

# Measure 21-114 Port of Newport

## Ballot Title

# 21-114

## Bonds To Fund Port Marine Terminal Reconstruction And Environmental Protection

**Question:** Shall the Port of Newport be authorized to issue bonds in an amount not to exceed \$15,452,000? If the bonds are approved, they will be payable from taxes on property and property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

**Summary:** Passage of this measure would provide funds for capital construction and improvements, environmental remediation, removal of contaminants necessary to rebuild the ship cargo dock, and rebuilding the cargo, barge and work docks to accommodate the fishing fleet, deep draft vessels and barges.

The Marine Terminal infrastructure is nearly 60 years old. Considered an environmental and safety hazard, the cargo dock was closed five years ago and the heavy barge and work docks operate under load restrictions. Project components necessary for the rebuilding of the cargo, barge and work docks include: Site and facility environmental remediation, final design and engineering, installation of required infrastructure, and installation of two fixed hoists and utilities to service all vessels making the Marine Terminal physically and economically viable.

The bonds would mature in thirty (30) years or less from date of issuance and may be issued in one or more series. The estimated average cost of this bond is \$.5814 per \$1,000 of assessed value. The owner of a home assessed at \$150,000 is estimated to pay \$87.21 a year.

local commercial fishing vessels currently are the primary users of the terminal's heavy work dock. The project would rebuild the dock, creating a barge berth and a vessel maintenance and gear-loading facility for the fleet.

The Port is responsible for removing liabilities to the community and the environment at its facilities in addition to providing economic development and jobs. The project would remove contaminated material and fluids that exist within the hull that forms the marine terminal cargo dock structure.

Components included in the reconstruction project are: Final design and engineering; Replacement of two Marine Terminal Docks; Site and facility remediation; fixed hoist installation; Utilities and infrastructure to service vessels; Mooring dolphins and fender system. A market analysis and plan to increase activity and revenue from restored facilities will be conducted concurrent but separate from the bond issue proceeds.

The Port of Newport believes that removing the environmental and safety hazards, updating and rebuilding valuable marine facilities, and actively recruiting or marketing desirable new business opportunities for the new facilities fulfills its statutory mission and is in the best interest of the citizens of the Port District.

The total amount of the bonds is not to exceed \$15,452,000 and will be paid over a period of thirty years or less.

*(This information submitted by Rob Halverson,  
Port of Newport.)*

## Explanatory Statement

This measure would fund reconstruction and environmental clean-up of the Port of Newport's marine terminal, with an estimated rate of 58¢ per \$1,000 of assessed value. The owner of a property assessed at \$100,000 is estimated to pay \$58.00 per year.

One of two deep draft harbors on the Oregon Coast, it is the statutory mission of the Port of Newport to provide infrastructure, facilities and economic development that support business, industry, and economic vitality of the community. Both the environmental remediation and the dock rebuild included in this project are consistent with this mission.

Protecting the environment and enhancing the economic value of Yaquina Bay and the harbor is a major public policy goal of the Port of Newport. For that reason, the Board of Commissioners placed the measure on the ballot to seek voter approval to fund a Marine Terminal Rebuilding Project that is intended to protect the environment, enhance the economy, create jobs, and to assist in securing ongoing federal funding for channel maintenance.

The measure would fully fund the rebuilding of the Port's International Terminal, including a deep draft ship berth, a barge and heavy work dock used by the commercial fishing fleet, removal of hazardous substances existing within the structure, and restore the publicly-owned Marine Terminal to diversified economic productivity. The deep-draft cargo dock has been closed for five years due to safety risk.

The nearly 60-year-old deep draft cargo dock has deteriorated to the extent that a 60-foot wide gap has developed between the dock area and the shoreline. The unsafe condition and the lack of usability would be addressed by the reconstruction project.

Newport also is home to other substantial commercial marine industries like the fishing industry. Newport's distant water fleet and other

**ARGUMENTS FOR AND ARGUMENTS IN OPPOSITION  
FOLLOW ON THE NEXT PAGE**

# Measure 21-114 Arguments

## Argument in Favor

### Vote YES to Bring Shipping and A

#### Better Economy Back to Newport

As people who load and unload ships, it's been frustrating to watch the Port's cargo dock sit empty with a "Closed" sign for five years. It's not that there's nothing to ship, it's that the half-century old dock is falling into the bay and can't be used. Cargo goes where it can go most economically, and cargo from our own area has gone somewhere else for shipping. We currently travel to other ports to load cargos that could and should be loaded here.

But that doesn't do any good for our community. The economic benefit from ships in Newport includes jobs not just for loading, but supplies, equipment, groceries, fuel, banking, restaurants, motels — the list goes on. We all benefit from more economic activity — more money circulating in our community.

Rebuilding the Marine Terminal isn't just about a new cargo dock and bringing shipping back to Newport. It would also provide a re-built Heavy Work Dock for barges and especially the commercial fishing fleet. And everyone here should care that the project will also remove, clean up and eliminate the hazardous materials and liquids that could leak out of the old structure — again.

Cargo shipping means jobs, but it's also the reason our ocean bar and channel USED TO BE dredged to forty feet. With no recent ships, the channel has already started to shallow-up to 35 feet. With no more cargo shipping, the bar and channel will continue to be allowed to fill in until it's only the depth "necessary" to be a 'port of convenience'. That will make it far less safe for any boat — and impossible for shipping. We can't let **jobs, money** and the reputation as a **safe place for any boat** to go away — along with the cargo.

Vote **YES** to rebuild the Marine Terminal, to Protect People, Jobs and Yaquina Bay.

