Port of Vancouver USA

Berth 8/9 Extension and Efficiency Improvements Project
Letters of Support

Letter Signer **Pg #**

3103 NW Lower River Road, Vancouver, WA 98660 ♦ (360) 693-3611 ♦ Fax (360) 735-1565 ♦ www.Portvanusa.com

Washington State Department of Transportation

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P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 9, 2023

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

Dear Secretary Buttigieg,

The Washington State Department of Transportation (WSDOT) supports the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP), and I ask that you give the port's request full consideration.

The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

WSDOT request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

PATTY MURRAY
WASHINGTON

COMMITTEES:
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BUDGET
HEALTH, EDUCATION, LABOR, AND PENSIONS
VETERANS' AFFAIRS

United States Senate
WASHINGTON, DC 20510–4704

April 25, 2023

Rear Admiral Ann C. Phillips, U.S. Navy (Ret.)
Administrator
U.S. Maritime Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Rear Admiral Phillips:

I write in support of an application submitted by the Port of Vancouver for the U.S. Maritime Administration's *Port Infrastructure Development Program (PIDP)* for the Berth 8/9 Extension and Efficiency Improvements Project.

The Port of Vancouver is a dynamic hub for global trade, supporting tens of thousands of job locally and across the region. The Port is seeking PIDP funding to increase efficiency, resilience, and safety through improvements to its berth 8/9 complex. If funded, this project would include installation of a 250 lineal feet extension, crane pad support, and cribbing and co-adding aprons to berth dock 9. When complete, the project will enhance the capacity of both berths to moor two large vessels, and enable the Port to accommodate heavier and more diverse cargo.

In addition, the Port of Vancouver plans to improve ground stabilization with deep soil mixing to enhance resilience during seismic activity, as well as install LED lighting systems to increase visibility and dock safety. Furthermore, the Port approximates the creation of 1,000 direct, indirect, or induced jobs as a result of the fulfillment of this project's advancements.

Thank you for your consideration of the Port of Vancouver's application. Please contact Bree Rabourn in my Seattle office at 206-553-0724 with any questions.

Sincerely,

Patty Murray
Patty Murray
United States Senator

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MARIE GLUESENKAMP PEREZ
3RD DISTRICT, WASHINGTON

COMMITTEE ON AGRICULTURE
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Congress of the United States
House of Representatives
Washington, DC 20515–4703

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April 19, 2023

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

Dear Secretary Buttigieg,

I am writing in support of the Port of Vancouver USA's application to the U.S. Maritime Administration's (MARAD) *Port Infrastructure Development Program (PIDP)* for their Berths 8/9 Extension and Efficiency Improvements Project.

The Port of Vancouver USA is a global trade hub that supports tens of thousands of jobs in my district and across the Pacific Northwest. The Port has identified much needed improvements at their berths 8/9 complex, which would improve efficiency, resilience, and safety. Constructed in 1977, the berths 8/9 docks have multiple structural deficiencies that hamper the Port's ability to service modern freight vessels and support the movement of goods. Neither of their two docks are long enough to handle modern vessels, meaning only one can be used at a time. Further, the docks are structurally inadequate for handling large, heavy cargoes. Last, the docks were built with two large, open panels, which are a significant safety hazard for dock workers.

To address these issues at berths 8/9, the Port is investing significant capital to improve both docks as part of their extension and efficiency improvements project. This project includes a 250-foot extension of berth 9, which would enable both berths to handle vessels simultaneously once again. Further, this project will reinforce crane pad cribbing and stabilize soil, enabling the berths to handle heavy cargo. The Port of Vancouver handles more wind energy components than any other West Coast port in the U.S., Canada, and Mexico – these investments will support wind energy deployment and broad decarbonization efforts. Soil stabilization will ensure seismic resiliency, which is critically important at ports in the region. When a big earthquake eventually hits, ports will be vital for the response and recovery process. Last, the project will fill in the large, open panels at these berths, ensuring safety for workers on ship and on shore alike.

The Port of Vancouver plans to invest more than $25 million into this project and is seeking additional federal funding to complete the project. PIDP's primary goals are to improve the safety, efficiency, and reliability of port infrastructure – this project does all three. Thank you again for your consideration of the Port of Vancouver USA's application. Please contact Jason Edwards in my D.C. office at Jason.Edwards@mail.house.gov with any questions.

