# Port of Astoria

## Board of Commissioners



422 Gateway Ave, Suite 100
Astoria, OR 97103
Phone: (503) 741-3300
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www.portofastoria.com

## Workshop Session

June 21, 2022 @ 4:00 PM
10 Pier 1, Suite 209

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The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting by calling the Port of Astoria at (503) 741-3300.
*This meeting will also be accessible via Zoom. Please see page 2 for login instructions.

## Agenda

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. CHANGES/ADDITIONS TO THE AGENDA
5. PUBLIC COMMENT:
   This is an opportunity to speak to the Commission for 3 minutes regarding Port concerns not on the agenda. In person, those wishing to speak must fill out a public comment form. Those participating via Zoom may raise their hands during the public comment period.
6. ADVISORY:
   a. Boatyard Feasibility Study – BST Associates .....3
   b. Recommendation from Finance Committee re: Vacant Lot .....45
7. ACTION:
   a. Authorize Letter to BOEM Regarding Offshore Wind Energy .....46
8. COMMISSION COMMENTS
9. EXECUTIVE DIRECTOR COMMENTS
10. UPCOMING MEETING DATES:
    a. Regular Session – July 5, 2022 at 4:00 PM
    b. Workshop Session – July 19, 2022 at 4:00 PM
11. ADJOURN

Please Note:
Agenda packets are available online at: https://www.portofastoria.com/CommissionMeetings/AgendaMinutes.aspx
Please allow time for the normal posting procedure for agendas and meeting packets.

Port of Astoria

# Board of Commissioners

## HOW TO JOIN THE ZOOM MEETING:

**Online:** Direct link: https://us02web.zoom.us/j/86905881635?pwd=amhtTTBFcE9NUElxNy9hYTFPQTIzQT09
Or go to Zoom.us/join and enter Meeting ID: 869 0588 1635, Passcode: 422

**Dial In:** (669) 900-6833, Meeting ID: 869 0588 1635, Passcode: 422

This meeting is accessible to persons with disabilities or persons who wish to attend but do not have computer access or cell phone access. If you require special accommodations, please contact the Port of Astoria at least 48 hours prior to the meeting by calling (503) 741-3300 or via email at admin@portofastoria.com.

# Port of Astoria
# East Mooring Basin and Boatyard Plan

*Draft Findings*

JUNE 16, 2022

BST Associates
Market Research & Strategic Planning

# Agenda

## Boatyard

- Existing Boatyard
  - Market trends/demand
  - Concepts
  - Draft Findings
- Larger lift
  - Market trends/demand
  - Concepts
  - Draft Findings

## East Mooring Basin

- Market trends/demand
- Concepts
- Draft Findings

# Boatyard Existing Lift

# Port of Astoria Outreach - Surveys

Interviews >30

Survey
- Understand existing use patterns and expectations at the Boatyard and East Mooring Bin.

Contact data from
- Port of Astoria boatyard and marina customers (10 years)
- Warrenton Marina tenants
- Englund Marina big-boat commercial fishing customers

Responses
- 98 complete responses, representing 127 boats owned by respondents
- 12% response rate

| Type | Surveys | Number of Boats |
|---|---|---|
| Commercial fishing | 31 | 56 |
| Fishing guide or charter | 12 | 17 |
| Recreational-Power | 20 | 20 |
| Recreational-Sail | 14 | 16 |
| Other/NA | 21 | 18 |
| Total | 98 | 127 |

# Demand Summary - Fleet

## Recreational Fleet

- Growth in recreational fleet in Oregon and Washington has been modest.
- Astoria primary market is defined as
  - Coast, from Newport to Westport
  - Columbia River, from Astoria to Portland Metro Area.

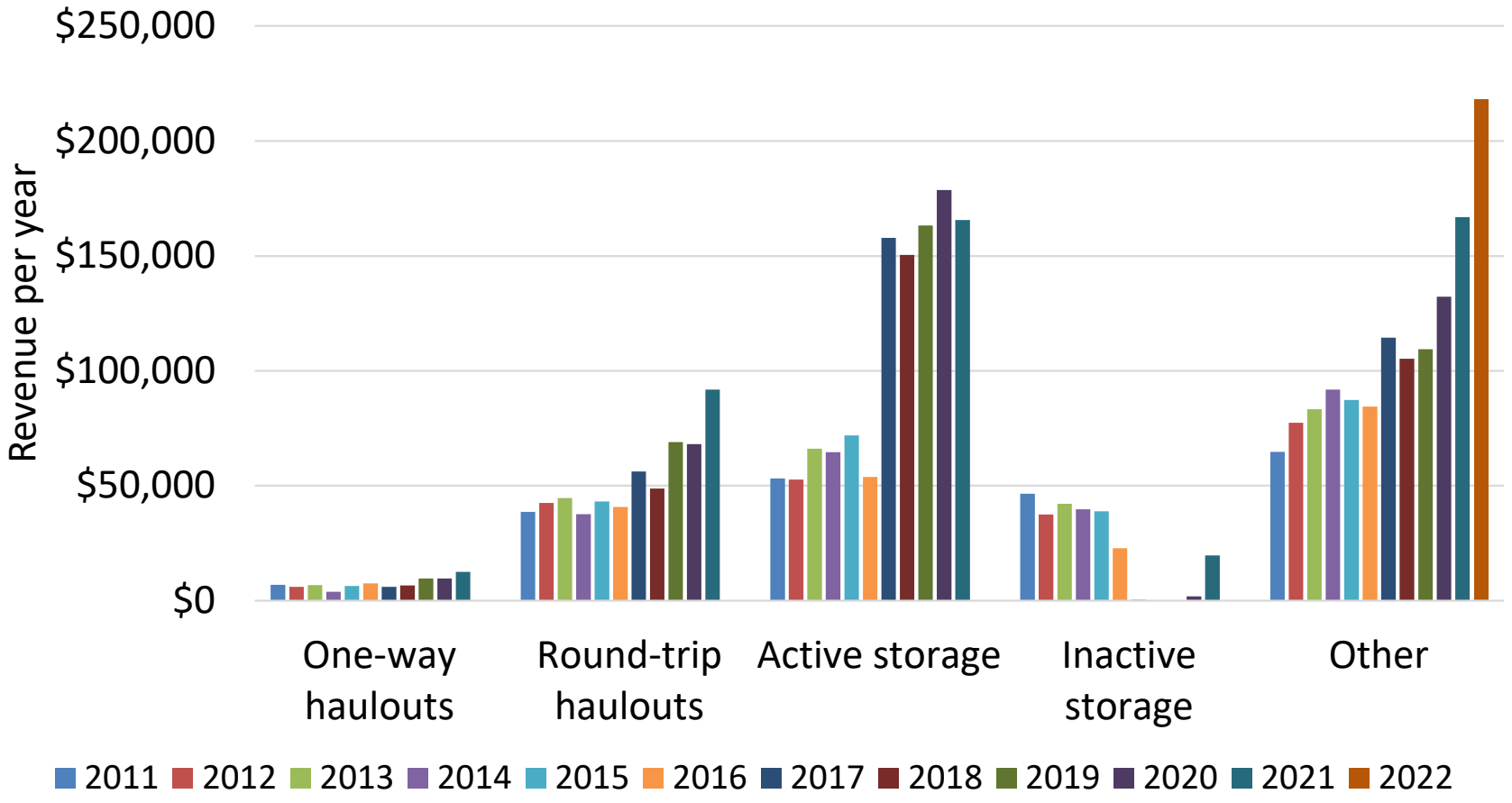
## Commercial Fishing Fleet

- Commercial fishing fleet in Oregon, Washington and Alaska has declined for several decades.
  - The number of small boats has declined
  - The number of larger boats is stable.
- Astoria market is defined as Oregon boats that are licensed to fish in Oregon, Washington, and Alaska and as well as a small number of other Washington and Alaska boats.

## Growth Strategy

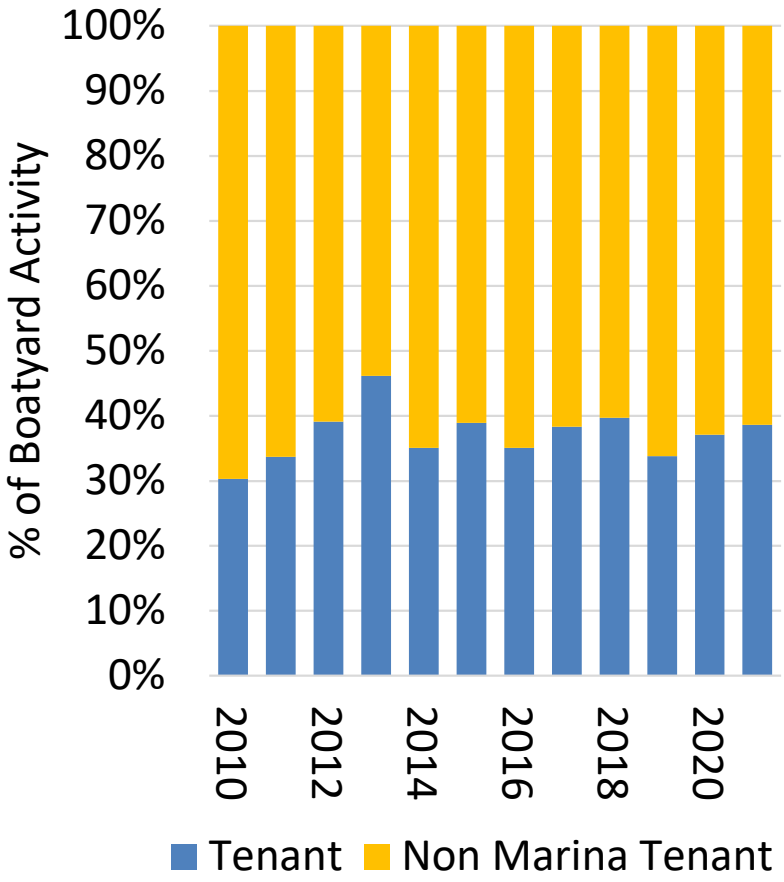
- Under these conditions, growth in moorage and boatyard utilization depends on increasing market share, which will be challenging.

