PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE AGENDA
Friday, July 13, 2018, 9:00 am
OSU Extension Office
1211 SE Bay Boulevard, Newport, OR 97365

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The OSU Extension Office is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

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PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES
September 6, 2017
Regular Committee Meeting

I. CALL TO ORDER

Committee Vice-Chair Bob Eder called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 10:30 am at the OSU Extension Office, 1211 SE Bay Blvd., Newport, Oregon.

Committee Members Present: Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Mark Newell (Pos. #3); Heather Mann (Pos. #5); Gene Law (Pos. #7); Bob Aue (Pos. #8); Bob Eder (Pos. #9), Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Committee Members Absent: Ernie Phillips (Pos. #5); Ted Gibson (Pos. #6).

Port Commission Liaison: Sara Skamser.

Management and Staff: Aaron Bretz, General Manager Pro Tem; Kent Gibson, Commercial Marina Harbormaster; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Rex Capri, Newport Citizen; Dietmar Goebel, Newport City Council; Steve Beck, Newport Citizen; Dave Wright, Pacific Shrimp.

II. CHANGES TO THE AGENDA

There were no changes to the agenda.

III. PUBLIC COMMENT

There was no public comment at this time.

IV. APPROVE MINUTES MAY 5, 2017 REGULAR MEETING

A motion was made by Mann and seconded by Newell to accept the minutes as written. The motion passed 9-0.

V. REVIEW COMMITTEE CHAIR/VICE-CHAIR

Jincks nominated Mann for Committee Chair, and Mann accepted the nomination. Pettis asked Mann if she could be unbiased as a Chair since she represented one facet of the users, and would accept if she answered yes. Mann said she could be fair, and acting as Chair would also require her to act in an unbiased way. Jincks added that the Chair's boundaries were set by the Committee, who could always comment if they felt necessary.

Eder called for a vote on appointing Mann as Committee Chair. Mann was unanimously elected.

VI. NIT STATUS UPDATE

Bretz introduced the staff report, which was prepared at the request of Eder. He added that the Silvan loan agreement was an integral part of the TIGER grant's finance requirements. Jincks commented that the TIGER grant was awarded before the Silvan loan was proposed. Bretz said the Port would have had to leverage nearly all unrestricted cash assets to keep the grant. Mann asked about the statement that the business would have to look very different from the previous plan. Bretz said he drew this conclusion based on operational and finance concerns. Mann said she was contacted by attorney Kevin Banks office, who was working with shippers interested in Newport for shipping agricultural products. Bretz said he advised Banks to contact Mann because it was important to have a conversation. He added that he had previously spoken with one of the interested shippers, and they would have used Teevin as an anchor for availability of equipment

and labor. They are also concerned with the cost of tug and pilot fees. Skamser said she had spoken with Terry Thompson, who asked about NIT. She said it is important to show that NIT is open for business. Pettis asked if tug and pilot services were needed. Bretz said that Wiggins no longer operated tug service. He had talked to Grant Snyder about starting a tug service, but it would be a large investment and a risky venture to start. The Port's tug would not be large enough for the services needed. Pilots can be delivered in different ways. Pettis said that Coos Bay tug has a platform that is used to deliver pilots. Jincks said there was a plan for Coos Bay to deliver a tug and pilot, to be paid for by the shipper. A barge would be different. Mann suggested the Commission will need to vet this as well. Wright said there are pilot associations in Coos Bay and Astoria, who could provide a cost estimate. Bretz commented that he got a lot of information out of these meetings, and was thankful to have everyone here. He will take what is shared here and farm it out.

Mann said she would be working with Bretz and Hewitt to get the Meeting Packets out sooner. Hewitt suggested setting up a regular meeting with Mann and Bretz a week before the meeting. Jincks asked if the NIT construction permits were in place. Bretz said yes and he has been in touch with the City. Eder commented that there has been a huge change at the Port and change in management. He said is was glad that the Port was still open to shipping, although the recent agreements and fiscal arrangements were not workable. He hoped that people would express their disagreements if they had them. If agricultural products shipped by barges were considered, he asked the Port to keep in mind that barge traffic can be a difficult mix with crab pots. The Port needs to consider moving equipment and scheduling ahead of time. Mann commented on the Commission's decision not to use Commissioners as negotiators. These issues regarding users' needs should come out at the beginning. Bretz said he would like to get way out in front on these issues; when they are addressed at the last minute, things get heated up. It is ideal to be proactive. Jincks said the Port does need to get way ahead. Crab pots are an issue for barge traffic, and for the recreational fleet which has grown tremendously. Clear shipping lanes for barges and boats need to be discussed. Law added that crabbers have regular meetings which are handled by the extension office. Eder said that Newport is being handled differently.

Mann said an accurate financial snapshot of NIT operations is needed. She also requested updates on the development of the Hall property. Bretz said when he last spoke with Evan Hall, they still intend to get started this year. This does not include floating docks, which would need more work in development. The Halls and the Port have been in touch with Pacific Habitat Services. Financially, Bretz talked with other Ports about accounting for lease revenue. They used differing methods. Mann also suggested including projected revenue from the fishing industry. Jincks said he hoped the Port wasn't involved in the Halls' docks. Bretz said as of right now, no. Pettis said the Hall location was a prime spot with deep water at the end of the point, and docks could help alleviate crowding issues. He said if the fleet liked it there, the Port could lose income.

VII. PORT DOCK 5 CONTRACT STATUS UPDATE

Bretz introduced the staff report, which he said was the same report included in the Meeting Packet for the Commission Meeting. Survey work would begin today. Skamser confirmed that plan #2 was the choice made. Bretz said yes, which would have the same footprint as the current pier with a concrete deck and 80' ramp. It would also include upgrades to the fire suppression and electrical systems. Mann asked when the project would be completed and discussed with users. Bretz said the original plan was to be completed in three stages 1. 30% engineering, 2. Final engineering, and 3. Construction. He understood there were concerns that access would still be available when construction was ongoing. Mann confirmed construction would not begin until at least 2 years from now. Gibson said there was a potential that for a short time 5A would not be available, which holds 5 or 6 boats. In response to a question about wider vessels, Gibson said that shouldn't be a concern since these were side-ties. Bretz commented that this work was only on the pier. Jincks said that cost savings on remediation at the Terminal had been achieved by using the old dock as a form, using plywood, and then pouring concrete. There was always a path and place to tie up. There was about $3MM is savings. He suggested calling Nat McDougall Co. Mann asked if the Commission was asking CFUG for additional input. Bretz said this was presented just to keep them informed.

VIII. PARKING DISCUSSION

Bretz said he recently attended a parking committee meeting. Gary Ripka is the representative for the fishermen. The plans will be changing, and the committee is considering parking meters. Bretz said he was informing CFUG if they had any concerns and to let them know who was their representative. Skamser asked if parking committee meetings could be posted on the Port's website. Hewitt suggested seeing if the CFUG email list could be included in distribution for the committee's meeting from the City. Mann suggested inviting Ripka and a City representative to attend a CFUG meeting.

Wright said this committee was looking at something more comprehensive for businesses along the Bay Front. Bretz said Hewitt had pointed out that the Port was the single largest contributor to the fund, which included the fishermen. Pettis said he had been on the committee for a while, and at first, fishermen with stickers would be exempt from paying at meters. Bretz said the Port may have to issue a different sort of pass for a card system. Rates could also be part of the committee's discussion. Goebel said the committee was just at a staff level looking at the parking issue, but had not determined yet the best way to solve the problem. Wright added it was good to bring this issue out at the CFUG meeting.

IX. RECENT EQUIPMENT DAMAGES

Bretz asked the Committee to pass the word around to be careful; some timber had recently been ripped off the hoist dock and three lays of cable were damaged at the hoist. If the Port can identify the users who caused the damage, they will be billed for the repairs. Bretz said his main concern is safety. Brandberg suggested the incidents could be viewed on the Port's cameras.

X. CHAIRMAN REPORT

There was no Chairman Report.

XI. HARBORMASTER REPORT

Gibson introduced the staff report. He said a new piling survey had been done at Port Dock 5, and now the Port needed to figure out how to replace identified piles. Gibson said they had just begun surveying 5D, and 5 piles needed replacing on the fingers. Port staff will soon start surveying on that wing, then will survey Port Dock 7. There are approximately 35 pilings that need to be replaced as soon as possible. Gibson explained the Port had purchased a new camera last year that was being used for the surveying. He passed out a diagram showing pile status, which is appended to the minutes. Gibson said the Port Commission had asked for better figures, which this was trying to address. There is no time line for the replacement at this point. Pettis commented that Swede's Dock is sometimes used in the winter for moorage when there is no room. Gibson said he would not say that someone couldn't tie up, but the piles do need to be replaced. Pettis pointed out that the Moorage License Agreement included language that the Port would not be responsible for damages by any cause. Jincks said damage might be covered under insurance as an Act of God if a storm was the cause. Skamser said there had been a joint tour of the facilities with the Port Commission and the City Council. The issues with the pilings were obvious. She asked if some of the damage at Port Dock 7 was from growth underneath. Gibson said that was not really an issue, but there was a loss of buoyancy.

XII. FUTURE MEETING SCHEDULE

There were no changes to the future meeting schedule.

XIII. FUTURE AGENDA ITEMS

Pettis recommended checking if Ripka had an alternate for the parking committee.

Bob Eder will continue as Vice-Chair.

Jincks commented that another cost saving factor in building the terminal was in using a project manager. An engineer had originally designed a facility that the Port couldn't afford. It would be important for the pier project to have a project manager as well. At this time there is no money for construction, but the engineer could design a project that was too expensive. Goebel said the City has also used project managers in this way.

Mann said if Committee Members had issues they wanted to discuss, they can call or email their ideas for Mann and Bretz to discuss when planning the agenda. She also noted that the agenda included public comment periods at the beginning and at the end of the meeting. She would prefer the meeting to be more interactive, and would prefer to allow public comment during the meeting at the Chair's discretion.

XIV. PUBLIC COMMENT

Goebel said he found the tour of the Port facilities to be enlightening. The City Council can get focused on what they do and forget what others are doing. More interaction would be beneficial. There can be good input for City decisions.

Beck commented that some might remember JFK saying "ask not what the country can do for you, ask what you can do for your country." He said he has heard a lot of what people want from the Port. There has now been a reset, and it is a good time for fishing to partner with and support the Port. The biggest problem for the Port is income. Beck hoped that fishermen would work with the Port to see how they can support the Port financially. Commercial fishing is a huge and respected part of Newport.

Capri said he understood that MTC has asked for exclusive use of the Terminal for two 2-month periods. Mann said this was misclassified, but there was a proposed platform for many current users. Capri asked why there was a request for exclusive use rather than using scheduling. Mann said it was not just a scheduling issue. The reason the Commission was not moving forward was the deals were flawed. When you add in displacing users, it doesn't make sense. Capri asked about using Port Docks 1, 3, 5, and 7. Mann said those users said no, the docks were already full. Brandberg said it was not just scheduling, but a loss of current income. Capri said it is imperative that more income comes from NIT. Mann said she did not want to debate now, but would answer questions after the meeting. Jincks added the contracts were flawed, besides other issues. Capri said the Port had put before the public to resurrect shipping. Jincks said the bond measure just addressed remediation, and the rest was borrowed money outside of the bond. Skamser said they were bad deals, and misleading narratives. One of the first things to consider is where we are and what the Port can afford. She said she hopes more openly financial information is available. Capri said what if the shipping industry asked for a period of exclusive use? Skamser said the Port will want to hear from everyone.

Wright said that CFUG was spot on, with a lot of history. The Port of Newport needs to take a big responsibility. There has been a lot of good responsible action by the Port. Other ports in the state are an absolute mess. It is good to be looking at the details.

Eder said shipping is not on the hotplate right now, and suggested the Port could pivot to consider some trade shows to engage the potential users to show what's available. Beck added that it would be good to find out what the maximum use for commercial fishing would be at the Terminal.

XV. **ADJOURNMENT**

Having no further business, the meeting adjourned at 11:50 am.

ATTESTED:

Heather Mann, Committee Chair	Bob Eder, Committee Vice-Chair

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES
November 6, 2017
Regular Committee Meeting

I. CALL TO ORDER

Committee Chair Heather Mann called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:03 am at the OSU Extension Office, 1211 SE Bay Blvd., Newport, Oregon.

Committee Members Present: Mark Newell (Pos. #3); Heather Mann, Chair(Pos. #5); Gene Law (Pos. #7); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Alternates Present: Doug Morrison, (Alt Pos, #9)

Committee Members Absent: Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Ernie Phillips (Pos. #5); Ted Gibson (Pos. #6); and Bob Eder (Pos. #9).

Port Commission Liaison: Sara Skamser.

Management and Staff: Aaron Bretz, General Manager Pro Tem; Kent Gibson, Commercial Marina Harbormaster; Don Moon, Interim Newport International Terminal Supervisor; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Steve Beck, Newport Resident; Dietmar Goebel, Newport City Council; John Holt, Shrimper/Trawler; Rex Capri, Newport Resident; Cari Brandberg, Fish Buyer.

II. CHANGES TO THE AGENDA

The International Terminal Shipping Facility Report/Recruiting Update was discussed after the Chairman Report as item VII(a).

III. PUBLIC COMMENT

Steve Beck said that the set-aside time requested by commercial fishermen at the International Terminal (NIT) was a big deal, and he asked if there was any agreement in place with the Port. The Port Commission had decided not to move forward with shipping agreements. He had gone on a drive Sunday morning and saw almost no boaters or campers at South Beach, but there were boats mooring and changing gear at NIT. The asphalt at NIT was not in good condition. He suggested the Committee start negotiating with the Port.

IV. APPROVE MINUTES: REGULAR MEETING 9/6/17

A motion was made by Jincks and seconded by Newell to approve the minutes. The motion passed by consensus of the Committee.

V. SERVICE STANDARDS

Bretz introduced the staff report. He said CMMS has been used at the Port to identify what maintenance was needed. There should be standards for services throughout the Port. This would involve looking at how long it takes to deliver service, standards for the quality of services provided, and how much notice should be given for

service needed. Port staff needs to know the needs and expectations of the users, so Bretz asked the Committee for input. Mann asked what prompted this inquiry Bretz said it was internal, and the Port would rather be able to deliver what's needed, and look to find efficiencies. Jincks said the Port's services have ramped up over the years. The concern was wasted manpower if staff was waiting to provide service when they could be working on the docks. Services should be delivered when called in. The needs varied by season. There was a greater need for service at NIT during certain times of the year. Jincks said when there were no boats, staff should be working on maintenance. Bretz said this was a queueing problem. He said there are ways to optimize service; there are patterns, and staff could work with the probability when service would be needed, that service could be expected to be delivered in x-amount of time, and has the ability to provide the service needed.

