

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MEETING AGENDA

Thursday, April 30 2020, 1:30 p.m.

You can view the live stream of this meeting on our YouTube Channel, Port of Newport Commission Meeting Audio, <https://www.youtube.com/channel/UCCAo3VCV9Yt4coXK7pUXAIQ/videos>.
Live chat will not be monitored.

To submit public comment, please complete the form on our website here, no later than 4:00 pm on Wednesday, April 29, 2020: <https://www.portofnewport.com/public-comment-cfug-committee-meeting-4-30-2020-please-submit-your-comment-no-later-than-4-00-pm-on-wednesday-4-29-2020>

Your comment, up to 3 minutes, will be read into the meeting at the appropriate time.

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	A. Revenue generated at the Terminal and Commercial Marinas	
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Excerpt from Governor Kate Brown's EXECUTIVE ORDER 20-16

2. Public Meetings. During the COVID-19 emergency period:

a. The governing body of a public body (as defined by ORS 192.610(3) and (4)) shall hold public meetings and hearings by telephone, video, or through some other electronic or virtual means, whenever possible. For all public meetings and hearings held by telephone, video, or through other electronic or virtual means, the public body shall make available a method by which the public can listen to or virtually attend the public meeting or hearing at the time it occurs, and the public body does not have to provide a physical space for the public to attend the meeting or hearing. This paragraph does not apply to executive sessions, as defined by ORS 192.610(2).

c. Any requirements by law or policy that testimony during a public meeting or hearing be taken in person do not apply if the public body provides an opportunity for submission of testimony by telephone, video, or through some other electronic or virtual means, or provides a means of submitting written testimony, including by email or other electronic methods, that the public body may consider in a timely manner.

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PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

December 20, 2018
Special Committee Meeting

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

Agenda Item

Audio
Time
0:00

I. CALL TO ORDER.....

Committee Chair Heather Mann called the Special Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:00 am at the Yaquina Bay Yacht Club, 750 SE Bay Blvd, Newport, Oregon 97365. She invited those in attendance to introduce themselves.

Committee Members Present: Clint Funderburg (Pos. #1); Mark Newell (Pos. #3); Heather Mann, Committee Chair (Pos. #5); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Committee Members Absent: Bob Eder, Committee Vice-Chair (Pos. #9); Mike Pettis (Pos. #2).

Port Commission Liaison: Stewart Lamerdin and Sara Skamser.

Management and Staff: Teri Dresler, Interim General Manager; Aaron Bretz, Director of Operations; Kent Gibson, Commercial Marina Harbormaster; Don Moor, International Terminal Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Mike Storey, F/V Pegasus; Robert Smith, F/V Raven; Bill Olivera, Pacific Seafood; Dave Smith, F/V Lisa Melinda; Jim Seavers, F/V Miss Sue, F/V Seeker; Terry Thompson; County Commissioner, F/V Anona K; Chris Cooper, F/V Perseverance, F/V Predator, F/V Leslie Lee; Casey Cooper, F/V Leslie Lee, F/V Predator, F/V Pacific; Dietmar Goebel, Newport City Council; John Holt, Pac Fishing; Fred Yeck Jr., F/V Seadawn; Gene Law, F/V Ms Law.

II. CHANGES TO THE AGENDA.....

2:55

There were no changes to the Agenda.

III. PUBLIC COMMENT

3:44

There was no public comment at this time.

IV. APPROVE MINUTES.....

3:50

A. July 13, 2018 Regular Meeting

A motion was made by Ted Gibson and seconded by Gene Law to approve the Minutes as presented. The motion passed unanimously.

V. SPACE USAGE AT THE INTERNATIONAL TERMINAL

4:50

Mann brought copies of the Fishing Industry Platform previously submitted to the Port Commission, appended to these minutes. Dresler said she had been learning over the past four months about the value of commercial fishing to the Port and to the community. Dresler and Bretz spoke about a proposed small shipping operation that was in the conceptual phase at this time, and sought input from the Committee. There was discussion about the current use of the Terminal by the fishing industry, which has increased over recent years, and about additional issues for consideration when making operational plans. Both Dresler and Bretz said there are more details to be discussed with the potential shipper. Lamerdin asked that the shipper be invited to a Commission Work Session.

VI. PORT DOCK 5 PIER REPLACEMENT PROJECT

51:30

Bretz spoke about the project, its importance, and its status as ready to go. He asked for letters of support to include with the grant submission. Mann said MTC hired a research group to do a study on commercial fishing, which she will make available. Thompson also suggested seeking funding from the Siletz tribe.

VII. COMMERCIAL MARINA ELECTRICAL INFRASTRUCTURE UPGRADES.....

57:45

Bretz explained some issues with power at Port Dock 5, and there was discussion about possible options and funding.

