

Item No: 9C1
Date of Meeting: May 4, 2021

Strategy for Seeking External Funding

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SYNOPSIS

- **Homeport Goals**
 - Position the Puget Sound region as a premier international logistics hub (POS Century Agenda)
 - Promote road, rail and navigation infrastructure and technology improvements to strengthen the regional maritime industry and economy (POT Strategic Plan)
- **Staff seek external funding at local, regional, state, and federal levels**
 - New and existing grant programs
 - Recent earmark opportunities
 - Legislation in support of external funding for NWSA and homeport projects
- **Recent earmark opportunities, submitted by NWSA**
 - Thorne Road Container Yard (Tacoma Harbor)
 - T-30 Substation Replacement projects (Seattle Harbor)
- **Preparation is key to getting external funding**
 - Well-defined project scope and cost estimates
 - Meet or exceed eligibility criteria
 - Ability to commit to project obligations, such as timing, matching money

THE U.S. HOUSE COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE (T&I) EARMARKS

- **Tacoma Harbor: Thorne Road Container Yard**
 - Expand container yard space for Husky and Washington United Terminal
- **Seattle Harbor: T-30 substation replacement**
 - Replace the substation to support shore power and electrification of the terminal
- **Selection Process**
 - Eligible – projects that fit the criteria best, limited eligibility for on-terminal projects
 - Maximize the amount of funding we could receive
 - Most likely to be funded based on the priorities of Congress
- **Supporting other jurisdictions' projects**
 - Interstate 5-Port of Tacoma Road Interchange
 - West Seattle Bridge program

THE U.S. AMERICAN JOBS PLAN (AJP)

- **Communicating to policymakers the need for investments in the port/freight system, electrification and other infrastructure**
- **NWSA staff collaborating with federal government relations to ensure we are in a position to benefit if a major infrastructure bill passes**
- **Opportunities**
 - T-5 full funding requested in 2019 PIDP grant application
 - Thorne Road container yard
 - T-18 Maintenance and shore power
 - Programs that support NWSA modernization and electrification efforts

GRANTS

- **The pursuit of grant opportunities follows the general direction of both the Managing Members and CEO through authorizations such as:**
 - NWSA strategic initiatives
 - Annual budget
 - Scorecard
 - Resolutions and key priorities – NWPCAS example
- **We continue to foster relationships with nearby cities and other agencies for partnership opportunities to support off-terminal projects that help us achieve our mission**
- **Preparation is key to getting external funding**
 - Our projects must have a well-defined scope with some design and environmental review complete
 - To be competitive, the project must meet or exceed eligibility criteria
 - We must be able to demonstrate commitment to project obligations, such as timing, matching money

GRANT STRATEGY IMPLEMENTATION

- **Guided by a Grant Procurement and Administration Procedure**
 - A Grant Steering Committee comprised of Executive Management Team members provides immediate direction. The pursuit of grant opportunities follows the direction of both the Managing Members and CEO as outlined above.

FEDERAL FUNDING OPPORTUNITIES

- INFRA Infrastructure for Rebuilding America
- DERA Diesel Emissions Reductions Act
- RAISE* Rebuilding American Infrastructure with Sustainability and Equity
- PIDP MARAD Port Infrastructure Development Program
- PSGP FEMA Port Security Grant Program
- HMT Harbor Maintenance Tax

* formerly BUILD

STRATEGIC APPROACH

1. On-Terminal (inside the fence)

- T-18 updates and shorepower
- T-30 electrification and substation

2. Environmental (air/water/land)

- Shorepower program
- Clean trucks program
- Cargo handling equipment (CHE) - pilots

3. Off-Terminal support

- Thorne Road container yard

4. Waterways

5. Road (partnerships)

- West Seattle Bridges
- Puget Sound Gateway Program
- I-5 / POT Road Interchange
- Fishing Wars Memorial Bridge

6. Rail (partnerships)

- First/last mile (port/NWSA infrastructure)
Rail project under development
- Salmon Bay rail bridge (BNSF)
- Great Northern Corridor Coalition (GNCC)

NEXT STEPS

- Highlight priorities in CIP development, budget adoption, and key initiatives process
- Weekly CEO email updates on application status, as appropriate
- External funding updates with semi-annual project updates

Proposed: Annual briefing on external funding accomplishments and look-ahead strategic approach – for Managing Member confirmation.

QUESTIONS

