

**PORT OF NEWPORT COMMISSION REGULAR MEETING**

Tuesday, February 27, 2024, 6:00 p.m.

Administration Building

600 SE Bay Blvd.

Newport, OR 97365

*This will be a hybrid meeting, which means you can attend in-person, or you can view the livestream of this meeting on our website: <https://www.portofnewport.com/2024-02-27-commission-meetings-2024-february-27-2024-6-00-p-m>*

*Anyone interested in making virtual public comment must complete the form on our website and submit it by 11:00 a.m. on Monday, February 26, 2024: <https://www.portofnewport.com/2024-02-27-commission-meetings-2024-february-27-2024-6-00-p-m>*

**I. Call to Order**

**II. Changes to the Agenda**

**III. Public Comment (3-minute limit per person)**

**IV. Consent Calendar**

**2024**

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**V. Presentations**

- A. WHA Health Insurance – *Rich Allm* .....Page 39
- B. WHA General Liability Insurance – *Rich Allm* .....Page 45

**VI. Old Business**

- A. Authorization to Apply for Connect Oregon and RAISE Grants – *Miranda* .....Page 66
- B. Authorization to Apply for Congress Directed Spending Funds – *Miranda* .....Page 67
- C. Approval of Resolution 2024-05 Authorizing an Application for a Business Oregon Loan for Rogue Seawall – *Brown* .....Page 68
- D. Approval of Resolution 2024-04 Regarding Fiscal Year 24-25 Rates Fees, and Charges – *Brown* .....Page 71

**VII. New Business**

- A. Approval of Resolution 2024-03 Regarding Elimination of the Construction Fund – *Brown* .....Page 90
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**VIII. Staff Reports**

- A. Executive Director’s Report – *Miranda* .....Page 100
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2. Director of Operations – *Bretz* .....Page 229

**IX. Commissioner Reports**

**X. Calendar/Future Considerations 2024**

Mission to Washington.....March 3-7, 2024  
Next Commission Meeting.....March 19, 2024  
Pacific Coast Congress of Harbormasters Conference - Newport.....April 1-4, 2024

**XI. Public Comment**

**XII. Adjournment**

January 30, 2024  
6:00 P.M.  
Newport, OR

**PORT OF NEWPORT COMMISSION MINUTES**

*This is not an exact transcript. The video of the session is available on the Port's website.*

The Port of Newport Commission met on the above date and time at the Administration Building, 600 SE Bay Blvd., and virtually via Microsoft Teams. In attendance were Commissioners Sylvia, Retherford, Ruddiman, Chuck, and Lackey. Also in attendance were Executive Director Paula Miranda, Director of Business and Finance Services Mark Brown, Operations Director Aaron Bretz, Administrative Assistant Gloria Tucker, and PR Consultant Angela Nebel. Visitors included Rex Capri and Al Pazar (remotely).

**PUBLIC HEARING**

**Match Funds Discussion and Adoption of Resolution No. 2024-02 Regarding a Supplemental Budget.** Sylvia introduced the agenda item. Brown reported as he dug into the Port's different balances, he found the Port isn't really cash short, but doesn't have access to its cash. Miranda stated the main reason for cash flow restraint is not just a lot of projects, but also that the Port has grants close together that have matches and a lot of unexpected work. She emphasized this is a combination of reasons. Brown stated he hopes the state will kick in some more grant money for the Port's matches. He explained he prepared a cash flow for the NOAA Lease Revenue Fund through the end of the lease. He indicated at the end of their lease and when the final bond payment is made, \$3 million will still be in the bank. He added his cash flow includes dredging every three years, increases in inflation for salaries, materials and services, as well as rent increases. He noted there should be a good cash balance left to build additional buildings should they stay and want to expand.

Brown reported given the fact at the end of the lease, the Port would have money available for NOAA capital improvements in the NOAA Lease Revenue Fund, he took a look at the NOAA Capital Improvement Fund. He stated with almost \$2 million there, it is important to have that money for future projects. He suggested the Port rename it to Capital Reserves, and then borrow against that and pay it back within six years. Miranda noted the Capital Reserves is different than the Port's General Fund contingency of \$1.2 million. Since he was the only Commissioner here at the time of its creation, she asked Chuck to provide background on why it was created since the bond covers NOAA's needs.

Chuck explained the reserve fund was set aside mainly since the Port had not done a good job in the past for setting aside funds for emergencies for its other assets like the Terminal or RV Park. He stated the Commission didn't want to continue that precedent. He noted if there was an emergency, the Commission wanted the Port to be able to address it. He indicated they wanted to maintain the facility in the way the Commission promised to the state, the US government, and NOAA. He added when the bond was approved, it was \$3 million, and they knew that buying power would decrease over time. He explained the fund has been borrowed against for other projects in the past, prefaced that those were revenue producing endeavors.

Retherford clarified with staff the \$1.2 million is the overall budget's contingency fund in the General Fund. Sylvia asked Brown to explain the other options in the report. Brown replied option 2 is to borrow funds from Business Oregon. He noted the Port would be looking at six

months to borrow, and Business Oregon could run out of their current bonds by that time, which means their interest rates would go up. He explained option 3 is to borrow funds from Business Oregon until the rate of interest on LGIP funds goes below the rate of borrowed funds. Miranda added the whole point is not to lose funds through interest. Sylvia summarized staff recommend option 1 because interest rates will go up and it will take six months for the whole process. He asked couldn't staff play that by ear. He noted staff isn't sure what interest rates would do, and if interest rates are still good, then staff could keep that option open. Miranda stated she recommended the combination option. She noted she would rather have the option to borrow as long as the interest rate makes sense.

Sylvia asked why \$300,000 was the number left in the fund. Brown replied that is arbitrary, but he wanted to leave some funds in there at all times. Miranda noted the conversations staff have had so far with NOAA is expanding the building and storage. She stated she doesn't think what they want will cost that much more, and if it does, the Port won't have a bond anymore and could borrow again. She added the Port could go out for another bond. Sylvia noted the Port doesn't know what their RFP will look like, what requirements will be. He stated having that money available might be useful if it is needed for negotiations. He indicated their RFP may require charter airplane service. Miranda stated she is working with the city and federal legislators on air service. She noted there is a survey out for how much businesses are willing to pay for flights from here to Portland. Sylvia added having worked on grants for federal agencies, language can get inserted into an RFP that favors one set of bidders rather than others.

Retherford clarified with staff the \$3 million is reflected in multiple accounts. Lackey thanked Chuck for the history on the intent behind the fund. He stated it is a top priority to keep NOAA here, and staff need to think in advance. He summarized the funds and asked if the Port will still have \$1.95 million in the reserve fund with IOUs once the lease ends. Brown replied there will be a payment plan for any outstanding loans from the fund. Discussion ensued on paying off the loan for the pedestals in South Beach.

Ruddiman noted under the lease, the Port is required to do maintenance. He asked if staff feel they will have adequate funds to cover those costs. Brown stated he talked to NOAA Facility Manager Jim Durkee who said they don't foresee any major things coming up in the next 8-10 years. He noted he has put \$500,000 aside for improvements, and he did consider that. Chuck noted the Port will have to dredge every three years, and dredging has tripled since he has been on the Commission. He noted it could double in 7 years. He noted he wasn't averse to using some of the money for projects, but there may be future uses that are more pressing than now. He explained the Port will need a \$2-3 million match for Port Dock 7 and funds to redo the RV Park Annex. He stated he thinks the staff need to look at keeping this fund as whole as possible. He added he is concerned if NOAA would want a brand-new building. Brown replied he included two or three dredging in the cash flow that increased \$300,000 every time. He agreed huge projects are coming up.

Lackey stated there are a lot of needles to thread in the next seven years, but if the Port keeps fixing things, it's not going to be easy, but the Port may be in good shape. Sylvia clarified with staff the motion should be to approve option 3. Option 3 included in the packet stated the following:

Borrow funds from Business Oregon, make available the funds in the NOAA Reserve account by renaming and repurposing account, and then repay the Business Oregon loan when the interest rate for the Local Government Investment Pool (LGIP) funds is at or below the Business Oregon borrowing rate.

Borrowing the money will require a \$150 fee, but the Port earnings would be much higher than this. The rates earned with the Local Government Investment Pool have been above 3.4% since May of 2023.

MOTION was made by Lackey, seconded by Retherford, to approve option 3, rename and repurpose the NOAA Capital Reserve Fund, and adopt Resolution No. 2024-02 Regarding a Supplemental Budget. The motion carried unanimously in a voice vote.

### **PUBLIC COMMENT**

Capri, Newport resident, stated the requirement to have to register online a day and half before this meeting to give public comment is counter-productive for the people of this port district. He noted in the past people could just sign in on a sheet at the meeting. He suggested people getting off work shouldn't have to register online but should be able to walk in. Tucker explained signing up is just for giving public comment virtually, and people can still attend the meeting and give public comment in person without notice.

Capri stated the Newport Terminal renovation was completed 10 years ago. He stated during that time, the Port has not had any new users of that facility other than fishing vessels. He noted the intent was to try and draw in new users of that facility. He indicated he feels like the Port has lost an opportunity on a lot of additional revenue by not pursuing that more aggressively. He added he would like to see the projects for the Terminal bumped up in priority.

Capri stated he recommends hiring a marketing person who can devote more time directly to trying to market the Port assets, not just the Terminal. He stated the renovation project ended up at \$28 million and the taxpayers are still paying on that bond measure. He noted the Terminal is only bringing in \$300-400,000, so the taxpayers are losing on their investment. He indicated 10 years is too long, and it is time to prioritize that asset. Miranda replied the Port is doing a lot but it's not being seen. She stated she would reach out to Capri directly and explain the work going on.

### **CONSENT CALENDAR**

MOTION was made by Ruddiman, seconded by Lackey, to approve the consent calendar as presented. The motion carried unanimously in a voice vote.

### **OLD BUSINESS**

**Approval of Employee Handbook Update.** Sylvia introduced the agenda item. Brown reported every couple of years, new laws are enacted, and staff have to take a look at the handbook and make sure those new laws are incorporated. He stated much of this handbook is a rewrite because the Port went from a corporate handbook to a governmental handbook. He noted he added a Title VI and ADA complaint form as a result of getting the MARAD grant. He indicated the Port can't do non-disclosure agreements, and staff can't do political activity on Port property. He added Paid Leave Oregon was included. He explained clarifications to PTO, which includes a requirement for all staff to take a mandated five consecutive days off, how staff who work on a holiday are paid, and management PTO accrual rates taken out. He added Miranda has the authority to give extra vacation accrual. The Commission thanked Brown for his work on the handbook. Brown thanked staff for their review.

Brown reported this handbook is based on a template from HR Answers. Lackey asked how often this handbook gets referred to. Brown replied he and Bretz look at this every week. Miranda reported every time the Port hires someone, staff give them a copy and a statement to sign saying they received it. She noted she reminds folks to read this on an annual basis. Lackey asked if staff highlight items in onboarding, Brown that is the responsibility of the supervisor, but he tells hires to review it before signing the receipt.

Sylvia noted a lot of these changes are mandated by law. He asked which ones weren't but were Port-adopted decisions. Miranda replied the five consecutive days was not a requirement for everyone. She emphasized it is important for staff to rest beyond taking sick days. Brown replied travel reimbursements were changed; it's not based on receipts anymore. Sylvia asked how often the handbook should be amended. Brown replied he recommends every two years. He noted the Commission can implement new policies in the interim, but those eventually get adopted in the new handbook. Miranda added all amendments come to the Commission for approval.

MOTION was made by Retherford, seconded by Chuck, to approve Resolution 2024-01 regarding adopting a new employee handbook and rescinding the old handbook. The motion carried unanimously in a voice vote.

**Approval of Rogue Seawall Project Bids and Notice of Intent to Award to Bergerson Construction.** Sylvia introduced the agenda item. Bretz reported the Port finished a 30-day bid process on this and had a lot of interest from highly qualified companies. He noted the bid meeting had 30 people, a mix of contractors and subcontractors. He explained, unfortunately, the low bid was not responsive to the bid criteria. He indicated it came in at \$2.1 million. He added the lowest responsible and responsive bid was from Bergerson Construction for \$2,983,530.

Bretz reported the highest estimate from an engineer was \$2.2 million, and the Port can't afford a \$2.9 million project. He stated he conferred with counsel, and in a scenario like this, where the bids were significantly higher, 30 percent higher by the responsible bidders, the Port can exempt the contract from competitive bidding requirements. He noted he is looking at Bergerson to value engineer the project to try to get their bid down to where the Port can afford it, otherwise, there will be a delay because the Port will have to rebid and rescope the project. He added the motion should be amended to include language to exempt this contract from competitive bidding requirements due to the bids being significantly higher than estimated.

Miranda explained a year ago staff were given an engineering estimate of \$1.6 million. She stated Representative Gomberg worked to get funds from the Legislature that, at the time, was 80 percent of that estimate. She noted things got delayed with permits and the Port got outside of the in-water work window. She explained a year later, prices went up, and the engineer included additional things in the estimate to make the wall sturdier. She indicated the next estimate went to \$2.2 million. She added the Port only got \$1.14 million from the state.

Miranda reported the last thing she wants is to send the money back, and that wouldn't look good for the Port or for Representative Gomberg. She stated she is sure it is frustrating for him when he goes back into session to not be able to say the project is complete. She explained she has been working with Brown on how much the Port can contribute to this project. Retherford stated the Port got \$1.14 million from the state, and that a big amount of money to not be able to finish a project. She noted she knows there will be challenges when Commission goes for grants or funding, but the Commission still needs to go after them. She indicated, otherwise, the Port will continue to have infrastructure that fails.

Bretz reported the engineer is already working on creating solutions. Sylvia asked is there a lesson here or just bad luck. Bretz replied the Port is getting pinched by the compressed timeline for the project. He noted the Port added the observation well, which is giving more data on the problem. He explained how more information can change the cost of a project. Miranda explained how permits can delay projects. Retherford noted a port in Alaska had a project that with all the permitting and changes was put on hold for a year, and it was a \$10 million hold. She clarified it was a big project, and \$10 million to them is like \$1 million to the Port. She indicated everyone at the PNWA Conference who spoke, deals with the same problems, environmental issues, permitting, and changes to projects. She added all future projects need to try to get as much of the permitting done sooner rather than later because, at some point, permits will be hard to get at all because of environmental justice.

MOTION was made by Chuck, seconded by Ruddiman, to exempt this contract from competitive bidding requirements due to bids that were significantly higher than estimated and authorize the Executive Director or her representative to negotiate a contract not to exceed \$2.2 million with Bergerson Construction for the Rogue Brewery Seawall Project, following completion of the 7-day appeal period. The motion carried unanimously in a voice vote.

**Approval of Construction Management Services Contract for Rogue Seawall Project with PBS Engineering.** Sylvia introduced the agenda item. Bretz reported this would amend the PBS contract to include Construction Management and special inspections for the Rogue Seawall project.

MOTION was made by Lackey, seconded by Ruddiman, to authorize the Executive Director or her designee to increase the PBS contract for professional services by an amount not to exceed \$82,550. The motion carried unanimously in a voice vote.

## **NEW BUSINESS**

**Approval of Letter of Support to Krab Kettle for Marine Debris Removal Program.** Sylvia introduced the agenda item. Bretz reported Al Pazar and his company, Krab Kettle, applied for funding under NOAA's Marine Debris Removal Program. He explained Pazar's purpose for this funding is to put together an operation to locate and remove derelict commercial fishing gear, specifically crab gear, specifically targeting the whale entanglement issue. He stated he met with Pazar about this, and he is currently looking for a letter of support. He noted in the future, there may be a memorandum of understanding to potentially provide him with a small space to store the gear while he lines up disposal. Sylvia stated this is certainly an important issue for the coast and seems consistent with the mission at the Port of Newport. Chuck noted the history of the Port's involvement in the program.

MOTION was made by Chuck, seconded by Retherford, to authorize the President of the Port Commission to sign the attached letter of support for funding of Krab Kettle Inc's federal grant request. The motion carried unanimously in a voice vote.

## **STAFF REPORTS**

**Executive Director.** Miranda presented her report included in the packet. She noted she and Bretz met with the Maritime Museum who owns the parking lot next to Local Ocean. She stated she is trying to get the Port out of providing service at a loss. She explained the Port raised

the price of parking to catch up with current costs. She indicated the Maritime Museum wants the Port to maintain or pay to maintain their landscaping. She added if staff do that, the Port is right back into having losses.

Miranda reported Bretz recently had to pay a contractor to do their landscaping before an event. She stated at the end of the day, it makes sense for the Port to let the parking lot go. She noted the museum agreed to hold the lease until the middle of the year, but she sees that parking lot as a big loss. She added the lot is closer to the docks, but there is another parking lot here, and people can walk. She added if people need to load or unload, there is space for that. Sylvia clarified with staff the museum owns that parking lot. Miranda recommended not renewing this lease but keeping the smaller parking lot lease by Schiewe. Lackey asked what the Port would have to raise the parking spot prices to. Miranda replied since the Port already raised them to keep up with the city, she doesn't know if the Port can raise it more. Retherford stated she knows the Port raising to \$100 a year has caused multiple complaints, and if they asked more, there would probably be a riot. She indicated it would be nice if people realized the cost to maintain it. She added it might be nice to write something up that shows the cost because there will be flak from those spots leaving.

Bretz stated as soon as prices are raised, people will complain about enforcement. He noted the Port can't pay for patrol on a constant basis. Chuck asked if staff have ever asked the museum about renting the propeller. Miranda replied that will be a discussion for next year.

Miranda reported DLCD is working on the Lincoln County estuary and coming up with a list of projects for their efforts. She explained there is a NOAA grant due February 8, and they are asking for Business Oregon to send a support letter. She explained in her view, that money could include improvements to the Port's fishing pier; it's not just for nature restoration but also manmade projects that help the estuary. She asked if Business Oregon decides not to do it, would it be OK that she gives a support letter for them to get this funding. She added at the end of the day, it will be beneficial to the Port of Newport. Commission provided consensus to give a support letter.

Chuck thanked staff for code enforcement in South Beach even though it is not busy. He asked if seized vessels are derelict vessels. Bretz replied vessels are seized because people stopped paying, but they often become derelict. Chuck asked if the state's derelict funds have been going to other places besides Portland. Bretz replied they have some big projects in the Portland area, but they have also used funds in other areas like Tillamook Bay. Brown explained, generally speaking, if staff seize a boat, most of the time, it is derelict.

Sylvia asked Bretz to explain the geo-archaeologist in his report. Bretz replied under the Natural Historic Preservation Act, the Port can't blindly drill into an area. He stated the Port is looking to go 100 feet down on the South Beach side, and that is the deepest anyone has drilled in Yaquina Bay. He explained if anyone goes below 20 feet, then they have to have a geo-archaeologist on the drill rig in person. He indicated once the Port does it, no one else will have to. He noted he asked if the Port could send the samples to their labs, but they weren't onboard with that. Sylvia asked if they are looking for archaeological artifacts. Bretz replied it is for earth history and artifacts.

## **ADJOURNMENT**

Having no further business, the meeting adjourned at 7:52 p.m.



Period: 07/01/23..01/31/24

Port of Newport

**Fund Filter: General Operating Fund**

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	1,696,473.65
Cash on hand - Cash Drawers	825.00
Accounts Receivable	653,958.11
Property Tax Receivable	5,472.09
Grants Receivable	13,236.02
Allowance for Bad Debt	(50,000.00)
Interfund Activity Receivable	759,040.41
Prepaid Expenses	164,578.67
<b>Total Current Assets</b>	<b>3,244,133.95</b>
<b>TOTAL FIXED ASSETS</b>	<b>48,681,869.07</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	0.00
PERS NPA(L)	(1,069,107.00)
PERS Deferred Outflow	1,139,912.00
<b>Total Deferred Outflow Resrcs</b>	<b>70,805.00</b>
<b>TOTAL ASSETS</b>	<b>51,996,808.02</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
Accounts Payable	374,411.05
Credit Cards Payable	(15,425.99)
Accrued Lodging Taxes	13,255.75
Accrued Property Tax	(10,362.11)
Unclaimed Property	75,514.92
Interfund Activity Payable	373,492.27
Payroll Payable	(1,701.74)
Compensated Absences	88,501.14
Accrued Payroll Taxes	(18,580.52)
Retirement Payable	(5,313.04)
Benefit Payable	22.07
Accrued Interest	11,368.00
Deposits - SB	100,680.32
Deposits - CM and NIT	6,384.87
Deferred Revenue	267,025.82
Current Portion - Notes Payable	454,043.00
Current Portion - Bonds Payable	235,000.00
<b>Total Current Liabilities</b>	<b>1,948,315.81</b>
<b>Non-current Liabilities</b>	
Long-term Debt	6,369,260.06
Less Current Portion - Long-term Debt	(689,043.00)
Bond Premiums	70,939.00

Period: 07/01/23..01/31/24

Port of Newport

**Fund Filter: General Operating Fund**

Description	Balance
<b>Total Non-current Liabilities</b>	<b>5,751,156.06</b>
Deferred Inflows of Resources	1,012,495.00
<b>Total Liabilities</b>	<b>8,711,966.87</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	1,140,000.00
Committed Fund Balance	0.00
Assigned Fund Balance	667,000.00
Unrestricted Fund Balance	35,141,177.58
Contributed Capital	7,130,788.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>44,078,965.58</b>
Retained Earnings	(1,163,674.01)
<b>Net Assets</b>	<b>43,284,841.15</b>
<b>Total Liabilities and Equity</b>	<b>51,996,808.02</b>



Period: 07/01/23..01/31/24

Port of Newport

General Operating Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
Lease Revenue	543,740	462,177	81,563
Moorage	1,385,640	1,205,547	180,093
Services	174,639	348,822	(174,184)
Cargo	18,118	2,300	15,818
RV Park Space Rentals	853,586	846,400	7,186
Fees	392,881	401,647	(8,765)
Property Tax Revenue	123,096	0	123,096
Discounts and Refunds	(9,149)	0	(9,149)
Miscellaneous Operating Revenue	90,261	26,259	64,003
<b>Total Operating Revenue</b>	<b>3,573,723</b>	<b>3,293,152</b>	<b>280,571</b>
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	1,545,426	1,713,856	(168,430)
Materials, Services	1,692,429	2,188,711	(496,282)
<b>Total Operating Expenses</b>	<b>3,237,855</b>	<b>3,902,567</b>	<b>(664,712)</b>
<b>OPERATING INCOME (LOSS)</b>	<b>335,867</b>	<b>(609,415)</b>	<b>945,283</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	32,245	0	32,245
Interest	33,577	3,792	29,785
Gain/Loss on Sale of Assets	107,450	0	107,450
Transfers In from Other Funds	133,155	829,390	(696,235)
<b>Total Non-operating Revenues</b>	<b>306,427</b>	<b>833,182</b>	<b>(526,754)</b>
<b>NON-OPERATING EXPENSES</b>			
Debt Service	720,558	719,764	794
Capital Outlays	1,074,828	849,930	224,899
Transfers Out to Other Funds	7,516	7,516	0
<b>Total Non-Operating Expenses</b>	<b>1,802,902</b>	<b>1,577,209</b>	<b>225,692</b>
<b>Non-Operating Income (Loss)</b>	<b>(1,496,474)</b>	<b>(744,028)</b>	<b>(752,446)</b>
<b>Net Income (Loss)</b>	<b>(1,160,607)</b>	<b>(1,353,443)</b>	<b>192,836</b>
GAAP Adj - Capital Expenditures	590,086	0	590,086
GAAP Adj - Depreciation Expense	(736,165)	0	(736,165)
GAAP Adj - Debt Service Principal	516,899	0	516,899
<b>Total GAAP Adjustments</b>	<b>(370,819)</b>	<b>0</b>	<b>(370,819)</b>
<b>Net Income (Loss)</b>	<b>(1,531,426)</b>	<b>(1,353,443)</b>	<b>(177,983)</b>



# Financial Report - Budget Vs. Actual

## Port of Newport

Period 07/01/23..01/31/24

### DEPARTMENT: 000-Unallocate

Description	Current	Budget	Variance
<b>OPERATING REVENUES</b>			
Operating Revenue, Total			
<b>OPERATING EXPENSES</b>			
<b>Personnel Services</b>			
Salaries and Wages			
Overtime			
<b>Salaries and Wages, Total</b>			
<b>Payroll Taxes and Benefits</b>			
<b>Total Payroll Taxes and Benefits</b>			
<b>Total Personnel Services</b>			
<b>Materials and Services</b>			
Insurance		62,029	(62,029)
Contract and Support Services	2,500		2,500
<b>Total Materials and Services</b>	<b>2,500</b>	<b>62,029</b>	<b>(59,529)</b>
<b>Total Operating Expenses</b>	<b>2,500</b>	<b>62,029</b>	<b>(59,529)</b>
<b>OPERATING INCOME</b>	<b>(2,500)</b>	<b>(62,029)</b>	<b>59,529</b>
<b>NON OPERATING</b>			
<b>Non-operating Revenues</b>			
<b>Federal Grant Revenue</b>			
<b>Total Federal Grants</b>			
Transfers In from Other Funds	133,155		133,155
<b>Total Non-operating Revenues</b>	<b>133,155</b>		<b>133,155</b>
<b>Non-operating Expenses</b>			
Debt Service - Principal	534,441	610,000	(75,559)
Debt Service - Interest	186,117	109,764	76,353
<b>Total Debt Service</b>	<b>720,558</b>	<b>719,764</b>	<b>794</b>
<b>Capital Outlay</b>			
<b>Total Capital Outlay</b>			
Transfers Out to Other Funds	1,540	7,516	(5,976)
<b>Non-operating Expenses, Total</b>	<b>722,097</b>	<b>727,280</b>	<b>(5,183)</b>
<b>NON-OPERATING REVENUE</b>	<b>(588,942)</b>	<b>(727,280)</b>	<b>138,338</b>
<b>NET INCOME</b>	<b>(591,442)</b>	<b>(789,309)</b>	<b>197,867</b>

## Financial Report - Budget Vs. Actual

### Port of Newport

Period 07/01/23..01/31/24

**DEPARTMENT: 100-Administra**

Description	Current	Budget	Variance
<b>OPERATING REVENUES</b>			
Property Tax Revenue	123,096		123,096
Discounts and Refunds	3,137		3,137
Miscellaneous Operating Revenue	1,738		1,738
<b>Operating Revenue, Total</b>	<b>127,971</b>		<b>127,971</b>
<b>OPERATING EXPENSES</b>			
<b>Personnel Services</b>			
Salaries and Wages			
Salaries and Wages	377,616	446,356	(68,740)
Overtime			
<b>Salaries and Wages, Total</b>	<b>377,616</b>	<b>446,356</b>	<b>(68,740)</b>
<b>Payroll Taxes and Benefits</b>			
Compensated Balances	21,920		21,920
Payroll Taxes	28,471	47,483	(19,012)
Retirement	56,224	93,381	(37,158)
Benefits	55,719	71,170	(15,450)
<b>Total Payroll Taxes and Benefits</b>	<b>162,334</b>	<b>212,034</b>	<b>(49,700)</b>
<b>Total Personnel Services</b>	<b>917,565</b>	<b>1,104,745</b>	<b>(187,180)</b>
<b>Materials and Services</b>			
Insurance	121,673	170,342	(48,669)
Professional Fees	58,119	155,750	(97,631)
Advertising and Promotion	14,172	9,333	4,838
Dues And Subscriptions	27,974	22,167	5,807
Training and Education	6,333	20,417	(14,083)
Travel	2,568	7,000	(4,432)
Office Expense	25,525	99,167	(73,642)
Shipping and Freight	20		20
IT Hardware and Software	52,905		52,905
Fees	5,368		5,368
Bad Debt Expense		10,000	(10,000)
Licenses and Permits	7,260	4,667	2,593
Utilities	22,418	22,167	251
Contract and Support Services	90,713	78,750	11,963
Repairs and Maintenance	5,326	4,083	1,242
Equipment		15,000	(15,000)
Operating Supplies	4,155	6,417	(2,262)
State Land Fees	21	700	(679)
Lease Expense	4,358	8,000	(3,642)
Grant Expense		4,500	(4,500)
Miscellaneous Expense	247	6,000	(5,753)
<b>Total Materials and Services</b>	<b>449,154</b>	<b>644,459</b>	<b>(195,304)</b>
<b>Total Operating Expenses</b>	<b>1,366,720</b>	<b>1,749,204</b>	<b>(382,484)</b>
<b>OPERATING INCOME</b>	<b>(1,238,748)</b>	<b>(1,749,204)</b>	<b>510,456</b>



# Financial Report - Budget Vs. Actual

## Port of Newport

Period 07/01/23..01/31/24

### NON OPERATING

#### Non-operating Revenues

##### Federal Grant Revenue

##### Total Federal Grants

Interest	25,155	3,792	21,364
Gain/Loss on Sale of Assets	107,450		107,450
<b>Total Non-operating Revenues</b>	<b>132,605</b>	<b>3,792</b>	<b>128,814</b>

#### Non-operating Expenses

##### Capital Outlay

Capital Outlay - Land Improvements	(6,025)		(6,025)
Capital Outlay - Vehicles and	25,121		25,121
<b>Total Capital Outlay</b>	<b>19,096</b>		<b>19,096</b>
<b>Non-operating Expenses, Total</b>	<b>19,096</b>		<b>19,096</b>

<b>NON-OPERATING REVENUE</b>	<b>113,509</b>	<b>3,792</b>	<b>109,718</b>
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<b>NET INCOME</b>	<b>(1,125,239)</b>	<b>(1,745,412)</b>	<b>620,173</b>
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## Financial Report - Budget Vs. Actual

### Port of Newport

Period 07/01/23..01/31/24

**DEPARTMENT: 300-Commerci**

Description	Current	Budget	Variance
<b>OPERATING REVENUES</b>			
Lease Revenue	166,234	83,500	82,734
Moorage	488,138	382,083	106,054
Services	130,889	233,939	(103,050)
Fees	178,990	90,417	88,574
Discounts and Refunds	(6,099)		(6,099)
Miscellaneous Operating Revenue	8,416	7,000	1,416
<b>Operating Revenue, Total</b>	<b>967,478</b>	<b>796,939</b>	<b>170,539</b>
<b>OPERATING EXPENSES</b>			
<b>Personnel Services</b>			
Salaries and Wages			
Salaries and Wages	205,355	231,272	(25,918)
Overtime			
<b>Salaries and Wages, Total</b>	<b>205,355</b>	<b>231,272</b>	<b>(25,918)</b>
<b>Payroll Taxes and Benefits</b>			
Compensated Balances	17,543		17,543
Payroll Taxes	18,012	37,903	(19,890)
Retirement	30,989	42,327	(11,338)
Benefits	57,675	56,320	1,354
<b>Total Payroll Taxes and Benefits</b>	<b>124,219</b>	<b>136,550</b>	<b>(12,331)</b>
<b>Total Personnel Services</b>	<b>534,928</b>	<b>599,095</b>	<b>(64,167)</b>
<b>Materials and Services</b>			
Insurance	2,807		2,807
Advertising and Promotion		1,458	(1,458)
Training and Education		5,833	(5,833)
Travel	1,365	3,500	(2,135)
Office Expense	189	11,667	(11,478)
Fees	10,609		10,609
Bad Debt Expense		35,000	(35,000)
Licenses and Permits		14,583	(14,583)
Utilities	127,626	107,917	19,709
Contract and Support Services	41,868	44,333	(2,465)
Repairs and Maintenance	101,278	38,500	62,778
Equipment	976	3,792	(2,816)
Operating Supplies	30,540	20,417	10,124
State Land Fees	22,232	35,000	(12,768)
Lease Expense	990	4,500	(3,510)
Miscellaneous Expense		30,000	(30,000)
<b>Total Materials and Services</b>	<b>340,479</b>	<b>356,500</b>	<b>(16,021)</b>
<b>Total Operating Expenses</b>	<b>875,407</b>	<b>955,595</b>	<b>(80,187)</b>
<b>OPERATING INCOME</b>	<b>92,071</b>	<b>(158,656)</b>	<b>250,727</b>

**NON OPERATING**

**Non-operating Revenues**



# Financial Report - Budget Vs. Actual

## Port of Newport

Period 07/01/23..01/31/24

### Federal Grant Revenue

#### Total Federal Grants

State grant Revenue	32,245		32,245
<b>Total Non-operating Revenues</b>	<b>32,245</b>		<b>32,245</b>

### Non-operating Expenses

#### Capital Outlay

Capital Outlay - Land Improvements	175,800		175,800
Capital Outlay - Buildings		45,204	(45,204)
Capital Outlay - Docks and Piers	65,037		65,037
Capital Outlay - Vehicles and	(25,121)	77,887	(103,008)
<b>Total Capital Outlay</b>	<b>215,716</b>	<b>123,091</b>	<b>92,625</b>
<b>Non-operating Expenses, Total</b>	<b>218,784</b>	<b>123,091</b>	<b>95,693</b>
<b>NON-OPERATING REVENUE</b>	<b>(186,539)</b>	<b>(123,091)</b>	<b>(63,448)</b>

<b>NET INCOME</b>	<b>(94,468)</b>	<b>(281,747)</b>	<b>187,279</b>
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## Financial Report - Budget Vs. Actual

### Port of Newport

Period 07/01/23..01/31/24

**DEPARTMENT: 500-Internation**

Description	Current	Budget	Variance
<b>OPERATING REVENUES</b>			
Lease Revenue	104,822	101,594	3,228
Moorage	110,038	128,333	(18,295)
Services	43,750	114,333	(70,584)
Shipping	18,028	2,300	15,728
Fees	53,333	166,250	(112,917)
Discounts and Refunds	217		217
Miscellaneous Operating Revenue	83,487	1,167	82,321
<b>Operating Revenue, Total</b>	<b>413,675</b>	<b>513,977</b>	<b>(100,303)</b>
<b>OPERATING EXPENSES</b>			
<b>Personnel Services</b>			
Salaries and Wages			
Salaries and Wages	86,917	115,253	(28,336)
Overtime			
<b>Salaries and Wages, Total</b>	<b>86,917</b>	<b>115,253</b>	<b>(28,336)</b>
<b>Payroll Taxes and Benefits</b>			
Compensated Balances	6,166		6,166
Payroll Taxes	7,270	18,586	(11,315)
Retirement	13,633	18,303	(4,670)
Benefits	15,826	17,617	(1,791)
<b>Total Payroll Taxes and Benefits</b>	<b>42,895</b>	<b>54,506</b>	<b>(11,610)</b>
<b>Total Personnel Services</b>	<b>216,730</b>	<b>285,012</b>	<b>(68,282)</b>
<b>Materials and Services</b>			
Professional Fees		43,750	(43,750)
Advertising and Promotion		600	(600)
Dues And Subscriptions		1,500	(1,500)
Training and Education		2,500	(2,500)
Travel		2,000	(2,000)
Office Expense	1,002	4,258	(3,256)
Shipping and Freight	240	14,583	(14,343)
Fees	2,536		2,536
Bad Debt Expense		3,500	(3,500)
Licenses and Permits		2,917	(2,917)
Utilities	43,069	37,917	5,152
Contract and Support Services	41,475	26,250	15,225
Repairs and Maintenance	29,762	37,917	(8,155)
Equipment	1,202	4,958	(3,756)
Operating Supplies	9,261	9,333	(72)
Cargo Expense	50		50
State Land Fees	11,288	28,000	(16,712)
Lease Expense	14,000	20,417	(6,417)
<b>Total Materials and Services</b>	<b>153,886</b>	<b>240,400</b>	<b>(86,514)</b>
<b>Total Operating Expenses</b>	<b>370,616</b>	<b>525,412</b>	<b>(154,796)</b>
<b>OPERATING INCOME</b>	<b>43,059</b>	<b>(11,435)</b>	<b>54,493</b>



# Financial Report - Budget Vs. Actual

## Port of Newport

Period 07/01/23..01/31/24

### NON OPERATING

#### Non-operating Revenues

##### Federal Grant Revenue

##### Total Federal Grants

Loan Proceeds	560,000	(560,000)
<b>Total Non-operating Revenues</b>	<b>560,000</b>	<b>(560,000)</b>

#### Non-operating Expenses

##### Capital Outlay

Capital Outlay - Docks and Piers	12,277	7,353	4,925
Capital Outlay - Vehicles and	588,345	600,000	(11,655)
<b>Total Capital Outlay</b>	<b>600,622</b>	<b>607,353</b>	<b>(6,730)</b>
<b>Non-operating Expenses, Total</b>	<b>600,622</b>	<b>607,353</b>	<b>(6,730)</b>

<b>NON-OPERATING REVENUE</b>	<b>(600,622)</b>	<b>(47,353)</b>	<b>(553,270)</b>
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<b>NET INCOME</b>	<b>(557,564)</b>	<b>(58,787)</b>	<b>(498,776)</b>
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## Financial Report - Budget Vs. Actual

### Port of Newport

Period 07/01/23..01/31/24

#### DEPARTMENT: 700-South Bea

Description	Current	Budget	Variance
<b>OPERATING REVENUES</b>			
Lease Revenue	272,685	277,083	(4,398)
Moorage	786,139	695,130	91,009
Services		550	(550)
Shipping	90		90
RV Park Space Rentals	853,586	846,400	7,186
Fees	157,986	144,980	13,006
Discounts and Refunds	(7,185)		(7,185)
Miscellaneous Operating Revenue	(3,380)	18,092	(21,472)
<b>Operating Revenue, Total</b>	<b>2,059,921</b>	<b>1,982,236</b>	<b>77,686</b>
<b>OPERATING EXPENSES</b>			
<b>Personnel Services</b>			
Salaries and Wages			
Salaries and Wages	298,058	324,662	(26,604)
Overtime			
<b>Salaries and Wages, Total</b>	<b>298,058</b>	<b>324,662</b>	<b>(26,604)</b>
<b>Payroll Taxes and Benefits</b>			
Compensated Balances	20,035		20,035
Payroll Taxes	25,256	47,513	(22,257)
Retirement	37,432	60,536	(23,104)
Benefits	55,208	85,174	(29,965)
<b>Total Payroll Taxes and Benefits</b>	<b>137,931</b>	<b>193,223</b>	<b>(55,292)</b>
<b>Total Personnel Services</b>	<b>734,048</b>	<b>842,547</b>	<b>(108,500)</b>
<b>Materials and Services</b>			
Insurance	2,807		2,807
Professional Fees	10,000	45,833	(35,833)
Advertising and Promotion	688	8,750	(8,062)
Dues And Subscriptions		850	(850)
Training and Education		10,000	(10,000)
Travel	1,408	3,000	(1,592)
Office Expense	7,524	35,000	(27,476)
Shipping and Freight	32		32
IT Hardware and Software	411		411
Fees	44,304		44,304
Bad Debt Expense	68,182	25,000	43,182
Licenses and Permits	700	8,750	(8,050)
Utilities	232,362	262,500	(30,138)
Contract and Support Services	270,818	175,140	95,678
Repairs and Maintenance	66,372	175,000	(108,628)
Equipment	1,743	10,500	(8,757)
Operating Supplies	34,733	46,667	(11,933)
State Land Fees		20,000	(20,000)
Miscellaneous Expense		58,333	(58,333)
<b>Total Materials and Services</b>	<b>742,083</b>	<b>885,323</b>	<b>(143,240)</b>
<b>Total Operating Expenses</b>	<b>1,476,131</b>	<b>1,727,871</b>	<b>(251,740)</b>



# Financial Report - Budget Vs. Actual

## Port of Newport

Period 07/01/23..01/31/24

<b>OPERATING INCOME</b>	<b>583,790</b>	<b>254,365</b>	<b>329,425</b>
<b>NON OPERATING</b>			
<b>Non-operating Revenues</b>			
<b>Federal Grant Revenue</b>			
<b>Total Federal Grants</b>			
Interest	8,422		8,422
<b>Total Non-operating Revenues</b>	<b>8,422</b>		<b>8,422</b>
<b>Non-operating Expenses</b>			
<b>Capital Outlay</b>			
Capital Outlay - Land Improvements	239,394	175,542	63,851
Capital Outlay - Buildings		40,000	(40,000)
<b>Total Capital Outlay</b>	<b>239,394</b>	<b>215,542</b>	<b>23,851</b>
Transfers Out to Other Funds	5,976		5,976
<b>Non-operating Expenses, Total</b>	<b>245,370</b>	<b>215,542</b>	<b>29,827</b>
<b>NON-OPERATING REVENUE</b>	<b>(236,948)</b>	<b>(215,542)</b>	<b>(21,406)</b>
<b>NET INCOME</b>	<b>346,842</b>	<b>38,822</b>	<b>308,019</b>



PON BALANCE SHEET

Period: 07/01/23..01/31/24

Port of Newport

NOAA Lease Revenue Fund

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	2,838,419.90
Property Tax Receivable	0.00
Grants Receivable	0.00
Interfund Activity Receivable	18,507.10
Prepaid Expenses	199,928.27
<b>Total Current Assets</b>	<b>3,056,855.27</b>
<b>TOTAL FIXED ASSETS</b>	<b>19,387,394.53</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	390,615.04
PERS NPA(L)	(56,269.00)
PERS Deferred Outflow	59,995.00
<b>Total Deferred Outflow Resrcs</b>	<b>394,341.04</b>
<b>TOTAL ASSETS</b>	<b>22,838,590.84</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
Accounts Payable	52,814.46
Interfund Activity Payable	727,574.22
Compensated Absences	9,880.27
Accrued Payroll Taxes	3,161.81
Retirement Payable	6,989.56
Benefit Payable	(250.00)
Accrued Interest	164,613.00
Current Portion - Bonds Payable	1,380,000.00
<b>Total Current Liabilities</b>	<b>2,344,783.32</b>
<b>Non-current Liabilities</b>	
Long-term Debt	12,515,000.00
Less Current Portion - Long-term Debt	(1,380,000.00)
<b>Total Non-current Liabilities</b>	<b>11,135,000.00</b>
Deferred Inflows of Resources	53,290.00
<b>Total Liabilities</b>	<b>13,533,073.32</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	1,761,721.00
Committed Fund Balance	432,000.00
Assigned Fund Balance	0.00
Unrestricted Fund Balance	7,870,369.25
Contributed Capital	0.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>10,064,090.25</b>
Retained Earnings	(1,516,814.97)
<b>Net Assets</b>	<b>9,305,517.52</b>



PON BALANCE SHEET

2/16/2024  
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MBROWN

Period: 07/01/23..01/31/24

Port of Newport

NOAA Lease Revenue Fund

Description	Balance
<b>Total Liabilities and Equity</b>	<b>22,838,590.84</b>



PON Summary Inc Statement

2/16/2024  
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MBROWN

Period: 07/01/23..01/31/24

Port of Newport

NOAA Lease Revenue Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
Lease Revenue	1,509,571	1,503,390	6,181
<b>Total Operating Revenue</b>	<b>1,509,571</b>	<b>1,503,390</b>	<b>6,181</b>
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	64,025	133,074	(69,049)
Materials, Services	1,241,074	1,398,656	(157,583)
<b>Total Operating Expenses</b>	<b>1,305,099</b>	<b>1,531,730</b>	<b>(226,632)</b>
<b>OPERATING INCOME (LOSS)</b>	<b>204,472</b>	<b>(28,340)</b>	<b>232,813</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	0	0	0
Interest	42,686	3,792	38,895
<b>Total Non-operating Revenues</b>	<b>42,686</b>	<b>3,792</b>	<b>38,895</b>
<b>NON-OPERATING EXPENSES</b>			
Debt Service	1,758,213	1,578,100	180,113
Capital Outlays	5,760	40,000	(34,240)
<b>Total Non-Operating Expenses</b>	<b>1,763,973</b>	<b>1,618,100</b>	<b>145,873</b>
<b>Non-Operating Income (Loss)</b>	<b>(1,721,287)</b>	<b>(1,614,308)</b>	<b>(106,979)</b>
<b>Net Income (Loss)</b>	<b>(1,516,815)</b>	<b>(1,642,649)</b>	<b>125,834</b>
GAAP Adj - Depreciation Expense	(621,758)	0	(621,758)
GAAP Adj - Debt Service Principal	1,380,000	0	1,380,000
<b>Total GAAP Adjustments</b>	<b>(758,242)</b>	<b>0</b>	<b>(758,242)</b>
<b>Net Income (Loss)</b>	<b>(2,275,057)</b>	<b>(1,642,649)</b>	<b>(632,408)</b>



PON BALANCE SHEET

Period: 07/01/23..01/31/24

Port of Newport

Reserve Fund

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	1,973,978.47
Property Tax Receivable	0.00
Grants Receivable	0.00
Interfund Activity Receivable	357,758.81
<b>Total Current Assets</b>	<b>2,331,737.28</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	0.00
PERS NPA(L)	0.00
PERS Deferred Outflow	0.00
<b>Total Deferred Outflow Resrcs</b>	<b>0.00</b>
<b>TOTAL ASSETS</b>	<b>2,331,737.28</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
Interfund Activity Payable	3,526.14
<b>Total Current Liabilities</b>	<b>3,526.14</b>
<b>Non-current Liabilities</b>	
<b>Total Non-current Liabilities</b>	<b>0.00</b>
Deferred Inflows of Resources	0.00
<b>Total Liabilities</b>	<b>3,526.14</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	2,278,074.94
Committed Fund Balance	0.00
Assigned Fund Balance	0.00
Unrestricted Fund Balance	0.00
Contributed Capital	0.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>2,278,074.94</b>
Retained Earnings	50,136.20
<b>Net Assets</b>	<b>2,328,211.14</b>
<b>Total Liabilities and Equity</b>	<b>2,331,737.28</b>





PON Summary Inc Statement

Period: 07/01/23..01/31/24

Port of Newport

Reserve Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	0	0	0
Materials, Services	0	0	0
<b>Total Operating Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING INCOME (LOSS)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	0	0	0
Interest	50,136	1,500	48,636
Transfers In from Other Funds	0	186,744	(186,744)
<b>Total Non-operating Revenues</b>	<b>50,136</b>	<b>188,244</b>	<b>(138,108)</b>
<b>NON-OPERATING EXPENSES</b>			
<b>Total Non-Operating Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Non-Operating Income (Loss)</b>	<b>50,136</b>	<b>188,244</b>	<b>(138,108)</b>
<b>Net Income (Loss)</b>	<b>50,136</b>	<b>188,244</b>	<b>(138,108)</b>
<b>Total GAAP Adjustments</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Income (Loss)</b>	<b>50,136</b>	<b>188,244</b>	<b>(138,108)</b>



PON BALANCE SHEET

Period: 07/01/23..01/31/24

Port of Newport

Bond Debt Fund

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	286,698.44
Property Tax Receivable	31,469.43
Grants Receivable	0.00
<b>Total Current Assets</b>	<b>318,167.87</b>
<b>TOTAL FIXED ASSETS</b>	<b>139,746.00</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	553,083.64
PERS NPA(L)	0.00
PERS Deferred Outflow	0.00
<b>Total Deferred Outflow Resrcs</b>	<b>553,083.64</b>
<b>TOTAL ASSETS</b>	<b>1,010,997.51</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
Current Portion - Bonds Payable	435,000.00
<b>Total Current Liabilities</b>	<b>435,000.00</b>
<b>Non-current Liabilities</b>	
Long-term Debt	10,380,000.25
Less Current Portion - Long-term Debt	(435,000.00)
Bond Premiums	572,487.00
<b>Total Non-current Liabilities</b>	<b>10,517,487.25</b>
Deferred Inflows of Resources	0.00
<b>Total Liabilities</b>	<b>10,952,487.25</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	(10,520,959.61)
Committed Fund Balance	0.00
Assigned Fund Balance	0.00
Unrestricted Fund Balance	0.00
Contributed Capital	0.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>(10,520,959.61)</b>
Retained Earnings	144,469.87
<b>Net Assets</b>	<b>(9,941,489.74)</b>
<b>Total Liabilities and Equity</b>	<b>1,010,997.51</b>



PON Summary Inc Statement

2/16/2024  
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MBROWN

Period: 07/01/23..01/31/24

Port of Newport

Bond Debt Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
Property Tax Revenue	769,739	0	769,739
<b>Total Operating Revenue</b>	<b>769,739</b>	<b>0</b>	<b>769,739</b>
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	0	0	0
Materials, Services	0	0	0
<b>Total Operating Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING INCOME (LOSS)</b>	<b>769,739</b>	<b>0</b>	<b>769,739</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	0	0	0
Interest	5,532	0	5,532
<b>Total Non-operating Revenues</b>	<b>5,532</b>	<b>0</b>	<b>5,532</b>
<b>NON-OPERATING EXPENSES</b>			
Debt Service	630,802	819,030	(188,228)
<b>Total Non-Operating Expenses</b>	<b>630,802</b>	<b>819,030</b>	<b>(188,228)</b>
<b>Non-Operating Income (Loss)</b>	<b>(625,269)</b>	<b>(819,030)</b>	<b>193,761</b>
<b>Net Income (Loss)</b>	<b>144,470</b>	<b>(819,030)</b>	<b>963,500</b>
GAAP Adj - Debt Service Principal	435,000	0	435,000
<b>Total GAAP Adjustments</b>	<b>(435,000)</b>	<b>0</b>	<b>(435,000)</b>
<b>Net Income (Loss)</b>	<b>(290,530)</b>	<b>(819,030)</b>	<b>528,500</b>



PON BALANCE SHEET

Period: 07/01/23..01/31/24

Port of Newport

Facilities Maintenance Fund

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	455,487.60
Property Tax Receivable	0.00
Grants Receivable	0.00
<b>Total Current Assets</b>	<b>455,487.60</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	0.00
PERS NPA(L)	0.00
PERS Deferred Outflow	0.00
<b>Total Deferred Outflow Resrcs</b>	<b>0.00</b>
<b>TOTAL ASSETS</b>	<b>455,487.60</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
<b>Total Current Liabilities</b>	<b>0.00</b>
<b>Non-current Liabilities</b>	
<b>Total Non-current Liabilities</b>	<b>0.00</b>
Deferred Inflows of Resources	0.00
<b>Total Liabilities</b>	<b>0.00</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	0.00
Committed Fund Balance	0.00
Assigned Fund Balance	489,484.67
Unrestricted Fund Balance	74,780.71
Contributed Capital	0.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>564,265.38</b>
Retained Earnings	(108,777.78)
<b>Net Assets</b>	<b>455,487.60</b>
<b>Total Liabilities and Equity</b>	<b>455,487.60</b>



PON Summary Inc Statement

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MBROWN

Period: 07/01/23..01/31/24

Port of Newport

Facilities Maintenance Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	0	0	0
Materials, Services	0	0	0
<b>Total Operating Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING INCOME (LOSS)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	0	0	0
Interest	10,804	0	10,804
Transfers In from Other Funds	13,574	750,000	(736,426)
<b>Total Non-operating Revenues</b>	<b>24,378</b>	<b>750,000</b>	<b>(725,622)</b>
<b>NON-OPERATING EXPENSES</b>			
Transfers Out to Other Funds	133,155	133,156	(1)
<b>Total Non-Operating Expenses</b>	<b>133,155</b>	<b>133,156</b>	<b>(1)</b>
<b>Non-Operating Income (Loss)</b>	<b>(108,778)</b>	<b>616,844</b>	<b>(725,622)</b>
<b>Net Income (Loss)</b>	<b>(108,778)</b>	<b>616,844</b>	<b>(725,622)</b>
<b>Total GAAP Adjustments</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Income (Loss)</b>	<b>(108,778)</b>	<b>616,844</b>	<b>(725,622)</b>



PON BALANCE SHEET

Period: 07/01/23..01/31/24

Port of Newport

Construction fund

Description	Balance
<b>Assets</b>	
<b>Current Assets</b>	
Cash Deposits	13,207.17
Property Tax Receivable	0.00
Grants Receivable	0.00
<b>Total Current Assets</b>	<b>13,207.17</b>
<b>Deferred Outflows of Resources</b>	
Advanced Refunding (DOR)	0.00
PERS NPA(L)	0.00
PERS Deferred Outflow	0.00
<b>Total Deferred Outflow Resrcs</b>	<b>0.00</b>
<b>TOTAL ASSETS</b>	<b>13,207.17</b>
<b>LIABILITIES</b>	
<b>Current Liabilities</b>	
<b>Total Current Liabilities</b>	<b>0.00</b>
<b>Non-current Liabilities</b>	
<b>Total Non-current Liabilities</b>	<b>0.00</b>
Deferred Inflows of Resources	0.00
<b>Total Liabilities</b>	<b>0.00</b>
<b>Equity (Fund Balance)</b>	
Restricted Fund Balance	0.00
Committed Fund Balance	0.00
Assigned Fund Balance	0.00
Unrestricted Fund Balance	13,146.21
Contributed Capital	0.00
Prior Period Adjustment	0.00
<b>Total Equity (Fund Balance)</b>	<b>13,146.21</b>
Retained Earnings	60.96
<b>Net Assets</b>	<b>13,207.17</b>
<b>Total Liabilities and Equity</b>	<b>13,207.17</b>



PON Summary Inc Statement

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MBROWN

Period: 07/01/23..01/31/24

Port of Newport

Construction Fund

Description	Current	Budget	Variance
<b>OPERATING REVENUE</b>			
<b>OPERATING EXPENSES</b>			
Salaries, OT, & Benefits	0	0	0
Materials, Services	0	0	0
<b>Total Operating Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING INCOME (LOSS)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NON-OPERATING REVENUES</b>			
Grant Revenue	0	0	0
Interest	61	0	61
<b>Total Non-operating Revenues</b>	<b>61</b>	<b>0</b>	<b>61</b>
<b>NON-OPERATING EXPENSES</b>			
Transfers Out to Other Funds	0	14,695	(14,695)
<b>Total Non-Operating Expenses</b>	<b>0</b>	<b>14,695</b>	<b>(14,695)</b>
<b>Non-Operating Income (Loss)</b>	<b>61</b>	<b>(14,695)</b>	<b>14,756</b>
<b>Net Income (Loss)</b>	<b>61</b>	<b>(14,695)</b>	<b>14,756</b>
<b>Total GAAP Adjustments</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Income (Loss)</b>	<b>61</b>	<b>(14,695)</b>	<b>14,756</b>

Accounts Paid Report

Date	Vendor	Document	Description	Fund Name	Department	Amount
1/31/2024	Direct TV**AUTOPOST**	PPI03814	Utilities	General Fund	South Beach	\$449.80
1/31/2024	Windcave - AutoPay	PPI03808	Fees	General Fund	South Beach	\$20.00
1/31/2024	Windcave - AutoPay	PPI03808	Fees	General Fund	Commercial Marina	\$155.00
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	172421.00 - PON RV Dump	General Fund	South Beach	\$99.04
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	171451.00 - 710 SE Bay Bvd	General Fund	Commercial Marina	\$415.68
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	170971.00 - Terminal Office	General Fund	International Terminal	\$836.03
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	170851.01 - SE Marine Science Dr	NOAA Lease Fund		\$168.65
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	167681.00 - Irrigation System	General Fund	South Beach	\$1,041.22
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	106321.00 - Launch Ramp & CXT Restroom	General Fund	South Beach	\$530.78
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	100541.00 - Terminal Storage Bldg/Trident	General Fund	International Terminal	\$147.18
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94891.00 - NM Moorage - Laundry	General Fund	South Beach	\$283.63
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94871.00 - Fuel Dock NM Moorage	General Fund	South Beach	\$1,122.19
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94861.00 - Docks F,G,H,J	General Fund	South Beach	\$154.26
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94851.00 - Docks C,D,E	General Fund	South Beach	\$322.75
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94841.00 - Docks A & B	General Fund	South Beach	\$713.53
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94821.00 - SB Restrooms Fish Table	General Fund	South Beach	\$283.63
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94811.00 - RV Dump	General Fund	South Beach	\$79.58
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	94751.00 - OPS Shop SB Water	General Fund	South Beach	\$147.21
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	34261.01 - Newport Marina	General Fund	South Beach	\$458.77
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	7591.00 - Port Dock 7	General Fund	Commercial Marina	\$1,976.65
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	7571.00 - Port Dock 5	General Fund	Commercial Marina	\$950.23
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	7561.00 - Port Dock 1	General Fund	Commercial Marina	-\$184.35
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	6971.01 - Port Dock 3	General Fund	Commercial Marina	\$111.33
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	6611.01 - Sportsman Trailer Park	General Fund	South Beach	\$572.09
1/31/2024	City of Newport Water**AUTOPOST**	PPI03800	4291.00 - OPS Bldg	General Fund	Commercial Marina	\$1,430.98
1/31/2024	Central Lincoln PUD**AUTOPOST**	PPI03799	Utilities	General Fund	International Terminal	\$2,216.30
1/31/2024	Central Lincoln PUD**AUTOPOST**	PPI03799	Utilities	General Fund	Commercial Marina	\$8,462.16
1/31/2024	Central Lincoln PUD**AUTOPOST**	PPI03799	Utilities	General Fund	South Beach	\$11,876.66
1/31/2024	Central Lincoln PUD**AUTOPOST**	PPI03799	Utilities	General Fund	Administration	\$602.90
1/26/2024	Direct TV**AUTOPOST**	PPI03778	Utilities	General Fund	South Beach	\$813.10
1/17/2024	Asure - ***AUTOPOST***	PPI03770	Payroll taxes - PPE	General Fund	Multiple	\$138.95
1/16/2024	Asure - ***AUTOPOST***	PPI03769	Payroll taxes - PPE	General Fund	Multiple	\$29.65
1/5/2024	Asure - ***AUTOPOST***	PPI03768	Payroll taxes - PPE	General Fund	Multiple	\$27,288.21
1/12/2024	PERS-Autopay	PPI03767	Retirement Payable	General Fund	Multiple	\$20,913.42
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03756	Credit Cards Payable	General Fund	Multiple	\$2,192.16
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03755	Credit Cards Payable	General Fund	Multiple	\$1,743.61
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03754	Credit Cards Payable	General Fund	Multiple	\$867.77
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03753	Credit Cards Payable	General Fund	Multiple	\$690.21
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03752	Credit Cards Payable	General Fund	Multiple	\$315.18
1/2/2024	First Interstate Bank MC **AUTOPOST**	PPI03751	Credit Cards Payable	General Fund	Multiple	\$112.21
1/26/2024	PERS-Autopay	PPI03750	Retirement Payable	General Fund	Multiple	\$42,278.93
1/18/2024	Washington State Support Registry **AU	PPI03749	Garnishment Withholdings Payable	General Fund	Multiple	\$408.50
1/18/2024	Asure - ***AUTOPOST***	PPI03748	Payroll taxes - PPE	General Fund	Multiple	\$27,771.97



## Accounts Paid Report

1/18/2024	VOYA- **AUTOPOST**	PPI03747	Benefits Payable	General Fund	Multiple	\$630.00
1/18/2024	VOYA- **AUTOPOST**	PPI03746	Benefits Payable	General Fund	Multiple	\$525.00
1/31/2024	Carson Oil Co Inc **AUTOPOST**	PPI03727	Operating Supplies	General Fund	International Terminal	\$242.42
1/31/2024	Patrick Bishop	12870	Repairs and Maintenance	General Fund	International Terminal	\$4,760.00
1/26/2024	Copeland Lumber Yards Inc	12869	Repairs and Maintenance	General Fund	Commercial Marina	\$336.65
1/26/2024	Copeland Lumber Yards Inc	12869	Operating Supplies	General Fund	South Beach	\$568.05
1/26/2024	City of Newport	12868	Utilities	General Fund	Commercial Marina	\$156.50
1/26/2024	City of Newport	12868	Utilities	General Fund	South Beach	\$156.50
1/26/2024	Century Link	12867	Utilities	General Fund	South Beach	\$41.35
1/26/2024	Central Coast Excavating Inc	12866	Contract and Support Services	General Fund	South Beach	\$300.00
1/26/2024	Central Coast Excavating Inc	12866	Contract and Support Services	General Fund	South Beach	\$9,050.00
1/26/2024	Business Oregon - IFA	12865	Debt Service - Principal	General Fund	Unallocated	\$2,083.33
1/26/2024	WHA Insurance Agency Inc	12864	Prepaid Expenses	General Fund	Administration	\$26,904.00
1/26/2024	WHA Insurance Agency Inc	12864	Benefits	General Fund	Administration	\$25.00
1/26/2024	Bergerson Construction Inc	12863	Repairs and Maintenance	General Fund	Commercial Marina	\$41,700.00
1/26/2024	Westech Rigging Supply	12862	Repairs and Maintenance	General Fund	International Terminal	\$371.40
1/26/2024	Westech Rigging Supply	12862	Repairs and Maintenance	General Fund	International Terminal	\$1,038.85
1/26/2024	Westech Rigging Supply	12862	Repairs and Maintenance	General Fund	International Terminal	\$496.20
1/26/2024	TWGW Inc NAPA Auto Parts	12861	Operating Supplies	General Fund	International Terminal	\$9.09
1/26/2024	TWGW Inc NAPA Auto Parts	12861	Operating Supplies	General Fund	International Terminal	\$16.47
1/26/2024	TWGW Inc NAPA Auto Parts	12861	Operating Supplies	General Fund	International Terminal	\$84.90
1/26/2024	TWGW Inc NAPA Auto Parts	12861	Repairs and Maintenance	General Fund	Commercial Marina	\$11.38
1/26/2024	Toyota Lift Northwest	12860	Repairs and Maintenance	General Fund	Commercial Marina	\$3,126.93
1/26/2024	Streamline	12859	Utilities	General Fund	Administration	\$535.00
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	Administration	\$80.44
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	Administration	\$80.95
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	Administration	\$28.32
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	Commercial Marina	\$41.99
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	International Terminal	\$41.99
1/26/2024	Staples Advantage	12858	Office Expense	General Fund	Administration	\$41.99
1/26/2024	Special Districts Insurance Services	12857	NOAA	NOAA Lease Fund		\$1,945.29
1/26/2024	Special Districts Insurance Services	12857	NIT	General Fund	International Terminal	\$1,956.00
1/26/2024	Special Districts Insurance Services	12857	SB- RV	General Fund	South Beach	\$1,956.00
1/26/2024	Special Districts Insurance Services	12857	SB Ops	General Fund	South Beach	\$4,364.65
1/26/2024	Special Districts Insurance Services	12857	CM	General Fund	Commercial Marina	\$7,285.68
1/26/2024	Special Districts Insurance Services	12857	Admin	General Fund	Administration	\$4,790.34
1/26/2024	Simply Design Studios	12856	Office Expense	General Fund	South Beach	\$375.00
1/26/2024	Sierra Springs	12855	Operating Supplies	General Fund	Commercial Marina	\$15.82
1/26/2024	Rydin	12854	Office Expense	General Fund	Administration	\$344.36
1/26/2024	Rondys Inc dba Yaquina Industrial Park	12853	Lease Expense	General Fund	International Terminal	\$2,000.00
1/26/2024	Rondys Inc dba Yaquina Industrial Park	12853	Lease Expense	General Fund	International Terminal	\$2,000.00
1/26/2024	Rondys Inc dba Yaquina Industrial Park	12853	Lease Expense	General Fund	International Terminal	\$2,000.00
1/26/2024	Rondys Inc dba Yaquina Industrial Park	12853	Lease Expense	General Fund	International Terminal	\$2,000.00
1/26/2024	Barrelhead Supply Inc	12852	Repairs and Maintenance	General Fund	South Beach	\$68.55