Sincerely,

Marie Gluesenkamp Perez
Member of Congress

CATHY McMORRIS RODGERS
5TH DISTRICT, WASHINGTON

REPUBLICAN LEADER,
ENERGY AND COMMERCE
COMMITTEE

Congress of the United States
House of Representatives

COUNTIES:
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LINCOLN
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STEVENS
WALLA WALLA
WHITMAN

April 6, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

I am writing to ask for full and fair consideration for the Port of Vancouver USA grant application for its Berths 8/9 Extension and Efficiency Improvements Project under the Maritime Administration's Port Infrastructure Development Program (PIDP).

The Columbia-Snake River System is a vital lifeline in our nation's marine highway system, and the Port of Vancouver USA operates as an important hub within that system. Farmers, producers, and businesses in Eastern Washington rely on this system and the Port of Vancouver USA to ship their goods to markets across the globe. The port is critical infrastructure serving agriculture and other interests who barge on the river in my district, and it is critical that the berths 8/9 complex be efficient, resilient, and safe.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods. The Port of Vancouver USA has identified deficiencies including insufficient length of the dock to moor two modern freight vessels simultaneously; the engineering capacity is inadequate for heavier cargo; and the current structure poses safety risks.

While the port has expressed its commitment to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The PIDP was established to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. According to the Port of Vancouver USA, this project meets all three criteria.

Thank you for your consideration. If you have any questions, please contact Kristina Sabestinas in my Spokane office, at kristina.sabestinas@mail.house.gov or 509-353-2374.

Sincerely,

Cathy McMorris Rodgers
Member of Congress

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House of Representatives

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SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES
SUBCOMMITTEE ON HOMELAND SECURITY
SELECT COMMITTEE ON THE CHINESE COMMUNIST PARTY

April 17, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

As U.S. DOT considers applicants for Maritime Administration's Port Infrastructure Development Program (PIDP), I request that you give full consideration to a grant request by the Port of Vancouver USA for its Berths 8/9 Extension and Efficiency Improvements Project.

The Port of Vancouver USA supports tens of thousands of jobs and economic activity across our state. It is also a vital link in the transport of cargo to and from the Central Washington region I represent in Congress. To increase the port's efficiency, resiliency, and safety, it has identified needed improvements at its Berths 8/9 complex.

Originally built in 1977, the Berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the Berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes, and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The Berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades, and other diverse cargo, can be loaded and unloaded utilizing the Berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed

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PO BOX 135
GRAND COULEE, WA 99133
PHONE (509) 433-7760

structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port has expressed its commitment to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve Berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency, and reliability of the movement of goods through ports and intermodal connections to ports. The Port of Vancouver USA's project meets all three criteria.

Once again, I request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Dan Newhouse
U.S. Representative

April 6, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

I write in support of the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. The port aims to fund this project in part with a grant from the Maritime Administration's Port Infrastructure Development Program (PIDP), and I urge you to give its grant request full consideration.

The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will

reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

Once again, I request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Anne McEnerny-Ogle, Mayor
Vancouver, Washington

April 5, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

I write to express support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP), and on behalf of Fruit Valley Neighborhood Association, I ask that you give the port's request full consideration.

The Fruit Valley Neighborhood is the closest residential neighborhood proximity-wise to the Port of Vancouver USA. The port is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

Once again, on behalf of the Fruit Valley Neighborhood Association, I request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Dale Bjurstrom
Vice President, Fruit Valley Neighborhood Association

IDENTITY CLARK COUNTY

Business Leaders Building Community

April 13, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg:

On behalf of the southwest Washington business leaders group Identity Clark County (ICC), we write to express our support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project grant request to the Maritime Administration's Port Infrastructure Development Program.

Southwest Washington is the northern portion of the Portland-Vancouver USA metropolitan area. With more than 500,000 new residents anticipated in the region over the next 25 years, we need to strengthen our job-generating infrastructure to ensure lasting market competitiveness. The Port of Vancouver USA acts as a dynamic hub of global trade and is one of the region's largest employers supporting tens of thousands of jobs. To increase port efficiency, resilience and safety, berths 8/9 need support.

