

COMMERCIAL FISHING USERS GROUP COMMITTEE

Thursday, February 26, 2026, 9:00 a.m.
600 SE Bay Blvd.
Newport, OR

This will be a hybrid meeting, which means you can attend in-person, or you can view the livestream of this meeting on <https://www.portofnewport.com/commercial-fishing-users-group-committee>.

Anyone interested in making virtual public comment must complete the form on our website and submit it by 11:00 a.m. on Wednesday, February 25, 2026.

I. Call to Order

II. Changes to the Agenda

III. Approval of Minutes

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IV. Rates and Fee Schedule Update - Brown.....Page 7

V. Port Dock 7 Project Discussion – Bretz.....Page 10

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

VII. Adjournment

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

January 22, 2026

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 Vice Chair Bob Eder called the Commercial Fishing Users Group Committee Meeting to order at 9:02 a.m.

Committee Members Present: Mike Pettis (Pos. #2); Cari Brandberg (Pos. #4); Gary Ripka (Pos. #6); Roy Hale (Pos. #8); Bob Eder (Pos. #9); Dean Fleck (Pos. #10); and Jim Seavers (Pos. #11).

Alternates Present: Bob Kemp (Alt. #8); John Holt (Alt. #7); and Mike Retherford Sr. (Alt. #2).

Committee Members Absent: John Moody (Pos. #3); Doug Ison (Alt. #11); John Wagner (Alt. #6); and Corey Rock (Pos. #7). Mark Cooper (Alt. #5).

Port Commission Liaisons: Kelley Retherford

Presenters and Staff: Paula Miranda, Executive Director; Aaron Bretz, Director of Operations/Deputy Executive Director; Mark Brown, Finance Director; Don Moon, NIT Facility Manager; Kody Robinson, Harbormaster; and Roy Emery, SDAO Representative.

Members of the Public and Media: Angela Nebel, Summit PR Representative.

CHANGES TO THE AGENDA

Miranda recommended moving SDAO Presentation after Port Dock 7 update. The Committee Vice Chair moved the agenda item.

APPROVAL OF MINUTES

MOTION was made by Fleck, seconded by Pettis, to approve the minutes of September 30, 2025. Pettis, Brandberg, Ripka, Hale, Eder, Fleck, Seavers, Kemp, Holt, and Retherford Sr. voted in favor.

DISCUSSION ITEMS

Port Dock 7 Project Update. Eder introduced the agenda item. Bretz presented his report included in the packet. Miranda reported the Port is also trying to redo the

service dock, which was pulled out when the Rogue Sewall was redone. She noted the Port will need grants for that [project]. Eder clarified with staff the location of the service dock. Retherford asked will the Port have to dredge South Beach before moving the vessels. Bretz replied he would like to get that done. He stated in the event that the Port can't, the Port should be able to get smaller boats in there. He explained J Dock, which is toward the north end of the marina and across from fuel dock, gets shallower. Robinson explained the west end of J Dock, closer to shore, will be draft dependent. He noted further into the marina, it gets more comfortable. He stated at the service dock, the Port does have 200 feet. He indicated staff are trying to keep [boats] condensed, so that recreational is still separated from commercial.

Ripka asked if there are derelict vessels in South Beach. Bretz replied there are a total of 16 in both marinas, 10 are in South Beach. Holt asked if there are a total of 18 that are supposed to go away this year. Bretz replied 17 is possible, and with the timing of this project, there will be more. Brandberg confirmed with staff Eclipse used to be a part of the list. Eder noted with the temporary extension of Swede's Dock, that area by the end of it is pretty shallow because of the outflow. He asked what happens after it is dredged. Bretz replied [the Army Corps] are supposed to dredge by the hoist dock itself, but that silt is coming in because of that stormwater outfall. He explained staff are planning to put these pilings out far enough that intermediate boats can tie up. He added it is a concern staff have. Eder noted it's going to keep getting shallower. Bretz replied another depth survey is planned.

