Accelerating Zero-Emission Technology Deployment at Puget Sound Ports

US EPA FY 2024 Clean Ports Program
Grant Application

Letters of Support



Submitted by:

The Northwest Seaport Alliance

This application, including letters of support, will be available on the NWSA website: nwseaportalliance.com/2024CleanPorts

LETTERS OF SUPPORT BY CATEGORY:

ELECTED OFFICIALS, STATE OF WASHINGTON

Governor Jay Inslee

Puget Sound delegation: Rep. Kilmer, Senators Murray and Cantwell, Rep. Strickland, Rep. Smith, Rep. Jayapal, Rep. Schrier, Rep. DelBene, and Rep. Larsen.

Representative Andrew Barkis
Representative Kelly Chambers
Representative Davina Duerr
Representative Cyndy Jacobsen
Representative Mari Leavitt
Representative J.T. Wilcox

Senator Matt Boehnke
Senator Steve Conway
Senator Manka Dhingra
Senator Joe Nguyễn
Senator Derek Stanford
Senator Claire Wilson

GOVERNMENT AGENCIES AND MUNICIPALITIES

City and Borough of Juneau
City of Seattle
King County
Washington State Department of Commerce
Washington State Department of Ecology
Washington State Department of Transportation

LABOR

ILWU L23
ILWU L19

UTILITIES

Puget Sound Energy
Tacoma Public Utilities
Seattle City Light

INDUSTRY ASSOCIATIONS, BUSINESSES, NONPROFITS, AND COMMUNITY GROUPS

African Chamber of Commerce of the Pacific Northwest (ACCPNW)
Carnival Corporation
Climate Solutions
Communities for a Healthy Bay (CHB)

Duwamish River Community Coalition (DRCC)
Pacific Merchant Shipping Association (PMSA) Pacific Northwest Waterways Association (PNWA) Prologis
Seattle Latino Metropolitan Chamber of Commerce Total Transportation Services Inc. (TTSI)
Washington Maritime Blue
Washington Trucking Associations (WTA)
WorkForce Central

STATE OF WASHINGTON
OFFICE OF GOVERNOR JAY INSLEE

May 21, 2024

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

RE: Support for the Northwest Seaport Alliance and Ports of Seattle and Tacoma's Clean Ports Program Application

Dear Administrator Regan:

I am writing to express my strong support for the Northwest Seaport Alliance (NWSA), Port of Seattle, and Port of Tacoma application as part of the Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition, under Funding Opportunity EPA-R-OAR-CPP-24-04.

Washington state is a world leader in advancing the policies necessary to both reduce greenhouse gas emissions and ensure an equitable transition to a clean energy economy. In 2019, as part of my climate package, the Washington State Legislature passed the Clean Energy Transformation Act (CETA), requiring all electric utilities in Washington to be greenhouse gas neutral by 2030 and serve 100 percent non-emitting electricity by 2045. [1] In 2021, the Washington State Legislature passed the Climate Commitment Act (CCA), a cap and invest program that aims to reduce Washington's greenhouse gas emissions by 95 percent by 2050.[2] In line with President Biden's Justice40 initiative, the CCA requires at least 45 percent of the funds to be invested in projects benefitting overburdened and tribal communities. In 2022, Washington state adopted California's Advanced Clean Truck rules to reduce on-road diesel pollution from medium- and heavy-duty trucks, including drayage trucks, which often idle in and around ports.

The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma have committed to phasing out all emissions from seaport activities by 2050 or sooner. The Clean Ports Program offers an unprecedented opportunity to intensify this work and to accelerate progress to fully decarbonize seaport operations in the Puget Sound region. This joint proposal prioritizes the top three sources

[1] https://www.utc.wa.gov/regulated-industries/utilities/energy/conservation-and-renewable-energy-overview/clean-energy-transformation-act
[2] https://ecology.wa.gov/air-climate/climate-commitment-act

of seaport-related pollution in our region: vessels, cargo-handling equipment and drayage trucks, as well as expanded community engagement programming.

The high-impact suite of proposed projects and programs cover a wide variety of vessels, including cargo, cruise, and commercial fishing vessels. These programs will significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors, as well as the tens of thousands of people who work on or near port facilities. A key element to this application is strengthening the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders. Additionally, proposed projects will create, preserve and improve the quality of thousands of port-related jobs, from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.

The Clean Ports Program presents Washington state with an unprecedented opportunity to further achieve our climate goals and policies. In addition to the nation-leading laws and policies mentioned above, Washington state has made significant investments to reduce emissions at ports and improve air quality for surrounding communities. Since 2018, the state has invested approximately $34 million for shore power, $5 million for zero-emission locomotives, $5 million for reefer plugs and $108 million for electric trucks and charging infrastructure. This proposal leverages investments the state has already made to further scale the impact and reach of federal funding.

Washington state is proud to be a world leader in addressing climate change and we look forward to working with the Environmental Protection Agency and the ports to aid them in implementing the Clean Ports Program.

If you would like additional information or have any questions about this matter, please feel free to contact my Senior Climate Advisor, Anna Lising, at (360) 870-8671 or anna.lising@gov.wa.gov.

