

Report to Congress for Future Water Resources Development (WRRDA 7001) Submission Package

Proposal Name: Lower Columbia River Turning Basins

Submission Date: 08/27/2019

Proposal ID Number: 778b4e96-4d14-425e-a721-af70d6ab6c18

Purpose of Proposal: The federal navigation project is titled “Columbia & Lower Willamette River below Vancouver, WA & Portland, OR”. The purpose of the proposed modification is to maximize safety and efficiency on the federally authorized navigation channel. In 2010, the USACE completed deepening the lower Columbia River federal navigation channel from 40 to 43 feet. The Chief’s Report dated December 23, 1999, Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington, recommended that three of the existing five turning basins on the Columbia River (located at river miles 15, 73.5, and 101.5, respectively) be deepened to -43 feet. These were subsequently authorized and constructed. Since the completion of the deepening project, over \$900 million in public and private investments have been made to build or improve Lower Columbia River port facilities and cargo movement opportunities. The navigation channel and turning basins operate together as a system for vessels to efficiently move commerce in the Columbia River. Lower Columbia River stakeholders are requesting modification of three areas of the Columbia River to make turning basin improvements. These areas identified in Table 1 represent a combination of actions to remove areas of existing turning basins that are not used and add areas where needed to safely turn vessels under present day conditions. The total combined dredging quantity of the modifications represents less than 3% of the annual dredging quantity for the existing project.

1. Administrative Details

Proposal Name: Lower Columbia River Turning Basins

by Agency: Pacific Northwest Waterways Association (PNWA)

Locations: OR,WA

POC Name:

POC Phone:

POC Email:

Date Submitted: 08/27/2019

Confirmation Number: 778b4e96-4d14-425e-a721-af70d6ab6c18

Supporting Documents

File Name	Date Uploaded
MAPS from USACE - Columbia-River-Turning-Basin-Proposal-Existing-Black-Changes-Blue.pdf	08/27/2019
Lower Columbia River Turning Basin - Support Letters.pdf	08/27/2019

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
The non-Federal sponsors of the Columbia and Lower Willamette Rivers Federal Navigation Channel are the Ports of Portland, Vancouver, Kalama, and Longview(Primary)	Attached
No Data	Attached

3. State if this proposal is for new feasibility study authority, a modification to an existing feasibility study authority, a modification to an existing USACE project authority, or a modification to an existing USACE Environmental Infrastructure Program authority. If it is a proposal for a modification to an existing study, project or program authority, provide the authorized water resources development feasibility study or project name.

[x] Modification to a USACE Project Authority : The project is a modification of an existing authorized project: Columbia & Lower Willamette River below Vancouver, WA & Portland, OR

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The federal navigation project is titled “Columbia & Lower Willamette River below Vancouver, WA & Portland, OR”. The purpose of the proposed modification is to maximize safety and efficiency on the federally authorized navigation channel. In 2010, the USACE completed deepening the lower Columbia River federal navigation channel from 40 to 43 feet. The Chief’s Report dated December 23, 1999, Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington, recommended that three of the existing five turning basins on the Columbia River (located at river miles 15, 73.5, and 101.5, respectively) be deepened to -43 feet. These were subsequently authorized and constructed. Since the completion of the deepening project, over \$900 million in public and private investments have been made to build or improve Lower Columbia River port facilities and cargo movement opportunities. The navigation channel and turning basins operate together as a system for vessels to efficiently move commerce in the Columbia River. Lower Columbia River stakeholders are requesting modification of three areas of the Columbia River to make turning basin improvements. These areas identified in Table 1 represent a combination of actions to remove areas of existing turning basins that are not used and add areas where needed to safely turn vessels under present day conditions. The total combined dredging quantity of the modifications represents less than 3% of the annual dredging quantity for the existing project.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$0	\$0	\$0
Construction	\$1,500,000	\$0	\$1,500,000

Explanation (if necessary)

The Portland District of the Corps of Engineers has evaluated the shoaling in these areas and has estimated that construction for all three turning basin improvements would be \$1.5 million. The breakdown for each individual turning basin location is as follows:

- Vancouver Turning Basin. Increase offset from port docks, remove area upstream of grain terminal and shift towards Oregon shore where needed - \$350k
- Lower Martin Turning Basin. Establish a turning basin near the Lower Martin stretch of channel, authorized to -43 feet - \$350k
- Longview Turning Basin. Increase offset from port docks, extend upriver to newly added grain terminal, shift towards Oregon shore where needed, and change from 40 to 43 foot depth - \$800k

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

The deep draft Columbia River navigation system is 110 miles from the Mouth of the Columbia River to Portland, Oregon. It is one of the most vital trade gateways in the nation, with over 52 million tons of cargo valued at more than \$21 billion. It is the number one export gateway for U.S. wheat, second in the nation for soy, and the third largest grain export gateway in the world. Wood products, mineral bulks, and autos are also major commodities on the river system, and we are poised for an increase in cargo and ship traffic. This critical gateway for the nation supports tens of thousands of jobs and ensures access for U.S. farmers to the global marketplace.

As mentioned above, following the completion of the channel deepening project in November 2010, the Columbia River had a significant increase in public and private investment. This led to an increase in tonnage, vessel size and draft. As the region looks to maximize use of the 43' channel, it is critical that the federal government make these incremental improvements to improve efficiencies while safely handling the deep draft vessels that bring U.S. goods to international markets. To accommodate the larger, deep-draft vessels now transiting the navigation channel, the river system requires:

- Turning basins that provide for areas to safely turn vessels, and/or anchor large, deeply laden vessels waiting for favorable tidal conditions to depart;
- Widening, and ongoing maintenance to channel depth at turning basins in Longview and Vancouver;
- Development, and ongoing maintenance at channel depth, of a turning basin at RM77 at the Lower Martin area.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The four sponsor ports, as well as users of the river system including the Columbia River Pilots, Columbia River Bar Pilots, Columbia River Steamship Operators' Association, agricultural producers and facilities, and others are extremely supportive of these improvements. Establishing and modifying turning basins on the river will allow for increased efficiencies to move current cargo, as well as increase commercial cargo opportunities and job in the communities all along the 110 mile stretch of the river.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Map Document

(This is as uploaded, a blank page will show if nothing was submitted)

