



STATE OF WASHINGTON
MILITARY DEPARTMENT
EMERGENCY MANAGEMENT DIVISION

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Mr. Wade Morefield
MS-3, W23-407
1200 New Jersey Avenue SE
Washington, DC 20590

May 9th 2024

Re: Support for the Makah Tribe FY24 PIDP Application - "Port of Neah Bay Infrastructure Modernization and Marine Highway Initiative"

Dear Mr. Morefield:

I am writing this letter to voice wholehearted support for the Makah Tribe's FY24 MARAD Port Infrastructure Development Program (PIDP) grant application, titled "Port of Neah Bay Infrastructure Modernization and Marine Highway Initiative." This project will greatly improve the safety, efficiency, and reliability of the Port of Neah Bay (PONB) infrastructure via port-wide resiliency upgrades that will increase intermodal shipping opportunities and mitigate critical supply chain interruptions. This project strategically leverages the recent deepening of the Neah Bay Channel and improves disaster mitigation, response, and resilience for the PONB for a variety of coastal hazards.

The PONB provides critical infrastructure for a variety of services and programs that support the Makah community and the broader region. As the westernmost safe harbor in the Strait of Juan de Fuca, the PONB supports international marine vessel safety by homeporting oil pollution prevention assets in a region where dangerous ocean conditions and dense vessel traffic pose significant risks.

The proposed infrastructure development aims to address substantial wear-and-tear on the dock infrastructure at the PONB. Even during normal tidal conditions, this deterioration raises significant concerns about the ability to support life safety and emergency response operations for the Makah Tribe. The PONB is also highly vulnerable to tsunamis originating from the Cascadia Subduction Zone (CSZ) and the Alaskan Aleutian Subduction Zone (AASZ). These

tsunamis can result in inland flooding, destructive currents, amplified waves, and significant drawdown, all of which can damage port infrastructure.

In addition to ensuring continued protection and exercise of the Makah Tribe's treaty rights and interests, this multi-benefit project:

- Enhances the resilience and stability of maritime infrastructure against local and distant sourced tsunami hazards by upgrading cleats, reinforcing docks and pilings, and replacing deteriorated structures.
- Improves disaster response for emergency vessels by ensuring safe and functional mooring points. Many existing mooring points are in poor condition and their replacement is crucial to support effective emergency response before and after tsunamis.
- Improves the function and reliability of the Makah Tribe's Emergency Operations Center, which activates in the case of an emergency or disaster event and strengthens continuity of operations post-disaster.
- Mitigates the risk of isolation that the Makah community faces when State Route (SR) 112 becomes inaccessible. SR 112 is a winding road in poor condition that experiences regular closures due to washouts, landslides, and fallen trees. The development of the MBLF will maintain an access point to the PONB via the marine highway, mitigating critical supply chain issues that arise when SR 112 experiences closures.

The PONB has served the Makah Tribe and broader community for nearly three decades. Without the vital funding from the PIDP grant, the Makah Tribe cannot modernize its existing aged and vulnerable infrastructure which, in turn, jeopardizes opportunities for safety and economic vitality in Neah Bay.

This project represents an investment in natural hazard and climate resilience, economic strength, and equity, and would be a significant asset to the transportation infrastructure in a highly vulnerable and essential part of Washington State. That is why we enthusiastically support the Makah Tribe's proposal and urge you to fund these important efforts.

Sincerely,

Maximilian Dixon

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**DEPARTMENT OF
NATURAL RESOURCES**

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May 9, 2024

Re: Support for the Makah Tribe FY24 PIDP Application - "Port of Neah Bay Infrastructure Modernization and Marine Highway Initiative"

Dear Mr. Morefield:

This letter is to support the "Port of Neah Bay Infrastructure Modernization and Marine Highway Initiative" grant application submitted by the Makah Tribe to improve the safety, efficiency, and reliability of the Port of Neah Bay infrastructure.

The proposed port-wide infrastructure upgrades, including the development of a multipurpose barge loading facility, will not only increase intermodal shipping opportunities of large-scale products (e.g. forestry and timber), but also will mitigate critical supply chain interruptions from unforeseen geologic events such as an earthquake or tsunami; both of which may cause critical stretches of SR-112 between Neah Bay and Port Angeles to fail. A facility of this stature may also act as a main access point to the region via the marine highway, relieving the risk of isolation that the Makah community faces in the event of a major natural disaster.

Furthermore, upgrading docks, cleats, and pilings within the Port of Neah Bay will assist in the growth of all commercial industries and recreational activities of the Makah maritime community, in addition to improving long-term disaster resiliency. As the marina is approaching 30+ years of age, the wear-and-tear from large vessels have taken their toll on the current infrastructure, leading to an increased risk of loss in the event of a tsunami. Within the past year, the Washington Geological Survey has completed site-specific tsunami modeling within the Makah Tribal Marina. Preliminary results suggest that increased current speeds of just 2-5 knots from even a distant tsunami (3+ hours arrival time) could generate minor to moderate damage to current infrastructure; some of which in need of critical maintenance that could otherwise be remediated. These proposed modernization strategies to the Port of Neah Bay take a proactive approach towards emboldening support of overall maritime life and safety.

We, the Washington Geological Survey, support our partners at the Port of Neah Bay in this proposal as it represents an investment in climate resilience, economic strength, and equity. Fulfillment of this proposed initiative would strengthen a great asset to the transportation infrastructure in Washington State. We urge your full and fair consideration to fund these efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alex Dolcimascolo".

Alex Dolcimascolo
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