# Revenue by Activity




Source: Port of Astoria; other includes trailer storage, equipment rental/labor, electrical and env fee.

# Boatyard Users




Marina tenants account for ~37% of Boatyard activity; non-tenants account for ~63%.

Average boat length is ~43′.

Revenue by type of boat (2021):

- Power boats: ~39% of revenue,
- Fishing boats: ~32% of revenue,
- Sailboats: ~19% of revenue,
- Other: ~10% (charters, commercial, unknown).

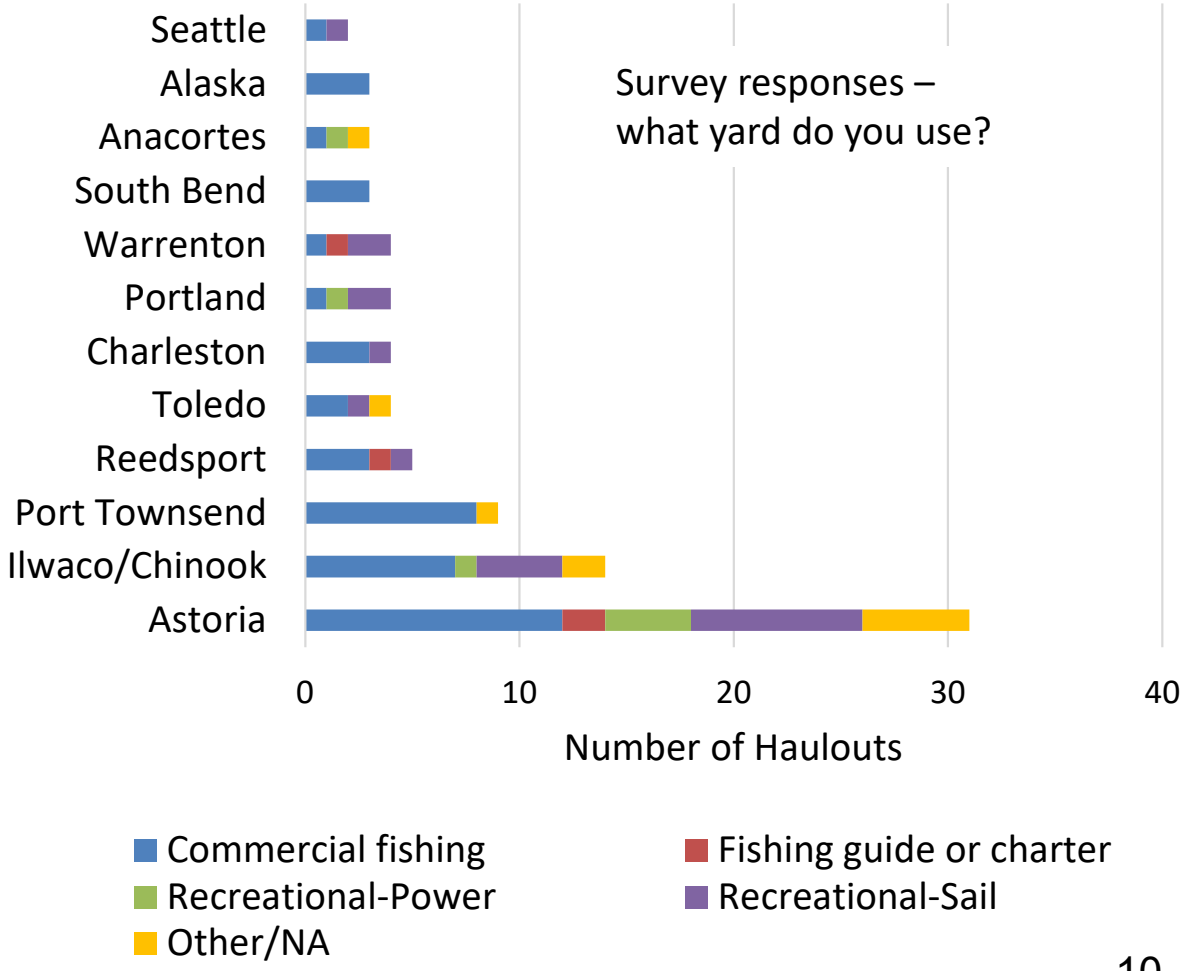
Preferences

- DIY
- Use of Vendors

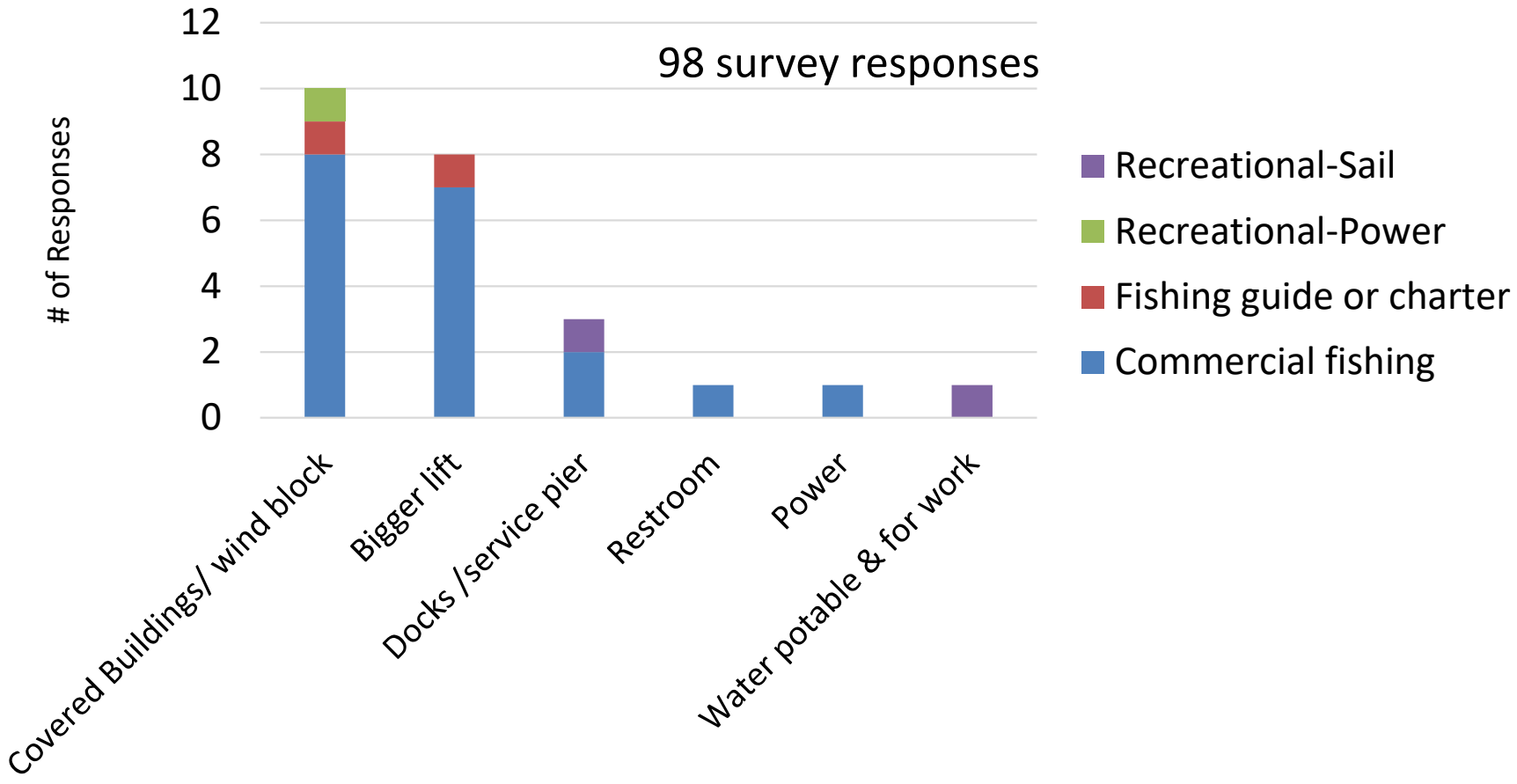
Source: Port of Astoria

# BY Selection Considerations

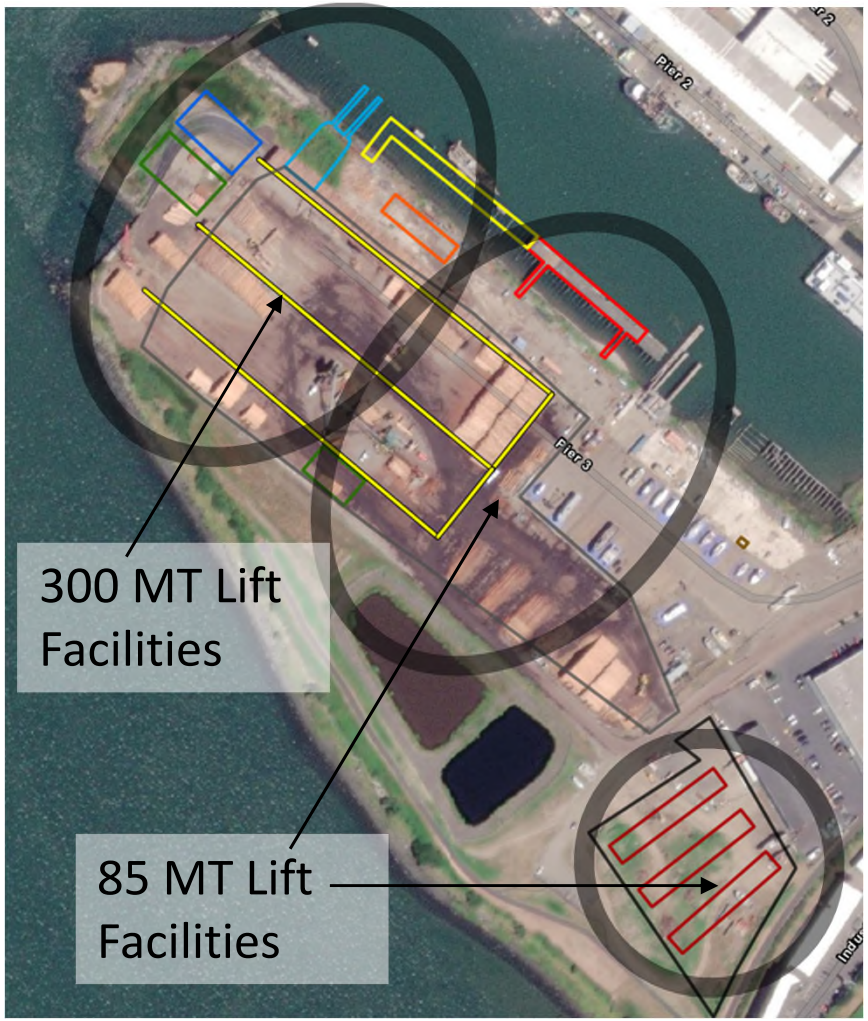
- Quality and size of facilities
- Yard availability
- Open shipyard
- Reputation of the boatyard
- Long-term reputation of labor force
- Location of the yard
- Project budget versus actual costs



# Survey Responses
## Boatyard Needs by Sector



# Boatyard Improvements




Pavement Improvements
12' x 16' Restroom
Pier 3 Electrical Infrastructure

**Pier 3 Haul Out**

300-Ton Haul Out Pier
60' x 100' Environmental Building
80' x 140' Environmental Building
80' x 140' Washdown & Bilge Cleanout
40' x 150' Support Building With Restroom

**Pier 3 Service Wharf Rehab**

Phase 1
Phase 2

**Pier 3 South Support Project**

Site Development
40' x 240' Support Building

# Boatyard Improvements Cost 85 Metric Ton Mobile Hoist

| Ref # | Item | Qty | Unit Cost | Original Estimate | Alternate Estimate | Notes |
|---|---|---|---|---|---|---|
| MOBILE HOIST | | | | | | |
| | Ascom Lift 85 MT (existing pier) | 1 | $432,000 | $432,000 | $432,000 | |
| | Repair existing pier | 1 | | $100,000 | $100,000 | Needs cathodic protection |
| SERVICE PIER REHAB | | | | | | |