**MAPS from USACE -
Columbia_River_Turning_Basin_Proposal_Existing_Black_Changes_Blu**

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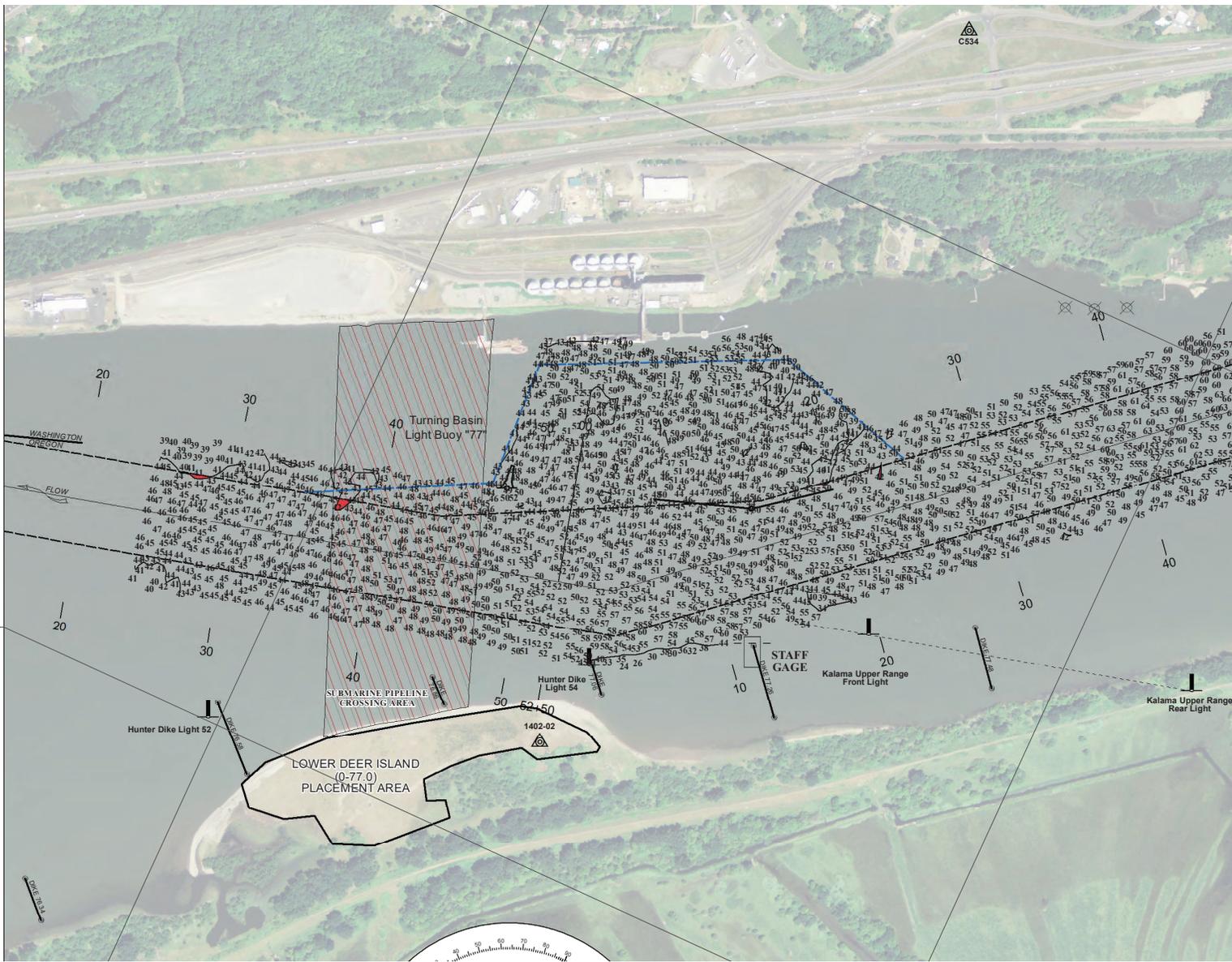
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Primary Sponsor Letter of Support

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Lower Columbia River Turning Basin - Support Letters.pdf



August 27, 2019

The Honorable R. D. James
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon
Washington, D.C. 20310

RE: Support for Lower Columbia River Section 7001 Proposal - Turning Basin Improvements

Dear Secretary James:

I write today to express support for a 7001 proposal for turning basin improvements for the Lower Columbia River. The deep draft Columbia River navigation system is 110 miles from the Mouth of the Columbia River to Portland, Oregon. It is one of the most vital trade gateways in the nation, with over 52 million tons of cargo valued at more than \$21 billion. It is the number one export gateway for U.S. wheat, second in the nation for soy, and the third largest grain export gateway in the world. Wood products, mineral bulks, and autos are also major commodities on the river system, and we are poised for an increase in cargo and ship traffic. This critical gateway for the nation supports tens of thousands of jobs and ensures access for U.S. farmers to the global marketplace.

The purpose of the proposed modification is to maximize safety and efficiency on the federally authorized navigation channel. In 2010, the USACE completed deepening the lower Columbia River federal navigation channel from 40 to 43 feet. The Chief's Report dated December 23, 1999, Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington, recommended that three of the existing five turning basins on the Columbia River (located at river miles 15, 73.5, and 101.5, respectively) be deepened to -43 feet. These were subsequently authorized and constructed.

Since the completion of the deepening project, over \$900 million in public and private investments have been made to build or improve Lower Columbia River port facilities and cargo movement opportunities. These include:

- Port of Longview - \$230M in new export grain terminal, first built in North America in 25 years, generates 200 vessel calls/year
- Port of Kalama - \$200M in improvements to the Port of Kalama/TEMCO grain terminal, \$36M in improvements at Kalama Export facility
- Port of Vancouver USA - \$451M in new investment, including \$251M in rail freight access and capacity, \$200+M in private investments in grain elevator and infrastructure for international trade
- Port of Portland - \$140M in increasing ship loading efficiencies at Terminal 5, \$44M in upgraded storage and handling at the grain facility, \$10M in Terminal 6 upgrades, \$12M in improvements at Terminal 4
- Columbia River tug/towboat operations - \$130M in new tug and barge investments, tug upgrades/maintenance, facility repairs and expansion of existing infrastructure

