




Port of Newport

International Terminal Renovation Project
Open House

July 20, 2010

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Port of Newport | Presenters

Joshua Dodson, DAY CPM

- Project overview and background

Craig Totten, KPFF Consulting Engineers

- Design and benefits

John van Staveren, Pacific Habitat Services

- Remediation and environmental mitigation

Frank Berg, DAY CPM

- Costs, funding and schedule

Natt McDougall, Natt McDougal Company

- Construction and phasing

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Existing Conditions



Note the cracks and the spalling in the hull of the Pasley.

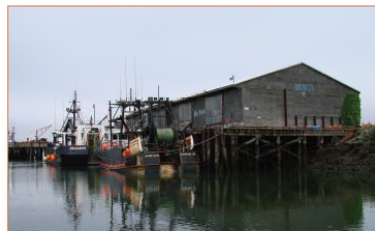
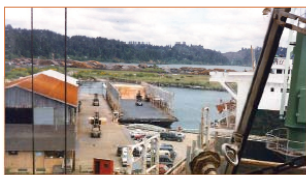
The existing terminal includes two sunken WWII concrete ships. The Pasley continues to deteriorate and is no longer a usable dock. The Hennebique is currently stable but shows early signs of spalling.

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Project Objectives

- Provide quality services and facilities to the commercial fishing industry and maintain an appropriate level of ocean terminal services and facilities
- Protect Yaquina Bay and remediate environmental contamination to state and federal standards
- Retain and create jobs and provide safe access to Port facilities
- Plan for future heavy cargo needs



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Project Team & Stakeholders

Port and Consultants


- Port Commissioners
- Port Staff
- State and Federal agencies
- Natt McDougall Company
- DAY CPM
- KPFF Consulting Engineers
- Kennedy/Jenks Consultants
- Pacific Habitat Services
- EnviroIssues

Members of the Public

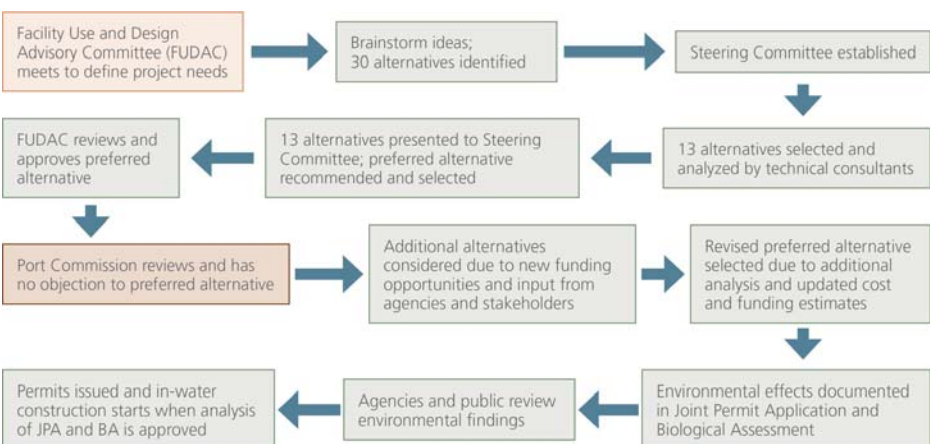
- Port of Newport Steering Committee
- Facility Use and Design Advisory Committee
- Interested citizens, labor and industry representatives, and environmental groups

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Project Development Process



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graph TD
    A[Facility Use and Design Advisory Committee (FUDAC) meets to define project needs] --> B[Brainstorm ideas; 30 alternatives identified]
    B --> C[Steering Committee established]
    C --> D[13 alternatives selected and analyzed by technical consultants]
    D --> E[13 alternatives presented to Steering Committee; preferred alternative recommended and selected]
    E --> F[FUDAC reviews and approves preferred alternative]
    F --> G[Port Commission reviews and has no objection to preferred alternative]
    G --> H[Additional alternatives considered due to new funding opportunities and input from agencies and stakeholders]
    H --> I[Revised preferred alternative selected due to additional analysis and updated cost and funding estimates]
    I --> J[Environmental effects documented in Joint Permit Application and Biological Assessment]
    J --> K[Agencies and public review environmental findings]
    K --> L[Permits issued and in-water construction starts when analysis of JPA and BA is approved]
    
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Adopted Terminal Renovation Plan



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Benefits

- New terminal facilities will play a crucial link for commerce between Oregon's central coast highways and the movement of marine commerce.
- Increase port access for commercial fishing boats, and provide for future market opportunities.
- Remove potential environmental contaminants and protect the marine ecosystem of Yaquina Bay.
- Retain and create local jobs and economic development opportunities.

