OREGON COAST VISITORS ASSOCIATION

OREGON COASTAL PORTS

A Biennial Snapshot

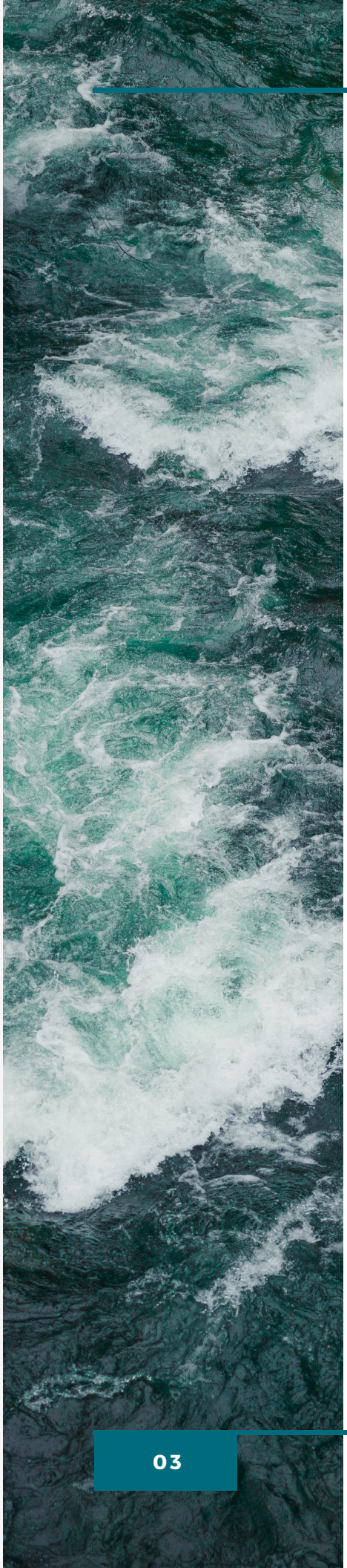
Publish Date: May 2021

Executive Summary

Coastal ports have always played a crucial role in powering local economies up and down Oregon's coast, by creating jobs and connecting consumers and businesses in Oregon with the world. This report provides a snapshot of 14 Oregon coastal port districts. It describes tourism and visitor amenities available at ports, infrastructure development of port districts, and the services port districts offer the community. Highlighting strengths and vulnerabilities of these districts, this report also offers key opportunities on how to support them. Noted in a more detailed addendum are the individual port districts 2-3 year goals, future strategies, and needs. Overall, Oregon port districts have critical infrastructure requirements. This becomes more pressing as Oregon's blue economy grows, extreme weather threatens, and visitors put high demand on port facilities.

Who is OCVA?

The Oregon Coast Visitors Association is the official Regional Destination Management Organization (RDMO) as designated by the Oregon Tourism Commission, DBA Travel Oregon. This association is comprised of Chambers of Commerce, Visitors Centers/Bureaus, resource management entities and 100+ private tourism businesses along Oregon's 363 miles of coastline. OCVA advocates on behalf of the coastal tourism industry by facilitating industry alignment, coordinating industry management efforts and by engaging in cooperative promotional activities which achieve maximum, measurable benefits for our coastal economy with minimal negative impacts on our quality of life and natural environment.



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Summary Chart 1: Visitor Amenities and Recreation

	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
2020 Visitor Volume	High	High	High	High	High	High	High	High	High	High	High			
Cruise Destination														
Dining														
Gift Shop														
RV Park														
Hotel														
Boardwalk & Fishing Pier														
Bait Shop														
Fish Buyers & Market														
Farmers Market														
Kayaking														
Charter Services														
Restrooms														
Tables & Seating														
Park														
Hiking and Trails														
Community Events														
Other				❖RV park upgrade		❖Antique train display ❖Bicycle kiosk			❖Rogue Brewery	❖Bird watching ❖Scuba diving & air station	❖RV park upgrade	❖Plan to develop disc golf course ❖Bicycle kiosk	❖Free Piublic Boat Launch ❖Marina ❖Transient Dock	

