



## Department of Land Conservation and Development

### 2021-23 TECHNICAL ASSISTANCE GRANT APPLICATION

Please complete each section in the form below. Type or write requested information in the spaces provided. **Submit completed applications by October 1, 2021.**

**Date of Application:** 9/26/2021

**Applicant:** Port of Newport

(If council of governments, please also include the recipient jurisdiction name if applicable)

**Street Address:** 600 SE Bay Blvd.

**City:** Newport

**Zip:** 97365

**Contact name and title:** Paula Miranda, General Manager

**Contact e-mail address:** pmiranda@portofnewport.com

**Contact phone number:** 541-265-7758

**Grant request amount** (in whole dollars): \$50,000

**Local Contribution** (recommended but not required): \$50,000

**Project Title:**

Building Port Capacity by Replacing Port Dock 7

**Project summary:** (Summarize the project and products in 50 words or fewer)

The Port of Newport seeks funding to produce formal plans to replace Port Dock 7. Key components include Environmental Assessments, designs, mitigation options, engineering, permits and rate analysis. This plan is required before the Port can begin dock replacement. Dock replacement will restore degrading dock and increase Port capacity leading to increased revenue.

**Project Description & Work Program**

Please describe the proposed project, addressing each of the following in an attachment.

- A. Goals and Objectives.** State the goals or overall purpose of the project. Describe particular objective(s) the community hopes to accomplish. Please indicate whether this is a stand-alone project or is part of a longer multi-year program. If it is the latter, describe any previous work completed, subsequent phases and expected results, and how work beyond this project will be funded.

The goal of this project is to produce formal plans to replace Port Dock 7. This is a critical first step that is required before the Port can begin replacement of the dock. Port Dock 7 impacts the flow of vessels. By replacing the dock, the Port will be able to increase shipping capacity for larger vessels. Currently, Port Dock 7 general capacity is for vessels up to 40 feet with very little capacity for larger vessels. Replacing the dock will allow the Port to increase docking for boats up to 70-90 feet, providing greater capacity for larger vessels. This in turn will increase the capacity of the adjacent International Terminal, allowing for more cargo vessels to be serviced through the International Terminal while larger fishing vessels can moor at the new Port Dock 7. Once the formal plans are completed, the Port is committed to moving forward with the necessary replacement required to allow the dock to operate at full capacity. The current design configuration of Port Dock 7 is becoming obsolete. The slip sizes are too small, which causes heavy wear and tear on the fingers.

This project supports the Port of Newport's Strategic Business Plan (pg. 43), specifically the 5-year capital improvement plan. It is also aligned with statewide planning goal 9 – Economic Development. Statewide Planning Goal 9 is to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

The following objective will be accomplished through this project.

- Develop a plan to replace Port Dock 7
- Secure an environmental assessment, designs, permits and rate analysis for dock 7 replacement

**B. Products and Outcomes.** Clearly describe the product(s) and outcome(s) expected from the proposed project. Briefly describe any anticipated significant effect the project would have on development, livability, regulatory streamlining, and compliance with federal requirements, socioeconomic gains, and other relevant factors.

Intended outcomes include a written analysis of replacement scenarios including cost of project, environmental impact, and next steps. The Port will determine next steps including replacement of Port Dock 7 based on the written analysis and create a timeline for beginning construction. Ports serve both an economic and social function (2015). A recent report on U.S. port economic impacts cites Federal, state, and local tax revenues generated by port-sector and importer/exporter revenues rose nearly 18 percent ... from \$321.1 billion to \$378.1 billion (Dwarakish and Salim, 2015). At the same time, personal wages and local consumption related to the port-sector increased by more than a quarter ... from \$1.1 trillion to \$1.4 trillion, and the average annual salary of those directly employed by port-related businesses rose from \$53,723 to \$62,800 ... a 17 percent increase. Port Dock 7 is currently not operating at full capacity due to safety and infrastructure deficits. By replacing this dock, additional vessels can utilize it. The Port anticipates full utilization once replaced. This will lead to increased economic activity through usage fees and sales.

Every year, Port Dock 7 loses several feet of dock. Additionally, this dock has a shallow channel (less than 20 feet). The Army Corps of Engineers has provided a 50% investment on an approximately \$900K Feasibility Study (FS) to expand the channel into the commercial marina, which is currently underway. Once completed, pending the final result of the FS, the Army Corps of Engineers may

invest as much as 90% of the cost of dredging, and will be fully in charge of the maintenance of the new channel, increasing sustainability of the project. The new design will support larger vessels and deepen the channel to 20 feet, thereby increasing linear moorage space by 41 percent. The current moorage space is 5,265. The proposed linear moorage space would be 7,460 feet. It would also provide two 360-foot side tie docks deep enough for large fishing vessels that are currently unable to use Port Dock 7. Proposed additional features would be a 50-amp electrical service and Bilge pump-out station. These features will attract more vessels and increase revenue.

Over the past 5 years, there has been a shift in the Commercial Marina from a declining share of revenue from vessels less than 50 feet to vessels greater than 50 feet. Currently, 85 percent of moorage revenue at the International Terminal is from vessels greater than 70 feet. Port Dock 7's current configuration only allows for much smaller vessels ranging from 40-60 feet.

The project will not only increase capacity for vessels leading to increased economic benefits but also public access benefits. New steel pilings will eliminate the need for cross bracing, which poses a significant snag hazard for crab pots. The dock replacement will complete the walking circuit around the marina, attracting more foot traffic. The proposed replacement will also provide waterside access throughout the entire marina and will improve public access. Lastly, the proposed design focuses on accessibility by diverse users, not only ADA compliant but will incorporate best practices in accessibility.

