

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

Thursday, Sept. 12, 2024, 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 our website: <https://www.portofnewport.com/2024-09-12-commercial-fishing-users-group-committee-sept-12-2024-9-00-a-m>*

*Anyone interested in making virtual public comment must complete the form on our website and submit it by 11:00 a.m. on Wednesday, Sept. 11, 2024: <https://www.portofnewport.com/2024-09-12-commercial-fishing-users-group-committee-sept-12-2024-9-00-a-m>*

**I. Call to Order**

**II. Changes to the Agenda**

**III. Membership Roster.....Page 2**

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

A. Minutes to Approve:  
April 18, 2024

**V. Port Dock 7 Replacement Project Update – Bretz .....Page 13**

**VI. Parking at the International Terminal - Bretz .....Page 26**

**VII. Port Dock 5 Update - Bretz**

**VIII. Public Comment (3-minute limit per person) .....Page 30**

**IX. Adjournment**



## STAFF REPORT

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**DATE:** *September 4, 2024*  
**RE:** *CFUG Membership Roster – Information Only*  
**TO:** *Commercial Fishing Users Group*  
**ISSUED BY:** *Gloria Tucker, Administrative Assistant*

The Port of Newport Board of Commissioners appointed all members listed below, except Bob Kemp at the July 23, 2024, Commission meeting. Kemp will be appointed at the September 23, 2024, Commission meeting.

	Member	Term	Alternate	Term
Port Dock 7 Moorage	Clint Funderburg	2029	VACANT	
Port Dock 5 Moorage	Mike Pettis	2029	Mike Retherford Sr.	2028
Commercial Fish Buyer	John Moody	2028	Jonathan Gonzales	2028
Limited Entry Seller	Cari Brandburg	2029	VACANT	
Midwater Trawler	Heather Mann	2029	Mark Cooper	2029
Crabber	Gary Ripka	2029	John Wagner	2028
Shrimper	Corey Rock	2028	John Holt	2029
Tuna / Salmon	Roy Hale	2028	Bob Kemp	Not Appointed
Fixed Gear	Bob Eder	2029	VACANT	
Industry Support	Dean Fleck	2028	VACANT	
Distant Water	Jim Seavers	2029	Doug Ison	2028

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

April 18, 2024

Newport City Hall, 169 SW Coast Highway, in Newport

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

**CALL TO ORDER**

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

**Committee Members Present:** Bob Eder (Pos. #9); Heather Mann (Pos. #5); Mike Pettis (Pos. #2); and Cari Brandberg (Pos. #4).

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

**Committee Members Absent:** Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); Mark Cooper (Alt. #5); and Clint Funderburg (Pos. #1).

**Port Commission Liaisons:** Gil Sylvia and Kelley Retherford.

**Management and Staff:** Paula Miranda, Executive Director; Aaron Bretz, Director of Operations; Mark Brown, Director of Finance and Business Services; and Kody Robinson, Harbormaster. Derrick Tokos, City of Newport Planning Director, was also in attendance.

**Members of the Public and Media:** Michael Seavers, Bob Kemp, Fred Yeck Jr., Dean Fleck, Paul Tucker, Roy Hugh, Doug Ison, Sarah Leah, Sharon Snow, and Don Snow.

**APPOINTMENT OF NEW MEMBERS**

Tucker reported two Commission members moved from alternate to regular member, and there are several vacancies. She requested the Committee make a recommendation on who to appoint to the Committee to the Port of Newport Commission. Mann reported there has been interest from John Moody and Doug Ison to join the Committee. Tucker noted John Holt and Jim Seavers need to be officially appointed, and there are nine positions vacant. Mann recommended alternates Holt and Seavers move forward. She stated she will reach out to interested community members and then make a recommendation to the Port of Newport Commission on all the appointments.

**APPROVAL OF MINUTES**

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

### **COMMERCIAL MARINA UPDATE**

**Bornstein Closure Impact Discussion.** Bretz reported the Port anticipates the Bornstein move might affect Port Dock 7 users. He stated the Port would like to hear from someone who could share on those impacts and how to use that for planning in the future. Mann asked if the Port talked to Andrew Bornstein. Bretz replied the Port hasn't been able to contact him and would like to be connected with Bornstein. Mann offered to assist in the connection. Miranda asked if there was anything anyone else wanted to share. Eder stated there is impact because Bornstein was the only real competitor in town for Pacific Seafood. He stated it is never good to lose competition. He suggested to whatever extent the Port is involved, to get someone in here as soon as possible, assuming anyone is interested.

Mann stated her understanding is there a problem with the dock. Bretz replied he doesn't know since that's not the Port's facility. Ripka stated the Port could lose a tremendous amount of revenue from vessels that fish for that facility. He noted they are going to go to Astoria, and there will be a loss of moorage, fuel sales, and groceries. Brandberg added if the shrimp vessels can't get a shrimp market at Pacific Seafood, they are going to leave.

Tokos reported the city sold that facility to Bornstein and retained the right of first refusal and a repurchase option. He stated in the event the plant was idle, the city can buy that back at 85 percent of market value if idle for more than two years. He noted Pacific Seafood has been, and is, a wonderful partner, but it is healthy to have competition. He indicated the city will also be meeting with Bornstein.

Bretz stated the Port works a lot more with Pacific Seafood, so staff don't know a lot about Bornstein's facility. He noted the Port would like to know as much as possible, especially any impacts to moorage. Mann stated Congresswoman Hoyle contacted her about potentially doing something about their dock. Miranda replied Hoyle's staff have been talking to the Port about Port Dock 7 replacement and the water quality issue at DEQ. Mann stated her understanding was that Hoyle spoke with Pacific about buying the plant, but there is a problem with the dock. She explained in the past when Pacific bought Trident's plant, Midwater Trawlers helped because they needed markets for whiting, and now they are not doing whiting there. She emphasized she is a little concerned about Pacific owning the entire Bayfront processing. She offered to help the Port and city schedule a meeting with Bornstein.

Eder suggested the city try to negotiate 85 percent and two years because it would be better to accelerate the purchase. Tokos replied 85 percent is still a substantial cost, and the city would much rather see a process where the purchase would be earlier than that and not involve the city's purchase. Miranda noted she does not see the Port able to purchase that either without major grants. She stated the Port would still like to help in any way possible and talk to federal and state legislators. She indicated she certainly doesn't want the processing to go away. She added she doesn't see the Port itself funding the purchase, though.

Brandberg stated there were disappointments when Pacific Seafood took over Hallmark and then Trident. She encouraged the city to consider that the local processor doesn't have the capability of upgrading the facility, and they may be struggling too. She suggested the city to help outside processors move in. Mann asked what the role of the CFUG and the Port in this process is. Miranda replied the Port is interested in any suggestions or contacts for processors



who are interested or could be a viable possibility. She stated that will give the Port some tools to start the conversation with the city and Bornstein. She asked who of the fishermen do exclusive work with Bornstein, and what they will do instead. A member of the audience mentioned that he worked for Bornstein, and he will continue to moor at the Port of Newport.

