

OREGON COASTAL PORTS

A BIENNIAL SNAPSHOT



MAY 2024

EXECUTIVE SUMMARY

This biennial report provides an overview of the Oregon coastal ports, highlighting their importance in tourism, the blue economy, infrastructure, and climate resilience. It assesses federal climate and economic justice rankings of the Oregon coastal ports, identifying areas that require targeted support and investment. It also assesses marketing indicators, port infrastructure needs, emphasizing the ports' role in the local seafood supply chain. The report recommends enhancing tourism, investing in blue economy resilience, implementing mitigation, adaptation, and resiliency strategies, and securing funding for infrastructure projects to support Oregon coastal ports future.



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1. INTRODUCTION

The Oregon coastal ports, often seen as maritime gateways, are far more than mere entry points. They are the very lifeblood of the region's economic and ecological vitality. This biennial snapshot aims to provide a comprehensive overview of the Oregon coastal ports and the multifaceted roles they play in the region's prosperity, environmental stewardship, and resilience in the face of climate change.

These ports are integral to the state's economic landscape, extending their significance across multiple critical domains. Notably, they serve as the gateway to one of the most picturesque coastlines in the world, enabling visitors to explore Oregon's rugged beauty. In doing so, they not only support the local hospitality and tourism industry but also contribute to the livelihoods of businesses and communities that rely on tourism.

Moreover, the Oregon coastal ports are at the forefront of the burgeoning blue economy, encompassing activities such as fisheries, aquaculture, and maritime transportation. These ports are in a position to provide the essential infrastructure required for sustainable practices in the marine sector, fostering economic opportunities for local communities. The commitment to responsible practices within the seafood industry not only supports the local economy but also safeguards the fragile coastal ecosystems.

In their role as stewards, the coastal ports have new opportunities to actively implement mitigative and adaptive strategies designed specifically for ports, invest in clean energy initiatives, and participate in transforming the coastal economy. The maintenance of vital infrastructure along the coast is paramount, as these ports facilitate the transportation of goods, supporting both local and international trade. Their role becomes even more critical in times of emergency or disaster, ensuring the uninterrupted flow of essential commodities.

Furthermore, these ports exhibit resilience in the face of a changing world. The coastal environment is increasingly vulnerable to the impacts of climate change, including rising sea levels and extreme weather events. The adaptability of these ports underscores their capacity to withstand these challenges.

In this biennial snapshot, we will delve deeper into various facets of the Oregon coastal ports, including their ranking in federal climate and economic justice assessments, marketing indicators, tourism indicators, administrative and infrastructure needs, and the blue economy. We will also explore additional opportunities to support these ports in their journey towards a sustainable and prosperous future.



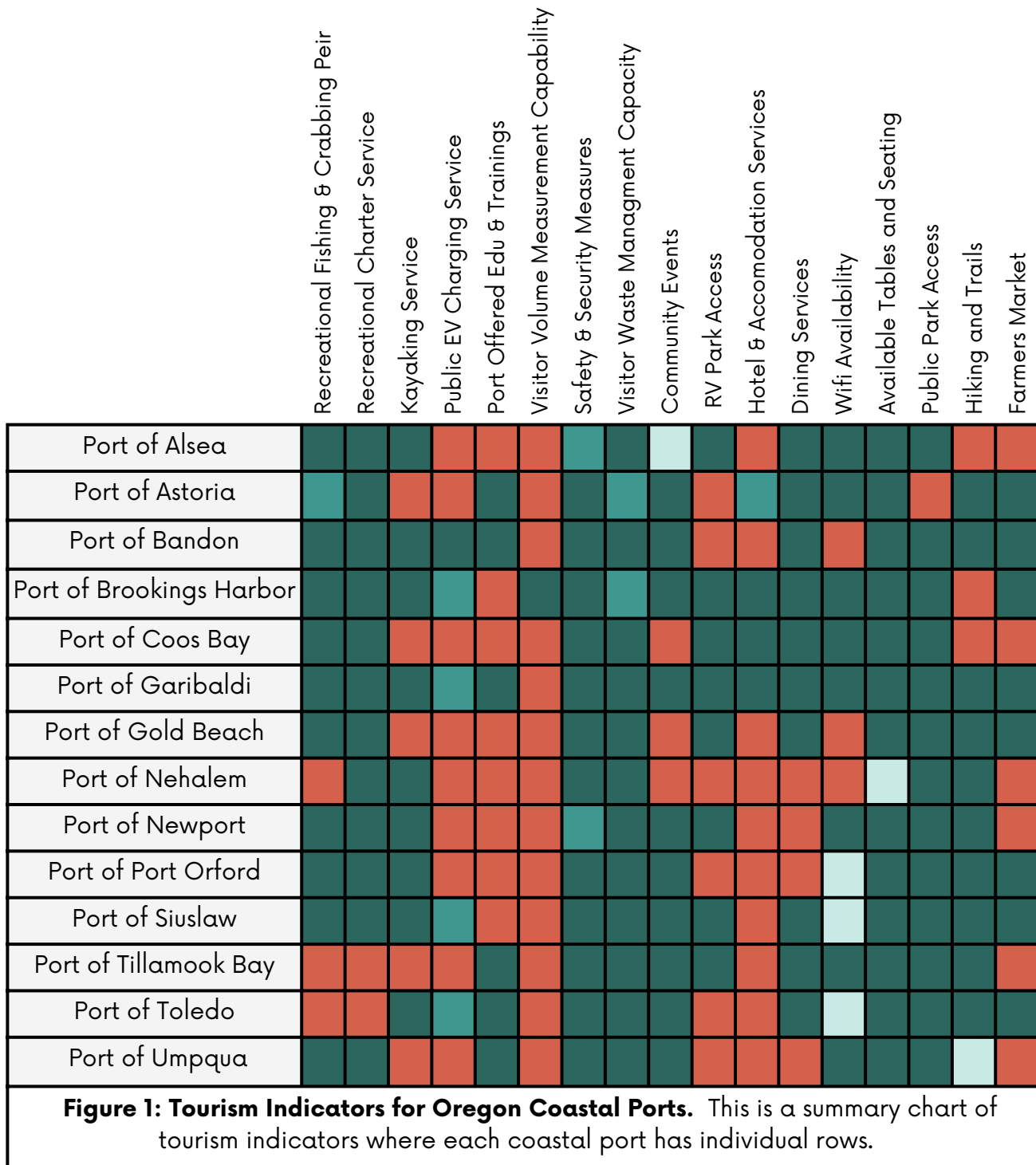
2. TOURISM INDICATORS FOR OREGON COASTAL PORTS

Assessing tourism indicators at Oregon coastal ports is important in order to better understand and evaluate the role of ports in tourism, and how ports may enhance and improve this service, particularly since tourism provides significant economic opportunities.

Figure 1 outlines tourism indicators for Oregon Coastal Ports. While tourism services vary depending on the port, there are a few key indicators to note:

- Traditional maritime tourism activities are predominantly offered at Oregon coastal ports. These include recreational fishing and crabbing, charter services, kayaking, community events, outdoor seating, park access, and hiking.
- Emerging tourism transportation needs are less supported. Specifically, only one port currently has an electric vehicle charging station. However, four additional ports have expressed interest and are in the process of planning to install infrastructure for when funds become available.
- Notably, 13 out of the 14 ports lack the ability to measure visitor volume. Annual visitor measurement is a significant tool as it can indicate the burden tourism is actually putting on port facilities. It can also indicate opportunities to better engage with the tourism sector.





