

West Coast Commercial Fishing Facilities

Benchmark Study



July 2017

Maritime Division
Port of San Diego

WEST COAST COMMERCIAL FISHING FACILITIES

Benchmark Study

CONTENTS

Project Summary

Table 1.1	Facility Comparisons
Figure 1	California Statistical Areas
Table 1.2	Poundage & Value of Commercial Fish into California
Table 1.3	Port Ranking by Poundage & Value
Table 1.4	Poundage & Value of Landings by Area, San Diego
Table 1.5	Dockage Rate Comparison
Table 1.6	Utility Rate Comparison
Table 1.7	Insurance Requirement Comparison
Table 1.8	Fish Ticket Comparison

Project Summary

A benchmark study has been initiated, by the Maritime Division, to evaluate the competitive position of the Port's Tuna Harbor/G Street Slips commercial fishing facility in comparison to other West Coast ports and harbors. Sixteen facilities between Southern California and the State of Washington were compared including those operated by port and harbor districts, city harbor and waterfront districts, regional park departments and leaseholds within a port or harbor district. Dockmasters, harbormasters, wharfingers, marina supervisors and facility managers were contacted directly as well as by written questionnaire regarding existing infrastructure and conditions, processes and programs, rules and regulations, rates and fees, issues and challenges. Specific study areas include:

- Types of operational authority
- Quantity and value of species landed
- Types of fisheries
- Facility size & occupancy rates
- Types of construction
- Available infrastructure/amenities
- Security features
- Current slip/dockage rates
- Other fees
- Liveaboard status
- Sales processes
- Green Marina Programs
- Insurance requirements
- Commercial fishing vessel qualification requirements
- Key issues/challenges

Additional research was conducted on respective websites, online reports, studies, newspaper articles, city council and board meeting minutes, tariffs and city or county rate schedules to supplement and verify the completed questionnaires. **Table 1.1 "FACILITY COMPARISON"** lists the above comparisons for the 16 ports and harbors that were studied.

Summary of Findings

➤ *Type of authority*

Operational authorities range from large port districts where the principal sources of revenue are cargo, cruise and real estate (San Diego, Los Angeles, San Francisco & Grays Harbor) to a facility such as Spud Point Marina in Bodega Bay operated by the Sonoma County Regional Parks system which oversees parks, trails and beaches. The most successful ports and harbors have similar characteristics: A primary focus on commercial fishing, sport fishing or recreational boating; properly maintained infrastructure, substantial and beneficial amenities, high occupancy rates, active local fishermen's organizations, strong relationships with good communication between managing authority and fishermen, strong community support, ability to adapt to changing conditions, effective marketing and distribution systems. Ventura, Santa Barbara, Morro Bay and Monterey are all good examples of well-managed, successful facilities. Each of these harbors have oversight agencies that are relatively smaller than the larger ports, have a strong tourism component linked to their region and are fortunate enough to have normally prolific fisheries.

➤ *Quantity and value of species landed*

The quantity and value of catch landings are directly related to the profitability, viability and long-term sustainability of a facility. Landings can be affected by weather, naturally occurring cycles, changes to the marine ecosystem, state and federal regulations, environmental restrictions and market forces. All ports and harbors are subject to these varying conditions to some extent and at different times. **Figure 1** displays the geographic regions used by the California Department of Fish and Wildlife to summarize the landing data. Within each region there are various ports or areas where the landings occur. For example the Santa Barbara region includes: Santa Barbara Harbor, Ventura, Port Hueneme, Oxnard, Gaviota Beach and Guadalupe Beach. The data comes from a variety of information that are found on receipts or “fish tickets” that must be submitted by buyers or receivers of the seafood catches to the California Department of Fish and Wildlife.

Table 1.2 “POUNDAGE & VALUE OF COMMERCIAL FISH INTO CALIFORNIA BY AREA” details the amount of catch in pounds and dollar value over a ten-year period for each region within the State. The San Diego region (which extends from Imperial Beach to Oceanside) has remained relatively static during the period with landings ranging from just under 2.0 million to just over 2.5 million tons per year. In 2006 the total catch was 2,553,430 lbs. as compared to 2,545,098 lbs. in 2015. During the same period the value of the catch increased from just over \$7 million to \$9.3 million per year but is also considered static due to a cumulative rate of inflation of 17.6%.

Table 1.3 “RANKING BY POUNDAGE & VALUE” is a ranking comparison of the poundage and value of landings for all of the regions studied during 2015. The San Diego Region ranked second from last in both poundage and value. This ranking is also consistent with the entire period studied (2006 – 2015).

Table 1.4 “POUNDAGE & VALUE OF LANDINGS BY AREA, SAN DIEGO REGION” shows the poundage and value of the landings by area within the San Diego Region. These areas are determined by where the catch is first landed, on dry ground, by the fishermen. Beginning in 2006 the majority of the landings were in the San Diego area which would include the G Street Slip facilities. The Point Loma designation includes Driscoll’s Wharf. Commencing in 2010 the majority of landings were in Mission Bay and continue to be as of today.

➤ *Type of fisheries*

The top landed species, for the San Diego region, during the period include: Swordfish, lobster, sea urchin, Spot prawn and shark. However, these catches vary over the years due to conditions. In 2006, swordfish was the principal catch with 390,147 lbs. landed with a value of \$1,261,950. Today, the top-valued catches are Bigeye tuna (668,156 lbs. /\$1,999,412) and lobster (70,816 lbs. /\$1,451,547). The top performing region in California is the Santa Barbara region due to its prolific market squid fishery. In 2006 12,191,630 pounds of squid were landed in Ventura with a value of \$2,991,174. In 2009 the catch shot up to 67,572,254 pounds with a value of \$17,668,806. Today, the catch has dropped to 19,273,132 pounds with a value of \$5,514,582. Ventura is one of the top ten landing ports in the US due to squid. Squid is a principal fishery in almost half of the facilities that were studied. There is no sustainable squid fishery in the San Diego region.

➤ Facility size & occupancy rates

There is a wide range of slips designated for commercial fishing vessel use at West Coast facilities. Oceanside has a total of 888 slips but only 24 are for commercial purposes. Santa Barbara has over 1,100 slips with 42 assigned to commercial fisherman. Ventura has 133 mixed-use (both commercial and recreational) slips but less than 10% have recreational occupants. Moss Landing has 600+ slips with over half occupied by commercial vessels. North of San Francisco the facilities become more dedicated to commercial fishing: Bodega Bay has 244 slips with 195 assigned to commercial fishing; Fort Bragg has 265 slips with a 50/50 mix of commercial and recreational; Crescent City offers 244 total slips with 144 being commercial. The G Street facility, when construction began in the late 1970's, was designed for 150 slips. Today, there are 112 useable slips with the remainder being out of service due to a variety of reasons. Driscoll's has 108 slips that are all devoted to commercial fishing but can be used by recreational boaters subject to a 48-hour notice to vacate.

As can be expected the top facilities have 100% utilization rates with waiting lists. Ventura has a 3 year wait while Monterey's is 3 to 5 years depending upon the size of slip requested. The current rate (2017) for G Street is 53% but has varied in the past as shown in the following:

TREND IN G STREET SLIPS OCCUPANCY RATES: 1988, 1998 & 2008

Year	1988	1998	2008
Number of Slips	150	129	129
Average No. of Vessels	100	76	46
Average Occupancy (%)	66.7	58.9	35.7

Source: October 2009 – Commercial Fishing Revitalization Plan

TREND IN G STREET SLIPS OCCUPANCY RATES: 2010 – 2015

Calendar Year	2010	2011	2012	2013	2014	2015
Number of Slips	114	114	114	114	114	112
Average No. of Vessels	56	60	65	69	61	62
Average Occupancy (%)	60.2	53.7	55.6	48.9	52.3	56.7

Source: June 2016 – Maritime Division Statistics

Driscoll's had the lowest occupancy rate on the coast at the end of last year with 15% commercial and 45% recreational vessels mooring in 108 slips.

