



## Mary Botkin & Associates

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Thank you, Chairs, members of the Committee. For the record I am Mary Botkin and I am representing the International Longshore Workers Union. We asked that HB 2284 A be introduced on behalf of our members in Newport Oregon, Local 53. First, we would ask that the Committee accept the amendments requested by Rep. Greg Smith, eliminating commission designated positions.

I want to introduce our Coast Committeeman Cam Williams who traveled here from San Francisco to speak with you to discuss the specific problems, frustrations and future goals and possibilities for our Port in Newport Oregon. Additionally, we have members from Local 53 and the community to testify. I will be brief and will be happy to answer questions if and when appropriate. Let me briefly clarify the purpose of this legislation.

What this bill does:

- Establishes the Port of Newport as an International Port. Bringing it in line with the Port of Coos Bay and the Port of Portland.
- Requires the Governor to appoint the 5 members of the Port Commission and then they would be confirmed by the Oregon Senate. It would be our intention to have the appointments represent a wide variety of community interests. Fishing, small businesses, research and education, labor and an at large member to represent the community and taxpayers. This is a critical change from the current Commission that is dominated by a single interest group.
- Members would have to be established residents of the Port District.
- Establishes a voice for the entire Newport community and taxpayers living in the Port district.
- These members would serve 2-year staggered terms. With the exception of the first two appointments who would only serve an initial term of one year. This allows for the establishment of staggered terms.
- It would encourage the Port of Newport to resume functioning as a multi use Port that includes recreational activities, business and economic development opportunities, tourism, fishing and shipping. The Port can become an economic engine and job creator under this new organizational model.

What this bill does NOT do:

- It does not force a takeover by outsiders of the Port of Newport
- It does not close access to the commercial fishing fleet
- It does not eliminate future fishing opportunities
- It does not eliminate local control of the Port of Newport

The Oregon legislature and the federal government have joined forces to upgrade access to Newport by rebuilding and improving Hwy 20 (\$300+M). Then they made even more investments in rebuilding the International Terminal (\$150 M) and an additional (\$15 M).

We have included the Capital Improvement and Action Plan developed by BergerABAM who was contracted to develop a Strategic Business Plan for the Port of Newport. This plan was completed in March 2019. You will see a long list of Capital Improvement's requiring \$27.32M in critical investments to repair, rebuild and upgrade current assets. What seems to be lacking is a plan to expand business opportunities to increase revenue sufficient to fund this critical list needed investments.

The Oregon Legislature and local voters invested taxpayer funds with the promise that the Port of Newport could resume its role as an important part of revitalizing the Oregon coastal economy and offering an additional option for the movement of Oregon products into the international market place.

HB 2284 sends a message to the Oregon Business Community that the Port of Newport is back and ready to work.

I am happy to respond to any questions you may have.

**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> <p>All PD 7 Interim Improvements: <b>\$348,000</b></p>	2019-2021

	<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>	<b>\$2.9 million</b>	2022
<b>Rogue Seawall Repair</b>	<ul style="list-style-type: none"> <li>• Phase II study of Rogue seawall (geotech and repair alternatives)</li> <li>• Rogue seawall repairs</li> </ul>	<b>\$1.36 million</b>	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>	2019	<ul style="list-style-type: none"> <li>• IFA</li> <li>• Public private partnership (P3)</li> <li>• USEDPA</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 (support)</li> <li>• USDOT MARAD (support)</li> <li>• ODFW/USACE (resource/regulatory)</li> </ul> <p><i>Total</i> <i>\$15,000</i></p>
<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>	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.</li> <li>• Include 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> <p><i>925,000</i></p>

*4/27/2019*

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.	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	<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	<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>

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<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.</p> <p><b>Dock 3 Improvements:</b></p> <ul style="list-style-type: none"> <li>• Replace Rods, UHMW Rub Boards</li> </ul> <p><b>Dock 7 Improvements:</b></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></p> <ul style="list-style-type: none"> <li>• New piling</li> </ul> <p><b>Mitigation Projects:</b></p> <ul style="list-style-type: none"> <li>• Miscellaneous Mitigation Projects including eelgrass mitigation</li> </ul> <p><b>Channel:</b></p> <ul style="list-style-type: none"> <li>• Dredging Commercial Marina Channel</li> </ul> <p><b>Upland Improvements:</b></p> <ul style="list-style-type: none"> <li>• New waste oil collection facility/oil-water separator, pump out station</li> </ul>	2019 to 2024	<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> <p><i>\$14.75m</i></p>

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>	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>	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>	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>	2019 to 2023	<ul style="list-style-type: none"> <li>Port</li> <li>Private 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>	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>