



**THE NORTHWEST**  
SEAPORT ALLIANCE  
*Gateway to Solutions*

# Puget Sound Maritime Air Emissions Inventory Funding Agreement and Project Authorization

Presenters:

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# Request

## The Northwest Seaport Alliance

*As referenced in NWSA Resolution No. 2020-02, Exhibit A, Paragraph 8.b.i, states that Managing Members' authorization is required for interlocal agreements with other public agencies.*

- **Request authorization to enter into the 2021 Puget Sound Maritime Air Emissions Inventory Funding Agreement.**

*As referenced in NWSA Resolution No. 2020-02, Exhibit A, Paragraph 8.c.iii., states project costs exceeding \$300,000 require approval from Managing Members.*

- **Request project authorization in the amount \$560,000, for a total authorized amount of \$560,000, for work associated with the Puget Sound Maritime Air Emissions Inventory, Master Identification No. 201006.01.**



# Request

## Port of Tacoma

*As referenced in Port of Tacoma Resolution No. 2022-06, Exhibit A, Paragraph IV.A.(1), states that Commission authorization is required to approve interlocal agreements with other public agencies.*

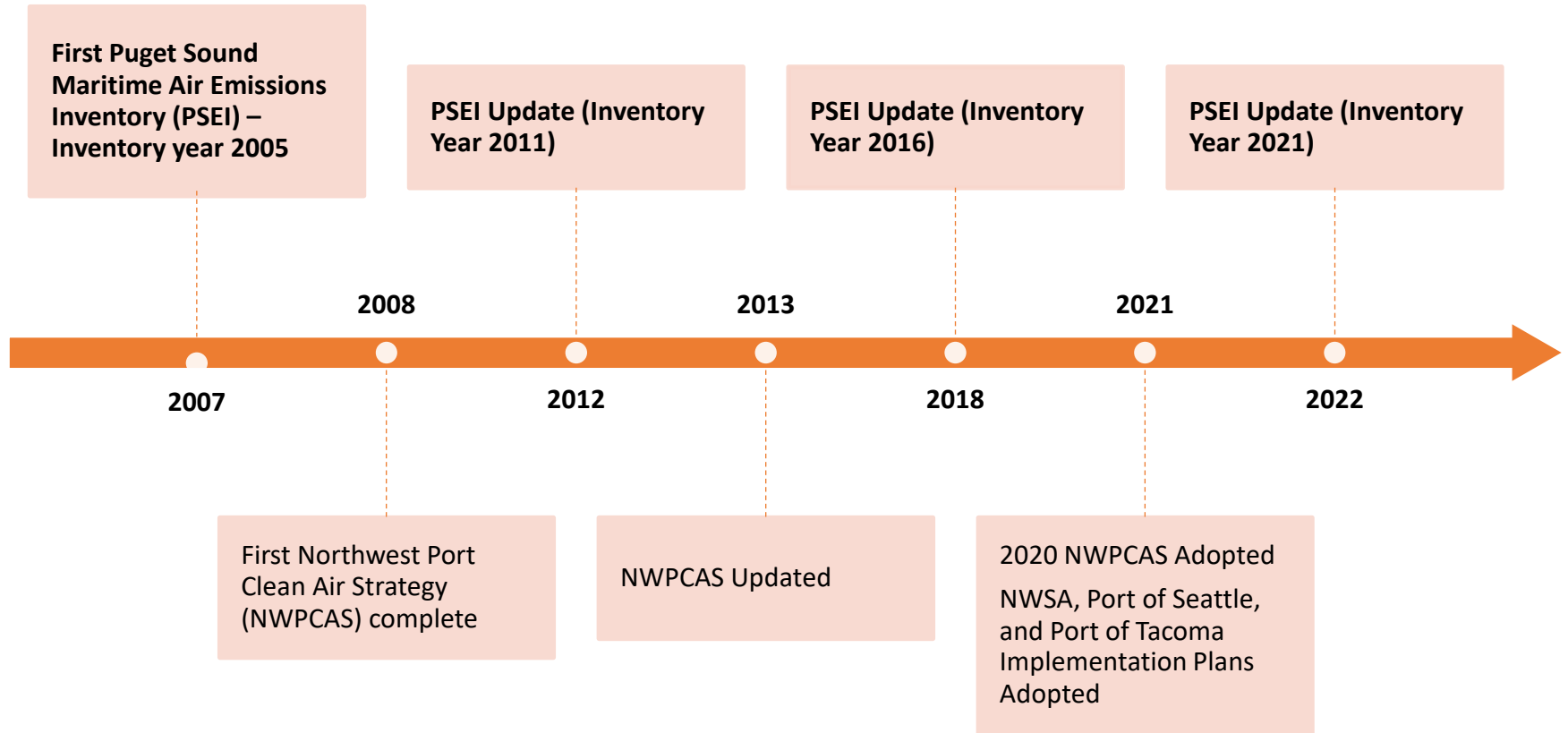
- **Request authorization to enter into the 2021 Puget Sound Maritime Air Emissions Inventory Funding Agreement in substantially the same form as presented, which includes a contribution of \$20,000 to the project as well as an additional \$1,000 contingent on the availability of project funding from the Environmental Protection Agency.**