## Accounts Paid Report

1/26/2024	Barrelhead Supply Inc	12852	Repairs and Maintenance	General Fund	South Beach	\$337.00
1/26/2024	Port's Contracting, LLC	12851	Contract and Support Services	General Fund	South Beach	\$3,150.00
1/26/2024	Performance System Integration LLC	12850	Repairs and Maintenance	NOAA Lease Fund		\$2,014.36
1/26/2024	PBS Engineering and Environmental Inc.	12849	Capital Outlay - Land Improvements	General Fund	South Beach	\$50,105.52
1/26/2024	Pacific Coast Lock & Safe LLC	12848	Repairs and Maintenance	General Fund	Commercial Marina	\$135.00
1/26/2024	Pacific Coast Lock & Safe LLC	12848	Contract and Support Services	General Fund	Commercial Marina	\$2,620.00
1/26/2024	OR Government Ethics Commission	12847	Licenses and Permits	General Fund	Administration	\$1,134.82
1/26/2024	OR Dept of Environmental Quality	12846	Licenses and Permits Cert # 21-9180-2023-OPER	General Fund	South Beach	\$650.00
1/26/2024	NW Natural	12845	Utilities	General Fund	South Beach	\$368.01
1/26/2024	NW Natural	12845	Utilities	General Fund	South Beach	\$224.81
1/26/2024	Newport Ace Hardware Inc	12844	Repairs and Maintenance	General Fund	South Beach	\$97.20
1/26/2024	New Pig Corporation	12843	Operating Supplies	General Fund	Commercial Marina	\$1,267.81
1/26/2024	National Association of State Agencies for	12842	Dues And Subscriptions	General Fund	Administration	\$39.00
1/26/2024	Amazon Capital Services Inc	12841	Office Expense	General Fund	South Beach	\$721.96
1/26/2024	Amazon Capital Services Inc	12841	Office Expense	General Fund	Administration	\$25.47
1/26/2024	Amazon Capital Services Inc	12841	Operating Supplies	NOAA Lease Fund		-\$21.70
1/26/2024	Amazon Capital Services Inc	12841	Shipping and Freight	NOAA Lease Fund		\$4.81
1/26/2024	Amazon Capital Services Inc	12841	Operating Supplies	NOAA Lease Fund		\$216.96
1/26/2024	Amazon Capital Services Inc	12841	Operating Supplies	NOAA Lease Fund		\$43.94
1/26/2024	Amazon Capital Services Inc	12841	Repairs and Maintenance	General Fund	South Beach	\$343.98
1/26/2024	Amazon Capital Services Inc	12841	Office Expense	General Fund	Administration	\$79.99
1/26/2024	Amazon Capital Services Inc	12841	Office Expense	General Fund	Administration	\$26.74
1/26/2024	MASA	12840	10044 - DW/2252902	General Fund	South Beach	\$14.00
1/26/2024	MASA	12840	10031 - ST/2463165	General Fund	Administration	\$14.00
1/26/2024	MASA	12840	10025 - WS/2221583	General Fund	South Beach	\$14.00
1/26/2024	MASA	12840	10035 - WR/2190416	General Fund	South Beach	\$14.00
1/26/2024	MASA	12840	10048 - BR/2329895	General Fund	South Beach	\$14.00
1/26/2024	MASA	12840	10036 - RM/2220087	General Fund	Commercial Marina	\$14.00
1/26/2024	MASA	12840	10045 - EL/2257962	General Fund	Commercial Marina	\$14.00
1/26/2024	MASA	12840	10013 - MH/2220034	General Fund	Administration	\$14.00
1/26/2024	MASA	12840	10049 - JG/2299411	General Fund	Commercial Marina	\$14.00
1/26/2024	MASA	12840	10005 - MB/2465189	General Fund	Administration	\$39.00
1/26/2024	MASA	12840	10060 - ED/2543931	General Fund	Administration	\$39.00
1/26/2024	KOPIS	12839	Senior Bus. Mngmnt Consulting	General Fund	Administration	\$450.00
1/26/2024	KOPIS	12839	BC Kopis Support Basic	General Fund	Administration	\$200.00
1/26/2024	KOPIS	12839	21-10-100-02 Pacsoft NG Annual Subscription Re	General Fund	Administration	\$13,705.13
1/26/2024	KOPIS	12839	21-10-100-02	General Fund	Administration	\$1,000.00
1/26/2024	Kern & Thompson LLC	12838	Professional Services	General Fund	Administration	\$1,000.00
1/26/2024	Industrial Welding Supply, Inc.	12837	Operating Supplies	General Fund	International Terminal	\$31.75
1/26/2024	Industrial Welding Supply, Inc.	12837	Operating Supplies	General Fund	International Terminal	\$46.19
1/26/2024	Industrial Welding Supply, Inc.	12837	Equipment	General Fund	International Terminal	\$47.40
1/26/2024	Industrial Welding Supply, Inc.	12837	Equipment	General Fund	International Terminal	\$85.64
1/26/2024	IconiPro Security Alarms Inc	12836	Operating Supplies	General Fund	International Terminal	\$210.00
1/26/2024	IconiPro Security Alarms Inc	12836	Operating Supplies	General Fund	International Terminal	\$261.96

## Accounts Paid Report

1/26/2024	Ground FX Landscape Management LLC	12835	Contract and Support Services	General Fund	Commercial Marina	\$369.00
1/26/2024	Ground FX Landscape Management LLC	12835	Contract and Support Services	NOAA Lease Fund		\$3,765.00
1/26/2024	Grainger Inc	12834	Operating Supplies	General Fund	Commercial Marina	\$614.25
1/26/2024	Englund Marine Supply Co Inc	12833	Operating Supplies	General Fund	Commercial Marina	\$26.49
1/26/2024	Englund Marine Supply Co Inc	12833	Operating Supplies	General Fund	Commercial Marina	\$578.38
1/26/2024	DOWL	12832	Capital Outlay - Docks and Piers	General Fund	Commercial Marina	\$19,833.69
1/26/2024	Dahl Disposal	12831	Contract and Support Services	General Fund	Commercial Marina	\$35.58
1/26/2024	Alsco Inc	12830	Contract and Support Services	General Fund	International Terminal	\$35.95
1/19/2024	Lincoln County Tax Collector	12829	Office Expense	General Fund	Administration	\$2.00
1/19/2024	Hyak	12828	Contract and Support Services	General Fund	Administration	\$6,606.99
1/19/2024	Englund Marine Supply Co Inc	12827	Operating Supplies	General Fund	Commercial Marina	\$131.25
1/19/2024	Englund Marine Supply Co Inc	12827	Repairs and Maintenance	General Fund	International Terminal	\$37.42
1/19/2024	Englund Marine Supply Co Inc	12827	Repairs and Maintenance	General Fund	International Terminal	\$47.84
1/19/2024	Englund Marine Supply Co Inc	12827	Repairs and Maintenance	General Fund	International Terminal	\$32.24
1/19/2024	Edge Analytical Inc	12826	Contract and Support Services	General Fund	International Terminal	\$204.00
1/19/2024	Carver Inc	12825	Operating Supplies	General Fund	South Beach	\$175.80
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$9,262.45
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$820.72
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$820.72
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$820.72
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$820.73
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$820.73
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$820.73
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$72.72
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$820.73
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$871.92
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$77.26

## Accounts Paid Report

1/19/2024	Bay Area Enterprises Inc	12824	SB	General Fund	South Beach	\$871.92
1/19/2024	Bay Area Enterprises Inc	12824	Admin	General Fund	Administration	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	NIT	General Fund	International Terminal	\$77.26
1/19/2024	Bay Area Enterprises Inc	12824	CM	General Fund	Commercial Marina	\$77.26
1/19/2024	Barrelhead Supply Inc	12823	Repairs and Maintenance	General Fund	South Beach	\$126.04
1/19/2024	Barrelhead Supply Inc	12823	Repairs and Maintenance	General Fund	South Beach	\$320.90
1/19/2024	Western States Electrical Const Inc	12822	Repairs and Maintenance	General Fund	Commercial Marina	\$1,915.00
1/19/2024	Western Pacific Crane & Equipment LLC	12821	Training and Education	NOAA Lease Fund		\$3,342.00
1/19/2024	Ultrex	12820	Office Expense	General Fund	South Beach	\$32.02
1/19/2024	Ultrex	12820	Office Expense	General Fund	Administration	\$44.40
1/19/2024	TWGW Inc NAPA Auto Parts	12819	Repairs and Maintenance	General Fund	International Terminal	-\$54.00
1/19/2024	TWGW Inc NAPA Auto Parts	12819	Repairs and Maintenance	General Fund	International Terminal	\$54.00
1/19/2024	TWGW Inc NAPA Auto Parts	12819	Equipment	General Fund	International Terminal	\$4.49
1/19/2024	TWGW Inc NAPA Auto Parts	12819	Repairs and Maintenance	General Fund	International Terminal	\$289.98
1/19/2024	Thompson's Sanitary Service Inc	12818	Utilities	General Fund	International Terminal	\$2,141.50
1/19/2024	Thompson's Sanitary Service Inc	12818	Utilities	General Fund	Commercial Marina	\$4,040.82
1/19/2024	Thompson's Sanitary Service Inc	12818	Utilities	NOAA Lease Fund		\$494.00
1/19/2024	Thompson's Sanitary Service Inc	12818	Utilities	General Fund	South Beach	\$3,211.49
1/19/2024	T & L Chemical Toilet Service LLC	12817	Contract and Support Services	General Fund	South Beach	\$85.00
1/19/2024	T & L Chemical Toilet Service LLC	12817	Contract and Support Services	General Fund	International Terminal	\$85.00
1/19/2024	T & L Chemical Toilet Service LLC	12817	Contract and Support Services	General Fund	South Beach	\$85.00
1/19/2024	T & L Chemical Toilet Service LLC	12817	Contract and Support Services	General Fund	South Beach	\$85.00
1/19/2024	T & L Chemical Toilet Service LLC	12817	Contract and Support Services	General Fund	Commercial Marina	\$740.00
1/19/2024	Suburban Propane	12816	Operating Supplies	General Fund	South Beach	\$219.02
1/19/2024	Astound CoastCom By Wave	12815	Utilities	General Fund	South Beach	\$1,032.73
1/19/2024	Astound CoastCom By Wave	12815	Utilities	General Fund	Administration	\$960.00
1/19/2024	Sound Environmental Products	12814	Operating Supplies	General Fund	International Terminal	\$65.46
1/19/2024	Sound Environmental Products	12814	Operating Supplies	General Fund	International Terminal	\$229.00
1/19/2024	Sound Environmental Products	12814	Operating Supplies	General Fund	International Terminal	\$134.60
1/19/2024	Sierra Springs	12813	Operating Supplies	General Fund	Commercial Marina	\$39.76
1/19/2024	Sherwin-Williams	12812	Repairs and Maintenance	General Fund	South Beach	\$188.18
1/19/2024	Sherwin-Williams	12812	Repairs and Maintenance	General Fund	Commercial Marina	\$239.18
1/19/2024	Security Monster	12811	Operating Supplies	General Fund	Administration	\$779.00
1/19/2024	Quadient Finance USA Inc	12810	Office Expense	General Fund	Administration	\$861.42
1/19/2024	Power Motors Inc	12809	Repairs and Maintenance	General Fund	South Beach	\$1,027.50
1/19/2024	Platt Electric Supply Inc	12808	Repairs and Maintenance	General Fund	International Terminal	\$713.96
1/19/2024	Pioneer Connect	12807	Utilities	General Fund	International Terminal	\$181.94
1/19/2024	Pioneer Connect	12807	Utilities	General Fund	South Beach	\$42.00
1/19/2024	Pioneer Connect	12807	Utilities	General Fund	South Beach	\$228.82
1/19/2024	Papé Material Handling, Inc	12806	Repairs and Maintenance	General Fund	International Terminal	\$307.17
1/19/2024	Pacific Source Administrators Inc	12805	Flat Monthly Fee	General Fund	Administration	\$85.00
1/19/2024	Pacific Source Administrators Inc	12805	PM (0002663414)	General Fund	Administration	\$254.16
1/19/2024	Pacific Source Administrators Inc	12805	DD (0001767159)	General Fund	Administration	\$90.00
1/19/2024	Pacific Source Administrators Inc	12805	MB (0001767155)	General Fund	Administration	\$72.92

## Accounts Paid Report

1/19/2024	Amazon Capital Services Inc	12804	Operating Supplies	NOAA Lease Fund		\$450.24
1/19/2024	Amazon Capital Services Inc	12804	Operating Supplies	NOAA Lease Fund		\$39.53
1/19/2024	Amazon Capital Services Inc	12804	Operating Supplies	NOAA Lease Fund		\$115.25
1/19/2024	Amazon Capital Services Inc	12804	Operating Supplies	NOAA Lease Fund		\$246.75
1/19/2024	Amazon Capital Services Inc	12804	Repairs and Maintenance	General Fund	South Beach	\$34.97
1/19/2024	Amazon Capital Services Inc	12804	Office Expense	General Fund	Administration	\$36.66
1/19/2024	Pacific Habitat Services Inc	12803	Capital Outlay - Docks and Piers	General Fund	Commercial Marina	\$3,981.25
1/19/2024	Pacific Digital Works Inc	12802	Office Expense	General Fund	South Beach	\$453.00
1/19/2024	Overhead Door Company of Salem	12801	Repairs and Maintenance	NOAA Lease Fund		\$1,897.00
1/19/2024	Newport Rental Service	12800	Equipment	NOAA Lease Fund		\$442.00
1/19/2024	Newport Rental Service	12800	Repairs and Maintenance	General Fund	International Terminal	\$97.72
1/19/2024	Newport Rental Service	12800	scissor lift to replace bulb above shop door	General Fund	International Terminal	\$80.00
1/19/2024	Michelle Blank	12799	Benefits Payable-FSA Deduction	General Fund	Multiple	\$120.00
1/19/2024	Metro Access Control	12798	Repairs and Maintenance	NOAA Lease Fund		\$2,145.00
1/19/2024	MacPherson, Gintner & Diaz	12797	Professional Services	General Fund	Administration	\$3,818.75
1/19/2024	Lincoln County Public Works	12796	Operating Supplies	NOAA Lease Fund		\$66.13
1/19/2024	Lincoln County Public Works	12796	Operating Supplies	General Fund	International Terminal	\$37.40
1/19/2024	Lincoln County Public Works	12796	Operating Supplies	General Fund	South Beach	\$66.48
1/19/2024	Lincoln County Public Works	12796	Operating Supplies	General Fund	Commercial Marina	\$156.26
1/19/2024	KPFF	12795	Capital Outlay - Docks and Piers	General Fund	International Terminal	\$1,352.56
1/19/2024	KOPIS	12794	21-10-100-02	General Fund	Unallocated	\$2,500.00
1/19/2024	Alsco Inc	12793	Contract and Support Services	General Fund	International Terminal	\$35.95
1/19/2024	Alsco Inc	12793		General Fund	International Terminal	\$33.44
1/19/2024	Alsco Inc	12793	Contract and Support Services	General Fund	International Terminal	\$32.95
1/19/2024	Alsco Inc	12793	Contract and Support Services	General Fund	International Terminal	\$32.95
1/19/2024	Alsco Inc	12793	Contract and Support Services	General Fund	International Terminal	\$32.95
1/19/2024	Alsco Inc	12793	Contract and Support Services	General Fund	International Terminal	\$32.95
1/17/2024	OR Dept of Revenue TLT** Autodraft	EFT24021	Fees	General Fund	South Beach	-\$85.70
1/17/2024	OR Dept of Revenue TLT** Autodraft	EFT24021	Accrued Lodging Taxes	General Fund	Multiple	\$1,714.16
1/15/2024	City of Newport Room Tax	12792	Accrued Lodging Taxes	General Fund	Multiple	\$2,359.92
1/17/2024	Direct TV**AUTOPOST**	PPI03639	Utilities	General Fund	South Beach	\$447.20
1/17/2024	Central Lincoln PUD**AUTOPOST**	PPI03625	Utilities	General Fund	Administration	\$424.78
1/17/2024	Central Lincoln PUD**AUTOPOST**	PPI03619	Utilities	General Fund	South Beach	\$711.54
1/8/2024	VOYA- **AUTOPOST**	PPI03609	Benefits Payable	General Fund	Multiple	\$525.00
1/8/2024	VOYA- **AUTOPOST**	PPI03608	Benefits Payable	General Fund	Multiple	\$630.00
1/8/2024	DE LAGE LANDEN **AUTOPOST**	PPI03595	50369481_2-South Beach	General Fund	South Beach	\$323.75
1/8/2024	DE LAGE LANDEN **AUTOPOST**	PPI03595	50369481_1-Admin	General Fund	Administration	\$323.75
1/5/2024	Orkin	12788	Contract and Support Services	General Fund	Administration	\$75.00
1/5/2024	Orkin	12788	Contract and Support Services	General Fund	Administration	\$62.99
1/5/2024	Newport Sign Shop	12787	Contract and Support Services	General Fund	Commercial Marina	\$390.00
1/5/2024	Newport Sign Shop	12787	Contract and Support Services	General Fund	South Beach	\$585.00
1/5/2024	Newport Fab Shop	12786	Capital Outlay - Docks and Piers	NOAA Lease Fund		\$5,760.00
1/5/2024	Moody's Investor Service	12785	Fees	NOAA Lease Fund		\$500.00
1/5/2024	Integrity Data	12784	IT Hardware and Software	General Fund	Administration	\$823.00

## Accounts Paid Report

1/5/2024	Darrell Harper	12783	Misc Non-Operating expense	General Fund	Commercial Marina	\$3,067.20
1/5/2024	Amazon Capital Services Inc	12782	Operating Supplies	General Fund	International Terminal	\$97.30
1/5/2024	Amazon Capital Services Inc	12782	Office Expense	General Fund	South Beach	\$58.98
1/5/2024	Amazon Capital Services Inc	12782	Repairs and Maintenance	General Fund	South Beach	\$134.42
1/5/2024	Amazon Capital Services Inc	12782	Repairs and Maintenance	General Fund	South Beach	\$63.62
1/5/2024	TWGW Inc NAPA Auto Parts	12781	Repairs and Maintenance	General Fund	South Beach	\$30.99
1/5/2024	TOPCON	12780	Operating Supplies	General Fund	South Beach	\$11.62
1/5/2024	TCB Security Services Inc	12779	SB	General Fund	South Beach	\$5,868.46
1/5/2024	TCB Security Services Inc	12779	Admin	General Fund	Administration	\$519.99
1/5/2024	TCB Security Services Inc	12779	NIT	General Fund	International Terminal	\$519.99
1/5/2024	TCB Security Services Inc	12779	CM	General Fund	Commercial Marina	\$519.99
1/5/2024	TCB Security Services Inc	12779	SB	General Fund	South Beach	\$1,553.43
1/5/2024	TCB Security Services Inc	12779	Admin	General Fund	Administration	\$137.64
1/5/2024	TCB Security Services Inc	12779	NIT	General Fund	International Terminal	\$137.64
1/5/2024	TCB Security Services Inc	12779	CM	General Fund	Commercial Marina	\$137.64
1/5/2024	TCB Security Services Inc	12779	SB	General Fund	South Beach	\$2,934.22
1/5/2024	TCB Security Services Inc	12779	Admin	General Fund	Administration	\$260.00
1/5/2024	TCB Security Services Inc	12779	NIT	General Fund	International Terminal	\$260.00
1/5/2024	TCB Security Services Inc	12779	CM	General Fund	Commercial Marina	\$260.00
1/5/2024	Suburban Propane	12778	Operating Supplies	General Fund	South Beach	\$513.68
1/5/2024	Spiro Landscapes Inc	12777	Contract and Support Services	General Fund	South Beach	\$1,050.00
1/5/2024	Spiro Landscapes Inc	12777	Contract and Support Services	NOAA Lease Fund		\$495.00
1/5/2024	SeaCapt Mobile Marine	12776	Repairs and Maintenance	General Fund	South Beach	\$4,977.27
1/5/2024	SeaCapt Mobile Marine	12776	Repairs and Maintenance	NOAA Lease Fund		\$4,977.27
1/5/2024	SeaCapt Mobile Marine	12776	Repairs and Maintenance	General Fund	International Terminal	\$4,977.27
1/5/2024	SeaCapt Mobile Marine	12776	Repairs and Maintenance	General Fund	Commercial Marina	\$4,977.27
1/5/2024	Ram Steelco Inc	12775	Contract and Support Services	General Fund	International Terminal	\$1,562.64
1/5/2024	Pioneer Printing Inc	12774	Office Expense	General Fund	Administration	\$267.40
1/5/2024	Advance Backflow Testing LLC	12773	Contract and Support Services	General Fund	Commercial Marina	\$250.00
1/5/2024	Advance Backflow Testing LLC	12773	Contract and Support Services	General Fund	International Terminal	\$150.00
1/5/2024	Advance Backflow Testing LLC	12773	Contract and Support Services	General Fund	South Beach	\$1,000.00
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	172421.00 - PON RV Dump	General Fund	South Beach	\$79.58
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	171451.00 - 710 SE Bay Bvd	General Fund	Commercial Marina	\$253.00
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	170971.00 - Terminal Office	General Fund	International Terminal	\$911.56
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	170851.01 - SE Marine Science Dr	NOAA Lease Fund		\$188.11
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	167681.00 - Irrigation System	General Fund	South Beach	\$1,021.76
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	106321.00 - Launch Ramp & CXT Restroom	General Fund	South Beach	\$674.56
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	100541.00 - Terminal Storage Bldg/Trident	General Fund	International Terminal	\$166.64
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	94891.00 - NM Moorage - Laundry	General Fund	South Beach	\$283.63
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	94871.00 - Fuel Dock NM Moorage	General Fund	South Beach	\$188.11
1/4/2024	City of Newport Water**AUTOPOST**	PPI03580	94861.00 - Docks F,G,H,J	General Fund	South Beach	\$154.26

# Port of Newport

## Employee Benefits



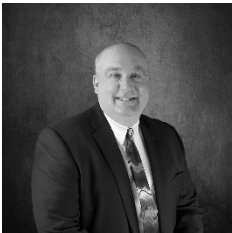


# YOUR SERVICE TEAM

## BENEFITS

It is our desire to work with you and your personnel to establish direct, efficient communications with our office. We are committed to serving your insurance and risk management needs with excellence.

### PRIMARY CONTACTS



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### FULL TEAM



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## CONTACT

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**TOLL FREE**  
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**FAX**  
(541) 484-5434

**Eugene Office** – 2930 Chad Drive, Eugene, OR 97408

**Wilsonville Office** – 29100 SW Town Center Loop, Suite 160, Wilsonville, OR 97070





**Port of Newport  
July 1, 2023**

	<b>SDIS (Regence) Blue Plan</b>		
	<b>Blue PPO VII</b>	<b>Reimbursement</b>	<b>Adjusted</b>
<b>Medical Benefits</b>	<b>In-Network</b>	<b>after first \$1000</b>	<b>In-Network</b>
Individual Deductible	\$2,500	\$1,000	\$1,500
Individual OOP Max	\$5,500		\$4,500
Preventative Office Visit	Covered in full		
Primary Care Office Visit	\$25 Copay, ded. waived		
Urgent Care Office Visit	\$25 Copay, ded. waived		
Specialist Office Visit	\$25 Copay, ded. waived		
Virtual Visits	Covered in full		
Coinsurance	20%		
Diagnostic Lab and X-Ray	20% ded. waived		
Advanced Imaging	20%		
Emergency Room	\$250 Copay, ded. waived		
<b>Prescription Drug Benefits</b>			
Deductible	Waived on all tiers		
Generic	\$10		
Pref. Brand	\$30		
Non-Pref. Brand	\$50		
Specialty	30% to \$200 max per script		
<b>Alternative Care</b>			
Office Visit	\$25 Copay, ded. waived		
Benefit Maximum	Chiro 30 Visits, Acupuncture 30 Visits, Massage Therapy 12 Visits per calendar year		
<b>Vision</b>			
Exam	\$25 Copay, ded. waived		
Hardware Allowance	\$300 Allowance		
Frequency	Per calendar year		
	<b>Premium</b>	<b>Employee Cost</b>	<b>Employer Cost</b>
Employee Only	\$907.00	\$0.00	\$907.00



**Port of Newport  
July 1, 2023 Dental Options**

	<b>Delta Dental</b>	<b>Willamette Dental</b>
	<b>Incentive Dental</b>	<b>Willamette Standard</b>
<b>Calendar Year Costs</b>	<b>In-Network</b>	<b>In-Network</b>
Calendar year maximum, per member (age 19+)	\$1,500	No Annual Maximum
Calendar year deductible, per member	\$0	No Deductible
Calendar year maximum deductible, per family	\$0	\$15 per Visit
Calendar year out-of-pocket maximum, one member (under age 19)	\$350	NA
Calendar year out-of-pocket maximum, two or more members (under age 19)	\$700	NA
<b>Class 1</b>		
Services do not apply to annual max	Services do not apply to annual max.	NA
Exam and prophylaxis/cleanings (twice per year)	1st year - 70% 2nd year - 80% 3rd year - 90% 4th year - 100%	Cover with Visit Copay
Bitewing X-rays (once per year)		
Topical application of fluoride (under age 19)		
Sealants		
Space maintainers (ages under 14)		
<b>Class 2</b>		
Fillings	1st year - 70% 2nd year - 80% 3rd year - 90% 4th year - 100%	Covered with Visit Copay
Oral surgery (extractions & certain minor surgical procedures)		See Summary
Endodontics (treatment of teeth with diseased or damaged nerves)		
Periodontics (treatment of diseases of the gums and supporting structures of the teeth)		
<b>Class 3</b>		
Implants	50%	See Summary
Crowns and other cast restorations		
Dentures and bridges (construction or repair of fixed bridges, partial, and complete dentures)		
<b>Orthodontia</b>		
Orthodontia	50% to \$1500 Lifetime	\$150 Copay Pre-Ortho \$2500 Copay Treatment

	<b>Employee Cost</b>	<b>Employer Cost</b>	<b>Employee Cost</b>	<b>Employer Cost</b>
Employee Only	\$0.00	\$59.16	\$0.00	\$48.45

*This comparison is for illustrative purposes only. If a conflict arises, carrier information takes precedence.*



**Health Reimbursement Arrangement:** The Port of Newport will reimburse up to a maximum of \$1,000 for an in deductible expenses per calendar year. To be eligible for reimbursement, the individual insured must pay the first \$1,000 in deductible per calendar year. The individual is also responsible for the remaining \$500 of the deductible per calendar year.



**Flexible Spending Account / FSA:** This program allows Port of Newport employees to set aside pre-tax money to pay for medically necessary healthcare expenses that are not covered by a health plan. The 2023 annual maximum amount you may contribute to the Health Care FSA is \$3,050.

**Dependent Care FSA:** The Dependent Care FSA lets Port of Newport employees use pretax dollars toward qualified dependent care such as caring for children under the age 13 or caring for elders. The annual maximum amount you may contribute to the Dependent Care FSA is \$5,000 (or \$2,500 if married and filing separately) per calendar year.



**Life & AD&D Insurance:** The Port provides \$50,000 Life Insurance & AD&D coverage for all Port Employees.



### **Ground & Air Transportation**

The Port offers 2 plans through MASA Medical Transport that allows employees to add coverage to protect themselves and their families when group or air transportation may be needed.



*The information in this Benefits Resource Guide is presented for illustrative purposes and is based on information provided by the employer. The text contained in this Guide was taken from various summary plan descriptions and benefit information. While every effort was taken to accurately report your benefits, discrepancies or errors are always possible. In case of discrepancy between the Benefits Resource Guide and the actual plan documents, the actual plan documents will prevail. All information is confidential, pursuant to the Health Insurance Portability and Accountability Act of 1996. If you have any questions about this summary, contact Human Resources.*



# *Insurance Summary*

Port of Newport  
Lorin Williams & Jennifer King  
2/27/24



# Mission Statement

Our mission is to always act in the best interest of our clients as their trusted insurance and risk management advisor.

## Values

### Professionalism

To consistently display integrity, expertise, and respectful collaboration.

### Generosity

To give, share, and support others.

### Integrity

To commit to being respectful, honest, and making ethical choices.

### Diversity

To understand and support each team member's unique background and strengths.

### Passion

To fuel purpose and ignite meaningful actions.

### Active Learning

To build knowledge and enhance critical thinking.

## Vision

### Our Clients

To provide an exceptional client experience with passion, professionalism, and care.

### Our Providers

To develop the highest level of trust with our providers through effective collaboration.

### Our Industry

To be recognized as innovative industry leaders in insurance and risk management services.

### Our Team

To foster a culture that supports each team member's personal and professional aspirations.



We are thrilled to introduce you to your *Service Team!*

*Primary Team*



**LORIN WILLIAMS**  
PROPERTY & CASUALTY

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Coverage & Renewals



**JENNIFER KING**  
WORKERS' COMPENSATION

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Direct: 541.284.5835  
Mobile: 541.870.0937

Coverage & Renewals

*Support Team*



**KARISA CARY**  
PROPERTY & CASUALTY

[KCary@whainsurance.com](mailto:KCary@whainsurance.com)  
Direct: 541.632-8029

Policy Changes & Certificates of Insurance



**CHRISTIE MONTERO**  
WORKERS' COMPENSATION

[CMontero@whainsurance.com](mailto:CMontero@whainsurance.com)  
Direct: 541.284.5855

Policy Changes & Certificates of Insurance

*Risk Management Team*



**DAVE NELSON**  
RISK MANAGER

Loss Control, Contracts & Training

Public Safety Specialist for Law Enforcement & Municipalities



**DAVE PICKHARDT**  
RISK MANAGER

Loss Control & Wellness, Health & Fitness Specialist

Public Safety Specialist for Fire & Emergency Medical Services & Municipalities

*Risk Management Team continued*



**NATHAN CORTEZ**  
RISK MANAGER

Loss Control, Inspections, Crime Prevention through Environmental Design (CPTED)

Public Safety Specialist for Educators & Special Districts



**WINSLOW CERVANTES**  
RISK MANAGER

UAS Inspection & Surveys, GIS Mapping & Modelling

Public Safety Specialist for Educators & Special Districts

*Claims Consultants*



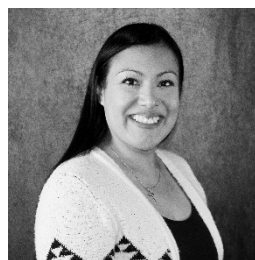
**STEPHANI KUNCE**  
PROPERTY & CASUALTY

First Notification & Claims Consulting



**BETTY BERRY**  
WORKERS' COMPENSATION

Claims Consulting, Return-to-Work, Claims Reviews, EAIP & PWP



**ERICA ARMSTRONG**  
WORKERS' COMPENSATION

First Notification, Claims Consulting, Return-to-Work, Claims Reviews, EAIP & PWP



Report displays contribution difference (changes) between 2023 and the 2024 renewal in an effort to provide a general idea of rating components that influence contributions.

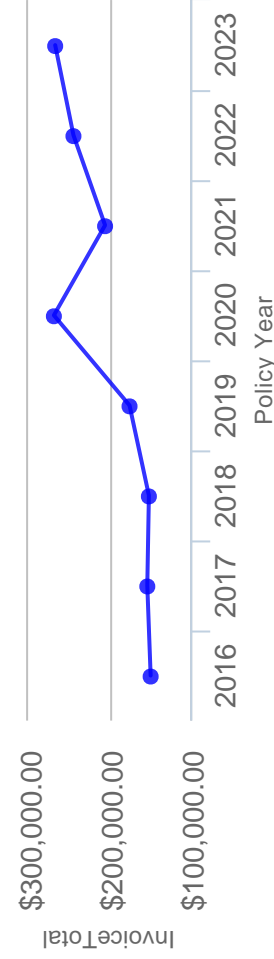
Coverage	2023 contribution	Change in exposures	2024 contribution	Total contribution change	Total % contribution change
General Liability	\$100,482	See Below	\$121,542	\$21,060	20.96%
Auto Liability	\$2,574	0	\$2,425	-\$149	-5.77%
Non-Owned Auto Liability	\$151		\$151	\$0	0.00%
Auto Physical Damage	\$1,008	\$0	\$853	-\$155	-15.37%
Non-Owned APD	\$0		\$0	\$0	
Property	\$132,051	\$8,452,495	\$148,442	\$16,391	12.41%
Earthquake	\$5,602	\$8,452,495	\$6,263	\$661	11.80%
Flood	\$2,625	\$8,452,495	\$2,931	\$306	11.66%
Equipment Breakdown	\$22,729	\$8,452,495	\$24,757	\$2,028	8.92%
Crime	\$1,135		\$1,135	\$0	0.00%
<b>Total All Lines</b>	<b>\$268,357</b>		<b>\$308,499</b>	<b>\$40,142</b>	<b>14.96%</b>

**General Liability Exposure Comparison**

Description	Last Year	This Year	Difference
2023-2024 Budgeted Materials and Supplies *	\$6,485,152	\$8,693,205	\$2,208,053
2023-2024 Budgeted Personal Services *	\$2,811,331	\$3,166,166	\$354,835
Events/Fundraisers - Alcohol Served	\$2	\$2	\$0
Marina Slips - Number Of	\$798	\$798	\$0

\* Auto Liability Exposure = Number of Autos. Auto Physical Damage = Total Insured Automobile Values. Excess Liability = Materials and Supplies + Personal Services. Property and Boiler and Machinery = Total Insured Property Values.

**Annual Contribution History**



**2018-2022 Net Loss Ratio = 86.32%**

Best Practices	Year	% Credit
	2023	8.00%
	2024	10.00%

**SDIS Liability Coverage Declarations**

**Certificate Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

<b>SDIS Liability Coverage:</b>	<b>Description</b>	<b>Limit<sup>(1)</sup></b>	<b>Deductible<sup>(2) (3)</sup></b>
	Per Occurrence Limit of Liability	\$10,000,000	\$1,000
	Per Wrongful Act Limit of Liability	\$10,000,000	\$1,000
	Annual Aggregate Limit of Liability	No Limit Except As Outlined Below	\$1,000

**Additional Coverages:** List only includes sublimited Additional Coverages. Unless indicated in Section III Additional Coverages, of the SDIS Liability Coverage Document, the following limits are not added to the above identified Limit(s) of Liability.

<b>Coverage</b>	<b>Limit<sup>(4)</sup></b>	<b>Participant Limit<sup>(5)</sup></b>	<b>All Participants Limit<sup>(6)</sup></b>	<b>Deductible</b>	<b>Contribution</b>
Ethics Complaint Defense Costs	\$5,000	\$5,000		\$1,000	Included
EEOC/BOLI Defense Costs	\$10,000,000			\$1,000	Included
Limited Pollution Coverage	\$250,000	\$250,000		\$1,000	Included
Injunctive Relief Defense Costs	\$25,000	\$25,000	Not Applicable <sup>(7)</sup>	\$1,000	Included
Criminal Defense Costs	\$100,000	\$100,000	\$500,000	\$1,000	Included
Premises Medical Expense	\$5,000	\$5,000		\$1,000	Included
Fungal Pathogens (Mold) Defense Costs	\$100,000	\$100,000		\$1,000	Included
Applicators Pollution Coverage	\$50,000	\$50,000		\$1,000	Included
Lead Sublimit Defense Costs	\$50,000	\$50,000	\$200,000	\$1,000	Included
Marine Salvage Expense Reimbursement	\$250,000	\$250,000		\$1,000	Included
Communicable Disease Defense	\$50,000	\$50,000	\$2,000,000	\$1,000	<u>Included</u>
				<b>Total Contribution:</b>	\$121,542

**Reference**

- (1) Subject to a \$25,000,000 maximum limit for all SDIS Trust Participants involved in the same Occurrence or Wrongful Act.
- (2) Subject to a \$10,000 controlled burn deductible for failure to follow DPSST guidelines.
- (3) Subject to a \$25,000 Employment Practices Deductible when SDIS not contacted for legal advice prior to termination.
- (4) Named Participant's maximum limit per Occurrence or Wrongful Act.
- (5) Named Participant's maximum limit for the Coverage Period.
- (6) Maximum limit of coverage, for all SDIS Trust Participants for the Coverage Period. Does not apply to Injunctive Relief Defense Costs (7).
- (7) Maximum limit of coverage, for all SDIS Trust Participants involved in the same Occurrence or Wrongful Act, is \$100,000.

**Forms applicable to Named Participant: SDIS Liability Coverage Document - 01/01/2024**

This certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the SDIS Liability Coverage Document. This certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Liability Coverage Document. Titles are provided for convenience of reference and shall not be deemed to in any way to limit or affect the provisions to which they relate.

Countersigned by:



Date: January 01, 2024

Authorized Representative  
Property and Casualty Coverage for Education Trust

## SDIS Cyber Coverage Declarations

**Policy Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

**Cyber Total Aggregate Limit of Liability** \$150,000

**First Party Coverage's Sublimit of Liability** \$50,000

**First Party Coverage Includes:**

- Network Interruption
- Event Management
- Cyber Extortion
- Data Restoration
- Computer and Legal Experts
- Public Relations
- Business Income

**Third Party Liability Coverage's Sublimit of Liability** \$100,000

**Third Party Coverage Includes:**

- Security Failure or Privacy Event
- Media Content
- Regulatory Action

**SDIS Trust Cyber Annual Aggregate Limit of Liability** \$5,000,000

**SDIS Member Contribution** Included

**Applicable Coverage Document:** SDIS Cyber Coverage Document, effective January 1, 2024

This Certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the SDIS Cyber Coverage Document. This certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Cyber Coverage Document. Titles are provided for convenience of reference and shall not be deemed to in any way to limit or affect the provisions to which they relate.

Countersigned by:  Date: Monday, January 01, 2024  
 Authorized Representative  
 Special Districts Insurance Services

## Auto Liability and Auto Physical Damage Coverage Declarations

**Certificate Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

Coverage is only provided for those coverages indicated below for which a contribution is shown.

### Auto Liability

Coverage	Per Accident Limit of Liability	Deductible	Contribution
Auto Liability	\$500,000	None	\$2,425
Non-Owned/ Hired Auto Liability	\$500,000	None	\$151

**Applicable Coverage Document:** SDIS Auto Liability Coverage Document January 1, 2024

### Auto Physical Damage

Coverage	Per Accident Limit of Liability	Deductible	Contribution
Auto Physical Damage	Per Schedule	Per Schedule	\$853
Hired Auto Physical Damage	No Coverage	No Coverage*	No Coverage

**Applicable Coverage Document:** SDIS Auto Physical Damage Coverage Document January 1, 2024

This Certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the SDIS Auto Liability Coverage Document and SDIS Auto Physical Damage Coverage Document. This certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Auto Liability Coverage Document and SDIS Auto Physical Damage Coverage Document. Titles are provided for convenience of reference and shall not be deemed to in any way to limit or affect the provisions to which they relate.

Countersigned by:



Date: January 01, 2024

Authorized Representative  
Special Districts Insurance Services

\* If two deductibles are displayed (ie: \$100/\$200), the first applies to Comprehensive Coverage and the second Collision Coverage.

## Auto Excess Liability Coverage Declarations

**Certificate Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

Coverage is only provided for those coverages indicated below for which a contribution is shown.

### Excess Auto Liability

Coverage	Limit of Liability*	Retention	Contribution
Excess Auto Liability	\$9,500,000	\$500,000	Included with Auto Liability
Excess Non-Owned/ Hired Auto Liability	\$9,500,000	\$500,000	Included with Non-Owned/ Hired Auto Liability

**Applicable Coverage Document:** SDIS Excess Auto Liability Coverage Document - January 1, 2024

This Certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the SDIS Excess Auto Liability Coverage Document. This Certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Excess Auto Liability Coverage Document. Titles are provided for convenience of reference and shall not be deemed to in any way to limit or affect the provisions to which they relate.

Countersigned by:



Date: January 01, 2024

Authorized Representative  
Special Districts Insurance Services

\* Per Accident Limit of Liability.

## Auto Supplemental Coverage Declarations

**Certificate Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

Coverage is only provided for those coverages indicated below for which a contribution is shown.

### Auto Supplemental

Coverage	Limit of Liability	Deductible	Contribution
Personal Injury Protection	See Coverage Document	None	Included with Auto Liability
Uninsured/ Underinsured Motorist Bodily Injury	\$500,000 Per Accident	None	Included with Auto Liability

**Applicable Coverage Document:** SDIS Auto Supplemental Coverage Document - January 1, 2024

This certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the SDIS Auto Supplemental Coverage Document. This certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Auto Supplemental Coverage Document. Titles are provided for convenience of reference and shall not be deemed to in any way to limit or affect the provisions which they relate.

Countersigned by:



Date: January 01, 2024

Authorized Representative  
Special Districts Insurance Services

## Property Coverage Declarations

**Certificate Number:** 39P16278-191

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

**Scheduled Property Values**

\$107,079,374 Buildings, Other Structures and Scheduled Outdoor Property  
\$760,806 Personal Property  
\$2,000,825 Mobile Equipment, Scheduled Personal Property and Scheduled Fine Arts

**Total Limit of Indemnification (Per Occurrence)**

\$109,841,005 The Trust shall not pay, or be liable for more than the Total Limit of Indemnification in any single "occurrence" during the Property Coverage Period, including all related costs and expenses, all costs of investigation, adjustment and payment of claims, but excluding the salaries of your regular employees and counsel on retainer.  
\$300,000,000 SDIS Per Occurrence Aggregate Loss Limit

**Sublimits (Per Occurrence)**

The subjects of coverage listed below are sub-limited within the above shown "Total Limit of Indemnification (Per Occurrence)". The Limits reflect the maximum amount the Trust will pay for losses involving these coverages. The titles below are provided merely for convenience of reference and shall not be deemed in any way to limit or affect the provisions to which they relate.

**Covered Property**

*Section VIII - Covered Property in the SDIS Property Coverage Document*

\$250,000 Personal Property of Others within your Care, Custody, or Control, other than Mobile Equipment  
\$100,000 Property of Employees/Volunteers (subject to a \$5,000 maximum per person)  
\$100,000 Mobile Equipment of others that is within your Care, Custody or Control or Rented or Leased for up to 30 days  
\$10,000 Unscheduled Fine Arts (Fine Art may be specifically scheduled for higher limits)

**Additional Coverages**

*Section X - Additional Coverages in the SDIS Property Coverage Document*

\$5,000,000 Debris Removal  
*Sublimit is \$5,000,000 or 25% of the covered portion of the loss, whichever is less.*  
\$50,000 Pollutant Clean-up and Removal from Land or Water  
*Sublimit is \$50,000 or 20% of the scheduled location(s) value, whichever is less.*  
\$10,000 Fungus as a Result of a "Covered Cause of Loss"  
*Sublimit is \$10,000 or 10% of the covered portion of the loss, whichever is less*  
\$10,000 Preservation of Undamaged Covered Property  
*Sublimit is \$10,000 or 10% of the covered portion of the loss, whichever is less.*

\$250,000	Professional Services <i>Sublimit is \$250,000 or 10% of the covered portion of the loss, whichever is less.</i>
\$25,000	Fire Department Service Charge
\$10,000	Recharging of Fire Extinguishing Equipment
\$10,000	Arson Reward
\$5,000,000	Increased Cost of Construction - Enforcement of Ordinance or Law <i>Sublimit is \$5,000,000 or 25% of the covered portion of the loss, whichever is less.</i>
\$500,000	Increased Cost of Construction - Cost Resulting from Unforeseen Delay <i>Sublimit is \$500,000 or 25% of the covered portion of the loss, whichever is less.</i>
\$500,000	Expenses for Restoration or Modification of Landscaping, Roadways, Paved Surfaces and Underground Utilities <i>Sublimit is \$500,000 or 25% of the covered portion of the loss, whichever is less.</i>

**Additional Coverages - Business Income and Extra Expense**

*Section XI - Additional Coverages - Business Income and Extra Expense in the SDIS Property Coverage Document*

\$1,000,000	Business Income
\$1,000,000	Extra Expense
\$25,000	Enforcement of Order by Government Agency or Authority
\$25,000	Business Income from Dependent Property
\$100,000	Interruption of Utility Services
\$25,000	Inability to Discharge Outgoing Sewage

**Coverage Extensions**

*Section XII - Coverage Extensions in the SDIS Property Coverage Document*

\$2,000,000	Property in the Course of Construction <i>If you have not complied with all of the notification requirements set forth in Section XII.A. within 90 days, the most the Trust will pay for property in the Course of Construction is \$500,000. If after 90 days you have not complied with all the notification requirements set forth in Section XII.A. then no coverage will be provided for property in the Course of Construction.</i>
\$500,000	Newly Acquired or Constructed Property <i>No coverage will be provided for newly acquired or constructed property unless you notify the Trust in writing no later than 90 days after the dates specified in section XII.A.</i>
\$25,000	Unscheduled Outdoor Property
\$250,000	Malicious Mischief or Vandalism to Tracks and Artificial Turf Fields
\$250,000	Property in Transit
\$250,000	Accounts Receivable
\$50,000	Property Damaged by Overflow of Sewers or Drains
\$100,000	Covered Leashold Interest <i>Sublimit is lesser of amount listed here or an amount prorated based on time between the Loss and the earlier of: Lease Expiration, Re-occupancy of leased property, or lease of new property.</i>
\$250,000	Valuable Papers and Records <i>Sublimit is lesser of: Cost to research, restore and replace the lost information; Actual Cash Value in its blank state of the damaged or destroyed paper, tape or other media if records are not actually researched, restored or replaced; or the amount of the sublimit listed here.</i>
\$25,000	Data Storage Media
\$250,000	Miscellaneous Property Damaged by Specified Cause of Loss or Theft <i>Sublimit lesser of: Appraised Value, Fair Market Value, or Sublimit listed here.</i>
\$20,000,000	Property Damaged by an Act of Terrorism or Sabotage <i>The most the Trust will pay for Property Damaged by an Act of Terrorism or Sabotage is described in Section XII.K.9.</i>



**Additional Sublimits**

*Sublimits showing below, if any, are in addition to the sublimits shown above.*

**Locations Covered**

Locations that are specifically listed on the Named Participant's Property Schedule.

**Perils Covered**

Risks of Direct Physical Loss subject to the terms, conditions and exclusions of the current SDIS Property Coverage Document.

**Deductibles**

As indicated on the Schedule of Property Values on file with the Trust.

**Contribution**

\$148,442


**Applicable Coverage Document:** SDIS Property Coverage Document - January 1, 2024

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This Certificate is made and is mutually accepted by the Trust and Named Participant subject to all provisions, stipulations, and agreements which are made a part of the applicable SDIS Property Coverage Document. This Certificate only represents a brief and incomplete summary of coverage. Other conditions and exclusions apply as described in the SDIS Property Coverage Document. Reference the current SDIS Property Coverage Document for complete terms and conditions.

Countersigned by: Frank Stratton Date: Monday, January 01, 2024  
Authorized Representative  
Special Districts Insurance Services

## Equipment Breakdown/ Boiler and Machinery Coverage Summary

Insured by the Travelers Casualty and Surety Company of America 

**Travelers Policy Number:** BME1-9T31613A

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

**Covered Equipment** "Covered Equipment" as defined in the Coverage Form, located at Covered Property listed and specifically described on the Schedule of Property Values on file with the Trust (SDIS).

<b>Limit of Insurance</b>	\$100,000,000	The most we will pay for any and all coverages for loss or damage from any "One Breakdown."
<b>Sub Limits</b>	\$1,000,000	Business Income/ Extra Expense (excludes any Named Participant generating electrical power for which a survey has not been completed and accepted by Travelers Casualty and Surety Company of America)
	365 Days	Ordinary Payroll
	\$1,000,000	Utility Interruption - (Indirect - Business Income)
	\$250,000	Utility Interruption - (Direct - Spoilage Damage)
	\$1,000,000	Contingent Business Income/ Extra Expense
	\$1,000,000	Spoilage
	\$10,000,000	Expediting Expense
	\$1,000,000	Ammonia Contamination
	\$1,000,000	Water Damage
	\$1,000,000	Hazardous Substances
	\$15,000 / 30 days	Fungus, Wet and Dry Rot
	\$1,000,000	Media and Data
	\$1,000,000	Green Upgrades
	\$2,500,000	Ordinance or Law: Demolition and Increased Cost of Construction for Undamaged Portion of Building
	No Sublimit	Newly Acquired Locations - 120 Day reporting
	Included	Brands and Labels
	Included	CFC Refrigerants
	Included	Computer Equipment

<b>Deductibles</b>	\$1,000	Direct Damage Deductible from any "One Breakdown" - <u>Except as follows:</u>
	\$10/KVA - \$10,000 minimum	Transformers and Secondary Miscellaneous Electrical Apparatus (MEA)
	\$30/KVA - \$10,000 minimum	Internal Combustion Engines, Generator Units and Turbines
	\$10,000 combined	Spoilage Damage/ Ammonia Contamination
	24 Hours	Business Income and Extra Expense Waiting Period - No Power Generation
	30 Days	Business Income and Extra Expense Waiting Period - With Power Generation
	24 Hours	Utility Interruption 24 hour waiting period - Indirect
	\$5,000	Utility Interruption Direct Deductible

**Locations** Per Special Districts Insurance Services (SDIS) Covered Property listed and specifically described on the Schedule of Property Values on file with the Trust (SDIS).

**Contribution** \$24,757

This document provides a brief summary of Equipment Breakdown Coverage from Travelers Casualty and Surety Company of America (Travelers) and in-no-way replaces or supersedes the Travelers policy or coverage terms. Please refer to the Travelers Equipment Breakdown Protection Coverage Form for detailed coverages, exclusions and conditions that may apply.

## Comprehensive Crime Coverage Summary

Insured by Travelers Casualty and Surety Company of America 

**Travelers Policy Number:** 105870359

**Coverage Period:** 1/1/2024 through 12/31/2024

**Named Participant**

Port of Newport  
600 SE Bay Blvd  
Newport, OR 97365

**Agent of Record**

WHA Insurance  
2930 Chad Dr  
Eugene, OR 97408

This summary is a coverage descriptions intended to provide important information about the protection available to the referenced insured under the Crime Master Policy (the "Master Policy"). Keep this coverage description for your records. This coverage description is not an insurance policy and does not amend, extend or alter coverage afforded by the Master Policy described herein. The insurance afforded by the Master Policy as described herein is subject to all the terms, exclusions and conditions of such Master Policy. The period is specified in the Master Policy.

The Master Policy has been issued to: Special Districts Insurance Services Trust – see attached Schedule of Named Insured's listed per spreadsheet List of Special Districts Members, Schedule Limits and Retentions. Address: 727 Center Street NE, Salem, Oregon, 97301. Policy Number 105870359 Underwritten by: Travelers Casualty and Surety Company of America, Hartford, CT 06183 ("Travelers") to provide insurance to an Insured for as described in this Certificate.

<u>Reference</u>	<u>Coverage (For Any One Loss)</u>	<u>Limit</u>	<u>Retention</u>
A1.	Employee Theft - Per Loss Includes Faithful Performance of Duty, same limit as A1, CRI -7126 Non-Compensated Officers, Directors-includes Volunteer Workers as employees, Deletion of Bonded Employee and Treasurer/ Tax Collectors Exclusion - CRI-19044	\$750,000	\$1,000
A2.	ERISA Fidelity - same limit as A.1 (CRI-19044)	\$750,000	\$1,000
B.	Forgery or Alteration	\$750,000	\$1,000
C.	On Premises	\$750,000	\$1,000
D.	In Transit	\$750,000	\$1,000
E.	Money Order Counterfeit Currency	\$750,000	\$1,000
F1.	Computer Fraud	\$750,000	\$1,000
F2.	Computer Restoration - same limit as A1 or maximum limit of \$100,000	\$100,000	\$1,000
G.	Funds Transfer Fraud	\$750,000	\$1,000
H1.	Personal Accounts Forgery or Alteration - same limit as A.1	\$750,000	\$1,000
H2.	Identity Fraud Expense Reimbursement - same limit as A1 or maximum of \$25,000	\$25,000	\$0
CRI-19070	Social Engineering Fraud - same limit as A1 or maximum of \$250,000	\$250,000	\$1,000
I.	Claims Expense	\$5,000	\$0
CRI-7072	Third Party Entity Funds Coverage	Not Covered	Not Covered

**Contribution:** \$1,135

This document provides a brief summary of Crime Coverage from Travelers Casualty and Surety Company of America (Travelers) and in-no-way replaces or supersedes the Travelers policy or coverage terms. Please refer to the Travelers Crime Coverage Form for detailed coverages, exclusions and conditions that may apply.





# Workers Compensation

**Named Insured**  
Port of Newport

**Effective Dates**  
7/1/2023 - 7/1/2024

**States Covered**  
Oregon

**Limits of Insurance**  
Workers' Compensation Insurance: Part One

Exclusive Remedy means that if any injury is work related, it is covered, regardless of who is at fault. The employee can't sue the employer for workplace accidents and illnesses and the employer can't frivolously deny claims.

Employers Liability: Part Two

Bodily Injury by Accident	\$ 1,000,000 each accident
Bodily Injury by Disease	\$ 1,000,000 each employee
Bodily Injury by Disease	\$ 1,000,000 policy limit

Employers Liability coverage protects your company should an employee claim that his or her injury or illness was caused by your company's negligence or failure to provide a safe workplace.

**Premium Basis (auditable)**  
Remuneration

**Preferred Workers**  
None

**Location**  
600 SE Bay Blvd, Newport OR





# Workers Compensation

## Loss History Summary

<u>Policy Year</u>	<u># of Claims</u>	<u>Incurred Losses</u>
2023	1	\$9,388
2022	4	\$53,765
2021	2	\$31,045
2020	1	\$3,863
2019	4	\$30,388
<b>Total:</b>	<b>12</b>	<b>\$128,449</b>

Annotations: A blue bracket groups the 2020-2023 rows with the text "2023 1.53". A green bracket groups the 2021-2022 rows with the text "2024 TBD".

Average Number of Claims Annually: 2.4

Average Cost per Claim: \$10,704

Average Cost per Year: \$25,690



# Policy Summary Report



**Policy: 100055672 - Port of Newport**  
**Legal Name: Port of Newport**

Policy Details	
Status:	Active
Market Type:	Voluntary
Relation Type:	
Rate Acct:	
Orig Cov Date:	07/01/2023
Cont Cov Date:	07/01/2023
Business Type:	Marinas
Entity:	Political Subdivision: District
WCD Number:	5602925
NCCI Number:	361452356
EIN:	93-6001831
Deposit On Hand:	0
Principal Class:	6836
NAICS Code:	713930

Current Policy Period Details	
Period Status:	Open
Effective Date:	07/01/2023
Expiration Date:	07/01/2024
Cancel Date:	
ARD:	07/01/2023
Period Length/Suffix:	366/201
Source / Financial:	WCIS/WCIS
Sales Plan:	Guaranteed Cost
Prepay Type:	
ELCB Limits:	1,000,000/1,000,000/1,000,000
ND Reimb:	07/01/2023 - 07/01/2024 Quarterly
Group Name:	Special Districts Assoc Of Or - Services
Group Type:	Service
Rating Plan:	ERP - 1.51
Tier:	L - 2.04
S/ARAP:	
OCCPAP:	
Standard Premium:	63,364
Rpt Freq/Pmt Pln:	Annually / GC Annual

**No Audit Found**

Policy Period History						
Data as of: 02/16/2024						
Policy Year	Mod	Payroll	Claim Freq	Std Prem	Tier	
2023	1.51	2,049,796	.08	63,364	L	

**No Other States Coverage**

**No Gaps in Coverage**

Policy Performance History													
Data as of: 02/16/2024													
Policy Year	Prorated Premium	Paid Losses	Incurred Losses	Paid/Std	Inc/Std	Clm Count	Exp Clm Count	Paid TL	Paid Med	ND Reimb	TL Count	Exp TL Count	TL Day
2023	39,983	4,576	9,388	11%	23%	1	1.03	400	4,176	0	1	0.33	3

Policy Addresses and Contacts					
Type	Address	County	Phone	Fax	
Mailing	600 SE Bay Blvd Newport, Or 97365-4338	Lincoln	541.265.7758		
Principal Business	600 SE Bay Blvd Newport, Or 97365-4338	Lincoln	541.265.7758		
Accounting	600 SE Bay Blvd Newport, Or 97365-4338	Lincoln			
	Type First Name Last Name Title Phone Email				
	ACT Mark Brown		541.265.7758		mbrown@portofnewport.com
Loss Prev	600 SE Bay Blvd Newport, Or 97365-4338	Lincoln			
	Type First Name Last Name Title Phone Email				
	INS Mark Brown		541.265.7758		mbrown@portofnewport.com
Claims	600 SE Bay Blvd Newport, Or 97365-4338	Lincoln			
	Type First Name Last Name Title Phone Email				
	CLM Mark Brown		541.265.7758		mbrown@portofnewport.com

# Policy Summary Report



**Policy: 100055672 - Port of Newport**  
**Legal Name: Port of Newport**

**No Assumed Business Names**

<b>Interested Parties</b>					
Name	Title	Owner %	Director	Eff Date	Exp Date
Burke, Jim	President	.00	N	07/01/2023	
Chuck, Walter	Secretary/Treasurer	.00	N	07/01/2023	
Lackey, Jeff	Board Member	.00	N	07/01/2023	
Retherford, Kelley	Board Member	.00	N	07/01/2023	
Sylvia, Gil	Vice President	.00	N	07/01/2023	

**No Officer Exemptions**

**No Preferred Workers**

<b>Classes</b>								
Class	Description	Type	Eff Date	Exp Date	Base Rate	Est Payroll	Man	Premium
6836 01	Marinas-Inc Sls/Prts Dr-State Act	EM	07/01/2023	06/30/2024	3.75	1,092,622		40,973
8742 11	Salesperson-Outside-No Delivery	EM	07/01/2023	06/30/2024	.24	450,091		1,080
8810 03	Office Clerical	EM	07/01/2023	06/30/2024	.12	507,083		609
9015 33	Buildings-Ops By Owner/Lessee & Drivers	EM	07/01/2023	06/30/2024	3.18	0		0
8742 BA	Vol Board Members-5	VH	07/01/2023	06/30/2024	.24	0		0

<b>Policy Endorsements</b>				
Code	Description		Eff Date	Exp Date
218	Premium Discount Endorsement		07/01/2023	
212B	Terrorism Risk Insurance Prog Reauthorization Act Disclosure End		07/01/2023	
211C	Catastrophe (other than Certified Acts of Terrorism) Premium End		07/01/2023	
430	Waiver of Our Right to Recover from Others Endorsement		07/01/2023	
235	Premium Due Date Endorsement		07/01/2023	
419	Part Five - Premium Amendatory Endorsement		07/01/2023	
213	Notification of Change in Ownership Endorsement		07/01/2023	
356	Political Subdivision Volunteers		07/01/2023	
210A	Oregon Cancellation Endorsement		07/01/2023	
217	Premium Payment Rating Plan Endorsement		07/01/2023	
441	Oregon Amendatory Endorsement		07/01/2023	
444	Confidentiality Endorsement		07/01/2023	
290	Audit Noncompliance Charge Endorsement		07/01/2023	

<b>Waivers of Subrogation</b>					
Charge	Type	Contract #	Description	Eff Date	Exp Date
Yes	All		All Operations	07/01/2023	07/01/2024

**No Federal Limits**

<b>Team Assignment</b>		
Function	Name	Phone
Office	Corvallis	
Customer Service Team	Salem	
Agency	Wha Insurance Agency Inc	541.342.4441
Producer	Jennifer King	541.342.4441
Retention Mkt Rep	Darlene C Morris	503.373.8474





## Mission Statement

Our mission is to always act in the best interest of our clients as their trusted insurance and risk management advisor.

## Contact Us

**Eugene Office**  
2930 Chad Drive  
Eugene, OR 97408

**Wilsonville Office**  
29100 SW Town Center Loop  
W Suite 160  
Wilsonville, OR 97070

Phone: (800) 852-6140  
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# OLD BUSINESS ITEM

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**DATE:** *February 27, 2024*  
**RE:** *Port Dock 7 Grant Applications*  
**TO:** *Port of Newport Board of Commissioners*  
**ISSUED BY:** *Paula J. Miranda, Executive Director*

---

## **BACKGROUND**

The Port has been working on a plan to replace Port Dock 7 after an engineering report provided no more than 5 years of useful life for the dock. The Port recently received engineers estimate of a cost of \$34,570,110.00, which includes PD7 replacement, PD7 upland improvements, hoist dock replacement, utility service and recreation pier replacement

(mitigation). There are currently 2 opportunities for grant, one through the Oregon Department of Transportation ConnectOregon program and one through the USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

The Port would like to apply to both of these grants where 20% request would go to ConnectOregon and 80% to RAISE. That would give us the best opportunity to complete this project, as otherwise it may take years for the Port to be able to take on such a large project.

## **RECOMMENDATION**

I recommend the Commission “authorize the Executive Director or designee to apply to both the ConnectOregon and RAISE grants as stated above”.

# OLD BUSINESS ITEM

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**DATE:** *February 27, 2024*  
**RE:** *Congressionally Direct Spending FY 24 – South Beach Dredging*  
**TO:** *Port of Newport Board of Commissioners*  
**ISSUED BY:** *Paula J. Miranda, Executive Director*

---

## **BACKGROUND**

The Port received all necessary permits to dredge the South Beach Marina, which has not been dredged in over 20 years and is now starting to show very high sediment areas impacting navigation and moorage of vessels in the area. If not addressed, some of those areas may need to shut down due to safety issues. This will highly impact opportunities to offer safe and reliable recreational activities in the water.

The current cost for dredging the South Beach Marina is estimated at approximately \$1.5 Million dollars.

We recently requested that the project be included on the Water Resource Development Act (WRDA) bill being requested by Rep. Hoyle. Unfortunately, the bill was directed to the US Army Corps assisting small marinas versus funding such programs directly. That bill may still assist the marina in the future, but due to time and uncertainty, we prefer to find other source of funding, since we are ready to proceed as soon as possible.

We were advised that another round of Congressionally Direct Spending (formerly known earmarks) will be due on March 3<sup>rd</sup>. These are funds requested directly through our federal legislators. Although the FY 23 is still currently hung-up in Congress, there is a chance that the FY 24 gets funded, so we would like to include the Congressionally Direct Spending as a possible source of funding for this project.

## **RECOMMENDATION**

I recommend the Commission “authorize the Executive Director or designee to the Congressionally Direct Spending FY 24 as a source of funding for the South Beach Marina dredging as stated above”.

# STAFF REPORT

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**DATE:** 27 February 2024  
**RE:** Business Oregon Loan  
**TO:** Paula Miranda, General Manager  
**ISSUED BY:** Mark A. Brown, Director of Finance and Business Services

---

## **BACKGROUND**

During the Commission meeting on January 30, 2024, the Commission agreed to borrow money from Business Oregon, as long as the interest rate was less than the interest received for invested funds.

## **DETAIL**

The Port will shortly begin work on the Seawall in South Beach, and the Port will need to borrow funds either internally or externally to fund the portion of the project not funded by the state of Oregon.

Business Oregon 20-year loans are carrying an interest rate of 3.36%. The interest rate for this loan will be set once an award has been made. The best guess, at this moment, is that rates will drop prior to this being awarded. In that case the Port will receive the lower rate. However, if the rates rise prior to award, the Port will receive the higher rate. It is highly unlikely that the interest rate the Port would pay would raise above the current interest rate earned on LGIP funds.

The Port is earning 5.2% on funds in the LGIP account, the Port stands to gain 1.84% by borrowing this money. Once the interest rate earned on LGIP funds drops below the interest rate paid for this loan, the Port plans to pay off the loan.

