



Port of Vancouver USA

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

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United States Senate

WASHINGTON, DC 20510-4704

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June 12, 2024

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 USA 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 jobs 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. As constructed, the current dock can only moor one large vessel at a time, serving them at berth 8/9. Additionally, the current capacity of the dock is insufficient to support heavier cargo that the Port could support, such as windmill components and steel. If funded, this project would include the 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 installing 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 USA's application. Please contact Bree Rabourn in my Seattle office at 206-553-0724 with any questions.

Sincerely,



Patty Murray
United States Senator

154 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-4704
(202) 224-2621

2930 WETMORE AVENUE
SUITE 903
EVERETT, WA 98201-4107
(425) 259-6515

2988 JACKSON FEDERAL BUILDING
915 2ND AVENUE
SEATTLE, WA 98174-1003
(206) 553-5545
TOLL FREE: (866) 481-9186

10 NORTH POST STREET
SUITE 600
SPOKANE, WA 99201-0712
(509) 624-9515

950 PACIFIC AVENUE
SUITE 650
TACOMA, WA 98402-4450
(253) 572-3636

THE MARSHALL HOUSE
1323 OFFICER'S ROW
VANCOUVER, WA 98661-3856
(360) 696-7797

website: <http://murray.senate.gov>
e-mail: <http://murray.senate.gov/email>
PRINTED ON RECYCLED PAPER

402 EAST YAKIMA AVENUE
SUITE 420
YAKIMA, WA 98901-2760
(509) 453-7462

United States Senate
WASHINGTON, DC 20510-4705

September 13, 2024

The Honorable Pete Buttigieg
Secretary
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's application to the U.S. Department of Transportation's Port Infrastructure Development Program (PIDP). The Port of Vancouver is seeking \$30 million for its Berth 8/9 Extension and Efficiency Improvements project.

Opened in 1912, the Port of Vancouver is uniquely positioned at a key crossroads of Pacific Ocean-bound and Columbia River shipping lanes. The Port is vital for southwest Washington state's economy as over 7 million tons of cargo pass through the Port each year. The Port is also growing as its annual economic impact increased from \$2.9 billion to \$3.8 billion in the last five years. Terminal Three at the Port of Vancouver was originally constructed as a 500-foot dock in the 1970s, but extensions were added to in the 1980s to create the two separate berths— Berth 8 and Berth 9. Despite the length expansion, only a portion of the terminal is sufficient to support the loading and unloading of heavier cargo, including windmill components and steel.

If successful, the Port of Vancouver will use grant funding to enhance the efficiency, reliability, and safety of the Port's shipping docks. These improvements will be achieved by installing a 250-lineal-foot extension to Berth 9 to allow Terminal Three to serve two modern-sized vessels simultaneously. The funding will also add an infill dock apron to close a large open panel, allowing for heavier cargo loading and unloading at Berth 9. Additionally, the Port will invest in safety and efficiency upgrades including ground stabilization, guard and bull rails, LED lighting, stormwater management, a conduit for shore power, and an electric vehicle charging station. The project will support approximately 1,000 direct jobs, and 100 indirect jobs and prepare the Port of Vancouver to support the rapidly growing economy and population of southwest Washington.

Thank you for your full and fair consideration of the Port of Vancouver's application to the PIDP.

Sincerely,



Maria Cantwell

United States Senator

MARIE GLUESENKAMP PEREZ
3RD DISTRICT, WASHINGTON

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Washington, DC 20515-4703

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1431 LONGWORTH HOUSE
OFFICE BUILDING
WASHINGTON, DC 20515-4703
(202) 225-3536

VANCOUVER DISTRICT OFFICE
1053 OFFICERS ROW
VANCOUVER, WA 98661
(360) 695-6292

KELSO DISTRICT OFFICE
308 S PACIFIC AVE
SUITE B
KELSO, WA 98626
(360) 695-6292

WWW.GLUESENKAMPPEPERZ.HOUSE.GOV

May 01, 2024

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 a grant application submitted by the Port of Vancouver USA for the U.S. Department of Transportation's Port Infrastructure Development Program. This funding will support the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project.