Ripka asked how deep South Beach is overall. Bretz replied it depends on where you are at. He stated there are shallow spots on the north side, H and J, which are 4 feet at minus 3-foot tides. Ripka noted there has been a couple out-of-town crab boats parked there this season, so there must be fairly decent water there. Robinson replied the ones there were only drawing 6 or 7 feet on low tide. Retherford Sr. confirmed with staff the depths are based on mean low water. Bretz added most are 9 foot mean lower low water, but some are 4 foot during the lowest tides. Retherford Sr. clarified with staff it's good to hug the east side of the docks on the shallow side of the marina. Bretz noted if the Port gets the funds, then it will be dredged to minus 8 foot mean lower low water. Miranda noted the Port has been trying for the past three years to get funding. She added staff were thinking about just doing it, and not depending on grants, but there is no way the Port can do it this year with Rogue closing.

Retherford noted at the last meeting they talked a little bit about the design. She asked if the Port was able to do any tweaking on the design. Bretz replied he sent all that feedback to the engineers, and they said it will not be a problem. He noted the permit consultant didn't have an issue either. Miranda overviewed funding efforts for the project. She noted the Army Corps is getting close to moving forward on the project, but they are doing that in concurrence with the Port Dock 7 project, so if the Port doesn't get the grant, they will delay.

Eder stated it is important to have a plan for moving all these Port Dock 7 boats, but every crab season there are visitors. He noted if there is a good albacore market, he has seen 400 boats in the summer. He emphasized it's not predictable. He indicated it sounds like the Port can barely accommodate 6-month and annual moorages. He asked what is the policy going to be for [transient] boats. Bretz replied staff don't know year to year, if the marina will be extra full or empty. He explained any spots that are empty, the

wharfinger can get visiting vessels into those spots to moor while they are gone. He noted if the Port gets an influx of boats, they will have to do a lot of side ties and shuffle them into any spot. He indicated the Port will add temporary moorage where possible, like by Swede's Dock. He added it is possible to get so many boats, that it is doublewide everywhere. Eder stated there would not be a policy change, and, hopefully, the annual permit holders won't be on the outside of the double, triple ties. Bretz replied the Port's policy is to prioritize moorage holders, and there's always a possibility that the Port will get filled up. Miranda noted at this point it doesn't make sense to have a [formal] policy. She added the Port hired a wharfinger in order to stabilize things and make sure moorage holders have first priority. She stated it is important [vessels] let the Port know when they are not around, so the wharfinger can accommodate others. She explained, meanwhile, the Port tries to do its best. She indicated once the Port gets the dock redone, there is an opportunity to determine a policy for transient vessels.

Brandberg emphasized the importance of supporting the wharfinger position. She asked if some people who aren't always here, still have an annual moorage. She asked how it works for vessels that come to Newport every year, if they also have annual or semi-annual moorage, and if not, are they going to be accommodated. Brown replied the facility code specifies that semi-annual and annual moorage is reserved for residents. Miranda noted resident means the boat is homeported here. Bretz replied staff do their best to make sure the long-term moorage holders have a spot. He added it will get easier, if the Port can build some docks. Brandberg stated she was thinking that might be a buffer, if some of those boats may not have a moorage. Miranda explained maintaining the docks costs more than moorage holders can pay, so the Port needs grants and other customers, such as transients to help cover the maintenance costs.

Pettis suggested when the wharfinger wants to fill spaces, the wharfinger communicates with captains or owners on how long a boat is going to be gone. He also suggested a basic survey of the estuary for optimal places to anchor. He recommended some kind of sign, and in an extreme situation, maybe have a shuttle service that would go back and forth to the docks. Miranda noted the Port can talk to the Army Corps to install anchors for vessels.

Retherford stated doing this project at Port Dock 7, no one likes to be inconvenienced. She noted the more the fleet understands the process, what's happening, and the importance of it, the more the fleet can meet the needs of those that don't understand. She explained as a user group, they are the first voice to the fleet. She indicated any transition that happens is ugly. She added if the people are for this project, then they can be advocates on the docks for the process. She stated if everyone is working in the same direction, then everyone is willing to be inconvenienced at the same time.

Hale suggested moving derelict boats in shallow water or by the bank. He noted mooring buoys can be approved temporarily. He asked what the Port spends on water since so much is leaking on Dock 7. He stated the spigots need washers. He emphasized he is talking about gallons a day. He indicated he doesn't understand why that can't be fixed. He indicated the school district hired a licensed plumber. Robinson explained repair difficulties. Bretz added [Hale's] point is well taken. He stated the Port spends a lot on water every month, and staff will take another look at leaks. He explained for individual usage, he wants to get meters put on every single [space]. He added it's not going to be

popular, because it will raise individual bills based on what they use. Miranda stated the Port is also thinking about putting meters in South Beach. She explained [contractors] have to be budgeted, and the Port does that for electricians and doesn't have a lot of room on the plumbing side. She noted it's a balancing game staff do constantly. She stated the Port cannot handle all the work. She noted when she started the Port had 20 people, and now it has 30. She indicated the Port probably could use 40 people. She added with the loss of Rogue, the Port can't hire anyone extra. She stated the Port will try to address the water issue, and please be patient.