The berth complex has structural deficiencies limiting its effectiveness. The dock is an insufficient length to moor two modern freight vessels simultaneously. Originally constructed in 1977, the dock was built for another era and needs to be extended to service today's larger and more efficient cargo vessels. The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. Those larger wind components require reinforced infrastructure to move safely and efficiently from vessel to land. The current structure poses worker safety risks with two large open panels. This project would fill in those openings and reduce liquefaction risks in the event of an earthquake.

The Port of Vancouver USA is responsibly stewarding this project utilizing local funds first while seeking additional funding from other sources including the Port Infrastructure Development Program. With the Port of Vancouver USA's project meeting Maritime Administration's program criteria, this project is an excellent investment of federal dollars.

We encourage your full support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project.

Sincerely,

Steve Kenny
Chair, Identity Clark County

Ron Arp
President, Identity Clark County

Coalition for America's Gateways and Trade Corridors

April 17, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Port of Vancouver USA is seeking PIDP discretionary funds for its **Berths 8/9 Extension and Efficiency Improvements Project.** The Port of Vancouver USA is a member of the Coalition for America's Gateways and Trade Corridors (CAGTC), a national group dedicated to improving our nation's freight infrastructure.

The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers and blades, can be loaded and unloaded utilizing the berths 8/9 dock.

The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panel behind berth 9 to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

We hope you will consider the merits of the Port of Vancouver USA's **Berths 8/9 Extension and Efficiency Improvements Project**. As an organization, we support investments in freight infrastructure and we encourage USDOT to continue investing in goods movement projects through the PIDP grant program. Should you have any questions, please do not hesitate to contact me. Thank you in advance for your consideration.

Sincerely,

Elaine Nessle
Executive Director

1625 K Street, NW Suite 1100 Washington, DC 20006
202-828-9100 phone 703-721-8409 fax www.tradecorridors.org

COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL
805 BROADWAY STREET SUITE 412, VANCOUVER, WA 98660
360.694.5006 • CREDC.ORG

April 18, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

I am writing on behalf of the Columbia River Economic Development Council (CREDC) to support the Port of Vancouver USA's request for $25 million to deliver the Berths 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP), and CREDC asks that you give the port's application your full consideration.

The Columbia River Economic Development Council represents 150 public-private investors and sits just north of the Columbia River--the economic gateway to the Pacific Northwest. We bring together partners through both public and private sectors to advance economic growth throughout the region. None of that growth would be possible without the Port of Vancouver USA. Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

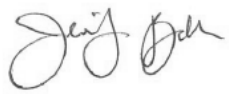
> **The dock's length is insufficient to moor two modern freight vessels simultaneously.** Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension, allowing for more vessels and commodities to come through the port.
>
> **The engineering capacity is inadequate for heavier cargo.** The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working there. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing $26.576 Million in port funds for the project, they are seeking additional funding sources, including from the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

Once again, on behalf of CREDC, we request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding. Thank you for your time.

Sincerely,



Jennifer Baker
President, Columbia River Economic Development Council

April 12, 2023

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

Re: Port of Vancouver USA's Port Infrastructure Development Grant Request

Dear Secretary Buttigieg,

The Columbia River Steamship Operators' Association, Inc. (CRSOA), is pleased to provide our full support of the grant request being submitted by the Port of Vancouver USA (Port) to the Maritime Administration (MARAD)'s Port Infrastructure Development Program (PIDP) for its Berths 8/9 Extension and Efficiency Improvements project. Established in 1922, the CRSOA consists of members representing ship owners, operators, agents, launch services, towing, and bunkering, as well as facilities and ports along the Columbia, Willamette, Snake River and Oregon Coast River Systems. The mission of the CRSOA is to facilitate trade, provide business leadership, exercise principles of environmental stewardship, serve as an industry focal point, and promote operating policies and procedures that are safe, reliable, efficient, and cost effective.

