacoma-Seattle region that contains the ports and main freight corridors. The results of this modeling exercise show a substantial number of census tracts that are in the 80th percentile and above, with many in the 95th percentile, for the Composite Social Vulnerability metric. Additionally, a high number of census tracts scored highly for minority percentage and a large number were in the 80th percentile or higher for low income.

ZE Vehicle Infrastructure and Charging Stations: Our proposed project will leverage significant private investment and incentivize the development of one or more privately owned and operated, publicly accessible, shared electric truck-charging hubs, strategically located and designed to serve the network of 4,500 drayage trucks that haul cargo to and from the NWSA’s marine terminals in Seattle and Tacoma. These hubs will provide CaaS (Charging-as-a-Service) and TaaS (Trucking-as-a-Service) opportunities to drayage truckers as well as secure overnight parking and other amenities that are important to truckers, such as personal vehicle parking and restrooms. CaaS companies develop and manage shared EV charging hubs and then provide

charging to vehicle and fleet operators on a fee-for-service basis. TaaS companies also own and operate zero emission trucks and offer truckers and trucking companies a bundle of services – including access to a fully-insured, well-maintained, fully-charged zero-emission truck; parking for personal vehicles; and restrooms and other amenities – for a monthly fee comparable to the total monthly cost of operating a diesel-powered truck.

Based on information from similar projects in operation or under development in California, coupled with discussions over the past year with several companies that have well-established CaaS and/or TaaS programs, we anticipate that this approximately \$30M public-private investment – about \$14.5M in public funding plus at least \$14.5M in private investment to be contributed by the selected project developers – will catalyze the development of EV charging infrastructure sufficient to support overnight charging for a total of 150-300 trucks, plus publicly accessible “opportunity charging” for dozens of additional trucks daily. Where in this range the selected project(s) fall will depend on several factors, including the costs of acquiring and developing the sites (including making utility upgrades), the types of EV charging equipment installed, how many trucks can be accommodated at the hubs through managed charging, and what amenities and resiliency features are integrated into the hubs.

This project will significantly expand community-based truck charging infrastructure – which is currently nonexistent in our region – and fill a gap in equitable access to charging infrastructure, especially for port drayage drivers. By providing secure overnight parking, reliable charging, and what will be the region’s first charging/trucking-as-a-service program, the project will establish a new pathway of entry for some of our drayage service-providers – especially independent owner/operators and very small trucking companies – providing affordable access to zero-emission trucks and charging infrastructure much sooner than would otherwise be the case due to the high upfront capital costs of zero-emission trucks, the lack of charging infrastructure near our seaports, and other factors.

**SCHEDULE I
EQUITY AND BARRIERS TO OPPORTUNITY**

Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

Supporting Narrative.

The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity.

Equity is a central driver behind the NWSA's decision to prioritize the just and equitable transition to zero-emission drayage trucks in our cargo gateway. A significant percentage of drayage service providers are low-income drivers of color and/or small, minority-owned businesses. Underserved, overburdened communities in the NWSA gateway are disproportionately affected by diesel emissions from heavy-duty equipment and vehicles operating in the region, including drayage trucks. Communities living near the cargo terminals and along major freight corridors experience significant disproportionate environmental health impacts due to a variety of factors, including diesel pollution from heavy duty vehicles such as drayage trucks.

Equity is also a central driver behind the NWSA's commitment to meaningful and authentic public and stakeholder engagement. In April 2021, the ten elected port commissioners who serve as the governing body of the NWSA unanimously adopted the 2020 Northwest Port Clean Air Strategy (NWPCAS). The development of this Strategy, which sets the goal of phasing out all air and climate pollution from seaport activities by 2050 or sooner, was guided by an extensive, 2.5-year stakeholder engagement process that featured work group meetings, webinars, online surveys, and one-on-one consultations with drayage trucking drivers and companies, marine terminal operators, other supply chain partners, local government agencies, tribes, labor unions, near-port residents and community-based organizations, and nonprofit organizations working to advance climate solutions and environmental justice. The need to prioritize phasing out emissions from drayage trucks was a major theme throughout this engagement process. Near-port residents and community groups urged the NWSA and other stakeholders to develop a comprehensive plan for deploying charging infrastructure to support electrification of drayage trucks, pursue financial support for truckers and trucking companies to ensure the transition is equitable for both communities and the drivers themselves, and address truck idling and parking in residential neighborhoods.

