

**PORT OF NEWPORT  
COMMERCIAL FISHING USERS GROUP COMMITTEE**

Thursday, April 18, 2024, 9:00 a.m.  
169 SW Coast Hwy  
Newport, OR

*This will be an in-person meeting. Anyone interested in making virtual public comment must complete the form on our website and submit it by 11:00 a.m. on Wednesday, April 17, 2024: <https://www.portofnewport.com/2024-04-18-commercial-fishing-users-group-committee-april-18-2024-9-a-m>*

**I. Call to Order**

**II. Changes to the Agenda**

**III. Appointment of New Member(s) - Mann.....Page 2**

**IV. Approval of Minutes.....Page 3**

A. Minutes to Approve:  
November 14, 2022

**V. Bornstein Closure Impact Discussion – Bretz**

**VI. City of Newport Parking Changes on the Bayfront – Derrick Tokos.....Page 7**

**VII. Port of Newport Parking at the Commercial Marina - Bretz.....Page 12**

**VIII. Port of Newport International Terminal Update - Bretz.....Page 13**

**IX. Port Dock 7 Replacement Project Update – Bretz.....Page 18**

**X. Offshore Wind Update – Mann**

**XI. Public Comment (3-minute limit per person)**

**XII. Adjournment**

Committee	Position #	Sector	Expiration	First	Last	Business	email address	Cell Phone	Ext	Alt	Address	City, ST Zip	Approved
	1	Port Dock 7 Moorage	2022/06/30	Clint	Funderburg	Bess Chet						Toledo, OR 97391	x
	Alt. 1		VACANT	Clay	Archambault	F/V Island Girl						Longview, WA 98632	x
	2	Port Dock 5 Moorage	2020/06/30	Mike	Pettis	Jaka-B; Challenge; Patriot						Newport, OR 97365	x
	Alt. 2			Gary	Ripka	F/V Redeemer and F/V Western Breeze						Newport, OR 97365-9645	x
	3	Commercial Fish Buyer	2022/06/30	Mark	Newell	Newell's Seafood						Toledo, OR 97391	x
	Alt. 3		VACANT										
	4	Limited Entry Seller	2020/06/30	Cari	Brandberg	Chelsea Rose Seafood							x
	Alt. 4		VACANT										
	5 - Chair	Midwater Trawler	2022/06/30	Heather	Mann	Midwater Trawlers' Cooperative						Siletz, OR 97380	x
	Alt. 5			Mark	Cooper	Perseverance						Newport, OR 97365	x
	6	Crabber	2020/06/30	Ted	Gibson	Lady Kaye						Newport, OR 97365	x
	Alt. 6		VACANT										
Appoint	7	Tuna/Salmon	2023/11/01	John	Holt	Pacific Shrimp						Newport, OR 97365	
	Alt. 7		VACANT										
	8	Tuna/Salmon	2020/06/30	Bob	Aue	Winterhawk						Toledo, OR 97391	x
	Alt. 8		VACANT	Jerry	Biddinger	F/V Refuge						Newport, OR 97365	x
	9 - Vice Chair	Fixed Gear	2022/06/30	Bob	Eder	Timmy Boy						Newport, OR 97365	x
	Alt. 9		VACANT	Doug	Morrison	Tempo							x
	10	Industry Services	2020/06/30	Dave	Thalman	Troyer Marine							x
	Alt. 10		VACANT										
Appoint	11	Distant Water Fleet	2023/11/01	Jim	Seavers	Seeker							
	Alt. 11		VACANT										

**PORT OF NEWPORT**  
**COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES**

November 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 9:00 a.m.

**Committee Members Present:** Bob Eder (Pos. #9); Clint Funderburg (Pos. #1); Heather Mann (Pos. #5); Gene Law (Pos. #7); and Cari Brandberg (Pos. #4).

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

**Committee Members Absent:** Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); Mike Pettis (Pos. #2); and Mark Cooper (Alt. #5).

**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; Don Moon, International Terminal Supervisor; and Kody Robinson, Harbormaster.

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

**CHANGES TO THE AGENDA**

Mann added updates on offshore wind and terminal use to the agenda.

**APPROVAL OF MINUTES**

MOTION was made by Eder, seconded by Ripka, to approve the minutes of April 14, 2022. The motion carried unanimously in a voice vote.

**COMMERCIAL MARINA UPDATE**

**Update on PD7 Planning, PD5 Power Pedestals, and PD5 Moorage Assignments.** Bretz reported the Commission approved moving forward on planning to redesign and rebuild Port Dock 7. He noted he has been working this last year with the Army Corps to dredge the channel into the Commercial Marina and Port Dock 7 at minus 20 feet to provide enough depth for larger vessels to get into the marina and use the new dock. He stated the Port is trying to add some mooring space in the marina in the next several years. He indicated pedestals and materials are

on order to rewire Port Docks 3 and 5, but due to supply chain issues, the Port is looking at late summer or fall of 2023 to get the parts and then schedule the work. He added on November 1, staff moved forward with assigned moorage in the Commercial Marina.

Bretz reported staff got most everyone what they were looking for. He noted there are a few folks who would like to be in different spots. He stated the Port hired a Wharfinger to manage the spaces. He indicated staff can't give everyone everything they want. He added everyone can agree it's best to allow the Port to make the decision on assignments.

