



International Terminal Shipping Facility

TIGER VII Grant Application

June 3, 2015



Port of Newport, Oregon

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Newport, OR 97365

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Type of Project: Marine/River/Highway

Location: Newport, Lincoln County, Oregon

Status: Rural/Distressed Community

TIGER Funding Amount Requested: \$2,000,000 (30.6%)

Total Project Cost: \$6,532,577 (69.4% local/other match)

Near-term Benefit: 85 near-term jobs + 193 long-term jobs

Long-term Economic Benefit: \$98.8M over 30 years (@7% NPV)

Benefit-Cost Ratio: 72:1 (@7% NPV)

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SECTION I: SUMMARY

A. PROJECT SUMMARY

The Port of Newport is requesting a \$2,000,000 TIGER VII grant as the critical source of funding to construct a critical international export terminal that will provide infrastructure necessary to create major new deep-water port terminal with enhanced marine/river/highway intermodal access and job creation in rural distressed community (Lincoln County, Oregon). This project will provide a new export terminal and link marine industrial access by land and river/ocean at the hub of two congressionally-designated marine highway corridors. After completion this will become one of top publically-controlled export terminals in the western U.S. (SOURCE: USACE Portland District).

Map of Newport on Marine Highway Corridor



Project elements include: transportation access enhancements, site infrastructure (water, sewer, storm, power, communications) and site preparation required to accommodate marine-dependent trade, development and job growth in an Oregon- and federally-designated rural economically distressed area.

Project Highlights:

- TIGER VII funding (\$2 M) is the critical piece of the funding needed for construction.
 - Total project cost of \$6,532,577 based on detailed engineering design plans and cost estimates. Project will be “overmatched” with a \$4.5 M local share (69.4% local/state/other share).
 - Rural/Distressed Community Benefit (over 65% of the people benefitting from the project live or work in “Distressed Rural Communities.”)
- Project readiness: contingent upon final funding agreements, construction is slated for Spring/Summer 2016 with operations commencing Fall/Winter 2016. Substantial permitting has been completed for most construction activities. USACE wetlands permit is underway.

- Project is located in a high-priority USACE location for dredging (adjacent to NOAA, USCG and commercial fishing fleets); and will leverage significant investments by the USACE from dredging activities.
- Local, regional and state funding partnerships are in place.
- Benefit-Cost Analysis has been independently provided using recommended best practices BCA guidance. Expected benefit-cost ratio of 72:1 (\$72 in benefit for each \$1 dollar investment) is expected given a 7% net present value (NPV) adjustment factor.
- Letters of Support/Interest are included in the Appendices by businesses that desire to expand after project is completed.

In addition to serving new export-related commerce and trade business activities, the Newport International Export Terminal facility will help retain and expand water-dependent businesses, shipping/distribution, commercial fishing operations, wave energy research and development (R&D), and agricultural operations. The mid-Willamette Valley is a prolific producer of timber, vegetables, potatoes, fruit, nuts, hay and grass seed.

Near-term creation of 85 jobs are expected during construction (primarily in year 2016). New port-related businesses are expected to provide phase 1 (2016-2020) local business investment of \$4.5 M by 2017. Direct employment within five years is estimated at 48 workers, with induced employment of 137 jobs based on enhanced productivity in the regional economy.¹ The project will also help diversify the regional economy by serving regional agricultural activities and emerging marine science, wave energy R&D, seafood processing and other marine industrial uses.

On-shore wetland habitat will be improved with new designed wetlands and bioswales, and new surface water management areas while upgrading storm drainage facilities to meet FHWA and NEPA standards.

¹ All economic and employment estimates and projections included in this grant application reflect findings from the Benefit Cost Analysis.

Figure 1 illustrates the site. Two tax lots comprise the entire 48.8 acre site.