As part of the 2021-2025 Clean Air Implementation Plan developed by the NWSA to advance the NWPCAS vision and unanimously adopted by Managing Members in December 2021, we committed to further strengthening our public and stakeholder engagement efforts in three ways: 1) publishing a quarterly newsletter called the Ports' Clean Air Quarterly; 2) developing a new web portal to serve as one-stop-shop for information about, and engagement in, port-related clean air and climate solutions (to be launched by the end of 2023; and 3) co-developing and implementing with near-port communities an ongoing engagement framework (also slated for completion by the end of this year.) These efforts – focused on improving the flow and availability of information, transparency, and trust between the NWSA and its near-port communities and supply chain partners – will serve as platforms for continued public and stakeholder engagement throughout the lifecycle of the project we are proposing here. Catalyzing Zero-Emission Drayage Trucking Infrastructure & Opportunities in the Seattle-Tacoma Region is guided and inspired by the extensive public and stakeholder engagement we have done to date, and we will carry that commitment into implementation of this project. Through the competitive project selection process that we will design and manage, we will require applicants (prospective partners) to provide a detailed description of their public engagement strategy as they design, construct, and operate their charging sites. In addition, we

will require that they include in their proposals an equity assessment that describes how the design, construction, and operation of their truck charging depots will specifically serve low-income, disadvantaged, underserved, and overburdened communities.

The project will advance equity, environmental justice, and Justice 40 in several ways, including:

- **Improving air quality in overburdened communities:** Since a high percentage of the diesel emissions from drayage trucks occur in low-income, underserved, overburdened communities, the bulk of the air quality improvements this project will achieve will benefit those communities directly.
- **Providing access to affordable cleaner and healthier trucks:** Through ongoing dialogue with truckers through the Washington Trucking Associations and our regular Trucking Outreach Forum, the NWSA is aware that our drayage truck drivers are keen to transition to battery electric trucks as they know those trucks are healthier for them (reduced noise and emissions) and the communities through which they are traveling. However, drivers' lack of familiarity with the technology, the extremely high cost of the zero-emission trucks (especially when compared to the price of the second- or third-hand diesel truck that most of our drayage service providers own), and the lack of charging infrastructure in the region are the main barriers to adoption. The affordable truck charging, parking, and charging-as-a-service (CaaS) and trucking-as-a-service (TaaS) opportunities that will be provided by this project will create a pathway for some of our drayage truck drivers and companies – especially individual owner/operators and small trucking companies – to gain access to these cleaner, healthier trucks much sooner than they otherwise would. Our request for proposals (RFP) will require applicants to demonstrate how services provided at their truck charging depot(s) – parking, charging, amenities, and TaaS offerings – will benefit independent owner operators and small trucking companies, i.e. companies with five or fewer trucks.
- **Preserving, improving, and creating jobs:** By providing independent truckers and small trucking companies with affordable access to cleaner, healthier trucks, the project will help preserve and improve the quality of existing trucking jobs. In addition, the design, construction, and operation of truck charging depots in the NWSA gateway will create jobs and wealth-creation opportunities through the construction and ongoing staffing and maintenance of the charging sites themselves. Through our competitive project selection process, we will require applicants to demonstrate what percentage of the opportunities will benefit low-income, disadvantaged communities, including DBEs, MBEs, and WBEs.

For the launch and publication of the RFP, the NWSA will work with local community and industry partners, such as the African Chamber of Commerce of the Pacific Northwest and the Puget Sound Zero Emission Truck Collaborative to ensure information on the program is available that is culturally sensitive and available, and endeavor to offer necessary translation services.

