



April 2, 2025

Chair Daniel Nguyen
Members of the House Economic Development, Small Business, and Trade Committee
Oregon State Capitol
900 Court St., NE
Salem, OR 97301

Chair Nguyen, Vice Chair Diehl and members of the Committee

The Oregon Public Ports Association (OPPA) represents all 23 public ports in the State of Oregon. Our membership is diverse both in size and geography. Together, Oregon's public ports employ directly, indirectly or induce over 101,300 jobs in our state generating nearly \$600 million annually in state and local taxes. Thank you for holding a hearing on HB 2415. The OPPA supports the dash one amendment to this measure.

Oregon state law recognizes the important role of ports in economic development. Business Oregon supports ports' economic development efforts through several programs

Back in the 2000s the Legislative Assembly required 22 of our 23-member port members to develop and maintain strategic business plans under ORS 285A.660. In doing so, they recognized that they were imposing a new cost to the ports and as a result have assisted ports financially in developing and updating these important plans. The Port Planning & Marketing Fund is the conduit to ports to assist them with financial assistance by providing grants for strategic business planning as well as other planning and marketing projects that improve a port's ability to carry out their authorized functions.

OBDD gives the highest priority under The Ports Planning and Marketing Fund for the development and updating of the strategic business plans. It should also be noted that ports must have a current strategic business plan to be eligible for funding for other planning and marketing projects.

Current statute limits the amount that the department may provide to a port at \$50,000 or 75 percent of the total project cost to an individual port. This monetary threshold **was last increased in 2007**, eighteen years ago, and it no longer has the purchasing power it had in years past. As a matter of fact, this amount has less than 50% of the purchasing power it did when it was put in statute. We believe it is time to update this threshold because attracting quality consultants to assist our ports in the development of these plans is essential to their success.

Simply, the dash one amendment would modify the state's Port Planning and Marketing Fund, under ORS 285A.657 by eliminating the \$50,000 maximum grant and would permit Business Oregon to establish the maximum grant amount by rule instead.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Landauer', with a long horizontal flourish extending to the right.

Mark Landauer
Executive Director
Oregon Public Ports Association