Brandberg stated she has looked at the Port's budget. She noted sometimes you save money on the water bill by paying a plumber. She indicated over the summer when there was a large leak, because the Port's people are overwhelmed, [it wasn't fixed quickly]. She noted fishermen were angry, and several complained to her. She added hiring 10 more people is not necessarily a licensed plumber. She stated the budget is going out in water, and it is wasting the city's water when the city is having a drought problem. She noted it's not a good look for the Port. She added it is not financially a good decision. Miranda replied this is a discussion staff have. She explained Commissioners know it is a constant battle on where to put money first, on what to fix first. She emphasized she gets their point. Bretz stated the problem is the Port needs a whole new manifold. He explained regardless of who does the work, it's going to still need to be replaced. He noted this may be a priority issue, and maybe this needs to move up. He indicated staff will take a look at it. He encouraged members to participate at the budget meetings and when they have complaints, to call him [directly]. Miranda added the Port put \$300,000 toward that dock, knowing it is going to be replaced. Discussion ensued on finding bigger issues when looking into small problems. Ripka asked what is the annual water bill. Brown stated he would provide the number.

Retherford Sr. asked if the Port will turn people away if there is no dock space. Bretz replied the Port will do that, but a problem staff run into, is people tie up without permission. Retherford Sr. suggested using channel 12 again. He noted mooring buoys are a great idea. He explained California ports have many set up, and to tie up in California, vessels have to give a week or longer notice, otherwise, they don't have a place. He asked is that going to happen here during this transition. Bretz replied he would love to be able to do that and wants to be able to do that. Retherford Sr. added communication is going to be key. Ripka asked what about boats that have large outstanding debt who still park. Miranda replied staff are addressing that.

Retherford Sr. stated for the water issue, the Port should think about putting a shut off valve from main water line to docks from 9 p.m. to 6 a.m. He confirmed with staff they are thinking about meters for every spigot. Brown reported the cost is \$250,000 a year Portwide for water. Hale noted now people share hoses because they take up room on the dock. He asked if there are more hoses, is there going to be a way to hang them up and move them off the dock. Bretz replied that is part of the design for the new dock. He added these are all things staff appreciate being brought up.

Public Meetings Law Training. Eder introduced the agenda item. Eder, Ripka, Holt, and Hale stayed for the training. Emery presented the training.

Rates and Fee Schedule Update. Brown recommended tabling the item to the next meeting. The Committee Vice Chair tabled the item.

ADJOURNMENT

Having no further business, the meeting adjourned at 12:17 p.m.

STAFF REPORT

DATE: 26-February-2026
RE: 2026-27 PRICE INCREASES
TO: Paula Miranda, Executive Director
ISSUED BY: Mark A. Brown, Director of Finance and Business Services

Each year, the Port reviews its rates and fees to decide whether they should increase for the next fiscal year. In the past, many different factors were considered when setting these changes. Recently, the Port approved a fiscal manual and provided feedback that led to a standard formula to help guide these yearly adjustments, while still allowing some flexibility when needed.

To calculate price changes, the Port looks at two main economic indicators:

The West Coast Consumer Price Index (CPI) – this shows how the cost of everyday goods and services has changed.

The Port's Producer Price Index (PPI) – this reflects how business-related costs have changed.

The Port combines these two numbers by adding them together and dividing by two. This gives the average change in costs, which is used as the basis for adjusting rates for the coming year.

Since pennies are no longer used, final rates may be rounded up or down to the nearest nickel to keep prices practical.


Rate Increase Calculation

2026-2027

The Western Region Consumer price index for the period Dec 2024 to December 2025 is calculated using the following chart.