Very truly yours,



Jay Inslee
Governor

Congress of the United States
Washington, DC 20510

May 24th, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

We are pleased to write in support of the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. The EPA's CPP offers an unprecedented opportunity to accelerate progress toward a "tipping point" and fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes significantly reducing emissions from the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks. This proposal also aims to emphasize4 expanded community engagement, ensuring that neighborhoods impacted by localized pollution are included in these efforts.

This high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air pollution and greenhouse emissions from maritime activities in the Puget Sound region, especially within and surrounding disadvantaged communities and tribes located near port terminals and freight corridors;
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities;
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders; and
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability efforts – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

This proposal is transformative for our region and will help drive significant progress toward emissions reductions in ~~a~~ sector that historically has been difficult to decarbonize. This proposal is unique in the nation, based on the applicants' demonstrated past success and leadership in decarbonization of the maritime sector which demonstrates their unique ability to develop, implement, and grow from these transformational CPP funds. Further, these projects not only support the regional economy by providing family wage jobs, but also keeps the commitment to address historical pollution and progress toward a

more equitable future to the benefit of the entire region, especially the disadvantaged communities and tribes that are located within and adjacent to the project areas. It is for these reasons that we support the application by the Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the EPA's CPP Zero-Emission Technology Deployment Competition, and we urge your fair and full consideration of their proposal.

Sincerely,



Derek Kilmer
Member of Congress



Maria Cantwell
United States Senator



Patty Murray
United States Senator



Pramila Jayapal
Member of Congress



Marilyn Strickland
Member of Congress



Suzan DelBene
Member of Congress



Adam Smith
Member of Congress



Dr. Kim Schrier
Member of Congress



Rick Larsen
Member of Congress

May 15, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Representative Andrew Barkis – 2nd Legislative District



STATE REPRESENTATIVE
25th LEGISLATIVE DISTRICT
KELLY CHAMBERS
REBUBLICAN CAUCUS
VICE CHAIR

State of Washington House of Representatives

REGULATED SUBSTANCES & GAMING
RANKING MINORITY MEMBER

APPROPRIATIONS
ASSISTANT RANKING MINORITY MEMBER

INNOVATION, COMMUNITY & ECONOMIC DEVELOPMENT, & VETERANS

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Kelly

Representative Kelly Chambers
25th Legislative District
426 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504
Office: (360) 786-7948

STATE REPRESENTATIVE
1st LEGISLATIVE DISTRICT
DAVINA DUERR

State of Washington House of Representatives

LOCAL GOVERNMENT
CHAIR
ENVIRONMENT AND ENERGY
TRANSPORTATION

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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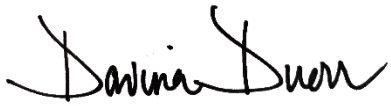
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- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

LEGISLATIVE OFFICE: 322 JOHN L. O'BRIEN BUILDING • PO BOX 40600 • OLYMPIA, WA 98504-0600 • 360-786-7928
E-MAIL: Davina.Duerr@leg.wa.gov
TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TTY: 1-800-833-6388 • www.leg.wa.gov

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The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,



Davina Duerr
State Representative—1st Legislative District

Washington State Legislature

Legislative Building
98504-0600

Olympia, WA

For Electronic Delivery

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.

- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.

- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.

- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.

- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Cyndy Jacobsen

25th Legislative District

STATE REPRESENTATIVE
28th LEGISLATIVE DISTRICT
MARI LEAVITT, PhD

State of Washington House of Representatives

HOUSING
VICE CHAIR
CAPITAL BUDGET
RULES
POSTSECONDARY EDUCATION & WORKFORCE
JOINT COMMITTEE ON VETERANS AND MILITARY AFFAIRS

May 28, 2024

The Honorable Michael S. Regan, Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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-

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Mari Leavitt

Rep. Mari Leavitt
Washington State District 28

LEGISLATIVE OFFICE: 332 JOHN L. O'BRIEN BUILDING • PO BOX 40600 • OLYMPIA, WA 98504-0600 • 360-786-7890
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TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TTY: 1-800-833-6388 • www.leg.wa.gov

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May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

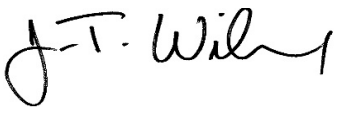
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- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
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The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,



Representative JT Wilcox
2nd Legislative District

Olympia Address:
117 Legislative Modular Building
PO Box 40408
Olympia, WA 98504
Matt.Boehnke@leg.wa.gov

Washington State Senate

Senator Matt Boehnke
8th Legislative District

Legislative Phones:
Phone: (360) 786-7614
Hotline: 1-800-562-6000
TTY: 1-800-833-6388

May 14, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. The CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,



Matt Boehnke
Washington State Senator
8th Legislative District

Washington State Senate

Olympia Office:
241 John A. Cherberg Building
PO Box 40429
Olympia, WA 98504-0429

Senator Steve Conway
Senate Vice President Pro Tempore
29th Legislative District

(360) 786-7656
Hotline: 1-800-562-6000
Steve.Conway@leg.wa.gov

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Steve Conway

Senator, 29th LD

Washington State Senate

Olympia Office:
239 John A. Cherberg Building
PO Box 40445
Olympia, WA 98504-0445

Senator Manka Dhingra
Deputy Majority Leader
45th Legislative District

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Manka.Dhingra@leg.wa.gov
Toll-Free: 1-800-562-6000
TTY: 1-800-833-6388

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by the Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

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- Significantly reduce air and climate pollution in the Puget Sound region, especially in disadvantaged communities, and for the tens of thousands of people who live or work near the port.
- Create, preserve, and improve the quality of thousands of port-related jobs — from dock workers to vessel operators and truckers — while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to engage and partner with near-port communities and other stakeholders.
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The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest industries to decarbonize. I urge the EPA to support this joint proposal.

