

October 28, 2019

Andrew Stamp, Hearings
Coos County Planning Dept.
225 N. Adams Street
Coquille, OR 97423

Re: Batch Plant Rebuttal comments on Coos County File No. **HBCU-19-003**

Concrete Batch Plant

The following issue of noise from the operation of the Concrete Batch Plant was raised during the open record comment period, and not rebutted adequately by the applicant.

The proposed Concrete Batch Plant for the Jordan Cove terminal does not meet the criteria for compatibility of the surrounding properties from uses due to machinery noise, dust, and truck traffic.

Exhibit “A”

CCZLDO Section 4.3.220 *Additional Conditional Use Review Standards for uses, development and activities listed in table 4.3.200*

(6) Industrial (IND) and Airport Operations (AO)

f) Conditional Use Review Criteria - The following criteria only apply to Use, Activity or Development identified as a conditional uses in the zoning table:

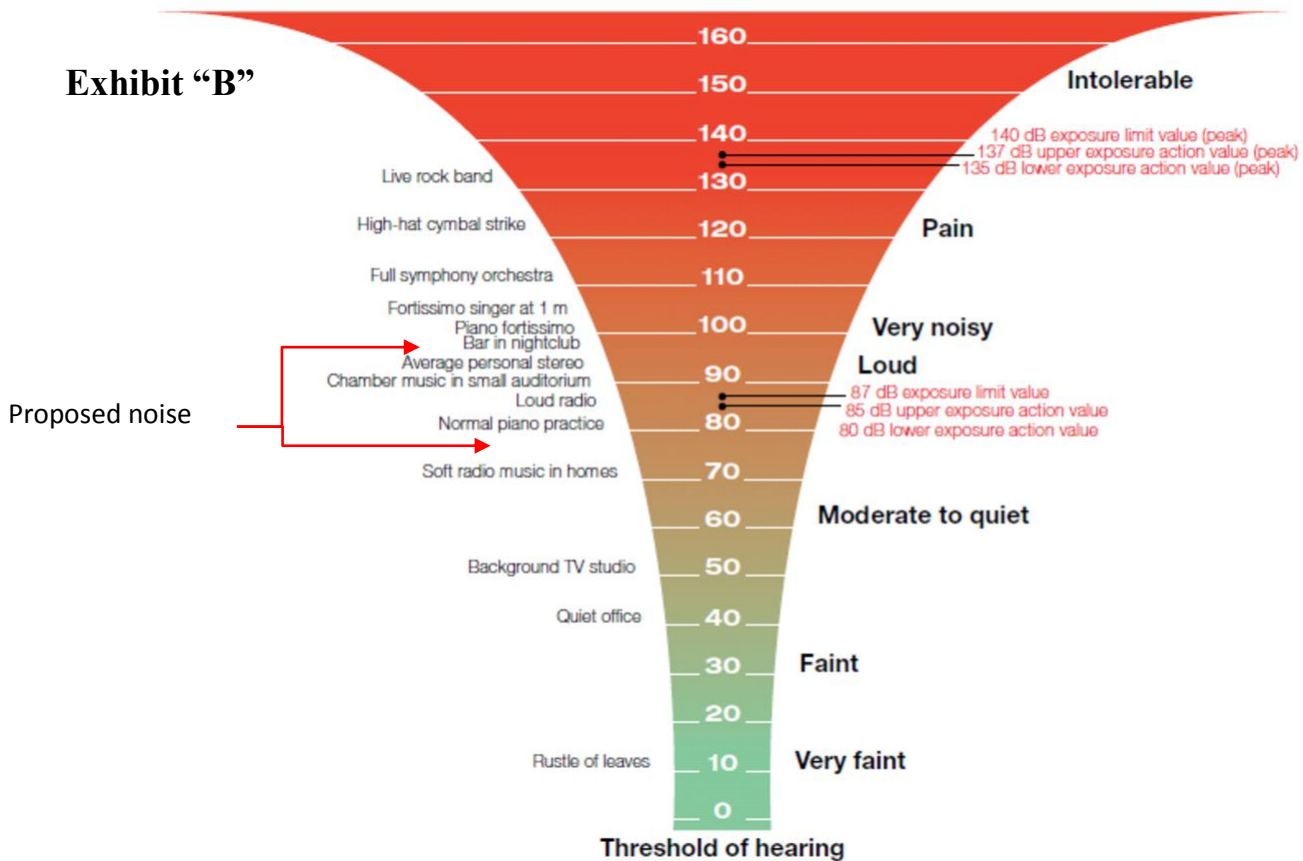
*i. COMPATIBILITY: The proposed USE, ACTIVITY OR DEVELOPMENT **is required to demonstrate compatibility with the surrounding properties** or compatibility may be made through the imposition of conditions. **Compatibility means that the proposed use is capable of existing together with the surrounding uses without discord or disharmony.** The test is where the proposed use is compatible with the existing surrounding uses and not potential or future uses in the surround area.*

Adjacent property consists of private property to the east, U.S. Forest Service property with a campground to the west, an approved 277 space RV Park adjacent to the north and the Trans Pacific Parkway road to the south. Discussions with a single campground owner operator does not represent consent of the other campground or private property owner, and does not speak for the campers and dune users. Users of both campgrounds will be subjected to the noise, dust and huge volumes of Heavy Truck traffic at all hours of the day and night. Jordan Cove has no intention or plan to mitigate the noise problem they will create. Major contributors to noise are Heavy Trucks, front end loaders, conveyors, bucket elevators, material handling equipment and emergency engines. Projected noise levels would be in the 80 – 100 dB range at the plant site with irritating transient noise throughout the adjacent area and projected across the bay to the city of North Bend. (See **Exhibit “B”**) There is no mention of geological and seismic surveys as required by Coos County **CCZLDO 5.11** for the cement batch plant. The applicant is delinquent in their application. The applicant only coincidentally mentions dust and noise potentially affecting near shore habitat and nothing about the private property owner. This impact

would certainly be a detriment to the campers, dune users and tourists, driving them away from our local dunes.

Because of a proposed Park & Ride at the Hauser Myrtlewood offsite location, tourists, dune campers and users would be forced to use other dune access points and campgrounds outside of the area, causing overcrowding at the Riley Ranch Campground.