Another indicator of facility usage and occupancy is the amount of transient fishing vessels that request moorings on an occasional basis. Many of the West Coast fisherman travel between multiple ports in pursuit of catches. This is especially true for those involved in the albacore tuna and squid fisheries. Between 600 and 800 vessels participate in the North Pacific albacore fishery which ranges from Northern California to British Columbia. Several G Street-based vessels fish albacore from June through October and make port calls between Northern California and Richmond, British Columbia to re-fuel, re-provision or offload catches. Similarly, vessels from as far away as Alaska fish squid from San Pedro to Eureka depending upon existing conditions. These vessels will also stop in harbors such as Ventura, Monterey or San Francisco to re-supply or unload.

Between March 2014 and May 2017 only eight separate calls have been made at the Port of San Diego by transient vessels engaged in fishing. ***(Source: June 2017 – Maritime Division Statistics)***

➤ *Types of construction*

Types of facility construction, found along the West Coast, are guided by when the facility was originally built or rebuilt. Some of the oldest moorings can be found at Fisherman's Wharf in San Francisco built in the 1920's & 1930's and consisting of a fixed wooden wharf with pairs of stall piles to tie up a boat between. The boat backs in between the piles with its stern to the wharf. Lines are tied to the piles to hold the boat in place and ladders are used to access the boats to and from the wharf. Driscoll's, originally built in the 1950's, has a similar system except that the stall piles are adjacent to wooden piers that extend out into the bay from a concrete wharf. Driscoll's wooden fish unloading pier was rebuilt in 2012. Some facilities are a conglomeration of wood or concrete wharves, piers, piles and floating docks. The optimal system, with the lowest maintenance and greatest longevity, appears to be floating concrete docks supported by concrete piles. This system was used in Crescent City after the complete destruction of its mooring facilities by the 2011 tsunami. Concrete piles and floats were used in the construction of the Hyde Street Harbor, at the Port of San Francisco, when 62 slips were installed in 2001. Oceanside has concrete. Both Santa Barbara and Ventura are replacing wooden floating docks with concrete. G Street Slips have concrete piles plus both wood and concrete floating docks along with a concrete pier (Tuna Boat Pier) protected by plastic and wooden fender piles. However, swells created by wind and wake along with overloading of the floating docks have resulted in ongoing damage.

➤ *Available infrastructure/amenities*

The successful "state of the art" fishing harbor has the physical infrastructure, services and supplies to support and sustain a viable fishing industry at a port or harbor. Major league infrastructure includes: Sufficient water depth (maintained by dredging) to accommodate all vessels including deeper draft boats; properly maintained docks, wharves and piers; easy truck and vehicle access, sufficient short and long-term parking; launch ramps; dry storage and gear repair areas; offloading facilities; hoists; ample lighting; rest rooms; showers; laundry facilities; cold storage, live fish tanks; effective access control measures; both electrical and water meters. Services that commercial fishing vessels rely on for efficient operations include: Nearby fuel docks/piers; boatyards and haulout facilities; ice plants; fish processing facilities; waste disposal for both toxic and non-toxic waste, pump-out stations; Wi-Fi; experienced technicians (radio/radar/sonar/refrigeration); marine engineers; marine engine mechanics, commercial divers, ship chandlers and marine hardware stores.

There are no "perfect" fish harbors on the West Coast. Even though Ventura is in the top ten landing ports in the US its harbor was shut down for three weeks in early 2016 due to inadequate funding for a dredging project. Crescent City has 600+ parking spaces with only 244 slips but high operating costs and little or no provisions for basic maintenance and repair of docks or their replacement costs. Monterey has serious truck access issues and a need for larger dry storage areas.

While dredging and deeper-draft vessel access has never been a problem at the G Street Slips there are other issues that affect the viability of the facility. The most significant include: Maintaining and improving failing infrastructure; lack of parking; little storage area availability; lack of work areas for maintenance and repair of gear. Driscoll's faces similar issues but also needs a deeper channel depth.

➤ *Security features*

Security is a major concern for fishermen and their vessels especially for those facilities located in heavily populated downtown areas such as the G Street Slips or the Port of Los Angeles facility at the San Pedro Slips where drug or other criminal activity can be prevalent. Physical security (fences, locking gates with keypads or key cards, closed circuit tv systems, roving 24 hr. dockmasters) are some of the access control measures used by the facilities studied. Normally facilities that have a large recreational component (such as Oceanside & Santa Barbara) have fairly comprehensive security systems such as fencing, locking gates, video recorders and locked rest rooms or showers. G Street has fencing and gates with a keypad lock but tenant's still express concerns about unauthorized access to the facility due to past incidents of theft and vandalism. In the more northerly facilities studied (Astoria & Westport) where communities are less heavily populated and a primary source of income is commercial fishing the security measures are minimal or non-existent.

➤ *Current slip/dockage rate*

Table 1.5 “DOCKAGE RATE COMPARISON” shows the current charge for mooring of a commercial fishing vessel at the facilities being studied. The rate is based on a per foot/per day/per month basis for a typical (30) thirty-foot commercial fishing vessel. The ranking shown for each harbor includes any additional surcharges or taxes (such as Port of San Francisco's 10% environmental fee; 12.84% Washington State leasehold tax at Port of Grays Harbor) or discounts (10% discount at Morro Bay if fees paid one year in advance; 3% discount if fees paid three months in advance at Moss Landing etc.).

The ranking shows that Ventura has the highest rate (\$.37 per foot/per month or \$331.80 per month) on the West Coast. Village Marina is a private leasehold administered by the Ventura Port District. The Port of Los Angeles facilities at Terminal Island and San Pedro Slips have the lowest rate (\$.04 per foot/per month or \$38.75 per month). The G Street Slips rate of \$.105 per foot/per month or \$94.50 per month ranks in the bottom third of the West Coast facilities. Driscoll's current rate is even lower at \$.096 per foot/per month or \$86.40 per month. The large ports typically subsidize the commercial fishing industry slip fees especially in comparison to recreational boaters. All of the large ports rank among the lowest in fees.

The rate increase history for G Street is shown below. The last increase was taken in 2005.

G STREET SLIPS RATE HISTORY

Effective Date	01/01/82	07/01/93	1994-1997	09/01/98	03/01/03	07/01/04	07/01/05
Rate*	\$.055	\$.06	\$.07	\$.08	\$.09	\$.10	\$.105

*All rates per foot per day

➤ *Other fees*

There are a variety of other fees that can be charged to commercial slip holders at West Coast facilities. These include the following: Security deposits; storage fees; parking & additional parking; hoist usage; gate key deposits; shower key charges; vessel inspection fees; wait list fees; lottery list (for slips) fee; liveaboard charges; ice usage; washer/drier usage; Wi-Fi usage and monthly pet fees.

Another method in which commercial fishing slip holders are subsidized by either large and smaller ports or harbors is through utility charges. **Table 1.6 “UTILITY CHARGE COMPARISON”** shows that none of the large ports, with the exception of Grays Harbor (Westport) charge for either electrical or water usage. Only six facilities currently charge for electricity by either a pass-through charge from the utility company, a flat fee based on the amount of amps being used or a flat amenity fee for all utilities used. Santa Barbara is currently installing electrical meters and will be charging a pass-through fee once all are operational. Only three charge for water by a flat fee, a pass-through charge or as part of the amenity fee.

The most equitable method of charging for utilities is a pass-through fee after installation of both electrical or water meters. Ventura, Pillar Point, Astoria and Westport have installed electrical meters and pass along the costs to their tenants. Ventura is the only facility that is installing meters to initiate a monthly pass-through charge for water.

➤ *Liveaboards allowed*

Of the facilities compared only four strictly prohibit slip tenants from living aboard their vessels. Driscoll's prohibits commercial fishermen but will allow recreational boaters with a 48 hour notice to vacate. Six harbors allow liveaboards but cap the amount of vessels that can be used in this manner. For example, Oceanside allows a maximum of 86 out of 888 slips to be used while Monterey allows 15 out of 413. All six have strict requirements about living aboard, including routine inspections to determine operability of the vessel and prevention of any illegal discharges into the bay or harbor. There are also additional fee requirements beyond the normal monthly dockage rates. Moss Landing, San Francisco and Bodega Bay all have requirements that allow fishermen to liveaboard but only during an established fishing season and only for specific periods of time at no additional cost.

