

**Addendum to the Port of Umpqua Strategic Business Plan (SBP) dated June 2011.
October 2014**

As required by the Intergovernmental Agreement between the Port of Umpqua and the State of Oregon, Business Development Department: Infrastructure Finance Authority, this document addends the latest SBP Chapter Five: Strategic Business Plan.

❖ Completed projects listed in the current SBP plan:

AC 3. *Port of Umpqua Business Development Center Acquisition* has been accomplished. The Port purchased the office facilities at 1877 and 1841 Winchester Avenue. Currently there are two businesses leasing office space from the Port. Most of the office space remains available for occupation. Advertising the office space is ongoing in the local weekly newspaper. As capital improvements, the seven HVAC units, six in the main building and one in the Annex building were replaced in September 2014 due to the old unit's age and the fact that the refrigerant the units used will no longer be available beginning in 2020. Maintenance and repair were becoming burdensome.

D. Financial Plan, Strategy 7, (pg 32), Evaluate current debt and restructuring opportunities. The Port has successfully repaid all loans and financial obligations and is currently debt free.

Table 11 Capital Facilities Plan:

	Top Priority Projects	Type	Term	Cost Est	Lead/ Partner	Status
MT1	Umpqua River Dredging	Maintenance	Long, ongoing	\$1.1 M yr.	USAC Port	Ongoing
MK2	IP Site Redevelopment	Marketing	Short/Mid	\$5,000 - 10,000	IP/Port	see MK2 notes
AC3	Business Center	Acquisition	Short	\$200,000	Port/City/Forum	Complete
MT4	Umpqua River dock	Maintenance	Long, ongoing	\$3,000 yr.	Port	Ongoing
MT5	Commercial Dock WB	Maintenance	Long, ongoing	\$3,000 yr.	Port/SH	Ongoing
CP6	Salmon Harbor 'D' dock engineering study	Capital	Short	\$40,000	Port/SH/OBDD	see CP6 notes
MT7	City storm water and levee improvements	Maintenance	Short/Mid	\$50,000	City/Port	see MT7 notes

❖ Status and clarification of projects listed in the current SBP.

MK2 *IP Site Redevelopment.* The SBC shows this as a marketing strategy with the Port, IP and Lower Umpqua Economic Development Forum (LUEDF) as leads. The Port continues to support marketing this industrial property as businesses inquire or leads develop.

International Paper Company has not agreed to allow the Port to market this private site. The Port continues to partner with Business Oregon, Douglas County, LUEDF and the City of Reedsport to promote the site.

CP6 *Salmon Harbor “D” Dock Engineering Study*: Salmon Harbor (SH), was able to obtain and install floats under the failing docks which provide the stability necessary to make the docks functional. The Ports involvement would have been support to SH in accessing appropriate funding from the State of Oregon, not in financing the improvement or funding an Engineering study.

MT7 *City Storm Water and Levee Improvements*: Certifying the existing levee system which surrounds the downtown portions of the City of Reedsport is critical and required by the ACOE and FEMA. The City continues to pursue opportunities for grant funding as well as restructuring their debt service as way’s to fund the project. The Port has not considered or budgeted for supporting the City financially with this project.

❖ **Additional projects and Interests, 2014 (P=Project)**

The Port of Umpqua is committed to strategic development of Industrial property within the Port district and supports regional industrial and economic development. The Port’s commitment to the District’s economic strength and health may motivate the Port to actively seek property acquisition for industrial and/or commercial type development.

P1-2014 Knife River property (former Umpqua Navigation site): has been idle since Knife River lost their permit to mine/dredge aggregate from the Umpqua River. They are using it to stock pile sand and gravel but are prepared to sell the property. The Port is ready to support and assist in redevelopment of this site.

P2-2014 Bolin Island/Fred Wahl Marine (FWM): (former American Bridge site): American Bridge Co. ceased operation at this facility in the summer of 2014. Fred Wahl Marine purchased the property in order to expand the existing ship building/repair operation. The Port fully supports and will assist FWM in the manner which is most needed and beneficial.

P3-2014 South Coast Ports Coalition (SCPC)/OBDD dredging plan: The Oregon State Legislature provided funding to conduct a Technical Dredge Equipment Operational Analysis and Business Plan to ascertain the feasibility of purchasing dredging equipment that will be available to South Coast Port’s to perform critical dredging operations in their marinas and harbors. Although the Port of Umpqua would not likely utilize this dredge equipment for the river entrance or channel dredging, we will make use of the dredge for the Salmon Harbor marina/boat basin. An IGA between Douglas County and the Port of Umpqua establishes a relationship with Salmon Harbor whereby use of the equipment would be permitted. The Port has pledged support of and participation in the SCPC, as required by the Coastal Caucus in order to be considered for funding. The Port may assist Salmon Harbor if and when a situation arises where Salmon Harbor needs dredging and is unable to fund a portion of the dredging work.