Tourism in Coos County is a \$260 million dollar per year business, a major source of revenue for our county. (See Exhibit “C”)



Concrete Batch Plant (continued)

The constant ground pounding of heavy trucks in and out of the batch plant, as well as front end loaders maneuvering about the plant, bucket elevators, storage silos, and hoppers will certainly produce an enormous dust cloud that would drift into the adjacent campground and beyond. Typical dust mitigation in this windy location are not likely to be effective and dust clouds would be a continuous problem when ever the plant would be in operation. If water trucks are mitigating the road dust with constant watering during the dry season, a trail of muck and possible cement based materials will be drawn out onto the public roadways, as it will in the winter months as well. This is unacceptable!

It was mentioned that the raw materials will come in by rail but the end users of the product will be delivered by heavy trucks to the terminal via public roadways. There is no metion of Jordan Cove being responsible for any and all damage to public roadways from their Heavy Truck traffic, nor any

mention of repairing the roads to pre-construction conditions after construction. Jordan Cove needs to take responsibility for damage to all county, state and federal roads.

Jordan Cove's application for the concrete batch plant makes no mention of where they are going to get the water for the 130,000 cubic yards of concrete. The Coos Bay-North Bend Waterboard has water rights from the Oregon Dunes Aquifer. During a normal year, the waterboard draws water from the Dunes Aquifer and in times of drought they rely on a steady supply from the dunes. The Coos Bay-North Bend water rates are high already without Jordan Cove, a **non-taxpaying** entity, sucking our precious resources away from the people. The applicant has not adequately secured a reliable water source, or made provisions for replacing public water supply use, if used, for their Concrete Batch Plant. The County should deny their application.

There is also nothing to indicate parking for employees or trucks for the batch plant. Exhibit 2, page 1 of 6 of the Application, doesn't even show the Concrete Batch Plant location. There is nothing to indicate how many employees or how many trucks and other vehicles would be using the Batch Plant or how many parking spaces would be required, or where they would be located. The Applicant has a sloppy and very poor submittal of drawings, maps and the like that are unreadable. The County should not accept this application as it is not accurate and misleading in many instances.

Therefore, for all the above reasons the concrete batch plant is incompatible with the surrounding uses and the County should deny Jordan Cove's application.

Workforce Availability

The available work force for electricians in our part of the country is not meeting the demands in the marketplace. In 2018 the National Electrical Worker's Benefit Fund, a Union electrical pension fund, sent out a letter asking for retirees to come out of retirement and work for up to 600 hours without losing their pension payments, to help supply an industry shortage of qualified electricians in our area. (See Exhibit "E")

As a 45 year member of IBEW Local 932, Coos Bay, Oregon, I can assure you that the available work force for electricians would certainly have to come from outside the area and most likely from outside of Oregon. The electrical workers union here has less than a hundred members in its local jurisdiction, but says it can supply the 800 or more electricians needed to fill the jobs for the Jordan Cove Project. Jordan Cove has said they would pay approximately \$500 more per week for locals to work on their project, than at a shop in North Bend or Coos Bay just a few miles away. This will empty the shops and impose hardships on the small businesses trying to service their existing customer base. The union will certainly increase wages during this construction period, pressuring the consumers to look for lower priced providers. It's not likely the local shops will be able to hire or keep enough workers. If local small electrical shops attempt to pay Jordan Cove wages for shop work, they'll lose business and are likely to go out of business.

No matter what, Jordan Cove is a bad idea for a small union shop and our entire area. If they were going to benefit our area as much as they say, Jordan Cove should refuse the enterprise zone tax abatement and pay the taxes they really should be paying.

Skilled Workforce

Looking for skilled building trades workers in our area generally means hiring union craftsmen. Since our area is so remote from any major population center where the majority of skilled workers reside, a Project Labor Agreement (PLA) with Jordan Cove, would require union labor, which would

mostly come from outside the local area. These travelers, also known as “Tramps”, in the construction world, would make up the majority of the work force. For the most part these people would only be here for a short time and then move their RV on to the next big job. Only a few local people that are skilled and live here would benefit from a PLA. If the proposed project were to be built with a proposed 15 year tax abatement, the rest of the population would be burdened with all of the upgrades for schools, police, firefighters, city fees, higher taxes and infrastructure upgrades that a tax paying entity would normally take stake in. If all these additional costs were phased in, it would take a toll on the average citizen and make our area more distressed than it’s ever been.

For these reasons Coos County should deny this application.

Prior to seeking a permit, Jordan Cove must satisfactorily address the permitting requirements related to the Endangered Species Act and National Historic Preservation Act. The EPA provides guidance to assist applicants in complying with these two statutes. Historic Research Associates Inc. hired by Jordan Cove to conduct a survey of archaeological effects in the project area is substandard at best and very vague in nature.

Resource Report 3, for the JCEP Terminal Project, says that FERC has to consult with the USFWS and the NMFS as well as the ODA and the ODFW regarding the Endangered Species Act, however, there is no mechanism for enforcement of these regulations! The mitigation for endangered species, such as OC Coho Salmon, are not the same as natural rearing habitat and if they fail, then what? Again there is no mechanism for enforcement to assure true protection of the endangered species. Who assumes the responsibility for failed protection measures and mitigation projects? These issues are not addressed.

There is no mention of NEPA and the National Historic Preservation Act (NHPA) as it relates to the extremely high pressure pipeline and its close proximity to the Highway 101 Historic McCullough Bridge, a listed National Historic Structure. Section 106 of the NHPA needs to be followed and their findings adhered to! Pipeline alternative routes are being ignored. Jordan Cove has not considered alternatives that go around the bay, instead of under it or through it. It is totally unacceptable to ignore the hazard the pipeline and its proposed routed location under the McCullough Bridge presents to the public. Without a pipeline there’s no need for a terminal! For this reason, the application must be denied with prejudice and permanently rejected from being constructed.

Workforce Housing

Workforce Housing Parking on Exhibit 4 pg. 1 of 1, Figure 1.5-8 is totally inadequate for 800 spaces and a Bus Depot. Also, the Storm Water Management plan shown is extremely vague, and it is indiscernible if there is a Storm Water Management plan for the Concrete Batch Plant. For these reasons the County should deny this application. No remands or fixes! Jordan Cove has had 15 years to get it right and they are still delinquent in their actions. This is not a fair process for the public. The Hearings Officer owes it to the public to be fair and unbiased in his decision as it pertains to the citizens of Coos County in this process. As a lifelong resident of Coos County, I ask for your expeditious denial of this application for the benefit of all Oregon and U.S. citizens.