Mann asked how the Port of Newport compared to other Ports. Jincks said the Port of Newport is different from other ports and is more service oriented, which leads to the productivity at the Port. This year, there was a longer season that in other years. Moving crab gear and fish buying are big service areas at the Port. Aue said that over the years he has moved away from using the fish plant, and there is also a cost factor. Bretz said the dock has gotten busier and he wants to get the best efficiency. Mann asked if there was a draft of service standards. Bretz said it will take a while, and wanted to get an idea from the fishermen what was needed. Brandberg said sometimes there is only one employee available at the hoist dock. If Port staff knew the high usage times then can provide staff. She would recommend the Port let buyers know what they want as far as notice. Thalman said if there are complaints they need to be addressed. He said it is good staff is looking for efficiencies, but studies and models take tweaking. Mann said it sounds like the catchers are fine, but the buyers have some concerns. Bretz said he also wanted to discuss who might be interested in extended service hours. Law said that shrimper/trawlers need access at all hours, not necessarily service. Skamser said if the fishing business keeps growing there will increased use of the hoists. Gibson said the Port could use another 50 ft of dock and a swing hoist, but this is down on the list of priorities behind repairs to Port Docks 5 and 7. He has recently turned down some annual moorage because of decreased dock availability. Beck asked how much revenue was lost. Gibson said it was $3K on the one vessel. Bretz said that Gibson said that there was a need for more pier capacity. Bretz said it may be better to take something that is going well and throttle up.

Brandberg said there was a time when the hoists were locked off after 5 pm. Gibson said there were a lot of issues with people not informing the Port and not being billed. The cameras installed now allowed staff to be aware of hoist use after hours. Brandberg said there could be a card lock system on the hoists. After hours service was always an issue because staff was not always available even when called. She said it would be great if more after-hours help was available. Bretz said staff was also looking to ease congestion during regular hours. However, staff did not want to make a decision without getting feedback from the users. Jincks suggested Gibson do an analysis of hoist dock use after hours to see if it was worth having the extra staff availability. Gibson said staff was considering one employee on a swing shift, and he was analyzing now. Bretz said the thought was to give it a trial and move back if it doesn't work. Jincks said service was good for revenue if staff can keep up.

Newell asked if there were any maintenance plans for the hoist this winter. Gibson said inspections were completed 2 ½ months ago, so the hoists should be good for another year unless something causes damage. Newell asked how the maintenance schedule worked. Gibson said staff tried to have the hoist ready to go for crab season. Jincks said the Port had submitted for Connect Oregon grants twice, and it would be worth looking into again. A recent grant wasn't sought because the Port was supporting the Port of Toledo. Gibson said he would like to see if the Port can replace the center of the dock, add a hoist, replace the pilings at Swede's dock, and redo the access. Jincks said it is best to keep the project small for a Connect Oregon grant. Skamser asked if the hoist dock was the only place to offload fish. Brandberg said for now, yes. There used to be others. She has had some conversations with Pacific Seafood about their dock as an option. Newell said Pacific Seafoods allowed use depending on who was asking and what Frank allowed, based on experience with Trident. Mann said Olivera had said that Pacific Seafood would continue the services provided by Trident. Brandberg said they

still sell ice and bait. Newell added that whiting took priority during that season. Every year more product comes across the Commercial Marina. Brett can no longer unload large boats.

Brandberg said there is a new crab buyer and at least two eel catchers now at the hoist dock. Crab is looking at big years again, so it might be worth seeking a grant because of increased use, and then have boats/buyers schedule ahead. Mann said it sounds like there is already an indication that extended hours would be good. Bretz said staff was considering 18 hrs a day, 5 days a week. Newell said boats could look to schedule ahead. Gibson said that did not stop someone else from coming in. Bretz said he understands that gear changing is a priority. He is trying to make sure that is not pushed out by other services at the hoist dock. Jincks said it needs to make financial sense.

Bretz said this would be increasing service that is not currently there, so he would like to open it up and see. Thalman asked if seafood products can be unloaded at the Terminal. Mann said they would have to talk with the longshoremen. Jincks said if the product was going overseas, it would be unloaded by the ILWU. Newell said most product goes first to Canada, then overseas. Jincks said there used to be a fish plant, then onions, going out of the Terminal. Mann asked Bretz to explore the option of unloading fish at NIT. Brandberg said that use of services dictated the growth of business. Additional availability will lead to more use. Newell said the number of buyers has gone down at the Port.

Law asked if there was an option to use the dock in South Beach alongside the brewery. Jincks said gear used to be unloaded there. Mann asked the committee to formulate some ideas for a future discussion. She suggested the Port extend service through this season and look into a Connect Oregon grant, and perhaps leverage other grant funds. Jincks said the Port puts more manpower into service than maintenance. The cost of service is not keeping up with needed maintenance. This is a huge cost over time. Newell suggested Bretz reach out to the ILWU about unloading at NIT. Goebel asked if the nature of fish buying was changing. Brandberg said there are more users but not necessarily more volume. Eels have been a game changer; unloading is time consuming and always needs a forklift. Another change is adding hake fish. Gibson said squid had also been added. The pump was taken out of the hoist dock, but the equipment is still here. More black cod and bottom fish were unloaded this year. Capri asked if the Port had explored cooperation with private river/bay front property owners as a place to unload and buy fish. Bretz said he had heard some rumors but has not engaged in that discussion yet. Skamser said she would want the Port to get the business.

VI. PARKING DISCUSSION

Bretz encouraged CFUG Committee members to get involved in the parking discussion with the City parking committee and City Council. Mann said that at the September meeting of CFUG they had talked about inviting Gary Ripka to one of the CFUG meetings. She said CFUG needs to figure out the best way to provide information about this process without have to attend every parking meetings. Bretz said most of the discussion about the Port was about using gear storage space at Port Dock 7 for parking, which would lose money for the Port. He didn't know how many fishermen used street parking. Jincks said gear may be organized to provide parking for fishermen, but he would discourage the use of any other Port property for parking. The property at Port Dock 7 is important to the Port and shouldn't be used for general parking. Aue asked if the gravel was going away. Gibson said that when the City's crew leaves, they will level off 200+ feet. This area between the administrative office and the Yacht Club could be paved for more gear storage to free up space closer to the hoist dock. This will be evaluated once the area is leveled.

Brandberg commented that street parking is taken at 5:00 am by processor workers. If they could be required to have a permit or move, this would help parking for fishermen and tourists. She liked the idea of meters because that may discourage processor employees from street parking. Law said those employees were still part of the mix and need parking spots. Bretz said he was just trying to spread the word. The concern from the Port is gear vs. parking. Mann said she is concerned with the availability for fishermen and fish buyers. Goebel said the

concerns need to be brought to the committee. Mann asked if there was anyone CFUG can communicate with. Holt added that there was an issue years ago with angled parking. Jincks said the Port joined the parking committee because they need a voice. The committee is run by the Bayfront Association. Now the fishermen's interest is part of the process but they need to be more active. Mann said there needs to be work with the fish processors; they also have a right to park. Goebel said he will check if the next meeting of the Parking Committee has been scheduled. Bretz said when he goes to the meeting, he represents the Port. He and Derrick Tokos are the only Port/City representatives on the committee.

VII. CHAIR REPORT

Mann said she wanted to consider how CFUG can be effective, and she is open to suggestions. The Commission could also ask for information from CFUG. In the interest of transparency, she shared that she was contacted by Kevin Mannix who works with small scale agriculture shippers that could work within the commercial fishing schedule at the Terminal. Mann said she shared this at the Commission meeting. She encouraged Committee members to attend Commission meetings.

VII(a). INTERNATIONAL TERMINAL SHIPPING FACILITY REPORT/RECRUITING UPDATE

Bretz introduced the staff report. Mann asked if Evan Hall of Rondys had had a conversation with John May. Bretz said May was part of the shipping group working with Mannix. Bretz had spoken with May a few times, he wants to be clear he understands the NIT base, that fishing is a longstanding user of NIT, and is interested in working in concert. There is no real offer at this point. Bretz attached the Commercial Fishing platform to make sure he was working in the same vein. He asked if there was anything else he should keep in mind. Mann said she would prefer that the platform reference that other fishermen signed the document. Hewitt said she would attach additional information to the minutes. Bretz said there is a lot of "junk" out at NIT. Some gear could be removed. Jincks asked why the Port would get rid of the gear if there is not a problem and it was generating storage revenue. Skamser pointed out that some midwater fishermen from Seattle want their nets fixed which takes room even with the best equipment. Jincks said if there is room, it will be used. Bretz said he was still looking at net space. Moon said he has been cleaning up the last couple of months and would like to make more room because it will be tight at NIT shortly. Bretz said that gear is stored on Rondys property, and Jincks said it may have to move back to Port Dock 7. Jincks said the question is the mitigation site, or the 9 acres will be useless. Rondys would furnish property for mitigation. Mann said she had queried member of the Midwater Trawlers' Cooperative, and they have been happy with Don Moon so far as Interim NIT Supervisor.

VIII. HARBORMASTER REPORT

Law asked if there was progress on the Port Dock 5 pier access improvements. Gibson said the Port is moving forward with 30% engineering. Skamser suggested getting in touch with McDougall. Bretz said he spoken with them and with OBEC to see if there could be cost savings on the design. OBEC is starting on permits. Jincks said the Port is behind on the CMCG process. Engineering is needed to get permits. Mann said there may be some information in past minutes.

IX. FUTURE MEETING SCHEDULE

Mann said that March 12th is during the Pacific Council meeting. Bretz said he could ask Eder about chairing the CHFUG meeting. Bretz also said he would send out a text before the next meeting. Newell said he would also be at the Pacific Council meeting. Mann said CFUG may consider moving the March meeting

X. FUTURE AGENDA ITEMS

A. Vendor's License?

1. List of Licensed Vendors

Bretz said that the Port of Toledo requires vendors who do business at their location to have a vendor's license issued by the Port so they know who is doing work on their property. There was a recent report at the Port of Newport that someone wanted to make a claim against a service provider, but the Port had no information on file. The Port does not have a current process to keep track of who is here or obtain certificates of insurance. Beck said if a claim was made against the vessel's insurance, they still would subrogate against the vendor, and would also look at the Port's insurance. Anyone who does service at the Port should have insurance. Mann said if people signed up as a vendor, they could also be advertised on the Port's website. Aue said he has taken for granted that this would be covered under the boat's insurance. Jincks said it would be the Port and the boat together. It would depend on what was requested; there are some excellent craftsmen. Thalman said there was also a difference between waterfront and business insurance. Mann suggested Bretz research what is done at other ports. Beck said the only person who would be exposed would be the party who does not have insurance. Brandberg said vessel owners who are lessees have to show a $2MM policy. Insurance is a cost of doing business, and policies are not that expensive. If a vendor was doing good work they can afford insurance and it would be reasonable to expect them to have a policy.

XI. PUBLIC COMMENT

Beck suggested CFUG document how important NIT is to commercial fishing, including gear, moorage and condition.

Brandberg thanked the Port for looking at how to expand services. At times in the past her business has felt unwanted, so she appreciated the Port recognizing business need.

Law asked if there was a reason someone couldn't bring their own forklift to the Port docks. Gibson said it was part of the Port's Ordinance and would cause problems.

XII. ADJOURNMENT

Having no further business, the meeting adjourned at 10:33 am.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

Walter Chuck, President

Port of Newport Port Commission 600 SE Bay Boulevard

Newport, OR 97365

July 25, 2017

Dear President Chuck and Commissioners

Please accept these comments on behalf of the commercial fishing industry that utilizes the facilities in the Port of Newport. Newport is home to a successful and diversified commercial fishing industry that contributes tens of millions of dollars annually into the economy of Lincoln County. Hundreds of residents are employed directly in the commercial fishing industry as boat owners, crew and processing plant workers. Hundreds more are employed by the dozens of support businesses that exist to service the industry. The commercial fishing industry contributes greatly to the success of the Port of Newport and it is in the best interest of the commercial industry to see the Port thrive.

Based on all the information that is publicly available we have strong concerns about the Port of Newport moving forward with the agreements it is considering with Teeven Brothers and Silvan Forestry. Our concerns are two-fold. First, the current agreements do not appear to be beneficial to the Port and could jeopardize the Port's financial future which will harm the fishing industry and the larger community. Second, the Port has not recognized the importance of the International Terminal to the commercial fishing industry (the primary users of the facility for the last thirty years) and has not authentically negotiated on our behalf with the logging and shipping companies to secure priority access during our high use times.

On July 17th, General Manager Kevin Greenwood made a telling statement on the Boss radio show. After saying he plans to bring the same agreements in front of the Commission from last month, he then said, "We have heard anywhere from 2-4 months of exclusivity from the fishing community and I think if you look at four months that pretty much makes shipping infeasible as a real viable business opportunity here in Newport."

There are certain times of the year when the IT is fully subscribed with vessels. For many of these vessels there is nowhere else in the Port that can accommodate them. For those vessels that could potentially be moored at Port Dock 5, there is growing concern from the vessels that are already moored there about increased competition for limited space.

We keep hearing that having exclusive use for the fishing industry does not work with the shipping company's business plans. Being displaced from the IT does not work with our business plans or the business plans of all the companies that provide services to the industry and depend on our business during these peak use times. We are an existing, successful and growing industry. We have been the primary users of the International Terminal for the last thirty years. It is a sad day when the Port of Newport chooses to neglect its current customers

and local investments in favor of out of town interests. Especially when the revenue being generated at the International Terminal by the commercial industry has more than doubled in the last four years. The trend is continued growth!

Revenue from Commercial Vessels at International Terminal

Fiscal Year	Moorage	No. of Vessels	Services	No. of Vessels	Total
2016-2017*	$115,238	52	$351,606	103	$466,844
2015-16	$94,570	43	$281,559	93	$376,129
2014-15	$74,750	45	$213,683	93	$288,433
2013-14	$77,935	45	$152,004	108	$229,939

Source: Public records request to Port of Newport

At the same time, even under the best-case scenario it will be close to a decade before the Port realizes any significant profit from the shipping operations being currently considered. Jeopardizing an existing industry that means so much to the community to take on $4.5 million in additional debt that does not result in positive profits to the Port for many years seems nonsensical at best and a clear abdication of the Port Commission's fiduciary responsibility.

Based on all that has been made publicly available over the last few months and the General Manager's statements from July 17th, we urge the Commission to terminate any further consideration of the current proposals. Further, we encourage the Commission to consider and adopt the "Commercial Fishing Industry Platform Regarding International Terminal Access" which is included with this letter and broadly supported by the industry.

The fishing industry continues to support the reintroduction of shipping if the companies the Port is partnering with propose economically viable plans that protect the fishing industry's access to the International Terminal and that do not jeopardize the financial status of the Port of Newport. The current proposals from Teeven Brothers and Silvan Forestry do neither.