	Installed, currently available at port, or funded project
	Port is interested or planning project but needs funds
	Unplanned or unclear if service is available at port
	Not relevant or unavailable at port

3. FEDERAL CLIMATE & ECONOMIC JUSTICE RANKINGS OF OREGON COAST PORTS

In January 2021, President Biden issued Executive Order 14008, directing the Council on Environmental Quality (CEQ) to develop a new tool called the Climate and Economic Justice Screening Tool. This tool uses an interactive map and datasets to identify communities experiencing burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. It helps identify disadvantaged communities that will benefit from programs included in the Justice40 Initiative, which aims to deliver 40% of the overall benefits of investments in climate, clean energy, and related areas to these communities.

Using this tool, we evaluated the Oregon Coastal Ports, as shown in Figure 2.

- Overall, 10 out of 14 Oregon Coastal Port Districts are federally identified as disadvantaged communities and are recognized as being overburdened and underserved.
- 9 out of 14 Oregon Coastal Port Districts rank above the 90th percentile in the country and are estimated to experience disproportionate economic loss resulting from natural hazard (such as from flooding, earthquake, storm damage, or wildfire)
- 7 out of 14 Oregon Coastal Port Districts rank above the 90th percentile in the country for the expected population loss rate and are estimated to be at significant risk of experiencing fatalities and injuries resulting from natural hazards each year.
- 10 out of 14 Oregon Coastal Port Districts rank above the 70th percentile in the country for supporting low-income households, which are defined as people in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher education.
- Notably, 13 out of the 14 ports have significantly low levels of pollution particles (PM2.5). Considering air pollution is a significant concern at port facilities throughout the country, this is a positive indicator.

Additionally, while none of these coastal ports are projected to be at high wildfire risk, in the last two years, two ports have experienced wildfires on their properties. Wildfires pose significant secondary impacts from sedimentation accumulation in river mouths that occur years after wildfire events in inland regions. As Oregon coastal ports are responsible for river dredging and sedimentation accumulation, and serve as water quality control at river mouths, they carry a disproportionate burden and responsibility in mitigating against wildfires that occur throughout Oregon (Ref) (Ref).

	Federally Disadvantaged Community	Est. Building Loss Due to Disaster	Est. Population Loss Due to Disaster	Projected Flood Risk	Projected Wildfire Risk	Low Income Population	High Energy Cost	Pollution Particles in Air (PM2.5)	Asthma	Diabetes	Heart Disease	Unemployment
Port of Alsea	YES	88	*92	74	33	*79	73	9	85	79	*95	76
Port of Astoria	YES	68	48	14	33	*72	30	5	82	38	62	16
Port of Bandon	YES	68	65	65	33	*81	68	31	85	79	*96	78
Port of Brookings Harbor	YES	*91	78	75	72	*71	68	*90	77	82	*97	70
Port of Coos Bay	YES	*93	89	82	33	*70	56	34	89	57	81	73
Port of Garibaldi	YES	*97	*99	*99	33	*72	*92	3	73	76	*95	82
Port of Gold Beach	NO	*95	*99	87	73	64	61	38	73	69	89	63
Port of Nehalem	NO	*97	*99	85	68	62	85	3	56	64	89	8
Port of Newport	YES	26	14	61	33	*85	44	9	87	51	66	84
Port of Port Orford	YES	*91	84	78	72	*86	81	26	82	86	*97	*97
Port of Siuslaw	YES	18	27	74	33	*68	44	16	79	77	*98	*91
Port of Tillamook Bay	YES	*93	*97	88	33	*71	49	4	65	27	53	49
Port of Toledo	NO	*90	*94	89	33	46	35	10	79	51	72	51
Port of Umpqua	YES	*93	*95	86	33	*76	35	31	77	77	*96	25

Figure 2: Federal Climate & Economic Justice Rankings for Oregon Coastal Ports.

Numbers indicate the national percentile of each indicated port region. Percentiles were determined from the federal Climate and Economic Justice Screening Tool ([Link](#)) based on US Census Data. * indicate impact factors that score as disadvantaged.

4. MARKETING INDICATORS FOR OREGON COASTAL PORTS

Oregon Ports play a crucial role in the state's economy and effective marketing of their services is highly important for various reasons.

In terms of tourism, marketing helps connect the stunning beauty of Oregon's coast with travelers seeking memorable experiences. Tourism is a significant source of economy on the coast. According to Travel Oregon, the Oregon Coast enjoyed significant economic gains in 2022. Visitor spending increased by 24% to \$2.4 billion. Employment climbed 16.4% from 2021 to 2022 to employ 25,290 workers. Earnings increased by 24% to reach a total of \$874.5 million while tax revenue jumped 14.7% from \$101 million in 2021 to \$116 million in 2022 (Ref). By promoting the accessibility and visitor attractions of these ports to tourists, it not only boosts local businesses, but brings economy and tourism dollars to economically needed port locations, offering jobs and more resilience. There is significant opportunity for ports to utilize their engagement with tourism to better support economic and financial needs required by ports.

Regarding the blue economy, marketing highlights the ports as centers for sustainable marine activities such as fisheries and aquaculture. This attracts investments and encourages responsible practices, supporting the livelihoods of coastal communities while preserving the delicate marine ecosystems. Additionally, better marketing campaigns can identify areas where marketing services need improvement, allowing for targeted support to enhance port marketing efforts.

Figure 3 outlines marketing indicators for Oregon Coastal Ports. Notably, Figure 3 shows that all ports have an active website, and 13 out of the 14 ports have a Facebook page. In terms of other social media platforms, 50% of ports utilize Instagram, 0% use TikTok, less than 50% use Twitter or LinkedIn, and 21% of ports have an active newsletter.

As ports play a key role in disseminating relevant maritime information to tourism, commercial fishing, and other stakeholder communities, it is important to understand ports avenue of communication. 86% of ports have available commission meeting minutes, and 64% offer a news and update feed. However, it is noteworthy that only two out of the 14 ports have a current marketing strategy, indicating a significant opportunity to better support ports in their engagement with stakeholders.

	Website	Facebook	Instagram	TikTok	Twitter	LinkedIn	Newsletter	Available Commission Mtg Min- 2023	News and Updates- 2023	Port Marketing Strategy
Port of Alsea										
Port of Astoria										
Port of Bandon										
Port of Brookings Harbor										
Port of Coos Bay										
Port of Garibaldi										
Port of Gold Beach										
Port of Nehalem										
Port of Newport										
Port of Port Orford										
Port of Siuslaw										
Port of Tillamook Bay										
Port of Toledo										
Port of Umpqua										
Figure 3: Marketing Indicators for Oregon Coastal Ports. This is a summary chart of marketing indicators where each coastal port has individual rows and each box indicates if the port has the marketing factor.										

