



Joint Committee on Transportation Reinvestment
900 Court Street NE
Salem, OR 97301

June 26, 2025

Re: HB 2025 -A28

Co-Chairs Pham and McLain, Vice Chairs Starr and Boshart Davis, Members of the Joint Committee on Transportation Reinvestment:

The Oregon Public Ports Association represents all 23 public ports in Oregon. Our membership is diverse both in size and in geography. Members stretch from the Southern Coast at the Port of Brookings Harbor, north to the Port of Astoria and then east approximately 290 river miles along the Columbia River to the Port of Umatilla. Together, Oregon's public ports employ directly, indirectly and induce over 101,300 jobs in our state generating nearly \$600 million annually in state and local taxes. We would like to express deep concern and opposition to the provisions contained in the -A28 amendment to HB 2025 that would reduce funding to the Connect Oregon Program.

Oregon ports have been a long-time supporter of this program because it is the only state program that provides funding for multimodal and non-highway transportation projects. It is also very powerful in that it will often enable our members and other successful applicants to leverage additional federal investments. When the Connect Oregon Program began it provided \$100 million dollars to non-roadway transportation including rail, marine, air and transit. In 2017, the funding model was modified providing the Connect Program an ongoing revenue source that also eliminated transit from the equation. ODOT was instructed to provide a competitive application process when the Connect Oregon Fund reached \$40 million.

The modifications contained in the -A28 according to the Legislative Revenue Office would reduce the amount deposited in Connect Oregon account by approximately \$12.4 million during a biennium. This will result in fewer funding cycles for the very customers, businesses, transportation service providers, and fishermen that ports serve. Furthermore, in the last few funding cycles, we have seen the purchasing power of the program decline because infrastructure projects for rail, marine and aviation have experienced steep increases in costs over the last five to seven years. As a result, any reduction to the Connect program will have a direct negative effect on our ability to attract and retain jobs in the communities that we serve.

Inclusion of this amendment will result in fewer funding cycles, reduce Oregon's economic competitiveness, impact our ability to attract and maintain family wage jobs, and result in fewer federal dollars coming to Oregon to assist us in building an efficient

and safe multi-modal transportation system. We urge you to reject this component of the -A23 amendment.

Thank you for your consideration

Sincerely,

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

Mark J Landauer
Oregon Public Ports Association