McLean Point Site

48.8 Acres

Taxlots:

11-11-09-D0-00100-00

11-11-09-D0-00101-00



Prepared by OCWCOG, April 2015
 Data Sources: City of Newport, Lincoln County, State of Oregon

This product is for informational purposes only and may not be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Figure 3. Project Site Design/Construction Plan (Grading Plan)

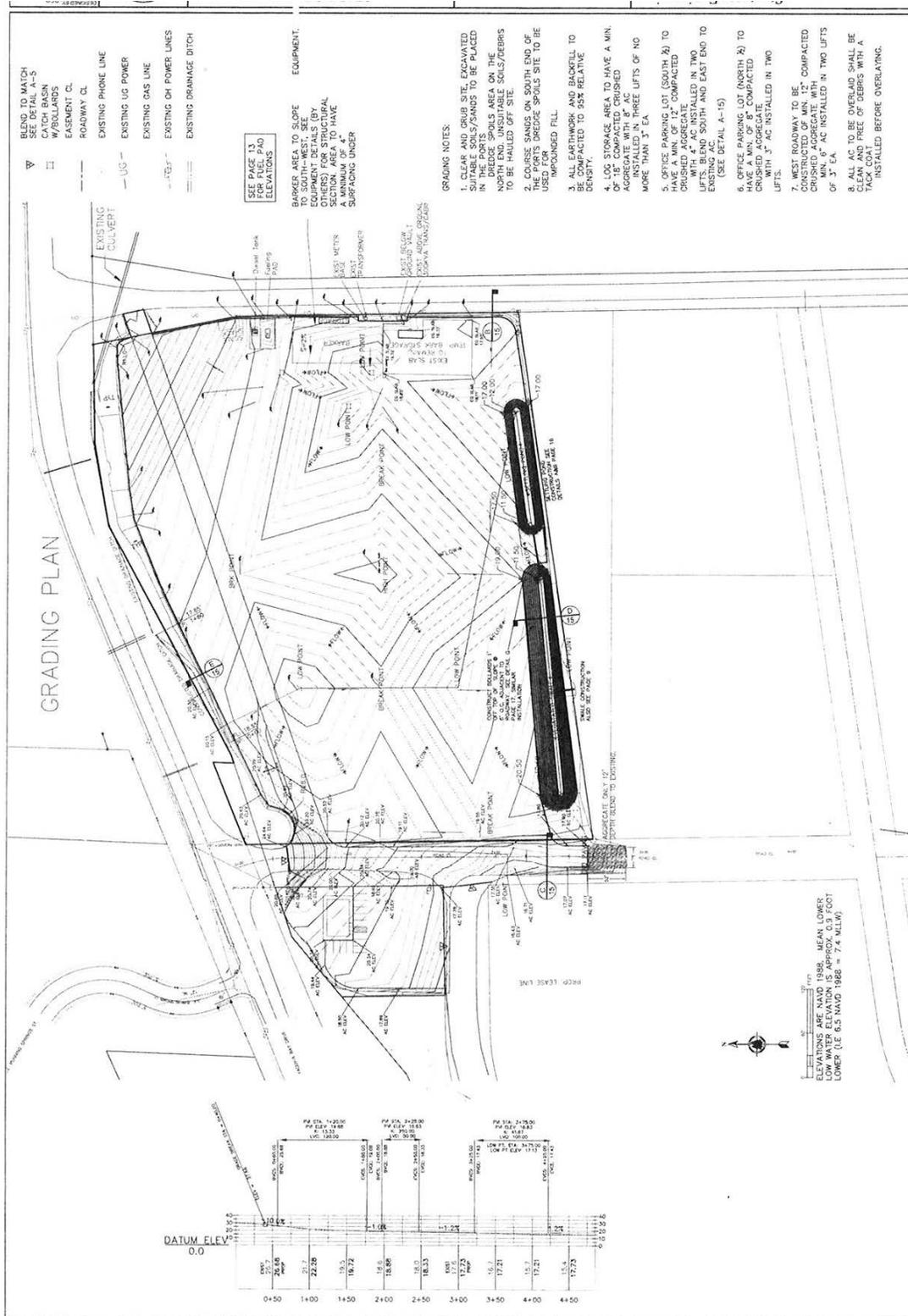


Figure 4

Newport International Export Terminal Estimated Construction Outlays by Quarter (2015 dollars)							
Work Element	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	Total
Site Work	\$ -	\$ -	\$ -	\$ -	\$ 1,503,874	\$ -	\$ 1,503,874
Underground Utilities & Conduit	\$ -	\$ -	\$ -	\$ -	\$ 223,390	\$ -	\$ 223,390
Drainage	\$ -	\$ -	\$ -	\$ -	\$ 320,800	\$ -	\$ 320,800
Water-Misc.	\$ -	\$ -	\$ -	\$ -	\$ 133,887	\$ -	\$ 133,887
Sanitary Sewer Improvements	\$ -	\$ -	\$ -	\$ -	\$ 230,375	\$ -	\$ 230,375
Sub Base and Paving	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,018,900	\$ 3,018,900
Fixtures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,982	\$ 92,982
Soft Costs & Contingencies	\$ 297,241	\$ -	\$ -	\$ 324,359	\$ 17,000	\$ 369,769	\$ 1,008,368
Total	\$ 297,241	\$ -	\$ -	\$ 324,359	\$ 2,429,327	\$ 3,481,651	\$ 6,532,577
Near-term Jobs *	3.9	-	-	4.2	31.6	45.3	84.9

* Assumes \$76,900 per person-year employment (FTE); based on TIGER BCA Best Practices recommendations, White House Council of Economic Advisors.

Source: preliminary engineering plans for Newport International Export Terminal.

B. KEY ASPECTS OF THE PROJECT

- A new deep water export terminal will serve as the community’s key economic engine; and direct intermodal (truck to ocean vessel) access between designated marine highways and state highways.
- The proposal includes construction on public owned sites and right of way. Private property easements for wetland mitigation have been obtained from the Hall family (letter of support attached in Appendix). Hence, a NEPA Categorical Exclusion is being pursued and the project in process of receiving all construction approvals to proceed with a Spring 2016 construction date.
- This rural community’s current and future employment and economic vitality will be secured by this project’s 75-100 year lifespan for site infrastructure and wetlands.
- The project meets all of the Primary Selection Criteria, including a strong Benefit-Cost ratio.
- Improves wetland habitat and provides the addition of storm water management strategies.
- The project is supported by local communities, local and state agencies, private businesses and elected officials.