Legend: This is a summary chart where ports have individual columns. The subsequent rows have been broken into detailed visitor amenities and recreation for each port. The color scheme indicates:

- Amenity, plan, or service in place with funding
- Amenity, plan, or service partially established, requires funding
- No plan

Summary Chart 2: Infrastructure Development and Port Services

		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
Infrastructure Development	Dredging														
	ADA Access														
	Dock Repair														
	Embankment Repair														
	Wayfinding														
	Walkway Development														
	Other Visitor Amenities														
Services	Commercial Fleet														
	Moorage Slips	40	412	90	513	400	277	105		450	40	130			
	Crane Dock Service														
	Ice														
	Fuel														
	Boat Repair														
	Commercial Seafood Processing														
	Fish Cleaning Station														
	Office & Storage Rental														
	Event Space														
	Airport														
	Rail Line														
	Lumber Mill														
	Aquaculture Farming														
	US Coast Guard														
	Other	❖Construct boat launch			❖Fuel tank and access pad replacement ❖Waste water treatment plant replacement	❖Ice plant rebuild project			❖Shoreline stabilization project					❖Plan to construct building for brewery	

Legend: This is a summary chart where ports have individual columns. The subsequent rows have been broken into two sections. Section 1 details infrastructure development for each port. Section 2 details services offered by each port. The color scheme indicates:

- Amenity, plan, or service in place with funding
- Amenity, plan, or service partially established, requires funding
- No plan

1: Introduction- Oregon Coastal Port Districts

The ocean supplies food for almost half of the world's population, generates a major percentage of our planet's oxygen, and provides 80% of the world's biodiversity. Major industries such as shipping, fishing, aquaculture, renewable energy, and coastal tourism depend upon ocean health and make up a global blue economy. Excitingly, interest in the ocean economy is only increasing. According to the Consortium for Ocean Leadership, the blue economy is expected to double in value to $3 trillion by 2030, far outpacing the growth of the global economy as a whole.

> *"The blue economy is expected to double in value to $3 trillion by 2030, far outpacing the growth of the global economy as a whole."*

Oregon ports are a gatekeeper of this resource. As key drivers of the blue economy, ports provide the support and infrastructure for business and industry and are a major source of jobs throughout the Oregon coast. Ports are also meant to function as stewards, offering opportunity and facilities for visitors to enjoy the Oregon coast, while also setting the example for how Oregon treats the ocean and its ecosystems.

With limited budget and failing infrastructure, ports bear a heavy burden to keep the Oregon blue economy functioning. However, new state and federal opportunities are emerging with the potential to better support Oregon port districts.

First, in December 2020 the United States congress passed a Young Fishermen's Development Grant Program. This program will provide competitive matching grants to support local and regional training, education, outreach, and technical assistance initiatives for young fishermen. Also, newly available is the Oregon Maritime Sector Workforce Investment Initiative, Senate Bill 867, which was passed by the Oregon legislature in 2017.This bill creates a task force that will focus on workforce development in the maritime sector.

Second, Business Oregon manages three programs dedicated to port development. The Marine Navigation Improvement Fund provides grants and loans that fund authorized projects. Ports Planning and Marketing Fund helps ports fund planning or marketing studies related to expanding their trade and commerce activities. Ports Revolving Loan Fund assists Oregon ports in the planning and construction of facilities and infrastructure. To maintain safe passage through the state's waterways, Oregon also owns a hydraulic dredge and works with ports to operate the equipment and manage dredging projects. The Oregon Public Ports Dredging Partnership connects with Business Oregon over dredging and offers peer support to public ports and marinas.

Third, in 2021, OSU Hatfield Marine Science Center and Oregon RAIN began a Blue Economy Program to help accelerate the growth of blue economy tools and technologies throughout Oregon's coastal communities. A 3-year project, this program will help connect coastal entrepreneurs and innovators to the resources they need to scale and develop emerging technologies, including the Hatfield i-Lab. The overall goal is to support entrepreneurs that could advance and support Oregon's blue economy sector, provide sustainable jobs centered around the maritime workforce, and bolster coastal economies.