Currently, there is no ordinance or tariff regulation that prohibits liveaboards at the G Street Slips. Maritime is developing ordinance language and a permit process that will insure only bona fide fishermen are living on board for specified periods of time.

➤ *Sales processes*

A variety of methods are used up and down the coast to deliver the fishermen's catch to the consumer. Every port and harbor has buyers, wholesalers, distributors or processors who have facilities in the harbor or follow the fleet by truck to get the catch to warehouses, markets or restaurants. The fishermen themselves have direct-to-consumer sales by either selling from their boats, at a weekly waterfront market or at a storefront operated by the fishermen. In August 2014 the Tuna Harbor Dockside Market, a weekly Saturday open-air fish market, opened on Tuna Harbor Pier adjacent to the G Street Slips. It has been a thriving success with over 300 consumers attending each week. A website, thdocksidemarket.com, features the “The Weekly Catch” informing customers of what is available for the week, profiles the participating fishermen and offers recipes to prepare the catch. Ventura, Santa Barbara and Pillar Point all of have similar type Saturday dockside markets or a storefront open 7 days a week (Santa Barbara Fish Market) for direct sales. Pillar Point Harbor also has a “FishFone” that is operated by the County Harbor District where the public can call to find out about available fish on that particular day.

➤ *Green Marina Programs*

More than half of the ports and harbors that were surveyed have received “Clean Marina Certifications”. Those in California (Driscoll’s Wharf, Oceanside, Santa Barbara, Morro Bay, Moss Landing, Monterey and Pillar Point) were certified by the Clean Marinas Program. Astoria received a “Clean Marina Certificate” from the Oregon State Marine Board and Westport received a “Certificate of Achievement” from the State of Washington’s Sea Grant “Clean Marina Program”. Marinas that have been certified have shown that they use “Best Management Practices” (BMP’s) to help prevent or reduce water pollution. BMP’s include: “Good Boat –Keeping Practices, Education, Signs, Notices, Marina Rules and Regulations, Waste Receptacles, Spill Prevention and Rapid Clean-Up plans”.

➤ *Insurance requirements*

As shown in **Table 1.7 “INSURANCE REQUIREMENT COMPARISON”** only five facilities require some type of general liability insurance. Both of the private leaseholds (Driscoll’s Wharf – San Diego and Village Marina – Ventura) require general liability insurance in the amount of \$300,000. Driscoll’s also requires pollution and wreck removal coverage Village Marina is currently considering. Oceanside also requires \$300,000 in general liability. Astoria requires \$500,000 in general liability. Finally, in the State of Washington, vessel owners who permanently moor at private or public mooring facilities are mandated by law to secure and maintain marine insurance coverage for their vessels. At least \$300,000 in marine insurance coverage encompassing general, legal, and pollution liability protection is required by Grays Harbor. The Port of Los Angeles is considering making insurance a requirement while Eureka highly recommends that their tenants acquire insurance though it is not mandatory.

➤ *Commercial fishing vessel qualification requirements*

Table 1.8 “FISH TICKET COMPARISON” shows the requirements used by West Coast ports and harbors to determine if a commercial fishing vessel qualifies for a reduced dockage rate. A “Fish Ticket” or receipt is required by the California Department of Fish & Wildlife (CDFW) whenever a commercial fishing vessel lands a catch for sale. It contains pertinent information regarding the vessel and a catch including: The vessel name, fishermen’s name, identification number, date of offloading, species type, area where the fish were caught, where the catch was landed, type of gear used, catch weight, price per pound and total sale amount. The date, weight and total sales amount information, over a specific amount of time, is then used to determine a ‘bona-fide’ commercial fishing operation eligible for a dockage discount.

For example, the Port of San Diego requirements are: **“Provide fish tickets that show within the preceding twelve (12)-month period the vessel was used to catch ten (10) metric tons of fish; or have a commercial value of at least \$5,000 for a vessel less than thirty (30) feet in length; or of at least \$10,000 for a vessel greater than 30 feet.”** While at Monterey the requirement is **“Provide fish tickets that show a catch with a commercial value of \$5,000 per year for three consecutive years.”** There is a lot variety between facilities but they all have the same premise of proving that the vessel is actually engaged in commercial fishing using some type of standard.

In general, the harbors north of San Francisco do not use fish tickets. At Bodega Bay, Fort Bragg, Eureka, Crescent City, Astoria and Westport Marina at Grays Harbor the commercial and the recreational rates are the same.

Several of the facilities, including G Street Slips, have had problems in the past with operators falsifying fish tickets to meet the yearly or bi-yearly requirements when the vessel is not actively engaged in commercial fishing. This issue was resolved by the City of Santa Barbara working with CDFW to verify fish tickets by using "Landing Request Forms". These forms are submitted to CDFW to verify all catch information. Maritime Operations is now using this process when accepting new tenants or renewing existing tenant's permits. All vessels currently moored at G Street meet the requirements for a commercial fishing vessel.

➤ *Key issues/challenges*

There are many common themes among the issues and challenges that face West Coast commercial fishing harbors including: Aging facilities; deferred maintenance; failing infrastructure; budgetary constraints; legal issues and costs associated with derelict vessels; lack of security; homeless problems; ongoing dredging requirements; lack of work & storage areas; fish ticket issues and the need to subsidize commercial fishing activities. Some issues are even positive: Ventura has an inadequate slip space problem.

As mentioned previously, the most significant issues facing the G Street Slips are: Maintaining and improving failing infrastructure; lack of parking; inadequate storage areas; lack of work areas for maintenance and repair of gear. The following are other key issues that have been identified by important stakeholders and sources regarding G Street:

Recommendations

The following recommendations are made as a result of the Study:

- Require general liability insurance: Marine insurance coverage naming Port of San Diego as "Additional Insured" with \$300 - \$500K limits of general, legal and pollution liability.
- Require a security deposit equal to 1 to 3 months of slip rental rate.
- Perform credit checks on prospective tenants.
- Perform annual vessel inspections to insure that the vessel meets basic requirements of seaworthiness, operability, environmental and public health.
- Institute an "Amenity Fee" a flat rate to recover costs of electrical and water usage. (Currently, a fee of \$40 to \$65 per month per slip tenant would be necessary to recover costs).
- Consider "Clean Marina" program.
- Use California Department of Fish & Wildlife "Landing Request Form" with authorization of fishing vessel owner to verify fish tickets.

KEY ISSUES

IDENTIFIED IN COMMISSIONER REPORT AND PRESENTED AT THE JUNE 15, 2016 BOARD MEETING:

Video Presentation: [*"The Importance of a Commercial Fishing Harbor in San Diego"*](#)

G STREET PIER AND FACILITY

- Only location for commercial fishermen and activities in San Diego Harbor
- Only affordable facility with reasonable rates in San Diego Harbor
- Only location that can accommodate larger size vessels, greater than 65 feet in length with 24 feet beams; in San Diego Harbor
- Current location is central to required needs for: fuel docks, boat yards, hoists and offloading facility

STAKEHOLDER RECOMMENDATIONS:

- Improve existing infrastructure
- Additional hoists and offloading docks
- Large work areas for maintenance and repair of commercial fishing gear and equipment
- Increase storage facility area to accommodate commercial fishing gear and heavy loads
- Additional freezer space and general storage areas
- Increase awareness of commercial fishing fleet
- Educate consumers on the benefits of locally caught seafood
- Promote facility and increase public access

IDENTIFIED IN OCTOBER 2009, 'COMMERCIAL FISHERIES REVITALIZATION PLAN – BACKGROUND AND EXISTING CONDITIONS REPORT':

- Parking availability
- Waste disposal for both toxic and non-toxic waste
- Security
- Consistent 220 volt power to key slips
- Improved pedestrian access
- Internet access
- Gear storage

- Independent refrigerated and deep-cold storage facility
- Live catch holding facility
- Laundry facility
- Shower facility
- Wake management
- Independent offloading facility
- Independent ice facility
- Communication between Port of San Diego officials and commercial fishermen

AREAS OF IMPROVEMENT IDENTIFIED BY MARITIME OPERATIONS:

- Utility meters for each slip (electrical/potable water)
- Secure toxic waste disposal facility (lube oils)
- Reliable fish landing (tickets) verification method
- Gear storage areas
- Condition of basic infrastructure (major maintenance requirements)

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of San Diego – G St Slips	2,545,098/ \$9,280,838 (San Diego Region) Principal fisheries include: Lobster, sea urchins, Spot prawns, swordfish, Box crab	111 useable slips 30 to 80 ft. length (commercial fishing only) 53% occupancy	Restrooms; electricity; water; hoist/unloading facility; solid waste disposal; offloading facilities; ice machine at Chesapeake	\$.105 per foot \$3.15 per day \$94.50 per month	-Storage \$169.00 per 1,000 s.f. per month -Parking \$47.00 per space per month -Electricity: No charge -Water: No charge	No requirement	Landing receipts/fish tickets showing Vessel<30 ft.- \$5,000 annually. Vsl.>30 ft. \$10,000 annually.
G St Data	Size: 4.7 acres of land and 23.4 acres of water Parking: Total of 258 spaces with 37 spaces designated for commercial fishing Water depth: 13-18 ft. max draft at slips; Liveaboards: No policy regarding liveaboards Sales: Saturday dockside market, sell to processors (Chesapeake & American Seafood) Construction: Concrete & wood floats anchored by concrete piles & concrete pier with wooden & plastic fender piles; Tuna Boat Pier was constructed in 1977, Fish Harbor Pier in 1980, Fish Market Wharf (unloading facility) was built in 1971, Dock #1 was built in 1977, Dock #2 in 1983 and Dock #3 in 1990; Condition: 19 out of 130 slips non-serviceable due to physical condition assessment Dredging: None Security: Fencing, gates with keypad Green Marina Program: None Local fisherman's organizations: San Diego Fishermen's Working Group; Western Fishboat Owners Association; American Albacore Fishermen's Association; San Diego County Professional Fishermen; California Lobster Trap Association Key issues: Lack of parking; lack of storage areas; need increased security; no laundry facility; no shower facility; lack of gear work areas; need waste disposal for both toxic & non-toxic waste; inadequate electrical service; failing infrastructure Staffing requirements: Four including one marine terminal supervisor & three wharfingers.						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of San Diego - Driscoll's Wharf (leasehold)	Included above (San Diego Region) Principal fisheries include: Sea urchins, lobster, sheepshead, swordfish & sea cucumbers	108 slips 25 to 75 ft. length (Commercial fishing only but subsequent lease amendment allows recreational vessels with 48 hr. notice to vacate if requested by commercial fisherman). Currently 15% occupancy for commercial fishing vessels and 45% occupancy for recreational boats	Restrooms; showers; 20k s.f. of storage, net mending and open work area available, storage lockers, 500 lb. sea urchin off-loading crane, 1.5 ton off-loading crane, ice machine, live catch storage available on request, dockside potable water & electricity, oil & solid waste disposal, pump out station, dock carts	\$.096 per foot \$2.88 per day \$86.40 per month	-Recreational berth rentals: \$12.00 per ft. per month -Key deposit: \$50.00 per key -Water: No charge -Electricity: No charge for commercial fisherman -Ice: \$20.00 per tote -Hoist charges: \$.05 - \$.07 per pound for fish off-loading -Liveaboard: \$140.00 per month per person for recreational vessels only -No security deposit for commercial fishermen	Yes. Reported as required by the Port of San Diego: \$300k general liability including pollution and wreck removal. Real Estate confirmed that the Master Tenant is required to have general liability insurance. Each marina operator then has individual slip agreements. Those agreements usually require the slip holder to have liability insurance.	Landing receipts/fish tickets with at least \$10,000 annually or show proof of at least 60 days of actual fishing

Driscoll's data	<p>Size: 2.42 acres of land and 6.7 acres of water Parking: 184 overall spaces with 60 slips reserved for slips Water depth: 14 feet Liveaboards: Not for commercial fisherman. Allowed for recreational with 48 hr. vacate notice Sales: No dockside market. Sales to restaurants, processors and distributors Construction: Wharf with wood piers with steel & concrete stall piles. One floating provisioning dock. Fish offloading pier re-built in 2012. Remaining piers built in 1950. Condition: Generally poor condition. Daily dock walks. Wood pier repair assessed weekly. Have commenced building upgrades per Port instructions. Currently working on capital improvement plan which includes new floating docks Dredging: None Security: Fencing & unlocked gates. CCTV Green Marina Program: Certified Clean Marina Local fisherman's organizations: San Diego Fishermen's Working Group; Western Fishboat Owners Association; American Albacore Fishermen's Association; San Diego County Professional Fishermen; California Lobster Trap Association Key issues: Fishermen state that need deeper channel depth; gear storage area; enhanced mooring slips (floating); increased net and repair space; improve electrical service. Driscoll's management states that: Facility could be viable if dockage rates were increased by 100%; Driscoll's main competition is G St. which does not require insurance; allows commercial fisherman to live aboard vessels and does not actively enforce Port rules and/or regulations Staffing requirements: Managed by staff of three.</p>
------------------------	---

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
City of Oceanside – Harbor Division	Included above (San Diego Region) Principal fisheries include: Lobster, Spot prawn, sablefish, thornyheads, Bluefin tuna	-888 total slips -24 slips designated for commercial fishing -25 to 68 ft. length -90% occupancy rate	Rest rooms; showers; laundry; phone; lockers; electricity; water; storage areas; storage lockers; oil disposal, solid waste disposal; pump-out stations; fuel dock	\$.28 per foot \$8.40 per day \$252.00 per month	-Key deposit:: \$35.00 -Electrical plug adapter deposit; -Storage locker fee; -Vessel inspection fee -Liveaboard rate is \$3.40 per foot in addition to dockage -Waitlist: \$90.00 annual fee -Security deposit equal to one month slip fee -No charge for electricity or water	Yes: Liability in the amount of \$300k naming Oceanside as an additional insured	Vessel<25 ft. - \$5,000 annually. Vessel>25 ft. - \$10,000 annually
Oceanside data	Size: Total area of 100 acres Parking: 2,023 spaces with 407 designated for slip renters Water depth: 8 to 15 ft. Liveaboards: Up to 86 liveaboards permitted with additional fee Sales: Construction: Floating concrete slips with concrete piles. Average age ten years Condition: Regular inspections of all docks, gangways & bridges Dredging: Annual dredging in federal channel only Security: Facilities secured with fencing & gates. Key access Green Marina Program: Certified Clean Marina, storm drain filters, modular wetlands system, bilge pads Local fisherman's organizations: Key issues: Staffing requirements: 18 staff including administrative, clerical & maintenance						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)

WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees** (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of Los Angeles- Fish Harbor & San Pedro Slip Facilities	15,082,154/ \$11,698,705 (Los Angeles Region) Principal fisheries include: Squid, Spot prawn, sea urchins, lobster, Bluefin tuna	-Fish Harbor: 70 berths, 100% occupancy -San Pedro Slip (S.P. Slip): 40 berths, 85% occupancy -All commercial usage Must obtain a "Commercial Fish Vessel Permit"	Electricity; water; portapotties at Fish Harbor; rest rooms under construction at S.P. Slip for 2 years currently portapotties; net storage areas; storage containers	\$.04 per foot \$1.29 per day \$38.75 per month	-Permit fee (Which is the dockage fee) -Electrical: No charge -Water: No charge -Storage: No charge -Parking: No charge	No requirement but considering	Must catch 18 tons of fish annually or with a commercial value of at least \$15,000. Number of days preparing to go fishing or actually fishing also qualify
POLA data	Size: Parking: Yes. Ample with stickers Water depth: Fish Harbor-16 ft., S.P. Slip-22 ft. Liveaboards: Not allowed Sales: Processors (Western Fish, Tri-Marine, San Pedro Fish Market, J&D Seafood, State Fish, Golden Resource, Maruheda Marine Products, Del Mar Seafood) Construction: S.P. Slip- Asphalt wharf apron with wooden fender piles Fish Harbor: Wooden finger pier with mooring on both sides Condition: Dredging: Security: No security systems Green Marina Program: None Local fisherman's organizations: Key issues: Fish Harbor: Need showers, rest rooms, crane/hoist, pull-out area to offload and sell catch, yard space for storage, locking gates on docks, cold storage area, laundry, security cameras, direct sales to public, legal issues & costs with inactive vessels, liveaboards, homeless Staffing requirements: One supervisor, one wharfinger, one clerical (Port Police- Community Relations Officers are supposed to stay in contact with fishermen- not working very well)						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
City of Santa Barbara – Waterfront Department	49,912,708/ \$34,727,339 (Santa Barbara Region) Principal fisheries include: Sea urchins, lobster, thornyheads, Red Rock crab, sablefish	1,143 total slips with 42 designated as commercial fishing berths. Currently 60-80 working commercial vessels. 100% occupancy of designated commercial fishing slips.	Four offloading hoists from 1,000 lbs. to two tons; limited open work area; electrical sub meters in almost all slips-not activated yet; three waste- oil disposal areas; laundry facilities, five pump-out stations; four dock carts; Wi-Fi available for purchase through local vendor; boat yard/haul-out; fuel dock; ice; water; rest rooms; no storage lockers	\$.17 per foot \$5.00 per day \$150.00 per month	-Parking: \$70 per year -Water: \$15.50 per 1,000 gals. -Gate keys: \$7.00 ea., card style \$12.00 ea., fob style -Hoist rate from \$6.00 to \$12.00 per hour -Wait list: \$50.00 lottery list placement fee \$40.00 renewal fee per year -Electricity: No charge until meters turned on and will be pass through	No requirement	“Commercial Fisherman” must earn \$15,000 every two years following issuance of a slip permit. Landing receipts are verified through a request to CDFW. Fishermen must give written permission to release records to City of S.B. Waterfront Dept.

SB data	<p>Size: 252 acres of both land and water area Parking: 500 total spaces. No preferences for slip holders. Can purchase a parking permit Water depth: Maximum draft is 11 feet Liveaboards: Up to 113 liveaboard permits available at \$150.00 per month in addition to slip fees Sales: Saturday morning direct sales from boats to public on Saturdays; Santa Barbara Fish Market open 7 days a week with online sales as well, sales to wholesalers and retailers Construction: Stearns Wharf constructed of wood built in 1872. Requires constant maintenance. Half of floating docks are wood. Others are concrete. Average age of docks: 20-30 years except for new concrete docks. Condition: Constant maintenance is required of both floating docks and Stearns Wharf. Assessments are ongoing. Capital improvement program adjusted every budget cycle. Dredging: Ongoing. Three-year contracts through USACE. Federally funded. Dredge in two cycles every fall and spring Security: Video recorders- no CCTV. All marina gates and all rest rooms except public access controlled by key card or fob. Green Marina Program: Robust clean marina program. Adopted in 2002. Just recertified for the second time in statewide Clean Marina program. Waterfront Department operates free waste-oil disposal and marine battery collection facilities Local fisherman's organizations: Commercial Fishermen of Santa Barbara, Inc. Key issues: Ongoing maintenance of facilities, budget constraints Staffing requirements: Staff of 47 including administrative, operations, clerical, harbor police & maintenance</p>
----------------	--

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees** (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Ventura Port District- Village Marina (Leasehold)	Included above (Santa Barbara Region) Principal fisheries include: Squid. Lobster, Ridgeback prawn, spot prawn, halibut	-133 slips up to 160 ft. in length, many in 60 to 80 ft. length -Mixed use but less than 10% recreational -100% occupancy with 3 year wait list	Rest rooms; showers; laundry; oil disposal; offsite self-storage; electrical meters; potable water meters at 45% of slips; hoists	\$.37 per foot \$11.06 per day \$331.80 per month	-Electrical pass-through monthly charge -Potable water pass-through monthly charge -Security deposit of one month's rent	Yes. \$300k general liability. Considering requiring pollution & wreck removal	Two fish landing receipts per month required. Verified through processors who must submit records for hoist usage
Ventura data	Size: 152 acres land area/122 acres water area Parking: Onsite one per slip. Offsite available for all crew members (no charge) Water depth: 17 ft. Liveboards: No liveboards Sales: Three processors & receivers (Del Mar, De Luca & Silver Bay). Direct sales at Saturday Fisherman's Market Construction: Floating concrete & wooden docks. Replacing all wood docks with concrete Condition: Good Dredging: Port is responsible for inner Harbor dredging efforts approximately every 3-5 years. Entrance and surrounding areas is responsibility of USACE subject to annual appropriations by US Congress. Security: No fencing; no gates; CCTV system; 24 hr. dockmasters Green Marina Program: No but considering. Other marinas at Ventura have designation Local fisherman's organizations: Ventura County Commercial Fishermen's Association Key issues: Entrance dredging (lack of funding). Harbor completely closed for three weeks in early 2016 because of sand build-up. Inadequate slip space. Squid vessels are adding sponsons creating wider beam. Side by side slips too narrow for modified vessels. Lack of working space and storage areas. Staffing requirements: One manager; one clerical; five dockmasters.						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
City of Morro Bay – Harbor Department	3,908,134/ \$10,097,540 (Morro Bay Region) Principal fisheries include: Dungeness crab, sablefish, squid, shrimp, thornyheads	50 commercial fishing slips- 100% occupancy	Ice house; three hoists/offloading areas; cold storage; live fish tanks; fuel dock; secure paved indoor & outdoor dry storage; waste disposal facilities	\$.19 per foot \$5.70 per day \$171.00 per month -10% discount if paid one year in advance: \$.17 per foot \$5.13 per day \$153.90 per month	-Dry storage: \$2.95 per day for 9'x20' space –Electrical: \$2.66 per day -Wharfage: \$0.94 per ton -Parking: \$110 per year -Hoist rate: \$14.45 per use -Fish unloading hoist rate: \$75.72 per hour -Liveaboard fees: \$165.00 (biennial) -Liveaboard inspection fee: \$82.56 (biennial) -Water: No charge	No requirement	Landing receipts/fish tickets showing Vessel<25 ft. - \$5,000 annually. Vsl.>26 ft. \$10,000 annually; or proof that vessel fished for at least 90 days during the calendar year

Morro Bay data	<p>Size: Parking: Water depth: 15 ft. Liveboards: Maximum of 50 liveboards allowed Sales: Direct sales from vessels; processors: Central Coast Seafood (owned by Santa Monica Seafood); Giovanni's Fish Market & Tognazzini's Construction: Wooden piers, wooden floating slips and stall piles. Rafting is typical. Condition: 2013 infrastructure project to rebuild North T Pier by upgrading & replacing pilings, refurbish deck structure with \$700k budget Dredging: Annual dredging. Currently \$4.37 million USACE project to remove approximately 240,000 cubic yards of clean sand and gravel from the entrance channel, sand trap and main channels at Morro Bay Harbor. Security: Green Marina Program: Certified Clean Marina Local fisherman's organizations: Morro Bay Commercial Fisherman's Association (MBCFO), Central California Marketing Association Key issues: Need boatyard and haul-out facilities Staffing requirements: Harbor Administration/Police/Lifeguard- 8 full time.</p>
-----------------------	--

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)

WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
City of Monterey – Harbor & Marina (Wharf II)	74,040,216/ \$17,370,461 (Monterey Region) Principal fisheries include: Squid, Spot prawn, Dungeness crab, Chinook salmon, anchovy	-413 slips 20-50 ft. 6 end ties accommodate boats from 40 to 75 feet. -130 moorings -No specific slips designated for commercial fishing -About 20 full-time commercial fisherman -100% occupancy -3-5 year wait list	Electricity; water; rest rooms; laundry; showers; parking; pump-out facilities; storage areas; cold storage; ice through receivers; Wi-Fi; dock carts; pump houses for wetfish, hoists; oil recycling station	\$.34 per foot \$10.20 per day \$306.00 per month	-Electrical pigtails (20/30 amp): \$100.00 (50 amp): \$200.00 -Shower key: \$20 -Gate/Hoist key: \$10 -Annual Parking Permit: \$120 -Wharfage: Ground fish, squid, mackerel, sardines: \$6.00 per ton Anchovies: \$3.00 per ton (Wharfage paid by receivers) -No charge for electricity/water	No requirement	\$5,000 per year in fish landing tickets for each of three consecutive years
Monterey data	Size: Wharf II is 17,000 sf. Parking: Two permits per slip Water depth: 9 to 12 ft. Liveaboards: Yes. Maximum of 15 liveaboard vessels allowed. Sales: Processors/receivers (Royal Seafood, Ocean Fresh, Guilliani's, Monterey Fish Company, Southern California Seafood, Del Mar Seafood) Construction: Wharf II was built in 1926. Concrete & wood floating slips Condition: Dredging: Security: Gates, fencing, CCTV, 24 hr. security staff Green Marina Program: Certified clean marina Local fisherman's organizations: Monterey Commercial Fishermen's Association Key issues: Create wider truck turnaround area; increase availability of ice; add an additional hoist; parking, traffic congestion; need larger dry storage areas; live tanks; marine repair facility that can accommodate sand blasting; sanding, grinding and welding (currently not available in Monterey Staffing requirements: Harbor Administration- 5 full time; Harbor Maintenance/Part time- 5 full time/5 part time						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)

WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Moss Landing Harbor District	Included above (Monterey Region) Principal fisheries include: Squid, Dungeness crab, sablefish, anchovy, Chinook salmon	600+ total slips, mixed use	Showers; rest rooms; laundry; dry storage; pump-out facility (bilge, sewage, oil); recycle facility (oil filters & absorbent pads)	\$.23 per foot \$6.90 per day \$207.00 per month 3% discount if paid 3 months in advance: \$.22 per foot \$6.69 per day \$200.79 per month	-Parking; Each slip-one free permit. Additional permits are \$80 per month -Amenity fee: \$52 per month (electrical/water); -Liveaboard fee: \$130.00 per person per month with one-time application fee of \$250 -Pet fee: \$5 per mo. -Fish sales: \$250 per year -Dry storage space rental: 10'x20'=\$70 10'x30'=\$85 10'x40'=\$95	No requirement	\$5,000 per year in fish landing tickets for each of three consecutive years. Proof of revenue shall be in the form of IRS Schedule C or an audited set of business financials
Moss Landing data	Size: Parking: Water depth: 9.8 feet Liveaboards: Yes. A commercial vessel and/or commercial fishing vessel providing accommodation space for master and crew is not considered to be a live-aboard vessel. Sales: Construction: Floating wooden docks with concrete piles Condition: Dredging: Maintenance dredging is required. In 2016 applied for a ten-year dredging permit from USACE. Security: Green Marina Program: Certified Clean Marina Local fisherman's organizations: Fishermen's Association of Moss Landing Key issues: Staffing requirements: Harbor Administration/Operations/Maintenance-13 full time						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of San Francisco-Fisherman's Wharf & Hyde Street Harbor	15,736,465/ \$16,591,907 (San Francisco Region) Principal fisheries include: Dungeness crab, squid, swordfish, halibut, Chinook salmon	-120 slips up to 35 ft. at Fisherman's Wharf -62 slips up to 80 ft. at Hyde Street (Mostly seasonal. Recreational boats allowed up to ten days per month if no commercial fishing vessel demand)	Storage lockers; electricity; water; sewage system to handle bilge & gray water	\$.07 per foot \$2.15 per day \$64.36 per month +10% environmental surcharge: \$.08 per foot \$2.40 per day \$72.00 per month -Deposit equal to one quarter's per year rent	-Lockers: \$10.00 per month with one quarter year minimum -Fisherman's Wharf parking: \$25.00 per year -Hyde Street Harbor parking: \$38.96 per month -Wharfage: \$1.13 per ton -Electrical: No charge -Water: No charge	No requirement for commercial fishing vessels only sport fishing vessels	Fish tickets showing 10 tons or \$10,000 in value or ten fish tickets showing landing of a catch annually
SF data	Size: Parking: One permit per slip holder Water depth: 8-12 ft. at both Fisherman's Wharf & Hyde St. Liveaboards: Only during recognized fishing seasons and actively engaged in fishing. Sales: Direct sales from vessel at Fisherman's Wharf. Not allowed at Hyde Street. Over a dozen fish handlers and processors at Pier 45 Construction: Fisherman's Wharf- Fixed wooden pier with stall piles to tie between. Hyde St.- Concrete floating docks with concrete piles. Condition: Fisherman's Wharf built in the 1920's & 1930's. Hyde St. opened in 2001. Dredging: None Security: None at Fisherman's Wharf. Locked security gates at Hyde St. Green Marina Program: Local fisherman's organizations: San Francisco Community Fishing Association, San Francisco Crab Boat Owner's Association Key issues: Staffing requirements: One wharfinger with support staff.						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)

WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
San Mateo County Harbor District – Pillar Point	Included above (San Francisco Region) Principal fisheries include: Dungeness crab, squid, Chinook salmon, Spot prawn, halibut	-369 total slips -228 are designated for commercial fishing vessels	Ice house; rest rooms; electricity; cold storage; gear storage in parking lots (coordinated by fishermen)	\$.30 per foot \$9.10 per day \$273.00 per month Berthing discounts: -One month free with one year paid in advance -15% discount for full time commercial fishing vessels: \$.26 per foot \$7.73 per day \$232.00 per month -Security deposit equal to one month's berthing	-Wait list fee: \$25.00 per year -Crab Pot Storage Deposit: Single stall- \$200.00 Double stall- \$300.00 -Electricity: Monthly pass-through -Fish Sales Permit- \$250.00 annual fee -Key fee: \$10.00 per key Live Aboard Permit: \$350.00 per month with \$350.00 security deposit	No requirement	N/A
Pillar Point Data	Size: Parking: Water depth: 9-12 ft. Liveaboards: Sales: Direct to consumer sales on 120 foot dock & local processors. Harbor sponsors a “fishfone” where the public can call and found out what is available and the cost. Construction: One concrete pier services five floating docks. Pier stands on concrete and recycled plastic pilings. Three additional floating docks accessed by a gangway. Installed between 1985 and 1989. Condition: All docks are in fair condition and serviceable Dredging: Periodic dredging is required. Security: Green Marina Program: Certified Clean Marina Local fisherman’s organizations: Halfmoon Bay Fishermen’s Marketing Association Key issues: Fuel dock in poor condition and needs replacement; improve safety and security at the dock gates; provide ADA accessibility to Harbor Building, improve electrical service (\$2 million in repairs identified) Staffing requirements: Management/Administrative/Operations/Maintenance- 19						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Sonoma County Regional Parks -Bodega Bay, Spud Point Marina	2,160,982/ \$3,913,560 (Bodega Bay Region) Principal fisheries include: Dungeness crab, Chinook salmon, sablefish, hagfish, lingcod	244 slips 30-80 ft. in length with end ties able to accommodate vessels up to 148 ft. 195 berths dedicated to commercial fishing	30 & 50 amp electricity; rest rooms; showers; laundry; storage areas; Wi-Fi; ice house, free waste pump-out station, fuel dock, ample parking close to berths, dry storage with 40 foot sites	\$.22 per foot \$6.55 per day \$196.50 per month -Security deposit equal to one month's rent is required	-Dry storage: \$90 per month per 40 ft. site --Wi-Fi: \$29 per month -Liveaboard: \$325 per month	No requirement	None. Commercial & recreational rates are the same
Bodega Bay Data	Size: Parking: Ample parking Water depth: 12 ft. at mean low, low tide Liveaboards: Yes. A commercial vessel may be used as a residence if it is determined by the Park Authority to be actively engaged in fishing activity during a legally established fishing season; except such a vessel may not be so used for more than ninety (90) days in any three hundred sixty-five (365) day period Sales: Construction: Concrete floating docks with concrete piles Condition: Dredging: Security: Green Marina Program: Local fisherman's organizations: Fishermen's Marketing Association of Bodega Bay Key issues: Staffing requirements:						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Noyo Harbor District - Fort Bragg	6,626,041/ \$11,174,296 (Fort Bragg Region) Principal fisheries include: Dungeness crab, sablefish, Chinook salmon, sea urchin, dover sole	-265 slips -25 to 50 feet in length -50% commercial & 50% recreational -Vessels range from 20 to 80 feet -One year wait list for permanent slips	Rest rooms; showers; storage areas; waste oil disposal facility; sewage pump-out facility; dockside water & electricity with meters on some of the slips; ice house; no fuel dock	\$.15 per foot \$4.60 per day \$138.00 per month	N/A	Currently no requirements	None. Commercial & recreational rates are the same
Fort Bragg Data	Size: Parking: Three large dirt lots. No striping. Plenty of parking. Water depth: 7-12 ft. Liveaboards: Not allowed. Sales: No dockside markets or direct sales from vessels Construction: Wooden docks, stall pilings & wooden floats built in the late '60's. Condition: Docks in constant need of repair due to aging facility Dredging: USACE dredges river every 5-8 years; Marina is done every 8 years Security: No security systems at this time Green Marina Program: None Local fisherman's organizations: Salmon Troller's Marketing Association, Ft. Bragg Groundfish Association Key issues: Need a fuel dock, multiple infrastructure needs but insufficient funding Staffing requirements: 5 full time- Harbormaster, administrative assistant, three maintenance workers						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
City of Eureka – Eureka Public Marina	15,569,359/ \$17,922,284 (Eureka Region) Principal fisheries include: Dungeness crab, sablefish, Dover sole, Petrale sole, thornyheads	Eureka Public Marina- 140 slips 20 to 70 ft. in length	Water/electricity provided to each slip; rest rooms; showers & laundry; waste oil disposal facility; five loaner bicycles	\$.16 per foot \$4.75 per day \$142.50 per month	-Hoist/dock fees: \$25.00 -Live-aboard fee: \$160 per month for two people -Key deposit: \$25 -Terminal storage fee 25'x25' area: \$150 per month	Not mandatory but recommended	None. Commercial & recreational rates are the same
City of Eureka Data	Size: Parking: Yes. No charge Water depth: 9 ft. maximum Liveaboards: Sales: Four processors/receivers (Pacific Choice Seafood, Caito Fisheries, Carvalho Fisheries & Humboldt Seafood Unloaders) Construction: Concrete floating docks Condition: Dredging: Regular dredging of entrance bar and navigation channels is required Security: Four security cameras Green Marina Program: Local fisherman's organizations: The Fisherman's Marketing Association, The Western Fishboat Owner's Association, The Humboldt Fisherman's Marketing Association Key issues: Fish receiving and processing facilities; cold storage facility; work areas and facilities for loading/unloading gear; regular dredging Staffing requirements: Operations- 2 full time, 7 part time						