To accommodate larger, deeper-drafting vessels, the river system requires additional areas to safely turn ships. The turning basins in Longview and Vancouver need to be widened and maintained to channel depth to accommodate the larger vessels. The Lower Martin turning basin needs to be established and maintained at channel depth. This specific location supports over 40% of the river's export volume, and has the added benefit of providing an anchorage area for a large, deeply laden vessel waiting for favorable tidal conditions to depart. Additionally, if a mechanical failure including engine or steering problems develop suddenly and unexpectedly, the proposed turning basins would provide a place to turn around or anchor the vessel out of the Channel.

The navigation channel and turning basins operate together as a system for vessels to efficiently move commerce in the Columbia River. Lower Columbia River stakeholders are requesting modification of three areas of the Columbia River to make turning basin improvements. These areas identified in Table 1 represent a combination of actions to remove areas of existing turning basins that are not used and add areas where needed to safely turn vessels under present day conditions. The total combined dredging quantity of the modifications represents less than 3% of the annual dredging quantity for the existing project.

Table 1. Turning Basin Improvements for Consideration

Location	Authorized History	Action	Initial Construction Dredging Volume
Vancouver	Currently authorized and maintained at 43 feet	Increase offset from port docks, remove area upstream of grain terminal, and shift towards Oregon shore where needed	50cy
Lower Martin (Near River Mile 77)	New Turning Basin	Create turning basin	50kcy
Longview	Currently authorized and maintained at 40 feet	Increase offset from port docks, extend upriver to newly added grain terminal, shift towards Oregon shore where needed, and maintain the turning basin at 43 feet	80kcy

The Portland District of the Corps of Engineers has evaluated the shoaling in these areas and has estimated that construction for all three turning basin improvements would be \$1.5 million. The breakdown for each individual turning basin location is as follows:

- Vancouver Turning Basin - \$350k
- Lower Martin Turning Basin - \$350k
- Longview Turning Basin - \$800k

These proposed turning basin improvements also maximize the staging of vessels as they move through the Columbia River system. Arrivals and departures at Columbia River facilities are closely-timed to take advantage of higher stages of the tides and maximize the draft under keel. To make use of a limited sailing window, deep draft vessels must depart the Portland-Vancouver area at about the same time, 7 -8 hours before they need to clear the Columbia River Bar and cross into the open ocean in close succession to each other. Frequently, the Columbia River has several ships forming a procession spaced approximately 2 to 3 miles apart. There can be upwards of 4 or 5 vessels, 750' in length, in each group, carrying a wide variety of products and loaded to maximize use of the 43' channel depth.

This becomes more problematic from autumn through spring when intense Pacific Northwest storms necessitate closures on the Columbia River Bar. Closures are implemented by the United States Coast Guard or the Columbia River Bar Pilots when they must suspend their service due to unsafe conditions. Unfortunately, a storm's severity cannot always be predicted, and often times the procession of vessels waiting to transit the lower river are required to anchor and wait for the Columbia River Bar to reopen.

Currently, there are very few places on the lower Columbia River to turn large, full-loaded vessels. These vessels need to be turned around before passing through Longview, Washington. The 45 miles from Longview to Astoria is remote, with no turning basins or tug service available to assist. Arranging a tug for service in Astoria takes several hours, and due to safety concerns, the pilots cannot anchor ships in the channel without a tug. While anchorages exist, they are unable to hold these loaded vessels in the lower river; therefore, vessels cannot be anchored without a tug in Astoria, even in good conditions.

The proposed modifications are critical features needed on the Lower Columbia River to safely and efficiently turn vessels during critical periods. The four sponsor ports, as well as users of the river system including the Columbia River Pilots, Columbia River Bar Pilots, Columbia River Steamship Operators' Association, agricultural producers and facilities, and others are supportive of these improvements.