Ripka stated he doesn't think there will be much interest from Pacific to work with more boats. Mann asked how many people fish at Bornstein. Ripka replied five shrimp boats, and perhaps 10 crabbers. Mann stated another option is Alaska's CVQ program. She explained they are six corporations that are allocated fish through the AFA. She noted they are expanding to whiting and interested in plants up there. She added they might be interested in processing too. Bretz stated it is important to talk to Bornstein and understand the many factors in the decision. He noted there must have been a change in the industry, so just trying to plug someone else in there might not work. He asked how to change the approach so that someone can be successful.

Miranda stated one of the main concerns is the DEQ water quality issue. She noted if that was the biggest portion of Bornstein's issue, the Port would like to know because the Port can bring that to the Legislature and Governor to show direct impacts. She added the community doesn't want to bring in processors just to fail. Mann stated she suspects there are a variety of issues. She noted the seafood industry is struggling right now on a global scale, and DEQ doesn't help it. Brandberg suggested reaching out to the Processors Association about matching the vessels here with the market.

Sylvia asked who is ultimately responsible for trying to find a buyer for that property, Bornstein or the city and Port taking an active approach to seek a buyer. Tokos suggested it's a joint effort with Bornstein, and the city would like a proactive approach to help the process. Miranda replied, technically, Bornstein is responsible, but the community can take a proactive approach to assist them in finding a buyer.

**City of Newport Parking Changes on the Bayfront.** Tokos reported city public works crews will begin putting the pay stations out next week. He stated the go live date is May 1. He noted a while ago, the city sent out an email to commercial fishing owners or operators and plans to resend that email. He explained the commercial fishing users permit is \$45 a month, available for Zones B and D by invitation only for 96-hour periods. He indicated it is important to get back to the city so staff help fishermen work through the permit process. He added people can purchase the permits individually or as a fleet.

Tokos reported he recognizes circumstances can cause fishing staff to come onboard on short notice. He distributed several one-time-use permits with a QR code that can be used during turnover. He stated there will be parking regulatory sign changes. He noted the city has a website with an interactive map where people can find the rules for the various zones. He explained this program is designed to improve circulation and turnover on the Bayfront. Brandberg requested he explain the fleet approach. Tokos replied owners can register and manage however many permits they need for crews. He stated the advantage of the fleet is if there is turnover, owners can just reassign the permit to the new person, rather than buying new permits. He explained multiple vehicles can be assigned to one permit and switched online at any given time.

Brandberg asked if there would be a reduced fee in the winter and reduced fee for fishermen. Tokos replied further discussion about the offseason will be held by the parking committee, but that doesn't start until November. He clarified the parking areas are Zones B and D for fishermen. Eder asked how the city coordinated availability of these spaces. Tokos replied individual permits are capped by zone relative to the number of spaces available. He added the

city chose not to put a limit on commercial fishing permits since it wasn't certain on the right number and how fishing users would adjust. He noted the city will monitor that and make adjustments if needed.

Ripka explained all the parking studies on this show the turnover is faster when people pay. He stated he has been on the committee for several years, and this will not make a lot of money compared to the cost of parking maintenance. He noted right now tourists park all day; there is no incentive for them to leave. He indicated tourists overflow into the commercial marina parking so there is nowhere to park in the summer. A member of audience noted a lot of jobs like the candy shops and tourist shops have employees who don't earn very much. He stated for commercial fishing, there are unlimited permits but that's \$45 a month. He asked are owners supposed to take care of their crews or will it be up to the deckhands to pay this. Another audience member stated fishermen should be exempt. She stated fishermen are already paying for moorage, which is too expensive, fuel costs that are high, and insurance that is high. She added the city wants money for them to park to do their job. Another member of the audience added the last thing on his mind is to check the website for the status of a parking permit. He stated all he can see is it making a lot of money, not benefiting fishermen or the employees down there.

Tokos stated the commitment with the revenues on the Bayfront is to pay for the parking program, and some of that is parking enforcement and some to improve parking conditions. He noted the city plans to pay off resurfacing it just did for three parking lots with this income. He explained the city has no dedicated funding mechanism for the parking areas. He indicated there were business license surcharges, but that was only \$13,000 a year, which might help with signage or striping, but not paving. He added all the revenue generated will stay in the parking fund and not go to the general fund.

Brandberg stated the Port permits are \$100 a year, but the Port has 177 spaces available. She noted the loading zones were extended. She indicated if people can't afford \$45 a month, a lot of fishermen parking is available at Port Dock 7. Ripka added on the Bayfront everything was built on sand, and the Abbey Street parking lot paving was around \$250,000. He emphasized there needs to be a way to maintain these facilities. Mann confirmed with Tokos this program has been approved and he is informing them of implementation. Holt stated in Monterey they take card only, and charges from the bank are not included in the posted fee. He asked if it would work the same way here. Tokos replied they are not card only; there is a coin option. He stated the bank fees are being absorbed by the city, so there will not be a bank charge on top of the city's fee. He added the city will monitor that, and down the road the city may increase the fee if the bank fees get too costly.

Brandberg asked in Zone D, if a truck has a trailer, do they have to buy a pass for the trailer too. Tokos replied as the weather gets better, public works will stripe the area so there are parallel parking spots. He stated once the areas are striped, then they will need a permit for the space the trailer takes up. Mann confirmed with Tokos this information is online. A member of the audience asked if there will be information boards or colored signs. Tokos replied public works will be putting up hundreds of signs, including zone signs and text to park signs.

Mann asked for an update on a shuttle option. Tokos stated those discussions have always broken down. He noted Pacific has done it on their own, but in terms of a funded program, that is for phase two of the program. He stated the city plans to discuss it more once funding comes in. Mann recommended the shuttle service start sooner. She stated the shuttle service seems

really important for anyone working on the Bayfront and may lower the angst over the new parking situation. Brandberg suggested the La Roca parking lot as a potential location for shuttling. Brown stated the city budgeting is annual, and they are required to stay within that, so it may be difficult to implement shuttling right away.

Brandberg asked if the city has budgeted for the summer revenue they will get this year. Tokos replied not in the current fiscal year because it's only two months. He explained the city is anticipating funds in the budget for next fiscal year. He noted there needs to be a decision on if the city should subsize employee shuttling or tourist shuttling, but implementation will not happen until a year to two down the road. He explained it wouldn't be a city shuttle service, but it would subsize a different agency like Lincoln County Transit. He added the city can't assist both employee shuttling and a tourist route at once; they are two different programs.

Mann stated it would be helpful to have a one pager specific for fishermen that could be distributed. Fleck requested the info sheet since Englund Marine will get many of these questions. Sharon Snow, with Pacific Seafood, stated they support the idea of a shuttle plan since the parking fees will be a financial burden on employees, employers, and fishermen. Tokos asked if Pacific Seafood could frame a shuttle plan and the cost to help start that discussion. Eder added integrating tourism with employee shuttling makes sense to him.