Fourth, although Oregon has stricter standards than other states, recent reports have shown that high levels of diesel and other pollution generated at ports throughout the United States threaten the health of over 100 million people across America who live within 3 miles of a port. There is particular risk to people who are low income or people of color. Pollution is only projected to increase in coming years as our ports increase operations to meet consumers and economic demands with the expanding blue economy. Oregon senator Jeff Merkley introduced the Climate Smart Ports Act of 2021. This legislation would create a $1 billion per year federal program dedicated to upgrading ports using state of the art sustainable equipment and technology. The bill would replace high-emitting diesel trucks, ships, trains, and cargo handling equipment.

Ports stand as a first defense, against a disruptive and damaging ocean driven by climate change and help to protect people and society. How ports change, adapt, and respond to sea level rise, damaging storms and floods, loss of ecosystem, sedimentation buildup, unsustainable fishing practices, and pollution are just some of the ways in which ports set an example for Oregonians, the United States, and the world.

2: Visitor Amenities and Recreation at Oregon Coastal Ports

Due to Oregonians love of the ocean, and perhaps a restlessness caused by the world in shutdown with COVID-19, people greatly depended on their coastal communities to offer sanctuary and outdoor space in 2020. Overall, ports experienced record high visitor volumes. For example, using a car cam monitoring system, the Port of Brookings Harbor counted over 0.5 millions cars at the port in 2020, with visitors going to the beach and using port facilities. Similarly, the Port of Newport had a 40% increase in visitor volume. Many dining establishments at or around port properties had a similar experience. Tony's Crab Shack near the Port of Bandon had their best year in 30+ years of being open.With 8 out of 14 ports offering RV parks, all have been at maximum capacity this last year and many of which have needs for upgrades and replacements.

This large visitor volume put demand on essential visitor services such as dining, hotels, RV parks, and recreational outdoor space. Most ports are responding to this demand in visitor volume. Many are looking for funding opportunities to establish or upgrade outdoor visitor amenities such as walkways and seating.

Nearly all ports have dining establishments with industrial zoning being the limiting factor for ports to expand or establish dining. Ports with no dining establishments are keen to welcome food trucks to port districts to support the need. For example, the Port of Tillamook Bay supports over 300 employees and has no free standing dining service available due to zoning constraints. Food trucks could provide a unique opportunity for new business at ports, particularly since most ports are at maximum retail and dining capacity.

79% (11 out of 14) of ports offer opportunities to buy fish from local fisherman (either fish markets or at the dock). Several ports expressed interest in expanding the market of locally caught fish to throughout Oregon communities on both a local and statewide level. The Dock to Dish program out of New York State could provide a model on how to expand sales of hyperlocal, community caught fish. With a monthly subscription, this program allows members to choose the size and date locally caught fish would be delivered to their door. Local fishermen go to sea and selectively harvest the most sustainable peak-season seafood for members.

79% of ports (11 out of 14) manage recreational parks, hiking, and trail space. This is a key attraction that brings visitors to ports in droves. Several ports are looking to expand trails and pathway development in the coming 2 years.

All ports function to support community events. While organized events have been canceled due to COVID-19, ports are looking to begin community events as Oregon opens up. Several ports have educational spaces on their properties, where research is conducted, classes are held, and training occurs. For example, the Port of Toledo hosts a welding program through the local community college that is extremely popular and greatly contributes to the training of the workforce in the community. Seasonal art shows are beloved programs established at several ports. The Bandon Art Show, where hundreds of pieces of art are displayed along the boardwalk all summer long, feature work by amateur and professional artists from throughout Oregon. The Port of Bandon is open to collaborating with other ports who may have an interest in establishing a community event like this. One such collaboration point that has already occurred is with the Port of Brookings Harbor that is having its 2nd annual "Art at the Port" show this summer.

