



Appendix D – Letters of Support

<https://www.portofgraysharbor.com/pidpfy22>

Bi-Partisan Federal & Tribal Support

US Senator Maria Cantwell, WA sent
US Senator Patty Murray, WA sent
US Senator John Thune, SD
US Senator Deb Fischer, NE
US Senator Adrian Smith, NE
US Congressman Derek Kilmer, WA
US Congressman Randy Feenstra, IA
US Congresswoman Cynthia Axne, IA
US Congressman Dusty Johnson, SD
Quinault Indian Nation, WA

US Senator Charles Grassley, IA sent

Local & Regional Support

WA Senator Kevin Van De Wege
WA Senator Jeff Wilson
WA Representatives Steve Tharinger & Mike Chapman
WA Representative Joel McEntire
WA Representative Jim Walsh
AGP
City of Aberdeen
City of Hoquiam

GH Council of Governments
Grays Harbor County
Grays Harbor PUD
Greater Grays Harbor, Inc.
ILWU Local 24
Port of Grays Harbor
REG Grays Harbor

Multiple State Support

Iowa Governor Kim Reynolds
Iowa Institute for Cooperatives
Iowa Soybean Association
Kansas Soybean Association
Missouri Soybean Association

Nebraska Governor Pete Ricketts
Nebraska Soybean Association
Nebraska Cooperative Council
South Dakota Governor Kristi Noem

SD Association of Cooperatives
South Dakota Dept of Agriculture
South Dakota Soybean Association

Transportation Industry Support

Burlington Northern Santa Fe Railroad
Puget Sound & Pacific Railroad
Pacific Northwest Waterways Association
Soy Transportation Coalition

Washington State DOT
WA Board of Pilotage Commission
Washington Public Port Association

United States Senate
WASHINGTON, DC 20510-4105

May 12, 2022

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

Dear Secretary Buttigieg:

It has come to my attention a request for funding in regards to the Port of Grays Harbor's Terminal 4 Redevelopment and Expansion Project will be submitted to the United States Department of Transportation under the Port Infrastructure Development Program (PIDP). As a long-time advocate for investing in our nation's infrastructure, I write in support of their application.

Should they receive funding, this endeavor will have a significant economic impact on South Dakota, as this investment will reduce transportation costs for producers, add profit to commodities, provide opportunities for new and additional exports, and help sustain the economy of several rural communities. Specifically, with the high demand for soybean oil due to renewable diesel's popularity and low emissions, these upgrades will provide a competitive advantage for producers seeking to export soybean meal to Asia out of the Pacific Northwest.

As you know, making necessary investments into our nation's infrastructure system is important to job creation and sustained economic growth in communities throughout the country. Your thorough review of their application would be greatly appreciated, and I urge you to give it every consideration. Thank you for your time and attention to this matter. Should you have any questions, please do not hesitate to contact me.

Kindest regards,



JOHN THUNE
United States Senator

cc: Acting Administrator Lucinda Lessley, MARAD

United States Senate
WASHINGTON, DC 20510

May 5, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley,

I write in support of for Ag Processing Inc's (AGP) grant funding application for the Port Infrastructure Development Program (PIDP) for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

Nebraska ranks as the fourth largest soybean producing state in the United States. More than 50 percent of Nebraska's 3.4 million bushel soybean crop is exported to other countries. Access to international markets helps to drive value back to Nebraska farmers and rural communities.

AGP and Nebraskan soybean growers have made significant private investments in the Port of Grays Harbor over the past 20 years to help grow demand internationally for Nebraska agricultural commodities. The Port of Gray Harbor Terminal 4 Redevelopment and Expansion project is critical for the continued demand growth in Nebraska where two new soybean processing facilities have been announced.

The PIDP grant will support increased export capabilities that will create jobs at the port and return value back to Nebraska's rural communities. The grant is supported by strong additional private investment from both the port, AGP, and farmers throughout the Midwest. This project is an example of why I supported the Infrastructure Investment and Jobs Act.

Thank you for your consideration of the grant funding proposal for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project.

Sincerely,



Deb Fischer

United States Senator

Lincoln Office
1248 O Street
Suite 1111
Lincoln, NE 68508
(402) 441-4600
(402) 476-8753 (Fax)

Omaha Office
11819 Miracle Hills Drive
Suite 205
Omaha, NE 68154
(402) 391-3411
(402) 391-4725 (Fax)

Scottsbluff Office
120 East 16th Street
Suite 203
Scottsbluff, NE 69361
(308) 630-2329
(308) 630-2321 (Fax)

Kearney Office
20 West 23rd Street
Kearney, NE 68847
(308) 234-2361
(308) 234-3684 (Fax)

CYNTHIA AXNE
3RD DISTRICT, IOWA
COMMITTEE ON FINANCIAL SERVICES
INVESTOR PROTECTION, ENTREPRENEURSHIP,
AND CAPITAL MARKETS
HOUSING, COMMUNITY DEVELOPMENT
AND INSURANCE
COMMITTEE ON AGRICULTURE
COMMODITY EXCHANGES, ENERGY, AND CREDIT
CONSERVATION AND FORESTRY

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

WASHINGTON, DC OFFICE
1034 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5476

DES MOINES OFFICE
400 EAST COURT AVE., SUITE 346
DES MOINES, IA 50309
(515) 400-8180

COUNCIL BLUFFS OFFICE
501 5TH AVE.
COUNCIL BLUFFS, IA 51503
(712) 890-3117

CRESTON OFFICE
208 WEST TAYLOR
CRESTON, IA 50801
(515) 400-8180

May 13th, 2022

Acting Administrator Lucinda Lessley
Maritime Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
Department of Transportation

Dear Acting Administrator Lessley,

I am writing in support of AGP's application for a Port Infrastructure Development Grant. The project will expand a storage and export facility at Port of Grays Harbor in Aberdeen, Washington.

Last year, Iowa farmers had a record corn and soybean harvest, with a significant number of bushels being exported to overseas markets. As issues of supply chain and global food security have become increasingly important due to the pandemic and situation in Ukraine, AGP's expansion of the Port of Grays Harbor will double the current export cargo capacity and ensure this critical farm-to-market infrastructure can meet demand.

Many farmers in my district will benefit from this expansion. The U.S. Department of Agriculture expects soybean exports in 2021-2022 will increase by 40 million bushels from the year prior. As demand for American soybeans continue to increase throughout the world, Iowa farmers need our infrastructure to keep pace.

I respectfully request your full and fair consideration of this application consistent with applicable laws, rules, and regulations. Please do not hesitate to contact my team member, Sam Ward, at Sam.Ward@mail.house.gov regarding this matter.

Sincerely,



Cindy Axne
Member of Congress

DEREK KILMER
6TH DISTRICT, WASHINGTON
COMMITTEE ON APPROPRIATIONS
DEFENSE SUBCOMMITTEE
INTERIOR, ENVIRONMENT,
AND RELATED AGENCIES SUBCOMMITTEE
ENERGY AND WATER
DEVELOPMENT SUBCOMMITTEE

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

OFFICES:
2059 RAYBURN OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5916
950 PACIFIC AVENUE
SUITE 1230
TACOMA, WA 98402
(253) 272-3515
345 6TH STREET
SUITE 500
BREMERTON, WA 98337
(360) 373-9725
www.kilmer.house.gov

May 10, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and
Redevelopment Project

Dear Acting Administrator Lessley,

I am pleased to write in strong support of the Port of Grays Harbor PIDP grant proposal for the Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, and returning economic benefit to the Grays Harbor community while providing access for U.S. products to international markets. Funding for this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

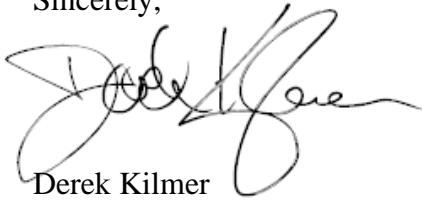
The Port of Grays Harbor's Terminal 4 Expansion & Redevelopment Project will construct an additional loop track, storage tracks, loading tracks, access road improvements, stormwater, and Terminal 4 fender system replacement. These improvements will double the Port's cargo handling capacity for rail-based cargoes, provide state-of-the-art dockside fendering of vessels, and improve stormwater collection systems in the cargo yard. The Port's investment in this public infrastructure project, as well as AGP's expansion and investment, will help our Nation's balance of trade, as the co-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a

strategic PIDP investment will be transformational. Given the expedited timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

I am pleased to write in support of the Port Grays Harbor Terminal 4 Expansion and Redevelopment Project and urge your full and fair consideration of their proposal. Should you have any questions, please contact Andrea Roper in my district office at Andrea.Roper@mail.house.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Derek Kilmer', with a stylized flourish extending to the right.