Thank you for your consideration. Sincerely,

Fishermen / Fishing Businesses

F/V Bay Islander – Kurt Cochran

F/V Coast Pride – Mike Retherford and Chris Retherford F/V Excalibur – Mike Retherford

F/V Excalibur II – Kent Leslie and Bill Jacobson F/V Gold Rush – Don Ashley and Bert Ashley F/V Golden Pisces – Dennis McMannus

F/V Grumpy J – Pacific Seafood F/V Kylie Lynn – Corey Rock F/V Lady Kaye – Ted Gibson

Fishermen / Fishing Businesses Cont.

F/V Lisa Melinda – Dave Smith and Jerry Bates F/V Majesty – Trident Seafoods

F/V Mandy J – Mike Retherford, Mikey Retherford and Chris Retherford F/V Marathon – Kurt Cochran

F/V Michele Ann – Raysha and Poggy Lapham F/V Michelle Renee – Stoian Iankov

F/V Miss Berdie – Stan Schones and Tom Stam F/V Miss Sarah – Todd Whaley

F/V Miss Sue – Jim Seavers

F/V Muir Milach – Aleutian Spray Fisheries F/V New Life – Kurt Cochran

F/V Northern Ram – Trident Seafoods

F/V Pacific – Mark Cooper and Chris Cooper F/V Pacific Future – Pacific Seafood

F/V Pacific Ram – Trident Seafoods F/V Pegasus – Brian North

F/V Perseverance – Mark Cooper and Chris Cooper F/V Raven – Robert Smith and Lyle Yeck

F/V Redeemer – Gary Ripka

F/V Seadawn – Fred Yeck and David Jincks F/V Seeker – Jim Seavers

F/V Tauny Ann – Taunette & Kevin Dixon F/V Timmy Boy – Robert Eder

F/V Western Breeze – Gary Ripka

F/V Winona – Mike Retherford, Mikey Retherford and Chris Retherford

Newport Seafood Processors

Bornstein Seafoods Pacific Seafood Pacific Surimi

Support Businesses

Carson Oil

Curry Marine Supply

Englund Marine Supply

Kevin Hill Marine

Midwater Trawlers Cooperative

Fishermen's Wives Association

Refrigeration Management, LLC

Oregon Coast Bank

Schiewe's Marine Supply

Schiewe's Electric

Troyer's Marine Supply

West Coast Seafood Processors Association

Yaquina Boat Equipment Newport

Port of Toledo Boat Yard Northern

J Lamb Marine Electric NW Vessel

cc Kurt Schrader, U.S. Congressman Dave Gomberg, OR Representative Sandy Roumagoux, Mayor, Newport

Spencer Noble, City Manager, Newport Lincoln County Commissioners

James Rand, Newport News Times Dave Morgan, News Lincoln County

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES
January 8, 2018
Regular Committee Meeting

I. CALL TO ORDER

Committee Chair Heather Mann called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:00 am at the OSU Extension Office, 1211 SE Bay Blvd., Newport, Oregon.

Committee Members Present: Clint Funderburg (Pos. #1); Heather Mann, Chair (Pos. #5); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); and David Jincks (Pos. #11).

Alternates Present: Cari Brandberg (Alt. #3); and John Holt (Alt. #7).

Committee Members Absent: Mike Pettis (Pos. #2); Mark Newell (Pos. #3); Ernie Phillips (Pos. #4); Gene Law (Pos. #7); Bob Eder, Vice-Chair (Pos. #9); and Dave Thalman (Pos. #10).

Port Commission Liaison: Sara Skamser.

Management and Staff: Aaron Bretz, General Manager Pro Tem; Don Moon, Interim NIT Supervisor; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: John Moody, Pacific Seafood; Rex Capri, Newport Resident; Dietmar Goebel, Newport City Council; Bill Olivera, Pacific Bio Meal Plant; and Dennis Anstine, Newport News-Times.

II. CHANGES TO THE AGENDA

There were no changes to the Agenda. Mann commented that since the prior meetings minutes were not included in the Agenda or Meeting Packet, they will be reviewed for approval at the next Committee meeting. Committee members, staff and audience members introduced themselves.

III. PUBLIC COMMENT

There was no public comment at this time.

IV. HALL PROPERTY UPDATE

Bretz introduced the excerpt from the draft minutes of the Port of Newport Board of Commissioners' Work Session on December 15, 2017, which captured the presentation and discussion with Evan Hall regarding Rondy's Inc. Bretz said that Hall had briefed the Commission on Rondy's plans for McLean point, which they want to start developing in 2018. They will be focusing on storage space, intended to be available to the marine industry including commercial fishing. Hall asked for feedback on the commercial fishermen's ideas or needs for the future. Bretz said that Hall said anyone could call him to provide that feedback. Jincks asked if there had been discussion about gear storage. Bretz said that he had discussed this with Hall, who said gear storage could probably be accommodated. Jincks said the Port needs to consider that gear storage generates $80K in income. Jincks added that this issue had been looked at a few years before, including considering storage on Port property and reducing the gear pile; there needs to be a plan so that storage can still generate funds. Bretz said the Port has been looking at reducing the pile, but some decisions depend on what happens at the Terminal. Skamser asked what the fishermen thought about stacking storage. Gibson said it works well at the Commercial Marina for outriggers. Moon said he was looking into building a rack on the back of the Terminal lot. Skamser said it would be helpful if the fishermen identified the types of gear that would be stored.

Mann said she was contacted by a researcher who was recycling nets, who was looking to recycle gear. Skamser asked if the Terminal had a recycling container. Moon said yes, and it fills about every two months. Bretz asked if the recycler paid for transport. Mann said the receiving company in Denmark pays for the shipping. This may need to be done out of

Astoria, since it is shipped by containers. The company breaks down the material into recyclable plastic. Mann said there are some recyclers on the West Coast, but they only want nylon. Jincks asked about the dredge disposal site on the Hall property. He said that the Port currently has only two disposal sites; others in the past had been filled. Jincks said it was important for the Port to have and protect disposal sites. Bretz commented that Toledo also has issues with dredge disposal and could perhaps partner with PON. He added that the Port had sold a lot of sand this year, but material will be added to the South Beach disposal site from the Army Corp's dredging of the South Beach Marina.

Mann asked how the Committee could provide input to Hall and the Commission on this topic. Bretz said Hall could use a recommendation on the needs of the commercial fleet. Some concerns may be cold storage or more places to land catch. Mann said she would like the Committee to be presented with specific questions. Gibson asked if there had been discussion about docks. Bretz said there was consideration of a floating dock or pier. Skamser said Hall had made a point that he was part of a fishing family, and they wanted to include the City and the Port to enhance what is there. Mann suggested a concern for development on private property could arise if the property were sold. More docks are needed. Jincks said floating docks won't work because of the tide, current, breakwater, and eel grass. Bretz said there was also a concern about keeping access to an area for staging barges, which Hall said would be open in the short term. Mann suggested inviting Hall to a CFUG meeting to help the Committee provide input to the Commission. Jincks said the Committee could review some, but not all, of the issues. He suggested input would be better based on infrastructure on what is needed by fisherman; the overall lease will be left to the Port. Brandberg said Hall wants to help the community, and it would be more helpful to identify needs before the Port meeting. Bretz suggested that the Committee could create a unified voice. Mann said it would be important to have the right people in the room when the Committee made a decision. Bretz will contract Hall to arrange for him to come to a CFUG meeting.

Gibson said a t-pier has been useful. Jincks said the cost of floating docks goes up, and mitigation goes up. Bretz said the advantage of something low is the ability to do work alongside the hull. Jincks agreed moorage is needed. Capri said he has seen barges tied off a bulkhead on shore and anchored, that are removed to the shore when the water freezes. Bretz said he had looked into barges, but they were very expensive. Jincks said adding docks would also require discussion with ODFW for things like daylight issues.

A motion was made by Jincks and seconded by Gibson that the Committee agrees additional moorage is needed. There was no opposition to the motion.

V. PORT DOCK 5 PROJECT UPDATE

Bretz referenced the engineering plans included in the Meeting Packet. He said it was too late to start the Construction Manager/General Contractor (CMCG) process since it was not declared in the beginning. Next the plans can be sent to a General Contractor to do some value engineering. It is clear that access to the pier needs to be maintained throughout the project. Jincks said it was an oversight that the CMCG process wasn't initiated for this project, but should be done for any project over $1MM. He also asked how much ODFW was involved since the plan involved pulling pilings, which could result in creosote release, vs. snapping off pilings which could be considered mitigation. Bretz said OBEC was working with ODFW. Skamser asked if anything had been done similar to when Kent Gibson changed the angle of piers in the Port Dock 7 drawing for ADA requirements. Bretz said that for the Port Dock 5 pier project, the pier was made shorter and the ramp was made longer to comply. Funding has not yet been found. The next step would be final engineering, then look to fund the project.

Jincks said it wouldn't hurt to start seeking grants as soon as possible. If the Port waits until the engineering is done, there is a chance permits would be lost. Bretz said the financial analysis of the Port showed that PON is underperforming with grant revenue. Hewitt has a diverse background as will be attending a grant writing seminar. It will also be important to know where to watch for grant availability.

VI. CHAIR/COMMITTEE REPORTS

There were no reports. Bretz said if there was ever a gap in service to please let him now, and provided his cell phone number to Skamser to pass on if needed. Mann noted that insurance for people doing work on Port property was not on the agenda. Bretz said he had just met with the Port's insurance agent. The Port does ask if a person is operating on Port property that they be properly insured. Holt asked about the sea lion problem. Bretz said that ODFW needed to be contacted about options. Skamser said that the Port could find out about what was done in Monterey to get rid of the sea

lions. Jincks said most of California's problems have moved up here. Capri said there is one male sea lion who has been charging people at PD5. Mann suggested there may be additional options if an animal is threatening. Brandberg said she had called ODFW when threatened at the Patty Mae barge, and they told her she could use a slingshot. Holt asked if the Port was liable for tourists. Bretz said the Port wants to make the docks as safe as possible legally. Jincks said the sea lions have a huge impact both in danger and damages. There are a lot of people working on this issue.

VII. FUTURE MEETING SCHEDULE

A. Discussion about change of meeting schedule and possible restructure to align the Committee better with the Port Commission

Mann said she had a discussion with Bretz about perhaps changing the schedule for meetings so that CFUG met once a month on Friday's after the Port Commission Agenda was published and before the Commission meeting the next Tuesday. She said she also planned to attend almost all of the Commission meetings. Jincks said he thought this was a positive step but it may not be necessary to meet every month. Port projects all rely on money. The Committee can identify needs but funding has to be found. Bretz agreed that the Committee and Commission need to work better together. It would be hard to get a meeting scheduled between the agenda and the meeting because of staff time required surrounding the Commission meetings. Pushing the preparation of the Agenda back would not be a solution since changes would likely need to be made. He said the Commission does read the Committee minutes and has responded. Hewitt suggested both Commission and Committee make an effort to engage back and forth, through formal recommendations from the Committee to the Commission, and specific requests for feedback from the Committee to the Commission.

VIII. FUTURE AGENDA ITEMS

Bretz said the City has a Vision 2040 project, which he will bring up at the next Port Commission meeting. The Vision 2040 Committee is looking for a representative of the Port with a global view. Mann said she went to the Parking Committee meeting. She was surprised that the plant workers and commercial fishermen were pushed off. Goebel said the City Council does not necessarily take that position; there are lots of people concerned about the fishing community. Holt suggested the triangle at the corner of Bay and Fogarty may be a good location for some parking. Jincks said it would be nice to have the parking plans for review. Hewitt will send a link to the draft on the City's website. Brandberg said the Fishermen's Wives were contacted with parking concerns as well. Jincks said that fishermen's parking was the main reason the Port joined the Parking District, and needs to use its voice on the Committee better. Bretz said it would be helpful for CFUG to generate something specific.

There was a discussion about where on the Agenda the Committee's communication would fall. It was requested that CFUG be added to Presentations/Correspondence, to include a report from the Chair or other representative, the meeting minutes, and any decisions made.

IX. PUBLIC COMMENT

There was no additional public comment.

X. ADJOURNMENT

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

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES
February 23, 2018
Special Committee Meeting

I. CALL TO ORDER

Committee Chair Heather Mann called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:03 am at the OSU Extension Office, 1211 SE Bay Blvd., Newport, Oregon.

Committee Members Present: Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Gene Law (Pos. #7); Bob Aue (Pos. #8); Bob Eder (Pos. #9), Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Alternates Present: None.

Committee Members Absent: Mark Newell (Pos. #3); Ernie Phillips (Pos. #4); Mark Cooper (Pos. #5); Ted Gibson (Pos. #6).

Port Commission Liaison: Sara Skamser.

Management and Staff: Aaron Bretz, General Manager Pro Tem; Kent Gibson, Commercial Marina Harbormaster; Don Moon, NIT Supervisor; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Robert Smith, F/V Raven; Mike Storey, F/V Pegasus; Denise Schock, Fishing; David Allen, Newport City Councilor; Evan Hall, Rondys Inc.

II. CHANGES TO THE AGENDA

Mann asked those present to introduce themselves and thanked them for coming. Mann said at the last meeting, the Committee discussed matching up CFUG meetings with the Commission agenda in order to be more effective. She added that the Commission had discussed this at their last meeting, with most interested. Mann said the Commission would be discussing the Newport International Terminal (NIT), so this Special Meeting was set up for CFUG to provide input. Mann said she is still trying to figure out how to match; it is a load for Port staff to set up additional meetings when the Commission meeting is being prepared. This meeting will focus on issues at NIT, which affect everyone.

III. PUBLIC COMMENT

There was no public comment at this time.

IV. EVAN HALL: RONDYS PRESENTATION

Hall introduced the diagram of the conceptual master plan for the Yaquina Industrial Park, which he said was flexible. He said he wanted to give an update on the project status and answer questions. Hall said the goal for this summer was preparing the site, moving the dredge spoils, raising the elevation, and dealing with the wetlands and mitigation. The timing of the park development would depend on how phase 1 goes. He said phase 1 would be area 3 on the diagram, a 4900 ft^2 building creating economical storage units. Phase 2 would be Lot 1 on the diagram, with would be a 48K ft^2 building geared toward commercial use, overall businesses that support the maritime industries and a connection to NIT. This may include fishermen, marine trades, support services, and the

growth of marine research. Later, Lot 7 development would be water frontage, potentially including a dock, cold storage and a processor. Hall said that Lots 1, 2, 3 and 4 were zoned industrial. The other lots were zoned water dependent which is more restrictive. The mitigation would involve returning areas to estuarine mud flats. Rondys was working with the Port to mitigate Port wetlands.