- Near-term economic impacts include construction jobs as well as additional private investment and permanent employment, as noted by the attached letters of intent from local private businesses that desire to expand once the project construction is completed.

C. KEY PROJECT BENEFITS

- Immediate near-term construction benefits include the creation of 85 construction jobs (direct FTE jobs) during 2016.
- Additional near-term benefits include the creation of 48 new permanent jobs after project completion in phase 1 (by year 2020)

- There will be 193 total permanent jobs after phase 1 is complete (includes 48 jobs on site, and 140 jobs attributed to productivity gains in the region).
- Over the next 5 years, the \$2M TIGER VII capital investment is expected to leverage over \$4.5 M in state/local/other capital investment and \$4.5 M in additional private investment.
- The net present value of the project benefits ranges from \$98.8M (at 7% annual discount rate) to \$156.7M (at a 3% discount rate). This results in a very favorable benefit cost ratio of 72:1 (@7% NPV).
- The export terminal will provide a long-term asset for the Port and local economy and will provide beneficial environmental impacts in comparison to existing conditions.
- The new site infrastructure will accommodate short-term and long-term job growth within a federally designated economically distressed area, and support growth in Oregon Statewide and National Business Clusters, including: Processed Food and Beverage Products, Wood and Other Forest Products, Agriculture and Wave Energy Research & Development.

SECTION II: PURPOSE, SAFETY AND JOB GROWTH

A. PROJECT PURPOSE

The Port of Newport and the local community would like to provide a 9+ acre industrial laydown area which currently does not exist between the newly improved US-20 (\$364 M ODOT investment) and the \$27M International Terminal in Lincoln County. This intermodal facility will improve freight flows between the Valley and the Coast and reduce congestion on US 101. This facility would provide a viable location for several businesses to prepare loads for either international exporting and domestic coastwise shipping. Development of this site would provide the needed infrastructure to allow for an additional 40-acres of additional marine industrial, seafood processing, wave energy R&D, and export-related development. Note, the U.S. Dept. of Energy is now considering Newport as a finalist for the new Pacific Marine Energy Center (PMEC); and Newport is also a finalist for the U.S. Coast Guard Fast Resonse Cutters Homeport.

