

September 23, 2024  
6:00 P.M.  
Newport, OR

**PORT OF NEWPORT COMMISSION MINUTES**

*This is not an exact transcript. The video of the session is available on the Port's website.*

The Port of Newport Commission met on the above date and time at the Administration Building, 600 SE Bay Blvd., and virtually via Microsoft Teams. In attendance were Commissioners Sylvia, Lackey, Ruddiman, Retherford, and Chuck. Also in attendance were Executive Director Paula Miranda, Director of Business and Finance Services Mark Brown, Operations Director/Deputy Executive Director Aaron Bretz, Administrative Assistant Gloria Tucker, OSU Intern Erin Shogren, and PR Representative Angela Nebel. Visitors included Brad Parries, Paul Schuytema, Jennifer Lam, Paige McKibben, Megan Miller, Rex Capri, and Susan Shogren.

**PUBLIC COMMENT**

Capri, Newport resident, stated few weeks ago he noticed a large cable ship anchored in the Bay just outside the Terminal. He explained he saw trawlers and fishing vessels all along the face of the dock, and the one ship out. He asked why that is not better supervised. He suggested if those boats aren't actively loading or unloading, those vessels should stack up. He noted he has been in the fishing industry for 56 years. He asked why the Port ties up the whole face of the dock when a large cable vessel can come into that dock. He stated the east dock is meant for fishermen, and all the rest for multi-use. Miranda replied his concern was not brought to staff attention. She stated she would be happy to talk to Capri after the meeting since the Commission does not usually respond to public comment during the meeting.

**CONSENT CALENDAR**

MOTION was made by Ruddiman, seconded by Chuck, to approve the consent calendar as presented. The motion carried unanimously in a voice vote.

**PRESENTATIONS**

**History Informing Future Development: A Framework for Property Investment and Divestment.** Sylvia introduced the agenda item. Shogren presented her report included in the packet. Lackey stated the presentation was very informative and very well investigated. Retherford stated she appreciated her time and effort on this. Sylvia noted her recommendation was very logical and practical. He asked was there anything [surprising] she discovered on why the Port does or does not do something. Shogren replied she did not find anything like that.

**NOAA Fleet Economic Impact Report.** Sylvia introduced the agenda item. Schuytema, Economic Alliance of Lincoln County Executive Director, introduced Lam and McKibben, Eastern Research Group consultants. Lam and McKibben presented the report included in the packet. Chuck asked when they talked with NOAA staff, what were the shortcomings identified. He asked did people not move here because of housing, schools, or medical reasons. Lam replied

a lot of that came up. She noted they reported the isolated location compared to Puget Sound, transportation issues, and having the airport further away. She explained maintenance, contractors, and equipment have to come from a bigger city like Portland, and they can't get things locally. She indicated some staff have homes in Seattle and only come here when needed, others live in Bend or Eugene. Chuck noted when NOAA staff first came here, they filled the building 60-70 percent. He asked has that gone down or stayed the same with teleworking. Lam replied there are 110 full-time staff. Miranda replied the Port has expanded their offices, so they have more than before.

Lackey stated he thinks after 20 years, a lot of people would have roots here. He noted he heard this sentiment in the beginning, that people live in Seattle and have roots there. He indicated he thought over time that would lessen. Lam replied there are operation staff who live here, but a lot of people only come in when they need to. Miranda replied they don't stay here long enough to join the community. Lam noted this is an opportunity to build a community with NOAA and the Newport community and different businesses. Lackey asked of the 620 jobs lost in Lincoln County if NOAA left, what would be the top one or two categories. McKibben replied the top jobs lost would be in marketing research and all other professional scientific and technical services. She noted there are plenty of sectors where one or two jobs are lost like restaurants or real estate.

Schuytema noted this industry allows people to live where they want, flies employees places, and they work that into their budgets. He explained that will be a challenge no matter where it is. He stated if NOAA is going to Washington, there's going to be a substantial cost to prepare a site up there. He suggested if they stay, improvements locally will be needed. He indicated when it comes down to it, it's a math game with political churning behind it.

Chuck asked if NOAA staff were broken down into fleet or office staff. Lam replied that was not broken down. Sylvia asked if McKibben knows how much NOAA is spending here directly. McKibben replied off the top of her head, it was around \$130 million, but that will be in the report released later. Sylvia noted the state of Oregon invested in this project, and Newport could not have successfully bid for this without the help of the state. He noted they mentioned that costs for being here were more than in Puget Sound. He asked was that quantified. McKibben replied they would have to gather additional information to calculate those numbers.

Schuytema stated part of this exercise is to identify the questions staff will need to know the answer to before making a proposal. Miranda noted for subsidizing airfare, the Port may be able to get the state to help if they can show the benefits.