## **RECOMMENDATION and MOTION**

I recommend a Commissioner make the following motion:

**I move to adopt Resolution 2024-05 and authorize the Executive Director to insert the appropriate interest rate and agreement number, once known.**



Certificate, Internal Revenue Service forms or other documents as may be required by the OBDD or its bond counsel to protect the tax-exempt status of such interest.

4. Reimbursement Bonds. The Recipient may make certain expenditures on the Project prior to the date the Financing Contract is executed with OBDD or the date the State of Oregon issues any bonds to fund the loan. The Recipient hereby declares its intent to seek reimbursement of such expenditures with amounts received from the OBDD pursuant to the Financing Contract, but only as permitted by OBDD policy, the Financing Contract, and federal tax regulations. Additionally, the Recipient understands that the OBDD may fund or reimburse itself for the funding of amounts paid to the Recipient pursuant to the Financing Documents with the proceeds of bonds issued by the State of Oregon pursuant to the Act. This [Ordinance/Resolution/Order] constitutes “official intent” within the meaning of 26 C.F.R. §1.150-2 of the income tax regulations promulgated by the United States Department of the Treasury.

**APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS** this  
February 27, 2024.

ATTEST:

\_\_\_\_\_  
Kelley Retherford, Vice President

\_\_\_\_\_  
Walter Chuck, Secretary

# STAFF REPORT

---

**DATE:** 27 February 2024  
**RE:** 2024-2025 Rates and Fees  
**TO:** Paula Miranda, General Manager  
**ISSUED BY:** Mark A. Brown, Director of Finance and Business Services

---

## **BACKGROUND**

Each budget year the Port Commission is required to approve rates and fees, prior to the budget presentation.

## **DETAIL**

Included in your commission packet are the proposed rates for the fiscal year 2024-25 and a summary of the budget changes.

To determine an appropriate increase, the Consumer Price Index (CPI) for the period of January 2023 to December 2023 was reviewed. The core CPI for the calendar year 2023 was 3.9%.

Next, we took a look at the expected inflation rate for the upcoming year. Avantax, Key Private Bank, and Pantheon Macroeconomics expect core inflation to drop over the next 12 months. Hirtle, Callaghan and Co, Mercatus Center, and Goldman Sachs Asset management were not so sure, especially given the January CPI which came in higher than expected, along with the unemployment rate being low. There is no clear consensus on the inflationary trend in the next 6-12 months.

Inflation trends make it necessary to increase prices.

The new rates will be reflected in revenue in the 2024-25 period. It takes a full fiscal year for the increased rates to be reflected in revenues, as most sites are already booked for the summer months. This is why the increase in rate may be higher or lower than the CPI.

## **RECOMMENDATION and MOTION**

I recommend a commissioner make the following motion:

**I move to adopt Resolution 2024-04 Setting Rates, Fees, and Charges.**

**PORT OF NEWPORT RESOLUTION NO. 2024-04  
A RESOLUTION SETTING RATES, FEES, AND CHARGES**

**WHEREAS**, ORS 294.160 requires the governing body of a unit of local government to provide an opportunity for interested persons to comment on the enactment of any ordinance or resolution prescribing a new fee or a fee increase; and

**WHEREAS**, Port of Newport Facilities Code Sec. 1.2(f) requires the Commission to set moorage and other appropriate rates, fees and charges by the adoption of a "fee schedule" by resolution; and

**WHEREAS**, the Port Commission last adjusted rates, fees and charges via Resolution 2023-01 on April 25, 2023; and

**WHEREAS**, the Port is a single enterprise similar to a commercial entity; and

**WHEREAS**, the Port Commission intends that user fees should cover the costs of the Port;

**NOW THEREFORE, THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:**

Unless otherwise noted, all Rates, Fees & Charges are effective July 1, 2024.

**SECTION 1. RATES & FEES.**

The attached document "2024-25 Rate and Fees Schedule" is incorporated herein by reference.

**SECTION 2. RETAIL SALES, GIFT CERTIFICATES, PROMOTIONS, SPONSORSHIPS, AND SUNDRIES.**

Commission delegates to the Executive Director or designee the ability to set prices.

**SECTION 3. DELEGATION OF RESPONSIBILITY.**

The Commission delegates to the Executive Director or designee the ability to adjust these rates to better manage services at the Port.

**SECTION 4. ANNUAL REVIEW.**

The Commission, through Port staff, shall annually review and adopt a new Rate, Fees, and Charges Resolution prior to the budget's adoption.

**SECTION 5. REPEALER.** On the effective date July 1, 2024, all previous rates and/or rate resolutions are hereby repealed.

**APPROVED AND ADOPTED** by the Board of Commissioners this 27th day of February 2024.

ATTESTED:

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Kelley Retherford, Vice President

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Walter Chuck, Secretary/Treasurer





2024-25 Rate and Fee Schedule  
Effective July 1, 2024

<p><b>Section 1</b></p> <p><b>Commercial Marina Rates and Fees</b></p> <p><b>Effective July 1, 2024</b></p>
---

**FY 2024-25**

**Moorage Per Foot**

Transient (Daily)	\$0.89
Weekly	\$5.64
Monthly	\$17.58
Semi Annual	\$59.90
Annual	\$79.37

**Service Docks**

*Per day, per linear foot*

Swede's Dock. In addition to moorage. (2X moorage)	\$1.80
--	--------

**Parking Permits**

*Only Issued to commercial fisherman and select Lessors of the Port*

Annual Jan thru Dec	\$100.00
Monthly Valid for the month issued (No prorating)	\$25.00

**Forklift**

*Forklift and Labor have a 1/2 hour minimum, are billed in 1/2 hour increments the first hour, thereafter are billed in 15 minute increments. For after hours work, travel time and/or overtime charges may apply.*

Small Forklift (equipment only)	\$17.92
Labor for Small Forklift	\$78.61

**Electricity, Per day charge**

Swede's Dock (regardless of voltage)	\$23.52
120v, not on Port Docks	\$10.18
PD 7 Service Dock	\$10.18
PD 7 Yard Charge, trucks	\$17.06

**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 + garbage disposal rate*

Original (1st one)	\$50.00
Replacement/additional	\$100.00

**Storage, Lot, Outside**

Per square foot, monthly charge	\$0.37
Minimum monthly charge	\$32.30
Boat trailer only, per night	\$3.60
Boat on trailer, per night, 10 days limit	\$11.46

**Wharfage, per pound**

Squid	\$0.04
-------	--------

**Annual MLA Wait List Fee - Initial**

Annual MLA Wait List Fee - Initial	\$50.00
------------------------------------	---------

*Renewal of annual wait list fee (charged annually on July 1 of each year)*

\$11.39

**Failure to Register**

*For research related to unregistered boats, Per hour, one hour minimum, in 15 minute increments. Charged at the established labor rate plus fee*

<p><b>Section 1</b></p> <p><b>Commercial Marina Rates and Fees</b></p> <p><b>Effective July 1, 2024</b></p>
---

<b><u>Vessel Disposal, Cost plus</u></b>	25%
<i>Vessel owner is responsible for vessel disposal, if Port is required to dispose of a vessel, the vessel owner will be charged.</i>	
<b><u>Truck Toll, per axle</u></b>	\$9.02
<i>Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above).</i>	
<b><u>Pallet Charge, Per pallet</u></b>	\$35.00
<i>Any Port owned pallet leaving yard</i>	
<b><u>Port Labor</u></b>	
<i>Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.</i>	
<b>Regular Hours</b>	\$78.61
<b>Overtime</b>	\$117.92
<i>Any services required outside the established working hours, unless otherwise posted.</i>	
<b>Emergency Call-out</b>	\$142.54
<i>Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged</i>	
<b><u>Disposal Fees</u></b>	
<b>Recycle Fees</b>	\$3.42
<i>Includes bilge water, anti freeze, fuels, and oil</i>	
<b>Net Disposal and/or Related Gear, per pound</b>	\$0.30
<b>Garbage, per Tote, Minimum charge 1 tote</b>	\$104.50
<b><u>Clean-up</u></b>	
<i>Fees will be charged for each man-hour at the established labor rate. Equipment charges are extra.</i>	
<b>Clean-up Fee, per hour, plus garbage fee</b>	\$75.70
<b>Spill cleanup, per hour.</b>	\$137.17
<i>Regardless of type, HAZWOPER trained staff.</i>	
<b><u>Work Barge</u></b>	
<i>Includes equipment and labor.</i>	
<b>Work Barge (w/o labor).</b>	\$35.47
<b>Skiff, per hour w/ labor.</b>	\$94.82
<b><u>Hoist Docks</u></b>	
<i>Tie up fee, per hour, includes use of hoist</i>	
<b>One hour minimum, up to 3hr</b>	\$55.15
<b>After 3 hours</b>	\$65.94
<b><u>Hoist Dock Cranes</u></b>	
<i>In addition to hoist dock rate.</i>	
<b>Large Capacity. Includes equipment and labor. Per Hour</b>	\$134.49
<b>Launch Sail Boats. Includes recovery, per launch</b>	\$63.19
<b><u>Water, city rate + % Fee (2023-4 rate: 5.81 per 1000 Gals)</u></b>	7.50%

**Section 2**  
**South Beach Recreational Marina Rates and Fees**  
**Effective July 1, 2024**

**FY 2024-25**

**Moorage Rates Per linear foot**

*No Refunds for early checkout or departure. Charge based on boat or slip length, whichever is greater.*

*J and F-Docks 24' minimum, 24' or longer charged actual length of vessel.*

<b>Daily</b>	\$1.09
<b>Weekly</b>	\$6.79
<b>Monthly**</b>	\$20.63
<b>SemiAnnual**</b>	\$64.61
<b>Annual**</b>	\$100.45

*\*\* includes launch fee, 1 parking pass, Internet service (can forfeit parking pass for extra vehicle in RV space)*

**Deposits**

<b>Daily</b>	Full Payment
<b>Weekly</b>	Full Payment
<b>SemiAnnual</b>	\$500.00

*Not staying year round, due at time of reservation*

**Cancellation Fee**

**Annual or Semi-Annual Moorage Holders**

30 days or more before check-in date	\$70.00
Less than 30 days before check-in	\$150.00
Early check-out requires recalculated moorage, based on actual stay plus Fee	\$150.00

**Daily, Weekly, Monthly**

30 days or more before check-in date	\$25.00
Less than 30 days before check-in	\$50.00

**Change Fee (includes date changes)**

\$25.00

**Live aboard Per Person, contract required (No New liveaboards offered)**

\$110.00

**Monthly Live aboard Electrical surcharge**

\$42.00

**Moorage Discounts**

*only one discount per customer*

Those over 65, Veterans that are currently active, honorably discharged or retired military, and in good standing* with the Port (South Beach only)	5.0%
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*\* Must have a current signed Moorage License agreement, Insurance must be up to date, Vessel Registration must be current, Vessel must navigable, and moorage prepaid with no past due amounts.*

**South Beach Charter Rates**

<b>Annual Moorage, per linear foot</b>	\$91.13
<b>Semi-Annual Moorage, per linear foot</b>	\$64.61
<b>Charter License</b>	
Annual	\$475.29
Weekly	\$25.00
Daily	\$10.00

**Fillet License**

\$200.00

**Section 2**  
**South Beach Recreational Marina Rates and Fees**  
**Effective July 1, 2024**

**FY 2024-25**

*A fillet license is valid for the calendar year in which it is issued, no prorating*

<b><u>Dock Box</u></b>	\$509.20
<b><u>Line Replacement</u></b> , Per foot, per time	\$2.06
<b><u>Launch Fee</u></b>	
<b>Daily</b>	\$9.00
<b>Annual</b>	
<i>Discounts Seniors 10%; Military, Disabled Military with evidence of honorable discharge and Active duty Veterans 5%.</i>	
Resident	\$133.95
Non-resident	\$191.27
<b><u>Parking</u></b>	
<b>Daily, Vehicle</b>	\$7.00
<b>Annual Pass, Vehicle</b>	\$78.38
<b>Trailer, Daily</b>	\$3.57
<b>Trailer, Monthly</b>	\$120.00
<b>Trailer with Vessel (10 Day Maximum), Per day</b>	\$4.00 per day plus \$1.15 per foot based on vessel length
<b><u>Wait List Fee</u></b>	
<i>Charged at time of placement on waitlist, renewals are charged July 1 of each year.</i>	
<b>Annual or semi-annual, change slip waiting list fee</b>	\$30.00
<b>Renewal of annual wait list fee</b>	\$15.00
<b><u>Service Fee Reimbursement</u></b>	\$140.00
<i>For electric pedestal amperage overloads, and GFCI trips (2 or more in a 60 day period) Emergency call out may also apply</i>	
<b><u>Pump/Line Service. Per hour</u></b>	\$171.37
<i>Includes two Port employees. Additional staff will be billed at the established hourly labor rate, <b>minimum of 15 minute staff time</b> (rate begins at time staff leaves the Operations building, two employees typically retie or pump a boat</i>	
<b><u>Work Barge</u></b>	
<i>Includes equipment and labor.</i>	
<b>Work Barge (w/o labor).</b>	\$35.47
<b>Skiff, per hour w/ labor.</b>	\$94.82
<b><u>Clean-up</u></b>	
<i>Fees will be charged for each man-hour at the established labor rate. Equipment charges are extra.</i>	
<b>Clean-up Fee, per hour, plus garbage fee</b>	\$75.70
<b>Spill cleanup, per hour.</b>	\$137.18
<i>Regardless of type, HAZWOPER trained staff.</i>	
<b><u>Disposal Fees</u></b>	
<b>Recycle Fees</b>	\$3.42

<p><b>Section 2</b></p> <p><b>South Beach Recreational Marina Rates and Fees</b></p> <p><b>Effective July 1, 2024</b></p>
---

**FY 2024-25**

*Includes bilge water, anti freeze, fuels, and oil*

**Garbage, per Tote, one tote minimum charge** \$104.50

**Port Labor**

*Includes all staff, fully burdened. Per hour, one hour minimum, in 15 minute increments.*

**Regular Hours** \$77.49

**Overtime** \$120.49

*Any services required outside the established working hours, unless otherwise posted.*

**Emergency Call-out** \$146.63

*Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged*

**Vessel Disposal, Cost plus** 25%

*Vessel owner is responsible for vessel disposal, if Port is required to dispose of a vessel, the vessel owner will be charged, and sent to collections, if necessary.*

**Failure to Register** \$161.25

*For research related to unregistered boats, Per hour, one hour minimum, in 15 minute increments. Charged at the established labor rate plus fee*

**Truck Toll, per axle** \$9.28

*Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above).*

**Dredge Spoils** \$3.83

*Includes state fees; (may be waived for public agencies) per Cubic Yard.*

**Section 3**  
**South Beach RV Parks Rates and Fees**  
**Effective July 1, 2024**

**For all parks, no refunds for early checkout/departures**

**FY 2024-25**

**Peak Season (Summer). April 1 – October 31**

**RV Park Sites**

*Discount offered for daily stay only. Discount offered only in the Annex and Main Park, no discount for Dry Camp:  
 Good Sam & FMCA 10%, Veteran 5%.*

**Main Park\*\***

Daily	\$77.63
Monthly with Vessel Slip	\$1,448.69
Monthly without Vessel Slip	\$1,630.23

**The Annex\*\***

Daily	\$54.50
Monthly with Vessel Slip	\$1,062.75
Monthly without Vessel Slip	\$1,144.50

**Dry Camping, daily**

\$34.93

Two week stay Maximum

**Off Season (Winter). November 1 – March 31. No discounts during Seafood and Wine Festival.**

**RV Park Sites**

*Discount offered for daily stay only. Discount offered only in the Annex and Main Park, no discount for Dry Camp:  
 Good Sam & FMCA 10%, Veteran 5%.*

**Main Park \*\***

Daily	\$69.87
Monthly	\$1,119.35

**The Annex \*\***

Daily	\$55.61
Monthly	\$1,034.52

**Dry Camping, daily**

\$32.32

Two week stay maximum

**High Traffic Surcharge**

*Per night (2 night minimum stay) charged added to all RV Park stays in Marina RV Park, RV Park Annex, and Dry Camping.*

Memorial Day, Labor Day (Friday, Saturday, Sunday)	\$25.60
4 <sup>th</sup> of July (July 3rd, 4th, 5th)	\$25.60
Seafood & Wine Festival (Thursday, Friday, Saturday, Sunday)	\$64.00
Seafood & Wine Festival, Dry Camping	\$25.60
Other Special Events	varies

**South Beach Meeting Room**

*Must be pre-arranged and authorized. Keys must be obtained and returned.*

Half Day	\$52.00
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**Section 3**  
**South Beach RV Parks Rates and Fees**  
**Effective July 1, 2024**

**For all parks, no refunds for early checkout/departures**

**FY 2024-25**

<b>Full Day</b>	<b>\$129.96</b>
<b>Park Guests or Moorage Holders Half day</b>	<b>\$25.00</b>
<b>Park Guests or Moorage Holders Full Day</b>	<b>\$50.00</b>

**Pet Fee**

Daily. First pet free; each additional	\$5.21
Monthly. First pet free; each additional	\$14.25

**Extra Person(s) Fee**

*First two included, regardless of age]; each additional person charged.*

Daily	\$5.45
Monthly	\$57.08

**Extra Vehicle Fee**

*Any combination of three axle pieces of equipment (i.e. trailer, Fifth wheel, truck/car, storage trailer.) Charged for fourth piece, must fit within parking area of site, no parking is allowed on the grass. If L-T Moorage holder forfeits annual pass 1 vehicle is waived.*

Daily	\$13.59
Monthly	\$67.94

**Reservation Deposits**

Deposits are payable at time of booking, Deposits applied to actual stay, subject to cancellation fee. Online reservations require full payment at time of reservation.

**Daily**

<b>Main Park</b>	First Nights
<b>Annex</b>	Stay
<b>Dry Camp</b>	Full payment

**Monthly**

<b>Main Park</b>	First Months
<b>Annex</b>	Stay - Applied at end of stay

**Non-refundable portion of Reservation Fee**

**Daily reservation, except holiday or special event**

72 hours or more before check-in date	\$25.00
Less than 72 hours before check-in date	Deposit
Credit , valid for one year, may be issued, with no fee	

**Holiday or special events**

14 days or more before check-in date	No Refunds
Less than 14 days before check-in date	No Refunds

**Monthly reservations**

30 days or more before check-in date	\$150.00
Less than 30 days before check-in	\$300.00



**Section 3**  
**South Beach RV Parks Rates and Fees**  
**Effective July 1, 2024**

**For all parks, no refunds for early checkout/departures**

**FY 2024-25**

<b><u>Change Fee - for any changes to a reservation</u></b>	\$25.00
<b><u>Service Fee Reimbursement</u></b>	
<i>For electric pedestal amperage overloads, First service call included in base rate.</i>	\$125.00
<b><u>Storage</u></b>	
<b>Outside Lot Storage</b>	
Boat trailer only, per night must park in specified area	\$3.57
Monthly - Boat trailer only	\$102.00
Boat on trailer, per night, 10 days limit, must park in specified area	\$11.40
<b>Emergency Storage Fee.</b>	\$40.15
<i>Per day. For vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245). 1st day free. Each additional day</i>	
<b><u>Forklift</u></b>	
<i>Forklift and Labor have a 1/2 hour minimum, are billed in 1/2 increments the first hour, thereafter are billed in 15 minute increments For after hours work, travel time and/or overtime charges may apply.</i>	
<b>Small Toyotas. (equipment only)</b>	\$17.92
<b>Labor for Small Forklift</b>	\$77.49
<b><u>Port Labor</u></b>	
<b>Regular Hours</b>	\$77.49
<b>Overtime</b>	\$120.49
<i>Any services required outside the established working hours, unless otherwise posted.</i>	
<b>Emergency Call-out</b>	\$146.63
<i>Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged</i>	
<b><u>Clean-up</u></b>	
<i>Fees will be charged for each man-hour at the established labor rate. Equipment charges are extra.</i>	
<b>Clean-up Fee, per hour, plus garbage fee</b>	\$77.87
<b>Spill cleanup, per hour.</b>	\$141.12
<i>Regardless of type, HAZWOPER trained staff.</i>	
<b><u>Disposal Fees</u></b>	
<b>Recycle Fees</b>	\$3.52
<i>Includes bilge water, anti freeze, fuels, and oil</i>	
<b>Garbage, per Tote, regardless of how full</b>	\$107.50

**Section 4**  
**International Terminal Rates and Fees**  
**Non- Cargo/Freight**  
**Effective July 1, 2024**

**FY 2024-25**

**Commercial Fishing Dockage Charges**, (§III.13), Rate per day, by length \$1.83

**Forklifts**

*Forklift and Labor have a 1 hour minimum, thereafter are billed in 1/2 hour increments. For after hours work, travel time and/or overtime charges may apply.*

**Small. Toyotas. (equipment and Labor)** \$94.33

**Large Forklift (per Hour)** \$119.68

**Hydraulic Crane**

*Equipment and labor. 50-ton capacity, per hour, 1 hour minimum* \$275.09

**Commercial Fishing Wharfage Fees**

**Squid and Live Crab** \$0.04

**Crab for Cooked market\*** \$0.04

**Other Seafood** \$0.04

\* *Dependant on Market Conditions, Executive Director or Designee may reset*

**Electricity**

*Per day charge.*

**NIT Dock (regardless of voltage)** \$23.52

**120v, not on Port Docks** \$10.17

**Storage**

**Lot Storage**

Per Square foot, monthly Charge \$0.42

Minimum monthly Charges \$39.73

**Emergency Storage Fee. Per day, billed as guest.** \$41.93

*1st day free, for vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245).*

**Charge for improper use of parking lot, per day** \$31.49

**International Terminal Meeting Room**

*Keys must be obtained and returned. Certain waivers by required by management.*

**Half day** \$54.60

**Full day** \$109.14

**Per Gallon Fuel Surcharge**

\$0.05

**Per Day Port Security Fee (§I.13)**

\$1,162.84

**Materials & Supplies (§I.31) (cost plus)**

\$0.33

**Net & Gear Maintenance**

\$32.05

*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 + garbage disposal rate (7-Day Max)*

**Parking**

**Monthly** \$25.00

**Annual** \$100.00

**Disposal Fees**

**Recycle Fees** \$3.42

*Includes bilge water, anti freeze, fuels, and oil*

**Net Disposal and/or Related Gear, per pound** \$0.30

**Garbage, per Tote, Minimum charge 1 Tote** \$104.50

**Port Labor**

*Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.*

**Section 4**  
**International Terminal Rates and Fees**  
**Non- Cargo/Freight**  
**Effective July 1, 2024**

	<u>FY 2024-25</u>
<b>Regular Hours</b>	\$75.32
<b>Overtime</b>	\$117.12
<i>Any services required outside the established working hours, unless otherwise posted.</i>	
<b>Emergency Call-out</b>	\$142.54
<i>Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged</i>	
<b><u>Truck Toll, per axle</u></b>	\$9.02
<i>Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above).</i>	
<b><u>Office Space (Per Month)</u></b>	\$1,254.00
<b><u>Supply Shacks</u></b>	
<b><u>Tug Moorage</u></b>	
<b><u>Water, city rate + % Fee (2023-24 fees 5.81 per 1000 gals)</u></b>	7.50%
<b><u>Hoist Docks</u></b>	
<i>Tie up fee, per hour, includes use of hoist</i>	
<b>One hour minimum, up to 3hr</b>	\$55.16
<b>More than 3.01 hours</b>	\$65.94
<b><u>Hoist Dock Cranes</u></b>	
<i>In addition to hoist dock rate.</i>	
<b>Large Capacity. Includes equipment and labor. Per Hour</b>	\$134.49
<b><u>Pump/Line Service. Per hour</u></b>	\$171.37
<i>Includes two Port employees. Additional staff will be billed at the established hourly labor rate, <b>minimum of 15 minute staff time</b> (rate begins at time staff leaves the Operations building, two employees typically retie or pump a boat</i>	
<b><u>Work Barge</u></b>	
<i>Includes equipment and labor.</i>	
<b>Work Barge (w/o labor).</b>	\$35.47
<b>Skiff, per hour w/ labor.</b>	\$94.82
<b><u>Failure to Register</u></b>	\$156.75
<i>For research related to unregistered boats, Per hour, one hour minimum, in 15 minute increments. Charged at the established labor rate plus fee</i>	

**Section 5**  
**International Terminal Rates and Fees**  
**Freight/Cargo Rates**

Effective July 1, 2024

**FY 2025**

**Dockage Charges**, (§III.13), Rate per day, by length

000.00 – 351.05 ft	\$2,219.58
351.05 – 371.02 ft	\$2,444.73
371.02 – 400.26 ft	\$2,702.53
400.26 – 426.51 ft	\$3,005.42
426.51 – 449.48 ft	\$3,237.31
449.48 – 475.72 f	\$3,552.43
475.72 – 498.69 ft	\$4,038.09
498.69 – 524.93 ft	\$4,811.55
524.93 – 551.18 ft	\$4,964.32
551.18 – 574.15 ft	\$5,214.03
574.15 – 600.39 ft	\$5,965.70
600.39 – 626.64 ft	\$6,946.53
626.64 – 649.99 ft	\$7,894.61
Above 650 ft., added on top of above rate, per ft	\$12.23

**Service and Facility Charges**, (§III.2), Per 1000 board feet, unless noted

Logs. Scribner scale, ex dock	\$10.61
Cants.	\$8.22
Lumber. Packaged rough.	\$7.13
Lumber. Packaged surfaced	\$6.33
Plywood, Veneer, corestock & hardboard, /1000 kilos	\$8.05
Pulp, Linerboard, bales or rolls, 2000 kilos	\$4.82
Break bulk power and energy components (per metric ton)	\$12.54
Other commodities, per metric ton or 1000 bf	\$9.33
Other commodities, per cubic meter	\$7.81

**Wharfage Assessment**, (§III.6), minimum charge for any single bill of lading

\$13.65

**Wharf Charges**, (§III.7), Per 1000 board feet, unless noted otherwise

*In addition to Service and Facility Charges.*

Logs. Scribner scale, ex dock	\$12.99
Cants	\$8.22
Lumber. Packaged rough	\$6.22
Lumber. Packaged surfaced	\$5.55
Plywood, Veneer, corestock and hardboard, per 1000 kilos	\$5.42
Pulp, Linerboard, bales or rolls	\$3.71
Wind and wave energy components (per metric ton)	\$14.63
Other commodities, per 1000 kilos	\$7.62
Other commodities, per cubic meter	\$6.28

**Cargo Staging Area**, (§IV.2), base rent for surge area

per week, seven days	\$2,728.44
per day, less than seven days	\$409.33

**Section 5**  
**International Terminal Rates and Fees**  
**Freight/Cargo Rates**

Effective July 1, 2024

**Line Service, (\$V.3)**, Rates are Per Hour Rates, 2 hour minimum is required. Handling in excess of 2 hours is billed in 30 minute increments as shown in EXT Time. All prices increase July 1.

**Straight Time**

2 men	Cost + 5%
4 men	Cost + 5%
6 men	Cost + 5%
8 men	Cost + 5%

**Overtime**

2 men	Cost + 5%
4 men	Cost + 5%
6 men	Cost + 5%
8 men	Cost + 5%

**EXT Time(30 min increments)**

2 men	Cost + 5%
4 men	Cost + 5%
6 men	Cost + 5%
8 men	Cost + 5%

*Cost is the billing rate from Pasha Stevedoring. Once known, the actual cost multiplied by 1.05 will be placed in price list.*

**Parking**

<b>Monthly</b>	\$25.00
<b>Annual</b>	\$100.00

**Disposal Fees**

<b>Recycle Fees</b>	\$3.42
<i>Includes bilge water, anti freeze, fuels, and oil</i>	
<b>Garbage, per Tote, regardless of Amount</b>	\$104.50

**Port Labor**

Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.

<b>Regular Hours</b>	\$75.32
<b>Overtime</b>	\$117.12

Any services required outside the established working hours, unless otherwise posted.

<b>Emergency Call-out</b>	\$142.54
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Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged

<b><u>Truck Toll, per axle</u></b>	\$9.02
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*Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above).*

<b><u>Lease of Cargo Storage Area (per Week)</u></b>	\$2,728.42
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<b><u>Office Space (Per Month)</u></b>	\$1,254.00
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**Section 5**  
**International Terminal Rates and Fees**  
**Freight/Cargo Rates**

Effective July 1, 2024

<b><u>Supply Shacks</u></b>	TBD
<b><u>Tug Moorage</u></b>	TBD
<b><u>Water, city rate + % Fee (2023-24 fees: 5.81 per 1000 gals)</u></b>	7.50%
<b><u>Forklift time</u></b>	
<i>Forklift and Labor have a 1 hour minimum, thereafter are billed in 1/2 hour increments. For after hours work, travel time and/or overtime charges may apply.</i>	
<b><u>Small. Toyotas. (equipment and Labor)</u></b>	\$94.33
<b><u>Large. (per Hour)</u></b>	\$119.68
<b><u>Hoist Docks</u></b>	
<i>Tie up fee, per hour, includes use of hoist</i>	
<b>one hour minimum, up to 3hr</b>	\$55.15
<b>3.01 hours or more</b>	\$65.94
<b><u>Hoist Dock Cranes</u></b>	
<i>In addition to hoist dock rate.</i>	
<b>Large Capacity. Includes equipment and labor. Per Hour</b>	\$134.49
<b><u>Pump/Line Service. Per hour</u></b>	\$171.37
<i>Includes two Port employees. Additional staff will be billed at the established hourly labor rate, <b>minumum of 15 minute staff time</b> (rate begins at time staff leaves the operations building, two employees typically retie or pump a boat</i>	
<b><u>Work Barge</u></b>	
<i>Includes equipment and labor.</i>	
<b>Work Barge (w/o labor).</b>	\$35.47
<b>Skiff, per hour w/ labor.</b>	\$94.82
<b><u>Failure to Register</u></b>	\$156.75
<i>For research related to unregistered boats, Per hour, one hour minimum, in 15 minute increments. Charged at the established labor rate plus fee</i>	
<b><u>Per Day Port Security Fee (\$1.13)</u></b>	\$ 1,162.84
<b><u>Per Gallon Fuel Surcharge</u></b>	\$0.05

<b>Section 6</b> <b>Civil Penalties</b> <b>Effective July 1, 2024</b>
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FY 2024-25

**Class A Violation**

0-14 days, per day	\$471.60
15-29 days, per day	\$943.21
30+ days, per day	\$1,571.96

**Class B Violation**

0-14 days, per day	\$236.54
15-29 days, per day	\$471.60
30+ days, per day	\$785.98

**Class C Violation**

0-14 days, per day	\$47.95
15-29 days, per day	\$94.36
30+ days, per day	\$157.22

**Class D Violation**

0-14 days, per day	\$24.01
15-29 days, per day	\$47.95
30+ days, per day	\$79.38

**Parking Violation. Per event, both vehicles and trailers**

0-10 days, paid within	\$62.93
11-20 days, paid within	\$133.28
21+ days	\$196.14

**Dumping Violation. Per Event**

\$785.98

<b>Section 7</b> <b>Administrative Fees</b> <b>Effective July 1, 2024</b>
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FY 2024-25

**Public Records Request Fee Schedule**

Copies of Public Records, per page	\$0.77
Copies of Nonstandard documents	\$30.24
Copies of Sound Recordings (Each)	\$17.27
Hourly Employee Benefited Rate	***

**Notice Posting** For non-payment of lease or moorage \$110.00

**Returned Check Fee**, plus bank fees \$50.00

**Per Annum Interest** applied to past due accounts 21%

**Collection Agency Mark-up** see ORS 697.105

**Impound Seizure Fee**

Boat	\$1,222.00
Vehicle	\$180.00
Vessel Disposal	cost plus 10%

**Copies** \$0.40

**Process Fees**

*Any additional fees incurred by the Port as part of an eviction or other process.*

Notice	\$106.25
Lien Fee	\$100.00
FED Complaint	\$354.20
Court Hearing	\$285.00
Writ of Execution	\$227.00

**Special Use Permit Fee**

Application Fee \$158.00

Usage Fee

Based on number of Participants, Attendees, Contestants and Volunteers at Event

1-200	\$603.67
201-500	\$981.62
501-1000	\$1,358.15
1001-5000	\$2,112.70
5001-10,000	\$2,867.23
10,001-20,000	\$3,621.72
More than 20,000	\$7,544.84
Vendors, per each	\$71.90

*Executive Director or designee has authority to adjust Special Use Permit Fees based upon non-profit status and other criteria*

**Security** cost + 5%

**Background Check** \$57.53

**Credit Check** \$58.00

\*\*\* Charged at fully costed labor of impacted employees, which includes wages, taxes, and benefits



**Section 8  
Insurance Certificate Limits  
Effective July 1, 2024**

*Limits are subject to review and risk assessment by management and/or the Port's insurance agent of record. Subject to periodic review by Insurance Agent, and subsequent changes by the Port's Management and/or the Board of Commissioners.*

**A certificate naming the Port of Newport as an additional insured is required.**

<b><u>Leases/Tenants General Liability, Each Occurrence</u></b>	\$2MM
Damage to Rented Premises (each occurrence)	\$300K
Medical Expenses (any one person)	\$5K
Personal and Adverse Injury	\$2MM
General Aggregate	\$2MM
Products – Comp/Op Aggregate	\$2MM
<b><u>Commercial Vessels, Liability Coverage Requirements.</u></b>	
Protection and Indemnity, must not exclude Wreck Removal	\$250K
Pollution Liability	\$300K
If Pollution and Indemnity Combined	\$600K
<b><u>Recreational Vessels, Liability Coverage Requirements</u></b>	
Protection & Indemnity, must not exclude Wreck Removal	\$250K
Pollution Liability	\$300K
----- OR -----	
Water Craft Liability, must include both wreck removal and pollution liability coverage. Umbrella clauses must identify boats exceeding 25 ft.	\$500K
<b><u>Charter/Guide Vessels.</u></b>	
General Liability	\$2MM
<b><u>International Terminal Vessels (Tariff No. 1(\$17))</u></b>	
Maritime Employer's Liability (Jones Act)	\$1MM
Commercial and/or Comprehensive Marine General Liability	\$5MM
<b><u>Vendors. (reserved)</u></b>	



## Staff Report – Eliminate Construction Fund

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**DATE:** February 27, 2024  
**TO:** Paula Miranda, General Manager  
**ISSUED BY:** Mark Brown, Director of Finance and Business Services

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### Background

Best practices dictate the Port review each special fund to determine the need for the fund every 5 years; the Oregon Department of Revenue requires a review every 10 years. The Construction (also known as a Capital Project Fund) is a type of special revenue fund that is used to record the resources and expenditures needed to finance the building or acquisition of capital facilities that are nonrecurring major expenditure items.

### Details

My understanding is that the Construction fund was established when the International Terminal was rebuilt. The Construction fund has not been used in more than 4 years. Each month, Port staff allocate interest earned and reconcile the account, taking valuable time and energy that could be used elsewhere.

Looking to the future, at some point in the next few years the Port will be building Port Dock 7. If the Port will receive a large grant with the full amount received in advance or if the Port will receive a large reimburseable grant remains to be seen and cannot be predicted at this time.

Based on historical use, and lack of use moving forward, this fund should be eliminated.

### Recommendation:

I RECOMMEND A MOTION:

I MOVE TO ADOPT RESOLUTION 2024-03, ELIMINATING THE CONSTRUCTION FUND.

**PORT OF NEWPORT  
RESOLUTION NO. 2024-03**

**WHEREAS**, the Port is a public entity;

**WHEREAS**, funds are to be reviewed every five (5) years;

**WHEREAS**, the Port has reviewed the need for a Construction Fund and has deemed it unnecessary;

**WHEREAS**, the budget for fiscal year 2023-24, includes a transfer from the construction fund;

**NOW THEREFORE**, THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

The commission hereby dissolves the Construction Fund and transfers all proceeds to the General Operating Fund.

**APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS** this 27<sup>th</sup> day of February 2024.

ATTEST:

\_\_\_\_\_  
Kelley Retherford, Vice President

\_\_\_\_\_  
Walter Chuck, Secretary/Treasurer

# NEW BUSINESS

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**DATE:** February 21, 2023  
**RE:** Recommendation for Ballard Protest Disposition  
**TO:** Paula Miranda, General Manager  
**ISSUED BY:** Aaron Bretz, Director of Operations

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## **BACKGROUND**

The Port received a protest from Ballard Marine Construction to the determination that their bid was unresponsive on the Rogue Brewery Seawall Repair Project. The Port Commission issued this ruling at the January regular meeting. This protest took longer to process than intended due to a problem with email. Ballard's protest letter is attached, and below I've addressed each claim point for point. The documents referenced in this report (RFQ, Specs, Addendums) are all viewable on the Port's website under the "opportunities" tab.

## **DETAIL**

The Port does have basis for rejecting Ballard's bid as unresponsive, and is correct in doing so.

The Port received a bid from Ballard prior to the deadline on January 22<sup>nd</sup>. This bid was absent submittal information that was clearly included in the specifications as referenced in Section 5 of the RFQ as well as addendums that were released during the bidding process. Ballard received these amendments and understood them as indicated by communications they had with the Port. The specifications that contain submittal requirements are highly technical and specific, so they are referred to as requirements in the RFQ, then the details are called out appropriately in the Specifications and further in the amendments issued during the advertisement of the project. Ballard knew about these requirements at the time they submitted their bid and attempted to meet them, but were unable to do so on time, and still have not completely done so. These requirements provide information that is vital for the Port to properly evaluate a bid, which is why they were required.

Ballard's submission was not unique from the others simply in the fact that it was substantially lower than the other bidders; Ballard was the only competitor who failed to submit on time the information that was required by the bid documents:

### **BID DOCUMENT SUBMITTALS**

- A) Certification by the manufacturer that the polymer to be used meets all the requirements in the MATERIAL section, including that it is a 1:1 by volume, two-part, water blown polyurethane.
- B) Certification by a third-party testing lab that the polymer has passed the NYSDOT Panel Test, confirming the polymer is effective in wet or dry conditions.

- C) A list of all supervisors, lead men, and technicians with their years of required experience and OSHA certifications (OSHA 30 for supervisors, OSHA 10 for all lead men and technicians).
- D) The name, model number, and a description of the DCP unit that will be used on projects.
- E) An equipment list including the VIN number and license plate numbers of all the production trucks, and the VIN number and license plate numbers of any other equipment that may be used on projects.
- F) The most recent calibration documents for the flow meters (They need to be calibrated once every 12 months).
- G) Evidence of prior experience: 3 awarded contracts by of at least 500 square feet for each of the previous 3 years.
- H) The name, hire date, and resume of the licensed professional engineer employed by the Contractor and assigned to this project with a minimum of 3 years of experience in stabilization of pavement foundation soils by injecting expansive polymers through tubes, into soils while monitoring at the surface of the pavement for movement to demonstrate sufficient densification of the soils.
- I) Their modifications rates for the previous four years and the name of their OSHA 400 certified employee with their certification.
- J) The Toxicity Testing Results by an independent laboratory demonstrating that the polymer shows a lack of toxicity at 200 ppm TCLP leachate and show non-toxic for all test species.

It is worth noting that the original bid opening was scheduled for January 19<sup>th</sup>, 2024 but was delayed due to an ice storm that affected the region. The Bid opening was rescheduled for January 22<sup>nd</sup>.

The above information certainly is *not* immaterial because it is used to determine if the bidder's approach to the work specified will be acceptable to the Port. None of this information was received by the Port at the time the bids were opened.

49 minutes after the bids were due, the Port received from Ballard what appeared to be a subcontractor proposal with an example of a prior seawall stabilization project. This submittal failed to respond to numerous requirements above, (namely A, B, C, D, E, F, G, H, I, and J) those requirements and certifications were clarified and broadened even further in Amendment #2 (Specifications) with the statement, "The certification shall be submitted with the bid documents" **three times** in that particular amendment.

Following submittal of the incomplete information, Owen Campbell of Ballard emailed on the 22<sup>nd</sup> of January. and acknowledged that more information would be forthcoming.

At about 1:30 PM on the 23<sup>rd</sup> of January after not having received any further information, I emailed Owen Campbell of Ballard to see when he might be sending the required information for the bid submittal, although I knew we were already past the deadline and up against the deadline to publish meeting material for the upcoming Port Commission Meeting. I was sensitive to the fact that they were the apparent low bid, but they seemed to be struggling to provide what was required for us to make an accurate evaluation. Owen replied that "we are working very hard to assemble all **required** submittals." (emphasis added) At this time Ballard acknowledged that they knew these submittals were required and necessary to evaluate the bid.

Finally at 9AM on the 24<sup>th</sup> of January, I received the last submittal Ballard forwarded to the Port that included mention of the experience of the engineer and indicated "resume to follow", but we never received that vital piece of information and still have not received it. Again, this information was necessary and required (requirement (H) above) for evaluation.

Additionally, the subcontractor Ballard selected for polymer injection did not meet the experience requirements as called out in the requirements for submittals.

On the 26<sup>th</sup> of January, I called Owen Campbell of Ballard to touch base one last time and see if there was anything else they might be able to do to sway the determination that they were unresponsive. At that time, Owen indicated that he knew there was missing information but that he just wasn't able to attain all that documentation in time from their selected subcontractor, although he did try. I informed him at that time that they had been unresponsive to the bid criteria since they were unable to provide all this information at the time of the bid opening.

On the 29<sup>th</sup> of January, I received an email from Owen referring to "Aaron" (me in the third person) saying that I had called him asking about progress and that he had been in touch with Realm (Ballard's subcontractor) multiple times at the time he sent the email. Owen quickly emailed again and said this email was intended for someone else. This email came approximately one minute after I got a voice mail from Christian Annexy of Ballard Marine, who I understand to be in a position to which Owen may report.

When I was able to speak with Christian, he asserted several of the points from Ballard's protest letter, mainly that the information that was yet to be submitted was "perfunctory", and I reiterated that the information was vital for evaluation, was required to be with the bid submission, and that the deadline had passed; we needed to move forward to keep things going in the event that the Port might need to change the approach to the project. I also reminded him that Ballard was the only firm who missed these requirements and that we need to stick to the letter of the requirements to maintain a fair competition.

Ballard's assertion that the Port's ability to evaluate the "bidder's ability to perform the project work safely, successfully and cost-effectively was not compromised by the timing of the receipt of Ballard's documentation", indicates that Ballard failed to understand the importance the Port placed upon expediency due to permitting and funding sources. Ballard understood this information was required, but assessed on their own that time isn't as important a factor as it actually is. Their characterization of the delay as "slight" in their protest is a characterization that is subject to perspective. This characterization is incorrect, and is made without taking into account that the bid submission schedule had *already* been delayed, and that the deadline for submitting documents for inclusion in the Port Commission meeting packet was on the 24<sup>th</sup>. The Port was certainly under an extremely tight schedule and stressed this fact in the bid documents, the mandatory site meeting, and in all communications about the project with the public. The timeline for project completion and permitting was apparently far tighter than Ballard comprehends. This is again apparent by their statement that some of the documents came "shortly" after the rest of the bid. The Port needed all the required submissions at the deadline for bid opening, and Ballard was the sole contractor who failed to meet that requirement.

This project involves very specialized and highly technical work. The qualifications and experience required with documentation to be included in the bid submittals is integral to the Port's ability to evaluate the bid. This information certainly is not immaterial. Ballard's oversight in not providing these details allowed them to potentially negotiate for several days longer and with more intimate knowledge of their competitor's bids, which provided them with a competitive advantage.

I agree that as a public agency, the Port must always act in the best interests of the public. As such, we cannot justify accepting a bid that was incomplete at the time of submittal, and that remains incomplete. The public would demand no less. The Port is not obligated to pull a bidder through the process, and has neither the personnel nor resources to do so. In fact, we would have a tall order justifying why we accepted a bid that was clearly short of what the Port required. This would subject the project to unfair scrutiny of both Ballard and the

Port in the future, particularly given the clarification that Ballard made that “Neither Ballard nor its subcontractors will not be (*sic*) held liable in any way for damage to existing structures as a result of the expansion of the polymer injection.” The bid was not responsive to the bid criteria, and was unacceptable. It is in the best interest of the public to reject this bid because of the tight timeline for performance and Ballard’s inability to provide timely information needed to evaluate the bid, although we regret that means that the bid price is unattainable. We simply cannot approve a bid that is 30% less than all the other bids, but also failed to provide timely information to consider performance of the work.

Ballard has performed work at the Port of Newport in the past, and we do hope to continue including them on future work at the Port as they are interested/able. There are many large projects upcoming, and we hope to see them back at the Port in the future.

### **RECOMMENDED MOTION**

I MOVE TO REJECT THE ATTACHED PROTEST FROM BALLARD MARINE CONSTRUCTION.



February 6, 2024

Via U.S. Mail and Email [abretz@portofnewport.com](mailto:abretz@portofnewport.com)

Port of Newport  
Attn: Aaron Bretz  
600 SE Bay Boulevard  
Newport, OR 97365

Re: Rogue Brewery Seawall Repair, 2024 ("Project"); ***Bid Protest of Ballard Marine Construction ("Ballard")***

Dear Mr. Bretz:

Ballard timely submitted its bid for the Project and is the low bidder. Indeed, Ballard's bid of \$2,142,310.77 is the lowest by the considerable sum of \$841,219.23 versus the next lowest bidder, Bergerson Construction, Inc. We look forward to successfully completing the Project for the Port. As such, we were extremely disappointed to learn late last week that the Port is considering not awarding the Project to us due to purported irregularities in our bid. Specifically, the Port determined that Ballard's bid is "non-responsive." To the extent any irregularities in Ballard's bid exist, they are immaterial, as they gave Ballard no advantage over any other bidders. For the reasons outlined below, in accordance with ORS 279B.010 et seq., we hereby protest the rejection of our bid, and we urge the Port to act in the best interests of the public and award the Project to Ballard.

***The Port Has No Basis, and Certainly No Legal Obligation, to Reject Ballard's Bid***

Oregon law provides that, generally, "the contracting agency shall award the contract to the lowest responsible bidder." O.R.S. § 279C.375(1). The phrase "lowest responsible bidder" means the lowest bidder who "has substantially complied with all prescribed public contracting procedures and requirements." O.R.S. § 279A.010(1)(r)(A) (*emphasis added.*) Notably, Oregon law does not mandate strict compliance with bid requirements. See, *Schlumberger Technologies v. Tri-Met*, 145 Or.App. 12 (1996). Further, Oregon law affords public agencies broad discretion to determine whether a bid meets the technical terms of an RFQ. See, *Hanson v. Mosser*, 247 Or. 1, 9-10 (1967); *Oregon Printing Ind. v. Chamberlin*, 2 Or. App. 401, 405-407 (1970).



In the present situation, the Port has apparently rejected Ballard's bid as "non-responsive" because certain submittal documents were not initially supplied with Ballard's bid.<sup>1</sup> Ballard's slight delay in providing these documents does not serve as a valid basis for rejecting its bid because, as explained below, Ballard substantially complied with the Port's requirements. See, ORS 279B.410(1)(a); (1)(b)(B), (C), (D).

The starting point for assessing bid responsiveness is the bid documents, in this case, the Request for Quotation ("RFQ"). The RFQ describes the Port's proposal selection process. Section 5 of the RFQ indicates the Port has the right (but, notably, *not* the *obligation*) to reject proposals that are not in conformance with bidding procedures and requirements and further that it can reject proposals if it finds that doing so is in the public interest. Section 5 goes on to state the successful bidder "will be selected on the basis of the following":

- a. Approach and evaluation of the past experience of the individuals who would be performing the work for the Port.
- b. Compliance with personnel qualification requirements and resume documentation found in the project specifications.
- c. Responsiveness to proposal specifications and required information by a responsible bidder.
- d. Fee for services performed.

Notably, there is no specific reference within the RFQ to the submittals at issue, and even the broad reference in Section 5 (c) to "proposal specifications" does not identify them as mandatory. Instead, evaluation of the submittals is merely one of several factors the Port can use to compare proposals. There is no mention that neglecting to provide the submittals at the time of the bid will result in outright rejection of a proposal. Accordingly, Ballard refutes that its bid is "non-responsive." More importantly, the critical purpose of the submittal requirement—allowing the Port Manager and Port Commission to evaluate a bidders' ability to perform the Project work safely, successfully, and cost-effectively—was not compromised by the timing of its' receipt of Ballard's documentation.

To reiterate, there is nothing in the RFQ or contract documents that states a bid will be rendered non-responsive if the documents at issue are submitted shortly after the rest of the bid. This is important. Clearly, the Port understood how to make certain portions of the bid submissions

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<sup>1</sup> It is undisputed that these documents were submitted to the Port shortly after the error was discovered. It is likewise undisputed that said submittals contained all the necessary information.

mandatory. For example, in Section 4 of the RFQ, the Port clearly and unequivocally informed bidders: "Please use the attached Bid Form. Your Proposal **cannot be considered unless** the Bid Form has been completed in its entirety." (*emphasis added.*) In stark contrast, the submittals at issue are buried in the Project specifications and there is no indication that a bid not containing them will be rejected outright. These submittals are no doubt important for the successful completion of the Project work, but Ballard's oversight in not providing them initially with its bid provided it no advantage over other bidders and, under applicable Oregon law, such an immaterial irregularity can, and should, be waived by the Port.

The mandatory Bid Form was timely submitted, as was Ballard's Bid Bond. Ballard's price to perform the work is materially lower than the next lowest bidder. Ballard has supplied all the necessary submittals. As such, Ballard substantially complied with the RFQ requirements, and any perceived irregularity can be waived by the Port to fulfill the best interest of the public.

***Awarding the Project to Ballard is Consistent with the Port's Values and is in the Best Interests of the Public***

As a public agency, the Port must always act in the best interests of the public. The Port amplifies its' obligation to do so through its Values statements on its website. Notably, the Port prizes "Accountability," expressly acknowledging its important role as a "steward of public resources." Further, the Port touts "Sustainability" by promising it ". . . will maintain our capital facilities in working order, we will manage the funds entrusted to us wisely, prudently and ethically."

Ballard has a proven track record of successfully performing marine construction and repair projects throughout the United States, including in the State of Oregon. We are experienced in the type of work involved in the Project and will perform our operations efficiently and safely. Our \$2,142,310.77 bid for the Project is \$841,219.23 less than the next lowest bidder and, notably, is *the only bid within the range of the Port's \$2.2M internal estimate*. Rejecting a responsive, qualified bidder such as Ballard who can successfully complete the Project in favor of holding private negotiations with a bidder that submitted a bid over \$800,000 more than Ballard's would be inconsistent with the Port's duties to act as a "steward of public resources" and manage its resources "wisely" and "prudently."

***If the Port Refuses to Award the Project to Ballard, the Project may be Unnecessarily Delayed***

For the reasons articulated above, there is no legal basis for rejecting Ballard's bid and doing so would not serve the interests of the public. We are strong in our legal positions and passionate about performing this important Project. As such, if the Port denies Ballard's Protest, the path

forward for the Project could be marred by procedural delays stemming from re-bidding or potential judicial challenges. Such delays can, and should, be avoided by rescinding the initial “non-responsive” finding and awarding the Project to Ballard. This path would fulfill the Port’s promise to “maintain its capital facilities in good working order,” a promise that becomes increasingly challenging to keep as we see unprecedented weather conditions threaten infrastructure all along the West Coast.

We respectfully request that the Port retract its rejection of Ballard’s bid. The Project should be awarded to Ballard forthwith so we can commence work right away.

Regards,



Todd W. Blischke  
General Counsel  
Ballard Marine Construction, LLC

# EXECUTIVE DIRECTOR MONTHLY REPORT

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**DATE:** 02/27/24  
**PERIOD:** 01/09/24 – 02/22/24  
**TO:** Board of Commissioners  
**ISSUED BY:** Paula J. Miranda, Executive Director

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## **OVERVIEW**

Port staff have been super busy dealing with several projects and getting permits, design and plans ready, and preparing to chase funding to get those projects completed, including loans from Business Oregon, ConnectOregon (State), RAISE (federal) and Congressionally Direct Spending FY 24. I can't emphasize enough how appreciative I am of our Port staff in what a great work they do keeping the Port moving forward.

Here are some of the highlights for the month:

### **South Beach**

RV Park Annex Plan: Our consultant is continuing to work on finalizing the concept design. Meanwhile, the Annex is full for the Seafood and Wine.

Rogue Seawall: A lot of work involved in getting this completed, as some negotiation had to take place in order to get the numbers down to an acceptable budget figure, which we were successful in accomplishing. Meanwhile, we received a protest from the unqualified bidder, which you should have in your packet. I appreciate the amount of work put into this effort by Aaron Bretz, our Director of Operations.

Derelict Vessels: We are still waiting to hear from DSL as to the removal of the various derelict vessels we are still holding (12 stored, 1 underwater).

Fish Cleaning Tables: We completed the installation of one of the tables, which will be covered to match the nearby tables, and another one should be installed by Fall.

Code Enforcement: We continue to have issues with folks behaving badly and expect the Port not to enforce it while things are not busy. I just want to make sure that we don't distinguish between busy or not busy when it comes to following the rules. Tickets will be issued independently of how busy we are.

### **North Commercial**

Port Dock 7 General Maintenance: New pilings have been completed. Just a reminder that there is only so much we can do due to the current condition of the dock. We have spent over \$200K to allow us to continue to use the dock until its replacement, as we are trying to complete the design, permits, etc. and looking for source of funds.

Port Dock 7 Plan/ Commercial Marina Channel Dredging Sediment Plan: After a lot of issues trying to obtain permits and getting everyone onboard on requirements, the drilling for the environmental sampling is underway.

## **Newport International Terminal**

RORO Dock Piling Assessment: Permit is now completed, but there is still uncertainty if we will receive the congressionally direct funds from the federal government, as long as the entire government isn't funded.

MARAD PIDP Grant: We are still coordinating with MARAD additional details of the grant. We have also obtained a couple estimates for new equipment and are evaluating the same.

NIT Crane: Business Oregon loan has been completed and we thank them for working with us. We are now waiting for the funds to come in. Employees are getting training on the new crane, which is already in service, and the old crane has been posted for sale.

PROSPECTS: We are continuing to receive interest in using NIT for cargo. As things further develop, we will let you know of any concrete opportunities.

## **Miscellaneous:**

Congressionally Direct Spending FY 24: Apparently the WRDA did not include funding, so we will be moving the request to dredge the South Beach marina to the Congressionally Direct Spending request.

Finances: As you can see per Mark's report, we have been working on our cash flow. We should see some funds coming from Business Oregon for the crane loan, which should help complement our cash flow. Otherwise, we continue to move forward with a lot of projects to take advantage of the grants we receive. We have been evaluating our future projects in trying to prioritize which ones get done next.

Fiscal Manual: A fiscal manual is also underway, and it is almost completed.

Goals and Objectives: As we have done in the past couple of years, we will try to complete our Goals and Objectives prior to completing the budget, so those can be lined up. Most likely we will have a Work Session in mid-April. I expect this to be the last time we update our capital improvement list prior to developing a new Strategic Plan Update. I hope to start that process in the Summer and be completed by Fall or Winter.

Audit and Budget processes: A full audit and the budget process are underway, which has kept our finance department quite busy. The Audit is wrapping up and we expect the budget process to initiate in March with the Budget committee and to be completed by April.

Permitting: We have been working with various organizations, including OPPA, PNWA, Business Oregon and the Regional Solutions Team trying to address the constant delay and other issues dealing with our agencies in obtaining permits to complete our work.

Port's Economic Impact Report: Business Oregon with the assistance of the University of Oregon recently completed the port's economic impact report, which you can see attached.

### **Meetings/Trainings/Summits:**

- 01/22-23/24 - PTO
- 01/24-26/24 - Association of Pacific Ports (APP) Conference
- 01/29/24 - Oyster Repository Meeting - COMES (Hatfield)
- 01/29/24 - Finance Recurring Meeting
- 01/30/24 - Commission Meeting
- 01/30/24 - DLCD Grant Discussion - Business Oregon
- 01/31/24 - SDIS Risk Management Meeting
- 01/31/24 - YEBF Board Meeting
- 02/01/24 - Commercial Crew Quarterly Meeting
- 02/01/24 - PNWA Meeting
- 02/01/24 - EDALC Board Meeting
- 02/02/24 - OPPA Legislative Committee
- 02/02/24 - Central Coast Food Web
- 02/06/24 - Operations Recurring Meeting
- 02/06/24 - OPB Interview with City of Newport - Airport
- 02/05/24 - Finance Recurring Meeting
- 02/07/24 - SDAO Board Meeting
- 02/08-11/24 - Special Districts Annual Conference
- 02/12/24 - Operations Recurring Meeting
- 02/12/24 - Finance Recurring Meeting
- 02/12/24 - Business Oregon - Seawall Loan
- 02/13/24 - Dept. Heads Meeting
- 02/13/24 - Meeting with Rotary Club
- 02/13/24 - Coastal City/Port Managers
- 02/16/24 - OPPA Legislative Meeting
- 02/19/24 - President's Day Holiday
- 02/20/24 - Directors Monthly Meeting
- 02/20/24 - Meeting with NIT prospect
- 02/20/24 - PIDP Grant meeting with MARAD
- 02/21/24 - Lincoln County Estuarine Resilience Action Planning (ERAP) Committee

### **Upcoming Schedule:**

- 02/26/24 - Operations Recurring Meeting
- 02/26/24 - Finance Recurring Meeting
- 02/27/24 - Maritime Minds - Business Oregon
- 02/27/24 - Commission Meeting
- 03/01/24 - OPPA Legislative Meeting

- 03/03-03/07 - PNWA Mission to Washington
- 03/08/24 - PTO
- 03/11/24 - Operations Recurring Meeting
- 03/11/24 - Finance Recurring Meeting
- 03/12/24 - Department Heads Meeting
- 03/14/24 - Lincoln County Economic Summit
- 03/15/24 - Business Oregon Federal Committee Meeting
- 03/15/24 - Coastal City/Port Managers
- 03/18/24 - Operations Recurring Meeting
- 03/18/24 - Finance Recurring Meeting
- 03/19/24 - Directors Monthly Meeting
- 03/19/24 - Regular Commission Meeting
- 03/20/24 - Lincoln County Estuarine Resilience Action Planning (ERAP) Committee
- 03/20 - 04/01/24 - PTO (starting 03/20 afternoon)
- 04/01 - 04/04 - Harbormaster's Conference hosted by the Port of Newport

# Economic Benefits and Needs of Oregon Public Ports

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*Photos courtesy of Adobe Stock*

January 2024

Final Report

Prepared for:

Business Oregon

775 Summer St., NE, Suite 200

Salem, Oregon 97301

Prepared by:

Institute for Policy Research & Engagement

School of Planning, Public Policy, and Management

University of Oregon

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Institute for Policy  
Research and Engagement



# Acknowledgments

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## Port Impacts Advisory Committee

Mark Landauer, Oregon Ports Association  
Michele Bradley, Port Manager, Port of Tillamook Bay  
Ayreann Colombo, former Executive Director, Columbia Pacific Economic Development  
Colin Cooper, Executive Director, Columbia Pacific Economic Development  
John Burns, Port Manager, Port of Coos Bay  
Tom Bouillion, Planning Manager-Land Use, Transportation & Marine, Port of Portland  
Andrea Klaas, Port Manager, Port of The Dalles  
Courtney Flathers Port Program Policy Coordinator, Business Oregon  
Damon Runberg, Economist, Business Oregon  
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## About the Institute for Policy Research and Engagement



**School of Planning, Public  
Policy and Management  
Institute for Policy  
Research and Engagement**

The Institute for Policy Research & Engagement (IPRE) is a research center affiliated with the School of Planning, Public Policy, and Management at the University of Oregon. It is an interdisciplinary organization that assists Oregon communities by providing planning and technical assistance to help solve local issues and improve the quality of life for Oregon residents. The role of IPRE is to link the skills, expertise, and innovation of higher education with the transportation, economic development, and environmental needs of communities and regions in the State of Oregon, thereby providing service to Oregon and learning opportunities to the students involved.

## About the EDA University Center



The University of Oregon Economic Development Administration University Center (EDAUC) is a partnership between the Institute for Policy Research and Engagement, the UO Department of Economics, the Oregon Small Business Development Center Network, and the UO faculty. The UO EDAUC provides technical assistance to organizations throughout Oregon, with a focus on rural economic development. The UO EDAUC seeks to align local strategies to community needs, specifically with regards to building an understanding of the benefits of sustainable practices and providing technical training to capitalize on economic opportunities related to those practices. The UO EDAUC is partially funded through a grant from the U.S. Department of Commerce, Economic Development Administration. Additional EDA funding was provided via the Coronavirus Aid, Relief, and Economic Security (CARES) Act

*This project was funded in part by the U.S. Economic Development Administration through the University Center grant program.*

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# Executive Summary

This study analyzes the annual economic benefits and impacts of Oregon's 23 public ports and assesses current port needs. The intent is to inform businesses, public officials, and other interested parties about the economic impact of port-related operations, facilities, and activities. Broadly, this report has two objectives:

1. Document the economic impacts of Oregon's 23 public ports in 2021 (the *economic impact analysis*); and
2. Identify what ports need to better conduct their missions (the *needs assessment*).



Port of Newport. Alamy.com

Oregon public ports engage in a broad array of activities. Ports provide facilities, services, and operations that support business and economic development, regional and international trade, recreation, and commercial and sport fishing. Each Oregon port is unique in what it provides, and no two Oregon ports are the same. For example, the Upper Columbia Ports provide loading points for Oregon's international agricultural trade. The Ports of Portland, Coos Bay, and Astoria are international gateways and coastal ports provide facilities that support tourism, recreation, and sport and commercial fishing that are key to their regional economies.

## Oregon's Port System Is Foundational to Trade

Ports have a foundational role in domestic and global trade, generating economic activity for thousands of businesses throughout the state. The U.S. Department of Commerce, International Trade Association (ITA) concluded that the greater Portland Metro region ranked 10<sup>th</sup> out of U.S. metropolitan statistical areas in the value of goods traded, with \$33.8 billion. The U.S. Census foreign trade data estimated that Oregon exported \$25.0 billion of goods, which supported over 86,000 jobs in 2021. Moreover, data from the U.S. Census Bureau shows that Oregon is one of the most trade-dependent states in the U.S. and that 84% of all goods exported were from small or medium-sized companies.<sup>1</sup> The Army Corps of Engineers reports that 84% of Oregon's waterborne trade moved through the Port of Portland in 2020.

### OREGON'S EXPORT TRADE

OREGON EXPORTS WERE NEARLY  
**\$25 BILLION IN 2020**

EXPORTS GREW IN 2020  
AT A RATE OF **5.4%**

EXPORT TRADE SUPPORTED  
**86,000 JOBS**

SMALL OR MEDIUM-SIZED COMPANIES  
WITH FEWER THAN 500 EMPLOYEES ACCOUNTED FOR

**84%** OF ALL GOODS  
EXPORTED IN 2020

Source: U.S. Census Foreign Trade Data

<sup>1</sup> <https://www.census.gov/foreign-trade/Press-Release/edb/edbrel2020.pdf>

# Oregon’s Public Ports Make Significant Contributions to the State Economy

Oregon's system of 23 public ports serves a vital role in the state's economy. The activities of these ports support tens of thousands of jobs and billions of dollars in economic impacts across Oregon. Table 1 shows total port economic impact by region in 2021. Notably, impacts generated by the Port of Portland dwarf impacts from the coastal and Columbia River Ports. The data suggest that port activities support over 106,000 jobs, over \$7.1 billion in labor income, over \$10 billion in value added impacts, and over \$19 billion in total economic output.