The project would include development of a wetlands mitigation site, grading of property, development of 10-acre laydown area (phase 1) with asphalt, fencing, small work shack, stormwater collection system, transportation improvements off SE Bay Blvd. (a minor arterial), extension of water and sewer lines. The site is currently zoned for industrial use but has limited utility infrastructure. With property utility investment, property owners would be able to move forward with developing parcels benefitting marine industries, adding both economic value to the region.

This project would benefit Lincoln County businesses and jobs as well as agricultural/manufacturing producers in the Mid-Willamette Valley, Coast Range and Southern Oregon. With the loss of container/break-bulk shipping at the Port of Portland, businesses in agriculture and manufacturing industries are looking for less expensive alternatives to trucking products to Tacoma, Wash. and/or Oakland, Calif. Approximately 110,000 live on the North Oregon Coast, 1,000,000 in the Mid-Willamette Valley and 400,000 in Southern Oregon.

B. SAFETY

The project will result in significant reductions in miles of travel for truck freight as well as marine vessels, thereby reducing accidents. State-of-the-art site surveillance and telecommunications infrastructure and scales will be provided to monitor terminal access and freight movements.

C. JOB GROWTH

The prior economic recession hit Lincoln County and the Oregon Coast especially hard. To combat this, the Port of Newport and local jurisdictions have been working hard to optimize their remaining economic advantages and natural assets, including marine-related

industrial and shipping access to the Pacific Ocean. Lincoln County is a designated economically distressed area with a high level of poverty and unemployment.²

As indicated in **Figure 5**, the number of officially unemployed workers in Lincoln County was 1,465 workers in 2015. Currently, at the beginning of 2015, there are nearly 1,500 workers actively seeking work in Lincoln County. The estimated amount of underemployed workers (including unemployed plus those working in part-time or lower paid service jobs until better jobs become available) is estimated to be nearly twice the number of unemployed workers.

Figure 5. Lincoln County Employment, 2008 to 2015*

Year	Civilian Labor Force	Total Employed	Total Unemployed	Unemployment Rate
2015*	20,012	18,547	1,465	7.3%
2014	20,671	19,026	1,645	8.0%
2013	20,626	18,826	1,800	8.7%
2012	21,336	19,232	2,104	9.9%
2011	21,909	19,631	2,278	10.4%
2010	22,117	19,679	2,438	11.0%
2009	23,252	20,785	2,467	10.6%
2008	22,850	21,339	1,511	6.6%

*Source: Oregon Employment Department, seasonally adjusted data.
Represents an average of data from Jan-Apr.

The Newport International Export Terminal will enable the Port of Newport and its local, regional and state partners to diversify the regional economy by retaining and attracting agricultural distribution, food processing, wave energy research and development and other marine-dependent industrial businesses.

² Lincoln County is designated as such by the State of Oregon and the U.S. Housing and Urban Development agency and the U.S. Dept. of the Treasury.

SECTION III. PRIMARY SELECTION CRITERIA

A. STATE OF GOOD REPAIR

Significant investments have already been made over the past few years by the State of Oregon to enhance highway/truck access between Interstate routes and Newport. Additionally, City of Newport voters approved a \$15M bond measure to fund the local match used to build the \$27M International Terminal piers and water-access improvements. Construction of those improvements was successfully completed in 2013. With state and local funding sources nearly depleted, this TIGER VII grant is being requested to complete the International Export Terminal by providing a major port-owned site with adequate infrastructure to serve new marine-dependent and export-related businesses.

The proposed construction method is estimated to have a low maintenance 75-100 year life. The enhanced wetlands, utility and drainage systems will lessen environmental impacts and help protect the estuaries, which is fed by major tributaries and supports diverse species of fish and wildlife.

