

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

Thursday, April 14, 2022, 9:00 a.m.
1211 SE Bay Boulevard
Newport, OR

This will be an in-person meeting.

Written public comment can be submitted on our website: <https://www.portofnewport.com/2022-04-14-commercial-fishing-users-group-committee-april-14-2022-9-00-a-m>

I. Call to Order

II. Changes to the Agenda

III. Public Comment (3-minute limit per person)

IV. Approval of Minutes

- A. Minutes to Approve:
January 8, 2021

V. Commercial Marina Update -- Bretz

- A. Commercial Marina Moorage Policy
- B. Update on electrical pedestals for PD3 & PD5
- C. Update on planning and funding efforts for new PD7
- D. Moorage Spaces Assignments

VI. Adjournment

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MEETING MINUTES

January 8, 2021

This is not an exact transcript. The audio of the Meeting and informal discussion is available on the Port's website.

This meeting was held virtually by invitation only. The public was invited to view the live stream of this meeting and informal discussion on our YouTube channel, Port of Newport Meetings Audio. Live chat was not monitored. The public could submit comment through a form on our website no later than 4:00 pm on Monday, January 7, 2021, to be read into the meeting at the appropriate time.

Committee Chair Heather Mann waited until after 9:00 am to call the meeting to order to give a chance for a quorum of members to attend. Zoom invitations were resent to all Committee Members. A quorum was not achieved. No public comment was received. No action was taken.

I. CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:08 am.

Committee Members Present: Mike Pettis (Pos. #2); Heather Mann (Pos. #5); and David Jincks (Pos.#11). Cari Brandberg (Pos. #4) arrived during the informal discussion.

Alternates Present: None.

Committee Members Absent: Clint Funderburg (Pos. #1); Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Aue (Pos. #8); Bob Eder (Pos. #9); and Dave Thalman (Pos. #10).

Port Commission Liaisons: Jim Burke and Kelley Retherford.

Management and Staff: Paula Miranda, General Manager; Aaron Bretz, Director of Operations; Mark Brown, Director of Finance and Business Services; Kent Gibson, Commercial Marina Harbormaster; Don Moon, International Terminal Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Kevin Christianson, HDR Engineering; and Angela Nebel, Summit Public Relations Strategies.

Having no quorum, the meeting ended, followed by an informal discussion. The staff reports included in the Meeting Packet were introduced. Miranda, Bretz and Brown answered questions from the Committee Member present. The discussion focused on the upcoming project at Port Dock 5 Pier replacement. An audio recording of the meeting and informal discussion is available on the Port's website.

The discussion ended and the Meeting was officially adjourned at 10:42 am.

ATTESTED:

Heather Mann, Chair

Paula Miranda, General Manager



S T A F F R E P O R T

DATE: **April 12, 2022**
RE: **Commercial Marina Moorage Policy**
TO: **Paula Miranda, General Manager**
ISSUED BY: **Aaron Bretz, Director of Operations**

BACKGROUND

There was a meeting in the fall of 2021 between the Commercial Marina Harbormaster and a large number of moorage holders to determine how to get the Port closer to assigning permanent slips and moorage for our long-term moorage holders. The Port recognizes that this is a highly desirable change for the moorage holders, and that there are multiple benefits to making this happen.

DETAIL

Currently the Port is in the process of determining the current status of the Harbormaster in the Commercial Marina. In the interim, we are operating with reduced staff, and I am stepping in to offer guidance as much as possible to the personnel. Regardless of this uncertainty, we are moving toward assigned slips. We have been moving those who do not have annual or semi-annual moorages away from PD5 to try and clear out space, and as I have suggested previously, this has been an extremely challenging effort on the Port's part. The following changes are forthcoming:

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

Implementation of these changes in the fall of 2021 was not realistic due to the pace of operations in the marina at that time. We have begun redirecting transient vessels, which is a definite change from the past, and we are struggling to keep on top of this effort short of personnel, but we are making progress. We will continue managing that aspect of the change through the coming months.

I do not anticipate making the official cutover to assigned moorage for permanent moorage holders until the Port makes a permanent determination regarding our Commercial Marina Harbormaster position.