**Port of Newport Parking at the Commercial Marina.** Bretz reported the Port owns property for parking near Port Dock 7, and the rest of the parking lots are not owned by the Port. He explained the lot across the street from Port Dock 5 is owned by the Historical Society. He stated they decided it is in their best interest to take that property back. He indicated they intend to end that lease on the first of July. He added he doesn't know their plans for that property. Miranda reported when she last spoke to them, they had interest from someone to purchase that property from them. She explained that property had cost the Port more than anything it brought in. She added there is parking at Port Dock 7, which is not that far away.

Brandberg asked how many spots were in that lot. Bretz replied it was about 15. Holt confirmed with staff the Port Dock 3 lot is privately owned. Brandberg noted the Port Dock 3 lot is a nightmare because there is city parking on that street. She explained several trucks could park in there but can't pull in because the parking spots block the entrance. She indicated there's a yellow stripe that has faded. She added she has had to wait for people to be towed because she couldn't get out of the lot.

Brandberg stated it's only two city spots. She suggested the city work with fishermen and create a yellow zone for that whole area so fishermen could fully utilize that parking lot. She added since Port Dock 5 lot is no longer maintained; the Port could maintain the Port Dock 3 lot a little better. She asked if the city could lose one or two spots. Tokos replied the city will be doing a new striping plan when the weather gets better, and that's when it will make adjustments. He stated he made a note for that location. Mann confirmed with Tokos the city would like a formal letter about those spaces.

Eder asked if the Port is considering buying that lot. Miranda replied she doesn't think that pencils out, and the Port already owns parking that is underutilized. She stated she can't recommend the Commission purchase a property that is going to lose money; it just doesn't make sense. Eder suggested considering it since parking on Port property is going to increase next month, and the location is much more convenient at Port Dock 5. Discussion ensued on the funding and sustainability of the Port and its mission to promote economic development. Mann

added she will be requesting from Brown the revenues brought into the Terminal by the fishing industry every fiscal year since 2018.

Mann stated making the decision to let go of the Port Dock 5 lot without discussing it with the fishermen was unfortunate. She noted the fishermen may have been able to find a way to help the Port keep the lot. Brown noted operating as a business, purchasing that lot does not make sense. Brandberg agreed and stated it is unfortunate that the Maritime Museum doesn't see a benefit in helping out the fishermen. She noted they should attend these meetings and explain their fiscal position, why they need to sell the property. Fleck noted he is also on the Historical Society board. He stated the Historical Society is not anti-fishermen. He emphasized the decision is not final. Brandberg stated it would be nice if that lot could still be used by fishermen until it is sold. Fleck stated the Historical Society can still work this out. Brandberg and Mann agreed to attend the Historical Society's next meeting to present the fishermen's interest in the lot.

Retherford stated she wants to encourage the Fishing User Group. She noted the Port is working hard to preserve everything, from the Terminal to the docks to Port Dock 7. She indicated it is easy to focus on the areas that fishing is losing, but the Port is also trying to create new space and increase the quality. She added every item at the Commission meeting has the fishermen in view. She explained planning for Port Dock 7 with testing, drilling, and dredging will cost millions.

Retherford stated it would be nice to be able to throw money at parking, but in the full view of everything the Port does, that is more important. She noted Commissioners hear the fishermen. She explained the Port has to be able to generate income in order to continue with plans for Port Dock 7, and that means going outside the fishing industry and bringing in other options. She emphasized she wants the fishing industry to know that the Port is for them, and the Commission wants to preserve, provide and protect for the future. She added she sees a lot of negative comments online, but everything the Port does works together for good for the future.

Mann suggested the Commercial Fishing Users Group meet more often so that fishermen are more informed about what the Port is doing. She noted not everyone can attend the Commission meetings. Miranda stated the Port will meet with CFUG as often as the group feels would be helpful. She reported on replacement of Port Dock 7, just drilling for testing for environmental permits, the Port spent \$1.1 million. She stated the Port spent another \$400,000 for the plan. She noted the replacement looks to cost \$34.5 million. She indicated replacement will not just replace exactly what is there, but accommodate larger vessels, increase the number of spots, modernize so that services are better, and redo the hoist dock. She added the Port is working toward making a better dock.

**Port of Newport International Terminal Update.** Mann asked the Port to explain parking at the Terminal. She asked will longshoremen be exempted from permits. Miranda replied the Port contracts with the longshoremen for work the Port can not do. She explained the Port will provide them parking spaces at no cost. Bretz stated the Port is transitioning to parking passes across Port property. Miranda noted the Port also wouldn't require permits for vendors or deliveries to vessels. She stated it is important to have some way to maintain the pavement, and security costs a lot of money. Bretz stated permits for Terminal parking will start July 1. He explained the Terminal signs state no public access, and it is not a public meeting place. He emphasized the risk of people running around when the cranes are running. He noted right now, the Port has no way to tell the difference between a commercial fisherman or someone random

parking there or abandoning a vehicle. He indicated if the Port is going to take action, the Port needs to have permits in place, so security has the grounds to make people leave.

Brandberg confirmed with staff most fishermen who park there do not have a permit. Holt confirmed with staff there are paid parking/permits everywhere on Port property. He noted people who work on the nets pay a fee to use the space for the nets, but they don't pay for parking. Bretz replied staff will have to consider that. He stated that is in the realm of a vendor providing services. Miranda replied the space people are stretching the net on is a storage area, so staff will have to look at it. Bretz stated his main concern is people have a legitimate reason to be there. Miranda reported the Port is working on getting a grant with Homeland Security to get gates and fencing for the future. Ripka asked if trailers that are parked there overnight are going to need a permit. Bretz replied that would be captured under storage inventory, and they wouldn't need a permit.

Bretz reported he included a copy of a berth application in the packet that is longer than what commercial fishing users would have to use. He stated he needs to edit it more. He asked the fishermen to tell the Port through the form when they will be there, how long, and what berth. He noted the Port is going to try this out to assist Don Moon with scheduling. He explained the form is mobile friendly, and people would just need to go to the Port's website and fill this out before coming in. Miranda stated the Terminal is a multi-use facility, and the Port does not want to kick the fishermen out. She noted this will help staff as the Terminal starts getting busier to make sure staff accommodates everyone.

Mann stated the Midwater Trawlers will send a letter to the Port about the press release on questions around the International Terminal. She noted the letter will ask for financials, how the Port is marketing the Terminal, and how the Port plans to incorporate existing users. She emphasized she is interested in that narrative. She indicated the platform the CFUG put together on the Terminal needs to be updated. She added the Port should do this now rather than later because expectations need to be managed.

