

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

April 14, 2022

OSU Extension Office, 1211 SE Bay Boulevard, in Newport

This is not an exact transcript. The audio of the meeting is available on the Port's website.

CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:03 am.

Committee Members Present: Mike Pettis (Pos. #2); Clint Funderburg (Pos. #1); Heather Mann (Pos. #5); David Jincks (Pos.#11); Cari Brandberg (Pos. #4); and Gene Law (Pos. #7).

Alternates Present: Jim Seavers (Alt. #11); Gary Ripka (Alt. #2); John Holt (Alt. #7); and Mark Cooper (Alt. #5).

Committee Members Absent: Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); Bob Eder (Pos. #9); and Dave Thalman (Pos. #10).

Port Commission Liaisons: Jim Burke and Kelley Retherford.

Management and Staff: Paula Miranda, General Manager; Aaron Bretz, Director of Operations; Mark Brown, Director of Finance and Business Services; and Don Moon, International Terminal Supervisor.

Members of the Public and Media: Mike Retherford; and Angela Nebel, Summit Public Relations Strategies.

CHANGES TO THE AGENDA

Mann added discussion on Sea Lions as Item D., Economic Report as Item E., and NIT Update as Item F. to the agenda. Item A. Commercial Marina Moorage Policy was combined with discussion on Moorage Spaces Assignments.

APPROVAL OF MINUTES

MOTION was made by Ripka, seconded by Law, to approve the minutes of January 8, 2021. The motion carried unanimously in a voice vote.

COMMERCIAL MARINA UPDATE

Commercial Marina Moorage Policy and Moorage Spaces Assignments. Bretz reported a meeting was held in the fall of 2021 between the Commercial Marina Harbormaster and a large

number of moorage holders to determine how to get the Port closer to assigning permanent slips and moorage for our long-term moorage holders. He stated the Port recognizes that this is a highly desirable change for the moorage holders, and that there are multiple benefits to making this happen. He noted currently the Port is in the process of determining the current status of the Harbormaster in the Commercial Marina. He indicated in the interim, the Port operates with reduced staff, and he steps in to offer guidance as much as possible to the personnel. He added regardless of this uncertainty, the Port is moving toward assigned slips.

Bretz reported staff have been moving those who do not have annual or semi-annual moorages away from PD5 to try and clear out space, and this has been an extremely challenging effort on the Port's part. He indicated the following changes are forthcoming:

- Wharfinger position in Commercial Marina funded 01-JUL-2022 (will direct vessels where to moor upon arrival, conduct code enforcement and minor repairs on the docks, position will not work in the yard or hoist dock)
- Implementation of reservation software so the Port can actively track where vessels are assigned
- Addition of daytime security officer 01-JUL-2022 to assist with code enforcement around the Port
- Install the signage to direct marina users where to go
- F/V SYLVIA is awaiting disposal following Port Commission approval of funding at the next meeting
- Code enforcement action on other unseaworthy vessels

Bretz reported implementation of these changes in the fall of 2021 was not realistic due to the pace of operations in the marina at that time. He stated staff have begun redirecting transient vessels, which is a definite change from the past, and are struggling to keep on top of this effort but are making progress. He noted he will continue managing that aspect of the change through the coming months. He indicated he does not anticipate making the official cutover to assigned moorage for permanent moorage holders until the Port makes a permanent determination regarding the Commercial Marina Harbormaster position.

Mann asked when the Port sublets spaces, if those who have been assigned the space can identify who can sublet the space, or if that is determined by the Port. Bretz replied the Port makes the final determination but will work with people. He stated if there is an arrangement that would work best for everyone, the Port wants to do that.

Mann asked if there is enough space for everyone. Bretz replied that depends on who is included. He stated annual moorage and semi-annual moorage can be squeezed in. A committee member asked what happens to squid boats who don't have a spot. Bretz replied they may have to anchor out. He noted the other option is to tie up at the Terminal.

Miranda requested patience. She stated the reality is this is a big change for this Port. She noted there will still be people parking in slips that the Port will have to deal with.

Funderburg asked how many slips will increase when PD7 is rebuilt. Bretz replied his report shows a concept of increased slips. He stated the biggest change is it will be deeper, so different sized boats can get in. Discussion ensued on moorage assignment planning. Bretz reported another change to moorage assignment will be a formal, published wait list, that will probably have a nominal fee to stay on it year after year. He added keep in mind if room opens for smaller boats lower on the list, they may get a slip before longer boats higher on the list.

Mann suggested posting the wait list on the website and making lists based on the size of vessels. She recommended the Port coordinate with shipyard in Toledo when vessels have planned maintenance. Pettis asked if transient vessels would be moved to PD7 on the outside. Bretz replied there is only that space and PD1. He noted PD7 can only hold so much and can't take more than 60-foot vessels. He stated staff are working on permits for more pilings. He explained he is considering obtaining some decent floats that are moveable until PD7 is rebuilt. He added he is still working on numbers. Pettis emphasized his concern with putting a bunch of vessels on PD7.

Update on Planning and Funding Efforts for new PD7. Bretz noted his concerns on PD7. He reported if the Port does not build PD7 for the future, it will limit itself for the next 50 years. He stated more people want to come here, and the Port is not able to keep up with it. He indicated that is good for growth, but the Port wants to make sure the new docks are proper for modern-day fishing. He added part of that is getting access to the area.