VIII. INTERNATIONAL TERMINAL PARKING

1:06:33

Bretz said that Moon had suggested parking passes be used at the Terminal. This would allow for better control of parking and provide contact information. Bretz said this would need to be different from the procedure at the Commercial Marina. Jincks suggested designating parking areas. There was some additional discussion about the use of the Terminal for parking and signage.

IX. REPLACEMENT COMMITTEE MEMBER FOR ERNIE PHILLIPS, LIMITED ENTRY SELLER

1:12:46

Mann asked Committee members to consider who might replace Phillips for the limited entry seller position.

X. UPDATE ON LEGISLATIVE ACTIVITIES IN SALEM

1:13:04

There was discussion about the differences between the Port of Coos Bay, which had been taken over by the state, and the Port of Newport. Committee members spoke about the need for communication to the public about who the Port of Newport is and the good things that are happening. Mann said the proposed legislation undermined both the progress that the Port has made, and the search for a permanent General Manager. She spoke about a coalition of a cross section of people who care about the port who would speak to officials in Salem. She suggested the Port submit regular press releases so that people get accurate information. Dresler said that staff could not take a political position but could post factual information.

A motion was made by David Jincks and seconded by Ted Gibson that the Commercial Fishing Users Group Committee take a position against any legislation to take control of the Port of Newport away from the Port District. The motion passed unanimously.

XI. PUBLIC COMMENT

1:36:55

Ted Gibson suggested adding 4 outlets to every other pedestal as part of the electrical upgrade.

David Jincks commented on the good work being done by Bretz.

XII. ADJOURNMENT

1:38:22

Having no further business, the meeting adjourned at 10:38.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

Port of Newport's Commercial Fishing Industry Platform Regarding International Terminal Access

The Port of Newport is home to a diversified commercial fishing industry. Well over 100 commercial fishing vessels are home-ported in Newport and many more transient vessels visit and utilize the Port's facilities. Newport-based vessels participate in many fisheries and Newport is also home to many of Oregon's Distant Water Fleet. Many Lincoln County citizens are directly employed as vessel crew or in seafood processing plants. Hundreds more are employed by the dozens of support businesses that service the commercial fishing industry. Newport's successful tourism economy is also based, in part, on the existence of an authentic working waterfront. In 2015 over 67.8 million pounds of seafood worth over \$33.4 million in ex-vessel revenue was landed in Newport. These numbers are conservative and do not include the revenue from landings by Newport vessels in other west coast ports or the distant water fisheries. Over the last decade commercial fisheries have been steadily increasing and the opportunities for fishing continue to expand. Newport generally ranks in the top 20 national fishing ports annually based on landings and value.

The International Terminal (IT) is a critical component to Newport's commercial fishing success. The IT can accommodate large fishing vessels that do not fit at other port facilities. It is not unusual to see 12-15 large trawl vessels moored at the IT between November 1 and January 10th or between April 1 and May 15th. Crab and shrimp boats and trawlers also use the IT heavily to stage and switch gear throughout the year. In addition to the local boats, Bering Sea crabbers and other large transient vessels stage at the IT before moving up-river for boat work at one of the two Toledo shipyards. In addition to significant fishing gear storage, the IT houses important support businesses including a net shop and fishmeal plant. The revenue that the Port generates from the commercial industry at the IT has grown significantly over the last four years. In fiscal year 2016-17 the Port received over \$467,000 for services and moorage at the IT from 52 unique vessels. The revenue generated at the IT has grown by about 50% from \$229,939 in 2013-14. The trend is for even greater commercial fishery revenue increases to the IT in future years.

With the importance of the commercial fishing industry to the Port of Newport in mind, and specifically the importance of the IT to the commercial fleet and dependent economy of Lincoln County, all future use plans for the IT whether for shipping or any other activity, must consider and accommodate the minimum needs of the fishing fleet. If necessary, plans for the construction of new docks to allow for any new activity should be included while plans should preserve the access for the existing industry. At a minimum, there should be:

- ✓ Space for 12 large catcher vessels to moor (no more than 2 deep) at the IT from November 1st through January 10th and April 1 through May 15th at the same time there is direct dock access always for at least two vessels to be actively loading and unloading.
- ✓ At all other times of the year there should be room available to moor at least six catcher vessels (no more than 2 deep) while there is direct dock access always for at least one vessel to be actively loading and unloading.
- ✓ Twelve months out of the year there should be access to a gear hoist for use by local crab, shrimp and trawl vessels to load and unload gear, as well as a clear path between the storage area and the dock
- ✓ Twelve months out of the year there should be ample space to lay down and work on trawl nets
- ✓ Twelve months out of the year there should be a clear route for trucks to access the fishmeal plant

Any consideration given to the development of shipping or other activities from the IT should recognize both current and future use needs of the commercial fishing industry who have been the primary users of the facility for the last thirty years. Also, the financial impacts to the industry and community must be analyzed.