**SCHEDULE J
LABOR AND WORK**

Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>

	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including: <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <i>(Describe the equal opportunity plan in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.

Supporting Narrative.

The NWSA homeports of Tacoma and Seattle are members of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organizations (MPO) that develops policies and coordinates decisions about regional growth, transportation and economic development planning within

King, Kitsap, Pierce and Snohomish counties in Washington State. The NWSA participates in local and regional planning in collaboration with the homeports. The PSRC Regional Economic Strategy, adopted in December of 2021, is designed to establish a strategic blueprint for regional collaboration. The Strategic Direction & Action Plan includes Expanding Economic Opportunity as an action, highlighting issues that emerged from the strategy development process: equity, childcare, job distribution, and broadband access. The Regional Economic Strategy identifies, and outlines implementation strategies, intended to close the sex, race, and ethnicity gap in earnings, wealth, unemployment, health, and other measures of economic success. Strategic Responses to Expanding Economic Opportunity outlined within the Regional Economic Strategy are:

E1: Expand equity focus throughout economic development efforts

E3: Expand support for small and medium sized businesses and businesses owned by marginalized communities

Identified near-term actions to expand the equity focus throughout economic development efforts include:

- Leverage PSRCs' newly formed Equity Advisory Committee to begin implementation of the Regional Equity Strategy.
- Support efforts of the recently established state Office of Equity to work with agencies to increase access to opportunities in order to bridge gaps and reduce disparities.
- Meaningfully engage and empower the underserved and historically marginalized in formulating economic development plans and actions.
- Expand the use of community workforce agreements and priority hire programs to expand job access and job quality for underrepresented communities.

The NWSA and the homeports of Seattle and Tacoma have a longstanding commitment to supporting high-quality jobs and expanding access to training and employment, especially for people in low-income and disadvantaged near-port communities. The seaports play a central role in the economic vitality of the Puget Sound region and the State of Washington; combined they support about 125,000 jobs and more than \$12 billion dollars in business activity. The seaports have supported high-quality union jobs for many years. All labor on NWSA cargo terminals is unionized, for example. These well-paying jobs include union mechanics earning an average of \$113,000 annually and union dock workers earning an average of \$172,400 annually.

One of the strategies included in the Port of Tacoma's 2021 Strategic Plan to advance Economic Vitality is to partner with regional organizations to facilitate career development and business growth in Pierce County. On February 17, 2022, the Port of Tacoma Commission passed Resolution 2022-03-PT stating that workforce development is critical to achieving the Port's primary mission to serve as an economic development agency generating quality, family-wage jobs and economic growth for the region and increasing operational efficiency and economic mobility. Port staff were directed to establish a Workforce Development Strategic Plan and to establish contracts with service providers as necessary to deliver on the plan.

This project will preserve and improve existing jobs in two ways. It provides affordable access to cleaner, healthier, quieter, and safer vehicles to participating truckers. It will provide financial assistance to some of the owners and operators of the 5,000 trucks that provide cargo-hauling services at NWSA terminals – with a strong focus on independent owner/operators and small trucking companies that might otherwise be forced out of the drayage business by the increased costs and complexities associated with the imminent transition to ZE trucks. Development of truck charging depots will create dozens of new, high-quality jobs associated with the design, construction, operation, and maintenance of ZE truck charging/fueling infrastructure throughout our region.