**Table 1: Total Port Economic Impact by Region, 2021**

Region	Employment (jobs)	Labor Income (\$m)	Value Added (\$m)	Output (\$m)
Port of Portland	97,414	6,485	9,743	17,919
North Coast	3,924	278	310	506
South Coast	1,956	121	86	198
Columbia Ports, excluding Port of Portland	3,505	252	305	602
<b>Total</b>	<b>106,799</b>	<b>7,136</b>	<b>10,444</b>	<b>19,225</b>

Source: Port of Portland Economic Impact Study, Steer, October 2023

Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

Includes direct, indirect, and induced impacts

IPRE partnered with Business Oregon to assess economic impacts using the software application IMPLAN (Impact for PLANning). IMPLAN also estimates multiplier effects of economic activities. Multipliers estimate the impact that a change in economic activity—like business or consumer spending—will have on total economic output. The IMPLAN statewide model showed that for every 10 direct jobs related to port activities, an additional 5.0 jobs are supported by business spending, and 5.6 jobs are supported by employee spending. Thus, indirect (business generated) and induced (worker generated) port activities in Oregon support another 113,000 jobs in the state.

Put into context, total nonfarm employment in Oregon in 2021 was 1.88 million.<sup>2</sup> At 106,799, direct employment from ports accounted for 5.6% of Oregon’s employment or about 1 in 20 jobs. Including indirect and induced impacts (e.g., jobs supported by business and employee spending), Oregon ports support over 220,000, or 11.7% of total employment. Thus, **more than 1 in 10 jobs in Oregon are directly or indirectly supported through Port activities.**



<sup>2</sup> <https://fred.stlouisfed.org/series/SMU4100000000000001A>

Ports activities also generate federal, state, and local tax revenues. Table 2 shows tax impacts of Oregon ports at the federal, state, and local levels. IMPLAN estimates that ports generated over \$2.1 billion in total tax revenues in 2021. Federal revenues contribute the majority of tax revenues (\$1.5 billion or 69% of tax revenues). Ports generated more than \$380 million in state tax revenues and \$264 million in local tax revenues in 2021.

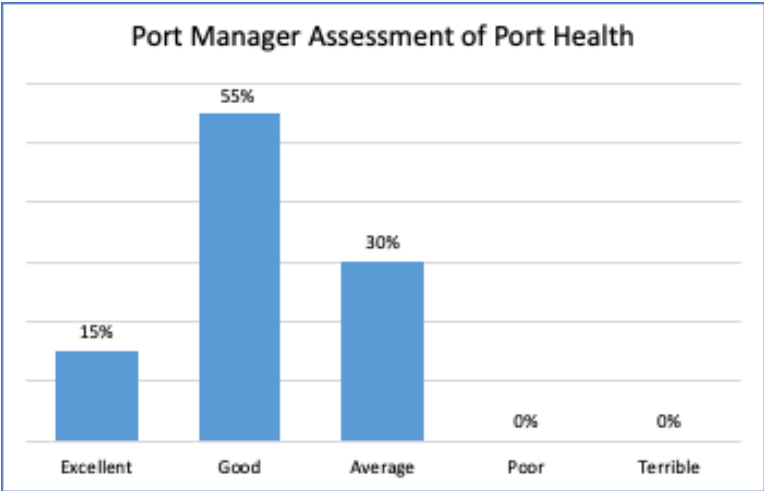
**Table 2: Federal, State, and Local Tax Generated by Port Activities, 2021**

Region	Tax Income Generated (Direct, \$ millions)			
	Local	State	Federal	Total
Port of Portland	\$196.0	\$332.0	\$1,408.0	\$1,936.0
North Coast	\$26.7	\$20.2	\$25.4	\$72.4
South Coast	\$5.9	\$5.5	\$10.0	\$21.4
Columbia Ports, excluding Port of Portland	\$36.0	\$22.9	\$15.8	\$74.6
<b>Total</b>	<b>\$264.6</b>	<b>\$380.6</b>	<b>\$1,459.2</b>	<b>\$2,104.4</b>

Source: Port of Portland Economic Impact Study, Steer Inc, October 2023  
 Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

## Port Managers Provided High Marks for Port Operational Health

To assess port health and needs, IPRE surveyed port managers. Twenty of 23 ports participated in the survey. Most port managers indicated that their port operations were healthy. Seventy percent of port managers’ report good to excellent health of port operations in 2023, with 15% of Oregon ports reporting excellent operational health. The three ports reporting excellent health were Gold Beach, Umatilla, and Nehalem. No managers rated their port’s health as “poor” or “terrible.”



Most port managers reported that their port operations have grown in the past five years. Forty-seven percent indicated operations had “grown substantially,” and 26% indicated they had “grown slightly.” Among the ports that reported substantial growth were Port of Coos Bay, Tillamook Bay, Brookings Harbor, Hood River, Umatilla, Garibaldi, Morrow, Columbia County (St. Helens), and Port of Siuslaw. About 21% indicated their operations had stayed about the same as they were five years ago while five percent indicated they had “decreased slightly.” This suggests that Oregon’s public ports remained healthy throughout the Covid-19 pandemic and many thrived.



## Oregon’s Public Ports Have Diverse Needs

Port managers were asked to assess 73 specific needs within seven categories. Managers ranked needs on a five-point scale from “no need” to “highest need.” Table 3 shows top port needs ranked by average score. The top 10 include needs from all seven categories except port administration. Top needs include (1) planned capital improvements; (2) new buildings or facilities; and (3) wastewater systems.

**Table 3: Top Ten Port Needs Ranked by Percentage of Ports Indicating Significant or Highest Need**

Rank	Need	No Need	Lowest/ Moderate Need	Significant/ Highest Need	n
1	Planned Capital Improvements	10%	10%	80%	20
2	New Buildings/Facilities	6%	17%	78%	18
3	Wastewater	0%	25%	75%	16
4	Dredging	11%	17%	72%	18
5	Workforce Housing	11%	17%	72%	18
6	Deferred Maintenance	5%	26%	68%	19
7	Permitting	6%	28%	67%	18
8	Marinas	0%	33%	67%	15
9	State Advocacy	0%	33%	67%	18
10	Project Management	6%	28%	67%	18

Note: Needs ranked by percentage of ports indicating significant/highest need. Dredging and Permitting had multiple options on the survey and are combined.  
n = number of respondents

The full story of port needs is more complicated than the data suggest. The needs identified by port managers are interconnected—funding, infrastructure, facilities, and infrastructure—and likely have linkages that the data do not show. The most obvious linkages are that maintenance or improvements cannot be completed without funding. Moreover, ports’ ability to develop and maintain facilities and infrastructure is often connected to permitting processes or other regulations.

On an encouraging note, Business Oregon can provide support for many of these needs—particularly needs that involve technical assistance or government relations. While Business Oregon has limited authority to change federal or state statutes, it can provide support to ports in navigating regulations.

“Honestly, all of the categories are the most important to us, as they have become more challenging every year adding cost and delays to most projects. The constant change in policies, often without much opportunity for comments. There needs to be more balance between environmental needs and infrastructure needs. Ports on the Coast are slowly dying as they have not been able to modernize to provide for current needs.”

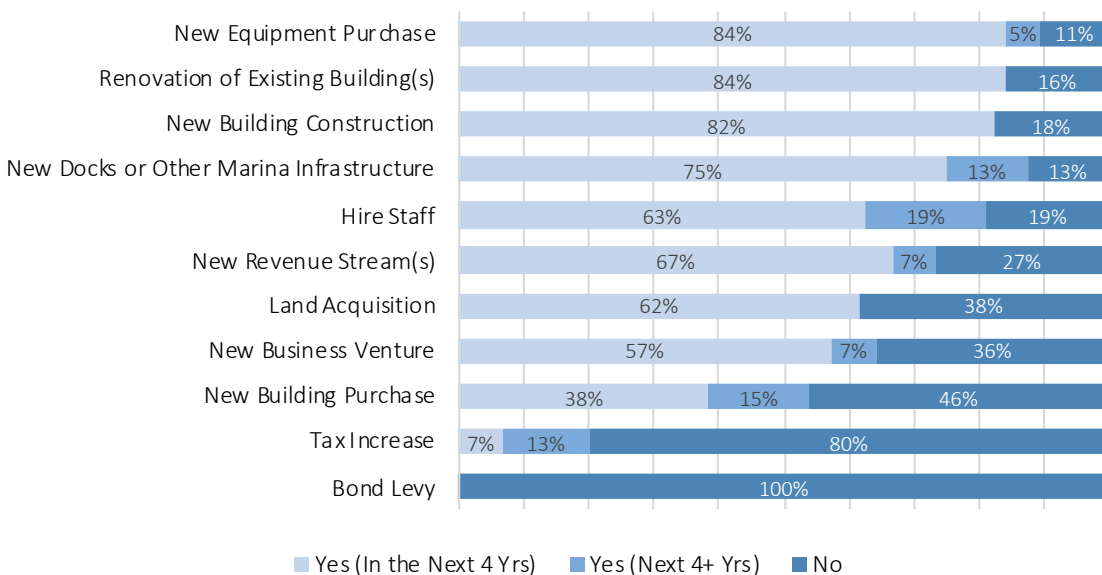
## Key Themes Emerge from the Needs Assessment

### Survey Theme 1: Ports managers plan for growth but lack adequate funds to do costly infrastructure maintenance and upgrades

In the next four years, most ports plan to purchase new equipment (84%), renovate buildings (84%), construct new buildings (82%), add new docks or other marina infrastructure (75%), and hire staff (63%).

Many ports also indicated they intend to acquire new land or pursue a new business venture. These improvements all cost money and two-thirds of port managers indicated they plan to pursue new revenue streams in the next four years. However, none of the responding ports plan to pursue a bond levy and only 20% of responding ports are considering a tax increase.

**Figure 1: Desired Port Improvement and Expansion Activities**



### Survey Theme 2: Government partnerships are strong but environmental regulations may be slowing down maintenance and resiliency opportunities

State partnerships are generally reported as being strong. The Oregon Department of Marine Board and Travel Oregon (a natural partner for recreation and tourism) rate the highest in supportive relationships followed by Energy Management and State Lands. Department of Environmental Quality, Land Conservation, and Fish and Wildlife were rated as not very supportive in facilitating permitting issues in the last three years. Port managers indicated relationships with the Coast Guard Maritime Administration and Army Corp. Dredging were the most supportive. Notably, these survey results were validated during the stakeholder interviews.

Ports work within multiple, sometimes competing, policy and regulatory frameworks. Ports generally agree that environmental regulations are important. However, many also acknowledge that regulations can slow or restrict the maintenance and modernization of infrastructure at ports.



### Survey Theme 3: Despite challenges, ports are developing and implementing plans

Ports rely on a range of plans to guide port operations and expansion. To better understand port planning activities, port managers were asked to comment on the frequency and effectiveness of port planning. All the ports indicated they had strategic plans. Nearly 90% indicated they had capital improvement and maintenance plans. Eighty-three percent indicated they had asset management plans and master development plans. Nearly 40% did not have emergency operations/continuity of operations/resilience plans and nearly 70% did not have succession plans.

### PLANNING GUIDES PORT ACTIVITIES

PLANS ARE CENTRAL TO PORT OPERATIONS

100% HAVE STRATEGIC PLANS

90% HAVE CAPITAL IMPROVEMENT PLANS

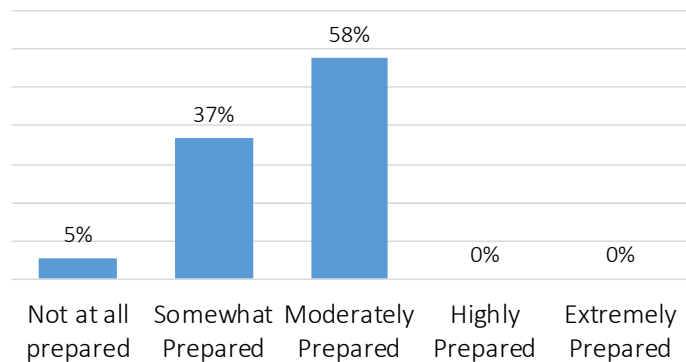
72% RATE PLANS AS EFFECTIVE

Concerning the frequency of plan updates, port managers indicated that most plans were updated within the last two years. More than half (61%) of managers reported updating their annual work plan within the past 12 months and 50% had updated their information technology plans. Most strategic plans have a five-year planning horizon and 90% of port managers updated their strategic plans within the past five years. Seventy-two percent of port managers indicated that their port plans are effective and 28% indicated their plans were neither effective nor ineffective.

### Survey Theme 4: Operational resiliency planning is important to the ports and partners

No port managers reported feeling extremely or highly prepared for a major disaster. Fifty-eight percent felt they were moderately prepared and 37% somewhat prepared. Five percent indicated they were not at all prepared. However, River ports, specifically, are concerned about the infrastructure on the river and the future of the Columbia and Snake River Treaty. Other resiliency worries include the Cascadia Subduction Zone and increasing environmental regulations.

Port Preparedness for a Major Disaster



### Survey Theme 5: Advocacy and technical assistance highest needs from Business Oregon

Ports report that communication with Business Oregon is positive (50% very effective and 40% effective). Programs reported to be most effective were advocacy, technical assistance, and strategic planning. Ports surveyed find value in the Ports Program Policy Coordinator and Regional Development Officers. Ports haven't found as much value in marketing, loans, and the state dredge (this could be due to availability and cost). When asked what they would like to see in the future, ports identified continued timely communications with Business Oregon as a priority.

# Ports Have Broad and Significant Impacts on Oregon’s Economy but Continued Investment is Needed to Ensure they Thrive

A few themes emerged over and over throughout this project. Ports are vital and foundational to trade and transportation. Ports provide a place for small business and port-related industries offer high paying workforce opportunities throughout Oregon.

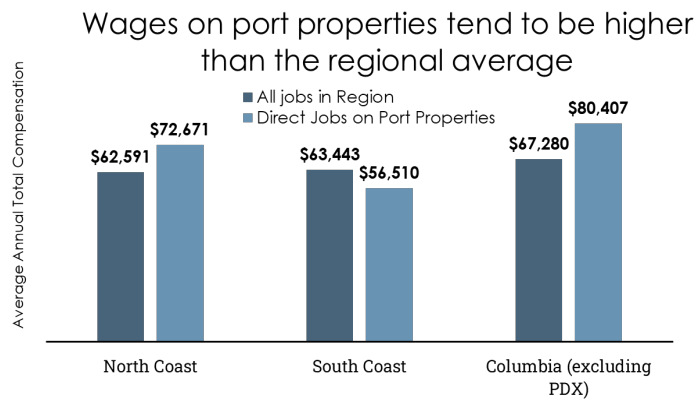
Ports account for about five percent of employment in

Oregon. In terms of economic impact, ports employ or have indirect impacts on several large industries including manufacturing, agriculture and auto exports, utilities, professional and scientific industries, and recreation. Wages paid at the ports are generally higher than the overall average wages for all industries.

Yet, port infrastructure is costly to maintain, and special district tax revenue has not kept pace with maintenance costs. Ports have had to diversify revenue streams to maintain and rely on state and federal dollars to grow and modernize. Moreover, ports are some of the largest industrial landowners, property developers, and commercial lessors in the state. Ports are strong economic development partners and are vital to the commercial and sport fishing industries and large contributors to the tourism and recreation industries.

Moving forward, ports must work creatively with federal and state partners to update and modernize infrastructure to continue safe operations with an eye towards disaster resiliency. Many ports desire new funding streams and more supportive partnerships with regulatory agencies to support ongoing operations and fund much needed safety-related upgrades and modernization projects.

Oregon’s public ports are a unique economic asset that impacts regions throughout the state. Many ports have the opportunity and desire to grow, which can expand their economic footprint. Ports also face key challenges that can hinder their operations and aspirations. Continued investment in Oregon’s public ports will ensure that ports can continue to be economic engines throughout the state.



# Chapter 1: Introduction

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This study analyzes the annual economic benefits and impacts of Oregon’s 23 public ports as well as current needs. The intent is to inform businesses, public officials, and other interested parties about the cumulative and economic impact of port-related operations, facilities, and activities as well as impacts of individual ports. Moreover, this study includes a port needs assessment that documents the key challenges and needs experienced by Oregon’s public ports in 2023.

## Background

In 2010, Business Oregon developed the "Strategic Business Plan for Oregon's Statewide Port System." The purpose of the Business Plan was to: “Define the State of Oregon’s future role, interest, and investment in the statewide port system based on a realistic assessment of port markets, and economic and business development opportunities.” A key objective was to identify the infrastructure, equipment, administrative, regulatory, and governance needs of the ports, and to identify ways that Oregon’s port system can best serve the interest of the State of Oregon and its residents. Moreover, the Business Plan served as a governance reference for the ports community and affirmed districts as critical business partners that provide the land, infrastructure, and resources that link traded sector businesses, producers, and manufacturers with global and domestic markets.

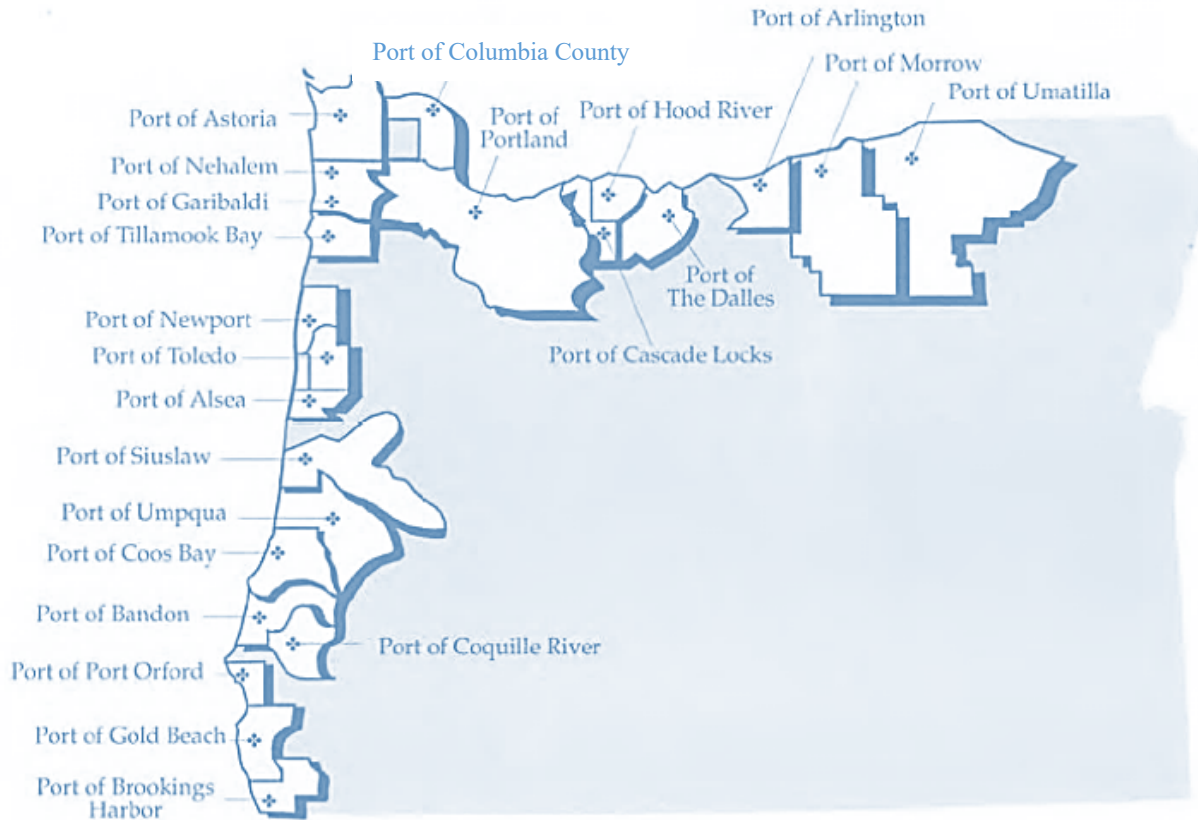
In 2014, Business Oregon funded and administered a study entitled "Economic Benefits of Oregon Public Ports." The purpose of the 2014 study was to provide an analysis showing the annual economic benefits and local and state impacts of Oregon's 23 public ports (see Figure 2). A significant and often-cited finding of the report was "1 in 6 jobs in Oregon are port-related and directly or indirectly tied to cargo, recreation, industrial, commercial and other activity of Oregon's Ports..."<sup>3</sup> Consistent with methods used in many economic impact studies, the report analyzed direct, indirect, and induced impacts attributed to port activity. The study also generated data on individual districts, regional economies, and statewide port portfolios relative economic performance metrics to gauge port performance over time.

The 2020–2023 global Covid-19 pandemic created uncertainty and affected the functioning of the global economy. Increased demand for goods stressed the global freight network. Oregon's public ports play a role in economic recovery, the state's economic adaptability, and ultimately, its stability and resilience. Like the 2014 study, this study assesses the economic benefits of Oregon’s public ports. Unlike the 2014 study, this study includes an assessment of port needs to help identify opportunities for strategic investments to ensure that Oregon continues to have thriving port activity.

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<sup>3</sup> Economic Benefits of Oregon Public Ports, May 2014. FCS Group.

Figure 2: Oregon's 23 Public Port Districts



## Oregon's Ports Are Unique

The diversity of economic activities at Oregon's ports is remarkable and stretch the definition of ports:

"A port is a maritime facility comprising one or more wharves or loading areas, where ships load and discharge cargo and passengers."<sup>4</sup>

While many Oregon ports meet this traditional definition, all of them engage in a much broader array of activities. Oregon's ports provide facilities, services, and operations supporting recreation, commercial and sport fishing, business and economic development, and regional and international trade. Each Oregon port is unique in what it provides. No two of Oregon's ports are the same. For example, the Upper Columbia Ports provide loading points for Oregon's international agricultural trade. The Ports of Portland, Coos Bay, and Astoria are international gateways and coastal ports provide facilities that support tourism, recreation, and sport and commercial fishing that are key to their regional economies. The port profiles presented in Part II provide more detail on the rich variety of activities supported by each Oregon port.

<sup>4</sup> <https://en.wikipedia.org/wiki/Port>

## Purpose and Methods

Oregon state law recognizes the key role of ports in economic development (ORS 285A.600-627). Oregon port districts are enabled through provisions outlined in Oregon Revised Statutes (ORS) chapters 777 and 778. Business Oregon supports the economic development efforts of ports through technical assistance, intergovernmental coordination, and responsible investment.

The most recent statewide analysis of the economic impact of Oregon’s Ports was completed in 2014. The 2010 *Strategic Business Plan* is the most recent assessment of port needs. While the *Strategic Business Plan* addressed port needs, that was not its primary purpose. Much has changed in the intervening years. Statewide economic growth, globalization, and ongoing challenges in funding sources that have historically been used to maintain port facilities. The estimated economic benefits attributed to ports is an important consideration for operations and maintenance funding. Broadly, this report has three objectives:

- Document the economic impacts of Oregon’s 23 public ports (the *economic impact analysis*); and
- Identify what ports need to better conduct their missions (the *needs assessment*)
- Provide a profile of each port (the *port profiles*)

We note that previous studies have used a somewhat broader scope and have analyzed the impact of Oregon’s ports and *port-related activities*. This study is narrower in that it does not analyze the impacts of port-related activities that are not directly associated with the port organization or do not occur on properties owned by ports.

The following sections provide a brief overview of the methods used for each of the two major elements of the study—the economic impact analysis, and the needs assessment.

### Economic Impact Analysis

The economic impact analysis uses an economic method called Input-Output (I-O) modeling. Business Oregon staff used the IMPLAN (IMPact for PLANning) software model to develop the economic impact estimates.<sup>5</sup> According to IMPLAN, the foundational concept of I-O modeling “is that all industries, households, and government in the economy are connected through buy-sell relationships; therefore, a given economic activity supports a ripple of additional economic activity throughout the economy.” IMPLAN is an I-O modeling system that uses annual, regional data to map these buy-sell relationships so users can predict how specific economic changes will impact a given regional economy or estimate the effect of past or existing economic activity.<sup>6</sup> Figure 3 shows a conceptual diagram of the IMPLAN model.

Total economic impacts are based on the sum of direct, indirect, and induced impacts:

- **Direct impacts** consist of the direct output—i.e., the proportion of skier spending—that accrues to Oregon businesses, jobs, and income supported by that spending.

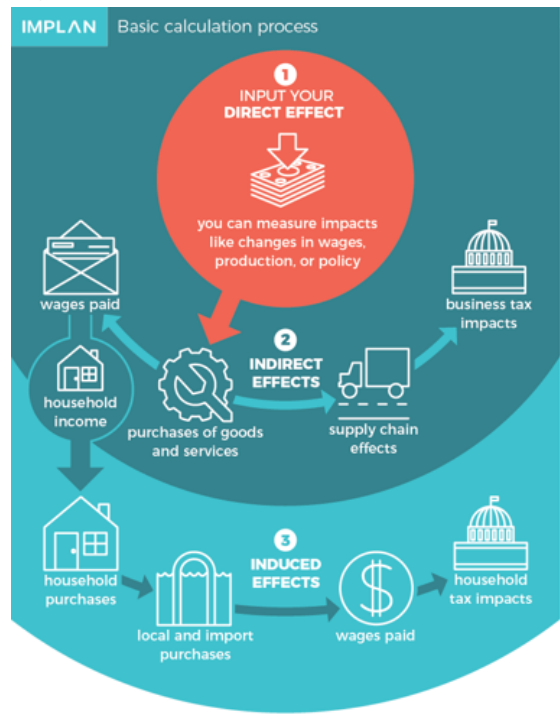
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<sup>5</sup> <https://implan.com/>

<sup>6</sup> <https://support.implan.com/hc/en-us/articles/360038285254-How-IMPLAN-Works>

- **Indirect impacts** are the goods and services purchased by businesses that accommodate the direct spending of ports (e.g., business spending impacts). This spending generates the first round of indirect impacts. Suppliers to these directly affected businesses will also have to purchase additional goods and services. This spending leads to additional rounds of indirect impacts. Because they represent interactions among businesses, these indirect effects are often referred to as “supply-chain” impacts.
- **Induced impacts.** The direct and indirect increases in employment and income enhance the overall purchasing power in the economy, thereby inducing further consumption—and investment—driven stimulus (e.g., employee spending impacts). Employees at the ports, for example, will use their income to purchase groceries or take their children to the doctor. These induced effects are often referred to as “consumption-driven” impacts.

**Figure 3: The IMPLAN Model**



Source: IMPLAN

Economic impacts summarize the changes in output, personal income, and employment resulting from expenditures by port districts and related businesses. The economic activity attributed to this spending will also have fiscal impacts on state and local governments. These impacts will continue annually but vary based on the number of port-related expenditures. Economic impact measures included in this analysis are:

- **Output** represents the value of goods and services produced and is the broadest measure of economic activity.
- **Personal income (or labor income)** consists of employee compensation and proprietary income and is a subset of output.
  - *Employee Compensation (wages)* includes workers’ wages and salaries, as well as other benefits such as health, disability, and life insurance; retirement payments; and non-cash compensation.
  - *Proprietary Income (business income)* represents the payments received by small-business owners or self-employed workers. Business income would include, for example, income received by private business owners, doctors, accountants, lawyers, etc.
- **Jobs** include both full- and part-time employment.
- **Fiscal impacts** include business taxes incurred during production; personal income taxes; social insurance (employer and employee contributions) taxes; and various other taxes, fines, licenses, and fees paid by businesses and households.



## Port of Portland Methodology

The methods described above apply to all Oregon ports except the Port of Portland. The Port of Portland independently issued a request for proposals (RFP) prior to IPRE initiating work. Thus, the economic impacts presented in this report for the Port of Portland are from an independent economic analysis prepared for the Port of Portland by Steer, Inc.: *Port of Portland - Economic Impact Study*, October 2023.

The Port of Portland report summarizes the purpose of the study: “Steer was hired to conduct an economic impact study to measure and describe the Port’s contributions to the regional economy through its aviation, marine, navigation, and real estate operations. These activities contribute to the local economy through employment, income, visitor spending, business output, and tax revenue.” Consistent with IPRE’s study, the Steer analysis used IMPLAN. One difference between the IMPLAN models developed for this report and the Port of Portland is that the Port of Portland’s report estimates *gross* tax impacts.

It is important to note that the Steer study used a more expansive definition of Port economic impacts that included aviation activities, visitor expenditures, capital expenditures, marine activities, and the Port of Portland’s business parks. The Steer study also includes impacts from the Port of Portland that occur in the state of Washington.

## Port Needs Assessment

The Port Needs Assessment is a new element of the 2024 study. The needs assessment intended to document key needs and issues experienced by Oregon’s 23 public ports. IPRE used three methods to develop the needs assessment: (1) document review; (2) stakeholder interviews, and (3) an online survey of port managers.

### Document Review

IPRE reviewed a broad range of documents to help understand port needs. These included port strategic plans, port capital improvement plans, annual audits, and other documents.

### Interviews

The research team completed nine stakeholder interviews with federal and local entities knowledgeable about Oregon ports. The intent of the interviews was to better understand port needs from the perspective of organizations that commonly partner with ports. The interviews are woven into the needs assessment narrative presented in this chapter.

### Online Port Manager Survey

In Spring 2023, The Institute for Policy Research and Engagement at University of Oregon administered a port needs and impact survey to all 23 Oregon Port Managers. The survey was administered through Qualtrics, an online survey platform.<sup>7</sup> IPRE developed the survey instrument with input from Business Oregon staff and review and refinement by the project advisory committee.

The survey included 47 questions in seven categories:

1. General Port Questions
2. Port District Needs

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<sup>7</sup> <https://www.qualtrics.com>

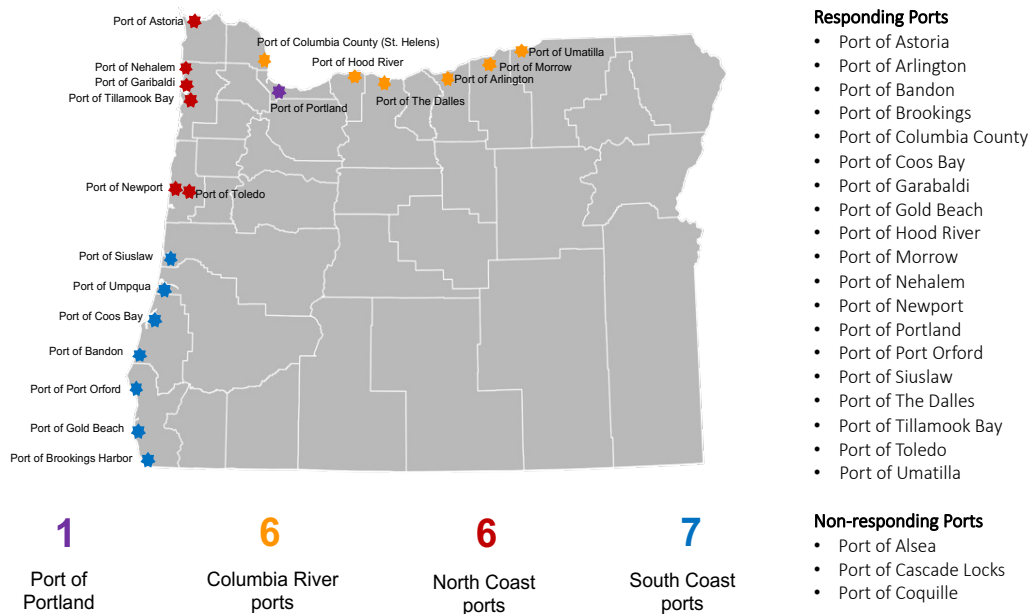
3. State and Federal Agency Relationships
4. Port Planning Activities
5. Resilience
6. Business Oregon
7. Respondent Characteristics

The survey asked port managers to provide written comments at the end of each category to provide detail and context to the responses.

Port managers were asked to indicate the level of need in seven categories: (1) administrative services; (2) facilities; (3) funding; (4) human resources; (5) infrastructure; (6) policy/regulations; and (7) technical assistance. The survey also included questions about port manager’s satisfaction with federal and state agencies, frequency of planning and growth, level of port resiliency to disaster, and relationship with Business Oregon.

Twenty of 23 port managers participated in the survey (87%). Figure 4 shows survey responses by location and type of port.

**Figure 4: Responses to the Oregon Port Needs Assessment Survey**



### Project Advisory Committee

Business Oregon created an eight-person project advisory committee. The committee included port managers, the Oregon Port Association, the Business Oregon Port Project Manager, and other interested parties. The committee met five times during the project to provide direction to the research team and review draft documents.

## Limitations of This Study

Readers should be aware of the limitations of the scope, methods, data, and analysis presented in this study.

- **Scope of the study:** Previous studies have used a somewhat broader scope and have analyzed the impact of Oregon’s ports and *port-related activities*. Port-related activities are activities that make use of port facilities, such as agriculture, but are not part of the port organization or occur on port-owned properties. This study is narrower, it includes impacts from port organizations and businesses that operate on port-owned properties but does not analyze the impacts of port-related activities. As such, we do not make comparisons to previous studies.
- **Diversity of Port Activities:** Oregon Ports are not homogeneous—considerable variation exists in the size, structure, and functions of ports. Generalizing aggregate economic impacts and needs of individual ports should be approached with caution.
- **Point in time estimates.** This study documents port economic impacts based on 2021 data. IPRE did not adjust the estimates to 2024 dollars.
- **Data Limitations:** The economic impact estimates are based on Quarterly Census of Employment and Wage (QCEW) data provided by the Oregon Employment Department.<sup>8</sup> No port-level estimates for small ports were available due to confidentiality restrictions of QCEW data. Port employment was built from identification of port-owned properties by the Oregon Employment Department. While IPRE received feedback and confirmation from some ports on port land base, we were unable to verify port-owned properties for several ports.

QCEW represents “covered employment” or employment that is covered by unemployment insurance. Covered employment does not include sole proprietors, farm workers, and other self-employed individuals. Covered employment typically represents about 75% of total employment. IPRE worked with Business Oregon and the Oregon Employment Department to identify covered-to-total employment factors which were used to estimate total employment at the sector level. Thus, all employment estimates presented in this study reflect *total* employment.

- **Port Needs Assessment.** The port needs identified in this study reflect the perspectives of port managers. Moreover, 20 of 23 ports responded to the Port Needs Survey. The results reflect the perspectives of the participating ports.

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<sup>8</sup> A detailed description of the limitations of QCEW data can be found here: <https://www.qualityinfo.org/-/data-sources-and-limitations-for-qcew>

# Chapter 2: Oregon Trade Overview

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This chapter presents an overview of Oregon’s economic activity as measured in exports and imports. Most of the state’s export trade activity is through the Port of Portland or through ports located along the Columbia River and Oregon Coast. Much of the data presented in this chapter is from WISERTrade. WISERTrade is a reliable supplier of accurate and comprehensive data on international trade flows.<sup>9</sup>

The data presented in this chapter reflect port-related trade. We acknowledge that Oregon Ports provide a range of other services beyond trade, however, trade is a primary function of ports and a key driver of economic activity.

## Trade Overview

Oregon ports play a foundational role in domestic and global trade generating economic activity for thousands of businesses throughout the state. The U.S. Department of Commerce, International Trade Association (ITA) concluded that the greater Portland Metro region ranked 10<sup>th</sup> out of U.S. metropolitan statistical areas in the value of goods traded with \$33.8 billion. The ITA estimates that Oregon exported \$34.0 billion of goods in 2021. Moreover, data from the U.S. Census Bureau shows Oregon is one of the most trade-dependent states in the U.S.:<sup>10</sup>

- In 2020, Oregon exported \$24.9 billion in goods to the world. This represents a 5.4% increase, from \$23.6 billion in exports in 2019.
- In 2020, Oregon was the 18<sup>th</sup> largest state exporter of goods in the United States.
- A total of 5,550 Oregon firms exported goods in 2020; of these, 84% were small and medium-sized companies.
- In 2021, 86,435 U.S. jobs were supported by goods exported from Oregon.<sup>11</sup>

The 2014 economic study characterized Oregon’s port economies as follows (see Figure 5):

“Oregon’s ports provide critical transportation linkages between rural areas and domestic and global trading hubs. Agricultural, food and energy/biomass products move through eastern Washington ports and commercial fishing, seafood and wood products move southern Oregon and coastal ports to domestic and global markets. Ports also attract in-state and out-of-state tourism by providing boat launches, trails, event sites and overnight accommodations and other amenities. As such, sport fishing and bird watching are prevalent tourist activities along the Oregon coast; mountain biking and wind sports are prevalent

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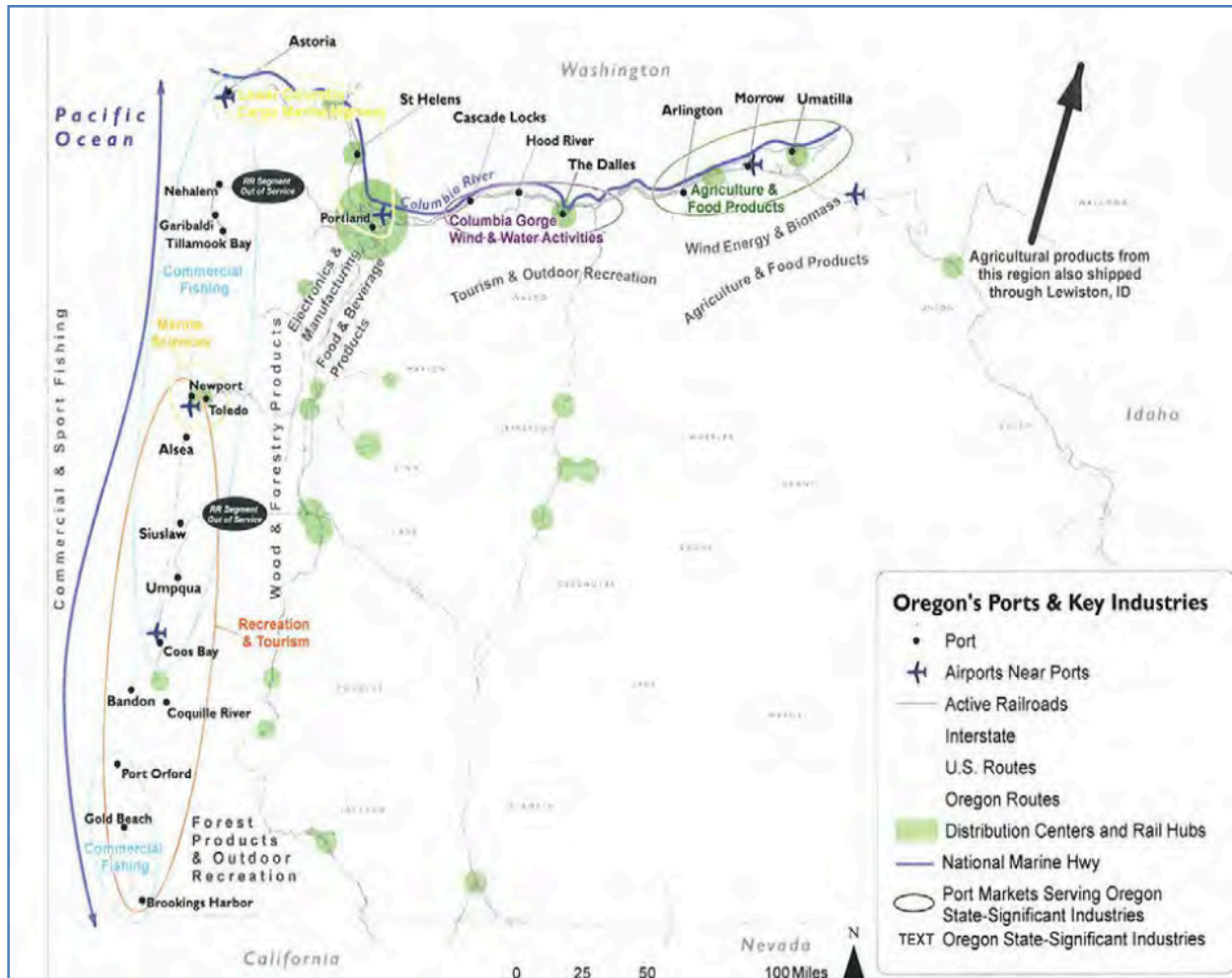
<sup>9</sup> The World Institute for Strategic Economic Research (WISER) was formed in 2004 to continue the international trade data work of its predecessor, MISER, based at the University of Massachusetts, USA. MISER was conceptualized by the US Census Bureau as one of its first Business and Industry Data Centers with special focus on international trade statistics. WISERTrade was developed online to make international data easily accessible. Today, WISERTrade is the leading provider of international trade data and competitive intelligence. <https://www.wisertrade.org/>

<sup>10</sup> <https://www.census.gov/foreign-trade/Press-Release/edb/edbrel2020.pdf>

<sup>11</sup> <https://www.trade.gov/data-visualization/jobs-supported-state-exports>

along the mid-Columbia River; and fishing/outdoor recreation occurs up the Columbia River and inland in central and eastern Oregon.”

Figure 5: Oregon’s Ports and Key Industries



Source: Economic Benefits of Oregon Public Ports, May 2014. FCS Group.

Figure 6 shows key supply chain linkages for shipping port operations in the US.<sup>12</sup> External drivers of port activity include total trade value, consumer spending, and several indices—freight transportation, industrial production, and trade-weighted. Notably, Oregon’s port operations are much more diverse than traditional seaports. Many manage industrial lands, have recreational facilities, and other revenue-generating activities that are not reflected in the supply chain diagram. IBISWorld concludes that nearly 90% of port revenues are from wharfage, dockage, pilotage, demurrage, and other accommodation services for commercial vessels.

Not surprisingly U.S. port economic activity is highly concentrated in a few major ports. IBISWorld data show that five ports account for slightly more than 50% of activity: Port of Los Angeles, Georgia Ports Authority, Port of Houston Authority, Port of Long Beach, and Port Authority of New York and New Jersey.

<sup>12</sup> As discussed in Chapter 1, Oregon ports provide a broad range of services beyond shipping.

WISERTrade data indicate that Oregon’s ports show similar concentrations with the Port of Portland accounting for 96% of Oregon’s waterborne exports.

**Figure 6: Supply Chain Linkages of Shipping Port Operations**



Source: IBISWorld, Port & Harbor Operations in the US, Industry Report 48831

Turning our focus to port operations, a June 2022 report by IBISWorld estimated that shipping port and harbor operations in the U.S. generated \$4.9 billion in revenues across 291 businesses with more than 14,000 port employees generating more than \$1 billion in wages. Moreover, the total trade value of U.S. shipping ports was \$6,279 billion in 2022. IBISWorld forecasts a modest 1.4% increase in revenue growth for 2022–2027 and estimates that the total trade value of U.S. shipping ports will increase to \$7,296 billion. IBISWorld’s overall assessment, however, is that “lagging infrastructure and lost revenue to competing ports will slow industry revenue growth.”<sup>13</sup>

Table 4 shows port-related imports and exports in Oregon for the period 2013 through 2022. Both imports and exports show considerable variability year-to-year, with significant increases in some years and decreases in others. Imports grew from \$14,344 million in 2013 to \$28,892 million in 2020—a 101% increase over the nine-year period. Oregon ports show slightly higher exports during this period, increasing from \$18,626 million in 2013 to \$33,959 million in 2022. This represents an 82% increase over the nine-year period. It is notable that the number of imports and exports increased substantially between 2020 and 2022. This is clearly a pandemic effect. The IBISWorld port report suggests that Oregon ports may expect lower growth rates in the dollar value of imports and exports in the next five years.

<sup>13</sup> Port & Harbor Operations in the US, Industry Report 48831, IBISWorld

**Table 4: Oregon Port-Related Imports and Exports, 2013-2022**

Year	Imports		Exports	
	Value (millions \$)	YOY % Change	Value (millions \$)	YOY % Change
2013	14,344		18,626	
2014	13,797	-3.8%	20,920	12.3%
2015	14,822	7.4%	20,084	-4.0%
2016	17,596	18.7%	21,953	9.3%
2017	18,330	4.2%	21,922	-0.1%
2018	20,071	9.5%	22,293	1.7%
2019	18,662	-7.0%	23,527	5.5%
2020	17,367	-6.9%	24,977	6.2%
2021	22,737	30.9%	29,556	18.3%
2022	28,892	27.1%	33,959	14.9%
<b>Change, 2013-2022</b>				
Amount	14,548		15,333	
Percent	101%		82%	
AAGR	8.1%		6.9%	

Source: WiserTrade, Inc. Imports/Exports by State Database.

## Marine Cargo Tonnage and Value

Oregon’s deep draft ports manage millions of tons of cargo annually. These include the Port of Portland, Port of Columbia County (St. Helens), Port of Astoria, Port of Newport, and Port of Coos Bay. WiserTrade provides data on vessel-based imports and exports from four of Oregon’s five deep-draft ports: Port of Portland, Port of Astoria, Port of Newport, and Port of Coos Bay. Data from the Merchant Exchange shows 769 vessel calls for the Port of Portland, 12 for the Port of Astoria, and two for the Port of Columbia in 2021.

Table 5 shows waterborne commerce via Oregon’s deep draft ports for the period 2012 through 2021. The data show the volume of imports decreased while the value of imports increased during this period. Despite considerable year-over-year variation, the volume of imports increased by 582,000 tons from 3.99 million tons in 2012 to 4.57 million tons in 2021. Import value decreased by \$573 million from \$8.89 billion in 2012 to \$8.32 billion in 2021.

Exports from Oregon’s deep draft ports decreased significantly between 2012 and 2021. Like imports, exports show considerable year-to-year variation—with increases in some years and decreases in others. The overall trend shows an 11% decrease in export volume—from 13.6 million tons in 2012 to 12.1 million tons in 2021. The value of exports also decreased during this period—from \$6.69 billion in 2012 to \$5.54 billion in 2021—a 17% decrease.

**Table 5: Waterborne Commerce via Oregon Deep Draft Ports, 2012-2021**

Year	Imports		Exports	
	Tons	Value	Tons	Value
2012	3,990,102	8,890,853,464	13,602,553	6,693,381,224
2013	4,057,902	7,791,174,795	13,412,700	6,300,085,005
2014	4,325,893	7,336,762,410	14,266,854	6,702,922,382
2015	5,002,642	6,812,566,220	10,826,600	4,989,324,982
2016	4,405,177	6,818,831,091	13,131,190	5,809,416,864
2017	4,517,753	6,728,238,738	14,884,394	5,312,590,595
2018	5,636,209	8,239,543,574	15,615,528	5,640,258,337
2019	5,424,818	8,494,454,778	11,922,401	4,700,208,411
2020	4,698,142	7,178,982,186	12,779,478	4,595,359,089
2021	4,572,344	8,317,881,991	12,102,864	5,540,045,268
<b>Change, 2013-2022</b>				
Amount	582,242	(572,971,473)	(1,499,689)	(1,153,335,956)
Percent	15%	-6%	-11%	-17%
AAGR	14.6%	-6.4%	-11.0%	-17.2%

Source: WISERTrade

Note: data source includes: Port of Portland, Port of Coos Bay, Port of Astoria, Port of Newport

## Oregon Waterborne Exports

Table 6 shows the top 15 waterborne exports by value from Oregon’s deep draft ports in 2021. Oilseeds and grains and pesticides, fertilizers and other agricultural chemicals were the top exports, exceeding \$2.2 billion combined accounting for over 40% of all waterborne exports. A variety of other products accounted for the other \$3.3 billion of exports.

**Table 6: Oregon’s Leading Waterborne Exports by Value (2021)**

NAICS Product	Value (\$ Millions)	Percent of Total
Oilseeds And Grains	1,191.7	21.5%
Pesticides, Fertilizers And Other Agricultural Chemicals	1,033.9	18.7%
Motor Vehicles	496.6	9.0%
Waste And Scrap	455.6	8.2%
Other Agricultural Products	365.3	6.6%
Other Chemical Products And Preparations	273.4	4.9%
Sawmill And Wood Products	171.1	3.1%
Industrial Machinery	135.7	2.4%
Aerospace Products And Parts	119.3	2.2%
Fruit And Vegetable Preserves And Specialty Foods	116.3	2.1%
Timber And Logs	79.3	1.4%
Plastics Products	67.7	1.2%
Agriculture And Construction Machinery	67.6	1.2%
Basic Chemicals	67.1	1.2%
Pulp, Paper, And Paperboard Mill Products	66.7	1.2%
Other	833.1	15.0%
<b>Total</b>	<b>5,540.0</b>	<b>100.0%</b>

Source: WISERTrade

Note: data source includes: Port of Portland, Port of Coos Bay, Port of Astoria, Port of Newport



Table 7 shows the top 15 waterborne exports by weight from Oregon’s deep draft ports in 2021. Four products (oilseeds and grains; pesticides, fertilizers and other agricultural chemicals; sawmill and wood products, and other agricultural products) accounted for 87% of all waterborne exports. Grains were the top export by weight, accounting for 34% of total exports. Fertilizers accounted for 27% of all waterborne exports, followed by wood and wood products (18%) and other agricultural products (7%).

**Table 7: Oregon’s Leading Waterborne Exports by Weight (2021)**

NAICS Product	Tons	Percent of Total
Oilseeds And Grains	4,163,782	34.4%
Pesticides, Fertilizers And Other Agricultural Chemicals	3,290,979	27.2%
Sawmill And Wood Products	2,217,568	18.3%
Other Agricultural Products	865,623	7.2%
Waste And Scrap	498,973	4.1%
Timber And Logs	296,116	2.4%
Animal Foods	235,464	1.9%
Pulp, Paper, And Paperboard Mill Products	113,676	0.9%
Fruit And Vegetable Preserves And Specialty Foods	82,909	0.7%
Motor Vehicles	33,160	0.3%
Vegetables And Melons	29,571	0.2%
Veneer, Plywood, And Engineered Wood Products	29,417	0.2%
Basic Chemicals	26,532	0.2%
Fruits And Tree Nuts	19,534	0.2%
Grain And Oilseed Milling Products	17,803	0.1%
Other	181,756	1.5%
<b>Total</b>	<b>12,102,864</b>	<b>100.0%</b>

Source: WISERTrade

Note: data source includes: Port of Portland, Port of Coos Bay, Port of Astoria, Port of Newport

## Oregon’s Waterborne Imports

Import cargo through Oregon ports totaled 4.57 million tons valued at \$8.32 billion in 2021. Table 8 shows that motor vehicles accounted for 25% of imports with a valuation of \$2.1 billion. Other key imports included industrial machinery, apparel, electronic equipment, motor vehicle parts, and footwear.

**Table 8: Oregon’s Leading Waterborne Imports by Value (2021)**

NAICS Product	Value (\$ Millions)	Percent of Total
Motor Vehicles	2,069.9	24.9%
Industrial Machinery	478.9	5.8%
Apparel	427.8	5.1%
Electrical Equipment And Components, Nesoi	383.9	4.6%
Motor Vehicle Parts	300.8	3.6%
Footwear	286.3	3.4%
Rubber Products	277.1	3.3%
Miscellaneous Manufactured Commodities	260.9	3.1%
Household And Institutional Furniture And Kitchen Cabinets	211.4	2.5%
Petroleum And Coal Products	209.7	2.5%
Other General Purpose Machinery	186.8	2.2%
Agriculture And Construction Machinery	165.9	2.0%
Basic Chemicals	158.0	1.9%
Fruit And Vegetable Preserves And Specialty Foods	124.0	1.5%
Household Appliances And Miscellaneous Machines, Nesoi	117.0	1.4%
Computer Equipment	717.4	8.6%
<b>Total</b>	<b>8,317.9</b>	<b>100.0%</b>

Source: WISERTrade

Note: data source includes: Port of Portland, Port of Coos Bay, Port of Astoria, Port of Newport

Table 9 shows waterborne imports to Oregon ports by weight. Cement and concrete products accounted for nearly 26% of imports by weight (1.18 million tons), followed by nonmetallic minerals (21%), petroleum and coal products (7.1%), and timber and logs (6.3%). All other products represented less than 4%, indicating that a broad range of goods are imported by weight.

**Table 9: Oregon’s Leading Waterborne Imports by Weight (2021)**

NAICS Product	Tons	Percent of Total
Cement And Concrete Products	1,180,599	25.8%
Nonmetallic Minerals	976,918	21.4%
Petroleum And Coal Products	323,790	7.1%
Timber And Logs	289,955	6.3%
Motor Vehicles	154,008	3.4%
Basic Chemicals	132,508	2.9%
Veneer, Plywood, And Engineered Wood Products	121,743	2.7%
Clay And Refractory Products	103,948	2.3%
Rubber Products	89,454	2.0%
Pesticides, Fertilizers And Other Agricultural Chemicals	82,363	1.8%
Sawmill And Wood Products	78,776	1.7%
Household And Institutional Furniture And Kitchen Cabinets	69,780	1.5%
Other Wood Products	65,621	1.4%
Pulp, Paper, And Paperboard Mill Products	56,235	1.2%
Glass And Glass Products	55,855	1.2%
Miscellaneous Manufactured Commodities	790,790	17.3%
<b>Total</b>	<b>4,572,344</b>	<b>100.0%</b>

Source: WISERTrade

Note: Data source includes: the Port of Portland, Port of Coos Bay, Port of Astoria, Port of Newport

## Oregon Containerized Trade

Containerized cargo trade is a key element of the port system in Oregon, and the various products shipped through these facilities originate or terminate throughout the state, and beyond. Table 10 shows the value and weight of containerized trade at Oregon ports in 2021. The data shows the value of imports at \$5.6 billion and 1.52 million tons. Exports were valued at \$2.3 billion with 1.87 million tons shipped. Most containerized trade is through the Port of Portland.

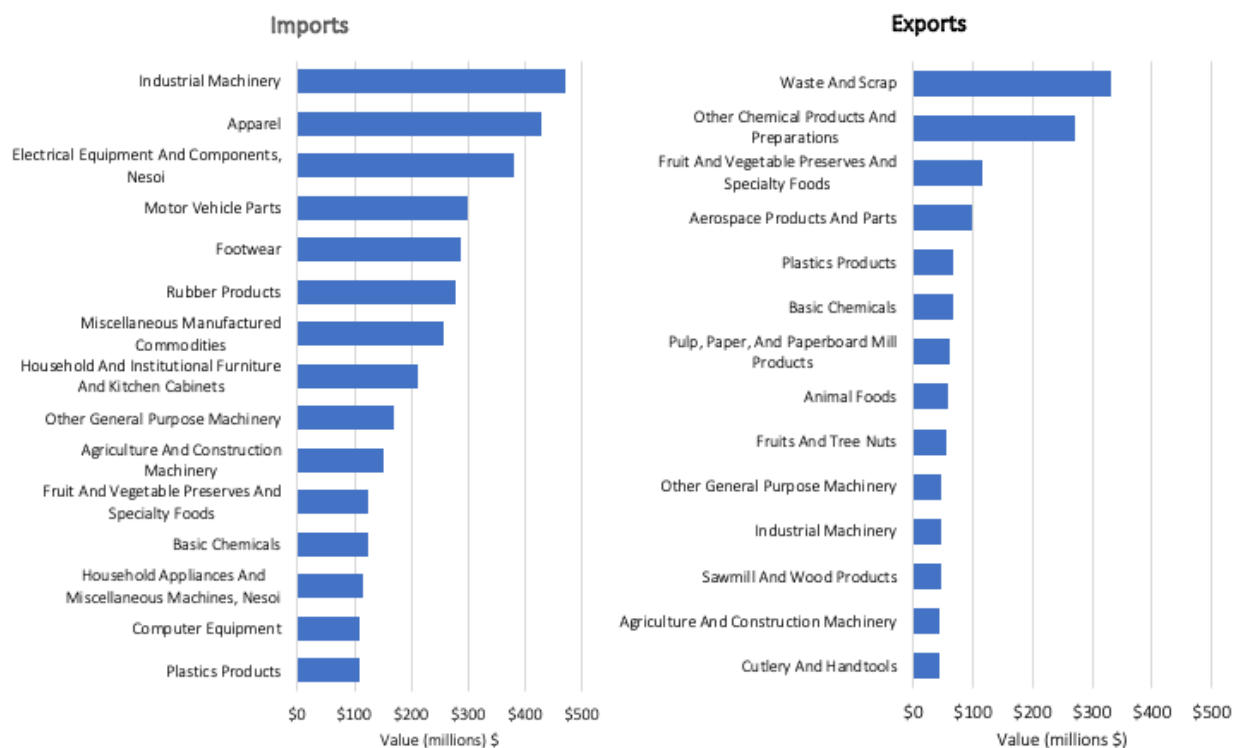
**Table 10: Oregon Containerized Trade, 2021**

	Imports	Exports
Value (millions \$)	\$ 5,644.1	\$ 2,341.0
Weight (tons)	1,519,399	1,876,989

Source: WISERTrade

Figure 7 shows the value of top imports and exports for containerized trade through Oregon ports. WiserTrade tracks imports and exports for over 100 products. Industrial machinery, apparel and electrical equipment are the top imports, while waste and scrape, chemical products, and fruit and vegetable preserves/specialty foods are the top exports.

Figure 7: Value of Top Import and Export Products, Containerized Trade, Oregon Ports, 2021



Source: WISERTrade

### Oregon’s Domestic Waterborne Trade Activity

Domestic trade activity consists mainly of waterborne receipts/shipments between Oregon and other states (mainly Washington, California, and Hawaii, among others). Army Corps of Engineers data show that 29.5 million tons of goods moved through Oregon Ports in 2021—an 11% increase from 2020. Of the total, 59% was due to shipping (17 million tons), 31% receiving (9 million tons), and 12% to interstate commerce (3.6 million tons). The largest share 47% (13.8 million tons) was shipped to foreign ports. Eighty-three percent (24.5 million tons) of Oregon waterborne trade moved through the Port of Portland.

Data from the U.S. Army Corps of Engineers shows the 596-mile Columbia River System moved 62.5 million tons of goods over 2.3 billion ton miles (see Table 11). Seventy-eight percent of cargo was due to foreign traffic and 22% was domestic. Food and farm products accounted for most of the traffic—61% followed by chemicals and related products (14%), and Crude Materials (except fuels; 13%). Over 73% of cargo on the Columbia River System was inbound shipments and 17% internal to the system.

**Table 11: Columbia River System Cargo Traffic, Tons, CY2020**

Commodity	Domestic		Foreign		All Traffic	
	Tons	Percent of Tons	Tons	Percent of Tons	Tons	Percent of Tons
Coal, Lignite & Coal Coke	0	0%	20	0%	20	0%
Petroleum and Petroleum Products	2,798,487	21%	1,112,670	2%	3,911,157	6%
Chemicals and Related Products	363,750	3%	8,664,474	18%	9,028,224	14%
Crude Materials, Inedible Except Fuels	4,122,017	31%	3,969,816	8%	8,091,833	13%
Primary Manufactured Goods	434,705	3%	1,631,204	3%	2,065,909	3%
Food and Farm Products	5,162,626	39%	33,178,664	67%	38,341,290	61%
All Manufactured Equipment, Machinery and Products	25,572	0%	716,411	1%	741,983	1%
Waste Material; Garbage, Landfill, Sewage Sludge, Waste Water	328,645	2%	0	0%	328,645	1%
Unknown or Not Elsewhere Classified	0	0%	681	0%	681	0%
<b>All Commodities</b>	<b>13,235,802</b>	<b>100%</b>	<b>49,273,940</b>	<b>100%</b>	<b>62,509,742</b>	<b>100%</b>

Source: Army Corps of Engineers Waterborne Commerce Statistics Center.

<https://ndc.ops.usace.army.mil/wcsc/webpub/#/report-landing/year/2020/region/4/location/9800>

Data on containerized shipping shows 64,580 twenty-foot equivalent units (TEUs) moved through the Columbia River System in 2020—the most recent data available.<sup>14</sup> Nearly two-thirds of container volume (41,690 TEU) on the system moved through the Port of Portland. All the container volume on The Dalles-McNary reach was inbound domestic cargo. All the containerized cargo (41,690 TEU) at the Port of Portland was foreign in origin. Of this, 52% was inbound foreign traffic and 48% was outbound foreign traffic.

A 2021 study by BTS Associates focused on containerized trade at the Port of Portland. The study concluded the value of containerized trade at the Port of Portland was \$782 million. This included \$111 million in exports which consisted of agricultural products, forest products, and other goods. Key export cargoes included: hay and animal feed, frozen potatoes, paper & paperboard, metal scrap, wood pulp, softwood lumber, animal feed preparations, wastepaper, and grass seed. The estimated value of imports was \$671 million. Imports consisted of retail products, wholesale goods, and inputs to manufacturing, primarily serving firms and consumers in Oregon. Key import cargoes include furniture, tires, apparel, toys and games, glass articles, footwear, paper and paperboard, outdoor sporting equipment, and plywood, among other goods.<sup>15</sup>

## Air Cargo

The Oregon Aviation Plan (2018) identifies 97 public-use airports in the state’s airport system. The Oregon Aviation Plan indicates that nine of Oregon’s public use airports are owned by port authorities.<sup>16</sup> Portland International Airport, operated by the Port of Portland, manages most of Oregon’s air freight. While Portland International Airport dominates air freight, other regional airports in Oregon provide capacity for the movement of air freight.<sup>17</sup> Air cargo is typically of high value and is usually time sensitive. Shipments include the inputs that are used in high-tech manufacturing as well as the products (i.e., semiconductors, etc.) of this key sector of the Oregon economy.

<sup>14</sup> <https://usace.contentdm.oclc.org/digital/collection/p16021coll2/id/7439>

<sup>15</sup> Port of Portland Container Service Forecast and Economic Contribution Assessment. BTS Associates, October 2021. <https://popcdn.azureedge.net/pdfs/Portland%20Marine%20Cargo%20Forecast%202021%20FINAL.pdf>

<sup>16</sup> <https://www.oregon.gov/aviation/plans-and-programs/Documents/OAP/2019/OOAP-2018-Entire-Report.pdf>

<sup>17</sup> Oregon Freight Plan, [https://www.oregon.gov/odot/Planning/Documents/Oregon\\_Freight\\_Plan\\_2023.pdf](https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf)

Table 12 shows Oregon air cargo exports for the period 2012 through 2021. The volume and value of air cargo imports plummeted while the value of exports increased during this period. The weight of air cargo imports decreased 80% between 2012 and 2021 from 4,327 tons in 2012 to 868 tons in 2021. The value of imports decreased 88%, from \$529 million in 2012 to \$62 million in 2021. The weight of exports increased 4% from 8,827 tons in 2012 to 9,184 tons in 2021. The value of exports decreased 10% from \$2.45 billion in 2012 to \$2.20 billion in 2021.