	Yes, currently utilized by Port
	No, not utilized or created by Port

5. ADMINISTRATIVE AND INFRASTRUCTURE INDICATORS FOR OREGON COASTAL PORTS

Oregon coastal ports have significant infrastructure burdens. They are responsible for maintaining and developing physical facilities and assets necessary for port operations, such as harbors, docks, terminals, storage facilities, road and rail connections, and navigational aids. Managing and investing in this infrastructure is crucial for ensuring the port's competitiveness, efficiency, and ability to support the maritime economy along the Oregon coast. Ongoing investments and maintenance are often required due to storm surges, extreme weather events, wildfires, flooding, and daily wear and tear. Ports need significant funding for repairs and maintenance.

Figure 4 outlines the administrative and infrastructure needs of Oregon Coastal Ports identified during interviews conducted in 2023. The following key points were noted:

- Dredging of port marinas and river channels is a significant burden, with 50% of ports currently planning or implementing dredging projects.
- In the past two years, several ports have undergone electrical upgrades, and four more ports are currently planning electrical upgrade projects.
- It is noteworthy that no ports currently have plans to design solar projects, despite the availability of significant funding for renewable energy. This presents an opportunity for ports to establish energy resilience in their districts.
- 5 out of 14 ports currently have wayfinding and signage needs.
- Lastly, there is a deep dive for each individual port in the appendix of this report. There, infrastructure needs are better detailed with cost estimates, status, and timeline. From the estimated projects outlined in these deep dives alone, the overall infrastructure funding request for all Oregon Coast Ports is ~ \$1.9 Billion.



	Dredging Activities	ADA Accessibility	Electrical Upgrades	Fresh Water Service	Solar or Wind Energy Generation	Outdoor Lighting	Visitor Parking	Visitor Signage & Wayfinding	Moorage Service	Environmental Mitigation/Restoration Project	Rail Line	Airport	Lumber Mill	Walkway Development	Office & Storage Rental	US Coast Guard
Port of Alsea																
Port of Astoria																
Port of Bandon																
Port of Brookings Harbor																
Port of Coos Bay																
Port of Garibaldi																
Port of Gold Beach																
Port of Nehalem																
Port of Newport																
Port of Port Orford																
Port of Siuslaw																
Port of Tillamook Bay																
Port of Toledo																
Port of Umpqua																

Figure 4: Administrative and Infrastructure Indicators for Oregon Coastal Ports. This is a summary chart of administrative and infrastructure indicators where each coastal port has individual rows.

	Installed, currently available at port, or funded project
	Port is interested or planning project but needs funds
	Unplanned or unclear if service is available at port
	Not relevant or unavailable at port

6. BLUE ECONOMY INDICATORS FOR OREGON COASTAL PORTS

In 2019, Oregon's blue economy generated an estimated \$3.1 billion in GDP. However, compared to other US ocean economies, Oregon ranks in the bottom 25%. It ranks 22 out of 30 in terms of GDP and 23 out of 30 in terms of employment [Ref], indicating significant opportunity for blue economy expansion on the Oregon Coast.

According to a 2023 report on Oregon's Ocean Resources and the Blue Economy Market Analysis [Ref], Oregon's blue economy consists of economic activities, innovations, and emerging markets that rely on the ocean, shoreline, and estuaries along the Oregon coast. This includes activities linked to ocean, coastal, and estuarine businesses, and industries, such as transportation, entrepreneurship, and advanced manufacturing in interconnected riverine systems and ports.

The report highlights that in 2019, the ocean economy significantly contributed to employment along the Oregon coast. The percentage of employment supported by the ocean economy in each county is as follows: Clatsop (30.9%), Coos (13.9%), Curry (17.2%), Coastal Douglas (30.5%), Coastal Lane (25.4%), Lincoln (26.9%), and Tillamook (13.4%).

By sector, tourism and recreation dominated the Oregon ocean economy, accounting for 65% of total employment and 46.5% of ocean economy GDP. Marine transportation followed with 23% employment and 33.1% GDP, and living resources (including aquaculture, commercial fishing, seafood processing, and wholesale and retail seafood markets) accounted for 6% employment and 7.7% GDP. Significantly, this report indicates that only the tourism and living resources industry have experienced economic growth from 2005 to 2019. These statistics highlight the significant role of tourism in supporting the blue economy in Oregon. It also highlights the opportunity that exists for economically impacted ports to shift more into emerging tourism industries.

One way to address existing and emerging blue economy opportunities is to create a local seafood supply chain. Keeping local seafood local is a key priority for the Oregon coast. It helps grow resilient, equitable, and delicious coastal food economies through increasing emergency preparedness, food security, and community nutrition, health, and wellness. A local seafood supply chain better supplies visitation, as visitors expect to receive local seafood when visiting the Oregon coast. Additionally, residents deserve access to local seafood. Oregon Coastal ports play a fundamental role in this local seafood supply chain by connecting local fishermen to the Oregon seafood supply chain.

Significant effort has been made to map and understand the current blue economy infrastructure along the Oregon coast. You can visualize this information here at the Oregon Seafood Prospector. This storymap provides the following details:

- Quantifies commercial fisheries landings and Oregon Coastal Ports.
- Maps areas where commercial shellfish harvest and estuary aquaculture are permitted.
- Maps necessary seafood processing infrastructure along the entire Oregon coast.

Figure 5 supplements this data by assessing available blue economy and maritime infrastructure, identifying the locations of pending projects, and highlighting areas where additional support is needed.

	Cold Storage	Dry Storage	Ice Infrastructure	Hoist	Commercial Filet Station	Recreational Filet Station	Live Tanks	Fish Grinders	Public Fish Market	Aquaculture Activities	Commercial Fishing Fleet	Product Manufacturing	Boat Yard & Repair	Marine Fuel Station
Port of Alsea														
Port of Astoria														
Port of Bandon														
Port of Brookings Harbor														
Port of Coos Bay														
Port of Garibaldi														
Port of Gold Beach														
Port of Nehalem														
Port of Newport														
Port of Port Orford														
Port of Siuslaw														
Port of Tillamook Bay														
Port of Toledo														
Port of Umpqua														

Figure 5: Blue Economy Indicators and Infrastructure for Oregon Coastal Ports.

This is a summary chart of blue economy indicators where each coastal port has individual rows.

	Installed, currently available at port, or funded project
	Port is interested or planning project but needs funds
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	Not relevant or unavailable at port

7. ADDITIONAL OPPORTUNITIES TO SUPPORT OREGON COASTAL PORTS

Based on the information collected for this report, the following unprioritized opportunities have been identified for tourism and other industries to better support Oregon Coastal ports:

1. Keep Local Seafood Local and Invest in Blue Economy Resilience:

- Invest in blue economy infrastructure, as highlighted in figure 5.
- Continuously map and understand the existing blue economy infrastructure to identify areas for additional support.
- Ensure that local seafood remains within the local area and facilitate connections between local fishermen and the seafood supply chain.
- Highlight the ports as hubs for sustainable marine activities, attracting investments and promoting responsible practices.

2. Implement Mitigation and Adaptation Strategies at Ports:

- Invest in electric vehicles to enable the electrification of fleet transportation and recreational travel along the Oregon coast.
- Continue efforts to reduce carbon footprint through cleaner technologies and the adoption of renewable energy.
- Develop adaptive strategies to address extreme weather, flooding, wildfires, and other events.
- Support visitor education on conservation efforts to protect the fragile coastal ecosystems.