## Port of Seattle

- **Request authorization for the Executive Director to execute the 2021 Puget Sound Maritime Air Emissions Inventory Funding Agreement, which includes the contribution to the project of amounts previously budgeted by the Port of Seattle (\$50,000 for the broader analysis, plus costs of a 2019 cruise inventory if the Port of Seattle chooses to exercise that option) as well as an additional \$2,500 contingent on the availability of project funding from the Environmental Protection Agency.**



# History and Purpose



# Project Partners

- **Ports:**

- The Northwest Seaport Alliance
- Port of Seattle
- Port of Tacoma
- Port of Everett
- Port of Anacortes
- Port of Olympia



- **Government:**

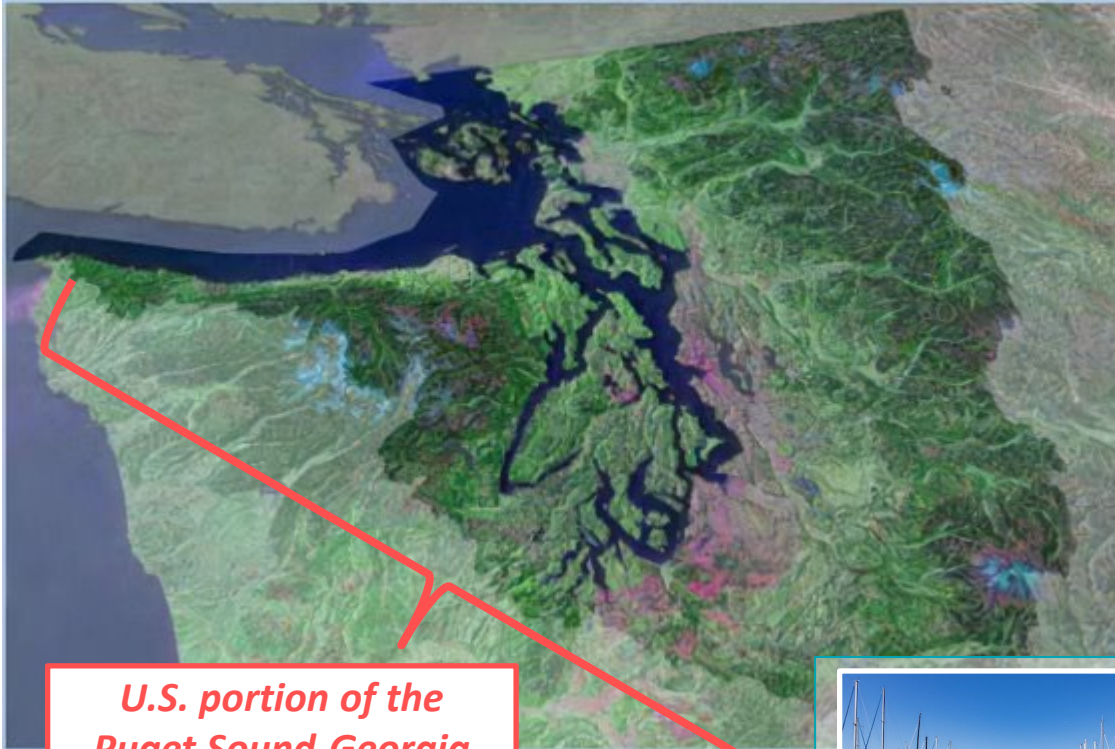
- U.S. EPA Region 10
- Northwest Clean Air Agency
- Puget Sound Clean Air Agency
- WA Dept. of Ecology
- WA Dept. of Transportation Ferries Division

