

PORT OF GRAYS HARBOR

Background

Located on Washington State's Pacific Coast, the Port of Grays Harbor operates seven lines of business throughout Grays Harbor County including 4 deep-water marine terminals with dual Class 1 rail service and available marine terminal uplands, the Westport Marina, Washington State's #1 commercial seafood landing port, the Satsop Business Park offering abundant manufacturing and office space just 30-minutes from I-5, and a suite of available industrial properties to suit a variety of needs.



The Port of Grays Harbor is the only deep-water port on the Washington State Coast making it one of the most important international shipping hubs in the Northwest. As the closest deep-water port to expanding Pacific Rim markets, the Port of Grays Harbor makes excellent use of its navigation infrastructure with extensive economic activity. Highlights of the commercial activity at the port include:

- More than 90% of Grays Harbor's shipping activity is related to exports, and that activity continues to grow
- More than 80% of cargo arrives at the port via rail from the Midwest and Intermountain region. AGP's storage and export facility at the Port of Grays Harbor is the number one exporter of soybean meal on the West Coast
- The Port of Grays Harbor's Westport Marina is the number one commercial fish landing point in Washington State by both value and tonnage
- A 2013 Economic Impact Study showed that 2,727 direct jobs are generated by the Port and its users with nearly \$119 million in salaries and wages paid to those directly employed, as well as over \$32 million generated in state and local taxes

Continued U.S. Army Corps of Engineers maintenance and deepening of the channel has resulted in private investment of more than \$220M and an increase in cargo shipping for several years in a row.

Deepening complete to -38 feet, paving the way for increased cargo activity

The Port of Grays Harbor deepening project began in October 2016, nine years after the port initiated the project. The U.S. Army Corps issued a favorable decision in 2014 and the project received construction funding in FY2015 and FY2016 to deepen the Grays Harbor navigation channel to -38'. The project was completed in December 2018 and has already allowed vessels to load at least 10% more cargo, specifically at the Port's Terminal 4 AGP facility. The Terminal 4 expansion will more than double the soymeal exports from AGP through the Port of Grays Harbor and is pivotal to AGP's \$800M investment in their 11th processing facility in David City, Nebraska that is currently under construction and due to come online as the T4 expansion is completed. Infrastructure investments in the Port of Grays Harbor results in economic benefits locally, regionally and nationally.



FY2026 Operations & Maintenance Funding Request

The Port of Grays Harbor received \$10.945M for the full repair of the Grays Harbor North Jetty project in the Infrastructure Investments and Jobs Act of 2021. In addition, the Port of Grays Harbor received \$18.851M in FY2022, \$17.91M in FY2023, and \$17.878M in FY2024 in appropriations for maintenance activities. The FY2025 operations and maintenance (O & M) workplan included \$43.070M for dredging and full jetty repair. The FY2026 appropriations and O & M workplan included \$35.116M for dredging, North jetty repair activities, and development of beneficial use site environmental documentation. **For FY2027, PNWA is working with the U.S. Army Corps of Engineers Seattle District to understand the project needs.**