*(This information furnished by Rodney D. Worman, Pres., International Longshore & Warehouse Union Local #53.)*

## Argument in Favor

### YES for Combined Project and Community Benefit

As your neighbors, who you elected to serve as your Port Commission, we urge your **YES** vote to **Rebuild the Marine Terminal**. This isn't a one-dimensional project. It has several important pieces that make it far **more beneficial** to the entire community, and far **more cost effective**.

First, the **essential**. We **MUST investigate, remove and clean up hazardous substances** found inside the cargo dock that is unusable and failing. This is a must to protect Yaquina Bay, people, boating, tourism, marine research, wildlife and the estuary. **It has to be done!**

Second, we must **rebuild** the heavy work dock cargo barges can use but is primarily used by the commercial fishing fleet for gear change and vessel service. We need to keep our fleets returning here for their contribution to our economy and to our historical way of life.

Third, we must **remove** the old broken cargo dock and **rebuild** it so shipping can return to Newport. History shows that ship calls bring significant economic benefit to our community.

All of these things will be accomplished for the total project cost of \$15.4 million. We are achieving efficiencies and cost reductions by doing them all together. That's just over \$50 per year on a \$100,000 property. We don't take peoples' hard-earned money for granted. We've organized this project so that for the same investment, you get **complete clean-up and elimination of contaminated materials** that threaten Yaquina Bay, a **newly rebuilt cargo dock**, a **newly rebuilt barge and heavy work dock** — plus retain **jobs, marine services and economic benefit** from shipping, including federal deep-draft harbor maintenance.

The ensuing project will **allow complete facility use and market plan development**, and will **coincide with the completion of Highway 20 improvements** that dramatically improve access to our community.

For the community, we urge your **YES** vote to Rebuild our Marine Terminal.

Rob Halverson  
Mark Fisher  
Ginny Goblirsch  
Don Mathews  
Dean Fleck

*(This information furnished by Mark W. Fisher.)*

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# Measure 21-114 Arguments

## Argument in Favor

### Fishermen Recommend **YES** vote for Safety, Economy and the Environment

Here's why:

Fishing is more than recreation in Newport. It's a complete industry representing millions in our local economy. Because we have entire fleets of many different types of fishing boats here, a lot of businesses and service industries are located here **ONLY** because of the concentration of vessels.

These boats are also here because we've had the good fortune of a deep-draft bar and channel, thanks to cargo shipping. The shipping has stopped for a time because the ship dock can't be used. As a result, the forty-foot channel has begun to fill in already.

The Marine Terminal Project will restore cargo-shipping capability to Newport. Cargo shipping will help return the bar and channel to forty-feet, making things safer for all boats.

But the Marine Terminal Project will do far more than that. It will also rebuild the heavy work dock that larger fishing vessels use for repairs, gear changes and other services. It's a public facility providing public benefit and a service to the commercial fleet.

Fishermen take pride in being a large piece of the jobs and economy picture here. We also understand that all the eggs in one basket is too risky. All of our families, friends and neighbors will benefit from getting more jobs back into the community from shipping, better facilities for the fleet, and this — complete removal of the hazardous fluids that threaten to **again** leak out of the old cargo dock any day.

We're fishermen, we live with risk. Our community can eliminate huge risks and generate huge benefits by voting **YES to rebuild our Marine Terminal**. It's not just about fishing; not just about cargo ships; not just about protecting Yaquina Bay. It's about **ALL** of those things, and it's about our future.

Please join fishermen in voting **YES** to Rebuild our Marine Terminal.

*(This information furnished by Craig Cochran, Pres., Bay Islander, Inc.)*

## Argument in Favor

Vote YES on the Marine Terminal Project for Safety of People, Boats and Yaquina Bay

The safety of our vessels and our loved-ones is the most important thing to us. This is why we encourage you to vote yes on the marine terminal project. In Newport, boat safety and navigability for all types of boats has benefited for years from the fact that we have a federal deep-draft channel. That means the channel and the bar are dredged deep enough for cargo ships — 40 feet. A deeper bar channel is a safer bar channel. As a bar becomes shallower, wave height increases creating enormously large waves that can break over the bar. We haven't had cargo ships in our port for several years, meaning reduced dredging efforts. The Marine Terminal, where cargo ships tie up, is closed because it is falling apart. No cargo has meant less dredging and the channel is shallowing up. That will continue to happen and get worse without cargo movement.

The project to rebuild the Marine terminal isn't just about rebuilding the cargo dock — but that's a huge benefit for jobs and our economy. And it's not just about rebuilding the barge and heavy work dock that the commercial fleet uses for gear and repairs, but it's a huge benefit. And the project isn't just about eliminating the hazardous materials lurking within the dock structure, threatening Yaquina Bay, but that's a huge benefit. Accomplishing all these things also will allow us to bring cargo back to Newport. Cargo means ships. Ships mean the federal government can justify spending the money to dredge our channel and bar back to deep-draft depth. A deeper channel and bar is a safer channel and bar. The combination of all these benefits is a tremendous win for our community, Please join us in voting YES to rebuild our Marine Terminal to protect people, jobs and Yaquina Bay.

*(This information furnished by Kaety Hildenbrand, President, Newport Fishermen's Wives Association.)*

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Provided that the Port of Newport's log export operation is developed in a manner that optimizes healthy competition in log markets, it will fill a currently unmet need for private forestland owners within 50 miles of the central Oregon coast, an area that represents approximately one-third of the fastest growing forestland in the State of Oregon.

**C. Relevant Strategic Considerations.**

In making the multiple policy decisions associated with providing access to log export markets, the Port of Newport must be guided by both its primary mission to create jobs and promote economic development and its obligation to pursue this mission in a fiscally responsible fashion. Given these overarching objectives, the Port should strive to enter the log export market in a way that maximizes job creation and economic development while generating an adequate return on the more than \$20 million investment in the new international terminal.