**Table 12: Oregon Air Cargo Exports, 2012-2021**

Year	Imports		Exports	
	Tons	Value (millions \$)	Tons	Value (millions \$)
2012	4,327	529	8,827	2,446
2013	3,767	456	6,844	1,527
2014	3,537	583	6,249	1,100
2015	3,855	535	5,506	1,176
2016	4,662	551	6,613	1,495
2017	5,146	562	7,272	1,007
2018	5,012	602	10,756	1,525
2019	5,425	626	10,254	1,321
2020	1,540	189	7,215	591
2021	868	62	9,184	2,201
<b>Change, 2012-2021</b>				
Amount	(3,459)	(466)	357	(245)
Percent	-80%	-88%	4%	-10%
AAGR	-16.3%	-21.1%	0.4%	-1.2%

Source: WISERTrade

Note: data include Port of Portland, Port of Newport, Intl Port of Coos Bay, and Port of Astoria

Table 13 shows Oregon's leading air cargo exports by value in 2021. Electric machinery (including semiconductors and other electronic components), sound and TV equipment accounted for 77% of the \$2.2 billion in air freight exports. Footwear accounted for 5.8% (\$128 million) while optic, photo and medical devices accounted for 5.1% (\$113 million).

**Table 13: Oregon’s Leading Air Cargo Exports by Value (2021)**

NAICS Product	Value (\$ Millions)	Percent of Total
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	1,695.3	77.0%
Footwear, Gaiters Etc. And Parts Thereof	127.6	5.8%
Optic, Photo Etc, Medic Or Surgical Instrments Etc	112.8	5.1%
Industrial Machinery, Including Computers	89.9	4.1%
Aircraft, Spacecraft, And Parts Thereof	83.5	3.8%
Miscellaneous Chemical Products	28.1	1.3%
Photographic Or Cinematographic Goods	13.8	0.6%
Plastics And Articles Thereof	6.5	0.3%
Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	6.0	0.3%
Essential Oils Etc; Perfumery, Cosmetic Etc Preps	5.1	0.2%
Tools, Cutlery Etc. Of Base Metal & Parts Thereof	4.1	0.2%
Base Metals Neso; Cermets; Articles Thereof	3.4	0.2%
Works Of Art, Collectors Pieces And Antiques	2.3	0.1%
Leather Art; Saddlery Etc; Handbags Etc; Gut Art	1.9	0.1%
Organic Chemicals	1.9	0.1%
Other	19.3	0.9%
<b>Total</b>	<b>2,201.5</b>	<b>100.0%</b>

Source: WISERTrade

Note: data include Port of Portland, Port of Newport, Intl Port of Coos Bay, and Port of Astoria

Table 14 shows Oregon air cargo exports by weight in 2021. The list of top-ranked products by weight is much different than value. The top air exports by weight were industrial machinery, including computers (17.7%), footwear (16.0%), electric machinery (including semiconductors and other electronic components), sound and TV equipment (9.9%) and optic, photo or medical devices (4.0%). Over 70 products are included in the “other” category accounting for nearly one-third of air cargo exports by weight.

**Table 14: Oregon’s Leading Air Cargo Exports by Weight (2021)**

NAICS Product	Tons	Total
Industrial Machinery, Including Computers	11,291.2	17.7%
Footwear, Gaiters Etc. And Parts Thereof	10,173.1	16.0%
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	6,284.2	9.9%
Optic, Photo Etc, Medic Or Surgical Instrments Etc	2,559.8	4.0%
Miscellaneous Chemical Products	1,242.4	1.9%
Plastics And Articles Thereof	3,988.1	6.3%
Organic Chemicals	1,996.9	3.1%
Aircraft, Spacecraft, And Parts Thereof	1,346.6	2.1%
Base Metals Neso; Cermets; Articles Thereof	380.3	0.6%
Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	1,113.9	1.7%
Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	671.3	1.1%
Apparel Articles And Accessories, Knit Or Crochet	637.0	1.0%
Articles Of Iron Or Steel	1,126.5	1.8%
Tools, Cutlery Etc. Of Base Metal & Parts Thereof	691.1	1.1%
Glass And Glassware	632.2	1.0%
Other	19,624.9	30.8%
<b>Total</b>	<b>63,759.2</b>	<b>100.0%</b>

Source: WISERTrade

Note: data include Port of Portland, Port of Newport, Intl Port of Coos Bay, and Port of Astoria

Table 15 shows Oregon air cargo imports by value in 2021. Electrical machinery, optic, photo and medical devices, and industrial machinery were the three highest imports accounting for 76% of all air cargo imports by value.

**Table 15: Oregon’s Leading Air Cargo Imports by Value (2021)**

NAICS Product	Value (\$ Millions)	Percent of Total
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	17.4	27.8%
Optic, Photo Etc, Medic Or Surgical Instrments Etc	16.3	26.1%
Industrial Machinery, Including Computers	13.7	22.0%
Plastics And Articles Thereof	3.1	4.9%
Special Classification Provisions, Nesoi	2.9	4.6%
Knitted Or Crocheted Fabrics	1.4	2.2%
Miscellaneous Chemical Products	0.9	1.5%
Aircraft, Spacecraft, And Parts Thereof	0.9	1.4%
Furnit;Bedding,Mattres;Luminaires,Light Fix;Prefab	0.7	1.1%
Toys, Games & Sport Equipment; Parts & Accessories	0.5	0.9%
Manmade Filaments, Including Yarns & Woven Fabrics	0.5	0.8%
Footwear, Gaiters Etc. And Parts Thereof	0.4	0.6%
Apparel Articles And Accessories, Knit Or Crochet	0.4	0.6%
Organic Chemicals	0.3	0.5%
Photographic Or Cinematographic Goods	0.3	0.4%
Other	2.8	4.6%
<b>Total</b>	<b>62.4</b>	<b>100.0%</b>

Source: WISERTrade

Note: data include Port of Portland, Port of Newport, Intl Port of Coos Bay, and Port of Astoria

Table 16 shows Oregon air cargo imports by weight in 2021. Electrical machinery, industrial machinery, and fabrics were the three highest imports by weight accounting for 59% of all air freight imports.

**Table 16: Oregon’s Leading Air Cargo Imports by Weight (2021)**

NAICS Product	Tons	Total
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	288.1	33.2%
Industrial Machinery, Including Computers	115.0	13.3%
Knitted Or Crocheted Fabrics	107.1	12.3%
Optic, Photo Etc, Medic Or Surgical Instrments Etc	100.5	11.6%
Furnit;Bedding,Mattres;Luminaires,Light Fix;Prefab	40.0	4.6%
Plastics And Articles Thereof	38.8	4.5%
Footwear, Gaiters Etc. And Parts Thereof	25.2	2.9%
Apparel Articles And Accessories, Knit Or Crochet	15.0	1.7%
Tools, Cutlery Etc. Of Base Metal & Parts Thereof	14.6	1.7%
Manmade Filaments, Including Yarns & Woven Fabrics	14.1	1.6%
Special Classification Provisions, Nesoi	8.5	1.0%
Toys, Games & Sport Equipment; Parts & Accessories	8.1	0.9%
Aircraft, Spacecraft, And Parts Thereof	7.5	0.9%
Miscellaneous Manufactured Articles	6.0	0.7%
Wood And Articles Of Wood; Wood Charcoal	5.7	0.7%
Other	74.0	8.5%
<b>Total</b>	<b>868.1</b>	<b>100.0%</b>

Source: WISERTrade

Note: data include Port of Portland, Port of Newport, Intl Port of Coos Bay, and Port of Astoria



# Multimodal Freight Transportation System

Ports are part of a complex multi-modal distribution system. The stated objective of the National Freight Program is to “Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the costs of freight transportation, improve reliability, and increase productivity.”<sup>18</sup> In 2021, freight-dependent industries like manufacturing, agriculture, construction, transportation and warehousing, and retail provided nearly 700,000 jobs.<sup>19</sup> The Oregon Intermodal Freight Plan (2022) concludes: “Trucking will continue to be the dominant mode for freight transport, though tonnage/value movements by other modes including air and rail are expected to increase substantially on a percentage basis between 2017 and 2050.”<sup>20</sup>

The Oregon Freight Plan includes an assessment of Oregon’s top industries’ dependency on various transportation modes. Two industries were rated as highly dependent on water/marine transport (machinery manufacturing/metals manufacturing and wood and paper manufacturing). Four industries were rated as medium (agriculture, forestry, and fishing; computer and electronics manufacturing; food manufacturing; and retail trade). Computer and electronics manufacturing was rated as highly dependent on air transportation; machinery manufacturing/metals manufacturing was rated as medium. This assessment underscores the importance of Oregon ports in facilitating the movement of goods.

Table 17 shows that all major transportation modes—air, pipeline, rail, truck, and water—will see growing volumes of freight in coming decades, with air volumes growing the most in terms of total weight. ODOT expects that the weight of freight in Oregon will increase by 64% between 2017 and 2050 and the value will increase 92%.

**Table 17: Oregon’s Commodity Flows by Mode**

Mode	Weight (Millions of Tons)					Value (Billions of Dollars)				
	2017	2023	2050	2017-2050 Growth %	2017-2050 CAGR %	2017	2023	2050	2017-2050 Growth %	2017-2050 CAGR %
Air	0.1	0.1	0.2	109%	2.26%	10	11	20	97%	2.08%
Pipeline	52	55	84	62%	1.46%	10	11	15	42%	1.06%
Rail	19	19	34	83%	1.84%	7	7	13	80%	1.79%
Truck	218	229	356	64%	1.50%	215	229	406	89%	1.95%
Water	8	8	12	48%	1.19%	6	7	11	84%	1.86%
Multiple/Other	18	18	29	64%	1.93%	54	58	115	115%	3.46%
<b>Total</b>	<b>314</b>	<b>329</b>	<b>516</b>	<b>64%</b>	<b>1.51%</b>	<b>302</b>	<b>322</b>	<b>581</b>	<b>92%</b>	<b>2.00%</b>

Source: Oregon Freight Plan

In summary, forecasts expect continued growth for Oregon’s economy. Freight movement is foundational to that growth. Oregon’s economy has grown significantly in recent years. The value of freight transported in Oregon grew from \$253 billion in 2010 to \$302 billion in 2017. ODOT expects the value of freight transport to grow to an estimated \$581 billion by 2050. The Oregon Freight Plan also concludes: “As a result of increased maritime trade to support marine-dependent industries, such as wood and paper manufacturing, the demand for waterfront terminal facilities and waterfront industrial land supply will increase.”

<sup>18</sup> [https://www.oregon.gov/odot/Planning/Documents/Oregon\\_Freight\\_Plan\\_2023.pdf](https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf)

<sup>19</sup> Oregon Office of Economic Analysis, Annual Employment Data, June 2022

<sup>20</sup> ODOT Intermodal Freight Plan Update, 2022.

[https://www.oregon.gov/odot/Planning/Documents/OregonOFP\\_Update\\_Presentation.pdf](https://www.oregon.gov/odot/Planning/Documents/OregonOFP_Update_Presentation.pdf)

# Chapter 3: Economic Impacts of Oregon Ports

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This chapter presents estimates of the economic impact of Oregon Ports. In this chapter, we analyze the economic contributions of Oregon's port system and present findings of an economic impact analysis quantifying the jobs, labor income, and output supported by port activities in Oregon. IPRE partnered with Business Oregon staff who ran the IMPLAN economic models for Columbia River and Coastal ports presented in this chapter. Data for the Port of Portland is from a 2023 economic impact study conducted by Steer, Inc. The results illustrate the breadth of industries and communities across the state that benefit from the operation of Oregon's ports. This analysis provides a useful picture of the ports' significance as drivers of statewide economic growth and prosperity.

Total economic impacts are based on the sum of direct, indirect, and induced impacts:

- **Direct impacts** consist of the direct output—i.e., the proportion of spending—that accrues to Oregon businesses, and the jobs and income supported by that spending.
- **Indirect impacts** are the goods and services purchased by businesses that accommodate the direct spending of ports. These are referred to as “business spending impacts” in this chapter.
- **Induced impacts.** The direct and indirect increases in employment and income enhance the overall purchasing power in the economy, thereby inducing further consumption—and investment—driven stimulus. These are referred to as “employee spending impacts” in this chapter.

Economic impacts summarize the changes in output, personal income, and employment resulting from expenditures by port districts and related businesses. Economic impact measures included in this analysis are:

- **Output** represents the value of goods and services produced and is the broadest measure of economic activity.
- **Personal income (or labor income)** consists of employee compensation and proprietary income and is a subset of output.
- **Jobs** include both full- and part-time employment.
- **Fiscal impacts** include business taxes incurred during production; personal income taxes; social insurance (employer and employee contributions) taxes; and various other taxes, fines, licenses, and fees paid by businesses and households.

The economic impacts presented in this chapter are organized by summarizing statewide impacts and then impacts for the Port of Portland and three regions (North Coast, South Coast, Columbia River).

## Statewide Impacts

The activities of Oregon’s public ports support tens of thousands of jobs and billions of dollars in economic impacts across Oregon. Table 18 shows total port economic impact by region in 2021 derived from the IMPLAN models. The estimates show that port activities support over 106,000 jobs, about \$7.1 billion in labor income, over \$10 billion in value added impacts, and over \$19 billion in total economic output. Not surprisingly, impacts generated by the Port of Portland dwarf impacts from the coastal and other Columbia River Ports.

**Table 18: Total Port Economic Impact by Region, 2021**

Region	Employment (jobs)	Labor Income (\$m)	Value Added (\$m)	Output (\$m)
Port of Portland	97,414	6,485	9,743	17,919
North Coast	3,924	278	310	506
South Coast	1,956	121	86	198
Columbia Ports, excluding PDX	3,505	252	305	602
<b>Total</b>	<b>106,799</b>	<b>7,136</b>	<b>10,444</b>	<b>19,225</b>

Source: Port of Portland Economic Impact Study, Steer, October 2023

Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

Includes direct, indirect, and induced impacts

The IMPLAN software also generates job multipliers based on expenditures by businesses and employees. Multipliers estimate the impact that a change in economic activity—like business or consumer spending—will have on total economic output. The IMPLAN statewide model showed that for every 10 direct jobs related to port activities, an additional 5.0 jobs are supported by business spending and an additional 5.6 jobs are supported by employee spending. Thus, port activities in Oregon support another 113,000 jobs.

About 1 in 10 jobs in Oregon are supported directly or indirectly through Port activities.

To put port impacts into context, total nonfarm employment in Oregon in 2021 was \$1.88 million.<sup>21</sup> At 106,799 jobs, direct employment from ports accounted for 5.6% of Oregon’s employment or about 1 in 20 jobs. Including indirect and induced impacts (e.g., jobs supported by business and employee spending), Oregon ports support over 220,000 jobs, or 11.7% of Oregon’s total employment. Thus, more than 1 in 10 jobs in Oregon are supported directly or indirectly through Port activities.

Table 19 shows tax impacts of Oregon ports at the federal, state, and local levels. IMPLAN estimates that ports generated \$2.1 billion in total tax revenues in 2021. Federal revenues contribute most port-related tax revenues (\$1.5 billion or 69% of tax revenues). Ports generated more than \$380 million in state tax revenues and \$264 million in local tax revenues in 2021.

<sup>21</sup> <https://fred.stlouisfed.org/series/SMU4100000000000001A>

**Table 19: Federal, State, and Local Tax Revenues Generated by Port Activities, 2021**

Region	Tax Income Generated (Direct, \$ millions)			
	Local	State	Federal	Total
Port of Portland	\$196.0	\$332.0	\$1,408.0	\$1,936.0
North Coast	\$26.7	\$20.2	\$25.4	\$72.4
South Coast	\$5.9	\$5.5	\$10.0	\$21.4
Columbia (Excluding PDX)	\$36.0	\$22.9	\$15.8	\$74.6
<b>Total</b>	<b>\$264.6</b>	<b>\$380.6</b>	<b>\$1,459.2</b>	<b>\$2,104.4</b>

Source: Port of Portland Economic Impact Study, Steer Inc, October 2023

Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

## Port of Portland

Steer, Inc. was commissioned to conduct an economic impact report for the Port of Portland. All data on the Port of Portland presented in this section, and in this report, was derived from the Steer report. The report summarizes the purpose of the study: “Steer was hired to conduct an economic impact study to measure and describe the Port’s contributions to the regional economy through its aviation, marine, navigation, and real estate operations. These activities contribute to the local economy through employment, income, visitor spending, business output, and tax revenue.” Consistent with IPRE’s study, the Steer analysis used the IMPLAN software platform.

It is important to note that the Steer study used a more expansive definition of Port economic impacts that included aviation activities, visitor expenditures, capital expenditures, marine activities, and the Port of Portland’s business parks. Moreover, the Steer study included Port of Portland impacts that occur in the state of Washington.

Table 20 shows total economic impacts for the Port of Portland in 2021. The Port supported a total of 97,414 jobs in 2021: 62,329 directly, 19,206 indirectly (e.g., due to business spending), and 15,879 induced (e.g., due to employee spending). For context, the direct employment of 62,329 jobs alone represented around 5% of employment in the Portland MSA in 2021. The Port contributes to the economy by providing a total of \$6.5 billion of labor income and \$9.7 billion of value added when taking full account of the direct, indirect, and induced impacts. Total economic output of the Port of Portland approached \$18 billion in 2021.

**Table 20: Port of Portland Economic Impacts – All Facilities, 2021**

Economic Impact	Employment (jobs)	Labor Income (\$m)	Value Added (\$m)	Output (\$m)
Direct	62,329	3,937	5,519	10,416
Indirect	19,206	1,527	2,378	4,502
Induced	15,879	1,021	1,846	3,001
<b>Total</b>	<b>97,414</b>	<b>6,485</b>	<b>9,743</b>	<b>17,919</b>

Source: Port of Portland Economic Impact Study, Steer, October 2023

The Port of Portland supports a total of 97,414 jobs in the region including direct, indirect, and induced employment. An estimated 17,041 jobs are supported by aviation operations, 34,140 jobs are supported by spending of visitors passing through the aviation facilities, 3,840 jobs are supported by capital expenditure at the aviation facilities, 12,696 jobs are supported by the marine facilities, and 29,689 jobs are supported by the business parks.

**Table 21: Port of Portland Economic Impacts, by Port Function, 2021**

Port Function	Employment (jobs)	Labor Income (\$m)	Value Added (\$m)	Output (\$m)
Aviation	17,041	1,267	1,801	3,463
Visitors	34,140	1,712	2,858	4,619
Capital Expenditure	3,849	321	406	775
Marine	12,696	930	1,480	3,201
Business Parks	29,689	2,255	3,198	5,862
<b>Total</b>	<b>97,414</b>	<b>6,485</b>	<b>9,743</b>	<b>17,919</b>

Source: Port of Portland Economic Impact Study, Steer, October 2023

Key findings from the Steer report:<sup>22</sup>

- 97,000 jobs are dependent upon the ongoing operation of the Port.
- Of the 97,000 jobs, 62,000 jobs are from direct effects of employment at the Port, 19,000 jobs are from indirect effects which are associated with the supply chains of Port firms, and 16,000 jobs are from induced effects which are due to household spending resulting from income from the direct and indirect effects.
- The 62,000 direct jobs are equivalent to about 5% of employment in the Portland MSA.
- The Port contributes to public finances through a range of taxes, such as income, payroll and corporate taxes, as well as aviation industry specific taxes and taxes on property and transient visitor taxes applicable to overnight visitors. It is estimated that the Port contributes \$1.4 billion to the federal government, \$330 million to the State of Oregon, \$50 million to the State of Washington and \$200 million to local jurisdictions.
- Visitor spending enabled by the aviation facilities contributes more jobs to the region than any of the three facilities alone.
- Each Port facility (aviation, marine, and business parks) and their supply chains offer a large range of jobs to residents, including many jobs that do not require a 4-year college degree.

<sup>22</sup> These findings are reproduced verbatim from the Steer, Inc. report. Port of Portland Economic Impact Study, Steer Inc, October 2023.

# Columbia River Ports

Figure 8 shows economic and employment impacts for Columbia River Ports (not including Port of Portland). Columbia River ports include Port of Arlington, Port of Cascade Locks, Port of Columbia County, Port of Hood River, Port of Morrow, Port of The Dalles, and Port of Umatilla. Key findings from the IMPLAN analysis for Columbia River Ports include:

- Direct covered employment is 1,177 jobs with \$94.7 million in labor income and \$80,400 average compensation.
- Including indirect and induced impacts, total employment supported is 3,505 jobs.
- For every 10 direct jobs, there are about 11.1 more jobs from business spending and 8.6 more from employee spending.
- Largest direct industries by jobs are manufacturing (335 jobs); utilities (279 jobs); transportation & warehousing (117 jobs); leisure & hospitality (96 jobs); healthcare (87 jobs).
- In total, Columbia River port properties support over \$252 million in overall labor income and employee compensation.

**Figure 8: Columbia River Port Properties Employment and Economic Impact (excludes Port of Portland)**

**Top Line Economic Impact Indicators...**

Direct Value Added	\$305,200,000
Direct State Income Tax Generated	\$22,900,000
Total Value Added*	\$602,500,000
Federal, State, and Local Income Tax Generated*	\$74,600,000

*\*Includes Direct, Indirect, and Induced*

**Employment and Wages Impacts...**

Direct (covered employment)	1,177	\$94,700,000	\$80,400
Indirect ( <i>Business Spending</i> )	1,307	\$95,600,000	\$73,100
Induced ( <i>Employee Spending</i> )	1,021	\$62,200,000	\$60,900
<b>Total Employment Supported</b>	<b>3,505</b>	<b>\$252,400,000</b>	<b>\$72,000</b>

**For every 10 direct jobs supported on Columbia River Port Properties...**

- ...there are 11.1 additional jobs supported by business spending
- ...there are 8.6 additional jobs supported by employee spending

**Largest direct industries supported include (number of jobs)...**

- ...manufacturing (335)
- ... utilities (279)
- ...transportation and warehousing (117)
- ...leisure and hospitality (96)
- ...healthcare and social assistance (87)
- ...information (86)
- ...wholesale trade (68)
- ...agriculture, forestry, fishing (50)

**Largest indirect industries supported include (number of jobs)...**

- ...employment services (117)
- ... architectural and engineering services (58)
- ...real estate (58)
- ...accounting (45)
- ...services to buildings (37)
- ...advertising and public relations (37)
- ...investigation and security services (32)
- ...marketing research (32)
- ...business support services (29)

Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

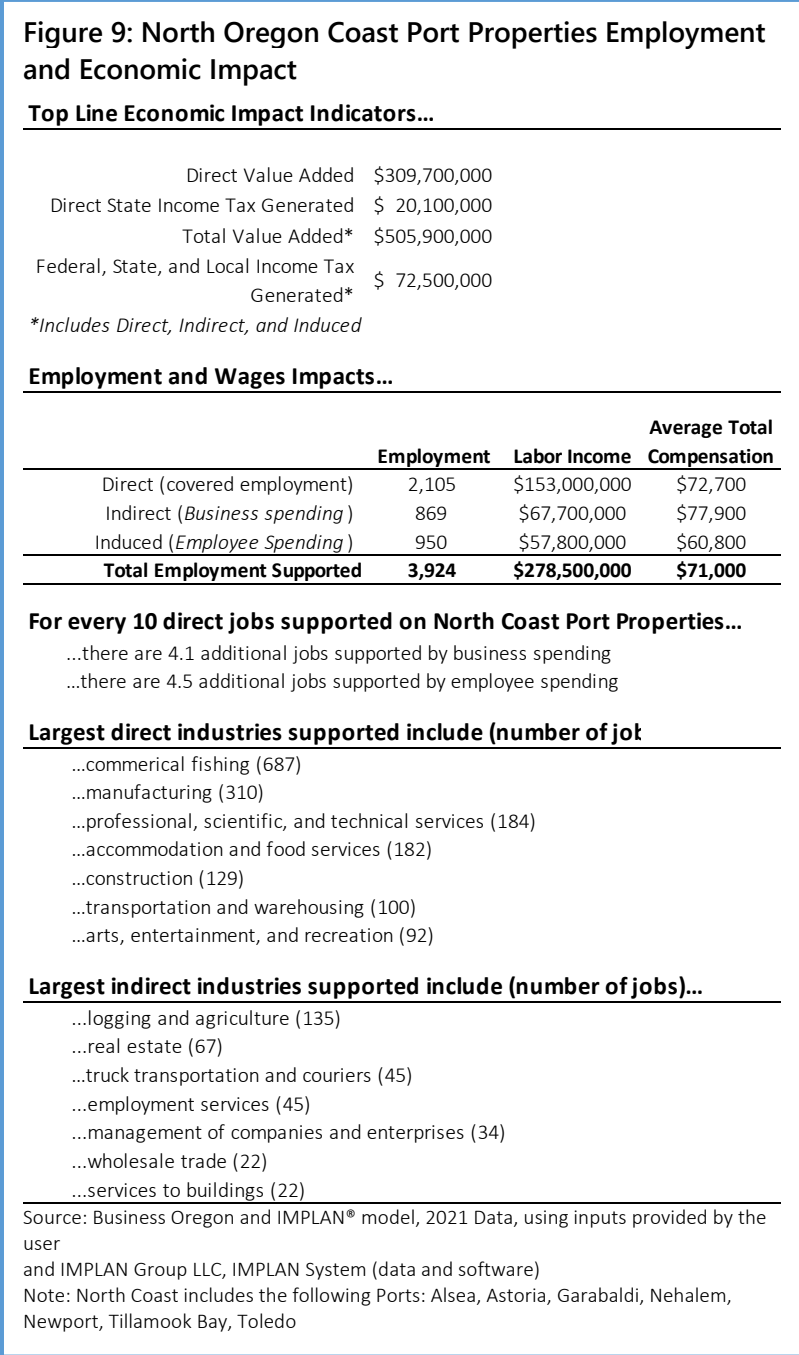
Note: Columbia River includes the following Ports: Arlington, Cascade Locks, Columbia County, Hood River, Morrow, The Dalles, and Umatilla.

# North Coast Ports

Figure 9 shows employment and economic impact for North Coast ports. North Coast ports include the Port of Alsea, Port of Astoria, Port of Garibaldi, Port of Nehalem, Port of Newport, Port of Tillamook Bay, and Port of Toledo.

Key findings from the IMPLAN analysis for North Coast Ports include:

- Direct covered employment on North Coast port properties is 2,105 jobs with \$153 million in labor income and \$72,200 average total compensation.
- Adding indirect business spending and induced employee spending, the total employment supported is 3,924 jobs.
- For every 10 direct jobs, there are around 4.1 more jobs supported through business spending and 4.5 more through employee spending.
- The largest direct industries by jobs are commercial fishing (687 jobs); manufacturing (310 jobs); professional services (184 jobs); accommodation & food services (182 jobs); and construction (129 jobs).
- The largest indirect industries supported are logging & agriculture (135 jobs); real estate (67 jobs); truck transportation (45 jobs); employment services (45 jobs); management of companies (34 jobs).
- In total, North Coast port properties support over \$278 million in overall labor income and compensation.



## South Coast Ports

Figure 10 shows economic and employment impacts for South Oregon Coastal ports. South Coast ports include the Port of Bandon, Port of Brookings Harbor, Port of Coos Bay, Port of Coquille River, Port of Gold Beach, Port of Port Orford, Port of Siuslaw, and Port of Umpqua. Key findings from the IMPLAN analysis for South Coast Ports include:

- Direct covered employment is 936 jobs with \$52.9 million in labor income and \$56,500 average total compensation.
- With indirect and induced impacts, total employment supported is 1,956 jobs.
- For every 10 direct jobs, there are about 6 more jobs from business spending and 5 more from employee spending.
- Largest direct industries by jobs are commercial fishing (327 jobs); leisure & hospitality (224 jobs); agriculture, forestry & fishing (80 jobs); manufacturing (56 jobs); other services (55 jobs).
- Largest indirect industries are agriculture & forestry support activities (43 jobs); wholesale trade (37 jobs); real estate (37 jobs); management of companies (12 jobs); employment services (21 jobs).
- In total, South Coast port properties support over \$120 million in overall labor income and employee compensation.

**Figure 10: South Oregon Coast Port Properties Employment and Economic Impact**

### Top Line Economic Impact Indicators...

Direct Value Added	\$86,200,000
Direct State Income Tax Generated	\$5,500,000
Total Value Added*	\$198,000,000
Federal, State, and Local Income Tax Generated*	\$21,400,000

\*Includes Direct, Indirect, and Induced

### Employment and Wages Impacts...

	Employment	Labor Income	Average Total Compensation
Direct (covered employment)	936	\$52,900,000	\$56,500
Indirect ( <i>Business spending</i> )	559	\$39,700,000	\$71,100
Induced ( <i>Employee Spending</i> )	461	\$28,100,000	\$60,900
<b>Total Employment Supported</b>	<b>1,956</b>	<b>\$120,700,000</b>	<b>\$61,700</b>

### For every 10 direct jobs supported on South Coast Port Properties...

- ...there are around 6 additional jobs supported by business spending
- ...there are around 5 additional jobs supported by employee spending

### Largest direct industries supported include (number of covered jobs)...

- ...commercial fishing (327)
- ...leisure and hospitality (224)
- ...agriculture, forestry, and fishing (80)
- ...manufacturing (56)
- ...other services (55)
- ... transportation and warehousing (45)
- ...wholesale trade (33)
- ...retail trade (26)

### Largest indirect industries supported include (number of jobs)...

- ...support activities for agriculture and forestry (43)
- ...wholesale trade (37)
- ...real estate (37)
- ... management of companies and enterprises (12)
- ...employment services (21)
- ...commercial fishing (18)

Source: Business Oregon and IMPLAN® model, 2021 Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software)

Note: South Coast includes the following Ports: Bandon, Brookings Harbor, Coos Bay, Coquille River, Gold Beach, Port Orford, Siuslaw, and Umpqua



# Chapter 4: Oregon Ports Needs

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This Chapter describes the needs of Oregon’s public ports. The needs assessment is organized around the key themes addressed in the port manager survey: (1) overall port health; (2) port district needs; (3) state and federal agency relationships; (4) port planning activities; (5) port resilience; and (6) interactions with Business Oregon. Chapter 1 of this report includes a detailed discussion of the methods and steps IPRE used in the port needs assessment.

## Interpreting the Port Needs Data

The port needs assessment is an element that was not included in previous economic impact assessments. The general intent was to collect data from a range of sources to develop a more robust picture of port needs. A key theme that quickly emerged from our research relates to the diversity of activities engaged in by Oregon public ports. In short, no two ports are the same. That theme continues throughout the needs assessment with a related finding: many needs are specific to individual ports.

Twenty of 23 port managers responded to the needs assessment survey. Of the 20 port managers that responded to the survey, five had been in their positions for five or fewer years, eight for five to ten years, and seven for 11 or more years. The data revealed that port managers provide a broad array of functions—from administration, to finance, to real estate management, to shipping. The implication is that port managers are uniquely qualified to assess port needs.

We caution readers against generalizing the survey data. The survey results often show a bi-polar distribution (e.g., responses on both ends of the scale) with some ports reporting critical need and others no need. These results are not surprising to us—they reflect the diversity of port activities, port locations, and port business models. Oregon ports are situated along the coastline and inland along the Columbia River and have varying degrees of emphasis on waterborne commerce. Several ports conduct business internationally (Ports of Astoria, Coos Bay, and Port of Portland) while others primarily focus on tourism and recreation or commercial fishing. One north coast port is a dry land port, and the primary business model includes industrial land development/leasing and an air museum (Port of Tillamook Bay). The Port of the Dalles (river port) focuses on land development and sales.

The data presented in this chapter is aggregated for all responding ports. Not all port managers responded to all questions, so we report the sample size (n) for many questions. IPRE also explored the hypotheses that port location (North Coast, South Coast, Columbia River) and status as a deep draft shipping port accounted for differences in responses. This analysis primarily uses chi-square distributions to test independence in contingency tables (commonly referred to as crosstabs). Chi-square is a common and simple method used for hypothesis testing. The general concept in the chi-square independence test is to compare the observed values with expected values to determine if a statistically significant relationship exists between the variables. In this instance, we used chi-square to determine whether a statistically significant relationship exists between perceptions of the extent of need and elements of the sample population. For the most part, the differences based on location and deep draft are not statistically significant; we highlight variables where differences are statistically significant in the narrative.

Finally, a comment about the Port of Portland. The Port of Portland is by far the largest in Oregon in terms of budget and port activities. The charts and tables that follow do not weigh responses based on port size or activity; rather, the assumption is that any port need is important to document. The Port of Portland is included in the river port and deep draft analyses. However, they have significantly more assets and a different set of needs. Where relevant, we highlight areas where the Port of Portland's needs are different from other ports.

## Overall Port Health

In the first section of the survey, Port Managers were asked to assess overall port health using a five-point scale: excellent; good; average; poor; and terrible. Next, they were asked to comment generally on port growth over the last five years using a five-point scale from: grown substantially; grown slightly; stayed the same; decreased slightly; and decreased substantially. We note that Port Manager’s answers are related to general health and growth—the survey did not ask managers to rate specific health measures or means of growth in these questions.

Seventy percent of port managers’ report good to excellent health of port operations in 2023, with 15% of Oregon ports reporting excellent operational health. The three ports reporting excellent health were Gold Beach, Umatilla, and Nehalem. No answers were recorded in the “poor” or “terrible” categories.

**Figure 11: Assessment of Overall Health of Port Operations in 2022 (n=20)**

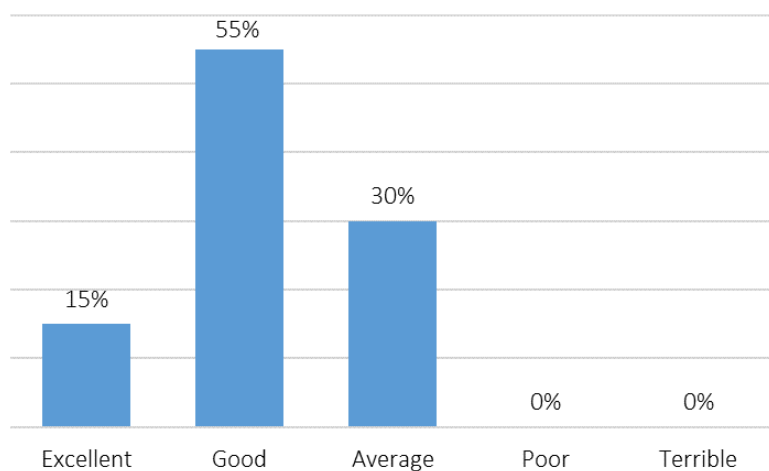
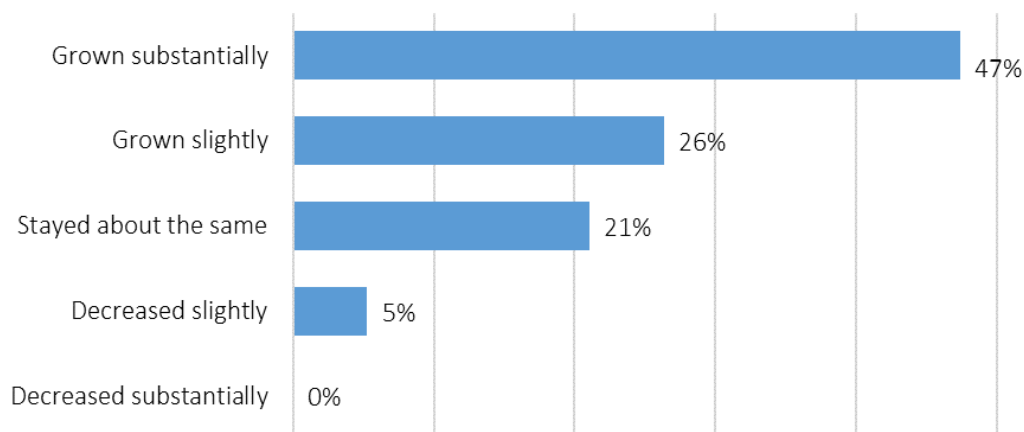


Figure 12 shows the growth in port operations experienced in the last five years as reported by port managers. Of the 19 responding ports, 73% say their port operations have grown slightly to substantially in the last five years. Among the ports that reported substantial growth were Port of Coos Bay, Tillamook Bay, Brookings Harbor, Hood River, Umatilla, Garibaldi, Morrow, Columbia County (St. Helens), and Port of Siuslaw. No ports reported their operations decreased substantially. The Port of The Dalles indicated that their operations decreased slightly. The ports of Arlington, Astoria, and Port Orford reported staying about the same.

**Figure 12: Port Operations Growth in the Past Five Years (n=19)**



## Port District Needs

Port managers were asked to assess 73 specific needs within seven broad categories. The needs questions used a five-point Likert scale: no need, lowest need, moderate need, significant need, and highest need. Note that the assessment is a general assessment of needs—the survey did not ask managers to rate specific needs or projects for their port. For example, managers assessed dredging needs, but the survey did not identify specific dredging projects. To add richness and detail to the needs assessment, the survey asked managers to expand on specific needs in a written open-ended format for each category.

The needs categories on the charts that follow are sorted from highest to lowest by average value. Charts are color coded on a scale with the darkest blue as the highest need to the lightest blue indicating no need. The percentage of ports indicating each level is also included for each need.

### Top Ranked Needs

We start the needs analysis by summarizing the top 15 ranked needs. Because more than one method exists to rank needs, we present rankings using three different ranking methodologies. First, we ranked needs based on indication of either significant or high need. Next, we ranked needs based on average need score (no need to highest need). Finally, we ranked responses by highest response percentage across the five-point need scale.

Notably, the following four needs appear in all three of the ranking approaches used:

- Dredging (n=17)
- Docks (n=19)
- Deferred maintenance (n=20)
- Industrial land (n=19)

It is also notable that two of the four needs identified in all three methodologies relate to maritime facilities: dredging and docks. Of the 17 responses we received related to dredging, 16 reported some

level of dredging need with only one indicating that they had no dredging need. Nineteen ports reported dock related improvement needs.

Table 22 shows the results of the first ranking methodology—the percentage of ports characterizing a need as either significant or highest. Eighty percent (16 of 20 responding ports) rated planned capital facilities as either a significant or high need. New buildings/facilities ranked second (78%), followed by dredging (76%), wastewater (75%), and workforce housing (72%).

**Table 22: Top 15 Port Needs Ranked by Percentage of Significant/Highest Need**

Rank	Need	No Need	Lowest/ Moderate Need	Significant/ Highest Need	n
1	Planned Capital Improvements	10%	10%	80%	20
2	New Buildings/Facilities	6%	17%	78%	18
3	Wastewater	0%	25%	75%	16
4	Dredging	11%	17%	72%	18
5	Workforce Housing	11%	17%	72%	18
6	Deferred Maintenance	5%	26%	68%	19
7	Permitting	6%	28%	67%	18
8	Marinas	0%	33%	67%	15
9	State Advocacy	0%	33%	67%	18
10	Project Management	6%	28%	67%	18
11	Federal Advocacy	0%	35%	65%	17
12	Finding Grant Opportunities	5%	32%	63%	19
13	Docks	5%	32%	63%	19
14	Industrial Land	0%	37%	63%	19
15	Grant Writing	5%	32%	63%	19

n = number of responding ports

Table 23 shows the top 15 port needs ranked by the average (mean) score across the five need options (e.g., no need to highest need) where a score of 1 indicated no need and a score of 5 indicated highest need. The top 15 results include needs from all seven broad need categories, excepting needs related to port administration. Unsurprisingly, dredging appears twice in the top six—it ranked first as an infrastructure need and sixth as a funding need. Funding planned capital improvements ranked second, followed by docks, new buildings/facilities, and deferred maintenance. Three policy/regulation needs ranked 7<sup>th</sup> through 9<sup>th</sup>: permits involving multiple agencies and state and federal government advocacy. Overall, the top 15 needs included four infrastructure needs, three policy/regulation needs, three technical assistance needs, two facility needs, two funding needs, and one human resource need.

**Table 23: Top 15 Port Needs Ranked by Average Score**

Rank	Need	Category	No Need	Lowest Need	Moderate Need	Significant Need	Highest Need	Mean	n
1	Dredging	Infrastructure	5.9%	5.9%	11.8%	23.5%	<b>52.9%</b>	4.12	17
2	Planned Capital Improvements	Funding	10.0%	5.0%	5.0%	30.0%	<b>50.0%</b>	4.05	20
3	Docks	Infrastructure	5.3%	0.0%	31.6%	21.1%	<b>42.1%</b>	3.95	19
4	New Buildings/Facilities	Facilities	5.6%	5.6%	11.1%	<b>44.4%</b>	33.3%	3.94	18
5	Deferred Maintenance	Facilities	10.0%	10.0%	25.0%	<b>35.0%</b>	20.0%	3.89	20
6	Funding Dredging	Funding	11.1%	5.6%	11.1%	27.8%	<b>44.4%</b>	3.89	18
7	Permitting Issues (Multiple Agencies)	Policy/Regulation	5.6%	0.0%	33.3%	22.2%	<b>38.9%</b>	3.89	18
8	State Advocacy	Policy/Regulation	0.0%	0.0%	33.3%	<b>44.4%</b>	22.2%	3.89	18
9	Federal Advocacy	Policy/Regulation	0.0%	0.0%	35.3%	<b>41.2%</b>	23.5%	3.88	17
10	Marinas	Infrastructure	0.0%	0.0%	33.3%	<b>46.7%</b>	20.0%	3.87	15
11	Industrial Land	Infrastructure	0.0%	5.3%	31.6%	<b>36.8%</b>	26.3%	3.84	19
12	Finding Grant Opportunities	Technical Assistance	5.3%	0.0%	<b>31.6%</b>	<b>31.6%</b>	<b>31.6%</b>	3.84	19
13	Workforce Housing	Human Resources	11.1%	0.0%	16.7%	<b>44.4%</b>	27.8%	3.78	18
14	Permitting	Technical Assistance	5.6%	5.6%	22.2%	<b>38.9%</b>	27.8%	3.78	18
15	Grant Writing	Technical Assistance	5.3%	5.3%	26.3%	<b>36.8%</b>	26.3%	3.74	19

Notes: Mean is the value of the coded ranking (1=no need; 5=highest need); higher mean values relate to higher need values in bold represent the largest percentage of respondents for that need category  
n = number of ports responding

For a third analysis, we sorted the needs by the highest response percentage for each need across the five-point needs scale. Table 24 shows that dredging ranked as the highest need by nine of the 17 responding ports. The three needs that rose to the top 15 when sorted by highest response percentage include stormwater infrastructure, single agency permitting issues, and requirements for federal agency response time. This suggests that these three needs are pressing for some ports but not all.

**Table 24: Top 15 Port Needs Ranked by Percent Highest Need**

Rank	Need	Category	No Need	Lowest Need	Moderate Need	Significant Need	Highest Need	Mean	n
1	Dredging	Infrastructure	5.9%	5.9%	11.8%	23.5%	<b>52.9%</b>	4.12	17
2	Planned Capital Improvements	Funding	10.0%	5.0%	5.0%	30.0%	<b>50.0%</b>	4.05	20
3	Funding Dredging	Funding	11.1%	5.6%	11.1%	27.8%	<b>44.4%</b>	3.89	18
4	Docks	Infrastructure	5.3%	0.0%	31.6%	21.1%	<b>42.1%</b>	3.95	19
5	Permitting Issues (Multiple Agencies)	Policy/Regulation	5.6%	0.0%	33.3%	22.2%	<b>38.9%</b>	3.89	18
6	Deferred Maintenance	Facilities	5.3%	5.3%	21.1%	31.6%	<b>36.8%</b>	3.45	19
7	New Buildings/Facilities	Facilities	5.6%	5.6%	11.1%	<b>44.4%</b>	33.3%	3.94	18
8	Finding Grant Opportunities	Technical Assistance	5.3%	0.0%	<b>31.6%</b>	<b>31.6%</b>	<b>31.6%</b>	3.84	19
9	Stormwater	Infrastructure	0.0%	25.0%	12.5%	<b>31.3%</b>	<b>31.3%</b>	3.69	16
10	Permitting Issues (One Agency)	Policy/Regulation	0.0%	17.7%	29.4%	23.5%	<b>29.4%</b>	3.65	17
11	Workforce Housing	Human Resources	11.1%	0.0%	16.7%	<b>44.4%</b>	27.8%	3.78	18
12	Requirements for Federal Agency Response Time	Policy/Regulation	0.0%	22.2%	<b>33.3%</b>	16.7%	27.8%	3.5	18
13	Permitting	Technical Assistance	5.6%	5.6%	22.2%	<b>38.9%</b>	27.8%	3.78	18
14	Industrial Land	Infrastructure	0.0%	5.3%	31.6%	<b>36.8%</b>	26.3%	3.84	19
15	Grant Writing	Technical Assistance	5.3%	5.3%	26.3%	<b>36.8%</b>	26.3%	3.74	19

Notes: Mean is the value of the coded ranking (1=no need; 5=highest need); higher mean values relate to higher need values in bold represent the largest percentage of respondents for that need category  
n = number of ports responding

Based on these results, our assessment is that the full story of port needs is more complicated than the data suggest. The needs presented in Table 23 and Table 24—funding, infrastructure, facilities, and infrastructure—are interconnected. And, they likely have implied or secondary linkages that the data do not show. The most obvious linkages are that maintenance or improvements cannot be completed without funding. Moreover, ports’ ability to develop and maintain facilities and infrastructure is often connected to permitting processes or other regulations. Working through those processes takes both time and money.

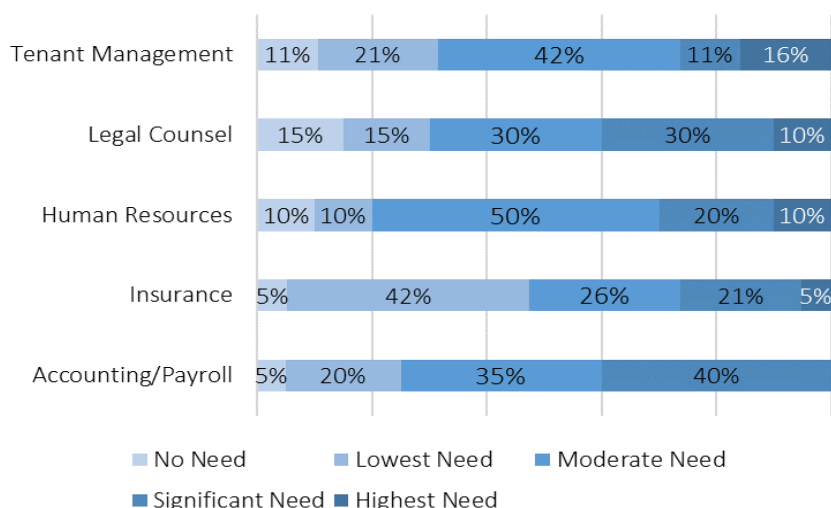
On an encouraging note, Business Oregon can provide support for many of these needs—particularly needs that involve technical assistance or government relations. While Business Oregon has limited authority to change federal or state statutes, it can provide support to ports in navigating regulations.

### Administrative Needs

Figure 13 shows administrative service needs as rated by port managers. The highest-ranked administrative needs were tenant management followed by legal counsel, human resources, and insurance. Seventy-eight percent of port managers indicated that legal counsel was at least a moderate need. Interestingly, many of the administrative need categories have respondents on both ends of the need scale suggesting that what is a significant or highest need for one port may not be a need for other ports. For example, 27% of port managers indicated tenant management was either a significant or highest need, while 33% indicated it was the lowest or no need suggesting they do not have tenants. Many of the other administrative categories show similar distributions.

Further analysis showed no statistically valid correlation between administrative needs and port region or deep draft status but did reveal some notable differences. For example, 63% of ports that reported that accounting/payroll was a significant need were from the South Coast. Deep draft ports were more likely to identify human resources as a significant or highest need than other ports.

**Figure 13: Port Administrative Service Needs**



Attracting and retaining a skilled workforce emerged as a resounding theme in our interviews. Several port managers shared frustration with the lack of a skilled workforce to manage complex infrastructure

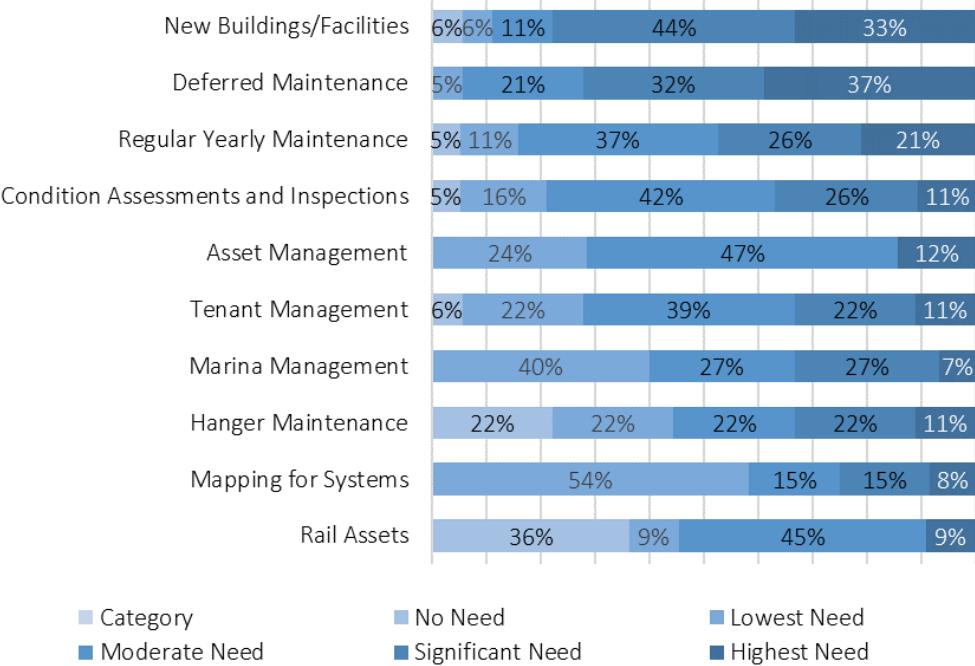
projects and cited the rising cost of living as a barrier for employees. Port managers addressed a range of issues in written survey comments including staff capacity, payroll and accounting, and managing tenants.

**Facility Needs**

Figure 14 shows facility needs ranked by average value. Port managers identified new facilities and deferred maintenance as the highest need. Seventy-seven percent of Port Managers identified new buildings/facilities as a significant or highest need and 69% identified deferred maintenance as a significant or major need.

Further analysis showed a statistically significant relationship (p=0.028) between region and the need for new buildings and facilities, with Columbia River and North Coast ports indicating significant or highest need in this category. The Port of Portland rated new buildings and facilities as the lowest need. Deferred maintenance showed a statistically significant relationship (p=0.003) with four of five deep draft ports identifying this as the highest need while no other ports identified deferred maintenance as the highest need.

**Figure 14: Port Facility Needs**



Failing infrastructure and deferred maintenance were also key issues mentioned in written comments by Port managers. One comment suggested that fixes are more like band-aids to keep infrastructure operational due to years of deferred maintenance. Some of the failing infrastructure included boardwalks, wharf fire systems, failing bulkheads, and maintenance of leased properties. Financing growth while juggling debt was also listed as a struggle for ports in this category.

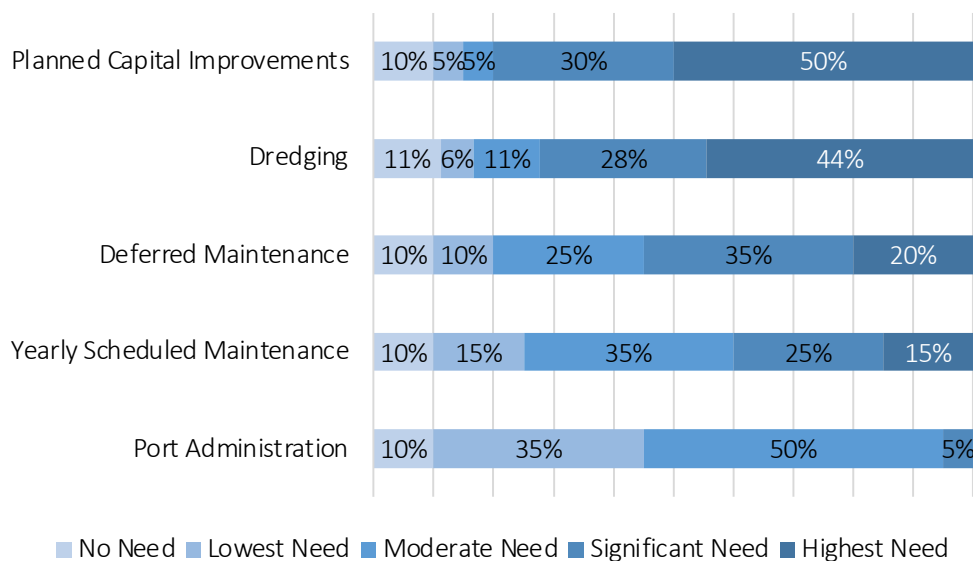
**Funding Needs**

Figure 15 shows funding needs ranked by average value. Mirroring facility needs, more than 80% of respondents said that planned capital projects were a significant or highest funding need, with 50%

indicating it as a highest need. New buildings/facilities were the top ranked facility needs so it is not surprising that planned capital projects is the top ranked funding need. Seventy-two percent of port managers felt that dredging was either a significant need (28%) or the highest need (44%). Yearly maintenance is listed as a significant or highest funding need at 55% and half of the ports feel that port administration needs are a significant funding need.

Further analysis of funding needs showed no statistically significant relationship between region or deep draft status. Funding needs exist for most ports around capital improvements, dredging, and maintenance. Survey results suggest that ports struggle less with funding port administration.

**Figure 15: Port Funding Needs**



Written comments by port managers related to dredging costs and debt concerns. Costs are difficult to determine, and debt financing was listed as a contributor to deferred maintenance. Moreover, limited tax revenues make ports dependent on fees that may not cover maintenance costs. As one port manager stated “Most ports in Oregon are not well funded by taxes, the dependence on fees to make the Port whole just doesn't work. Every year we struggle to meet our funding needs to keep up with our infrastructure from deferred maintenance, annual scheduled maintenance, and especially any new or replacement infrastructure needs.”

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“Coastal ports, without the federal channel dredging will experience loss of life because the Coast Guard couldn't respond. And fishing and maritime trade would be devastated.”

*Oregon Coast Port Partner*

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### Human Resource Needs

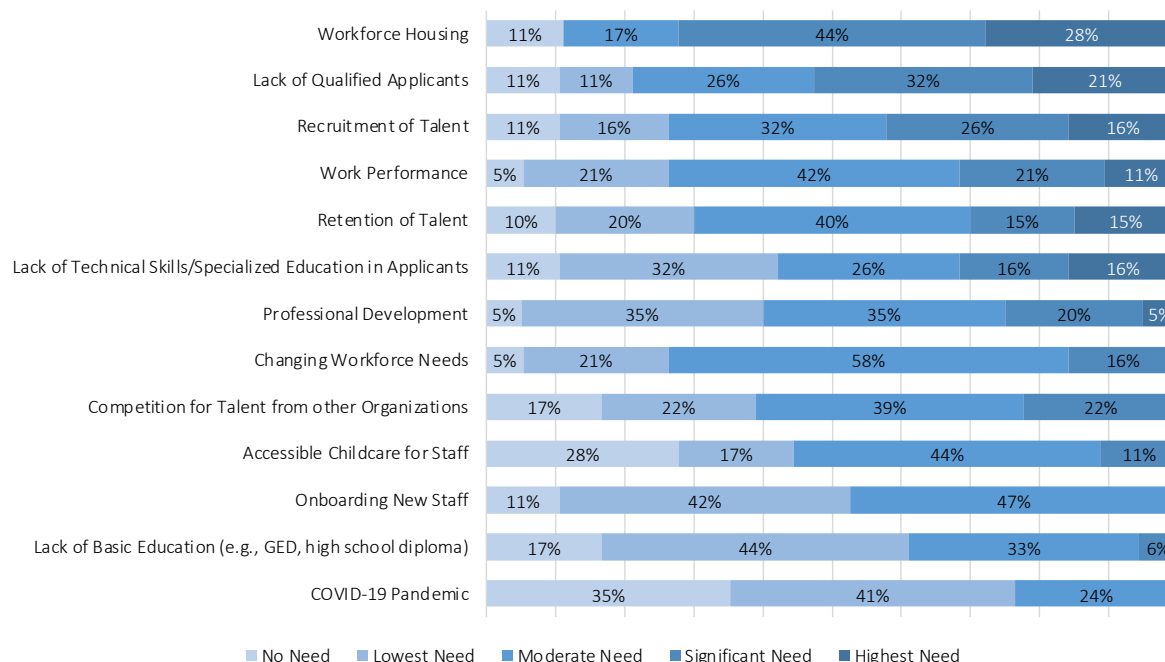
Figure 16 shows port human resource needs ranked by average value. Workforce housing was the top-ranked need with 72% of port managers identifying workforce housing as a significant (44%) or highest (28%) need. As housing production is outside the scope of what ports do, ports will have to rely on external action to address the ongoing housing crisis. The next five highest needs are all related to attracting and retaining qualified talent. Fifty-three percent of port managers rated the lack of qualified applicants as a significant (32%) or highest (21%) need. Notably, the COVID-19 pandemic was rated last



on the list suggesting port managers do not perceive the pandemic is impacting human resource needs as much as other factors.

Further analysis showed that accessible childcare for staff was statistically significant ( $p=0.015$ ) for the deep draft variable. Ports that are not deep draft reported childcare was a bigger need than deep draft ports. This may be related to the rural location of many of the ports that are not deep draft.

**Figure 16: Port Human Resource Needs**



Not surprisingly talent recruitment and retention emerged as the key themes in the written comments. Several comments by port managers addressed this issue: “need experienced, skilled boatyard workers,” “hiring and retaining a workforce in our area is becoming a bigger challenge every year,” and “finding qualified employees in our area to do the tasks required by local, state, and federal regulations is almost nonexistent.” Managers also commented on the challenges that lack of workforce housing creates in attracting talent.

### Infrastructure Needs

Table 25 shows port infrastructure needs ranked by the mean value. This data is presented in tabular format as the number of respondents varies due to the number of ports with the specific infrastructure listed. For example, nine ports responded to the need for airports and railroads; ports that did not respond do not have these needs. Based on the average responses, the highest level of need is in dredging and dock repair/replacement. Fifty-three percent of port managers indicated they had the highest level of need dredging and 42% for docks.

Further analysis shows a statistically significant relationship ( $p=0.090$ ) between the need for docks and the region with coast regions expressing the highest need for docks. This is probably due to some river ports not having substantial dock facilities. The Port of Portland rated docks as a significant need.

**Table 25: Port Infrastructure (repair, maintenance, new construction) Needs**

Need	No Need	Lowest Need	Moderate Need	Significant Need	Highest Need	Mean Rating	n
Dredging	5.9%	5.9%	11.8%	23.5%	52.9%	4.12	17
Docks	5.3%	0.0%	31.6%	21.1%	42.1%	3.95	17
Marinas	0.0%	0.0%	33.3%	46.7%	20.0%	3.87	15
Industrial Land	0.0%	5.3%	31.6%	36.8%	26.3%	3.84	19
Stormwater	0.0%	25.0%	12.5%	31.3%	31.3%	3.69	16
Wastewater	0.0%	25.0%	0.0%	56.3%	18.8%	3.69	16
Water	0.0%	23.5%	17.7%	41.2%	17.7%	3.53	17
Electrical	0.0%	11.8%	41.2%	47.1%	0.0%	3.35	17
Airport	11.1%	22.2%	11.1%	33.3%	22.2%	3.33	9
Roads	5.9%	11.8%	41.2%	29.4%	11.8%	3.29	17
Electrification/Emission Reduction	7.7%	38.5%	23.1%	30.8%	0.0%	2.77	13
Broadband	6.7%	26.7%	53.3%	13.3%	0.0%	2.73	15
Railroad	33.3%	11.1%	33.3%	11.1%	11.1%	2.56	9

Funding emerged as a significant issue related to infrastructure needs in written comments by port managers. Ports are using grant funding for infrastructure projects, especially water and wastewater. Match money is a challenge to find for grants. Grants are staff intensive and require monitoring reports to stay compliant. Sometimes the requirements needed to stay operational don't have funding sources or the ability to pay for themselves to be maintained. These costs are ultimately rolled over to users of the port.

Some managers also expressed interest in converting to electric vehicles, forklifts, and charging stations.

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“The Port has WWII-era pipes, and we have groundwater infiltration issues. We are examining water rights to develop water service, so we are not dependent on surplus water from the City of Tillamook. This has led to a regional water approach the OBDD has supported over the last two years, assisting with planning grants for the Port and surrounding water districts.”

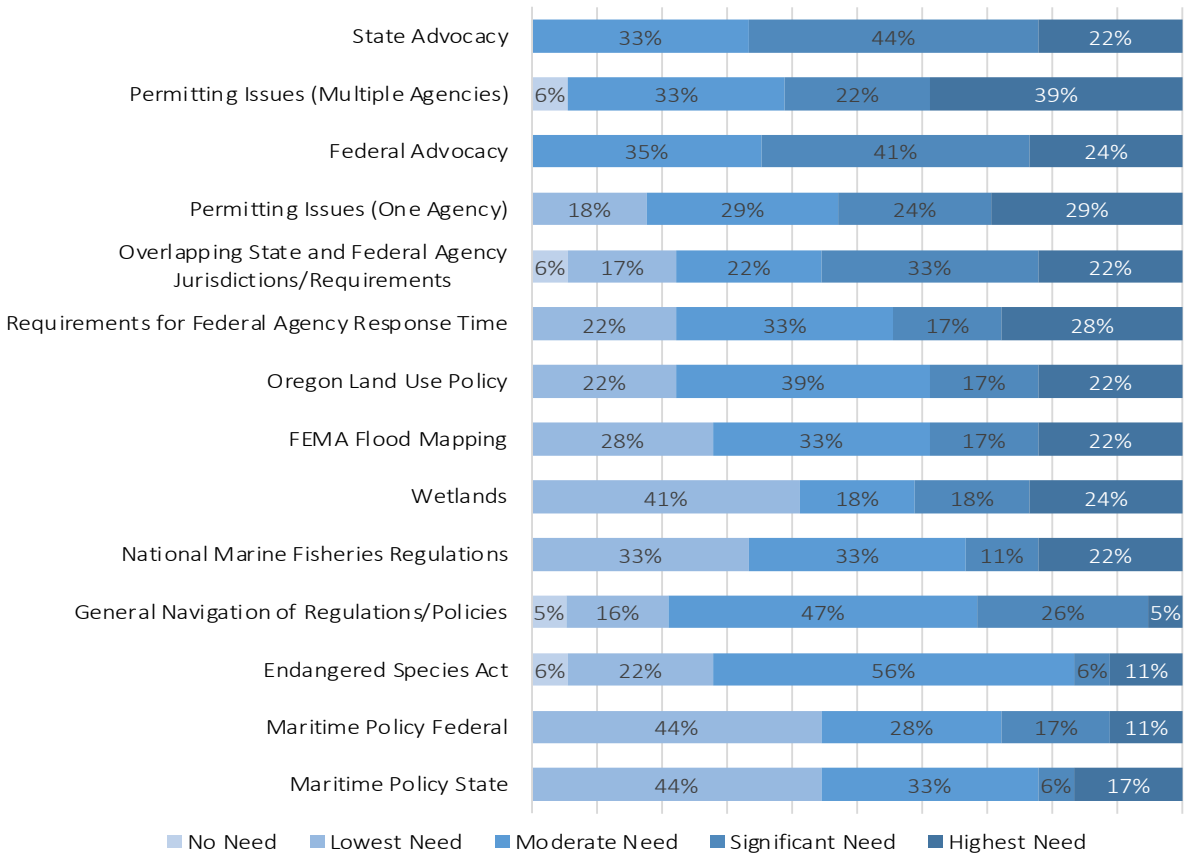
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### Policy and Regulatory Needs

Figure 17 shows the port manager's assessment of policy and regulatory needs. Port managers rated state advocacy as the highest need and federal advocacy as the third highest need. This may suggest port managers would like Business Oregon to play a more prominent role in supporting ports and port activities. Permitting—both in navigating multiple agencies as well as individual agencies—ranked second and fourth. This is not a particularly surprising finding as ports are subject to a broad array of federal, state, and local policies and regulations.