Overall, ports are at maximum capacity for retail, dining, and office space with many ports in the position of turning away new businesses due to infrastructure limitations.In order for new retail and business to come into most ports, major infrastructure development will need to occur.

3: Infrastructure Development at Oregon Coastal Ports

Failing infrastructure is a critical issue across all ports where ports do not have the funding to properly address problems. According to a Business Oregon report, the combined port-identified infrastructure needs exceed $500 million. Across the board there are failing boat launches, pier damage, fuel tank, access pad, and building damage, crumbling roadways, and need for embankment stabilization and repair. This damage provides hazards to employees and visitors, contributes to environmental toxicity and waste, and leaves ports vulnerable. While port, state, and FEMA funding address a portion of this need, in order to have a healthy functioning Oregon port system, which can respond properly to economic changes, storm, and climate threats, upgrades to failing infrastructure need to be addressed.

Sedimentation buildup in rivers and bays is a substantial hurdle for ports where many coastal ports cannot use much of their infrastructure due to shallowing. Each port addresses this problem differently.While nearly all ports with water access dredge the fundamental navigation channels in their district, the frequency, scale, and need of dredging varies. Additionally, dredging is a substantial economic burden that each port individually carries, causing disproportionate cost burdens on individual ports. To note, there is strong environmental opposition to dredging due to the estuary destabilization that dredging causes. New technologies are emerging that aim to address the root cause of sedimentation buildup and offer sustainable alternatives to dredging. Importantly, the port of Nehalem is currently completing a sedimentation study to be able to understand the root cause of sedimentation buildup in the Nehalem River and Bay. This study may shed light on new ways to address sedimentation buildup for all ports.

Other needs:

- ADA Access is intermittent across the ports, where only some ports have secured funding to address this issue
- Due to the increased volume of visitors in 2020, visitor amenities including seating, wayfinding, and walkway development are currently being planned by multiple ports

4: Services Offered at Oregon Coastal Ports

Services offered by ports are focused primarily on supporting commercial fishing fleets, recreational boating and fishing, and community events. In addition to increased numbers of visitors, ports have experienced high volume of both recreational boaters and commercial fleets coming from out of state.

- 10 out of 14 ports have a commercial fleet while 11 ports support recreational boating
- Only 50% (7 out of 14) of ports offer ice service, placing a large burden on Oregon commercial fleets that requires fishermen to travel to larger ports to get ice for their catch
- 6 out of 14 ports have commercial seafood processing facilities
- 4 ports have airports, 2 ports have rail lines, and two ports still support a lumber mill

The ports of Astoria, Coos Bay, Newport, and Toledo have the deep navigational channels and adequate infrastructure such as crane dock services to support large vessels. To note, the port of Toledo is uniquely positioned to do dry dock work and the focus of the port is as a shipyard that supports Oregon fishing fleets mainly through repair and maintenance.

A newer aspect of port economy, aquaculture farming consists of using marine acreage to grow ocean resources such as oysters, shrimp, and seaweed. Oregon ports have quickly caught on to different aquaculture techniques with 7 out of 14 ports supporting some type of aquaculture farming. Dulse seaweed farming is established at several coast ports in Oregon. Sea urchin harvesters and shrimp and oyster farming are other examples of aquaculture industry at the coastal ports. Across the board, ports have expressed interest in collaborating with companies to start or expand aquaculture farms. Notably, farming that requires small marine acreage would be of particular interest to most ports since they may only have a few marine acres to devote to this type of farming. One such example of a new technology that has emerged is GreenWave's polyculture farming system. This aquaculture approach grows a mix of seaweeds and shellfish for food production, and requires zero inputs such as freshwater, fertilizer, or feed, making it the most sustainable form of food production on the planet. This approach has been shown to sequester away carbon and nitrogen and contribute to the rebuilding of reef ecosystems. Farms sit vertically below the surface of the ocean, producing high yields of food with a small footprint. With a low barrier to entry, anyone with 20 acres, a boat, and $20,000-50,000 can start their own farm.

