

**PORT OF NEWPORT COMMISSION WORK SESSION AGENDA**

**Goal Setting**

Wednesday, March 18, 2020, 8:00 am  
South Beach Activities Room  
2120 SE Marine Science Drive, Newport, OR 97365

*If you want to comment on a particular agenda item during the meeting, please complete a comment form and submit before the meeting is called to order.*

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Regular monthly meetings are scheduled for the fourth Tuesday of every month at 6:00 p.m.

The Port of Newport South Beach Marina and RV Park Activity Room is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

Link for directions to the RV Park Activity Room:  
<https://www.portofnewport.com/recreational-marina-rv-parks-maps>

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## **ANNUAL GOAL SETTING**

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**DATE:** 02/28/2020  
**RE:** 2020-21 Commission Goal Setting  
**TO:** Board of Commissioners  
**ISSUED BY:** Paula J. Miranda, General Manager

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### **INTRODUCTION**

The Port last went through a goal setting in November, 2016. Without a specific set of goals, this year, staff has been focusing on the plans and strategies set by the Strategic Business Plan. I have included a summary of those plans and strategies with comments of where we current stand on those goals. We will go over all the items and will have the Port management team ready to answer any questions or concerns the Board may have.

During the last goal setting items such as GM Evaluation Summary and Department Goals were included on the agenda. Since I have not been at the Port for one year and I have yet to have an annual review, the first item was not included for this meeting. The second item I believe to be part of the general manager oversight and not the commission, so I left those items out. I will always be happy to report to the Board on any of those items should the Board desire. Should the Board wish to include any of these items in future goal settings, I will be happy to discuss. Also, as part of the last goal setting the Port adopted values, mission & vision. The Port's value, mission & vision have recently been updated during the 2019 Strategic Business Plan process, so I have not included them for this year's meeting. I would recommend that they be evaluated every 5 years to make sure they still reflect the beliefs of the Port and the community.

I understand the intent is to make this an annual process that can be measured and evaluated. In the past this process took place in the fall. Part of this exercise is to find out if this is something we should continue and the best time to get it completed. One thing to consider is have it completed in time to assist with our budget process. Since we have not done a goal setting in a while, we can certainly use this first meeting as part of establishing a process of what the Board would like to see in the future. A second meeting can be scheduled if needed.

In order to maximize our time on March 18<sup>th</sup>, I would suggest that each commissioner provide me with 5 items they would like to see prioritized during this coming year. We will then compile those items and share them during the goal setting meeting. Those items don't have necessarily to be related to capital improvement. It can be anything included on the Strategic Plan or something else the commissioner would like to see achieved. We will give a chance for

the Board to discuss the items presented before prioritizing them. During the 2016 goal setting the following were the top priorities of the Port:

1. Funding the International Terminal Shipping Facility (11 votes);
2. Marketing including updating the website (8 votes);
3. Strengthening Agreements and Contracts (8 votes);
4. Ensuring Financial strength (7 votes);
5. Replacing the Rogue Sea Wall and review Capital priorities (6 votes);
6. Securing a new permanent Port of Newport administrative office (6 votes);
7. Clearing out of date gear and equipment to make room for gear in use (6 votes);
8. Installing security cameras (5 votes);
9. Starting users group meetings (5 votes);
10. Considering revamp of the Annex property; and
11. Conducting rate surveys for services and equipment use (5 votes).

I look forward for this process in creating measurable goals. I thank you in advance for your commitment to the Port and for helping prioritize so many things we currently strive to complete. I am sure as you evaluate our priorities you will do so with the Port's values, mission and vision in mind in order to help create a better community.

# BUDGET PRIORITIES WORK SESSION

March 18, 2020

## INTRODUCTION

The intent today is to share with you some anticipated costs for fiscal year 2020-2021, fee structures and a list of project priorities for the Commission's review and comment. Though no decisions can be made, the input will be helpful as we prepare the budget for the Budget Committee Meeting/Hearing.

These are in draft form, input from today will be used to modify the documents for Commission review at the next regular commission meeting. Ultimately there will be three resolutions (not counting the budget resolution) that need to be adopted, these are adopted annually:

- 1) Rates, Fees and Charges Resolution;
- 2) A Compensation Plan Resolution and;
- 3) A Capital Improvement List Resolution.

Some form of these resolutions should be adopted no later than the end of May. The Project Priorities list will give staff direction in finishing the budget document. The three resolutions are policy decisions with specifics related to personnel costs, income and port projects. I'll briefly summarize the documents in your packet.

## PERSONNEL EXPENSES

The first documents include the Wage steps draft compensation plan (hourly and monthly) and a one-page summary of projected personnel expenses. This document summarizes payroll expenses by Department and breaks down the costs for Permanent staff, Seasonal staff and other payroll expenses ("OPE") OPE in some cases is estimated as we do not have final rates from our insurance providers. Health insurance costs are expected to rise 15-20% and Workers Compensation rates have increased for some staff.

This year's budget is higher than last year since the Port intends to pay Port Employees comparably to others within the state who do similar work, based on a survey conducted by HR Answers.

The second document is a draft Salary Step structure. Employees are eligible for a merit step increase but not before receiving a positive performance review. Lastly, I have included the Bureau of Labor and statistics report used to determine the increase in costs over the past year.

## RATES AND FEES

The next document is a details rates and fees proposed for Fiscal year 2020-2021. I have broken the

rates and fees into cost and profit centers. Rates and Fees are reviewed annually and rates as adjusted as necessary. A version of this document will be distributed to port customers via the Port's website and meeting packet. Most of the fees show a 2-4% increase to cover increases in operations, and be in line with the Bureau of Labor and Statistics Western Region Cost of Living Increases shared with you earlier. Commercial Moorage rates have been adjusted as per an agreement with Commercial Fisherman last year. The agreement was made with a caveat that the Port upgrade the electrical systems at the docks.

## **PROJECT PRIORITIES**

The last set of documents is a list of capital projects that staff is recommending be considered by thePort Commission. The projects are listed in the Strategic plan or were brought forth by the department heads and their staff.

The Port General Manager, and Port Directors reviewed and modified the list for alignment to the Port Strategic Plan and to identify funding sources. For Fiscal year 2020-2021, we have over \$10.5 million in Capital Projects, of the \$10.5 million and estimated \$3.5 million would be paid for by Port Funds. Additional research may identify additional funding sources. There is also a column "Payback", where reasonable, we identified those projects that would be paid for by other sources once implemented, for instance a new HQ building could be paid for (or partially) by tenants.

## **CONCLUSION**

Based upon input from today's work session, Staff will use this to complete the proposed budget, draft a compensation plan resolution and a rate resolution. The resolutions will be reviewed monthly until adoption and the proposed budget will be presented at the next Budget Committee Meeting, which we will schedule prior to the end of this work session.

Not included in this packet, but prior to leaving today, you will receive a "preliminary" budget – this is for your information and consideration, but cannot be discussed in the workshop. Based on today's workshop adjustments may be made to this budget. Giving you this document now will assist you in making decisions and in having discussions at the formal budget hearing.

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# Port Values, Mission & Vision





## PORT VALUES, VISION, AND MISSION

The Port's values, vision, and mission were updated as part of the process of developing the strategic business plan.

The following articulate the Port's current values, vision, and mission statements.

### Values Statement

Values are the Port's most deeply held beliefs and help us determine our highest priorities. They are the foundation on which we as Port Commissioners and as staff conduct ourselves and work. They serve as our guiding principles – the motivation for our goals, strategies, and actions to accomplish our mission. They clarify who we are as the Port of Newport, articulate what we stand for, and express what we deem to be acceptable standards for how the Port of Newport treats users, customers, partners, and our own team members.

The Port identifies the following governing values:

***Leadership.*** The Port of Newport proudly accepts responsibility as the leader, on behalf of the citizens of the Port District, to actively pursue economic progress and make decisions that are in the best interests of current and future users of the Port. This means building and maintaining an economically diverse and thriving Port that is resourceful in how we weather changing conditions and circumstances.

***Service.*** Our business is to serve the public – the commercial and recreational fishing fleets, the marine and tourist industries, our current lessees, potential new business partners, and the citizens of the Port District. We are professionals who provide the highest quality service.

***Collaboration.*** We pursue and invest our time in building partnerships within our community, including the private sector while maintaining strong ties to local, state and federal government agencies. We believe successes in our community result when public agencies and citizens work together with determination toward a common goal in a spirit of mutual respect and cooperation. At the core of these successes will be a deep commitment to maintaining high levels of communications with all stakeholders.

***Accountability.*** The Port must be a careful steward of public resources. Managing our assets responsibly, investing wisely in new infrastructure, administering budgets efficiently, and capitalizing on external sources of financial support are all integral to accomplishing our mission. The Port is committed to conducting our work with the highest degree of integrity, professionalism and transparency.

***Sustainability.*** The Port is committed to managing our business operations as well as our human and physical assets in a manner that meets our current needs while ensuring we do not compromise the needs of future generations. We protect and enhance the natural environment wherever possible and seek to invest the funds entrusted to us wisely, prudently and ethically. We are responsible neighbors and community members who treat our employees fairly and with

respect. Our work is conducted with the goal of helping nurture a healthy estuary that is at the foundation of our working waterfront.

***Optimism.*** We are deeply committed to the execution of our mission and in our ability to be resilient and seize opportunities. We pursue our vision through steadfastness of purpose, awareness of our core values, and a persistent focus on positive relationships.

## **Vision Statement**

The idea behind a vision statement is to express, more or less in future tense, what we want the Port (and Newport) to be at some future point. Because a mission statement and the strategic business plan itself are typically 5-year efforts, the vision statement looks a little farther (10 or 20 years) into the future. Our vision expresses what we want to see, and what we believe we can accomplish if we stretch our capabilities and aim for the vision.

The Port's current vision statement emphasizes its leading roles in commerce, recreation, and research.

*The Port of Newport will serve as the foremost Oregon coast port for the commercial fishing, recreational fishing and tourism, and marine research support. We will fully utilize the international terminal with fishing, waterborne commerce, and other uses. We will continue to protect and enhance the beauty and integrity of the natural environment, which is at the foundation of our working waterfront community.*

## **Mission Statement**

A mission statement defines the Port's purpose - what we do and why we do it. The intention of a mission statement is to give the Port's public, its customers (and ourselves) a succinct awareness of that purpose.

This is the Port's current mission statement:

*Provide and professionally manage waterfront facilities and services in collaboration with our community with the express purpose of retaining and creating business opportunities and increasing economic development for the Port and the community.*

# Strategic Business Plan Summary



## STRATEGIC BUSINESS PLAN SUMMARY

These industries are summarized below, including market trends, constraints, and opportunities for growth.

### 1. *COMMERCIAL FISHING*

Consolidation in the commercial fishing industry is expected to continue in the next five years and beyond. Newport must seek to retain the existing fleet and processors, as well as attract additional entrants. This will require updating/improving the facilities that the sector requires, such as moorage space, offloading docks and equipment, gear storage, upland support services, processing facilities, and logistic facilities, among others.

Independent seafood buyers represent a growing industry in Newport, and one that increases the need for transient moorage space with vehicle access. Four companies are currently in operation, and more are interested. These buyers purchase fish off the boats, and use the Port's hoists to unload from boats and load onto trucks. There is currently a lack of temporary moorage space and land alongside to accommodate them, and there is also a need for additional lift capacity.

### 2. *MARINE RESEARCH AND EDUCATION*

- a. Offshore Energy. *"The Port is currently working on some opportunity with offshore energy as they look into the transportation of cables and other items from our terminal."*
- b. Aquaculture. *"The Port has been entertaining a couple possibilities with oyster and dulce."*

### 3. *TOURISM AND RECREATION*

#### a. Recreation Vehicle Camping

Combined, these four parks saw the number of overnight guests grow from 364,000 in 2011 to 438,000 in 2017, an increase of more than 20 percent. As you may see on the staff capital budget we are requesting some funds to move forward with the SB RV park Annex Conceptual Design and reconfigure and ROI analysis plus some other small improvements. The RV Park is a good fund generator for the Port and we should maximize on it.

#### b. Recreational Boating

Between 2014 and 2017, the number of boats grew to nearly 166,000. There was an increased especially in the number of registered boats longer than 20 feet. Likewise, the marina business has continue to increase, therefore we continue to make improvements and major repairs as needed.

### 4. *MARINE CARGO*

#### a. Breakbulk

Since the 1970s, most breakbulk cargo has been converted to containers. As a result of this shift, the breakbulk trade has become far more specialized, targeting

certain high-volume commodities, such as logs, lumber, wood pulp, paper, fruit, lumber, and some steel products. West Coast foreign imports of breakbulk/neobulk cargo dropped by more than half between the peak year of 2004 and 2016. West Coast exports of breakbulks/neobulks are led by fruits and vegetables, pulp and paper, wood products, and rice. There is also a small amount of fish exported in breakbulk form. Exports of breakbulks/neobulks have grown substantially since 2000; however, volumes peaked from 2011 through 2013 and have dropped substantially since then.

**Challenges:** *“Lack of rail, deep water beyond -30’, infrastructure and general transportation. Some customers contacted. We are still researching this market.”*

b. Logs

Currently, Coos Bay and Astoria are the only ports in Oregon that handle log exports. A recent forecast projected that Pacific Northwest log exports are likely to grow slowly through 2035, assuming that Chinese demand continues to grow. The timber harvest in the Newport region is less than half of what it was during the mid-1960s, but has seen growth since bottoming out in 1998. Lincoln County’s share of the regional harvest averaged 8.5 percent from 1962 to 2017. Log shippers have demonstrated interest in using the International Terminal to ship logs, and the Port should consider accommodating log shipments.

