

March 25, 2025

**Joint Transportation Committee
Oregon State Capitol
900 Court Street NE
Salem, OR 97301**

RE: Senate Bill 361

Dear Honorable Committee Members:

Thank you for the opportunity to provide testimony in support of Senate Bill 361, relating to the distribution of port dredging funds. The Port of Astoria is a deepwater port that plays a vital role in supporting the region's maritime economy, serving commercial ships, pleasure boats, and commercial fishing vessels. Maintaining navigable depths is critical to our operations.

Each year, the Columbia River deposits thousands of cubic yards of silt into the East Mooring Basin. For large vessels to safely access the basin, dredging of at least 35,000 cubic yards is currently necessary. Fully clearing the basin would require over 250,000 cubic yards—a cost the Port cannot manage alone.

No dredging was performed in 2024 due to funding constraints. Without dredging in 2025, commercial and fishing vessels may lose access to the boat ramp—affecting the Port, the fishing fleet, and the many businesses that rely on this access.

In recent years, dredging costs have continued to rise:


- 2023: \$482,000 for 60,000 cubic yards
- 2025 (projected): \$762,745 for 35,000 cubic yards

The Port of Astoria is a uniquely positioned and frequently used facility. Nearby marine suppliers and seafood processors—including Englund Marine, Da Yang, and Bornstein Seafoods—make it a key hub for maritime activity on the Oregon coast.

Support through SB 361 would help secure continued access to this critical regional infrastructure.

Thank you for your consideration and support.

Sincerely,



James Campbell, Commissioner
Port of Astoria