NOTE: Exhibits "A" & "B" are shown above.

Exhibit "C": Select pages from *Oregon Travel Impacts Statewide Estimates 1992 - 2017p Report*; June 2018 ;
Dean Runyan Associates (**Coos County Impacts**) http://www.deanrunyan.com/doc_library/ORImp.pdf

Exhibit "D":

- North Spit listing in "**Top 10 Beach Strolls**" Sunset Magazine, Vol. 219, Issue 4, October 2007
- Coos Bay, Oregon listing in **50 Best Places to Live National Geographic Adventure Magazine** - September 2008

Exhibit "E":

NEBF Letter to Retirees – Shortage of Electricians.

Respectfully submitted,
Bill McCaffree,
IBEW Local 932 Retired
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North Bend, OR 97459

Exhibit C

Oregon Travel Impacts

Statewide Estimates

1992 - 2017p

June 2018

Prepared for the

Oregon Tourism Commission
Salem, Oregon

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OREGON TRAVEL IMPACTS, 1992-2017p

STATEWIDE PRELIMINARY ESTIMATES
DETAILED COUNTY ESTIMATES
OVERNIGHT VISITOR VOLUME

June 2018

Prepared for

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Executive Summary

This report provides detailed statewide, regional and county travel impact estimates for Oregon from 1992 to 2017. The report also provides average spending and volume estimates for overnight visitors for most counties. The estimates for 2017 are preliminary. Secondary impacts and travel industry GDP are provided at the state level.

Travel Spending, Employment and earnings continue to expand

The Oregon travel industry continued to exhibit strong growth in 2017, as all measures of travel activity were up over 2016.

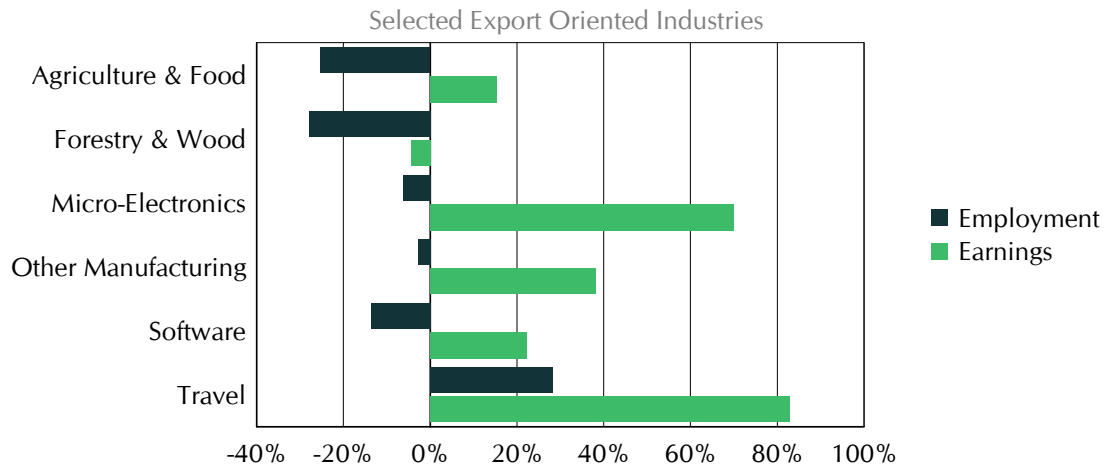
- **Spending.** Total direct travel spending in Oregon was \$11.8 billion in 2017. The annual increase from 2016 was 4.7 percent in current dollars. In real, inflation-adjusted, dollars travel spending increased by 3.2 percent. Visitor spending, excluding transportation, increased by 3.6 percent in current dollars. This is the eighth consecutive year of growth in travel spending following the recession.
- **Travel Activity.** An estimated 28.8 million overnight visitors traveled to Oregon destinations in 2017 (preliminary). This represents a 1.0 percent increase over 2016. Since 2010, overnight person-trips have increased by 2.2 percent per year. Domestic visitor air arrivals to Oregon (4.0 million) increased by 5.5 percent for the year. Room demand, as measured by STR, Inc., increased by 1.3 percent for the year.[1]
- **Employment.** Total travel generated employment was 112,200 in 2017. This represents a 2.2 percent increase over 2016, the seventh consecutive year of employment growth following the steep decline from 2008 to 2010. Employment has increased by 3.2 percent per year since 2010.
- **Secondary Impacts.** The re-spending of travel-generated revenues by businesses and employees generates additional impacts. In 2017, these secondary impacts were equivalent to 58,300 jobs with earnings of \$2.8 billion. Most of these jobs were in various professional and business services.
- **GDP.** The Gross Domestic Product of the travel industry was \$5.0 billion in 2017. Overall, the travel industry is one of the three largest export-oriented industries in rural Oregon counties (the other two being agriculture/food processing and logging/wood products).

1. The STR reports were prepared for the Oregon Tourism Commission

The Oregon Travel Industry is A Leading Export-Oriented Industry

Travel and tourism is one of the most important “*export-oriented*” industries in Oregon. It is especially important in the non-metropolitan areas of the state, where manufacturing and traded services are less prevalent. Over the past decade, travel industry employment and earnings growth also compares favorably to other industries.

Change in Earnings and Employment (2003-2016)



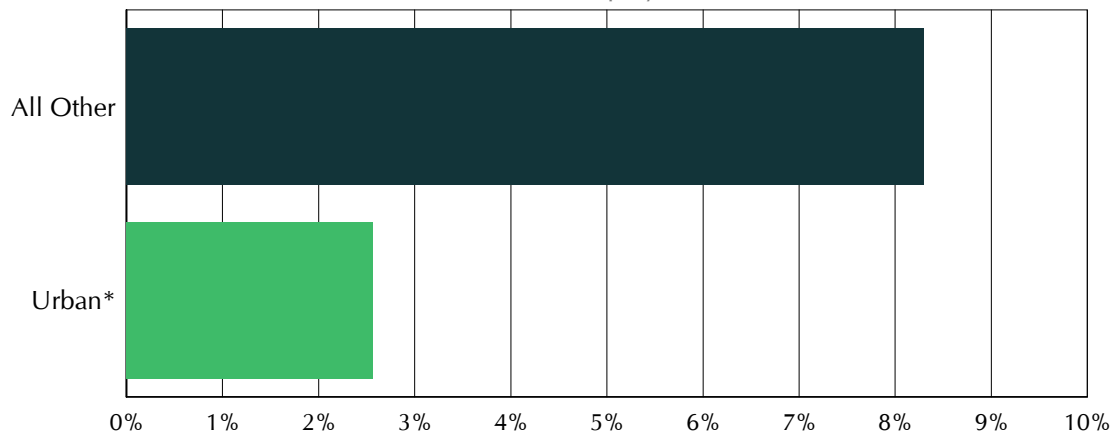
Note: The most current data is for 2016.