Derek Kilmer
Member of Congress

Congress of the United States
House of Representatives
Washington, DC 20515-1504

May 10, 2022

Acting Administrator Lucinda Lessley
Maritime Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
Department of Transportation

Dear Ms. Lessley:

I write today in support of AGP's application for a Port Infrastructure Development Grant (MA-PID-22-001). If awarded, these grant dollars will assist AGP in expanding a storage and export facility at Port of Grays Harbor in Washington state.

There are 622 million bushels of soybeans harvested in Iowa each year and according to the U.S. Department of Agriculture about 2.09 billion tons of soybeans will be exported from 2021-2022. AGP's nearly 50-million-dollar investment will strengthen America's supply chain not only supporting Iowa soybean farmers, but producers across the country.

This project will double export cargo capacity on the federal navigation channel and grow demand for domestic renewable fuel stocks. My congressional district is the second-largest agriculture producing district in the country and project's like AGP's Terminal 4 Expansion and Redevelopment Project are vital to the agriculture industry.

Our producers feed and fuel the world and are vital to the America economy. When our farmers do well our rural main streets prosper and our schools flourish. Within your rules and regulations, I respectfully ask that you give this application your full consideration. Please do not hesitate to contact my office at (202) 225-4426 or my District Director Emily Schwickerath at (515)408-9097.

God Bless America,



Randy Feenstra
Member of Congress

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

May 11, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley,

I write in support of Ag Processing Inc's (AGP) application for Port Infrastructure Development Program (PIDP) grant funding for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project in Aberdeen, WA.

Nebraska is the fourth largest soybean producing state in the country, making the soybeans grown in Nebraska not just a critical component of the state's economy, but the nation's. In an increasingly globalized economy, agricultural exports and access to international markets is critical to rural communities and Nebraskan economic growth.

Nebraska farmers feed the world. As international demand for Nebraskan agricultural commodities grows, most of that soybean crop gets exported through the Pacific Northwest. The Port of Grays Harbor is the largest soy meal exporting facility on the West Coast and the terminal expansion project would be instrumental to the continued demand growth in Nebraska.

The PDIP grant, coupled with significant private investment by ADM and farmers, would double export cargo capacity. It would also provide jobs at the port and support jobs in rural communities. Infrastructure investments like this project benefit those all along the supply chain, from producer down to the consumer.

Thank you for your consideration of this funding application for the terminal expansion project at Port of Grays Harbor.

Sincerely,



Adrian Smith
Member of Congress

DUSTY JOHNSON
SOUTH DAKOTA

1714 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-2801
(855) 225-2801

EMAIL VIA WEBSITE:
dustyjohnson.house.gov



COMMITTEE ON AGRICULTURE
COMMITTEE ON TRANSPORTATION &
INFRASTRUCTURE

Congress of the United States
House of Representatives

May 12, 2022

Lucinda Lessley
Acting Maritime Administrator
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Lessley:

I am writing in regard to the Port Infrastructure Development Program (PIDP) grant application for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

If this grant is awarded, the funds would have a significant impact in my state. South Dakota farmers produce nearly 250 million bushels of soybeans per year, and a significant portion of this crop is exported as meal via the Port of Grays Harbor in Washington.

This grant funding would allow the Port of Grays Harbor to expand and improve upon their facilities, giving South Dakota's producers a competitive advantage in their exports of soybeans.

I strongly urge you to give full and careful consideration to this PIDP application. Thank you for your consideration of this request, which has critical importance to South Dakota's producers. Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink that reads "Dusty Johnson".

DUSTY JOHNSON
Member of Congress



Quinault Indian Nation

POST OFFICE BOX 189 ☐ TAHOLAH, WASHINGTON 98587 ☐ TELEPHONE (360) 276 - 8211

April 26, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4
Expansion and Redevelopment Project**

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the Quinault Indian Nation urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the co-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Guy L. Capoeiman", written in a cursive style.

Guy L. Capoeiman, President
Quinault Indian Nation



Washington State Senate

Senator Kevin Van De Wege

Senate Agriculture, Water,
Natural Resources & Parks Committee (Chair)
24th Legislative District

Olympia Office:
PO Box 40424
Olympia, WA 98504-0434

Contact:
(360) 786-7646
KevinVanDeWege@leg.wa.gov

May 10, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, I urge you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Best,

A handwritten signature in black ink, appearing to read "Kevin Van De Wege", written in a cursive style.

Senator Kevin Van De Wege
24th Legislative District



Washington State Senate

Olympia Address:
109-B Irv Newhouse Building
PO Box 40419
Olympia, WA 98504
E-mail: Jeff.Wilson@leg.wa.gov

Senator Jeff Wilson
19th Legislative District

Telephone:
(360) 786-7636
Toll-Free: 1-800-562-6000

May 3, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley,

I am writing to express my enthusiastic support for the Port of Grays Harbor as it seeks a grant from the US Department of Transportation Maritime Administration for an expansion of the port terminal.

Deep water ports are rare on the west coast, and the opportunity to enhance one should not be missed. The recent experience in our country with supply chain issues emphasizes the importance of port infrastructure projects like this. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

This is a region which struggles for economic opportunity, the Port of Grays Harbor is an accomplished, reliable engine for much-needed jobs and growth. The modernization and expansion of these facilities will help increase opportunities, but also allows this to be done responsibly with attention to the environmental standards of today. Additionally, enhancement of American farmers ability to meet needs around the world is a positive outcome of this project.

I hope you will give this project of such regional and national significance your favorable consideration.

Be kind; be safe.

Jeff Wilson, Senator 19th District

State of
Washington
House of
Representatives



April 25, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, we urge you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

Thank you for your consideration regarding this project and grant application.

Sincerely,

Representative Steve Tharinger
24th Legislative District

Representative Mike Chapman
24th Legislative District

State of
Washington
House of
Representatives



May 3, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, my 19th District community that I represent urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, reading "Joel McEntire". The signature is fluid and cursive, with a long horizontal stroke at the end.

Representative Joel McEntire, 19th District

Joel.mcentire@leg.wa.gov

Legislative Phone: 253-389-8636

Washington State House of Representatives

STATE REPRESENTATIVE
19th LEGISLATIVE DISTRICT
JIM WALSH

State of
Washington
House of
Representatives



STATE GOVERNMENT
AND TRIBAL AFFAIRS
RANKING MINORITY MEMBER
TRANSPORTATION
ASSISTANT RANKING MINORITY MEMBER
CAPITAL BUDGET
RURAL DEVELOPMENT, AGRICULTURE,
AND NATURAL RESOURCES

May 12th, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the people of Western Washington urge you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project will generate both jobs and economic activity in a part of Washington state that desperately needs both. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the co-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

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With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Walsh", written over a faint, light blue background that resembles a map of Washington state.