Mann asked if he is getting a lot of pushback on moorage assignment. Bretz replied only a few folks. He added the assignments are not arbitrary. Mann asked why some out-of-town boats are moored at Port Dock 5. Robinson replied those are moving; they are left over from the summer. Mann noted the Pacific Storm, which is a research vessel, is in the Commercial Marina.

Briggs overviewed ownership of the Pacific Storm and its mission. Miranda stated that vessel is at a commercial dock, not specifically a fishing dock. She noted it's very difficult to get funds for fishery docks because they are tied to the Department of Agriculture. She explained if the Port focuses on having only fishing docks, the Port's avenues of getting funds are going to diminish. She indicated in the long run, it benefits fishermen if the Port has other users. Discussion ensued on specific moorage assignments. Brandberg suggested having paperwork available to exchange spaces through the Port, rather than between fishermen. Bretz emphasized the final decision is the Port's, and the real root of the issue is not enough space.

Mann asked when new cleats will come in. Robinson replied in the next few weeks. Mann asked if boats could moor at the Terminal. Bretz replied they can't have long-term moorage there, but short-term is available.

Funderburg asked when assignments will be put into effect. Bretz replied the effort is ongoing. Funderburg asked what the amperage of the power pedestals will be. Bretz replied everyone will have the option to go with 50- or 30-amp service; it is up to the boat. Ripka confirmed with staff that Robinson will look into his slip assignment. Mann summarized there is going to be some growing pains with the moorage assignments. Miranda added this will not last forever since Port Dock 7 will be replaced in the next three, four, or five years, and that will open up opportunities. She asked folks to bear with the Port until the project is done.

Mike Retherford confirmed with staff the Wharfinger will monitor the docks. Ripka asked if there will be nametags. Robinson replied there will be general signs and, eventually, numbers. Funderburg recommended set protocol for docking ahead of time. Mann suggested seeking grants for signs for each boat.

Holt asked if the Port has a VHF channel designated. Robinson replied staff monitor channel 14, but most people use cellphones or email. He explained there are transient docks rather than transient spaces.

Kelley Retherford stated folks need to remember the Port is working toward the transition. Mann stated part of the charge of this group is not just to provide feedback to the Port, but also to share information with the fleet. Eder asked what the plan for crab season is. Bretz replied a 40-foot boat may squeeze in, but an 80-foot boat may have to anchor out or side tie. Miranda added space is not guaranteed. She noted people should check to see if there is space available. Eder asked if any space is available in South Beach. Bretz replied there is not much space there and end ties are in bad shape. Funderburg clarified with staff the Facilities Code procedures.

Burke stated the Port has made an effort to be transparent, and having this group is part of that. Mann stated longshoremen claim this is a union port. She asked if that something that can be

discussed at some point. Miranda replied there is one lines agreement. She stated staff can bring that to the table and discuss.

**Port Facilities Code Adjustments on Retail Sales of Fish Directly from Boats.** Bretz reported he wanted to bring this up to the group before staff start changing the code. He stated the Facilities Code does not adequately cover the sale of fish from a boat. He noted there is no difference from fish buying station or fisherman selling directly. He read the Code and stated the Port has never defined in the code what is a buying station. He explained staff don't want to exclude or stop anything but allow what is existing and do it under a written framework. He indicated what needs to be done is define what is a buying station and set up a process with a permit. He emphasized staff are not looking to reduce the amount but enable to it to occur.

Mann confirmed with staff the Port is not trying to generate revenue off of the permit. Brandberg explained licenses involved with selling fish. She suggested requiring those licenses as part of the permit. Bretz stated the term fish buying station is in the administrative rules, which covers commercial fisheries. He noted the Code could refer to that. He indicated the downside is that rule may change. Brandberg stated that rule has not changed in last several years.

Bretz explained when the Port changes the Code, that is done through ordinance and has to be read twice for public comment. He added the permit is done by resolution and passed by the Commission. Brandberg emphasized this service is an important part of the promotion of commercial fishing.

**Security Measures.** Bretz reported theft and vandalism has been getting worse lately. He noted people are on boats that aren't supposed to be. He stated one of the biggest problems is that Port facilities are so open, all manner of folks pass through. Brandberg overviewed thefts and vandalism that occurred to them.

Bretz stated staff have to nail down what the access looks like; the solution that works best. He noted there are vendors that have vandal and weather resistant gates and proximity card readers. A member of the audience suggested looking at the Port of Toledo's shipyard. Bretz explained card readers make access less convenient, a little more expensive, and tighter. He noted if someone is a problem, staff can turn their card off.

Mann asked if there is a way to pay for this with insurance. Miranda replied every year the Port gets about \$5,000 from insurance. She stated staff have used it for cameras and lights. She indicated that will only go so far, but staff will use that. She explained when it comes to security, it's not just security but also liability. She stated some areas have hazards, especially tripping hazards. She added security may mean more of a pain for access, but if it's easy for fishermen to get in, it's easy for everyone. She noted once the Admin Building is ready, staff will try to separate parking and storage. She added the Port can get grants in some cases but doesn't want to apply if fishermen are against it.

Mann confirmed with staff the gates for docks and fences for storage areas could be open during the day. Bretz stated for proximity cards, it would work best to have anyone who needs access to have a letter from vessel owners that reference their account number. Funderburg expressed support for fencing gear storage and gates with open working hours. Bretz added proximity cards mean staff know who people are and have a way to motivate compliance. Eder added a good place to start is securing the gear. Mann stated the consensus is to move forward with this.