As the last public port in the Douglas fir region stretching from Eureka, California to Vancouver, British Columbia to enter the log export market, there are a number of takeaways from the experiences of other public ports that are worth reviewing. The major strategic policy choices facing the Port of Newport include how to create optimal competitive market conditions, the role of the Port's tariff which imposes costs on log exporters while generating revenues to the Port and the public debate over the impact of log exports on domestic wood products producers. Each of these policy issues is discussed below.

**1. How to create optimal competitive conditions in affected log markets?**

Based upon discussions with multiple experts throughout the wood products and maritime industries, the major takeaway is that the Port of Newport should avoid granting any type of exclusive access to its facilities to a single log exporter. This is exactly what Teevin/Hancock/TPT sought in negotiations that began in late 2012 and which the Port Commission has so far rejected. The current effort to provide access both to Teevin/Hancock/TPT and to Alcan Forest Products is far preferable for several reasons.

Competing exporters utilizing the Port of Newport's new terminal will both increase the log prices paid to private log sellers and overall log throughput at the Port of Newport. The prices paid to area log sellers will be higher because the competition between TPT and Alcan will result in both exporters earning only a competitive margin on the logs each purchases. In those areas where a port has granted an exclusive, the log exporter is in a position to extract a share of the differential between export and domestic log prices that is unavailable in a more competitive situation. The net result is that local forestland owners receive more competitive prices which in the aggregate spurs more

*Strategy 1.1.4:* Identify opportunities to market the Port nationally and internationally.

**Goal 2:** *Build trust, transparency, and excitement within the local community.*

**Policy 2.1:** Develop public relations strategies that highlight the history of the Port, build community excitement and pride around the future of the Port, and establish a reliable communication mechanism between Port staff and Commissioners and the community.

*Strategy 2.1.1:* Host community events, such as barbeques, where the community can come and learn about the history of the Port and the projects that are underway or on the drawing board, and meet Port staff and Commissioners.

*Strategy 2.1.2:* Partner with local businesses to give joint tours of research, education, and recreational facilities.

*Strategy 2.1.3:* Establish a responsive single-point of contact, such as the marketing manager, for community inquiries, suggestions, or concerns.

## **7.0 IMPLEMENTATION AND ACTION PLAN**

Table 7 provides an action plan that identifies top Port priority projects, a timeline, potential funding sources, planned actions, and roles (lead, support and resource agencies) including the Port and its partners. The action plan will help to guide the Port as it implements the recommendations within this strategic business plan. Successful completion of the planned capital, marketing, and maintenance projects will require ongoing review and updating. This action plan should be reviewed annually in conjunction with the Port's budget development process, and may be updated as needed.

[https://www.dailyastorian.com/news/shawn-teevin-knappa-gyppo-grows-internationally-successful-marine-business/article\\_b38f9898-c212-54a4-9627-21bb31eb91ec.html](https://www.dailyastorian.com/news/shawn-teevin-knappa-gyppo-grows-internationally-successful-marine-business/article_b38f9898-c212-54a4-9627-21bb31eb91ec.html)

## **Shawn Teevin: Knappa gyppo grows internationally successful marine business**

By EDWARD STRATTON  
estratton@crbizjournal.com Jul 16, 2013

RAINIER □ When Cheri Folk, then a loan officer with the Bank of Astoria, sat down with 18-year-old Shawn Teevin in 1978, she saw a determined young man with a well thought-out business plan.

Teevin asked her for \$28,000 to jumpstart his logging business.

□I just had a sense that he had a clear vision of where he wanted to be 10, 20 years from there, □ said Folk, who gave the teenager with no credit history a loan to buy his first log truck. Teevin combined that with his brother Jeff □s D-6 Caterpillar to start Teevin Bros.

Tree-felling accidents cut down his brother Jeff in 1983, as one had his father Bob in 1966. But Teevin, now 53, kept at it, eventually transcending logging itself.

During the last 35 years, the self-starting gyppo logger from Knappa has left the woods and built one of the largest logistics companies for natural resources in the Pacific Northwest. Teevin Bros. takes in timber, lumber and other cargo by road, rail and barge from throughout the state and exports it by freighter and barge from Rainier to Asia, Hawaii and California.

□We were really excited to get 20 log truck loads a day,□ said Teevin about starting in the Rainier yard. □Now we have over 100 people working down there.□

His Rainier facility, he said, is now the largest private marine terminal on the West Coast. The hub helped shipping supplant logging as Teevin Bros.□ main business.

The Rainier facility can hold up to 25 million board feet of forest products, and it handles up to five ships per month. Three hundred truck-loads of logs come in and leave daily by truck and rail. Barges continually head to Hawaii and California. A quarter of the timber coming out of the Port of Longview, is handled by Teevin Bros., said Teevin□s General Manager Eric Oien, who added that half the area□s log traffic and a majority of barge traffic goes through Teevin.

□It□s about 60 percent log yard, 40 percent dock,□ said Oien about the physical division of Teevin Terminal and the company□s revenues. The yard includes two rollout areas for trucks bringing in timber □ 100 loads a day on the west side of the terminal and 50 on the east. Sixty percent of the lumber out of Teevin Terminal heads to Japan, and 40 percent to China.

### **Rail connections**

Teevin Terminal is fronted to the south by U.S. Highway 30 and nearly a half mile of rail spurs that connect to Portland & Western Railroad.

□We□re the largest shipper on the Portland & Western line between Eugene and Astoria,□ said Teevin, who started leasing a log-sorting yard in Eugene in 2006 and operates another at Crabtree for Albany & Eastern Railroad. □We do about 120 to 150 log truckloads a day (for Weyerhaeuser) on rail. They□re bound for Japan.□

Teevin said the connection to short-line rail systems is crucial for the affordable transport of goods for Teevin Bros. and companies like Weyerhaeuser.