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel)	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Crescent City Harbor District	Included above (Eureka Region) Principal fisheries include: Dungeness crab, Pink shrimp, sablefish, black rockfish, Coonstriped shrimp	Inner Basin -244 slips; 30 to 70 feet; one side tie for up to 150 ft. vessel; mixed use; 144 slips devoted to commercial fishing Outer Basin -500 seasonal slips	Fuel dock; ice plant; storage yard; open work areas; offloading facilities; one 5- ton public hoist; one 4,500 lb. mobile crane; dockside electricity & potable water; rest rooms; showers; laundry facilities; waste oil disposal; 35 ton travelift; Wi-Fi; solid waste disposal; pump-out station; buyers have refrigerated containers	<u>Monthly</u> \$.32 per foot \$9.60 per day \$285.00 per month <u>Annual</u> \$.17 per foot \$1,890.00 per year -Discount for annual moorage -5% senior discount	-Liveaboard: \$300 per month for 2 people -Fish sale permit: \$50 per month with 4 month minimum -Key deposit: \$20 -Electricity: Pass-through charge -Potable water: No charge -Parking: No charge -Showers: \$1.00 per 10 minutes -Washers: \$2.00 per cycle -Dryers: \$1.00 per 40 minute cycle -Mobile crane: \$150.00 per hour -Hoist: \$20.00 for each 30 minutes	No requirement	None. Commercial & recreational rates are the same

Crescent City Data	<p>Size: 35 acres of land and water area Parking: 600+ spaces available. Two spaces per slip allowed Water depth: 15 feet maximum Liveboards: Yes, with vessel inspection and vessel maintained to navigate under its own power Sales: Processors/Receivers (Alber Seafoods, Inc., Pacific Seafood, Caito, Wild Planet, LCZ Unloaders, Nor-Cal); No direct sales to public or restaurants Construction: Concrete floats with concrete piles. Rebuilt after complete destruction during 2011 tsunami. Reconstruction complete in 2014 Condition: Good. Monthly inspections Dredging: Required but irregular. Working on getting ten year dredge permit from USACE Security: In process of installing security cameras Green Marina Program: Yes. Not certified yet Local fisherman's organizations: Crescent City Fishermen's Association; The Fisherman's Marketing Association; Del Norte Fisherman's Marketing Association Key issues: High harbor operating costs/historically harbor district has made little or no provisions for basic maintenance & repair of docks or replacement costs; Dungeness crab season closure; insufficient revenue Staffing requirements: Three full-time administration plus two part-time; four full-time maintenance workers plus one part time; three security watchmen</p>
---------------------------	--

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of Astoria	97,243,000/ \$38,342,000 (Oregon Department of Fish and Wildlife-2015) Principal fisheries include: Salmon, tuna, halibut, sardine, whiting, crab, ground fish, pink shrimp	West Basin Marina – 366 slips, 20 ft. to 120 ft. in length East Basin Marina – 58 slips, 30 ft. to 120 ft. in length -Mixed use. No devoted slips	Net haul out area; pump out facility; fuel dock; dock carts; 88 ton travelift, boat yard; electricity, restrooms, showers	<u>Monthly</u> \$.37 per foot \$11.00 per day \$330.00 per mo. <u>Annual</u> \$.09 per ft. \$1,020.00 per yr.	<u>Monthly</u> -Electrical rates: 30 amp- \$95 per mo. 50 amp- \$125.00 per mo. <u>Annual</u> -Electrical rates: 30 amp- \$15.00 per month plus usage 50 amp- \$20.00 per month plus usage -Parking: Each slip one space. Each additional pass- \$100.00 per year -Liveaboard: \$50.00 per month. Each additional person \$40.00 per month	Yes. Liability in the amount of \$500,000	None. Commercial and recreational moorage rates are the same

Astoria Data

Size: 7,250 lineal feet of dock space **Parking:** West Basin- 300 spots; East Basin- 130 spots. One spot per slip **Water depth:** West Basin- 6 ft. East Basin- 15 ft. **Liveaboards:** Yes. West Basin – 15 maximum; East Basin- 4 maximum **Sales:** Processors (Bornstein Seafoods, Crystal Ocean Seafood, Fish Hawk Fisheries, Josephson’s Smokehouse and Dock); Resale market at West Basin **Construction:** West & East Basins: Floating wooden docks with wood piles. **Condition:** Piers over 100 years old. West Basin rebuilt in 1992. New slips and breakwater added in 2007 **Dredging:** Maintenance dredging required every 2-5 years. **Security:** West Basin showers and restrooms on key cards & codes **Green Marina Program:** Clean Marina Certificates for both basins from Oregon State Marine Board **Local fisherman’s organizations:** Salmon For All **Key issues:** Budget constraints; aging facilities; West Basin needs dredging **Staffing requirements:** Three staff for both basins.

