

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

September 12, 2024

Port of Newport Admin Building, 600 SE Bay Blvd, Newport

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

CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:00 a.m.

Committee Members Present: Clint Funderburg (Pos. #1); John Moody (Pos. #3); Bob Eder (Pos. #9); Heather Mann (Pos. #5); Gary Ripka (Pos. #6); Dean Fleck (Pos. #10); and Jim Seavers (Pos. #11).

Alternates Present: John Holt (Alt. #7); and Mark Cooper (Alt. #5).

Committee Members Absent: Doug Ison (Alt. #11); John Wagner (Alt. #6); Jonathan Gonzales (Alt. #3); Mike Retherord Sr. (Alt. #2); Mike Pettis (Pos. #2); Cari Brandburg (Pos. #4); Roy Hale (Pos. #8); and Corey Rock (Pos. #7).

Port Commission Liaisons: Jeff Lackey

Management and Staff: Paula Miranda, Executive Director; Aaron Bretz, Director of Operations/Deputy Executive Director; Mark Brown, Director of Finance and Business Services; Kody Robinson, Harbormaster; and Don Moon, NIT Facility Manager.

Members of the Public and Media: Jim Kasper, Tom Star, Bob Kemp, Fred Yeck Jr., and Angela Nebel, Summit PR Representative.

MEMBERSHIP ROSTER

Members of the Committee and Port staff introduced themselves.

APPROVAL OF MINUTES

MOTION was made by Holt, seconded by Seavers, to approve the minutes of April 18, 2024. The motion carried unanimously in a voice vote.

COMMERCIAL MARINA AND TERMINAL UPDATES

Port Dock 7 Replacement Project Update. Bretz presented his report included in the packet. Mann asked for more details on plans for the number of slips and sizes. She stated she wanted to hear input from fishermen that have moored vessels. Bretz replied this is a concept, liable to

change based on engineering and environmental factors. He stated the Port is looking to add 42 slips with a mixture of 34, 40, 50, and 60 ft slips, and then add 600 feet of side-tie space for larger vessels. Mann asked the committee is -20 feet adequate for larger vessels.

Miranda noted there will be outreach later with the team designing the project, but there can still be conversation. Mann asked when that will take place. Bretz replied the dredge prism has to be completed first, then 30 percent engineering, and then there will be formal outreach. He noted he still wants to hear what people think so this can continue in a functional way. He added there would be outreach after the end of calendar year 2024.

Holt asked what the timeframe would be from start to finish. He asked where all the vessels would go during construction. Bretz replied the project will be phased with work on one half and then the other. He explained the Port should be able to get enough boats to moor at the old half or South Beach in the winter, and then bring them back in the summer. Miranda noted the design team will have to provide some solutions for the Port as part of the RFP.

Mann asked if the new swing hoists for loading would be larger. Bretz replied right now the Port is planning for replacement in-kind, but staff could consider larger ones. A member of the audience asked staff for clarification on the -20 feet dredging. He noted 18 at low tide would be plenty for large vessel draft.

Seavers asked how soon staff expect silt to impact the new docks. Bretz replied that area has not been dredged in 30 years or more, so he doesn't anticipate it will silt very frequently. He added he thinks maintenance dredging will be very seldom, especially if boats are coming in and out a lot.

Kasper noted the inside corner at the seawall is close to the big vessel entrance, and it is narrow now. He stated the concept looks even closer and silt collects there. Bretz replied he would pass that onto the engineers.

Moody asked what the depth of the inside-tie of Dock 5 is because, in theory, a lot of this will move 50 – 60-ft boats from Dock 5, which would open large vessel moorage at Port Dock 5. Bretz replied it is around 18 feet. Cooper expressed the need for adequate shore power at Port Dock 7. Bretz replied staff want to do that, and utilities will be a large cost variable on this project.

Seavers stated 30 percent engineering includes footprint area and depth. He asked if there will be a layout with where individual boats go. Bretz replied the 30 percent engineering will include utilities planning. He stated the location of boats would be in the future, and staff are not planning for specific boats. Seavers asked will the Port continue to use the Terminal moorage for big boats or are they looking to shift everything away from the Terminal. Bretz replied the Port does not want to shift everything from Terminal. He stated the design vessel for project is 80 ft, that's for the channel and the dock. He explained staff are trying to provide a space people can go if the Port is filled up for some reason. He added if [smaller] vessels at the Terminal aren't using services and need to move, they have a place to go. He indicated the services staff provide at the Terminal will always be there and continue to be provided.

Mann noted many of the boats at the Terminal are bigger than 80 ft. Bretz replied there is some wiggle room with the 80 ft. design vessel. Mann asked why staff did not choose something larger. Bretz replied that has to do with the Army Corps. He explained they use specific design formulas, and vessels that are larger than 80 ft start to require a channel that undermines the rubble mound breakwater at the entrance to the marina. He noted staff trimmed it down so they wouldn't have to dredge under that rubble mound breakwater, which would make the project too difficult. Discussion ensued on Terminal vessels using Port Dock 5.

Mann asked how does this work with assigned moorage; will people eventually be reassigned to Port Dock 7. Bretz replied he imagines so. He noted a lot of folks will want to move. Mann confirmed with staff there is no RORO component. Miranda stated the intent is not to find a permanent place for folks at the Terminal, but to provide alternatives for temporary moorage.