Mann asked if Rondys would still consider building a dock even if the cold storage and processor weren't going to happen. Hall said a dock would need businesses to support it. Cold storage may go in first. Pettis said from the fishermen's point of view, a fish plant not owned by Bornstein would be desirable, even if Bornstein looked to purchase area at the site. Hall said he is looking at bringing in multiple markets that complement each other. Rondys has benefit to the community as a priority. Jincks asked if there was sufficient water and electric service without an upgrade. The primary cost would be sewer. Hall said he thought just transformers would need to be put in for electric. The City wanted to extend a redundant line across the bay at McLean Point, which would be good for Rondys. The City has also considered extending the sewer with $2M from the Urban Renewal. Jincks commented that Urban Renewal depended upon property leased and developed. Allen said McLean Point Urban Renewal District was geared toward property leaving the Port to the private sector which would generate tax income. This would depend on development and Port/private sector projects. There may be other related water and sewer projects outside of the Urban Renewal District.

Skamser asked if the lease agreements to the Port would be phased in. Hall said there are two scenarios: 1. Release the whole lease or 2. Release the industrial half first and later the water dependent half. The leased gear storage area would need review with the Port. This storage area is a benefit to fishermen. He is not sure how to approach this in the future. Covered, secure gear storage could be a possibility, or Rondys taking over the open gear storage. Hall said he had also talked with Bretz about a potential 200 ft. loading dock that would work with the Industrial Park and NIT. Jincks commented on the value of the property leased to the Port. This is already a dredge disposal site, and users have come in because of the use of this area. Without mitigation, the Port has a loss of two acres. He also recommended taking full advantage of the Urban Renewal plan. Hall said the use is phased in the plan. A big aspect was the shipping facility. Bretz said since the permits were based on a log yard, without another project identified, it was difficult to mitigate. Jincks suggested the Port keep the door open. Hall said the development should benefit both Rondys and the Port.

Mann asked about timing for constructing a dock. Hall said permitting would take two years, and dredging may also be needed – possibly three years for the dock. Bretz said the channel had been surveyed recently and he should receive the result in the next couple of weeks. There would also be some challenges because of eel grass. Pettis said a floating dock would be good for moorage and would bring in more money. Mann asked if the Committee wanted to make a recommendation to the Commission. Law said the Committee should support the Hall family. Pettis asked if there was a possibility for grants. Mann said that the Department of Agriculture has matching grants, and EDA has others. Hall said if the Rondys project is partnered with public entities there are more possibilities such as TIGER or Connect Oregon. Mann said they could leverage a bond. Bretz said he had talked with the State and a planning grant was a good possibility. Grantors don't want controversial issues. Allen asked if the City of Newport work with planning, to which Bretz replied yes, they are a stakeholder. Mann said that, in general, the Port could work more closely with the City. This has been effective in the past. Bretz said he has been hearing that, and more understanding of the situation is helpful.

Mann said the Commission is in the process of hiring a new General Manager. The Commission voted 3 – 2 in Executive Session to move forward with the high scoring candidate. Bretz has done a good job in the meanwhile. Bretz said he can brief whoever comes in as the General Manager to get him up to speed. Hall said there has been a loss in momentum with what's going on at the Port and the Port should be leading and making sure they are taking advantage of opportunities. Jincks said it is a balancing act for the Port with other industries showing growth. Mann said she had heard research wants to use the terminal. Hall said as for shipping there is a scale issue and the Port of Newport has a niche opportunity, including short shipping within Oregon. Allen recommended

contacting Derrick Tokos. Hall said that engineers and architects have been meeting. Mann said Skamser would report on this meeting to the Commission as liaison to the Committee, and Mann will also send a report.

V. REVENUE AT THE TERMINAL, FINANCIAL OUTLOOK

Mann referred to Kimball's report, included in the meeting packet, and said he would be providing information to the Commission at a work session on February 27th. Bretz said most of the focus would be on slides 8 – 12 (pgs. 11 – 16 in the packet). Kimball will be presenting 3 – 4 scenarios about what the Port would want in revenue. The scenarios would be based on some maintenance figures and current remediation. There is also consideration of fulfilling the promises on the bond measure. Kimball will be looking at minimum/maximum revenue over next 30 years. Mann asked if the $1.1M figure would fund improvements in other areas of the Port. Bretz said that addressed only NIT. Jincks said the Port is one unit, although this was good to break down to show. When considering debt and investment, consider the whole Port. Breaking down into business units has limitations. During the last shipping mess, the loss at NIT was falsely represented. Bretz said this would be a higher level than Kimball is addressing.

Mann asked if a decision was made that NIT generate income to make up for other losses. Bretz said no, the Commission has not gotten into that. Skamser said NIT is still on the ground floor and all the pieces are not yet together. Kimball was trying to see what the business units were doing. Jincks said that Astoria budgets by business unit, then back to the Port. Upland job support in the area is missing in the analysis. Bretz said that one point Kimball made is the performance at NIT is not as bad as it seems since a lot is on the taxpayers. Mann said that she and Yale Fogarty had worked on the bond. Almost all of the money went into remediation. Bretz said the Port did not get a loan; the bond revenue is from taxpayers. Jincks said that $13MM was spent on remediation. Mann said a future agenda should include policies related to future NIT operations. The Committee needs to know the Port's goals. Bretz said the issue of what to do is a combination of finances and operations; the debate was what to do first. Jincks said that was a good point. The last project failed because of a lack of collaboration. The Port needs to consider the users of the facility and collaborate from the beginning. Jincks also said that jobs and the terminal were not used in prior grant applications, which may have changed the result. A business plan for NIT needs to be created collaboratively with users. Bretz said he thinks the Port is close to the point where that can be done.

VI. REVIEW OF TERMINAL OPERATIONS RELATED POLICY

Eder asked if NIT would be available to move product because of the high level of activity at Port Dock 7. Bretz referred to the policy in the packet. He said in the past there was a gentlemen's agreement between the ILWU and the Port that fish could not be unloaded at NIT without using longshoremen. Jincks said for clarification longshoremen would handle the offloading for international business but not for domestic. Mann asked if Eder would need to use longshoremen if he wanted to unload and sell out of NIT. Jincks said that is the understanding. Mann said changes should be discussed. Bretz said it would not be wise to make changes now. Newell said he also needs to use NIT. Jincks said this has been talked about in the past. The Port is losing money by the manpower used there. He would support a business plan created for using the NIT pier. Kent Gibson said that Port Dock 7 has been busy. Mann commented that the Port could be making more revenue. Bretz said this is a plan to develop. The Committee can make a recommendation for what's needed.

Aue said Pacific and Hallmark are upset they can buy less, a benefit to the fishermen. Eder said there was not an agreement with the processors until Don Mann. Bretz said he had a conversation with Grays Harbor who charged $.40/pound for fish unloaded. Jincks said the congestion at PD7 robs manpower from other maintenance tasks. Newell said more could be operated by the fishermen themselves. Gibson said shrimpers can sit all day at PD7. He suggested extending PD7 75' each way could allow for more hoists. Bretz said an idea for PD7 was to seek grant money to construct side ties and extend the hoist dock. Mann asked if product could be unloaded at the

Terminal right now. Bretz said he would stick to the past rules, not change policy now. Skamser said the Port Commission could move forward; getting direction from the Committee is important. Some prioritization would help.

Eder said he was looking for consensus to make a recommendation to the Commission to investigate opening the NIT hoists to unload product. Jincks said he would support that if it were termed as creating a business plan to support unloading at PD7 and NIT. If this is just a knee-jerk reaction, it won't solve the original problem. Mann agreed she would want an examination of how to improve product unloading. Newell said he probably won't be able to get into PD7. He will go to the terminal to unload and if needed will bring his attorney. The Port can attract business right now. Mann said that there could be more revenue at the Port by just expanding what is happening now that's not yet supported. Pettis commented that was a good problem to have. Eder said this was a chance to encourage small business. Storey asked if NIT was a closed union Port. Funderburg referred to a related lawsuit in Honolulu that was a legal struggle. Bretz said that to get a business plan right would involve evaluating what is needed. Schock reiterated that there is an immediate need for boats to unload. Jincks said the Port has to make money. The facilities and services are important to fishing and can't be neglected, so it is important to create a business plan. Skamser said she has heard a lot that the Port needs to get ahead of things. There is no need to advertise for fishing use – the hoist is available. Mann said the Committee could recommend that the Commission address the immediate need, and could say a long term business plan was also needed. Kent Gibson said 2MM lbs. moved across the dock. Bretz said the way the Port charges fees right now is not easy to track. Mann said there is also a need to plan for the long term, with the fleet arriving in the summer. She said she heard that the albacore fleet was looking for space. Bretz said that was an operational problem trying to accommodate more boats.

Kent Gibson said the plan may require more Port staff. Jincks said he would like to see collaboration with others, perhaps the possibility that fishermen would be using forklifts, but that would be a liability and contract issue. The Port still has to make money on the facility other than moorage and has to address normal wear and tear. Bretz said at the terminal, much higher tariff rates apply. He will need to go back and review the tariff. Jincks said there has been interest in shipping live crab to China, which would be handled by the ILWU. Eder said it might not be a big problem. Fishermen could sell to local buyers, who would then ship out of the country. Jincks said the determination of export would be based on the first receiver. Mann referred to the tie up policy. This was brought up in the summer by those opposed to shipping activity. The policy was put in place when NIT was a different landscape. Jincks said this was prompted by Fred Wall who wanted to put in a shipyard. The cracked concrete dock was already closed, as well as a section of the wood dock. The policy was a knee-jerk reaction to Wall. Within six months, Wall moved to Reedsport. The policy is an artifact. A tie-up policy may be needed in the future to reflect current needs. Bretz said that is a good reason to add an expiration to policy. Jincks added that NIT was also used if emergency repairs were needed. Mann suggested recommending to the Commission that the tie-up policy is null and void, and a future policy would need development. Thalman said there is a need to review the policy. If in the future shipping comes in, it could be a problem. He suggested recommending a timeline to address the issue, as there would be a gap in policy. Mann said the policy was never enforced, so there was a 20 year gap already. The policy needs to be reviewed based on what's happening now and what will happen in the future.

Jincks said there would be log shipping at NIT today if a business plan had been written first. This is a fault of the Port that needs to be corrected. Mann suggested asking the Commission to recognize that the policy was never enforced and allow CFUG to develop a tie-up policy based on current needs. Skamser suggested maybe a subcommittee could work on a tie-up policy. Bretz asked if there was an issue now because of the tie-up policy. Mann said the issue is that the document is being passed around as current policy. Jincks said the policy was a step toward creating a business plan and was created collaboratively. NIT is an important piece of real estate. It takes coordinated effort for shipping, including tug boats, crew, etc. A lines agreement is valuable because the longshoremen help prevent damage to the facility. It should be reviewed, but a lines agreement is needed. In the future, at sea processors tie up themselves. Divine Salvage had tied at the dock, and were fined because the

longshoremen weren't there. The Terminal fender piling was not installed correctly because the Port was out of money. There is no give. Mann said policy needed to be reviewed and updated, address research vessels and wave products in addition to fishing tying up at the dock. Skamser said that the ILWU were experts and the liability issue is why they are valuable to the Port. Jincks said there would be agreements with stevedores, who then contract with unions. Pettis said there was a 150' vessel tied up at NIT getting ready to leave. He was surprised that untying required longshoremen.

VII. DISCUSSION OF FUTURE TERMINAL OPERATIONS

The Committee platform and proposed resolutions, included in the meeting packet, both addressed the use of NIT. Neither were acted on by the Commission. It is a concern that revenue is lost from current users, and Mann urged the Commission to keep this in mind when looking at other shipping deals. Jincks said he believed in incorporating shipping but current needs should be addressed across the Port. Mann said that the Midwater Trawlers Cooperative supports shipping as long as they're not being pushed out. Jincks approach is long-term, but current Port Dock use needs to be addressed. Law suggested creating the business plan in increments, with moving product at the terminal done first. Bretz said the Commission may not be widely aware of the crowding issue at PD7 and should be a priority. Jincks said it is possible to address offloading catch and shipping policies in a short period of time. A problem is the larger vessels that rely on NIT for moorage. Storm damage could occur at PD5 when too many ships are tied up. Eder commented that the Industry Platform included specific dates. There may need to be language providing flexibility. Another comment was to keep in mind this requires working together in the spirit of negotiations, involving discussions with users early on. Mann said there were some misconceptions; the agreements failed because they were bad deals, not because of MTC or the fishing industry. There has to be a consideration of revenue and future users, which may include a fish plant or small buyers co-op. The business plan should be a living document. Law suggested the revenue timeline could be included in the business plan. Skamser said she would like to see Committee members at the Commission Meeting.

Bretz said that a lot of operating policies are put in place when people feel they are not powerful with what's going on and want to make a rule to protect themselves. As important as or more important than policy is having the right people in place. Mann said the Port needs to recognize the significant income the MTC brings into the community. Jincks said the Port has an amazing diversity of boats from small to large. The Committee needs support from the Port and City. When the Port previously discussed shipping, they gathered information about fishing but did not use or recognize that. Schock asked if cruise ships were being considered. Bretz said there are different possibilities for the use of the 9 acres.

VIII. FUTURE MEETING SCHEDULE

To be determined.

IX. ADJOURNMENT

Having no further business, the meeting adjourned at 12:00 noon.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES
11 June 2018
Regular Committee Meeting

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

Agenda Item	**Audio Time**

I. CALL TO ORDER — 0:00

Committee Chair Heather Mann called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee (CFUG) to order at 8:58 am at the OSU Extension Office, 1211 SE Bay Blvd., Newport, Oregon.

Committee Members Present: Clint Funderburg (Pos. #1); Mark Newell (Pos. #3); Heather Mann (Pos. #5); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Eder (Pos. #9); Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Alternates Present: Gary Ripka (Pos. #2).

Committee Members Absent: Mike Pettis (Pos. #2); Ernie Phillips (Pos. #4); and Bob Aue (Pos. #8).

Port Commission Liaison: Sara Skamser.

Management and Staff: Doug Parsons, General Manager; Aaron Bretz, Director of Operations; Kent Gibson, Commercial Harbormaster; Don Moon, NIT Supervisor; Pete Gintner, Port Attorney; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media:

II. CHANGES TO THE AGENDA — 1:40

Jincks said he would like to add a discussion on the remaining NIT projects and tsunami routes. Mann will add that under the infrastructure update. Parsons asked the group for suggestions on the proposed hoist dock at NIT.

III. PORT INFRASTRUCTURE UPDATE — 3:25

Bretz said OBEC would start final engineering for the Port Dock (PD) 5 pier approach after July 1st. He also said that there was work planned for PD5, PD3, and staff availability for the projects will need to be worked out. There was discussion about the types of floats to be used and the impact on dock space. There was also discussion about possibilities for acquiring grant funding. There was additional discussion on the timing of proposed work and working with the current configuration of the docks. Jincks suggested conferring with ODFW on the projects for their comments.