**Challenges:** *“Weak market (Less Chinese demand) and transportation. Few customers contacted. The log market is not doing too well right now. Astoria and Coos Bay are also having difficulties with log customers.”*

c. Dry Bulk

For the most part, the dry bulk commodities that move in and out through West Coast ports are transported to or from inland point by rail or by barge, with smaller volumes moving directly into or out of plant or moving by truck. Because the Port is not served by rail or by river barge, the Port is unlikely to attract a substantial volume of most dry bulk cargo. Woodchips are a major dry bulk cargo handled by ports in the Pacific Northwest. The Georgia-Pacific (G-P) mill in Toledo may represent a potential market for receiving woodchips through the International Terminal. The G-P mill has been in operation for approximately 60 years, and at one time, it received woodchips by barge, but now receives woodchips only via truck and rail. The International Terminal may be able to attract some of the G-P woodchips if the economics of the combination barge/truck move are competitive. The Port should consider approaching G-P to determine if this is feasible.

**Challenges:** *“Few prospects to target. We have contacted G-P. According to them there is no opportunity for them to use the Port at the moment as according to their analysis, the economics are just not feasible.”*

d. Liquid Bulk

**Challenges:** Newport does not have a large population base, and does not have industries that use or produce liquid bulks, the Port is unlikely to attract liquid bulk cargoes.

e. Containers

**Challenges:** Smaller ports face a number of issues attracting container trade due to trends toward larger ships in the trans-Pacific trade and the fact that port alliances control almost 90 percent of it. Because Newport lacks water depth, rail access, and a large population base, it is unlikely to play a significant role in West Coast container markets.

Local production represents the best cargo opportunity for the International Terminal. The two main production industries in Lincoln County are forest products and commercial fishing. The output volume of the commercial fishing industry is probably too small to support shipping via water, but may be sufficient to attract service from small breakbulk freighters.

The forest products industry represents an opportunity for the Port. Newport may be able to attract logs to the International Terminal, either for loading onto ship for export, or loading onto oceangoing barges for transport to another port for export, such as Astoria, Coos Bay, or Longview. As noted above, log shippers have demonstrated interest in using the International Terminal to ship logs.

The ability of Newport to attract cargo from farther inland, such as the Willamette Valley, is limited by a number of factors, including:

- Competition from other ports whose hinterlands overlap those of Newport. For example, for points north of Albany, Portland is closer than Newport and offers multiple shipping terminals. Similarly, points south of Eugene are closer to Coos Bay than Newport
- Insufficient volumes of non-containerized cargo. The overwhelming majority of international cargo shipped from the Willamette Valley is containerized, and the remaining non-containerized volume is likely not sufficient to attract vessel service. In addition, the state of Oregon is also studying the potential to locate an intermodal terminal in the Willamette Valley to handle containerized international export and import cargo.
- Water depth in the Yaquina Bay shipping channel limits the size of ships that can use the International Terminal. Because smaller ships are less efficient than larger ones, this increases the ocean shipping costs.

Because of these limitations, inland cargoes do not represent as strong an opportunity for the Port as do forest products.

*“The Port has contacted some of the regional industries such as fisheries, forest products and wineries to see if there are some opportunities locally. We have share some of those efforts with the Board. We haven’t been successful yet, but we still believe the International Terminal may eventually be one of the great sources of revenues for the Port we will continue to pursue opportunities, which we believe may be viable.”*

## 5. OTHER MARKETS AND INDUSTRY OPPORTUNITIES

### a. Rogue

- i. There are approximately 500 feet of dock in front of the brewery that could be used for transient moorage.
- ii. Potential opportunities that Rogue is considering include producing dulse and/or salt – some is used to produce gose, a fermented beer.

### b. Cruise Ships

- i. Newport could attract cruise ships as a port of call during repositioning trips. The Alaska cruise market is based in Vancouver, BC, and in Seattle, Washington. At the beginning and the end of the Alaska cruise season, each vessel must be repositioned (moved) from or to its winter homeport, and these repositioning cruises present an opportunity for coastal ports such as Newport. Air draft under the Highway 101 bridge is a more important limitation. Most of the large cruise ships that operate in the Alaska market cannot pass under the bridge. Several smaller ships operate in that market, however, and they may present an opportunity for Newport. In order to explore this opportunity, the Port and the community should make contact with the industry group, Cruise the West, as well as with cruise directors from lines that operate small vessels.

*“The Port has been looking at this opportunity and has made few contacts. As stated on the Strategic Business Plan, the bridge clearance is the biggest challenge. For instance, most cruise ships that call on Astoria are over 184’, the Newport bridge has a clearance of 133’. We are looking at small cruise ship opportunities. Because of some of these challenges for cruises and cargo we will be requesting for a consultant fund during this budget to assist us on how to maximize our efforts at NIT.”*



## MANAGEMENT PLAN

**Goal 1: Develop a management plan that enables Port Commissioners and staff to achieve the Port's mission and prioritize economic development opportunities within the District.**

**Policy 1.1:** Prioritize projects and identify target businesses and potential partnership opportunities with public and private entities that will leverage Port resources.

- a. Strategy 1.1.1: Annually review and update the capital facilities plan and develop a list of priority projects in conjunction with the budget development process.  
Strategy 1.1.2: Pursue partnership opportunities with private businesses to develop industrial/commercial facilities that meet market demand and provide greater economic development opportunities within the District.
- b. Strategy 1.1.3: Integrate the strategic business plan as a planning tool and review its key projects and policies annually in conjunction with budget meetings.
- c. Strategy 1.1.4: Expand the Port's portfolio by targeting and pursuing new industries identified in the market analysis, such as seaweed and oyster cultivation, log exports, and attracting small cruise ships as a port of call.
- d. Strategy 1.1.5: Incorporate the strategic business plan into the Port Commission's decision making to ensure continued alignment with the Port's mission and commitments to its funding partners, other agencies, its stakeholders, and the Port district.

Status: "The intent of the goal setting is to address most of these items. We are always looking into opportunities with private businesses in bringing or expanding business opportunities within our area, including some of those listed in the market analysis."

**Policy 1.2:** Maintain and optimize marine assets.

- a. Strategy 1.2.1: Develop a set of metrics to evaluate projects and properties, including underutilized and vacant properties.
- b. Strategy 1.2.2: Lease marine facilities, but do not sell marine assets.
- c. Strategy 1.2.3: Develop a mitigation plan to address impacts of capital projects and streamline future permitting.
- d. Strategy 1.2.4: Develop an International Terminal Plan to study a mix of uses and opportunities, required transportation improvements, and the maximization of terminal space at the International Terminal.
- e. Strategy 1.2.5: Develop a North Commercial area plan to develop and evaluate solutions to address service, infrastructure, capacity, and long-term financial sustainability issues.
- f. Strategy 1.2.6: Develop additional business unit plans for Newport International Terminal, NOAA, and South Beach
- g. Strategy 1.2.7: Adhere to and periodically update the Ports strategic business plan to determine priorities and provide for long-term efficiency and financial sustainability.

Status: "Part of our goal during this coming fiscal year is to focus on project planning. Most of our assets are marine assets. Before we can address improvement and

replacement, we need to have an improvement plan we can sell to our federal and state partners in order to obtain grants. Some of these plans will address engineering, design, permitting and mitigation. An International Terminal Plan is also important if we are looking into attracting the right use to our NIT facility.”

**Policy 1.3:** Port Commission members and staff will participate in inter-governmental forums related to target industry development.

- a. Strategy 1.3.1: Sustain and leverage current partnerships for inter-governmental coordination needed to develop projects, even if the Port is not the lead agency.
- b. Strategy 1.3.2: Maintain focus on the Port’s vision, mission, and target industries in the pursuit of partnership opportunities.
- c. Policy 1.4: Maintain Port operations and pursuit of market opportunities through staff and management changes.
- d. Strategy 1.4.1: Develop a staffing strategy and succession plan to account for employee turnover and future employment needs.

Status: “The Port is currently a member of several boards within the Port District that target industries and opportunities to the area (i.e.: YBEF, City of Newport Vision 2040, OCWCOG, OCZMA, etc.). We have been working on ongoing issues with employee turnover and will continue addressing issues that arises in order to address such changes.”

**Goal 2. Enhance the existing ability of the Port Commission and professional staff.**

**Policy 2.1:** The Port will provide appropriate training opportunities to enable ongoing professional development of Commissioners and staff.

- a. Strategy 2.1.1: Plan and budget for periodic training opportunities to allow Port Commissioners and staff to gain knowledge relevant to their positions, as well as existing protocols and policies.
- b. Strategy 2.1.2: Encourage Commissioner and staff participation in professional organizations (e.g., Pacific Northwest Waterways Association, Oregon Public Ports Association, Association of Pacific Ports, Special Districts Association of Oregon, and other entities).

Status: “The Port has budgeted for training for Commissioners and staff on an annual basis. Those trainings include attending conferences, SDAO trainings and various other professional trainings needed for individual positions.”

## ***FINANCIAL PLAN***

***Goal 1: Develop a financial plan that enhances the Port's long-term financial stability.***

***Policy 1.1: Develop a long-term cash flow model that projects the Port's anticipated financial performance in order to support and evaluate its strategic decisions.***

*Status: A model has been researched and data input will allow us to develop a 5 year financial plan. This five year plan will include full financial statements. As we wrap up long outstanding items there will be sufficient time to complete this task.*

***Policy 1.2: Develop a finance manual that assists Port financial management.***

- a. ***Strategy 1.2.1: Establish a set of investment and borrowing guidelines that define the expected rate of return of capital projects with all costs and economic benefits considered. Review the financial implications of capital improvement projects, prior to approval.***
- b. ***Strategy 1.2.2: Continue set-asides of cash reserves to fund the match portion of future grants. It is likely that the proposed capital improvement plan will require grant funding.***
- c. ***Strategy 1.2.3: Continually seek opportunities to refinance portions of the Port's long-term debt.***
- d. ***Strategy 1.2.4: Continue efforts to streamline accounting processes including elimination of duplicative processes in the accounting office (integrate computer hardware and accounting software).***
- e. ***Strategy 1.2.5: Review salaries and benefits for Port personnel.***

*Status: The Port has a beginning model of the investment plan. First Interstate Bank has offered to assist the Port with development of this model. The structure for capital reserves and proper accounting for financial reserves is under construction and will be complete prior to the New Fiscal year. This will allow the Port to streamline the financial reporting and for the Board to easily determine reserves.*

***Goal 2: Continue to improve and enhance the financial performance of each line of business.***

***Policy 2.1: Improve the financial performance of the Commercial Marina. The Port is considering \$18.7 million in capital improvements to the Commercial Marina. Efforts should be considered to improve its financial performance.***

- a. ***Strategy 2.1.1: Consider raising rates and/or reducing the rate discount for annual moorage at the Commercial Marina. Consider a moorage rate that increases progressively with boat length.***
- b. ***Strategy 2.1.2: Expenses have grown very rapidly at the Commercial Marina. Consider ways to increase reimbursement for expenses by assessing the cost for provision of services.***
- c. ***Strategy 2.1.3: Consider changing operations to improve net revenues, such as consolidating gear storage, in order to enable other lease activities.***
- d. ***Strategy 2.1.4: Consider establishing a modest parking charge for tenants.***

- e. *Strategy 2.1.5: The accounting system at the Commercial Marina uses a different software system that is not fully integrated into the Port's accounting system. Consider integrating the systems in the near future.*

*Status: The Port has been reviewing and progressively raising its rates to catch up with the cost of running the marina. We have also been evaluating all costs related to operations and services we provide to customers. We also made collections a priority. Since implementation, roughly 36 percent of Port customers were 90 days or more overdue, now that number is around 21 percent and dropping. The Port has also been looking into a new software to integrate all systems to create better efficiencies.*

**Policy 2.2:** *Continue to enhance the financial performance of South Beach facilities. The Port is considering \$5.3 million in capital improvements at South Beach. Efforts should be considered to improve the financial performance to assure that net revenues are available to recapitalize the South Beach marina when required.*

- a. *Strategy 2.2.1: Consider ways to improve the rate of return on leases (OSU and Oregon Aquarium) that were very generous (\$1 per year).*
- b. *Strategy 2.2.2: Consider reducing discounts or finding other ways to increase revenues from moorage at South Beach. Consider a moorage rate that increases progressively with boat length and/or reducing discounts for annual moorage.*
- c. *Strategy 2.2.3: Consider increasing revenues by improving facilities at the R.V. Park Annex and Overflow lots; and consider providing higher end R.V. facilities as a part of development plans.*
- d. *Strategy 2.2.2: Expenses have grown very rapidly at the Recreational Marina. Consider ways to increase reimbursement for expenses by assessing the cost for provision of services.*

*Status: Unfortunately, there is not much we can do on ongoing leases with OSU and the Aquarium. The focus of those leases were to bring opportunities to Newport and the Port did just that. The lease terms are long and until then we have to abide by the term of the leases. Meanwhile, we will just continue to work with those tenants as partners and mutual contributions to the community.*

