



Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase

U.S. DEPARTMENT OF TRANSPORTATION – MARITIME ADMINISTRATION
Port Infrastructure Development Program (PIDP)
Opportunity Number 693JF7-20-BAA-0001

LETTERS OF SUPPORT

Per the instructions in the official Notice of Funding Opportunity: “If possible, website links to supporting documentation should be provided rather than copies of these supporting materials.” Please find ADDITIONAL Letters of Support received after the application submission at this link:

<https://www.nwseaportalliance.com/2020-pidp-grant-application-terminal-5>

REP. SUZAN K. DELBENE

1ST DISTRICT, WASHINGTON

2442 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6311

22121 17TH AVE SE, STE 220
BOTHELL, WA 98021
(425) 485-0085

204 W. MONTGOMERY ST.
MOUNT VERNON, WA 98273
(360) 416-7879

WWW.DELBENE.HOUSE.GOV

Congress of the United States

House of Representatives

WAYS AND MEANS COMMITTEE

SUBCOMMITTEE ON TAX POLICY

SUBCOMMITTEE ON OVERSIGHT

BUDGET COMMITTEE

May 2, 2020

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

Dear Secretary Chao:

I am pleased to express my support for the applications submitted to the *2020 Port Infrastructure Development Program (PIDP)* and the *2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program* by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve larger container vessels that have become standard in the global shipping industry.

The T-5 Project seeks to enable international container operations to resume – improving the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. As a result of these improvements, NWSA projects increased agricultural production in rural Eastern Washington, as well as 6,600 new direct jobs – adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

It is my understanding that the benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes. Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert.

Together, NWSA and SSA Terminals form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner. I urge your full and fair consideration, consistent with applicable laws and regulations, of their applications to both programs.

Sincerely,



Suzan DelBene
Member of Congress

DENNY HECK
10TH DISTRICT, WASHINGTON

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CONSUMER PROTECTION
AND FINANCIAL INSTITUTIONS
SUBCOMMITTEE ON HOUSING, COMMUNITY
DEVELOPMENT AND INSURANCE
SUBCOMMITTEE ON NATIONAL SECURITY,
INTERNATIONAL DEVELOPMENT AND MONETARY
POLICY
PERMANENT SELECT COMMITTEE ON
INTELLIGENCE
SUBCOMMITTEE ON DEFENSE INTELLIGENCE
AND WARRIOR SUPPORT
SUBCOMMITTEE ON STRATEGIC TECHNOLOGIES
AND ADVANCED RESEARCH
JOINT ECONOMIC COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-4710

WASHINGTON, DC OFFICE
2452 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-9740

THURSTON AND MASON COUNTY OFFICE
420 COLLEGE STREET SE
SUITE 3000
LACEY, WA 98503
(360) 459-8514

PIERCE COUNTY OFFICE
6000 MAIN STREET SW
SUITE 3B
LAKEWOOD, WA 98499
(253) 533-8332

May 5, 2020

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

Dear Secretary Chao,

I write you today asking for full and fair consideration of the Northwest Seaport Alliance's (NWSA) application for the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at its two seaports (Seattle and Tacoma), both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 full and fair consideration of the T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Denny Heck". The signature is written in a cursive, flowing style.

Denny Heck
Member of Congress

HOUSE COMMITTEE ON THE JUDICIARY

VICE CHAIR, SUBCOMMITTEE ON
IMMIGRATION AND CITIZENSHIP

MEMBER, SUBCOMMITTEE ON ANTITRUST,
COMMERCIAL, AND ADMINISTRATIVE LAW

HOUSE COMMITTEE ON THE BUDGET

HOUSE COMMITTEE ON
EDUCATION AND LABOR

MEMBER, SUBCOMMITTEE ON
HIGHER EDUCATION AND WORKFORCE INVESTMENT

MEMBER, SUBCOMMITTEE ON
WORKFORCE PROTECTIONS

Congress of the United States
House of Representatives
Washington, DC 20515-4707

The Honorable Elaine L. Chao
Secretary United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590-7202

May 1, 2020

Dear Secretary Chao:

I am writing to express my support for the application submitted *to the* 2020 Port Infrastructure Development Program (PIDP) by The Northwest Seaport Alliance (NWSA), an operating partnership *between the ports of Seattle and Tacoma*.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. This project is fully compliant with the Buy American Act and will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the over 20,000 jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes*.

The proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

As a proud Washingtonian, I urge you to fund the T-5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Pramila Jayapal". The signature is fluid and cursive, with the first name "Pramila" and last name "Jayapal" clearly distinguishable.

PRAMILA JAYAPAL
Member of Congress

DEREK KILMER
6TH DISTRICT, WASHINGTON

COMMITTEE ON APPROPRIATIONS
DEFENSE SUBCOMMITTEE
INTERIOR, ENVIRONMENT,
AND RELATED AGENCIES SUBCOMMITTEE
ENERGY AND WATER
DEVELOPMENT SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-4706

OFFICES:
1410 LONGWORTH OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5916

950 PACIFIC AVENUE
SUITE 1230
TACOMA, WA 98402
(253) 272-3515

345 6TH STREET
SUITE 500
BREMERTON, WA 98337
(360) 373-9725

www.kilmer.house.gov

May 6, 2020

The Honorable Elaine L. Chao
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590-7202

Dear Secretary Chao:

I am writing in support of the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

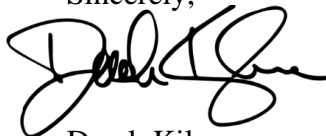
In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, which both serve as vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will also result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

Critically, the proposed investments will enable T-5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

For these reasons, I urge you to give full and fair consideration to NWSA's applications to the PIDP and BUILD grant programs. Should you have any questions, please contact Evan Smith in my Tacoma district office at 253-272-3515 or at Evan.Smith@mail.house.gov.