This site is located at the mouth of the Yaquina River which provides adequate flows to maintain self-scouring ship dockage depths in excess of 34 feet. Depths of the harbor and channels are adequate for accommodating Handymax commodity vessels (pictured below). Hence, the ongoing need for harbor dredging maintenance is minimized by this project.



B. ECONOMIC COMPETITIVENESS

According to the Oregon Employment Department, the 10-year (2014-2024) job growth forecasts for Lincoln County, Oregon portends a positive trend towards job growth for virtually all industry sectors if competitive buildings and adequate infrastructure is available. The sectors that are expected to grow the fastest include: transportation, communication and utilities; food processing, durable goods manufacturing (e.g., lumber mills), whole sale trade, and construction.

If the Port can provide adequate and safe public facilities and sites as part of the Newport International Export Terminal project, it is apparent that the market will support increased private investment in trade, food processing, wave energy R&D, and marine-dependent industrial investments over the short-term and long-term.

C. LIVABILITY

The key to livability for Lincoln County is job growth through increased and improved access and transportation choices. The project will enhance connections for improved truck access to the site; and will establish the Newport International Export Terminal as one of the top export locations in Oregon and along the Western U.S.

Project Livability Components:

1. **Attract and retain family wage jobs.** This TIGER grant will create a new for-lease site for facilities/buildings that will provide shipping and marine-dependent industrial development consistent with Oregon Statewide Business Clusters:
 - Processed Food products
 - Wood and agricultural products
 - Wave energy research and development
 - Ship repair and maintenance

2. **Enhance international trade for businesses with strategic transportation access.** Active spaces to support a working export terminal including:
 - Truck and vehicular access, parking and maneuvering
 - State of the art communications, safety and surveillance systems
 - Space for commodity and small container shipping activities
 - Space for marine-dependent industrial activities.

3. **Environmental Stewardship.** The project includes enhanced wetlands and storm drainage systems that will provide an important environmental benefit to fish and wildlife in the area.

D. ENVIRONMENTAL SUSTAINABILITY

The project will provide site improvements in a manner that is environmentally sustainable. This includes the following construction methods and materials updates:

- No in-water work is required.
- Enhanced wetlands, and stormwater facilities including drainage and stormwater treatment/outfall improvements.
- Reduced CO2 emissions and fuel cost savings in comparison to the “no build” alternative.

Permitting/Approval Feasibility

The Port of Newport has successfully completed similar grant-funded infrastructure projects within budget and schedule requirements. Construction of this project is planned to occur in the Spring/Summer of 2016 after final funding is in place. All work activities to be funded by TIGER VII are contained within the existing public lands or obtained private lands, and avoid impacts to Yaquina Bay. In-water construction activities have already been completed. In response to Section 401 of the Clean Water Act, the Port as part of the bid process will require contractors to implement a Spill Prevention and Erosion Control Plan.

National Environmental Policy Act

The Port of Newport will be coordinating with the U.S. Department of Transportation, Maritime Administration (MARAD) to review the NEPA consideration of this project. The NEPA process is not yet complete, pending verification from MARAD as the lead federal agency. A determination by the federal lead agency that the project qualifies for a CE could be completed within 60 days of grant approval.

According to the CE checklist, the proposed action will not negatively impact the natural, social, and/or economic environment within the project environs. Construction activities will comply with the established mitigation practices identified by the USACE as conditions of operation and approval.

There are no negative long-term impacts from the proposed project on land use, transportation, noise, vibration, hazardous material, hazardous waste, right-of-way, environmental justice, wetlands, floodplain, water quality, navigable waterway, coastal zone, farmland, or safety and security are anticipated as a result of this project.

Environmentally Related Federal, State and Local Actions

This project requires a Coastal Zone Consistency Determination because project work activities will occur in Lincoln County. The project will be reviewed by the Oregon Department of Land Conservation and Development during final design, in accordance with 15 CFR 930 and OAR 660-035, and that process is expected to take approximately 45 to 90 days.

No other federal, state or local permits (other than land use, site grading, construction and occupancy permits) would be required.