Bretz stated implementation would probably be next fiscal year at the earliest. Kelley Retherford stated the Port and fishing fleet work together, and the Port needs support from the fishing industry to make sure information gets to the community. She emphasized it is important to work together for the betterment of the community.

**Update on Offshore Wind.** Mann thanked the Commission for passing its resolution on offshore wind. She noted it was the first one, and there are now 18 from Astoria to Brookings, which have taken a position based on what the Port did. She added those are ports, cities, and counties. She explained that and the work with the coastal caucus and the US congressional delegation has moved the needle in Oregon. She stated BOEM has changed their process, and they are doing things differently here than they've done in any other place. She indicated the process has slowed down. She added they are producing draft areas within call areas to provide comment and feedback on.

Mann reported BOEM is using a new spatial mapping tool. She noted the Port was instrumental in making sure BOEM does this the Oregon way. She stated there will not be any new renewable energy areas until next year. She added they are auctioning areas off in California.

Miranda stated she has been talking with federal legislators, and they seem to understand the issue. Mann stated it's not about saying no forever, it's about doing it the right way. She noted fishermen don't want to lose fishing grounds, but also there are some significant environmental impacts that need to be understood first. She added there is also an onshore wind effort that is a separate process but needs to be considered together.

A member of the audience asked what are the differences between state goals and federal goals. Mann replied the federal goals are 30 Gigawatts of offshore energy by 2030, with 15 Gigawatts of floating offshore wind. She stated Oregon's goal is 3 Gigawatts of offshore energy. She noted the grid can't take that. She indicated California is a lost cause. She stated the country is on track to meet the federal goals without Oregon and Washington. She added the tribes are not for it. Briggs noted concerns with albatross and cable lengths.

**Update on Terminal Interest.** Miranda reported staff were talking to some forest industry businesses, but it didn't work out for this year because of equipment needs. She noted, however, efforts will continue to be made. She stated the Port did not get the MARAD grant for equipment; the only port in Oregon that got a grant is the Port of Portland. She added she is continuing to discuss possibilities, but there is nothing concrete. She noted staff will grade nine acres at the Terminal even without the grant. She explained the Port will also remove dredge material from the Rondy's property. Mann asked about the inspection on the RORO Dock. Bretz replied he doesn't have all the reports yet, but so far, there are no major concerns.

## **ADJOURNMENT**

Having no further business, the meeting adjourned at 10:39 a.m.

ATTESTED:

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Heather Mann, Chair

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Paula J. Miranda, Executive Director

Updated Bayfront parking info:

<https://www.newportoregon.gov/dept/npd/bayfrontpp.asp>



### What is the City's Plan for Managing Parking along the Bayfront?

The City's plan for managing parking is to establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and parking lots. The plan is based upon a parking study that the City completed with stakeholder input in 2018, and which was formally adopted in 2020.

### Why Install "Pay to Park" Pay Stations and Charge for Permits?

The purpose of the parking pay stations and electronic permits is to increase vehicle turnover in high demand areas so that more parking is available to Bayfront users. This will reduce congestion and improve public safety.

For much of the year, available parking is over 85% utilized, meaning it is "functionally full." Users cannot find a place to park, which leads to congestion, frustrated drivers, and vehicles being parked in an unsafe manner. Meter revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront.

### So... What is the Parking Plan?

Attached to the back of this FAQ is a map showing the locations and pricing of the paid and permit parking areas along the Bayfront. A limited number of electronic permits will be available for purchase online through the City of Newport website. Persons in paid parking areas will be able to pay by phone using a "text to pay" option or they can use one of the ten pay stations that the City will be installing. Pay stations include coin, credit card, and coupon code functionality.

### Which Parking Areas will this apply to?

Public parking areas along the Bayfront. It will not apply to private lots and Port of Newport parking areas.

### When will the Changes go into Effect?

Pay stations and new signage will be installed and active on weekends effective on or after January 20, 2024. The City will offer free courtesy electronic permits that will be effective from January to April. Paid electronic permits will be required for permit areas effective May 1, 2024, and the pay stations will shift to seven days a week that same day.

### Will the Parking Limitations Apply to Disabled Individuals?

Vehicles with a state-issued disabled person registration or "wheelchair user" plate, placard, permit or decal will not be subject to posted time limits or payment requirements irrespective of whether or not they are parked in an ADA space.

### How will this Impact Parking Enforcement?

The City will provide a break-in period of at least 30-days to help educate users about the new rules. They will only be issuing warnings during that time period. The City has hired a new parking enforcement officer who will be using License Plate Recognition (LPR) technology to efficiently identify vehicles parked in violation of the City's parking rules.

### Who do I Contact to Learn More about Upcoming Changes?

For additional information, you can contact the City of Newport Community Development Department at 541-574-0629 or [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). You can also attend Parking Advisory Committee meetings, which are typically held on the third Wednesday of the month at Newport City Hall.







### ¿Cuál es el Plan de la Ciudad para Administrar el Estacionamiento a lo largo de la Bahía?

El plan de la Ciudad para administrar el estacionamiento es establecer áreas de estacionamiento pagado, de pago/con permiso y con permiso/cronometrado a lo largo de las calles y estacionamientos de Bayfront. El plan se basa en un estudio de estacionamiento que la Ciudad completó con los aportes de las partes interesadas en 2018 y que se adoptó formalmente en 2020.