Additional analysis showed a statistically significant relationship ( $p=0.015$ ) between FEMA flood mapping and regions with North Coast ports indicating much higher levels of need than other regions. Four of seven North Coast ports rated FEMA flood mapping as the highest need and an additional port rated it a significant need. A statistically significant relationship also existed between State Maritime Policy and deep draft status with deep draft ports more likely to identify this as a highest or significant need.

**Figure 17: Port Policy and Regulatory Needs**



Several written comments by port managers identified the overall regulatory environment for ports as a burden. Changing regulations were called out by two ports, with the Port of Portland indicating they have several staff that track regulatory/policy issues. Port of Portland also referenced the Federal Emergency Management Agency (FEMA) BioOp (Biological Opinion), which has the potential to establish much more stringent riparian setback standards. One port was struggling to obtain a floodplain development permit because the project was in a Special Flood Hazard Area designated as a regulated floodway. Port managers also mentioned that regulatory agencies often lack understanding of the unique circumstances of ports.

Interviews indicated that the National Oceanic and Aeronautical Administration (NOAA) and other environmental agencies’ regulations are sometimes in direct conflict with port operations and sometimes create safety concerns if ports cannot act fast due to red tape.

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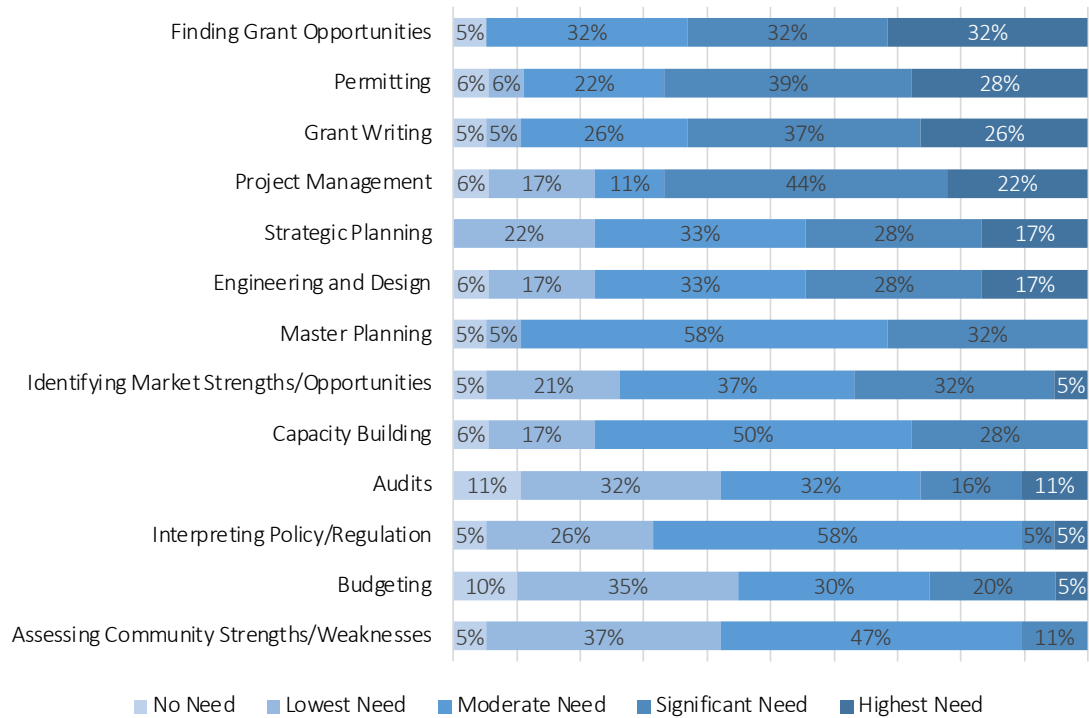
“Honestly, all of those categories are the most important to us, as they have become more challenging every year adding cost and delays to most projects. The constant change in policies, often without much opportunity for comments. There needs to be more balance between environmental needs and infrastructure needs. Ports on the Coast are slowly dying as they have not been able to modernize to provide for current needs.”

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## Technical Assistance Needs

Figure 18 shows port technical assistance needs ranked by average score. The results show that grant writing and finding grant opportunities are the highest or most significant needs for many ports. Permitting and project management also ranked in the top five technical assistance needs. Market analysis, capacity building, and audits were rated as moderate or significant needs by most ports. Interestingly, interpreting policy/regulation was also rated as a relatively low need by many ports.

**Figure 18: Port Technical Assistance Needs**



Written comments by port managers addressed staff capacity limitations for planning and project management. Some ports are hiring consultants for planning and project management due to a lack of staff capacity. Two ports indicated they needed help with planning and engineering work. The comments also suggest port managers see the importance of strategic plans and asset management plans.

## Port Support from State and Federal Agencies

Port managers were asked to assess how supportive various state and federal agencies were of their port. The questions used a five-point scale: very supportive, supportive; neither supportive nor unsupportive; supportive; very supportive with an option to indicate they “don’t interact with this agency.” Managers assessed support levels for a total of 33 agencies: 14 state agencies and 19 federal agencies. The results show that many ports do not interact with certain state and federal agencies. This is not a surprising finding as one would expect ports to only interact with agencies that had regulatory oversight or play a support role.

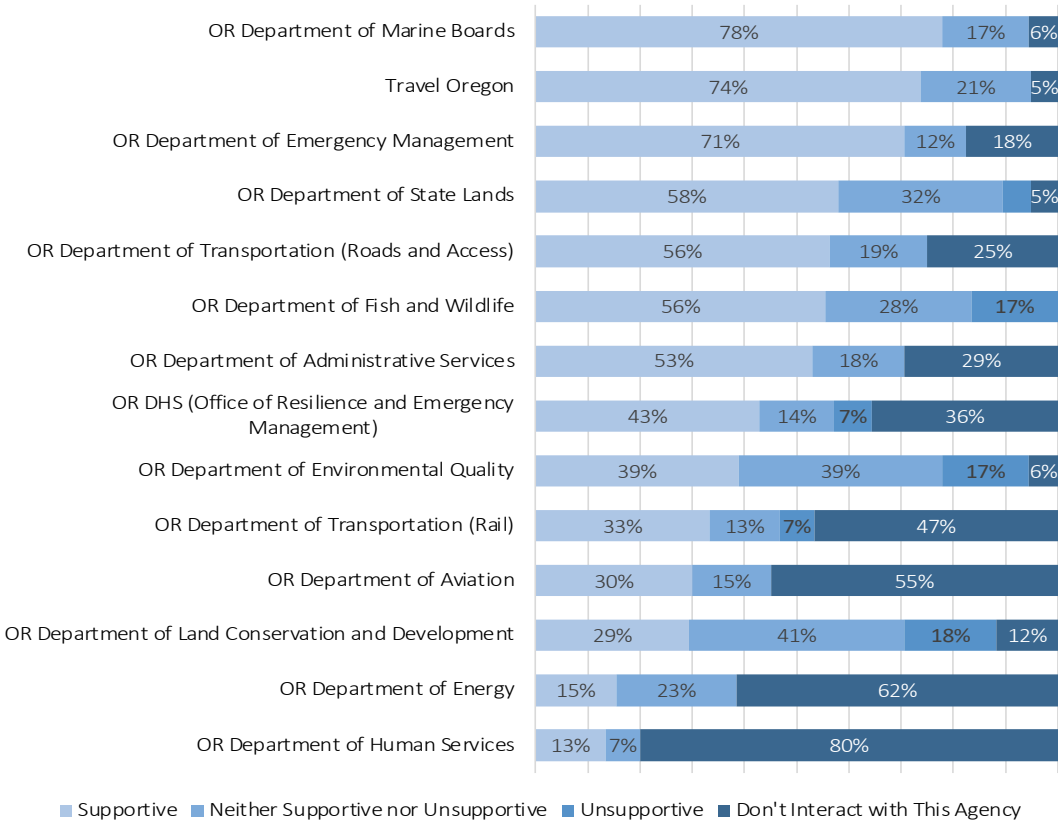
The results should be interpreted as a general assessment of support of ports by state and federal agencies. The survey did not ask port managers to rate specific programs or policies. To add richness and detail to the needs assessment the survey asked managers to expand on the question in a written open-ended format for both state agencies and federal partners.

## Port Support from State Agencies

Figure 19 shows port manager ratings of support by various state agencies in reducing or addressing permitting issues (over the last three years) sorted by the percentage of managers that rated ports very supportive. Port Managers report relationships with state agencies to be generally very supportive or supportive (for agencies they interact with). Managers ranked the Oregon Department of Marine Boards as the most supportive agency (78%) and Travel Oregon (which is not a regulatory agency) ranked second with 74% of managers rating it as supportive. This makes sense as Travel Oregon supports the tourism industry, and many ports have recreational facilities. Several agencies were rated as supportive by more than 50% of port managers including Oregon Emergency Management (71%), Department of State Lands (58%), Department of Transportation (56%), Department of Fish and Wildlife (56%), and Department of Administrative Services (53%).

Less than a quarter of responding ports reported that the Oregon Department of Fish and Wildlife (17%), Department of Environmental Quality (17%), and Oregon Department of Land Conservation (18%) were “unsupportive” in addressing or facilitating permitting issues in the last three years. The question did not allow for specific comments from ports into whether the answers related to agency administration of regulations or general agency relationships. Opportunity exists for further analysis into relationships between Oregon’s ports and statewide environmental regulatory agencies.

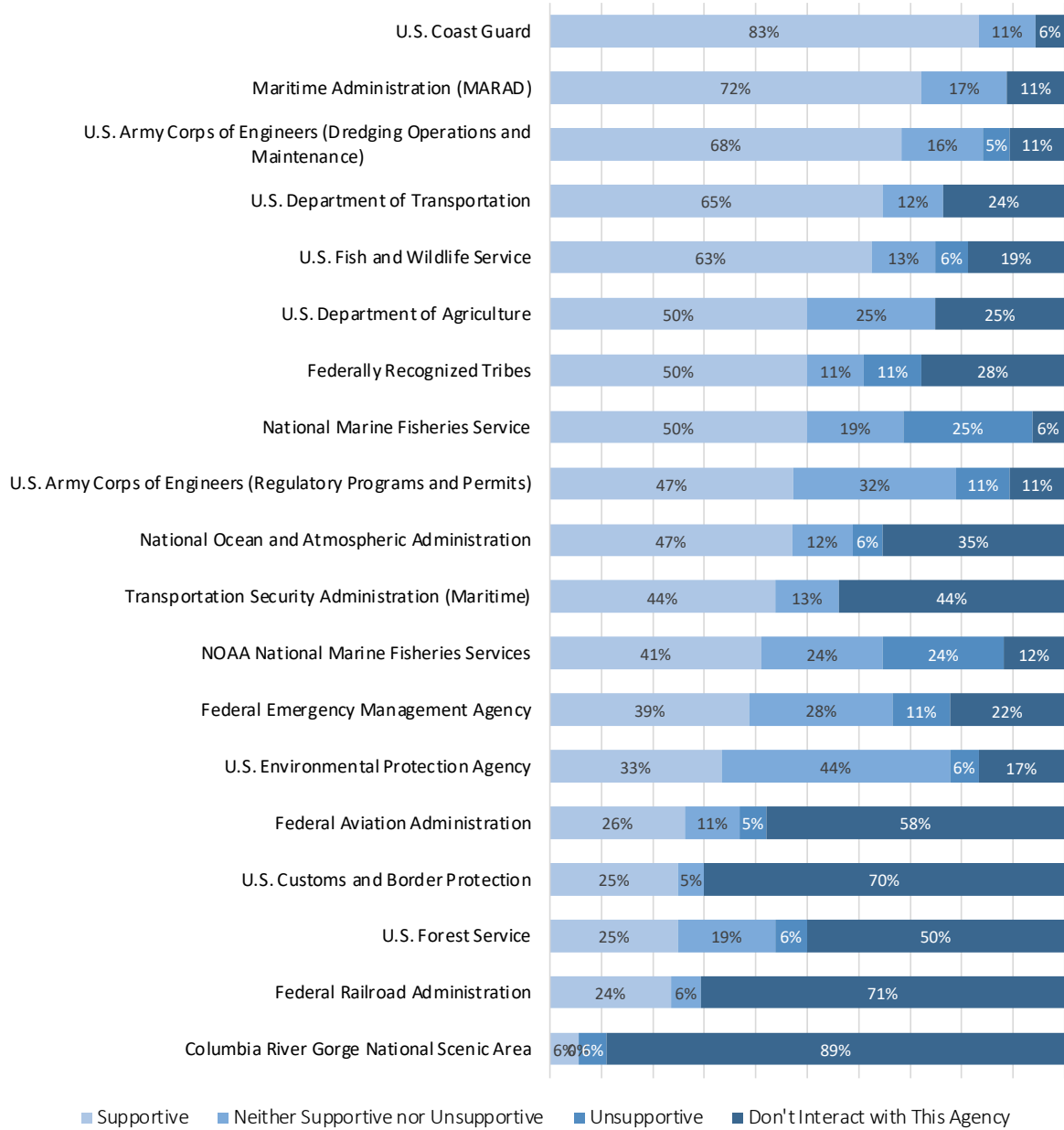
**Figure 19: Port Manager Assessment of State Agencies Support in Helping Ports Address, Facilitate, and/or Permits Over the Past Three Years**



### Port Support from Federal Agencies

Figure 20 shows port managers' assessment of the level of support of various federal agencies sorted by the percentage of managers that rated ports very supportive. Port Managers report relationships with Federal Agencies around permitting to be generally supportive. Eighty-three percent of port managers rated the U.S. Coast Guard as supportive or very supportive. The Maritime Administration ranked second with 72% of port managers rating it as supportive; 68% of port managers rated the U.S. Army Corps of Engineers Dredging and Maintenance Operations as supportive. Opportunity exists for relationship building with NOAA and NOAA Marine Fisheries. Indicating that environmental regulations that impede or slow down port growth plans may still be at issue on port properties.

**Figure 20: Port Manager Assessment of Federal Agencies Support in Helping Ports Address, Facilitate, and/or Permits Over the Past Three Years**



# Port Planning Activities

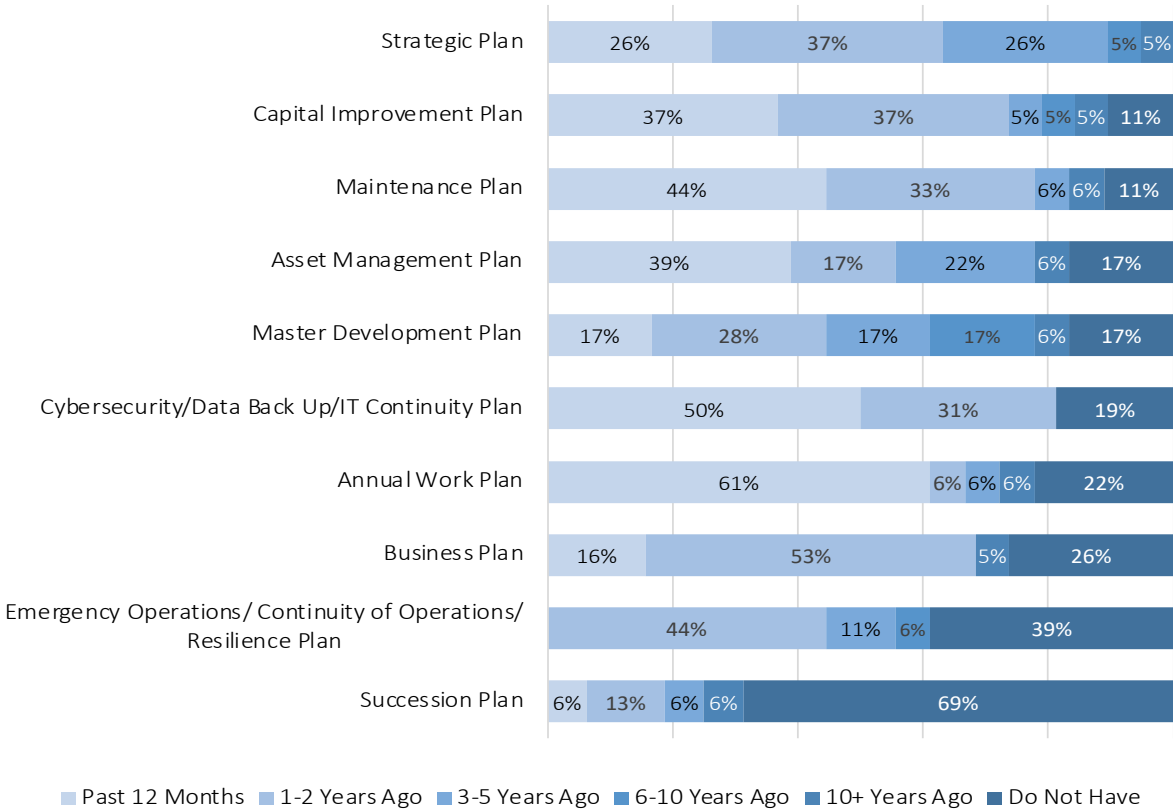
Ports rely on a range of plans to guide port operations and expansion. To better understand port planning activities, port managers were asked to comment on the frequency and effectiveness of port planning. The survey asked managers to indicate which of 10 listed plans they have and, if they had the plan, when it was last updated. A second question asked managers to rate the overall effectiveness of their plans. To better understand plans and planning processes, the survey asked managers to expand on specific needs in written comments.

## Frequency of Port Plan Updates

Figure 21 shows which plans ports have and how recently plans were updated. All the ports indicated they had strategic plans. Nearly 90% indicated they had capital improvement and maintenance plans. Eighty-three percent indicated they had asset management plans and master development plans. Nearly 40% did not have emergency operations/continuity of operations/resilience plans and nearly 70% did not have succession plans.

Concerning the frequency of plan updates, port managers indicated that most plans were updated within the last two years. More than half (61%) of managers reported updating their annual work plan within the past 12 months and 50% had updated their IT plans. Most strategic plans have a five-year planning horizon and 90% of port managers updated their strategic plans within the past five years.

**Figure 21: Plans and Frequency of Planning (n=19)**

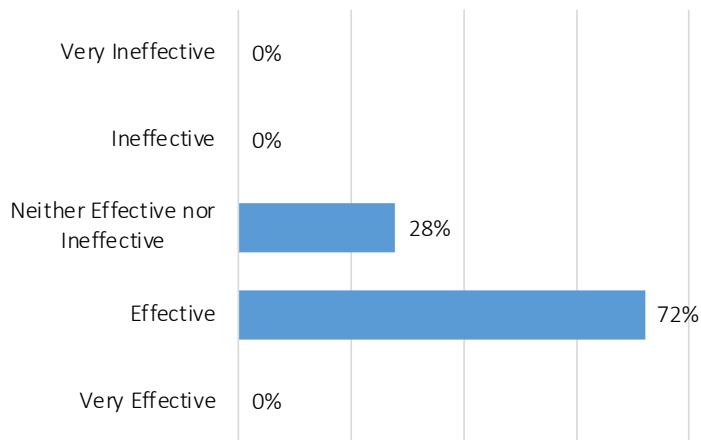




## Effectiveness of Port Planning

Figure 22 shows the port manager's perceptions of the effectiveness of port plans. The question was intended as an overall assessment of port plans and did not ask managers to evaluate the effectiveness of individual port plans. Seventy-two percent of port managers indicated that their port plans are effective and 28% indicated their plans were neither effective nor ineffective.

**Figure 22: Port Manager Perceptions of Effectiveness of Port Plans (n=19)**



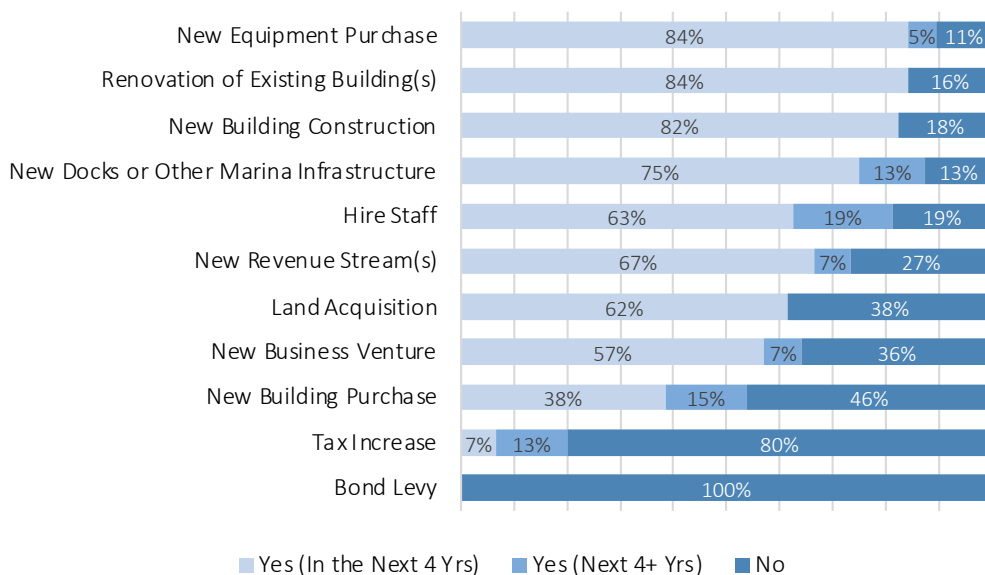
Written comments by port managers suggest that planning is an ongoing process—and an ongoing challenge for many ports. Much of the challenge is simply finding time to update plans while overseeing port operations. Managers see value in planning and some ports combine or leverage planning efforts. Port managers also commented on the value of annual work plans.

## Port Improvement and Expansion Plans

The next sequence of survey questions asked Port Managers about port improvement expansion plans. Figure 23 shows the port manager's responses to a list of operational, service, and funding initiatives. The results show that in the next four years, most ports plan to purchase new equipment (84%), renovate buildings (84%), construct new buildings (82%), add new docks or other marina infrastructure (75%), or hire staff (63%). Most ports also indicated they intended to acquire new land or pursue a new business venture.

These improvements all cost money and two-thirds of port managers indicated they plan to pursue new revenue streams in the next four years. None of the responding ports, however, plan to pursue a bond levy and only 20% of responding ports will seek a tax increase.

**Figure 23: Port Improvement and Expansion Activities**



The survey also asked port managers whether they had experienced barriers to their expansion plans. Seventy-two percent (13 of 18 responding ports) indicated they had experienced barriers. Ports reported they faced several barriers to expanding operations including upgrading water and wastewater infrastructure and acquiring suitable land for expansion. Permitting processes, especially concerning wetlands, pose additional obstacles. One port has struggled to rezone land, leading to prolonged delays in the expansion process.

Another significant hurdle is the lack of adequate funds, limiting ports’ ability to invest in necessary equipment and projects. Inflation, reduced funding opportunities, and debt obligations further strain financial resources. Some ports have faced opposition from external stakeholders regarding dredging and new business development. Turnover, continuity, consistency, and a clear vision for the future also present internal challenges. Ports struggle to recruit competent staff.

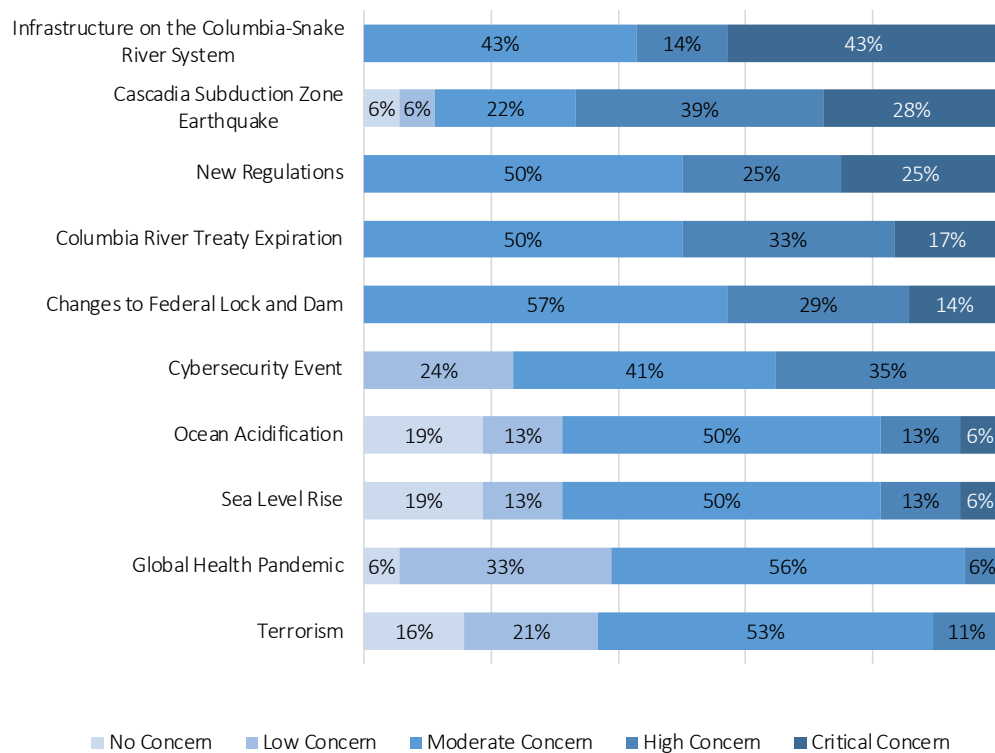
## Port Resilience and Disaster Preparedness

Organizational and operational resilience is becoming a bigger need for many organizations as disruptions in services, economic downturns, natural disasters, pandemics, and climate effects impact port operations. To better understand concerns about disruptions, we asked port managers to indicate how concerned they were about events that might impact their port’s operations.

Figure 24 shows the port manager's level of concern regarding a range of potential operational disruptions. The results suggest that the level of concern varies by location and port operations. The highest-ranked concerns related to the infrastructure of the Columbia-Snake River system. All the Columbia River port managers indicated concerns about river infrastructure. Two other categories addressed issues with the Columbia-Snake River system including the expiration of the Columbia River Treaty and changes to federal management of locks and dams. Fifty percent of port managers identified treaty expiration as a critical or high concern and 43% expressed management of locks and dams.

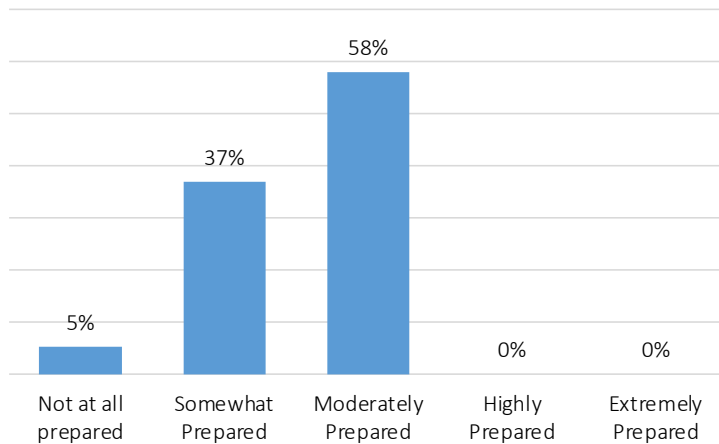
A Cascadia Subduction Zone earthquake is of critical or high concern for 68% of port managers responding. The third highest-ranked concern was new regulations—50% of port managers indicated this was a critical or high concern.

**Figure 24: Port Manager Concern about Events Potentially Affecting Port Operations**



Next, port managers were asked to respond to questions surrounding port preparedness for a disaster event. Figure 25 shows that port managers do not generally have a high level of confidence in their preparedness for disaster events. Notably, no ports felt highly prepared or extremely prepared for a major disaster. This is consistent with the finding that nearly 40% of ports do not have emergency operations/continuity of operations/resilience plans. Fifty-eight percent felt moderately prepared, 37% felt somewhat prepared, and 5% felt not prepared at all. Port partners we interviewed expressed similar concerns. Federal and local partners agreed that ports actively worked on and prioritized disaster planning. However, the gist of stakeholder comments was that if the Cascadia subduction event happens, it won't matter how prepared the ports are. The responses to this question suggest it is worth further exploring port manager concerns regarding emergency preparedness and how Business Oregon might support port disaster planning efforts.

Figure 25: Port Preparedness for Major Disaster (n=19)



## Port Operations Resiliency

Disaster resilience is the process of considering the vulnerability of a system and finding ways to reduce risk or potential damage before an event occurs. Highly resilient systems are more prepared to respond to a disaster and recover more quickly. According to the U.S. Economic Development Administration, economic resilience includes three primary attributes: (1) the ability to recover quickly from a shock, (2) the ability to withstand a shock, and (3) the ability to avoid a shock altogether.<sup>23</sup> From an organizational perspective, resilience can be thought of as strategies that will help Oregon ports “do tomorrow what we did yesterday no matter what happens today.”

The resiliency assessment used a benchmarking tool developed by Resilient Organizations<sup>24</sup> that focuses on 13 key indicators that represent identifiable and measurable factors of organizational resilience. These indicators are divided into three domains: (1) Leadership and Culture; (2) Networks and Relationships; and (3) Change Readiness.

These indicators are ‘leading’ in the sense that they assess how resilient an organization and its employees will be in the future, rather than how they have performed in the past. According to Resilient Organizations, the assessment tool and its results are intended to “help translate a complex multidimensional sociotechnical phenomenon into something more tangible for organizations which can be used to tailor improvement initiatives.”

Figure 26 shows the three domains of resilience and the 13 indicators. The **adaptive capacity** of the organization created by its leadership and culture is identified by the following indicators: leadership, staff engagement, situation awareness, decision-making, and innovation and creativity. The **internal and external relationships** fostered and developed for the organization to leverage are identified by the following indicators: effective partnerships, leveraging knowledge; breaking silos, and internal resources. The **planning** undertaken and direction established to enable the organization to be change ready; identified by the following indicators: unity of purpose, proactive posture, planning strategies, and stress testing plans.

<sup>23</sup> U.S. Department of Commerce Economic Development Administration (<http://www.eda.gov/ceds/content/economic-resilience.htm>)

<sup>24</sup> <https://www.resorgs.org.nz/organisational-resilience-benchmark-tool/>

Figure 26: Resilient Organisations Resilience Indicators



Table 26 summarizes the survey responses into three domains (1) leadership and culture, (2) networks and relationships, and (3) change readiness. The results are mixed and suggest a broad range of perspectives exist among the port managers concerning resilience but the overall assessment skews towards agreement that ports are resilient in the three domains. The results also show that port managers give higher marks for elements related to leadership and culture.

Table 26: Summary of Resilience Domains

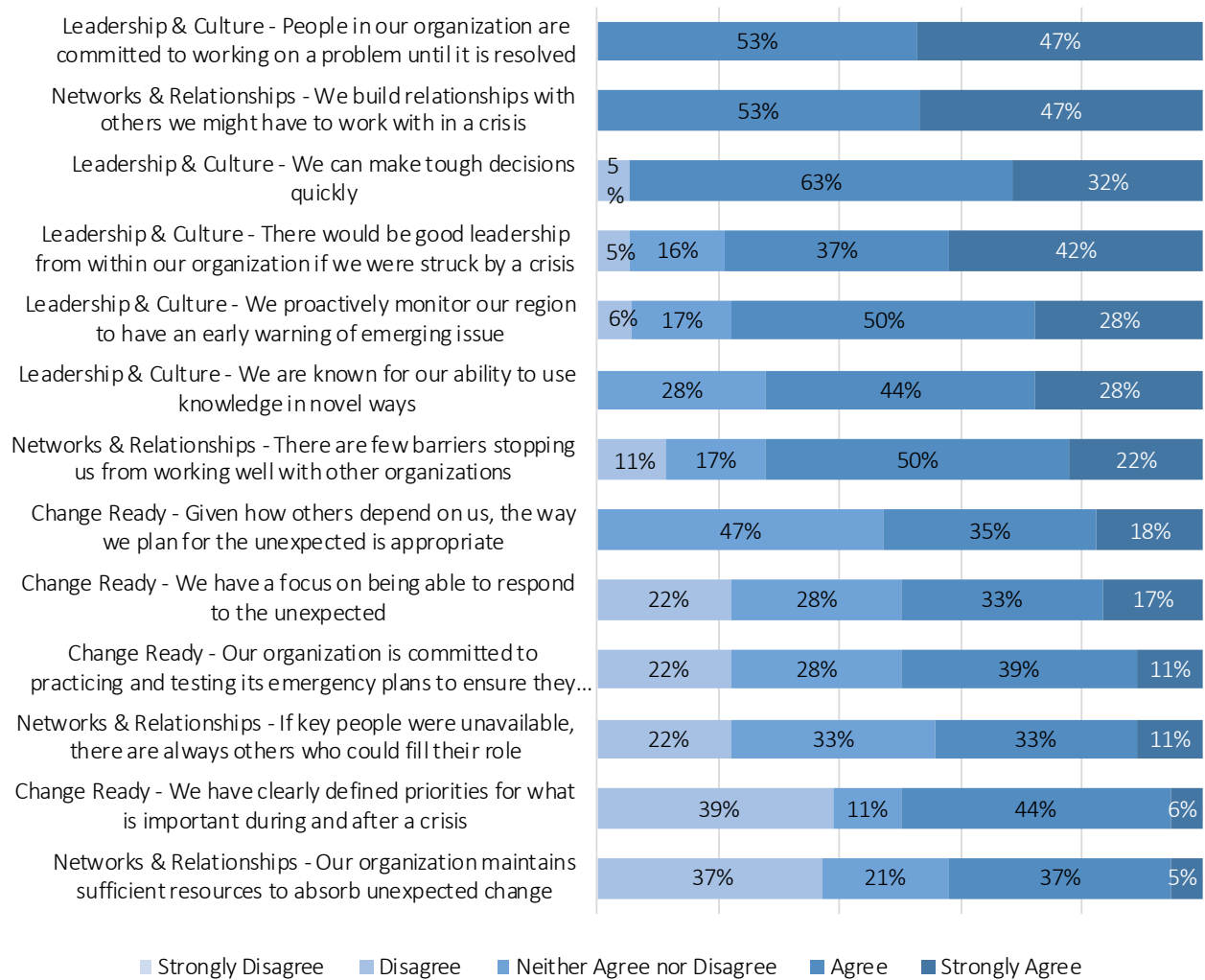
Domain	Strongly Disagree			Strongly Agree	
	1	2	3	4	5
Leadership & Culture	0%	3%	12%	<b>49%</b>	35%
Networks & Relationships	0%	18%	18%	<b>43%</b>	21%
Change Ready	0%	21%	28%	<b>38%</b>	13%

Figure 27 shows the port manager's responses to the resilience indicators. All responding ports agree or strongly agree they must make tough decisions quickly and are using creative solutions. All ports agree that the key is building relationships.

Most Port Managers felt that barriers held them back from working well with other organizations (which mirrors the responses given to the question asked earlier in the survey regarding relationships with state agencies). Interviews with federal port partners say that some environmental and wildlife regulations work at odds with port growth and needs. Most understand the need for protections but would like to update regulations for the modern needs of ports.

Fifty-eight percent of Port Managers do not feel they have sufficient resources to do their job in the face of unexpected change but 79% believe they have sufficient leadership within the organization if stuck in a crisis (either strongly agree or agree with this statement).

**Figure 27: Port Manager Responses to the Organizational Resilience Tool**

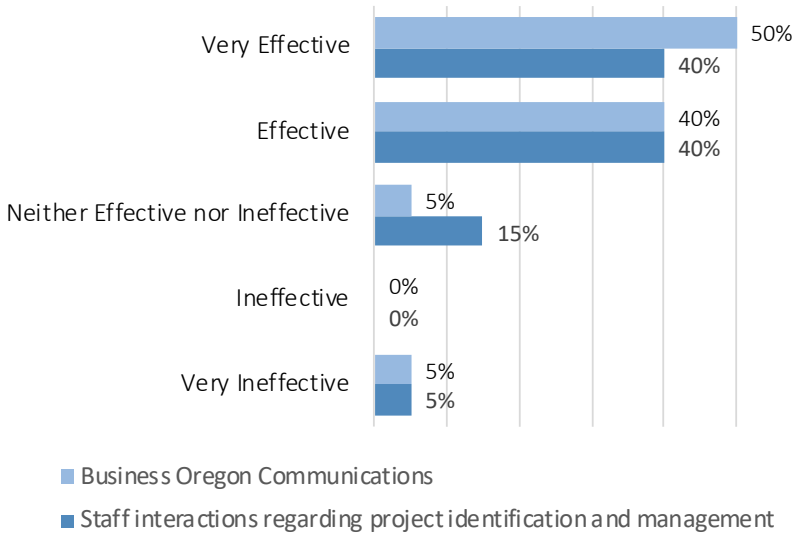


## Business Oregon Effectiveness of Position and Programs

A core objective of the needs assessment was to obtain feedback from port managers on the Business Oregon’s effectiveness in supporting Oregon’s public ports. The survey asked port managers to assess the effectiveness of Business Oregon communications, Business Oregon staff, and Business Oregon’s port-related programs and resources.

Figure 28 shows that 90% of respondents rated Business Oregon’s communications with ports as effective or very effective. Eighty percent found interactions with Business Oregon staff effective or very effective.

**Figure 28: Effectiveness of Business Oregon Communications and Staff Interactions with Ports (n=20)**



The survey asked port managers to provide any additional comments about Business Oregon’s port programs or resources. Managers provided the following comments:

- It would be good to learn more about the Business Oregon programs and resources listed above.
- I think that all Ports come to the table with different problems, and ways of funding.
- Having a Ports Policy Coordinator is great for us to have a direct person to call and have knowledge of the Port’s needs. However, I believe it is a very difficult job when they are asked to compile information that may be the same for each Port due to the wide variety of things that each Port does.
- I think seeing what each Port has in common, but I would bet that not too many come to the table with a lot of the same concerns.
- The Ports Program with Business Oregon has been significantly improved with the current and last managers. So happy to see this engagement.
- We still need a marine transportation plan for the coast and river.

Table 27 shows port managers' evaluation of programs or resources provided by Business Oregon. Overall, port managers give Business Oregon effective ratings on most programs. The highest-rated programs include advocacy (89% effective or very effective), technical assistance (66% effective or very effective), strategic planning (83% effective or very effective), and the ports program policy coordinator (94% effective or very effective). Marketing, loans, and the state-owned dredge were rated as least effective.

**Table 27: Port Manager Rates of the Effectiveness of Business Oregon’s Resources**

Program	Very Ineffective		Neither Effective nor Effective		Very Effective		n	Mean
	Ineffective	Ineffective	Ineffective	Effective	Effective	Effective		
Advocacy	0%	0%	11%	33%	<b>56%</b>	18	3.6	
Technical Assistance	0%	0%	33%	<b>44%</b>	22%	18	3.6	
Strategic Planning	0%	6%	11%	<b>67%</b>	17%	18	3.6	
Ports' Program Policy Coordinator	0%	0%	6%	22%	<b>72%</b>	18	3.6	
Grant Programs	0%	0%	0%	<b>67%</b>	33%	18	3.6	
Subject Matter Training	0%	6%	31%	<b>38%</b>	25%	16	3.2	
Regional Development Officers	0%	6%	6%	<b>44%</b>	<b>44%</b>	16	3.2	
Regional Project Manager	0%	0%	14%	<b>57%</b>	29%	14	2.8	
Marketing	0%	0%	43%	<b>50%</b>	7%	14	2.8	
Loans	0%	0%	7%	<b>57%</b>	36%	14	2.8	
State-Owned Dredge	9%	18%	<b>36%</b>	18%	18%	11	2.2	

This section concluded with the prompt “What Business Oregon could be doing better to support Ports in Oregon?” The comments indicated that Port Managers hoped for regular, timely communication to continue. Port Manager comments stated that they would prefer more grants to loans and one port suggested technical assistance such as marketing for coastal ports. Regular, proactive communication and regular meetings scheduled with Regional Development Officers or Regional Solutions Team also made the list.

## Emerging Themes from the Port Needs Assessment

After years of quietly contributing to the economy, Oregon’s port infrastructure has reached a point of critical concern as seawalls begin to crumble into the ocean and docks age past their useful life. The sheer scale of equipment, capital, and infrastructure needed adds to the complexity of project prioritization at Oregon’s coastal and river ports. Dredging was identified as the biggest infrastructure need for many Oregon ports yet cost prohibitive without assistance. Federal and state dredges are available but come with large price tags due to the age of the equipment. To compound the problem, traditional port revenue models do not keep up with the costs to operate and maintain infrastructure.

From stakeholder interviews, it was clear that economic development partners view ports as vital components in Oregon’s economy. Port partnerships with Economic Development Districts (EDDs) in all regions see ports as unsung economic engines in both urban and rural areas. Partners worry about public support and safety as well as business continuity if port infrastructure upgrades are not made to bridges, seawalls, docks, jetties, and critical navigation channels. Coastal federal partners like the Army Corps of Engineers and The Maritime Administration (MARAD) are supportive of increased funding for port infrastructure in Oregon. The representatives shared the same frustrations with limited, slow federal funding to West Coast ports. One partner shared that “many coastal jetties in Oregon are more than 100 years old and have had little modernization over the years.”



The port needs assessment survey identified specific categories of need for 20 of Oregon’s ports (all port sizes and geographic locations were represented). Themes included infrastructure funding and capital improvement, state and federal partnerships, port growth plans, resiliency/readiness for natural disasters, and finally port interaction with Business Oregon staff and programs.

### Theme 1: Ports identified a desire to grow but lacked funds to do expensive maintenance

Despite challenges, 20 of Oregon’s Ports report general excellent to average overall health. Seventy-four percent are even growing (at least slightly). In this survey, port managers were asked to report their needs within seven categories.

Top needs identified by the survey:

- Planned capital improvements
- New buildings/facilities
- Wastewater
- Dredging
- Deferred maintenance

Themes were arranged into three buckets: infrastructure, funding, and facility upgrade or improvement. When sorted by highest need, stormwater, single agency permitting, and federal agency response time rose to the top as well.

These themes are interdependent. The cost of maintaining, updating, or growing as a port requires a level of capital that traditional special district funding models do not allow for. Property tax revenue does not cover the cost of maintenance. For this reason, ports have relied heavily on grant funding and creative business models to maintain vital infrastructure relied upon for business operations and port visitors.

### Theme 2: Government partnerships are generally strong but environmental regulations may be slowing down maintenance and growth opportunities

Ports must work within a complex regulatory environment where regulations sometimes conflict with each other. Ports agree that environmental regulations are important but can work against the maintenance and modernization of infrastructure at ports. State partnerships are generally reported as supportive. The Oregon Department of Marine Board and Travel Oregon (a natural partner for recreation and tourism) rate the highest in supportive relationships followed by Energy Management and State Lands. Department of Environmental Quality, Land Conservation, and Fish and Wildlife were rated as not very supportive in facilitating permitting issues in the last three years. Federal relationships with the Coast Guard Maritime Administration and Army Corp., Dredging were reportedly the most supportive. The result was supported by the positive working relationships revealed in the stakeholder interviews.

### Theme 3: Despite challenges, port planning and projects are happening

All ports reported recent strategic plans along with capital improvements and maintenance plans. The survey suggests that staff capacity keeps them from completing business plans, emergency management, and succession plans. The planning that is completed is largely viewed as effective (72%). Much of the planning feels entrepreneurial in nature as many ports plan to purchase new equipment or buildings as part of a growth strategy. At least half of Oregon ports feel that they need to pursue new revenue streams but rely heavily on grants to work on deferred maintenance. Fifty percent of responding ports will pursue business ventures and many ports have industrial land development/acquisition as priority projects.

#### Theme 4: Resiliency planning is important to the ports and partners

Ports agree that organizational and operational resilience is an important goal. River ports, specifically, are concerned about the infrastructure on the river and the future of the Columbia and Snake River Treaty. Other resiliency worries include the Cascadia Subduction Zone and increasing environmental regulations. Even though ports agree that disaster planning should happen, they say they are not highly prepared for major events. Ports agree that they must make tough decisions when it comes to disaster preparedness and use creative solutions by building key relationships. Port Resiliency is also a concern for economic development organizations and federal partners interviewed. Partners also commented on the importance of port resiliency to major disasters and voiced concern regarding future terrorism threats.

Fifty-eight percent of ports feel that they do not have the resources to do the job effectively, but a majority (78%) say they believe in port leadership. Somewhat encouragingly, port managers gave their ports generally high marks on the three organizational resilience themes of Leadership and Culture, Networks and Relationships, and Change Readiness.

#### Theme 5: Regular communication with Business Oregon representatives and programs is still important to ports

Ports report that communication with Business Oregon is effective (50% very effective and 40% effective). Programs that seem to be effective are advocacy, technical assistance, and strategic planning. They seem to find value also in the Ports Program Policy Coordinator and Regional Development Officers. Ports haven't found as much value in marketing, loans, and the state dredge (this could have to do with availability and cost). Ports request continued timely and regular communication as a priority when asked what they would like to see in the future.

# Part II: Oregon Port Profiles

A key element of this project was to create brief profiles of each Oregon port. The intent was to document each port’s individual or regional impact on Oregon’s economy. The economic impact figures are derived from the IMPLAN models run by Business Oregon staff. The profiles also show port revenue streams, operating budget information such as personnel, capital outlay, and debt service listed on LB1 budget documents (generally the 2023–2024 approved budgets) along with top industries at ports by employment and port competitive advantages. The profiles also document major port activities at the port as well as a list of priority projects supplied by Business Oregon and the port strategic plans.

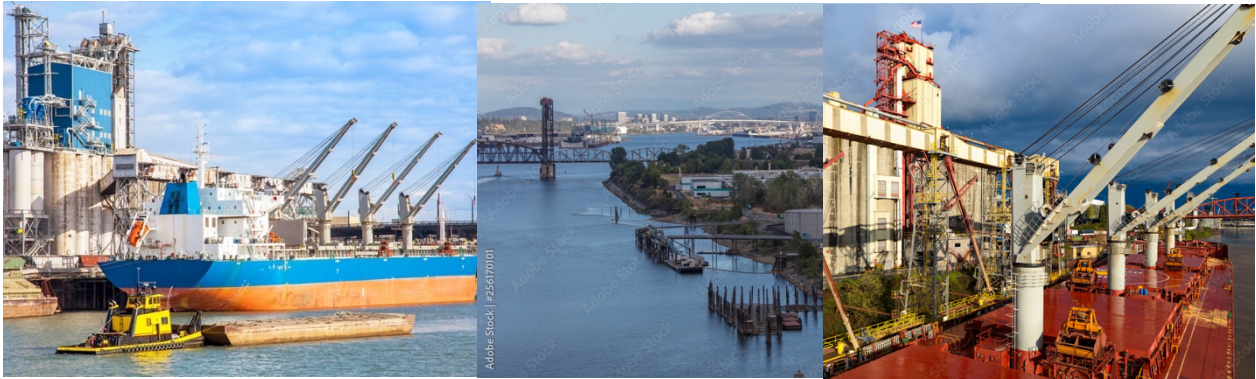
The profiles are organized into regions as follows:

<b>Port of Portland</b>	<b>Columbia River Ports</b>	<b>North Coast Ports</b>	<b>South Coast Ports</b>
The Port of Portland summary was developed by the Port of Portland and Steer, Inc. as part of their impact study.	<ul style="list-style-type: none"> <li>• Port of Arlington</li> <li>• Port of Cascade Locks</li> <li>• Port of Columbia County</li> <li>• Port of Hood River</li> <li>• Port of Morrow</li> <li>• Port of The Dalles</li> <li>• Port of Umatilla</li> </ul>	<ul style="list-style-type: none"> <li>• Port of Alsea</li> <li>• Port of Astoria</li> <li>• Port of Garibaldi</li> <li>• Port of Nehalem</li> <li>• Port of Newport</li> <li>• Port of Tillamook Bay</li> <li>• Port of Toledo</li> </ul>	<ul style="list-style-type: none"> <li>• Port of Bandon</li> <li>• Port of Brookings Harbor</li> <li>• Port of Coos Bay</li> <li>• Port of Coquille River</li> <li>• Port of Gold Beach</li> <li>• Port of Port Orford</li> <li>• Port of Siuslaw</li> <li>• Port of Umpqua</li> </ul>

When possible, each port’s total employment data (developed by IPRE based on data from the Oregon Employment Department Quarterly Census of Employment and Wages, 2021) was used to represent major industries, average wages at the port, and employment within port boundaries. IMPLAN modeling software was used to by Business Oregon to estimate business spending created by ports (indirect employment) and employee spending (induced employment). For those ports where employment remained confidential, the employment and wage data were aggregated by Columbia River Ports (excluding Port of Portland), North, or South Coast Ports.

# Port of Portland Profile

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*Photos courtesy of Adobe Stock*



# Fact Sheet

## The Economic Value of the Port of Portland

### Key Findings

- **97,000 jobs** are dependent upon the ongoing operation of the Port.
- Of the 97,000 jobs, **62,000 jobs** are from direct effects of employment at the Port, **19,000 jobs** are from indirect effects which are associated with the supply chains of Port firms, and **16,000 jobs** are from induced effects which are due to household spending resulting from income from the direct and indirect effects.
- The 62,000 direct jobs are equivalent to about **5%** of employment in the Portland MSA.
- The Port contributes to public finances through a range of taxes, such as income, payroll and corporate taxes, as well as aviation industry specific taxes and taxes on property and transient visitor taxes applicable to overnight visitors. It is estimated that the Port contributes **\$1.4 billion** to the federal government, **\$330m** to the State of Oregon, **\$50m** to the State of Washington and **\$200m** to local jurisdictions.
- Visitor spending enabled by the aviation facilities contributes more jobs to the region than any of the three facilities alone.
- Each Port facility (aviation, marine and business parks) and their supply chains offer a large range of jobs to residents, including many jobs that do not require a 4-year college degree.

### Economic Impacts\*



**\$9.7 billion** of value added



**\$6.5 billion** of labor income



**97,000** jobs



**\$2.0 billion** of tax contribution

\* Value added is equivalent to the regional contribution to Gross Domestic Product (GDP).

Tax value shown is the sum of local, state and federal tax contributions.

The results include economic activity at privately operated marine terminals that is dependent upon the Port's dredging operation.

## Aviation Impacts\* (includes visitor spending and capital expenditure)



\$5.1 billion of value added



55,000 jobs



\$3.3 billion of labor income



\$1.1 billion of tax contribution



## Marine Impacts\*



\$1.5 billion of value added



12,700 jobs



\$900 million of labor income



\$270 million of tax contribution



## Business Park Impacts\*



\$3.2 billion of value added



29,700 jobs



\$2.3 billion of labor income



\$660 million of tax contribution



\* Value added is equivalent to the regional contribution to Gross Domestic Product (GDP).

Tax value shown is the sum of local, state and federal tax contributions.

The results include economic activity at privately operated marine terminals that is dependent upon the Port's dredging operation.

## Wider Economic Benefits

- Investing in the Port's facilities directly boosts the productivity of surrounding businesses.
- Enhanced trade through the Port provides the region's businesses with access to a wider range of vital resources.
- Clustering of businesses at the Port, due to increased trade, sparks innovation and efficiency through knowledge sharing and a more specialized labor force.
- The airport facilities at the Port play a crucial role in promoting face-to-face business interactions, connecting Portland firms to firms in other major cities.
- Small businesses particularly benefit from container service at the Port.



# Columbia River Port Profiles

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*Photos courtesy of Adobe Stock*









**LOCATION:** 51 miles along Columbia River

**CITIES:** Scappoose, St. Helens, Columbia City, Rainier, and Clatskanie

<b>Revenue:</b>	<b>Operating Budget</b>
Commercial Rent	<b>FY '24:</b>
Terminal Services	\$10.9 Million
Marina	<i>(Personnel, Capital, and Debt)</i>
RV Park	

### Top Port Industries By Jobs:

Aviation Manufacturing	Transloading
	
Light Manufacturing	Energy
	

**Competitive Advantages:** The Port of Columbia County owns 8 different industrial sites and 2,400 acres, including properties with excellent highway, rail, airport, and river access.

## Port Economic Impact



Direct Jobs

**480**



Jobs Supported by Employee Spending

**416**

Jobs Supported by Business Spending

**533**



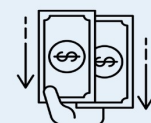
Total Jobs

**1,429**

Total Payroll  
**\$30.3 M**

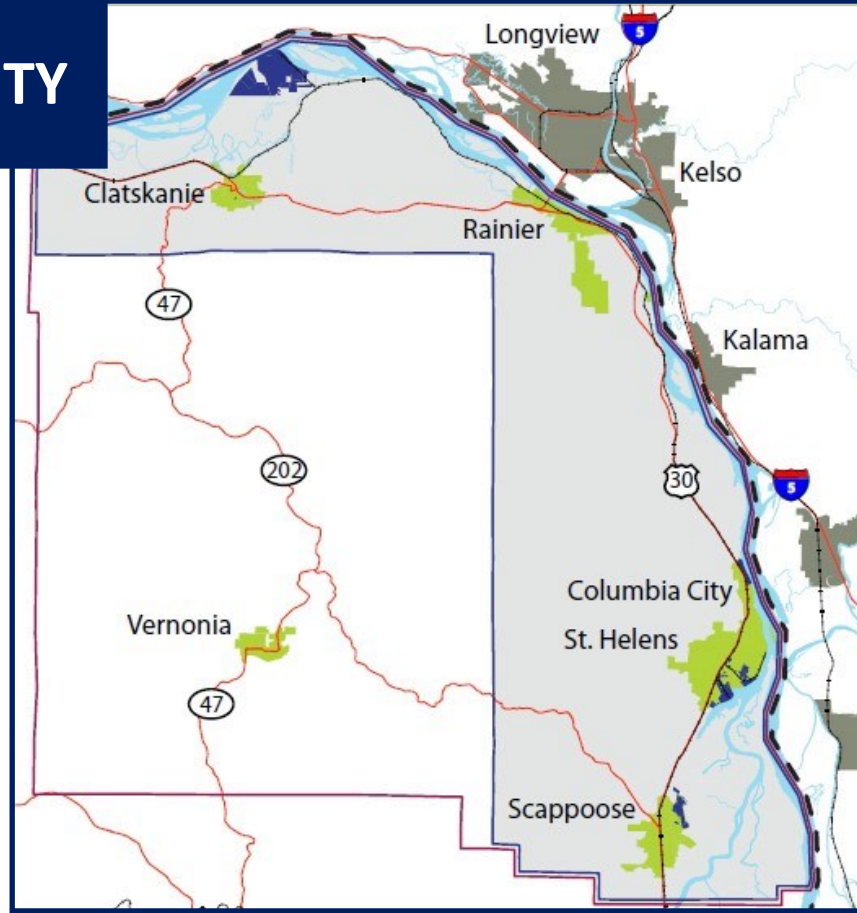
Total Income  
**\$90.2 M**

Average Port Wage  
**\$63,134**



# PORT OF COLUMBIA COUNTY

**About the Port:** The Port was formed in 1940 to pursue economic development and offers a variety of sites for industrial lease and development in its 2,400-acre portfolio. The Port has a self-scouring, deep-water dock at Port Westward on the Columbia River with rail access. In addition to its industrial properties, the Port owns and manages Scappoose Airport and the Scappoose Bay Marina recreational facility.



Port of Columbia County District Boundary

## McNulty Creek Industrial Park:

37-acre industrial site is certified “shovel-ready” by the State of Oregon. Located in a business-friendly city of St. Helens and the South Columbia County Enterprise Zone, 20 minutes from the Portland metro. Zoned "Heavy Industrial," the site is rail adjacent with all utilities.



## Priority Projects:

- ◆ Port Westward Beaver Dock resilience and lay berth improvements
- ◆ Brownfield cleanup at Railroad Avenue
- ◆ Industrial spec buildings at McNulty Way in St. Helens
- ◆ Scappoose Bay Marina Improvement Project to increase capacity, safety, and ADA access





**LOCATION:** Columbia River Gorge  
**CITY:** Cascade Locks

**Revenue:**

- Bridge tolls
- Property tax
- Leases and rents
- Marina services
- Camping Fees

**Operating Budget FY '24:**

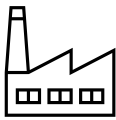
\$14 Million  
*(Personnel, Capital, and Debt)*

**Top Port Industries By Jobs:**

Transportation & Warehousing



Manufacturing



**Competitive Advantages:**

The Port of Cascade Locks is approximately 45 miles east of Portland, inside of the Columbia River Gorge National Scenic Area, near Interstate 84 and the Union Pacific Railroad. The port serves as a main point of connection between Oregon and Washington via the Bridge of the Gods.

## Port Economic Impact



Direct Jobs

**83**



Jobs Supported by Business Spending

**72**



Jobs Supported by Employee Spending

**92**

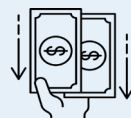
Total Jobs

**247**

Total Payroll  
**\$2.8 M**

Total Income  
**\$8.3 M**

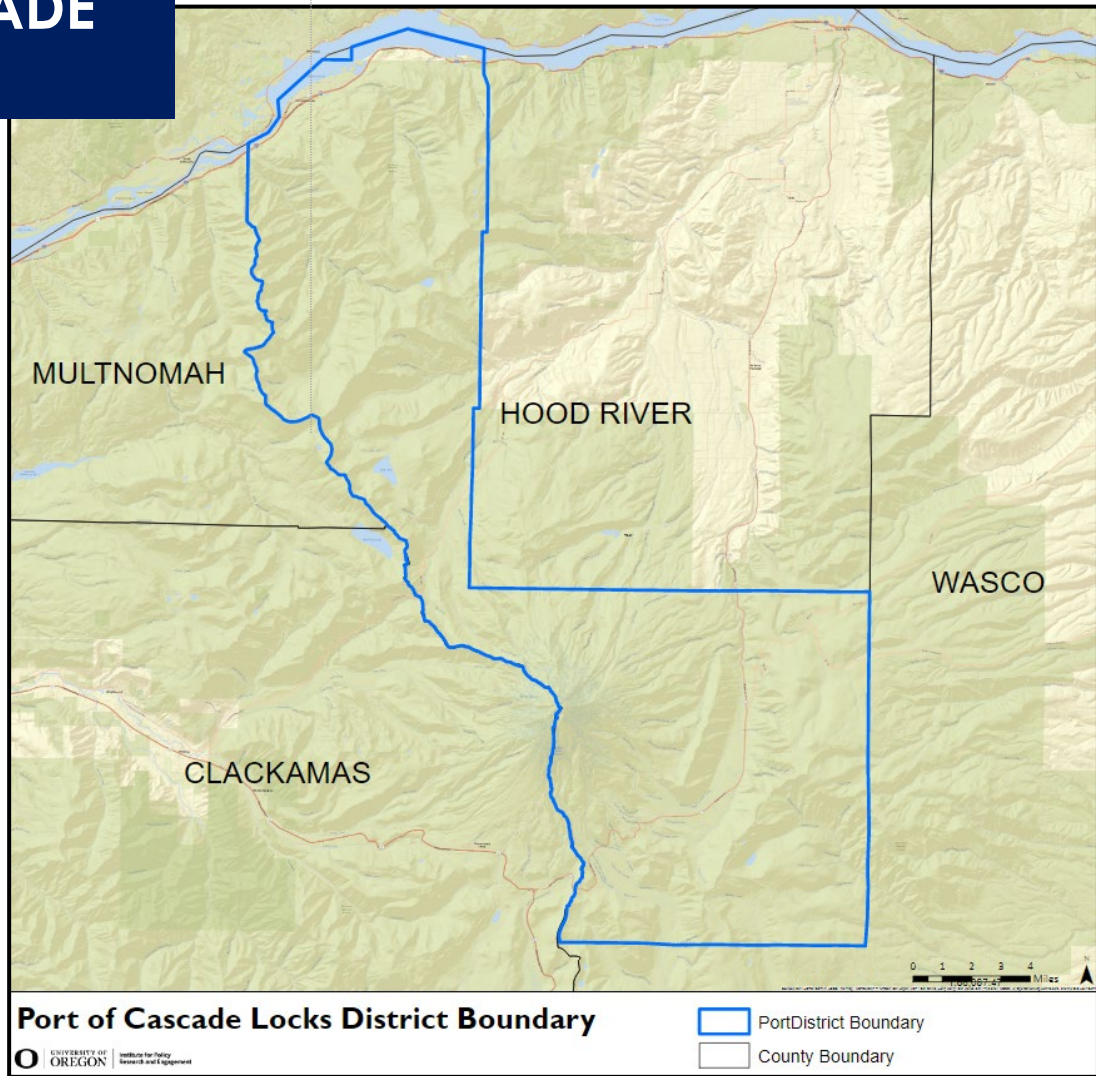
Average Port Wage  
**\$33,691**



# PORT OF CASCADE LOCKS

## Port Activities:

In 1896, a navigational canal known as Cascade Locks was completed. The locks were used until 1938 when the Bonneville dam was finished. Today, the Port district is approximately 347 sq. miles and boasts a toll bridge, campground, recreational marina, and a business park with parks for recreation.



**The Bridge of the Gods:** is a Port-owned toll bridge spanning the Columbia River to connect SR-14 in Washington to I-84 in Oregon. The bridge is owned and operated by the Port of Cascade Locks in the city of Cascade Locks, Oregon.

**Tourism:** The Marine Park welcomes thousands of visitors for sailing, fishing, camping, picnicking, and events. Major attractions include the Oregon Pony (the first steam locomotive of the Oregon Territory) and the Columbia Gorge Sternwheeler riverboat.

- Port Priority Projects:**
- Bridge of the Gods seismic retrofit and parking lot build including the addition of bike-ped infrastructure
  - Winterize Cascade Locks Marine Park Campground

[Portofcascadelocks.org](http://Portofcascadelocks.org)



**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021 jobs and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.



**LOCATION:** Columbia River  
**CITY:** The Dalles

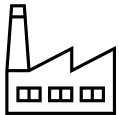
## Columbia River Ports Economic Impact

<b>Revenue:</b>	<b>Operating Budget FY '24:</b>
Property Tax	\$14.4 Million
Land Sales	<i>(Personnel, Capital, and Debt)</i>
Leased land	
Moorage Fees	

**Note:** Port industry and job data are reported for all Oregon Columbia River Ports combined (except Port of Portland) due to confidentiality restrictions.

### Top Columbia River Port Industries By Jobs:

Manufacturing



Utilities



Transportation & Warehouse



Leisure & Hospitality



Oregon Columbia River  
Jobs at Ports

**1,177**

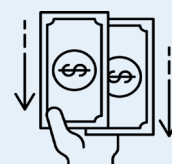
Total Oregon  
Columbia River  
Jobs Created by  
Ports

**3,505**

**Competitive Advantages:** The Port is located on the southern border of the Columbia River, situated at the junction of I-84 and US 197. The Port is centrally located with easy access to Washington Hwy14, Portland Oregon, and points south making the Port of The Dalles an ideal location for business development.