Jim Walsh
Washington State Representative
Legislative District 19



April 25, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

I am writing to convey Ag Processing Inc's (AGP) strong support for Port Infrastructure Development Program (PIDP) grant funding of the Port of Grays Harbor's Terminal 4 Redevelopment and Expansion Project.

AGP is a leading agribusiness with primary operations as a major U.S. soybean processor/refiner producing and marketing soybean meal, refined soybean oil, and biodiesel for domestic and international markets. AGP is owned by 145 local and 5 regional cooperatives representing over 250,000 farmer-producers across the United States.

As the Port of Grays Harbor's largest marine terminal customer, AGP recently announced plans to expand export operations at the Port. The Port and AGP have demonstrated a successful partnership for more than 20 years, making Grays Harbor the number one exporter of soybean meal on the West Coast. Now, AGP will essentially replicate that success by expanding storage at Terminal 2 and constructing a new ship loading facility at Terminal 4. This expansion will increase trade resiliency by doubling the capacity for dry bulk exports while creating redundant loading facilities.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record of attracting private investment, creating jobs, and returning economic benefit to their community. PIDP grant funding is a worth-while investment in public port infrastructure necessary to accommodate the growth of an existing customer and others in the future. Furthermore, both partners stand committed to a robust timeline with AGP targeting operations in 2025.

Lucinda Lessley

April 25, 2022

Page 2

Without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of agricultural product trade volume, due largely to private sector investments in new soybean processing and advanced biofuel production in the Midwest and elsewhere. The recent investments announced in the domestic soybean processing industry are being driven by demand for feedstocks for renewable diesel, an advanced biofuel that significantly reduces carbon and greenhouse gas emissions in North America's transportation sector. Without complementary export infrastructure investment, such as this grant proposal, existing and planned domestic value-added agricultural investment will not achieve its full potential of further increasing farm commodity prices, delivering co-products needed for advanced biofuels production, and returning value to rural communities through jobs and expanded local tax bases.

With American farmers ready to invest tens of millions of dollars in expanding their access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

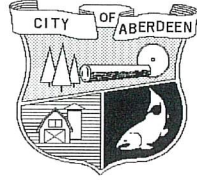
Thank you for your consideration of this important project. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to not just the Grays Harbor region, but our entire nation for decades to come.

Sincerely,

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

Chris Schaffer
Chief Executive Officer
AGP

City of
Aberdeen



Pete Schave Mayor
200 E. Market St. • Aberdeen, WA 98520
Tel (360) 537-3227 • Fax (360) 537-3350 mayor@aberndeenwa.gov

April 21, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4
Expansion and Redevelopment Project**

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the City of Aberdeen urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. In the past the Cities of Aberdeen and Hoquiam have been leaders in economic value to the State of Washington with export capabilities and industrial manufacturing. As you know, times have changed and we are diversifying. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,



Peter Schave, Mayor
City of Aberdeen



CITY OF HOQUIAM

609 8th St.
Hoquiam, WA 98550
www.cityofhoquiam.com

City Hall Departments
(360)532-5700

Mayor, Ext. 219
Fax (360)532-4031

City Administrator, Ext. 243
Fax (360)538-0938

City Attorney, Ext. 231
Fax (360)532-4031

Finance Dept., Ext. 0
Fax (360)532-2306

Municipal Court, Ext. 235
Fax (360)533-3602

Community Services, Parks &
Cemetery, Ext. 240
Fax (360)538-0938

Public Works, Ext. 240
- Building & Planning, Ext. 251
- Building, Ext. 223
- Planning & Code Enf., Ext. 211
Fax (360)538-0938

Utilities
- Billing, Ext. 233 or 248
- Water Shop, Ext. 236
- Sewer Shop, Ext. 212
Fax (360)532-2306

Library (360)532-1710
420 7th St.
Hoquiam, WA 98550
Fax (360)538-9608

Police Dept. (360)532-0892
215 10th St.
Hoquiam, WA 98550
Fax (360)532-0899

Fire Department
(360)532-5700, Ext. 262
625 8th St.
Hoquiam, WA 98550
Fax (360)532-3340

April 22, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Support for PIDP Grant funding for the Port of Grays Harbor
Terminal 4 Expansion and Redevelopment Project**

Dear Ms. Lessley,

As the Mayor of the City of Hoquiam, I am writing to give my strong support of the Port of Grays Harbor's Terminal 4 Expansion and Redevelopment Project.

The Port of Grays Harbor is the economic engine for our city and the entire Grays Harbor County. We have worked closely with the Port of Grays Harbor over the years on significant development projects in Hoquiam, located along the Port's terminals including construction of one of the largest biodiesel refineries on the west coast.

Just last month, one of the Port's major tenants, AGP has announced expansion plans that include nearly \$200M in private investment to grow their operations at the Port of Grays Harbor. The Terminal 4 expansion project is critical to the successful expansion of AGP and all future development at the Port's terminals, which is also vital to the future economy of Hoquiam.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding for this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers like AGP.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the City of Hoquiam urges you to award funding to the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,



Ben Winkelman
Mayor Hoquiam

CC. Gary Nelson, Port of Grays Harbor Executive Director
Brian Shay, Hoquiam City Administrator

OFFICE OF
COUNTY COMMISSIONERS

JILL WARNE
FIRST DISTRICT

KEVIN PINE
SECOND DISTRICT

VICKIE L. RAINES
THIRD DISTRICT

WENDY CHATHAM
CLERK OF THE BOARD



100 West Broadway, Suite #1
MONTESANO, WASHINGTON 98563
PHONE (360) 249-3731
FAX (360) 249-3783

STATE OF WASHINGTON

04-26-22

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the Grays Harbor County Board of Commissioners urge you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

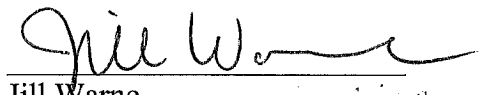
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However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

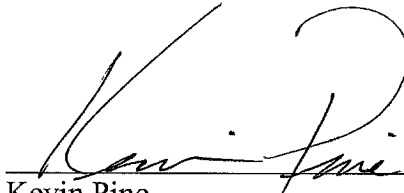
With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

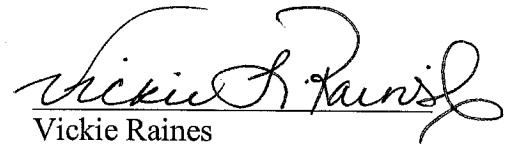
Sincerely,



Jill Warne
Commissioner, District 1



Kevin Pine
Commissioner, District 2



Vickie Raines
Commissioner, District 3



115 S. Wooding St.
Aberdeen, WA 98520

(360) 537-4386
www.ghcog.org

MEMBER ENTITIES:

City of Aberdeen
City of Cosmopolis
City of Elma
City of Hoquiam
City of McCleary
City of Montesano
City of Oakville
City of Ocean Shores
City of Westport
Chehalis Tribe
Quinalt Indian Nation
Grays Harbor County
Grays Harbor
Transportation Authority
Port of Grays Harbor
Timberland Regional
Library

VICKI J. CUMMINGS
Executive Director

Grays Harbor Council of Governments- Founded in 1960

May 9, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

The entire membership of the Grays Harbor Council of Governments urges you to favorably consider the *Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project*. We understand that we are in a current climate of record levels of funding for our Nation's port infrastructure. The Port of Grays Harbor is poised and ready to turn this funding opportunity into a regional strategic investment as their Terminal 4 Expansion and Redevelopment project provides multi-state benefits.

Once funded, MARAD's investment in coastal port infrastructure will directly impact American growers' international competitiveness. The Port of Grays Harbor has a proven track record of successful public/private partnerships and in developing projects that deliver improved transportation efficiency while creating economic opportunities in a historically distressed area. The Port is effective in attracting private investment, creating jobs and returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets.