Sincerely,



Derek Kilmer
Member of Congress

Congress of the United States
House of Representatives
Washington, DC 20515-4708

May 7, 2020

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Secretary Chao:

I would like to express my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma in Washington State*.

The two seaports are vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of a major modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

These targeted infrastructure investments will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. The benefits to Washington State and my District will be considerable. Not only will the project support increased agricultural production in rural Central and Eastern Washington, but it will result in 6,600 new direct jobs—adding to the *20,000+ jobs already directly supported by cargo activity at the NWSA Gateway*.

U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes*. The proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

For these reasons and more, I ask you to give the T5 Project full and fair consideration. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Schrier", written in a cursive style.

Kim Schrier, M.D.
Member of Congress



1414 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
OFFICE (202) 225-5816
FAX (202) 225-3251

VICE-CHAIR
NUCLEAR CLEANUP CAUCUS

Congress of the United States House of Representatives

May 11, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the *20,000+ jobs already directly supported by cargo activity at the NWSA Gateway*.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes*.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Dan Newhouse". The signature is fluid and cursive, with the first name "Dan" and last name "Newhouse" clearly legible.

Dan Newhouse
Member of Congress

2113 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2605
DISTRICT OFFICES:
2930 WETMORE AVENUE, SUITE 9F
EVERETT, WA 98201
(425) 252-3188
119 N. COMMERCIAL STREET, SUITE 275
BELLINGHAM, WA 98225
(360) 733-4500
E-Mail: Rick.Larsen@mail.house.gov
<http://larsen.house.gov>

RICK LARSEN
2ND DISTRICT, WASHINGTON
Congress of the United States
House of Representatives
Washington, DC 20515-4702

COMMITTEES:
TRANSPORTATION
AND INFRASTRUCTURE
CHAIR, SUBCOMMITTEE
ON AVIATION
ARMED SERVICES

May 8, 2020

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Chao:

I request your careful consideration of the Northwest Seaport Alliance's (NWSA) applications for the Port Infrastructure Development Program (PIDP) and the Better Utilizing Investments to Leverage Development (BUILD) transportation grants program. The requested \$17.7 million in funding from these programs would support improvements to and modernization of Terminal 5 (T-5) at the Seattle Harbor.

Since 2014, T-5 has rarely been used due to its inability to serve the larger container vessels that are now standard in the global shipping industry. NWSA will use the PIDP and BUILD grant funds to conduct four key infrastructure upgrades under the final phase of the T-5 Uplands Modernization and Rehabilitation Project. The upgrades include rail improvements to replace and restore track and capacity, 50 acres of paving, installing new refrigeration plugs, and updates to the terminal's stormwater system. These improvements are key to resuming the use of the T-5.

The rehabilitation of T-5 will allow for the safer, more efficient and more reliable movement of goods through the Pacific Northwest. It will drastically increase the ability to export refrigerated goods and agricultural products and allow for two additional 18,000 twenty-foot equivalent units (TEU) ships to be served at the port. The project will also create 6,600 direct port jobs.

I request your full and fair consideration of the NWSA's applications for the PIDP and BUILD grant programs for the Terminal 5 modernization project.

Sincerely,



Rick Larsen
Member of Congress
Washington State, 2nd District



Washington State Senate

Olympia Address:
223 John A. Cherberg Building
PO Box 40411
Olympia, WA 98504-0411

Senator Bob Hasegawa
Senate Democratic Caucus Vice Chair

Telephone:
Olympia: (360) 786-7616
E-mail: Bob.Hasegawa@leg.wa.gov
<http://sdc.wastateleg.org/hasegawa/>

April 24, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the *20,000+ jobs already directly supported by cargo activity at the NWSA Gateway*.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.*

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports.* SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,



[Senator Bob Hasegawa](#)

11th Legislative District

Olympia Office: (360) 786-7616

Cell phone: (360) 878-1483

Bob.Hasegawa@leg.wa.gov

<http://sdc.wastateleg.org/hasegawa/>



Washington State Senate

Olympia Address:
PO Box 40414
Olympia, WA 98504-0414
E-mail: curtis.king@leg.wa.gov

Senator Curtis King
14th Legislative District

Telephone:
(360) 786-7626
Toll-Free: 1-800-562-6000

April 29, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

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For these reasons and more, I urge you to fund the T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis King", with a stylized, flowing script.

Curtis King
Senator
Senate Transportation Committee, Ranking Member



Olympia Office:
235 John A. Cherberg Building
PO Box 40443
Olympia, WA 98504-0443
Phone: (360) 786-7628

Washington State Senate

Senator Jamie Pedersen
43rd Legislative District

District Office
1200 12th Ave. S, Suite 8400
Seattle, WA 98104-4341
Phone: (206) 729-3206
E-mail: jamie.pedersen@leg.wa.gov

April 28, 2020

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

Dear Secretary Chao:

I write to support the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the Port of Seattle and the Port of Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both of which are vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals have proposed a final phase of the Terminal 5 Uplands Modernization and Rehabilitation Project. The project is fully compliant with the Buy American Act and will revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway. It will also dramatically increase the port's capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in an estimated 6,600 new direct jobs. These will be in addition to the over 20,000 jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA

as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

The proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T5 Project and appreciate your consideration of this request.

