

OREGON PUBLIC PORTS



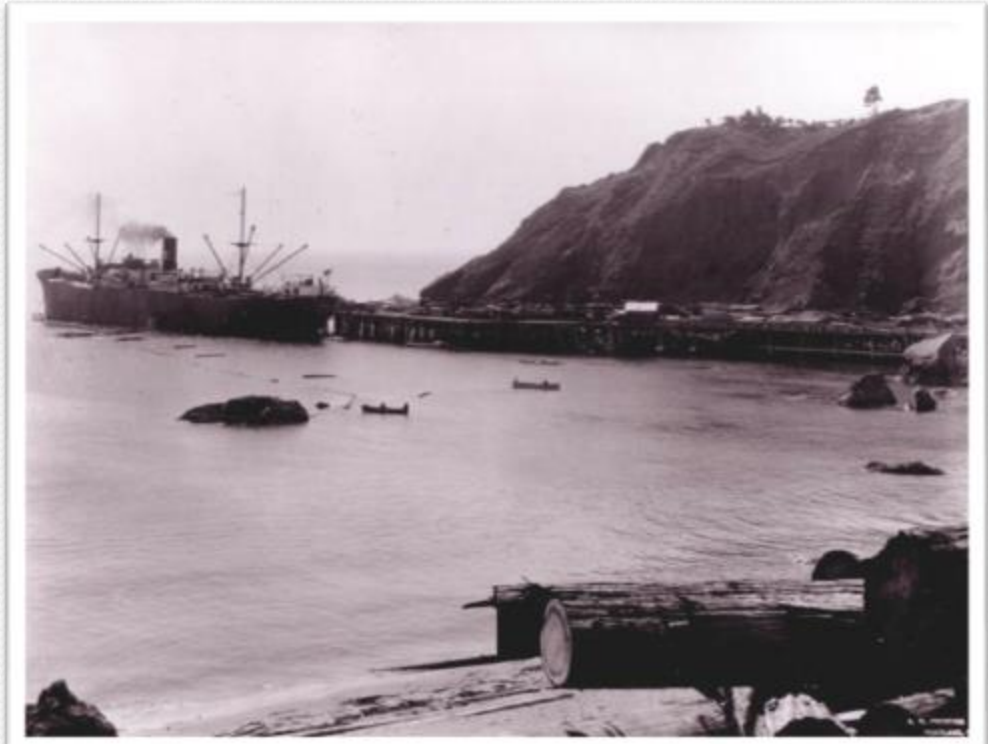
A S S O C I A T I O N

- 23 Public Ports in Oregon.
- Port of Portland first established in 1891.
- Formation was typically driven by business interests looking to access new markets.
- Primary role was to facilitate commerce and transportation



Most Coastal Ports Established in early 20th Century

- Coos Bay, Nehalem, Siuslaw 1909
- Alsea, Astoria, Garibaldi, Newport, Toledo 1910
- Bay Ocean 1911 (became the Port of Tillamook Bay in 1953)
- Coquille River 1912
- Bandon, Umpqua 1913
- Port Orford 1919



Port Formation Continued Through the Fifties

- Arlington, Hood River, The Dalles 1933
- Cascade Locks 1937
- Umatilla 1940
- St. Helens (Columbia County) 1941
- Gold Beach 1955
- Brookings Harbor 1956
- Morrow 1958



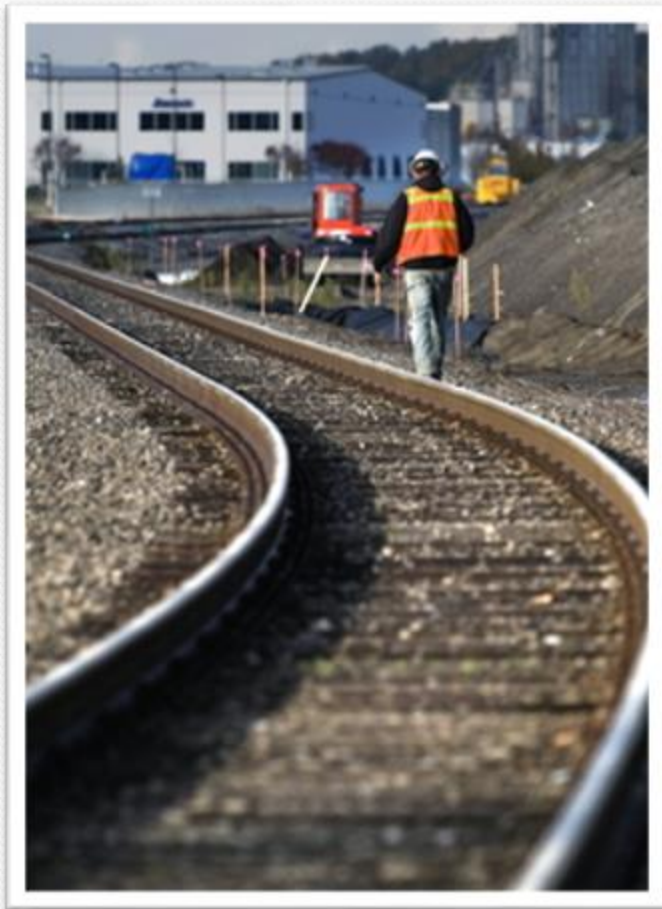
Port Formation

- There have been no port formations in Oregon under the current statute and the last port to form was Morrow in 1958.
- Washington has over 75 ports and continue to see formations. Most of their ports are dry land with no water access and are created primarily for industrial development.
- Oregon's ports struggle with infrastructure compared to many other state's ports because they either invest heavily in their ports or permit their ports to raise significant revenue.

