

Mid-Year Briefing on Grants

Item No.: 10A

Meeting Date: 6 June 2023



THE NORTHWEST
SEAPORT ALLIANCE

SEATTLE + TACOMA

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2023 Grant Activity

Port Infrastructure Development Program (PIDP) Application Submitted

- Husky Terminal Expansion Part One - \$56.6 million requested, \$125.9 million total project cost
 - Reconfigure container storage yard
 - Install additional power supply and reefer racks
 - Relocate terminal support facilities

Earmarks

- \$2.3 million for North Harbor Zero Emission Drayage Truck Pilot will advance
- \$3 million request for PCT Reefer Plugs unsuccessful

2023 Related Grant Activity

Clean Hydrogen Hub

- Regional application was submitted to the USDOE in April
- Funds for hydrogen production, distribution and end use including as a fuel for heavy duty transport.
- The NWSA is a proposed subrecipient in the application: ~\$12M proposed for hydrogen drayage trucks and CHE

America's Marine Highways (MARAD)

- Grant opportunity one-pager provided to NWSA Commercial in February;
- Marine Highways covered when NWSA hosted the Alaska Chamber for a luncheon in April.
- Applications closed in April.

2023 Pending Grant Activity





Charging and Fueling Infrastructure (CFI) Program, FHWA

- Project: Zero Emission Truck Charging Infrastructure
- Applications due May 31st
- Will require competitive process and will result in private partner(s) to provide grant match
- **GSC Authorization to proceed - \$15M ASK**




Reduce Truck Emissions at Port Facilities (RTEPF), FHWA

- Project: Zero Emission Truck Demo Project ('25/'26)
- Secured \$9.5M already, \$3.2M from CMAQ and \$6.3M from state (~\$4M of which can be used as match)
- Applications due June 26th
- **GSC Authorization to proceed - \$20M ASK**

Federal Grants

Grant Opportunity	Project Type
Port Infrastructure Development Program (PIDP)	Port infrastructure 
Infrastructure for Rebuilding America (INFRA)	Multimodal freight and highway
Rebuilding American Infrastructure w/ Sustainability & Equity (RAISE)*	Highway infrastructure 
Promoting Resilient Operations for Transformative, Efficient, & Cost-saving Transportation (PROTECT)	Resiliency – road, rail 
America's Marine Highways Program (AMH)	Domestic cargo on Marine Hwy
Consolidated Rail Infrastructure & Safety Improvements (CRISI)	Rail and road crossings 
	Planning - applies to all

Federal Grants, cont.

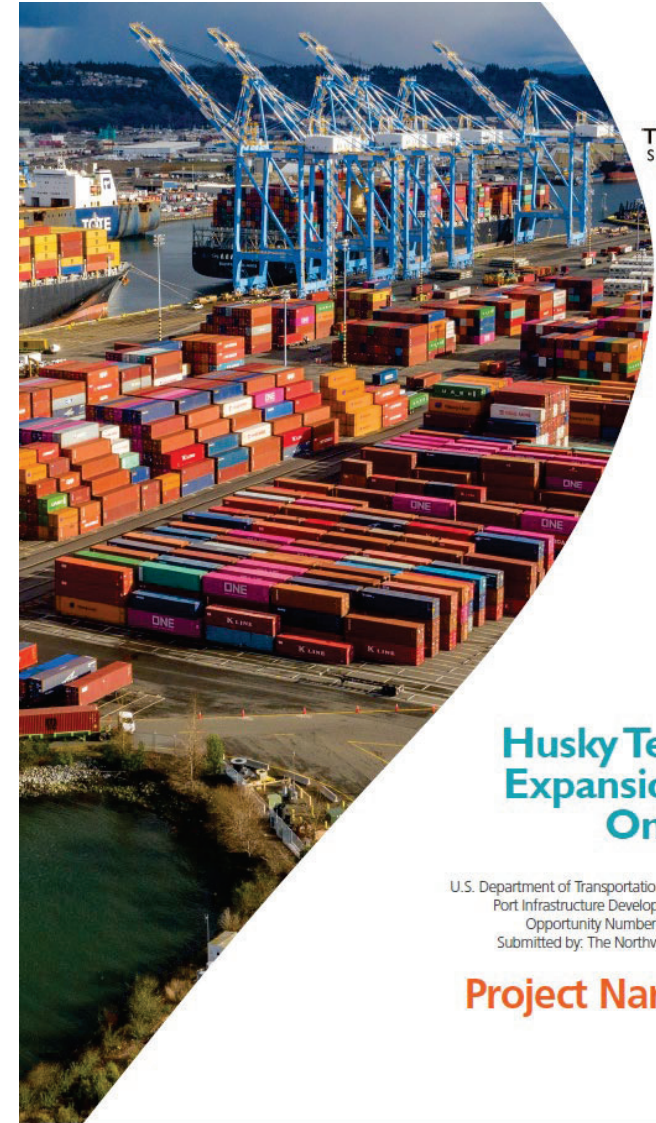
Grant Opportunity	Project Type
Reduction of Truck Emissions at Port Facilities (RTEPF)	Truck emission reduction 
Building Resilient Infrastructure & Communities (BRIC)	Resiliency – road, rail
Diesel Emission Reduction Act (DERA)	Air quality improvement
Federal Emergency Management Administration (FEMA)	Safety, security, resiliency* 
National Fish Passage Program (NFPP)	Culverts
National Fish and Wildlife Foundation (NFWF)	Habitat restoration 
Economic Development Administration (EDA)	Economic development (Jobs)
	Planning - applies to all