Yours truly,

A handwritten signature in dark ink, reading "Jamie Pedersen". The signature is fluid and cursive, with the first name "Jamie" and last name "Pedersen" clearly legible.

Jamie Pedersen



Washington State Senate

Olympia Address:
213 John A. Cherberg Building
Olympia, WA 98504-0434

Senator Joe Nguyen
34th Legislative District

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

5/12/2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the *20,000+ jobs already directly supported by cargo activity at the NWSA Gateway*.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most*



Washington State Senate

Olympia Address:
213 John A. Cherberg Building
Olympia, WA 98504-0434

Senator Joe Nguyen
34th Legislative District

Phone: (206) 786-7667
Hotline: 1-800-562-6000
TTY: 1-800-833-6388
Joe.Nguyen@leg.wa.gov

cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion. For all these reasons listed above, I have been proud to support Terminal 5 as the State Senator for the 34th legislative district in addition to appropriating five million dollars in the 2019 capital budget.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

Joe Nguyen
State Senator 34th LD
213 John A. Cherberg Building
(206) 786 – 7667
Joe.nguyen@leg.wa.gov



Washington State Senate

Olympia Office:
219 John A. Cherberg Building
PO Box 40433
Olympia, WA 98504-0433

Senator Karen Keiser
33rd Legislative District

Phone: (360) 786-7664
TTY: 1-800-635-9993
Toll-Free Hotline: 1-800-562-6000
E-mail: karen.keiser@leg.wa.gov

May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am very pleased to express my support for the application submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) transportation grants program by the Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 (T-5) Project. Fully compliant with the Buy American Act, this project will help revitalize NWSA's Terminal 5 in Seattle Harbor, which has been mostly dormant since 2014, when the ocean carriers abandoned the terminal because it was unable to serve the standard larger container vessels of the global shipping industry.

Through a series of targeted infrastructure investments, the proposed T-5 Project will enable international container operations to resume and improve the efficiency, safety, and resiliency of terminal operations, while dramatically increasing its capacity for refrigerated exports.

The benefits of the project will be considerable for rural Americans as well and is aligned with the goals of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative to address disparities in rural transportation infrastructure. The proposed investments will enable Terminal 5 to host some of the world's largest container ships, supporting increased agricultural production in our country's northern tier. U.S. exporters from numerous states—including Oregon, Idaho, Montana,

Secretary Elaine L. Chao

Page 2

May 5, 2020

Minnesota, the Dakotas, and Iowa—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes. By expanding capacity at the NWSA, the project will increase access to international markets for farmers as well as for U.S. manufacturers and consumers.

Finally, I believe that the NWSA and SSA Terminals are exceptionally well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport for refrigerated exports, specifically. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Their team is capable of planning and executing this project in a timely and cost-effective manner.

Thank you for your consideration of funding the T5 Project.

Always,

A handwritten signature in cursive script, appearing to read "Karen Keiser".

Senator Karen Keiser
President Pro Tem
33rd Legislative District

State of
Washington
House of
Representatives



The Honorable Eileen Cody
Washington State House of Representatives
303 John L. O'Brien Building
Olympia, WA 98504

April 29, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will

State of
Washington
House of
Representatives



result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

Washington State Representative Eileen Cody, RN
Chair, House Health Care & Wellness Committee
34th Legislative District



April 28, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the *20,000+ jobs already directly supported by cargo activity at the NWSA Gateway*.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming,

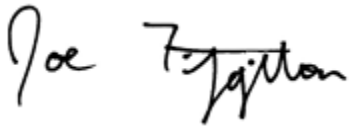
Colorado, the Dakotas, and Ohio—regularly depend on *the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.*

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports.* SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Joe Fitzgibbon". The signature is fluid and cursive, with the first name "Joe" being more prominent and the last name "Fitzgibbon" written in a continuous script.

Joe Fitzgibbon
State Representative
34th Legislative District



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

Dan Gatchet,
Chair

April 28, 2020

Brian Ziegler,
Director

Board Members
Leonard Barnes

Matthew Ewers

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Temple Lentz

John McCarthy

Roger Millar

Arthur Swannack

Bob Watters

Ben Wick

Website
www.fmsib.wa.gov

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao:

I am pleased to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA Gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington State, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and

The Honorable Elaine Chao
Page 2
April 28, 2020

Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 Project. If you have any questions about my support for this project, please contact me at 360.586.9695.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Gatchet", written in a cursive style.

Dan Gatchet
Chair



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

May 1, 2020

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

Dear Secretary Chao,

I am very pleased to express my support for the application submitted to the 2020 Port Infrastructure Development Program (PIDP) by the Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 (T-5) Project. Fully compliant with the Buy American Act, this project will help revitalize NWSA's Terminal 5 in Seattle Harbor, which has been mostly dormant since 2014, when the ocean carriers calling at T-5 abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the proposed T-5 Project will enable international container operations to resume and improve the efficiency, safety, and resiliency of terminal operations, while dramatically increasing its capacity for refrigerated exports.