□(We get) a little over 12,000 rail cars in here□ yearly, said Paul Langner □ head of Teevin□s waterfront facilities and a former U.S. Coast Guardsman □ about the rail cars bringing in lumber and timber to Rainier. □That takes 40- to 41,000 trucks off the highway system. ODOT should give Shawn a badge and a place of honor, maybe a plaque or something.□

While his larger business continues, Teevin continues his various labors of love. Born in Seaside, he moved to Knappa after his mother Janet married Bud Heilmann, a logger whom Teevin and his brother worked for into high school.

He owns and operates The Logger, a Knappa staple, and recently renovated the restaurant.

A Class of 1978 graduate, Teevin helped start the Knappa Schools Foundation, which has assets of more than \$1 million and runs a successful annual auction.

Last year, he became the youngest inductee into the Knappa Hall of Fame.

□I would do it again in a heartbeat,□ said Folk about giving the loan to Teevin, who volunteers on her former bank's governing board. □He didn't have a credit history, but he had a good business plan.

□It was one of my best decisions.□



## 6.2 Management Plan

The Port's existing personnel and management policies govern the successful management of the Port's assets and facilities while strengthening the effectiveness of its personnel and Commission.

*Goal 1: Develop a management plan that enables Port Commissioners and staff to achieve the Port's mission and prioritize economic development opportunities within the District.*

**Policy 1.1:** Prioritize projects and identify target businesses and potential partnership opportunities with public and private entities that will leverage Port resources.

*Strategy 1.1.1:* Annually review and update the capital facilities plan and develop a list of priority projects in conjunction with the budget development process.

*Strategy 1.1.2:* Pursue partnership opportunities with private businesses to develop industrial/commercial facilities that meet market demand and provide greater economic development opportunities within the District.

*Strategy 1.1.3:* Integrate the strategic business plan as a planning tool and review its key projects and policies annually in conjunction with budget meetings.

*Strategy 1.1.4:* Expand the Port's portfolio by targeting and pursuing new industries identified in the market analysis, such as seaweed and oyster cultivation, log exports, and attracting small cruise ships as a port of call.

**Policy 1.2:** Maintain and optimize marine assets.

*Strategy 1.2.1:* Develop a set of metrics to evaluate projects and properties, including underutilized and vacant properties.

*Strategy 1.2.2:* Lease marine facilities, but do not sell marine assets.

*Strategy 1.2.3:* Develop a *mitigation* plan to address impacts of capital projects and streamline future permitting.

*Strategy 1.2.4:* Develop an International Terminal Plan to study a mix of uses and opportunities, required transportation improvements, and the maximization of terminal space at the International Terminal.

*Strategy 1.2.5:* Develop a North Commercial area plan to develop and evaluate solutions to address service, infrastructure, capacity, and long-term financial sustainability issues.

*Strategy 1.2.6:* Develop additional business unit plans for Newport International Terminal, NOAA, and South Beach

**Table 6. 5-Year Capital Improvement Plan**

	<b>Capital Improvements</b>	<b>2019 Cost Estimate</b>	<b>Timeline</b>
<b>International Terminal Plan</b>	Planning project to identify a mix of uses/opportunities that will maximize use of the terminal and adjacent vacant port-owned properties, and increase net revenues to the Port. Project completion primarily by Port staff.	\$15,000 (to cover cost of part time Port project manager for research and report preparation)	2019
<b>Mitigation Plan</b>	Planning project to address mitigation needs of future capital projects and potential inventory of mitigation sites. Anticipated to be completed by Port staff in partnership with the Port of Toledo, Yaquina Bay users, NOAA, ODFW, and the USACE. Project completion primarily by Port staff.	\$25,000 (to cover cost of part time Port project manager)	2019 - 2021
<b>RV Park Annex Plan</b>	Planning and conceptual design project to redesign and reconfigure the RV Park Annex to maximize space and functionality.	\$120,000	2019-2021
<b>Planning Projects Subtotal</b>		<b>\$160,000</b>	
<b>Port Dock 5 Interim Improvements</b>	Interim improvements to replace pier and improve dock. <ul style="list-style-type: none"> <li>• Approach pier replacement</li> <li>• Replace 6 pilings</li> <li>• Replace rods, whalers, rub boards, bumpers and triangles (PD 5C)</li> <li>• Replace rods, bumpers, rub boards and 6 whalers (PD 5B)</li> <li>• Replace rods and rub boards (PD 5X)</li> <li>• New power pedestals</li> </ul>	<ul style="list-style-type: none"> <li>• Approach pier: \$2.4 million</li> <li>• Replace Pilings: \$60,000</li> <li>• PD 5C: \$270,000</li> <li>• PD 5B: \$350,000</li> <li>• PD 5X: \$25,000</li> <li>• Power Pedestals: \$350,000</li> </ul>	2019-2022
<b>Port Dock 7 Interim Improvements</b>	Interim improvements prior to reconfiguration/replacement <ul style="list-style-type: none"> <li>• Miscellaneous float and pile improvements and electrical improvements</li> <li>• Replace 6 pilings</li> </ul>	<ul style="list-style-type: none"> <li>• Misc. Activities: \$288,000</li> <li>• Replace Pilings: \$60,000</li> </ul>	2019-2021
		All PD 5 Interim Improvements: \$3.5 million All PD 7 Interim Improvements: \$348,000	