As you may know, a rural and once natural resource based economy is fragile. The economic health of our region depends on continued growth in international shipments at the Port of Grays Harbor and the job creation that supports that growth. Our Port working in support of AGP and their \$180 Million expansion will accomplish this as well solidifying critical infrastructure for American growers and improving our Nation's balance of trade.

Please know that without federal funding to support the required public marine rail infrastructure, the Port of Grays Harbor and the Grays Harbor community are not able to accommodate this transformational level of trade investment.

With your assistance we would love to see this project serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the regional economy for decades.

This project is of multi-state significance. We respectfully request you consider the merits of this project and its capacity to accrue benefits to our region, American ag producers and our Nation for decades to come. Please become our partner in bringing this transformational project to life.

Respectfully submitted,



Vicki Cummings
Executive Director

Cc: file



PO Box 480 2720 Sumner Ave. Aberdeen, WA 98520-0109
360-532-4220 FAX 360-532-6085 1-800-562-7726

May 12, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the Grays Harbor Public Utility District urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. In addition to the increased energy purchased for the terminal providing a greater balance for the PUD in the area of commercial, industrial, and residential load, the positive impacts of the increase in business at Terminal Four will mean a big boost to the economic well-being of Grays Harbor and the Pacific Northwest region. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

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

Schuyler Burkhardt
General Manager
Grays Harbor Public Utility District #1



Working to Build and Strengthen Business and Industry for a Prosperous Community

Your Regional Chamber of Commerce and Economic Development Council

May 11, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, Greater Grays Harbor, Inc. (GGHI), the regional economic development council urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. Growing and sustaining good paying jobs in our rural community is essential to our economic resiliency. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

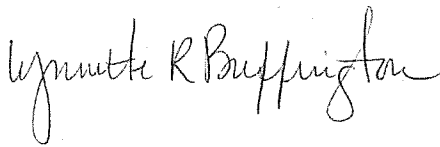
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However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in cursive script, reading "Lynnette R Buffington". The signature is written in dark ink and is positioned above the printed name.

Lynnette Buffington, CEO
Greater Grays Harbor, Inc.



KIM REYNOLDS
GOVERNOR

OFFICE OF THE GOVERNOR

ADAM GREGG
LT GOVERNOR

May 9, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment

Dear Acting Administrator Lessley:

As the Governor of Iowa, supporting our food and agriculture industry is one of my top priorities. Our agriculture industry is world-renowned for our productivity, resiliency, and reliability. As such, I am pleased to write in support of AGP's efforts to expand and redevelop their Port of Grays Harbor Terminal in Washington. This project will expand market opportunities for Iowa's and our nation's farmers, and ensure the competitiveness of our agriculture industry. AGP is well-positioned to increase the efficiency and marketability of the commodities we produce here in Iowa and it is my hope that you will strongly consider their application for a Port Infrastructure Development Grant.

Last year, Iowa farmers had a record corn and soybean harvest. Despite recent natural disasters, market volatility, and significant supply chain disruption, Iowa farmers kept food on the table for our nation and world. Investments in our maritime infrastructure are critical to ensuring the reliability of our food supply chain, and for the safe delivery of our world-class products around the globe. And at a time when Russia's invasion of Ukraine shows just how fragile the global agriculture supply chain can be, we need every tool to provide stability. The Port of Grays Harbor project would double current export cargo capacity and create more than 80 long-term jobs.

AGP has the market access and organizational strength to move the needle on the critical export of commodities, and decades of experience connecting farmers with consumers. This project will mean greater global food and energy security, better market opportunities for farmers, and benefits for people across the state of Iowa and around the world. With the help of this U.S. DOT program, AGP can make a substantial, positive impact on so many facets of our state and its economy. It is my pleasure to write in support of their application for a Port Infrastructure Development Grant.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Reynolds", written over a horizontal line.

Kim Reynolds
Governor of Iowa

IOWA INSTITUTE FOR COOPERATIVES

2515 University Blvd., Suite #104 • Ames, IA 50010 • (515) 292-2667 • FAX (515) 292-1672 • info@iowainstitute.coop

May 11, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Dept. of Transportation-MARAD
1200 New Jersey Ave SE
Washington, DC 50290

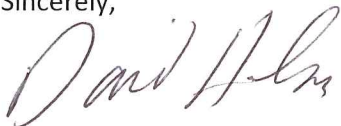
Dear Ms. Lessley,

The Iowa Institute for Cooperatives (IIC) is a statewide association of cooperatives in Iowa, including our Iowa-based grain coop members and regional coop members including AGP. The success of our members is critical to their local economies and depends on a reliable infrastructure system to move their product where it is needed. We support investments in all farm-to-market infrastructure, from county road bridges and railways to lock-and-dams and deep-water ports like Grays Harbor to keep our members' access to open markets at full capacity.

The combination of a record soybean harvest in 2021, the need for global food and energy security, and a growing world population make projects like this at Port of Grays Harbor crucial for our members and the global economy. The impact of doubling the capacity of what is already the largest West Coast exporter of soybean meal will trickle down to processors, grain buyers, and farmers across Iowa while simultaneously expanding the access to safe soy products around the world.

We support AGP's efforts and plans to increase capacity at the Port of Grays Harbor for our members, their farmer-producers, and the world.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Holm", written in a cursive style.

Dave Holm, Executive Director
Iowa Institute for Cooperatives
Ames, Iowa



May 10, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Acting Administrator Lessley,

The Iowa Soybean Association (ISA) supports investing resources in specific and proven initiatives that have tangible and meaningful outcomes for Iowa's 40,000 soybean farmers, including the expansion of AGP's export terminal at the Port of Grays Harbor in Aberdeen, WA.

In 2021, Iowa soybean farmers harvested a record 622 million bushels. As growers gear up for the upcoming planting season, we're reminded that producing much-needed protein and oil profitably and sustainably means connecting where we grow it with those who need it. Production and demand are interconnected by quality and reliable infrastructure.

According to the U.S. Department of Agriculture (USDA), U.S. soybean exports in 2021-22 are expected to increase to 2.09 billion tones – up 40 million bushels from a year earlier. As global soybean exports continue to climb, Iowa soybean farmers strongly support AGP's plans to keep pace with an increase in soy demand.

Investments in our maritime infrastructure are critical to the success and competitiveness of U.S. soy, as it ensures the efficient delivery of exports to customers in key markets across the world. Improvements to the facilities' rail infrastructure would help Iowa farmers meet this goal by increasing unloading speed and ship loading capacities at a crucial time.

We support AGP's ongoing efforts to strengthen the soy-value chain through the terminal expansion project at Port of Grays Harbor and encourage its swift implementation.

Respectfully,

A handwritten signature in black ink that reads "Robb Ewoldt". The signature is fluid and cursive, with a large initial 'R' and 'E'.

Robb Ewoldt, President
Iowa Soybean Association
Davenport, Iowa farmer



Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley,

The Iowa Soybean Association (ISA) supports investing resources in specific and proven initiatives that have tangible and meaningful outcomes for Iowa's 40,000 soybean farmers, including support for Port Infrastructure Development Program (PIDP) grant funding from the U.S. Department of Transportation Maritime Administration (MARAD) to the Port of Grays Harbor's Terminal 4 Redevelopment and Expansion Project.

In 2021, Iowa soybean farmers harvested a record 622 million bushels. As growers gear up for the upcoming planting season, we're reminded that producing much-needed protein and oil profitably and sustainably means connecting where we grow it with those who need it. Production and demand of homegrown soybeans are interconnected by quality and reliable infrastructure.