*We should start decreasing the annual discount on moorage and begin charging a fee for utilities, while also increasing minimally the rates in the marina.*

*Plans to invest on the RV Park will be included in the coming budget, as we do believe those will contribute to revenue increases.*

*We have reduced off season expenses - we reduced the staff by one staff member and have been able to maintain a good service level. Pricing for the Main RV Park may be at its maximum for now. There are no other reimbursable expenses we can foresee at the moment.*

**Policy 2.3:** *Seek ways to improve the financial performance of Newport International Terminal. The Port has invested \$26 million in capital improvements at the Terminal. The facility is in good condition and requires modest improvements (estimated at \$497,000) during the next five years.*

- a. *Strategy 2.3.1: Consider ways to attract and retain cargo operations (logs, wood chips etc.) under a plan that produces sufficient net revenue for the Port.*
- b. *Strategy 2.3.2: Consider ways to attract and retain uses for the 9-acre unimproved area toward the road (gear storage, other operations).*
- c. *Strategy 2.3.3: Seek ways to supplement and enhance efforts underway at the Rondys property.*
- d. *Strategy 2.3.4: Consider raising rates for moorage by commercial fishing boats.*
- e. *Strategy 2.3.4: Consider ways to increase reimbursement for expenses by assessing the cost for provision of services.*

*Status: As recently provided to the Board, we have ongoing efforts to attract and retain cargo operations at NIT, including the use of the 9 acres. We also had ongoing conversations with Rondys to maximize the efforts by both parties. The rates have been evaluated in the annual basis. We have increased services at NIT and will continue looking for ways to make our process efficient, so we can collect from our services provided at the facility.*

**Policy 2.4:** *Seek ways to assure the continued sound financial performance of the NOAA Facility. The lease for the facility is essentially a break-even enterprise.*

- a. *Strategy 2.4.1: Review NOAA reserve calculations to ensure that operating revenues will cover long-term capital needs as well as short-term needs (dredging, repair, etc.).*

*Status: With the Refinancing of the Bonds, the NOAA facility is profitable, the additional revenues will be put aside for future use.*

## **ENVIRONMENTAL PLAN**

*The Port's goals include being environmentally responsible in the management of operations and facilities.*

*Sustainability is another of the Port's governing values – maintaining and expanding facilities while not compromising local resources and the natural environment. The following goal, policies, and strategies are proposed to assist the Port in maintaining its commitment to sound environmental stewardship.*

**Goal 1: Operate Port facilities consistent with established best management practices.**

**Policy 1.1:** *Establish green policies and best management practices to ensure compliance with current environmental regulations and balance economic development opportunities with regional sustainability.*

- b. Strategy 1.1.1: Work with local representatives to address environmental concerns and engage community input as needed for special projects.*
- c. Strategy 1.1.2: Share resources, funds, and opportunities with local and regional partners as appropriate to achieve common environmental goals and projects.*
- d. Strategy 1.1.3: Achieve “Clean Marina” and “Clean Shipyard” certifications from the OSMB.*
- e. Strategy 1.1.4: Develop a mitigation plan to address impacts of capital projects and streamline future permitting.*
- f. Strategy 1.1.5: Complete a risk assessment that forecasts the potential cost of negative environmental impacts and recommends risk mitigation and avoidance measures.*
- g. Strategy 1.1.6: Complete a comprehensive wetland mitigation strategy that identifies all wetlands on developable port property, as well as mitigation strategies (i.e., wetland enhancement, replacement, wetland bank) where avoidance is determined infeasible given site development programs.*

*Status: The Port has always work well with members of the environmental agencies and environmental groups. There has been no major violations that the Port had to address. The Port of Newport South Beach Marina is currently a Certified Clean Marina. We do not have a shipyard, therefore that comment does not apply to our Port. We have been working in developing mitigation plans as needed to address capital projects. Some of those along with risk assessment will be include in the plan process for each project as we are looking to budget for this incoming year. We would like to create a more comprehensive plan for wetland mitigation. Unfortunately, that takes a bit of funding and it is a bit harder to do without a project attached. However, we will keep our eyes open for grant opportunities.*

***Policy 1.2:*** Consider the potential impacts of natural disasters and climate change on Port operations and facilities.

- a. *Strategy 1.2.1: Partner with local agencies, industries, and organizations to create a resiliency plan, studying impacts from potential earthquakes, tsunamis, and rising sea level to local facilities and businesses.*

*Status: We are always working with our partners, including the City, NOAA, OSU and other stakeholders for potential disasters. The Port has actually partnered on the purchase of the emergency storage boxes housed at the Safe Haven Hill in the event of a tsunami.*

## **MARKETING PLAN**

*The following marketing goals and policies are intended to assist the Port in maintaining positive relationships with the community and its current users and tenants as the Port pursues economic development opportunities.*

***Goal 1: Market the Port District, its services, assets, opportunities, innovations, and communities in three focused areas: (1) promotion, protection, and expansion of existing Port tenants and users; (2) recruitment of international, national, and/or local industries to maximize use of Port facilities; and (3) exploration of tourism, recreation, research, and education opportunities.***

***Policy 1.1: Develop marketing materials that focus on the Port District and local community assets, resources, job opportunities, and land availability.***

- b. Strategy 1.1.1: Work with Discover Newport to capture the rise in tourism by marketing local facilities and amenities to trades groups.*
- c. Strategy 1.1.2: Partner with CWEDD and the Economic Development Alliance of Lincoln County to promote the distinct advantages of the region and its assets, opportunities, and synergies in marketing efforts.*
- d. Strategy 1.1.3: Market directly to target industries and businesses that could locate in the Newport area and where demand exists.*
- e. Strategy 1.1.4: Identify opportunities to market the Port nationally and internationally.*

*Status: We have been working towards target industries and business that could locate in the Newport area and have shared with the Board some of those efforts. We would like to implement a study to focus on the International Terminal that will focus on national and international markets and what would take for the Port to be ready for them. The Port has continue to work with Economic Development Alliance, the chamber and other partners to promote the region's assets and opportunities.*



***Goal 2: Build trust, transparency, and excitement within the local community.***

***Policy 2.1: Develop public relations strategies that highlight the history of the Port, build community excitement and pride around the future of the Port, and establish a reliable communication mechanism between Port staff and Commissioners and the community.***

- a. *Strategy 2.1.1: Host community events, such as barbeques, where the community can come and learn about the history of the Port and the projects that are underway or on the drawing board, and meet Port staff and Commissioners.*
- b. *Strategy 2.1.2: Partner with local businesses to give joint tours of research, education, and recreational facilities.*
- c. *Strategy 2.1.3: Establish a responsive single-point of contact, such as the marketing manager, for community inquiries, suggestions, or concerns.*

*Status: "During the 2019 fiscal year, the Port hired Summit Communications to work on developing a better communication mechanism with the community in order to create transparency and trust with the public. Since, we have heard a lot of good feedback, as they have a better sense of what the Port is doing. A new newsletter should be going out soon. We also had better participation in meetings at local organizations, making sure that our partners and stakeholders know what is going on at the Port. We intend to continue our participation and ongoing communications and we value our partners."*



# PERSONNEL EXPENSES



**Port of Newport**



Port of Newport														
<b>Wage Steps</b>														
<b>Effective 07/1/2020 to 06/30/2021</b>														
Cost of Living Adjustment	3.0%													
Step Increment (%)	3.0%													
HOURLY RATE BY STEP														
<b>Administration</b>	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10	STEP 11	STEP 12	Annual Range	
General Manager	\$56.40	\$58.09	\$59.84	\$61.63	\$63.48	\$65.39	\$67.35	\$69.37	\$71.45	\$73.59	\$75.80	\$78.07	\$113,900.80	\$162,395.31
Administrative Supervisor	\$18.18	\$18.72	\$19.29	\$19.87	\$20.46	\$21.08	\$21.71	\$22.36	\$23.03	\$23.72	\$24.43	\$25.16	\$36,712.00	\$52,342.53
<b>Finance</b>														
Director of Finance	\$45.00	\$46.35	\$47.74	\$49.17	\$50.65	\$52.17	\$53.73	\$55.35	\$57.01	\$58.72	\$60.48	\$62.29	\$90,875.20	\$129,566.31
Accounting Supervisor	\$25.39	\$26.15	\$26.94	\$27.74	\$28.58	\$29.43	\$30.32	\$31.23	\$32.16	\$33.13	\$34.12	\$35.15	\$51,272.00	\$73,101.61
Accounting Specialist 1	\$20.16	\$20.76	\$21.39	\$22.03	\$22.69	\$23.37	\$24.07	\$24.79	\$25.54	\$26.30	\$27.09	\$27.90	\$36,691.20	\$58,041.19
Accounting Specialist 2	\$17.39	\$17.91	\$18.45	\$19.00	\$19.57	\$20.16	\$20.76	\$21.39	\$22.03	\$22.69	\$23.37	\$24.07	\$28,932.80	\$50,066.84
Accounting Specialist 3	\$15.00	\$15.45	\$15.91	\$16.39	\$16.88	\$17.39	\$17.91	\$18.45	\$19.00	\$19.57	\$20.16	\$20.76	\$22,817.60	\$43,188.10
RV Park Supervisor	\$28.52	\$29.38	\$30.26	\$31.17	\$32.10	\$33.06	\$34.06	\$35.08	\$36.13	\$37.21	\$38.33	\$39.48	\$57,595.20	\$82,116.98
Port Guest Services Rep 1	\$17.31	\$17.83	\$18.37	\$18.92	\$19.49	\$20.07	\$20.67	\$21.29	\$21.93	\$22.59	\$23.27	\$23.97	\$36,012.62	\$49,849.88
Port Guest Services Rep 2	\$14.94	\$15.38	\$15.84	\$16.32	\$16.81	\$17.31	\$17.83	\$18.37	\$18.92	\$19.49	\$20.07	\$20.67	\$30,160.00	\$43,000.95
<b>Operations</b>														
Director of Operations	\$50.83	\$52.36	\$53.93	\$55.54	\$57.21	\$58.93	\$60.69	\$62.52	\$64.39	\$66.32	\$68.31	\$70.36	\$102,648.00	\$146,351.50
Project Engineer	\$27.44	\$28.26	\$29.11	\$29.98	\$30.88	\$31.81	\$32.76	\$33.75	\$34.76	\$35.80	\$36.88	\$37.98	\$55,411.20	\$79,003.12
Facilities Manager	\$30.90	\$31.83	\$32.78	\$33.77	\$34.78	\$35.82	\$36.90	\$38.00	\$39.14	\$40.32	\$41.53	\$42.77	\$62,400.00	\$88,967.48
HarborMaster	\$31.73	\$32.69	\$33.67	\$34.68	\$35.72	\$36.79	\$37.89	\$39.03	\$40.20	\$41.41	\$42.65	\$43.93	\$64,084.80	\$91,369.60
Maintenance 1	\$20.76	\$21.39	\$22.03	\$22.69	\$23.37	\$24.07	\$24.79	\$25.54	\$26.30	\$27.09	\$27.90	\$28.74	\$43,188.10	\$59,782.43
Maintenance 2	\$17.91	\$18.45	\$19.00	\$19.57	\$20.16	\$20.76	\$21.39	\$22.03	\$22.69	\$23.37	\$24.07	\$24.79	\$37,254.43	\$51,568.85
Maintenance 3	\$15.45	\$15.91	\$16.39	\$16.88	\$17.39	\$17.91	\$18.45	\$19.00	\$19.57	\$20.16	\$20.76	\$21.39	\$31,200.00	\$44,483.74
Assistant Harbormaster	\$25.39	\$26.15	\$26.93	\$27.74	\$28.57	\$29.43	\$30.31	\$31.22	\$32.16	\$33.12	\$34.12	\$35.14	\$51,267.84	\$73,095.68