Jincks commented that changing the west entrance to the Newport International Terminal (NIT) to a one-way route was a problem for timeliness of emergency response. There was discussion about the safety of the entrance and whether a gate was necessary. Skamser said she would bring that issue to the Commission.

IV. UPDATE ON PROPOSED FEE SCHEDULE

27:05

Parsons said he had brought copies of the Press Release from the Port addressing the issue with the Tall Ships and the misinformation that had been published. There was a discussion about Port communication with the public.

Parsons referred to the proposed rates and fees included in the Meeting Packet, which includes some changes to reflect feedback that had been received, and said additional changes will be posted on the website. There was discussion on the proposed parking fees and parking availability. Parsons added he spoke with Spencer Nebel, City Manager, about possibly paving the PD3 and PD5 parking lots using money from the Parking Fund.

There was additional discussion about parking enforcement. The Committee discussed rate increases, where that additional revenue would be spent, the need for user input, and the possible consequences in relation to PD5 stability, port maintenance and parking. There were comments about the Committee's and the public's needs to be informed as well. Parsons said much of this information would be included in the proposed Budget. The Committee would like an opportunity to review the rates further in the next few months.

*1:44:15 (discussion resumed)

A motion was made by Eder and seconded by Gibson to recommend to the Commission to adopt service rates increases as were applied in the 2017-2018 Budget specific to sections one, two and three for the 2018-2019 Budget. The motion passed 9 – 0.

2:07:11

There was additional discussion about the timing of the Budget approval and adoption process.

V. COMMERCIAL MARINA MOORAGE POLICY

**2:32:30

Bretz referred to the report included in the Meeting Packet regarding moorage availability, and specifically annual moorage at the Commercial Marina. There was discussion about possible ways to deal with the annual moorage issue, adding new docks, and staffing needs. Skamser commented that this was good to let fishermen know that NIT was "open for business." There was further discussion about operations and scheduling at the Port Docks and NIT.

VI. PRODUCT HANDLING (HOIST DOCK & NIT)

**2:14:07 (out of order)

Bretz referred to the report included in the Meeting Packet regarding the uses of the hoists at PD7 and NIT for unloading fish and changing gear. There was discussion about possibilities for use of the hoists and staffing needs. Parsons requested a supporting analysis from CFUG regarding the proposed second hoist at NIT. Newell, Law, Jincks, Mann and Ripka will form a subcommittee to generate this report.

VII. DISCUSSION OF "STANDING COMMITTEE" STRUCTURE OPTIONS OF CFUG

*1:18:38 (out of order)

Pete Gintner, Port Attorney, said he had a meeting with Parsons, Skamser and Mann regarding Public Meeting Law and concerns about Committee Members liability. He reviewed some of the issues and options. Mann said if anyone was uncomfortable with the liability, they could choose to resign. Gintner advised the Committee Members to use caution. An Executive Session would be scheduled for further details.

VIII. FUTURE MEETING SCHEDULE

2:47:40

Mann suggested scheduling the Executive Session for Friday, 13 June. Parsons said he would contact Gintner to schedule.

IX. ADJOURNMENT

2:49:03

Having no further business, the meeting adjourned at 11:48 am.

ATTESTED:

Heather Mann, Committee Chair

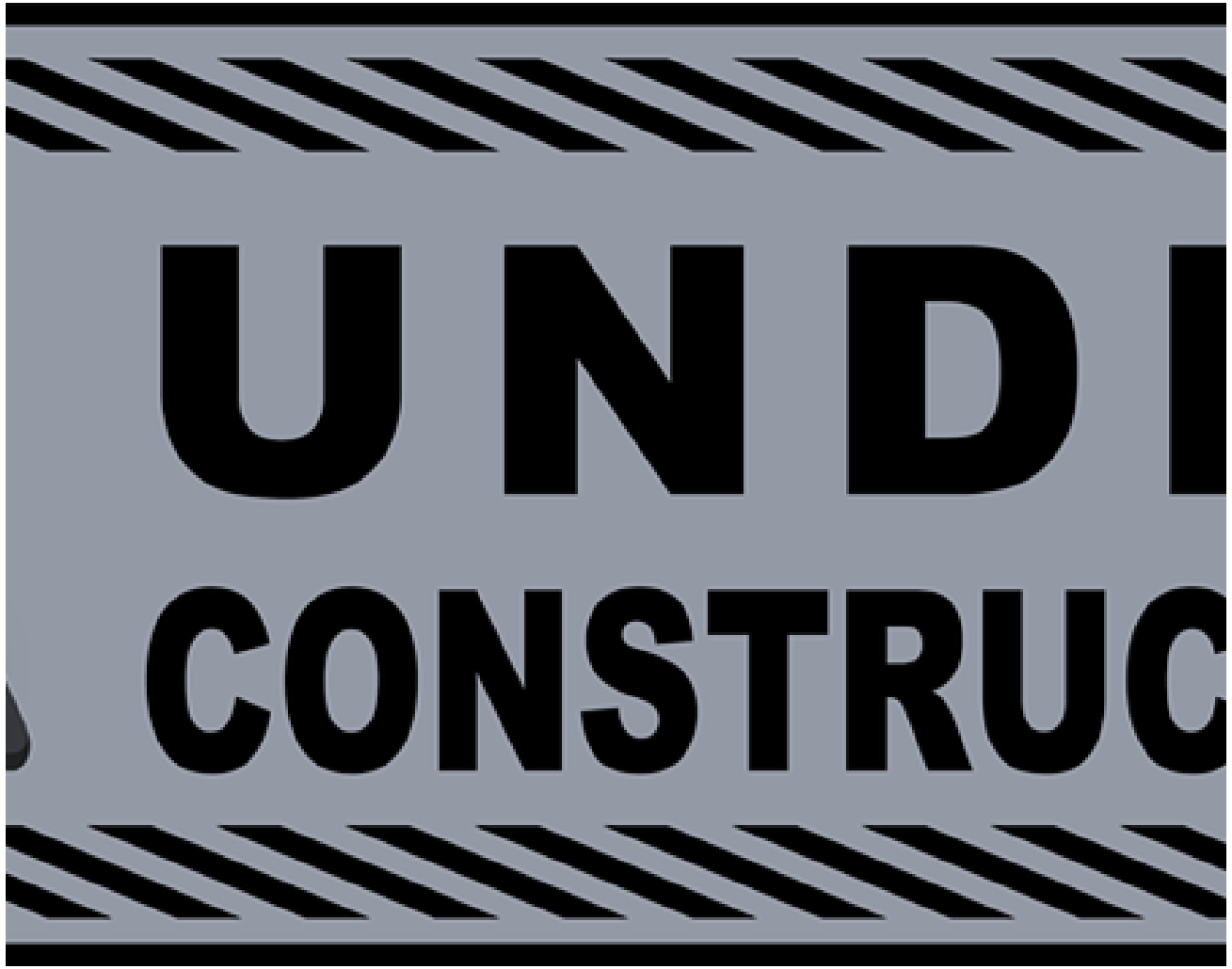
Bob Eder, Committee Vice-Chair

Port of Newport Rates

Aaron Bretz, Director of Operations

02 Jul 2018

THIS PRESENTATION IS A WORK IN PROGRESS. ALL CONTENT IS FOR THE PURPOSES OF DISCUSSION; FEEDBACK IS APPRECIATED



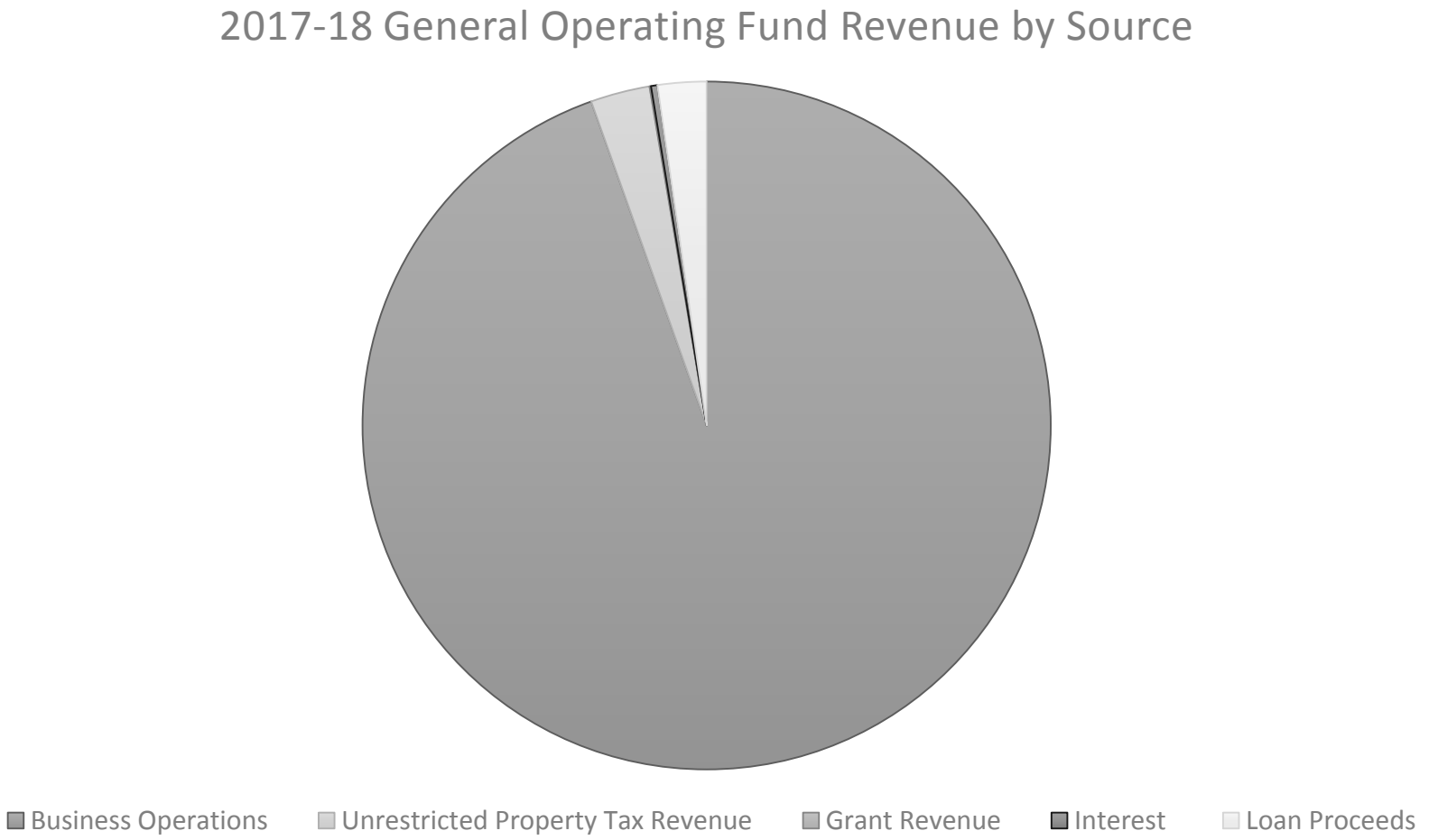
Purpose

- Identify the importance of successful business operations of the Port
- Identify potential targets for different general revenue sources
- Make determinations on maintenance and/or replacement of assets
- Identify users of the Port
- Identify their use of the Port
- Identify the costs associated with rates
- Make recommendations
    - Could be on rates themselves or rate structure
    - Anything in between or outside

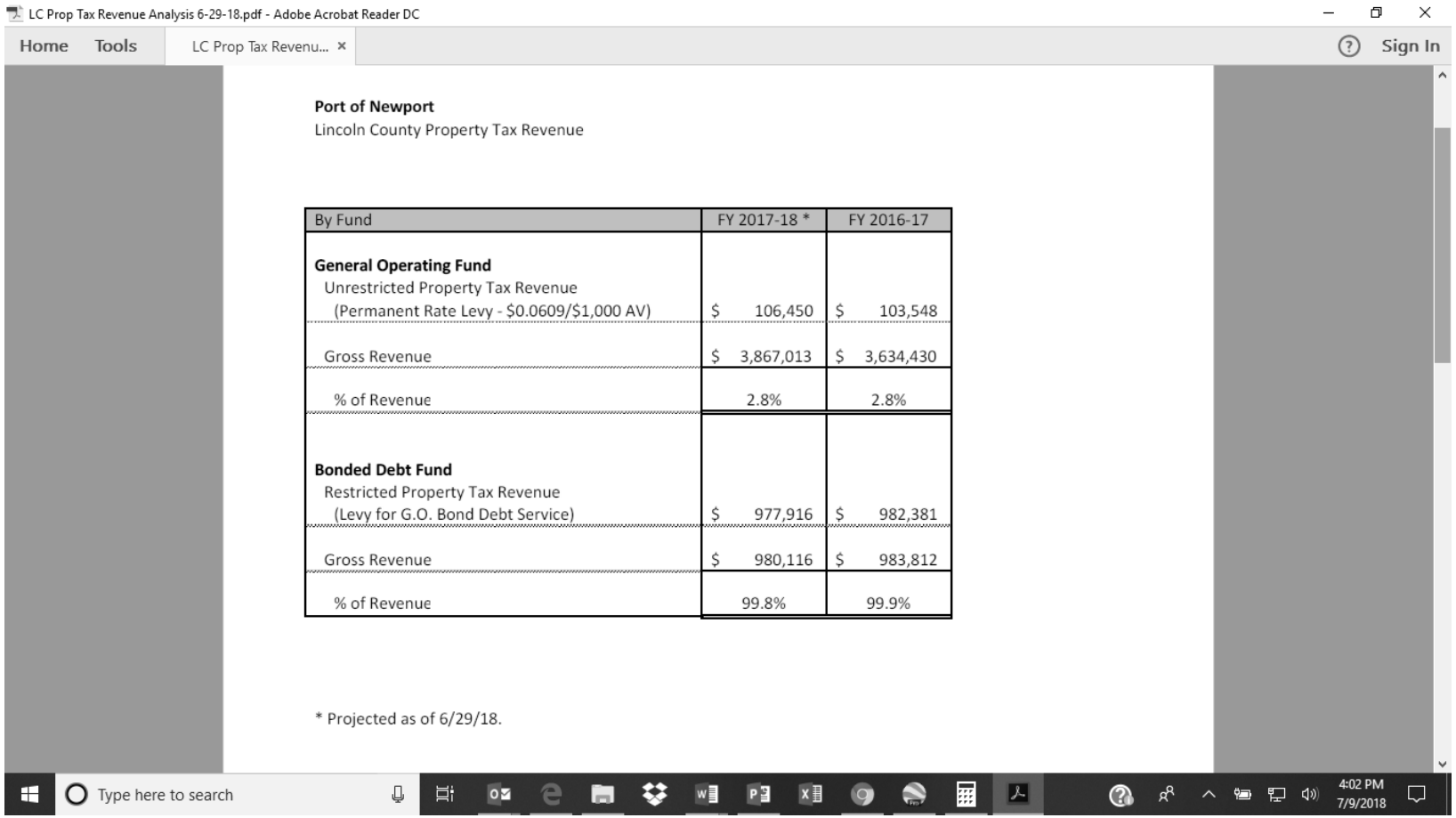
Role of the Commercial Fishing User Group

- Scrutinize my figures
- Help me understand impacts to the fishing industry and Port users
- Help identify use of the Port that is currently unfunded
- Help generate solutions that may not already be identified
- Brainstorm
- This is a work in progress; I will make changes as we go where necessary

Sources of Revenue to the Port



General Operating Fund Revenue



Why Not Bond Revenue?