The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at a length of 500 linear feet (LF), the berth was extended to its current length of 1,360 LF. While this length was sufficient for vessels calling our river at the time of construction, vessel length has increased over time and vessels that currently call our river are typically in excess of 650 LF and the dock is no longer sufficient in length to support two vessels simultaneously. The proposed project will include a 250 LF extension to provide two separate and fully functional berths that can accommodate vessels that currently call our world class river system. This project will allow for an increased number of vessels, thereby supporting more cargo volumes and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and

heavy cargo, like wind towers, blades, and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to seismic forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal funding, to improve berths 8/9. The PIDP (46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. With the Port's project meeting all three criteria, this project would be an excellent investment of federal dollars.

The Port's forethought and execution of past projects has demonstrated stewardship of federal funds resulting in tangible economic impacts within the region and local community. Once again, the Columbia River Steamship Operators' Association is proud to offer our full support of a federal investment of the Port of Vancouver USA's application.

Respectfully,

Kate Mickelson

Kate Mickelson
Executive Director

April 17, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

Greater Portland Inc (GPI) is writing to support the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. GPI is the only regional public-private partnership dedicated to creating and expanding jobs within two states and seven counties. The organization is uniquely positioned to speak to the regional importance and impact of the global hub and multipurpose port. We understand that the Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP).

The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience, and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet long, the dock is not long enough to support two vessels simultaneously. This project will add a 250 lineal foot extension so that the dock has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes, and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades, and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve the safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it also seeks additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

We request that you please give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Monique Claiborne
President & CEO
Greater Portland Inc

April 7, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program (PIDP) Grant Request

Dear Secretary Buttigieg,

On behalf of the Pacific Northwest Waterways Association (PNWA), I write in support of the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is seeking grant funding for the project from the Maritime Administration's Port Infrastructure Development Program (PIDP). The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region.

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

To increase port efficiency, resilience and safety, the Port of Vancouver USA has identified needed improvements at its berths 8/9 complex. Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

1. The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

2. The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades and other diverse cargo, could be loaded and unloaded utilizing the berths 8/9 dock.

4224 NE Halsey Street, Suite 325
Portland, OR 97213

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

3. The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. The Port of Vancouver USA's project meets all three criteria and would be an excellent investment of federal dollars.

PNWA appreciates your full and fair consideration of the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project for PIDP grant funding.

Sincerely,

Heather Stebbings
Executive Director
Pacific Northwest Waterways Association

April 11, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Secretary Buttigieg:

I am writing to express my organization's strong support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. It is our understanding that the Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP), and on behalf of the Washington Public Ports Association (WPPA), I ask that you give the port's request full consideration.

The Washington Public Ports Association represents the seventy-five port districts across our state that are charged with operating transportation facilities and promoting economic development in their communities. Ports in Washington are unique entities, independent local governments with a laser focus on supporting economic opportunity for their constituents and for growers, shippers, manufacturers, and workers throughout Washington. The Port of Vancouver USA is one of our members who best exemplifies the critical role that our ports play in the global supply chain of which Washington is a key element. The Port is a dynamic hub of international trade that supports tens of thousands of jobs locally and around the region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

> **The dock's length is insufficient** to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern cargo vessels, allowing for more vessels, volumes and commodities to come through the port.

The engineering capacity is inadequate for heavier cargo. The Port of Vancouver USA moves more wind energy components than any other port on the West Coast, including Canada and Mexico. The berths 8/9 dock is, at present, not structurally adequate to allow for some large wind components to be moved from vessel to land. Through selective strengthening and crane pad cribbing, sizable and heavy cargo, like wind towers, blades and other diverse cargo, can be loaded and unloaded utilizing the berths 8/9 dock.

The current structure poses safety risks. The dock was built with two large open panels, which pose a safety risk for those working on the dock. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks and the impact of an earthquake. The proposed structural upgrades increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, it is also seeking additional funding sources, including the federal government, to improve berths 8/9. The Port Infrastructure Development Program (PIDP statute codified at 46 U.S.C. 54301) was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. With the Port of Vancouver USA's project meeting all three criteria, this project would be an excellent investment of federal dollars.

Once again, on behalf of WPPA, I request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Eric ffitch
Executive Director
Washington Public Ports Association

ESTABLISHED 1858

JONES STEVEDORING COMPANY

SERVING AMERICA'S WEST COAST

April 24, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

On behalf of Jones Stevedoring Company (JSC), I would like to express my strong support of the Port of Vancouver USA's Berths 8/9 Extension and Improvements Project, which seeks federal grant funding through the Maritime Administration's Port Infrastructure Development Program (PIDP). The port's project will not only improve the movements of goods but will support the skilled longshoremen that work on the berth 8/9 dock, and as such, I ask that you give the port's request full consideration.