**Port of Newport**

Wage Steps

Effective 07/1/2020 to  
06/30/2021



### Monthly Salary

2020-2021 Comp Plan												
CLASS TITLE	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10	STEP 11	STEP 12
General Manager	\$9,776	\$10,070	\$10,372	\$10,683	\$11,004	\$11,334	\$11,674	\$12,024	\$12,385	\$12,756	\$13,139	\$13,533
Administrative Supervisor	\$3,151	\$3,246	\$3,343	\$3,443	\$3,547	\$3,653	\$3,763	\$3,875	\$3,992	\$4,111	\$4,235	\$4,362
Director of Finance	\$7,800	\$8,034	\$8,275	\$8,523	\$8,779	\$9,042	\$9,314	\$9,593	\$9,881	\$10,177	\$10,483	\$10,797
Accounting Supervisor	\$4,401	\$4,533	\$4,669	\$4,809	\$4,953	\$5,102	\$5,255	\$5,412	\$5,575	\$5,742	\$5,914	\$6,092
Accounting Specialist 1	\$3,494	\$3,599	\$3,707	\$3,818	\$3,933	\$4,051	\$4,172	\$4,297	\$4,426	\$4,559	\$4,696	\$4,837
Accounting Specialist 2	\$3,014	\$3,105	\$3,198	\$3,294	\$3,392	\$3,494	\$3,599	\$3,707	\$3,818	\$3,933	\$4,051	\$4,172
Accounting Specialist 3	\$2,600	\$2,678	\$2,758	\$2,841	\$2,926	\$3,014	\$3,105	\$3,198	\$3,294	\$3,392	\$3,494	\$3,599
RV Park Supervisor	\$4,944	\$5,092	\$5,245	\$5,402	\$5,564	\$5,731	\$5,903	\$6,080	\$6,262	\$6,450	\$6,644	\$6,843
Port Guest Services Rep 1	\$3,001	\$3,091	\$3,184	\$3,279	\$3,378	\$3,479	\$3,583	\$3,691	\$3,802	\$3,916	\$4,033	\$4,154
Port Guest Services Rep 2	\$2,589	\$2,666	\$2,746	\$2,829	\$2,914	\$3,001	\$3,091	\$3,184	\$3,279	\$3,378	\$3,479	\$3,583
Director of Operations	\$8,811	\$9,075	\$9,347	\$9,628	\$9,916	\$10,214	\$10,520	\$10,836	\$11,161	\$11,496	\$11,841	\$12,196
Project Engineer	\$4,756	\$4,899	\$5,046	\$5,197	\$5,353	\$5,514	\$5,679	\$5,849	\$6,025	\$6,206	\$6,392	\$6,584
Facilities Manager	\$5,356	\$5,517	\$5,682	\$5,853	\$6,028	\$6,209	\$6,395	\$6,587	\$6,785	\$6,988	\$7,198	\$7,414
HarborMaster	\$5,501	\$5,666	\$5,836	\$6,011	\$6,191	\$6,377	\$6,568	\$6,765	\$6,968	\$7,177	\$7,392	\$7,614
Maintenance 1	\$3,599	\$3,707	\$3,818	\$3,933	\$4,051	\$4,172	\$4,297	\$4,426	\$4,559	\$4,696	\$4,837	\$4,982
Maintenance 2	\$3,105	\$3,198	\$3,294	\$3,392	\$3,494	\$3,599	\$3,707	\$3,818	\$3,933	\$4,051	\$4,172	\$4,297
Maintenance 3	\$2,678	\$2,758	\$2,841	\$2,926	\$3,014	\$3,105	\$3,198	\$3,294	\$3,392	\$3,494	\$3,599	\$3,707
Assistant Harbormaster	\$4,400	\$4,533	\$4,668	\$4,809	\$4,953	\$5,101	\$5,254	\$5,412	\$5,574	\$5,742	\$5,914	\$6,091

## Summary of Payroll Expenses

		Fiscal Year 2020-2021							FY 2019-2020		
Personal Services		South Beach	Comm Marina	Intern'l Terminal	Administrati on	Total Gen Operating Funds	NOAA	Total Funds	General Operating Funds	NOAA	Totals
		Salary									
15010 Salaries & Wages Expense		384,499	299,669	113,420	581,284	1,378,872	72,339	1,451,211	1,251,224	57,962	1,309,186
150XX SEASONAL STAFF		94,651	57,558	38,372	-	190,581	-	190,581	-		
Overtime		8,847	8,234	5,491	5,491	28,063	-	28,063			
<b>Total</b>		<b>487,997</b>	<b>365,461</b>	<b>157,283</b>	<b>586,775</b>	<b>1,597,517</b>	<b>72,339</b>	<b>1,669,855</b>	<b>1,251,224</b>	<b>57,962</b>	<b>1,309,186</b>
PERMANENT STAFF (FTE)		8.50	6.50	2.00	8.00	25.00	1.00	26.00	25.00	1.00	26.00
SEASONAL STAFF (FTE)		2.50	1.50	1.00	-	5.00	-	5.00	0.00	0.00	0.00
15030 PERS Retirement	per Position	33,873	25,564	7,734	47,139	114,310	4,442	118,752	88,595	3,559	92,154
15022 Payroll Taxes Expense	7.65%	43,644	32,659	13,917	49,829	140,049	6,146	146,195	116,212	5,271	121,483
15040 Workers' Comp	varies	23,143	25,965	11,174	1,325	61,607	5,140	66,747	40,208	3,611	43,819
15045 Health Insurance	\$ 904.00	92,208	70,512	21,696	86,784	271,200	10,848	282,048	233,300	8,719	242,019
15046 Health Reimbursement Account	\$ 26.00	2,652	2,028	624	2,496	7,800	312	8,112			
15047 EAP Program	\$ 16.00	1,020	780	240	960	3,000	120	3,120	1,500	140	1,640
15050 Employee Incentives	1%	3,846	2,998	1,134	5,812	13,790	723	14,513	5,500	200	5,700
15055 Relocation Assistance											
<b>Total Other Payroll Expenses</b>		<b>200,386</b>	<b>160,506</b>	<b>56,519</b>	<b>194,345</b>	<b>611,756</b>	<b>27,731</b>	<b>639,487</b>	<b>485,315</b>	<b>21,500</b>	<b>506,815</b>
<b>TOTAL PERSONAL SERVICES</b>	<b>Total PS</b>	<b>688,383</b>	<b>525,967</b>	<b>213,802</b>	<b>781,120</b>	<b>2,209,273</b>	<b>100,070</b>	<b>2,309,342.40</b>	<b>1,736,539</b>	<b>79,462</b>	<b>1,816,001</b>







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**20-280-SAN**

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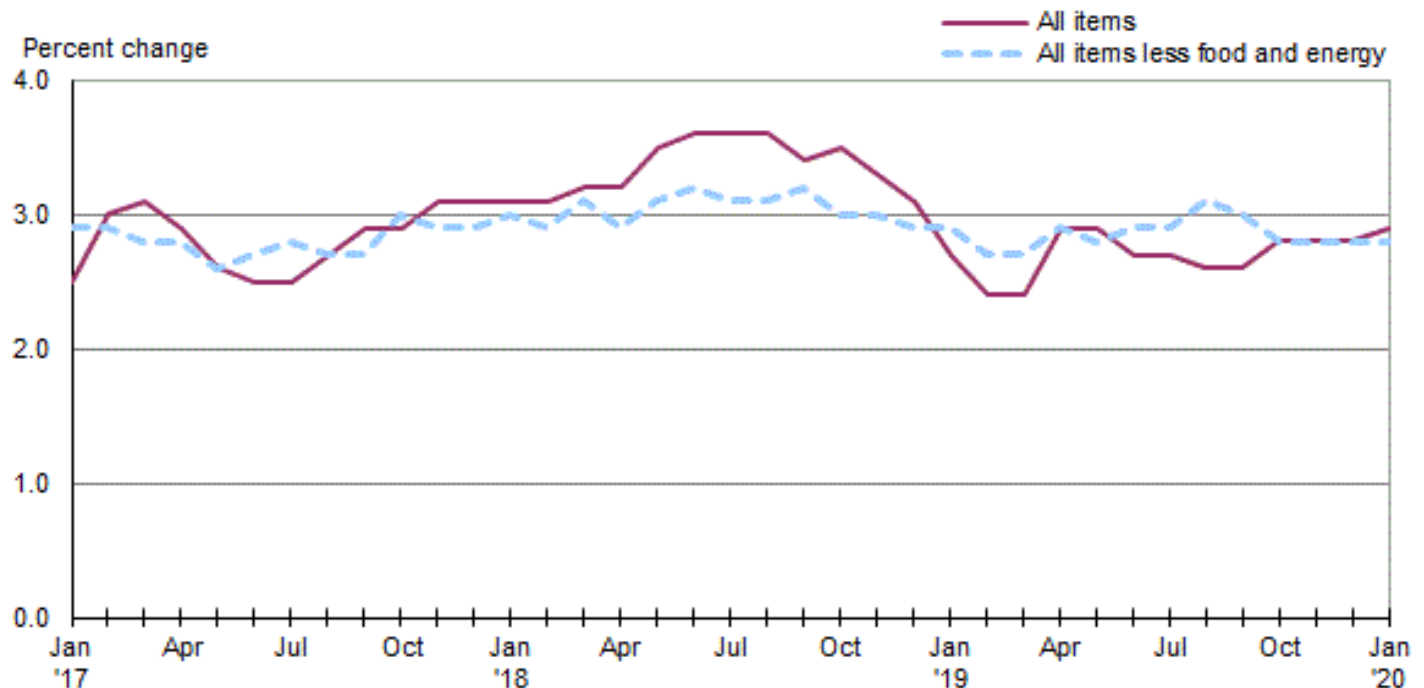
## Consumer Price Index, West Region — January 2020

**Area prices were up 0.3 percent over the past month, up 2.9 percent from a year ago**

Prices in the West Region, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), advanced 0.3 percent in January, the U.S. Bureau of Labor Statistics reported today. (See [table A](#).) The January increase was influenced by higher prices for shelter. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

Over the last 12 months, the CPI-U rose 2.9 percent. (See [chart 1](#) and [table A](#).) The index for all items less food and energy advanced 2.8 percent over the year. Energy prices rose 6.0 percent, largely the result of an increase in the price of gasoline. Food prices rose 2.2 percent. (See [table 1](#).)

**Chart 1. Over-the-year percent change in CPI-U, West region, January 2017–January 2020**



Source: U.S. Bureau of Labor Statistics.

### Food

Food prices advanced 0.5 percent for the month of January. (See [table 1](#).) Prices for food away from home advanced 0.8 percent, and prices for food at home advanced 0.3 percent for the same period.

Over the year, food prices rose 2.2 percent. Prices for food away from home rose 4.0 percent since a year ago, and prices for food at home advanced 0.6 percent.

### Energy

The energy index decreased 1.2 percent over the month. The decrease was mainly due to lower prices for gasoline (-3.7 percent). Prices for natural gas service advanced 3.5 percent, and prices for electricity rose 2.1 percent for the same period.

Energy prices rose 6.0 percent over the year, largely due to higher prices for gasoline (7.7 percent). Prices paid for electricity increased 3.2 percent, and prices for natural gas service rose 3.0 percent during the past year.

### All items less food and energy

The index for all items less food and energy rose 0.4 percent in January. Higher prices for apparel (1.8 percent), medical care (0.6 percent), and shelter (0.3 percent) were partially offset by lower prices for new and used motor vehicles (-0.3 percent).

Over the year, the index for all items less food and energy advanced 2.8 percent. Components contributing to the increase included medical care (6.3 percent) and shelter (4.1 percent). Partly offsetting the increases was a price decrease in new and used motor vehicles (-1.3 percent).

**Table A. West region CPI-U 1-month and 12-month percent changes, all items index, not seasonally adjusted**

Month	2016		2017		2018		2019		2020	
	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month
January.....	0.5	2.6	0.5	2.5	0.5	3.1	0.2	2.7	0.3	2.9
February.....	0.1	2.1	0.6	3.0	0.5	3.1	0.2	2.4		
March.....	0.2	1.5	0.3	3.1	0.4	3.2	0.4	2.4		
April.....	0.5	1.8	0.3	2.9	0.4	3.2	0.8	2.9		
May.....	0.5	1.5	0.2	2.6	0.5	3.5	0.5	2.9		
June.....	0.2	1.6	0.0	2.5	0.2	3.6	0.0	2.7		
July.....	0.1	1.4	0.1	2.5	0.1	3.6	0.0	2.7		
August.....	0.0	1.5	0.2	2.7	0.2	3.6	0.1	2.6		
September.....	0.3	2.0	0.5	2.9	0.3	3.4	0.3	2.6		
October.....	0.3	2.3	0.3	2.9	0.4	3.5	0.5	2.8		
November.....	-0.2	2.3	0.0	3.1	-0.2	3.3	-0.1	2.8		
December.....	0.0	2.5	0.1	3.1	-0.2	3.1	-0.2	2.8		

**The February 2020 Consumer Price Index for the West Region is scheduled to be released on March 11, 2020.**

### Technical Note

The Consumer Price Index (CPI) is a measure of the average change in prices over time in a fixed market basket of goods and services. The Bureau of Labor Statistics publishes CPIs for two population groups: (1) a CPI for All Urban Consumers (CPI-U) which covers approximately 93 percent of the total population and (2) a CPI for Urban Wage Earners and Clerical Workers (CPI-W) which covers 29 percent of the total population. The CPI-U includes, in addition to wage earners and clerical workers, groups such as professional, managerial, and technical workers, the self-employed, short-term workers, the unemployed, and retirees and others not in the labor force.

The CPI is based on prices of food, clothing, shelter, and fuels, transportation fares, charges for doctors' and dentists' services, drugs, and the other goods and services that people buy for day-to-day living. Each month, prices are collected in 75 urban areas across the country from about 5,000 housing units and approximately 22,000 retail establishments--department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments. All taxes directly associated with the purchase and use of items are included in the index.

The index measures price changes from a designated reference date (1982-84) that equals 100.0. An increase of 16.5 percent, for example, is shown as 116.5. This change can also be expressed in dollars as follows: the price of a base period "market basket" of goods and services in the CPI has risen from \$10 in 1982-84 to \$11.65. For further details see the CPI home page on the Internet at [www.bls.gov/cpi](http://www.bls.gov/cpi) and the BLS Handbook of Methods, Chapter 17, The Consumer Price Index, available on the Internet at [www.bls.gov/opub/hom/homch17\\_a.htm](http://www.bls.gov/opub/hom/homch17_a.htm).

In calculating the index, price changes for the various items in each location are averaged together with weights that represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. Because the sample size of a local area is smaller, the local area index is subject to substantially more sampling and other measurement error than the national index. In addition, local indexes are not adjusted for seasonal influences. As a result, local area indexes show greater volatility than the national index, although their long-term trends are quite similar. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

The West Region covered in this release is comprised of the following thirteen states: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

Information in this release will be made available to sensory impaired individuals upon request. Voice phone: (202) 691-5200; Federal Relay Service: (800) 877-8339.