- **Industry:**

- Western States Petroleum Association
- Cruise Lines International Association
- Pacific Merchant Shipping Association



# PSEI Scope and Schedule



*U.S. portion of the Puget Sound-Georgia Basin airshed*

\*Schedule: Complete by Q3 2023



**Ocean-going vessels**

Cargo, cruise, tug, barge that operate in open ocean



**Heavy-duty vehicles**

Drayage trucks and cruise shuttle buses



**Rail Locomotives**

Includes switching and line-haul



**Cargo-handling equipment**

Nonroad equipment – e.g., yard tractors, forklifts, cranes



**Recreational Vessels**

Harbor vessels for recreational use



**Fleet vehicles**

Light-duty vehicle fleets owned by ports, tenants

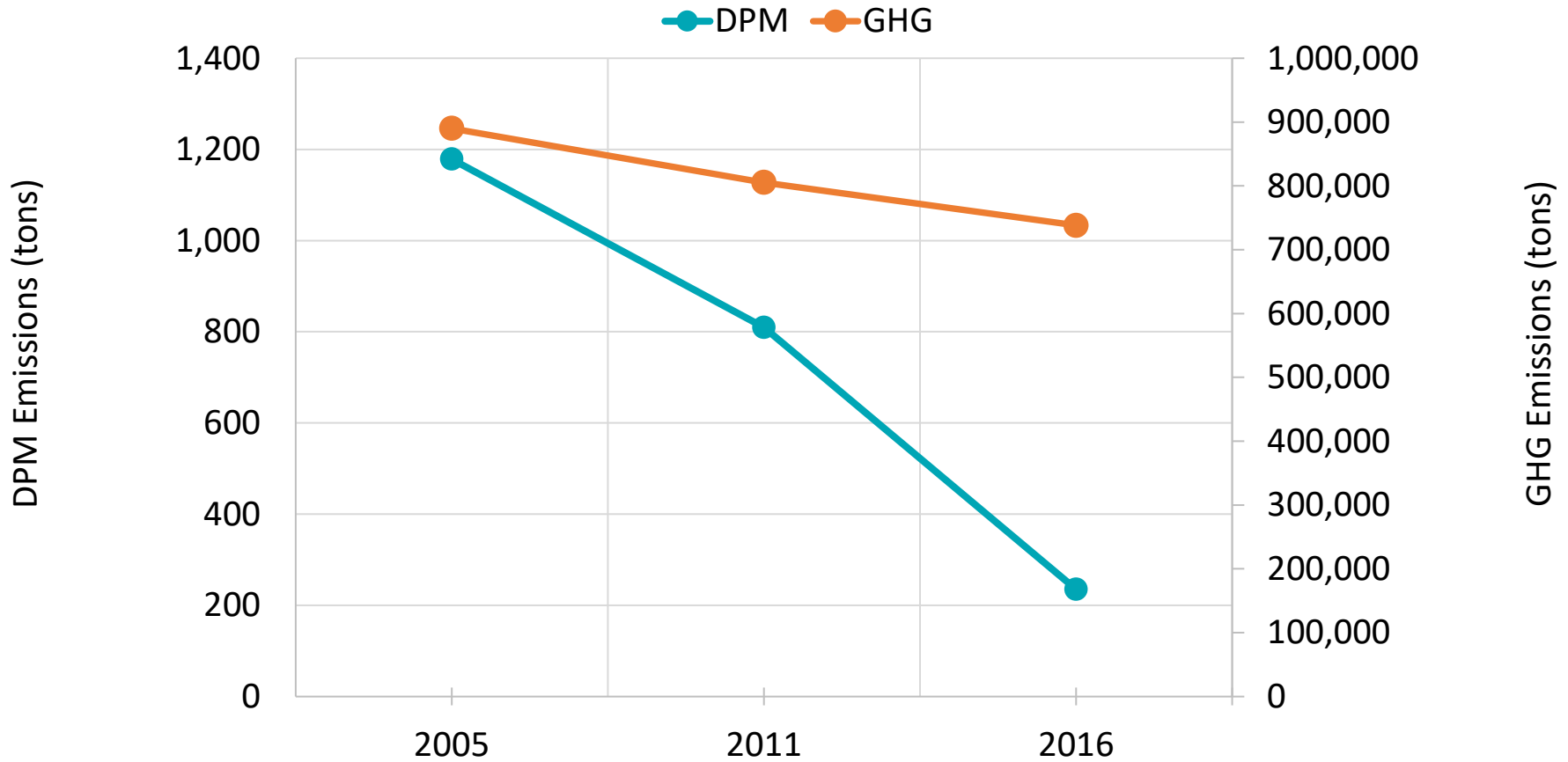


**Commercial harbor vessels**

Assist tugs, ferries, commercial fishing

# 2016 Results: Trends

## 2016 PSEI Results for Port of Seattle + Port of Tacoma + NWSA Sources



Emissions of DPM declined 80% and emissions of GHGs declined 17% since 2005



# 2021 PSEI Scope: Improvements from 2016

## More localized data

- Truck emissions in specific sub-areas and/or corridors – PSRC
  - Better understanding of port drayage truck emissions at the local level
- Emissions for each port within their respective county in addition to airshed-wide estimates
  - Adds additional granularity for emissions from vessels in transit through waters within the borders of each county
  - Better represents emissions that are likely to impact constituent populations

## Limited COVID-19 Impacts Assessment

- Qualitative discussion of COVID-19 impacts on 2021 emissions
- Analysis of emissions from vessels at anchor
- Optional 2019 cruise inventory [PoS funded]

## Improved Readability and Accessibility of the Report

## Public Webinar





# Funding Agreement

- **Pacific Merchant Shipping Association: \$5,000**