The Port of Grays Harbor's largest marine terminal customer, AGP, recently announced its plans to expand export operations at the Port. The Port and AGP have demonstrated a successful partnership for more than 20 years, making Grays Harbor the number one exporter of soybean meal on the West Coast. Now, AGP will essentially replicate their success at Terminal 2 by expanding storage and constructing a new ship loading facility at Terminal 4. This expansion will increase trade resiliency by doubling the capacity for dry bulk exports while creating redundant loading facilities.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record of attracting private investment, creating jobs, and returning economic benefit to their community. PIDP grant funding is a worth-while investment in public port infrastructure necessary to accommodate the growth of an existing customer and others in the future. Furthermore, both partners stand committed to a robust timeline with AGP targeting operations in 2025.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

Investments in our maritime infrastructure are critical to the success and competitiveness of U.S. soy, as it ensures the efficient delivery of exports to customers in key markets across the world. Specific to this project are improvements to the Port's marine terminal complex, storage and loading infrastructure, and more. All of which would help Iowa farmers meet demand by doubling cargo handling capacity and improve overall efficiency at a critical time for soy exports.

According to the U.S. Department of Agriculture (USDA), U.S. soybean exports in 2021-22 are expected to increase to 2.09 billion tones – up 40 million bushels from a year earlier. As global soybean exports continue to climb, Iowa soybean farmers strongly support the Port of Grays Harbor in looking towards the future to keep pace with an increase in soy demand.

Thank you for your consideration of this important project. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to not just the Grays Harbor region, but our entire nation for decades to come.

Respectfully,

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

Robb Ewoldt, President
Iowa Soybean Association
Davenport, Iowa farmer



May 9, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support for Port Infrastructure Development Project funding for Port of Grays Harbor Expansion and Redevelopment

Dear Ms. Lessley,
The Kansas Soybean Association strongly supports the Port Infrastructure Development Program (PIDP) grant funding for the Port of Grays Harbor's Terminal 4 Redevelopment and Expansion Project.

Since 1973, KSA has served as the voice and advocate on local, state, national, and international issues of importance to Kansas' 16,000 soybean farmers. We believe that international markets, and the infrastructure needed to access those markets, are critical to soybean producers in our state.

According to the U.S. Department of Agriculture (USDA), U.S. soybean exports in 2021-22 are expected to increase to 2.09 billion tons – up 40 million bushels from a year earlier. As the Port of Grays Harbor's largest marine terminal customer, AGP recently announced plans to expand export operations at the Port. The Port and AGP have demonstrated a successful partnership for more than 20 years, making Grays Harbor the number one exporter of soybean meal on the West Coast. As global soybean exports continue to climb, Kansas soybean farmers strongly support AGP's plans to keep pace with an increase in soy demand.

As Midwest soybean processing rapidly expands, moving soybean meal from the Midwest to world markets will become even more critical than it is today. This port expansion will significantly increase our export capabilities to meet this growing domestic protein supply.

For these reasons, we strongly encourage your support of this project and consider the positive impacts well beyond the local port area that could be realized.

Sincerely,

Kaleb Little
Chief Executive Officer
Kansas Soybean Association

**ILWU LOCAL #24
3105 JOHN STEVENS WAY
HOQUIAM, WA. 98550
PHONE 1-360-533-3412
FAX. 1-360-533-1406**

May 3, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4
Expansion and Redevelopment Project**

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, ILWU Local #24 urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

ILWU Local #24 strongly supports AGP's expansion and the improvements the Port of Grays Harbor will be making to accommodate their growth. This expansion will double the ILWU Local #24 workforce in Grays Harbor. The steady volume of vessel traffic and cargo shipments will generate steady work not only for our union members, but also for the many transportation workers that provide services to our terminals, from the railroad workers to tug and pilotage operators. These are much needed, family-wage jobs for our members and our community.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure

the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

We are proud of our high vessel loading production levels and we know we can exceed expectations with this expansion at Terminal 4. The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the co-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

Union jobs. U.S. exports. Improved transportation infrastructure. Investment in an economically struggling community. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in black ink, appearing to read "B. D. Swor".

BILLY D. SWOR, PRESIDENT
ILWU LOCAL #24



573.635.3819

734 S. Country Club Drive
Jefferson City, MO 65109

May 9, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support for Port Infrastructure Development Program Grant

Ms. Lessley:

On behalf of Missouri's soybean farmers, we are providing support for the Port Infrastructure Development Program Grant for Port of Grays Harbor Terminal 4 Expansion and Redevelopment submitted by Ag Processing Inc. (AGP).

In 2021, Missouri soybean farmers harvested nearly 300 million bushels. Currently, soybean farmers are in the field planting the 2022 crop. With increasing production in the United States and growing demand throughout the world, quality and reliable infrastructure are critical to U.S. farmers and the customers around the world who rely on our soybeans.

The AGP expansion at the Port of Grays Harbor is a necessary component to meeting this demand in a timely manner. As crush capacity grows in the United States, we will need to move more soybean meal through export channels. Exporting soybean meal through the PNW provides farmers the speed and efficiency to have a competitive advantage. These upgrades will increase export capabilities and ensure the high-quality U.S. soybean meal gets to customers across the world.

We support AGP's ongoing efforts to enhance infrastructure through the terminal expansion project at Port of Grays Harbor.

Respectfully,

Matt Wright
President
Missouri Soybean Association



NEBRASKA COOPERATIVE COUNCIL

635 South 14th Street, Suite 125, Lincoln NE 68508
PH: 402/475-6555 FAX: 402/475-4538

May 11, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation-MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley:

On behalf of the farmer owned cooperative members of the Nebraska Cooperative Council, I am writing in support of Ag Processing Inc's (AGP) grant funding application for the Port Infrastructure Development Program (PIDP) for the Port of Gray's Harbor, Washington, Terminal 4 Redevelopment and Expansion Project.

The Nebraska Cooperative Council is a trade association representing 95% of Nebraska's farmer owned cooperatives, including but not limited to AGP. AGP is a regional cooperative, based in Omaha, Nebraska, that is owned by 151 local farmer owned cooperatives, including 16 of the Council's local cooperative members based in Nebraska. As a farmer owned cooperative, AGP's profits (savings) belong to and are held for the benefit of its members. Over the last 16 years AGP has returned profits to its local Nebraska farmer owned cooperatives in the amount of \$124 million. AGP is a major economic driver in the Nebraska agricultural economy.

As the largest cooperatively owned soybean processing entity west of the Mississippi River and the largest single buyer of soybeans in Nebraska, AGP relies on its export investments in the Port of Gray's Harbor to export soybean meal from its processing operations to the Southeast Asia markets. As AGP expands its Nebraska soybean processing operations, it is critical that it complete its recently announced Port of Gray's Harbor's Terminal 4 Expansion & Redevelopment Project to sustain this critical export market for Nebraska soybeans.

The Nebraska Cooperative Council strongly encourages the approval of AGP's grant funding application for the PIDP at Gray's Harbor. This infrastructure improvement will create economic impact in construction and development and jobs in Washington state as well as return value to Nebraska farmers.

Cooperatively yours,

A handwritten signature in blue ink, appearing to read "Rocky Weber".

Rocky Weber
President & General Counsel

RW/dm
X:\WP-DATA\051122 Lessley.wpd



Pete Ricketts
Governor

STATE OF NEBRASKA

OFFICE OF THE GOVERNOR
P.O. Box 94848 • Lincoln, Nebraska 68509-4848
Phone: (402) 471-2244 • pete.ricketts@nebraska.gov

May 11, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley:

I am writing to recommend Ag Processing Inc. (AGP) for grant funding through the Port Infrastructure Development Program (PIDP). AGP is applying for a grant under the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

Our state's soybean growers and AGP have invested significant funds in the Port of Grays Harbor during the past two decades to better reach international markets. The Port of Gray Harbor Terminal 4 Redevelopment and Expansion is a critical project to bolster Nebraska's ability to export the premium soybeans we grow here in the Heartland.