Thank you for your consideration of this project. Establishing and modifying turning basins on the Columbia River will allow for increased efficiencies to move current cargo, as well as increase commercial cargo opportunities and jobs in the Northwest. Please do not hesitate to contact my office if we can provide more information.

Sincerely,



Kristin Meira
Executive Director
Pacific Northwest Waterways Association (PNWA)

Congress of the United States
Washington, DC 20510

August 20, 2019

The Honorable R. D. James
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon
Washington, D.C. 201310

Dear Assistant Secretary James:

We write to express support for the Section 7001 proposal to improve turning basin capacity on the Lower Columbia River. The Columbia-Snake River System spans close to 500 miles, covers four states, and connects producers from around the country to ports that export goods globally. It is critical to the economic competitiveness of both the Pacific Northwest and the nation that the navigation channel meet the needs of the growing international marketplace.

The deep draft Columbia River navigation system extends 110 miles from the mouth of the Columbia River to Portland, Oregon. It is one of the most vital trade gateways in the nation, exporting over 52 million tons of cargo valued at more than \$21 billion and supporting over 40,000 jobs in the region. In 2010, the region celebrated the completion of the Columbia River Channel Improvement Project. The states of Oregon and Washington joined with the U.S. Army Corps of Engineers to invest over \$183 million to deepen the Columbia River navigation channel to 43 feet. The purpose of this project was to make the river system more marketable, enable more U.S. exports, and to bring new business and jobs to our region.

Since channel deepening was completed, the Lower Columbia River has seen over \$900 million in public and private investments at our ports and facilities. Cargo volumes have increased 17.4%, and larger, deeper-drafting vessels are making heightened usage of the river system. This increase in activity will require modifications to the Columbia and Lower Willamette Rivers Federal Navigation Channel to improve the ability to safely turn vessels. There are currently very few places on the Lower Columbia River to turn large, deeply laden vessels. Establishing a turning basin in the Lower Martin area near Columbia River Mile 77, and modifying turning basins in Longview and Upper Vancouver will provide this critical service. Additionally, development of a Lower Martin turning basin will also provide an opportunity to anchor a large, deeply laden vessel waiting for favorable tidal conditions to depart.

To continue increasing cargo volumes on the Lower Columbia River, and fully maximize use of the 43' federal navigation channel, we respectfully urge you to approve this project to modify the three proposed turning basins. These improvements will lead to further transportation efficiencies for a river system that has solidified its role as one of the nation's leading international trade gateways. Thank you for your consideration.

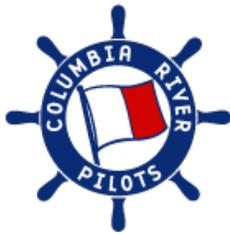
Sincerely,

Maria Cantwell *Jaime Herrera Beutler* *Patty Murray*

Maria Cantwell
United States Senator

Jaime Herrera Beutler
Member of Congress

Patty Murray
United States Senator



**COLUMBIA
RIVER
PILOTS**



July 1, 2019

The Honorable R.D. James
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon
Washington, D.C. 20310

RE: Support for Lower Columbia River Section 7001 Proposal – Turning Basin Improvements

Dear Assistant Secretary James:

The Columbia River Pilots (COLRIP) and the Columbia River Steamship Operators' Association, Inc. (CRSOA), appreciate the opportunity to comment on the Section 7001 Columbia River Turning Basins application.

Columbia River Pilots are an association of 40+ professional mariners licensed by the State of Oregon to provide maritime pilotage services to all ports on the lower Columbia and Willamette Rivers. Our pilots possess extensive navigational experience, local knowledge and ship-handling skills and are charged with safely and efficiently piloting vessels in all weather conditions, at all hours of the day and night, 365 days a year.

Established in 1922, the CRSOA consists of members and associate members representing ship owners, operators, agents, tow companies and bunkering companies as well as terminal operators, launch companies, and ports along the Oregon Coast and Columbia/Willamette River Systems. The mission of the CRSOA is to facilitate trade, provide business leadership, exercise principles of environmental stewardship, serve as an industry focal point, and promote operating policies and practices that are safe, reliable, efficient, and cost effective.