Adherence to Policy

The project will also help the Port to achieve its Environmental Plan goals outlined in its Strategic Business Plan (Appendix G):

Governing Values: The Port of Newport accepts responsibility for taking the lead role on behalf of the citizens of the Port district in actively pursuing economic progress, which we believe means building and maintaining an economically diverse and thriving community that is resilient in its ability to respond positively to changing conditions and circumstances.

Vision Statement: The Port of Newport will serve as the premier Oregon coast port... We will be one of the top two Oregon coast ports for waterborne commerce while protecting and enhancing the beauty and integrity of the natural environment which is the foundation of our working waterfront community.

Mission Statement: Build and maintain waterfront facilities, and promote/support projects and programs in cooperation with other community organizations and businesses that will retain and create new jobs and increase community economic development.

In July 2012, the City of Newport completed a draft of its economic opportunity analysis as a part of its periodic review process. This analysis identified key industries targeted by the city for future growth. Growth is expected to reflect community aspirations and policies facilitating the recruitment, retention, and growth of firms in targeted sectors. International Commerce was listed as a targeted sector.

The Port's Strategic Business Plan (SBP) identifies an import/export facility abutting the International Terminal in Section III "Market Opportunities".

"The terminal represents a significant investment by the Port, and ongoing efforts should be made to optimize the potential positive impacts of this facility on the local and regional economy. The following is a list of areas of potential opportunity: (1) Import/Export Facility. The facility will expand shipping options for local and regional businesses, and the Port should actively pursue additional users of the facilities. Prospective future users could include value added lumber/forest products, fishing related products and waste paper. Proximity to Asian markets represent an opportunity for greater trade, and recent efforts have been made to broaden the export market. (2) Short Sea Shipping. Consistent with the import/export opportunity, seek to expand shipping options for the local and regional economy."

Economic Development strategies identified in the SBP identified "actively seek additional users for the International Terminal, including an outreach program to local and regional firms with potential inbound and/or outbound shipping needs. Industry targets would include but not be limited to finished lumber and scrap paper.

As part of the SBP, the Port also adopted a Capital Facilities Plan (Appendix H). As part of the CFP, the Port Commission annually reviews project, updates preliminary budget numbers, and re-prioritizes the projects based upon goals and objectives identified in the SBP.

The Port Commission adopted Resolution No. 2015-09 on June 23, 2015 updating its Capital Improvement List (CIL) and identifying this project as the Port's number one capital priority. (Appendix F)

The project is also identified in the Oregon Cascade West Economic Development District Comprehensive Economic Development Strategy (CEDDS).

E. SAFETY

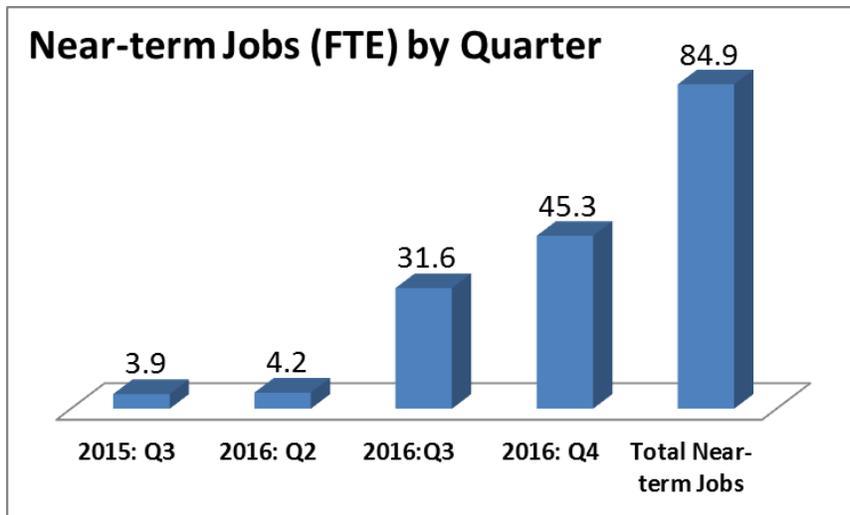
The project will utilize and existing U.S. Customs Office at the Port. The project will result in significant reductions in miles of travel for truck freight as well as marine vessels, thereby reducing accidents. State-of-the-art site surveillance and telecommunications infrastructure and scales will be provided to monitor terminal access and freight movements.