The benefits of the project will be considerable. The proposed investments will enable Terminal 5 to host some of the world's largest container ships, supporting increased agricultural production in our country's northern tier. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Minnesota, the Dakotas, and Iowa—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes. Thus, by expanding capacity at the NWSA, the project will increase access to international markets for farmers, as well as for U.S. manufacturers, and consumers.

Finally, I believe that the NWSA and SSA Terminals are exceptionally well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport for refrigerated exports. SSA is the largest marine terminal operator in

Elaine Chao

May1, 2020

Page 2

the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Lisa J. Brown". The signature is written in a cursive, flowing style.

Lisa Brown

Director



P.O. Box 1209
Seattle, WA 98111-1209
USA

Tele: (206) 787-3000
Fax: (206) 787-3252

www.portseattle.org

May 7, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Dear Secretary Chao,

I am writing to express Port of Seattle's support for The Northwest Seaport Alliance's (NWSA) application for the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program. Along with Port of Tacoma, Port of Seattle is a partner in the NWSA, which jointly manages our two ports' cargo business.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor.

T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. Of all NWSA facilities, T-5 has been identified as the most suitable for modernization to meet future shipping needs with the greatest efficiency at the lowest cost. Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports.

NWSA cargo activity generates 58,400 jobs, \$12.4 billion in business output, \$4 billion in labor income and \$136 million in state and local taxes. If our nation fails to undertake the investments necessary to maintain and grow our ports and trade corridors it will threaten jobs and affect our ability to economically export. We also are concerned about the diversion of cargo to ports in Canada. The T-5 project will enhance the NWSA's competitiveness and help retain ocean carrier services and the jobs that depend on them.

In closing, Port of Seattle supports the Terminal 5 Uplands Modernization and Rehabilitation Project and respectfully requests that priority be placed on making these improvements. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "AP Metruck".

Stephen P. Metruck
Executive Director



May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

I am pleased to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

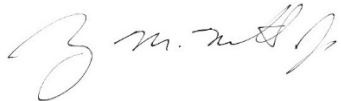
5/5/20

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. I hope you will give this project full and fair consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Millar".

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation



International
LONGSHORE

and

WAREHOUSE

Union

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

LOCAL 19

May 8, 2020

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

RICHARD AUSTIN
President

KURT HARRIAGE
Day Business Agent

JEROME JOHNSON
Night Business Agent

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project



Dear Secretary Chao,

I am pleased to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA

as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

ILWU Local 19

A handwritten signature in cursive script that reads "Rich Austin". The signature is written in dark ink and is positioned below the typed name.

Rich Austin
President



May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for businesses like mine and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

DocuSigned by:

C7FC11D32332407...

Linda Baxter

Manager of International Logistics

630-990-6409

baxter@acehardware.com

5/5/2020 | 13:12:14 CDT



May 4, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

On behalf of the Association of Washington Business (AWB), I am writing to express my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

AWB is Washington's oldest and largest statewide business association, with nearly 7,000 member companies. AWB serves as both the state's chamber of commerce and the manufacturing and technology association.

In collaboration with marine terminal operator SSA Terminals, NWSA has begun to modernize critical transportation infrastructure at the two seaports, both vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports. In Washington State alone, the benefits will be considerable. Not only will the project support increased agricultural production in rural Eastern Washington, but it will result in 6,600 new direct jobs—adding to the 20,000+ jobs already directly supported by cargo activity at the NWSA Gateway.

The benefits of the T-5 Project will stretch far beyond Washington state, directly advancing the goals of the R.O.U.T.E.S. Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, the Dakotas, and Ohio—regularly depend on the NWSA as their fastest and most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

Critically, the proposed investments will enable Terminal 5 to host some of the world's largest container ships and recapture market share from the nearby Canadian ports of Vancouver and Prince Rupert, which have enjoyed significant public and private investment in support of modernization and expansion.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kris Johnson', with a long horizontal flourish extending to the right.

Kris Johnson
President & CEO



May 4, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital

improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

Lacey Watson

Lacey Watson
President
20415 72nd Ave S., Ste. 160
Kent, WA 98032
CBIFFAWS@Outlook.com





Evergreen Building Products Association

"Promoting US Building Products to the World"

May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

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I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Thank You,

Karri Anderson,
Chairman of the Board
Evergreen Building Products Association



May 5th, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

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I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

Frank Muir
President/CEO

IDAHO POTATO COMMISSION

661 S Rivershore Lane, Suite 230 | Eagle, Idaho 83616 | tel 208.334.2350 | fax 208.334.2274 | www.idahopotato.com



May 8, 2020
The Honorable Elaine L. Chao
Secretary, United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590-7202

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

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I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

Ashley Kaminski
Director, Product Supply
8 Crosby Dr, Bedford, MA 01730
781-430-3000
akaminski@irobot.com





Kuehne + Nagel Inc.
Corporate Office
10 Exchange Place, 19th Floor
Jersey City, N.J. 07302

May 8, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

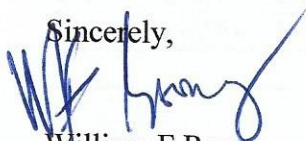
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the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bill Rooney', with a stylized flourish extending from the end.