### ¿Por qué instalar estaciones de pago o sistema de parquímetro y cobrar por los permisos?

El propósito de las estaciones de pago de estacionamiento y los permisos electrónicos es aumentar la rotación de vehículos en áreas de alta demanda para que haya más estacionamiento disponible para los usuarios de Bayfront. Esto reducirá la congestión y mejorará la seguridad pública.

Durante gran parte del año, el estacionamiento disponible está más del 85% utilizado, lo que significa que está "funcionalmente lleno". Los usuarios no pueden encontrar un lugar para estacionar, lo que genera congestión, conductores frustrados y vehículos estacionados de manera insegura. Los ingresos de los parquímetros se utilizarán para financiar la aplicación de la ley de estacionamiento, mejorar las áreas de estacionamiento y mejorar el acceso general a la Bahía.

### Bueno... ¿Qué es el Plan de Estacionamiento?

Al reverso de estas preguntas frecuentes hay un mapa que muestra las ubicaciones y los precios de las áreas que requieren un permiso y un pago para estacionar a lo largo de la bahía. Un número limitado de permisos electrónicos estarán disponibles para su compra en línea a través del sitio web de la Ciudad de Newport. Las personas en áreas de estacionamiento pagado podrán pagar por teléfono usando una opción de "mensaje de texto para pagar" o pueden usar una de las diez estaciones de pago que la Ciudad instalará. Las estaciones de pago incluyen la funcionalidad de monedas, tarjetas de crédito y códigos de cupón.

### ¿A qué áreas de estacionamiento se aplicará?

Áreas de estacionamiento público a lo largo de la bahía. No se aplicará a los lotes privados ni a las áreas de estacionamiento del Puerto de Newport.

### ¿Cuándo entrarán en vigor los cambios?

Se instalarán estaciones de pago y nuevos letreros y estarán activos los fines de semana a partir del 20 de enero de 2024 o después. La Ciudad ofrecerá permisos electrónicos de cortesía gratuitos que entrarán en vigencia de enero a abril. Se requerirán permisos electrónicos pagados para las áreas de permisos a partir del 1 de mayo de 2024, y las estaciones de pago cambiarán a los siete días de la semana ese mismo día.

### ¿Se aplicarán las limitaciones de estacionamiento a las personas discapacitadas?

Los vehículos con un registro de persona discapacitada emitido por el estado o una placa, cartel, permiso o calcomanía de "usuario de silla de ruedas" no estarán sujetos a límites de tiempo publicados ni requisitos de pago, independientemente de si están estacionados o no en un espacio ADA.

### ¿Cómo afectará esto a la aplicación de la ley de estacionamiento?

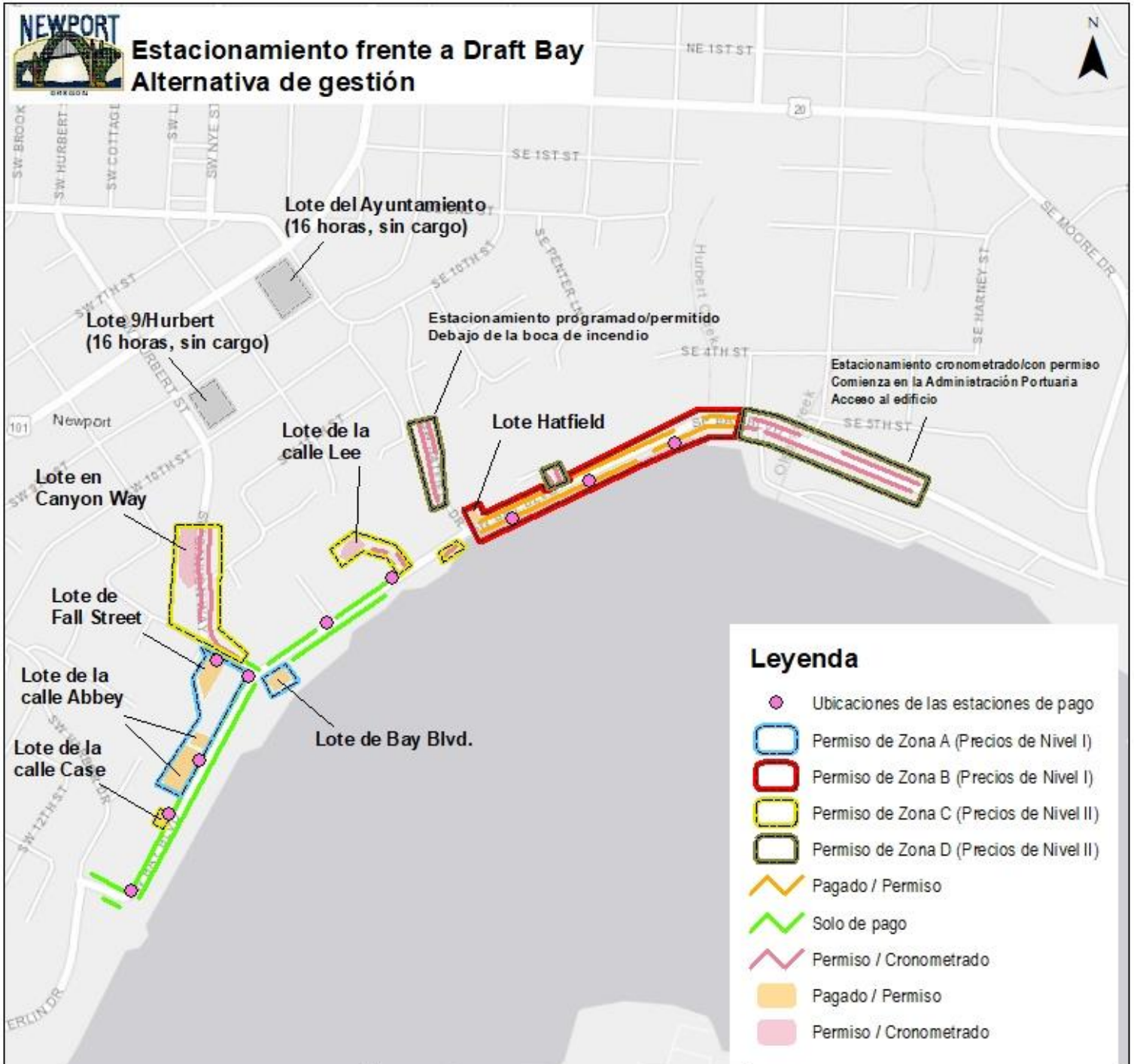
La Ciudad proporcionará un período de adaptación de al menos 30 días para ayudar a educar a los usuarios sobre las nuevas reglas. Solo emitirán advertencias durante ese período de tiempo. La Ciudad ha contratado a un nuevo oficial de control de estacionamiento que utilizará la tecnología de Reconocimiento de Placas (LPR, por sus siglas en inglés) para identificar de manera eficiente los vehículos estacionados en violación de las reglas de estacionamiento de la Ciudad.