Recreational and sport fishing is a huge driver of tourism and economy in Oregon coastal communities with 11 out of 14 ports supporting recreational fishing.However, fishing yields have been diminishing in recent years and it has had a noticeable impact on tourism. According to the Oregon Department of Fish & Wildlife, the total pounds of chinook salmon caught off the Oregon coast in 2017 fell 40% compared with the year before. Between 2014 and 2017, total pounds caught dropped 80%. This is a staggering statistic and highlights a substantial vulnerability in port economies. Several ports see it as crucial to begin to diversify their products and services to help mitigate against this challenge. Helping ports repair fish habitat in port districts and designating habitat restoration as a key infrastructure issue would support ports in their efforts to maintain these fish populations.

"Oregon ports have quickly caught on to different aquaculture techniques with 8 out of 14 ports supporting some type of aquaculture farming."

5: Additional Opportunities to Support Oregon Coastal Port Districts

Sea level rise and damaging storm surges have important implications for both coastal and river ports in terms of their functionality, navigable water, and shelter from wind and waves. The physical and economic consequences of extreme events are costly and can be significant. The failing infrastructure caused by storm damage along the Oregon ports illustrates this. As an example, the Port of Newport lost 66 linear feet of dock in 2020 with over 500 feet lost in the past twenty years. Such events are only expected to increase in intensity and frequency as a consequence of climate change, increased storm surges, and sea-level rise. Additionally, the experience and expertise of ports in dealing with oceanic and maritime threats means that communities will look to their ports for advice, leadership, and preparedness on how to deal with extreme weather events.

While all Oregon ports interviewed have a FEMA plan in place, and where some ports have worked out more specific details including planning with their county, the level of preparedness for adequately managing flooding could be intensified. Currently, no port has planned for infrastructure to mitigate these threats.This is a point of great vulnerability for Oregon ports and there is a key opportunity here to help ports more robustly and inclusively plan for emergency and extreme maritime weather events, storm surges, and the more constant threat of sea level rise. Numerous technologies are available and emerging to increase costal resiliency. For example, one technology promoted by NOAA to mitigate these problems are living shorelines. In pilot studies, these natural vegetative buffers that include storm walls and natural flood zones, have been shown to greatly protect and adapt coastal communities to powerful storms, sea-level rise, and changing precipitation patterns. They also serve as blue carbon technologies that sequester away large amounts of carbon from the atmosphere and re-establish critical coastal habitat. As carbon trading becomes more of a currency, this is an additional opportunity for ports to better diversify.

"Currently, no port has planned for infrastructure to mitigate these threats.This is a point of great vulnerability for Oregon ports and there is a key opportunity here to help ports more robustly and inclusively plan for emergency and extreme maritime weather events, storm surges, and the more constant threat of sea level rise."

Additionally, while many of the Oregon ports have been certified as clean marinas, these certifications may be outdated with some ports having been certified over 10 years ago when environmental standards for these certification were much lower. Additional support in helping ports access new technologies and providing capacity assistance for waste management could help establish more effective and sustainable clean-up of marina pollution.

In conclusion, Oregon coastal ports are at the core of this burgeoning new blue economy. Ports need infrastructure improvements and access to emerging technologies to diversify, adapt, and develop sustainable economic practices that can support Oregon economies and communities for years to come.

6: Addendum

Port of Alsea					
Acreage & Assets	Port holds land in public trust up to mean high tide for much of the Alsea estuary				
Current Goals	1. Marina development including the addition of a boat launch and ADA access ramp 2. Pave east parking lot used by kayaking and crabbing dock 3. Expand parking capacity for boat launch (pending funding and plan)				
Future Strategies	➢ Develop port owned lake into tidal estuary ➢ Establish wholesale fish market				
Key Needs	*Port is limited in expansion of retail space without having increased parking capacity*				
Commissioners					Port Manager
Rob Bishop Chair Email	**Jan Power** Email	**Buster Pankey** Email	**Joe Rohleder** Email	**Chuck Pavlik** Email	**Roxie Cuellar** Email (541) 563-3872