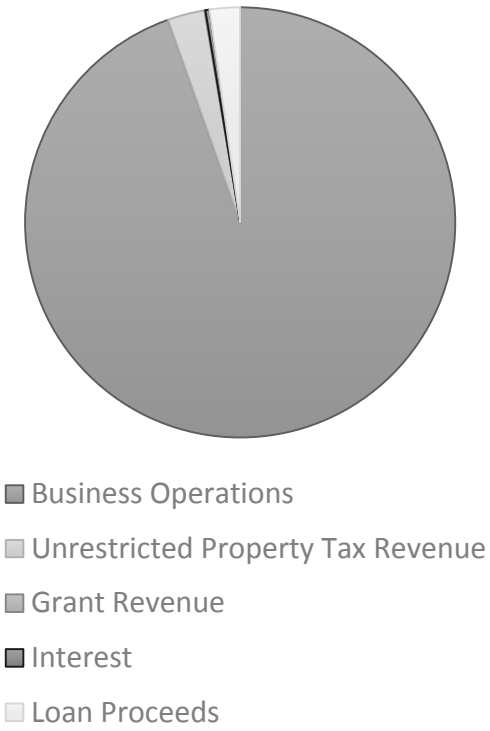
- Otherwise known as Restricted Property Tax Revenue
- FY 2017-18 approximately $980,116
- 99.8% went to debt service in the approximate amount $977,916
- Remaining 0.2% was interest and cannot be used for operating funds

Funding Maintenance and Replacement

Conclusions

- In order for the Port to be a viable entity, it must perform well in Business Operations
- It's generally understood that certain activities will not be able to fund their own maintenance and replacement; this is why grants are so important

2017-18 GOF Revenue



Why We Charge

- Maintenance
- Replacement
- Labor
- To make additional revenue that will fund future projects and endeavors
- To discourage different types of behavior (with elevated rates and penalties)
- To encourage different types of behavior (with discounts)

There has to be a mechanism in place to capture the charge in order for it to be effective

Section 1.A. Forklifts

Small Forklifts

- Replacement Cost $50,000 given 10 year lifespan (5,000 service hours)
  - $10 per service hour
- Cost of propane per hour $1.56
- Annual Maintenance $262
  - $0.52 per service hour*
  - TOTAL Cost per service hour $12.08

*Excludes tires

2018-19 rate $12.75 per hour

The minimum charge was changed from 45 minutes to 1 hour

Large Forklift

- Replacement Cost $67,893 given 10 year lifespan (5,000 service hours)
  - $13.58 per service hour
- Cost of diesel per hour $7.63
- Annual Maintenance $668
  - $1.34 per service hour*
  - TOTAL Cost per service hour $22.55

*Excludes tires

2018-19 rate $32.00 per hour

The minimum charge was changed from 45 minutes to 1 hour

Section 1.B. Hoist Docks

(Including use of hoist, increases after 3 hours)

Section 1.B. Hoist Docks

(Including use of hoists, increases after 3 hours)

Replacement Cost of Pier

- Pier Structure (pilings, surface, etc.) $2M
- Upland Surface Area $73,200
- Annual Maintenance $5,000
- Service life 35 year
  - Cost to replace at 35 years, $3.5M, cost to operate and replace $3.7M
  - Breaks down to cost of $105,714 a year

*Does not include removal of old material if necessary

**Structured with a higher rate to incentivize expeditious use

2018-19 rate $41 an hour, after 3 hours $49

Replacement Cost of Hoist

- Swing hoist with a simple boom and hydraulic winch $24,000
- Annual maintenance $1,000
- Service life 15 years
  - Cost to replace at 15 years $31,200, cost to operate and replace $46,200
  - Breaks down to a cost of $3,080 a year

Section 1.B. Hoist Docks

- $105,714 annual maintenance and replacement of pier
- $3,080 annual maintenance and replacement of swing hoist (X2) = $6,160
- $111,874 annual maintenance and replacement of swing hoists and pier

Section 1.C. Hoist Dock Cranes

Maintenance & Replacement Cost of Crane

- Hydraulic crane with telescopic boom, 20’ reach 5,000 lb capacity
- Replacement cost $125,000
- 20 year lifespan
- Annual maintenance $1,800
- Maintenance and Replacement cost at 20 years $211,000
- Service hours for both cranes approximately 214 hours last FY
- Annual cost $10,550 ($49 an hour)
- Estimated revenue for FY17-18 $9,000

2018-19 Rate $44 an hour

Section 1.D. Swede's Dock

Maintenance and Replacement Cost of Dock

- 3,337 square feet of dock
- Replacement Cost $1M
  - $607,860 for 3,337 square feet of floats
  - $220,000 for 22 pilings
  - $173,000 for electrical and plumbing infrastructure/setup and installation charges
- 30 year lifespan
- Annual maintenance cost $1,100
- Maintenance and Replacement cost at 30 years $1.6M
  - Target is $53,333 annual revenue to meet that mark
  - FY 2018-19 revenue was approx. $13,539

2018-19 Rate, $1.04 per LF per day (double transient rate)

*This rate is intended not only to pay maintenance and replacement, but incentive to turn over occupants

Section 1.E. City Water

- Monthly Fixed Cost (Port-wide)
  - 31 Water meters ranging in size from .75” to 4”
    - Total monthly stormwater utility fee $266.00
    - Total monthly sewer flat rate $740.90
    - Total monthly infrastructure fee $951.75
  - Total monthly fixed cost $1692.65
- Variable Cost Breakdown
  - 17 Water meters less than 2” in size
    - $21.80 - $41.10 for the first 1,000 gallons, $4 for each 1,000 gallons thereafter
  - 13 Water meters 2” in size
    - $75.50 for the first 1,000 gallons, $4 for each 1,000 gallons thereafter
  - 1 Water meter 4” in size
    - $187.35 for the first 1,000 gallons, $4 for each 1,000 gallons thereafter

2018-19 rate $2.40

Section 1.F. Fuel Surcharge (NIT only)

- What cost is associated with fueling evolutions?
  - Maintenance on the facility
  - The cost of risk (the unknown future spill or environmental event)
    - Who bears that risk?

These are my observations regarding the surcharge:

- To keep this surcharge in effect, the Port needs to identify the use of the funds
- Most reasonable use of surcharge revenue would be to pay for staging of environmental response equipment or booming of vessels engaged in fueling operations
  - Staging should be for quick response to fill the gap of time it takes NWFF to respond from Philomath
  - Carson Oil does maintain some equipment for response already
  - Maintenance draw on the facility should not be restricted to only fuel trucks; all commercial traffic on Port property should pay some sort of maintenance fee
- Annual revenue on this billing item is around $12,000

2018-19 Rate is $0.034 per gallon

Section 1.G. Electricity

- PUD Costs
  - Service availability charge $29.48 per meter (42 meters total Port-wide)
    - $1,238.16 Monthly
  - Newport franchise fee (works out to be about a dollar or two each meter)
  - Schedule 190 energy charge $0.0751 per kWh

2018-19 Rates

208/220v single phase and 208v 3 phase……$16.75 per day

120v NIT……$7.25 per day

Hoist Dock 110v pumps……$7.25 per day

Hoist Dock lot, trucks……$12.75 per day

Section 1.H. Hydraulic Crane

Maintenance and Replacement Costs of the Crane

- Replacement cost given 20 year lifespan (6,000 service hours) $357,500
  - $59.58 per service hour
- Cost of diesel per hour $10.35
- Annual Maintenance $5,200
  - $17.93 per service hour
- TOTAL Cost per service hour $77.51*

* Does NOT include FVM figures over lifespan

Neither labor nor crane cost includes training for operators

2018-19 Rate $146 per hour

Section 1.I. Personnel Lift

- The Port does not currently own an aerial work platform or a proper lifting basket
- Is the rental arrangement working for the Terminal users?

2018-19 Rate is local rental cost +5% administrative fee

Section 1.J. Pump/Line Service

- Labor included for one employee
- Sub-pump Cost
  - $400, lifespan approximately 10 years
- Regular Port labor rate $56 per hour

2018-19 Rate $65 per hour

Section 1.K. Storage

- AVAILABLE SPACE HERE
- Cost of asphalt
  - 4” $2.21 per square foot
  - 6” $2.90 per square foot

2018-19 Rate $0.24 per square foot, minimum monthly charge for <10’ $24

Section 1.L Net Gear and Maintenance

- Net maintenance causes little impact to the facility, most of the cost is due to the nets taking up space

2018-19 Rates, all locations $21 per day

Sections 1.M., N., O. Work Barge, Cleanup, and Disposal Fees

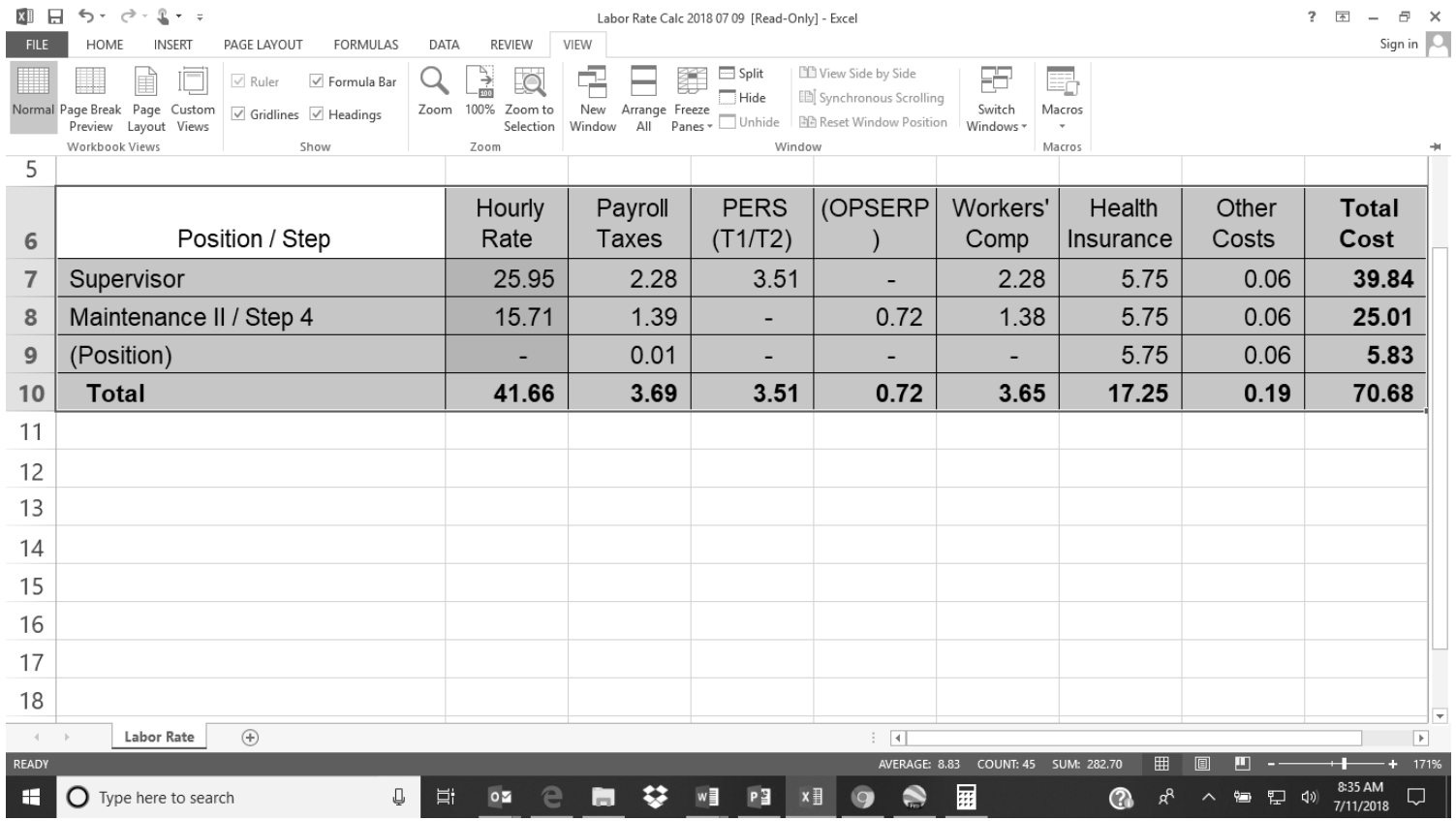
- Work Barge
  - 2018-19 Rate $26 per day
- Cleanup
  - Minimum annual training for Port employees approximately $10,000
  - 2018-19 Rate $102 per hour
- Disposal Fees
  - 2018-29 Rates
    - Oil- $0.52 per gallon
    - Oily water- $1.05 per gallon
    - Net disposal or related gear- $0.19 per gallon
    - Garbage- $0.16 per pound

Section 1.P. Port Labor

- Standard
- 30-Ton Crane Operation

2018-19 Rates both the same, $56.00 per hour

Note that these costs do not include any training figures. Annual crane training costs about $2,000 per employee.



