

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

Monday, March 13, 2017
Regular Committee Meeting

(The convening of the meeting was delayed in order to wait for a quorum to be present.)

I. **CALL TO ORDER**

Committee Chair Sara Skamser called the Regular Committee Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:33 am at the OSU Extension Office, 1211 SE Bay Boulevard, Newport, OR 97365.

Committee Members Present: Sara Skamser, Chair (Pos. #10); Bob Eder, Vice-Chair (Pos. #9); Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Bob Aue (Pos. #8); Jeff Lackey (Pos. #11); and Walter Chuck, Port of Newport Commission (ex officio/non-voting).

Committee Members Absent: Mark Newell (Pos. #3), Ernie Phillips (Pos. #4), Mark Cooper (Pos. #5), Ted Gibson (Pos. #6), and Gene Law (Pos. #7).

Management and Staff: Walter Chuck, Port of Newport Commission Liaison; Jim Durkee, Director of Operations (Int.); Kent Gibson, North Commercial Harbormaster; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Heather Mann, Midwater Trawlers Cooperative; Dietmar Goebel, Newport City Council; Rex Capri; Brett Hearne; David Jincks, F/V Sea Dawn; Kaety Jacobsen, Oregon Sea Grant; Steve Beck, Port of Newport Commission.

II. Changes to the Agenda

There were no changes to the Agenda.

III. Public Comment

None at this time.

IV. Meeting Minutes Regular Meeting 2/13/17

A motion was made by Eder and seconded by Lackey to approve the Regular Meeting Minutes for 2/13/17. The motion passed 6 – 0.

V. Port Dock 7 Representative, Clint Funderburg, and updated contact list

See meeting packet.

VI. Port of Newport Resolutions

- A. Commercial Fishing Users Group Committee
- B. International Terminal Users Committee

See meeting packet.

VII. Commercial Marina Priorities

K. Gibson introduced the staff report on Commercial Marina Priorities, and pointed out that additions to maintenance priorities from the prior version included rods and finger replacement. Skamser asked about the electrical replacements. K. Gibson said that at high tide the water goes half way up on the electrical boxes. He is looking to have them mounted underneath a couple feet higher rather than on the face. Skamser commented that dredging will be needed at Port Dock 7. K. Gibson commented that hard pan in that area makes it harder to dredge. Skamser asked about Swede's dock needs. K. Gibson said that was supported by pilings reused from Port Dock 5. If they needed replacement, he would propose moving the dock 50 feet or so to allow for future expansion of the hoist dock. Chuck said they could talk about these projects, but the Port can't move the dock; if the Port were to expand new permitting and mitigation would be needed, which would add 20-30% to the costs. Eder asked if K. Gibson could sketch what he meant on the white board, which K. Gibson did. (A photo of the sketch is appended to the minutes.) Right now, there is a boat house there. There are about 19 pilings, 16 of which need to be replaced. K. Gibson said the Port could move the dock 50 feet and then cut off 50 feet at the end making it possible to add another hoist. Eder asked if that would eliminate 50 feet of dock at the west side. K. Gibson said that it was shallow at that end; if turned a few degrees maybe that could be added back. Eder commented that the dock was crowded as it is and losing 50 feet would be a problem. K. Gibson said that the barge was moved from Port Dock 5 this week to Port Dock 7; they still have some local jobs to complete.

Skamser asked about the Port Dock 1 replacement where the sea lions are located. K. Gibson said he thought that would be a lot of money spent in one location, and the Port Dock 1 has a few more years than the Dock 5 pier. There is not much room in which to work. Pettis asked if the Port staff had any discussion with Steve Webster about plans at the Under Sea Gardens. K. Gibson said that would be a question for Kevin Greenwood. Skamser asked about the proposed rate increase for oil disposal. K. Gibson said there had been no pick-up fee, but beginning next budget year he anticipated about 15 – 20 cents per gallon in pickup charges.

Skamser said the Commission had given the Committee a mandate to come up with its general priorities for the Commercial Marina. It is helpful for the Commission to understand what the users think is important. She thinks ongoing maintenance is a priority. K. Gibson says that has gotten better over the last four years, but the Port could have started replacing the rods 8 years ago. Skamser said Port Dock 5 would also be a priority. Pettis said the pilings at Swede's Dock were important; if there were a big wind, it would be perilous if the pilings failed. Skamser said that another failure could happen at the Port Dock 5 ramp, which K. Gibson said was in poor shape. Eder agreed maintenance of whalers and rods is an immediate priority. Access to Port Dock 5 would take precedence over Swede's dock. Chuck said that engineering for Port Dock 5 will be in the next budget cycle. The priorities have not yet been set. The Port anticipates doing all of the Port Dock 5 work in phases. Skamser asked if the Committee agreed priorities are Port Dock 7, Port Dock 5, Dock 5 pier approach and Swede's dock. Pettis said he agreed with Eder that Port Dock 5 access was a priority over Swede's dock. He commented that when the dumpsters are picked up at Port Dock 5 there was a lot of movement, and asked if it were possible to use smaller machinery. K. Gibson said that staff does not have another way to move the dumpsters. There is also a honey-bucket truck on the pier twice a week.