| | Phase 1 (linear feet) | 285 | $17,502 | $4,988,022 | $3,500,366 | 200 feet |
| YARD IMPROVEMENTS | | | | | | |
| | Electrical | 16 | $33,729 | $539,659 | $539,659 | |
| | Paving | 1 | $472,466 | $472,466 | $472,466 | |
| | Restroom | 1 | $249,150 | $249,150 | $249,150 | |
| SUPPORT BUILDINGS | | | | | | |
| | 40' x 240' Buildings with site prep, utilities, paving | 3 | $2,683,190 | $8,049,571 | | |
| | Environmental Building; 60' x 100' | 1 | $2,701,827 | $2,701,827 | | |
| | Big Top PVC building 40' x 80' | 1 | $158,400 | | $356,460 | |
| | Used 8 x 40 containers | 10 | $5,000 | | $50,000 | |
| DREDGING | | | | | | |
| | Dredging for Services Pier Ph 1 - 10,000 CY | 10000 | $48.77 | $487,667 | $487,667 | |
| TOTAL CONSTRUCTION COST | | | | **$18,020,362** | **$6,187,768** | |

# Fabric Structures

Louisiana – Metal Shark Boats (c/o Big Top Manufacturing)

Alaska – Marine Service Center (c/o City of Wrangell)

Texas - Module fabrication company serving the oil and gas industries (c/o Big Top Manufacturing)

Washington – Nichols Brothers Boatbuilding (c/o Big Top Manufacturing)

# Financial/Economic Findings
## Existing Boatyard Alt 1

**Financial – NPV of Port Revenue**

- 3% = $12.0 million
- 5% = $9.3 million

**Cost ~** Orig. =$18.0 million
Alt 1 =$6.2 million

**Economic Impact**

- Total Impacts - Year 2044
  - Income $1.7 million
  - Jobs FTEs 30.7
- NPV 10 years of operation
  - Direct Income $7.5 million (at 5%)

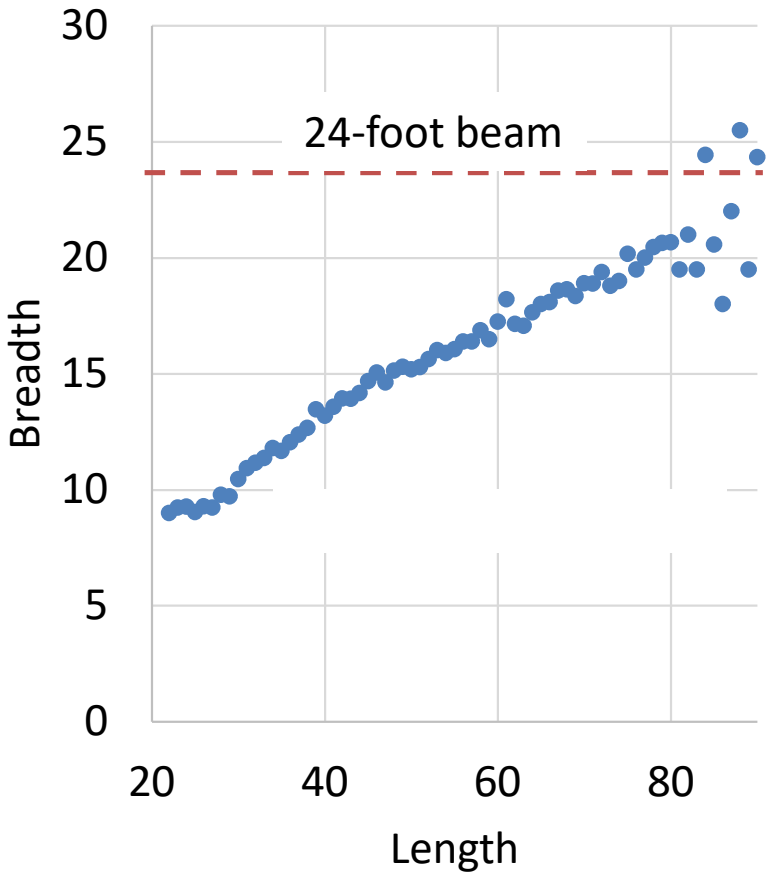
Financial analysis – 20 year projections, discounted at 3% and 5% to NPV
Economic impact – based on surveys and results from competitive facilities.

Yard is doing well and has potential for growth.

Net revenues are projected to cover cost; good project for grants.