### ¿Con quién me comunico para obtener más información sobre los próximos cambios?

Para obtener información adicional, puede comunicarse con el Departamento de Desarrollo Comunitario de la Ciudad de Newport al 541-574-0629 o [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). También puede asistir a las reuniones del Comité Asesor de Estacionamiento, que generalmente se llevan a cabo el tercer miércoles del mes en el Ayuntamiento de Newport.



# Estacionamiento frente a Draft Bay Alternativa de gestión



## Legenda

- Ubicaciones de las estaciones de pago
- Permiso de Zona A (Precios de Nivel I)
- Permiso de Zona B (Precios de Nivel I)
- Permiso de Zona C (Precios de Nivel II)
- Permiso de Zona D (Precios de Nivel II)
- Pagado / Permiso
- Solo de pago
- Permiso / Cronometrado
- Pagado / Permiso
- Permiso / Cronometrado

**Estacionamiento de pago ("medido"):**  
 Precio: \$1 hora (estadía máxima de 4 horas)  
 De 11 a 19 horas  
 7 días a la semana - Mayo a Octubre  
 Solo fines de semana - Noviembre a Abril

**Límites de duración de la estadía (sin permiso):**

Áreas Medidas o Zonas Híbridas de Medición/Permiso: 4 horas

Permiso híbrido/Zonas cronometradas: 4 horas de 11 a.m. a 7 p.m., los siete días de la semana, de mayo a octubre de 16 horas en el resto del tiempo.

**Permiso de estacionamiento:**

Precios diarios de nivel I  
 \$45 al mes (máximo de 16 horas diarias)

Precios de Nivel II  
 \$25 al mes (máximo de 16 horas diarias)  
 Permiso anual de \$100

Comunidad de Pesca Comercial  
 Invitación por correo electrónico para presentar una solicitud desde el puerto  
 Precio \$45 al mes (período válido de 96 horas)

Permiso de un día de chárter \$8  
 Permiso de Día de Hospedaje \$10

**Puestos de aparcamiento por zona**

Permiso de Zona A (Azul) - 115 Espacios

Permiso de Zona B (Rojo) - 107 Espacios

Permiso de Zona C (Amarillo) - 114 Espacios

Permiso de Zona D (Marrón) - 86 Espacios

**Permisos electrónicos disponibles por zona:**  
 Zona A: 115  
 Zona B: 110  
 Zona C: 150  
 Zona D: 110

# OLD BUSINESS

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**DATE:** April 12, 2024  
**RE:** Historical Society Parking Lot  
**TO:** Commercial Fishing User Group  
**ISSUED BY:** Aaron Bretz, Director of Operations

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## **BACKGROUND**

The Historical Society has notified the Port that they intend to end the lease with the Port for the use of the parking lot across from Port Dock 5. As the parking landscape changes along the bayfront, they have found that it's in their best interest to exercise direct control over their property. We're not sure at this time what they plan to do with that property, although they have full discretion to undertake any options from selling it to managing it directly in a similar fashion.