Jones Stevedoring Company has been owned and operated by the same local Pacific Northwest family for over 160 years. Whether it's wind, bulk, project, container, forestry, or steel cargoes Jones Stevedoring is able to handle it in the Port of Vancouver using skilled International Longshore and Warehouse Union labor. Jones Stevedoring uses exclusively ILWU labor providing Strong wages and benefits to Pacific Northwest families and communities. The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port access, resiliency and safety, the port has identified needed improvements at its berths 8/9 complex.

The 45-year-old berths 8/9 dock has several deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock is insufficient in length and engineering capacity to efficiently serve the size of vessels and type of cargo coming to the port. The dock is currently 1,360 feet and cannot moor two modern vessels (650'+ in length) simultaneously. The dock also currently cannot support heavier cargo, such as large wind components like wind towers and blades and other heavy cargos, at berth 8/9. This project will add a 250 lineal foot extension so that the dock has two fully operational berths, while selective strengthening and crane pad cribbing, heavy cargo can utilize the berths 8/9 dock. These improvements will allow for more vessels, volumes and commodities to come through the port.

The current structure is a logistical challenge to longshoremen working on the dock. The dock was built with two large open panels, which complicates the process of moving goods off the vessel, on the dock and onto their next mode of transportation. This project includes infilling the open panels to improve safety and access for moving goods, while selective strengthening and ground improvements will reduce liquefaction risks in the event of an earthquake. The proposed structural upgrades will increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, additional sources of funding are being explored, including the federal government, to improve berths 8/9. The port's project will improve the safety, access and reliability of the movement of goods through ports and intermodal connections to ports and is a compelling project for the investment of PIDP funding.

Once again, on behalf of JSC we request that you give the Port of Vancouver USA's Berths 8/9 Extension and Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Keith Flagg
President
Jones Stevedoring Company

April 17, 2023

The Honourable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary, Buttigieg,

On behalf of G2 Ocean Shipping I would like to share our support of the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. It is my understanding that the port is seeking federal funding for the project through the Maritime Administration's Port Infrastructure Development Program (PIDP). The port's project will increase berthing capacity and improve the movements of goods, and as such, I ask that you give the port's request full consideration.

As G2 ocean continues to grow our business into the Port of Vancouver, positive improvements to port infrastructure supports our growing business initiatives. The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

The 45-year-old berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock is insufficient in length to accommodate two large vessels simultaneously. The berth 8/9 dock is 1,360 feet and does not have the length to moor two modern vessels (650'+ in length) concurrently. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths. As most of G2 Oceans' vessels are larger, this project would double the dock's capacity to serve ships like ours coming to the port. This extension will reduce dwelling time or lay berthing until a berth is available for our ships and will increase the efficiency of transporting breakbulk goods.

The dock currently cannot support heavier cargo. Selective strengthening and crane pad cribbing as part of the project will support heavy cargo, including steel cargo that G2 Ocean ships. Currently, berth 3 is utilized for these heavier breakbulk cargos, but with these improvements berth 8/9 dock will also be able to support these commodities.

The current structure is a logistical challenge to move cargo. The dock was built with two large open panels which complicate the process of moving goods off the vessel, on the dock and onto their next mode of transportation. This project includes infilling the open panels to

G2 Ocean Shipping Canada Ltd
620-4370 Dominion Street
Burnaby, BC, V5C 4L7
Phone: +1 604 661 2000

improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks in the event of an earthquake. The proposed structural upgrades will increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, additional sources of funding are being explored, including the federal government, to improve berths 8/9. The port's project will improve the safety, efficiency and reliability of the movement of goods through ports and intermodal connections to ports and is a compelling project for the investment of PIDP funding.