The Travel Industry Benefits All Regions of Oregon

Although most travel spending and related economic impacts occur within Oregon’s urban areas, the travel industry is important throughout the state. In general, travel-generated employment is relatively more important in rural counties.

Travel Generated Employment

as a Percent of Total Employment (2016)



*The urban counties are Clackamas, Lane, Marion, Multnomah, and Washington. The most current data is for 2016.

Oregon Travel Impacts, 1992-2017

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Preface

The purpose of this study is to document the economic significance of the travel industry in Oregon and its thirty-six counties and seven tourism regions from 1992 to 2017. These findings show the level of travel spending by visitors traveling to and within the state, and the impact this spending had on the economy in terms of earnings, employment and tax revenue. Estimates of overnight visitor volume and average spending are also provided for all tourism regions and most counties. The estimates for 2017 are preliminary.

Dean Runyan Associates prepared this study for the Travel Oregon. Dean Runyan Associates has specialized in research and planning services for the travel, tourism and recreation industry since 1984. With respect to economic impact analysis, the firm developed and currently maintains the Regional Travel Impact Model (RTIM), a proprietary model for analyzing travel economic impacts at the state, regional and local level. Dean Runyan Associates also has extensive experience in project feasibility analysis, market evaluation, survey research and travel and tourism planning.

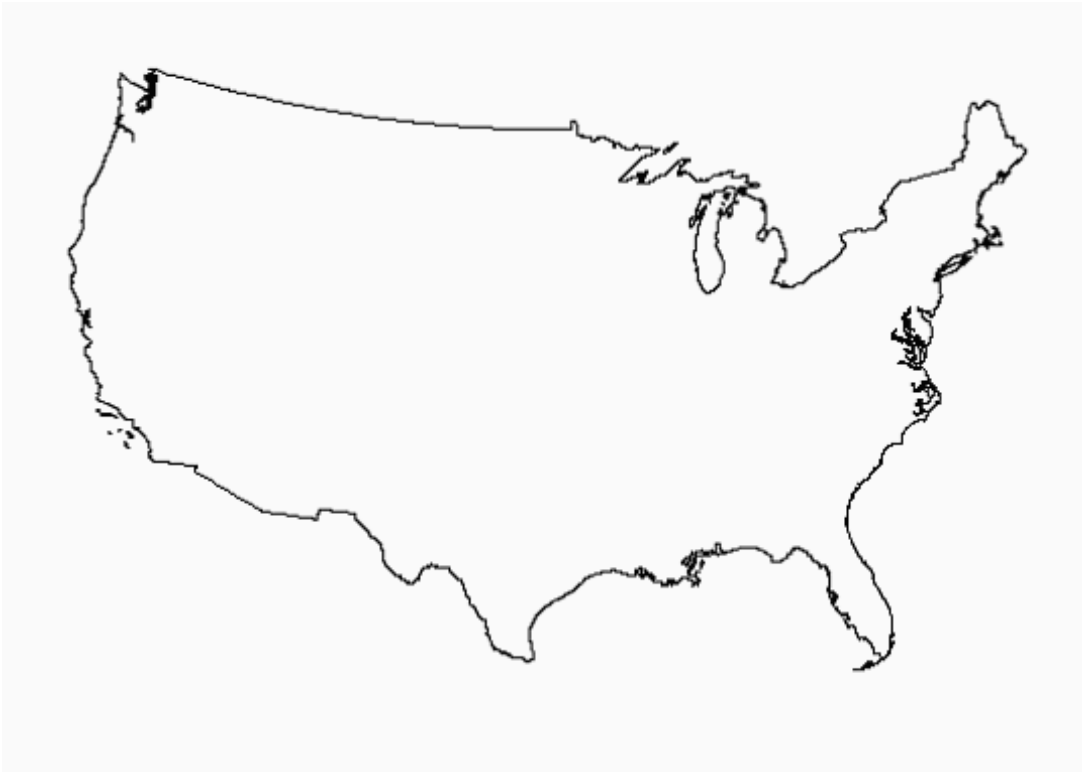
Many individuals and agencies provided information and advice for this report. The state agencies that provided essential information were the Parks and Recreation Department and the Department of Revenue. At the federal level, data was obtained from the U.S. Forest Service, the Department of Labor and the Bureau of Economic Analysis. Additionally, numerous local governments and visitor bureaus throughout Oregon provided information.

Finally, special thanks are due to Ladan Ghahramani, Research Manager, Michael Sturdevant, Director of Global Marketing Services, and Todd Davidson, Chief Executive Officer of Travel Oregon, for their support and assistance.

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I. U.S. TRAVEL



Oregon Coast Travel Impacts and Visitor Volume

Travel Indicators

Visitor Spending Impacts

Amount of Visitor Spending that supports 1 Job	\$87,612
Employee Earnings generated by \$100 Visitor Spending	\$31
Local & State Tax Revenues generated by \$100 Visitor Spending	\$4.26

Visitor Volume

Additional visitor spending if each resident household encouraged one additional overnight visitor (in thousands)	\$22,174
Additional employment if each resident household encouraged one additional overnight visitor	253