# Boatyard Large Lift

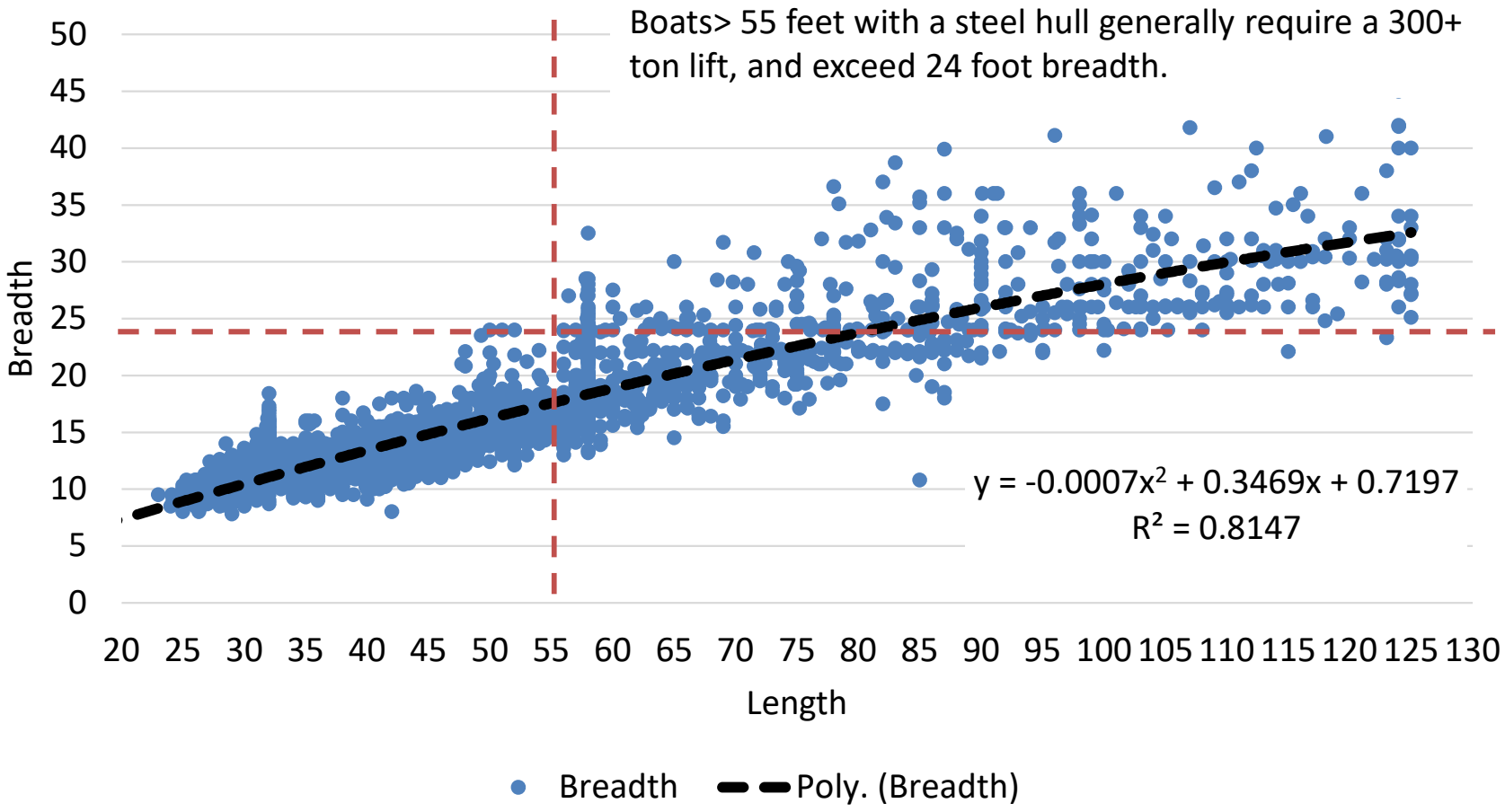
# Recreational Boats




- Primary market includes:
  - Coast (from Newport to Westport) ~27% of recreational boats; and the
  - Columbia River (from Astoria to Portland Metro Area) ~73% of recreational boats.
- Very few boats over 80 feet long and over 24 foot beam.
- Existing 88-ton Travelift can handle nearly all recreational boats.

Source: BST Associates, U.S. Coast Guard, OSMB, WA DOL

# Commercial Fishing Vessels
## Oregon, Washington, Alaska




Source: BST Associates, Alaska CEFC, ODFW, WDFW

# Astoria Market
## Steel Commercial Fishing Boats (50+ feet)

| Length Range | AK & OR | AK & OR & WA | AK & WA | AK Only | OR & WA | OR Only | WA Only | Total |
|---|---|---|---|---|---|---|---|---|
| 50 to 59 | 0 | 6 | 6 | 3 | 6 | 3 | 8 | 32 |
| 60 to 69 | 2 | 3 | 0 | 1 | 6 | 4 | 2 | 18 |
| 70 to 79 | 0 | 3 | 0 | 2 | 7 | 1 | 2 | 15 |
| 80 to 89 | 0 | 1 | 1 | 0 | 6 | 3 | 3 | 14 |
| 90 to 99 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 6 |
| 100+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Astoria market** | **2** | **15** | **8** | **9** | **25** | **11** | **15** | **85** |
| % of Market | 6% | 38% | 7% | 1% | 25% | 9% | 10% | 5% |
| Total | 34 | 40 | 107 | 1,197 | 101 | 128 | 157 | 1,764 |

- Astoria market (Astoria, Warrenton, Ilwaco/Chinook and Westport) accounts for ~85 vessels with steel hulls over 50 feet in length, and accounts for ~5% of the total market (OR/WA/AK com fish boats).

Source: BST Associates, commercial permits from Alaska CEFC, ODFW, WDFW

# Estimated Annual Haulouts by Lift Size

| Lift Size (tons) | 88 | 100 | 125 | 150 | 300 | 500 |
|---|---|---|---|---|---|---|
| Total haulouts | 186 | 186 | 187 | 190 | 201 | 204 |
| **Additional Potential Fleet** | | | | | | |
| 88 | | - | 1 | 5 | 17 | 21 |
| 100 | | | 1 | 5 | 17 | 21 |
| 125 | | | | 4 | 16 | 20 |
| 150 | | | | | 12 | 16 |
| 300 | | | | | | 4 |

- Assumes: 1 haulout every two years, and Astoria acquires 50% share of the haulouts from primary market (optimistic assumption).
- Few boats are gained by shifting to a 100-ton, 125-ton or lift to 150-ton lift.
- At the top-end of the market, the 300-ton lift could handle ~17 additional haulouts/year and the 500-ton lift could handle ~21 additional haulouts/year.

Source: BST Associates, Alaska CEFC, ODFW, WDFW (may not add due to rounding)

# Other Boatyard Assets
# Lift Equipment over 100 tons

**North Tongue Point** Trailer, new capabilities.

**Toledo** 660-ton Ascom mobile hoist.

**Columbia River yards** (Diversified, JT Marine dry docks)

**Reedsport** - Fred Wahl (685-ton Ascom) mobile hoist

**Charleston** – Giddings Boat Works (200-ton ways.

**Crescent City** - Fashion Blacksmith, 230-ton Syncrolift.

**Humboldt Bay** - Fields Landing, 150-ton Travelift.

**Port Angeles** - Platypus Marine, 300-ton & 500-ton TraveLifts. Port of Port Angeles is developing a 19-acre marine trades park adjacent to Platypus.
**Port Townsend Shipyard** (330-ton Marine Travelift)

**Seattle**

- Lake Union Drydock (1,200/6,000-ton DD)
- Northlake Shipyard (1000/1,900-ton DD)
- Stabbert Yacht & Ship LLC (1,100-ton DD).

**Everett** Hansen Boat Company (860-ton DD)

**Anacortes** Dakota Creek (9,000 Drydock and 5,000 ton Synchrolift)

**Blaine** On Board Services (250-ton marine rail)

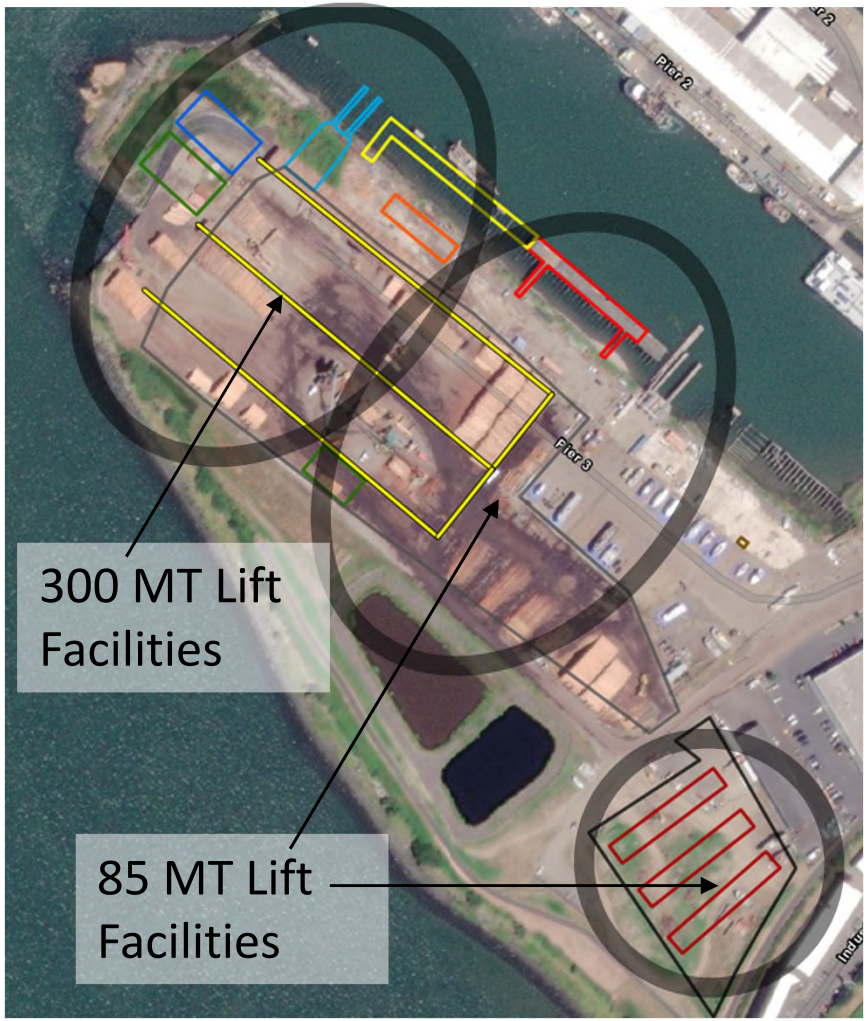
**Bellingham** Seaview North (165-ton Travelift)

**Kodiak (**660-ton Travelift)

**Seward** 330-ton Marine TraveLift & 5,000-ton Syncrolift

**Wrangell** 150-ton & 300-ton Ascom lifts.

# Boatyard Improvements

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40' x 150' Support Building With Restroom