3. Secure Funding for Necessary Infrastructure and Resilience:

- Design, plan, and invest in solar projects to establish energy resilience in port districts.
- Secure funding for repairs and maintenance of critical infrastructure. The Port Infrastructure Development Program (PIDP) is a grant program administered by the Maritime Administration. It awards funds to projects aimed at improving port safety, efficiency, and reliability of goods movement. PIDP grants support port and freight infrastructure enhancements to meet transportation needs and accommodate freight volume growth. The program provides funding for planning and capital projects in urban and rural areas, including a set-aside for small ports. For FY 2024, the Bipartisan Infrastructure Law (BIL) has already appropriated another year of \$450 million in funding.
- Address dredging needs and upgrade electrical systems in port marinas.

4. Enhance Tourism at Ports:

- Promote port accessibility and attractions to boost local businesses and attract tourism.
- Improve marketing efforts and provide training for effective port marketing campaigns.
- Measure visitor volume to better engage with the tourism sector.

In summary, by capitalizing on these opportunities and taking the necessary steps, Oregon coastal ports can enhance their role in economic development, environmental stewardship, and climate change mitigation. Additionally, addressing infrastructure needs and supporting the blue economy will contribute to the sustainable and prosperous future of the coastal region.








APPENDIX: OREGON COASTAL PORT DEEP DIVES



Port of Alsea

HIGHLIGHTS

				
ADA Accessible	Kayak Launch	Parking Strain	Crab Gear & Boat Rentals	Recent Wildfire

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • New ADA accessible docks and platform installed. • ADA accessible kayak launch implemented. • Boat rentals now available at the port. • Rental boats sanded and repainted. • Safety measures taken, including installation of 20 new cameras and provision of WiFi. • Fishery infrastructure improved with relocation of crab measurement and welding machines. • Rescue boat now available. • Upgraded electric and water access to docks. • Increased moorage at the port. • Added concrete pad to fish cleaning station for easier washing.
Pending Projects	<ul style="list-style-type: none"> • Create an overflow parking area for gravel during peak season. • Engage the public for the Eckman Lake Project. The port and lakefront residents may collaborate to restore the lake, manage algae, or sell the property for residents to establish a lake improvement district.
Planned Projects & Opportunities	<ul style="list-style-type: none"> • Project 1: Create overflow gravel parking lot Est. Cost: \$20,000. Timeline: As funds are available. • Project 2: Marina Cameras and lighting to enhance safety and security. Est. Cost: \$25,000 Timeline: As funds are available. • Project 3: Need signage to promote kayak launch.
Challenges	<ul style="list-style-type: none"> • Residents oppose the proposed boat launch at Alsea River Park. • Concerns expressed about limited crabbing areas and motorized vessel restrictions at the boat launch. • In 2022, a wildfire occurred on 2 acres of port beach property due to human activity. The port is considering a new ordinance to regulate fires and camping.
Tourism at the Port	<ul style="list-style-type: none"> • Crab & fishing from 2 docks • Boat and crab gear rentals available






Port of Astoria

Summary Continued..

Opportunities	<ul style="list-style-type: none">• Cruise Economic Impact Survey: This survey collects data on cruise passengers' spending in town. Downtown businesses have contributed \$4,000 in funds for the survey.• Seawall Expansion (AOC4): The goal is to extend the seawall to the dock line to contain environmental contamination. The project has identified milestones, permitting processes, and timelines. Task 1 is creating a waterfront improvement plan.• Need: Install entrance fences for each dock.• Need: Enclose garbage receptacles near the Chinook Building.
Challenges	<ul style="list-style-type: none">• The port has faced challenges with how the DEQ has charged for overseeing the AOC4 project. According to state law, the owners and operators of polluted facilities and property are responsible for the cleanup. They must also reimburse the state for overseeing the projects to ensure public health and environmental protection. (link)• Dredging poses environmental challenges. The port is requesting permission from the state to have the authority to carry out navigation channel improvements without having to comply with state or local land use laws. (link)• In 2023, there was a significant decrease in timber revenues, which raises economic concerns for the port.
Tourism at the Port	<ul style="list-style-type: none">• Cannery Pier Motel: recently renovated.• Airport Open House & Fly-In event: free and family-friendly opportunity to explore aviation.• In 2022, the Port of Astoria had a record number of visits from oceangoing vessels. 42 cruise ships docked in 2022, compared to only 2 in 2021.• FisherPoets: gathering of writers, poets, musicians, and filmmakers primarily from Alaska, British Columbia, and the West Coast. Features readings, jam sessions, film screenings, and other entertainment from over 100 commercial fishing artists in more than a dozen popular venues.• Annual Boatyard BBQ Event.• Currently discussing with the city to develop an ordinance allowing for a fee to fishing and tour guides in the port basin.• Rose Festival: summer event with naval ships visiting the port.
Other	<ul style="list-style-type: none">• The Lektro manufacturing plant at the port plans to hire 20 new full-time employees, increasing its staff from 95.• Astoria has 144 commercial vessels registered as their homeport.• The port is well-known for its flexible and comprehensive vessel repair and retrofitting services on the West Coast.

Port of Astoria

HIGHLIGHTS






 <p>Funding</p>	 <p>New Fishmeal Facility</p>	 <p>Sediment Removal</p>	 <p>Events</p>	 <p>New Jobs</p>
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • Port: Awarded \$1.2 million grant from Business Oregon for Pier 2 West rehabilitation pre-construction costs. • Airport: Received \$32,000 grant for wastewater system project. • Port: Awarded \$25,000 grant from Business Oregon for AOC4 project planning costs. • Port: Received \$60,000 grant from Business Oregon Regional Solutions for Boatyard Master Plan. • New fishmeal processing facility opened, first in North America in 25 years. It will upcycle fish trimmings from nearby seafood processing plants into valuable ingredients for pet food and aquaculture markets. • Port removed 87,000 cubic yards of sediment from West Basin since 2017. • Marina has 144 boaters on waitlist, mostly for 30-foot slips. • Marina rates for moorage have increased.
Pending Projects	<ul style="list-style-type: none"> • The Pier 2 West Rehabilitation Project is in the planning and permitting phase. The dock, which houses seafood processors and is used by the fishing industry, has weight restrictions due to structural concerns. The deteriorating condition of the dock is negatively impacting businesses. The project is important to the port and expected to cost over \$25 million. LINK • The port is planning to expand the boatyard. • The airport master plan is in progress to enhance sustainability and generate revenue. • The Area of Concern 4 (AOC4) environmental clean-up project is underway. • The port is engaging in public outreach through social media, newsletter, and website redesign for mobile viewing.