Skamser suggested the number one priority was on-going maintenance with the rods and whalers. K. Gibson said he is also working on a plan to reconfigure Port Dock 7. The Committee agreed that ongoing maintenance, Port Dock 5 and Swede's dock were the top three priorities. Eder added that Port Dock 7 was in poor shaped but financing would be needed. Jincks said that Port Dock 7 had been considered an important issue for years. He suggested the Committee could look at this in phases. The numbers in the report in the initial packet are old, so costs now would be greater. The Committee could propose priorities for the phases. Starting with Port Dock 5 is critical. Ongoing maintenance helps keep things off the critical list.

K. Gibson presented an overlay on a Google Earth image that could be looked at as a way to phase in the Port

Dock 7 improvement process. Dredging would be needed. Jincks said the Committee could work on developing needs first, then design, then find money. The first step would be a needs statement. Skamser asked that the diagram be sent to the Committee members, and add that to the next meeting agenda. K. Gibson added that he could not get a price estimate without permitting. Aue said there are many directions to take and too many questions at this point. Skamser asked if there are ways to sure up the docks to accommodate larger boats. K. Gibson said the terminal can accommodate larger boats, and his plan would also include 2 long side-ties. Aue asked if the marina dredging could be done with the International Terminal dredging. K. Gibson advised that is a separate project, and that 2 -3 years of prep work would be needed at Port Dock 7 before dredging. Eder said he was impressed that a design was started. Jincks said that the issue with larger boats would probably be discussed at the NIT users meeting. Like parking, the need for space comes and goes; sometimes you have to look at the middle. Once you look to expand, mitigation is needed which can be hard to find. Skamser suggested Port Dock 7 was something for the Committee members to think about.

VIII. Short-term Parking Issues

Skamser introduced short-term parking issues due to the landslide at the Maritime Museum. She said that it is already a problem in winter and will become even more of a problem as summer approaches. The Port Dock 5 lot will be closed for now, and the Historical Society will be getting a geotech study done. The good news is that the hill will be stabilized. It is possible the parking will open again. Chuck said the Commission will talk about that lot again, and is also talking with the City about adding parking on Port property. Jincks said that he thought it would be a mistake to use Parking District money to gravel the lot, because it would then be public parking. K. Gibson said there are 31 spots at the west end of Port Dock 7 that are underutilized. He thinks gravelling/paving the grassy lot is a good idea, and there is money in the budget. The result would need to be heavy enough for forklifts. Jincks said the area needs compaction since it had been filled with loose material. K. Gibson said another problem was the storage would be moved further from the boats. Traffic could also be an issue if all of the equipment was in one place. Pettis said he had parked beside the pump house and his vehicle was broken into. K. Gibson said there are plans for installing cameras in the future. Skamser asked about the possibility of moving the outriggers equipment. K. Gibson said that was the best use of space around the shop, both for the turn around and safety from speeders in the lot. Goebel suggested a Committee Member attend the City Council Meeting because they will be having a discussion about parking meters on the Bayfront. He suggested coordinating with Derrick Tokos. Jincks asked who the fishermen on the Parking District were. Pettis said he was on the parking committee, but was not any longer and he was replaced with a business owner. Jincks suggested the Committee could find someone to fill the position. Goebel said there was discussion of getting rid of the Parking District once the meters were installed. Goebel said it would be good for the fishing community to give input as to parking, a joint meeting decision. He suggested a volunteer Committee liaison to the City Council. Jincks said it would be a good idea to set up a meeting with Spencer Nebel, City Manager. Eder said the ideal long-term solution would be a parking sticker for fishermen and bay front employees to park on the bay front, and have tourist friendly parking lots with trams. Skamser referred to the Seafood & Wine pirate taxi as a welcome transportation option for people attending the festival. Pettis said he had made a similar proposal when he was on the committee, also suggesting that business owners could offer incentives for their employees to park at the public lots and use the shuttle. Chuck said the Commission will have a Work Session with Nebel on March 28th. Skamser will talk with Nebel and Greenwood about parking.

A motion was made by Eder and seconded by Lackey to recommend the Port of Newport not to use City money to gravel the grassy area. The motion passed 6 – 0.

IX. Port Dock 5 Ramp Project Review

No additional discussion on this item.

X. Committee Member Reports

Committee Chair Report – Sara Skamser - See Meeting Packet.

Bob Eder submitted Doug Morrison, F/V Tempo, as his alternate for the Longliner sector.

Jeff Lackey submitted David Jincks, F/V Sea Dawn, as his alternate for the Distant Water Fleet sector.

XI. Staff Reports

There were no staff reports.

XII. Future Meeting Schedule

- A. RM 5/8/2017
- B. RM 7/10/2017
- C. RM 9/11/2017
- D. RM 11/13/2017

Mann said there was a conflict with another fishing interest group meeting on September 11 and November 13. After some discussion, those meetings were rescheduled for 9/6/17 and 11/6/17.

XIII. Future Agenda Items

- A. Port Dock 7

XIV. Public Comment

Chair Skamser took public comments during the discussions. Jincks thanked the Committee for taking comments during the meeting and asked that they consider asking for public comment when voting as well.

XV. Adjournment

Having no further business, the meeting adjourned at 10:50 am.

ATTESTED:

Sara Skamser, Chair

Bob Eder, Vice-Chair

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