We are writing to express support for the Section 7001 proposal to improve turning basin capacity on the Lower Columbia River at Lower Martin, Longview, and Upper Vancouver. We add perspective below to support this document and to provide a more comprehensive overview of the system-wide benefits of the project.

The deep draft Columbia River navigation system is 110 miles from the Mouth of the Columbia River to Portland, Oregon. It is one of the most vital trade gateways in the nation, with over 52 million tons of cargo valued at more than \$21 billion. In 2010, the region celebrated the completion of the Columbia River Channel Improvement Project. The States of Oregon and Washington joined with the U.S. Army Corps of Engineers to invest over \$183 million to deepen the Columbia River navigation channel to 43 feet. The purpose of this project was to make the river system more marketable, enable more U.S. exports to move, and to bring new business and jobs to our region.

Since channel deepening was completed, the Lower Columbia River has seen over \$900 million in public and private investments at our ports and facilities. Cargo volumes have increased 17.4%, and larger, deeper-drafting vessels are now calling on the river system. This requires modifications to the “Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington” project to improve the ability to safely turn vessels. There are currently very few places on the lower Columbia River to turn large, deeply laden vessels. Longview, located 66 miles from the mouth of the Columbia River is considered to be the last safe and efficient location in the river to stop and turn a loaded outbound ship when a weather event, insufficient tidal conditions, or other unanticipated event which prevents a vessel from sailing directly to sea. Establishing a turning basin in the Lower Martin area, near Columbia River Mile 77, and modifying turning basins in Longview and Upper Vancouver, will provide this critical service. Development of a Lower Martin turning basin, in particular, will also provide an opportunity to anchor a large, deeply laden vessel waiting for favorable tidal conditions to depart. Turning basins must be strategically spaced so multiple vessels can take advantage of them at the same time. Deep draft vessels normally sail at the same time to take advantage of a favorable tidal window.

These improvements will lead to further transportation efficiencies for a river system that has solidified its role as one of the nation’s leading international trade gateways. The Columbia Snake River System is the number one export gateway for U.S. wheat, and second for U.S. soybeans. It is the third largest grain export gateway in the world, moving products from Washington, Oregon, Idaho, Montana, and beyond. In addition, the Lower Columbia River supports over 40,000 jobs in the region, and impacts economies all the way to the Midwest.

To continue to increase cargo volumes on the Lower Columbia, and fully maximize use of the 43’ federal navigation channel, we respectfully urge you to approve this project to modify the three proposed turning basins. We are happy to answer any additional questions you may have regarding this project, or the deep draft Columbia River channel. Should you have any questions, please contact Captain Steve Dobbins or Captain Jeremy Nielsen at the Columbia River Pilots at 503.289.9924 or Kate Mickelson at the Columbia River Steamship Operators’ Association at 503.505.3008.

Respectfully,



Captain Steve Dobbins
President
Columbia River Pilots



Kate Mickelson
Executive Director
Columbia River Steamship Operators’ Association



June 24, 2019

The Honorable R. D. James
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon
Washington, D.C. 201310

RE: Support for Lower Columbia River Section 7001 Proposal - Turning Basin Improvements

Dear Assistant Secretary James:

I am writing to express support for the Section 7001 proposal to improve turning basin capacity on the Lower Columbia River. I add my perspective below to support this document and to provide a more comprehensive overview of the system-wide benefits of the project.

The deep draft Columbia River navigation system is 110 miles from the Mouth of the Columbia River to Portland, Oregon. It is one of the most vital trade gateways in the nation, with over 52 million tons of cargo valued at more than \$21 billion. In 2010, the region celebrated the completion of the Columbia River Channel Improvement Project. The States of Oregon and Washington joined with the U.S. Army Corps of Engineers to invest over \$183 million to deepen the Columbia River navigation channel to 43 feet. The purpose of this project was to make the river system more marketable, enable more U.S. exports to move, and to bring new business and jobs to our region.