Mann stated when she saw the press release, there was nothing in there about the value of the existing users. She noted she wants to make sure people understand there are existing users that are bringing tremendous value to the Port, Lincoln County, and the state of Oregon. She indicated the distant water fleet are local boats that don't fit anywhere else but the Terminal. She added she is not against cargo, but against being replaced or displaced by cargo. Miranda stated the Port newsletter had a picture of the equipment the Port is planning to purchase, and the press release was meant to address questions raised by the newsletter. She explained when businesses approach the Port, everyone is different, and the Port has to understand their model before it can say the Terminal may work. She stated staff have a good understanding how the Terminal currently works, and she always says this is a multi-use facility. She indicated when people talk about spreading their stuff all over, staff tells them that won't work. She noted she put out a press release because the uphill property owners were concerned about logs and trucks. She explained in their view, they are thinking about the project from 10 years ago. She indicated the focus of the press release was to clarify what happened 10 years ago is not the same as what the Port looks at now. She added everything will be under the control of the Port. She explained she personally doesn't think it is a good idea to lease a chunk of property to one user who take control of the Terminal. She emphasized the Port never has the intent of displacing or replacing.

Bretz stated staff need berthing applications to schedule properly and to grade the nine acres for storage. He noted that is one of the few heavy industrially zoned areas in Newport, and it is

not usable for that purpose right now. He indicated this grant is to get that area usable for all kinds of things, including fishermen.

Mann asked staff for clarification on the berth application. Ripka confirmed with staff the application has to be filled out for switching. A member of the audience asked what happens if things change and two weeks at the dock turns into three weeks. Bretz replied then they just need to send in another notice, and Don Moon can shuffle folks around. Miranda stated this form would give Don Moon a map of where everyone is at. Pettis asked if the form is needed to use the hoist dock. Bretz replied he would fill out the form. He added the form goes to Don Moon, not billing.

**Port Dock 7 Replacement Project Update.** Bretz presented his report included in the packet. Miranda stated the channel realignment is not a given, that the Army Corps will do it. She explained the Port is still in the feasibility study in order to decide if the Army Corps will fund the project. She noted if they do fund it, they will pay 90 percent and maintain it, and the Port still has to pay the 10 percent difference. She indicated this may cost the Port up to \$9 million. She added she hopes funding goes through and applied for some grants even though staff are not completely done with planning.

Miranda reported another grant is due May 10, the PIDP from the Maritime Administration. She stated she will continue applying as much as she can. She noted there is a possibility to bring this to the legislature like the Port did with NOAA, or revenue bonds which prices moorage with expenses, or general obligation bonds where the community helps pay for it like NIT. She indicated behind the scenes, a lot of work is involved. She added the Port wants a usable Port Dock 7 for the future.

Bretz reported there will be a new dock area, bilge waste recovery line, waste oil facility, bathroom and shower, and laundry. He noted the Port would rebuild the hoist dock, build new utilities, try to address the restroom at Port Dock 5, and add fencing and paving of the commercial marina lot. Eder asked where the dredging will be located. Bretz replied the federal channel will go from the west end of the bay to the commercial marina to the end of Port Dock 7 at the Embarcadero. He indicated it will go no further east than that because the city has utility under crossings that are very shallow. He added moving those would be a massive undertaking that is not workable. He noted the dredging also provides a channel going to the hoist dock. He stated dredging the Englund Marine dock would be up to the Port.

Mann asked what is the largest vessel that can moor. Bretz replied it will be tidal dependent, but the largest would be 100 feet. He stated this is a concept, and there are many things that could come into play that could change the design. He noted if the design starts to push dredging costs too high, staff might have to change the alignment. Brandberg added this is impressive. Mann confirmed with staff the CFUG will need to provide a letter on the next round of grants.

Eder explained the shortest boats who have sponsons are not wider than 50 feet. He stated not all the slips need to be wider than they have been. Miranda added the transient dock staff are considering incorporating should help issues at the Terminal. She explained if the fishing vessels are not receiving any service, people could bring them over here for a time.

Don Snow stated the Sitka marina has a drive down dock, which is really beneficial. He explained the dock is 150 feet long, by 50 feet, for loading and offloading, with a parallel pedestrian ramp. Bretz noted Valdez has it too. He stated it would sacrifice some moorage space. He indicated once staff have the design, then the community can talk about different alternatives. He added one important thing is utilities, and utilities would be ranked above something like

that. Holt confirmed with staff the transient dock would be considered on the west end. Bretz added mitigation would be rebuilding the public fishing pier in South Beach.

Mann suggested when it is the time for tradeoffs to take a poll. Bretz replied there will be a bunch of outreach once the Port has some suggestions ready. Holt asked what is the timeframe. Bretz replied 2027 would be the beginning of construction, and it would be phased. He explained there would be notices when the project comes around about needing to move boats around construction. Miranda replied this schedule is based on getting the funding, and the toughest thing will be getting the funding. She explained federal funding takes a long time to work out, so 2027 could be 2028 or 2029. Bretz noted this design was done prior to Bornstein closing, and the Port is operating under the assumption of the need for this space. He added when the Port puts in a grant application, the Port needs to be clear about usage changes.

**Offshore Wind Update.** Mann reported there's two final wind energy areas off of southern Oregon. She stated they didn't change much from the draft areas, only slightly smaller. She noted the Legislature passed a bill (HB 4080) tasking DLCDC to create a roadmap for offshore wind energy in Oregon bringing all the stakeholders to the table. She explained she has been working on what should go into the roadmap for the last 12-18 months. She indicated Governor Kotek put out a letter to BOEM requesting BOEM affirm they won't lease/auction off any offshore wind projects until the roadmap is done, which should take 18-24 months. She added the question is will BOEM abide by that.

Mann stated, technically, BOEM doesn't have to wait because it is in federal waters, but they have said they will defer to the leadership in the state of Oregon. She emphasized the ball is in their court. She noted one issue is that people think because the areas are off of southern Oregon that they don't impact ports that are further north. She indicated she has had to explain that boats here fish down there. She added California is all in on offshore wind.

Mann stated some of those boats may try to come north. She noted the state of Oregon has been able to accomplish what no other state has so far with BOEM. She indicated she has been working with East Coast groups, the Seafood Harvesters of America, and congressional staff on the East Coast. She added last May she took a couple of fishermen to Washington, D.C., and last month took others.

Mann reported the White House meetings with climate advisors have been well received. She stated she will go again in May to keep getting in front of people. She noted the importance of commercial and recreational fishing and coastal economies.

## **PUBLIC COMMENT**

Mann stated there's an ongoing effort about reintroducing otters on the West Coast. Miranda replied US Fish and Wildlife Services want to hear from the fishing industry. She stated there is no plan, but they are seeking feedback.

Miranda reported Zellman submitted public comment via email about offshore wind. She noted she had already responded to his question. Brandberg announced the Blessing of the Fleet is May 5 and Loyalty Days details.