	Position / Step	Hourly Rate	Payroll Taxes	PERS (T1/T2)	(OPSERP)	Workers' Comp	Health Insurance	Other Costs	**Total Cost**
7	Supervisor	25.95	2.28	3.51	-	2.28	5.75	0.06	**39.84**
8	Maintenance II / Step 4	15.71	1.39	-	0.72	1.38	5.75	0.06	**25.01**
9	(Position)	-	0.01	-	-	-	5.75	0.06	**5.83**
10	**Total**	**41.66**	**3.69**	**3.51**	**0.72**	**3.65**	**17.25**	**0.19**	**70.68**

Section 1.Q. Pallet Charge

- Purpose is to incentivize people to keep pallets on Port property
  - Has been effective at keeping pallets in the Port's rotation

2018-19 Rate $6.50 per pallet

1.R. Dredge Spoils

- State royalty on dredge material
  - $0.98 per cubic yard

2018-19 Rate $2.65 per cubic yard

1.S. Keys/Cards

2018-19 Rate

Original $18.00

Replacement/additional $32.00

Section 2.A. Moorage

Commercial Marina Costs

- State waterway lease $20,869
- PD7 Replacement with Bellingham Marine floats $15.6M, with HDPE floats $12.9M
- PD5 Replacement with Bellingham Marine floats $11.4M, with HDPE floats $9.5M
- PD7 and PD5 replacement includes $4M dredging at 7 and $2M for dredging at 5

NIT Costs

- State waterway lease $13,092
- Pier/laydown space replacement $20M
- Maintenance Dredging $500,000 every 5 years

Section 2.A. Moorage

Commercial Marina

- $35.4M would be the approximate cost to rebuild the marina in 30 years with a 2% annual increase (although I understand it's unlikely we would actually do that)
- $1.1M will be the rough forecast for total waterway lease cost over 30 years (increased 2% annually)
- FY 2017-18 revenue from moorage was roughly $404,700
  - Annual revenue on this schedule with a 2% increase annually results in roughly $14M
- To reach the combined total of replacement over 30 years, it requires annual revenue of about $1.2M

NIT

- $26M went into the construction/remediation of the terminal
- Number is not a good figure for "replacement" because of remediation and other unique aspects of that project
- Ballpark $36M in 30 years for maintenance and replacement
  - $1.2M annually
- FY 2017-18 revenue from moorage at NIT was roughly $84,500

Section 2.B Parking Permits

- Given the recent discussions on this issue, I hadn’t planned to present any information on Parking Permits

Uses of the Port Currently not Covered by any Revenue Stream

- Trucking/Transportation

- Questions I have yet to answer:
- Does the revenue from forklift and crane operations cover maintenance and/or replacement of the piers at the Hoist Dock and NIT?
  - Is it intended to?
  - Should it partially cover?
- How much weight comes across the Hoist Dock?
- How much trucking weight goes over the asphalt on the Terminal road and the Hoist Dock?

Wrap Up

- Identify the importance of successful business operations of the Port
- Identify potential targets for different general revenue sources
- Make determinations on maintenance and/or replacement of assets
- Identify users of the Port
- Identify their use of the Port
- Identify the costs associated with rates
- Make recommendations
    - Could be on rates themselves or rate structure
    - Anything in between or outside

Recommendations

- Our goal should be to run profitable operations; break even or losses can't sustain the Port given the importance of business operations as a percentage of GOF revenue
- Increasing the percentage of grant funds in GOF revenue would ease pressure on raising rates
  - Set a target percentage for grant revenue either by year or build it into the cost analysis per item
- Identify specific intent behind rate increases (assign to a specific project/area)
- Swede's Dock revenue and cost is disproportionate; can we increase Swede's rates without losing users of the dock?
- Increase training and proficiency level of crane operators at the Terminal; split out the crane labor rate from the standard rate
- Any increase in moorage should be linked to an overall goal (smaller annual increases in order to more closely align revenue with cost)
- Warfage fees to bring product over the pier (could be captured by charging trucking companies—what are the impacts to the fishing industry??). Somehow we need to cover the cost of trucks, weight on the pier and upland.

Recommendations

- Implement a process to monitor total weight of product coming across the dock
  - To more easily quantify wear and tear
- Terminal mooring rates should go up, but we must be mindful of the motivation it might provide to start overloading the commercial marina
- Water rates need to be raised to be greater than or equal to the city rate
  - Note that water sales are not a major revenue earner

CFUG Recommendations Go HERE:

PORT OF NEWPORT RESOLUTION NO. 2018-07
A RESOLUTION SETTING RATES, FEES AND CHARGES

WHEREAS, ORS 294.160 requires the governing body of a unit of local government to provide an opportunity for interested persons to comment on the enactment of any ordinance or resolution prescribing a new fee or a fee increase; and

WHEREAS, Port of Newport Facilities Code Sec. 1.2(f) requires the Commission to set moorage and other appropriate rates, fees and charges by the adoption of a "fee schedule" by resolution; and

WHEREAS, the Port Commission last adjusted rates, fees and charges via Resolution 2017-08 on 23 May 2017; and

WHEREAS, the Port is a single enterprise similar to a commercial entity; and

WHEREAS, the Port Commission intends that user fees should cover the costs of the Port; NOW THEREFORE,

THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Unless otherwise noted, all Rates, Fees & Charges are effective 1 July 2018.

[For Sections 1, 2 and 3, the FY 2018-2019 proposed percent changes are calculated using the same formula used in FY 2017-2018.]

SECTION 1. SERVICE RATES.

Rates apply to all Port of Newport locations unless otherwise noted. Port owned equipment shall be operated only by port personnel. Rates are per hour, one hour minimum, in 15 minute increments, unless otherwise noted.

	PREVIOUS	NEW	% CHG
A. Forklifts. In addition to labor rate.			
1. Small. Toyotas.			
Per Hour	$12.00	$12.75	6.3%
2. Large. All at Newport International Terminal (NIT)			
Per Hour	$30.00	$32.00	6.7%
B. Hoist Docks. Tie up fee, per hour. Includes use of hoist.			
1. One hour minimum, up to 3 hours	$39.00	$41.00	5.1%
2. After 3 hours	$47.00	$49.00	4.3%
C. Hoist Dock Cranes. In addition to hoist dock rate.			
1. Large Capacity. In addition to labor rate.			
Per Hour	$42.00	$44.00	4.8%
2. Launch Sail Boats. Includes recovery, per launch	$45.00	$47.00	4.4%
D. Service Docks.			
1. Swede's Dock. In addition to moorage.			
Per day, per linear foot (double transient rate)	$1.00	$1.04	4.0%
E. City Water			City's rate + 5.0% Administration Fee

	PREVIOUS	NEW	% CHG
F. Fuel Surcharge. NIT only. Per gallon.	$0.033	$0.034	3.0%
G. Electricity. Swede's Dock, Dock 1, and NIT. Per day charge.			
One day minimum.			
1. 208/220 v, single phase & 208 v three phase	$16.00	$16.75	4.7%
2. 120 v NIT	$7.00	$7.25	3.6%
3. PD7 Service Dock, 110 v pumps	$7.00	$7.25	3.6%
4. PD7 Yard Charge, trucks	$12.00	$12.75	6.3%
H. Hydraulic Crane. In addition to labor rate. 30 ton capacity.			
Per hour	$139.00	$146.00	5.0%
I. Personnel Lift. In addition to labor rate.			
Local rental cost + 5% administrative fee			n/a
J. Pump/Line Service. Includes one Port employee only. Additional staff required will be billed at the established hourly labor rate.			
Per hour	$62.00	$65.00	4.8%
K. Storage.			
1. Outside Lot Storage. Any Port of Newport Lot.			
a. Per square foot, monthly charge	$0.23	$0.24	4.3%
b. Minimum monthly charge, for ≤ 10 ft^2	$23.00	$24.00	4.3%
a. Boat trailer only, per night	$2.50	$2.65	6.0%
b. Boat on trailer, per night, 10 days limit	$8.00	$8.50	6.3%
2. Emergency Storage Fee. Per day billed as guest. For vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245).			
1st day free. Each additional day	--	$30.00	n/a
Charge for improper use of parking lot. (e.g. boat repair)			
Per day	$23.00	$24.00	4.3%
L. Net & Gear Maintenance. Boat crew is responsible for clean-up. If Port employees are required to clean up area, the boat account will be billed at the established hourly labor rates.			
1. Commercial Marina, per day	$20.00	$21.00	5.0%
2. NIT, per day. (7 calendar days max)	$20.00	$21.00	5.0%
3. South Beach Marina, per day	$20.00	$21.00	5.0%
M. Work Barge. In addition to labor rate.			
1. Work boat, per hour	$131.00	$138.00	5.3%
2. Wood Barge, per day (work boat extra)	$25.00	$26.00	4.0%
3. Skiff, per hour	$14.00	$14.50	3.6%
N. Clean-up. Equipment charges are extra.			
1. Oil Spills, per hour (HAZWOPER trained staff)	$97.00	$102.00	5.2%
O. Disposal Fees.			
1. Just oil, per gallon	$0.50	$0.52	4.0%
2. Oil-Water mix, per gallon	$1.00	$1.05	5.0%
3. Net Disposal and/or related gear, per pound	$0.18	$0.19	5.6%
4. Garbage, per pound	$0.15	$0.16	6.7%

	PREVIOUS	NEW	% CHG
P. Port Labor. Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.			
1. Standard			
a. Regular Hours	$53.00	$56.00	5.7%
b. Overtime. Any services required outside the established working hours, unless otherwise posted	$79.50	$84.00	5.7%
c. Emergency Call-out. Any services requiring a port employee not currently on duty to report to duty after hours	$100.94	$106.00	5.0%
2. 30-ton Crane Operation, International Terminal Only			
a. Regular Hours	$53.00	$56.00	5.7%
b. Overtime. Any services required outside the established working hours, unless otherwise posted	$79.50	$84.00	5.7%
c. Emergency Call-out. Any services requiring a port employee not currently on duty to report to duty after hours	$100.94	$106.00	5.0%
Q. Pallet Charge. Any Port owned pallet leaving yard, each	$6.00	$6.50	8.3%
R. Dredge Spoils. Includes state fees; may be waived for other public agencies or beneficial uses.			
Per cubic yard	$2.50	$2.65	6.0%
S. Keys/Cards.			
1. South Beach Facilities, cards.			
a. Original (1st one)	free	free	n/a
b. Replacement/additional (each)	$6.00	$6.50	8.3%
2. Bay Front Facilities, keys.			
a. Original/first one	$17.00	$18.00	5.9%
b. Replacement/additional	$30.00	$32.00	6.7%

SECTION 2. COMMERCIAL MARINA (BAY FRONT) CHARGES. (Port Docks 1, 3, 5 and 7)

A. Moorage. Per linear foot.			
1. Daily (transient)	$0.50	$0.52	4.0%
2. Weekly, to be paid in advance	--	$5.00	n/a
3. Calendar Month, to be paid in advance	$9.00	$9.50	5.6%
4. Semi-Annual, to be paid in advance	$33.00	$35.00	6.1%
5. Annual, to be paid in advance	$44.00	$46.00	4.5%
B. Parking Permits. To be paid in advance. (Will be prorated monthly for existing permit holders.)			
1. Commercial Fishermen only.			
c. Annual: January → December	$22.00	$23.00	4.5%
2. Public Parking. Limited availability. Assigned. To be paid in advance.			
a. Quarterly: Jan → Mar, Apr →Jun, Jul → Sep, or Oct → Dec [≈ $5/day]		$325.00	n/a
b. Semi-Annual: January → June or July → December [≈ $4/day]		$520.00	n/a
c. Annual: January → December [≈ $3/day]		$780.00	n/a

	PREVIOUS	NEW	% CHG
SECTION 3. INTERNATIONAL TERMINAL CHARGES.			
International Terminal Tariff No. 1 adopted via Resolution No. 2014-03 on 22 May 2014. All fees authorized via Tariff No. 1 effective 1 July 2014.			
A. Port Security Fee. (§I.13) Per three 8-hour shifts.			
B. Materials & Supplies. (§I.31). Cost + 5% Administration Fee.			
C. Dockage Charges. (§III.31). Rate per day, by length.			
1. 000.00 - 351.05 ft	$1,627.00	$1,627.00	0.0%
2. 351.05 - 371.05 ft	$1,792.00	$1,792.00	0.0%
3. 371.02 - 400.26 ft	$1,981.00	$1,981.00	0.0%
4. 400.26 - 426.51 ft	$2,203.00	$2,203.00	0.0%
5. 426.51 - 449.48 ft	$2,373.00	$2,373.00	0.0%
6. 449.48 - 475.72 ft	$2,607.00	$2,607.00	0.0%
7. 475.72 - 498.69 ft	$2,960.00	$2,960.00	0.0%
8. 498.69 - 524.93 ft	$3,527.00	$3,527.00	0.0%
9. 524.93 - 551.18 ft	$3,639.00	$3,639.00	0.0%
10. 551.18 - 574.15	$3,822.00	$3,822.00	0.0%
11. 574.15 - 600.39 ft	$4,373.00	$4,373.00	0.0%
12. 600.39 - 626.64 ft	$5,092.00	$5,092.00	0.0%
13. 626.64 - 650.00 ft	$5,787.00	$5,787.00	0.0%
14. Above 650 ft., added on top of above rate, per ft	$8.90	$8.90	0.0%
15. Exceptions for certain vessels (§II.14) [Including all fishing vessels] Per linear foot.			
Daily	$0.80	$0.80	0.0%
Weekly [$1/day]	--	$7.00	n/a
Commercial Fishing vessels directed by Port staff to the International Terminal for the Port's convenience will only be charged at the Commercial Marina rates for that specific trip.			
D. Service and Facility Charges. (§III.2).			
Per 1000 board feet, unless noted.			
1. Logs. Scribner scale, ex dock	$7.75	$7.75	0.0%
2. Cants	$6.00	$6.00	0.0%
3. Lumber, packaged rough	$5.22	$5.22	0.0%
4. Lumber, packaged surfaced	$4.63	$4.63	0.0%
5. Plywood, veneer, corestock & harbord, /1000 kilos	$5.87	$5.87	0.0%
6. Pulp, Linerboard, bales or rolls, 2000 kilos	$3.49	$3.49	0.0%
7. Other commodities, per metric ton or 1000 bf	$6.83	$6.83	0.0%
8. Other commodities, per cubic meter	$5.69	$5.69	0.0%
E. Wharfage Assessment. (§III.6).			
Minimum charge for any single bill of lading	$10.00	$10.00	0.0%
F. Wharf Charges. (§III.7)			
Per 1000 board feet, unless noted. In addition to Service & Facility charges.			
1. Logs. Scribner scale, ex dock	$9.50	$9.50	0.0%
2. Cants	$6.00	$6.00	0.0%
3. Lumber, packaged rough	$4.55	$4.55	0.0%
4. Lumber, packaged surfaced	$4.03	$4.03	0.0%

	PREVIOUS	NEW	% CHG
5. Plywood, veneer, corestock & harbord, /1000 kilos	$3.96	$3.96	0.0%
6. Pulp, Linerboard, bales or rolls, 2000 kilos	$2.72	$2.72	0.0%
7. Other commodities, per metric ton or 1000 bf	$5.57	$5.57	0.0%
8. Other commodities, per cubic meter	$4.57	$4.57	0.0%
G. Cargo Staging Area. (§IV.2). Base rent for 3-acre surge area.			
1. Per week, seven days	$2,000.00	$2,000.00	0.0%
2. Per day, less than seven days	$300.00	$300.00	0.0%
H. Line Service. (§V.3). Labor will be charged at the rates set out in the current ILWU/PMA West Coast Contract + 5.0% for overhead. Rate schedule per day.			
1. 2 individuals	$520 - $656		0.0%
2. 4 individuals	$1,061 - $1,317		0.0%
3. 6 individuals	$1,575 - $1,973		0.0%
4. 8 individuals	$2,153 - $2,631		0.0%

SECTION 4. RECREATIONAL MARINA (SOUTH BEACH) CHARGES. Rates become effective October 1, 2018.

