

HB 3050 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Action Date: 02/18/25

Action: Do pass and be referred to Ways and Means by prior reference

House Vote

Yeas: 6 - Boshart Davis, Gamba, Helfrich, Mannix, McLain, Nathanson

Nays: 1 - Evans

Senate Vote

Yeas: 4 - Gorsek, Pham, Starr, Weber

Nays: 1 - Meek

Fiscal: Fiscal impact issued

Revenue: Revenue impact issued

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 2/3, 2/18

WHAT THE MEASURE DOES:

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

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
- Whether other ports besides the Port of Portland could or should be able to qualify

EFFECT OF AMENDMENT:

No amendment.

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 plays 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 A creates a statutory grant program to institute this program.