S T A F F R E P O R T

DATE: **April 12, 2022**
RE: **Power Pedestals PD 5 & 3**
TO: **Paula Miranda, General Manager**
ISSUED BY: **Aaron Bretz, Director of Operations**

BACKGROUND

The Port has an ongoing project to replace and upsize the electrical service to PD 5 & 3, replace conductors and panels, and install new power pedestals on those docks. We are awaiting delivery of the pedestals currently; supply chain uncertainties and a couple last-minute changes have our pedestals 8 months out from delivery when I spoke to the manufacturer at the end of last week.

DETAIL

The Port has purchased the new transformer for PD5 from PUD, and has worked with them throughout the project. Planning and permitting is complete, and the pedestals are on order. Contracting the labor is dependent upon receipt of the pedestals, and we did not yet undertake that effort because the arrival date of the pedestals has not yet been firmly forecast. We will be bidding the project prior to the end of the fiscal year, however.

At the last minute before the manufacturer began work on the pedestals, I began to hear growing concern about the amperage and distribution at the new pedestals. I took more comments from a wide variety of moorage holders and local marine electricians. One of the biggest concerns was that if we increased to 50 amp service at the pedestal, vessel owners would incur considerable cost to change isolation transformers and hardware to make that shift.

The manufacturer was at an advantageous point to make some simple changes, so after consulting with our engineer and getting our engineer in touch with local users, determined that we could move forward with increasing capacity to the docks, but install 30 amp breakers and receptacles. The manufacturer will provide us with the 50 amp breakers and hardware to keep on hand so that those who want to upgrade to 50 amp service at the receptacle have the option to do that. The Port will install those at the pedestal upon request; with assigned moorages, those who make that choice will be able to have the service they request. The new pedestals have the capability to be remotely secured or energized by computer at the Port Office. This will also increase motivation for Port users to move to their assigned places in the Marina.

We are moving forward with this option; I am currently awaiting a quote from the manufacturer on the cost of the additional breakers.



STAFF REPORT

DATE: April 12, 2022
RE: Port Dock 7 Replacement / Access Channel Dredging for PD7
TO: Paula Miranda, General Manager
ISSUED BY: Aaron Bretz, Director of Operations