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[Contact Us \(/contact-us\)](/contact-us)

[Online Reservations \(/online-reservations\)](/online-reservations)

<input type="text" value="Search..."/>	<input type="button" value="Go!"/>
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## Berth Application

If you have any issues with this form or have application questions, please contact NIT Facility Manager Don Moon, [dmoon@portofnewport.com](mailto:dmoon@portofnewport.com)

*NOTE: Agents are advised that safety guidelines are set by the Pilots Association in regard to vessel length, draft, beam, air draft, and other factors that may affect the transit of the vessel. Please consult with the Pilots Association to determine if any restrictions apply.*

**Date (required)**

**Vessel/Barge Name (required)**

**Voyage (required)**

**Vessel Line Operator (required)**

**IMO Number (required)**

**Flag (required)**

**P&I Local Contact (required)**

**P&I Club (required)**

**L.O.A. (must be in ft. and in., meters not accepted) (required)**

**Beam (must be in ft. and in., meters not accepted) (required)**

**Max Draft This Call (must be in ft. and in., meters not accepted) (required)**

**Max Air Draft This Call (must be in ft. and in., meters not accepted) (required)**

**Estimated Boarding Date (required)**

**Estimated Boarding Hour (required)**

**Estimated Departure Date (required)**

**Estimated Departure Hour (required)**

**Will you be loading bulk liquids? (required)**

Yes

No

**Berth Requested (required)**

**Appointed Stevedore (required)**

**Inbound Cargo Commodity (required)**

**Inbound Tonnage (Metric Tons only) (required)**

**Outbound Cargo Commodity (required)**

**Outbound Tonnage (Metric Tons only): (required)**

**Will you be taking bunkers? (required)**

Yes

No

**Fresh Water (required)**

Yes

No

**Layberth (required)**

Yes

No

**18-wheeler access (required)**

Yes

No

**Crane needed (required)**

- Yes
- No

**Lighter (required)**

- Yes
- No

**Notes**

**Name of representative submitting application (required)**

**Name of agent assigned to vessel (required)**

**Cell Phone of Assigned Agent (required)**

**Applicant Company Name (required)**

**Full Company Billing Address (required)**

**Contact Email Address (required)**

**Office Phone Number (required)**

**Consent to be bound by all rules, regulations, terms, conditions and charges as published by the Port of Newport (required)**

- I consent



Submit

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TELEPHONE (541) 265-7758

[PRIVACY POLICY \(/PRIVACY-POLICY\)](#)

[DISTRICT TRANSPARENCY \(TRANSPARENCY.HTML\)](#)

POWERED BY STREAMLINE ([HTTP://WWW.GETSTREAMLINE.COM/](http://www.getstreamline.com/)) | SIGN IN

([HTTPS://WWW.PORTOFNEWPORT.COM/USERS/SIGN\\_IN?DESTINATION=%2FBERTH-APPLICATION](https://www.portofnewport.com/users/sign_in?destination=%2FBERTH-APPLICATION))

# OLD BUSINESS

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**DATE:** April 12, 2024  
**RE:** Port Dock 7 Replacement Project Update  
**TO:** Commercial Fishing User Group  
**ISSUED BY:** Aaron Bretz, Director of Operations

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## **BACKGROUND**

We are continuing the planning work required to replace Port Dock 7, which has been ongoing since 2020. We are working in conjunction with the Army Corps of Engineers to get a -20' Federal channel established to maintain access to the Port Dock 7 area of the Commercial Marina so that larger modern commercial vessels can be berthed there. Currently, Port Dock 7 is depth restricted, has mainly small berths, and is in poor condition. Improvement options for the existing dock are limited due to its age and condition.

## **DETAIL**

See attached concept for upland areas that includes planned amenity changes for the upland areas in the Commercial Marina and the Hoist Dock. These were prepared with minimal planning regarding locations so that we can establish preliminary budgetary figures for grant applications. The design vessel for the Federal project to establish access to the eastern end of the marina is an 80' vessel with an 18' draft. We have discussed with our engineers the concept that standard berth widths may not be feasible due to sponsored vessels having become more regular.

The concept for the new Port Dock 7 includes an additional 42 slips 50' in length or larger and roughly 600' of side tie space, as well as the appropriate mixture of 34' and 40' slips to support current users. The final planning efforts will be crafted around this concept and adjusted according to design constraints and cost. We anticipate completing the permit plans for the project in 2024.

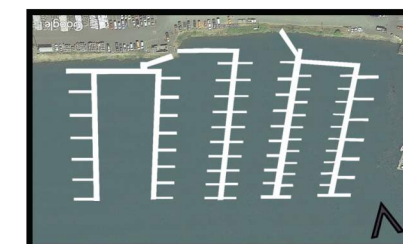
## **Work Already Completed:**

- Focused outreach efforts to establish concept parameters and amenity needs for the marina
- Economic benefits analysis by the Army Corps of Engineers
- Engineering analysis by the Army Corps of Engineers studying the feasibility of the channel in conjunction with existing obstacles such as the rubblemound breakwater at the entrance to the marina and utility undercrossings
- Eelgrass survey completed in the project area
- Sediment sampling in the project area and mitigation area
- Geotechnical characterization of samples, testing for contaminants, and bioassay testing on the samples taken is currently in progress; test results anticipated the first week of May, 2024
- 15 pilings driven at Port Dock 7 as a stop-gap to hold the outer dock in place until construction (outer dock needs to stay in place to reduce the amount of mitigation required for the project)

Following receipt of the results of sediment testing, we will set to work establishing design criteria. We're waiting for those results so that we can plan the construction of the new Port Dock 7 around the most difficult dredging challenges we will face to reduce the cost of dredging, which will likely be some of the most expensive aspects of the project.