William F Rooney
Vice-President, Strategic Development
201-693-0183
Bill.Rooney@kuehne-nagel.com



An ED&F Man Company

4/5/20

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

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The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

Mike Quann

Director – Maviga N.A., Inc

509.747.6000 mquann@mavigana.com
Maviga NA Inc. Tel: +1 509 747 6000
The Edge, 103 East Sprague, Fax: +1 509 747 6789
Suite 101, Spokane, Email: mquann@mavigana.com
Washington 99202, USA Website: www.maviga.com





May 4, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for businesses like mine and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

John C Hannah

John C Hannah
President
Ph. (425)209-4016
john@pacificvalleyfoods.com

May 6, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

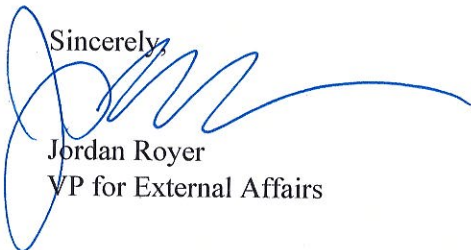
On behalf of the Pacific Merchant Shipping Association (PMSA), please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. This is a Northwest Seaport Alliance (NWSA) project, an operating partnership between the ports of Seattle and Tacoma. PMSA represents marine terminal operators, container vessel operators, agents, and others in the West Coast supply chain.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses throughout the region and nation depend on access to international markets through our PNW Gateway. Modernizing T-5 supports a healthy accessible supply chain.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

I urge you to fund the T-5 Project. If you have any questions or require more information, please contact me in our Seattle office at (206) 441-0182, or jroyer@pmsaship.com.

Sincerely,



Jordan Royer
VP for External Affairs



May 6, 2020

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

Re: Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase

Dear Secretary Chao,

I am pleased to express support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the Ports of Seattle and Tacoma.

PNWA has over 135 members from around the Pacific Northwest that support projects which advance the region's economic health and competitive position in world markets. We encourage development of land and water-side access to ensure safe, secure, and efficient links to domestic and world markets. The NWSA is a valued member of our association.

In collaboration with marine terminal operator SSA Terminals, NWSA is modernizing critical transportation infrastructure at the two seaports. Both ports are vital access points for U.S. manufacturing and agricultural exports to world markets. As a part of this larger modernization effort, NWSA and SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. Fully compliant with the Buy American Act, this project will revitalize NWSA's Terminal 5 (T-5) in Seattle.

T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. Through a series of targeted infrastructure investments, the T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway, while dramatically increasing its capacity for refrigerated exports.

The benefits of the project will be considerable. The proposed investments will enable T-5 to host some of the world's largest container ships, supporting increased agricultural production in our country's northern tier, and directly advancing the goals of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. U.S. exporters from numerous states—including Oregon, Idaho, Montana, Wyoming, Colorado, North Dakota, South Dakota, and Ohio—regularly depend on the NWSA as their fastest, most cost-effective option for shipping price-sensitive agricultural products such as hay, apples, and potatoes.

The NWSA and SSA Terminals are well-qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA Terminals is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team

capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

Thank you for your full and fair consideration of the NWSA's request. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Kristin Meira". The script is fluid and cursive, with the first name and last name clearly distinguishable.

Kristin Meira
Executive Director
Pacific Northwest Waterways Association



May 6, 2020

SB & B FOODS, INC.

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

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I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert B. Sinner'.

Robert B. Sinner, President
SB&B Foods, Inc.



Softwood Export Council

Via E-mail

720 NE Flanders, Suite 207 Portland, Oregon 97232 USA ☎: 503-620-5946

Representing

American Lumber
Standards Committee

American Wood Council

Center for International
Trade in Forest Products

Evergreen Building
Products Association

Idaho Department of
Commerce

Montana Department of
Commerce

Moulding and Millwork
Producers Association

National Wooden Pallet
and Container
Association

North American
Wholesale Lumber
Association

Northeastern Lumber
Manufacturers
Association

Oregon Business
Development Department

OSU Wood Science

Pacific Lumber Exporters
Association

Pacific Lumber Inspection
Bureau

State of Idaho

Sustainable Resources
Institute

Treated Wood Council

Western Wood Products
Association

Western Wood
Preservers Institute

University of Michigan

Virginia Tech



5/7/2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

As a non-profit, export focused, trade association whose membership represents over 90% of Western softwood lumber production, modern and effective ports are vital to our industry's well-being. In 2019 over \$97 million in Douglas fir lumber, primarily from Washington and Oregon was shipped to Japan through ports in the Pacific Northwest. Japan is a highly competitive market with intense competition from producers in British Columbia. Access to efficient ports is imperative to maintain Pacific Northwest suppliers' competitiveness.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are highly qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

President
Softwood Export Council



SOUTHERN GLAZER'S WINE AND SPIRITS

411 108th Ave NE
Bellevue, WA 98004

southernglazers.com

May 6, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for businesses like mine and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

Gregg Risley
VP Operations PNW



P: 507.385.7557

F: 507.388.6751

Specialty Soya and Grains Alliance
151 Saint Andrews Court, Suite 710
Mankato, MN 56001
www.soyagrainsalliance.org

May 8, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation 1200
New Jersey Ave., S.E.
Washington, D.C. 20590

Dear Secretary Chao,

The Specialty Soya and Grains Alliance (SSGA) would like to offer our strong support for the Northwest Seaport Alliance' (NWSA) application for infrastructure funding from the U.S. Department of Transportation Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP) and Better Utilizing Investments to Leverage Development (BUILD) grant programs.

The Specialty Soya and Grains Alliance is a national trade association made up of export traders, agribusiness processors, freight forwarders, regional transport companies, and producers who ship their food and feed grain products worldwide. Many of our member companies supply special, high value, identity preserved food ingredients to food manufacturers who demand quality and traceability. As such, intermodal container shipping is absolutely vital to our member's global supply chain businesses.