The **percent change in CPI** (inflation rate) is calculated as:

$$\frac{\text{Current Year CPI} - \text{Previous Year CPI}}{\text{Previous Year CPI}} \times 100$$

Download:  [.xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2023	317.477	319.130	320.715	322.187	323.525	324.448	324.865	326.234	327.491	327.708	326.299	325.932
2024	328.053	329.339	332.202	334.050	334.292	333.662	333.174	333.442	334.265	334.558	334.218	334.084
2025	335.989	337.868	339.627	341.159	342.343	342.613	343.234	344.096	345.294	-(X)	344.339	343.789

X : Data unavailable due to the 2025 lapse in appropriations

- **Current year CPI:** 343.789
- **Previous year CPI:** 334.084

Step 1: Subtract: $343.789 - 334.084 = 9.705$


Step 2: Divide by the previous year: $\frac{9.705}{334.084} = 0.02904958$

*It represents a **2.905% increase expressed as a decimal***

Step 3: Convert to a percentage $0.029049 \times 100 = 2.904958\%$

Rounded: 2.9%

The Producer Price for Port and Harbor Operations utilizes the same methodology:

Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2015	150.1	150.1	150.1	151.7	151.7	151.7	152.7	152.7	152.7	153.6	153.6	153.6
2016	153.6	153.6	153.6	153.6	153.6	153.6	156.2	156.2	156.2	157.6	157.6	157.6
2017	158.2	158.2	161.5	161.5	161.5	161.5	161.5	161.5	161.5	163.5	163.5	163.5
2018	163.9	163.9	163.9	163.9	163.9	164.3	163.8	163.3	164.1	166.7	163.4	165.4
2019	168.3	168.4	165.5	169.8	166.1	167.0	171.2	168.0	167.1	167.4	167.8	170.3
2020	170.1	168.2	172.1	171.1	168.8	169.5	170.1	168.4	169.0	170.0	171.1	170.3
2021	170.2	171.7	174.0	174.9	172.5	170.7	170.462	170.580	171.241	175.786	174.312	175.133
2022	178.702	177.053	177.020	178.418	178.846	178.930	177.498	179.589	178.525	181.243	184.248	184.091
2023	185.919	188.522	186.832	185.594	187.139	185.467	186.528	188.490	187.543	189.747	189.690	188.584
2024	191.238	194.745	194.709	194.045	193.347	195.451	195.325	195.740	193.568	193.883	195.806	196.795
2025	207.425	208.030	208.792	211.665	209.129	210.240	209.055	210.173	210.141(P)	211.278(P)	213.362(P)	217.196(P)

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

- **Current year PPI:** 217.196
- **Previous year PPI:** 196.795

Step 1: Subtract: $217.196 - 196.795 = 20.401$

Step 2: Divide by the previous year: $\frac{20.401}{196.795} = .1036662$

*It represents a **10.367% increase expressed as a decimal***

Step 3: Convert to a percentage $0.1036662 \times 100 = 10.36662\%$

Rounded: 10.4%

To calculate rate increase, add (PPI) 10.4% + (CPI) 2.9% = 13.3%

Final Rate

And divide by 2, $13.3\% / 2 = \mathbf{6.65\% \text{ increase over 2025-2026 Rates}}$

STAFF REPORT

DATE: January 16, 2026
RE: Port Dock 7 Project Update
TO: Paula Miranda, Executive Director
ISSUED BY: Aaron Bretz, Director of Operations

BACKGROUND

At the last Commercial Fishing User Group meeting, we heard feedback about the configuration of the docks and the proportions of small vs. large vessels. We also fielded questions regarding details of which boats might need to moor in South Beach during the project.

Over the course of the holiday season, the Army Corps of Engineers was able to get Federal Concurrence from DLCD for the project, which is a major effort. We are winding down the feasibility phase with the Army Corps and will move into the Construction phase shortly. During this phase, specific means and methods will be determined for dredging and construction, and we will get a more specific timeline and plans for contracting.

We've identified spaces that are good candidates in South Beach for temporary location of smaller commercial vessels (attached). We plan to drive some temporary pilings near Swede's Dock to open that area up for larger Port Dock 7 boats.

We will put out a more detailed list of candidate vessels for temporary moorage in South Beach prior to the CFUG meeting. The marinas will definitely be very full due to the reduced available moorage. Actual occupancy will vary from plans due to whatever the current fishing conditions (both commercial and recreational) are at that time, but we do project that we will have the space to pack in the boats for the duration of the project.

We will forecast this to South Beach users as much as possible during the season prior to construction to try and alleviate misunderstandings.