**FUNDING:**

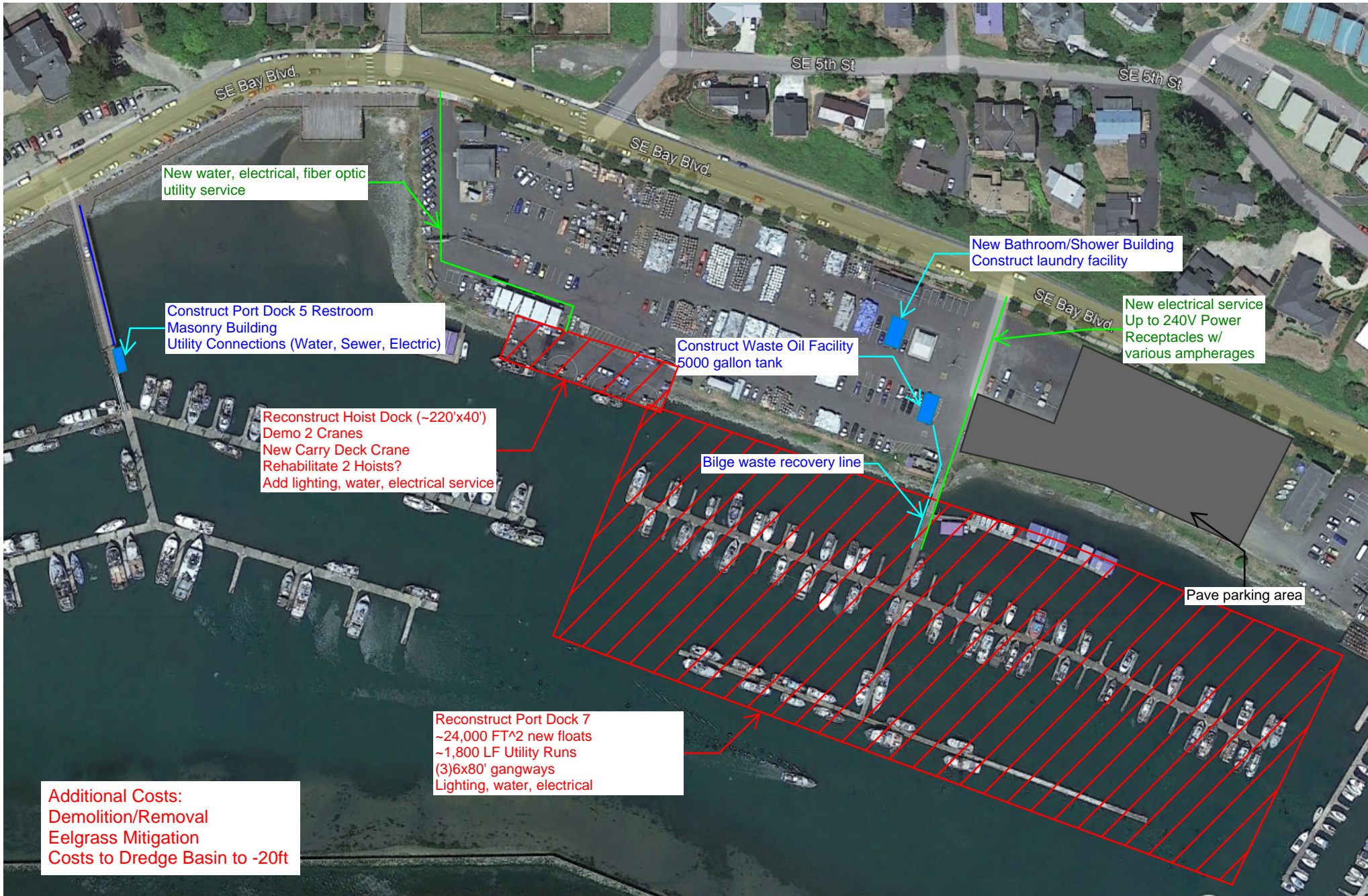
The Port has already obligated over \$1.1 million of its operating budget toward completion of planning for the new Port Dock 7. We are qualified for up to \$10 million of assistance from the Army Corps toward the Commercial Marina Channel project, of which we have already received roughly \$2 million. We have applied for Connect Oregon funds in the amount of about \$7 million for construction, and we have applied for roughly \$28 million through a Federal Transportation Infrastructure Grant. If one or both of those funding opportunities do not materialize for this project, we are exploring a combination of other options to fund the estimated \$34 million project to modernize the Commercial Marina, which does include the anticipated mitigation projects associated with the dock expansion. We are planning currently to include the alternatives for replacement of the Hoist Dock and associated hoists as well as the upland improvements in the attachments.