Nebraska set a record for soybean production in 2021 at 351 million bushels. Nationally, the U.S. exported a record value of soybeans in calendar year 2021 at \$27.4 billion. In February, USDA forecasted soybean exports to climb to \$31.3 billion for the 2022/2023 marketing year, with exports projected to be up 100 million bushels over the prior year. On March 31, 2022, the USDA reported that farmers intend to plant an all-time high of 91 million acres of soybeans this year. With rising domestic production and growing global demand, there's an increased need for the soybean processing AGP provides.

AGP is creating jobs for Nebraska's rural communities. In January 2022, AGP announced plans to construct a \$50 million soybean processing facility in David City, Nebraska. That was big news for David City, a small town of 2,800 residents, which had lost nearly 200 jobs in late 2019 when a local manufacturing plant shut down.

The PIDP grant will build on the strong momentum we've seen in U.S. soybean exports, while also creating jobs for port workers. In turn, growing soybean exports will help generate more great-paying jobs in Nebraska's rural communities like David City.

Thank you for your consideration of AGP's PIDP grant funding application.

Sincerely,

Pete Ricketts
Governor



Nebraska Soybean Association

4435 "O" Street, Suite 210 • Lincoln, NE 68510 • Phone. (402) 441-3239

May 2nd, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project.

Dear Ms. Lessley,

On behalf of Nebraska's 23, 000 soybean producers, we submit our support for Ag Processing Inc's (AGP) grant funding application for the Port Infrastructure Development Program (PIDP) for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

Nebraska is not only a local producer, but a world provider of soybeans, which means the international marketplace plays a key role in the state's agricultural marketing efforts. Currently more than 50 percent of Nebraska's 3.4-million-bushel soybean crop is exported to other countries. Nebraska ranks as the fourth largest soybean producing state in the U.S.

The AGP Port of Grays Harbor Terminal 4 expansion project is essential for supporting the growth and expansion we have seen in Nebraska with the increase in soybean acres planted. In addition, the recent announcement of two soybean processing facilities to be built in Nebraska, the Grays Harbor Terminal expansion will be beneficial for export products.

The Nebraska Soybean Checkoff Board, a farmer funded checkoff program that promotes demand and new markets for soybeans, realizes the value of this important export terminal. The Board funds a joint multi-state project titled "Promoting Export Soybean Meal to Asia via Grays Harbor" that has been a long-standing program for over 15 years at a level of \$99,000 annually. In addition, our Nebraska soybean checkoff has committed significant funding in the amount of \$150,000 through the Soy Transportation Coalition that is providing matching funds to the PIDP Request for the Terminal 4 Expansion & Redevelopment project.

These upgrades will significantly increase our export capabilities to meet the expected growth in domestic protein supply. The increase in exports markets brings value added back to our local communities and local tax base in Nebraska.

We highly support grant funding of the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project through the PIDP. This investment will be a long-term win for soybean producers connecting with our growing international demand for protein for years to come.

Sincerely,

Lori Luebke, Executive Director
Nebraska Soybean Association

If you Believe, Belong



Port of Grays Harbor

On Washington's Pacific Coast

111 South Wooding Street

PO Box 660

Aberdeen, Washington 98520

Tel ~ 360.533.9528

Fax ~ 360.533.9505

www.PortofGraysHarbor.com

May 10, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

Our community needs your help. The Grays Harbor Terminal 4 Expansion and Redevelopment Project is critical to our rural Port district's ability to allow our largest marine terminal customer to grow, attract sorely needed private investment, increase international shipments and create jobs for our community. We are confident that this project can be a prime example for MARAD on how an investment in coastal port infrastructure can benefit thousands of jobs throughout multiple states, increase U.S. international trade competitiveness, and provide economic benefits for decades to come.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record of attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, all while providing access for U.S. products to international markets. The Port and Ag Processing, Inc. (AGP) have been doing so for more than 20 years. AGP now desires to grow here in Grays Harbor and PIDP grant funding of this project will ensure the Port is positioned to accommodate the growth by fulfilling our commitment in the Letter of Intent with AGP dated May 6, 2022.

Commissioners

Stan Pinnick

Phil Papac

Tom Quigg

Executive Director

Gary G. Nelson

Ability to invest in robust transportation infrastructure at this level should not be a barrier for a community to obtain economic sustainability. A project of national significance, the Port of Grays Harbor needs federal assistance to complete a project this size, and to leverage and secure significant private investment. The Grays Harbor community cannot afford to lose a \$123 million investment and the associated jobs and economic opportunities that come from a project of this magnitude. PIDP funding is instrumental to the success of this project.

AGP's expansion is a commitment of American farmers ready to invest millions in expanding their own access to international shipments. Our rural port district, along with AGP, a committed private partner, has developed a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area. A strategic PIDP investment will help this project be transformational. Again, given the robust timeline and determination and commitment of both the Port and AGP, this project could serve as an example of MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities.

This project is truly a win for all. It will benefit our rural community, multiple states, our Nation and international markets. As applications are evaluated, please carefully consider this project's merits. The Port of Grays Harbor stands ready to deliver a project a project that will accrue benefits for decades to come.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Quigg", with a long horizontal flourish extending to the right.

Commissioner Tom Quigg, President
PORT OF GRAYS HARBOR



April 21, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

On behalf of the Pacific Northwest Waterways Association (PNWA), I write in support of the Port of Grays Harbor's Terminal 4 Expansion and Redevelopment Project. As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, we urge you to favorably consider this project. It has significant multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

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 transportation infrastructure, freight mobility, economic health, and the environment. We support the Northwest's multi-modal transportation system, which provides safe, efficient, and reliable links to competitive domestic and world markets.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in blue ink, reading "Heather Stebbings". The signature is fluid and cursive, with the first name "Heather" and last name "Stebbing" clearly legible.

Heather Stebbings
Executive Director
Pacific Northwest Waterways Association



Jerry E. Vest
Assistant Vice President

jvest@gwrr.com
(412) 963-1805

May 9, 2022

The Honorable Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: PIDP Grant for Port of Grays Harbor Terminal 4 Project

Dear Administrator Lessley:

Puget Sound & Pacific Railroad is a 158 mile-long Class III freight railroad linking the Port of Grays Harbor to the national rail network through its connections with BNSF and Union Pacific railroads at Centralia, Washington. The railroad is a strong partner with the Port in supporting the regional economy, providing important freight services connecting the U.S. with international markets.

Recently it was brought to my attention that the Port of Grays Harbor is submitting a Port Infrastructure Development Program (PIDP) grant request to the U.S. Maritime Administration for expansions and improvements to Terminal 4 at the Port. I write you in strong support of this application for the following reasons:

- The Port of Grays Harbor is a catalyst of regional job growth and development, and improving port infrastructure expands this ability. As the regional economy around Grays Harbor County has transitioned beyond the timber industry, the Port has aggressively diversified and expanded itself to serve a broader group of industries looking to use the Port to reach international markets. This in turn has helped the region to diversify its base of industry and increase the availability and stability of family-sustaining middle class jobs in our area.
- As the only Washington State deep-water shipping port directly on the Pacific Coast, the Port of Grays Harbor is an especially important part of the logistics for the U.S. supply chain reaching to and from the Pacific Rim.

(continued)

The Honorable Lucinda Lessley
May 9, 2022

Page Two

The need for expansion of Terminal 4 is directly associated with a very large opportunity for the Port to increase exportation of soybean meal to Asia. Soybean meal is a very important source of protein in Asian diets, and improvements in the ability of the Port of Grays Harbor to handle these shipments will improve the ability of U.S. sourced meal to compete in the world marketplace.