Port of Bandon

HIGHLIGHTS

				
Funding	Acquired Seafood Infrastructure	ADA Fishing Pier	Events	Salmon Support

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • Planning and Permitting: Completed preliminary engineering and received final approvals on all permitting to fully replace the Bandon marina and boat launch ramp facilities, and to complete comprehensive dredging operations of both boat basins. • Funding: Secured over \$7 million in grant funds from federal, state, and private sources to cover a majority of the costs associated with the above facility replacement projects. • Completed the construction of a new public recreational fishing pier on the lower Coquille River, providing the only handicap accessible fishing access point in the area. • Leased the Bandon Fisheries Building to Farm and Sea, continuing the Fish and Farmers Market tradition and creating opportunities for events. • Completed fuel tank repairs, major repairs to Bandon's historic Coast Guard building, and finished the POB Great Kelp Forest Project Mural.
Pending Projects	<ul style="list-style-type: none"> • Marina and boat launch replacement projects are in final stages of construction. Planned completion date is May 1, 2024. • Navigation Channel: The Port is working with the USACE and federal delegates to increase the number of days the Corps spends dredging the entrance to the Coquille River to improve safety for boaters. • Jetties: The Port is working with the USACE and federal delegates to plan for a major maintenance construction project on the north and south jetties at the river mouth, which has not occurred since the 1950s. • The Port is working with the Oregon Coast Visitors Association, the Wild Rivers Coast Alliance, the Oregon Kelp Alliance, ODFW, commercial urchin divers, local restaurants and seafood outlets to build a kelp forest restoration centered purple urchin fishery on the Oregon Coast.
Planned Projects & Opportunities	<ul style="list-style-type: none"> • Construction of a new Harbor Office on the Port's High Dock. Construction documents are completed, funding secured, and construction planned to begin in 2024. • A new public parking, landscaping, public art and interactive public open space area is planned for the waterfront thanks to a new Travel Oregon Grant and support from the City of Bandon.




Port of Bandon

Summary Continued..

Challenges	<ul style="list-style-type: none">• Building construction cost increases, inflation.• Workforce• Construction equipment inventory gaps, delays.
Tourism at the Port	<ul style="list-style-type: none">• The Port is improving the tourist area with a kelp mural painted by a local artist and local students.• New lights have been installed along the docks for safety.• The Washed Ashore exhibit is in the Port Building on the waterfront.• Annual Boardwalk Art Show: May - October.• Farmers Market• Proposed construction of two public restrooms with laundry and shower facilities for moorage guests.
Other	<ul style="list-style-type: none">• Port is in partnership with the Coquille Indian Tribe, Coquille STEP, ODFW and the Wild Rivers Coast Alliance to boost Chinook Salmon population increase. WRCA awarded the port \$45,000 to build traps along the Coquille River to catch hatchery fish.

Port of Brookings-Harbor

HIGHLIGHTS

 <p>Facility Upgrades</p>	 <p>Dredging</p>	 <p>Seafood Processing Expansion</p>	 <p>Events</p>	 <p>Impacted Salmon Fisheries</p>
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • Ports RV Park wifi, water, electric, paving, light, lighting, restrooms and showers upgrades. • New Pacific Seafood dock. • Seawall was installed to create a walking trail on the beach and to protect RV's in Beachfront RV Park; pedestrian crossings were also installed in RV Park • Commercial Fish Cleaning area was created • Additional Fire Hydrants were installed on each side of Basin 2 • Security camera system was installed throughout the Port • The Public Hoist was re-opened • The Fuel Dock access structure was replaced • Boat Wash System was installed • Derelict boats were demolished: (5 vessels in 2023; 1 vessel in 2022; 4 vessels in 2021)
Pending Projects	<ul style="list-style-type: none"> • Wastewater Treatment Plant: The Port is currently working on permitting for a Wastewater Treatment Plant with the EPA and Oregon DEQ. The new Wastewater Treatment Plant will help to keep processors compliant with DEQ standards for years to come.
Planned Projects & Opportunities	<ul style="list-style-type: none"> • There is seafood processing capacity for smaller processors. • The Port manager has been approached by FreeWire to install an EV charging station. They prefer to partner with Coos County Electric, who will own and maintain the facility. • Dredging: The port is about to launch a five-year dredging project to free the basins of over 38,000 cubic yards of sediment accumulation deposited because of devastating winter rains following the Chetco Bar fire. • Pacific Seafood currently operates a processing plant and is in talks with the Port of Brookings Harbor about installing a Waste Water Treatment Plant. • Project: Boatyard shop to replace existing building with 5 smaller individual units. Est. Cost: \$500,000 Timeline: 2024-2027 • Project: Hallmark Receiving Dock, Seeking Funding. Est. Cost: \$1.2M Timeline: 2025 • Project: Boardwalk expansion, Seeking Funding Est. Cost: \$750,000 Timeline: 2025 • Project: HMGP Funding: Storm drains and paving in Boat Yard and Commercial Areas. Est. Cost: \$2.5 million. Timeline: 2025






Port of Brookings-Harbor

Summary Continued..

Challenges	<ul style="list-style-type: none">• Wastewater Treatment Plant: New wastewater standards set by the DEQ pose a threat to seafood processors in Brookings Harbor.• The salmon season numbers for 2023 were lower than forecasted.• Wildfires have had adverse effect on tourism (Air quality, road closures/limited access to and from Port of Brookings Harbor, etc.)• Poor crab season Infrastructure Upgrades• DEQ Regulations and Stormwater Quality
Tourism at the Port	<ul style="list-style-type: none">• RV Show Event.• Upgrades to Ports RV Park include improvements to wifi, water, electricity, paving, lighting, restrooms, and showers.• The occupancy rate of the RV park was 70% in July and less than 50% in June.• In July 2023, the number of boat launches decreased to 600 compared to 1000 launches in July 2022. Daily moorage and daily trailer storage also experienced a significant decrease in July 2023 compared to 2022.• Art at the Port Summer Boardwalk Exhibition• Curry County Cruisers Car Show• Art on the Coast Festival• Brookings Bodacious Bazaar• Sky High 4th of July Fireworks and Celebration• Slam 'N' Salmon Fishing Derby and Festival• Bigfoot Blues Festival• Pirates of the Pacific Festival• Docktober Fest• Jog Your Memory Color Run• RV Show

Port of Coos Bay

HIGHLIGHTS

				
Offshore Wind	Commercial Rail	Facility Upgrades	Excursions	New Jobs

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Port opened a new industrial garnet recycling and processing plant. The application of the plant include servicing the aerospace and ship maintenance industries. The Port commission voted unanimously to approve a 36-month lease for four new locomotives to be able to operate at max capacity on the railroad. With the new locomotives the port will have the capacity to move approximately 60 rail cars per day. One train can carry ~300 trucks worth of product.
Planned Projects & Opportunities	<ul style="list-style-type: none"> Marine Terminal: The port has partnered with NorthPoint Development, who will develop a 200-acre state of the art rail-served marine terminal on port owned property on the north spit. Est. Cost: \$1.7B Status: seeking funding Timeline: operations to start ~5 years after funding is secured. Terminal 1 Improvements: build out rail infrastructure, groundwork, improvements and repairs to wharf, and construction of a rock apron at the former Georgia Pacific Mill site. Est. Cost: \$50M Status: seeking funding Timeline: 2 years post securing funding. Charleston Marina Improvements: infrastructure upgrades to marina and shipyard. Projected work includes replacing docks, increasing shipyard lift capacity, piling replacement at Charleston Marina. Est. Cost: \$3.4M Status: seeking funding Timeline: 2 years post securing funding
Challenges	<ul style="list-style-type: none"> Placement of offshore wind turbine impacts fishing industries. The port is currently requesting the Bureau of Ocean Management to redraw the call area and boundary. (Detailed comments and updated requests can be found here). The port needs more locomotives to operate at maximum capacity on the railroad. On a typical day, the rail line has eight active locomotives. Currently, they only have four that are in good condition. Failing lift that hauls - the current condition of the lift does not adequately work to haul larger-sized fishing vessels. One recommendation to solve this problem is to increase the lift fees to pay for new infrastructure.