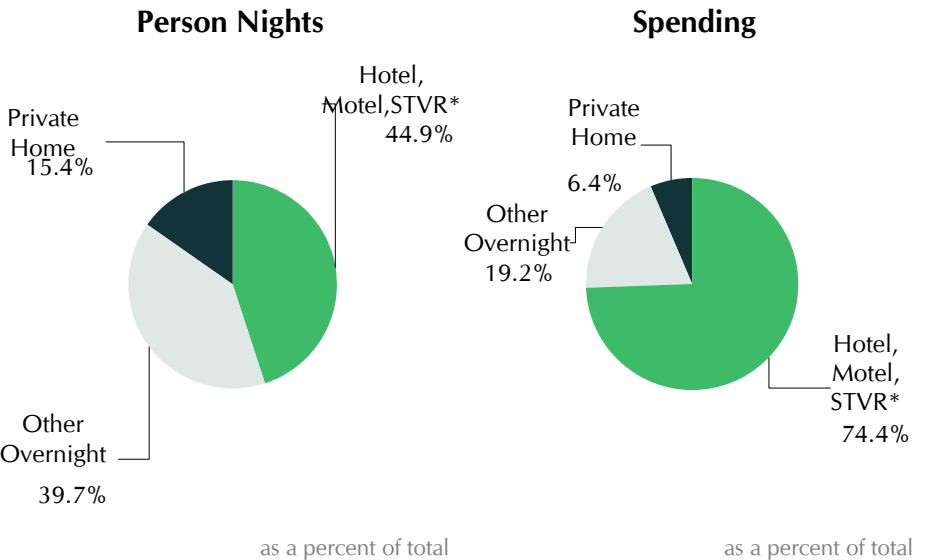
Visitor Shares

Travel Share of Total Employment (2016)*	18.5 %
Overnight Visitor Share of Resident Population (2017p)**	21.2 %

Overnight Visitor Spending and Volume

*Source: Bureau of Economic Analysis and Bureau of Labor Statistics. Estimates by Dean Runyan Associates.
 **Annual Overnight Visitor Days divided by (Resident Population) *365.

Visitors who stay in private homes typically comprise the largest share of overnight visitor volume. Visitors who stay overnight in commercial lodging typically have the greatest economic impact. There is substantial variation among destinations, however. Most rural and suburban areas have high shares of private home visitation. Urban areas tend to have greater shares of hotel/motel stays.



	Person Trips (Thousands)	Person Nights (Thousands)	Visitor Spending (\$Millions)
Hotel, Motel, STVR*	3,348	7,650	992
Private Home	728	2,624	86
Other Overnight	1,941	6,763	256
All Overnight	6,018	17,037	1,334

Note: Person Trips and Person Nights are in Thousands. Visitor Spending is in \$Millions. Details may not round to total due to rounding

Oregon Coast
Direct Travel Impacts, 2010-2017p

							Ave. Annual Chg.	
Spending (\$M)	2010	2012	2014	2015	2016	2017	16-17	10-17
Total (Current \$)	1,500	1,592	1,801	1,872	1,943	1,985	2.2%	4.1%
Other	28	31	20	23	25	26	2.7%	-1.0%
Visitor	1,472	1,561	1,780	1,849	1,917	1,959	2.2%	4.2%
Non-transportation	1,291	1,347	1,562	1,664	1,740	1,768	1.6%	4.6%
Transportation	181	214	218	185	178	192	7.8%	0.8%
Earnings (\$M)								
Earnings (Current \$)	427	452	506	545	580	614	5.9%	5.3%
Employment (Jobs)								
Employment	19,690	19,670	20,830	21,540	22,320	22,710	1.7%	2.1%
Tax Revenue (\$M)								
Total (Current \$)	55	60	68	73	79	83	6.0%	6.1%
Local	20	20	24	27	28	30	4.5%	6.1%
State	36	40	43	46	50	54	6.9%	6.0%

Other spending includes resident air travel, travel arrangement and reservation services, and convention and trade show organizers. **Non-transportation visitor spending** includes accommodations, food services, retail, food stores, and arts, entertainment & recreation. **Visitor transportation spending** includes private auto, auto rental, other local ground transportation and one-way airfares.

Earnings include wages & salaries, earned benefits and proprietor income.

Employment includes all full- and part-time employment of payroll employees and proprietors.

Local tax revenue includes lodging taxes, auto rental taxes and airport passenger facility charges paid by visitors.

State tax revenue includes lodging, and motor fuel tax payments of visitors, and the income tax payments attributable to the travel industry income of businesses and employees.

Federal tax revenue includes motor fuel excise taxes and airline ticket taxes paid by visitors, and the payroll and income taxes attributable to the travel industry income of employees and businesses.

Oregon Coast

Travel Impacts, 2006-2017p

Total Direct Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Destination Spending	1,436.6	1,525.1	1,472.2	1,561.5	1,849.1	1,917.4	1,959.2
Other Travel*	26.4	25.6	28.0	30.9	22.7	25.4	26.1
Total	1,463.0	1,550.7	1,500.1	1,592.4	1,871.9	1,942.8	1,985.4

Visitor Spending By Commodity Purchased (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Accommodations	317.8	340.0	334.7	350.9	445.7	468.9	489.5
Food Service	360.0	386.9	393.3	413.4	532.4	566.6	579.3
Food Stores	141.5	152.4	146.4	157.1	186.7	188.7	186.3
Local Tran. & Gas	174.2	215.0	178.6	211.1	180.7	174.2	188.7
Arts, Ent. & Rec.	218.3	216.9	208.2	212.1	252.2	262.2	261.8
Retail Sales	220.3	209.6	208.1	213.9	247.5	253.2	250.5
Visitor Air Tran.	4.6	4.4	2.9	2.9	4.0	3.6	3.0
Total	1,436.6	1,525.1	1,472.2	1,561.5	1,849.1	1,917.4	1,959.2

Industry Earnings Generated by Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Accom. & Food Serv.	275.7	304.1	294.7	313.9	391.1	416.5	446.4
Arts, Ent. & Rec.	62.2	71.3	64.4	65.8	71.0	74.6	76.3
Retail**	48.1	49.6	47.7	49.9	60.9	64.0	65.7
Ground Tran.	5.3	5.7	5.4	5.8	7.5	8.3	8.7
Visitor Air Tran.	1.6	1.6	1.7	2.1	3.3	3.6	3.6
Other Travel*	12.2	11.9	13.4	14.9	11.5	12.8	13.3
Total	405.1	444.2	427.4	452.5	545.3	579.8	614.1

Industry Employment Generated by Travel Spending (Jobs)

	2006	2008	2010	2012	2015	2016	2017
Accom. & Food Serv.	13,140	13,710	12,850	12,860	14,330	14,900	15,350
Arts, Ent. & Rec.	4,060	4,430	4,070	3,970	4,000	4,090	4,050
Retail**	2,410	2,410	2,260	2,280	2,620	2,690	2,680
Ground Tran.	190	190	180	180	220	230	230
Visitor Air Tran.	40	40	30	40	60	60	60
Other Travel*	290	320	300	340	320	350	340
Total	20,140	21,110	19,690	19,670	21,540	22,320	22,710

Tax Receipts Generated by Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Local Tax Receipts	18.4	18.3	19.5	20.1	27.3	28.3	29.6
State Tax Receipts	34.6	37.2	35.7	39.5	46.0	50.4	53.8
Total	53.0	55.6	55.2	59.6	73.3	78.7	83.4

Details may not add to total due to rounding. * Other Travel includes ground transportation and air travel impacts for travel to other Oregon visitor destinations and travel arrangement services. ** Retail includes gasoline. Federal tax receipts not included.