**ADJOURNMENT**

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

ATTESTED:

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Heather Mann, Chair

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Paula J. Miranda, Executive Director





## **S T A F F   R E P O R T**

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**DATE:**            **August 30, 2024**  
**RE:**               **Port Dock 7 Replacement Project Update**  
**TO:**               **Commercial Fishing User Group**  
**ISSUED BY:**   **Aaron Bretz, Director of Operations**

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### **BACKGROUND**

The last update I gave this committee was April 12<sup>th</sup>, 2024 on the project. There has been some good progress since; a lot of planning work has been completed. I will briefly review what's been done overall, but focus on what has been done since April.

The plan we're working toward remains to be conceptual at this point although we are currently working on design criteria to move into 30% engineering so that we can present the work for feedback from the Commercial Fishing User Group (CFUG). The concept has been developed through consultation with Port Users in focus groups and through suggested offered openly in CFUG meetings.

### **DETAIL**

The Port has been planning for a Port Dock 7 replacement since 2020, which has involved informal consultation with Federal and State permitting agencies in preparation for formal consultation. This project will result in fundamental changes in what Port Dock 7 is and the vessels it serves.

See attached concept for upland areas that includes planned amenity changes for the upland areas in the Commercial Marina and the Hoist Dock (referred to as "Fishermen's Wharf" in grant and planning documents so that other government officials can more easily understand the purpose). These were prepared with minimal planning regarding locations so that we can establish preliminary budgetary figures for grant applications, and the concepts are subject to change.

General amenity improvements planned: The design vessel for the Federal project to establish access to the eastern end of the marina is an 80' vessel with an 18' draft. We have discussed with our engineers the concept that standard berth widths may not be feasible due to sponsored vessels having become more regular.

Additional slips of 50' and larger: 42

Additional side-tie space: 600'

Variety of slip lengths included in design (in feet): 34, 40, 50, and 60

Bilge pump out station

Side Tie space (in feet): 600

Draft (in feet): -18' at Mean Lower Low Water

Upland Improvements Included in the Project:

New Fishermen's Wharf (Hoist Dock) with utilities and hoists

Carry Deck (mobile) crane to be used for crane services at the Fishermen's Wharf and in the storage yard

New Swing Hoists for loading product  
Used oil/haz waste collection facility  
New access areas and ganways to Port Dock 7  
Paved parking at Port Dock 7 with stormwater treatment and speed humps  
Security fencing and gates around the Port Dock 7 and gear storage area  
New fiber lines for telecoms and wifi  
Permanent moorage holder restrooms at the Port Dock 5 Pier  
New moorage holder restrooms and laundry facility at Port Dock 7  
Projected Cost: \$34.5 million  
Construction Starts: 2027 (hopefully!)

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

Mitigation for the significant dock expansion must be completed to permit the new docks. Without it, regardless of funding and the best of intentions, the new docks cannot be built. The Port plans to build a new public fishing pier in South Beach to mitigate for the expansion of commercial docks at Port Dock 7. By including a Port infrastructure project as mitigation, it qualifies that infrastructure project for funding, whereas other mitigation projects would have to be 100% funded by the Port. This strategy also increases the importance of funding an Army Corps structural assessment of the South Beach Marina breakwater as well as the importance of funding long-needed improvements to that breakwater as part of this overall project. By packaging these projects together, it allows the expansion of Port Dock 7 to be permitted and at the same time solves a funding gap for Port projects that would otherwise not be funded, but nevertheless need to be completed.

### **Work Already Completed:**

#### **Progress as of April**

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

#### **Progress up to August 31<sup>st</sup>**

- Army Corps of Engineers (ACE) is in consultation with other agencies regarding eelgrass mitigation for the access channel
- Eelgrass mitigation area has been identified in Sally's Bend on Port owned submerged land for the Corps channel project and the Port's PD7 project
- Potential dredge disposal sites have been identified both upland and at sea

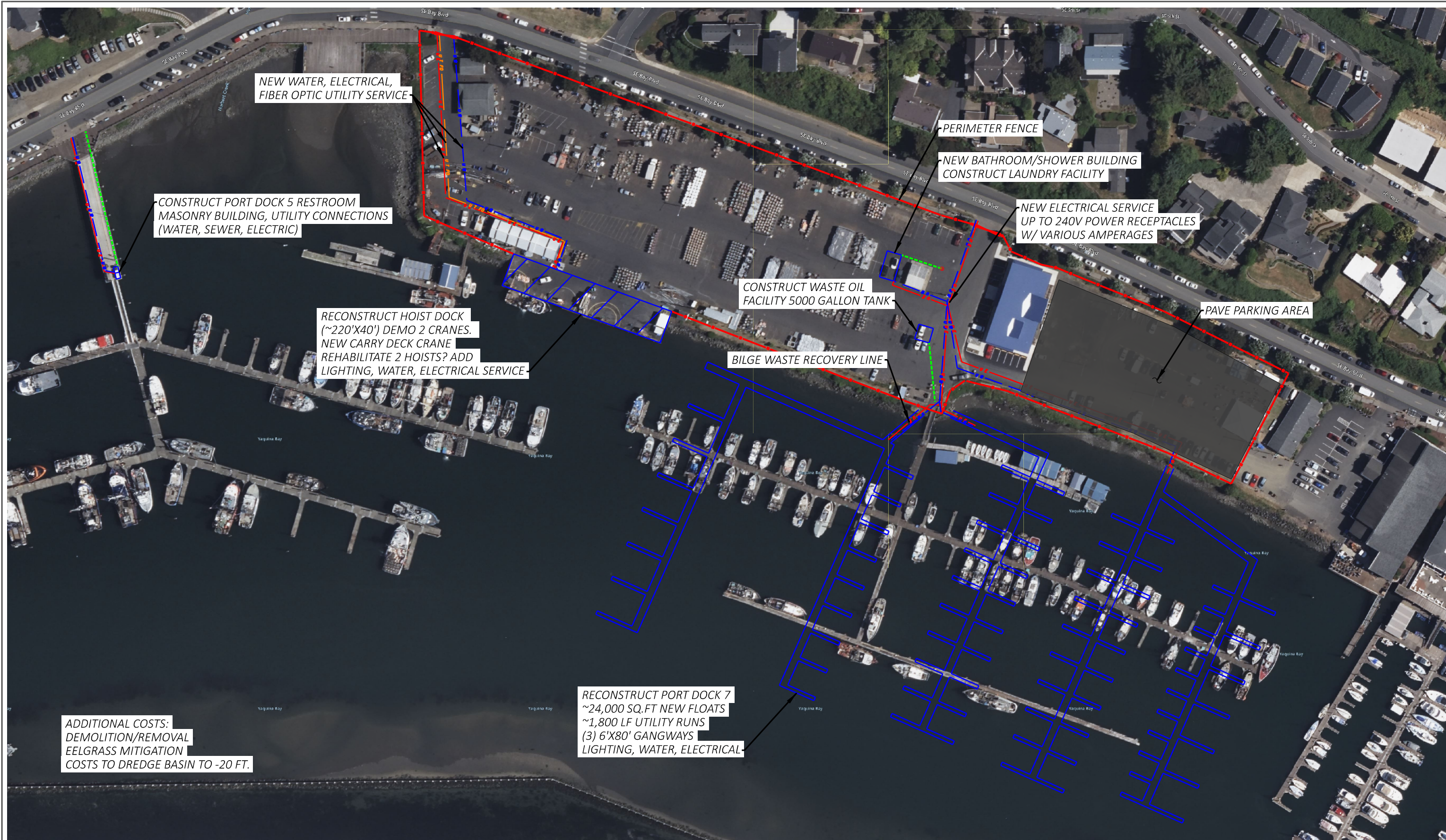
- Sediment characterization and bioassay sampling is complete; received the 1,000-page Sediment Characterization Report document that has been submitted to ACE. Dredge material is considered “clean” for ocean disposal
- Consultation with the Portland Sediment Evaluation Team has begun; they are currently evaluating the draft Sediment Characterization Report
- Draft engineering study parameters have been submitted to ACE, Section 408 program to consider improvements to the South Beach Breakwater
- Port contracted engineers are currently evaluating data to project the dredge prism
- Successfully competed for \$9M in Connect Oregon Funding; results will be finalized by the Oregon Transportation Commission on October 10<sup>th</sup> . We fully expect to be finalized for funding; the Port Dock 7 project is currently ranked 6<sup>th</sup> out of 19 projects selected and recommended for funding.
- Awaiting results on the \$27M requested from the Federal Government through the Ports Infrastructure Development Program; if received, the construction project is 100% funded. Phased construction projected for 2027, but is tentative.

