



THE NORTHWEST
SEAPORT ALLIANCE

Gateway to Solutions

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May 12, 2022

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590-7202

RE: Letter of Commitment, Terminal 5 Export, Expansion, and Emissions Reduction Project

Dear Secretary Buttigieg:

I am very pleased to submit this application from the Northwest Seaport Alliance (NWSA)—an operating partnership between the ports of Seattle and Tacoma—to the 2022 Port Infrastructure Development Program (PIDP). The project will improve air quality in the region while updating the truck gate complex and expanding space for cargo containers at Port of Seattle's Terminal 5 (T-5). The project will reduce greenhouse gas emissions and enable T-5 to serve exporters with greater safety and efficiency.

In Washington state, the benefits will be considerable. The project will reduce greenhouse gas emissions by reducing truck waits and queuing on Seattle's Southwest Spokane Street, resulting in less truck idling. Additionally, the greater operational efficiencies from more yard space and a new gate complex will mean more loaded export containers and fewer empty export containers. The project will directly support exports of agricultural products from rural Eastern Washington, with benefits stretching far beyond Washington State. U.S. exporters from states including Oregon, Idaho, Montana, Minnesota, the Dakotas, and Iowa regularly depend on NWSA facilities as their fastest and most cost-effective option for time-sensitive agricultural products such as hay, apples, and potatoes. Expanding capacity and increasing efficiency at the NWSA increases access to international markets for U.S. farmers, as well as manufacturers and consumers.

As a sign of our dedication to the success of the proposed \$26,259,500 project, the NWSA commits to a cost share of \$9,201,325—a figure representing 35% of total eligible project costs. This investment is in addition to prior NWSA investment of over \$300 million for the modernization of this terminal under a separate project. The entirety of the cost share will be funded through non-PIDP sources. The NWSA is pursuing other external funding opportunities, but if we are unable to secure funds from other sources, we are committed to funding the remaining balance through our own resources. We are aware that the maximum federal contribution for PIDP projects is 80%. Cost share from the NWSA will come from the Port of Seattle's cash on hand generated by the Port of Seattle's tax levy authority and related general obligation bonds.

If this project is awarded funding from the PIDP, the NWSA guarantees the availability of the staff and resources necessary to complete the activities described in the application. The NWSA is exceptionally well qualified to lead the proposed activities. As the nation's fifth largest container port complex overall and the top-ranked U.S. seaport for refrigerated exports, the NWSA team is capable not only of

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planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner. For these reasons and more, I urge you to fund the T-5 Export, Expansion, and Emissions Reduction Project. If you have any questions at all, please do not hesitate to contact me.

Sincerely,



John Wolfe, Chief Executive Officer
Northwest Seaport Alliance
1 Sitcum Way
Tacoma, Washington 98421