Columbia River Ports  
Average Annual  
Wages

**\$61,651**



# PORT OF THE DALLES

## Port Activities:

The Port operates a recreational marina, 16 slip guest moorage tie-up, and a public boat launch at Columbia River mile 190. The Marina features moorage for all vessels with drafts up to 14 feet (in most areas). The Port is also home to a commercial marine terminal, a barge repair shipyard, and a regional grain terminal where wheat is loaded onto barges and transported via river to Portland.

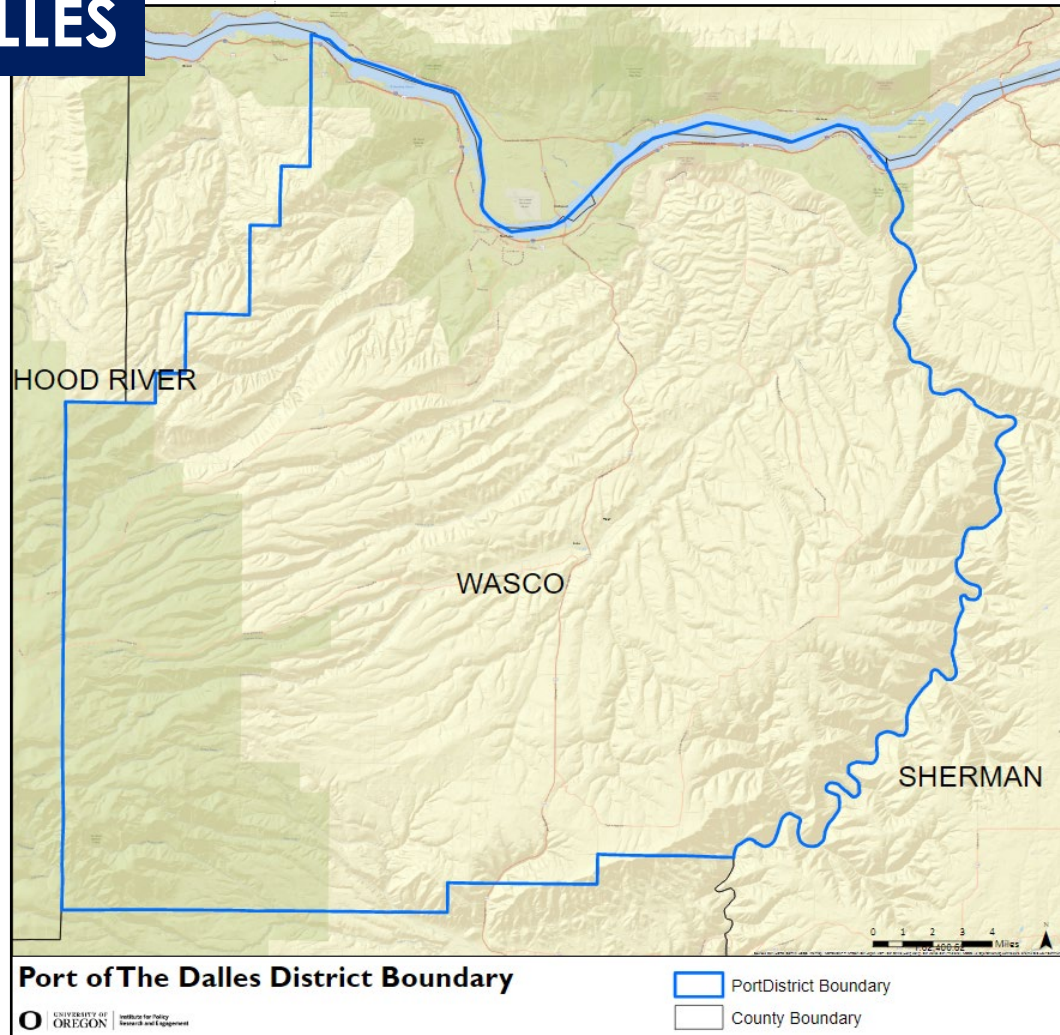
## Economic Development:

The Port of The Dalles is a special district that aims to create jobs and local capital investment by developing industrial lands. The Dalles has a long history as a regional trade center. The Port works with both the cities of The Dalles and Dufur to support their economic goals and objectives.

## Columbia Gorge Regional Airport

**(DLS):** The regional Oregon airport located in Dallesport, WA, is a vital partner to the Port. Located 2 miles from the City of The Dalles the airport accommodates private jets, helicopters, & other aircraft.

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.



## Port Priority Projects:

- Acquisition of additional industrially zoned land
- Public boat launch improvements and Marina rebuild

[Portofthedalles.com](http://Portofthedalles.com)

 PORT of THE DALLES

business  
oregon



**LOCATION:** Columbia River

**CITY:** Hood River

**Revenue:**

- Commercial leases
- Bridge tolls
- Grants
- Waterfront services
- Property Tax

**Operating Budget**

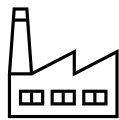
**FY '24:**  
\$13.7 Million  
*(Personnel, Capital, and Debt)*

**Top Port Industries By Jobs:**

Transportation & Warehouse



Food & Electronics Manufacturing



Telecommunications & Software



Health Care



**Competitive Advantages:** The Port of Hood River, is located 60 miles east of Portland in the Columbia Gorge. The Port's light industrial waterfront property sits on the Columbia River shoreline. The port operates a recreational marina with moorage, a utility airport, 4 industrial parks, and the Hood River-White Salmon Interstate Bridge, serving 4 million users annually.

## Port Economic Impact



Direct Jobs

**267**



Jobs Supported by Business Spending

**296**

Jobs Supported by Employee Spending

**232**



Total Jobs

**795**

Total Payroll **\$14.5 M**      Total Income **\$27 M**

Average Port Wage **\$52,099**

# PORT OF HOOD RIVER

**Port Activities:** The Port was created in 1933 to develop industrial lands in the Columbia River Basin. Known for world-class recreation, the Columbia River waterfront is filled with businesses and almost two miles of shoreline for pedestrians, bicyclists, kiteboarders, windsurfers, fishermen, paddlers, and boaters.

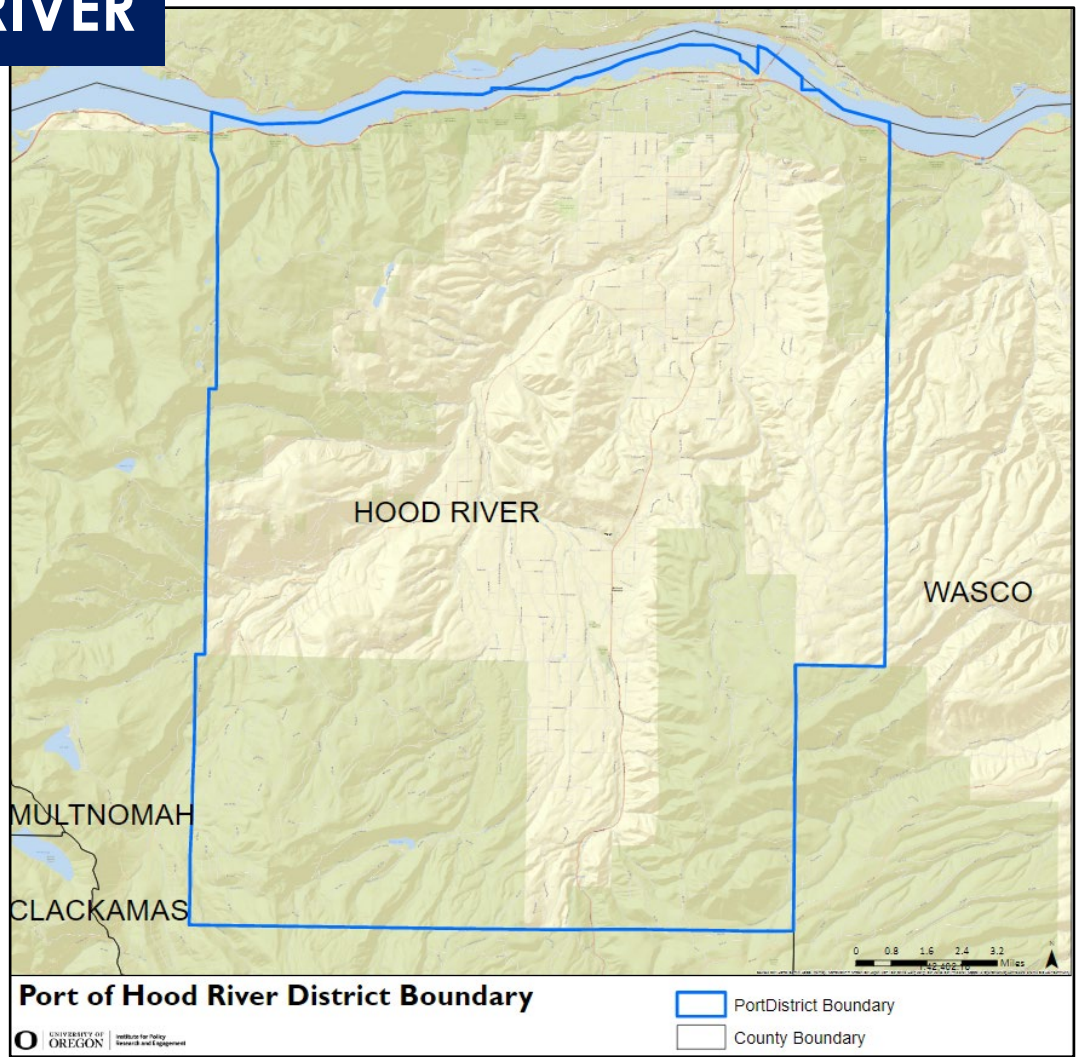
**The Hood River-White Salmon Bridge** is nearly one mile long and is constructed of steel trusses on concrete pier supports and remains an essential transportation link between Oregon and Washington.

**Marina:** The Marina offers year-round and transient moorage for various-sized vessels, a public boat launch, a fuel dock, and 160 boat slips for long-term moorage. The Marina is on the Hood River Waterfront.

**Airport:** The Ken Jernstedt Airfield, two miles south of Hood River, is a Basic Utility Stage II Airport. The Airport serves approximately 15,000 flights annually and storage for approx. 100 aircraft.

**4 Industrial parks:** Port property includes; the 21-acre Diamond Fruit Complex (a dilapidated cannery transformed into a modern facility), the Wasco Business Park, the John Weber Business Park in Odell, and the Hood River Waterfront.

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021-jobs, wages, and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.



## Port Priority Projects:

- The Hood River-White Salmon Bridge is weight-restricted, seismically deficient, and functionally obsolete
- Development of South Apron T-Hangars
- Lower Mill light industrial development- wetland infill

[Portofhoodriver.com](http://Portofhoodriver.com)







**LOCATION:** Columbia River  
**CITY:** Near Arlington and Condon

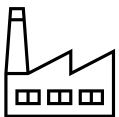
<b>Revenue:</b>	<b>Operating Budget FY '24:</b>
Land leases	\$3.7 Million
Elevator lease	<i>(Personnel,</i>
Marina moorage	<i>Capital, Debt)</i>
Fuel, power sales	
Water sales	
RV park	

## Columbia River Port Economic Impact

**Note:** Port industry and job data are reported for all Oregon Columbia River Ports combined (except Port of Portland) due to confidentiality restrictions.

### Top Columbia River Port Industries By Jobs:

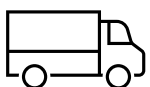
Manufacturing



Utilities



Transportation & Warehouse



Accommodation & Food



Columbia River Jobs at the Ports

**1,177**

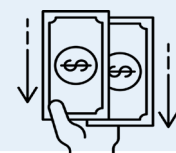
Total Columbia River Jobs Created by Ports

**3,505**

Columbia River Ports Average Annual Wage

**\$61,651**

**Competitive Advantages:** The Port of Arlington boasts proximity to I-84, rail, and barge/river transportation. The Port is charged with promoting local economic development efforts and offers two industrial parks and an upgraded Marina on the Columbia River.



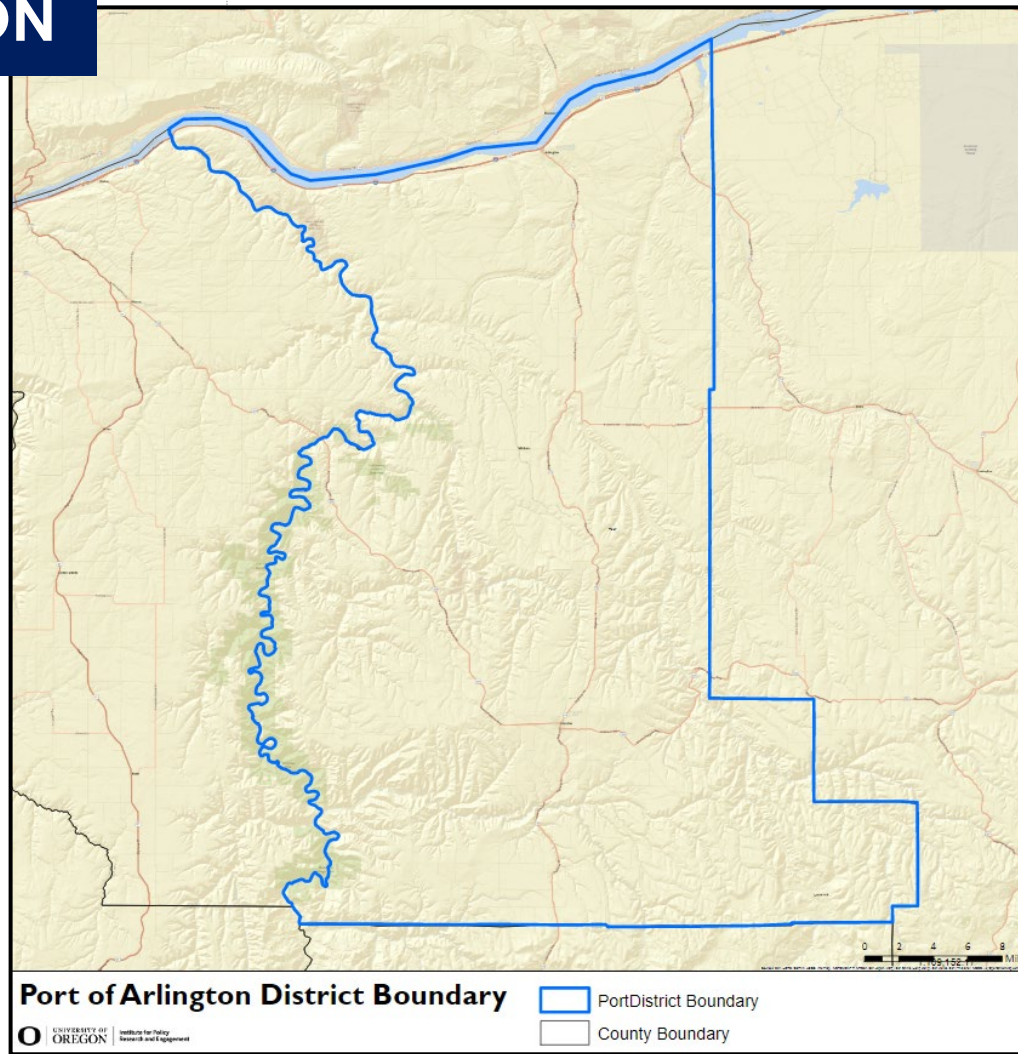
# PORT OF ARLINGTON

**Port Activities:** Port of Arlington is a marina with an RV park, industrial park, and event space at the Port.

**Marinas:** The Arlington marina provides Columbia River access, a new fuel dock, and 18 new moorage slips with a transient dock.

**Industrial Land:** The Arlington Mesa Industrial Park offers airport and industrial land located in the middle of Oregon's data center triangle, Northwest's food manufacturing corridor, and the Columbia River power and fiber grid.

The Shuttler Station Industrial Park is an intermodal industrial property offering build-ready parcels up to 32 acres for lease. An additional 215 acres of private industrial land is also available. This site is located close to the interstate, rail, major electrical power transmission lines, the Columbia River, and fiber optic service.



## Priority Port Projects:

- Environmental evaluation, remediation, and redevelopment of Condon Grade School into workforce housing
- Island Park-expanded RV sites and paving
- Industrial development at Willow Creek, a 60-acre parcel of land with direct access to I-84



**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021-jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.



**LOCATION:** Columbia River

**CITY:** Boardman

**Revenue:**

- Property tax
- Property leases
- Warehousing
- Marina Fees
- Golf, Event Center & Museum

**Operating Budget FY '24:**

\$365 Million  
*(Personnel, Capital, and Debt)*

**Top Port Industries By Jobs:**

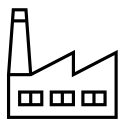
Utilities

Accommodation & Food



Technology

Manufacturing & Agriculture



**Competitive Advantages:** Conveniently located near Highway 730 and Interstate 84. With clean water, economical power, easy transportation, and advanced communications,

The Port of Morrow can accommodate modern commerce at all 23 docks, rail service with 7 railcar spots, and all four Industrial parks, one of which houses the Boardman Airport.

## Port Economic Impact



Direct Jobs

**410**



Jobs Supported by Business Spending

**455**

Jobs Supported by Employee Spending

**356**

Total Jobs Created

**1,221**

Total Payroll  
**\$27.7 M**

Total Income  
**\$76.6 M**

Average Port Wage

**\$62,751**

# PORT OF MORROW

## Port Activities:

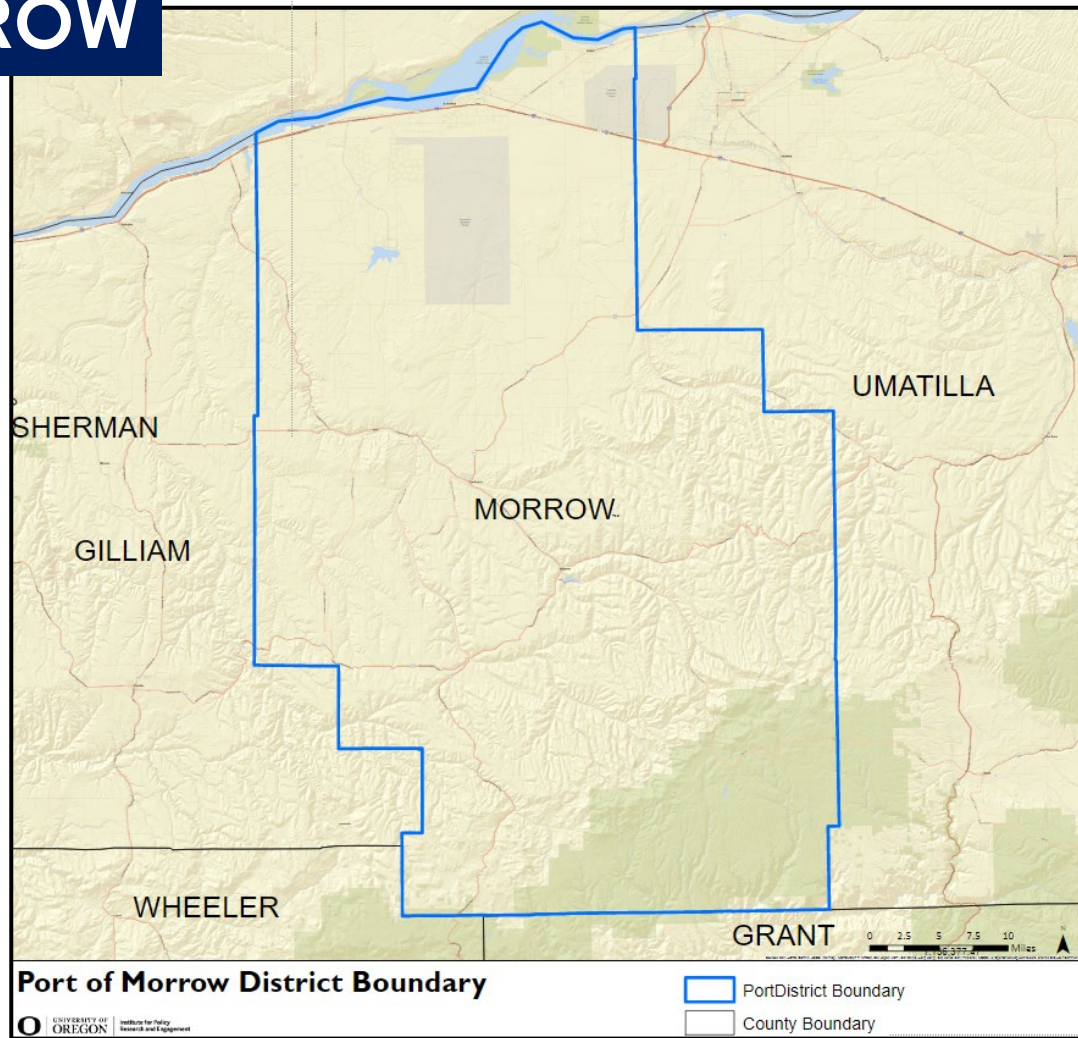
Industrial Parks, marine terminals, shipping & receiving, warehousing, airport, tourism, and recreation activities. The Port also houses an early learning center and workforce programs.

**Industrial Parks:** The Port owns four industrial parks (roughly 1,200 acres), one of which houses the Boardman Airport.

**Warehousing:** The Port of Morrow houses warehousing facilities for frozen, refrigerated, and dry products along with shipping docks and rail service for transport.

**Tourism:** The Sage Center, is an interactive visitor center that highlights sustainable agriculture and energy. The Riverfront Center is an event venue with a view of the river.

**Recreation:** The Port houses a compact, 9-hole executive course tucked just off Interstate 84.



## Priority Port Projects:

- Airport industrial park water and transportation infrastructure improvements
- Tower Road access Improvements- build rail overpass and improve road access
- Paterson Ferry Road Rail Overpass/Depot- road to improve 1-84 access

[Portofmorrow.com](http://Portofmorrow.com)





**LOCATION:** Columbia River  
**CITY:** Umatilla

## Columbia River Ports Economic Impact

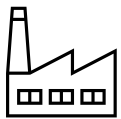
**Revenue:**  
Commercial Dock  
Rentals  
Fees  
Property Tax

**Operating  
Budget FY '24:**  
\$782,075  
*(Personnel, Capital,  
and Debt)*

**Note:** Port industry and job data are reported for all Oregon Columbia River ports combined (except the Port of Portland) due to confidentiality restrictions.

### Top Columbia River Port Industries by Jobs:

Manufacturing



Utilities



Transportation &  
Warehouse



Leisure and  
Hospitality



All Oregon Columbia  
River Port Jobs

**1,177**

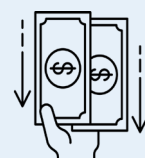
Total Oregon  
Columbia River Jobs  
Created

**3,505**

Average Annual  
Columbia River Ports  
Wages

**\$61,651**

**Competitive Advantages:** The Port is located on the Columbia River and the Northern Oregon border of the I-82, US 395, and the US 730 junction. The Port district boasts a rail siding and a modern full-service maritime facility, providing excellent multimodal access to the Port of Umatilla.



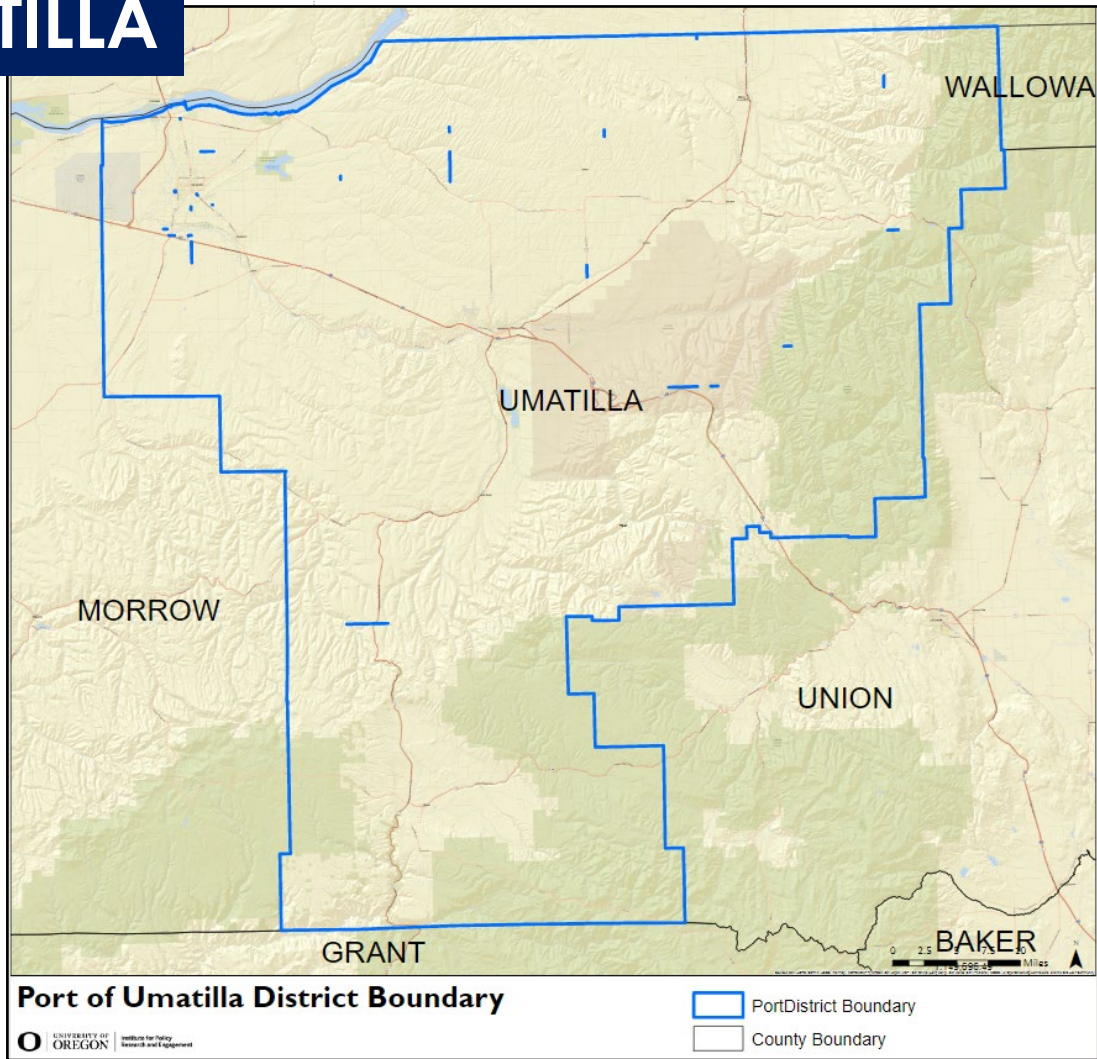
# PORT OF UMATILLA

**Port Activities:** The Port district encompasses approximately 3,200 sq. miles and operates container terminals, an industrial park, a modern full-service maritime facility, and a regional water system.

**Container Terminals:** The Port of Umatilla operates bulk, breakbulk, fuel/liquid, and grain terminals for the import and export of goods.

**Industrial Land:** Industrial properties throughout the port district are held by private and public entities.

**Regional Water System:** The Port water system supports the City of Hermiston, power plants, and food processing industries.



- Port Priority Projects:**
- Construction of a road to serve port properties
  - Planning and development of Umatilla Army Chemical Depot property -property layout, roads, rail, water and wastewater systems, power distribution, and gas lines



PORT OF UMATILLA

Port of Umatilla  
[portofumatilla.org](http://portofumatilla.org)



# North Coast Port Profiles

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*Photos courtesy of Adobe Stock*

# PORT OF ASTORIA



**LOCATION:** Mouth of Columbia River  
**CITY:** Astoria Oregon

## Port Economic Impact

### Revenue:

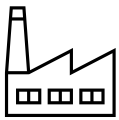
- Leases
- Fuel (Marina & Airport)
- Marina & Boatyard
- Dockage
- Grants
- Property & timber tax

### FY '24 Operating Budget:

\$8.1M  
*(Personnel, Capital  
Outlay, Debt)*

### Top Port Industries By Jobs:

Manufacturing



Accommodation  
& Food



Construction



Transportation &  
Warehousing



**Competitive Advantages:** All waterborne commerce entering and leaving the Columbia River passes through Astoria. The Port offers multimodal transportation options for transporting goods. Shipping terminals, highway access via Oregon HWY 26 and 30, the Astoria-Megler Bridge via Washington Hwy 101 and 8, a regional airport, and rail access to Tongue Point via the Astoria Branch of the Portland and Western Railroad.



Direct Jobs

**426**



Jobs  
Supported  
by  
Business  
Spending

**97**

Jobs  
Supported  
by  
Employee  
Spending

**106**



Total Jobs

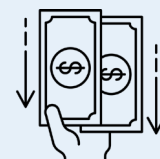
**794**

Total  
Payroll  
**\$24.3 M**

Total  
Income  
**\$ 45.3 M**

Average Port Wage

**\$57,034**





# PORT OF ASTORIA

## Port Activities:

The Port of Astoria offers an entrance to waterborne commerce, several piers, a marina, a boatyard, deep draft terminals, an airport, industrial land, commercial leasing options, and recreation.

## Marinas:

The Port offers both commercial and recreational boater services at its two marinas and boatyard.

## Deep-draft terminals:

Commercial and cargo vessels, fish processing, cruise ships, and research vessels use the deep-draft terminals at Port of Astoria.

## Airport:

The Port operates the Astoria/Warrenton Regional Airport.

## Industrial and commercial leasing:

Port Property for lease at the airport, Skipanon Peninsula, and waterfront.

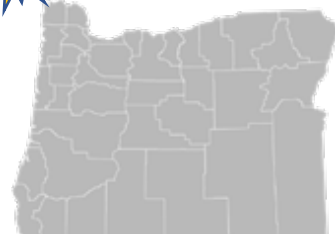


## Port Projects:

- Pier 2 upgrades
- Wet Basin Replacements
- Terminal upgrades
- Industrial park development
- Waterfront East & West updates as the largest contributor to operating revenue



[portofastoria.com](http://portofastoria.com)





**LOCATION:** Nehalem River & Bay

**CITIES:** Manzanita, Mohler,  
NeahKahNie, Nehalem, Wheeler

## North Coast Ports Economic Impact

### Revenue:

- Property tax
- Timber tax
- Interest income
- Building rentals & leases

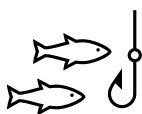
### Operating Budget FY '24:

\$70,000  
*(Personnel and  
Capital Outlay)*

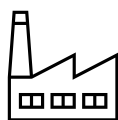
**Note:** Port industry and job data are reported for the entire North Coast of Oregon due to confidentiality restrictions.

### Top North Coast Port Industries By Jobs:

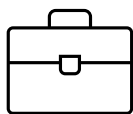
Commercial Fishing



Manufacturing



Professional Services



Accommodation & Food



North Coast Port Jobs

**426**

Total North Coast  
Port Created Jobs

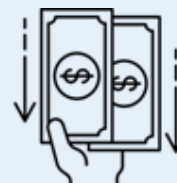
**794**

North Coast  
Average Annual  
Port Wages

**\$57,034**

### Competitive Advantages:

Port of Nehalem's mission is to support an economically and environmentally sustainable Nehalem River; enhance the health, safety, navigability, and accessibility of the river; and serve as a catalyst for local economic development.



# PORT OF NEHALEM

## Port Activities:

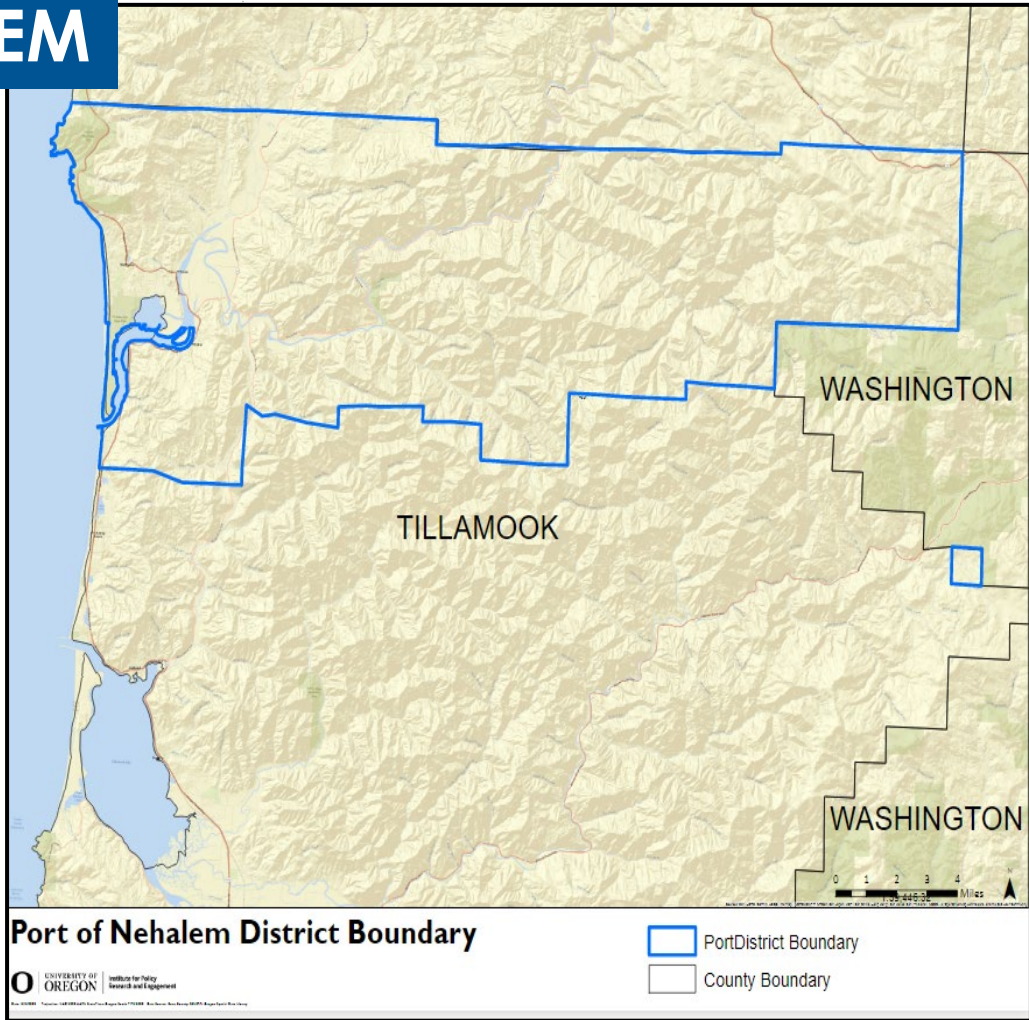
The primary role of the Port of Nehalem, established in 1909, is to maintain the navigation channel and markers in the Nehalem River.

The port owns a 20,000-square-foot site for rental, warehousing, and mooring of port vessels.

## Channel Navigation:

The Port deploys markers and navigational buoys throughout the lower river and bay during the main boating/fishing season. The Port retrieves these assets during months of peak flood potential.

The Port is also available for consultation/action to remove hazardous debris in navigable waters. Fee-based on-water services may also be provided for salvage from constituent's private pilings and docks.



## Priority Port Projects:

- Dredging and channel marking of the Nehalem River from the mouth to the city of Nehalem
- Nehalem River Valley Wayfinding Feasibility Study.
- The Port will continue to work with the State and County on the Nehalem Bay Wastewater Agency levee stabilization project



und  
nd 6



## North Coast Ports Economic Impact

**LOCATION:** Tillamook Bay

**CITY:** Garibaldi

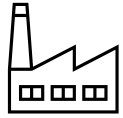
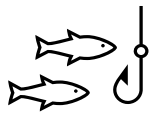
**Revenue:**  
Moorage fees  
Land leasing  
Property taxes

**Operating Budget FY '24:**  
\$1.7M  
*(Personnel, Capital, Debt)*

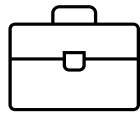
**Note:** Port industry and job data are reported for the entire North Coast of Oregon due to confidentiality restrictions.

### Top North Coast Port Industries By Jobs:

Commercial Fishing    Manufacturing



Professional Services



Accommodation & Food



Total North Coast Jobs Created by Ports

**794**

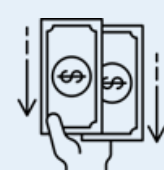
North Coast Jobs at Ports

**426**

North Coast Average Annual Port Wages

**\$57,034**

**Competitive Advantages:** The Port of Garibaldi is the closest seaport to Portland, Oregon. The Port is home to a U.S. Coast Guard station, a harbor, and several key businesses including shrimp, crab & fish processing facilities, a lumber mill, and recreational businesses.



# PORT OF GARIBALDI

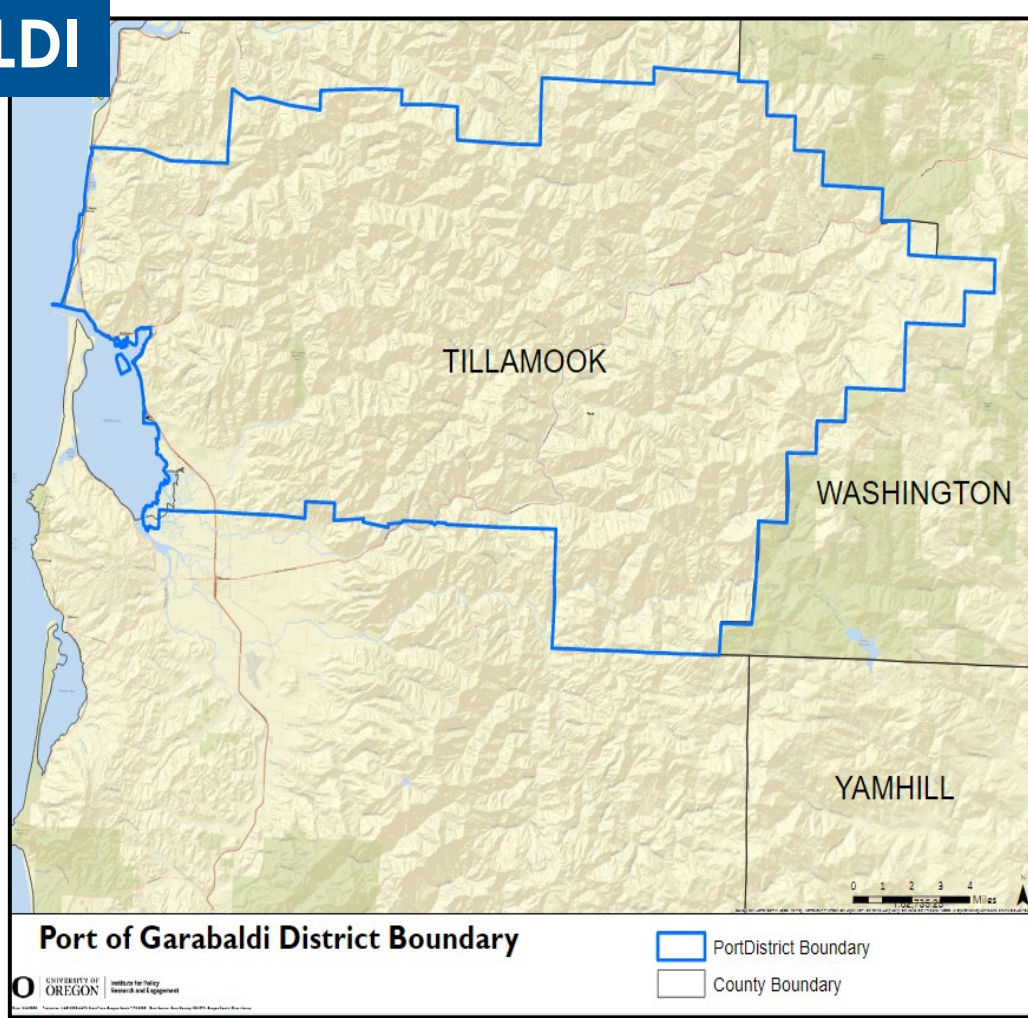
**Port Activities:** The Port of Garibaldi offers commercial and recreational fishing facilities and infrastructure, boat moorage and storage facilities, shipping and cargo services, industrial property leasing and development, along with tourism and visitor services.

**Moorage:** The harbor has moorage for 277 vessels and serves as the base of operations for several commercial fishermen and charter operations.

**Recreation:** There is a public boat launch for people wishing to fish, crab, or visit the Pacific Ocean. Along with two public docks for recreational crabbing and fishing.

**Tourism:** Port property features the Lion's Club Lumbermen's Park and an antique train display. A walking path in the port area is a popular draw for residents as well as visitors. Port property also houses an RV park, restaurants, and fishing charters.

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.



## Port Priority Projects:

- Repair mooring basin seawall & commercial wharf
- Replace docks throughout the marina and utility upgrades
- Reinforce the seawall at the harbor entrance to mitigate sediment deposits, reduce the frequency of marina dredging, and protect the boat basin from storm surges

[Portofgaribaldi.org](http://Portofgaribaldi.org)

Port of Garibaldi

business  
oregon®



UNIVERSITY OF  
OREGON

# PORT OF NEWPORT



**LOCATION:** Yaquina Bay

**CITY:** Newport

**Revenue:**

- Hoist dock rentals
- Moorage
- Property leases
- Property tax
- RV parks

**Operating Budget FY '24:**

\$23.1M  
*(Personnel, Capital Outlay, and Debt)*

**Top Port Industries By Jobs:**

Science & Technology



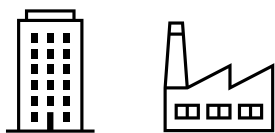
Recreation



Accommodation & Food



Property leasing & Manufacturing



**Competitive Advantages:** The Port has 3 marine terminals. The international deep draft terminal is one of only three on the Oregon Coast and includes 9 acres of available industrial land. The Hatfield Marine Science Center and the Oregon Coast Aquarium are located on Port property and the commercial dock is ranked nationally for Seafood landings.

## Port Economic Impact



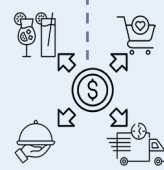
Direct Jobs

**329**



Jobs Supported by Business Spending

**136**



Jobs Supported by Employee Spending

**148**

Total Jobs

**613**

Total Payroll

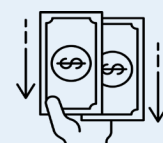
**\$21.5 M**

Total Income

**\$40 M**

Average Port Wage

**\$65,189**



# PORT OF NEWPORT

## Port Activities:

The Port of Newport, at 59 square miles, offers 200 slips for commercial fishing, and 527 slips for sport fishing. The Port also has three business centers; the International Terminal with land and building leases, the commercial fishing bayfront, and the recreational marina & RV Parks. Commercial and sport fishing, fish processing, shipping, tourism, recreation, and lumber and wood processing are the area's major industries.

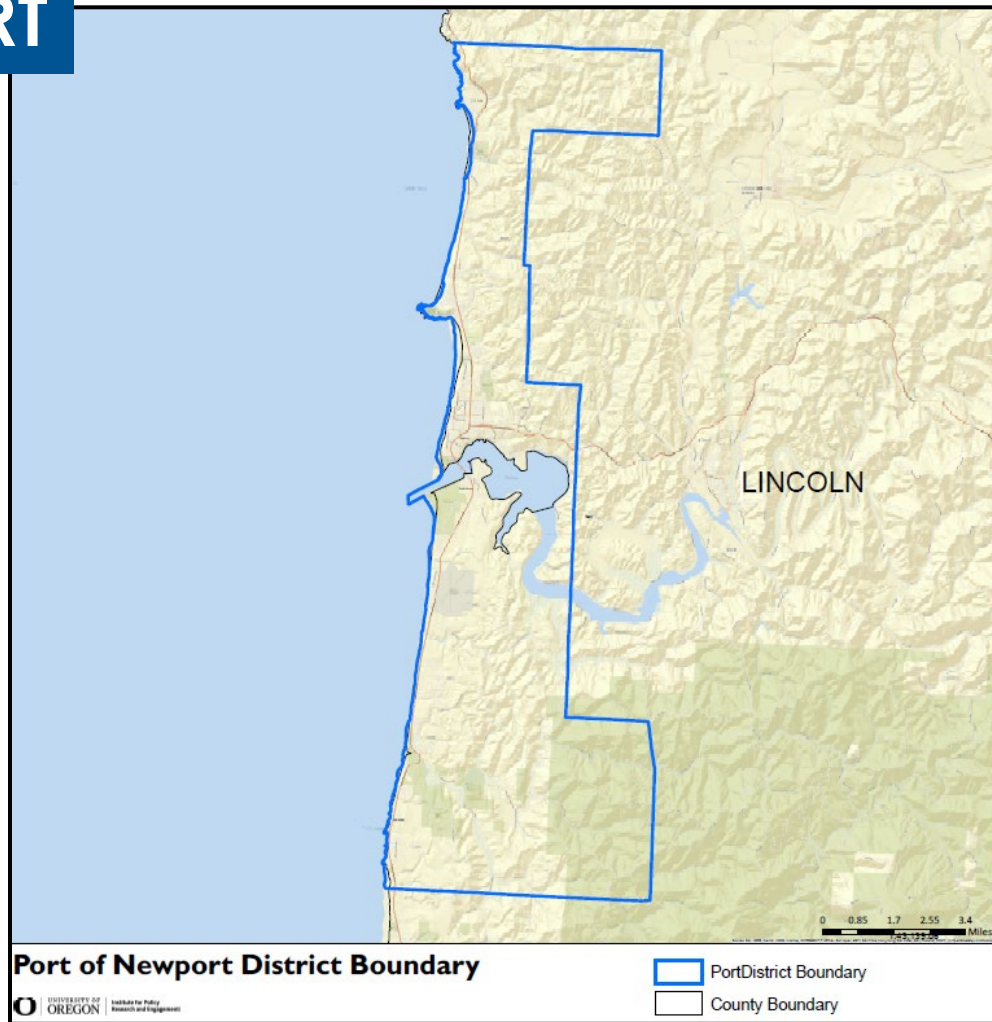
## Property Leasing:

In South Beach, Port holdings include approx. 50 acres leased to the Oregon State University Hatfield Marine Science Center & sub-leased space to the National Oceanic and Atmospheric Administration, the Environmental Protective Agency, US Fish and Wildlife, and the Oregon Department of Fish and Wildlife.

## Tourism and Recreation:

The Port offers an Aquarium, RV parks with 250 camping spots, picnic areas, fishing charters, Rogue Brewery & Distillery, and a public fishing pier.

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021-jobs, wages, and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.



## Port Priority Projects:

- Dock 7 replacement to support larger boats
- Rogue Seawall Repair to maintain the safety of businesses and visitors
- New forklift and crane to replace aging equipment
- International Terminal roll in-roll out (RoRo) dock
- Dredge Swedes dock area and replace pilings

[Portofnewport.com](http://Portofnewport.com)



# PORT OF TILLAMOOK BAY



## Port Economic Impact

**LOCATION:** Tillamook County

**CITY:** Tillamook County

**Revenue:**

Land Rent  
Grants  
Museum  
Airport  
Rail

**Operating Budget**

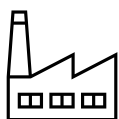
**FY '24:**

\$485,300

*(Personnel, Capital, and Debit Services)*

**Major Port Industries By Jobs:**

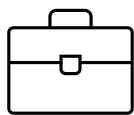
Manufacturing



Distribution



Leasing Services



Transport & Warehousing



**Competitive Advantages:**

Located along US 101, the Port is a critical transportation connection to Portland and the I-5 corridor. In addition to its airport, the Port of Tillamook Bay owns and operates a thriving 1,600-acre industrial park.



Direct Jobs

**235**



Jobs Supported by Business Spending

**97**

Jobs Supported by Employee Spending

**106**

Total Jobs

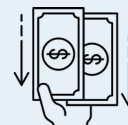
**438**

Total Payroll  
**\$14.5 M**

Total Income  
**\$27 M**

Average Port Wage

**\$61,801**





# PORT OF TILLAMOOK BAY

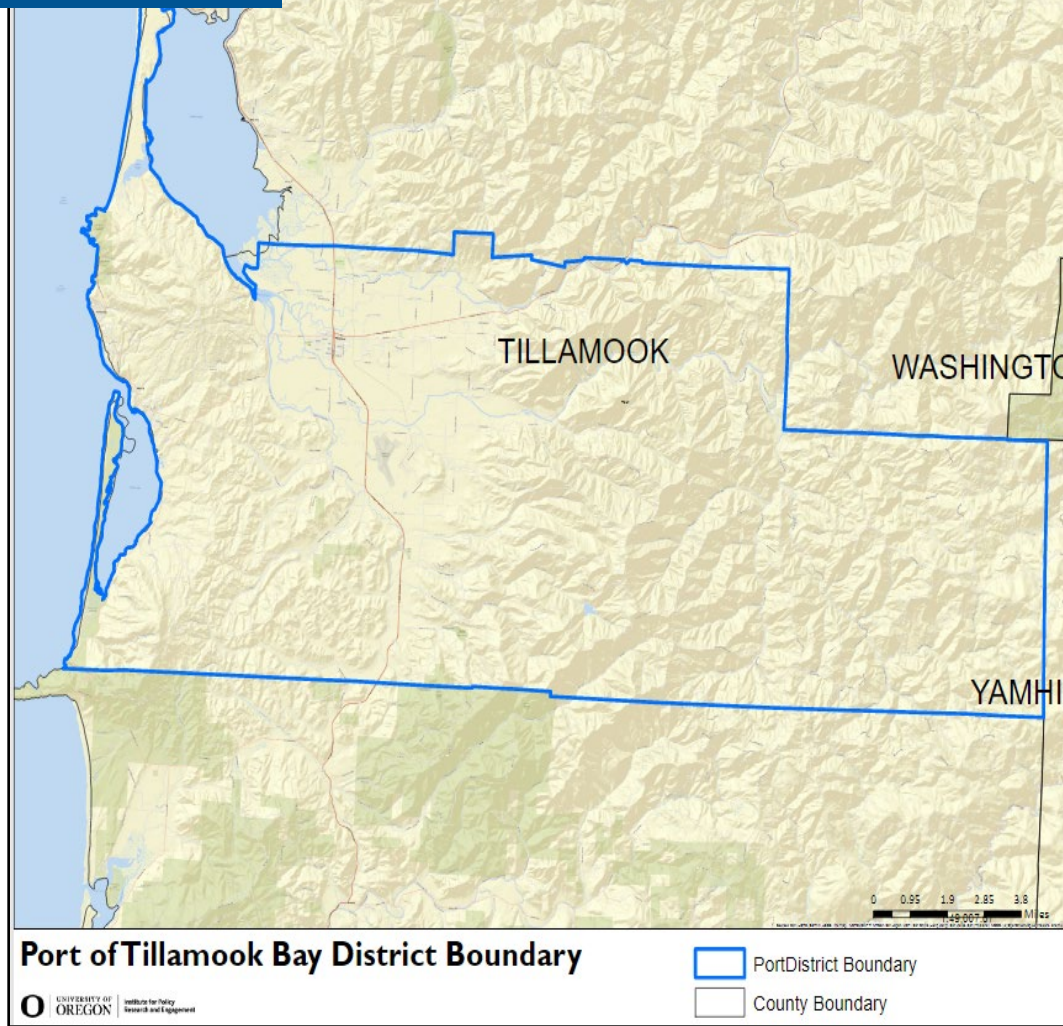
## Port Activities:

Unlike most ports in Oregon, the Port of Tillamook Bay is focused on industrial land management, rail, and aviation rather than maritime industries.

## Industrial Land:

There are more than 100 businesses located in or use services provided by the industrial park.

**RV Park:** 2 miles south of Tillamook Bay, the port provides RV and tent camping.



## Tillamook Municipal Airport

**(TMK):** The Port owns and operates a regional general airport.

**Rail:** The Port owns approximately 100 miles of main, spur, and siding rail line between the cities of Tillamook and Banks, Oregon. The scenic railroad and the Salmonberry Trail are supported by the Port.

**Air Museum:** 70,000 visitors annually visit the museum, considered one of the finest recreational attractions on the Oregon Coast.

## Port Priority Projects:

- Development of Warehouse Business Park and municipal water system
- Airport Business Park: new hangars for UAS, and Near Space expansion.
- Updates to stormwater systems, broadband, water lines, and water mapping.

[Potb.org](http://Potb.org)



**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs, wages, and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.



**LOCATION:** Bend of Yaquina River

**CITIES:** Toledo & Siletz

**Revenue:**

- Boatyard
- Property leases
- Property taxes
- Moorage fees
- Retail

**Operating Budget**

**FY '24:**

\$9.3M

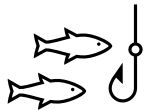
*(Personnel, Capital, and Debt)*

## North Coast Port Economic Impact

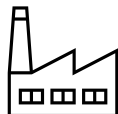
**Note:** Port industry and job data are reported for the entire North Coast of Oregon due to confidentiality restrictions.

**Top North Coast Port Industries By Jobs:**

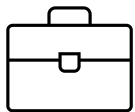
Commercial Fishing



Manufacturing



Professional Services



Accommodation & Food



Total North Coast Jobs Created

**794**

North Coast Jobs at Ports

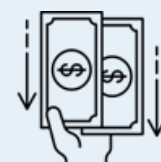
**426**

North Coast Average Annual Port Wages

**\$57,034**

**Competitive Advantages:**

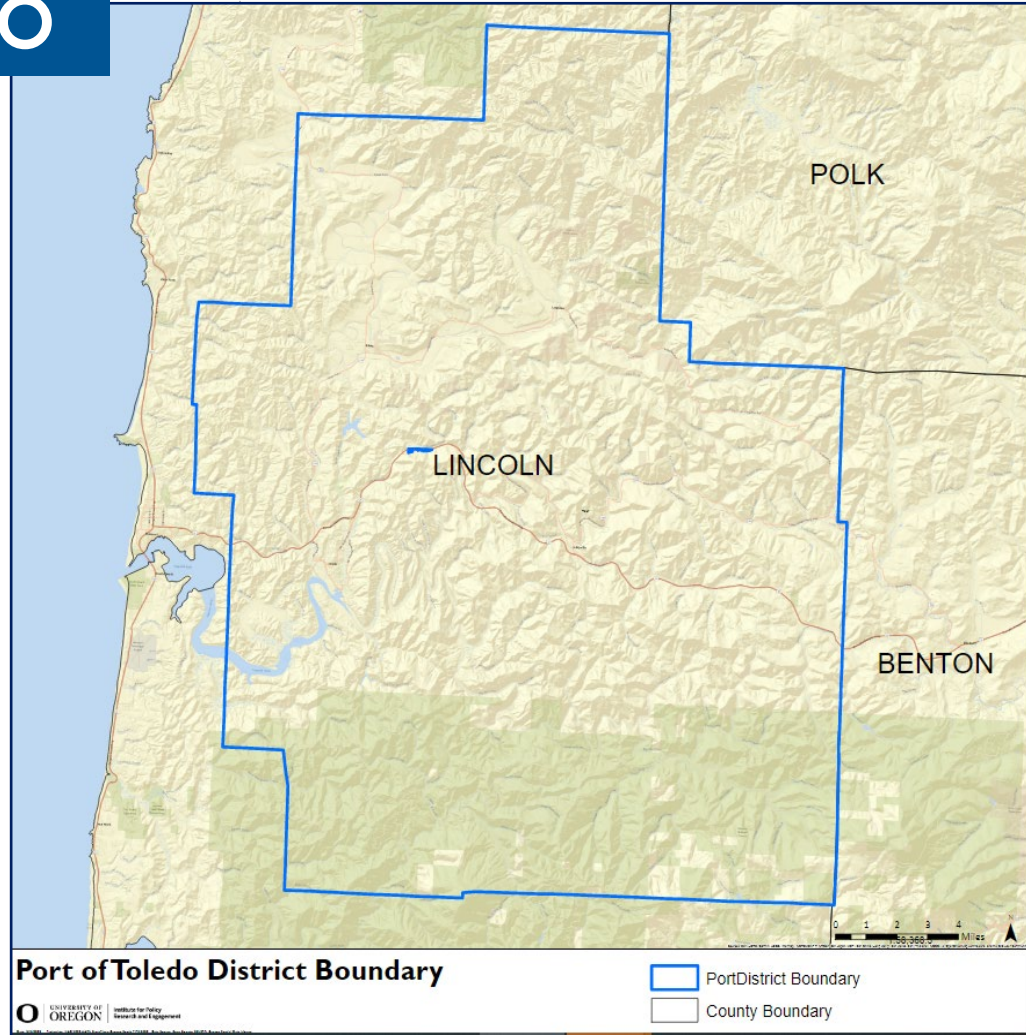
The Port of Toledo encompasses 443 miles in Toledo and Siletz, unincorporated Lincoln County, and along the Yaquina River. Operations include a combination of inland marine, marina, and industrial facilities within the County. Port Tenants include seafood processing, manufacturing, vessel repair services, and education providers.



# PORT OF TOLEDO

**Port Activities:** The Port operates several public recreation facilities as well as industrial and commercial properties, a community boat house, a marina, and a transient dock. The Port also preserves 50 acres of wetland/open space.

**Shipyard:** Haul-out facility with two marine straddle lifts that offer haul-out services for vessels up to 660 tons ranging in length from 20' to 125 feet.



**Industrial Park:** Several businesses call the Port of Toledo industrial park home, with units available for lease and a secured storage yard for vessel or recreational vehicle storage. The Port also holds industrial property available for development and a secured storage yard for vessel or recreational vehicle storage,

**Recreation:** Paddle Park, on Port property, is for kayak and canoe paddlers. Waterfront Park features a pavilion with a stage and a viewing platform along Depot Slough. The Port of Toledo hosts the annual Wooden Boat Show as well.

## Port Priority Projects:

- Dredge authorized channel of Yaquina River
- Shipyard equipment replacement 85-ton marine straddle lift
- Extend city sewer services to Industrial Park and Shipyard (required for future development of the Industrial Park and efficient operations of the shipyard).
- Develop Tokyo Slough as a dredge disposal site

Port of Toledo  
[portoftoledo.org](http://portoftoledo.org)





## North Coast Ports Economic Impact

**LOCATION:** Mouth of Alsea River

**CITY:** Waldport, Oregon

### Revenue:

- Boat launch
- Moorage fees
- Property taxes
- Business leases

### Operating budget FY '24:

\$431,385  
*(Personnel, Capital  
Outlay, and Debt)*

**Note:** Port industry and job data are reported for the entire North Coast of Oregon due to confidentiality restrictions.

Total North Coast  
Created Jobs

**794**

North Coast Jobs  
at Ports

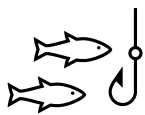
**426**

North Coast  
Average Port  
Wages

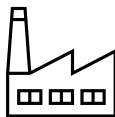
**\$57,034**

### Top North Coast Port Industries By Jobs:

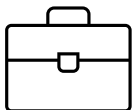
Commercial  
Fishing



Manufacturing



Professional  
Services

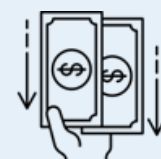


Accommodation  
& Food



### Competitive Advantages:

Access to the Alsea River and Bay; the bay has abundant Dungeness crab; attracts environmentally conscious businesses and tourists that use the boat launch and dock for recreation.

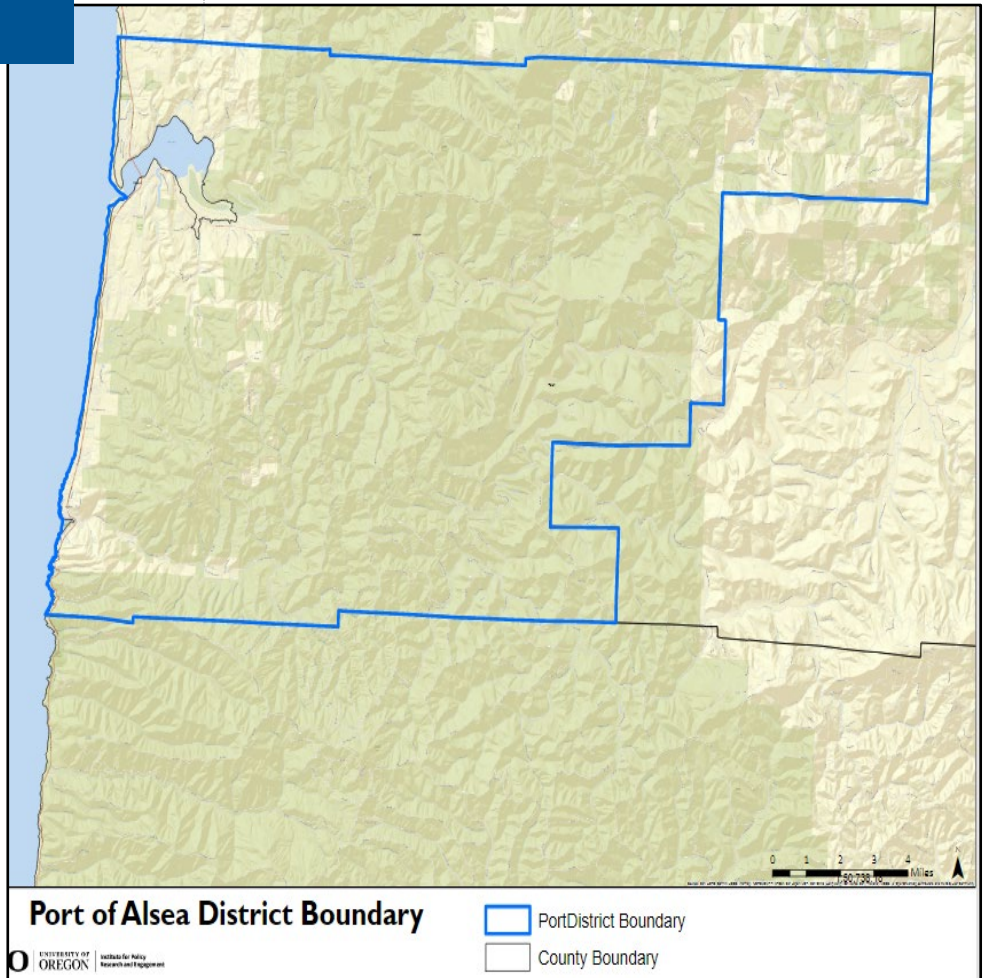
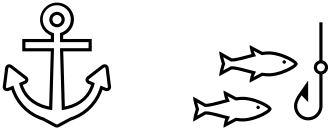


# PORT OF ALSEA

## Port Activity:

Local fishermen rely on the port to offload their catch and access support services.

Recreational fishing is popular for salmon, halibut, and bottom fish.



## Boat Building:

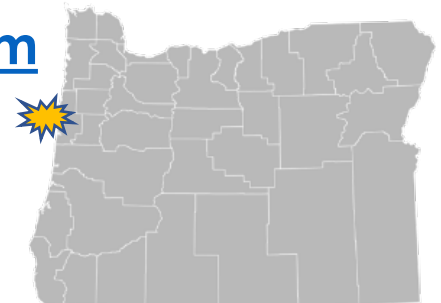
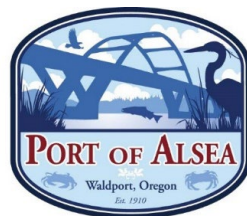
The Port of Alsea is home to several boat building and maintenance companies, which provide boat repairs, storage, and moorage services.