Focus of Ports

- Navigation remains a primary focus.
- Industrial and economic.
- Many of the river ports east of Portland were created to take advantage of the relatively low-cost power generated by the Columbia River dams to drive economic development in their communities and region.
- Those same dams also have provided navigational access to move bulk and other cargoes downriver to reach distant markets, or upriver to serve the needs of industry and agriculture.

Economic Impact of Oregon's Ports



- OBDD conducted an Economic Impact Analysis of Oregon Ports in 2014. According to the Brookings Institute, Oregon is one of the most trade-dependent states in the nation.
- 1 in 6 jobs in Oregon, or over 111,000 jobs are port-related and directly or indirectly tied to cargo, recreation, industrial, commercial and other activities at Oregon's ports.

Oregon's Columbia River Ports

Have expanded their role in the regional and state economy.

In addition to shipping agricultural commodities, they now host a wide variety of food & beverage, processing, industrial, advanced manufacturing, avionics, energy, and recreation activities.



Oregon's North Coast Ports

These ports continue to rely on commercial fishing, forestry and logging, but as these industries have been curtailed, the North Coast ports are expanding into general manufacturing, seafood processing, energy and recreational and tourism activities.



Oregon's South Coast Ports

Have been hit especially hard by the curtailment of timber industry. Now they Play a key role in diversifying the regional economy by providing land/buildings for industrial and business activities and attracting tourism and recreation.



© 2016 RANDALL J. SCHULTEN

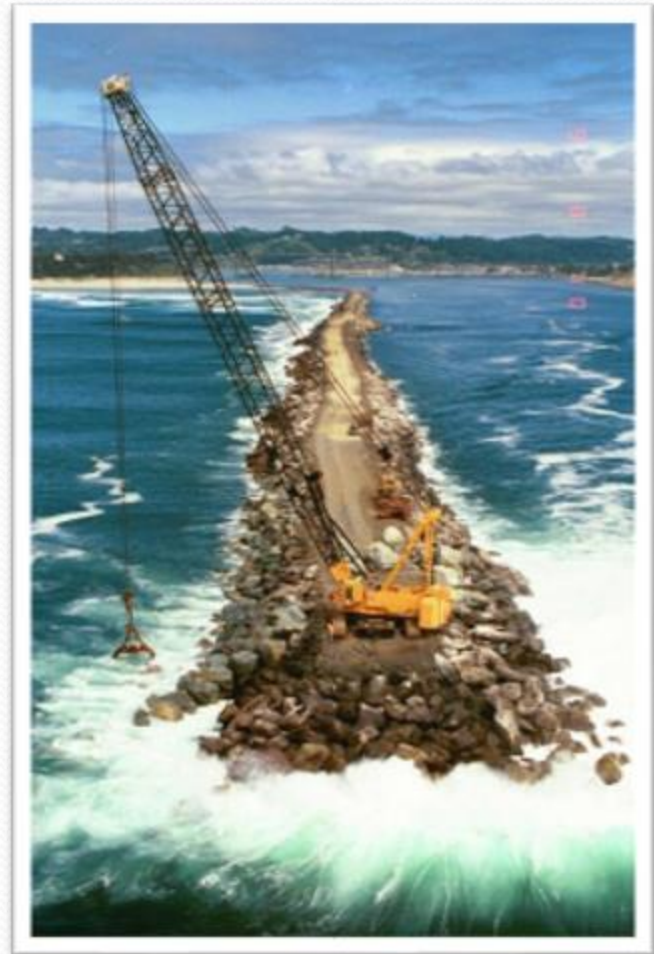
OBDD Port Programming

- OPPA **Supports** POP 119 that would provide **\$10,000,000** Lottery Bonds proceeds to the Port Revolving Loan Fund
- Continued support for the **Port Planning and Marketing Fund** – critical for funding Strategic Business Plans



OBDD Port Programming

OPPA **supports** POP 120
- \$1,000,000 in Lottery Bonding for the purpose of grants and loans for dredging purposes. We would like to see this amount tripled but understand the volatile times and budgetary challenges you are facing.



Lower Columbia River Dredging

- POP 101 - \$15.16 million for the Lower Columbia River Dredging Project. We fully support this funding request.



Terminal 6

- We also fully **support** HB 3050 creating a new funding source to support containerized shipping including POP 102 making \$20 million of investments to support containerized shipping at Terminal 6.