The NWSA Seattle and Tacoma ports handle a strong share of our exports that go to Asian markets from our base of member exporters located in the Midwest -- in large part because those ports have the best rail and ocean carrier service for our key Upper Midwest region.

The funding sought by NWSA would be used for much needed modernization of Terminal 5, a long- time key export terminal in the Seattle Harbor that has fallen nearly dormant because it is unable to adequately serve the new larger ships deployed by the main steamship lines. As planned, the modernized T-5 terminal will offer needed new advantages for our agricultural exporters, thanks to its on-dock rail service and key location for servicing larger container ships.

Port terminal modernization efforts, we know, necessarily require investment in landside infrastructure improvements – rail, road access, technology, 24-hr service capability, and more – to provide for speed, volume capacity and minimizing congestion. The planned improvements at T-5 are geared to do that.

SSGA member companies are working hard to be reliable suppliers to our long-time customers in established markets, and to new markets that we are developing to diversify our customer base. Despite major declines now in international trade for imports of products into the U.S. during the pandemic, it is notable that our U.S. food ingredient exports are holding our own, meeting demand.



P: 507.385.7557

F: 507.388.6751

Specialty Soya and Grains Alliance

151 Saint Andrews Court, Suite 710

Mankato, MN 56001

www.soyagrainsalliance.org

For us to remain competitive or gain a competitive advantage, it will be crucial that our key export gateway ports like NWSA operate fast, efficiently and are able to handle renewed growth in container volume to those destinations. Costs are going up in shipping. The way to counteract our loss of competitiveness in shipping costs is to continue to invest in being the most efficient exporting nation.

If our nation fails to undertake the investments necessary to maintain and grow our gateways and trade corridors from the Midwest to global markets, it will affect our ability to renew America's agricultural export economy, which in turn supports thousands of jobs in the Midwest and at the ports. Our gateway ports like NWSA are key to the ag export economy throughout the U.S.

In closing, the Specialty Soya and Grains Alliance supports the NWSA and SSAT's application for infrastructure funding through the PIDP and BUILD programs. Thank you for your consideration in this matter. Sincerely,

A handwritten signature in black ink, reading "Eric Wenberg". The signature is written in a cursive, flowing style.

Eric Wenberg, Executive Director
Specialty Soya and Grains Alliance
ewenberg@soyagrainsalliance.org



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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for businesses like mine and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,



Patrick Walsh
EVP Sales, TriCon Logistics
206-409-7522
pwalsh@tricon-logistics.com



Washington Apple Commission

7 May 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable

not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,



Todd M Fryhover
Washington Apple Commission President
2900 Euclid Street
Wenatchee, WA 98801



May 4, 2019

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

Dear Secretary Chao,

On behalf of the Washington Maritime Federation (the Federation), I am pleased to offer our support for the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program application submitted by the Northwest Seaport Alliance (NWSA) in support of NWSA's Terminal 5 (T-5) investments.

The Federation represents a broad cross-section of maritime interests in Washington State. Our members include all sectors of the maritime industry: cargo, ports and logistics operations, commercial fishing and seafood processing, recreational boating, passenger vessel operations, organized labor, workforce development groups, and a large group of suppliers and vendors that support the industry, which employs more than 60,000 direct good-paying jobs in our state.

As the nation's 4th largest container port complex, the NWSA is one of the most important trade gateways for the import and export of American products. In collaboration with marine terminal operator SSA Terminals (the largest marine terminal operator in the Americas), NWSA has begun to modernize critical transportation infrastructure at Terminal 5 to allow it to serve the larger ships that are now standard in the global container shipping industry. The T-5 Project will dramatically improve the efficiency, safety, and resiliency of terminal operations.

The benefits of the project will be considerable. It will create 6600 new direct jobs and enable the export of agricultural and manufactured products from the U.S. interior, thereby increasing access to international markets for farmers, as well as for U.S. manufacturers, and consumers.

The NWSA and SSA Terminals are exceptionally well qualified to lead the project, as they have a proven track record in the efficient delivery of major infrastructure projects and state of the art terminal operations. For these reasons, I urge you to fund the T5 Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Schrappen", written in a cursive style.

Peter Schrappen
President
Washington Maritime Federation



May 11, 2020

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

Dear Secretary Chao,

The Retail Industry Leaders Association (RILA) is pleased to express support for the application submitted to the 2020 Port Infrastructure Development Program (PIDP) by the Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

RILA is the trade association of the world's largest, most innovative and recognizable retail companies and brands. Our membership includes more than 200 retailers, product manufacturers, and service suppliers, which together account for more than \$1.5 trillion in annual sales, millions of American jobs and more than 100,000 stores, manufacturing facilities, and distribution centers domestically and abroad.

The NWSA and marine terminal operator SSA Terminals are seeking funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. Terminal 5 has been mostly dormant since 2014, when the ocean carriers calling at T-5 abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

RILA believes seaport productivity and performance is a critical issue, and supports increased infrastructure spending to ensure U.S. ports remain globally competitive. Specifically in the U.S. Pacific Northwest, it is important that the U.S. maintains a world-class container trade gateway. Development of T-5 will increase port throughput, and help alleviate some of the congestion shippers may experience in other areas of the port.

The infrastructure investments proposed by the NWSA and SSA Terminals will not only improve the efficiency, safety, and resiliency of T-5 operations, but will also enable the terminal to host some of the world's largest container ships. This combination of improvements will in turn reduce shipping costs and speed time to market, generating a positive return for the retail industry and for the U.S. economy overall.

The NWSA and SSA Terminals are exceptionally well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

For these reasons and more, RILA urges you to fund the T-5 Project. If you have any questions about RILA's support, please do not hesitate to contact me.

Sincerely,

Jessica Dankert
Vice President, Supply Chain
Retail Industry Leaders Association (RILA)
99 M St, SE
Washington, D.C. 20003
jess.dankert@rila.org
(202) 866-8756



1511 Fortress Street Pocatello, ID 83204 Ph. 208-425-5030

May 8, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important to our business that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. We rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for businesses like mine and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects. The company is an integral part of the U.S. supply chain and is the largest employer of maritime labor on the West Coast. SSA Terminals does not own ships to avoid competing with its carrier customers. They provide all their ocean carrier customers the same competitively priced service and operate at an exemplary standard. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

Bret Mortensen
General Manager
Driscoll TopHay
(208) 317-3727
bret@driscolltophay.com



Chairman of the Board
Andy Rosener
Christmas Tree Shops
(a Bed Bath & Beyond Company)

President
Luiz da Costa
Takeda Pharmaceuticals

Vice President and Clerk
Paula Connelly
Sandler, Travis & Rosenberg, P.A.

Treasurer
Steven Powell
C. H. Powell

Director Representative
Jack Bender
A.N. Deringer

Executive Director
Carol Turner
CONNECT
508-481-0424

Business Manager
Karen Gadbois
CONNECT
508-481-0424

CONNECT Counsel
Peter Friedmann
FBB Federal Relations

May 12, 2020

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

Dear Secretary Chao,

On behalf of the Coalition of New England Companies for Trade, I am very pleased to express my support for the application submitted *to the* 2019 Port Infrastructure Development Program (PIDP) by the Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*. The NWSA Gateway is a vital resource for many of the cargo importers and exporters located in New England, and an integral element in their supply chain systems.

In this application, the NWSA and marine terminal operator SSA Terminals are seeking funding to help revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. Terminal 5 has been mostly dormant since 2014, when the ocean carriers calling at T-5 abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will not only improve the efficiency, safety, and resiliency of T-5 operations, but will also enable the terminal to host some of the world's largest container ships. This potent combination of improvements will in turn reduce shipping costs and speed time to market, generating a positive return for our industry and for the U.S. economy overall.

I believe that the NWSA and SSA Terminals are exceptionally well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of 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 Project. If you have any questions about my support for it, please do not hesitate to contact me.

Sincerely,

Luiz da Costa

Luiz da Costa
CONNECT President
Takeda Pharmaceuticals International Ltd
Director, Global Import/Export & Trade Compliance, Global Clinical Supply Chain



May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

On behalf of the Washington State Hay Growers Association, please accept our support for the applications submitted *to the* 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between *the ports of Seattle and Tacoma*.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest *container port complex overall and the top-ranked U.S. seaport in refrigerated exports*. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

We urge you to fund the T-5 Project. If you have any questions at all about our support for it, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn Clausen".

Shawn Clausen
President



WASHINGTON STATE POTATO COMMISSION
108 INTERLAKE ROAD, MOSES LAKE, WA 98837
PH: 509 765-8845 FAX: 509 765-4853 WWW.POTATOES.COM

May 4, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept our support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

Our region's world class ports have long helped the Pacific Northwest occupy a position among the nation's top export gateways. Washington State potato growers depend on our ports as part of the formula that makes our frozen, dehydrated, and fresh potato exports competitive in overseas markets. If our nation fails to undertake the investments necessary to maintain and grow our gateways and trade corridors it will affect our livelihood.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

We ask that you to fund the T-5 Project. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Harris', with a long horizontal flourish extending to the right.

Matt Harris
Assistant Executive Director
Director of Governmental Affairs
Washington State Potato Commission



May 5, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed activities. NWSA is the nation's fourth largest container port complex overall and the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Day", is written over the word "Sincerely,".

Jay Day, General Manager
2444 E Dock St.
Pasco, WA 99301
509-416-5474
Jay.Day@zhiusa.com



5315 22nd Avenue NW
Seattle, WA 98107

Charles P. Costanzo
General Counsel & Vice President – Pacific Region

PHONE: 203.980.3051
EMAIL: ccostanzo@americanwaterways.com

May 18, 2020

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of The American Waterways Operators (AWO), I am pleased to express our support for applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The U.S. tugboat, towboat, and barge industry is a vital segment of America's transportation system. The industry safely and efficiently moves more than 760 million tons of cargo each year, including more than 60 percent of U.S. export grain, energy sources, and other bulk commodities that are the building blocks of the U.S. economy. The fleet consists of nearly 5,500 tugboats and towboats and over 31,000 barges. These vessels transit 25,000 miles of inland and intracoastal waterways; the Great Lakes; and the Atlantic, Pacific, and Gulf coasts. Tugboats also provide essential services including ship docking, tanker escort, and bunkering in ports and harbors around the country.

More than a dozen AWO member companies operate tugboats and barges that regularly transit the east and west waterways around Harbor Island and the Lower Duwamish performing ship assist work in the Port of Seattle. The proposal to modernize the Port of Seattle's Terminal 5 has the potential to significantly benefit the daily business operations of AWO members and other Washington maritime businesses and their customers.