## Priority Projects:

- Marina cameras and lighting
- East parking lot & overflow parking
- Dredging and dock maintenance



[Portofalsea.com](http://Portofalsea.com)



**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.

# South Coast Port Profiles

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*Photos courtesy of Adobe Stock*



**LOCATION:** Siuslaw River  
**CITIES:** Florence and Mapleton

**Revenue:**  
 Campground  
 Property taxes  
 Moorage & leases  
 Storage and fuel

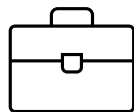
**Operating Budget FY '24:**  
 \$2.23 Million  
*(Personnel, Capital, and Debt)*

### Top Port Industries By Jobs:

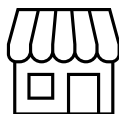
Accommodation and Food



Real Estate and Leasing



Retail



**Competitive Advantages:** The Port is 4.7 river miles from the Pacific Ocean and 62 miles from the Eugene Airport. Within the Port's district, there are more than 30 lakes offering access to prime fishing and crabbing grounds. The Siltcoos and Woahink lakes are among the largest on the Oregon Coast.

## Port Economic Impact



Direct Jobs

**60**



Jobs Supported by Business Spending

**36**

Jobs Supported by Employee Spending

**30**



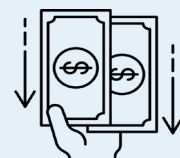
Total Jobs

**125**

Total Payroll  
**\$1.9 M**

Total Income  
**\$4 M**

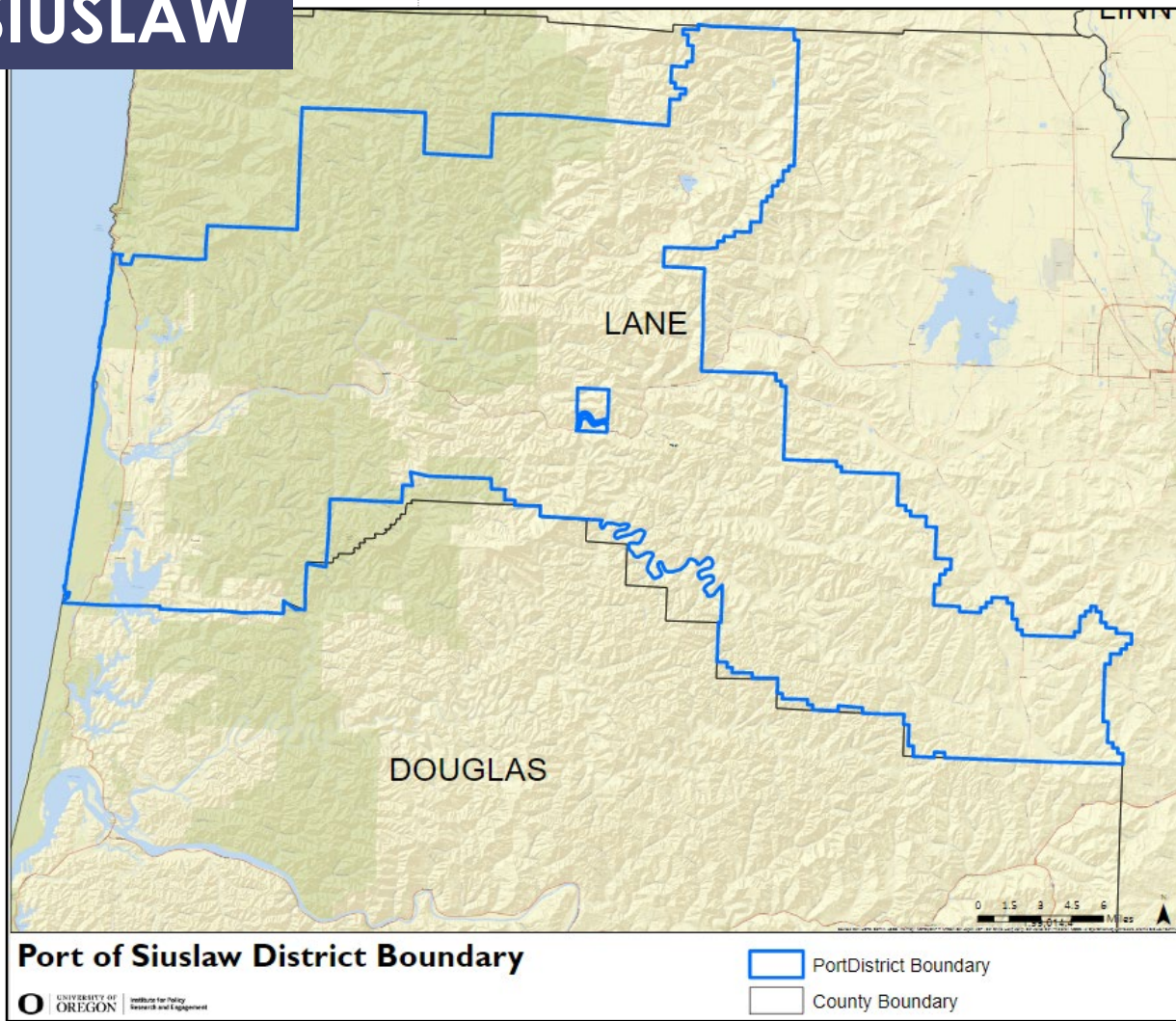
Average Port Wage  
**\$32,033**



# PORT OF SIUSLAW

## Port Activities:

The Port of Siuslaw manages 700 sq. miles of land including the Siuslaw River watershed. Most Port operations are along the banks of the Siuslaw River adjacent to the City of Florence, Oregon with a transient vessel dock in Mapleton.



## Moorage and Recreation:

The Port of Siuslaw offers commercial and sport boat moorage facilities, a boat launch, and an RV Campground.

**Tourism:** The Port boasts A 0.71-acre boardwalk composed of open grass space and a 585' boardwalk with a parking lot.

**Marinas:** Port of Siuslaw offers 2 marinas. A 51-slip commercial marina with a 20,000 sq. foot commercial wharf and fuel dock and a 53-slip sport marina.

## Port Priority Project:

- 800' riverfront bulkhead is failing in several locations. The Port's RV campground, marina, boat launch, and waterfront walkways will be reinforced by this fix.



[www.portofsiuslaw.com](http://www.portofsiuslaw.com)







## South Coast Port Economic Impact

**LOCATION:** Umpqua River

**CITY:** Reedsport

### Revenue:

Service charges  
Rentals/fees  
Property tax  
Timber sales

### Operating

**Budget FY '24:**

\$995,000

*(Personnel, Capital  
Outlay, and Debt)*

**Note:** Port industry and job data are reported for the entire South Coast of Oregon due to confidentiality restrictions.

### Top South Coast Port Industries by Jobs:

Commercial  
Fishing



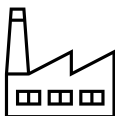
Leisure and  
Hospitality



Agriculture and  
Forestry



Manufacturing



Total South Coast  
Jobs Created by  
Ports

**1,956**

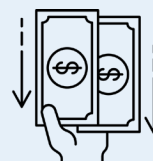
South Coast Jobs  
at the Ports

**936**

South Coast  
Average Annual  
Port Wages

**\$61,724**

**Competitive Advantages:** The 750-square-mile port is connected to the Umpqua River, the second-largest river in Oregon, and is accessible by the Coos Bay rail line. The Salmon Harbor Marina is one of the largest recreational facilities on the Oregon Coast.



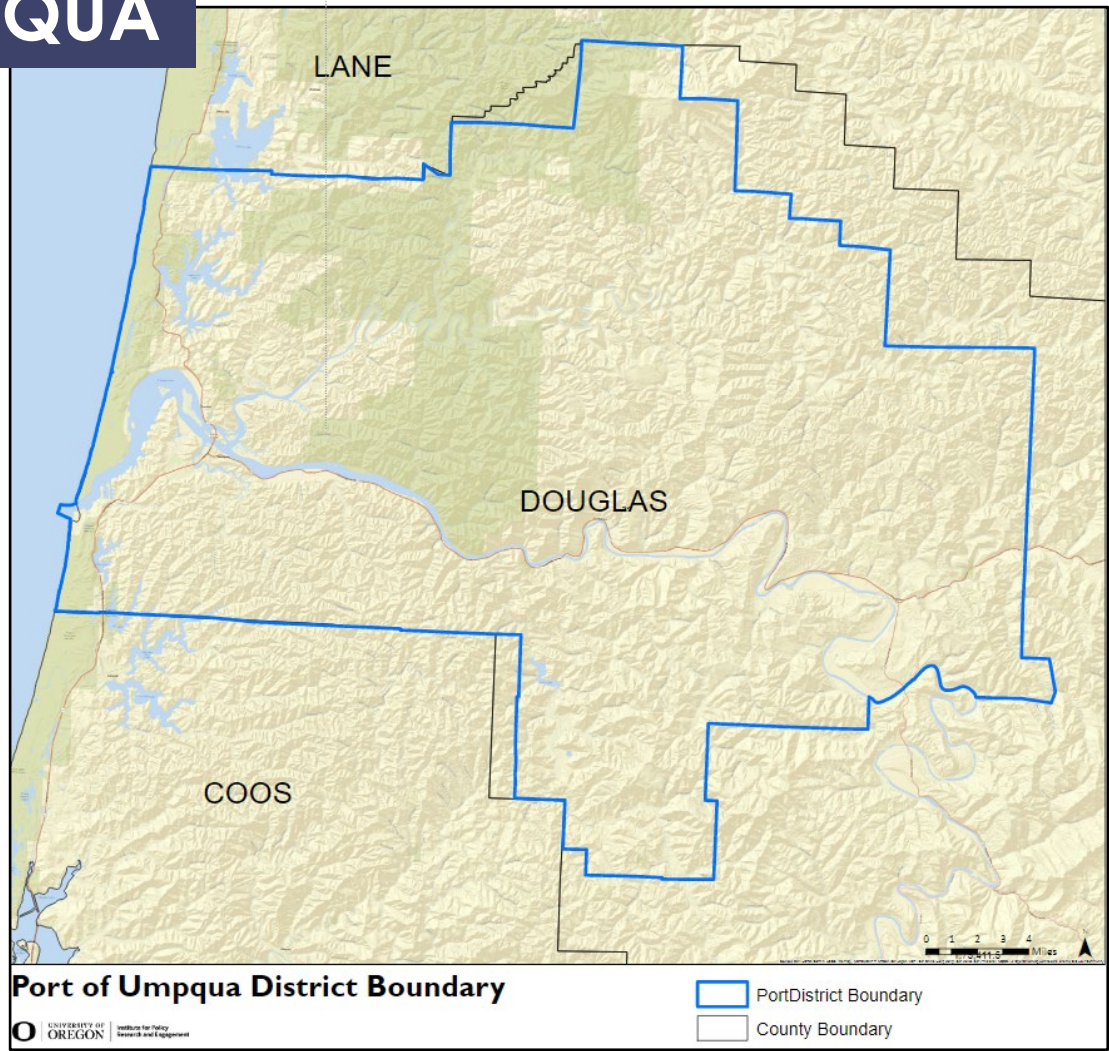
# PORT OF UMPQUA

## Port Activities:

The Port owns two commercial docks. The first dock adjoins the Fred Wahl Marine in Reedsport serving the shipbuilding industry and the other dock is in Winchester Bay, which supports a commercial fishing fleet. The Port owns property in an industrial park in Reedsport and encourages recreation in the Salmon Harbor Marina.

**Marina:** The Salmon Harbor Marina has immediate access to the Umpqua River, the Oregon Dunes National Recreation Area, the Pacific Ocean, and white-sand public beaches. It includes a commercial fish off-loading dock, a life system, recreational fishing services, marine and crabbing docks, slips, and two boat launches. There are also campgrounds, as well as a marine fuel facility. The Salmon Harbor Marina includes 500 moorage slips and 22 water-dependent and water-oriented commercial and industrial land leases.

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.



## Port Priority Projects:

- Wharf repair in Reedsport and a new wharf in Salmon Harbor
- Improve the courtyard-electrical system, fountain, and fence replacement at the Port Office.

[Portofumpqua.net](http://Portofumpqua.net)





**LOCATION:** Coos Bay, South Coast  
**CITIES:** Coos Bay and Charleston

## Port Economic Impact

### Revenue:

- Property leases
- Building leases
- Moorage
- Storage fees
- Railroad operation & surcharges
- Property Tax

### Operating Budget

**FY '24:**  
 \$35.6 Million  
 (Personnel, Capital Outlay, and Debt)

### Top Port Industries By Jobs:

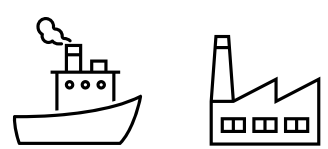
Agriculture & Forestry



Wholesale Trade



Maritime Manufacturing



Accommodation and Food



### Competitive Advantages:

The International Port of Coos Bay is the largest deep-draft coastal harbor between San Francisco Bay and Puget Sound and is Oregon's second busiest maritime commerce center after the Port of Portland. Every year, approximately 2 million tons of cargo move through the Coos Bay harbor. In 2020, 16.8 million pounds of seafood landed at the Charleston Marina.



Direct Port Jobs



**110**

Jobs Supported by Business Spending

**66**

Jobs Supported by Employee Spending

**54**



Total Port Created Jobs

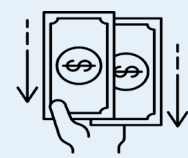
**230**

Total Payroll  
**\$4.3M**

Total Income  
**\$9M**

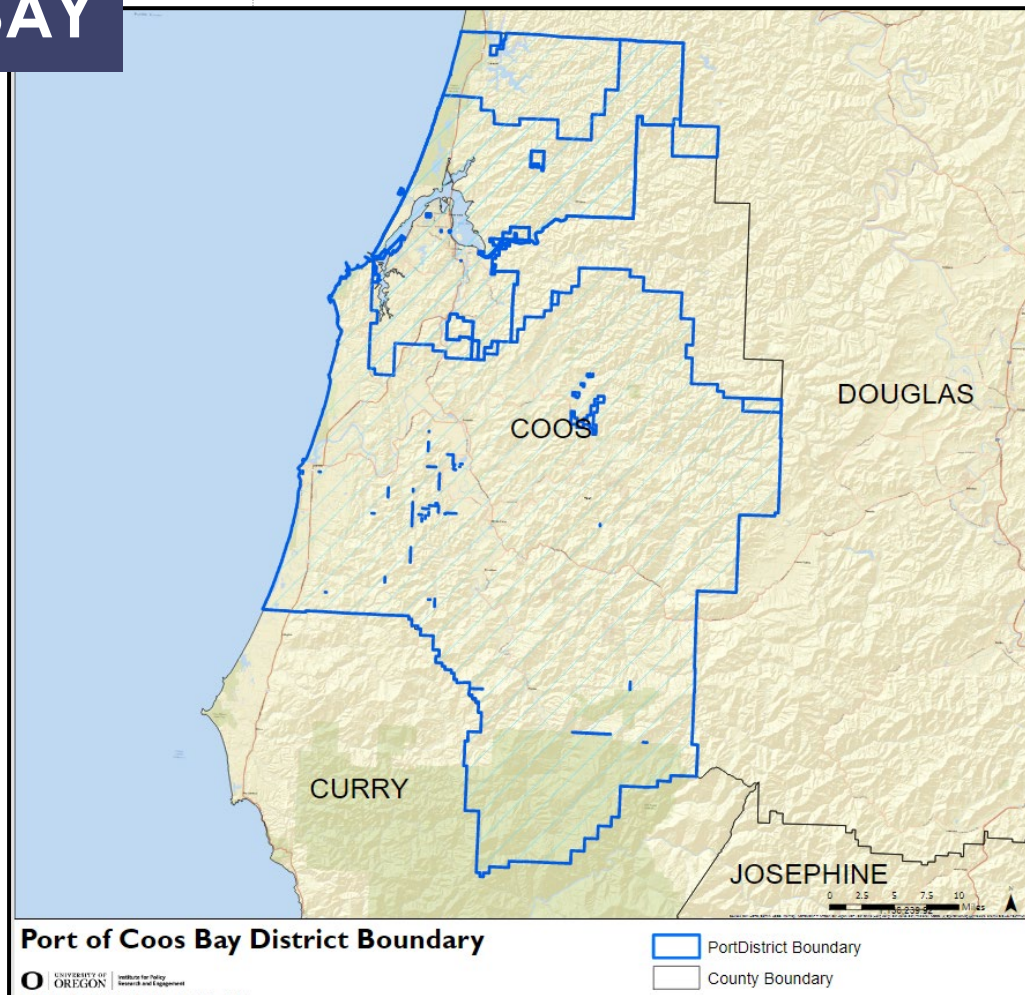
Average Port Wages

**\$39,249**



# PORT OF COOS BAY

**Port Activities:** The Port of Coos Bay is the watershed for the Coos and Millacoma Rivers and provides multimodal connection points for forest products, aggregate, and animal feed as it moves through the Coos Bay harbor. The Port facilitates the maritime industry and functions as an economic development entity with activity in national and international markets.



**Rail:** The 134-mile short line railroad, owned by the Port, extending from Coquille to Eugene provides connections to the North American rail network. The rail line supports manufacturing in Coos, Douglas, and Lane Counties, and marine terminals in the Coos Bay harbor.

**Charleston Marina:** Port-owned facilities support both commercial fishing fleets and recreational users of the marina and shipyard. Commercial, industrial, and residential land is available for lease.

**Industrial land:** Over 2,000 acres of industrial waterfront sites with access to the Coos Bay Rail Line and Coos Bay Harbor.

## Port Priority Projects:

- The Port is partnering with North Point Development, to develop a 200-acre rail-served marine container terminal on Port-owned property on the North Spit
- Terminal one: build-out of rail infrastructure, groundwork, improvements and repairs to the wharf, and construction of a rock apron
- Channel modification, North Jetty Repairs, Rail Bridge Rehabilitation
- Marina Dredging
- Infrastructure upgrades in the Charleston Marina Complex and Charleston Shipyard

[portofcoosbay.com](http://portofcoosbay.com)





# PORT OF BANDON

**LOCATION:** Lower Coquille River  
**CITY:** Bandon

## South Coast Port Economic Impact

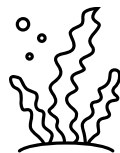
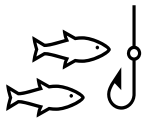
<b>Revenue:</b>	<b>Operating Budget</b>
Property tax	<b>FY '24:</b>
Property leases	\$9.8 Million
Marina fees	<i>(Personnel &amp; Capital Outlay)</i>

**Note:** Port industry and job data are reported for the entire South Coast of Oregon due to confidentiality restrictions.

### Top Port Industries by Jobs:

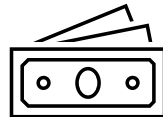
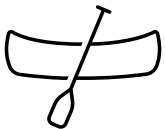
Commercial Fishing

Aquaculture



Leisure & Recreation

Finance & Insurance



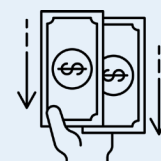
Total South Coast Port Created Jobs  
**1,956**

South Coast Jobs at the Ports  
**936**

South Coast Average Annual Port Wages  
**\$61,724**

### Competitive Advantages:

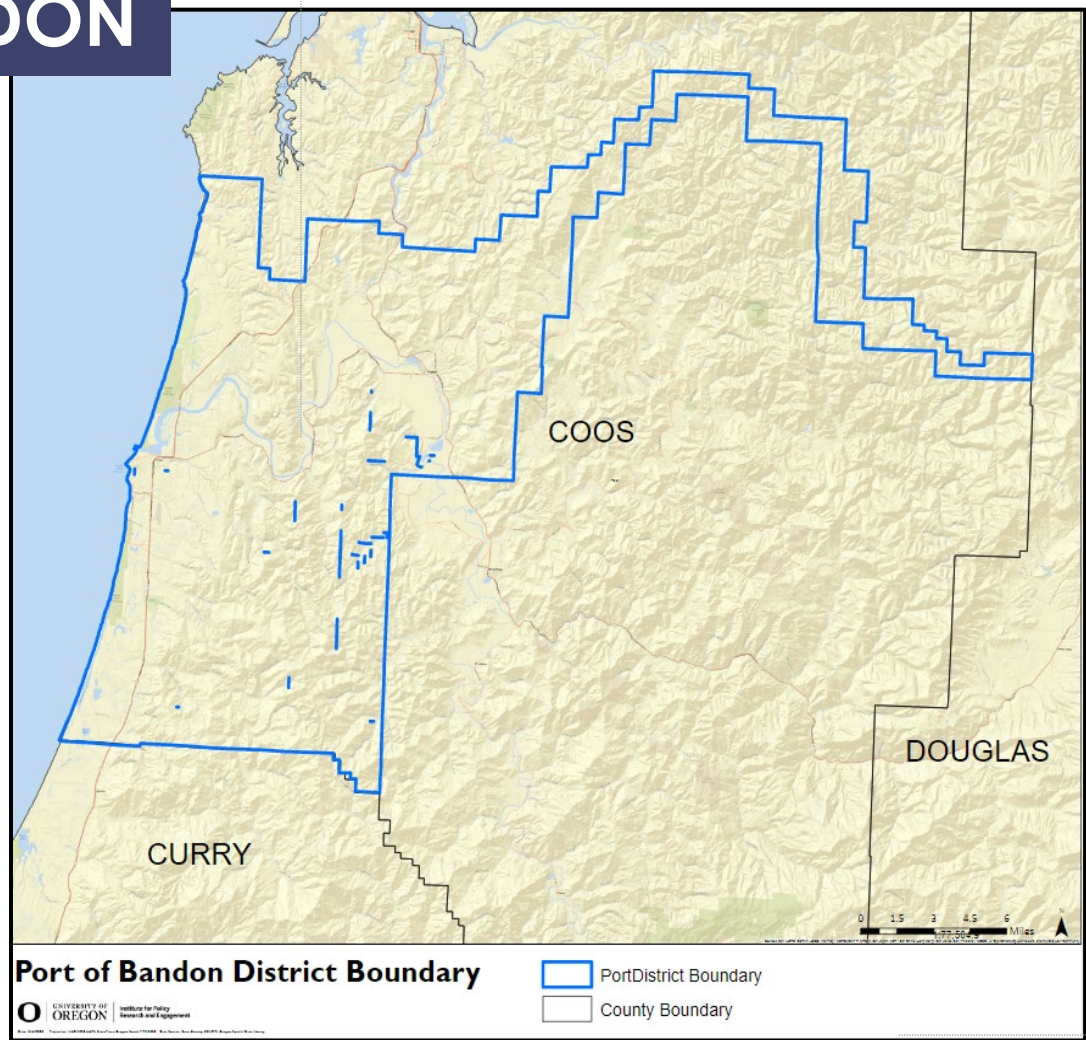
The Port is located on the south side of the mouth of the Coquille River. The Port is the lessor of the Coquille River waterfront which includes a refurbished 13,000 sq. foot fish processing plant and a Coast Guard station. Port-supported industries bring in \$27.4 million in annual value added (gross regional product).



# PORT OF BANDON

## Port Activity:

Port of Bandon provides an 84-slip marina serving both commercial and recreational vessels along with a 360-foot-long public crabbing dock that serves as a breakwater for the boat launch basin, short-term moorage, as well as crabbing and fishing. The Port's double-lane boat ramp supports an estimated 8,700 launches annually.



**Commercial Property:** the Port operates The Bandon Fisheries Warehouse and Farm and Sea, a 13,000-square-foot refurbished fish processing plant. The Fisheries Building is home to Washed Ashore and 20 art, product, and food vendors.

**Recreation:** In addition to providing boat moorage and launches, the Port houses a 25,000-sq. foot boardwalk, a glass-enclosed picnic shelter, and an outdoor amphitheater. The Port is a property lessor to businesses along the riverwalk and supports ocean, river, and charter fishing.

## Port Priority Projects:

- Ongoing maintenance dredging for navigational access to the Coquille River
- A new marina and boat launch infrastructure scheduled for 2023
- New High Dock Harbor Office adjacent to the marina
- Provide support to the emerging mariculture industry in the area

**Port of Bandon**  
[portofbandon.com](http://portofbandon.com)



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business  
**oregon**

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs and wages at ports (aggregated), IMPLAN calculated total jobs at the port (direct, indirect, and induced), Port budgets (LB1s), and strategic plans.

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**LOCATION:** South Coquille River  
**CITY:** Myrtle Point

## South Coast Ports Economic Impact

### Revenue:

- Property tax
- Property leases
- Service charges

### Operating

**Budget FY '21:**

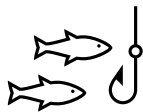
\$32,264

*(Personnel, Capital Outlay, and Debt)*

**Note:** Port industry and job data are reported for the entire South Coast of Oregon due to confidentiality restrictions.

### Top South Coast Port Industries by Jobs:

Commercial Fishing



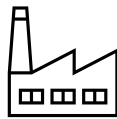
Leisure and Hospitality



Agriculture and Forestry



Manufacturing



Total South Coast Port Created Jobs

**1,956**

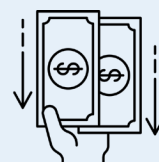
South Coast Jobs at the Ports

**936**

South Coast Average Annual Port Wages

**\$61,724**

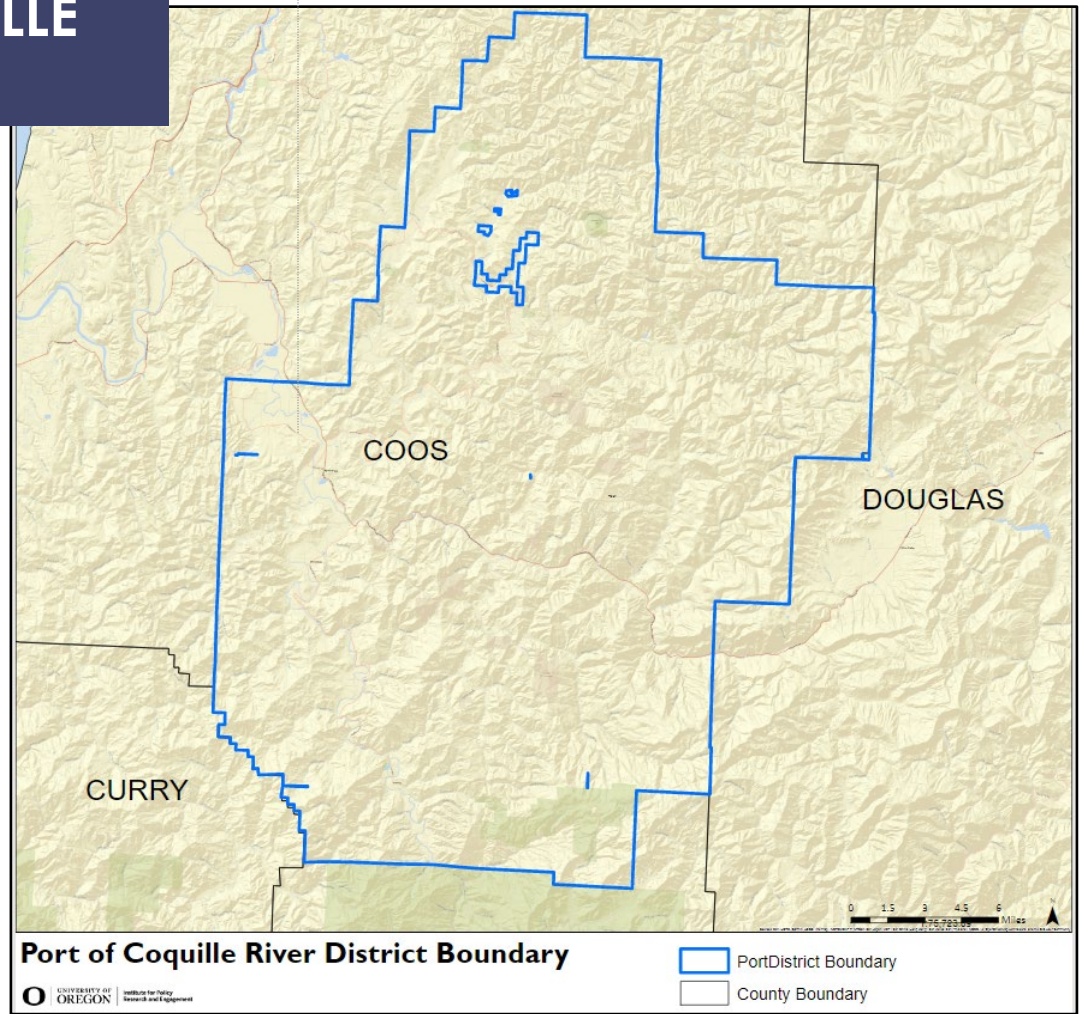
**Competitive Advantages:** The Port of Coquille is located on the Coquille River at Myrtle Point on OR 42, providing access east to the I-5 corridor and west to Coos Bay and the Oregon Coast. The Port boasts access to Highway 42 and proximity to the Coos Bay Rail line.



# PORT OF COQUILLE RIVER

## Port Activities:

Recreational boating and fishing with access to the Coquille River via the Bryant Ramp. The port holds annual fishing events including the Small Mouth Bass Derby.



## Industrial Land:

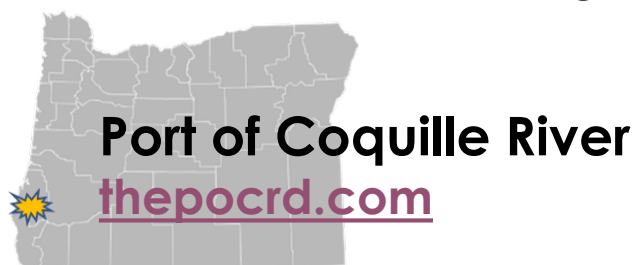
The Port of Coquille River leases industrial land, including the 77-acre Powers-Hayes Airport (Haye's Field) in unincorporated Powers Oregon.

## Port Properties:

The Port owns administrative offices, commercial and industrial properties, and Ernie Bryant Park which includes a boat ramp, restrooms, and a parking area.

## Port Priority Projects:

- Flex-industrial space
- Bryant Park expansion
- RV Park sewer pump station and boat launch improvements
- Property maintenance for existing industrial buildings







**LOCATION:** Southern Oregon Coast

**CITY:** Port Orford

**Revenue:**

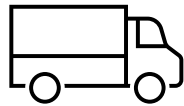
- Hoist/dock fees
- Marine fuel
- Facility rentals
- Property tax
- Grants

**Operating Budget FY '24**

\$346,500  
*(Personnel, Capital, and Debt)*

**Top Port Industries by Jobs:**

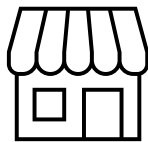
Transportation & Warehousing



Accommodation & Food Service



Wholesale Sales



**Competitive Advantages:** The working Port is located 75 miles from California on the Southern Oregon Coast. With no ocean bar to cross, commercial and sport fishermen enjoy more fishable days per year. The Port provides open ocean access by one of the Port's hoists, a Dolly Dock where boats can be hoisted in and out of the ocean (up to 25,000 pounds).

**Port Economic Impact**



Direct Jobs

**235**



Jobs Supported by Business Spending

**97**

Jobs Supported by Employee Spending

**106**

Total Jobs

**438**

Total Payroll  
**\$14.5 M**

Total Income  
**\$27 M**

Average Port Wage  
**\$41,128**



# PORT OF PORT ORFORD

## Key Activities:

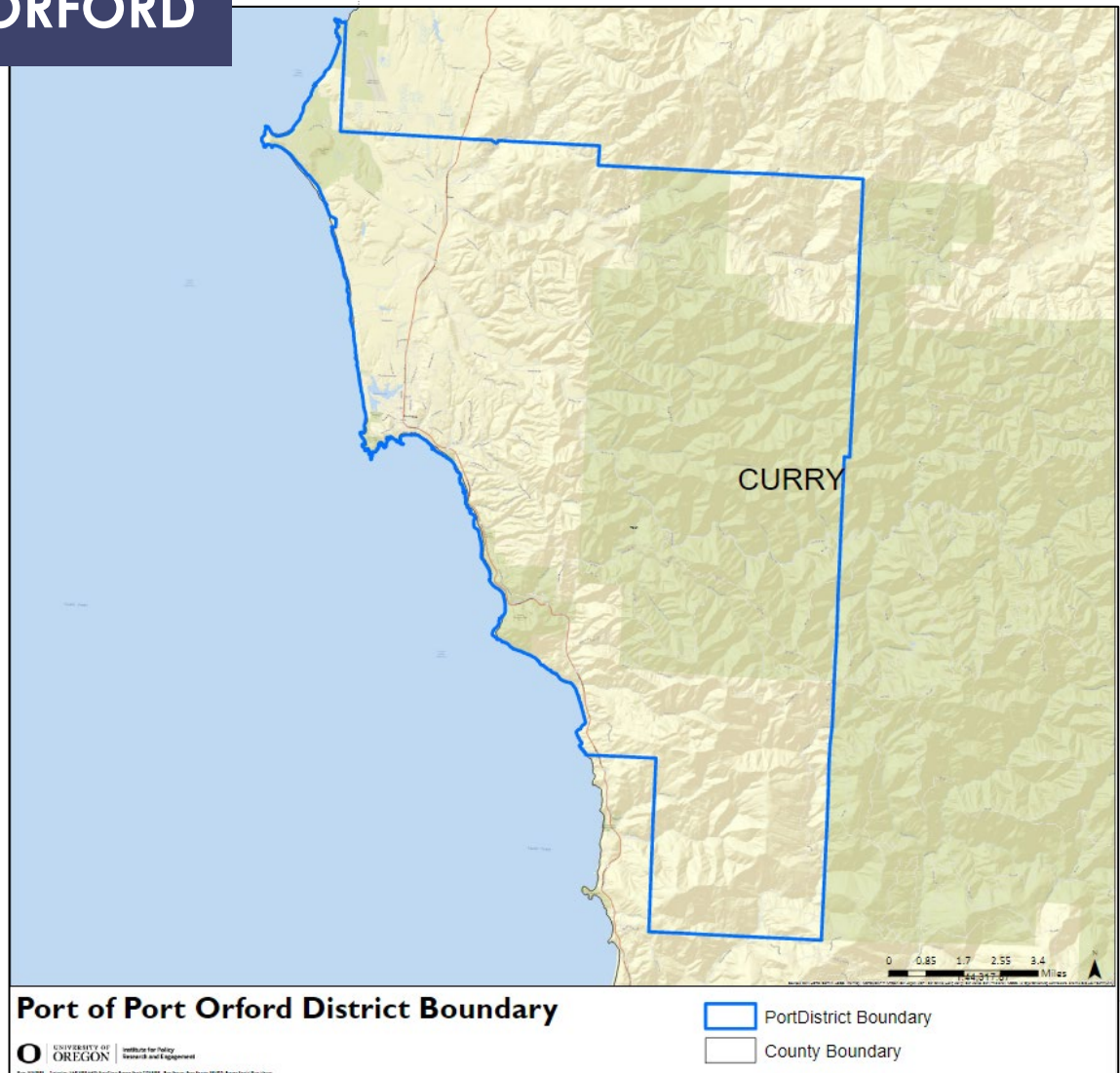
The Port is home to a commercial fishing fleet, sport fishing, a fish processing plant, wholesale fish buyers, fishing and dive charters, a restaurant, and a gift shop.

**Dolly Dock:** Port Orford has one of only six 'dolly docks' worldwide. The harbor is too shallow for safe mooring, so the boats are parked in rows on the dock and cradled in custom-made trailers pulled by pickup trucks.

## Commercial Fishing:

The fishing fleet is made up of mostly boats under 42 feet that use hook and line, or trap fishing. Selective fishing methods and shorter transport add to the value of the catch.

**Recreation:** Sport fishermen favor Port or Port Orford, thanks to the no-bar ocean access and extra fishable days. The Port is also becoming a dive site of choice for its under-sea beauty, ease of access, shipwrecks, and exceptional visibility, in addition to the proximity to Nellies and Tichenor's Coves.



## Priority Port Projects:

- Development of a high-capacity pump-ashore seawater system,
- Create a Seafood Hub, a multipurpose facility to support commercial seafood & mariculture facilities, and an Ocean Innovation Lab
- Dock road strengthening and resiliency, including acquisition of property above dock rock

[Portofportorford.org](http://Portofportorford.org)

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021- jobs, wages, and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.

# PORT OF GOLD BEACH



**LOCATION:** Mouth of Rogue River  
**CITY:** Gold Beach

## Port Economic Impact

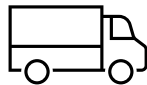
### Revenue:

- Property Tax
- Moorage
- Gas and fuel sales
- Hanger leases/fees
- Building leases
- Campground

**Operating Budget FY '24:**  
 \$3.64 Million  
*(Personnel and Capital Outlay)*

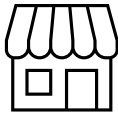
### Top Port Industries By Jobs:

- Leisure and Hospitality
- Transportation & Warehouse



Retail

Property Leasing



**Competitive Advantage:** With more than 600 acres, the Port of Gold Beach is located just west of Highway 101 and south of where the Rogue River enters the Pacific Ocean. Port of Gold Beach is a small port that does a lot. The port supports commercial fishing, tourism, property leasing, and a public-use airport.



Direct Jobs



**105**

Jobs Supported by Business Spending

**63**

Jobs Supported by Employee Spending

**52**

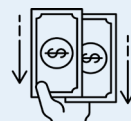
Total Jobs

**220**

Total Payroll  
**\$4.1 M**

Total Income  
**\$8.6 M**

Average Port Wage  
**\$39,511**

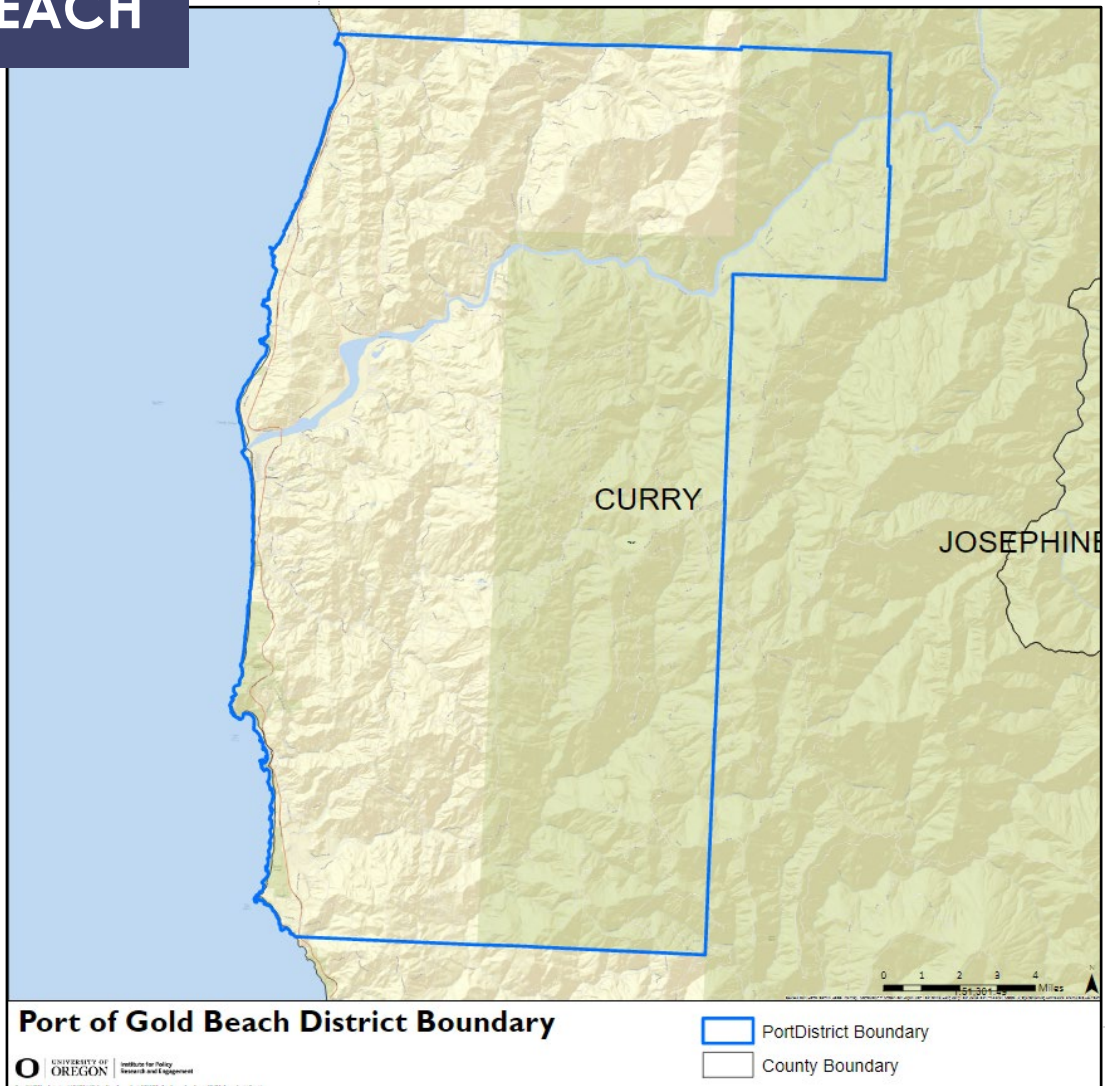


# PORT OF GOLD BEACH

## Port Activities:

Port of Gold Beach is for tourists, residents, and commercial fishermen. Port amenities include a public boat launch, fishing charters, jet boat excursions, art galleries, a jet boat museum, RV campgrounds, and dining options. Services available at the Port include storage, fuel, and a forklift.

**Moorage:** Two Port dock locations for moorage, one for commercial vessels and the other for recreational vessels.



**Commercial Fishing:** The Port owns a commercial fishing dock that includes transient vessel space, a fish buyer, fish processing, and hoists to the high dock for catch and gear.

**Commercial property:** The Port of Gold Beach manages several commercial facilities. The prime commercial location is the Cannery Building.

**Airport:** Port-owned public-use airport with tie-down, fuel, and a pilot's lounge.

## Priority Port Projects:

- Rebuild the existing high dock, including the replacement of the sheet pile
- Redesign and replacement of sport and commercial docks and slips
- Develop public amenities on South Jetty, including restroom/changing facility, windbreak, and parking



[Portofgoldbeach.com](http://Portofgoldbeach.com)

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business  
**oregon**

**Sources:** Oregon Employment Department Quarterly Census of Employment & Wages 2021-jobs, wages, and industry located on port property. IMPLAN calculated jobs supported by business (indirect) and employee spending (induced), Port budgets (LB1s), and strategic plans.

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# PORT OF BROOKINGS HARBOR



## Port Economic Impact

**LOCATION:** Mouth of Chetco River  
**CITY:** Brookings, South Coast

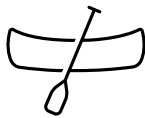
**Revenue:**  
 Commercial Rent  
 Fuel Dock  
 Marina  
 RV Park

**Operating Budget FY '24:**  
 \$1.4 Million  
*(Personnel, Capital Outlay, Debt)*

**Top Port Industries By Jobs:**

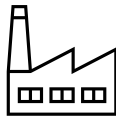
Accommodation & Food

Arts & Recreation



Wholesale Trade

Manufacturing



**Competitive Advantages:** The Port of Brookings Harbor district is 400 square miles and represents nearly 75% of the population of Curry County. It is the busiest recreational Port on the Oregon Coast, with over 31,000 bar crossings and over 95,000 recreational users annually.



Direct Jobs

**153**



Jobs Supported by Business Spending

**91**

Jobs Supported by Employee Spending

**75**



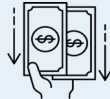
Total Jobs

**319**

Total Payroll  
**\$4 M**

Total Income  
**\$8.4 M**

Average Port Wage  
**\$26,320**



# PORT OF BROOKINGS HARBOR

## Port Activities:

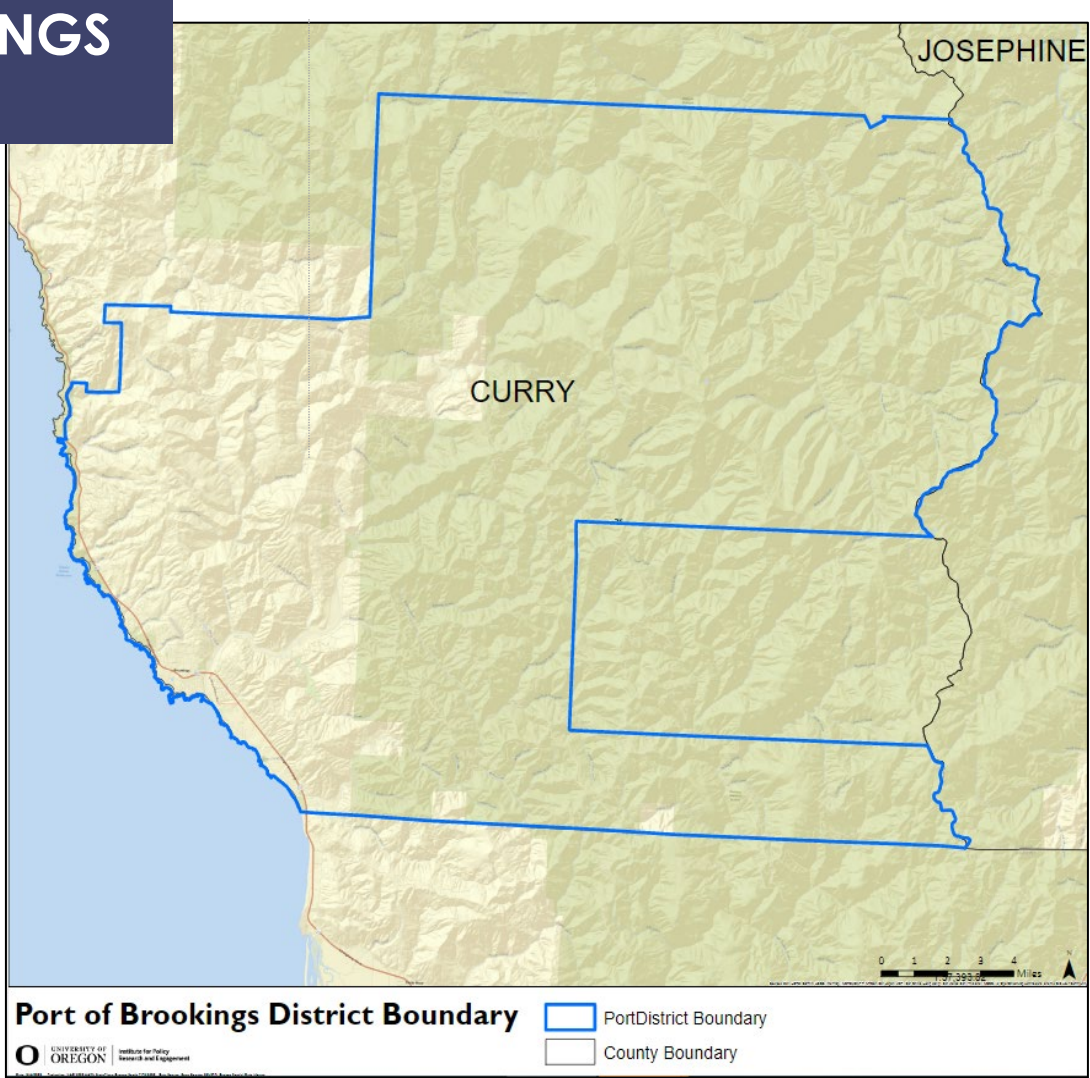
This shallow draft harbor has nearly year-round ocean fishing. Three lakes within 25 miles of the Port and the safest bar on the West Coast with 280 passable days a year.

**Marina:** A full-service marina with fuel, haul-outs, and a maintenance dock.

## Fishing:

Recreational and commercial fishing, with restaurants along the boardwalk.

**Beachfront RV Park:** One of the few RV parks to allow campers to park on the beach.



## Port priority projects:

- RV park improvements
- Wastewater project & FEMA disaster updates
- New boatyard shop
- Replace the Hallmark timber dock with concrete
- Repair/restore piling and secure slope. Replace wood planks

Port of Brookings Harbor  
[Portofbrookingsharbor.com](http://Portofbrookingsharbor.com)





## FINANCE DEPARTMENT MONTHLY REPORT

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**DATE:** February 27, 2024  
**PERIOD:** July 1, 2023 to January 31, 2024  
**TO:** Paula Miranda, General Manager  
**ISSUED BY:** Mark Brown, Director of Finance and Business Services

---

Financial Reports are included through January 31, 2024 for all funds.

### Issues of Importance

#### Audit

We are finishing up the audit for 2022-23, staff are putting together information as requested by the Auditors.

An issue was discovered in the portion of software that makes Fund accounting work; this caused the trial balance to be off. The company that wrote the software was able to resolve the issue in about 3 days. The company traced the issue down and corrected it in their software and validated our settings to make sure it does not occur again.

A note regarding leases and cloud-based software was on the last audit report and will be also on the current audit report. The Port needs to comply with GASB 87 and 96 standards in the next audit period, these changes primarily affect the balance sheet. The standards require that governmental entities have an appropriate deferred liability or deferred revenue for leases and cloud-based software. There are additional notes added into the balance sheet as well.

We have checked with other entities; all have gone to third party software to handle the calculations.

Port staff are reviewing several options to meet the requirements. Staff are reviewing software packages and developing a spreadsheet to determine the best value (which will include staff time and lost opportunities) to the Port.

#### Fiscal Manual

Most of the work on the fiscal manual is complete, staff now are starting to review the handbook, sections will be added or removed as appropriate to get the handbook to its final state.

#### Cash Flow

A 5-year cashflow has been developed, using previous years data. The cashflow includes all projects for the Port and estimated year of completion.

Based on the analysis the Port will need to defer some of its projects to future years.

## **2024-2025 Budget**

Work has begun and is wrapping up on the 2024-25 Budget. We anticipate that a budget meeting will occur mid to late March, and budget approval slated for the April Commission meeting.

This year the Port is using a different approach – 0 based budget. Each Department Head developed a budget from scratch not based on previous years. The budget was then reviewed and compared to previous years, additions and subtractions from the budget will get budgets back into alignment with actuals.

This also makes those responsible for managing budget consider how much they need and gives them a better understanding of their budget.



## **Balance Sheet Equity Section**

Equity section of the balance sheet shows critical fund information required by GASB (Governmental Accounting Standards Board) 54:

### **Restricted**

Funds that the Donor or Grantor gave the Port with restrictions. The \$1.14 million is grant money from the State of Oregon that can only be used for the Rogue Seawall.

### **Committed –**

Funds that the “Governing Body” restricted, in our case the Port Commission. Port Staff cannot use these funds without authorization of the Port Commission.

### **Assigned**

If someone below the Port Commission (Executive Director, Director of Finance) they are setting aside funds for a future project, those funds become assigned. The Port can use these funds without further authorization. The \$667,00 are Grant Match funds, we have specific details of each assignment in the Chart of Accounts.

### **Unassigned**

Funds that do not fit into the other three categories, they can be used as needed. This includes cash and other equity the Port has.

### **RV Park Occupancy**

This will be updated next month, let's just say it is low right now.

**Profit and Loss -**

*The financial reports through January 31, 2024, are attached for your review and are included in the commission packet.*

*The month-to-month budget is based on a straight line forecast of revenues and expenditures. Revenue is recognized differently in the Commercial Marina from previous years. Revenue is spread across the term of the Moorage License agreement instead of immediately recognized. This means lower revenues during the transition period.*

**General Operating Fund  
Balance Sheet**

As of January 31, 2024, the Port General Fund has a cash balance of \$1,696,474, \$1,140,000 is restricted and can be used only for the Rogue Seawall (State of Oregon Grant), leaving an available cash balance of \$566,474, an additional 587,351 is expected from Business Oregon to reimburse the Port for NIT Crane.

**General Operating Funds (GOF) FY 2023-24– Budget Vs Actual:  
All Departments**

<b>Operating Revenue</b> is favorable by	\$280,571
<b>Operating Expenses</b> are favorable by	\$664,712
<b>Operating Income</b> is favorable by	\$945,283
<b>Non-Operating Revenue</b> is unfavorable by	\$526,754
<b>Non-Operating Expenses</b> are unfavorable by	\$225,692
<b>Non-Operating Income</b> is unfavorable by	\$752,446
<b>Net income</b> is unfavorable by	\$177,983

Much of the unfavorable results are due to budget timing issues; for instance, non-operating revenue is due to budgeted Transfers in, not yet occurring. The non-operating budgeted capital outlay will be moved from December to February to correct this. This will make the net income either neutral or favorable.

**Unallocated (000)**

This department is for all Debt Service and Fund transfers that occur within the GOF and is required by the Department of Revenue.

Operating Income is Neutral	\$
Operating expenses are favorable	\$59,529
Non-Operating revenue is favorable by	\$138,338
Non-Operating Expense is favorable by	\$794
Net Income is favorable by	\$197,867

**Administration (100)**

<b>Operating revenue</b> is favorable by	\$ 127,971
<b>Operating expenses</b> are favorable by	\$ 382,484
<b>Operating Income</b> is favorable by	\$ 510,456
<b>Non-Operating revenue</b> is favorable by	\$ 128,814
<b>Non-Operating Expenses are favorable by</b>	\$ 19,096
<b>Non-Operating Income</b> is favorable by	\$ 109,718
<b>Net income</b> is favorable by	\$ 620,173

**Commercial Marina (300)**

<b>Operating revenue</b> is favorable by	\$ 170,539
<b>Operating expenses</b> are favorable by	\$ 80,187
<b>Operating Income</b> is favorable by	\$ 250,727
<b>Non-Operating revenue</b> is favorable	\$ 32,245
<b>Non-Operating expense</b> is unfavorable	\$ 95,693
<b>Non-Operating income</b> is unfavorable	\$ 63,448
<b>Overall, Net income</b> is unfavorable by	\$ 187,279

**International Terminal (500)**

<b>Operating revenue</b> is unfavorable by	\$ 100,303
<b>Operating expenses</b> are favorable by	\$ 154,796
<b>Operating Income</b> is favorable by	\$ 54,493
<b>Non-Operating revenue</b> is unfavorable	\$ 560,000
<b>Non-Operating Expenses</b> are favorable by	\$ 6,730
<b>Non-Operating Income</b> is unfavorable	\$ 553,270
<b>Net Income</b> is unfavorable by	\$ 498,776

**South Beach (700)**

<b>Operating revenue</b> is favorable by	\$ 77,686
<b>Operating expenses</b> are favorable by	\$ 251,740
<b>Operating income</b> is favorable by	\$ 314,116
<b>Non-Operating revenue</b> is favorable	\$ 8,422
<b>Non-Operating expense</b> is unfavorable	\$ 44,230
<b>Non-Operating Income</b> is favorable by	\$ 21,406
<b>Overall, Net income</b> is favorable by	\$ 308,019

**NOAA Lease Revenue Fund  
Balance Sheet**

As of January 31, 2024, the NOAA Lease revenue Fund had a cash balance of \$2,838,420 with an available balance of \$1,076,699; the remaining \$1,761,721 is reserved for the annual maximum debt service payment on bonds, as required in the bond contract. The cash balance is down due to dredging activities.

**Income Statement**

**Budget vs. Actuals**

<b>Operating Revenue</b> is favorable by	\$ 6,181
<b>Operating expenses</b> are favorable by	\$ 226,632
<b>Operating Income</b> is favorable by	\$ 232,813
<b>Non-Operating Revenue</b> is favorable by	\$ 38,895
<b>Non-Operating Expenses</b> are unfavorable by	\$ 145,873
<b>Non-Operating Income</b> is favorable by	\$ 106,979
<b>Net income</b> is favorable by	\$ 125,834

**Reserve Fund**

Cash available \$1,973,978

The income statement is being corrected to allocate Personnel and Materials and Services to NOAA.

**Bonded Debt Fund:**

**Balance Sheet**

Cash available \$286,699

**Construction Fund:**

Cash available \$13,207

**Facility Maintenance Fund:**

Cash available \$455,488

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## DIRECTOR OF OPERATIONS REPORT

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**DATE:** 2/21/2024  
**PERIOD:** January 2024-February 2024  
**TO:** Paula J. Miranda, General Manager  
**ISSUED BY:** Aaron Bretz

### **OVERVIEW DIROPS**

#### **Summary:**

I've been extremely busy in the recent weeks with a lot of project work; I've been trying to get the Rogue Seawall project off the ground and working on permitting issues with other projects. The sediment sampling permits have been worked out and drilling is finally underway in Yaquina Bay. The South Beach Marina has still be experiencing some use, and the Commercial Marina has remained busy with most of the gear out of the lot now. At the terminal, we're using some of the less busy time to familiarize personnel with the new crane.

#### **Detail:**

- **Army Corps CAP Section 107 Project (Commercial Marina Channel Dredging) and Port Dock 7 Planning**

Sampling is underway for the sediment characterization and geotechnical exploration that will benefit both the Section 107 Project and the Port Dock 7 Planning Project. We received preliminary cost estimates for the construction of the project and are using those figures to create the Connect Oregon funding application.

- **RORO Dock Piling Assessment**

Our permits have been issued, and I can bid the project at any time when the funding picture becomes clearer.

- **Dredging**

We now have permits for the dredging there as well, and I can bid that work when funding becomes clearer.

I have sent information on the South Beach Marina dredging project to the state's dredging coordinator to get a quote from them. I've also begun to talk to various contractors about the configuration of the disposal pile and other dredging contractors as well. Depending on how the project is parsed up, it may or may not be more expensive to go with the state dredge.

- **RV Park Annex Redesign**

Currently working to schedule a survey; Goodwork is moving ahead with conceptual design based on information they already have available. Meanwhile, the Annex is pretty full leading up to Seafood and Wine, and we're doing our best to keep services running but at times of heavy

rainfall, we're sometimes prone to outages when the park is fairly full. We're doing our best, but we do anticipate a high possibility of electrical and/or plumbing problems.

- **Rogue Seawall**

I did receive a protest from one bidder that came in on time. The protest letter arrived by email, but was inadvertently marked as "read" before I actually read it, so I didn't find out until after the fact, but we are processing that protest currently. This may cause some delays, but I'm not yet sure how it will impact the project.

- **MARAD PIDP Grant:**

Completed the engineering virtual site visit. We've clarified for Marad how the project will progress, and identified some questions we will need to get clarified as we move forward.

- **Code Enforcement:**

We're still getting some complaints about tickets being issued in South Beach because the facility is slower than usual. Also, we're running into people who want to continue behaviors that have been the source of much complaint. We're going to do our best to lean into the enforcement as things get busier and get some of the things changed that users have complained about (people parking in roadways at busy time, etc.). We do run into more indignance in South Beach than in other places; security has reported that many of his efforts on the Commercial Side have been received and we are making progress.

- **Crane Status:**

New crane is in service, old crane is listed for sale.

- **Fish Cleaning Tables**

One new table is installed in South Beach; we did hear some concerns about the sheet metal covering over the tables. There was an idea that the new table was too tall to allow it to be covered and still enable water to drain. The covering of the table is not yet done, but it has all been measured and it will certainly drain once it's covered.

- **Port Dock 7 Pile Driving:**

The temporary improvements on PD7 were completed. With the installation of these pilings, we've greatly reduced the risk of losing more sections of dock on Port Dock 7, and bolstered transient space at the dock as well. We will still likely hear complaints that we've not done nearly enough, but I've been explaining to as many as I can that this is a temporary measure to get us through until the new dock is built and that trying to do more work on the outer floats is a big challenge because of the extensive rot in the docks.

- **Permitting:**

I've had a number of conversations with the Oregon Public Ports Dredging Partnership, the Governor's Regional Solutions Team, and finally a call from ODFW regarding permitting struggles in general. More specifically, I've been trying to push the idea that prior to alterations in any in-water work window, there should be conversations with the public, especially Ports. I've been asking them to reconsider the reduction of the in-water work window, and have been trying to find out what the impetus was behind the change to begin with. So far, it seems to have been an arbitrary decision to reconsider the window, although there might be some biological data behind the decision to take action, they've not said so any of the times I've asked the cause for the decision. I will be presenting specific permitting problems to OPPA in March. I do believe that I've drummed the problem down to a few core issues that are actionable if the agencies wish to improve the situation.

## **Newport International Terminal- Don Moon, Supervisor**

### **Billable Services Performed this Period (January)**

Forklift –56.5 hrs

Moorage – 128 Days

Hydraulic Crane -30 hrs

Hoist Dock Tie Up –87.5 hrs

Labor – 82.5 hrs

120V power – 0 hrs

Other Overtime Billed 2 hrs

208V power – 128 Days

## **Commercial Marina / South Beach Marina Harbormaster- Kody Robinson**

### **Billable Services Performed this Period:**

We had 122 launches @ \$1103 between 1/1/2024-2/1/2024

**Recreational Marina:** The fuel dock still needs lighting but the entire lighting circuit needs to be rewired due to age. The first of the 2 fillet tables is completed. Waiting for good weather to install the other one. It will be completed before the new season begins. 1<sup>st</sup> of the 2 tables is fully installed and operational, waiting for good weather to pour concrete for the utilities trench. Sewer lift station is operational but still not as it should be. We will need to have the new system installed prior to peak season. Trash compactor is showing its age structurally. Still getting quotes to see if we can afford a heavy boat trailer to help deal with some of the abandoned boat issue. The RV Annex will need a serious electrical repair before the season kicks in. Waiting to get complete bids on the work. We put 100 yards of ¾” gravel in all but 8 sites in the Annex to smooth out the larger grade rock; this improved the appearance. We plan to put more boulders to line each site and limit campers from spreading out of their spaces. We are planning to install the first dock gate in South Beach next month. The crew is behind due to weather and other ongoing repairs.

**Commercial Marina:** We should have the new oil strainer system done within the next month. We are a bit delayed on this due to the double opener for crab. It's been very busy at the hoist dock but the crew have done well managing repairs and keeping up with loading and offloads. We are still in dire need of the new used oil tank. Compactor is in as bad shape if not worse than south beach. We are in need of dock wood for repairs to both PD7 and PD5. We have more pilings that are broken on PD5. Ordered emergency oil spill items for dealing with the used oil room, which one of the items will be for blocking off the catch basin. Arrived and installed. I will try and get a quote for a top coat of asphalt for the hoist dock, it is getting significantly worse. Temporary catch basin filters should be here next week. Shop is getting new locking tool caddy and a check out sheet to keep up with inventory as well as other items in the shop. Repairs were made per insurance recommendations to planking on PD1 for replacing two of the deck boards. With the new pilings on 7, the crew has installed chain hoops to help with keeping the dock together.

**Staffing:** We have all our full-time positions fill on both sides currently. We are still going to require seasonals for crab season to help with night work, and to help keep overtime down. I plan on putting more/new employees in the coming budget years. Our crew swapping has slowed down but will continue to rotate them out. We need to keep looking toward two wharfingers for the Port so that there is better coverage and backup for days off.

With the amount of seized vessels in our possession on both sides of the bay, its becoming a full time job pumping and checking them on a regular basis which takes away from more important tasks.

### **NOAA MOC-P Jim Durkee, Maintenance Supervisor**

Vessels Using the Facility Since My Last Report – NOAA vessels Hi’ialikai and Bell M. Shimada.

Replaced some fire system sprinkler heads that had paint on them. They automatically fail inspection if they have any paint on them. These were just missed over the years, it was spray, which was only done during construction.

Assisted NOAA with their NECSAS (NOAA Environmental Compliance and Safety Assessment System) inspection. I haven’t seen a punch list yet, but I will have a few items to work on, if they haven’t been addressed already.

Found the exhaust fan on the hazmat shed had failed. I have replacement parts on the way.

Andrew pressure washed the small boat dock and ramp.

Andrew cleaned the warehouse membrane roof.