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

March 28<sup>th</sup>, 2024

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The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE, 9th Floor  
Washington, DC 20590

Dear Secretary Buttigieg,

I am pleased today to write in strong support of the Makah Tribe's application to the Department of Transportation's (DOT) Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program for their proposal entitled "Port of Neah Bay Multi-Use Barge Loading Facility (MBLF) Planning Study". This funding, if awarded, would facilitate the planning for a multi-use barge loading facility to mitigate critical supply chain interruptions in Neah Bay, Washington, where the Makah Tribe is located. The Makah Tribe relies on SR 112, the only paved access to Neah Bay, for transportation in and out of Neah Bay, including all commercial supplies, tourist traffic, logging trucks, and local passenger vehicles. The winding road is in poor condition and experiences regular closures due to washouts, landslides, rock fall, and fallen trees and powerlines.

Neah Bay is located at the crux of the Pacific Ocean and several crucial shipping lanes servicing the Puget Sound and Canada. A multi-use barge loading facility in Neah Bay would provide an alternate marine route for cargo transportation and provide key benefits to the Makah Tribe and the region. The facility would allow for loading of outgoing forestry products. Timber sales are a significant component of the Makah economy; the Makah Forestry Enterprise alone sustainably produced over 8 million board feet and nearly \$1M in 2023. The facility will be used to transport emergency supplies into Neah Bay, such as food, medicine, and water when the community becomes isolated, and oil spill response equipment.

The project vision provides clear environmental, health, and safety benefits while advancing environmental justice. The Tribe experiences disproportionate levels of environmental pollution and negative health outcomes. Further, the Tribe is on the frontlines of climate change, despite not having contributed significantly to the climate crisis. Cargo transportation over water would result in reduced greenhouse gas emissions and air pollution compared to transportation by road, which supports climate resilience and local health outcomes. It would also reduce truck traffic on SR 112, leading to increased road safety for the Makah Tribe and other users. This project inherently advances environmental justice because it benefits Makah tribal members and supports the sovereign priorities of the Makah Tribe.

This proposal represents an investment in economic strength, equity, and climate resilience, with clear co-benefits for the environment, human health, and safety. It is for these reasons that I strongly support the Makah Tribe's application to the DOT's FY2024 RAISE Grant Program for their proposal entitled "Port of Neah Bay MBLF Planning Study", and I urge your fair and full consideration of their proposal. Should you have any questions, please contact Emma Abraham in my Tacoma district office at [Emma.Abraham@mail.house.gov](mailto:Emma.Abraham@mail.house.gov) or 253-272-3515.

Sincerely,



Derek Kilmer  
Member of Congress