Port of Coos Bay

Summary Continued..

Tourism at the Port	<ul style="list-style-type: none">• New restaurant, Monkey Business, offers indoor seating and an expanded menu. Moreover, the marina has few dining options for tourists.• RV Park occupancy decreased significantly in 2023. In March 2022, occupancy was 50%, while in March 2023, occupancy was 22%.• Delay of the crab season caused a significant number of guests at the RV park to cancel reservations in November.• In October 2022, a 9.5% short-term lodging tax in the city of Charleston went into effect, including at Port RV park and marina facilities.• Railroad Excursions: The Port of Coos Bay offers trips from Sturdivant Park in Coquille north 8 miles to Coaledo on the Coos Bay Rail Line.
Other	<ul style="list-style-type: none">• Port now requires Vessel Insurance Compliance.
Partnerships	<ul style="list-style-type: none">• House Bill 3382 supports the port's plan to become the Pacific Coast Intermodal Container Port. It allows the government to create land use exceptions for making channel improvements to allow larger vessels to navigate the channel.• Deep Blue Pacific Wind, in collaboration with the Bureau of Ocean Energy Management, is still in the early planning process for offshore wind energy. Current planning shows that two proposed call areas are located off the coast of Coos Bay and Brookings. The port remains neutral on wind energy.• <u>Infrastructure Study</u>• <u>Benefits and Challenges for Oregon</u>

Port of Garibaldi

HIGHLIGHTS








Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Public restrooms updated US Army Corps of Engineers will invest \$62 million upgrading south Jetty.
Pending Projects	<ul style="list-style-type: none"> ODFW Marine Reserve Program is operating out of PoG. Will survey hook-and-line fishers on private commercial boats and charters. Private commercial boats contract with the agency to take out volunteer anglers who catch rockfish in key underwater reefs. They focus within marine reserves where all other fishing is banned as well as comparison areas outside of them. Biologists on board identify and measure the fish before they are quickly and safely released. When compared to data from nearly identical fishing efforts dating back as far as 2010, marine scientists are able to track changes in catch rates, species caught and their sizes from before and after marine-reserve protections went into place. LINK
Planned Projects & Opportunities	<ul style="list-style-type: none"> Mooring Basin Seawall Repair: repair of aging seawall that supports mooring basin road to ensure hazard resiliency and continued intermodal connectivity. Est. Cost: \$24M Timeline: 1-2 years. \$2M needed to begin permitting. Dock Replacement: replace docks throughout marina and provide utility upgrades Est. Cost: \$10M Timeline: 3-5 years Harbor Entrance Seawall Repairs: reinforce seawall at harbor entrance to mitigate sediment deposit, reducing frequency of marina dredging, and protect boat basin from storm surges. Est. Cost: \$15M Timeline: 3-5 years
Challenges	<ul style="list-style-type: none"> Abandonment of derelict vessels Significant need for channel shoaling and dredging Recreational immunity insurance recommendations led to Harborview Trail shut down.
Tourism at the Port	<ul style="list-style-type: none"> Off the dock seafood market- Willapa Tuna Seafood & Spirits Festival July Night Market

Port of Gold Beach

HIGHLIGHTS






				
Sea Lion Patrol	Fish Market	Moorage	Seafood Processing	Camping

Summary

Planned Projects & Opportunities	<ul style="list-style-type: none"> • Repair: Rebuild of existing high dock including replacement of sheet pile. Est. Cost: \$8M Timeline: 1-2 years pending funding, engineering completed in 2009, emergency repair completed in 2022. • Dock Redesign and Replacement: Redesign and replacement of 60 sport and 20 commercial docks and slips. Est. Cost: \$1.5M Timeline: 3-5 years pending funding, formal cost Est.imate needed. • South Jetty Improvements: develop public amenities on the south jetty including restrooms, changing facilities, windbreak, parking, and walkway development to and from plaza. Est. Cost: \$350,000 Timeline: 3-5 years pending funding
Challenges	<ul style="list-style-type: none"> • Big boats struggle to cross the bar out into the ocean due lack of dredging • Sea lion disruption program- Port has a program on Lower Rogue River to spot and spook sea lions through non-harmful and nonlethal means (air horns, rubber bullets, firecrackers) to prevent predation of Salmon.
Tourism at the Port	<ul style="list-style-type: none"> • PoGB services many recreational fishing vessels • At the top of the Commercial Dock are restaurants, shops, fish buyers/sellers/processing • Port manages Huntley Park Riverside Campground and R.V. Park.

Port of Nehalem

HIGHLIGHTS

 Research	 Dredging	 Recreational Fishing	 Salmonberry Trail	 River Access
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Published the USGS Nehalem Bay Sedimentation Study LINK
Pending Projects	<ul style="list-style-type: none"> Salmonberry Trail project maintenance
Planned Projects & Opportunities	<ul style="list-style-type: none"> Port has office repair and equipment upgrades needs including printer. Dredging: port is planning to dredge from the mouth of the Nehalem River to the city of Nehalem to preserve recreational boat access. Est. Cost: TBD Timeline: 3-5 once funding secured, next step is to hire consultant for permitting process. Way-finding Feasibility Study: to understand how investments in maritime way-finding would support growth of recreation fishing, increase safety, and protect environment. Est. Cost: TBD Timeline: 1-3 years Levee Stabilization: The port will work with district, city, and state lands agency to plan wastewater levee stabilization. Est. Cost: TBD Timeline: TBD
Challenges	<ul style="list-style-type: none"> Channel marking, maintenance, and dredging are key issues for the Port. Cormorant pose a challenge for fishing at port. Performed a cormorant hazing program with ODFW in 2023. Dredging needed is estimated to be \$3-4 million. Looking to hire a consultant to move forward.

Port of Newport

HIGHLIGHTS

 <p>Infrastructure Upgrades</p>	 <p>ADA Accessible Fishing</p>	 <p>Facility Upgrades</p>	 <p>Events</p>	 <p>Port Awarded Grants</p>
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Facility Upgrades: Crane replaced at the port for increased load capacity. New forklift purchased for NIT. Port acquired two new vehicles. RV park wifi upgraded. Port Dock 3&7 electrical upgrades finalized. Port admin facility moved to new building with leasable space. Funding: \$1.14 million awarded to repair seawall. One new ADA accessible fish fillet tables installed at South Beach Marina with funds from Business Oregon. An additional table is planned to be installed in Fall 2024. Updated Yaquina Bay Estuary Management plan LINK LINK <ul style="list-style-type: none"> Yaquina Bay expected to experience sea level rise of 0.6 to 2.9 ft by 2050. Plan designates mid-estuary as priority aquaculture zone. This zone is projected to be impacted by ocean acidification, affecting shell formation in diverse species of value. Rogue Seawall Repair: Port was awarded \$1.1M in 2022 for repairs. All repairs have been completed. LINK
Pending Projects	<ul style="list-style-type: none"> RV park Annex Redesign Project - conceptual redesigning stage of the project. The project could potentially support glamping, yurts, and/or tiny houses. Port of Newport International Terminal (NIT) is planning on developing 9 acres of land at NIT as well as purchasing 2 log handlers (estimated \$4.3 million). Port management hopes this will spur more logging business development at the port. New public fishing pier in South Beach, built specifically to support public crabbing and fishing. Marina Recognition - planning efforts are underway to redesign the marina.






