



28 May 2020

VIA EMAIL

Laura.Kentnesse@oregonlegislature.gov

TO: House Interim Committee on Natural Resources

RE: Impact of COVID-19 on Oregon Public Ports

Dear Chair Witt and committee members,

Thank you for your time today. My name is Andrea Klaas and I am the Executive Director of the Port of The Dalles, which located at river mile 186 up the Columbia. I am also the current president of the Oregon Public Ports Association.

I am here before you to give you an update on how the COVID-19 pandemic is affecting the ports in Oregon, but before I begin, I want to give you a very brief background of Oregon Ports.

There are 23 public ports in Oregon; 14 are along the coast, 8 on the Columbia River, and 1, Astoria, at the junction of the Columbia River and the Pacific. Ports vary greatly in size, from the very small, to the very large, but all Ports are charged with economic development. Oregon's ports provide recreational, commercial, and economic services to businesses in Oregon and are the transportation gateways to and from Oregon.

I am going to speak generally about COVID and its impacts on Oregon Ports, and following me you will hear from the International Port of Coos Bay and the specific impacts they are dealing with.

Generally, in all ports, we are projecting a decrease in our budgets. This is being caused by reduced fuel sales at our airports and marinas, possible reduction in property tax receipts, cancellation of summer events, closures of RV parks, reduced docking fees and cancelled cruise lines dockings, deferred rents in our business parks, and a reduction in tourism. We have also heard that there may be a reduction in the Oregon State Marine Board maintenance assistance program grant funds that typically help with public facility maintenance. As you heard earlier today, some public launch ramps are open, some are closed, and most of our public restrooms are closed.

For two Columbia River Ports, Cascade Locks and Hood River, bridge toll receipts, which represent a sizable portion of their budgets, went to zero at the beginning of this

event and their losses will exceed \$700,000 each. The Port of Portland is experiencing large losses on the aviation side, and operating at a reduced capacity on the cargo side. Finally, five of our port members have worked to restructure loan payments with the Oregon Business Development Department due to reduced revenues.

But it's not all bad news. Like you, we have been working from home, but keeping the business running. We are working with our business tenants to help them weather this storm and indeed, some businesses have seen an up-tic in activity like the ship yard at the Port of Toledo. Many Ports are continuing with capital construction projects that were in our queue which in a small way is helping our local economies, the shippers on the Columbia River are continuing to transport grain and other commodities to the Port of Portland, and we are all working toward reopening our own facilities to the public.

So finally, what do Ports need...

- A way to access revenue replacement to backstop our budget deficits if funds are provided by the federal government to states and local government entities;
- Like many others, we need the customers to return to our campgrounds, docks, businesses, and airports;
- Some of our businesses need financial help and clearer paths to access financial assistance programs;
- Clear messaging and guidance on how to reopen our facilities;
- and finally, simple things like cost effective access to the necessary cleaning supplies and PPE.

Ports are the economic engines in their communities and we all doing our best, with the limited resources we have, to help in any way that we can.

Thank you for your time and I would be pleased to answer any questions.



Andrea Klaas, President
Oregon Public Ports Association