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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

Thank you for your consideration of the Port of Vancouver USA's Port Infrastructure Development application. If you have any questions, please reach out to Erin Masterson in my District Office at erin.masterson@mail.house.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MGP'.

Marie Gluesenkamp Perez
Member of Congress

Congress of the United States
House of Representatives

May 8, 2024

COUNTIES:
ADAMS
ASOTIN
COLUMBIA
FERRY
FRANKLIN
GARFIELD
LINCOLN
PEND OREILLE
SPOKANE
STEVENS
WALLA WALLA
WHITMAN

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 request full and fair consideration for the Port of Vancouver USA's grant application for its Berth 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 is an important hub within that system, supporting tens of thousands of jobs across our region. Farmers, producers, and businesses I represent in Eastern Washington rely on this system to ship their goods to markets across the globe.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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.

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
U.S. Representative

DAN NEWHOUSE
4TH DISTRICT, WASHINGTON
www.nwhouse.house.gov

504 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
OFFICE (202) 225-5816
FAX (202) 225-3251

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CONGRESSIONAL WESTERN CAUCUS



Congress of the United States House of Representatives

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COMMUNIST PARTY

April 16, 2024

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. Department of Transportation (DOT) considers applicants for Maritime Administration's Port Infrastructure Development Program (PIDP), I request you give full consideration to a grant request by the Port of Vancouver USA for its Berth 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 a vital gateway on the Columbia Snake River System that transports cargo to and from the Central Washington region I represent in Congress. To increase the port's efficiency, resilience, and safety, it has identified needed improvements at its berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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.

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

Sincerely,

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

Dan Newhouse
Member of Congress

May 2, 2024

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,

The Washington State Department of Transportation (WSDOT) supports the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is re-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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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. This Port of Vancouver USA project meets all three criteria and would be an excellent investment of federal dollars.

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

Sincerely,



Roger Millar, PE, FASCE, FAICP
Secretary of Transportation



April 19, 2024

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 Berth 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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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. This Port of Vancouver USA project meets all three criteria and would be an excellent investment of federal dollars.

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

Sincerely,

A handwritten signature in black ink that reads "Anne McEnerny-Ogle". The signature is fluid and cursive, with the first name "Anne" being the most prominent.

Anne McEnerny-Ogle, Mayor
Vancouver, Washington

April 23, 2024

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 grant request for its Berth 8/9 Extension and Efficiency Improvements Project. The Fruit Valley Neighborhood of which I'm a proud resident is the closest residential neighborhood proximity-wise to the Port of Vancouver USA. Last year, the Fruit Valley Neighborhood Association submitted a letter in support of the port's 2023 application. I write in 2024 requesting support for the same project.

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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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,



Dale Bjurstrom
Immediate Past Vice President, Fruit Valley Neighborhood Association

April 23, 2024

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 the southwest Washington business leaders group Identity Clark County (ICC), we write to express our support for the Port of Vancouver USA's Berth 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, berth 8/9 needs support.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill) enhancing both the structure and safety of the dock. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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 Berth 8/9 Extension and Efficiency Improvements Project.

Sincerely,



Mark Mantei

Chair, Identity Clark County



Ron Arp

President, Identity Clark County

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

April 19, 2024

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 Berth 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 re-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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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. This Port of Vancouver USA project meets all three criteria and would be an excellent investment of federal dollars.

Sincerely,



Monique Claiborne
President & CEO
Greater Portland Inc



Coalition for America's Gateways and Trade Corridors

AECOM

April 23, 2024

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Orange County
Transportation
Authority

Pacific NorthWest
Economic Region

Port Authority of
New York & New
Jersey

Port Houston

Port Newark Container
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of New Orleans

Port of Oakland

Port of San Diego

Port Tampa Bay

Port of Vancouver
USA

Ports America
Chesapeake

Prime Focus, LLC

Puget Sound Regional
Council

San Diego Association
of Governments

Southern California
Association of
Governments

Tennessee
Department of
Transportation

Washington State
Department of
Transportation

Will County Center for
Economic
Development

WSP

Alameda Corridor-East
Project, San Gabriel Valley
Council of Governments

California Department
of Transportation

Cambridge
Systematics, Inc.