Oregon Coast Visitor Spending and Visitor Volume

Visitor Spending by Type of Traveler Accommodation (\$Million), 2017p

	2008	2010	2012	2014	2016	2017
Total Destination Spending	1,525	1,472	1,561	1,780	1,917	1,959
All Overnight	1,030	990	1,042	1,191	1,298	1,334
Hotel, Motel, STVR*	724	696	729	863	962	992
Private Home	78	76	83	84	84	86
Other Overnight	227	218	230	244	252	256
Day Travel	496	482	520	589	619	626
Day Travel	496	482	520	589	619	626

Average Expenditures for Overnight Visitors, 2017p

	Travel Party		Person		Party Size	Length of Stay (Nights)
	Day	Trip	Day	Trip		
Private Home	\$84	\$304	\$33	\$117	2.6	3.6
Other Overnight	\$126	\$440	\$38	\$132	3.3	3.5
All Overnight	\$216	\$597	\$78	\$222	2.8	2.8

Overnight Visitor Volume, 2015-2017p

	Person-Nights (000)			Party-Nights (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel, STVR*	7,455	7,751	7,650	3,049	3,170	3,129
Private Home	2,595	2,619	2,624	1,006	1,015	1,017
Other Overnight	6,703	6,796	6,763	2,011	2,038	2,030
All Overnight	16,753	17,166	17,037	6,067	6,223	6,175

	Person-Trips (000)			Party-Trips (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel, STVR*	3,514	3,646	3,348	1,437	1,491	1,369
Private Home	756	727	728	292	281	282
Other Overnight	1,973	1,999	1,941	592	600	582
All Overnight	6,242	6,372	6,018	2,322	2,372	2,233

"Hotel, Motel, STVR" category includes all lodging where a lodging tax is collected except campgrounds. "Other Overnight" category includes campgrounds and vacation homes.

Coos County County Travel Impacts and Visitor Volume

Visitor Spending Impacts

Amount of Visitor Spending that supports 1 Job	\$81,129
Employee Earnings generated by \$100 Visitor Spending	\$28
Local & State Tax Revenues generated by \$100 Visitor Spending	\$3.68

Visitor Volume

Additional visitor spending if each resident household encouraged one additional overnight visitor (in thousands)	\$4,522
Additional employment if each resident household encouraged one additional overnight visitor	56

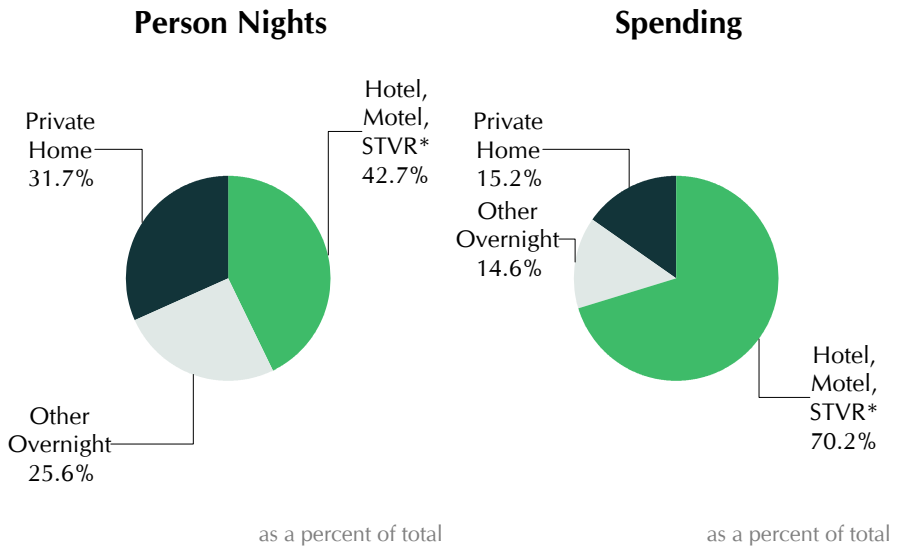
Visitor Shares

Travel Share of Total Employment (2016)*	10.5 %
Overnight Visitor Share of Resident Population (2017)**	11.0 %

Overnight Visitor Spending and Volume

*Source: Bureau of Economic Analysis and Bureau of Labor Statistics. Estimates by Dean Runyan Associates.
 **Annual Overnight Visitor Days divided by (Resident Population) *365.

Visitors who stay in private homes typically comprise the largest share of overnight visitor volume. Visitors who stay overnight in commercial lodging typically have the greatest economic impact. There is substantial variation among destinations, however. Most rural and suburban areas have high shares of private home visitation. Urban areas tend to have greater shares of hotel/motel stays.