Ripka noted the project takes out the South Beach fishing pier. He asked what the costs for demo and replacement are. Miranda replied roughly \$2 million. Bretz explained the Army Corps will take on some of that project. Mann confirmed with staff the Port is doing that for mitigation. Miranda overviewed the Ports efforts to apply for grants for the project. She added a lot of this will not touch the ground until the end of next year or the following year. Mann confirmed with staff that if people think of things after the meeting, they can contact Bretz directly. Star confirmed with staff changing the fishing pier will allow the Port to put more pilings in at Port Dock 7. He clarified with staff the walking pier at the end is not for moorage.

Mann stated the Port needs to be realistic about how Port Dock 7 will provide relief to the Terminal. Lackey stated Port Dock 7 will keep existing users, adding room for two or three classes of vessels and adding more slips for smaller vessels. He suggested staff take a wholistic look at Docks 5 and 7 going forward. Mann confirmed with staff all the local boats and sizes are in the Port's financial system.

Parking at the International Terminal. Bretz reported there was some questions about folks visiting at the Terminal, where they would park. He explained parking areas change because storage changes, and staff don't want to dedicate parking where there is often storage. He noted those parking by the shop should not have a problem. He emphasized the importance of staying away from the bull rail. Discussion ensued on the temporary nature of parking at the Terminal. Bretz stated staff will put up signs for no parking at the bull rail at the pier, loading only. Mann confirmed with staff folks who only use the Terminal and do not have commercial parking passes, need them to get them now. Bretz added the Port needs to verify a vehicle has business there. Lackey confirmed with staff that pass is good for Port property.

Port Dock 5 Update. Eder reported the Port Dock 5 parking lot belongs to the Historical Society, and he and Fleck are on that board. He noted the Historical Society was ready to close the lease with the Port, but [fishermen] were able to persuade them how valuable that parking is. He stated the parking will be status quo, and fishermen can still use it. He indicated, eventually, it may be fishermen directly dealing with the Historical Society.

Miranda reported the Port is on a month-to-month agreement and will provide that parking as long as it can. Cooper confirmed with staff there has been no change to the parking at Port Dock 3. Mann asked is the parking pass transferable between vehicles. Bretz replied it is a sticker for the window that is not meant to be transferable, and one pass is meant for each vehicle.

Funderburg stated Port Dock 5 parking has become long-term parking. He noted two-thirds of the rigs are out of town fishing. He indicated that makes it tough for the guys who are working at the boats, or service people. He suggested making it a 72-hour lot, so folks who are gone two months park at Port Dock 7. Bretz replied it comes down to enforcement, and right now the Port is not covering costs of enforcement. He stated the Port can't pay for that level of enforcement. Funderburg suggested some signs and making it a rule would help. Bretz replied staff can try putting up signs.

Miranda noted signage without enforcement makes people believe the Port does not enforce anything. She explained the police will not enforce anything in the Port's lot because it is not

city property. Mann suggested the Port and city work together on enforcement. Miranda replied the Port has talked to the city. Cooper clarified with staff security does not use a license plate scanner. Bretz explained there is technology, but it is too expensive. Ripka noted the city is able to get fulltime enforcement with the fees they are getting. He asked if the Port could subcontract with the city. Miranda replied staff can have a conversation with the city but would have to pay for any subcontracting.

Bretz reported someone hit the dock at Port Dock 5 and caused damage. He stated the insurance adjuster is out, and the Port should be able to contract out all dock repairs. He noted there will be six new pilings at the beginning of Dock A, but the Port has to wait for the emergency permit approval. He estimated it would be three months before repairs are complete. He added the new gangway got knocked out of line and has to be realigned. He indicated there will be notices as foot traffic is affected. Ripka confirmed with staff six pilings were damaged.

Eder asked if the Port would replace the broken pilings with the same, small pilings. Bretz replied the Port is going to try to fit 10- or 12-inch pilings, not use the same size. Miranda noted the Port has to pay the difference for the bigger pilings. Eder asked if the Port has any decking on hand. Bretz replied the Port will have to order any decking. Robinson added there will be intermittent utility disruptions.

Mann asked did the electrical upgrade get done on Port Dock 5. Bretz replied the Port has the pedestals in stock, but installation is still on the que to get done. He noted the Port needs to get the contract in place to rerun all the wiring. A member of the audience asked if there will be 50-amp or 30-amp service. Bretz replied they would be 50 amp. [Information was corrected to 30 amp outside the meeting].

Lackey asked at Port Dock 5 and 7 are staff thinking about having vessels that are not fishing vessels using them in the future. Bretz replied once they stand up the wave energy test site offshore, they will need boats that go out to service it. Miranda stated the advantage of commercial dock versus fishing dock is for grant applications. She explained if the Port says it is one single type of use, the chances are low of securing funds.

Moody asked if a fire boat has been considered for Port Dock 7. Bretz replied the size of boat they were looking at was 30 ft. He noted there is enough space at the OSP dock. Ripka asked how large the wave energy maintenance boats are. Bretz replied that depends on what they are doing, some are small, and some are huge. He noted they ask about boats in area who could pick up buoys or move them. He added needs could be met by local boats, and a couple of companies will want services.

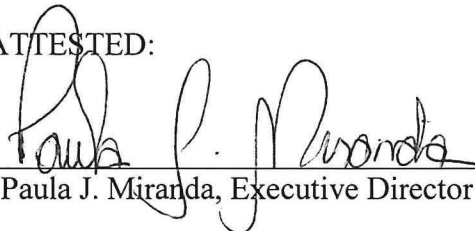
ADJOURNMENT

Having no further business, the meeting adjourned at 10:17 a.m.



Heather Mann, Chair

ATTESTED:



Paula J. Miranda, Executive Director