**Pier 3 Service Wharf Rehab**

Phase 1
Phase 2

**Pier 3 South Support Project**

Site Development
40' x 240' Support Building

# Boatyard Improvements Cost 300 Metric Ton Mobile Hoist

| Ref # | Item | Qty | Unit Cost | Original Estimate | Alternate Estimate | Notes |
|---|---|---|---|---|---|---|
| MOBILE HOIST | | | | | | |
| | New 300-ton hoist pier | 1 | $3,960,110 | $3,960,110 | $3,960,110 | |
| | Ascom Lift 300 MT mobile hoist | 1 | $1,242,000 | $1,242,000 | $1,242,000 | |
| SERVICE PIER REHAB | | | | | | |
| | Phase 2 (linear feet) | 315 | $17,502 | $5,513,076 | $0 | Included in existing lift analysis |
| IMPROVEMENTS NORTH | | | | | | |
| | Environmental Building; 80' x 140' | 1 | $5,290,826 | $5,290,826 | $586,000 | |
| | Washdown; 80' x 140' | 1 | $833,148 | $833,148 | $833,148 | |
| SUPPORT BUILDINGS | | | | | | |
| | Building; 40' x 150' Building with site prep, utilities, paving | 1 | $1,667,795 | $1,667,795 | | |
| | Big Top PVC building 40' x 120' | 1 | $297,000 | | $348,400 | |
| DREDGING | | | | | | |
| | Dredging for hoist pier - 10,000 CY | 10000 | $48.77 | $487,667 | $487,667 | |
| | Dredging for service pier rehab ph. 2 - 10,000 CY | 10000 | $48.77 | $487,667 | $0 | |
| TOTAL CONSTRUCTION COST | | | | **$19,482,289** | **$7,591,098** | |

# Financial/Economic Findings
## BY 300-ton Lift Alt 1

**Financial - NPV**

- 3% = $2.8 million
- 5% = $2.1 million

**Cost** ~Orig. =$19.5 million
Alt 1 =$7.6 million

**Economic Impact**

- Total Impacts - Year 2044
  - Income $1.0 million
  - Jobs FTEs 16.5
- NPV 10 years of operation
  - Direct Income $3.9 million

The 300-ton lift would meet the needs of most of the larger boats (17 out of 21).

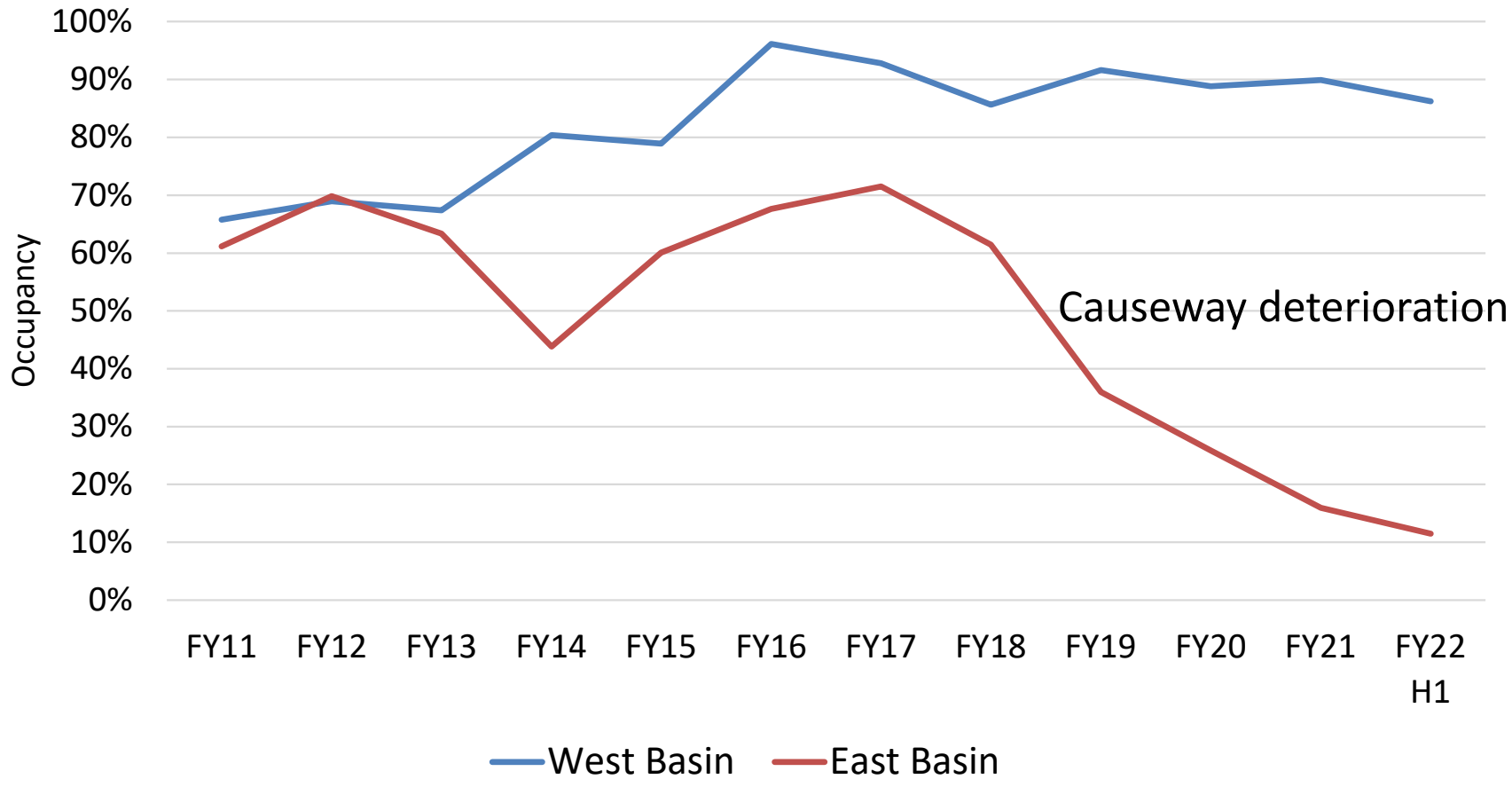
- High initial cost.

Net revenues do not cover cost.

Financial analysis – 20 year projections, discounted at 3% and 5%.
Economic impact – based on surveys and results from competitive facilities.

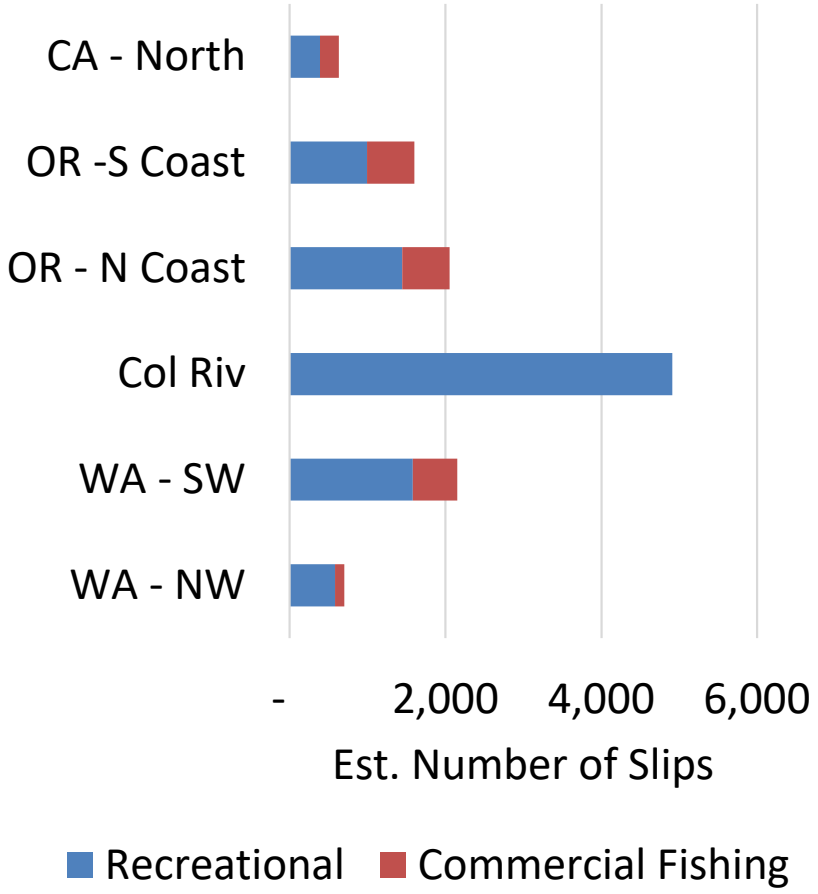
# East Mooring Basin

# Port of Astoria Occupancy Trends




Source: Port of Astoria, based on financial records (actual revenue divided by 100% occupancy at annual rate).

# Moorage Supply




From NW Washington (Clallam County) to N California (Humboldt County)

- Approximately 12,000 moorage slips
- ~10,000 recreational boat slips
- ~2,000 commercial fishing boat slips

Most coastal ports have:

- Public ownership (except in Columbia River),
- Seasonal use,
- Too many slips,
- Relatively low moorage rates,
- Slips in deteriorated condition,
- Mismatch between the size of the slip and the length of the boat.

Some improvements are planned or under way (Newport, Westport et al.)

Source: BST Associates, ports/harbors.

# East Mooring Basin Financial Trends

| Length Range | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 July-Dec | CAGR 2011-21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Net Revenue** | | | | | | | | | | | | | |
| Revenues | 1,906 | 102,634 | 109,152 | 88,549 | 122,209 | 96,151 | 113,452 | 104,279 | 61,980 | 50,164 | 38,495 | 17,214 | 35.1% |
| Expenses | (234,968) | (178,330) | (92,213) | (83,639) | (78,108) | (93,936) | (99,992) | (115,722) | (106,236) | (127,283) | (205,316) | (271,622) | -1.3% |
| Net | (233,062) | (75,696) | 16,938 | 4,911 | 44,101 | 2,215 | 13,460 | (11,443) | (44,256) | (77,119) | (166,822) | (254,408) | -3.3% |

Source: BST Associates, Port of Astoria.