Canaveral Port Authority

Cassidy & Associates

Chicago Metropolitan
Agency for Planning

City of Chicago

City of Industry

COMPASS – Community
Planning Association of
Southwest Idaho

DCLI

Florida Department
of Transportation

Florida East
Coast Railway

Florida Ports Council

Florida Transportation
Builders' Association, Inc.

Freight Mobility Strategic
Investment Board
(Washington State)

Great Lakes Dredge &
Dock Company

HNTB Corporation

Intermodal Association
of North America

Jacobs

Joliet Arsenal
Development Authority

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Moffatt & Nichol

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 **Berth 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 the region. To increase port efficiency, resilience, and safety, the port has identified needed improvements at its berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels.

The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

We hope you will consider the merits of the Port of Vancouver USA's **Berth 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 Nettle
Executive Director

April 19, 2024

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 the Columbia River Economic Development Council (CREDC), I am writing to express our support for the Port of Vancouver USA's Berths 8/9 Extension and Efficiency Improvements Project. The Port of Vancouver USA is re-submitting a grant request for the project to the Maritime Administration's Port Infrastructure Development Program (PIDP).

As the state's designated associate development organization (ADO) for Clark County, CREDC is committed to enhancing community and economic vitality just north of the Columbia River. With 150 public-private investors, CREDC brings together a unique blend of partners dedicated to economic growth in our region.

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 to its Berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project remedies multiple structural deficiencies that currently hamper the movement of goods. The project adds 250 lineal feet to the Berth 8/9 dock, creating two separate, fully operational berths capable of accommodating large modern cargo vessels. In addition to other safety and environmental improvements, the open panel behind Berth 9 will be closed with a dock apron (infill). The completed dock will accommodate more vessels, have enhanced capacity for heavier cargo, manifest earthquake resilience, and be a more efficient, safer dock.

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. This Port of Vancouver USA project meets all three criteria and 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.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Baker". The signature is fluid and cursive, with the first name "Jennifer" and the last name "Baker" clearly distinguishable.

Jennifer Baker
President, Columbia River Economic Development Council



Columbia River Steamship Operators' Association, Inc.

April 26, 2024

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



Columbia River Steamship Operators' Association, Inc.

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
Executive Director



April 19, 2024

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 (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 has identified needed improvements at its berth 8/9 complex which was originally built in 1977. Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

The Port Infrastructure Development Program was established to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports. This Port of Vancouver USA 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 Berth 8/9 Extension and Efficiency Improvements Project for PIDP grant funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Neil Maunu", is written over a light blue horizontal line.

Neil Maunu
Executive Director
Pacific Northwest Waterways Association



April 23, 2024

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

Secretary Buttigieg:

Please accept this letter of strong support for the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project. The port is re-submitting its grant request for this project to the Maritime Administration's 2024 Port Infrastructure Development Program (PIDP) and we request that you give the port's request full consideration.

WPPA represents the seventy-five port districts across our state that are charged with operating transportation facilities and promoting economic development in their communities. 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 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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

Washington Public Ports Association
A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304 • Olympia, WA 98501 • 360.943.0760 • www.washingtonports.org



This Port of Vancouver USA project meets all the PIDP criteria and would be an excellent investment of federal dollars.

On behalf of the Washington Public Ports Association, I'm respectfully urging you to give careful and thorough consideration to the Port of Vancouver's Berth 8/9 Extension and Efficiency Improvements Project for PIDP grant funding.

Sincerely,

A handwritten signature in brown ink, appearing to read "Eric Ffitch".

Eric Ffitch
Executive Director
Washington Public Ports Association



ESTABLISHED 1858

JONES STEVEDORING COMPANY

SERVING AMERICA'S WEST COAST

April 19, 2024

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 Berth 8/9 Extension and Efficiency Improvements Project. 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 165 years. Whether it's wind, bulk, project, container, forestry, or steel cargoes Jones Stevedoring can handle it in the Port of Vancouver using skilled International Longshore and Warehouse Union (ILWU) 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 crucial 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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

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

Sincerely,

Keith Flagg
President
Jones Stevedoring Company

May 6, 2024

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,

I am writing in support of the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project. The port is seeking funds from the Maritime Administration's 2024 Port Infrastructure Development Program (PIDP); on behalf of Vancouver Bulk Terminal, LLC, I ask that you give the port's request full consideration.