There are additional environmental benefits to include the removal of creosote pilings from the bay, replaced with environmentally friendly steel pilings and a reduction of over-water structure by 55% (7,400 square feet).

- C. Equity and Inclusion Considerations.** Using the [TA Grant Equity Guidance](#), identify priority populations in the project planning area. Describe the anticipated impact of your proposed project on priority populations. Describe a preliminary outreach and engagement plan with specific goals and outcomes for participation of priority populations in the project. Include specific tasks and products related to the outreach and engagement plan in sections D and E.

The Port of Newport is currently creating a Diversity, Equity and Inclusion policy that will be adopted prior to the implementation of this project. The project will be led by the Port's General Manager, who is a minority woman with significant experience in port operations. In addition, the project will generate economic benefits for a rural area, contributing to reducing barriers to opportunity for rural communities. Priority populations include: Native American community members, persons of color, and community members with Limited English Proficiency. DEI practices will be embedded in the Port's recruitment and retention practices, as well as its procurement policies.

#### **D. Work Program, Timeline & Payment.**

- 1. Tasks and Products:** List and describe the major tasks and subtasks, with:

- The title of the task
- Steps to complete task
- The interim and final products for each task

Task	Steps Required	Interim/Final Product
Hire an engineering firm	Competitive bid process RFP Selection	Firm hired
Complete design plans	Gather data, measurements,	Environmental assessment completed, design completed, permits completed
Presentation of plan		Disseminate plan materials and next steps to key stakeholder

- 2. Timeline:** List all dates for the project including tentative start date after the contract is signed, task completion dates, and project completion date. If the project is part of a multi-year program, provide an overview of the expected timelines in sequence of expected start dates and completion date for each phase and describe subsequent phases to be completed.

The timeline for implementation is as follows:

Month 1: Project kick-off

Month 2: bid for engineers

Months 3-10: Complete formal plans

Months 11-12: Presentation of plans to key stakeholders

- 3. Payment Schedule:** Develop a requested payment schedule showing amount of interim and final payments. Include the products that will be provided with each payment request. The payment schedule should generally include no more than two payments – an interim and final payment.

Payment schedule

Interim: \$35,000

Final: \$15,000

- D. Evaluation Criteria.** Include a statement in the narrative that addresses the program priorities and evaluation criteria presented in the application instructions (“Eligible Projects and Evaluation Criteria”).

Intended outcomes include a written analysis of replacement scenarios including cost of project, environmental impact, and next steps. The Port will evaluate results based on the delivery and presentation of the planning document.

- E. Project Partners.** List any other public or private entities that will participate in the project, including federal and state agencies, council of governments, city and county governments, and special districts. Briefly describe the role of each (*e.g.*, will perform work under the grant; will advise; will contribute information or services, etc.).

Lincoln County Economic Development Agency

Business Oregon Port Planning and Market Grant – To contribute \$50K towards project

City of Newport – Will provide permits

Oregon Department of Wildlife – Will review permits

US Army Corps of Engineers – Will review permits

- F. Advisory Committees.** List any advisory committee or other committees that will participate in the project to satisfy the local citizen involvement program. Include specific goals for participation by priority populations in advisory committees.

Commercial Fishing Users Group Committee Port of Newport Commission

- I. Cost-Sharing and Local Contribution.** DLCD funds are only a part of overall project costs; please identify sources and amounts of other funds or services that will contribute to the project's success. Cost-sharing (match) is not required but could be a contributing factor to the success of the application.

\$50,000 Port of Newport Allocated Funds

\$50,000 Business Oregon

\$200,000 EDA EAA (pending)

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\$300,000 Total project cost

**Will a consultant be retained to assist in completing grant products?** Yes ☒ No ☐

**Does the applicant intend to seek technical assistance from DLCD's equity and inclusion consultant?** Yes ☒ No ☐ ([See TA Grant Equity Guidance](#))

### **Local Official Support**

The application ***must include a resolution or letter from the governing body*** of the city, county, district, or tribe demonstrating support for the project. If the applicant is a council of governments on behalf of a city, a letter or resolution from the city council supporting the application must be

included. *The application will not be complete if it does not include this item.* The letter of support may be received by DLCD after the application submittal deadline, but it must be received before a grant is awarded.

### **Product Request Summary**

<b>Product</b>		<b>Grant Request</b>		<b>Local Contribution</b>		<b>Total Budget</b>
1	\$	<u>50000</u>	\$	<u>250000</u>	\$	<u>300,000</u>
2	\$	_____	\$	_____	\$	_____
3	\$	_____	\$	_____	\$	_____
4	\$	_____	\$	_____	\$	_____
5	\$	_____	\$	_____	\$	_____
6	\$	_____	\$	_____	\$	_____
7	\$	_____	\$	_____	\$	_____
8	\$	_____	\$	_____	\$	_____
<b>TOTAL</b>	\$	<u>50,000</u>	\$	<u>250,000</u>	\$	<u>300,000</u>

Submit your application with all supplemental information to:

Gordon Howard, Community Services Division Manager

E-mail (preferred): [DLCD.GFGrant@dlcd.oregon.gov](mailto:DLCD.GFGrant@dlcd.oregon.gov)

Mail: Department of Land Conservation and Development  
635 Capitol Street N.E., Suite 150  
Salem, OR 97301

Phone: 503-503-856-6935

**APPLICATION DEADLINE:      October 1, 2021**