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

March 7, 2019
Committee Meeting

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

Agenda Item

**Audio
Time**
0:00

I. CALL TO ORDER

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

Committee Members Present: Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Heather Mann (Pos. #5); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Alternates Present: Cari Brandberg (Pos. #3).

Committee Members Absent: Ernie Phillips (Pos. #4); Bob Eder (Pos. #9);

Port Commission Liaisons: Sara Skamser, Jim Burke.

Management and Staff: Teri Dresler, Interim General Manager; Aaron Bretz, Director of Operations; Kent Gibson, Commercial Harbormaster; Don Moon, Newport International Terminal Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Gary Ripka (Pos. #2 Alternate); John Holt (Pos. #7 Alternate); Robert Smith, F/V Raven; Mike Storey, F/V Pegasus; Bret Yager, Newport News-Times; Dietmar Goebel, Newport City Council; Rex Capri, Newport resident; and Evan Hall, Rondys Inc.

II. CHANGES TO THE AGENDA

0:33

There were no changes to the Agenda.

III. PUBLIC COMMENT

1:00

There was no public comment at this time.

IV. PORT OF NEWPORT RATES 2019-2120

1:15

A. Commercial Marina Electrical Upgrades

Bretz introduced the PowerPoint presentation and said the purpose was to float ideas and get feedback about the impact to customers. He added that the electrical projects were not yet on the Capital Improvement Priorities list but need to be added. There was discussion about the need to address the electrical issues and the impact of the loss of breakers. Bretz answered questions and said additional planning is needed. He added that ideally the Port would receive grant funding for the already approved Port Dock 5 Pier Project, which could then begin in fall of 2019. As separate projects, the electrical upgrades could be planned for completion over the next three fiscal years.

There was additional discussion about project funding options and possible budget impacts. Bretz, Kent Gibson and Dresler answered questions about the status of available moorage at the Commercial Marina, the loss of pedestals and other needs for completing electrical upgrades, and the use of Port General Operating

funds. There was additional discussion about future projects at the commercial marina and other areas of the Port. Bretz said he had begun looking into increased dredge depth at the Commercial Marina.

The Committee discussed some potential impacts of rate increases. Dresler commented this was an initial conceptual discussion. She said there would be additional information, public work sessions and events with the Commission about the budget and strategic business plan, and she encouraged attendance. She suggested the CFUG Committee meet again sometime mid-April to mid-May. Committee members expressed appreciation of the process to look at moorage increases. The Committee further discussed moorage patterns and the electrical system at the commercial marina. Dresler suggested that if Committee members wanted to submit questions prior to the April meeting that they be emailed to Mann for accumulating.

V. NIT USE RECOMMENDATIONS UPDATE 1:03:43

Mann referred to the document from 2017, included in the meeting packet. She said she had spoken with a lot of people individually to update the description of the current use of the facility. Mann distributed a draft update and described its purpose; the draft is included as an addendum to the Meeting Packet. Committee members reviewed the draft and discussed additional changes. Mann suggested this document could be used by the Commission to update terminal operations policy.

There was additional discussion about a potential ice plant on Rondys property. Mann said she would make the edits proposed by the Committee and present the recommendation to the Commissioners at their Regular Meeting in March. There was consensus that Mann do so.

VI. ADDITIONAL DISCUSSION & FUTURE AGENDA ITEMS 1:26:30

Dresler provided an update on the status of the General Manager search. Bretz provided an update on the Port Dock 5 Pier project. Bretz and Kent Gibson discussed moorage options in the Commercial Marina with Committee Members.

VII. PUBLIC COMMENT

There was no additional public comment.

VIII. ADJOURNMENT 1:41:04

Having no further business, the meeting adjourned at 10:45 am.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

April 18, 2019
Committee Meeting

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

Agenda Item

Audio
Time
0:00

I. CALL TO ORDER

Committee Chair Heather Mann called the Regular Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:01 am at the South Beach Activities Room, 2120 SE Marine Science Dr., Newport, Oregon. Mann asked those present to introduce themselves.

Committee Members Present: Mike Pettis (Pos. #2); Heather Mann (Pos. #5); Ted Gibson (Pos. #6); Bob Eder (Pos. #9); and David Jincks (Pos. #11).

Alternates Present: Clay Archambault (Pos. #1); Cari Brandberg (Pos. #3); John Holt (Pos. #7); and Jerry Biddinger (Pos. #8).

Committee Members Absent: Ernie Phillips (Pos. #4); and Dave Wright (Pos. #10).

Port Commission Liaisons: Sara Skamser and Jim Burke.

Management and Staff: Teri Dresler, Interim General Manager; Aaron Bretz, Director of Operations; Don Moon, International Terminal Supervisor; Mark Harris, Accounting Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: David Olsen, Newport resident; John Moody, Pacific Seafood; Josh Brown, Pacific Seafood; Mike Storey, F/V Pegasus; Rex Capri, Newport resident; Bill Olivera, Pacific Seafood; and Gary Ripka, fisherman.

