

2025 Legislative Priorities

Keep Marine Commerce Flowing



As a trade-dependent state, our rivers and marine terminals play an important role in the region's economic health. With appropriate state investment, we can continue providing the access and economic benefits Oregon relies on.

\$40 million toward marine terminal infrastructure and river navigability

As part of the Governor's Recommended Budget:

\$20M

toward critical capital maintenance and improvements at Terminal 6, including pavement stability and intermodal operations

\$15M

toward Oregon's maintenance dredging obligations

\$5M

in one-time support for Terminal 6 operations

TERMINAL 6: Oregon's only international container terminal

The Port of Portland's Terminal 6 connects businesses and people across the Pacific Northwest to global and national markets—it's the Oregon products we ship around the world, and the products from other places that we all use and rely on.



The 400-acre terminal handles cargo ranging from containers to autos, to breakbulk — large, bulky cargo that requires a lot of space to ship — and has direct access to two rail lines. T6 needs meaningful, long-term infrastructure investment from the state to keep commerce moving and compete for federal capital funding.

1,500+

jobs from
container operations

\$20M

in tax revenue
annually

6,000

companies export
goods from Oregon
each year

Statewide impact

T6 is a central link between marine,
truck and rail shipping for businesses
in rural and urban areas alike

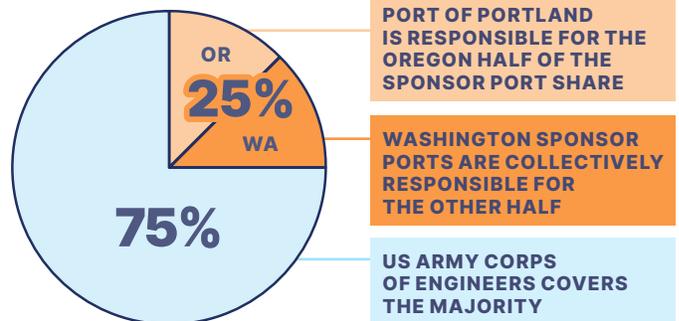
DREDGING: Keeping the river safe for ships to travel

The Port of Portland is Oregon's only port tasked with dredging to keep the Lower Columbia River deep and wide enough for ships to safely and efficiently navigate — which benefits ports from Astoria to Umatilla, and communities throughout the Columbia-Snake River System.



The federal government covers 75% of capital expenses to maintain the navigation channel. Remaining costs are shared between five sponsor ports: four in Washington, and the Port of Portland as Oregon's only sponsor port. \$15M in state support is needed to begin the next phase of Columbia River channel maintenance.

Costs associated with maintenance dredging:



6M–8M cubic yards

of sand removed each year to keep the river navigable

50M+ tons of cargo

moved annually — supporting countless businesses
and tens of thousands of jobs

Costs to acquire dredged material placement sites:

100% PAID BY SPONSOR PORTS, WITH THE PORT OF PORTLAND COVERING OREGON'S SHARE

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