#### **Next Immediate Steps**

- Finalize plans for placement of dredged material
- Determine means and methods for dredging
- Finalize the dredge prism
- Establish the finalized shape of the proposed docks
- Establish design criteria
- Create 30% engineering drawings and fine-tune concept
- Solicit feedback from Port users
- Submit Joint Permit Application

The Port has already obligated over \$1.1M of its operating budget toward completion of planning for the new Port Dock 7, and spent over \$250K on temporary repairs to Port Dock 7 in the past fiscal year to try and bridge the gap until the new dock is completed.





△	DATE	REVISION	BY
△			
△			
△			
△			

**PORT OF NEWPORT  
DOCK 5 PIER**

YAQUINA BAY  
NEWPORT, OR

		920 Country Club Road, Suite 100B Eugene, Oregon 97401 541-683-6090 WWW.DOWL.COM	
		DESIGNER:	REVIEWER:
CHECKER:	DATE		DRAFTER:
			SHEET OF
			DRAWING NO.






DEMO EXISTING FISHING PIER

NEW 8'X350' PIER. ELECTRICAL SERVICE 20'X20' PLATFORM AT END

REHABILITATE BREAKWATER (~1200 LF). CONSTRUCT NEW CONCRETE 8'X1200' SIDEWALK ELECTRICAL CONDUIT

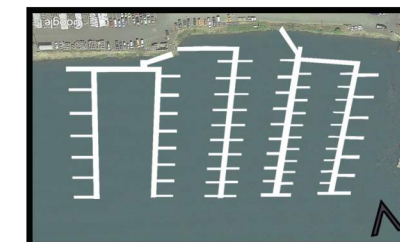
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**PORT OF NEWPORT**  
**DOCK 5 PIER**  
  
 YAQUINA BAY  
 NEWPORT, OR

 DESIGNER: CHECKER:		REVIEWER: DRAFTER:		SHEET OF DRAWING NO.	

920 Country Club Road, Suite 100B  
 Eugene, Oregon 97401  
 541-683-6090  
 WWW.DOWL.COM





PROPOSED



EXISTING





Main Channel



PROPOSED



EXISTING



Project component

Port Dock 7		\$ 10,638,900.00
Demolition of Existing Port Dock 7	\$ 266,000.00	
Dredging	\$ 1,000,000.00	
Port Dock 7 Construction	\$ 8,085,500.00	
Bilge Waste Recovery Line	\$ 38,200.00	
Electrical Service	\$ 249,200.00	
Mitigation	\$ 1,000,000.00	
Port Dock 7 Upland Improvements		\$ 875,700.00
Construct Bathroom / Shower / Laundry Facility	\$ 170,400.00	
Construct Waste Oil Facility	\$ 102,500.00	
Pave Parking Area	\$ 426,800.00	
Construct Perimeter Fence	\$ 176,000.00	
Hoist Dock		\$ 2,477,700.00
Demolition of Existing Hoist Dock	\$ 186,000.00	
Hoist Dock Construction	\$ 2,054,000.00	
Hoist Rehabilitation	\$ 40,000.00	
Carry Deck Cranes	\$ 150,000.00	
Utility Service	\$ 47,700.00	
Port Dock 5		\$ 90,600.00
Construct Restroom	\$ 32,900.00	
Utility Service	\$ 57,700.00	
Recreational Pier		\$ 1,983,500.00
Remove Existing Pier	\$ 437,500.00	
Rehabilitate Breakwater	\$ -	
Construct New Pier	\$ 1,546,000.00	
Electrical Service	\$ -	
Mobilization		\$ 1,606,640.00
Construction Total		\$ 16,066,400.00
Engineering Total (10%)		\$ 1,606,640.00
Contingency (30%)		\$ 4,819,920.00
Project Total		\$ 24,099,600.00