	<b>Capital Improvements</b>	<b>2019 Cost Estimate</b>	<b>Timeline</b>
<b>Reconfiguration and Reconstruction of Commercial Marina</b>	Complete reconstruction and reconfiguration of commercial marina, including Port Docks 3 and 7, Upland Improvements, Swede's Dock and Commercial Marina channel. <b>Dock 3 Improvements:</b> <ul style="list-style-type: none"> <li>• Replace rods, UHMW rub boards</li> </ul> <b>Dock 7 Improvements:</b> <ul style="list-style-type: none"> <li>• Furnish and drive new steel piles and pile caps (100 piles)</li> <li>• Furnish and install new floats (38,093 SF)</li> <li>• Furnish and install new gangways (3 @ 220 LF total)</li> <li>• Furnish and install new electrical equipment (38,093 SF)</li> <li>• Dredging PD 7 berths</li> </ul> <b>Swede's Dock:</b> <ul style="list-style-type: none"> <li>• New piling</li> </ul> <b>Mitigation Projects:</b> <ul style="list-style-type: none"> <li>• Miscellaneous mitigation projects including eelgrass mitigation</li> </ul> <b>Channel:</b> <ul style="list-style-type: none"> <li>• Dredging Commercial Marina channel</li> </ul> <b>Upland Improvements:</b> <ul style="list-style-type: none"> <li>• New waste oil collection facility/oil-water separator, pump out station</li> </ul>	<b>Reconfiguration and Replacement Total: \$14.75 million</b> <ul style="list-style-type: none"> <li>• Dock 3: \$110,000</li> <li>• Dock 7: \$9.80 million</li> <li>• Swede's Dock: \$335,000</li> <li>• Mitigation Projects: \$1.0 million</li> <li>• Channel Dredging: \$3.0 million</li> <li>• Upland Improvements: \$500,000</li> </ul>	2019-2024
<b>Fishing Pier Improvement</b>	Identify replacement strategy and design new fishing pier. <ul style="list-style-type: none"> <li>• Structural and design improvements to maximize public access for recreational fishing, including ADA improvements</li> </ul>	\$2.9 million	2022
<b>Rogue Seawall Repair</b>	Phase II study of Rogue seawall (geotech and repair alternatives) <ul style="list-style-type: none"> <li>• Rogue seawall repairs</li> </ul>	\$1.36 million	2019-2021
<b>Safety and Security</b>	<ul style="list-style-type: none"> <li>• South Beach Marina electric load centers</li> <li>• South Beach fuel tank replacement</li> <li>• Relocate/replace hoist dock electrical lines</li> <li>• Consolidate and upgrade total security camera network, port-wide</li> </ul>	<b>Safety and Security Total: \$2.56 million</b> <ul style="list-style-type: none"> <li>• South Beach Marina: \$600,000</li> <li>• South Beach Fuel Tank: \$300,000</li> <li>• Hoist Dock Electrical Lines: \$102,000</li> <li>• Security Camera Network: \$200,000</li> </ul>	2019-2024

	Capital Improvements	2019 Cost Estimate	Timeline
<b>International Terminal Improvements</b>	<ul style="list-style-type: none"> <li>Grading of Port's 9-acre lot (cost does not include wetland mitigation)</li> <li>Asphalt lot west of shop, behind shop, and near the east entrance</li> <li>Asphalt northwest corner of laydown area</li> <li>Installation of waste oil collection tank</li> <li>Mutually beneficial project(s) as required by development agreement with McLean Point developer.</li> </ul>	<b>International Terminal Total: \$482,000</b> <ul style="list-style-type: none"> <li>Grading: \$153,000</li> <li>Asphalt: \$234,000</li> <li>Tank: \$45,000</li> <li>Other: \$50,000</li> </ul>	2019-2023
<b>RV Annex</b>	<ul style="list-style-type: none"> <li>Final plans, new RV Annex</li> <li>New RV Annex construction</li> </ul>	<b>Total: \$2.62 million</b>	2019-2022
<b>Capital Projects Subtotal</b>		<b>\$27.16 million</b>	
<b>Total</b>		<b>\$27.32 million</b>	

- Notes:
- All cost estimates are planning-level and include a 20 percent construction contingency. Costs are provided in 2019 dollars.
  - Mitigation Plan cost ranges vary based on level of effort and could include mitigation and regulatory requirements of proposed capital projects and/or an inventory and field work of Port property with mitigation potential.
  - Reconstruction and reconfiguration of commercial marina includes demolition of 7, and Swede's Dock, and construction mobilization; does not include demolition/reconstruction of the Dock 5 trestle. Port Dock 7 costs include 5 percent for engineering and permits and 3 percent for construction management.
  - Port Dock 5 and 7 interim improvements include 15 percent for engineering and permitting and 5 percent for construction management.
  - Fishing pier improvement costs include 20 percent for engineering and permitting and 8 percent for construction management.
  - Yard improvement costs include 15 percent for engineering and permitting and 5 percent for construction management.

