

EXHIBIT K-2
INCOMES REVENUE SUMMARY

Subproject	Project Budget ¹	Ft ² Service ²	Port Revenue ³ Annual - PV	Local Economy ⁴ Annual - PV	Port Revenue After 6 Yrs. ⁵	Local Economy After 6 Yrs. ⁵
Fuel Dock	\$1,281,485	1000	\$43,725	\$2,195,623	\$0	\$0
Ice House Dock	\$170,450	860	\$37,604	\$1,888,235	\$35,723	\$1,793,824
Pac-Choice Dock	\$1,422,525	3000	\$131,175	\$6,586,868	\$0	\$0
Old BC Fisheries Dock	\$1,371,994	3439	\$150,370	\$7,550,746	\$48,119	\$2,416,239
Phase I Access Surfaces	\$1,502,000	N/A				
Travel Lift Dock	\$1,050,500	2700	\$118,058	\$5,928,181	\$37,778	\$1,897,018
Transient and Work Docks	\$591,100	4000	\$123,120	\$6,182,383	\$39,398	\$1,978,363
Hallmark Dock	\$1,679,109	8598	\$375,948	\$18,877,964	\$120,303	\$6,040,948
Phase III-b Hallmark Surfaces	\$1,632,982					
Phase III-c Boatyard Surfaces	\$768,067					
Total Port Annual Income	\$2,800,000					
Commercial Portion of Port Annual Income	\$856,880		\$980,000	\$49,210,000	\$281,322	\$14,126,391
ECONOMIC BENEFITS FROM POBH OPERATIONS (\$MILLION)	Port-Related Jobs	Oregon Output Gross Sales	Oregon GDP	Oregon Labor Income	State & Local Individual Taxes	Federal Taxes
Direct	705	\$40.90	\$22.65	\$12.89	\$1.26	\$5.12
Indirect	150	\$27.00	\$16.78	\$11.05	\$2.95	
TOTALS	855.00	\$67.90	\$39.43	\$23.94	\$4.21	\$5.12

1. Project Budget: Taken directly from the Subproject EXHIBITS J-1 through J-10, and are estimates based on preliminarily engineered designs.
2. Ft² Service: Derived Port charging data, referring only to the working deck surfaces, and not to adjacent access and storage areas.
3. Port Revenue: Direct Port revenue from lease rates (e.g. \$.63 per/ft²/month for shipping/receiving dock leasing, plus associated commercial moorage, Taxes and fees also included; or \$.57/ft/day for alongside docking, etc). As can be seen, the proposed Subprojects represent about 35% of total Port revenue. The remaining contributors are recreational uses and mortgage, RV park leases and services, and commercial facilities not proposed within this application.
4. Local Economy: Uses the data in the Table below entitled "ECONOMIC BENEFITS FROM POBH OPERATIONS". This data is provided by the BergerABAM 2015 POBH Strategic Business Plan, described in EXHIBIT D, Benefit-Cost Analysis. BergerABAM is an independant consulting group described in EXHIBIT D. This data is considered conservative because local employment and population has increased since 2015. It is assumed in these calculations that the proportion of the Port facilities comprising the Subprojects of this Application are directly impacted by the Port Revenue contributed.
5. Port Revenue After 6 Years: Derived as a result of an analysis of the present condition of the facilities at the Port of Brookings Harbor. It is based on the present observed rate of loss of utility of Port service areas, and the identification of hazards, vulnerability and risk assessment. These data inputs and other elements for Benefit/Cost Analysis were summarized and presented in the Special Districts Natural Hazards Mitigation Plan, approved by FEMA, and attached as EXHIBIT F.
6. Local Economy After 6 Years: The figures in this column utilize the same data input as Port Revenue After 6 Years, and reasonably assume the loss of Port facility use and income will