

Joint Committee on Transportation

February 11, 2025

Re: Support for SB 458 – ODOT HWY 30 Study

Dear Co-Chairs Gorsek and McLain, Co-Vice Chair Starr and Boshart Davis, and Members of the Committee:

NXTClean Fuels is a next-generation clean fuels company with a vision to decarbonize the transportation industry. After five years, we have received all our core State of Oregon permits to construct and operate a world-class clean fuels production facility at Port Westward near Clatskanie, Oregon. With our final federal permit expected later this year, we look forward to completing the major permitting process and moving into construction.

Clatskanie and Port Westward are solely accessible by road traffic via Highway 30 between mile markers 52 and 62, which is why we are strongly in support of Senate Bill 458. It is of the utmost importance that Highway 30 be maintained to the highest safety and reliability standards for the benefit of the local region. This is crucial to the success of our Port Westward development.

Our Port Westward project is a \$2.5 - 3 billion infrastructure clean fuels complex that will be a cornerstone of Oregon's green economy. During the 30-month construction period, NXTClean anticipates creating more than 3,500 new jobs and generating over \$2.8 billion in regional economic activity. NXTClean has signed an MOU with the Columbia Pacific Building Trades Council and the Northwest Council of Carpenters, which means we will work with the unions to recruit local Oregon and southern Washington tradespeople to build our facility.

Once operational, NXTClean anticipates creating more than 240 permanent jobs that would commute daily to our facility, while generating over \$1.7 billion in regional economic activity per year and paying over \$45 MM in annual state and local taxes. Highway 30 will be a key corridor for our workforce and equipment deliveries as well as the principal artery enabling this increase in economic activity.

Highway 30 is already experiencing significantly increased traffic, and construction of our facility has yet to begin. This, plus major weather events which have subsequently impacted the roads, traffic barriers, lane markers, shoulder pull-offs, and safety signs have significantly increased the hazards of driving on Hwy 30.

As the major thoroughfare servicing Columbia County, Oregon, it would be of immense benefit to those who reside and travel in the corridor to have ODOT evaluate Highway 30 and determine how to enhance safety and ensure adequate maintenance.

In closing, we **Strongly Support** Senate Bill 458 and applaud Senator Weber for her leadership on this critical transportation issue.

Sincerely,



Christopher Efird,
CEO & Chairperson