Table 7. Action Plan

Project	Timeline	Potential Funding Sources	Action	Agency Roles
<p><b>International Terminal Plan</b></p> <p>Planning project to identify a mix of uses/opportunities that will maximize use of the Terminal and adjacent vacant port-owned properties. Potential Terminal uses include cargo shipping for forest products or fisheries, commercial fisheries support, and opportunities to support small cruise ships, and employment land development.</p> <p><i>\$15,000</i></p> <p><i>more on PAGE 42</i></p>	2019	<ul style="list-style-type: none"> <li>• IFA</li> <li>• Public private partnership (P3)</li> <li>• USEDA</li> <li>• MARAD</li> </ul>	<ul style="list-style-type: none"> <li>• Identify funding sources and pursue loan/grant funding to support additional analysis and partnership opportunities at the International Terminal.</li> <li>• Complete an in-depth analysis of economic opportunities and facility needs to support potential uses of the Terminal and adjacent vacant properties.</li> <li>• Coordinate with adjacent property owners (McLean Point developer and others)</li> </ul>	<ul style="list-style-type: none"> <li>• Port (lead)</li> <li>• Business Oregon/IFA/EDA (support)</li> <li>• USDOT MARAD (support)</li> <li>• ODFW/USACE (resource/regulatory)</li> </ul>
<p><b>Mitigation Plan</b></p> <p>Planning project to address mitigation needs of future capital projects and potential inventory of mitigation sites. Partnerships and collaboration between the ports of Newport and Toledo, Yaquina Bay users NOAA, ODFW, and the USACE are envisioned to complete this plan.</p> <p><i>\$25,000</i></p>	2019 to 2021	<ul style="list-style-type: none"> <li>• Business Oregon</li> <li>• IFA</li> <li>• USDA</li> <li>• Various research and science grants</li> </ul>	<ul style="list-style-type: none"> <li>• Identify funding sources and pursue loan/grant funding for ongoing site readiness through advanced mitigation planning.</li> <li>• Identify wetlands on a comprehensive basis for top priority Port development sites, including mitigation options, including sub-tidal eelgrass mitigation strategies.</li> <li>• Develop a leadership role for the Port in eelgrass propagation.</li> <li>• Become a regional leader in environmental mitigation, including habitat enhancement, in conjunction with OSU and other regional partners and resource agencies.</li> </ul>	<ul style="list-style-type: none"> <li>• Port (lead)</li> <li>• Business Oregon/IFA (support)</li> <li>• Port of Toledo (support)</li> <li>• Yaquina Bay users (support)</li> <li>• NOAA (support)</li> <li>• Oregon State University (OSU) (partner)</li> <li>• ODFW (resource/regulatory)</li> <li>• Department of State Lands/USACE (resource/regulatory)</li> </ul>

Project	Timeline	Potential Funding Sources	Action	Agency Roles
<b>RV Park Annex Plan</b> Planning and conceptual design project to redesign and reconfigure the RV Park Annex to maximize space and functionality. <del>\$2</del> \$120,000	2019 to 2021	<ul style="list-style-type: none"> <li>Port</li> <li>OPRD Grants</li> </ul>	<ul style="list-style-type: none"> <li>Facilities and site layout for RV Park Annex site plan to increase the number of RV sites and improve utilities and services.</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>OPRD (support)</li> <li>Oregon RV Association/Travel Oregon (resource)</li> </ul>
<b>Port Dock 5 Interim Improvements</b> Interim improvements to replace pier and improve dock. <ul style="list-style-type: none"> <li>Approach pier replacement</li> <li>Replace 6 Pilings</li> <li>Replace Rods, Whalers, Rub Boards, Bumpers and Triangles (PD 5C)</li> <li>Replace Rods, Bumpers, Rub Boards and 6 Whalers (PD 5B)</li> <li>Replace Rods and Rub Boards (PD 5X)</li> <li>New power pedestals</li> </ul>	2019-2021  \$3.5m	<ul style="list-style-type: none"> <li>IFA</li> <li>P3</li> <li>USEDA</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and Construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>Business Oregon/IFA/USEDA (support)</li> <li>ODFW/USACE (resource/regulatory)</li> </ul>
<b>Port Dock 7 Interim Improvements</b> Interim improvements prior to reconfiguration/replacement <ul style="list-style-type: none"> <li>Miscellaneous float and pile improvements and electrical improvements</li> <li>Replace 6 Pilings</li> </ul>	2019-2021  \$348,000	<ul style="list-style-type: none"> <li>IFA</li> <li>P3</li> <li>USEDA</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and Construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>Business Oregon/IFA/USEDA (support)</li> <li>ODFW/USACE (resource/regulatory)</li> </ul>

Project	Timeline	Potential Funding Sources	Action	Agency Roles
<p><b>Reconfiguration and Reconstruction of Commercial Marina</b></p> <p>Complete reconstruction and reconfiguration of commercial marina, including Port Docks 3 and 7, Upland Improvements, Swede's Dock and Commercial Marina Channel. <i>\$14.75m</i></p> <p><b>Dock 3 Improvements:</b> <i>\$110,000</i></p> <ul style="list-style-type: none"> <li>• Replace Rods, UHMW Rub Boards</li> </ul> <p><b>Dock 7 Improvements:</b> <i>\$9.8m</i></p> <ul style="list-style-type: none"> <li>• Furnish and Drive New Steel Piles and Pile Caps (100 piles)</li> <li>• Furnish and Install New Floats (38,093 SF)</li> <li>• Furnish and Install New Gangways (3 @ 220 LF total)</li> <li>• Furnish and Install New Electrical Equipment (38,093 SF)</li> <li>• Dredging PD 7 Berths</li> </ul> <p><b>Swede's Dock:</b> <i>\$335,000</i></p> <ul style="list-style-type: none"> <li>• New piling</li> </ul> <p><b>Mitigation Projects:</b> <i>\$1.1m</i></p> <ul style="list-style-type: none"> <li>• Miscellaneous Mitigation Projects including eelgrass mitigation</li> </ul> <p><b>Channel:</b> <i>\$3m</i></p> <ul style="list-style-type: none"> <li>• Dredging Commercial Marina Channel</li> </ul> <p><b>Upland Improvements:</b> <i>\$500,000</i></p> <ul style="list-style-type: none"> <li>• New waste oil collection facility/oil-water separator, pump out station</li> </ul>	<p>2019 to 2024</p>	<ul style="list-style-type: none"> <li>• IFA</li> <li>• P3</li> <li>• USEDA</li> <li>• Connect Oregon</li> </ul>	<ul style="list-style-type: none"> <li>• Program Refinement</li> <li>• Secure funding</li> <li>• Preliminary design</li> <li>• Permitting</li> <li>• Final engineering</li> <li>• Bid and Construction</li> </ul>	<ul style="list-style-type: none"> <li>• Port (lead)</li> <li>• Private Development/ Business Oregon/ ODOT/IFA/USEDA (support)</li> <li>• ODFW/USACE (resource/regulatory)</li> </ul>

