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January 3, 2017

Laura Boerner
Planning Branch Chief, Seattle District
U.S. Army Corps of Engineers, Seattle District
P.O. Box 3755
Seattle, WA 98124

Dear Ms. Boerner,

The purpose of this letter is to seek the assistance of the U.S. Army Corps of Engineers under Section 216 of the Flood Control Act of 1970, as amended, to complete an initial appraisal to determine potential federal interest and the need for a full feasibility study in order to deepen navigation channels in the Port of Tacoma.

The Port of Tacoma, now part of The Northwest Seaport Alliance, makes up the third largest gateway in the US for containerized cargo. It is a geographically important port of entry for US commerce, being one of the closest major US ports to Asia. The Port of Tacoma is listed as strategic port for the U.S. Military as well.

The cargo entering the Port of Tacoma travels as far as Chicago, the Ohio River Valley, Memphis and regions in between. The Port is a vital gateway for Northwest exports. One in four jobs in the Washington State economy is dependent on trade, much of it traveling through the Port of Tacoma and The Northwest Seaport Alliance. The Puget Sound region is the fourth largest concentration of warehouse and distribution activity in North America.

Beginning in 1990, the Port of Tacoma invested significantly in a number of projects that widened and deepened the Blair & Sitcum Waterways to -51'. Since that time, ships have increased in size and draft at a dramatic pace. Regular calls of 8,000 TEU to 10,000 TEU ships regularly call at the port, and preparations are being made for regular calls of 14,000 TEU ships in 2017. These larger ships have draft requirements deeper than -51' when fully laden, and therefore will face tidal delays when arriving and departing the waterways. The Port and, now The Northwest Seaport Alliance, have made and are making future investments in infrastructure to handle these large ships. In order to meet the needs of the Port and our tenants now and into the future, we would like to pursue a study in partnership with the Corps to evaluate the potential to deepen the waterways in Tacoma.

Furthermore, as the local and non-federal sponsor, we are aware of our responsibility for cost sharing associated with the performance of a feasibility study and costs associated with the actual deepening of the channels.

Sincerely,



John Wolfe
CEO
The Port of Tacoma