# East Mooring Basin Survey Responses

## *PREFERENCES*

Interest in moorage:
- Yes = 48% of respondents
- No = 49% of respondents

Linear moorage:
- Yes = 40%,
- No = 36%

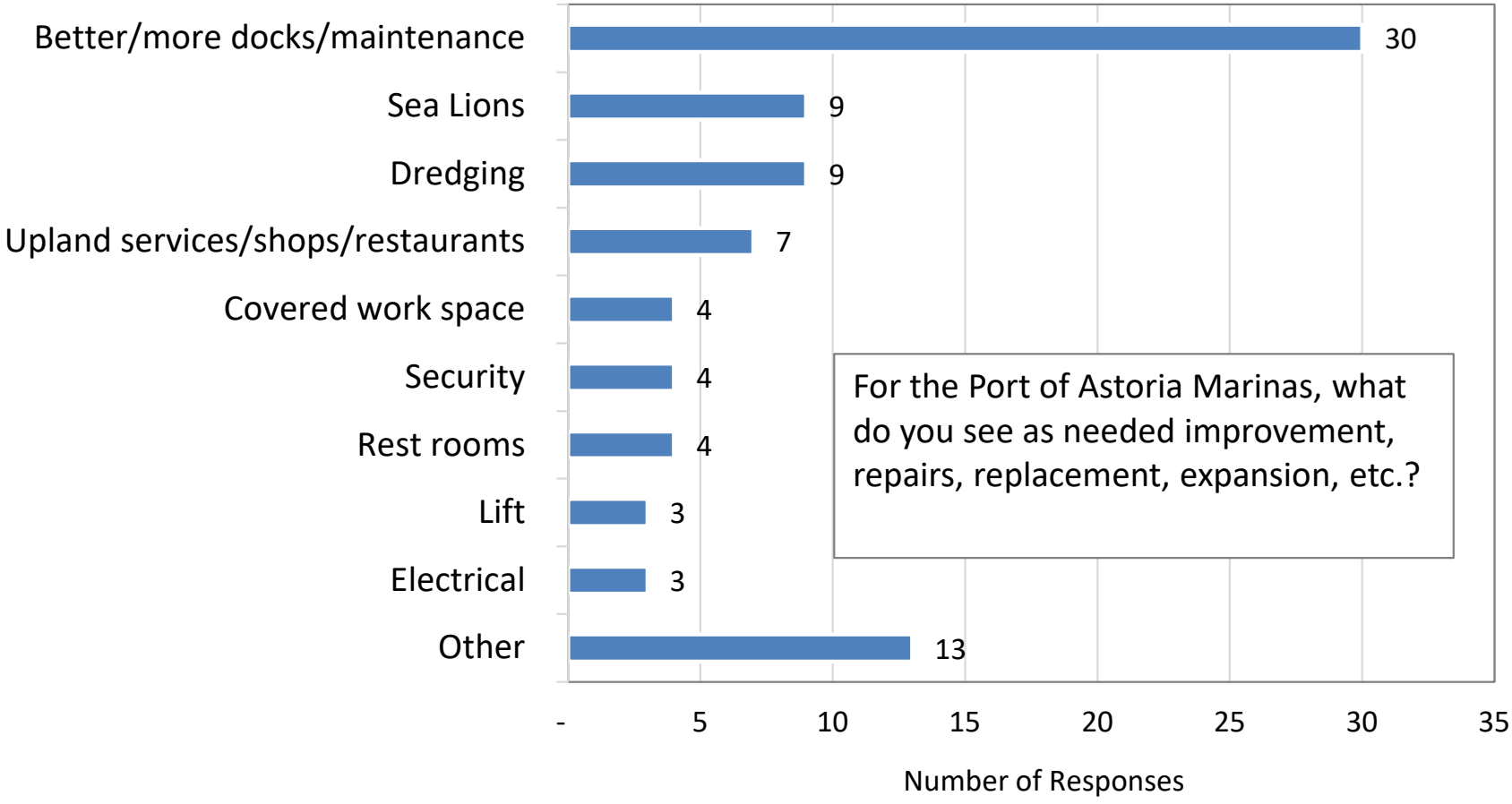
Vehicular access:
- Yes = 31%,
- No = 46%

## *PROS/CONS*

Pros
- Proximity to fishing, home, town
- Better weather, shelter
- Location
- More moorage, space
- Deep water

Cons
- Sea Lions
- Disrepair of docks
- Security
- Distance from house/downtown/boatyard
- Parking
- Current/tides

# Survey Responses
## Port of Astoria Overall Marina Needs




Source: BST Associates survey; Other (Parking, Water, Fish cleaning area, Ramp, Dry Storage)

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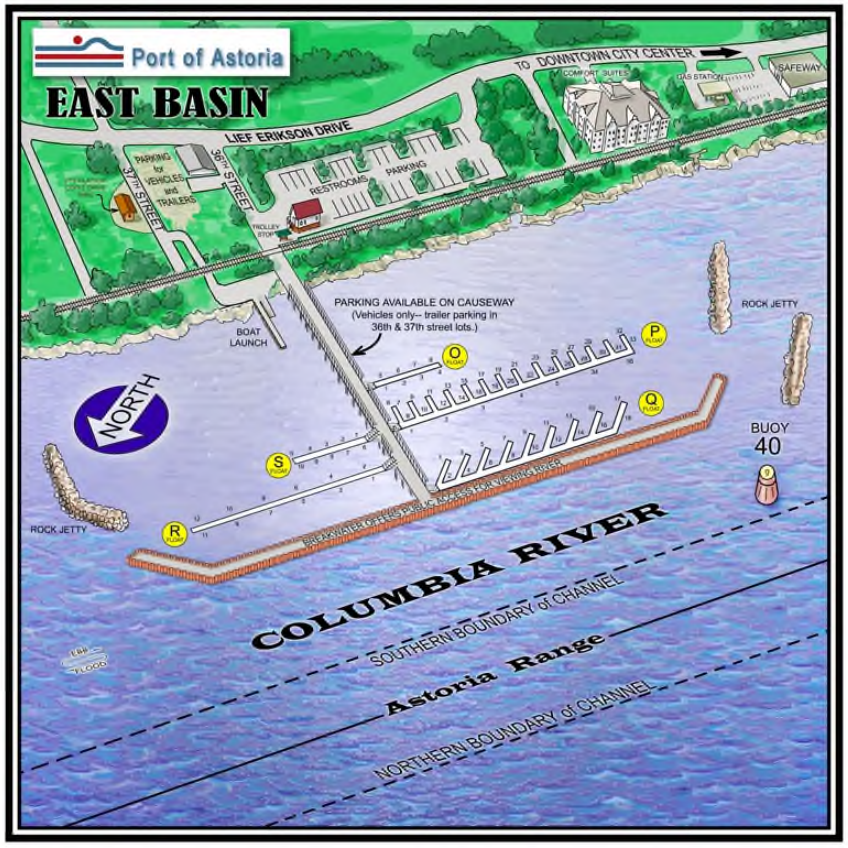
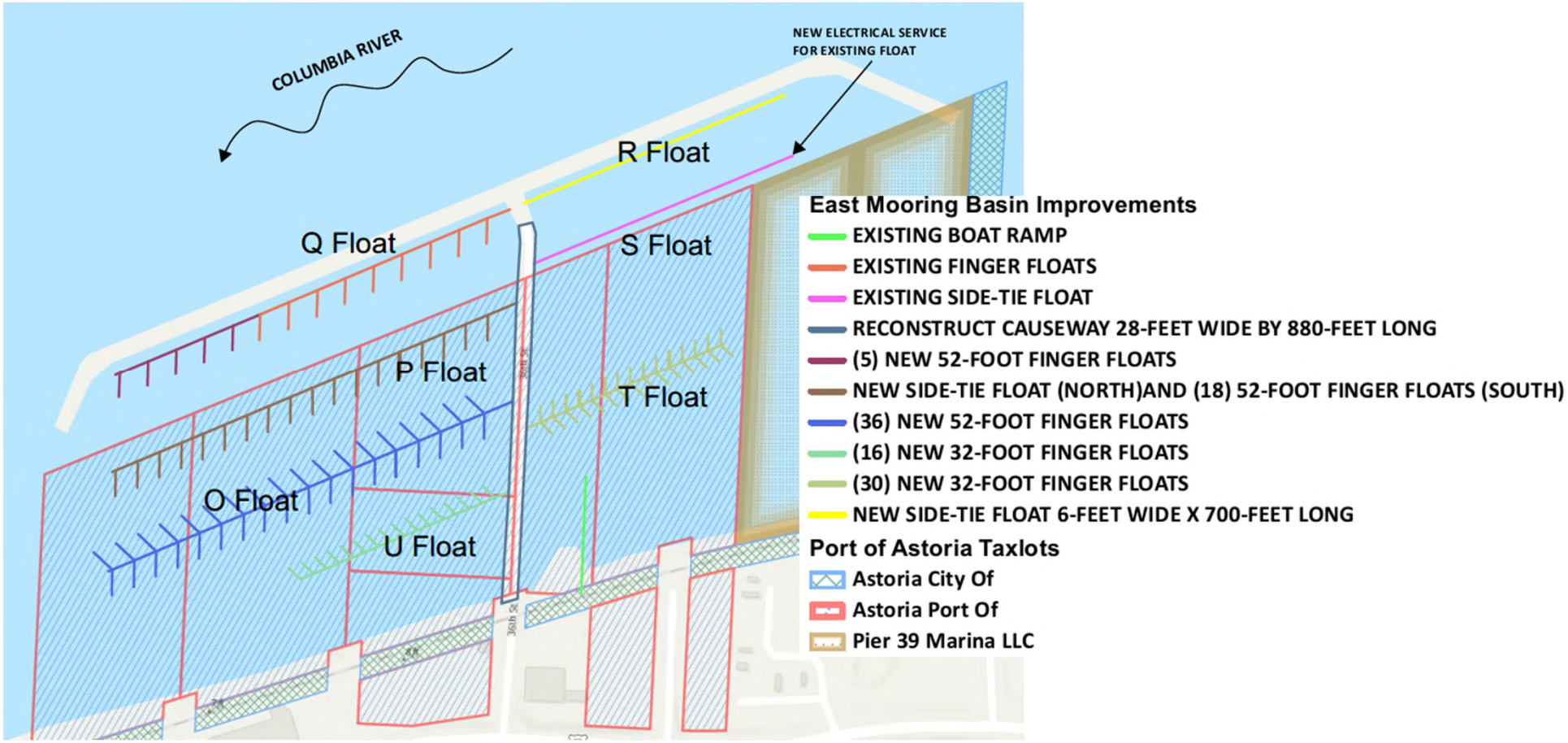
# East Mooring Basin



