**Oregon Ports Strategic Plan**

**Mission**

The purpose of the Oregon Statewide Port Strategic Plan is to:

"Define the State of Oregon’s future role, interest and investment in the statewide port system based on a realistic assessment of port markets, and economic and business development opportunities. Identifies infrastructure, regulatory and governance needs of the ports, and also ways that Oregon's port system can best serve the interest of the State of Oregon, its residents and businesses."

**You’re invited!**

One in six Oregon jobs are tied to Oregon’s port activities or cargo.

**Plan Development Process**

**PHASE I: INFORMATION GATHERING**

- Planning process starts
- Gather data & information
- Interview planning

**PHASE II: ASSESSMENT**

- Port interviews
- Data assessment & analysis
- Assessment workshop
- First draft strategic plan

**PHASE III: DEVELOP AND ADOPT STRATEGIC PLAN**

- First draft strategic plan
- Draft strategic plan
- Economic & business development commission review & adoption
- Final strategic plan

**Meeting Information**

**You’re invited**

- Feedback on draft plan and its recommendations
- Perspectives/Expertise of port operators, port customers, port neighbors and community members


Dave Harlan, Port Program Manager, Business Oregon Business Oregon (Oregon Business Development Department)
Email: dave.harlan@biz.state.or.us
Ph: (503) 986-0065
Fax: (503) 581-5115

Teddie Baker, OPMA, Senior Freight Planner
Oregon Department of Transportation Freight Mobility Unit
Email: Teddie.Baker@state.or.us
Ph: 503 986-3703
Fax: 503 986-4173

Chuck Green, PE, Port Plan Consultant Project Manager
Parsons Brinckerhoff
Ph: 503-274-7223
Fax: 503-274-1412

**In this Newsletter**

As the result of extensive port interviews and port related infrastructure, industry and commodity research and analysis, recommendations for the Oregon Statewide Strategic Port Plan are ready for public input. Included in this newsletter is a summary of the issues and needs of Oregon’s Ports, draft recommendations for the strategic plan, a list of opportunities for stakeholder and general public input, and a timeline of the next steps for plan revisions and adoption by the Oregon Business Development Commission.

**Dates**

**Open Houses**

- Wednesday, October 28, 4 to 6:45 PM, Tillamook County Public Library
- Tuesday, November 3, 4 to 7 PM, Newport City Hall
- Wednesday, November 4, 4 to 7 PM, Port of Coos Bay Commissioners’ Meeting Room
- Thursday November 12, 4 to 7 PM, The Dalles City Hall
- Monday, November 16, 4 to 7 PM, Port of Portland Commissioners’ Meeting Room

**Commission Presentations:**

- Friday, November 20, Oregon Business Development Commission, Forest Grove
- Wednesday, December 16, Oregon Transportation Commission, Portland (ODOT Region 1 offices)
- Infrastructure Finance Authority
  - Workshop in December (TBD)
  - Adoption hearing in January
- To be scheduled: Statewide Meeting in Salem at OBDD Offices


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What do Oregon’s Ports Need for Future Success?

**Challenges Faced by Oregon’s Ports**

The development of the Draft Strategic Plan identified a number of challenges facing Oregon’s ports:

- A number of ports have small market sizes or population/employment bases to serve, yet face high expectations to be the regional catalyst for economic development.
- There are limited staff resources at many smaller ports and also for port assistance within state agencies and organizations.
- Coastal ports suffer from poor transportation access.
- The state lacks the ability to quickly coordinate and respond to special opportunities (such as the recent NOAA fleet relocation to Newport), and also has the same challenge with responding to major emergency repairs (such as recent closures of railroads serving coastal ports).
- State and federal funding requests for jetty repair, navigational maintenance such as dredging, and marine transportation system needs lack coordination on a statewide level.
- A number of port markets are in decline or are threatened with extinction, including wood chips, commercial fishing and processing, and the international container market (it is noted that the regional container market remains stable and viable).
- Many ports believe there is insufficient information being disclosed on the economic impacts of Oregon’s marine reserves, and the potential Snake River Dam removal.

What is the Oregon Statewide Strategic Port Plan Recommending?

**Strategic Plan = Business Plan**

Oregon’s Statewide Port Strategic Plan will be a business plan between the state of Oregon and each of Oregon’s Ports. It will:

- Better organize the institutional relationship between each port and the state;
- Create a state port investment fund, with components based on port size and market differences, which will fund the state’s highest port priorities based on need, job creation, ability to advance Oregon’s key industries, and financial ability to operate and maintain the investment;
- Establish a port-oriented training program for port commissioners and managers;
- Create a Marine Transportation mode program through ODOT and the Oregon Public Ports Association; and
- Organize a strategic response group led by OBDD which will organize state agencies to respond to special port business opportunities or to emergency situations.

**Strengths of Oregon’s Ports**

- Columbia River transportation corridor
- Coastal scenic, fishery & environmental attributes
- Large deep-water sites at Hayden Island, St. Helens & Coos Bay – but lack readiness
- Brownfield site opportunities at Portland (T-4) and Tongue Point (and possibly others)
- ConnectOregon program for transportation funding
- Many stable markets

**Opportunities for Oregon’s Ports**

- Build on existing strengths
- Upriver food processing
- Port of Portland bulk/auto markets
- Regional Container
- Commercial Fishing
- Eco-tourism activities on the coast
- Wind, wave, solar
- Biofuel/biomass energy
- LNG terminals
- Marine sciences

**What the Ports Get**
- Formal Business Relationship With Each Port
- Funding Tied to Priorities, Business Relationship: ROI and ability to maintain and operate capital facilities
- State Advocacy and Support on Business Development, Permits/Regulatory, Legislative Matters
- State-supported training and certification programs
- Port accountability on use of state funds

17 of the 23 ports are operating with deficits. Combined port-identified infrastructure needs exceeds $500 million

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**Oregon’s Stable Markets related to Ports**

include commercial fishing along north Coast, property development; agriculture; bulk, cargo, automobiles; recreation; sport fishing; and tour boats.