Project	Timeline	Potential Funding Sources	Action	Agency Roles
<b>Fishing Pier Improvement</b> Identify replacement strategy and design new fishing pier to improve ADA accessibility. <ul style="list-style-type: none"> <li>Maximize public access for recreational fishing with a focus on diverse users, particularly those with disabilities</li> <li>Reduce environmental impact of the pier structure</li> </ul> <p style="text-align: right;"><i>\$2.9m</i></p>	2022	<ul style="list-style-type: none"> <li>Port</li> <li>OSMB</li> <li>City of Newport</li> <li>Lincoln County</li> <li>USCAE</li> </ul>	<ul style="list-style-type: none"> <li>Conduct public outreach to identify replacement strategy</li> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Remove structures as required</li> <li>Bid and construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>OMB (support)</li> <li>ODFW/USACE (resource/regulatory)</li> </ul>
<b>Rogue Seawall Repair</b> <ul style="list-style-type: none"> <li>Phase II Study of Rogue Seawall (Geotechnical and Repair alternatives)</li> <li>Rogue Seawall Repairs</li> </ul> <p style="text-align: right;"><i>\$ 1.36m</i></p>	2019-2021	<ul style="list-style-type: none"> <li>Port</li> <li>USEDA</li> <li>Business Oregon</li> <li>Private foundations</li> </ul>	<ul style="list-style-type: none"> <li>Complete Phase II Study</li> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> </ul>
<b>Safety and Security</b> <ul style="list-style-type: none"> <li>South Beach Marina Electric Load Centers</li> <li>South Beach Fuel Tank Replacement</li> <li>Relocate / Replace Hoist Dock Electrical Lines</li> <li>Consolidate and Upgrade Total Security Camera Network, Port-wide</li> </ul> <p style="text-align: right;"><i>\$2.56m</i></p>	2019 to 2024	<ul style="list-style-type: none"> <li>Port</li> <li>P3</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> </ul>
<b>International Terminal Improvements</b> <ul style="list-style-type: none"> <li>Grading of Port's 9 Acre Lot</li> <li>Asphalt lot west of shop, behind shop, and near the east entrance</li> <li>Asphalt Northwest Corner of Laydown Area</li> <li>Installation of Waste Oil Collection Tank</li> <li>Mutually beneficial project(s) as required by development agreement with McLean Point developer.</li> </ul> <p style="text-align: right;"><i>\$4,820,000</i></p>	2019 to 2023	<ul style="list-style-type: none"> <li>Port</li> <li>Private</li> <li>P3</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and Construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>Private Development (support)</li> </ul>
<b>RV Annex</b> <ul style="list-style-type: none"> <li>Final plans, new RV Annex</li> <li>New RV Annex Construction</li> </ul> <p style="text-align: right;"><i>\$ 2.62. m</i></p>	2019 to 2022	<ul style="list-style-type: none"> <li>Port</li> <li>OPRD</li> </ul>	<ul style="list-style-type: none"> <li>Secure funding</li> <li>Preliminary design</li> <li>Permitting</li> <li>Final engineering</li> <li>Bid and Construction</li> </ul>	<ul style="list-style-type: none"> <li>Port (lead)</li> <li>OPRD (support)</li> <li>Oregon RV Association/Travel Oregon (resource)</li> </ul>



# Port Updates Newport Council On Terminal Project

POSTED BY: OREGONCOASTDAILYNEWS FEBRUARY 21, 2017

By Kiera Morgan

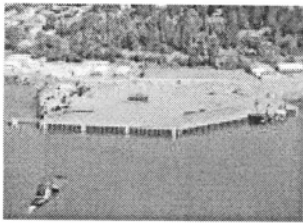
The city of Newport city council and the Port of Newport commissioners held a joint meeting on Friday. Part of the discussion included an update on the Port International Terminal Project. Kevin Greenwood Port General Manager told the council that the majority of their facilities run in the black, with the exception right now of the international terminal. Port Commissioner Ken Brown reported that increasing the cargo at the terminal should not affect the fishing industry that utilizes the dock space. "There will be plenty of room for both uses. The unique factor is that we are going to be if not the only, one of the few ports that has International shipping and fishing mixed together at the same facility. No one else does that."

Port Commissioner Steve Beck explained that the port will be able to do a lot more for the fishermen and the community when they getting shipping going. "Loosing money on the International Terminal is really putting a lot of things on the back burner. We are doing what we can with the cash flow that we have but we should be able to have a positive cash flow once we have shipping we will be a couple of hundred thousand dollars above where we are currently today."

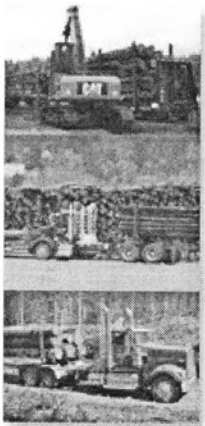
He said each shipment will bring in about \$80,000 in tariff revenue. Kevin stated that this will also create about 50 new jobs. Plus the trickle down benefits. The cargo ships will be on a schedule so it will allow for coordination between them and the fishing fleet. The port is currently working to complete the needed funding for getting that work started. Port commissioners told the council they are anxious to get the area developed in order to increase jobs and economic development in Newport.