Port of Newport

Summary Continued..

Planned Projects & Opportunities	<ul style="list-style-type: none">• Port Dock 7 Replacement: this project would re-design and rebuild PD7. Would include temporary repair of PD7 while larger rebuild occurs. The port is currently and seeking funding for this project. Est. Cost: \$34M Timeline: \$100,000 planning grant already awarded, plan completion 2024. The port invested ~\$150K in pilings to temporarily repair dock for usability until construction begins. All permits targeted to be completed by end of 2024.• Dock Repair: The International Terminal Roll-in Roll-out Dock needs assessment, repair, and treatment to extend life of dock. Est. Cost: \$657,000 Timeline: TBD• Pending: Dredging for the South Marina and International Terminal is being planned and permitted.
Challenges	<ul style="list-style-type: none">• Port has experienced increase in crime, vandalism, and illegal camping around the port's property, with theft and vandalism being major issues.• Port is working with the city to install parking signs limiting parking to four hours (except during halibut season) to reduce unauthorized camping and settlement.• Difficulty obtaining permits for dredging and new projects with state agencies.• Updating the Yaquina Bay Estuary Management plan, which includes updating Estuary zoning districts, redefining boundaries, and considering climate change and habitat vulnerabilities for new project development. These updates could impact port functions and projects LINK• Lack of cargo business limiting available funding for the port.• State regulations have shortened the timeframe for in-water work, affecting the port's dredging operations. This may require contracting with new dredgers and increasing dredging expenses by up to \$500,000.
Tourism at the Port	<ul style="list-style-type: none">• The Port RV Park is almost 100% booked with a full staff. It has approximately 35 sites.• Seafood and Wine Festival• The port has installed new lighting and light poles to improve safety.• The port has eliminated the discounts for long-term RV tenants to allow tourists the opportunity to rent spaces.
Other	<ul style="list-style-type: none">• Port has increased fish seller fee.• Port now operates with assigned moorage for consistency in annual agreements.• The port significantly supports the employment of the fishing industry. The port docks 285 homeport commercial vessels, each one of these vessels employs between 2 and 6 people.

Port of Port Orford

HIGHLIGHTS






				
Infrastructure Upgrade	Research	Planning	Events	Natural Disaster Risk

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Maintenance performed on hoist shack 2023 survey results published measuring airgun effects on fish and crabs at the Redfish Rocks Marine Reserve.
Pending Projects	<ul style="list-style-type: none"> Crane Replacement Project- This project involves replacing two cranes (15-ton and 25-ton) with two new 50-ton cranes that can be supported by the Port's high dock. It also includes replacing two existing product hoists and adding two new ones. Dock Road Reinforcement and Slope Stabilization Project- This project forms a partnership between the Port and the City of Port Orford. Approval of the Natural Hazards Mitigation Plan is required for funding eligibility. Natural Hazard Mitigation Plan- The Port of Port Orford is working with Curry County and Oregon Office of Emergency Management, and the Oregon Department of Land, Conservation, and Development to update the Natural Hazard Mitigation Plan. The plan presents a strategy for reducing our communities' vulnerability to the impacts of natural hazard events such as earthquakes, flood, and wildfire. LINK
Planned Projects & Opportunities	<ul style="list-style-type: none"> Life jacket kiosk and signage are being considered for installation at the Port. Seawater Delivery System project involves developing a high capacity pump-ashore system. Est. cost: \$6.4M. Timeline: 1-2 years, seeking funding. The port is seeking funding for a multipurpose facility, the Seafood Hub Project. This facility will support commercial seafood and mariculture operations, along with an Ocean Innovation Lab. It will also facilitate expanded live fish and seafood operations, mariculture for edible seaweed, research, and innovation in fisheries and oceanography. LINK
Tourism at the Port	<ul style="list-style-type: none"> Port Orford Art and Music on Saturdays and Sundays Port Orford Arts Council Events Redfish on the Rocks
Other	<ul style="list-style-type: none"> Port of Port Orford Board of Commissioners supports reducing carbon emissions through clean energy alternatives. However, they oppose offshore wind projects within the Port Orford Stewardship Area. The Port is interested in the economic impact of reintroducing sea otters on the Oregon Coast. A recent study has shown that reintroduction of sea otters could boost tourism and increase economic income by 0.7% to 1.5%. LINK

Port of Siuslaw

HIGHLIGHTS

				
Facility Upgrade	Kayak Launch	EV Charging	Events	Natural Disaster Risk

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • E-dock decking upgrade • Dock electrical upgrade • Port campground upgraded • Kayak dock & launch now available at port • Mapleton dock project completed
Pending Projects	<ul style="list-style-type: none"> • EV charging station installation- in collaboration with Rivian • Port in process of developing a hazard mitigation plan.
Planned Projects & Opportunities	<ul style="list-style-type: none"> • Bulkhead Upgrades: riverfront bulkhead is failing in several locations. Is infrastructure failed, it would have catastrophic effects to Rv campground, marina, boat launch, and waterfront walkways. Geologist report shows no further deterioration likely, no need for emergency repair. Status: repair permit is in process, funding needed. Est. Cost: \$2M Timeline: 1-2 years. • Boardwalk Repairs: repairs including fencing, decking, and fire suppression system. Est. Cost: \$140,000, Timeline: 1 year, permit is in place, project to start winter 2024.
Challenges	<ul style="list-style-type: none"> • Port is concerned with current projections on Coos Bay offshore wind project. • Parking availability is challenging during peak season. Port is considering pay parking system. • Port is concerned by ODF&W Northwest and Southwest Zone Chinook bag limit reductions, where reductions limit fishing in river to 2 fish/ permit. • Port is managing abandoned fishing vessel.
Tourism at the Port	<ul style="list-style-type: none"> • Occupancy for campground was down 2% from last year and moorage was down 6% from last year. • Moorage revenue is down 18% compared to last year. • Marine fuel revenue is down 43% compared to last year. • Port supports a community boardwalk market. • Off the boat fish sales occur during fishing season. • 4th of July fireworks.