Bretz reported the plans include dredging the access channel, dredging the berths, and permitting and construction of new docks. He presented the timeline included in the packet. He noted the access will be maintained by Army Corps. He stated they are two-thirds through the feasibility study. He indicated at the end of it, the dredging cost share is 10 percent for the Port. He added the Port will try to coincide the dredging of the berths with the channel.

Bretz reported there will be an eel grass survey this summer to help with mitigation. He stated the Port has budgeted planning costs for this project, which means engineering and consultation for permitting this fiscal year. He noted he is waiting to see how the grants come back. He added the resurfacing of the PD7 gravel lot is out for bid, and staff are trying to get asphalt done for the fall. He explained the Port is not behind on the timeline and is still making progress.

Miranda stated there are some proposed designs for PD7, and they are the Port's vision. She noted Port staff are not engineers or permitting agencies, so ultimately, it's going to be up to the engineers and regulatory folks how much the Port can expand. She explained the Port's intent is to have a place to eventually accommodate some of the vessels that go to NIT. She indicated the Port is looking for cargo and may need to have vessels move from NIT temporarily for that. She added the bottom line is the Port needs to figure out the design when it goes out for bid.

Miranda stated the Port has two grants from the state for planning, and there is another going out to the EDA. She noted she hopes to get that, but if not, then the Port will have to use general funds. She explained PD7 is very restricted right now, and staff are trying to find solutions. She indicated the problem is those are temporary solutions, and getting funds for temporary things is difficult too.

Mann asked what the best-case scenario is for when PD7 can be rebuilt. Miranda replied no less than three years and no more than five. She stated it depends on funding. Bretz stated the other variable the engineers must look at is the phasing of the work. He noted the Port has to find a place to moor vessels while this is going on. He explained mitigation is required including replacement of the public fishing pier and South Beach breakwater improvements. He added 343 SW Bay Blvd. may also provide mitigation.

Burke asked if the fishing pier has to be complete first to meet mitigation requirements or does there just need to be an approved plan. Bretz replied the mitigation has to occur within five years of the project. Burke asked if dredging the channel will go the whole length to the Embarcadero. Bretz replied it will probably stop short of the Embarcadero. He noted there is a city waterline there, which causes a problem.

Mann suggested establishing a small group of fishermen to provide input to engineers when the plan is being developed. Miranda replied the Port will be including this group. Pettis asked regarding the public pier, how important is that since it does not generate income. Miranda replied the Port has a mission going beyond generating funds. She noted the pier has an impact to the travel business.

Mann suggested incorporating something educational over there about the commercial fishing industry. Miranda replied she is happy to incorporate that. Holt asked if this project will raise moorage rates. Bretz replied he believes it will in some way. Brown noted the Port will eliminate some of the transitory moorage, which is the most expensive moorage, and that is going to have an economic impact on the Port. He added the Port needs revenue to maintain PD7. Miranda stated the Port is trying to create funds for five-year and 10-year maintenance and eventually replacement. She added the Port will never have enough for replacement but needs to ensure there is enough money for matches.

Update on Electrical Pedestals for PD3 and PD5. Bretz reported the Port has run into some supply chain issues with the pedestals. He stated staff started hearing concerns about 50-amp service across the board. He noted he talked with the manufacturer, and the Port can receive the pedestals at 30-amp and get 50-amp hardware, so if someone chooses to go to 50-amp, the Port can install that. Miranda stated staff want to give the opportunity to stay at 30 or go to 50, but later, if someone decides to go back to 30, that is on the vessel. The committee recommended having 50-amp across and vessels purchase special plugs. Brandberg asked if having both amps is less expensive or having them at all at 50. Bretz replied he is waiting for the quote on the 30-amp hardware. He noted staff will make a final decision based on the cost. He added the pedestals will have meters, but staff will need to work out if there will be charges for use.

Sea Lions. Bretz reported there is a low voltage DC system that can be used on docks that is highly effective at deterring sea lions. He noted he is looking into a mobile unit. He added it is very costly but worth it. He added it is a possibility that the new wharfinger can assist in deterring sea lions. Mann recommended talking to congressional representatives about sea lions since it is a regional issue. Brandberg and Retherford emphasized the importance of fishing vessels not indirectly feeding sea lions when cleaning their boats.

NIT Update. Bretz reported staff are looking to repave a stretch of asphalt on the west-end of NIT and repairing a gravel area. He stated the Roro dock pilings have to be inspected and repaired. He noted staff are looking to dredge the east berth. He indicated he is working on permitting that right now. He added the Port has the grading permit to be able to pave the 9-acre lot.

Miranda reported staff are currently working with a couple of forest industry customers who are interested in moving logs. She stated one of those folks is looking at barges this summer. She noted she is still trying to figure out the timeframe. She indicated it may be 3-5 days for each one. She added as the Port moves forward, she will share more details. Mann confirmed with staff that the operation is not international so there won't be homeland security impacts.

Economic Report. Mann noted the commercial fishing report is on the Midwater Trawlers' Cooperative website. Discussion ensued on updating the membership of the committee. Mann gave an update on offshore wind call areas on the west coast. Brandberg asked if the Port has an

official position on offshore wind. Miranda replied the Port's position is neutral until a majority of the Commission take a position.


ADJOURNMENT

Having no further business, the meeting adjourned at 10:51 a.m.

ATTESTED:



Heather Mann, Chair



Paula Miranda, General Manager