Port of Astoria					
Acreage & Assets	Central Waterfront Piers and Docks, Regional Airport, 200+ Acres of Undeveloped Skipanon Peninsula, and OSU Seafood Lab				
Specialty Services	Deep water docking for cargo and cruise ships				
Current Goals	1. Stabilize port finances 2. Address ongoing maintenance and replace aging infrastructure a. Airport industrial park development- construction begins 2021 b. Gateway building upgrades- 2016-present c. AIP 26 apron phase 2 construction- begins 2021 d. Gateway avenue re-design and development (pending) 3. Increase port's transparency within the Astoria community				
Future Strategies	➢ Shipyard expansion				
Key Takeaways	❖ *Port has 28.8 million in infrastructure needs* ❖ *Industrial space is available for new business* ❖ *Highly visible lodging property available for development in growing tourism area*				
Commissioners					Port Manager
Dirk Rohne President Email	**Robert Stevens** Email	**Frank Spence** Email	**James Campbell** Email	**Scott McClaine** Email	**Will Isom** Email (503) 741-3300

Port of Bandon					
Acreage & Assets	Waterfront, Marina and Boardwalk, and Pier				
Current Goals	1. Expand outdoor seating on boardwalk 2. Re-establish boardwalk art show 3. Improve outdoor amenities for farmers market 4. Finalize funding for ADA fishing pier		5. Complete River Walk Trail 6. Outreach of Dulse Seaweed Project 7. Find funding for marina replacement project		
Future Strategies	➢ Develop walking trails and wildlife lookout platform ➢ Construction of a flex building for additional expansion capabilities ➢ Construction of a building along the river for an additional eatery				
Key Takeaways	*Port has been experiencing high visitor volume with retail capacity currently full until the construction of a flex building*				
Commissioners					Port Manager
Reg Pullen President (541) 347-9542	**Donny Goddard** (541) 347-9239	**Wayne Butler** (541) 396-6886	**Rick Goche** (541) 347-9126	**Harv Schubothe** (541) 297-2342	**Jeff Griffin** Email (541) 347-3206

Port of Brookings Harbor				
Acreage & Assets	The port owns 60 acres of property at the mouth of the Chetco River			
Current Goals	1. Dock repairs 2. Basin 2 embankment repair 3. Basin 1&2 dredging 4. RV park facility improvements			
Future Strategies	➢ Currently, pedestrians walk through parking lots and bike lanes. Port needs pedestrian walking paths and sidewalks ➢ Looking to expand retail into a future 3rd building ➢ Wastewater treatment for fish processing plant ➢ Potential to establish a medical office in port space ➢ Construction of a wastewater treatment plant for fish processing			
Key Takeaways	❖ *Port requires pedestrian walking paths and sidewalks throughout port property* ❖ *Port is at maximum capacity for retail space*			
Commissioners				Port Manager
Richard Heap President Email	**Sharon Hartung** Email	**Joseph Speir** Email	**Kenneth Range** Email	**Gary Dehlinger** Email (541) 469-2218

Port of Coos Bay					
Acreage & Assets	◉ 30 acres of Charleston Marina and 1000+ acres of land on the north spit area of lower Coos Bay ◉ Deep and wide channel for large vessels ◉ 6 lane boat launch ◉ Rail line				
Specialty Services	➢ Ship Assist, Ocean Towing, Barge Shipping Service				
Current Goals	1. Maintenance and repair of existing infrastructure 2. Channel deepening and widening project 3. Repair and extension of the north jetty				
Future Strategies	➢ Port is constantly trying to diversify products that come through the port to boost economy ➢ Looking to support outdoor winter events				
Key Takeaways	*2 millions tons of cargo and 25 million pounds of seafood move through the coos bay harbor and marina each year*				
Commissioners					Director External Affairs
David Kronsteiner President	**Eric Farm**	**Robert Garcia**	**Brianna Hanson**		**Margaret Barber** Email