Sincerely,

Manka Dhingra

Manka Dhingra

Washington State Senator, 45th LD

Olympia Address:
235 John A. Cherberg Building
PO Box 40434
Olympia, WA 98504-0434
Web: sdc.wastateleg.org/Nguyen

Washington State Senate

Senator Joe Nguyễn
34th Legislative District

Legislative Phones:
Phone: (360) 786-7667
Hotline: 1-800-562-6000
TTY: 1-800-833-6388
E-mail: Joe.Nguyen@leg.wa.gov

May 13, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Joe Nguyễn
State Senator, 34th Legislative District

Washington State Legislature

May 13, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

State Senator Derek Stanford
1st Legislative District
WA State Senate

Legislative Building
Olympia, WA 98504-0482

Washington State Senate

Phone: (360) 786-7550
FAX: (360) 786-1999

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to offer my support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.
As a member of the Senate Transportation Committee and a representative of the 30th LD, I understand the importance of supporting the Ports. The 30th LD abuts Pierce County and many of my constituents have deep familial and economic ties to the port. The CPP will bring the Puget sound ports closer to their goal of phasing out all emissions by 2050 or sooner. Additionally, it addresses sea-port pollution in our region, while bolstering local support for those affected most by the ports. The impact of proposed projects and programs will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region, and I urge the EPA to support this joint proposal.

Sincerely,

Claire Wilson
Senator, 30th LD
Washington State Senate

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of City and Borough of Juneau (CBJ), I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

CBJ and the Port of Seattle are the first two ports in the world to feature shore power for cruise ships and are partnering at First Movers on the Pacific Northwest to Alaska Green Corridor. This application by the Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma supports this industry-leading project and advances our shared commitment to advancing maritime decarbonization in our region and to protecting the natural areas that attract so many visitors to the Pacific Northwest and Alaska. This project will not only benefit the local community but will also create decarbonization infrastructure that

supports the entire region, particularly the Southeast Alaska communities that rely on Seattle-area ports for our goods and services.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. CBJ urges the EPA to support this joint proposal.

Sincerely,



Alexandra Pierce
Visitor Industry Director,
City and Borough of Juneau

City of Seattle

May 20, 2024

The Honorable Michael Regan
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Regan,

On behalf of The City of Seattle, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application submitted by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. The EPA's Clean Ports Program offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The City of Seattle strongly supports this proposal as the investments would support Seattle's existing efforts in decreasing greenhouse gas emissions from medium and heavy-duty vehicles and promoting clean, sustainable transportation solutions. The investments would also advance local development and health improvements that are in alignment with our climate, environmental justice, and workforce development goals.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries and I urge the EPA to support this joint proposal.

Sincerely,

Bruce A. Harrell
Mayor of Seattle

King County

Dow Constantine
King County Executive

401 Fifth Avenue, Suite 800
Seattle, WA 98104

206-296-9600 Fax 206-296-0194
TTY Relay: 711
www.kingcounty.gov

May 21, 2024

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave. NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of King County, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by the Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs, from cargo to cruise to commercial fishing, will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,

Dow Constantine

Dow Constantine
King County Executive

STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
2001 Sixth Avenue Suite 2600 • Seattle, Washington 98121-2895 • (206) 256-6100 • Fax (206) 256-6158
www.commerce.wa.gov

May 17, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share my strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, and the Ports of Seattle, and Tacoma to the U.S. EPA's Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Sincerely,



Michael Fong
Director

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47600, Olympia, WA 98504-7600 • 360-407-6000

May 20, 2024

Michael S. Regan, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

RE: In support of the Port of Tacoma and Port of Seattle's joint application for EPA's Clean Ports Program (Funding Opportunity Number: EPA-R-OAR-CPP-24-04)

Dear Administrator Regan:

I am pleased to share my strong support for the "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" joint application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all greenhouse gas emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related climate pollution in our region – greenhouse gas emissions from vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs will:

- Significantly reduce climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents in disadvantaged communities as well as the tens of thousands of people who work on or near port facilities by reducing criteria pollutant emissions from equipment and drayage trucks.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other interested parties.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability – not only at their own facilities but across the broader maritime and

freight industries locally, nationally, and globally as the ports work to establish green shipping corridors both domestically and internationally.

- Align with Ecology's ongoing efforts to reduce climate pollution, including our adoption of Advanced Clean Trucks which will require truck and engine manufacturers to sell an increasing percentage of zero-emission models in the state. It also aligns with grant programs which award funds to the scrap and replacement of freight switchers, yard trucks, and other port equipment.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. I urge the EPA to support this joint proposal.

Yours Truly,



Laura Watson
Director

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 13, 2024

The Honorable Michael S. Regan
Administrator
U.S, Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

RE: CCP PROPOSAL: ACCELERATING ZERO-EMISSION TECHNOLOGY DEPLOYMENT AT PUGET SOUND PORTS

Dear Administrator Regan:

The Washington State Department of Transportation supports the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma for EPA's Clean Ports Program Zero-Emission Technology Deployment Competition.

These ports are committed to phasing out all emissions from seaport activities over the next 25 years. The CPP program offers an unprecedented opportunity to accelerate progress toward this goal and in turn help ensure Washington state is fulfilling its Climate Commitment Act to reduce greenhouse gas emissions by 95% by 2050. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks. It also includes expanded community engagement that seeks perspectives from nearby communities, workers, cargo carriers, cruise lines, commercial fishing and more.

The program will:

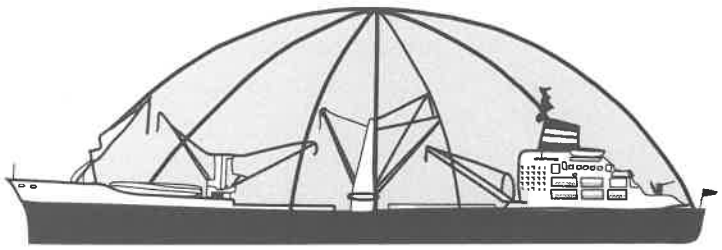
- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors, as well as for the tens of thousands of people who work on or near port facilities.
- Enhance the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and WSDOT urges the EPA to support this joint proposal.

Sincerely,

Roger Millar, PE, FASCE, AICP
Secretary of Transportation

International Longshore and Warehouse Union
LOCAL 23
(253) 383-2468
1306 ALEXANDER AVE. E.
FIFE, WASHINGTON 98424



May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of ILWU Local 23, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. ILWU Local 23 urges the EPA to support this joint proposal.

Sincerely,

Jared Faker
President
ILWU Local 23

International
LONGSHORE and WAREHOUSE Union
LOCAL 19

3440 East Marginal Way So., Seattle, WA 98134 • (206) 623-7461 • Fax (206) 623-8136
businessoffice@ilwulocal19.org

RICH AUSTIN
President

MAX PROCTOR
Day Business Agent

JOHN HOBLET JR.
Night Business Agent

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of ILWU Local 19, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. ILWU Local 19 urges the EPA to support this joint proposal.

Sincerely,

Rich Austin

Rich Austin
ILWU Local 19 President

Puget Sound Energy
P.O. Box 97034
Bellevue, WA 98009-9734
pse.com

May 16, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Puget Sound Energy (PSE), I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

PSE is Washington State's oldest and largest utility company. Today, PSE delivers safe, reliable, and affordable energy to approximately 1.2 million electric customers and 900,000 natural gas customers across ten counties in western and central Washington. By 2045, we are committed to being Beyond Net Zero Carbon and a 100% carbon free electric supply. Our goal is to partner with customers and industries to advance programs and products which cost-effectively reduce carbon emissions across our region. Specific to this proposal, PSE is committed to future collaboration with the Northwest Seaport Alliance as it relates to locating required charging infrastructure and planning for possible utility upgrades to support zero-emission drayage in our service territory.

There is strong alignment between our clean energy goals and the ports of Seattle and Tacoma's commitment to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.

- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. PSE urges the EPA to support this joint proposal.

Sincerely,

Aaron August

Aaron August
Senior Vice President, Chief Customer and Transformation Officer
Puget Sound Energy

TACOMA PUBLIC UTILITIES

3628 South 35th Street

Tacoma, Washington 98409-3192

May 28, 2024

The Honorable Michael S. Regan
Administrator - US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

I am pleased to share Tacoma Public Utilities' (TPU) support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities no later than 2050 . CPP offers an unprecedented opportunity to enhance and expedite progress toward fully decarbonizing seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – while also expanding community engagement programming. The high-impact suite of proposed projects and programs, including cargo and cruise operations to commercial fishing and beyond – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

TPU is wholly owned by the City of Tacoma and provides electric, drinking water, and short-line rail services to more than 270,000 customers. The City of Tacoma's 2030 Climate Action Plan calls for transformative action to address the climate emergency. Tacoma's historically underserved communities, including frontline communities of color and low-income neighborhoods have been disproportionately impacted by climate change. This investment will enhance community resilience and reduce greenhouse gas emissions, supporting our stated climate pledge.

The ports' proposal is transformative for our region and will significantly advance emissions reductions in one of the most challenging industries to decarbonize . TPU urges the EPA to support this joint proposal.

Sincerely,

LaTasha Wortham
Director of Customer Experience and External Affairs

Tacoma Public Utilities

Seattle City Light

700 5th Ave. | P.O. Box 34023 | Seattle WA 98124-4023
TEL (206) 684-3000 TTY/TDD (206) 684-3225 FAX (206) 625-3709
seattle.gov/city-light
twitter.com/SEACityLight facebook.com/SeattleCityLight

May 5, 2024

THE HONORABLE MICHAEL S. REGAN
ADMINISTRATOR
U.S. ENVIRONMENTAL PROTECTION AGENCY
1200 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, DC 20460

Dear Administrator Regan:

On behalf of Seattle City Light, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

As a carbon-neutral electric utility committed to and owned by the communities we serve, City Light understands the many benefits of electrification and the role play in hitting our Climate Action Plan objectives, especially in the transportation sector. To this end we have already been closely partnered with the Port of Seattle and Northwest Seaport Alliance on decarbonization initiatives and proactive

An equal employment opportunity, affirmative action employer. Accommodations for people with disabilities provided upon request.

planning for several years now. The Port of Seattle (Port), in collaboration with Seattle City Light (SCL) and the Northwest Seaport Alliance (NWSA), is developing the Seattle Waterfront Clean Energy Strategy. When complete, this strategy will provide a thorough, implementable deployment strategy that will support key Port and regional stakeholder planning goals and objectives. This effort leverages an integrated planning approach that includes joint planning and future deployment of the clean energy infrastructure that will be critical to the maritime industry's ability to adopt zero emissions technologies and ultimately eliminate emissions. City Light, the Northwest Seaport Alliance and more than 25 regional and community stakeholders have also been engaged, since June 2023, in the Puget Sound Zero-Emissions Truck Collaborative to create a roadmap for equitably electrifying drayage tucking at scale. These existing collaborative planning efforts are critical to City Light in achieving the community-led goals set in our Transportation Electrification Strategic Investment Plan and show a path to shovel-ready impact for EPA funding that will lead in the nation and benefit residents of the Pacific Northwest in terms of improved air quality and health for generations to come.

This proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. Seattle City Light urges the EPA to support this joint proposal.

Sincerely,

Dawn Ruth Lindell

Dawn Lindell
INTERIM GENERAL MANAGER AND CEO
Seattle City Light

African Chamber of Commerce of the Pacific Northwest

Promoting bilateral trade and investment between the Pacific Northwest US and Africa

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of the African Chamber of Commerce for the Pacific Northwest, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ACCPNW strongly urges the EPA to support these essential projects, a large percentage of our members are deeply vested in the transportation industry. As a key port city, Seattle is reliant on African migrants to fill the workforce as drainage workers, drivers, and more. As the African diaspora continues to grow throughout Washington and the Pacific Northwest, we anticipate a similar growth in the economic output of the transportation sector. By supporting these projects, not only are you helping our community continue to thrive, but you are supporting a key industry here in America.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. AFCCPNW urges the EPA to support this joint proposal.

Sincerely,

Peter Gishuru
President & CEO
ACCPNW

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Email: african.chamberofcommerce@commerce.wa.gov Website: www.accpnw.com

CARNIVAL
CORPORATION&PLC.

May 24, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Carnival Corporation, I am writing to express our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

Carnival Corporation is pleased to be the cruise industry leader in shore power and pioneered the technology in the Pacific Northwest, where it established the world's first two shore power enabled berths more than 20 years ago. This technology is now accepted around the world as an important technology to reduce emissions.

In 2005, Carnival Corporation installed Seattle's first shore power connection and our ships have been utilizing this important emission reduction technology ever since.

As a Corporation, we are proud of our long-standing relationship with the Port of Seattle with Holland America Line headquartered in Seattle, and four of our cruise lines (Holland America Line, Seabourn, Princess Cruises and Carnival Cruise Line) sailing from Seattle or calling at the port.

Carnival Corporation is proud to be a 'first mover' in the Pacific Northwest to Alaska Green Corridor Project (PNW2AK), which is exploring low and zero- greenhouse gas (GHG) emission cruising from Washington state to Alaska. The Port of Seattle is one of our partners on the Green Corridor.

This grant would allow the Port and its alliance partners accelerate progress to decarbonizing operations in the region.

Carnival Place ~ 3655 NW 87 Avenue, Miami, Florida 33178–2428
Tel: (305) 406-7536 Fax: (305) 406-4700

CARNIVAL
CORPORATION&PLC.

In relation to the cruise sector the grant funding would allow the Port of Seattle to supplement existing infrastructure at Pier 91 by adding connection points to maximize use of the shore power system and accommodate different vessel sizes and configurations.

In summary, an EPA Clean Ports Program grant will help Port of Seattle and its alliance partners transition to a zero-emissions operation, improving air quality for the near-port communities, shift to cleaner energy sources and supporting the region's travel and tourism economy in a sustainable and competitive way.

I encourage you to support this important grant application. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,



W. R. Burke
Vice Admiral, USN (Ret)
Chief Maritime Officer
Carnival Corporation

Carnival Place ~ 3655 NW 87 Avenue, Miami, Florida 33178–2428
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climate solutions
accelerating the transition to our clean energy future

May 20, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Climate Solutions, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

Climate Solutions has been working on the clean energy transition for over 25 years in Washington State. While the state has seen significant policy advancements on clean energy and addressing climate change, such as the passage of the Climate Commitment Act, there remain significant challenges ahead. The maritime sector is vital to the economy and culture of Washington State, while also being one of the more challenging sectors to decarbonize. We have worked closely with the ports and the NWSA to address issues such as drayage truck emissions through the Zero-Emission Truck Collaborative and more recently have begun collaborative work on

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climate solutions
accelerating the transition to our clean energy future

sustainable maritime fuels and offshore wind. At Climate Solutions we see this grant proposal as a vital step in the region's climate friendly transition.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. Climate Solutions urges the EPA to support this joint proposal.

Sincerely,



Kurt Ellison
Maritime Policy Manager
Climate Solutions

ClimateSolutions.org

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A tax-exempt
501(c)(3) Washington
nonprofit corporation

May 28, 2024

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave, NW
Washington, DC 20460

RE: Support for Accelerating Zero-Emission Technology Deployment at Puget Sound Ports

Dear Administrator Regan,

On behalf of Communities for a Healthy Bay (CHB) in Tacoma, we are pleased to offer our strong support for the *Accelerating Zero-Emission Technology Deployment at Puget Sound Ports* application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

As a member of the NWSA, the Port of Tacoma has renewed its commitment to phasing out all emissions from seaport activities by 2050 or sooner. Now, the CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward crucial climate goals in the effort to fully decarbonize seaport operations in the Puget Sound region. The proposal prioritizes the top three sources of seaport-related pollution in our region (vessels, cargo-handling equipment, and drayage trucks) as well as expanded community engagement programming. This suite of high-impact projects and programs – from cargo, to cruise, to commercial fishing, and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially for overburdened communities in Tacoma affected by emissions from port terminals.
- Deliver healthier air for residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs (dock workers, vessel-operators, truckers, and more) while creating new opportunities in the clean energy economy.
- Strengthen port capacity to meaningfully engage and partner with communities and other stakeholders.
- Bolster the role of ports as catalysts of large-scale maritime decarbonization and sustainable transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

For over 30 years, CHB has been working to engage people in the protection of Commencement Bay, the waters of the South Sound, and the diversity of life they sustain. We strive to mobilize popular support for decisions that make our communities healthier and more vibrant.

Overall, the City of Tacoma faces some of the worst health disparities in the state, with the Puget Sound Clean Air Agency (PSCAA) attributing around 85% of overall cancer risk in the region to diesel particulate matter (DPM). The impacts of port pollution are also felt more acutely in Tacoma, where the Northwest Detention Center (NWDC) confines nearly 1,200 people in a heavy-industrial area unfit for human habitation that is inundated with toxic emissions.

The Clean Air Task Force's new interactive tool estimates that the residents of Pierce County suffer approximately $161M in annual health damages due to air pollution alone. Of the NWSA's South Harbor operations, three categories are addressed in this proposal:

- Ocean Going Vessels (OGV)
- Cargo-Handling Equipment (CHE)
- Heavy-Duty Vehicles

The NWSA's joint application contains several key investments in and around Tacoma. With full funding from the EPA, Tacoma would receive:

- Two brand new shore power installations along the Blair Waterway – significantly reducing at-berth emissions from vessels.
- More than 150 pieces of electric cargo-handling equipment and associated charging infrastructure – improving the air quality for seaport workers and nearby communities.
- Access to a critical Zero-Emission Drayage Incentive program – helping local drayage operators transition to zero-emission semis.
- Additional community engagement capacity from the NWSA – allowing for more robust and transparent community outreach to better connect residents with port activities.

These proposals would be transformative for our region and drive emissions reductions in areas of our economy that are particularly difficult to decarbonize. CHB urges the EPA to support this joint proposal and bring much needed investment in sustainable technology to Tacoma that supports our transition to a robust green economy.

Sincerely,

Melissa Malott

Executive Director
mmalott@healthybay.org | 253-383-2429 x6

Logan Danzek

Policy Manager
ldanzek@healthybay.org | 253-383-2429 x3

DUWAMISH RIVER
COMMUNITY COALITION

Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of the Duwamish River Community Coalition (DRCC), I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

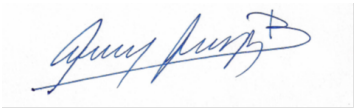
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- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

As a near-port community, we are disproportionately burdened by diesel pollution from drayage trucking and heavy-duty vehicles that drive through our community. This creates health disparities such as higher rates of heart disease, childhood asthma, and a thirteen-year lower life expectancy when compared to other areas of the city. This grant will support critical electrification work that will improve the health of overburdened communities like ours and help create a clean, healthy, and equitable environment. We look forward to providing input on ways to create infrastructure that will benefit our communities using valuable insight we have garnered over the past twenty years doing community engagement and advocacy on behalf of our most vulnerable communities. This grant will make it possible for us to do this meaningful work as we create a greener future.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. DRCC urges the EPA to support this joint proposal.

Sincerely,



Paulina López
Executive Director
Duwamish River Community Coalition

7400 3rd Ave S.
Seattle, WA 98108
206.251.2038
contact@DRCC.org
www.DRCC.org
@DRCC_org

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

May 21, 2024

Hon. Michael Regan, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

SUPPORT: Application by the NW Seaport Alliance, Ports of Seattle, Tacoma US EPA CPP Accelerating Zero-Emission Technology Deployment at Puget Sound Ports

Dear Administrator Regan,

On behalf of the members of the Pacific Merchant Shipping Association (PMSA), we are pleased to support the application by the NW Seaport Alliance and the Ports of Seattle and Tacoma to the US Environmental Protection Agency (EPA) Clean Ports Program Zero-Emission Technology Deployment Competition. PMSA is a trade association that represents ocean carriers and marine terminal operators doing business at public port authorities on the US West Coast.

PMSA supports the Port's application for funding through the EPA's Clean Ports Program for Accelerating Zero-Emission Technology Deployment at Puget Sound Ports. The Ports have developed a suite of projects in its application in close collaboration with its marine terminal tenants, ocean carrier customers, and impacted communities.

In addition to the facial necessity to make this award on its individual merits, PMSA would like to emphasize the need to maximize allocations of Clean Ports Program Zero-Emissions Technology Deployment dollars to the NW Seaport Alliance and Ports of Seattle and Tacoma specifically and to all US West Coast ports generally. Having already adopted and implemented its Clean Air Strategy, the NW Seaport Alliance and the Ports of Seattle and Tacoma are already well ahead of many of their competitor ports in the Atlantic and Gulf coasts, Mexico, or Canada. As these plans mature and costs of capital increase, it is imperative that the ports which have been leading the charge for cleaner air for their communities and to improve ambient air quality do not end up getting penalized for being industry leaders in this competition.

In addition, it is imperative to focus investments on ports on the US West Coast in order to maximize greenhouse gas reductions, the underlying reason why Congress funded the Clean Ports Program and EPA is holding the Zero-Emission Technology Deployment Competition.

A study which was recently completed for PMSA by Starcrest Consulting Group in 2023 concluded that greenhouse gas emissions are reduced by an average of 19% when discretionary cargo flows through California ports and 26% at Washington state ports, rather than being diverted to competitor ports on the Atlantic and Gulf coasts. The study can be accessed at: https://www.pmsaship.com/wp-content/uploads/2023/08/GHG-Routing-Comparison-Study-08.25.23-FINAL-with-Attachment-A.pdf

Specifically, California and Pacific Northwest ports offer the most direct shipping route from Asia to the U.S., and to inland U.S. destinations. However, as the U.S. West Coast loses market share to other ports and cargo owners are choosing to ship to alternative gateways with longer transit times and distances, greenhouse gasses increase. The study prepared for PMSA analyzed a number of factors including port of origin, port of destination, ultimate inland destination and vessel sizes.

It is for all of these factors, including both the opportunity to reduce global greenhouse gas emissions as well as localized pollutant levels, that we support this application. We respectfully request that the US EPA prioritize the award of funds as requested by the NW Seaport Alliance and the Ports of Seattle and Tacoma.

Sincerely,



Mike Jacob
President

cc: NW Seaport Alliance

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of the Pacific Northwest Waterways Association (PNWA), I write in strong support of the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

PNWA has over 150 members, including ports, barge companies, steamship operators, grain elevator operators, agricultural producers, electric utilities, irrigation districts, and union labor throughout Washington, Oregon, and Idaho. Our association supports projects to advance and protect the region's navigation infrastructure, freight mobility, economic health, and the environment. We support the region's multi-modal transportation system, which provides safe, efficient, and reliable links to competitive domestic and world markets. The Northwest Seaport Alliance is one of our valued members.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. PNWA appreciates the EPA's full and fair consideration of this joint proposal.

Sincerely,

Neil Maunu
Executive Director
Pacific Northwest Waterways Association

4224 NE Halsey Street, Suite 325
Portland, OR 97213

Telephone: 503-234-8550
Fax: 503-234-8555

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PROLOGIS®
Ahead of what's next

May 09, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Prologis, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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Prologis is the largest logistics real estate company in the world and facilitates the transfer of goods equal to nearly 3% of the world's GDP. As a primary industry service provider to the Puget Sound ports, this initiative parallels Prologis' net-zero 2040 emissions target and our customers' aggressive ESG goals.

Prologis can support this project by leveraging its vast resources and expertise in green infrastructure. As this project develops, Prologis' own initiatives to establish refueling infrastructure for ZE logistics vehicles will support ZE equipment deployments in the Puget Sound under this project.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. Prologis urges the EPA to support this joint proposal.

Sincerely,

DocuSigned by:
Henrik Holland
4B7FCEDBEC2F4CF...

Henrik Holland,
Global Head of Prologis Mobility

May 7, 2024

The Honorable Michael S. Regan

Administrator

US Environmental Protection Agency

1200 Pennsylvania Avenue, NW

Washington, D.C. 20460

Dear Administrator Regan:

On behalf of the Seattle Latino Metropolitan Chamber of Commerce (SLMCC), I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The SLMCC has been promoting a proposal for a voucher program, the Washington 300 Zero-emission Incentive Program "WA 300 ZIP", to facilitate the acquisition of 300 commercial vehicles, including both

light and heavy-duty trucks, for small businesses with vouchers covering up to 80% of the cost of the vehicle, with a special focus on assisting organizations lead by people of color, woman and LGTBQ+ which would provide a strong lifeline for their operations and keep Washington clean.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest-to-decarbonize industries and will provide a robust lifeline for their operations and contribute to maintaining cleanliness in Washington. The SLMCC urges the EPA to support this joint proposal.

Cordially,

Marcos Wanless
President & Founder

TTSI Family of Companies

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of TTSI / Tri Pak, I am pleased to express our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

TTSI (Total Transportation Services, Inc.) and Tri Pak, Inc. are leading providers of drayage and transloading services in the Puget Sound region. We are deeply invested in the sustainability of our industry and the well-being of the communities we serve. The proposed initiatives are crucial to us because they align with our commitment to reducing our environmental impact and promoting sustainable business practices. We will support these initiatives through active participation in the deployment of zero-emission technologies and by working closely with the ports to implement best practices in green logistics.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest-to-decarbonize industries. TTSI / Tri Pak urges the EPA to support this joint proposal.

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Sincerely,

Margaret Sonnen
Regional Manager
Premium Transportation Services Inc
dba Total Transportation Services
Direct: 253-383-8798 x800

May 23, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Washington Maritime Blue, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

Washington Maritime Blue (Maritime Blue) is a non-profit, strategic alliance formed to accelerate innovation and sustainability in support of an inclusive blue economy. With a mission to implement Washington State's Strategy for the Blue Economy delivered by Governor Jay Inslee's Maritime Innovation Advisory Council, we are a partnership between industry, public sector, research & training institutions, and community organizations. Maritime Blue works to create a world-class, thriving, equitable and sustainable maritime and ocean industry through knowledge sharing, joint innovation, entrepreneurship, commercialization, business and workforce development.

Maritime Blue is committed to the development of maritime business, technology, and practices that promote a sustainable future contributing to economic growth, ecological health, and thriving communities. The proposed initiatives represent crucial steps to achieve these goals for the region and Maritime Blue is eager to support these activities.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. Washington Maritime Blue urges the EPA to support this joint proposal.

Sincerely,



Joshua Berger
President & CEO
Washington Maritime Blue

Matt Ewers
Chairman
IEDS Logistics

Mark Miller
1st Vice Chair
MacMillan-Piper

Jeff Bosma
2nd Vice Chair
Fast Way Frieght System, Inc.

Mikki King
3rd Vice Chair
King Safety & Compliance

Steve Holtgeerts
Secretary/Treasurer
Hogland Transfer Co., Inc.

Dale Lemmons
Immediate Past President
Signature Transport, Inc.

Brent Vander Pol
ATA State VP
Peninsula Truck Lines, Inc.

Jeff Bosma
Legislative Committee Chair
Fast Way Freight Systems, Inc.

Sheri Call
Washington Trucking Associations
President & CEO

WASHINGTON TRUCKING ASSOCIATIONS
ESTABLISHED IN 1922

May 28, 2024

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of Washington Trucking Associations, I am pleased to share our strong support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

These ports have committed to phasing out all emissions from seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs – from cargo to cruise to commercial fishing and more – will:

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- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

WTA is a not-for-profit trade association representing the trucking industry in Washington State. Our members believe efforts to bring zero emission opportunities to the drayage sector is an important step toward long term sustainability for our industry.
The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. Washington Trucking Associations urges the EPA to support this joint proposal.

Sincerely,

Sheri Call

Sheri Call
President & CEO | Washington Trucking Associations

May 28, 2024

The Honorable Michael S. Regan, Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator Regan:

On behalf of WorkForce Central, I am pleased to share our enthusiastic support for the joint "Accelerating Zero-Emission Technology Deployment at Puget Sound Ports" application by The Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma to the U.S. Environmental Protection Agency's (EPA) Clean Ports Program (CPP) Zero-Emission Technology Deployment Competition.

WorkForce Central is the backbone organization facilitating our regional workforce development green economy plan. Through a robust workforce analysis coupled with community co-design efforts over the last two years, our network of committed workforce training and support providers have significantly increased capacity to support career pathways directly tied to the Puget Sound Ports' efforts toward zero-emissions. Through robust apprenticeship and technical training pathways, we're aligning labor and our technical high schools and colleges to actualize an ecosystem of supports for workers entering these fields across industries. We stand with the ports in their efforts to transform our region into one that prioritizes green jobs and pathways through their zero-emission framework.

These ports have committed to phasing out all emissions from regional seaport activities by 2050 or sooner. CPP offers an unprecedented opportunity to intensify this work and to accelerate progress toward a "tipping point" in the effort to fully decarbonize seaport operations in the Puget Sound region. The ports' proposal prioritizes the top three sources of seaport-related pollution in our region – vessels, cargo-handling equipment, and drayage trucks – as well as expanded community engagement programming. The high-impact suite of proposed projects and programs will:

- Significantly reduce air and climate pollution from maritime activities in the Puget Sound region, especially in disadvantaged communities located near port terminals and freight corridors.
- Deliver healthier air for near-port residents as well as the tens of thousands of people who work on or near port facilities.
- Create, preserve, and improve the quality of thousands of port-related jobs – from dock workers to vessel-operators and truckers, while creating new opportunities in the clean energy economy.
- Strengthen the ports' capacity to meaningfully engage and partner with near-port communities and other stakeholders.
- Bolster the ports' role as catalysts of large-scale maritime decarbonization and sustainability transition – not only at their own facilities but across the broader maritime and freight industries locally, nationally, and globally.

The ports' proposal is transformative for our region and will help drive progress toward emissions reductions in one of the hardest to decarbonize industries. WorkForce Central strongly urges the EPA to

support this joint proposal. Please don't hesitate to reach out with any questions, and we thank you for your consideration.

Sincerely,



Katie Condit,
Chief Executive Officer