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods West (1982-84=100 unless otherwise noted)**

Item and Group	Indexes			Percent change from-		
	Nov. 2019	Dec. 2019	Jan. 2020	Jan. 2019	Nov. 2019	Dec. 2019
<b>Expenditure category</b>						
All Items.....	273.128	272.584	273.340	2.9	0.1	0.3
All items (December 1977=100).....	441.496	440.616	441.839			
Food and beverages .....	266.850	267.096	268.585	2.0	0.7	0.6
Food .....	267.107	267.425	268.822	2.2	0.6	0.5
Food at home .....	250.350	250.222	250.901	0.6	0.2	0.3
Cereals and bakery products .....	266.219	262.004	262.896	0.1	-1.2	0.3
Meats, poultry, fish, and eggs.....	259.911	260.400	260.270	1.1	0.1	0.0
Dairy and related products .....	233.698	236.295	239.091	4.6	2.3	1.2
Fruits and vegetables .....	330.634	331.526	334.287	-0.1	1.1	0.8
Nonalcoholic beverages and beverage materials.....	174.995	174.619	176.334	0.6	0.8	1.0
Other food at home .....	211.908	211.683	210.466	-0.5	-0.7	-0.6
Food away from home.....	288.878	289.770	292.149	4.0	1.1	0.8
Alcoholic beverages .....	260.173	259.502	262.106	-0.7	0.7	1.0
Housing .....	301.908	302.112	303.450	3.7	0.5	0.4
Shelter .....	350.397	350.777	351.875	4.1	0.4	0.3
Rent of primary residence(1).....	373.143	374.382	375.390	4.6	0.6	0.3
Owners' equiv. rent of residences(1)(2).....	368.433	369.702	370.471	4.2	0.6	0.2
Owners' equiv. rent of primary residence(1)(2).....	368.436	369.707	370.477	4.2	0.6	0.2
Fuels and utilities.....	305.066	304.982	309.674	3.3	1.5	1.5
Household energy .....	254.427	254.281	260.234	3.2	2.3	2.3
Energy services(1) .....	256.323	256.032	262.095	3.2	2.3	2.4
Electricity(1).....	290.952	287.434	293.364	3.2	0.8	2.1
Utility (piped) gas service(1).....	188.520	196.879	203.788	3.0	8.1	3.5
Household furnishings and operations.....	132.061	131.794	132.534	0.3	0.4	0.6
Apparel .....	114.668	113.210	115.274	0.3	0.5	1.8
Transportation .....	223.156	218.713	216.625	1.8	-2.9	-1.0
Private transportation .....	218.956	214.895	212.347	1.8	-3.0	-1.2
New and used motor vehicles(3).....	99.531	99.488	99.158	-1.3	-0.4	-0.3
New vehicles .....	147.579	147.969	148.092	0.0	0.3	0.1
New cars and trucks(3)(4).....	102.480	102.754	102.862	0.0	0.4	0.1
New cars(4).....	146.222	146.602	146.986	1.0	0.5	0.3
Used cars and trucks.....	132.086	131.779	130.773	-2.1	-1.0	-0.8
Motor fuel .....	285.613	268.140	258.303	7.6	-9.6	-3.7
Gasoline (all types).....	284.666	266.882	256.949	7.7	-9.7	-3.7
Gasoline, unleaded regular(4).....	281.564	263.581	253.570	7.7	-9.9	-3.8
Gasoline, unleaded midgrade(4)(5).....	271.444	256.745	248.008	7.8	-8.6	-3.4
Gasoline, unleaded premium(4).....	278.300	262.545	253.638	7.8	-8.9	-3.4
Motor vehicle insurance(6).....	843.534	843.608	839.206	-1.8	-0.5	-0.5
Medical Care .....	523.141	530.506	533.905	6.3	2.1	0.6
Medical care commodities.....	413.647	434.657	433.200	12.8	4.7	-0.3
Medical care services.....	557.317	559.982	564.908	4.7	1.4	0.9
Professional services .....	359.655	359.697	361.014	1.3	0.4	0.4
Recreation(3).....	115.738	116.187	116.687	1.1	0.8	0.4
Education and communication(3).....	138.301	137.914	137.876	0.8	-0.3	0.0
Tuition, other school fees, and child care(6) .....	1,495.444	1,494.758	1,496.746	2.5	0.1	0.1
Other goods and services .....	455.293	453.836	456.835	3.4	0.3	0.7
<b>Commodity and Service Group</b>						
All Items.....	273.128	272.584	273.340	2.9	0.1	0.3
Commodities .....	189.091	187.603	187.697	2.1	-0.7	0.1

Note: See footnotes at end of table.

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods West (1982-84=100 unless otherwise noted) - Continued**

Item and Group	Indexes			Percent change from-		
	Nov. 2019	Dec. 2019	Jan. 2020	Jan. 2019	Nov. 2019	Dec. 2019
Commodities less food & beverages.....	150.430	148.369	147.931	2.1	-1.7	-0.3
Nondurables less food & beverages .....	200.892	197.070	196.060	4.3	-2.4	-0.5
Nondurables less food, beverages, and apparel .....	261.450	255.951	252.841	5.8	-3.3	-1.2
Durables .....	105.618	104.983	104.934	-0.9	-0.6	0.0
Services.....	351.264	351.706	353.146	3.4	0.5	0.4
Rent of shelter(2).....	373.174	373.602	374.781	4.1	0.4	0.3
Transportation services .....	321.138	318.458	318.559	0.0	-0.8	0.0
Other services .....	360.878	362.528	363.514	2.1	0.7	0.3
<b>Special aggregate indexes:</b>						
All items less medical care .....	261.724	260.842	261.485	2.6	-0.1	0.2
All items less food .....	274.249	273.570	274.222	3.0	0.0	0.2
All items less shelter.....	242.821	241.905	242.528	2.2	-0.1	0.3
Commodities less food .....	154.565	152.523	152.166	2.0	-1.6	-0.2
Nondurables .....	234.306	232.319	232.523	3.1	-0.8	0.1
Nondurables less food.....	205.518	201.855	201.080	4.0	-2.2	-0.4
Nondurables less food and apparel.....	261.017	255.981	253.480	5.1	-2.9	-1.0
Services less rent of shelter(2).....	362.722	363.231	365.163	2.4	0.7	0.5
Services less medical care services.....	336.873	337.168	338.373	3.2	0.4	0.4
Energy .....	277.542	266.687	263.417	6.0	-5.1	-1.2
All items less energy .....	275.079	275.280	276.317	2.7	0.5	0.4
All items less food and energy .....	277.277	277.459	278.434	2.8	0.4	0.4
Commodities less food and energy commodities .....	140.062	139.819	140.403	0.7	0.2	0.4
Energy commodities.....	290.390	272.955	263.135	7.5	-9.4	-3.6
Services less energy services.....	358.093	358.577	359.762	3.4	0.5	0.3

Footnotes

(1) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator.

(2) Indexes on a December 1982=100 base.

(3) Indexes on a December 1997=100 base.

(4) Special index based on a substantially smaller sample.

(5) Indexes on a December 1993=100 base.

(6) Indexes on a December 1977=100 base.

- Data not available

Regions defined as the four Census regions. West includes Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

NOTE: Index applies to a month as a whole, not to any specific date. Data not seasonally adjusted.



# RATES AND FEES





## Portwide Rates and Fees

	FY 2019	FY 2020	FY 2021
<b>SECTION 1 SERVICE RATES</b>			
<b>A. Forklift</b>			
1. Small. Toyotas. (equipment only)	\$68.75	\$13.75	\$14.30
1a. Labor for Small Forklift		\$58.80	\$61.15
<i>Forklift has a 1 hour minimum, billed at hourly rate</i>			
<i>If 2 or less pallets are loaded, Labor is billed in 15 minute increments, up to 30 minutes then hourly rate applies.</i>			
<i>If more than more than 2 pallets are loaded, Labor is billed in 1 hour increments</i>			
2. Large. All at International Terminal (IT). (per Hour)	\$88.00	\$95.80	\$95.80
<b>B. Hoist Docks. Tie up fee, per hour. Includes use of hoist.</b>			
1. one hour minimum, up to 3hr	\$41.00	\$43.05	\$44.77
2. after 3 hours	\$49.00	\$51.45	\$53.51
<b>C. Hoist Dock Cranes. In addition to hoist dock rate.</b>			
1. Large Capacity. Includes equipment and labor. Per Hour	\$44.00	\$105.00	\$109.20
2. Launch Sail Boats. Includes recovery, per launch	\$47.00	\$49.35	\$51.32
<b>D. Service Docks.</b>			
1. Swede's Dock. In addition to moorage. Per day, per linear foot (double transient rate)	\$1.04	\$1.20	\$1.25
<b>E. City Water city rate Plus Fee</b>			
	\$0.05	\$0.05	\$0.05
<b>F. Fuel Surcharge. International Terminal only. Per gallon</b>			
	\$0.03	\$0.03	\$0.04
<b>G. Electricity. Swede's Dock, Dock 1, and NIT. Per day charge. One day minimum</b>			
1. 208/220 v, single phase & 208 v three phase	\$16.75	\$17.59	\$18.29
2. 120v, NIT	\$7.25	\$7.61	\$7.91
3. PD 7 Service Dock, 110v pump	\$7.25	\$7.61	\$7.91
4. PD 7 Yard Charge, trucks	\$12.75	\$12.75	\$13.26
<b>H. Hydraulic Crane. Includes equipment and labor. 30 ton capacity, per hour</b>			
1 hour minimum	\$146.00	\$214.80	\$223.39
<b>Pump/Line Service. Includes one Port employee only. Additional staff required will be billed at the established hourly labor rate. Per hour</b>			
	\$65.00	\$68.25	\$70.98
<b>I. Personnel Lift. In addition to labor rate</b>			
	cost + 5%	cost + 5%	cost + 5%
<b>J. Pump/Line Service. Includes one Port employee only. Additional staff required will be billed at the established hourly labor rate. Per hour</b>			
	\$68.25	\$68.25	\$70.98
<b>K. Storage.</b>			

## Portwide Rates and Fees

	FY 2019	FY 2020	FY 2021
1. Outside Lot Storage. Any Port of Newport lot except Newport International Terminal, Per Sq Ft Daily Rate			
a. Per square foot, monthly charge	\$0.24	\$0.25	\$0.26
b. Minimum monthly charge	\$24.00	\$25.20	\$25.70
c. Boat trailer only, per night	\$2.65	\$2.78	\$2.84
d. Boat on trailer, per night, 10 days limit	\$8.50	\$8.93	\$9.11
2. Emergency Storage Fee. Per day billed as guest. For vehicles, boats or trailers prior to being co			
1st day free. Each additional day	\$30.00	\$31.50	\$32.13
3. NIT Lot Storage			
a. Per Square foot, monthly Charge		\$0.31	\$0.32
b. Minimum monthly Charges		\$31.00	\$31.62
4. Charge for improper use of parking lot (i.e. boat repair), per day	\$24.00	\$25.20	\$26.21
L. Net & Gear Maintenance. Boat crew is responsible for clean-up. If Port Employees are required to clean up area, the boat account will be billed at the established hourly labor rate.			
1. Commercial Marina, per day	\$21.00	\$22.05	\$22.49
2. Terminal Lot, per day. (7 calendar days max)	\$24.72	\$25.00	\$25.50
3. Recreational Marina	\$21.00	\$22.05	\$22.49
M. Work Barge. Includes equipment and labor.			
1. Work Boat, per hour	\$138.00	\$203.70	\$211.85
2. Wood Barge, per day (work boat extra)	\$26.00	\$86.10	\$89.54
3. Skiff, per hour	\$14.50	\$74.03	\$76.99
N. Clean-up. Fees will be charged for each man-hour at the established labor rate.			
1. Oil Spills, per hour (HAZWOPER trained staff)	\$102.00	\$107.10	\$111.38
O. Disposal Fees.			
1. Just Oil, per gallon	\$0.52	\$0.55	\$0.57
2. Oil-Water Mix, per gallon	\$1.05	\$1.10	\$1.14
3. Net Disposal and/or Related Gear, per pound	\$0.19	\$0.20	\$0.21
4. Garbage, per pound	\$0.16	\$0.17	\$0.18
P. Port Labor. Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.			
1. Regular Hours	\$56.00	\$58.80	\$61.15
2. Overtime. Any services required outside the established work	\$84.00	\$88.20	\$91.73
3. Emergency Call-out. Any services requiring a port employee n	\$106.00	\$111.30	\$115.75
Q. Pallet Charge. Any Port owned pallet leaving yard, each	\$6.50	\$6.83	\$7.10

## Portwide Rates and Fees

	FY 2019	FY 2020	FY 2021
R. Dredge Spoils. Includes state fees; may be waived for other public agencies per Cubic Yard	\$2.65	\$2.90	\$3.02
S. Keys/Cards.			
1. South Beach Facilities. Cards			
a. First card (and/or Original)	free	free	free
b. Replacement/additional		\$6.83	\$7.10
1. Bay Front Facilities. Keys.			
a. Original (1st one)	\$18.00	\$18.90	\$19.66
b. Replacement/additional	\$32.00	\$33.60	\$34.94
T. Truck Toll. Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above), per axle		\$7.00	\$7.28