F. JOB-CREATION AND NEAR-TERM ACTIVITY

The proposed \$2 M TIGER VII investment would leverage an additional \$4.5M in other local/state/public capital investment to complete the \$6.5M project. Project elements include site access and infrastructure improvements. Construction expenditures will be allocated over approximately 12-months (year 2016) and are expected to support 85 direct (FTE person years) jobs. Please refer to **Figure 6**.

The Port has an executed lease option agreement with Teevin Bros. (Appendix E) for operating the facility upon construction completion.

Figure 6.



G. BENEFIT-COST ANALYSIS

In accordance with TIGER Discretionary Grant BCA Resource Guide recommendations, this section highlights the Benefit-Cost findings for this project. **Figure 7** describes the types of benefits included in the analysis. Please refer to Appendix B for detailed BCA.

Figure 7. Benefit-Cost Analysis Assumptions

Topic	Description
Current Status/Baseline & Problem to be Addressed	This Export Terminal site will provide a strategic and cost-effective location for in agricultural and seafood commodity shipping operations, and alleviate long-truck trip distances between the mid-Willamette Valley and far removed ports; thereby enhancing U.S. trade competitiveness and energy independence, and productivity.
Changes to Baseline/ Alternatives	Alternatives in the BCA include: Alt. 1 – No Build, existing commodity shipments continue to travel between mid-Willamette Valley and far flung ports Alt. 2 – Build, with Construction as proposed
Type of Impacts/Benefits	Reduced travel times; fuel cost savings; travel time savings; CO ₂ reduction savings; and accident reduction for trucks and vessels
Population Affected by Impacts	Shippers, operators/crew, with reduced travel time, fuel savings & accident reduction. Primary benefits to residents within “distressed rural community” of Lincoln County, Oregon.
Economic Benefit	Monetized value of reduced travel times, fuel costs, emissions and accident costs. Reported values comparing Alts. 1 and 2.
Summary of Results	Estimated dollar value of time savings, reduced pollution, and safety benefits. Reported values over 30 years; discounted by 3% and 7% annually. See Figure 8 .

Figure 8 (BCA, Appendix B) summarizes the multiple benefits including:

- short-term wages
- productivity wages
- reduction in truck maintenance and fuel costs
- reduction in vessel operating cost and fuel cost
- savings in travel time
- CO₂ emissions reduction
- reduction in truck accidents
- Port revenues from operations and tariffs needed to sustain operations

The BCA takes into account all life cycle costs and benefits over a 30 year time frame. The results indicate a total **BCA ranging from 72:1 (@7% NPV)** to 185:1 (non-discounted value) on the use of TIGER funds. These benefits do not reflect the additional direct and indirect/induced near-term and long-term job creation that is presented in this application.

Figure 8. Benefit-Cost Analysis Summary

Selected annualized (not discounted) project impacts/benefits are summarized in **Figure 9**, and include: 283,000 miles of reduced VMT (trucks and vessels); \$1.3M in annual fuel cost savings (= +/- 370,000 gallons); \$300,000 in average truck/vessel O&M cost savings; 594