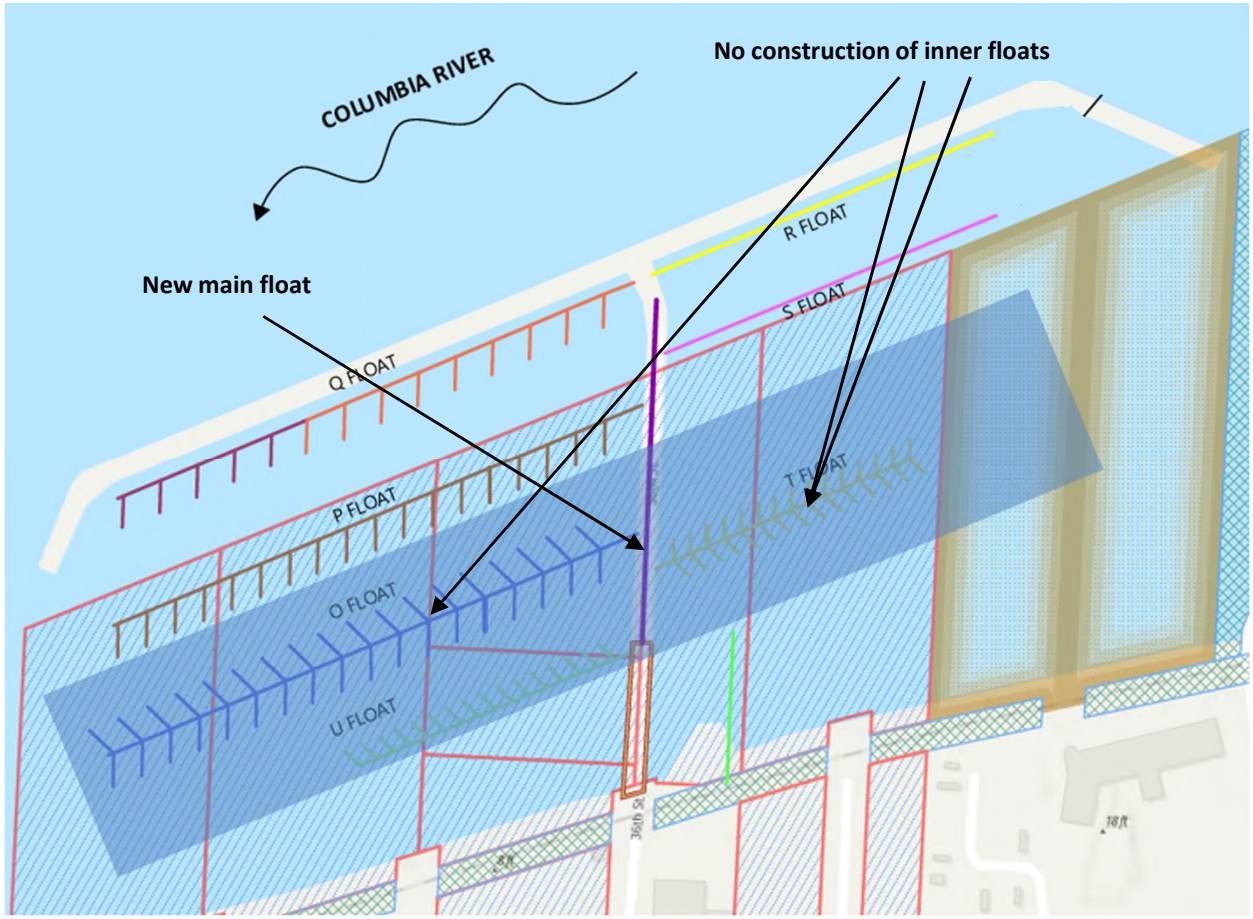

| Length | 2011 | Current | Proposed | Waitlist |
|---|---|---|---|---|
| **20** | 10 | - | 10 | 5 |
| **24** | 10 | 10 | 10 | 10 |
| **30** | 23 | 23 | 69 | 50 |
| **36** | - | - | - | 30 |
| **40** | 16 | 6 | 10 | 23 |
| **50** | 18 | 18 | 71 | 25 |
| **100** | 12 | 12 | 19 | 17 |
| **Total** | 89 | 69 | 189 | 143 |

Source: Port of Astoria (In 2012 docks O and S were unavailable); BST Associates/Bud Shoemake/PBSUSA

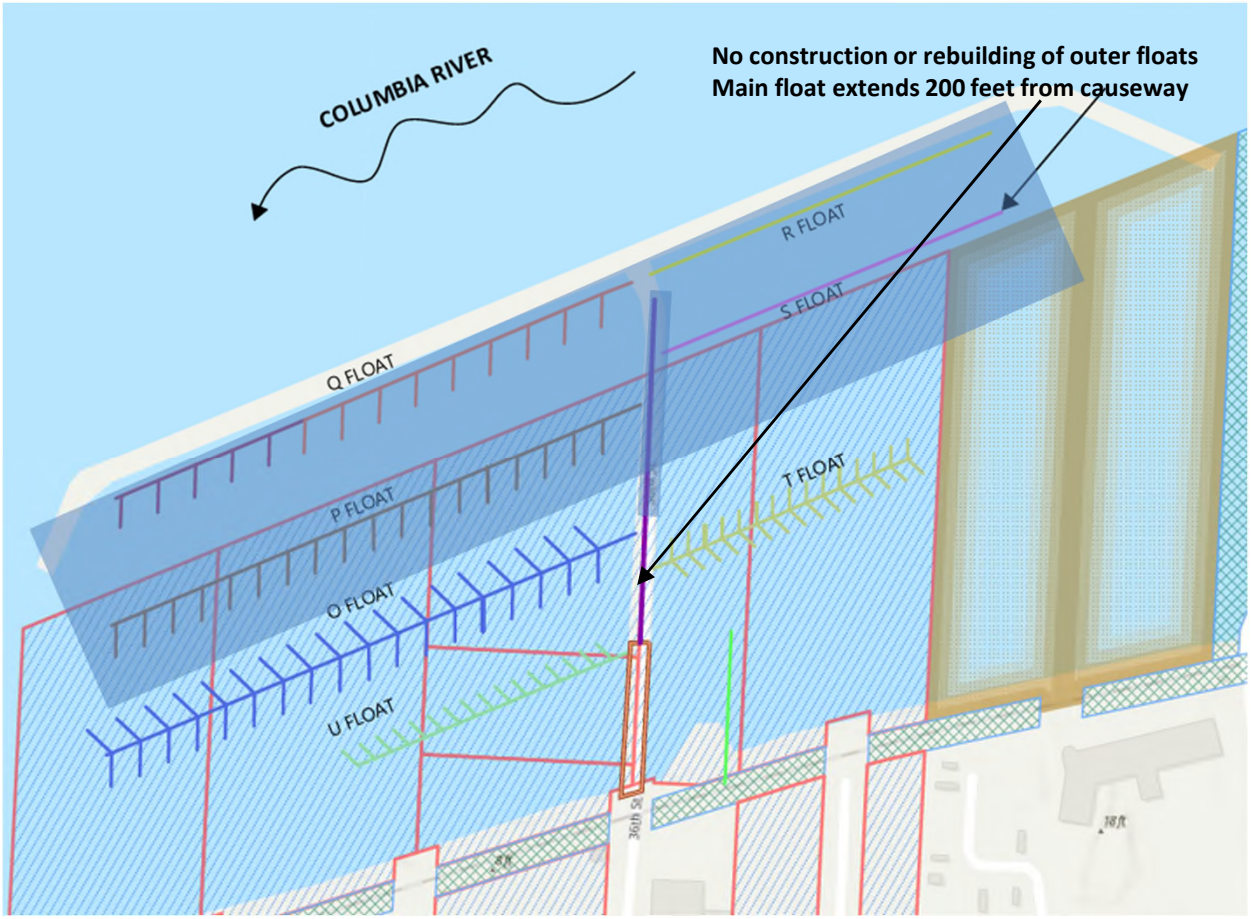
# East Mooring Basin Improvements



# East Mooring Basin Improvements – Alternate 1



# East Mooring Basin Improvements – Alternate 2



# Comparison of Basins Astoria and Newport

## ASTORIA EAST MOORAGE BASIN
## 1,000 FT CAUSEWAY


## NEWPORT DOCK 5
## 253 FT MAIN DOCK


Length = 168 + 85 (ramp) = 253
Width = 20 feet
Cost = $2.2 million
EDA = $1.2 million (grant)

# East Mooring Basin Cost Total Cost

| Detail | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
|---|---|---|---|
| Causeway Reconstruction | $11,680,615 | $6,575,903 | $5,463,018 |
| Dredging | $2,250,000 | $1,511,250 | $1,511,250 |
| Marina Expansion | $19,997,477 | $7,998,895 | $12,189,896 |
| Total | $33,928,092 | $16,086,048 | $19,164,164 |