II. CHANGES TO THE AGENDA

1:38

Mann requested information about squid at the Terminal. Jincks mentioned critical weight restrictions over the bow of the Hennebique located in the Newport International Terminal (NIT) lot. He asked that Port staff pay attention to managing use of that space.

III. PUBLIC COMMENT

3:15

There was no public comment at this time.

IV. PROPOSED PORT OF NEWPORT RATES FY 2019-2020

3:39

A. **Discussion of Staff Recommendations.** Bretz introduced the rates document and two related staff reports, included in the Meeting Packet. Bretz said no decisions had been made by the Commission regarding these proposed Rates. There was discussion about the timing of getting the electrical project done at PD5. Bretz reminded the committee that the Port Dock 5 Pier project is a precursor to upgrading pedestals.

Bretz shared some of his research on dockage rates for large vessels and possible consequences for the proposed increase in dockage at NIT. Mann asked where the revenue from increased fees would go. Dresler said the revenue goes into the General Fund from which expenses were paid for all lines of business. The Port can't afford to keep the lines of business separated because they can't pay for themselves from year to year; the lines of business would need to be self-sustaining to be isolated. There was additional discussion about the comparison of rates at NIT and the Commercial Marina, and the possible impact of rate changes on usage. Jincks commented on the value of services uniquely available at the terminal. There was discussion on options for adjusting transient rates to a greater percent. There was also discussion about the lack of availability of annual moorages, and possible consideration for home port boats.

Bretz shared research he had done on fuel surcharges. He added he was concerned about future regulations that could affect the Port on regulated fuel transfer requirements. There was discussion about the proposed truck fee per axle. Olivera asked about the per axle fee as it would apply to the fish plant. Bretz and Dresler both commented that the terms for leaseholders would be negotiated and addressed in their leases.

Mann expressed concern that the available storage at NIT was shrinking. Bretz said the Port would make storage on Port property work, and there were plans for paving. There was discussion about the advantages of storage at NIT and possible impacts from Rondys development. Bretz answered questions about how squid gear was being charged: storage, wharfage, trucks per axle, and service fees. The revenue generated has not yet been calculated. Dresler confirmed that there was not an agreement with the ice plant to use the pier; the plant was planned on Rondys property by Community Ice, LLC, led by George Hall and Ed Backus.

Mann asked about the reported reduction in revenue at NIT. Harris explained he had completed a 4 year month by month comparison, and a significant drop in revenue was found when there was a period of staff turnover, which may have resulted in inconsistent recording and oversight of revenue at NIT. He plans to look at the service tickets for that period. Harris added that revenue was trending back up. In addition, the Port is looking for ways to automate the process in this budget period.

Mann asked about Charter rates. Dresler said the Port was stepping up enforcement of proper licensing to get a better picture of the situation. Mann asked the group to come to a consensus for recommendations to the Commission at their next Budget Priorities Work Session. Dresler said the budget meeting would be an opportunity for the Commission to weigh in on priorities and seek more information from staff. A recommended budget would be prepared to be distributed to the Budget Committee on May 7th in preparation for their meeting on May 14th. May 1st would be a deadline for changes. Mann suggested that the Committee would provide recommendations regarding commercial moorage, NIT moorage, storage, truck fees and fuel surcharges. Bretz spoke to the benefits of committing to the three year plan for increasing commercial moorage rates. There was additional discussion about the funding for capital improvements. Dresler suggested the Committee comment on what was discussed today regarding the importance of rebuilding Port Docks 5 and 7, and said the electrical work being discussed is a preliminary slice of that huge project. Bretz added that the Port Dock 5 Pier rebuild is a precursor to these projects. There was additional discussion about the moorage rates options and impacts of those changes.

The Committee made the following recommendations by consensus:

1. Increase commercial moorage rates in line with the three-year non-compounded proposal, increasing daily and monthly moorage rates 15% and semi-annual and annual rates 10% for FY 2019-20.
2. Move forward with the proposed moorage exception rate at NIT.
3. Accept the storage rate change at NIT and encourage storage to remain on Port property.
4. Accept the proposed truck fee per axle with special arrangements for leaseholders.
5. Leave the fuel surcharge at the current rate.

V. NIT OPERATIONS 1:42:50

A. Gear Storage. This item was discussed as part of Item IV.

B. Forklift Use. Bretz gave a reminder to the Committee of the rule that only Port employees may operate a forklift on Port property, for both reasons of revenue and liability. This is different for leaseholders using forklifts on their leased property in the conduct of their business. There was some discussion about the guidelines. Bretz said it is important for the Port to maintain and regulate use at the pier.