**Section 2. Commercial Marina (Bay Front) Charges. (Port Docks 1, 3, 5 and 7). Rates Effective July 1,2020**

	FY 2019	FY 2020	FY 2021
<b>A. Moorage Per Foot</b>			
<b>Transient (Daily)</b>	\$0.52	\$0.60	\$0.66
<b>Monthly</b>	\$9.50	\$10.93	\$11.88
<i>Semi Annual</i>	\$35.00	\$38.50	\$43.56
<i>Annual</i>	\$46.00	\$50.60	\$58.08
<i>Weekly</i>	\$5.00		
<b>B. Parking Permits Commercial Fisherman Only, paid in advance (annual April 1 - March 31)</b>	\$23.00	\$24.15	\$25.12

**Section 3. International Terminal Charges. International Terminal Tariff No. 1 adopted via Res. No. 2014-03 on May 22, 2014. Updated with Resolution 2019-07 Setting Rates, Fees & Charges, effective July 1, 2020**

	FY 2019	FY 2020	FY 2021
<b>A. Port Security Fee. (§I.13). Per day</b>	\$895.00	\$895.00	\$930.80
<b>B. Materials &amp; Supplies. (§I.31) ( cost plus)</b>	\$0.25	25%	\$0.25
<b>C. Dockage Charges. (§III.13). Rate per day, by length.</b>			
1. 000.00 – 351.05 ft	\$1,627.00	\$1,708.35	\$1,776.68
2. 351.05 – 371.02 ft	\$1,792.00	\$1,881.60	\$1,956.86
3. 371.02 – 400.26 ft	\$1,981.00	\$2,080.05	\$2,163.25
4. 400.26 – 426.51 ft	\$2,203.00	\$2,313.15	\$2,405.68
5. 426.51 – 449.48 ft	\$2,373.00	\$2,491.65	\$2,591.32
6. 449.48 – 475.72 f	\$2,604.00	\$2,734.20	\$2,843.57
7. 475.72 – 498.69 ft	\$2,960.00	\$3,108.00	\$3,232.32
8. 498.69 – 524.93 ft	\$3,527.00	\$3,703.35	\$3,851.48
9. 524.93 – 551.18 ft	\$3,639.00	\$3,820.95	\$3,973.79
10. 551.18 – 574.15 ft	\$3,822.00	\$4,013.10	\$4,173.62
11. 574.15 – 600.39 ft	\$4,373.00	\$4,591.65	\$4,775.32
12. 600.39 – 626.64 ft	\$5,092.00	\$5,346.60	\$5,560.46
13. 626.64 – 649.99 ft	\$5,787.00	\$6,076.35	\$6,319.40
14. Above 650 ft., added on top of above rate, per ft	\$8.90	\$9.35	\$9.72
15. Exceptions for certain vessels. (§II.14), per ft. per day	\$0.80	\$1.35	\$1.40
<b>D. Service and Facility Charges. (§III.2). Per 1000 board feet, unless noted</b>			
1. Logs. Scribner scale, ex dock	\$7.75	\$8.14	\$8.46
2. Cants.	\$6.00	\$6.30	\$6.55
3. Lumber. Packaged rough.	\$5.22	\$5.48	\$5.70
4. Lumber. Packaged surfaced	\$4.63	\$4.86	\$5.06
5. Plywood, Veneer, corestock & hardboard, /1000 kilos	\$5.87	\$6.16	\$6.41
6. Pulp, Linerboard, bales or rolls, 2000 kilos	\$3.49	\$3.66	\$3.81
7. Other commodities, per metric ton or 1000 bf	\$6.83	\$7.17	\$7.46
8. Other commodities, per cubic meter	\$5.69	\$5.97	\$6.21
<b>E. Wharfage Assessment. (§III.6). Minimum charge for any single bill of lading</b>	\$10.00	\$10.50	\$10.92
<b>F. Wharf Charges. (§III.7). Per 1000 board feet, unless noted. In addition to Service and Facility Charges.</b>			
Logs. Scribner scale, ex dock	\$9.50	\$9.98	\$10.37
Cants	\$6.00	\$6.30	\$6.55
Lumber. Packaged rough	\$4.55	\$4.78	\$4.97
Lumber. Packaged surfaced	\$4.03	\$4.23	\$4.40
Plywood, Veneer, corestock and hardboard, per 1000 kilos	\$3.96	\$4.16	\$4.32
Pulp, Linerboard, bales or rolls	\$2.72	\$2.86	\$2.97
Other commodities, per 1000 kilos	\$5.57	\$5.85	\$6.08
Other commodities, per cubic meter	\$4.57	\$4.80	\$4.99
<b>G. Cargo Staging Area. (§IV.2). Base rent for surge area.</b>			
1. per week, seven days	\$2,000.00	\$2,100.00	\$2,184.00

**Section 3. International Terminal Charges. International Terminal Tariff No. 1 adopted via Res. No. 2014-03 on May 22, 2014. Updated with Resolution 2019-07 Setting Rates, Fees & Charges, effective July 1, 2020**

	FY 2019	FY 2020	FY 2021
2. per day, less than seven days	\$300.00	\$315.00	\$327.60
<b>H. Line Service. (§V.3). Labor will be charged at the rates set out in the current</b>			
<b>ILWU/PMA West Coast Contract. Rate schedule per day</b>			
1. 2 men	\$520-\$656	\$520-\$656	\$520-\$656
2. 4 men	\$1,061-\$1,317	\$1,061-\$1,317	\$1,061-\$1,317
3. 6 men	1,575-\$1,973	1,575-\$1,973	1,575-\$1,973
4. 8 men	\$2,153-\$2,631	\$2,153-\$2,631	\$2,153-\$2,631

**Section 4. Recreational Marina (South Beach) Charges. Rates effective XXXXXXXXXXXXX**

	FY 2019	FY 2020	FY 2021
<b>A. Moorage Rates Per linear foot. Charge based on boat length or slip length, whichever is greater.</b>			
<b>Charge at F-Dock based on boat length.</b>			
Daily	\$0.80	\$0.84	\$0.87
Weekly	\$5.00	\$5.25	\$5.46
Monthly	\$12.00	\$12.60	\$16.25
SemiAnnual	\$40.00	\$42.00	\$51.00
Annual	\$60.00	\$63.00	\$80.00
Cancellation Fee – Semi-Annual or Annual Moorage			
30 days or more before check-in date	\$53.00	\$55.65	\$57.88
Less than 30 days before check-in, or early check-out	\$105.00	\$110.25	\$114.66
Live aboard Per Person, requires written contract (monthly)	\$80.00	\$84.00	\$87.36
Live aboard Electrical Surcharge (per month)	\$0.00	\$0.00	\$35.00
<b>B. South Beach Charter Rates.</b>			
Annual Moorage, per linear foot (PONFC)	\$50.00	\$52.50	\$71.00
Charter License	\$350.00	\$367.50	\$382.20
<b>C. Dock Box.</b>			
1. Purchase (at cost) Purchase	\$375.00	\$393.75	\$409.50
<b>D. Service Fee Reimbursement. For electric pedestal amperage overloads</b>			
	\$100.00	\$105.00	\$109.20
<b>E. Electrical Upgrade. From 20 to 30 amp. One time</b>			
	\$75.00	\$105.00	\$109.20
<b>F. Line Replacement. Per foot, per time</b>			
	\$1.50	\$1.58	\$1.64
<b>G. Launch Fee</b>			
<b>1. Daily</b>	\$6.00	\$6.00	\$6.24
<b>2. Annual</b>			
a. Resident	\$70.00	\$73.50	\$76.44
b. Resident Senior	\$50.00	\$50.00	\$52.00
c. Non-resident	\$100.00	\$105.00	\$109.20
d. Non-resident Senior (60+)	85	\$89.25	92.82
e. Military Veterans, Disabled, Retired or Active Duty; with ID proof	50	\$50.00	52
<b>H. Parking</b>			
a. Daily			\$3.00
b. Annual (for Annual permit Holders)			\$45.00

**Section 5. Recreational Vehicle Park Fees. Rates effective July 1, 2020.** Applicable state and municipal lodging tax will be an additional charge.

<b>RV Park Rates</b>			
<b>A. High Traffic Surcharge. Per night (2 night min.) Added to all RV Park stays in Marina RV Park, RV Park Annex, and Dry Campin</b>			
1. Memorial Day, Labor Day, 4 <sup>th</sup> of July	20	\$20.00	\$20.00
2. Seafood & Wine Festival	\$50.00	\$50.00	\$50.00
3. Seafood & Wine Festival, Dry Camping	\$20.00	\$20.00	\$20.00
3. Other Special Events	varies	varies	
<b>All Marina Park Sites</b>			
<b>Peak Season (Summer), May 1 – October 31</b>			
<b>Main Park</b>			
a. Daily			
i. Regular	\$50.00	\$60.00	\$62.40
ii. Good Sam	\$45.00	\$54.00	\$56.16
b. Weekly			
i. Regular			
ii. Good Sam			
c. Monthly	\$900.00	\$950.00	\$988.00
<b>The Annex</b>			
a. Daily	\$38.00	\$44.00	\$45.76
b. Weekly			
c. Monthly	\$750.00	\$820.00	\$852.80
Dry Camping, daily	\$27.00	\$27.00	\$28.08

**Section 4. Recreational Marina (South Beach) Charges. Rates effective XXXXXXXXXXXXX**

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
<b>All Marina Park Sites</b>			
<b>Off Season (Winter). November 1 – April 30. No discounts during Seafood</b>			
<b>Main Park</b>			
a. Daily			
i. Regular	\$43.00	\$54.00	\$56.16
ii. Good Sam	\$38.70	\$48.60	\$50.54
b. Weekly			
i. Regular			
ii. Good Sam			
c. Monthly	\$800.00	\$850.00	\$884.00
<b>The Annex</b>			
a. Daily	\$37.00	\$43.00	\$44.72
b. Weekly			
c. Monthly	\$750.00	\$800.00	\$832.00
<b>Dry Camping, daily</b>	\$25.00	\$25.00	\$26.00
<b>D. South Beach Meeting Room</b>			
Must be pre-arranged and authorized. Keys must be obtained and returned.			
1. Half Day	\$40.00	\$42.00	\$43.68
2. Full Day	\$100.00	\$105.00	\$109.20
<b>Pet Fee. Charged additionally.</b>			
Daily. First pet free; each additional	\$4.00	\$4.00	\$4.16
Weekly. First pet free; each additional			
Monthly. Charge per pet including first	\$11.00	\$11.00	\$11.44
<b>Individual Fee. First two people free; each additional person charged.</b>			
Daily	\$4.00	\$4.20	\$4.37
Weekly			
Monthly	\$42.00	\$44.10	\$45.86
<b>Vehicle Fee. Any combination of three axle pieces of equipment (i.e. trailer, Fifth wheel, truck/car, storage trailer.) Charged for fourth piece.</b>			
Daily	\$10.00	\$10.50	\$10.92
Weekly			
Monthly	\$50.00	\$52.50	\$54.60
<b>H. Reservation Deposit. Payable at booking. Deposit will be applied to actual</b>			
1. Daily and Weekly		first night's rate	
2. Monthly		first night's rate	
<b>Non-refundable Reservation Fee.</b>			
Before 72 hours			
72 hours and after			
<b>Daily or weekly reservation, except holiday or special event.</b>			
72 hours or more before check-in date	\$15.00	\$15.75	\$16.38
Less than 72 hours before check-in date		first night's rate	
<b>Daily or weekly reservation, holiday or special event.</b>			
14 days or more before check-in date	\$15.00	\$55.65	\$57.88
Fewer than 14 days before check-in date		first night's rate	
<b>Monthly reservations.</b>			
30 days or more before check-in date	\$53.00	\$55.65	\$57.88
Less than 30 days before check-in, or early check-out	\$105.00	\$110.25	\$114.66
<b>Service Fee Reimbursement. For electric pedestal amperage overloads.</b>			
First service call included in base rate. All other service reimbursements may be charged at actual cost to Port	\$100.00		
<b>Laundry</b>			



**Section 4. Recreational Marina (South Beach) Charges. Rates effective XXXXXXXXXXXXX**

	FY 2019	FY 2020	FY 2021
Washing Machines	\$2.00	\$2.50	\$2.50
Dryers (\$2.00 until new equipment installed, then \$2.50)	\$2.50	\$2.00	\$2.50
<b>Showers</b>			
1. Marina RV Park and Annex RV Sites	free		
2. Marina Slips & Dry Camping, per 5 minutes	\$1.50	\$1.50	\$1.50
<b>Service Fees. Rates become effective July 1, 2020. Port owned equipment to be operated by Port personnel.</b>			
<b>A. Storage.</b>			
1. Outside Lot Storage			
a. Boat trailer only, per night	\$2.65	\$2.78	\$2.84
b. Boat on trailer, per night, 10 days limit	\$8.50	8.93	\$9.11
2. Emergency Storage Fee. Per day billed as guest. For vehicles, boats or	\$30.00	\$31.50	\$32.13
<b>B. Clean up. Fees will be charged for each man-hour at the established labor rate.</b>			
Port Equipment Charges are extra.			
1. Oil Spills, per hour (HAZWHOPER tr	\$0.00	\$0.00	\$0.00
<b>C. Keys/Cards</b>			
1. South Beach Facilities Cards			
a. Original (1 <sup>st</sup> one)	free	free	free
b. Replacement/additional (each)	\$6.50		
<b>E. Dredge Spoils. Includes state fees; may be waived for other public agencies</b>			
Per cubic yard	\$2.65	\$2.90	\$3.02