- The project associated with the proposed grant is concurrently supported by many other entities other than the Port:
 - AGP, a major U.S. soybean processor/refiner, is expanding its ability to export soybean products through the Port of Grays Harbor with a major expansion of its processing in Nebraska,
 - Many hundreds soybean farmers that work diligently to help our country to compete in world commodity markets, and
 - The Puget Sound & Pacific Railroad, improving its ability to handle additional rail traffic that this project will require. Other rail infrastructure projects, supported by FRA and state grants, are completed or are underway on the Puget Sound & Pacific Railroad to improve the ability of the railroad to serve the Port of Grays Harbor and our mutual customers, helping them expand their abilities to compete in their world markets.

Please rest assured that the requested PIDP grant is very much needed with significant public benefits. The grant project has a wide base of strong support to ensure its success. This grant will help a rural region of Washington State as it continues its journey of remaking itself to thrive in the 21st Century, while at the same time directly improve international logistics between the U.S. and Pacific Rim. Your full consideration and support of this grant request will be sincerely appreciated.

If I can provide more information, please let me know.

Very truly yours,



cc: Mr. Gary Nelson, Executive Director, Port of Grays Harbor



Angela Caddell
Group Vice President,
Agricultural Products

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2650 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 867-6800

angela.caddell@bnsf.com

May 16, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Lessley,

BNSF Railway supports efforts by the Port of Greys Harbor to secure federal discretionary funding under the Maritime Administration's Port Infrastructure and Development Program for their Terminal 4 Expansion and Redevelopment Project.

The Port of Greys Harbor is the only deep-water shipping port on Washington's Pacific Coast. If awarded, the grant will fund a rail extension to the water, slip fill and internal roadways that are all important infrastructure investments to accommodate the growth of their existing customers as well as provides capacity to attract new ones.

BNSF values our working relationship with the Port of Greys Harbor and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of funding requirements, final engineering, permitting, and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application, and looks forward to continuing its relationship with the Port through this important project. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Angela Caddell".

Angela Caddell
Group Vice President, Agricultural Products



April 26, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration (MARAD) prepares to invest record levels of funding in our Nation's port infrastructure, Renewable Energy Group urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project.

Renewable Energy Group, Inc. (REG) is leading the energy and transportation industries' transition to sustainability by transforming renewable resources into high-quality, sustainable fuels. REG utilizes a nationwide production, distribution and logistics system for our 12 commercial-scale biodiesel and renewable diesel refineries (9 in North America and 2 in Europe). REG's Grays Harbor facility, located in Hoquiam, Washington, is the largest biodiesel plant on the West Coast and is uniquely situated to serve locations on the Pacific Ocean.

This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness. Our employees work and live in Grays Harbor County and expanding capacity at the Port of Grays Harbor improves the community as a whole where our employees live. An investment of this magnitude in Grays Harbor will elevate the capabilities of an important port in western Washington and support REG's logistics ability to market our fuel across the globe.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing U.S. products access to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers like REG.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's

416 S. BELL AVE. AMES, IA 50010 +1 888 REG 8686

REGI.COM



investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Respectfully,

A handwritten signature in black ink, appearing to read "KH", is positioned above the typed name.

Kent Hartwig, Director, Corporate Affairs and Development
Renewable Energy Group



STATE OF SOUTH DAKOTA
OFFICE OF THE GOVERNOR

KRISTI NOEM | GOVERNOR

May 12, 2022

Lucinda Lessley
Acting Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Administrator Lessley,

I write today in support of grant funding from the Port Infrastructure Development Program (PIDP) for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

While not located in South Dakota, the proposed project will significantly benefit South Dakota farmers. A significant amount of the soybean meal produced in South Dakota reaches export markets in Asia by way of the Port of Grays Harbor. The proposed expansion project will increase infrastructure capacity at the port to move additional soybean meal. This additional capacity will also help farmers meet the growing demand for renewable diesel through increased production of soybean oil, a co-product of soybean meal. Investments in new infrastructure at Port of Grays Harbor will create value for South Dakota soybeans by expanding markets for these value-added products and ultimately help support the economies of rural communities in South Dakota.

I ask that you give this project all due consideration for funding under the PIDP. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink, which appears to read "Kristi Noem", is written over a horizontal line.

Kristi Noem
Governor



**DEPARTMENT of AGRICULTURE
and NATURAL RESOURCES**

JOE FOSS BUILDING
523 E CAPITOL AVE
PIERRE SD 57501-3182
danr.sd.gov

May 9, 2022

Lucinda Lessley
Acting Maritime Administrator
US Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington DC 20590

RE: Support for Port Infrastructure Development Project funding for Port of Grays Harbor
Expansion and Redevelopment

Dear Administrator Lessley,

The South Dakota Department of Agriculture and Natural Resources (DANR) is pleased to support Port Infrastructure Development Program (PIDP) grant funding for the Port of Grays Harbor's Terminal 4 Redevelopment and Expansion Project.

DANR is committed to protecting and preserving South Dakota's agriculture, environment, and natural resources. Our vision for South Dakota is a prosperous economy with diverse agricultural opportunities, clean air, clean water, and healthy families.

This proposed project fully aligns with our vision by supporting the soybean industry and environmentally friendly, value-added products like renewable diesel fuel. There is strong demand for renewable diesel fuel in part because its use can significantly reduce carbon and greenhouse emissions. To meet this demand, South Dakota's farmers need new investments in infrastructure to move soybean meal which is a co-product of soybean oil used to make renewable diesel.

Soybean meal is critical for South Dakota's farmers and our partners around the world accounting for \$143,805,335 of South Dakota's soybean exports in 2021. This project will support our communities by expanding our soybean meal exports and contribute to the competitiveness of renewable diesel.

I appreciate your consideration of the Port of Grays Harbor project.

Sincerely,

Hunter Roberts
Cabinet Secretary



South Dakota Association of Cooperatives

116 N Euclid Avenue, Pierre, South Dakota 57501
605.945.2548 // sdac.coop

May 5, 2022

Lucinda Lessley
Acting Maritime Administrator
US Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington DC 20590

RE: Support for Port Infrastructure Development Project Funding for Port of Grays Harbor
Expansion and Redevelopment

Dear Ms. Lessley,

On behalf of South Dakota's cooperatives and our producer-owners we ask for your support and approval of AGP's PIDP grant request for the expansion of AGP's export terminal at the Port of Grays Harbor in Aberdeen, WA.

South Dakota soybean production continues to increase, recently reaching nearly 250,000,000 bushels. Our commitment to a crop that is versatile in feed, food and fuel uses, led AGP to build a processing facility in Aberdeen SD. Since that time SD's producers, cooperatives and AGP have only looked forward to ways to enhance the soybean industry.

With this commitment and vision, AGP announced \$180 million for a major expansion and upgrade to its export facilities at the Port of Grays Harbor (POGH) in Aberdeen, Washington. The port is significant to South Dakota as a major portion of our soybean meal is exported to Asia and Southeast Asia through the Port of Grays Harbor. The improved facility will provide our cooperatives and producer-owners a competitive advantage through reduced costs, competitive transportation, additional storage and increased vessel capacity.

Partnerships, such as is needed for the Port of Grays Harbor project, demonstrate what can be accomplished when local, federal and private entities make investments in critical infrastructure and create solutions.

Thank you for your consideration of the project and its critical importance to South Dakota's cooperatives and our producer-owners.

Sincerely,

Brenda R Forman

Brenda Forman
Executive Director
South Dakota Association of Cooperatives

April 29, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation – MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support for Port Infrastructure Development Project funding for Port of Grays Harbor
Expansion and Redevelopment

Dear Ms. Lessley,

With great enthusiasm, I express South Dakota farmers' support for the Port Infrastructure Development Program (PIDP) grant funding for the Port of Grays Harbor Terminal 4 Redevelopment and Expansion Project.