Schuytema stated if Commissioners think of other questions or data that needs to be gathered, let him know. He explained this is his first shot at getting Newport to be competitive and know what they are up against. Sylvia noted for a lot of impact analysis, there isn't agreement about methods. He stated he wants to know how the consultants did this so he can raise the discussion with other economists so they can vet it. Chuck noted the Port deals with restrictions on construction in estuaries. He asked will a new facility be able to be built in 10 years with the restrictions on estuaries. He suggested figuring out the cost for them to build in Puget Sound.

## OLD BUSINESS

**Public Hearing and Adoption of Ordinance 2024-02 Regarding Facilities Code Changes.** Sylvia introduced the agenda item. Bretz presented his report included in the packet. Retherford asked once people get on the list of do not serve, is there a way for them to get back into service. Bretz replied once they get the tickets addressed, then they will be taken off the do



not serve list. Sylvia stated communicating this will be critical. Bretz replied staff put up a bunch of signs and will communicate through social media as well. He stated for the first go around, staff will contact everyone on the list, explain what is coming, and give them 30 days to address the situation.

MOTION was made by Lackey, seconded by Retherford, to read by title only and adopt Ordinance 2024-02, an Ordinance Regarding Changes to the Port Facility Code. The motion carried unanimously in a voice vote.

## NEW BUSINESS

**Appeal to Commission Regarding Parking Citation.** Sylvia introduced the agenda item. Bretz presented his report included in the packet. Parries stated it was not explained that general parking permits can't be used in moorage holder parking. Bretz noted the Commission can't encumber the Port to explain the breadth of the Port Facilities Code, and that's why the Port uses signs. He stated those signs are clear, and staff rely on patrons to use the signs and follow them. He added he did not see any mitigating circumstances to waive the citation.

Sylvia asked staff if there is a resolution. Miranda explained the Commission can grant his request or deny it. Parries stated he is asking for leniency. He explained he has been parking there for two years, and only getting a ticket now. He stated this was not explained at the time. He indicated he is often working on his brother's boat because he lives here, and his brother doesn't. He emphasized this feels like double jeopardy. He suggested the sign be bigger and bolder to get the point across. Miranda noted he has been passing the sign for two years. Parries replied you get focused on fishing, and the sign is kind of out of sight. He stated he does admit he was in the wrong after seeing the sign.

Retherford asked if Parries asked his brother for the permit, since he is the one working on the vessel. Parries replied he has not. Miranda replied only one person can have the moorage holder pass, not two. Parries stated he also felt the fine is a little steep too. Sylvia confirmed with Parries this is an honest mistake and the first ticket he received. Bretz stated enforcement is not 100 percent, so when we cite someone, they can point at someone else who didn't get it. He explained the issues with enforcement. He added it is important for people to acknowledge they have made a mistake and won't do that again.

Lackey stated as a rule of thumb, when people are charged with keeping order, which the Port is charged with that, the more people you are keeping order with, the more regimented you have to be. He explained if you just have a group of eight people, and you are coordinating who parks where, you can be loosey goosey, but the larger that number grows and the more nuances, the more you have to be regimented. He indicated if you start making exceptions, everyone is going to try to get the exception, and it becomes a nightmare for those trying to keep order. He added he fully supports the staff on this, and the sign is there. He noted he has compassion for Parries' standpoint.

Parries stated he didn't do this intentionally. Miranda noted he made an honest mistake. She stated the Port started this process with six months of warnings, no tickets, and after that staff waived many tickets in the moorage area. She explained staff did that until people started taking advantage of it, and staff can't keep on doing this. Parries suggested the Port wants to use him as an example. Miranda replied no, there are other people who staff have already [denied], but you decided to come to Commission. She added staff don't know who is being honest and who isn't,

so staff treat everyone the same way. Sylvia asked if there are any Commissioners who want to waive the ticket. The commission came to the consensus to uphold the citation.

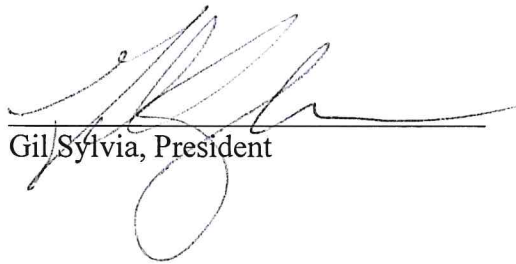
**STAFF REPORTS**

**Executive Director's Report.** Miranda presented her report included in the packet. Bretz explained the state's derelict vessel considerations.

**ADJOURNMENT**

Having no further business, the meeting adjourned at 7:57 p.m.

ATTESTED:



Gil Sylvia, President



Walter Chuck, Secretary/Treasurer