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Environmental Analysis & Public Review


- Submitted two important documents to agencies for review in June 2010:
 - **Joint Permit Application (JPA)** submitted to Oregon Department of State Lands (DSL) and US Army Corps of Engineers (USACE).
 - **Biological Assessment** submitted to National Marine Fisheries Service.

- Documents are available to the public for online review:
 - <http://www.statelandsonline.com/>
 - <http://www.nwp.usace.army.mil/op/g/public.asp?op=PN>

- The 30-day public review period for both documents ends in August 2010.
 - Submit comments to DSL by August 1.
 - Submit comments to USACE by August 15.

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Environmental Analysis – Joint Permit Application

- The JPA includes the following topics:
 - A detailed description of the project, including:
 - Phasing and the demolition plan (including the complete removal of the Pasley)
 - The construction plan (including the new docks and the upland construction)
 - The remediation plan for both ships

 - An alternatives analysis, describing the options available to the Port and why the proposed plan is preferred
 - How impacts to the Bay were avoided and minimized
 - Mitigation and monitoring plan for the only long term impact: the permanent loss of 0.05 acres of eelgrass

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Environmental Analysis – Biological Assessment


- The Biological Assessment describes potential effects to species protected under the Federal Endangered Species Act (ESA)
 - Oregon Coast coho salmon (threatened)
 - Southern distinct population segment of green sturgeon (threatened)
 - Southern distinct population segment of eulachon (threatened)

- Key findings
 - The removal of the Pasley restores critical habitat within the Bay.
 - The project will have no long term adverse effects to protected species.
 - The loss of a small area of eelgrass will be mitigated by restoring 3 times as much area.

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Project Costs

Total Cost Estimate \$18-\$19 million

- **\$11.95 million** **Phase 1**


\$1.15 million	Site preparation and erosion control
\$5.14 million	Pasley removal
\$3.82 million	Cargo dock construction and earthwork
\$1.28 million	Hennebique remediation
\$0.56 million	Final site work

Phase 2 and Phase 3 costs to be determined.

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Funding Sources

Total funding received \$18.63 million

\$2.775 million	ODOT's <i>ConnectOregon</i> Program
\$15.4 million	Port of Newport Bond Measure
\$0.45 million	Oregon Business Development Department/EPA
\$0.0065 million	Lincoln County

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Next Steps

Milestone	Timeframe
Upland construction – Phase 1	June-Sept 2010
JPA approval	Expected October 2010
In-water work	Nov 2010-Feb 2011 and Nov 2011-Feb 2012
Phase 1 construction ends	2011
Phase 2 construction ends Phase 3 construction ends	2013 2014

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Phase 1 Activities

Phase 1 (2010-2012)

- Construct a cofferdam around the Pasley
- Remediate the Pasley and Hennebique
- Remove the Pasley and cofferdam; construct new West Dock to replace the Pasley dock
- Upgrade existing East Dock to ensure safe continued use during construction of the West Dock
- Demolish office and warehouse buildings over the Hennebique
- Provide needed utilities to service west and east docks

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Phase 2 and 3 Activities

Phase 2 (2011-2013)*

- Install a sheet pile bulkhead wall at Hennebique bow
- Fill in void between new west dock and Hennebique bow
- Reduce elevation of Hennebique bow to match west dock surface

Phase 3 (2012-2014)**


- Build new east dock in front of Hennebique and demolish old wooden dock
- Complete upland and dock utilities
- Install mooring dolphin(s) if needed
- Fulfill remaining obligations of Bond Measure 21-114

*Contingent upon cost savings from Phase 1

**Utilizing value engineered dollars discovered from Phase 1 and/or additional funding sources

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Construction Activities

- Additional truck traffic along Bay Blvd. and on the Terminal grounds
- Specific areas set aside in the parking area for dock operations
- Noise and dust from demolition and pile driving
- Traffic planning and mitigation is being coordinated by the Port

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Stay Informed

Website: www.portofnewport.com

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Commission meetings: 4th Tuesday each month, 6 p.m. at Yaquina Bay Yacht Club

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Q & A

Questions?