VI. HB2284 UPDATE 1:46:26

Mann said that a hearing on the Bill was scheduled for Monday, April 22nd, at 3:00 pm, to be heard with two other bills. She may go and provide comment. Skamser said that she and Stewart Lamerdin were prepared to represent the Port; a Resolution had already been passed by the Commission in opposition to the Bill. Skamser said they were building on the relationship with the lawmakers and the community at large, and the Port has made a decision to get a communications consultant.

VII. FUTURE AGENDA ITEMS/COMMITTEE COMMENTS 1:50:30

Biddinger said that cleats are pulling loose at the outer dock on Port Dock 7. With salmon season kicking off, there will be an influx of trawlers; repairs are needed. Mann said that most of the Alaska boats are on the way back, most hoping to get in by June 15th. There are boats already double-tied at NIT. She added that an economic report on the commercial fishing industry is being prepared which will be publically available when complete.

VIII. PUBLIC COMMENT

There was no public comment at this time.

IX. ADJOURNMENT 1:57:00

Having no further business, the meeting adjourned at 10:58 am.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

Sales Data FY 2019 versus FY 2020

Category	Quantity			Dollar		
	2019	2020	Increase (Decrease)	2019	2020	Increase (Decrease)
Service						
Hoist Dock						
Clean-up (Clean-up Per Hour)	1	29	28	56	132	76
Clean-up - Oil Spill (Oil Spills, Per Hour)		550	550		2,824	2,824
CM Discounts & Credits		(1)	(1)		(1)	(1)
Crane Hourly (Hoist dock crane - hourly)	89	97	8	3,927	4,481	554
Crane Hourly Labor (Hoist dock crane - hourly labor)	74	62	(13)	4,158	3,631	(527)
Electricity PD7 110 (Electricity - 110-120v)	179	158	(21)	1,298	1,202	(95)
Forklift Hourly (CM Forklift - Hourly)	1,650	1,535	(115)	21,088	21,103	16
Forklift Hourly Labor (CM Forklift - Hourly Labor)	1,457	1,288	(169)	81,564	75,720	(5,844)
Labor (Labor)	20	12	(8)	1,134	706	(428)
Labor - Emergency Callout (Labor)		1	1		111	111
Labor - Overtime (Labor - Overtime)	186	218	32	15,645	19,228	3,583
Pump Out Service (Pump Out Service - Includes 1 Port Employee)	1	1	-	65	68	3
Skiff (Per Hour Charge)	4	13	9	58	257	199
Swede's Dock (Additional Moorage per day)	416	215	(201)	14,448	15,386	939
Tie Up - First 3 Hrs (Tie Up Fee - First 3 Hours billed per hour)	1,912	1,782	(130)	78,404	76,726	(1,678)
Tie Up - Over 3 Hrs (Tie Up Fee - Over 3 Hours billed per hour)	758	541	(217)	37,146	27,848	(9,299)
Wood Barge (Per Day Charge)	43	44	1	1,118	1,260	142
Total Hoist Dock	6,804	6,563	(241)	260,867	251,527	(9,340)
Impound Fee - Vessels (Seizure Fee)		1	1		893	893
Leases	27	467,186	467,159	9,276	125,031	115,755
Moorage						
Annual (Moorage - Annual)	110	104	(6)	243,420	261,399	17,979
Monthly (Monthly Moorage)	9	93	84	1,701	51,741	50,040
Refund	(28)	(23)	5	(4,757)	(11,804)	(7,048)
Semiannual (Moorage - Semiannual)	4	4	-	6,750	6,353	(398)
Transient (Transient \$0.60 p/f p/d)	1,454	1,682	228	40,517	54,952	14,436
Transient (Discount to Monthly) (Transient (Discounted to Monthly))	146	128	(18)	58,564	60,122	1,559
Total Moorage	1,695	1,988	293	346,195	422,763	76,568
Parking Permit (Parking Permit)	169	139	(30)	3,431	3,290	(141)
Restroom Keys - 1st Key (Restroom Key #)	17	28	11	307	528	221
Restroom Keys - 2nd Keys (Restroom Key #)	9	10	1	290	336	46
Special Use Permits (Application Fee)		4	4		462	462
Swedes Dock Electrical (208/220 Service)	174	131	(43)	2,915	2,194	(720)
Truck Toll (Truck toll per axle)		1,199	1,199		8,393	8,393
Total Service	8,907	477,317	468,411	622,431	811,086	188,655
Total Other Charges	367,542	294,141	(13,401)	78,381	71,019	(7,362)
TOTAL	316,449	771,458	455,010	700,812	882,105	181,293

Annual moorage increased, but quantity decreased

Monthly moorage increased, but quantity increased dramatically

Transient moorage increased, and the quantity increased (#days) increased as well