**Section 5. Civil Penalties.** Penalties found in PONFC (Sec. 7.4(a)). Paid in full.  
Effective July 1, 2020.

	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
<b>Class A Violation</b>			
0-14 days, per day	\$315.00	\$330.75	\$343.98
15-29 days, per day	\$630.00	\$661.50	\$687.96
30+ days, per day	\$1,050.00	\$1,102.50	\$1,146.60
<b>Class B Violation</b>			
0-14 days, per day	\$158.00	\$165.90	\$172.54
15-29 days, per day	\$315.00	\$330.75	\$343.98
30+ days, per day	\$525.00	\$551.25	\$573.30
<b>Class C Violation</b>			0
0-14 days, per day	\$32.00	\$33.60	\$34.94
15-29 days, per day	\$63.00	\$66.15	\$68.80
30+ days, per day	\$105.00	\$110.25	\$114.66
<b>Class D Violation</b>			
0-14 days, per day	\$16.00	\$16.80	\$17.47
15-29 days, per day	\$32.00	\$33.60	\$34.94
30+ days, per day	\$53.00	\$55.65	\$57.88
<b>Parking Violation. Per event, both vehicles and trailers</b>			
0-10 days, paid within	\$42.00	\$44.10	\$45.86
11-20 days, paid within	\$89.00	\$93.45	\$97.19
21+ days	\$131.00	\$137.55	\$143.05

**Section 7. Administrative Fees.** Staff may require payment or deposit in advance of service.  
(ORS 192.440(4)(a)). Effective July 1, 2020

	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
<b>Public Records Request Fee Schedule</b>			
Copies of Public Records, per page		\$0.53	\$0.55
Copies of Nonstandard documents		\$22.05	\$22.93
Copies of Sound Recordings (Each)		\$12.60	\$13.10
Port labor, charged at standard rate	\$56.00	\$58.80	\$61.15
<b>Faxes/Emailing. Per page.</b>			
Local	\$1.10	\$1.16	\$1.21
Long Distance	\$2.00	\$2.10	\$2.18
Incoming	\$1.50	\$1.58	\$1.64
Copies	\$0.30	\$0.32	\$0.33
<b>Long Distance Phone Calls</b>	\$2.50	\$2.63	\$2.74
<b>Lamination. Per page, letter size</b>	\$2.50	\$2.63	\$2.74
<b>Notice Posting. For non-payment of lease or moorage</b>	\$75.00	\$78.75	\$81.90
<b>Failure to Register. For research related to unregistered boats, Per hour, one hour minimum, in 15 minute increments. Charged at the established labor rate.</b>	\$40.00	\$52.50	\$54.60
<b>International Terminal Meeting Room. Must be pre-arranged and authorized.</b>			
1. Half day		\$42.00	\$43.68
2. Full day		\$84.00	\$87.36
Keys must be obtained and returned. Certain waivers			
<b>Returned Check Fee. Plus bank fees</b>		\$52.50	\$54.60
<b>Per Annum Interest Rate applied to past due accounts (All Marina's and Terminals)</b>		20%	21%
<b>Collection Agency Mark-up. Added to past due amount (ORS 697.105)</b>			
<b>POV Mileage Reimbursement Rate (IRS)</b>	Current	Current	
<b>Travel Reimbursement Rates follow current IRS per diem rates</b>	Current	Current	
<b>Impound Seizure Fee</b>			
Vessel	\$850.00	\$892.50	\$928.20
Car/Truck/Trailer	\$125.00	\$131.25	\$136.50
Towing	cost plus 10%		
<b>Process Fees. Any additional fees incurred by the Port as part of an eviction process.</b>			
Notice	\$75.00	\$78.75	\$81.90
FED Complaint	\$250.00	\$262.50	\$273.00
Court Hearing	\$200.00	\$210.00	\$218.40
Writ of Execution	\$160.00	\$168.00	\$174.72
<b>Special Use Permit Fee. GM has authority to adjust usage fee based upon non-profit status and other criteria</b>			
1. Application Fee	\$110.00	\$115.50	\$120.12
2. Usage Fee, Number of Participants, Attendees, Contestants and Volunteers at Event			
a. 1-200	\$420.00	\$441.00	\$458.64
b. 201-500	\$683.00	\$717.15	\$745.84

**Section 7. Administrative Fees.** Staff may require payment or deposit in advance of service.  
 (ORS 192.440(4)(a)). Effective July 1, 2020

	FY 2019	FY 2020	FY 2021
c. 501-1000	\$945.00	\$992.25	\$1,031.94
d. 1001-5000	\$1,470.00	\$1,543.50	\$1,605.24
e. 5001-10,000	\$1,995.00	\$2,094.75	\$2,178.54
f. 10,001-20,000	\$2,520.00	\$2,646.00	\$2,751.84
g. More than 20,000	\$5,250.00	\$5,512.20	\$5,732.69
3. Vendors, per each	\$50.00	\$52.50	\$54.60
4. Insurance Certificate Limits			
a. General Liability, per occurrence	General Liability, per occurrence		\$2MM
b. General Liability, in aggregate	General Liability, in aggregate		\$2MM
<b>Security</b>		Cost + 5 %	
<b>Background Check.</b>	\$40.00	\$42.00	\$43.68
<b>Credit Check</b>	\$40.00	\$42.00	\$43.68
<b>Notary Fees (OAR 160-100-0410). Acknowledgement, Affidavit/Jurat, Oath/Affirmation, Witness/Attest</b>		\$10.00	\$10.00
<b>Package Handling Fee. Per item.</b>			
1. Envelope		free	free
2. Package. 1 <sup>st</sup> one free. Fee for each additional package		\$5.25	\$5.46

# Capital Improvement Plan



**Table 6. 5-Year Capital Improvement Plan**

	<b>Capital Improvements</b>	<b>2019 Cost Estimate</b>	<b>Timeline</b>
<b>International Terminal Plan</b>	Planning project to identify a mix of uses/opportunities that will maximize use of the terminal and adjacent vacant port-owned properties, and increase net revenues to the Port. Project completion primarily by Port staff.	\$15,000 (to cover cost of part time Port project manager for research and report preparation)	2019
<b>Mitigation Plan</b>	Planning project to address mitigation needs of future capital projects and potential inventory of mitigation sites. Anticipated to be completed by Port staff in partnership with the Port of Toledo, Yaquina Bay users, NOAA, ODFW, and the USACE. Project completion primarily by Port staff.	\$25,000 (to cover cost of part time Port project manager)	2019-2021
<b>RV Park Annex Plan</b>	Planning and conceptual design project to redesign and reconfigure the RV Park Annex to maximize space and functionality.	\$120,000	2019-2021
<b>Planning Projects Subtotal</b>		<b>\$160,000</b>	
<b>Port Dock 5 Interim Improvements</b>	Interim improvements to replace pier and improve dock. <ul style="list-style-type: none"> <li>Approach pier replacement</li> <li>Replace 6 pilings</li> <li>Replace rods, whalers, rub boards, bumpers and triangles (PD 5C)</li> <li>Replace rods, bumpers, rub boards and 6 whalers (PD 5B)</li> <li>Replace rods and rub boards (PD 5X)</li> <li>New power pedestals</li> </ul>	<ul style="list-style-type: none"> <li>Approach pier: \$2.4 million</li> <li>Replace Pilings: \$60,000</li> <li>PD 5C: \$270,000</li> <li>PD 5B: \$350,000</li> <li>PD 5X: \$25,000</li> <li>Power Pedestals: \$350,000</li> </ul> <p><b>All PD 5 Interim Improvements: \$3.5 million</b></p>	2019-2022
<b>Port Dock 7 Interim Improvements</b>	Interim improvements prior to reconfiguration/replacement <ul style="list-style-type: none"> <li>Miscellaneous float and pile improvements and electrical improvements</li> <li>Replace 6 pilings</li> </ul>	<ul style="list-style-type: none"> <li>Misc. Activities: \$288,000</li> <li>Replace Pilings: \$60,000</li> </ul> <p><b>All PD 7 Interim Improvements: \$348,000</b></p>	2019-2021
<b>Reconfiguration and Reconstruction of Commercial Marina</b>	Complete reconstruction and reconfiguration of commercial marina, including Port Docks 3 and 7, Upland Improvements, Swede's Dock and Commercial Marina channel. <p><b>Dock 3 Improvements:</b></p> <ul style="list-style-type: none"> <li>Replace rods, UHMW rub boards</li> </ul> <p><b>Dock 7 Improvements:</b></p> <ul style="list-style-type: none"> <li>Furnish and drive new steel piles and pile caps (100 piles)</li> <li>Furnish and install new floats (38,093 SF)</li> <li>Furnish and install new gangways (3 @ 220 LF total)</li> <li>Furnish and install new electrical equipment (38,093 SF)</li> <li>Dredging PD 7 berths</li> </ul> <p><b>Swede's Dock:</b></p> <ul style="list-style-type: none"> <li>New piling</li> </ul> <p><b>Mitigation Projects:</b></p> <ul style="list-style-type: none"> <li>Miscellaneous mitigation projects including eelgrass mitigation</li> </ul> <p><b>Channel:</b></p> <ul style="list-style-type: none"> <li>Dredging Commercial Marina channel</li> </ul>	Reconfiguration and Replacement Total: \$14.75 million <ul style="list-style-type: none"> <li>Dock 3: \$110,000</li> <li>Dock 7: \$9.80 million</li> <li>Swede's Dock: \$335,000</li> <li>Mitigation Projects: \$1.0 million</li> <li>Channel Dredging: \$3.0 million</li> <li>Upland Improvements: \$500,000</li> </ul>	2019-2024

	Capital Improvements	2019 Cost Estimate	Timeline
	<b>Upland Improvements:</b> <ul style="list-style-type: none"> <li>New waste oil collection facility/oil-water separator, pump out station</li> </ul>		
<b>Fishing Pier Improvement</b>	Identify replacement strategy and design new fishing pier. <ul style="list-style-type: none"> <li>Structural and design improvements to maximize public access for recreational fishing, including ADA improvements</li> </ul>	<b>\$2.9 million</b>	2022
<b>Rogue Seawall Repair</b>	<ul style="list-style-type: none"> <li>Phase II study of Rogue seawall (geotech and repair alternatives)</li> <li>Rogue seawall repairs</li> </ul>	<b>\$1.36 million</b>	2019-2021
<b>Safety and Security</b>	<ul style="list-style-type: none"> <li>South Beach Marina electric load centers</li> <li>South Beach fuel tank replacement</li> <li>Relocate/replace hoist dock electrical lines</li> <li>Consolidate and upgrade total security camera network, port-wide</li> </ul>	Safety and Security Total: \$2.56 million <ul style="list-style-type: none"> <li>South Beach Marina: \$600,000</li> <li>South Beach Fuel Tank: \$300,000</li> <li>Hoist Dock Electrical Lines: \$102,000</li> <li>Security Camera Network: \$200,000</li> </ul>	2019-2024
<b>International Terminal Improvements</b>	<ul style="list-style-type: none"> <li>Grading of Port's 9-acre lot (cost does not include wetland mitigation)</li> <li>Asphalt lot west of shop, behind shop, and near the east entrance</li> <li>Asphalt northwest corner of laydown area</li> <li>Installation of waste oil collection tank</li> <li>Mutually beneficial project(s) as required by development agreement with McLean Point developer.</li> </ul>	International Terminal Total: \$482,000 <ul style="list-style-type: none"> <li>Grading: \$153,000</li> <li>Asphalt: \$234,000</li> <li>Tank: \$45,000</li> <li>Other: \$50,000</li> </ul>	2019-2023
<b>RV Annex</b>	<ul style="list-style-type: none"> <li>Final plans, new RV Annex</li> <li>New RV Annex construction</li> </ul>	<b>Total: \$2.62 million</b>	2019-2022
<b>Capital Projects Subtotal</b>		<b>\$27.16 million</b>	
<b>Total</b>		<b>\$27.32 million</b>	

Notes:

- <sup>1</sup> All cost estimates are planning-level and include a 20 percent construction contingency. Costs are provided in 2019 dollars.
- <sup>2</sup> Mitigation Plan cost ranges vary based on level of effort and could include mitigation and regulatory requirements of proposed capital projects and/or an inventory and field work of Port property with mitigation potential.
- <sup>3</sup> Reconstruction and reconfiguration of commercial marina includes demolition of 7, and Swede's Dock, and construction mobilization; does not include demolition/reconstruction of the Dock 5 trestle. Port Dock 7 costs include 5 percent for engineering and permits and 3 percent for construction management.
- <sup>4</sup> Port Dock 5 and 7 interim improvements include 15 percent for engineering and permitting and 5 percent for construction management.
- <sup>5</sup> Fishing pier improvement costs include 20 percent for engineering and permitting and 8 percent for construction management.
- <sup>6</sup> Yard improvement costs include 15 percent for engineering and permitting and 5 percent for construction management.