	Person Trips (Thousands)	Person Nights (Thousands)	Visitor Spending (\$Millions)
Hotel, Motel, STVR*	579.7	1,096.4	121.2
Private Home	267.3	812.9	26.2
Other Overnight	203.4	657.6	25.3
All Overnight	1,050.4	2,567.0	172.7

Note: Person Trips and Person Nights are in Thousands. Visitor Spending is in \$Millions. Details may not round to total due to rounding

Coos
Direct Travel Impacts, 2010-2017p

	Ave. Annual Chg.							
Spending (\$M)	2010	2012	2014	2015	2016	2017	16-17	10-17
Total (Current \$)	210.8	230.7	252.6	260.1	265.5	271.1	2.1%	3.7%
Other	11.9	12.6	11.2	9.4	9.1	10.0	9.7%	-2.5%
Visitor	198.9	218.0	241.3	250.8	256.4	261.1	1.8%	4.0%
Non-transportation	172.4	186.5	209.4	222.4	229.8	233.3	1.5%	4.4%
Transportation	26.4	31.5	31.9	28.4	26.6	27.8	4.4%	0.7%
Earnings (\$M)								
Earnings (Current \$)	56.3	60.4	66.6	72.0	76.5	79.0	3.3%	4.9%
Employment (Jobs)								
Employment	2,940	3,030	3,030	3,140	3,280	3,300	0.4%	1.6%
Tax Revenue (\$M)								
Total (Current \$)	6.5	7.3	7.9	8.4	9.0	9.5	5.6%	5.5%
Local	1.1	1.1	1.2	1.4	1.4	1.5	4.1%	3.9%
State	5.4	6.2	6.7	7.0	7.6	8.0	5.9%	5.8%

Other spending includes resident air travel, travel arrangement and reservation services, and convention and trade show organizers. **Non-transportation visitor spending** includes accommodations, food services, retail, food stores, and arts, entertainment & recreation. **Visitor transportation spending** includes private auto, auto rental, other local ground transportation and one-way airfares.

Earnings include wages & salaries, earned benefits and proprietor income.

Employment includes all full- and part-time employment of payroll employees and proprietors.

Local tax revenue includes lodging taxes, auto rental taxes and airport passenger facility charges paid by visitors.

State tax revenue includes lodging, and motor fuel tax payments of visitors, and the income tax payments attributable to the travel industry income of businesses and employees.

Federal tax revenue includes motor fuel excise taxes and airline ticket taxes paid by visitors, and the payroll and income taxes attributable to the travel industry income of employees and businesses.

Historical revisions have been made to correct for the assignment of visitor air travel to the other travel category total. This correction does not effect economic impact totals.

Coos County

Travel Impacts, 2006-2017p

Total Direct Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Destination Spending	204.8	217.4	198.9	218.0	250.8	256.4	261.1
Other Travel*	13.2	14.9	11.9	12.6	9.4	9.1	10.0
Total	218.0	232.3	210.8	230.7	260.1	265.5	271.1

Visitor Spending By Commodity Purchased (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Accommodations	42.7	44.7	40.7	45.3	55.5	58.8	61.5
Arts, Ent. & Rec.	36.1	35.9	33.1	34.8	39.8	40.7	40.6
Food Service	51.5	55.6	53.9	58.7	72.8	76.0	77.7
Food Stores	19.6	21.3	19.9	21.7	25.1	25.1	24.7
Local Tran. & Gas	23.7	29.6	23.5	28.6	24.4	23.0	24.8
Retail Sales	26.6	26.0	24.8	26.1	29.1	29.2	28.9
Visitor Air Tran.	4.6	4.4	2.9	2.9	4.0	3.6	3.0
Total	204.8	217.4	198.9	218.0	250.8	256.4	261.1

Industry Earnings Generated by Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Accom. & Food Serv.	35.9	39.5	36.1	38.8	46.5	49.6	51.3
Arts, Ent. & Rec.	9.6	11.0	9.5	10.5	12.0	12.5	12.8
Ground Tran.	0.8	0.9	0.8	0.9	1.1	1.2	1.3
Other Travel*	3.5	3.5	3.8	3.8	4.8	5.2	5.5
Retail**	6.1	6.5	6.0	6.4	7.6	7.9	8.0
Total	56.0	61.3	56.3	60.4	72.0	76.5	79.0

Industry Employment Generated by Travel Spending (Jobs)

	2006	2008	2010	2012	2015	2016	2017
Accom. & Food Serv.	1,930	2,010	1,700	1,750	1,860	1,950	2,000
Arts, Ent. & Rec.	770	840	830	870	830	860	820
Ground Tran.	30	30	30	30	30	30	30
Other Travel*	100	110	100	90	100	110	110
Retail**	300	310	280	290	320	330	330
Total	3,140	3,300	2,940	3,030	3,140	3,280	3,300

Tax Receipts Generated by Travel Spending (\$Million)

	2006	2008	2010	2012	2015	2016	2017
Local Tax Receipts	1.3	1.3	1.1	1.1	1.4	1.4	1.5
State Tax Receipts	5.5	5.9	5.4	6.2	7.0	7.6	8.0
Total	6.9	7.3	6.5	7.3	8.4	9.0	9.5

Details may not add to total due to rounding. * Other Travel includes ground transportation and air travel impacts for travel to other Oregon visitor destinations, travel arrangement services, and convention & trade show organizers. ** Retail includes gasoline.

Historical revisions have been made to correct for the assignment of visitor air travel to the other travel category total. This correction does not effect economic impact totals.

Coos County Visitor Spending and Visitor Volume

Visitor Spending by Type of Traveler Accommodation (\$Million), 2017p

	2008	2010	2012	2014	2016	2017
Total Destination Spending	213.0	195.9	215.1	238.3	252.8	258.1
All Overnight	141.9	129.3	141.9	157.2	168.3	172.7
Hotel, Motel, STVR*	94.5	83.9	93.7	107.1	117.3	121.2
Private Home	24.6	24.2	25.7	26.0	25.8	26.2
Other Overnight	22.8	21.2	22.5	24.1	25.1	25.3
Day Travel	71.1	66.6	73.2	81.1	84.6	85.4
Day Travel	71.1	66.6	73.2	81.1	84.6	85.4

Average Expenditures for Overnight Visitors, 2017p

	Travel Party		Person		Party Size	Length of Stay (Nights)
	Day	Trip	Day	Trip		
Hotel, Motel, STVR*	\$269	\$510	\$111	\$209	2.4	1.9
Private Home	\$83	\$253	\$32	\$98	2.6	3.1
Other Overnight	\$131	\$425	\$38	\$124	3.4	3.2
All Overnight	\$180	\$431	\$67	\$164	2.7	2.4

Overnight Visitor Volume, 2015-2017p

	Person-Nights (000)			Party-Nights (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel, STVR*	1,095	1,109	1,096	450	456	450
Private Home	815	816	813	319	319	317
Other Overnight	656	667	658	192	196	193
All Overnight	2,565	2,592	2,567	961	970	960

	Person-Trips (000)			Party-Trips (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel, STVR*	579	586	580	237	241	238
Private Home	268	268	267	104	104	103
Other Overnight	203	206	203	59	60	60
All Overnight	1,050	1,061	1,050	401	405	401

"Hotel, Motel" category includes all lodging where a lodging tax is collected except campgrounds.
 "Other Overnight" category includes campgrounds and vacation homes.