Hoist dock Services have declined versus last year

Fees are current Rates
Costs are from 2018-2019 Fiscal Year

	Moorage Length	Charge	Annual	
Include Utilities Fee	No	0	Per month	To Modify utilities go here
Moorage Fee/Lin Foot	Semi Annual	38.5	per lin foot	
Include Dock Replacement cost	No	\$ -	Per Month	Port Portion Only Found in Cell H57 in this Tab
Annual Slip Cost (From Analysis)		\$ 4,305		

Boat Length (Feet)	Annualized Moorage	Utilities Fee at \$0 per month	Total Revenue	Total Cost per Slip	Cashflow
40	\$ 3,080	\$ -	\$ 3,080	\$ 4,305	(\$1,224.97)
41	\$ 3,157	\$ -	\$ 3,157	\$ 4,305	(\$1,147.97)
42	\$ 3,234	\$ -	\$ 3,234	\$ 4,305	(\$1,070.97)
43	\$ 3,311	\$ -	\$ 3,311	\$ 4,305	(\$993.97)
44	\$ 3,388	\$ -	\$ 3,388	\$ 4,305	(\$916.97)
45	\$ 3,465	\$ -	\$ 3,465	\$ 4,305	(\$839.97)
46	\$ 3,542	\$ -	\$ 3,542	\$ 4,305	(\$762.97)
47	\$ 3,619	\$ -	\$ 3,619	\$ 4,305	(\$685.97)
48	\$ 3,696	\$ -	\$ 3,696	\$ 4,305	(\$608.97)
49	\$ 3,773	\$ -	\$ 3,773	\$ 4,305	(\$531.97)
50	\$ 3,850	\$ -	\$ 3,850	\$ 4,305	(\$454.97)
51	\$ 3,927	\$ -	\$ 3,927	\$ 4,305	(\$377.97)
52	\$ 4,004	\$ -	\$ 4,004	\$ 4,305	(\$300.97)
53	\$ 4,081	\$ -	\$ 4,081	\$ 4,305	(\$223.97)
54	\$ 4,158	\$ -	\$ 4,158	\$ 4,305	(\$146.97)
55	\$ 4,235	\$ -	\$ 4,235	\$ 4,305	(\$69.97)
56	\$ 4,312	\$ -	\$ 4,312	\$ 4,305	\$7.03
57	\$ 4,389	\$ -	\$ 4,389	\$ 4,305	\$84.03
58	\$ 4,466	\$ -	\$ 4,466	\$ 4,305	\$161.03
59	\$ 4,543	\$ -	\$ 4,543	\$ 4,305	\$238.03
60	\$ 4,620	\$ -	\$ 4,620	\$ 4,305	\$315.03
61	\$ 4,697	\$ -	\$ 4,697	\$ 4,305	\$392.03
62	\$ 4,774	\$ -	\$ 4,774	\$ 4,305	\$469.03
63	\$ 4,851	\$ -	\$ 4,851	\$ 4,305	\$546.03
64	\$ 4,928	\$ -	\$ 4,928	\$ 4,305	\$623.03
65	\$ 5,005	\$ -	\$ 5,005	\$ 4,305	\$700.03
66	\$ 5,082	\$ -	\$ 5,082	\$ 4,305	\$777.03
67	\$ 5,159	\$ -	\$ 5,159	\$ 4,305	\$854.03
68	\$ 5,236	\$ -	\$ 5,236	\$ 4,305	\$931.03
69	\$ 5,313	\$ -	\$ 5,313	\$ 4,305	\$1,008.03
70	\$ 5,390	\$ -	\$ 5,390	\$ 4,305	\$1,085.03
71	\$ 5,467	\$ -	\$ 5,467	\$ 4,305	\$1,162.03
72	\$ 5,544	\$ -	\$ 5,544	\$ 4,305	\$1,239.03
73	\$ 5,621	\$ -	\$ 5,621	\$ 4,305	\$1,316.03
74	\$ 5,698	\$ -	\$ 5,698	\$ 4,305	\$1,393.03
75	\$ 5,775	\$ -	\$ 5,775	\$ 4,305	\$1,470.03
76	\$ 5,852	\$ -	\$ 5,852	\$ 4,305	\$1,547.03
77	\$ 5,929	\$ -	\$ 5,929	\$ 4,305	\$1,624.03
78	\$ 6,006	\$ -	\$ 6,006	\$ 4,305	\$1,701.03
79	\$ 6,083	\$ -	\$ 6,083	\$ 4,305	\$1,778.03
80	\$ 6,160	\$ -	\$ 6,160	\$ 4,305	\$1,855.03
81	\$ 6,237	\$ -	\$ 6,237	\$ 4,305	\$1,932.03
82	\$ 6,314	\$ -	\$ 6,314	\$ 4,305	\$2,009.03