# Port Signs Lease Option With Teevin Bros

**TOPICS:** [Newport International Terminal](#) [Port Of Newport](#) [Teevin Bros](#)



**POSTED BY:** [OREGONCOASTDAILYNEWS](#) APRIL 30, 2015



The Port of Newport Board of Commissioners approved a lease option with Teevin Bros for a 9-acre parcel of land that the port owns. With this agreement it means that the port will be able to set up the site as a shipping area next to the International terminal and know that Teevin will be able to lease the area when it is built to export goods from the terminal, either by truck or by sea.

Teevin Bros Eric Oien was at the meeting and said he is excited to be able to start moving forward to begin work in Newport. It was pointed out that Teevin's can be set up to ship out just about anything as they do from their Rainier facility. This is important for the port as they are seeking grants from the state to be able to fix up the site to be able to lease it. It will still be another 18-24 months to get the grants in place and get the site built.

Interest right now is high with the changes at The Port of Portland and alternatives for shipping are being investigated. The initial terms of the lease were also presented only as a starting place to work from once the site is complete. The actual lease with Teevin won't be signed until the project is done. Teevin will be giving, sharing and collaborating with the port giving their engineering and permitting work. This is providing value to the port in order for Teevin to have the lease option. This will be very valuable in going for grants and getting the work completed.

## Port Of Newport Signs Memorandum Of Understanding For Shipping Facility Staging Area

POSTED BY: OREGONCOASTDAILYNEWS MARCH 21, 2017

By Kiera Morgan

The Port of Newport Board of Commissioners met on Friday and approved a memorandum of understanding between the port and Silvan Forest LLC. They are a broker out of Bellevue Washington with facilities in Coos Bay and six other locations in the Pacific Northwest and have a strong reputation. Silvan will be working with Teevin Bros and the port in a public private partnership. Silvan has agreed to pay \$2.5 million into an escrow account that the port could use for construction of a staging facility, in exchange for access to the Port shipping staging area facility.

This is contingent upon the port receiving the TIGER funds and a Infrastructure Finance Authority loan from the state. The port would be responsible to hire an additional employee who would oversee the shipping facility operations. The port will also be paying \$60,000 a year as interest on the loan until it is fully abated. Kevin Greenwood Port general manager pointed out that the agreement will allow the port to be able to pay down its loans in getting the international terminal finished, but it won't bring about a lot of money for the port right away.

"It's not going to produce a golden egg that is going to replace every dock at the port and pay off all of our debt." "What you are looking at is a 6 to 7-year commitment to developing this new business unit for the Port of Newport to then generate some serious income for your goals." During public comment Bud Shoemaker port of Toledo manager said "when considering this agreement the port should also recognize the commercial fishing fleet and their contributions and have balance so as not to loose the deep draft vessels."

Yale Fogarty said the terminal was built for shipping and fishing purposes. Shipping will bring millions of dollars to the community and new family wage jobs." He also pointed out that when it comes to dredging dollars it is based more on cargo than fishing. Rex Capri a local fishermen stated "the terminal dock should be used by both the fishermen and for shipping and other opportunities like it had been before. It is not a private dock. The port should work to create as much use as possible."

Commission Chair Walter Chuck said "this has been a 5-year ordeal trying to work this out. He said he is looking forward to having a new revenue source for the port that can also create jobs." With that Commissioner Ken Brown made the motion to approve the MOU with Silvin. It was seconded and passed unanimously. The hope is to have the contract awarded for the start of construction this summer and have the facility completed and start with shipments going out by this winter.

# Port of Newport Commission Says No To Shipping Deal

**TOPICS:** [Port Of Newport Shipping Teevin Bros TIGAR Grant](#)

**POSTED BY:** [OREGONCOASTDAILYNEWS](#) AUGUST 23, 2017

By Kiera Morgan:

During the noon work session meeting yesterday Port of Newport commissioners discussed the International terminal. Commissioner Jeff Lakey suggested that the port should no longer consider the current agreements from Silvan and Teevin for shipping. Commissioner Chuck said the port needs to consider all of the consequences of their actions. He said the port has other agreements with other entities and expressed concern over potentially losing the Federal TIGER grant, which interim manager Aaron Bretz cautioned from a memo in his report.

It was pointed out that losing the grant would potentially hurt not just the port, but the city, county and the state. Commission President Patricia Joling stated she felt this was a bad deal financially for the port. "As far as the political outfall I don't buy it. Cities, Ports lose grants and subsidies all the time. It's ebb and flow it comes and goes." Joline added "If we can't put this deal together because our numbers are wonky, we don't have our shareholders adequately represented and a host of other situations then maybe we should pass on it."

Commissioner Sara Skamsner also said she didn't like the deal and felt it wasn't good for the fishermen and current users. Commissioner Stewart Lamerdin said there are a lot of implications. "We may never get a perfect deal, but I think we owe it to the public to further investigate this and see if they (Silvan) are willing to make the changes that we need them to." He also expressed concerns that the port would not be honoring the deal they made with the public to provide shipping as part of the approval of the GEO bonds.

During the regular evening meeting commissioner Lakey commented on the GEO bond and read from the voter's pamphlet explanatory statement saying the commissioners agreed when they went out for the bond that it would be used for three primary things; mitigate hazardous substances; to put in work docks for cargo barges and commercial fishing, to keep the fishing fleet coming here. and third was to fix the cargo dock and rebuild it so shipping can return to Newport.

He said "the current deal on the table potentially violates the promises made for the bond, if the port doesn't keep the commercial fleet returning." Lackey added the current deal is an economic risk. He made a motion that was seconded by Sara Skamsner that the port reject three of the current agreements with Silvan and Teevin. This passed three to two with commissioners Lamerdin and Chuck opposed. You can hear the complete details of the noon and regular meeting under port news.