*Requires Hazard Mitigation Plan to qualify

Federal Grants

Lessons Learned

- **Reporting requirements** that extend years beyond project completion
- **Use of site restricted** to project description
- Project performance ties to **Federal Policy Goals** – equity, clean energy, resilience, job quality
- **Buy and Build America(n)** Provisions



Husky Terminal Expansion Part One

U.S. Department of Transportation – Maritime Administration
Port Infrastructure Development Program (PIDP)
Opportunity Number MA-PID-23-001
Submitted by: The Northwest Seaport Alliance

Project Narrative

Federal Grants

Lessons Learned




Statutory Determinations

1. The PROJECT...
 - a. improves the safety, efficiency, or reliability of the movement of goods through or to a port
 - b. is cost effective
 - c. will be completed without unreasonable delay
 - d. cannot be completed without Federal funding
2. The APPLICANT has...
 - a. the authority to carry out the project
 - b. sufficient funding available to meet the match



Figure 9: Old (top) vs New (bottom) Reefer Racks

Washington State Grants

Grant Opportunity	Project Type
National Highway Freight Program (NHFP)*	National Hwy Freight Network 
WA State Public Works Board	Road, bridge, water and waste utilities
Diesel Emission Reduction Act (DERA)	Air quality Improvement
Congestion Mitigation and Air Quality (CMAQ)*	Air quality Improvement 
Model Toxics Control Act (MTCA)	Clean up (Remediation)
Ecology Water Quality Grants **	Stormwater 

Other Washington State Funding

Highly productive 2023 in Olympia for the NWSA:

- \$14 million for shore power at Terminal 18
 - Project currently in the design phase, state funds represent half the project cost
- \$26.6 million for competitive grants for electrification projects at ports
- \$6.3 million for NWSA's zero-emission truck demonstration project
- Joint Transportation Committee study on driving the transition to zero emission medium- and heavy-duty vehicles across sectors
 - Subsequent \$100 million anticipated for implementation, \$2.5 million carveout for cargo-handling equipment

Harbor Maintenance Trust Fund

- Section 2106 funds expected this summer; will be allocated to eligible projects based on May 2, 2023, Joint Resolution:
 - \$2.714 million for Port of Seattle
 - \$3.364 million for Port of Tacoma
- Continuing to work with our congressional delegation, other donor & energy transfer ports, and AAPA to advocate for full HMT donor port appropriation in FY2024

Managing Member Guidance:

1. Capital Investment Plan development
2. Budget process
3. Annual Retreat - Coordinated Course
4. Semi-annual Grant Updates

NWSA External Funding Strategy		
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) <i>FY23 application pending</i> ▪ Diesel Emissions Reduction Act (DERA)
*****	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"> ▪ Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF) ▪ DERA ▪ Congestion Mitigation and Air Quality (CMAQ) ▪ State transportation and operating budgets
*****	Terminal 18 <ul style="list-style-type: none"> – Shore power construction – Zero Emission Cargo Handling Equipment (CHE) infrastructure (tenant support) – Maintenance dredging, <u>wharf</u> and terminal upgrades (portion HMT eligible) 	<ul style="list-style-type: none"> ▪ Infrastructure for Rebuilding America (INFRA) grants ▪ CMAQ ▪ DERA ▪ Inflation Reduction Act (IRA) ▪ State transportation and operating budgets

See Attachment A to Memo



Upcoming Key Dates

August 2023 – Annual Retreat

September 2023 – Budget Study Session

November 2023 - Budget Adoption

January 2024 - Grant Briefing