Fees are current Rates
Costs are from 2018-2019 Fiscal Year

	Moorage Length	Charge	Annual	
Include Utilities Fee	No	0	Per month	To Modify utilities go here
Moorage Fee/Lin Foot	Annual	50.6	per lin foot	
Include Dock Replacement cost	No	\$ -	Per Month	Port Portion Only Found in Cell H57 in this Tab
Annual Slip Cost (From Analysis)		\$ 4,305		

Boat Length (Feet)	Annualized Moorage	Utilities Fee at \$0 per month	Total Revenue	Total Cost per Slip	Cashflow
62	\$ 3,137	\$ -	\$ 3,137	\$ 4,305	(\$1,167.77)
63	\$ 3,188	\$ -	\$ 3,188	\$ 4,305	(\$1,117.17)
64	\$ 3,238	\$ -	\$ 3,238	\$ 4,305	(\$1,066.57)
65	\$ 3,289	\$ -	\$ 3,289	\$ 4,305	(\$1,015.97)
66	\$ 3,340	\$ -	\$ 3,340	\$ 4,305	(\$965.37)
67	\$ 3,390	\$ -	\$ 3,390	\$ 4,305	(\$914.77)
68	\$ 3,441	\$ -	\$ 3,441	\$ 4,305	(\$864.17)
69	\$ 3,491	\$ -	\$ 3,491	\$ 4,305	(\$813.57)
70	\$ 3,542	\$ -	\$ 3,542	\$ 4,305	(\$762.97)
71	\$ 3,593	\$ -	\$ 3,593	\$ 4,305	(\$712.37)
72	\$ 3,643	\$ -	\$ 3,643	\$ 4,305	(\$661.77)
73	\$ 3,694	\$ -	\$ 3,694	\$ 4,305	(\$611.17)
74	\$ 3,744	\$ -	\$ 3,744	\$ 4,305	(\$560.57)
75	\$ 3,795	\$ -	\$ 3,795	\$ 4,305	(\$509.97)
76	\$ 3,846	\$ -	\$ 3,846	\$ 4,305	(\$459.37)
77	\$ 3,896	\$ -	\$ 3,896	\$ 4,305	(\$408.77)
78	\$ 3,947	\$ -	\$ 3,947	\$ 4,305	(\$358.17)
79	\$ 3,997	\$ -	\$ 3,997	\$ 4,305	(\$307.57)
80	\$ 4,048	\$ -	\$ 4,048	\$ 4,305	(\$256.97)
81	\$ 4,099	\$ -	\$ 4,099	\$ 4,305	(\$206.37)
82	\$ 4,149	\$ -	\$ 4,149	\$ 4,305	(\$155.77)
83	\$ 4,200	\$ -	\$ 4,200	\$ 4,305	(\$105.17)
84	\$ 4,250	\$ -	\$ 4,250	\$ 4,305	(\$54.57)
85	\$ 4,301	\$ -	\$ 4,301	\$ 4,305	(\$3.97)
86	\$ 4,352	\$ -	\$ 4,352	\$ 4,305	\$46.63
87	\$ 4,402	\$ -	\$ 4,402	\$ 4,305	\$97.23
88	\$ 4,453	\$ -	\$ 4,453	\$ 4,305	\$147.83
89	\$ 4,503	\$ -	\$ 4,503	\$ 4,305	\$198.43
90	\$ 4,554	\$ -	\$ 4,554	\$ 4,305	\$249.03
91	\$ 4,605	\$ -	\$ 4,605	\$ 4,305	\$299.63
92	\$ 4,655	\$ -	\$ 4,655	\$ 4,305	\$350.23

Port of Newport
Profit & Loss Prev Year Comparison International Terminal
July 2019 through March 2020

	Jul '19 - Mar 20	Jul '18 - Mar 19	\$ Change	% Change
Ordinary Income/Expense				
Income				
14000 · Lease Revenues	115,788	2,246	113,541	5,054%
14100 · Moorage	112,349	67,544	44,805	66%
14200 · Hoist Dock & Services	400,194	261,936	138,257	53%
14300 · Shipping Terminal Revenues	0	1,572	-1,572	-100%
14600 · Miscellaneous Revenue	1,200	1,485	-285	-19%
Total Income	629,530	334,784	294,746	88%
Gross Profit	629,530	334,784	294,746	88%
Expense				
15000 · Personnel Services	112,850	61,412	51,438	84%
16000 · Materials & Services	144,007	120,782	23,226	19%
16990 · Depreciation Expense	954,234	0	954,234	100%
17000 · Debt Service	55,197	192,653	-137,456	-71%
Total Expense	1,266,288	374,846	891,442	238%
Net Ordinary Income	-636,758	-40,062	-596,696	-1,489%
Other Income/Expense				
Other Income				
18700 · Property & Dredge Sales	0	50,623	-50,623	-100%
Total Other Income	0	50,623	-50,623	-100%
Other Expense				
19000 · Capital Outlay	0	1,200	-1,200	-100%
19800 · Transfer-Admin Exp to Programs	24,655	0	24,655	100%
Total Other Expense	24,655	1,200	23,455	1,955%
Net Other Income	-24,655	49,423	-74,078	-150%
Net Income	-661,413	9,361	-670,774	-7,166%