Once again, on behalf of G2 Ocean we request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Anthony Damron
Operations Director
G2 Ocean Shipping

G2 Ocean Shipping Canada Ltd
620-4370 Dominion Street
Burnaby, BC, V5C 4L7
Phone: +1 604 661 2000

April 13, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

On behalf of Saga Welco AS, I would like to share our support of the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. It is my understanding that the port is seeking federal funding for the project through the Maritime Administration's Port Infrastructure Development Program (PIDP). The port's project will increase berthing capacity and improve the movements of goods, and as such, I ask that you give the port's request full consideration.

Saga Welco is a global Shipping Company that offers high quality solutions for the transportation of forest products,, breakbulk and bulk cargoes. A modern fleet of 49 open-hatch gantry crane vessels ensures that we maintain the highest standards in quality, cargo care and service for customers around the world. We have been calling at the Port of Vancouver WA for about 25 years on a monthly service from the Far East. The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

The 45-year-old berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock is insufficient in length to accommodate two large vessels simultaneously. The berth 8/9 dock is 1,360 feet and does not have the length to moor two modern vessels (650'+ in length) concurrently. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths. As most of Saga Welco's vessels are larger, this project would double the dock's capacity to serve ships like ours coming to the port. This extension will reduce dwelling time or lay berthing until a berth is available for our ships and will increase the efficiency of transporting breakbulk goods.

The dock currently cannot support heavier cargo. Selective strengthening and crane pad cribbing as part of the project will support heavy cargo, including steel cargo that Saga Welco ships. Currently, berth 3 is utilized for these heavier breakbulk cargos, but with these improvements berth 8/9 dock will also be able to support these commodities.

The current structure is a logistical challenge to move cargo. The dock was built with two large open panels which complicate the process of moving goods off the vessel, on the dock and onto their next mode of transportation. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks in the event of an earthquake. The proposed structural upgrades will increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

While the port is committed to utilizing port funds for the project, additional sources of funding are being explored, including the federal government, to improve berths 8/9. The port's project will improve the safety, efficiency and reliability of the movement of goods through ports and intermodal connections to ports and is a compelling project for the investment of PIDP funding.

Once again, on behalf of Saga Welco, we request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

Trond Bardsen, Senior V.P. Operations & QA
SAGA WELCO AS

Enterprise no.: NO 961 705 096

April 26, 2023

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

RE: Port of Vancouver USA's Port Infrastructure Development Program Grant Request

Dear Secretary Buttigieg,

I write to express our support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. It is our understanding that the Port of Vancouver USA is submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP), and on behalf of ENERCON Canada Inc., I ask that you give the port's request full consideration.

ENERCON Canada Inc. is a wind turbine manufacturer, who currently ship cargo through the Port of Vancouver to various locations. ENERCON Canada continues to investigate many opportunities that could utilize the Port of Vancouver as the main Port of discharge. The Port of Vancouver USA is a dynamic hub of global trade that supports tens of thousands of jobs locally and across our region. To increase port efficiency, resilience and safety, the port has identified needed improvements at its berths 8/9 complex.

Originally built in 1977, the berths 8/9 dock has multiple structural deficiencies that hamper its ability to service modern freight vessels and support the movement of goods:

The dock's length is insufficient to moor two modern freight vessels simultaneously. Originally constructed at 500 feet in length in 1977, the berth 8/9 dock has been extended to its current 1,360 feet. But as modern vessels increased in size, with many vessels being 650+ feet in length, the dock is not long enough to support two vessels at the same time. This project will add a 250 lineal foot extension so that the dock truly has two separate, fully operational berths that can accommodate modern vessels.

The current structure is a logistical challenge to move cargo. The dock was built with two large open panels, which complicates the process of moving goods off the vessel, on the dock and onto their next mode of transportation. This project includes infilling the open panels to improve safety and efficiency of moving goods, while selective strengthening and ground improvements will reduce liquefaction risks in the event of an earthquake. The proposed structural upgrades will increase the dock's resistance to earthquake forces and improve the overall resiliency of the installation.

In summary, the planned improvements to the berth 8/9 dock will allow ENERCON Canada Inc. to ship more cargo such as wind components through the port.

Once again, on behalf of ENERCON Canada Inc. we request that you give the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project the highest consideration for PIDP grant funding.

Sincerely,

ENERCON Canada Inc.

Adam Sommer
PM Director, North America
Direct Line: (514) 687 2574
Email: adam.sommer@enercon.de