The ports of Tacoma and Seattle have strong, multifaceted workforce development strategies and programs in place. For example, the Port of Seattle has goals to create more access to construction trade jobs for individuals from economically distressed communities; to build capacity from those historically underrepresented in the construction industry such as women and people of color; and to grow a skilled workforce to support current and upcoming construction needs in our region. To achieve these goals, the Port has implemented priority hire and construction apprenticeship programs to create more access to quality, family-wage careers in construction. The Port's Workforce Development Strategic Plan features other strategies for advancing its goals, including: the Youth Maritime Career Launch (a partnership with the Urban League of Metropolitan Seattle and Maritime Blue through which young people receive training and certification for entry-level roles in the maritime industry); and the Maritime High School, a collaborative project of Highline Public Schools, Northwest Maritime Center, Port of Seattle, and the Duwamish River Community Coalition that prepares high school students for careers in the maritime industry through classroom learning, hands-on field experience, and internships. Similarly, the Port of Tacoma's Workforce Development Strategic Plan advances the job training and workforce development needs of the port and its supply chain partners by facilitating connections between organizations, providing technical or financial assistance to organizations, and encouraging the development of new programs. Examples include a partnership with Workforce Central to expand career pathways through paid work experiences and internships for BIPOC and people farthest from opportunity; and a new collaboration with Tacoma Public Schools to develop a Port Maritime Center where administrative offices for the Port of Tacoma and a new Maritime Skills Center will be co-located. The Maritime Skills Center will provide career and technical education for high school students across south Puget Sound, with a focus on the technical trades, transportation, logistics, and sustainability.

Through our competitive project selection process, we will require applicants to demonstrate what percentage of the opportunities will benefit low-income, disadvantaged communities, including DBEs, MBEs, and WBEs, which will be part of the scoring matrix.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: Existing

Existing Award Program: 20.205 Fiscal Year 2022 National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Program)

2. Title VI Assessment Information.

This section is not applicable because the Recipient Type Designation is “Existing.”

Appendix A: Funding Sources for NWSA ZE Truck Incentive Program

Grant/Funder	Grant Description	Number of ZE Trucks Deployed	Funding Level	Timeline	Status
Congestion Mitigation & Air Quality (CMAQ) <i>(FHWA via PSRC)</i>	Incentives up to 50% for ZE truck and chargers based in Pierce County	14 trucks	\$2.8m grant + \$400k NWSA match	2025-26 funding	Awarded. BABA waiver submitted to FHWA in Jan 2024.
Climate Commitment Act (CCA) <i>(WSDOT)</i>	50-80% incentive for ZE truck and charging/fueling infrastructure anywhere in gateway	15 trucks	\$6.3m grant	2023-25 biennial budget.	Awarded. Grant agreement approved by Managing Members in August 2024. Applications opened Oct 2024.

<p>Charging & Fueling Infrastructure (CFI) (FHWA) – this request</p>	<p>Up to 45% towards dvpt of one or more truck charging depots in gateway</p>	<p>150-300 trucks</p>	<p>\$12m grant</p>	<p>Notified of award: spring 2024. 2024-26 funding</p>	<p>Awarded. Funding agreement ready for approval.</p>
<p>Reducing Truck Emissions at Port Facilities (RTEPF) (FHWA)</p>	<p>50-80% incentive for ZE truck and charging/fueling infrastructure anywhere in gateway and funding for Puget Sound Zero Emission Truck Collaborative</p>	<p>36-58 trucks</p>	<p>\$16m grant + \$700K NWSA match (in-kind staff)</p>	<p>Notified of award: spring 2024. 2025-2028 funding</p>	<p>Awarded. Funding agreement currently being negotiated.</p>

Congressional Earmark <i>(FHWA via WSDOT)</i>	Incentives up to 50% towards ZE truck chargers based in King County	16 chargers	\$850,000 grant	2025-2032 funding	Awarded. Funding agreement currently being negotiated.
Hydrogen Hub <i>(Dept of Energy)</i>	Incentives up to 80% towards hydrogen fuel cell trucks as part of PNW Hydrogen Hub	32 trucks	\$17,600,000	2027-2030 funding	Awarded. Funding agreement currently being negotiated.
Clean Ports <i>(EPA)</i>	Up to 80% towards ZE truck and charging/fueling infrastructure anywhere in gateway	98 trucks	\$500m total ask - \$48m for ZE trucks and charging/fueling infrastructure	2025-28 funding	Not awarded.