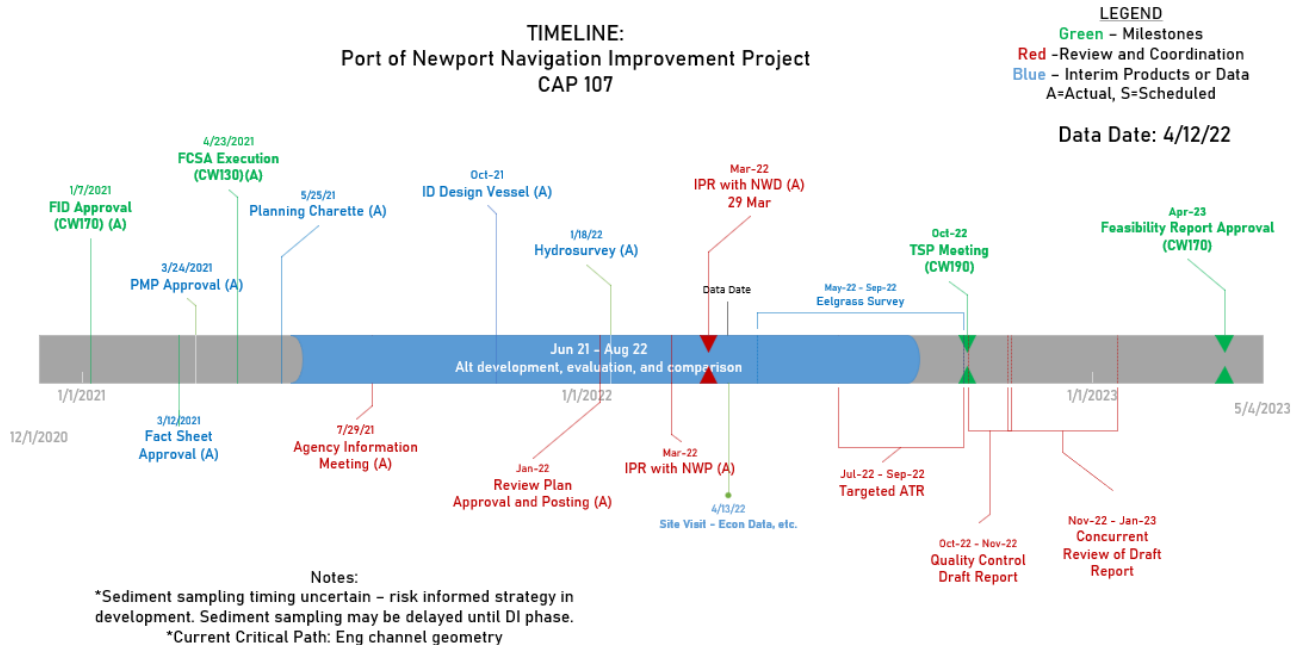
BACKGROUND

Port Dock 7 is clearly at the end of its service life, and the design is not reflective of the current needs of the Port of Newport. The characteristics of the redesign of this dock will shape the Commercial Marina's future for decades to come, and will either enhance or limit the Port's potential growth. Our redesign efforts are aimed to enhance future growth at the Port, which is clearly needed and if we communicate the needs of this project, it presents good chances of gaining federal and state funds.

DETAIL

Three Main Parts of the Project

Dredging the access channel: Much work has already been done of the economic and feasibility study for the project. As of 29 March, 2022 we are about 2/3 complete



- Following this phase, the construction can begin; the Port has only a 10% match for dredging

- This channel will be a federal project, which means they will be required to maintain the channel perpetually, and it will grant access and maneuverability for 80' vessels.
- The feasibility phase includes regulatory consultations (permitting for Corps projects)

Dredging the Berths: The berths will be dredged to a depth that will coincide with the design vessel of the federal channel (80' vessel, -20' depth).

- Eelgrass survey will be undertaken in summer 2022 to gauge impacts
- The Port will benefit from consultations already undertaken with state and federal agencies by the Corps as a result of their project to deepen the channel to the east end of the marina. We will still undergo permitting consultations, but the topics will have already been broached by the Corps
- The Port may also benefit from synergies with Army Corps when they take samples for their project in the Commercial Marina (above)

Permitting/Construction of New PD7 and Removal of Old:

- FEB 2020, presented project and mitigation concepts to Army Corps, Dept. of State Lands, DEQ, EPA, NOAA, and other joint permitting agencies. Their feedback was positive and concepts for mitigation and permitting are certainly deemed to be attainable. Permitting outlook was good
- Funding was budgeted for planning the project this FY; we are awaiting determinations on grants prior to putting out the RFP.
- Resurfacing of PD7 gravel lot is currently out for bid, asphalt is being considered for fall.
- Project is still in line with original timeline:

The screenshot shows a PDF document titled "Timeline" with the following content:

July 2021	July 2022	January 2023
<ul style="list-style-type: none"> ➢ Conceptual Planning ➢ Alternatives Analysis ➢ Apply for Planning Funds ➢ Public Outreach 	<ul style="list-style-type: none"> ➢ Engineering Plans for Permitting ➢ Develop formal planning proposal to increase chances of grants, financing ➢ Public Outreach 	<ul style="list-style-type: none"> ➢ Begin Formal Consultation for Permitting <ul style="list-style-type: none"> ➢ Biological Assessment (1 year) ➢ Coastal Zone Permitting (1 year) ➢ Coastal and Harbor Sediment Transport Modelling ➢ Final Engineering Plans ➢ Construction NOV 2024

The document is displayed in Adobe Acrobat Pro DC (32-bit) with a toolbar at the top and a Windows taskbar at the bottom. The taskbar shows the time as 1:56 PM on 4/12/2022.

- Concept for New Port Dock 7:



- Overlaid on Existing PD7 with Corps Project in Purple:



Funding Update

The Port is in the process of seeking funding for the Port Dock 7 Replacement Plan. We estimate the plan will cost around \$300K, which involves design and permitting. Currently the Port has been awarded two grants, one from Business Oregon (State) and one from the Department of Land and Conservation and Development (State), each in the amount of \$50K. The Port is also seeking funds from the Economic Development Administration (Federal) in the amount of \$200K. Should funds not be granted by this Fall. The Port expects to move forward using General Funds, as this process may take 1 ½ to 2 years to complete. Once the Plan is completed, the Port will then seek construction funds, which we estimate around \$20 million dollars. The entire process may take 3-5 years if funded.