Port of Garibaldi					
Acreage & Assets	◉ Waterfront, Marina, Boardwalk, and Pier ◉ Part of Tillamook Bay and Estuaries which are considered a national estuary of excellence				
Specialty Services	➢ Tillamook County Hospital Ambulance Quarters ➢ Tillamook Estuaries Partnership				
Current Goals	1. Streetway infrastructure development 2. Establish ADA access to pier 3. Further seawall project 4. Upgrade trail and visitor amenities				
Future Strategies	➢ Purchase property adjacent to port for expansion ➢ Kayak launch center				
Key Takeaways	*The port is looking to expand upon ecotourism experiences for visitors such as self-guided educational activities that highlight the coastal environments and key sustainability approaches*				
Commissioners					Port Manager
Val Folkema President	**Bob Browning**	**John Luquette**	**Kelly Barnett**	**Paul Daniels**	**Michael Saindon** Email (503) 322- 3292

Port of Gold Beach					
Acreage & Assets	◉ Waterfront marina and regional airport				
Specialty Services	➢ Forklift Service and 3 lane boat launch ramp				
Current Goals	1. Pave roadway and construct sidewalk into south Jetty area 2. Dock repairs 3. Refurbish commercial building				
Key Takeaways	*Port requires key infrastructure repairs and upgrades*				
Commissioners					Port Manager
Bill McNair President	**Hank Eckardt**	**Mike Luzmoor**	**Walter Scherbarth**	**Charles Riddle**	**Andy Wright** Email (541) 247-6269

Port of Nehalem					
Acreage & Assets	20,000 square foot property for rental, warehouse, and mooring of port vessels				
Specialty Services	➢ Deploys markers and navigational safety buoys ➢ Water debris removal ➢ River sedimentation study to be published spring 2021				
Current Goals	1. Navigation channel dredging 2. Dredging for infrastructure maintenance to maintain boat launch 3. Shoreline stabilization project 4. Develop project with Tillamook County Transient Lodging		5. Increase visitor access to water areas 6. Provide support for biannual estuary clean up 7. Gain knowledge of river and bay sedimentation 8. Collect daily tide level data for storm preparedness and predictability		
Future Strategies	Looking to establish real-time tide level readouts for the port				
Key Takeaways	*Channel marking, maintenance and dredging are key issues for the Port*				
Commissioners					Port Manager
Steve Huber President	**Janice Laviolette**	**Dave Devault**	**Darrell Winegar**	**Cory Hua**	**Gene Dieken** Email (503) 368-7212

Port of Newport					
Acreage & Assets	1400 ft of waterfront and 72 square miles of property				
Specialty Services	➢ Coast Aquarium ➢ Oregon State University Hatfield Marine Science Center ➢ NOAA Marine Operation Center ➢ International terminal for deep-draft vessels				
Current Goals	1. Replace pier that runs in port dock 5 2. Replace electrical features and other infrastructure in commercial docks 3. Conduct a 2021 feasibility study to dredge channel in commercial dock space (USACE collaboration) 4. Develop infrastructure and marketing plan for international terminal to bring in more cargo business 5. Develop plan for complete replacement for port dock 7 6. Realignment of fishing pier with jetty 7. Determine infrastructure status of seawall supporting Rogue Brewery 8. Replace load centers to provide more power to docks 9. Add two new fish processing tables to marina				
Future Strategies	➢ Looking to develop and upgrade visitor amenities such as bathrooms, lighting, and seating to RV park, dry camp, and annex ➢ Expand parking capabilities and add wayfinding signage ➢ Invest in covered outdoor event space and tent ➢ Potential to attract small vessel cruise ships to port ➢ Port is looking to expand into a new administration building with additional rentable space				
Key Takeaways	*Port has 28+ million in infrastructure improvement needs*				
Commissioners					Port Manager
Jim Burke President Email	**Gil Sylvia** Email	**Walter Chuck** Email	**Jeff Lackey** Email	**Kelley Retherford** Email	**Paula Miranda** Email (541) 265-7758