Benefit Cost Analysis of Port of Newport International Export Terminal			
Project Benefit and Cost Analysis Summary (30-year analysis)			
BCA Category	Zero Discount Rate	Discount Rate @3%	Discount Rate @7%
Personal Labor Income (construction wages)	\$ 11,883,805	\$ 11,400,972	\$ 10,811,608
Productivity Wages/Value of Travel Time Savings	\$ 145,027,286	\$ 91,610,482	\$ 54,908,486
Reduction in Truck Maintenance Cost	\$ 819,000	\$ 526,125	\$ 324,055
Reduction in Fuel Cost, Trucks	\$ 4,410,000	\$ 2,832,979	\$ 1,270,822
Reduction in Fuel Cost, Vessels	\$ 4,295,512	\$ 2,759,432	\$ 1,699,610
Reduction in Truck Operating Cost	\$ 819,000	\$ 526,125	\$ 324,055
Reduction in Vessel Operating Cost	\$ 38,918,000	\$ 25,000,880	\$ 15,398,728
Safety/Accident Avoidance Savings	\$ 4,989,531	\$ 3,205,269	\$ 1,974,213
Environmental: CO ₂ Reduction Social Cost Benefit	\$ 1,103,753	\$ 1,103,753	\$ 1,103,753
Port Operations: Lease Revenue Value	\$ 1,566,000	\$ 1,005,997	\$ 619,621
Port Operations: Tariff Revenue Value	\$ 26,100,000	\$ 16,766,611	\$ 10,327,016
Total Benefits	\$ 239,931,887	\$ 156,738,623	\$ 98,761,965
Total Cost of Tiger Grant Request for Project	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Benefit-Cost Ratio	185:1	118:1	72:1

Source: please refer to assumptions provided in BCA Appendix A.

metric tons of reduced CO₂ emissions; and \$890,000 in annual Port operating revenues.

Figure 9

Selected Project Impacts	
Reduced Vehicle Miles of Travel	283,000 miles of reduced annual vehicle and vessel miles of travel
Reduced Truck/Vessel Fuel Cost Per Year	\$1.37 million in avg. annual truck/vessel fuel cost savings
Reduced Truck/Vessel O&M Cost Per Year	\$300,000 in avg. annual truck/vessel maintenance savings
Reduced CO ₂ Emissions Per Year	594 metric tons of reduced CO ₂ emissions
Enhanced Port Operating Revenues	\$922,000 in annual lease and tariff revenues

Source: See BCA appendix tables.

SECTION IV. SECONDARY SELECTION CRITERIA

A. INNOVATION

Project innovation is achieved by combining enhanced, safe water and surface transportation connections with job creation and marine-dependent development. The only feasible means of retaining existing and expanding the local job base is through modern construction methods that improve access, safety and reduce environmental impacts, including use of the existing public lands and right-of-way.

The desire to construct an International Export Terminal in Newport is grounded in Newport's heritage as a traditional agricultural (fishing and timber) center, but it is designed to capture the innovation of marine sciences, and energy research and development that is occurring at the Hatfield Marine Science Center (division of Oregon State University) and NOAA West Coast Research Center. As such, the Export Terminal, will provide a viable location for opportunities for shipping, wood products, aquaculture, wind and wave energy and related industries in a manner that is consistent with local, state and federal interests. The impact of this project is far-reaching and provides the basis for long-term economic recovery for this rural, distressed community.

B. PARTNERSHIPS

The Port of Newport has a long-history of success in fostering local, state and federal partnerships. This project has been endorsed by local residents (through passage of the construction bond for in-water work) and neighboring ports, Lincoln County, the State of Oregon, and local businesses. In addition, we have received letters of interest/intent by private businesses that are interested in expanding business activity and employment along the Export Terminal project is constructed. We have received 20 letters of support for this project from private, local government, state government and other agencies (see Appendix).

C. ADDITIONAL CONSIDERATION

The U.S. Department of Transportation has announced its commitment to ensure that competitive TIGER grant awards are distributed equitably across geography, transportation modes, and between urban and rural areas. The Port of Newport appreciates this commitment, and has shown substantial compliance with the selection criteria through this application. The Newport International Export Terminal project will create immediate jobs and have lasting economic and safety impacts for both marine and surface transportation modes. As an economically distressed rural community, the people of the Port of Newport, the City of Newport and Lincoln County thank you and our many partners for your consideration and support.

APPENDICIES

- A. Changes Since Pre-Application
- B. Benefit Cost Analysis
- C. Wage Rate Certification
- D. Letters of Support
- E. Signed Lease Option with Teevin Bros.
- F. Port of Newport Res. No. 2015-09 Identifying Terminal Facility as top capital priority.
- G. Strategic Business Plan
- H. Capital Facility Plan