South Dakota farmers produce approximately 250,000,000 bushels of soybeans annually. Production continues to grow as demand for soybeans has intensified due to soybean products' environmental benefits and the sustainability of soybean crop production. With its extremely low emissions, renewable diesel's popularity has created tremendous demand for soybean oil. South Dakota farmers are ready to meet that demand by producing more soybeans but will need increased infrastructure to move the additional soybean meal, which is a co-product of soybean oil.

A significant portion of South Dakota's soybean crop is exported as meal to Asia and Southeast Asia via the Port of Grays Harbor. Exporting soybean meal off the PNW gives South Dakota farmers a competitive advantage in transportation costs and shipping time compared to our competition on the world stage.

A PIDP grant will be a tremendous boost in paving the way for Midwest farm families and communities to move their products. Together, we can build a very bright future for our families and our nation.

Thank you for your attention to this critical project. With your support, we can do great things.

Jerry Schmitz



Executive Director
South Dakota Soybean Association



May 13, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Acting Administrator Lessley:

Please accept our enthusiastic support for the Port of Grays Harbor's Terminal 4 Expansion and Redevelopment Project. The project, upon completion, will provide significant benefit to soybean farmers and rural communities throughout the Midwest by enhancing the efficiency and reliability of our food delivery system.

Established in 2007, the Soy Transportation Coalition is a farmer-funded, farmer-led organization comprised of thirteen state soybean boards, the American Soybean Association, and the United Soybean Board. The goal of the organization is to position the soybean industry to benefit from a transportation system that delivers cost effective, reliable, and competitive service.

AGP recently announced its intention to invest over \$180 million at the Port of Grays Harbor to construct a new export ship loading facility at Terminal 4 and expand and enhance its existing facility at Terminal 2. In order to accommodate this investment, the Port of Grays Harbor will need to devote considerable resources to improve its infrastructure.

Given the profound benefits these planned investments will provide to a significant number of U.S. soybean farmers, the Soy Transportation Coalition – along with the Iowa Soybean Association, the Kansas Soybean Commission, the Nebraska Soybean Board, and the South Dakota Soybean Research and Promotion Council – have committed \$825,000 to help underwrite some of the pre-engineering, design, and site development costs of the Port of Grays Harbors Terminal 4 Expansion and Redevelopment Project. Additional funding from other soybean farmer organizations is possible.

One of the most effective ways to attack food shortages and inflation is by improving the food supply chain. U.S. soybean farmers are not only expressing their support for this important infrastructure enhancement, they are committing actual funding to help it become a reality. We therefore offer our strong support for the Port of Grays Harbor's Port Infrastructure Development Grant application.

If members of your staff have any questions or would like to discuss this further, please do not hesitate to contact me at 515-727-0665 or msteenhoek@soytransportation.org. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Steenhoek".

Mike Steenhoek
Executive Director, Soy Transportation Coalition



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Sheri J Tonn
Chair

May 10, 2022

Eleanor Kirtley
Vice Chair

Michael Anthony
Commissioner

Sandy Bendixen
Commissioner

Andrew Drennen
Commissioner

Timothy J. Farrell
Commissioner

Jason R. Hamilton
Commissioner

Nhi Irwin
Commissioner

Mike Ross
Commissioner

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Support for PIDP Grant Funding for the Port of Grays Harbor Terminal 4
Expansion and Redevelopment Project**

Dear Ms. Lessley,

As the United States Department of Transportation Maritime Administration prepares to invest record levels of funding in our Nation's port infrastructure, the Washington State Board of Pilotage Commissioners (BPC) urges favorable consideration of the Port of Grays Harbor Terminal Expansion and Redevelopment Project. As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The mission of the BPC is to provide safe and efficient compulsory pilotage in Washington State's two pilotage districts: Puget Sound and Grays Harbor. Impacts include the stabilization of vessel traffic in Grays Harbor with the necessary resources to insure safe pilotage. BPC is ready and able to support the additional needs of State licensed pilots to support this Port expansion and redevelopment.

This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness. With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically distressed area, a strategic PIDP investment will

be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Long-time Port customer AG Processing Inc (AGP) is a leading agribusiness and major U.S. soybean processor/refiner. The Port's investment in this public infrastructure project and AGP's recently announced expansion and investment in the Grays Harbor community will accomplish this and help our Nation's balance of trade, as the co-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel, which is far less carbon intensive than moving by container. However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in blue ink, reading "Sheri J. Tonn".

Sheri J. Tonn, Chair
Washington State Board of Pilotage Commissioners

Cc Gary Nelson, Executive Director, Port of Grays Harbor



May 10, 2022

Lucinda Lessley
Acting Maritime Administrator
U.S. Department of Transportation - MARAD
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms Lessley,

Re: Support for PIDP Grant funding for the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project

As the United States Department of Transportation Maritime Administration (MARAD) prepares to invest record levels of funding in our Nation's port infrastructure, the Washington Public Ports Association urges you to favorably consider the Port of Grays Harbor Terminal 4 Expansion and Redevelopment Project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

As the only deep-water shipping port on Washington's Pacific Coast, the Port of Grays Harbor has a proven track-record for attracting private investment, creating jobs, returning economic benefit to the Grays Harbor community, while providing access for U.S. products to international markets. PIDP grant funding of this project will ensure the Port is positioned to not only attract new customers, but to accommodate the growth of their existing customers.

The strength of Grays Harbor's rural economy depends on continued growth in international shipments at the Port of Grays Harbor and job creation to support that growth. Our Port's investment in this public infrastructure project and AGP's expansion and investment in our community will accomplish this and help our Nation's balance of trade, as the by-product of a renewable feedstock for low carbon fuels and the cargo will be transported in bulk via rail and vessel which is far less carbon intensive than moving by container.

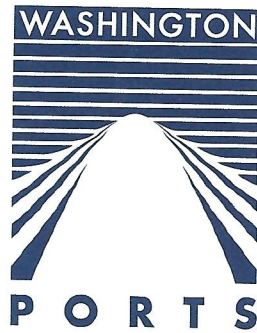
However, without federal funding to support the required public marine rail infrastructure, the Grays Harbor community will not be able to accommodate this transformational level of trade investment.

With American farmers ready to invest millions in expanding their own access to international shipments, and a rural port district with a committed private partner developing a project that delivers improved transportation efficiency while creating economic opportunities in a historically

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State

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distressed area, a strategic PIDP investment will be transformational. Given the robust timeline, this project could serve as an example of USDOT MARAD's ability to make Infrastructure Investment and Jobs Act funds work in our Nation's port communities, strengthening the economy for decades.

To say this project is of regional significance is an understatement. As applications are evaluated, please carefully consider this project's merits and how it would accrue benefits to our entire region and nation for decades to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Herman", with a long, sweeping horizontal line extending to the right.

Christopher Herman
Senior Director, Trade & Transportation

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State

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**Washington State
Department of Transportation**

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360-705-7000
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May 2, 2022

Lucinda Lessley
Acting Maritime Administrator
US Department of Transportation – MARAD
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Ms. Lessley:

On behalf of the Washington State Department of Transportation (WSDOT), I would like to express our support for the PIDP Grant Funding for the Port of Grays Harbor Terminal 4 Expansion and redevelopment project. This project has multi-state benefits and is an opportunity for MARAD to invest in coastal port infrastructure that directly impacts American growers' international competitiveness.

Based on the conceptual information provided us to date, WSDOT supports the Port of Grays Harbor's request for funding provided that these improvements meet all applicable WSDOT design and construction requirements, including all applicable American with Disabilities Act requirements, for any work that occurs within WSDOT right of way.

Thank you for the opportunity to express our support. If you have any questions, please contact Steve Roark, Region Administrator at (360) 357-2658 or email at roarks@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar'.

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

RM:mw

cc: Steve Roark
Ron Pate