Port of Port Orford					
Acreage & Assets	District owns 146 square miles				
Specialty Services	➢ Port launches boats by crane ➢ Engaged in policy development for south coast dredging effort ➢ Seawater energy research and development				
Current Goals	1. Port Marina and Bay Infrastructure Redevelopment Project 2. Supply Oregon State University with additional space for research				
Future Strategies	➢ Recently received funding to convert cannery building into a seafood hub ➢ Begin commercial and retail flex space construction ➢ Add pedestrian access and amenities including trail development, benches, and wayfinding				
Key Takeaways	*Development of boneyard area into commercial and flexible retail space*				
Commissioners					Port Manager
Aaron Ashdown President	**Leila Thompson**	**Tom Calvanese**	**Brett Webb**	**David Bassett**	**Pat Cox** Email (541) 332-7121

Port of Siuslaw					
Acreage & Assets	The district owns 150 square miles of land with 40 acres of industrial park				
Specialty Services	➢ Commercial forklift ➢ 3 lane boat launch				
Current Goals	1. RV park electrical and sewer infrastructure replacement 2. Dock repairs and pier bulkhead replacement				
Future Strategies					
Key Takeaways	*Address and upgrade port infrastructure*				
Commissioners					Port Manager
Terry Duman Position 1 Email	**Robert Ward** Email	**Mike Buckwald** Email	**Craig Zolezzi** Email	**Bill Meyer** Email	**David Huntington** Email (541) 997-3426

Port of Tillamook Bay					
Acreage & Assets	Port owns 1500 acres with Tillamook Municipal Airport, rail line, industrial park, Tillamook Air Museum, and shovel ready industrial zoned land				
Current Goals	1. Expand airport and UAV test site 2. Support Salmonberry Trail 3. Develop 5-acre site into warehouse with docks- potential for retail expansion 4. Develop disc golf course				
Future Strategies	➢ Collaborate with Tillamook Bay Community College to establish aquaculture farm ➢ Interested in supporting food security programs with hoop house agriculture ➢ Expand the number of hangars in the airport				
Key Takeaways	*Port is zoned for industrial buildings and port may only expand into warehouses and small manufacturing facilities. Port is not part of the city and provides its own stormwater facility, water, and waste management system.*				
Commissioners					Port Manager
John Mulder President Email	**Sierra Lauder**	**Matt Mumford**	**Chris Sween**	**Jim Young**	**Michele Bradley** Email (503) 354-8043

Port of Toledo					
Acreage & Assets	The district owns 443 square miles of land				
Specialty Services	➢ Dry dock work such as painting and sandblasting ➢ Shipyard with crane to support large vessels ➢ Community boathouse program				
Current Goals	1. Complete environmental building 2. Dredging of the channel and marina 3. Find disposal property for dredging and provide a cap solution for contaminated site 4. Engineer and construct building to support expansion of the welding program in collaboration with Oregon Coast Community College				
Future Strategies	➢ Interested in developing wayfinding on highway and throughout town to draw visitors to port ➢ Constructing building for retail and brewery				
Key Takeaways	*The shipyard at Port of Toledo is uniquely positioned to support commercial boats and fleets*				
Commissioners					Port Manager
Chuck Gerttula President	**Rick Graff**	**Zack Dahl**	**Mike Kriz**	**Penny Ryerson**	**Lorna Davis** Email (541) 336-5207

Port of Umpqua				
Acreage & Assets	The port spans 750 square miles of land			
Specialty Services	➢ A shallow-draft port that supports the local fishing fleet ➢ Commercial dock with a crane that has a rated capacity of 2,200 pounds ➢ 2 forklifts			
Current Goals	1. Dredging of Umpqua river and maintenance of ocean jetties 2. Construction of fish processing facility at recently purchased waterfront property			
Commissioners				Port Manager
Keith Tymchuk President	**Carey Jones**	**Barry Nelson**	**Lee Bridge**	**Charmaine Vitek** Email (541) 271-2232

7: References

This report was researched and written by Patty Martin. All data presented on the 14 port districts was collected from each port's most current strategic business plan, port websites and social media pages, and through interviews conducted with port managers in Q1 of 2021.