PROPOSED



EXISTING





ID	Task Mode	Task Name	Duration	Start	Finish	Notes	Predecessors	Gantt Chart (2023-2027)											
1	★	<b>Task 1: Project Management and Coordination</b>	0 days?	Fri 12/1/23	Fri 12/1/23			11/15 - 12/1											
2	★	NTP	0 days	Tue 11/15/22	Tue 11/15/22			11/15											
3	★	Amendment 2 NTP	0 days	Fri 10/27/23	Fri 10/27/23			10/27											
4	★	Task 2: Topographic Survey	4 wks	Mon 5/15/23	Fri 6/9/23	Uplands Survey complete; blended with USACE data for preliminary design efforts		[Task bar]											
5	➔	<b>Task 3: Environmental Coordination and Support</b>	287 days	Thu 9/28/23	Fri 11/1/24			[Task bar]											
6	➔	3.1 Permitting Research/Reporting	3 mons	Fri 10/27/23	Thu 1/18/24		3	[Task bar]											
7	★	3.2 Section 408 Coordination/Permitting	12 mons	Fri 12/1/23	Thu 10/31/24	First meetings did not achieve objectives due to wrong staff being present; will prepare 408 memorandum following preliminary design		[Task bar]											
8	★	3.3 Section 107 Permitting (Reserved)				No work under current scope of work		[Task bar]											
9	★	3.4 ESA Fieldwork and Documentation	2 mons	Fri 12/1/23	Thu 1/25/24			[Task bar]											
10	★	3.5 Wetland and Waters Fieldwork and Documentation	2 mons	Fri 12/1/23	Thu 1/25/24			[Task bar]											
11	➔	<b>3.6 USACE/DSL Joint Permitting</b>	116 days	Fri 5/24/24	Fri 11/1/24			[Task bar]											
12	➔	Joint Permit Application	6 wks	Fri 5/24/24	Thu 7/4/24		26FS-3 wks	[Task bar]											
13	➔	Agency Review	120 edays	Thu 7/4/24	Fri 11/1/24		12	[Task bar]											
14	➔	<b>3.7 Eelgrass Mitigation Plan</b>	206 days	Thu 9/28/23	Thu 7/11/24			[Task bar]											
15	★	Eelgrass Mapping	0 days	Thu 9/28/23	Thu 9/28/23	Mapping completed by MTS under separate Contract		9/28											
16	➔	Mitigation Plan	8 mons	Fri 12/1/23	Thu 7/11/24	Will be developed based on assumed impacts		[Task bar]											
17	➔	3.8 Geotechnical Permits	60 days	Fri 10/27/23	Thu 1/18/24		3	[Task bar]											
18	➔	<b>Task 4: Public Involvement</b>	130 days	Fri 2/10/23	Fri 8/11/23			[Task bar]											
19	★	4.1 PI Plan/Community Outreach	2 mons	Fri 2/10/23	Thu 4/6/23	Initial Outreach Completed		[Task bar]											
20	★	4.2 Commercial Fishers Group Workshop	0 days	Tue 4/11/23	Tue 4/11/23	Workshop completed		4/11											
21	★	4.3 Commission Presentation	0 days	Fri 8/11/23	Fri 8/11/23	To be completed following preliminary design	26	8/11											
22	➔	<b>Task 5: Conceptual Design</b>	140 days	Fri 12/1/23	Thu 6/13/24			[Task bar]											
23	➔	5.1 Commercial Dock Concept Design	2 mons	Fri 12/1/23	Thu 1/25/24	Current scope is for development of a single alternative once sampling results are known - looking to accelerate and include multiple alternatives/scenarios (requires amendment/scope modification)		[Task bar]											
24	➔	5.2 Recreational Pier Concept Design	2 mons	Fri 12/1/23	Thu 1/25/24	Development of single alternative assuming connecting pathway to existing breakwater is feasible.	7SS,19,20	[Task bar]											
25	➔	5.3 Cost Estimating and Scheduling	2 wks	Fri 1/26/24	Thu 2/8/24		24,23	[Task bar]											
26	➔	5.4 Preliminary Design Report	6 wks	Fri 5/3/24	Thu 6/13/24		25,30,34	[Task bar]											
27	➔	<b>Task 6: Geotechnical Exploration and Preliminary Design</b>	75 days	Fri 1/19/24	Thu 5/2/24			[Task bar]											
28	➔	<b>6.1 Geotechnical Exploration and Preliminary Design Report</b>	35 days	Fri 1/19/24	Thu 3/7/24			[Task bar]											
29	➔	Sampling	3 wks	Fri 1/19/24	Thu 2/8/24		17	[Task bar]											
30	➔	Draft Geotechnical Report	1 mon	Fri 2/9/24	Thu 3/7/24		29	[Task bar]											
31	★	Fishing Pier Sampling (Contingency)				To be included with Final Design		[Task bar]											
32	➔	<b>6.2 Hazmat Sampling</b>	75 days	Fri 1/19/24	Thu 5/2/24			[Task bar]											
33	★	Sampling	3 wks	Fri 1/19/24	Thu 2/8/24		17	[Task bar]											
34	★	Sediment Characterization Report	3 mons	Fri 2/9/24	Thu 5/2/24		33	[Task bar]											
35	➔	<b>Future Work Phases</b>	780 days	Fri 6/14/24	Thu 6/10/27			[Task bar]											
36	➔	Grant Applications/Funding	12 mons	Fri 6/14/24	Thu 5/15/25		26	[Task bar]											
37	➔	Final Design	12 mons	Fri 5/16/25	Thu 4/16/26		36	[Task bar]											
38	➔	Port Dock 7 Construction	15 mons	Fri 4/17/26	Thu 6/10/27		37	[Task bar]											
39	➔	Fishing Pier Construction	12 mons	Fri 4/17/26	Thu 3/18/27		37	[Task bar]											

Project: PD7 Schedule 11\_15\_23  
Date: Fri 11/17/23

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	