Vancouver Bulk Terminal, LLC (VBT), is expanding a world-class export terminal to expand its business of transloading bulk products necessary for the manufacturing of infrastructure and energy saving components used in industry. VBT is a strategic part of the supply-chain used in the manufacturing of solar panels, rechargeable batteries used in Electric Vehicles as well as copper wire and components for infrastructure. We are a growing company with an impact of creating living wage jobs and promoting environmentally responsible commerce. 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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels, a structure that is safer and more efficient with improved resilience in the event of an earthquake, and has enhanced capacity to support a cutting edge Rotainer system to handle vital bulk cargo such as copper concentrate.

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. This Port of Vancouver USA project meets all three criteria and would be an excellent investment of federal dollars.

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

Sincerely,



Ted J. Fick

Chief Executive Officer

Page #21





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

May 7, 2024

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

Dear Secretary Buttigieg,

On behalf of G2 Ocean Shipping Canada LTD, I am writing in support of the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project. It is my understanding that the port is re-submitting its grant request for this project to the Maritime Administration's 2024 Port Infrastructure Development Program (PIDP). We request that you give the port's request full consideration.

G2 Ocean continues to increase and develop new cargo opportunities from different markets worldwide; improved port infrastructure is a vital part of achieving our goal. 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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

While the port is committed to utilizing its own funds for a significant portion of the project, PIDP investment would greatly enhance its ability to complete all of the necessary upgrades to increase safety, efficiency, and reliability of moving goods through the port. In turn, our business and the economic activity and jobs we support would benefit.

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

Sincerely,

Anthony Damron
Operations Director/Corporate Director
G2 Ocean Shipping Canada LTD



The Honorable Pete Buttigieg
Secretary of Transportation

U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Vancouver BC, 09.05.2024

Dear Secretary Buttigieg,

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

On behalf of Saga Welco AS, I am writing in support of the Port of Vancouver USA's Berth 8/9 Extension and Efficiency Improvements Project. It is my understanding that the port is re-submitting its grant request for this project to the Maritime Administration's 2024 Port Infrastructure Development Program (PIDP). We request that you give the port's request full consideration.

Saga Welco is an international shipping company offering high quality solutions for transportation of forest products, breakbulk, project cargo and bulk cargoes. Our modern fleet of open-hatch gantry crane vessels ensure the highest standards in quality, cargo care and service. Saga Welco AS has been a regular customer of the Port of Vancouver WA since our inception in 1991 and we have carried thousands of MT of breakbulk cargoes to and from the Port over these years. We continue to do business with this beautiful Port and we are hoping to see some improvements being made to the facilities within the Port that will benefit all parties.

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 berth 8/9 complex.

Berth 8/9 is one of the port's two docks that serve breakbulk and project cargo. The Berth 8/9 Extension and Efficiency Improvement Project will remedy multiple structural deficiencies of the dock that currently hamper the movement of these goods. The project will add 250 lineal feet to the berth 8/9 dock, creating two separate, fully operational berths that can accommodate large modern cargo vessels. The large open panel behind berth 9 will be closed with a dock apron (infill), enhancing both the structure and safety of the dock. Other safety and environmental improvements will also occur. The completed project will result in a dock that can accommodate more vessels and has enhanced capacity for heavier cargo, improved resilience in the event of an earthquake, and a safer, more efficient dock.

While the port is committed to utilizing its own funds for a significant portion of the project, PIDP investment would greatly enhance its ability to complete all of the necessary upgrades to



increase safety, efficiency, and reliability of moving goods through the port. In turn, our business and the economic activity and jobs we support would benefit.

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

Sincerely,

Best regards,
Saga Welco AS

A handwritten signature in black ink, appearing to read "Clifford Faleiro".

Clifford Faleiro
Director of Operations, North America

D: 604 684 7242
M: 604 992 7303
E: cf@sagawelco.com