Exhibit D

Top 10 Beach Strolls

Sunset, October 2007

Top 10 Beach Strolls

From uninhabited and windswept to sunny and bustling, a walk for every mood

1 PACIFIC RIM NATIONAL PARK RESERVE, B.C.

LONG BEACH This 10-plus-mile stretch of pristine, surf-swept sand near the towns of Tofino and Ucluelet on Vancouver Island is a beach trekker's paradise. Flanked by rolling Pacific waves and lush temperate rain forests, Long Beach feels like the misty edge of a new world; winter visits offer storm-watching opportunities as ferocious waves pound the shoreline. \$6.55 U.S., \$3.27 ages 6-16; off Provincial Hwy. 4 in Pacific Rim National Park Reserve; www.pc.gc.ca/pacificrim or 250/726-7721. -KIM GRAY

2 LANAI CITY, HI

SHIPWRECK BEACH A rusting World War II-era Liberty Ship, washed up on a reef, gives the name to this 9-mile stretch of sand and lava along Lanai's northeastern shore. On calm days, the water is crystal clear; other times, you'll be buffeted by strong trade winds, but they're a boon for beachcombers. It's not unusual to come across sea-sculpted driftwood, fishing nets, lobster cages, and the

odd glass float. From Lanai City, go north on Lanai Ave. and bear right on Keomuku Rd. until the paved road ends, then follow the dirt road to the left for 2 1/2 miles; 800/947-4774. -DAVID LANSING

3 MALIBU, CA

ZUMA COUNTY BEACH Whether you head southeast toward the promontory of Point Dume or northwest toward the oceanfront homes of the rich and richer at Broad Beach, you'll be treated to a sunsplashed cavalcade of surfers, dolphins, and volleyball players. Summertime or not, the living here is easy, and thanks to the well-packed sand along the shoreline, the walking is too. \$6 per vehicle; off Pacific Coast Hwy., just west of Kanan Dume Rd.; www.labeaches.info or 310/305-3545. -MATTHEW JAFFE

4 PRAIRIE CREEK REDWOODS STATE PARK, CA

GOLD BLUFFS BEACH Five miles north of Orick, California's northern coast really struts its stuff. For 10 beautiful miles, Gold Bluffs Beach abuts Prairie Creek Redwoods State Park. Redwoods and Sitka spruces tower on bluffs, and agile Roosevelt elk graze behind dunes in meadows carpeted in wild strawberries. You can walk the desolate beach to Fern Canyon, where steep walls covered in ferns press in on a cobbled stream. \$6 per vehicle; from US. 101 north of Orick, turn left on Davison Rd., then drive 2 miles to beach parking; parks.ca.gov or 707/465-7354. -KEN MCALPINE

5 NORTH BEND, OR

NORTH SPIT About 1 mile north of the mouth of Coos Bay, the rusting stern of the New Carissa, the most notorious of recent Oregon coast shipwrecks, looms above the surfline. It's an awesome sight best seen on a 4.2-mile round-trip walk over the

dunes and down the beach on the North Spit. From U.S. 101 north of North Bend, turn west on Trans Pacific Lane, and follow it AVi miles to the trailhead; blm.gov/or/districts/coosbay or 541/756-0100. -BONNIE HENDERSON

6 PACIFIC GROVE, CA

ASILOMAR STATE BEACH The Monterey Peninsula's beauty is breathtaking and enormous. But the Coast Trail will rein in your focus, guaranteeing a walk full of discovery, especially at low tide. ...

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50 Best Places to Live: The Next Great Adventure Towns

Published: September 2008

- ADVERTISEMENT -



Where to Live + Play Now!

The fifty next great adventure towns.

Text by Sarah Tuff and Greg Melville

A change of address can bring instant gratification. You could wake up tomorrow in Missoula and kayak off your own deck at dawn, sneak in singletrack at lunch in Chattanooga—or choose your own adventure in any one of the country's best base camps. But a move is a long-term investment. So this year we selected 50 innovative towns that aren't just prime relocation spots right now, but smart choices for the future. Not only do they have the action. They've got a plan. Now we're giving you a plan too. Inside, you'll find hometown picks that range from adventure 24/7 hubs loaded with outdoor options to urban players that offer a variety of jobs and cultural activities without sacrificing green space. You'll also hear from recent transplants who made the move and have a better quality of life to show for it. So go on—get packing. (Read the full coverage of these towns in the September 2008 issue, on newsstands August 12th.)

Plus: Take a digital tour of these towns with Nat Geo Map's Topo.com. [See the maps >>](#)

Here are the 50 next great adventure towns, presented by region and in no particular order (our top 12 picks are shown in bold). Plus: You can now post your comments on our picks in the area provided below.

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NEBF
National Electrical Benefit Fund



Lawrence J. Bradley
EXECUTIVE SECRETARY-TREASURER

December 28, 2017

Dear NEBF Retiree:

In response to a shortage of electrical workers in certain areas of the country, the Trustees of the National Electrical Benefit Fund (NEBF) and the National Employees Benefit Board have again approved a *temporary* Return to Work Amendment to the Plan of Benefits for the NEBF for the calendar year 2018. This amendment permits certain eligible retirees to return to NEBF covered and contributory employment for a period of time without a loss of pension benefits from the NEBF. *Disability pensioners are not eligible (the existing rules applicable to disabled pensioners remain in effect).*

Attached, you will find an important notice concerning this *temporary* Return to Work Amendment. In order for a retiree to return to work under this *temporary* amendment, the notification form on the reverse side of this letter **must** be completed and returned to the NEBF. You **must** also notify your local union if you intend to return to work under this temporary amendment.

In the event a retiree returns to work and has not submitted the notification form, the retiree will not be eligible to take advantage of the temporary amendment and the normal rules (permitting work in the electrical industry for less than forty (40) hours per month without a suspension of benefits) will apply.

If you have any questions concerning the temporary Return to Work Amendment, please contact the NEBF.

Sincerely,

National Electrical Benefit Fund Trustees

attachment