

Written Testimony Submitted by the Port of Astoria before the Joint Ways &  
Means Committee in Support of the Rehabilitation of Pier 2 West

The project is to save Pier 2 West at the Port of Astoria, which is in very poor condition and steadily deteriorating. Failure is a real possibility. Steel plates cover large portions of the deck to maintain operations. Also near failure is the existing seawall. The pier must be rehabilitated soon.

The project involves replacing an elevated timber dock with a pier constructed completely on fill and supported by a full-height steel seawall. The rehabilitation will allow fish processing operations to continue.

Absent rehabilitation, substantial benefits that the state currently enjoys may be lost, starting with Astoria's national ranking in fish landings – 6<sup>th</sup> in the nation in 2020 at 182 million pounds landed and \$43 million in value landed. Pier 2 West accounts for about half of these landings.

Completion of this project will preserve the following benefits, which have been validated by a professional economic impact analysis:

**PRESERVE ECONOMIC OUTPUT:** Annual recurring output of Pier 2 West fish processing operations is \$101.2 million for Clatsop County and \$132.8 million state-wide.

**RETAIN AND CREATE JOBS:** Over a ten-year period, 2,837 county jobs will be retained or created as a result of Pier 2 West operations (4,676 jobs statewide). These operations will also yield \$134.6 million in gross payroll (\$256.2 million state-wide). Rehabilitation will enable Pier 2 West fish processors to create an additional 50-75 full-time jobs.

**ASSURE TAX REVENUE:** Ongoing operations over the next twenty years are expected to result in \$79 million in federal taxes paid and \$36 million in local and state taxes paid.

**PREVENT CLIMATE DAMAGE:** Rehabilitation of the pier will prevent the forced relocation of the pier's two fish processors. Failure of the pier would result in substantial increases in large truck miles, generating an additional 25,000 metric tons of greenhouse gas emissions over the next 30 years – at an estimated climate cost of almost \$26 million.

**INCREASE SAFETY:** The dilapidated condition of the existing dock presents an ever-increasing hazard to dock workers and commercial fishermen. Pier rehab will ensure a safe working environment for decades to come.

**CREATE RESILIENCE:** The new pier will be far more resilient to natural disasters, greatly increasing the likelihood that vessel berthing and off-loading infrastructure will possess sufficient structural integrity to support disaster recovery efforts.

**SAVE TIMBER RESOURCES:** The existing pier consists of over 1.6 million pounds of Douglas Fir timber – all of which must be replaced at regular intervals. The new design will be free from this dependence on precious timber resources for its maintenance.

**ENVIRONMENTALLY RESPONSIBLE:** The new pier will reduce contamination in the Columbia River by removing 250,000 square feet of treated piling and other timber components in contact with the river.

**SUPPORT COMPETITIVE ADVANTAGE:** The new pier will substantially reduce maintenance expenses and ensure a long-lasting source of revenue from sustainable commerce, thereby greatly enhancing the Port of Astoria's competitive advantage. The additional funds made available will enable more investment in other self-sustaining business lines that complement and support the seafood processors on Pier 2 West.

The requested funds will finance certain preconstruction activities that the Port is ready to move forward on right now – thereby preventing the project from stalling. These activities are the following: 1) pre-construction fees to the Construction Manager / General Contractor awarded the CM/GC contract for the rehabilitation of Pier 2 West, which will allow the Port to obtain the expert construction consultant services necessary to continue to move the project forward; 2) advance the engineering plans to 100% completion; 3) fund the permitting and mitigation expenses of the project.

Second, these funds will greatly enhance the competitiveness of the Port's federal grant applications (under RAISE and PIDP) and thereby increase the possibility of securing these funds in two primary ways. State contributions to this project will provide one of the most important requirements for federal grant competitiveness: stakeholder funds contribution and a consequent increase in leverage of the federal funds. Also, these funds will reduce the amount that the Port must request under federal grants; such reduction makes the Port's application more competitive because i) all other factors being equal, smaller requests are generally more competitive, and ii) the Port will be able to provide a larger cost match to the federal grant and, all other factors being equal, the larger the percentage of project costs that the applicant can commit to, the more competitive the application.