Since channel deepening was completed, the Lower Columbia River has seen over \$900 million in public and private investments at our ports and facilities. Cargo volumes have increased 17.4%, and larger, deeper-drafting vessels are calling on the river system. This is requiring modifications to the "Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington" project to improve the ability to safely turn vessels. There are currently very few places on the lower Columbia River to turn large, deeply laden vessels. Establishing a turning basin in the Lower Martin area near Columbia River Mile 77, and modifying turning basins in Longview and Upper Vancouver, will provide this critical service. Development of a Lower Martin turning basin, in particular, will also provide an opportunity to anchor a large, deeply laden vessel waiting for favorable tidal conditions to depart.

These improvements will lead to further transportation efficiencies for a river system that has solidified its role as one of the nation's leading international trade gateways. The Columbia Snake River System is the number one export gateway for U.S. wheat, and second for U.S. soybeans. It is the third largest grain export gateway in the world, moving products from

Washington, Oregon, Idaho, Montana, and beyond. In addition, the Lower Columbia River supports over 40,000 jobs in the region, and impacts economies all the way to the Midwest.

To continue to increase cargo volumes on the Lower Columbia, and fully maximize use of the 43' federal navigation channel, I respectfully urge you to approve this project to modify the three proposed turning basins. I would be happy to answer any additional questions you may have regarding this project, or the deep draft Columbia River.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Wilson". The signature is fluid and cursive, with the first name "Mark" and last name "Wilson" clearly distinguishable.

Mark Wilson
Executive Director



June 24, 2019

The Honorable R. D. James
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon
Washington, D.C. 201310

RE: Support for Lower Columbia River Section 7001 Proposal - Turning Basin Improvements

Dear Assistant Secretary James:

The Port of Vancouver USA is writing to express its support for the Section 7001 proposal to improve turning basin capacity on the Lower Columbia River, submitted by the Pacific Northwest Waterways Association. Located 110 miles from the Pacific Ocean, the Port of Vancouver USA is the furthest inland deep draft port on the Columbia River system and sees the following as reasons for supporting this application and to provide a more comprehensive overview of the system-wide benefits of the project.

The deep draft Columbia River navigation system is 110 miles from the mouth of the Columbia River to Vancouver, Washington and Portland, Oregon. It is one of the most vital trade gateways in the nation, with over 52 million tons of cargo valued at more than \$21 billion. In 2010, the region celebrated the completion of the Columbia River Channel Improvement Project. The States of Oregon and Washington joined with the U.S. Army Corps of Engineers to invest over \$183 million to deepen the Columbia River navigation channel to 43 feet. The purpose of this project was to make the river system more marketable, enable more U.S. exports to move, and to bring new business and jobs to our region.

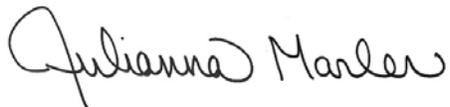
Since channel deepening was completed, the Lower Columbia River has seen over \$900 million in public and private investments at our ports and facilities. Cargo volumes have increased 17.4%, and larger, deeper-drafting vessels are calling on the river system. This is requiring modifications to the "Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington" project to improve the ability to safely turn vessels. There are currently very few places on the lower Columbia River to turn large, deeply laden vessels. Establishing a turning basin in the Lower Martin area near Columbia River Mile 77, and modifying turning basins in Longview and Upper

Vancouver, will provide this critical service. Modifications of the Upper Vancouver turning basin will help our largest customer, United Grain, have safer turning access to its facilities, while the development of a Lower Martin turning basin will provide an opportunity to anchor a large, deeply laden vessel waiting for favorable tidal conditions to depart.

These improvements will lead to further transportation efficiencies for a river system that has solidified its role as one of the nation's leading international trade gateways. The Columbia Snake River System is the number one export gateway for U.S. wheat, and second for U.S. soybeans. It is the third largest grain export gateway in the world, moving products from Washington, Oregon, Idaho, Montana, and beyond. In addition, the Lower Columbia River supports over 40,000 jobs in the region and impacts economies all the way to the Midwest.

To continue to increase cargo volumes on the Lower Columbia, and fully maximize use of the 43' federal navigation channel, I respectfully urge you to approve this project to modify the three proposed turning basins. I would be happy to answer any additional questions you may have regarding this project, or the deep draft Columbia River.

Sincerely,

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

Julianna Marler
Chief Executive Officer
Port of Vancouver USA