- **Port of Everett: \$10,000**
- **Port of Anacortes: \$6,000**
- **Puget Sound Clean Air Agency: \$15,000**
- **Northwest Clean Air Agency: \$14,000**
- **Western States Petroleum Association: \$10,000**
- **Washington State Department of Transportation Ferries Division: \$10,000**
- **Port of Olympia: \$5,000**
- **Cruise Lines International Association: \$5,000**
- **Port of Seattle: \$50,000**
  - Plus cost of 2019 cruise inventory (optional task)
- **Port of Tacoma: \$20,000**
- **The Northwest Seaport Alliance: Balance of the contract, estimated at \$235,000**

*\*\* Parallel agreements with Ecology and EPA for a total of \$65k in progress.*



# NWSA Financial Impact

- **The total cost of the project is \$560,000.**
- **The total cost to the NWSA is expected to be \$345,000 after a \$150,000 cost reduction contribution from the PSEI funding committee and receipt of grants totaling \$65,000 from the Washington State Department of Ecology and the US Environmental Protection Agency\*.**
- **Over time, the NWSA's distributable income will be \$345,000 less.**

\*If EPA contribution isn't made, the NWSA and home port contributions would be increased to account for the lost funding by the following amounts:

- NWSA: \$11.5k
- PoS: \$2.5k
- PoT: \$1k



# Home Port Financial Impact

- **The Port of Tacoma and the Port of Seattle split the distributable income from the NWSA 50%/50%.**
- **The reduction of \$345,000 in NWSA distributable income will result in a total cost for the two home ports more than their direct contributions to the PSEI as shown**

	Port of Tacoma	Port of Seattle
Direct contribution to PSEI	\$20,000	\$50,000
50% of reduced NWSA Distributable Income (1/2 of \$345,000)	172,500	172,500
<b>Total cost of PSEI to home ports</b>	<b>\$192,500</b>	<b>\$222,500</b>



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