

Port of Port Orford – Capital Improvement Plan Priorities

Adopted by Port Commission - January 20, 2026

Include in updated Strategic Business Plan / Facility Master Plan

NOT IN PRIORITY ORDER

#	Project Name	Capital Improvements	Estimated Cost Range	Timeline (Years)	Project Status	Funding Status	Funding Sources	Expected Benefits/Outcomes	Priority Project Category
A	Dock Road Strengthening	Dock Road Slope Stabilization and Seismic Retrofitting (requires acquisition of Port Authority property adjacent to Dock Road)	Planning: \$315,000 (secured) Construction: ~\$8M (preliminary estimate)	2026-2027	Planning Phase	Planning Secured; Construction Identified	Planning: FEMA (secured) Construction: FEMA (BRIC), with State matching funds (Port eligible for 90/10 match) DOT - BUILD potential funding source	Seismic resilience, slope stabilization, maintain critical port access during/after disasters, protect \$50M+ port infrastructure	Natural Hazard Mitigation*
B	Seafood Hub	Multi-use facility: commercial/wholesale/retail seafood operations, cold storage, aquaculture facilities, visitor center, business incubator. Includes dock transportation infrastructure: packing, shipping, loading docks.	\$11.25M (MARAD small port maximum)	2026-2028	Grant Proposal Submitted	Applied	MARAD - Port Infrastructure Development Program (PIDP), with up to 20% match from non-federal sources (Port eligible for match waiver). Revised proposal: April 2025.	25-35 jobs created, seafood processing capacity increase, support commercial fishing fleet, aquaculture facility, year-round economic activity	Economic Development
C	Seawater Delivery System	High-capacity pump ashore seawater delivery system to supply current and future tenants (aquaculture, live product holding, seafood processing)	Stage 1: \$500,000 (secured) Stage 2: \$4-5M (permanent system)	2026-2027	Stage 1 Implementation	Stage 1 Secured; Stage 2 In Development	Stage 1: Secured (\$500,000) Stage 2: EDA application in development	Enable aquaculture operations, support seafood hub, attract aquaculture/mariculture users, enable value-added processing	Economic Development
D	Breakwater Reconfiguration	Reconfigure breakwater to reduce shoaling, restore deep water harbor access, improve navigation safety. Explore alternatives to current structure.	Planning: TBD Construction: TBD (estimates pending engineering study)	2026-2030	Planning Phase (with USACE)	Identified	USACE (lead agency) Department of Transportation Potential PIDP/MARAD	Maintain deep-draft harbor access, reduce maintenance dredging costs, improve vessel safety, enable larger vessel operations	Natural Hazard Mitigation*, Navigation, Economic Development
E	Crane & Product Handling Systems	Crane replacement with redundancy - COMPLETED 2025. Remaining: Product hoists and related product handling infrastructure for efficient cargo operations.	Crane: \$4.2M (completed) Product Hoists: \$150-200K	Hoists: 2026	Cranes Complete; Hoists Pending	Cranes Completed; Hoists To Be Determined	Cranes: Connect Oregon, Business Oregon, Port Capital Equipment Reserve (COMPLETED) Hoists: BUILD, other potential grant sources	Cranes completed: Enhanced lifting capacity, operational redundancy, improved safety. Hoists: Efficient cargo handling, reduced labor costs, faster	High Dock Repair and Maintenance
F	Replace, increase size and stability of, and install new dock piles	The piles are compromised and in need of repair and/or replacement. There are 37 piles which were last replaced in 2000. Due to the unique dolly dock, current pile placement does not meet existing and planned needs.	TBD	2027-2028	Planning stage	To be included in BUILD proposal	US Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Program. Proposal due February 24, 2026 for 2026 NOFO	Replacement of the dock piles would increase stability of the dock face, enhance safety and stability, and	Natural Hazard Mitigation*
G	Repair storm water drainage systems	Existing storm water drainage and discharge systems are in disrepair with many drains failing	TBD	2027-2028	Planning Stage	To be included in BUILD proposal	US Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Program. Proposal due February 24, 2026 for 2026 NOFO	Replacement of the storm water drainage system would increase compliance with DEQ regulations and enhance safety on the dock	High dock Repair and Maintenance

H	Maintenance Dredging	Existing USACE annual dredging is inadequate to maintain the channel depth year round. Until the chronic shoaling created by the current breakwater configuration is resolved, the Port is required to conduct maintenance dredging in order to maintain the	Estimate needed	2026 - annually	Ongoing	Seeking funding in partnership with OPPA and Business Oregon	Business Oregon, Connect Oregon (?)	Maintaining the navigational channel will increase safety, efficiency, and increase launch opportunities for commercial vessels and	Natural Hazard Mitigation*, Navigation, Economic Development
I	Ice Machine	Ice is an essential component of viable commercial fishing operations and infrastructure.	Estimate needed	Spring 2026	Planning, preparation for execution	Included as option in Seawater System RFP, other funding may be	Business Oregon (in Seawater RFP as option) Oregon Coast Visitors Association (partial funding), other potential options.	Reliable provision of ice will result in more stable fresh seafood markets, and result in increased landings revenue for the Port	Economic Development
J	ETIPP Energy Infrastructure	Energy Technology Innovation Partnership Project: Port microgrid with shore power for commercial fishing vessels, backup power systems, renewable energy integration (solar/wind/battery storage) for waterfront resilience.	\$750K - \$2.5M	2027-2029	Concept Development	Identified	DOE - Energy Efficiency and Renewable Energy MARAD - Marine Highway/Port Infrastructure Oregon Dept of Energy - County Renewable Energy Grant	Reduce vessel fuel costs, emergency backup power, lower port operating costs, attract eco-conscious tenants, carbon footprint reduction, grid	Infrastructure Modernization, Economic Development, Energy Resilience
K	5th and Washington Development	30,000 sq ft unimproved site development integrated with Seafood Hub, connected by Dock Road & boardwalk. Potential uses: culinary training, food innovation, tribal partnership facilities.	\$2M - \$3.5M	2030-2035	Long-term Planning	To Be Determined	Potential partnerships: Coastal Tribes, Port, Culinary Institute, Food Innovation Center	Workforce development, educational programs, tribal economic development, tourism attraction, year-round destination	Economic Development

LEGEND & NOTES

* Natural Hazard Mitigation priorities align with Port's adopted Natural Hazard Mitigation Plan

Priority Definitions: High = Critical for operations/safety, funding ready or near-term; Medium-High = Important, advancing toward funding; Medium = Strategic, long-term planning

Funding Status Definitions: Secured = funds awarded; Applied = grant submitted; Identified = sources known; To Be Determined = sources being researched

Dependencies: Projects B (Seafood Hub) and C (Seawater System) are interdependent. Project K (5th & Washington) is designed to complement Project B