Not feeding from another sheet

Not feeding from another sheet



## Port Dock 7 Facilities

### COST ESTIMATE DETAIL

Item No.	Description	Quantity	Unit	Cost/Unit	Total Cost	Remarks
	<b>Replace Marina Floats and On-Float Utilities</b>				<b>\$ 8,600,700</b>	
	<b>Removal</b>				<b>\$ 266,000</b>	
	Disconnect Utilities	1	LS	\$ 1,000	\$ 1,000	
	Demo Float Utilities	1	LS	\$ 20,000	\$ 20,000	
	Demo Gangway	1	Ea.	\$ 5,000	\$ 5,000	
	Demo Floats	1	LS	\$ 150,000	\$ 150,000	
	Demo Float Restraint Piles	60	Ea.	\$ 1,500	\$ 90,000	
	<b>Floats</b>				<b>\$ 7,900,000</b>	
	Shoreward Abutments	3	LS	\$ 25,000	\$ 75,000	
	6'x80' Aluminum Gangway	3	LS	\$ 150,000	\$ 450,000	
	Pile 16x0.500, Furnished	3200	LF	\$ 150	\$ 480,000	
	Pile 16x0.500, Driven	80	Ea.	\$ 3,000	\$ 240,000	
	Concrete Floats	24000	SF	\$ 275	\$ 6,600,000	
	Fire Extinguisher Station	15	Ea.	\$ 1,500	\$ 22,500	
	Life Ring Station	15	Ea.	\$ 1,500	\$ 22,500	
	Spill Response Box	5	Ea.	\$ 2,000	\$ 10,000	
	<b>Dock Water Supply</b>				<b>\$ 185,500</b>	
	Connect Water Line to Existing Shore Water Supply	2	LS	\$ 750	\$ 1,500	
	2" Water Line (Insulated & Supported in Float Utility Duct)	2500	LF	\$ 70	\$ 175,000	
	Hose Bib	10	Ea.	\$ 550	\$ 5,500	
	Water Hose Reel	10	Ea.	\$ 350	\$ 3,500	
	<b>Dock Electrical Utilities</b>				<b>\$ 249,200</b>	
	Power Meter	3	LS	\$ 1,000	\$ 3,000	
	100A/240V NEMA 3R/4 Float Sub-Panel	6	Ea.	\$ 1,200	\$ 7,200	New Float Sub-Panels
	240V, 2P CB	20	Ea.	\$ 600	\$ 12,000	GFI
	120V, 1P CB	80	Ea.	\$ 300	\$ 24,000	GFI
	Conduit and Wiring (Supported in Float Utility Duct)	1	LS	\$ 25,000	\$ 25,000	
	Marine Rated Site Light Pole	3	Ea.	\$ 5,000	\$ 15,000	1 on Gangway Float x 3
	Power Pedestal	80	Ea.	\$ 2,000	\$ 160,000	Light and outlets in pedestal
	J-Box, SS	6	Ea.	\$ 500	\$ 3,000	1 at each end of new gangway
	<b>Bilge Waste Recovery</b>				<b>\$ 38,200</b>	
	Pump	2	LS	\$ 5,000	\$ 10,000	
	Power Connection to Bilge Pump	1	LS	\$ 2,500	\$ 2,500	
	3" Recovery Line	400	LF	\$ 50	\$ 20,000	
	Backflow Prevention	2	Ea.	\$ 2,000	\$ 4,000	
	Hose Reel	2	Ea.	\$ 350	\$ 700	
	Hose	2	Ea.	\$ 500	\$ 1,000	

## Port Dock 7 Facilities

### COST ESTIMATE DETAIL

Item No.	Description	Quantity	Unit	Cost/Unit	Total Cost	Remarks
<b>Upland Facilities at Port Dock 7</b>					<b>\$ 875,700</b>	
<b>Construct Bathroom / Shower / Laundry Facility</b>					<b>\$ 170,400</b>	
	Foundation	112	LF	\$ 250	\$ 28,000	
	Prefabricated Building	720	SF	\$ 120	\$ 86,400	
	Accessible Entry	120	SF	\$ 50	\$ 6,000	
	Power and Electrical	1	LS	\$ 10,000	\$ 10,000	
	Water Service	1	LS	\$ 15,000	\$ 15,000	
	Sewer Service	1	LS	\$ 15,000	\$ 15,000	
	Site Restoration	1	LS	\$ 10,000	\$ 10,000	
<b>Construct Waste Oil Facility</b>					<b>\$ 102,500</b>	
	Foundation	80	LF	\$ 250	\$ 20,000	
	Prefabricated Building	400	SF	\$ 50	\$ 20,000	
	5000 Gallon Tank	1	Ea.	\$ 30,000	\$ 30,000	
	Containment Apron	300	SF	\$ 20	\$ 6,000	
	Oil / Water Separator	1	Ea.	\$ 5,000	\$ 5,000	
	Bilge Water Recovery Connection	2	Ea.	\$ 1,000	\$ 2,000	
	Power and Electrical	1	LS	\$ 7,500	\$ 7,500	
	Spill Response Box	1	Ea.	\$ 2,000	\$ 2,000	
	Site Restoration	1	LS	\$ 10,000	\$ 10,000	
<b>Pave Parking Area</b>					<b>\$ 426,800</b>	
	Excavation	900	CY	\$ 15	\$ 13,500	
	Aggregate Base, 6" Thick	46800	SF	\$ 1	\$ 46,800	
	Asphalt Concrete Pavement, 3" Thick	46800	SF	\$ 5	\$ 234,000	
	Curbs	700	LF	\$ 50	\$ 35,000	
	Catch Basins	7	Ea.	\$ 2,500	\$ 17,500	
	Stormwater Pipe, 12"	700	LF	\$ 100	\$ 70,000	
	Connection to City Storm System	1	Ea.	\$ 10,000	\$ 10,000	
<b>Construct Perimeter Fence</b>					<b>\$ 176,000</b>	
	8 Foot Chain Link Fence	2700	LF	\$ 50	\$ 135,000	
	Driveway Gates	2	Ea.	\$ 4,000	\$ 8,000	
	Automatic Gate Controllers (with power hookup)	2	Ea.	\$ 15,000	\$ 30,000	
	Pedestrian Gates	2	Ea.	\$ 1,500	\$ 3,000	

## Port Dock 7 Facilities

### COST ESTIMATE DETAIL

Item No.	Description	Quantity	Unit	Cost/Unit	Total Cost	Remarks
	<b>Hoist Dock Improvements</b>				<b>\$ 2,430,000</b>	
	<b>Demolition</b>				<b>\$ 186,000</b>	
	Remove Existing Hoist Dock	8800	SF	\$ 20	\$ 176,000	
	Remove Hoists	2	Ea.	\$ 5,000	\$ 10,000	
	<b>Hoist Dock Construction</b>				<b>\$ 2,054,000</b>	
	Pile 24x0.500, Furnished	720	LF	\$ 200	\$ 144,000	
	Pile 24x0.500, Driven	18	Ea.	\$ 5,000	\$ 90,000	
	Superstructure	8800	SF	\$ 200	\$ 1,760,000	
	Handrails	300	LF	\$ 200	\$ 60,000	
	<b>Hoist Rehabilitation</b>				<b>\$ 40,000</b>	
	Remove Hoists	2	Ea.	\$ 5,000	\$ 10,000	
	Repair Hoists	2	Ea.	\$ 5,000	\$ 10,000	
	Install Hoists	2	Ea.	\$ 10,000	\$ 20,000	
	<b>Carry Deck Cranes</b>				<b>\$ 150,000</b>	
	Purchase Carry Deck Cranes	1	Ea.	\$ 150,000	\$ 150,000	
	<b>Utility Service</b>				<b>\$ 47,700</b>	
	Water Meter	1	Ea.	\$ 2,000	\$ 2,000	
	1" Water Line	350	LF	\$ 60	\$ 21,000	
	Hose Bib	2	Ea.	\$ 550	\$ 1,100	
	Water Hose Reel	2	Ea.	\$ 350	\$ 700	
	Power Meter	1	LS	\$ 1,000	\$ 1,000	
	J-Box, SS	1	Ea.	\$ 500	\$ 500	
	Conduit and Wiring	350	LF	\$ 50	\$ 17,500	
	100A/240V NEMA 3R/4 Sub-Panel	1	Ea.	\$ 1,500	\$ 1,500	
	240V, 2P CB	2	Ea.	\$ 600	\$ 1,200	GFI
	120V, 1P CB	4	Ea.	\$ 300	\$ 1,200	GFI
	Fiber Optic Service Connection	1	LS	\$ 2,500	\$ 2,500	
	Fiber Optic Junction Box	2	LS	\$ 1,000	\$ 2,000	
	Conduit and Wiring (Fiber Optic)	350	LF	\$ 100	\$ 35,000	
	Communication Devices	1	LS	\$ 5,000	\$ 5,000	

