



March 25, 2025

Co-Chairs Susan McLain and Chris Gorsek
Joint Transportation Committee
Oregon State Capitol
900 Court St. NE
Salem, OR. 97310

Co-Chairs Susan McLain and Chris Gorsek and Members of the Joint Transportation Committee:

The Oregon Public Ports Association (OPPA) represents all 23 public ports in the State of Oregon, and we would like to state our support of SB 357. We would also like to thank Sen. Brock Smith for introducing this measure.

Our members have struggled with for years with dredging challenges. And the assembly has recognized these challenges for years. Historically, the state has provided funding for major dredging projects including the Columbia River and in the Coos Bay Estuary. Furthermore, the state purchased a dredge to assist our ports in keeping their marinas and channels properly maintained. But the costs and regulatory compliance required to undertake dredging in the state's waterways are becoming increasingly challenging.

Regrettably, some of our local government partners make our dredging challenges a bit more complex and expensive. Culverts can significantly contribute to silting and gravel accumulation in our marinas and channels. Cities, counties, and state have authorities over their roads. And ports have statutory authority over the waterways, bays, channels and marinas within their territory. Regrettably, many of the culverts that are operated and maintained are dumping aggregate and sediment into our channels and marinas. For example, both the Port of Brookings Harbor and the Port of Bandon have outfalls that directly impact their marinas and Brookings Harbor boat lift.

Compounding this problem are the ever-increasing costs associated with regulatory compliance, dredge material disposal, and mitigation requirements. We have also seen a dramatic increase in costs for dredging over the last several years. For example, the Port of Newport dredged an area in 2017 at a cost of \$325K in 2017. That same project in 2023 cost \$1.2M, and we've seen those increases continue since then. Those costs increases are being experienced by all our coastal our members.

We believe that SB 357 is an important step in helping our ports recover some of the costs that are directly contributing to the expense and complexity of maintaining our marinas and channels.

Thank you again for hearing SB 361 and we ask that you move this measure to the Ways and Means Committee for their consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Landauer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Landauer
Executive Director
Oregon Public Ports Association