A. Moorage. Per linear foot. Charge based on boat length or slip length, whichever is greater. Charge at F-Dock based on boat length.			
1. Daily	$0.70	$0.80	14.3%
2. Weekly [≈ 10% discount]	$4.00	$5.00	25.0%
3. Calendar Month [≈ 50% discount]	$10.50	$12.00	14.3%
4. Semi-Annual, [≈ 73% discount] to be paid in advance..	$38.00	$40.00	5.3%
5. Annual, [≈ 79% discount] to be paid in advance..	$60.00	$60.00	n/a
6. Electric Surcharge, per extra plug on dock.			
a. Weekly	$25.00	$30.00	20.0%
b. Monthly	$100.00	$120.00	20.0%
7. Live-aboard, by written agreement only. Monthly rate per person.			
a. Existing live-aboards as of 1 May 2018 "grandfathered", with scheduled increase of 2.0% per year beginning 1 July 2019	$53.00	$80.00	50.9%
b. New live-aboards	$25.00	$125.00	n/a
B. South Beach Charter Rates.			
1. Annual Charter Operating Fee	$315.00	$350.00	11.1%
2. Annual Moorage, per linear foot	$47.00	$50.00	6.4%
C. Dock Box. Purchase	$325.00	$375.00	15.4%
D. Electrical Upgrade. From 20 to 30 amp. One time fee	$56.00	$75.00	33.9%
E. Service Fee Reimbursement. For electric pedestal amperage overloads. May be charged at actual cost to the Port + 5.0% Admin. Fee	$83.00	$100.00	20.5%
F. Line Replacement. Per foot, per time	$1.25	$1.50	20.0%
G. Launch Fee. Includes use of launch ramp, boat washdown, and fish cleaning stations.			
1. Daily	$6.00	$10.00	66.7%
2. Annual			
a. Resident	$60.00	$70.00	16.7%
b. Resident Senior (60+)	$50.00	$50.00	n/a
c. Non-resident	$85.00	$100.00	17.6%
d. Non-resident Senior. (60+)	$75.00	$85.00	13.3%
e. Military Veterans Disabled, Retired, or Active Duty; with ID Proof	--	$50.00	n/a

	PREVIOUS	NEW	% CHG

SECTION 5. RECREATIONAL VEHICLE PARK FEES. Effective 1 July 2018. Applicable State and Municipal Lodging Tax will be an additional charge. Prepaid Reservations at the FY 2017-2018 may be made for the 2018 calendar year through 1 July 2018. Reservations for the Seafood and Wine Festival, 2-night minimum, open for online reservations only starting at 6:00 am on 7 January 2019. Any cancellations of a Seafood & Wine reservation will be charged for a 2-night stay.

Good Sam 10% discount only on daily rates in the RV Park Marina Sites.

Military Veterans' (Disabled, Retired or Active Duty with ID Proof) 10% discount only on daily rates in the RV Park Marina Sites.

A. High Traffic Surcharge. Per night (2-night minimum). Added to all RV Park stays in the Marina RV Park, RV Park Annex, and Dry Camping (tents allowed).			
1. Memorial Day, Labor Day, 4th of July	$20.00	$25.00	25.0%
2. Seafood & Wine Festival, Marina RV Park & Annex	$50.00	$50.00	n/a
3. Seafood & Wine Festival, Dry Camp	$50.00	$50.00	n/a
4. Other Special Events	varies	varies	
B. Peak Season (Summer). 1 May - 31 October. Base rate before taxes.			
1. All Marina RV Park Sites			
a. Daily			
Regular	$42.00	$50.00	19.0%
Good Sam OR Military Veterans (not both)	$37.80	$45.00	19.0%
b. Monthly	$823.00	$900.00	9.4%
2. The Annex RV Sites			
a. Daily	$33.00	$38.00	15.2%
b. Monthly	$651.00	$750.00	15.2%
3. Dry Camping, daily (tents allowed)	$22.00	$27.00	22.7%
C. Off Season (Spring). 1 February - 30 April.			
1. All Marina RV Park Sites			
a. Daily			
Regular	$38.00	$43.00	13.2%
Good Sam OR Military Veterans (not both)	$34.20	$38.70	13.2%
b. Monthly	$706.00	$750.00	6.2%
2. The Annex RV Sites			
a. Daily	$33.00	$37.00	12.1%
b. Monthly	$651.00	$730.00	12.1%
3. Dry Camping, daily (tents allowed)	$22.00	$25.00	13.6%
D. Off Season (Winter). 1 November - 31 January.			
1. All Marina RV Park Sites			
a. Daily			
Regular		$36.00	n/a
Good Sam OR Military Veterans (not both)		$32.40	n/a
b. Monthly		$600.00	n/a
2. The Annex RV Sites			
a. Daily		$30.00	n/a
c. Monthly		$585.00	n/a
3. Dry Camping, daily (tents allowed)		$22.00	n/a

	PREVIOUS	NEW	% CHG
E. South Beach Meeting Room. Must be pre-arranged and authorized. Keys must be obtained and returned.			
1. 1/3 Day (morning, afternoon or evening)	$30.00	$40.00	33.3%
2. Full Day	$80.00	$100.00	25.0%
F. Pet Fee. Pets free (3 pet limit).			
G. Individual Fee. First two people free; each additional person charged.			
a. Daily	$3.00	$4.00	33.3%
b. Monthly	$32.00	$42.00	31.3%
H. Vehicle Fee. Any combination of three axle pieces or equipment (e.g.			
a. Daily	$7.00	$10.00	42.9%
b. Monthly	$35.00	$50.00	42.9%
I. Reservation Deposit. Payable at booking. Deposit will be applied to actual stay, subject to cancellation fee if			
a. Daily	First night's rate		
b. Monthly	First month's rate		
J. Cancellation Fee.			
1. Daily reservation, except holiday or special event.			
a. 72 hours or more before check-in date	$11.00	$15.00	36.4%
b. Less than 72 hours before check-in date	First night's rate		
2. Daily reservation, holiday or special event other than Seafood & Wine Festival			
a. 14 days or more before check-in date	$11.00	$15.00	36.4%
b. Fewer than 14 days before check-in date	First night's rate		
3. Monthly reservation.			
a. 30 days or more before check-in date	$50.00	$53.00	6.0%
b. Less than 30 days before check-in, or early checkout	$100.00	$105.00	5.0%
4. Seafood & Wine Festival. All cancellations are charged for a 2-nights' rate, no grace period.			
K. RV Storage Fee. To be paid in advance. RV must be in good condition. Per linear foot. (min. 20 ft.)			
1. Monthly	--	$3.00	n/a
2. Semi-Annual, per month	--	$2.50	n/a
L. Laundry Machines. Per Load	$2.00	$2.00	n/a
M. Showers			
1. Marina RV Park and Annex RV Sites	free	free	n/a
2. Marina Slips & Dry Camping (including tents), per 5 minutes	$1.50	$1.50	n/a

SECTION 6. CIVIL PENALTIES. Penalties found in PONFC (§7.4(a)). Paid in full. Effective July 1, 2018.

A. Class A Violation			
1. 0 - 14 days, per day	$300.00	$315.00	5.0%
2. 15 - 29 days, per day	$600.00	$630.00	5.0%
3. 30+ days, per day	$1,000.00	$1,050.00	5.0%
B. Class B Violation.			
1. 0 - 14 days, per day	$150.00	$158.00	5.3%
2. 15 - 29 days, per day	$300.00	$315.00	5.0%
3. 30+ days, per day	$500.00	$525.00	5.0%

	PREVIOUS	NEW	% CHG
C. Class C Violation.			
1. 0 - 14 days, per day	$30.00	$32.00	6.7%
2. 15 - 29 days, per day	$60.00	$63.00	5.0%
3. 30+ days, per day	$100.00	$105.00	5.0%
D. Class D Violation.			
1. 0 - 14 days, per day	$15.00	$16.00	6.7%
2. 15 - 29 days, per day	$30.00	$32.00	6.7%
3. 30+ days, per day	$50.00	$53.00	6.0%
E. Parking Violation.			
1. 0 - 10 days, paid within	$40.00	$42.00	5.0%
2. 11 - 20 days, paid within	$85.00	$89.00	4.7%
3. 21+ days, paid within	$125.00	$131.00	4.8%
F. Dumping Violation.			
Per Event	$500.00	$525.00	5.0%

SECTION 7. ADMINISTRATIVE FEES. Staff may require payment or deposit in advance of service (ORS)

A. Public Records Request Fee Schedule.			
1. Copies of Public Records. Per page	$0.25	$0.50	100.0%
2. Copies of Nonstandard documents, per page	$20.00	$21.00	5.0%
3. Copies of Sound Recordings (each)	$10.00	$12.00	20.0%
B. Faxes/Emailing/Copies. Per page.			
1. Local	$1.00	$1.10	10.0%
2. Long Distance	$1.50	$2.00	33.3%
3. Incoming	$1.00	$1.50	50.0%
4. Copies	$0.25	$0.30	20.0%
C. Long Distance Phone Calls. 5 minutes maximum.	$2.00	$2.50	25.0%
D. Lamination. Per page. Letter size	$2.00	$2.50	25.0%
E. Notice Posting. For non-payment of lease or moorage	$65.00	$75.00	15.4%
F. Failure to Register. For research related to unregistered boats	$33.00	$40.00	21.2%
G. International Terminal Meeting Room. Must be pre-arranged and			
1. Half day	$30.00	$40.00	33.3%
2. Full day	$60.00	$80.00	33.3%
H. Returned Check Fee. Bank fees will be added	$50.00	$50.00	0.0%
I. Per Annum Interest Rate. Applied to past due accounts.	18.0%	19.0%	5.6%
L. Impound Seizure Fee.			
1. Vessel Impounding	$750.00	$850.00	13.3%
2. Car/Truck/Trailer	$100.00	$125.00	25.0%
3. Towing	Actual Cost + 5% Admin. Fee		
M. Process Fees.			
Any additional fees incurred by the Port as part of an eviction process.			
1. Notice	$50.00	$75.00	50.0%
2. FED Complaint	$200.00	$250.00	25.0%
3. Court Hearing	$165.00	$200.00	21.2%
4. Writ of Execution	$140.00	$160.00	14.3%

	PREVIOUS	NEW	% CHG
N. Special Use Permit Fee. The General Manager has authority to adjust or waive usage fee based upon non-			
1. Application Fee	$100.00	$110.00	10.0%
2. Usage Fee. Number of Participants, Attendees, Contestants,			
a. 1 - 200	$400.00	$420.00	5.0%
b. 201 - 500	$650.00	$683.00	5.1%
c. 501-1000	$900.00	$945.00	5.0%
d. 1001 - 5000	$1,400.00	$1,470.00	5.0%
e. 5001 - 10,000	$1,900.00	$1,995.00	5.0%
f. 10,001 - 20,000	$2,400.00	$2,520.00	5.0%
f. More than 20,000	$5,000.00	$5,250.00	5.0%
3. Vendors, per each	$40.00	$50.00	25.0%
4. Insurance Certificate Limits.			
a. General Liability, per occurrence	$2MM	$2MM	0.0%
b. General Liability, in aggregate	$2MM	$2MM	0.0%
O. Security. (TCB) costs reviewed and passed along to applicant, + 5.0% Administrative Fee.			
P. Background Check	$25.00	$40.00	60.0%
Q. Credit Check.	$35.00	$40.00	14.3%
R. Notary Fees (OAR 160-100-0410).			
Affidavit/Jurat, Oath/Affirmation, Witness/Attest, per document	$10.00	$10.00	0.0%
S. Package Handling Fee. Per item.			
1. Envelope.	--	free	n/a
2. Package. 1st one free. Fee for each additional package	--	$5.00	n/a

SECTION 8. INSURANCE CERTIFICATE MINIMUM LIMITS. Effective July 1, 2018. Limits are subject

A. Leases/Tenants.

1. General Liability, each occurrence	$2MM
2. Damage to rented premises, each occurrence	$300K
3. Medical expenses, any one person	$5K
4. Person and adverse injury	$2MM
5. General Aggregate	$2MM
6. Products - Comp/Op aggregate	$2MM
B. Commercial Vessels. Port of Newport to be named as an additional insured on Liability	
1. Protection & Indemnity, must not exclude Wreck Removal	$250K
2. Pollution Liability	$300K
3. If Pollution/Protection & Indemnity Combined	$600K
C. Recreational Vessels. Port of Newport to be named as an additional insured on Liability	
1. Protection & Indemnity, must not exclude Wreck Removal	
2. Pollution Liability	
3. -or- Watercraft Liability, must include both wreck removal and pollution liability coverage. Umbrella clauses must identify boats exceeding 25 ft	$500K
D. Charter/Guide Vessels.	
1. General Liability	$2MM

Subject to periodic review by Insurance Agent, and subsequent changes by the Port's Board of Commissioners.

	PREVIOUS	NEW	% CHG

E. International Terminal Vessels (Tariff No. 1(§17))

1. Maritime Employer's Liability (Jones Act).....	$1MM
2. Commercial and/or Comprehensive Marine General Liability.....	$5MM

F. Visiting NOAA Vessels.

1. Commercial and/or Comprehensive Marine General Liability.....	$5MM

G. Vendors. (reserved)

SECTION 9. RETAIL SALES, GIFT CERTIFICATES, PROMOTIONS, SPONSORSHIPS, AND SUNDRIES.
Commission delegates to the General Manager the ability to set prices.

SECTION 10. DELEGATION OF RESPONSIBILITY.
The Commission delegates to the General Manager the ability to adjust these rates on a temporary basis to better manage services at the Port. Any adjustments to these rates will be reported to the Commission at its next Regular Meeting.

SECTION 11. ANNUAL REVIEW.
The Commission, through assistance by Port staff, shall at least annually review and adopt a new Rate, Fees and Charges Resolution prior to the subsequent budget's adoption.

SECTION 12. REPEALER. All previous rates and/or rate resolutions are hereby repealed.

APPROVED AND ADOPTED by the Board of Commissioners this 26th day of June 2018.

Stewart Lamerdin
President Pro-Tempore

Walter Chuck
Secretary/Treasurer Pro-Tempore