Port of Newport
Profit & Loss Prev Year Comparison Commercial Marina
July 2019 through March 2020

	Jul '19 - Mar 20	Jul '18 - Mar 19	\$ Change	% Change
Ordinary Income/Expense				
Income				
14000 · Lease Revenues	124,231	9,276	114,955	1,239%
14100 · Moorage	444,575	345,329	99,245	29%
14200 · Hoist Dock & Services	343,249	345,590	-2,341	-1%
14600 · Miscellaneous Revenue	15,880	4,732	11,148	236%
Total Income	927,935	704,928	223,007	32%
Gross Profit	927,935	704,928	223,007	32%
Expense				
15000 · Personnel Services	255,279	230,422	24,856	11%
16000 · Materials & Services	250,835	247,173	3,663	2%
16990 · Depreciation Expense	38,721	0	38,721	100%
17000 · Debt Service	746	8,834	-8,088	-92%
Total Expense	545,581	486,429	59,152	12%
Net Ordinary Income	382,354	218,499	163,855	75%
Other Income/Expense				
Other Expense				
19000 · Capital Outlay	0	12,981	-12,981	-100%
19800 · Transfer-Admin Exp to Programs	365,687	0	365,687	100%
Total Other Expense	365,687	12,981	352,706	2,717%
Net Other Income	-365,687	-12,981	-352,706	-2,717%
Net Income	16,667	205,518	-188,851	-92%

STAFF REPORT

DATE: 28 April 2020
RE: Follow up on Dock Planning Projects
TO: Paula Miranda, General Manager
ISSUED BY: Aaron Bretz – Director of Operations

BACKGROUND

This report is a brief status on the Port Dock 5 Pier project, and also some information on the approach we're taking on the Port Dock 7 Project.

DETAIL

Port Dock 5 Pier

The Port received confirmation from the Economic Development Administration (EDA) that we have been awarded a \$1.2M grant (with a \$1.2M fund match) to rebuild the Port Dock 5 Pier during this in-water work period. The grant is a reimbursement that is awarded as the project progresses, and the EDA maintains strict oversight of the funding throughout the progression of the project. The Port must meet a number of Special Award Conditions prior to disbursement of funds; the first of which is a site certification. We are nearly complete with that certification (engineering certification was finished, awaiting our legal certification) so that we can put the project out for bid. Construction is still scheduled to commence on 01 NOV. This is an inconvenient time to undertake a construction project, but we are bound to the in-water construction window to complete this work. Part of the project specifications is a temporary structure to provide access to Port Dock 5.

Port Dock 5 Electrical Pedestals

As expected, we are seeing increased moorage revenue in the Commercial Marina this year because of raised rates. The Finance Department can provide details on the incremental revenue as well as the placement of that funding in the future budget. I have requested that electrical engineering for the upgrade of power pedestals on PD5 be included in next fiscal year's budget so that the work can be completed the following year. We have also requested a replacement and upgrade to the electrical supply on PD3 in next year's budget.

Port Dock 7 Permitting and Planning

The Port received approval of a Continuing Authorities Program (CAP) Section 107 request that we made last year for the Army Corps of Engineers to dredge a -20' channel through the commercial marina and open up access to Port Dock 7 for large fishing vessels. This project works in 3 phases; the first is the federal interest determination, and project scope development. I had a kickoff meeting with the Corps on Monday the 27th to start this phase of the work. The second phase is a feasibility study for the project, and the third is construction. This usually works on about a 5 year timeline from start to finish.

In February, I attended a meeting with the Army Corps, NMFS, DSL, ODFW, and DEQ to discuss the potential of permitting for a new Port Dock 7 with deeper berths and expanded docks to accommodate

the larger vessels that commonly use the Port's facilities. The project and potential mitigation strategies were well received, and all agencies were appreciative of the effort the Port has expended to suggest solutions for the modernization of the Commercial Marina, and the mitigation for the project. In concept, the permitting agencies found the project agreeable, but we need to do much more work to provide details to further the discussion. The next step for providing the detail needed in the permitting process will be an eelgrass survey, and sediment characterization. This project is directly linked to the Section 107 request mentioned above, and much of the investigative work can happen concurrently. Permitting for this type of project would also take around 5 years, and we have requested planning funds in next year's budget to start planning work. We are still at a high-level conceptual phase, so there has been minimal outreach so far to work on the details of plans. Outreach will certainly be a major part of determining what the future dock complex may look like at Port Dock 7; currently, the planning work is an open book although a concept of what it could look like is below with a small overhead view of the existing Port Dock 7 and the proposed Port Dock 7 in the lower right:

