



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional FHWA
<b>Application Type</b>	Manufacturing/Industrial Centers
<b>Status</b>	submitted
<b>Submitted:</b>	April 8th, 2024 10:52 AM
<b>Prepopulated with screening form?</b>	Yes

## Project Information

- Project Title**  
Port Community System
- Regional Transportation Plan ID**  
N.A.
- Sponsoring Agency**  
Northwest Seaport Alliance
- Cosponsors**  
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
No
- If not, which agency will serve as your CA sponsor?**  
N/A

## Contact Information

- Contact name**  
Cassandra de Kanter
- Contact phone**  
2538884748
- Contact email**  
cdekanter@nwseaportalliance.com

## Project Description

- Project Scope**  
Across the Ports of Tacoma and Seattle, drayage truckers (truckers who haul cargo out of marine terminals to nearby destinations) are required to utilize a digital platform that all terminal operators use to access the appointment booking systems, which are maintained by the separate terminal operators. This system was established in 2022 and is in need of system improvements to incorporate software capabilities that will support improving truck fluidity and appointment reliability within Northwest Seaport Alliance (NWSA) international cargo terminals. Improvements in truck fluidity and appointment reliability will reduce congestion, ultimately leading to lower emissions from idling and/or overflow onto public

roadways from trucks queued at the entry gate for cargo terminals.

To streamline and make the process more accessible, the NWSA would like to pursue several improvements to the Port Community System. These include 1) a web and mobile application, 2) a terminal-agnostic appointment booking, merging, and management system, 3) check-in functionality, and 4) location-based tracking. Collectively, these changes will make the appointment system more user-friendly and accessible to small trucking operations or independent operators. Terminal-agnosticism will allow users to be efficiently matched with a terminal based on their desired appointment time and cargo type. Software improvements can allow truckers to merge an appointment to drop-off an empty cargo container with the pick-up of a new container whereas today the time to schedule such an efficient move is a substantive barrier.

These features can help increase terminal transactions by merging appointments and improving turn times (or time spent in the cargo terminal per transaction), lower truck congestion by improving appointment reliability for both truckers and the terminal, and decrease wait time. The work would include user interface and application development as well as API connection to the proposed terminal-agnostic appointment booking platform.

## 2. Project Justification, Need, or Purpose

Drayage trucking of goods is vital to intermodal shipping, such as containers being moved to distribution warehouses for delivery. Local stores, e-commerce activity, farmers, and manufacturers are supported directly by Northwest Seaport Alliance cargo terminals in the Ports of Tacoma and Seattle. Collectively, these cargo terminals generate tens of thousands of truck trips weekly. Improving the system to allow terminal operators and truck drivers to coordinate more efficiently will allow more fluidity of these truck movements and reduce externalities, including pollution from truck idling and congestion on the public roadway.

Across the Ports of Tacoma and Seattle, drayage truckers are required to utilize a digital platform that all terminal operators use to facilitate appointment booking. To streamline and make the process more accessible, the NWSA requests funds to enhance our Port Community System by creating a unified portal with a web and mobile application to include a new feature set that increases terminal transactions, lowers truck congestion, and decreases wait time. These reductions in congestion will ultimately lead to reduced emissions from idling as well as a reduction in the number of trucks overflowing from the terminals onto public roadways. Through this shared web based and mobile portal, truckers will be able to easily manage their appointments with features like terminal-agnostic appointment setting, appointment merge to encourage dual transactions, and location-based check in.

We consider this project urgent and would be ready to launch sooner if 2025/26 funding is available.

## Project Location

### 1. Project Location

Port of Tacoma & Duwamish MICs

### 2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King, Pierce

### 3. Crossroad/landmark nearest the beginning of the project

NA

### 4. Crossroad/landmark nearest the end of the project

NA

### 5. Map and project graphics

NWSA\_PSRC2024GrantMap.pdf

## Local Plan Consistency

### 1. Is the project specifically identified in a local comprehensive plan?

No

### 2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.

N/A

### 3. If no, please describe how the project is consistent with the applicable local

**comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

The Port of Tacoma Strategic Plan is built around five foundational goals: Community Connections, Transportation Advocacy, Organizational Success, and Environmental Leadership. An Environmental Leadership strategy is to "Reduce the air and climate pollution generated by Port and tenant activities while protecting their operations from the impacts of climate change."

Port of Seattle strategic goals include "Be the greenest and most energy-efficient port in North America," which is served by an objective relevant to the proposed Port Community System project: "Reduce air pollutants and carbon emissions."

In addition to alignment with the two home ports' strategic plans, the proposed project supports PSRC Vision 2050: "Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement."

## Federal Functional Classification

### 1. **Functional class name**

00 Not applicable (transit, enhancements, Etc.)

## Support for Centers

### 1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

By helping drayage truckers make and merge appointments more reliably and efficiently, this project stands to reduce the number of idling or parked freight trucks near maritime cargo facilities. The project location is the Port of Tacoma Manufacturing Industrial Center (MIC) in Pierce County and the Duwamish MIC in King County. These MICs are the location of the international and domestic cargo terminals managed by the Northwest Seaport Alliance, whose cargo terminals in 2023 were on average the destination for over 18,000 freight trucks connected to international trade per week. By reducing or eliminating queue times, this project will reduce the number of idling trucks and the land or roadway area needed for truck queuing in the MICs.

## Identification of Population Groups

### 1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

PSRC's Project Selection Resource Map shows the Port of Tacoma MIC to be above the 50% threshold for both people of color and people with low incomes. The adjacent Census Tract, which includes freight routes and many directly supportive landside facilities, is above the regional average. The Port of Tacoma MIC is also above the regional average for people with Limited English Proficiency.

The Duwamish MIC is divided between two Census Tracts. The Census Tract in the SODO area is the location of three of the five cargo terminals and the key freight connections to I-5. This Census Tract is above the regional average for both people of color and people with low incomes.

### 2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The Port of Tacoma MIC and adjacent Census Tract are Intersectional Equity Focus Areas for people of color and with low incomes. While the Port of Tacoma MIC is not, the adjacent Census Tract is also designated as an Air Quality Focus Community and the goal for optimizing truck appointments within the Port of Tacoma MIC is expected to have spillover benefits in this adjacent area.

In the Duwamish MIC, three of the five cargo terminals are in an Intersectional Equity Focus Area for people of color and those with low incomes.

## Criteria: Development of Manufacturing/Industrial Center

### 1. **Describe how the project will support the existing and planned employment densities in the regional and countywide growth or manufacturing / industrial center.**

Currently in the Port of Tacoma MIC, large portions of Port-owned land are used for trucks to queue to enter the terminals. The project will provide the Port of Tacoma the opportunity to coordinate truck appointments with all the cargo terminals (in both harbors) and reduce or eliminate the need for large queuing lots. Coordinated appointment making will free up land to be more efficiently used for cargo operations and support more jobs in the MIC and regionally.

### 2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

Queuing lots have been put in place to account for overflow at terminal gates. The lots were originally created to reduce the number of trucks on surface streets, but there is still frequent congestion from trucks idling in these areas while they are waiting. A streamlined appointment platform could serve as the foundation to eventually implement a cell phone parking lot model (e.g. as seen at SeaTac Airport for passenger arrivals) rather than a queuing line.

### 3. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

The project is proposing improvements to the NWSA Port Community System that will provide a unified system that is accessible to all trucking companies and independent truck operators, which will advance equal opportunity for small trucking companies and independent operators that lack larger companies' capacity to centralize coordinators/communicators for their drivers.

### 4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

This project will directly benefit the drayage trucking community by improving terminal gate fluidity with a more reliable appointment system. Improved appointment system performance will reduce the amount of waiting and idling time for the average gate appointment. These changes will reduce the number of trucks queuing in the area around the port terminals thereby reducing the number queued trucks in the rights-of-way, especially during morning peak hours, benefiting both commuters as well as other commercial users.

### 5. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

For small trucking companies or independent operators, the new project will lower barriers to entry by simplifying the process of connecting with the Port's ecosystem of trucking (drayage) opportunities. Truck companies and independent operators are typically paid by the trip, and the proposed project will promote the ability of new drivers to schedule appointments efficiently. Additionally, reducing the amount of land needed to support truck queuing will allow the Port to consider other development opportunities for the land that will create new job opportunities.

## Criteria: Mobility and Accessibility

### 1. **Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.**

The appointment system in place today, which is managed by individual terminals, lacks some of the features that would allow optimum planning and flexibility for the drayage truck drivers. The ability to book and manage appointments on the fly will maximize utilization and dual gate

transaction opportunities, where a trucker is able to both drop off an empty container or export container and pick up a new container at the same cargo terminal. A location-based check-in feature will keep the gate more fluid and allow the terminal to prepare for trucks entering the yard. Turn times, a turn being a truck's round trip inside the cargo terminal, are expected to decrease with the fluidity of the new user-friendly platform.

2. **Describe how the project improves access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

By updating the Port Community System, the project will allow trucking companies and independent truck operators to schedule their container pickups and drop-offs more effectively at cargo terminals within the MICs. Efficiency improvements to truck scheduling will reduce congestion and improve reliability for freight trips to trucks' target destinations in other MICs throughout the region (such as Kent MIC, Sumner Pacific MIC, and Frederickson MIC).

3. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

While the proposed project will not lead to new opportunities for active transportation, the project will provide health benefits by reducing truck idling and consequently diesel emissions.

4. **Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.**

While the project will reduce truck idling and interim truck trips to queuing facilities on the way to cargo terminals, the number of expected trips is generated based on cargo volumes and this system is not intended to be a CTR or TDM opportunity.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Populations (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

The project will develop a unified, gateway-wide communication interface that will lower the barrier of access for motor carriers of all types. Many truck drivers are independent and do not have the same resources as the larger drayage truck dispatching companies. An accessible and easy to use system that gives access to both ports in our gateway helps level the playing field for all members of the drayage trucking community.

## Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

Prioritizing the terminal appointment system on our Port Community System roadmap was a result of meeting with both the drayage trucking and terminal operating communities. At quarterly and biweekly forums hosted by the NWSA, the current appointment booking system was mentioned as the biggest pain point for the trucking community. The trucking community understands the need for a working appointment system, so we took their feedback directly to the terminal operators to gain agreement of this approach.

2. **Describe how this outreach influenced the development of the project.**

To build trust with both drayage truckers and marine terminal operators, we have shared our Port Community System roadmap, of which this project is a component, and community feedback has resulted in NWSA prioritizing our focus on improving the appointment system. We discussed how these enhancements could be used by both parties, and received feedback about how these features could be used as foundations to operational improvements and build trust in the process.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

As the project is a system improvement it will not utilize land or displace housing. The Port of Tacoma MIC is associated with the "Improve Access and Housing Choices" typology and the Duwamish MIC is associated with the "Transform and Diversify" typology. The maritime cargo facilities supported by this project are located on industrially zoned lands not suitable for housing. However, by optimizing the use of this existing land, the project can lower demand for industrial uses on land that is suitable for housing, thereby reducing the risk for housing

displacement in other areas.

## Criteria: Safety and Security

- 1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

The project will focus on reducing truck queuing at NWSA cargo terminals, which at busy times can cause trucks to back up onto public streets, including SR 509 in the Port of Tacoma MIC, which creates a notable speed differential between trucks moving toward cargo facilities and those driving on the roadway. The project will not result in physical, signage, or signalization changes to the transportation infrastructure and therefore will not result in incorporation of one of the FHWA's Proven Safety Countermeasures.

- 2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

For those community members that use surface roads proximal to cargo terminals or queuing facilities, it is expected they will see fewer trucks queued in public right of way that can create hazards due to differences in speed.

- 3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

While we do not have a safety policy that informed this approach to appointment booking, we regularly engage with the cities of Tacoma and Seattle as well as with WSDOT on keeping idling trucks off surface streets.

- 4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

Safety is first and foremost in NWSA Operations. We hope to use this project to better coordinate our operations so that we can refine our operations and infrastructure in and around the terminals to be more compatible with the traffic patterns in the MIC areas. This project represents a first step, but we hope will set a foundation for exploring integration of our operations into city and WSDOT ITS. An example of future path could be sharing the number of appointments and time recognizing that will be a strong indicator of truck traffic.

## Criteria: Air Quality and Climate Change

- 1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Other

### Air Quality and Climate Change: Other

- 1. You selected "other" as an emissions-related element in your project's scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.**

Across our gateway, all queuing and staging areas outside the terminal gates hold over 700 trucks, with an average of 18,000 drayage trucks hauling international cargo a week. At peak times of congestion, these areas become completely full and sometimes even spill out onto surface streets. An optimized appointment system would reduce congestion by spreading the flow of trucks throughout the day, lowering the number of trucks waiting at any given time, and decreasing the amount of time it takes a truck driver to deliver/pick up a cargo container. The latter would have a significant impact on emissions reduction.

## Total Estimated Project Cost and Schedule

1. **Estimated project completion date**  
December 2027
2. **Total project cost**  
\$2,100,000.00

## Funding Documentation

1. **Documents**  
WSDOT - PSRC PCS Grant CA Confirmation.pdf, 2024\_01\_-\_NWSA\_-\_CIP\_Actual\_vs\_Budget\_by\_LOB.xlsx
2. **Please enter your description of your financial documentation in the text box below.**  
The attached NWSA Capital Investment Plan document includes \$600,000 for this year under PCS: Truck Experience Measurement – Pilot (line 274).  
  
Note: This money is currently allocated for FY 2024, but is committed to the project and will be rolled forward until the project is fully funded and advanced.

Phase	Year	Alternate Year	Amount
other	2027		\$1,500,000.00

Total Request: \$1,500,000.00

## Project Readiness: PE

### Other

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$1,500,000.00
Local	Secured	\$600,000.00
		<hr/> \$2,100,000.00

**Expected year of completion for this phase:** 2027

### Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**  
No
2. **What is the actual or estimated start date for preliminary engineering/design?**  
N/A
3. **Is preliminary engineering complete?**  
No
4. **What was the date of completion (month and year)?**  
N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**  
No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
There is no PE; this is a system enhancement project. No construction will be required.
7. **When are preliminary plans expected to be complete?**  
N/A

## Project Readiness: NEPA

### 1. Documents

WSDOT - PSRC PCS Grant CA Confirmation.pdf, 2024\_01\_-\_NWSA\_-\_CIP\_Actual\_vs\_Budget\_by\_LOB.xlsx

### 2. Please enter your description of your financial documentation in the text box below.

The attached NWSA Capital Investment Plan document includes \$600,000 for this year under PCS: Truck Experience Measurement – Pilot (line 274).

Note: This money is currently allocated for FY 2024, but is committed to the project and will be rolled forward until the project is fully funded and advanced.

## Project Readiness: Right of Way

### 1. Will Right of Way be required for this project?

No

### 2. What is the actual or estimated start date for right of way?

N/A

### 3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

N/A

### 4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

N/A

### 5. What is the zoning in the project area?

N/A

### 6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

N/A

### 7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

N/A

### 8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

N/A

### 9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

N/A

## Project Readiness: NEPA

### 1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

### 2. Has the NEPA documentation been approved?

No

### 3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

NA

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
No
2. **What is the actual or estimated start date for right of way?**  
N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
N/A
5. **What is the zoning in the project area?**  
N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**  
N/A

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
No
2. **Do you have an engineer's estimate?**  
N/A
3. **Engineers estimate document**  
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**  
N/A
5. **Are Plans, Specifications & Estimates (PS&E) approved?**  
N/A
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**  
N/A
7. **When is the project scheduled to go to ad (month and year)?**  
N/A

**NORTHWEST SEAPORT ALLIANCE**  
**Capital Investment Plan Actual vs Original Budget by LOB**  
Year-to-Date Spending through Jan, 2024





LOB	Actual YTD	2024	(over)/under
<b>Automobiles</b>	\$945	\$1,250,000	\$1,249,055
<b>Container Business</b>	\$4,700,426	\$136,933,473	\$132,233,047
<b>Industrial-Commercial Real Estate</b>	\$350	\$351,000	\$350,650
<b>Intermodal</b>	\$6,068	\$3,588,000	\$3,581,932
<b>Port-Operated Facilities</b>	\$25,372	\$2,526,000	\$2,500,628
<b>Port-Wide Infrastructure</b>			
<b>Grand Total</b>	<b>\$4,733,161</b>	<b>\$144,648,473</b>	<b>\$139,915,312</b>

Project Breakdown by LOB - Material Projects (Projects \$300k and up)

LOB	Actual YTD		
Automobiles →			
Other Automobiles	945		
<b>Total</b>	<b><u>\$945</u></b>		
Container Business →			
U00100 T5 Berth Construction - Phase 2 (1,450' south)	3,541,247		
U00690 T106 CBP Office & Facility Renovation (NWSA 87%, POS 13%)	825,962		
Other Container Business	333,217		
<b>Total</b>	<b><u>\$4,700,426</u></b>		
Industrial-Commercial Real Estate →			
Other Industrial-Commercial Real Estate	350		
<b>Total</b>	<b><u>\$350</u></b>		
Intermodal →			
Other Container Business	6,068		
<b>Total</b>	<b><u>\$6,068</u></b>		
Port-Operated Facilities →			
Other Port-Operated Facilities	25,372		
<b>Total</b>	<b><u>\$25,372</u></b>		
Port-Wide Infrastructure →			
Other Port-Wide Infrastructure			
<b>Total</b>			
<b>Grand Total</b>	<b>\$4,733,161</b>		



### Legend

-  Duwamish MIC
-  Port of Tacoma MIC
-  NWSA
-  International Cargo Terminals

The project will serve drayage trucks picking up cargo from or delivering cargo to Northwest Seaport Alliance terminals.

**From:** [Ho, John](#)  
**To:** [Medlen, Ryan](#); [Archer-Parsons, Andrea](#); [de Kanter, Cassandra](#)  
**Cc:** [Elguera, Michael](#); [Fletcher, Dawn](#)  
**Subject:** RE: [EXTERNAL] FW: CA question for PSRC grant application  
**Date:** Thursday, March 21, 2024 4:46:36 PM

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WSDOT Olympic Region Local Programs is happy to be the CA sponsor for NWSA.

*John*

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**From:** Medlen, Ryan <rmedlen@nwseaportalliance.com>  
**Sent:** Thursday, March 21, 2024 3:29 PM  
**To:** Archer-Parsons, Andrea <ArcherA@wsdot.wa.gov>; de Kanter, Cassandra <cdekanter@nwseaportalliance.com>  
**Cc:** Elguera, Michael <melguera@nwseaportalliance.com>; Ho, John <HoJohn@wsdot.wa.gov>; Fletcher, Dawn <FletcDm@wsdot.wa.gov>  
**Subject:** RE: [EXTERNAL] FW: CA question for PSRC grant application

Hi John or Andrea,

PSRC is looking for more certainty that WSDOT is willing to be our CA Authority if we are awarded a grant from them.

Can you please confirm WSDOT would be willing to be our CA Authority if we are awarded an STBG Grant by PSRC for our Port Community System? The project is to develop a system to streamline our appointments and reduce truck queuing onto public roadways. The project description is:

Across the Ports of Tacoma and Seattle, drayage truckers are required to utilize a digital platform that all terminal operators use to facilitate appointment booking. To streamline and make the process more accessible, the NWSA would like to pursue a mobile application with a feature set that would increase terminal transactions, lower truck congestion, and decrease wait time. These reductions in congestion ultimately leads to reduced emissions from idling and/or overflow onto public roadways. Through this shared mobile portal, truckers would be able to easily book access and manage their appointments with features like terminal agnostic appointment setting, appointment merge to encourage dual transactions, and location-based check in. The work to complete this would include UI and application development as well as API connection to the appointment booking platform.

Please let Michael Elguera (copied) or myself know if you have any questions.

**Ryan Medlen**

Senior Planner

**THE NORTHWEST SEAPORT ALLIANCE | PORT OF TACOMA**

O: 253.592.6721 C: 253.905.5818

[www.nwseaportalliance.com](http://www.nwseaportalliance.com) | [www.portoftacoma.com](http://www.portoftacoma.com)

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**From:** Archer-Parsons, Andrea <[ArcherA@wsdot.wa.gov](mailto:ArcherA@wsdot.wa.gov)>

**Sent:** Monday, March 4, 2024 10:41 AM

**To:** de Kanter, Cassandra <[cdekanter@nwseaportalliance.com](mailto:cdekanter@nwseaportalliance.com)>

**Cc:** Medlen, Ryan <[rmedlen@nwseaportalliance.com](mailto:rmedlen@nwseaportalliance.com)>; Elguera, Michael <[melguera@nwseaportalliance.com](mailto:melguera@nwseaportalliance.com)>; Ho, John <[HoJohn@wsdot.wa.gov](mailto:HoJohn@wsdot.wa.gov)>; Fletcher, Dawn <[FletcDm@wsdot.wa.gov](mailto:FletcDm@wsdot.wa.gov)>

**Subject:** RE: [EXTERNAL] FW: CA question for PSRC grant application

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Good Morning Cassandra,

If you go to [Chapter 13 Certification Acceptance Program - Local Agency Guidelines M 36-63 \(wa.gov\)](#) it will explain a Non-CA Agency versus a CA Agency. Based on this chapter you may use Tacoma as your CA Authority, but if they are unable to fulfil that role then WSDOT would act as your CA Authority. Please be aware that if WSDOT is the CA Authority, we only do an administrative role and would require you to hire a consultant to help with design and construction management and oversight. Please let me know if you have any other questions, or I've included Dawn Fletcher who is the Assistant Local Programs Engineer for your area.

Respectfully,

Andrea

*Andrea Archer-Parsons, P.E.*

Assistant Local Programs Engineer

Olympic Region Local Programs Office

Direct: (360) 357-2712

Cell: (360) 522-0569

**Mailing Address:**

PO Box 47440

Olympia, WA 98504-7440

**Physical Address:**

7407 31<sup>st</sup> Ave NE  
Lacey, WA 98516



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**From:** de Kanter, Cassandra <[cdekanter@nwseaportalliance.com](mailto:cdekanter@nwseaportalliance.com)>  
**Sent:** Friday, March 1, 2024 10:48 AM  
**To:** Archer-Parsons, Andrea <[ArcherA@wsdot.wa.gov](mailto:ArcherA@wsdot.wa.gov)>  
**Cc:** Medlen, Ryan <[rmedlen@nwseaportalliance.com](mailto:rmedlen@nwseaportalliance.com)>; Elguera, Michael <[melguera@nwseaportalliance.com](mailto:melguera@nwseaportalliance.com)>  
**Subject:** [EXTERNAL] FW: CA question for PSRC grant application  
**Importance:** High

**WARNING:** This email originated from outside of WSDOT. Please use caution with links and attachments.

Good morning Andrea,

I just received John Ho's OOO message and hope you can point us toward the correct point of contact to answer our Certification Acceptance question below. Thank you for any guidance you can provide!

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**From:** de Kanter, Cassandra  
**Sent:** Friday, March 1, 2024 10:41 AM  
**To:** Ho, John <[HoJohn@wsdot.wa.gov](mailto:HoJohn@wsdot.wa.gov)>  
**Cc:** Elguera, Michael <[melguera@nwseaportalliance.com](mailto:melguera@nwseaportalliance.com)>; Medlen, Ryan <[rmedlen@nwseaportalliance.com](mailto:rmedlen@nwseaportalliance.com)>  
**Subject:** CA question for PSRC grant application  
**Importance:** High

Good morning John,

The Northwest Seaport Alliance is submitting a screening form for a Surface Transportation Block Grant via PSRC. Our current understanding is that the City of Tacoma may be able to serve as CA authority for us on this project if the grant is awarded. Am I correct that if it turns out Tacoma can't be our CA authority, it would be WSDOT? If you can confirm or clarify that by the end of the day Tuesday (3/5), we'd be very grateful. Thank you!

Take care and have a good weekend,

**Cassandra de Kanter**

Grants Specialist

**THE NORTHWEST SEAPORT ALLIANCE | PORT OF TACOMA**

P: 253.888.4748

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