## CAPITAL IMPROVEMENT PLAN PRIORITIES PER STAFF

Project Name	Locations	2021 COST	Port - GOF
AD New HQ building	AD	\$ 2,500,000	\$ 100,000
AD Accounting Software	AD	\$ 125,000	\$ 125,000
Replace Computer Server or move to cloud Server	AD	\$ 25,000	\$ 25,000
CM PD 5 Projects to keep dock in working condition - exact projects TBD	CM	\$ 30,000	\$ 30,000
CM Army Corp Feasibility study for dredging CM for Larger Vessels	CM	\$ 700,000	\$ 350,000
CM PD 7 and PD 5 Replace Pilings	CM	\$ 80,000	\$ 80,000
CM Relocate Hoist Dock Electrical	CM	\$ 30,000	\$ 30,000
CM Forklift (DEBT SERVICE \$50000)	CM	\$ 50,000	\$ 50,000
CM Replace #3 Manned Crane	CM	\$ 150,000	\$ 150,000
CM Project planning for Dock Replacement	CM	\$ 200,000	\$ 50,000
CM PD 5 Electrical Engineering	CM	\$ 100,000	\$ 100,000
CM PD 3 Electrical Engineering/Power Upgrade	CM	\$ 25,000	\$ 25,000
CM PD3 Ramp Tread Replacement	CM	\$ 7,000	\$ 7,000

CM PD 5 rebuild	CM	\$ 2,800,000	\$ 1,400,000
NIT Consultant to determine best opportunities and uses of International Terminal	NIT	\$ 30,000	
NIT Grade 9 acres	NIT	\$ 170,000	\$ 170,000
NIT Asphalt	NIT	\$ 95,000	\$ 95,000
NIT Procure Property with Shed readjust prop lines	NIT	\$ 20,000	\$ 20,000
NOAA Carpet & Flooring (5 yrs)	NOAA	\$ 75,000	
NOAA Fender/Camel System	NOAA	\$ 50,000	
NOAA Sm Boat Dock & Ramp	NOAA	\$ 10,000	
NOAA Cathodic Protection	NOAA	\$ 25,000	
NOAA Electrical	NOAA	\$ 20,000	
NOAA Anode Replacement	NOAA	\$ 80,000	
NOAA Eel Grass Mitigation	NOAA	\$ 9,500	
NOAA Asphalt Coating/Stripe	NOAA	\$ 20,000	
NOAA Concrete Repair /Replace	NOAA	\$ 15,000	
NOAA HW Heaters	NOAA	\$ 10,000	
NOAA HVAC System(s)	NOAA	\$ 10,000	
NOAA Critical AC Systems	NOAA	\$ 10,000	
SB Building Planning funds	SB	\$ 30,000	
SB RV park Annex Conceptual Design and reconfigure and ROI analysis (year to start is dependent on grant planning money)	SB	\$ 250,000	\$ 50,000
SB Rogue Seawall Study includes geotech plan, and conceptual ideas for any necessary repairs	SB	\$ 60,000	\$ 60,000
SB Marina Electric Load Center Total cost is \$600,000, only recommending a portion in year 1	SB	\$ 200,000	\$ 200,000

SB Repairs and Maintenance  
 (16410) budget breakout - Marina

Shower Painting

- Replace Carpet with flooring in  
 RV Park offices

- Paint Operations Building

- Re-side South restroom and  
 Paint

	SB	\$	100,000		\$	100,000
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SB Steerable and trainable 2 yd  
 containers

	SB	\$	12,000		\$	12,000
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SB Dryers for South Beach

	SB	\$	15,000		\$	15,000
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Total Projects 2021

		\$	8,138,500		\$	3,244,000
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# CAPITAL PROJECT COSTS AND SOURCE OF FUNDS



	Profit/Cost Center		Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback			
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -			
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000			
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000			
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -			
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -			
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000			
				<b>Resources</b>							
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes	
AD New HQ building	AD		\$ 2,500,000	\$ 500,000			\$ 2,000,000	\$ 2,400,000	Dept of Ag, Rev from SubLeases	The plans for a new HQ building have been completed for some time. State and Fed agencies have indicated interest in joining the Port in a new building, if done properly, the port's portion of the cost would be minimal, the project would be contingent on tenants	
AD Accounting Software	AD		\$ 125,000	\$ 125,000					Savings through Efficiencies	There are several issues with the current software, including the inability to monitor and track capital assets and related depreciation, and the inability of more than one individual to enter orders at a time.	
Replace Server	AD		\$ 25,000	\$ 25,000						The Server was procured in 2012 and will fail at some point A failure will cost the port 1-2 weeks of downtime.	
<b>Cost of Projects for this Cost/Profit Center</b>			<b>\$ 2,650,000</b>	<b>\$ 650,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ 2,400,000</b>			

		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
CM PD 5 Projects to keep dock in working condition - exact projects TBD	CM	1	\$ 30,000	\$ 30,000						This is part of upgrading and repairing PD 5, this is one of many projects that will need to occur in the next few years
CM Army Corp Feasibility study for dredging CM for Larger Vessels	CM		\$ 3,500,000	\$ 350,000		\$ 3,150,000			State/Army Corp	Prepares the port for the larger vessels that are entering the Port. This is a feasibility study and is a prime candidate for state funding so federal dollars can be brought into the region
CM PD 7 and PD 5 Replace Pilings	CM	1	\$ 80,000	\$ 80,000						Saves mobilization cost by combining, this is necessary for continuing operations
CM Relocate Hoist Dock Electrical	CM	1	\$ 30,000	\$ 30,000						The electrical needs to be moved to a higher location this is the power that feeds the Hoists, by moving the electrical, we keep the electrical out of water in high tides
CM Forklift (DEBT SERVICE \$50000)	CM		\$ 50,000	\$ 50,000					ANNUAL COST IS \$12000	1 year cost \$12,000; Should have been replaced this current year. This lift has broken down several times this year, costing critical time during crab season. Cost is spread across the lease period and is not a one year cost



		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
CM Replace #3 Manned Crane	CM		\$ 150,000	\$ 150,000						Crane is used to load and unload vessels, current cranes were purchased surplus from Federal Government, this particular one was damaged many years ago and is very touchy to operate, new hoist /Crane will be faster and more efficient.
CM Project planning for Dock Replacement	CM	Critical	\$ 200,000	\$ 50,000		\$ 150,000			Bus Oregon??	Formal plan to replace PD7, Includes Environmental Assessments, plans and designs, alternatives, to rebuilding/redesigning, Mitigation options, engineering, rate analysis, potentially researching funding options,
CM PD 5 Electrical Engineering	CM		\$ 100,000	\$ 100,000						Planning for PD 5 electrical upgrades, including 50 AMP service, installation of new power pedestals
CM PD 3 Electrical Engineering/Power Upgrade	CM		\$ 25,000	\$ 25,000						INcluded in cost of PD 5 engineering, includes replacement of Obsolete Main Breakers and New components in Main panel - failure to replace could result in failure
CM PD3 Ramp Tread Replacement	CM		\$ 7,000	\$ 7,000						Replace fiberglass components on PD 3, upgrades make walking across dock easier.
CM PD 5 rebuild	CM		\$ 2,400,000	\$ 1,200,000		\$ 1,200,000			Econ Dev Grant	Carryforward from FY 2020, , 50% of funding is from Grants

		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
<b>Cost of Projects for this Cost/Profit Center</b>			<b>\$ 6,572,000</b>	<b>\$ 2,072,000</b>	<b>\$ -</b>	<b>\$ 4,500,000</b>	<b>\$ -</b>	<b>\$ -</b>		

		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
NIT Consultant to determine best opportunities and uses of International Terminal	NIT	Critical	\$ 30,000	\$ 7,500		\$ 22,500			Bus Oregon?	This is to develop marking strategies, who should the port target, to determine how to use with the 9 acres of property. External party to explore opportunites
NIT Grade 9 acres	NIT		\$ 170,000	\$ 170,000						Sort Material, crush concrete, makes so the areas does not collect any excess waters.
NIT Asphalt	NIT		\$ 95,000	\$ 95,000						Add capacity at the international terminal, eliminates need to lease property for \$2,000 per month.
NIT Procure Property with Shed readjust prop lines	NIT		\$ 20,000	\$ 20,000						Allows the port to readjust property lines and adds the Cathodic protection shed to the property, The shed was built on Rony's property
<b>Cost of Projects for this Cost/Profit Center</b>			<b>\$ 315,000</b>	<b>\$ 292,500</b>	<b>\$ -</b>	<b>\$ 22,500</b>	<b>\$ -</b>	<b>\$ -</b>		

		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
SB Expo (or other name) Center Planning funds	SB		\$ 30,000	\$ 7,500		\$ 22,500			Travel Oregon	Developing initial plans for a PORT Expo Center to reduce damage to surface area when events occur. NPT seafood and wine festival proceeds would primarily pay for structure, Rogue has expressed interest in leasing, this could also (not guarantees) attract additional events, which could increase RV park revenue in the off seasons
SB RV park Annex Conceptual Design and reconfigure and ROI analysis	SB	1	\$ 250,000	\$ 62,500		\$ 187,500			Travel oregon	includes planning and a concept, revenue projections for a newly configured Annex,
SB Rogue Seawall Study includes geotech plan, and conceptual ideas for any necessary repairs	SB	Critical	\$ 60,000	\$ 60,000						
SB Marina Electric Load Center Total cost is 600,000, only recommending a portion in year 1	SB	Critical	\$ 200,000	\$ 200,000						Cost is about 50K per load center with 9 total, failure means no power to docks. This is the original installation and is of mild steel, so wear and tear is starting to show on the pedestals, this is only a portion of the Load Centers

	Profit/Cost Center		Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback			
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -			
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000			
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000			
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -			
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -			
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000			
				<b>Resources</b>							
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes	
- Marina Shower Painting - Replace Carpet with flooring in RV Park offices - Paint Operations Building - Re-side South restroom and Paint	SB	Critical	\$ 100,000	\$ 100,000						Performing this work keeps the facilities in a condition to assure they operate as designed in the future and keeps a positive port image	
SB Steerable and trainable 2 yd containers	SB	High	\$ 12,000	\$ 12,000						Existing containers are beginning to fail. These are use for the byproducts of fishing, This causes corrosion to the vessels, meaning they must be replaced periodically	
SB Dryers for South Beach	SB	Very High	\$ 15,000	\$ 15,000				\$ 15,000	Dryer Revenue	The return on these is relatively quick, The Port charges \$2.50 per load the new equipment would be of extra heavy duty to withstand any and all use - 6000 loads pays for dryer	
<b>Cost of Projects for this Cost/Profit Center</b>			<b>\$ 667,000</b>	<b>\$ 457,000</b>	<b>\$ -</b>	<b>\$ 210,000</b>	<b>\$ -</b>	<b>\$ 15,000</b>			

		Profit/Cost Center	Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback		
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -		
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000		
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000		
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -		
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -		
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000		
<b>Resources</b>										
Project Name	Location	Priority	Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback	Source of funds	Comments and Notes
NOAA Carpet & Flooring (5 yrs)	NOAA	1	\$ 75,000		\$ 75,000					
NOAA Fender/Camel System	NOAA	1	\$ 50,000		\$ 50,000					
NOAA Sm Boat Dock & Ramp	NOAA	1	\$ 10,000		\$ 10,000					
NOAA Cathodic Protection	NOAA	1	\$ 25,000		\$ 25,000					
NOAA Electrical	NOAA	1	\$ 20,000		\$ 20,000					
NOAA Anode Replacement	NOAA		\$ 80,000		\$ 80,000					in FY 2020 the Port replaced the west zone anodes, the east were identified as needing replacement. This assures a long life for the NOAA pier
NOAA Eel Grass Mitigation	NOAA	1	\$ 9,500		\$ 9,500					
NOAA Asphalt Coating/Stripe	NOAA	1	\$ 20,000		\$ 20,000					
NOAA Concrete Repair /Replace	NOAA	1	\$ 15,000		\$ 15,000					
NOAA HW Heaters	NOAA	1	\$ 10,000		\$ 10,000					
NOAA HVAC System(s)	NOAA	1	\$ 10,000		\$ 10,000					
NOAA Critical AC Systems	NOAA	1	\$ 10,000		\$ 10,000					

	Profit/Cost Center		Total Proj Cost	Port - GOF	Port - NOAA	Grant	Loan	Payback			
	CM		\$ 6,572,000	\$ 2,072,000	\$ -	\$ 4,500,000	\$ -	\$ -			
	SB		\$ 667,000	\$ 457,000	\$ -	\$ 210,000	\$ -	\$ 15,000			
	AD		\$ 2,650,000	\$ 650,000	\$ -	\$ -	\$ 2,000,000	\$ 2,400,000			
	NOAA		\$ 334,500	\$ -	\$ 334,500	\$ -	\$ -	\$ -			
	NIT		\$ 315,000	\$ 292,500	\$ -	\$ 22,500	\$ -	\$ -			
	Total		\$ 10,538,500	\$ 3,471,500	\$ 334,500	\$ 4,732,500	\$ 2,000,000	\$ 2,415,000			
				<b>Resources</b>							
	<b>Project Name</b>	<b>Location</b>	<b>Priority</b>	<b>Cost</b>	<b>Port - GOF</b>	<b>Port - NOAA</b>	<b>Grant</b>	<b>Loan</b>	<b>Payback</b>	<b>Source of funds</b>	<b>Comments and Notes</b>
	<b>Cost of Projects for this Cost/Profit Center</b>		<b>\$ 334,500</b>	<b>\$ -</b>	<b>\$ 334,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			