## Port Dock 7 Facilities

### COST ESTIMATE DETAIL

Item No.	Description	Quantity	Unit	Cost/Unit	Total Cost	Remarks
<b>Port Dock 5 Improvements</b>					<b>\$ 90,600</b>	
<b>Construct Bathroom Facility</b>					<b>\$ 32,900</b>	
	Dock Modifications	1	LS	\$ 10,000	\$ 10,000	
	Building	96	SF	\$ 150	\$ 14,400	
	Cabinets and Sinks	2	Ea.	\$ 2,000	\$ 4,000	
	Toilets	2	Ea.	\$ 1,500	\$ 3,000	
	Accessories	1	LS	\$ 1,500	\$ 1,500	
<b>Utility Service</b>					<b>\$ 57,700</b>	
	Water Meter	1	Ea.	\$ 2,000	\$ 2,000	
	1" Water Line (Insulated & Supported in Utility Duct)	200	LF	\$ 60	\$ 12,000	
	Hose Bib	1	Ea.	\$ 550	\$ 550	
	Water Hose Reel	1	Ea.	\$ 350	\$ 350	
	Power Meter	1	LS	\$ 1,000	\$ 1,000	
	J-Box, SS	1	Ea.	\$ 500	\$ 500	
	Conduit and Wiring (Supported in Utility Duct)	1	LS	\$ 3,000	\$ 3,000	
	100A/240V NEMA 3R/4 Sub-Panel	1	Ea.	\$ 1,200	\$ 1,200	
	120V, 1P CB	2	Ea.	\$ 300	\$ 600	GFI
	Sewer Service Connection	1	Ea.	\$ 2,500	\$ 2,500	
	Sump	1	Ea.	\$ 6,000	\$ 6,000	
	Eject Pump	1	Ea.	\$ 6,000	\$ 6,000	
	6 Inch Sewer Pipe	220	LF	\$ 100	\$ 22,000	

## Port Dock 7 Facilities

### COST ESTIMATE DETAIL

Item No.	Description	Quantity	Unit	Cost/Unit	Total Cost	Remarks
<b>Recreational Pier Reconstruction</b>					<b>\$ 1,983,500</b>	
<b>Remove Existing Pier</b>					<b>\$ 437,500</b>	
	Remove Pier	11500	SF	\$ 25	\$ 287,500	
	Hazardous Material Removal	1	LS	\$ 150,000	\$ 150,000	
<b>Rehabilitate Breakwater</b>					<b>\$ -</b>	
	Riprap		CY		\$ -	
	Geotextile		SY		\$ -	
	Handrails		LF		\$ -	
	Aggregate Base, 6" Thick		SF		\$ -	
	Sidewalk		SF		\$ -	
<b>Construct New Pier</b>					<b>\$ 1,546,000</b>	
	Pile 24x0.500, Furnished	2880	LF	\$ 200	\$ 576,000	
	Pile 24x0.500, Driven	36	Ea.	\$ 5,000	\$ 180,000	
	Superstructure	3200	SF	\$ 200	\$ 640,000	
	Handrails	750	LF	\$ 200	\$ 150,000	
<b>Electrical Service</b>					<b>\$ -</b>	
	Power Meter		LS		\$ -	
	100A/240V NEMA 3R/4 Sub-Panel		Ea.		\$ -	
	240V, 2P CB		Ea.		\$ -	
	120V, 1P CB		Ea.		\$ -	
	Conduit and Wiring		LS		\$ -	
	Power Pedestal		Ea.		\$ -	
	J-Box, SS		Ea.		\$ -	



## **STAFF REPORT**

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**DATE:** September 5, 2024  
**RE:** Parking at Port of Newport International Terminal  
**TO:** Paula Miranda, Executive Director  
**ISSUED BY:** Aaron Bretz, Director of Operations

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### **BACKGROUND**

During the last meeting, some questions arose about visitors to the Terminal and parking pass requirements for both them and vendors. do need to highlight some problems that come about due to parking so that people can understand the issues the Port faces and why it's important for the Port to manage parking just as any other use in the future.

### **DETAIL**

The attached image outlines an area of the pier where there should be no parking. This area needs to be kept as clear as possible for the safe operation of cranes and forklifts. It is understood that it's necessary to allow for loading in this area, so vehicles may be in this area to provide services or to load/unload as needed, but for those who are parking for the day to work or for long term, that should be done outside of this area. We would greatly appreciate vessel captains who pass this along to their crews so that we can keep this area clear.

We haven't designated the remainder of the pier for parking because that space will remain open to be used as needed. This means it is open for gear servicing and all other uses that are covered in the tariff as well as those that aren't directly addressed such as storage and laydown of all sorts. The use in the remainder of the pier needs to flex with the use at the pier itself. The pier and upland space is not a parking lot, however it certainly could be used for parking at times when it's not being used for laydown or storage provided it's done in a manner consistent with the direction of staff.

Currently, the Terminal supervisor is asking people to park outside the areas shown in yellow and to stay clear of gear stacks as they come in this fall. The areas shown in blue are currently available for parking, and although these shift as storage grows; those who need to park for work need to continue to check in with the Terminal supervisor.

Those visiting Terminal users may park in the green areas, and are not required to purchase a Port parking pass because they are transitory and would not be at the Terminal for greater than an hour. Vendors do not need to purchase a Port parking pass if they are at the Terminal delivering services to Port users. Check in with the Terminal Supervisor to indicate if visiting or providing services.

The Port needs a way to ensure that those who are parking at the Terminal have a need to be there. We are currently at a disadvantage to have vehicles removed that have no business at the Terminal. This is why implementing passes is important. On a daily basis around the Port, we deal with people parking in areas that are reserved for Port users and without a pass system to identify those who are

properly parked at the Port, we are limited in how we can respond to people using the facilities who have not paid for their usage, and who are taking up space that our regular Port users need.



**Legend**





- Feature 1
- Lance Fisher Fishing
- Untitled Polygon
- US Customs and Border Protection?





**No Parking Areas**  
Write a description for your map.

**Legend**

-  Foulweather Trawl
-  Lance Fisher Fishing
-  Untitled Polygon
-  US Customs and Border Protection?





# Commercial Fishing Users Group Committee

Sept. 12 2024 - 9:00 a.m.

<b>Date:</b>	8/29/24
<b>Name:</b>	Kyle Motley
<b>Email:</b>	
<b>Public Comment:</b>	None

[Reply / Manage](#)