Port of Tillamook Bay

HIGHLIGHTS

 <p>Weather Observing Station</p>	 <p>EV Charging</p>	 <p>Emergency Management Plan</p>	 <p>Events</p>	 <p>Funding</p>
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> • The Port has emergency supplies from the Oregon Department of Human Services, Office of Resilience and Emergency Management. These supplies are sufficient to support 100 people for two weeks in the event of an emergency. • The 80th Anniversary of Hangar B will be celebrated in 2023. • An ODAV Grant has been awarded for the upgraded fuel system at the airport. • POTB recently received congressional funding to replace its Automated Weather Observing Station (AWOS) at Tillamook Airport. The AWOS is a fully configurable airport weather system that provides continuous, real-time information and reports on airport weather conditions. The data transmitted by the AWOS includes rainfall, wind direction and speed, temperature, dew point, density altitude, visibility, and runway surface conditions, among other things.
Pending Projects	<ul style="list-style-type: none"> • The Air Museum is currently in the process of being certified for an Airforce Aircraft Loan. This certification would enable TAM to receive aircraft and artifacts from the Air Force for display. Since the Air Force planes are more numerous and located closer, the shipping costs will be reduced. • New Sidewalk Project- pending funding. • Disc Golf Course pending to open. • Electric vehicle charging stations- The Port is waiting on quotes for installing EV charging stations at the Air Museum, Port office and Mess Hall. The stations are funded by grants from ODOT and PUD with matching funds from the Port of Tillamook Bay. • Port is currently developing an asset management system. • Airport Master Plan Update: The Airport Master Plan is planned to be updated in Fall of 2024. Activity is waiting on FAA grant. • Port is planning additional Airport Business Park growth to support the UAS industry





Port of Tillamook Bay

Summary Continued..

Planned Projects & Opportunities	<ul style="list-style-type: none"> • GSI feasibility study determined that port can develop potable ground water. Port exploring options on best approaches going forward. • Warehouse Business Park: development of park includes construction of two 50,000 square foot buildings, additional docks, cold storage, large vehicle EV charging infrastructure. Est. Cost: \$13M for phase 1. Project has 6 phases. Timeline: Concept plan completed 2022. Next steps pending funding. • Municipal Water System Development: project to proactively address any resilience issues that could occur with interconnection, supply, etc. with current water supply. Est. Cost: TBD Timeline: Master Development Plan in 2023. • Utilities Update: Utilities updates needed across multiple port properties, including electrical, plumbing, water lines, water meters, fire hydrants, lead pipes, fiberoptics, and paving. Est. Cost: TBD Timeline: 4-5 years
Challenges	<ul style="list-style-type: none"> • FEMA's National Flood Insurance Program- FEMA is making changes that may have an impact on ports and local communities' ability to build new structures in flood plains. This will be a contentious process if it inhibits developers' ability to build. FEMA-2023-0007 Environmental Impact Statement for Modifications to the National Flood Insurance Program.
Tourism at the Port	<ul style="list-style-type: none"> • Tillamook Air Museum- visitor numbers are comparable to pre-covid figures. Museum retail sales have increased quite a bit. • Port is considering creating a memorial park to honor the workers who constructed the hangars during World War II. The park would include the worker's names engraved on bricks and line the walkway with flag poles. • Tillamook Airport Museum is now contracting with a new advertising service called Half Price Oregon as a way to increase ticket sales • Salmonberry Trail clearing is ongoing on the east end, with plans to organize a large pool of volunteers to draw from for work parties on the west side. • Port has developed a lottery system for discounted hunting permits. • B-53 Stratofortress Cockpit Grand Opening. • Expecting tour groups from 10 cruise ships in 2023 season. • 600 community attendees at Easter egg hunt.

Port of Toledo

HIGHLIGHTS

				
Education	EV Charging	Facility Upgrades	Events	Funding

Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Port awarded \$400,000 grant by Emerging Opportunity Fund for acquiring new equipment Port conducted HVAC and storm damage repairs Oregon Coast Community College Welding Lab/School is in operation (port has 18 welding booths available) High School intern program at shipyard with students training with port crews
Pending Projects	<ul style="list-style-type: none"> ODOT Carbon reduction program to supply 4 electric trucks, 2 chargers for port shop and shipyard, 1 quick charger for marina (supported by OCVA). Port is awaiting funding for ship wash-down concrete pads. Sewer extension project- \$1.9M EPA application.
Planned Projects & Opportunities	<ul style="list-style-type: none"> Needed equipment: crane, boom lift, scissor lifts, forklifts, compressors, and receiving tank, and paint crew requires blast pot and paint pump. Est. Cost: \$800,000 Timeline: awaiting funding Dredging of transient dock and Depot Slough by Army Corps of Engineers Oregon Coast Community College Vocational Wiring School. Est. Cost: \$200,000 Timeline: TBD Port has a marketing strategy estimated at \$30,000. Approach advertising in regional fishing publications strategically timed to fill schedule during shipyards slow season. Port plans on applying for the Port Commission Port Planning and Marketing Grant but needs a 25% match. Project to provide ADA Access to Gangway and Boathouse Est. Cost: \$190,000 Timeline: permit achieved, construction awaiting funding. Industrial Park Expansion: expansion needed to better accommodate current tenants and expansion including storage shed and additional building for welding lab. Est. Cost: \$4.1M Timeline: TBD
Tourism at the Port	<ul style="list-style-type: none"> Annual wooden boat show Renaissance Faire at Waterfront Free family boating during summer months
Other	<ul style="list-style-type: none"> Shipyard for boat repairs and services, past year shipyard has been predominately full and working at capacity. Port now supplies haul-out services. Charter boats available in south yard. Port has changed record keeping procedures.

Port of Umpqua

HIGHLIGHTS

 Strategic Business Plan	 Dredging	 Threatened Fishing	 Events	 Funding
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Summary

Port 2 Year Wins	<ul style="list-style-type: none"> Salmon Harbor Achieves Milestone Dredging Project Under Budget, 2023. This includes establishing a long-range dredging plan and creation of a in-harbor disposal site. The Port of Umpqua has received a grant in the amount of \$28,875 from the Port Planning and Marketing Fund. Funds will be used to update the ports SBP.
Pending Projects	<ul style="list-style-type: none"> Potential purchase of Hallmark property. The property is located directly on the Umpqua River which is classified as a federal channel. The Port of Umpqua is presently updating its Strategic Business Plan (SBP) with funding from Business Oregon and the assistance of a consultant, the Lane Council of Governments.
Planned Projects & Opportunities	<ul style="list-style-type: none"> Wharf Repair in Reedsport: upgrades and repairs to existing piles and bulkhead needed. Est. Cost: \$500,000 Timeline: 5 years, engineering inspection completed. New Wharf at Salmon Harbor: build a new wharf for vessels to unload product and load/ unload fishing gear. Est. Cost: \$6M Timeline: 10 years Courtyard Improvements: Improvement at port office building to make it available for public meetings, receptions, etc. Improvements include upgrades to electrical, fountain repairs, and replacing fence. Est. Cost: \$50,000 Timeline: 5 years.
Challenges	<ul style="list-style-type: none"> Fish price for unloading at dock was raised 10X from \$0.03/lb up to \$0.30/lb. This makes fish buyers reluctant to buy at port. The Umpqua River was closed to wild coho fishing due to exceptionally low coho returns to the South Umpqua River last year.
Tourism at the Port	<ul style="list-style-type: none"> Oyster and Crab Festival in Winchester Bay July 4th Celebration at the Port Chainsaw Carving Championship S.T.E.P. Salmon Derby
Other	<ul style="list-style-type: none"> Port Commission passed a motion to write a letter in support of the Port of Coos Bay's Railroad Rehabilitation & Improvement Financing (RRIF).