

HB 3050 -1 STAFF MEASURE SUMMARY

Joint Committee On Transportation

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Sub-Referral To: Joint Committee On Ways and Means

Meeting Dates: 2/3, 2/17

WHAT THE MEASURE DOES:

Directs the Oregon Business Development Department to establish, within the agency's Infrastructure Finance section, a loan and grant program for Oregon port projects.

NOTE - measure has subsequent referral to Committee on Ways and Means

Fiscal: Fiscal statement issued on original measure

Revenue: "Revenue Lite" issued on original measure

ISSUES DISCUSSED:

- Whether there is need for the provision that the port have active container service
- Importance of container service to Oregon businesses and economy
- Comparisons between Port of Portland and Port of Coos Bay
- How Oregon ports might fit in the west coast network as container ports
- Cost estimates for various container port projects

EFFECT OF AMENDMENT:

-1 Expands definition of "eligible port project" to include ports that have proposed container service.

BACKGROUND:

The Oregon Business Development Department, also known as Business Oregon, operates as the state's economic development agency; its mission is to invest in Oregon businesses, communities, and people to promote a stronger state economy. One particular area of focus for Business Oregon is infrastructure, which is key to economic development; the agency's various infrastructure financing programs are overseen by an independent, nine-member board known as the Infrastructure Finance Authority (IFA). Some examples of programs overseen by IFA include the Brownfields Program, Community Development Block Grant Program, Drinking Water Source Protection Fund, and several funds related to ports and port activities.

Oregon's system of 23 public ports play a vital role in the state's economy, particularly where Oregon's export-related businesses are concerned. Many Oregon businesses rely on regular container services to get their goods to market; during the past decade, container service has waxed and waned, with the Port of Portland's Terminal 6 container facility briefly shutting down operations on multiple occasions.

One particular barrier to maintaining container service is the cost of procuring, maintaining and repairing the necessary infrastructure. Last year, Governor Kotek announced that her budget would include a \$20 million capital investment program to support ports with active container service. House Bill 3050 creates a statutory grant program to institute this program.