Alternative 1: rebuild 300 feet of causeway, add 650 feet of main float, rebuild outer docks (P, Q, R, S)

Alternative 2: rebuild 300 feet of causeway, build inner docks (O, T, U)

# East Mooring Basin Cost Causeway Construction

| Item | Detail | Qty | Unit Cost | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
|---|---|---|---|---|---|---|
| **PREPARATION** | | | | | | |
| | Mobilization | | | $804,450 | $409,350 | $325,970 |
| **DEMOLITION** | | | | | | |
| | Causeway removal | 33500 | $15.00 | $502,500 | $502,500 | $502,500 |
| | Pile Removal | 1 | $150,000 | $150,000 | $150,000 | $150,000 |
| **CAUSEWAY CONSTRUCTION** | | | | | | |
| | New fixed causeway 28 x 950 | 24640 | $300.00 | $7,392,000 | | |
| | New fixed causeway 28 x 300 | 8400 | $300.00 | | $2,520,000 | $2,520,000.00 |
| | New main float 8 x 650 | 5200 | $230.00 | | $921,000 | |
| | New main float 8 x 200 | 5200 | $230.00 | | | $283,385 |
| **SOFT COSTS** | | | | | | |
| | Sub-Total | | | $2,831,665 | $2,073,053 | $1,681,164 |
| **CAUSEWAY TOTAL** | | | | **$11,680,615** | **$6,575,903** | **$5,463,018** |

Alternative 1: rebuild 300 feet of causeway, add 650 feet of main float, rebuild outer docks (P, Q, R, S)

Alternative 2: rebuild 300 feet of causeway, build inner docks (O, T, U)

# East Mooring Basin Cost Dredging

| Item | Detail | Qty | Unit Cost | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
|---|---|---|---|---|---|---|
| **PREPARATION** | | | | | | |
| | Mobilization | | | $250,000 | $225,000 | $225,00 |
| **DREDGING** | | | | | | |
| | Clamshell excavation | 50,000 | $25.00 | $1,250,000 | $750,000 | $750,000 |
| **SOFT COSTS** | | | | | | |
| | Sub-Total | | | $750,000 | $536,250 | $536,250 |
| **DREDGING TOTAL** | | | | **$2,250,000** | **$1,511,250** | **$1,511,250** |

Alternative 1: rebuild 300 feet of causeway, add 650 feet of main float, rebuild outer docks (P, Q, R, S)

Alternative 2: rebuild 300 feet of causeway, build inner docks (O, T, U)

# East Mooring Basin Cost Marina Expansion

| Item | Detail | Qty | Unit Cost | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
|---|---|---|---|---|---|---|
| **PREPARATION** | | | | | | |
| | MOBILIZATION (10% of items below) | 15360 | | $1,203,942 | $481,571 | $733,889 |
| **NEW FLOATING DOCKS** | | | | | | |
| | New 6' Main Floats + 5' Fingers (50', 52', 32') | 15360 | $226.89 | $10,800,000 | $4,215,630 | $6,584,370 |
| **ELECTRICAL** | | | | | | |
| | Electrical | 15360 | $26.00 | $1,239,420 | $600,080 | $754,520 |
| **SOFT COSTS** | | | | | | |
| | Total | | | $6,754,115 | $2,701,613 | $4,117,117 |
| **MARINA EXPANSION TOTAL** | | | | **$19,997,477** | **$7,998,895** | **$12,189,896** |

Alternative 1: rebuild 300 feet of causeway, add 650 feet of main float, rebuild outer docks (P, Q, R, S)

Alternative 2: rebuild 300 feet of causeway, build inner docks (O, T, U)

# Financial/Economic Findings
## East Mooring Basin

| Financial/Economic Impact | EMB Rebuild Original | EMB Rebuild Alt 1 | EMB Rebuild Alt 2 |
|---|---|---|---|
| **Financial - NPV of net revenues ($mil) at interest Rate** | | | |
| 3.0% | $3.6 | $1.5 | $1.4 |
| 5.0% | $2.7 | $1.2 | $1.0 |
| | | | |
| Cost of improvements ($mils) | $33.3 | $16.0 | $19.2 |
| | | | |
| **Economic Impact** | | | |
| **Total Impacts - $mils (year 2044)** | | | |
| Income | $1.2 | $0.6 | $0.6 |
| Jobs FTEs | 23.4 | 11.6 | 11.6 |
| | | | |
| NPV of Direct Income (10 yrs. of ops, 5%) | $2.9 | $1.7 | $1.7 |





Source: BST Associates.

# Draft Findings
# East Mooring Basin

There is interest in using the East Basin (from survey).

- Most survey respondents indicated they do not need vehicular access.
- Approximately half said that linear moorage was acceptable (as opposed to individual slips)

However, revenues don't cover costs.

Sea-lion control and dock refurbishment are needed.

Consider public-private or public-public partnership(s).

# Summary

# Comparison of Options

| | Boatyard - 85 MT Lift | | Boatyard - 300 MT Lift | | East Mooring Basin | | |
|---|---|---|---|---|---|---|---|
| | Original Estimate | Alternative Estimate | Original Estimate | Alternative Estimate | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
| Revenue NPV ($mils): 3.0% | $12.0 | $12.0 | $2.8 | $2.8 | $3.6 | $1.5 | $1.4 |
| Revenue NPV ($mils): 5.0% | $9.3 | $9.3 | $2.1 | $2.1 | $2.7 | $1.2 | $1.0 |
| | | | | | | | |
| Cost of improvements ($mils) | $18.0 | $6.2 | $19.5 | $7.6 | $33.9 | $16.1 | $19.2 |
| | | | | | | | |
| **Economic Impact (in year 2044)** | | | | | | | |
| Income ($mils) | $1.7 | $1.7 | $1.0 | $1.0 | $1.2 | $0.6 | $0.6 |
| Jobs (FTE) | 30.7 | 30.7 | 16.5 | 16.5 | 23.4 | 11.6 | 11.6 |
| NPV of Income ($mils 10 yrs. / 5%) | $7.5 | $7.5 | $3.9 | $3.9 | $2.9 | $1.7 | $1.7 |

# Summary Results

| | Boatyard - 85 MT Lift | | Boatyard - 300 MT Lift | | East Mooring Basin | | |
|---|---|---|---|---|---|---|---|
| | Original Estimate | Alternative Estimate | Original Estimate | Alternative Estimate | Original Estimate | Alternative Estimate 1 | Alternative Estimate 2 |
| Market Strength | ● | ● | ◒ | ◒ | ○ | ○ | ○ |
| Cost of Improvements | ◒ | ● | ◒ | ● | ○ | ◒ | ◒ |
| Financial Performance | ◒ | ● | ◒ | ◒ | ◒ | ○ | ○ |
| Economic Impact | ● | ● | ◒ | ◒ | ● | ◒ | ◒ |
| Summary (rank) | **2** | **1** | **4** | **3** | **5** | **6** | **6** |



Source: BST Associates.

Port of Astoria

www.portofastoria.com

June 15, 2022

To the Port of Astoria Board of Commissioners:

By resolution of the Finance Committee on June 15, 2022, the Finance Committee does hereby make a recommendation to the Port of Astoria Board of Commissioners to entertain putting a 'For Sale or Lease' sign up on the approximately 12 acres of Port-owned land on the east side of the intersection of Hwy 101 and SE Neptune Dr in Warrenton.

422 Gateway Avenue, Suite 100 • Astoria, Oregon 97103
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Port of Astoria

www.portofastoria.com

June 21, 2022

Mr. Douglas Boren
Pacific Regional Director
US Department of the Interior
Pacific OCS Region
760 Paseo Camarillo
Camarillo, CA 93010

Dear Director Boren:

The Port of Astoria Commission is concerned about the Bureau of Ocean Energy Management's (BOEM) plan to establish an offshore wind energy program off the coast of Oregon and its potential negative impacts on the fishing/seafood industry.

The Port of Astoria believes certain steps should be taken to ensure that existing ocean users and stakeholders are protected in the process of offshore wind energy development. Harvesters, processors, and marine suppliers all benefit from Oregon's sustainable fisheries. Annual fishery landings total more than 170 million pounds in Astoria alone, and the seafood industry supports thousands of jobs in coastal communities in Astoria and throughout Oregon. The value of Oregon's fishery landings is well over $150,000,000 annually. Moreover, a fishing dollar turns over many times in the community, and an authentic working waterfront is a tremendous draw for the tourism industry.

The Port of Astoria recommends a greater emphasis on outreach to the various stakeholders potentially impacted by this plan, including fishermen, buyers, processors, retailers, restaurants and consumers. We urge caution in developing large scale wind turbine farms until all the risks to marine mammals, sea birds, fisheries and the marine environment are clearly understood. Additionally, we urge BOEM to conduct a comprehensive peer reviewed economic analysis (as part of an EIS) focused on the potential economic impacts to coastal communities and the state of Oregon, and relevant tradeoffs.

The Pacific Northwest is unique in the frequency, strength and duration of storms. Given this dynamic, it would be prudent to consider a small demonstration site (similar to PacWave) to test offshore wind technology. It is unclear whether the technology for floating offshore wind can withstand the harsh elements of the Pacific Ocean and prove viable in the long term.

The Port of Astoria Commission recognizes that offshore wind energy may be an important component to our state's transition to cleaner energy, however, we urge stronger community outreach at the local level, particularly with those groups most significantly impacted.

Thank you for your consideration in this matter.

Sincerely,

_____

Frank Spence

Commission President, Port of Astoria

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