As a part of this larger modernization effort, NWSA and marine terminal operators SSA Terminals propose the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase. This project will revitalize NWSA's Terminal 5 (T-5) in Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry.

The Honorable Elaine Chao

Page 2

The T-5 Project will enable international container operations to resume and will improve the safety, efficiency, and reliability of the movement of goods through the NWSA gateway. The improvements will directly benefit the AWO member companies that operate in Washington's waters and add thousands of new jobs to the more than 20,000 currently supported by cargo activity at the NWSA Gateway. It will also allow for greater utilization of maritime transportation's benefits including decreased landside congestion, greater fuel efficiency, cleaner air, and reduced highway fatalities.

AWO strongly endorses the T-5 Project and urges your support for NWSA's PIDP and BUILD grant applications.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chal Cost", is positioned above the typed name.

Charles P. Costanzo
General Counsel & Vice President – Pacific Region

**BLOOMINGTON OFFICE**

1605 Commerce Parkway | Bloomington, IL 61704
Phone: (309) 663-7692

CHICAGO OFFICE

190 S. LaSalle Street | Suite 1715 | Chicago, IL 60603
Phone: (312) 260-3782
www.ilsoy.org

May 15, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept our support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program. Specifically, we support the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator, SSA Terminals, is seeking federal funding to awards to revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. The marine terminal known as T-5 has been mostly dormant since 2014 when it was deemed physically inadequate for larger scale container vessels. Based on the most current available data and projections, it is important that the U.S. maintains a robust range of options supporting trade, across world-class container trade gateways, including especially the U.S. Pacific Northwest.

Businesses in our agriculture sector, and in many other industries, rely on the NWSA port terminals to access international markets. The national economy is projected to benefit in meaningful ways from the investments and improvements that are designed to modernize T-5.

The specific infrastructure investments proposed by the NWSA and SSA Terminals under these program applications will improve safety, efficiency, and reliability of shipments through the NWSA gateway. The facility enhancements will enable T-5 to berth ultra-large container ships. The project will work to improve rail capacity, increase reefer plug capacity, and enable extensive paving as lead categories of improvements. These will increase the ports ability to handle containerized exports and effectively double the terminal's capacity for refrigerated agricultural exports to more than 170,000 containers per year. The contributions from local, non-federal interests in the project are equivalent to 50% of the project cost, or \$17,687,333. The upland investments are slated to get a substantial share of this portion of T-5 improvements, with the federal share sought being an equal 50% of the forecast T-5 improvement costs, which is also, \$17,687,333 of the total, \$35,374,666.

Furthermore, the T-5 Project will help reduce shipping costs, reduce the time for goods to get to market, and generate a positive return for agricultural container exports and consequently for the U.S. economy, overall. As well, the project will support movements of goods from America's rural sector, via intermodal freight hubs that transfer goods at

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transport consolidation points to convey freight for more efficient routings to export customers. That will help advance the goals of the U.S. DOT R.O.U.T.E.S. Initiative.

The NWSA and SSA Terminals are well qualified to lead the proposed improvement activities. It bears highlighting, NWSA is the nation's fourth largest container port complex overall. Furthermore, the port alliance is the top-ranked U.S. seaport in refrigerated exports. SSA is the largest marine terminal operator in the Americas, with vast experience in executing capital improvement projects and efficient terminal operation. Together, they form a powerful team capable not only of planning such an ambitious and important project, but also of executing it in a timely, cost-effective manner.

I urge you to fund the T-5 Project. If you have any questions at all about our support for it, please do not hesitate to contact the Illinois Soybean Association at the contact information listed below.

Most Sincerely,

Scott Sigman
Transportation and Infrastructure Lead
Illinois Soybean Association
201-D S. York St.
Elmhurst, IL 60126-3457
630-869-5305
sigmans@ilsoy.org



May 8, 2020

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

Subject: Support for NWSA Terminal 5 Uplands Modernization and Rehabilitation Project

Dear Secretary Chao,

Please accept my support for the applications submitted to the 2020 Port Infrastructure Development Program (PIDP) and the 2020 Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Terminal 5 Uplands Modernization and Rehabilitation Project Final Phase by The Northwest Seaport Alliance (NWSA), an operating partnership between the ports of Seattle and Tacoma.

The NWSA and marine terminal operator SSA Terminals are seeking federal funding to help revitalize NWSA's Terminal 5 (T-5) in the Seattle Harbor. T-5 has been mostly dormant since 2014, when ocean carriers abandoned the terminal because it was unable to serve the larger container vessels that have become standard in the global shipping industry. It is important that the U.S. maintains a world-class container trade gateway in the U.S. Pacific Northwest. Businesses in our industry rely on the NWSA to access international markets and will benefit from this effort to modernize T-5.

The infrastructure investments proposed by the NWSA and SSA Terminals will improve the safety, efficiency, and reliability of shipments through the NWSA gateway and will enable T-5 to host ultra-large container ships. The T-5 Project reduces shipping costs and speeds time to market, generating a positive return for our industry and for the U.S. economy overall. In addition, the project will support the movement of goods from America's rural communities, which will advance the goals of the R.O.U.T.E.S. Initiative.

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I urge you to fund the T-5 Project. If you have any questions at all about my support for it, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim McGreevy".

Tim McGreevy, CEO
USA Dry Pea and Lentil Council



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