BENCHMARK STUDY – FACILITY COMPARISON (TABLE 1.1)
WEST COAST COMMERCIAL FISHING FACILITIES

Facility	Poundage (lbs.) & Value of Landings CDFW 2015 Final Report	Slips & Occupancy Percentage	Amenities	Slip Fees (Per lineal ft./per day/per month or as specified based on 30 ft. vessel	Other Fees	Insurance Requirements	Commercial Fishing Vessel Qualifications
Port of Grays Harbor-Westport Marina	84,000,000/ \$65,000,000 (NOAA Current Fishery Statistics No. 2015) Principal fisheries include: Salmon, shrimp, black cod, Dungeness crab, hake, albacore tuna	512 total slips from 30 ft. to 110 ft. Most slips are 40 ft. -End ties from 68 ft. to 168 ft. -Side ties from 96 ft. to 350 ft. -366 slips devoted to commercial fishing -Rest of slips mainly sport fishing with little recreational use	2,000 sf. gear yard for storage; canneries have offloading facilities/hoists; canneries maintain rest rooms/showers; ice machines at canneries 130,000 square ft. cold storage facility; fuel dock; electrical/water meters, live-catch storage; oil disposal facility	<u>Monthly</u> \$.27 per foot \$8.00 per day \$240.00 per month (plus 12.84% leasehold tax) <u>Annual</u> \$.097 per foot \$2.91 per day \$1,063.50 per year (plus 12.84% leasehold tax) -Cash discount of 5% is allowed if the annual moorage fee is paid in full	-Electrical rates for non-metered slips: 110v 20/30 amp-\$44.00 per month; 50 amp/single phase-\$169.00 per month 50 amp/three phase-\$279.00 per month; -Electrical rates for metered slips: Charges based on actual usage plus \$10.00 per month -No charge for water	Yes: At least \$300k in marine insurance coverage encompassing general, legal and pollution liability protection	None. Commercial and recreational moorage rates are the same

Westport Data	Size: Parking: Water depth: 12 to 14 ft. Liveaboards: Not allowed Sales: Direct sales from boats & processors (Westport Seafoods, Merino Seafoods, Ocean Gold, The Seafood Connection, D&M Live Crab, Washington Crab Producers and Ocean Companies, RPMM) Construction: Wooden floating docks about 30 years old Condition: Ongoing replacement of cover boards and whalers Dredging: Marina has not been dredged in 30 years. Scheduled for completion in 2018 depending upon funding Security: No security systems Green Marina Program: Received certificate of achievement for the State of Washington’s Sea Grant “Clean Marina Program” Recycle program for commercial nets and crab pots Local fisherman’s organizations: Grays Harbor Gillnetter’s Association; Washington Dungeness Crab Fisherman’s Association; Washington Trollers Association; Willapa-Grays Harbor Oyster Growers Association Key issues: Deferred maintenance; budget constraints; derelict vessels; vessels are getting wider resulting in reduced berth availability; no haul-out facilities; no work dock; limited showers Staffing requirements: (3) Marina manager, Marina Operations Manager & Marina Operations Assistant
----------------------	---

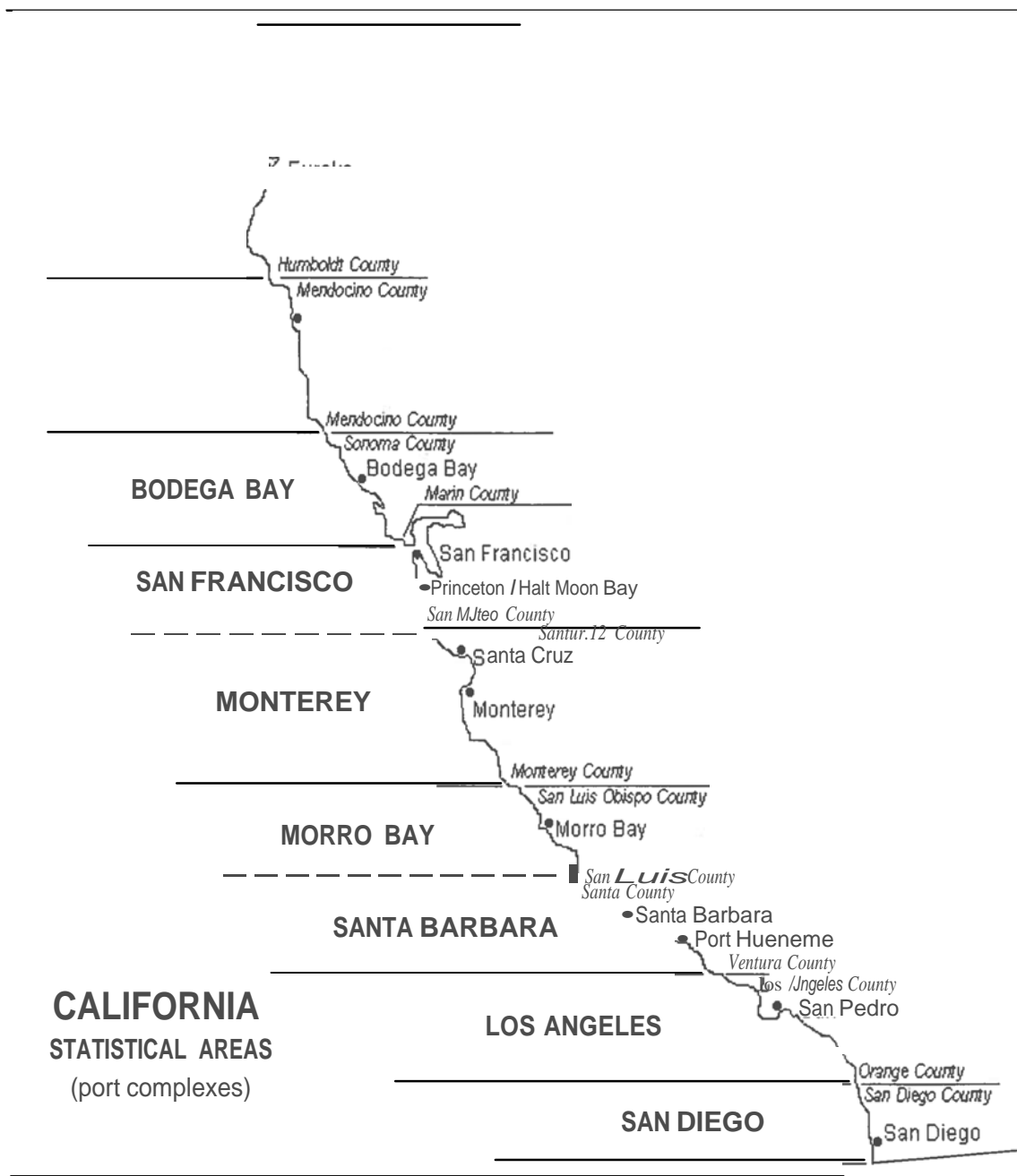


Figure 1. Geographical (statistical) areas used to summarize California commercial fisheries statistics, 1987-1999. These statistical reporting areas are equivalent to port complexes.

POUNDAGE & VALUE OF COMMERCIAL FISH INTO CALIFORNIA BY AREA* (TABLE 1.2)

(2006 – 2015)

Year	Eureka	Ft. Bragg	Bodega Bay	San Francisco	Monterey	Morro Bay	Santa Barbara	Los Angeles	San Diego
2006	38,411,169 lbs.	5,472,528 lbs.	2,403,408 lbs.	8,281,678 lbs.	59,952,651 lbs.	1,161,111 lbs.	50,544,914 lbs.	165,394,646 lbs.	2,553,430 lbs.
	\$38,266,824	\$5,769,084	\$5,753,796	\$12,156,439	\$6,402,705	\$2,931,963	\$18,943,042	\$32,980,846	\$7,068,641
2007	25,730,940 lbs.	5,920,900 lbs.	1,885,801 lbs.	5,590,842 lbs.	97,010,393 lbs.	909,811 lbs.	101,601,398 lbs.	142,114,144 lbs.	1,972,612 lbs.
	\$26,157,367	\$7,033,845	\$5,570,296	\$9,325,950	\$7,920,850	\$2,649,914	\$33,758,431	\$21,466,986	\$5,767,919
2008	28,376,608 lbs.	7,203,073 lbs.	1,438,072 lbs.	7,134,127 lbs.	87,179,016 lbs.	1,297,268 lbs.	55,307,331 lbs.	124,265,046 lbs.	2,436,238 lbs.
	\$20,633,890	\$7,112,928	\$3,876,115	\$9,987,627	\$7,955,887	\$2,770,624	\$28,386,173	\$25,554,951	\$6,777,485
2009	29,430,330 lbs.	8,180,813 lbs.	1,098,862 lbs.	7,554,366 lbs.	59,359,473 lbs.	3,057,746 lbs.	147,618,279 lbs.	114,400,580 lbs.	2,177,437 lbs.
	\$32,502,027	\$7,441,937	\$1,812,323	\$9,194,026	\$6,717,399	\$4,916,424	\$49,856,516	\$31,694,118	\$6,019,012
2010	24,395,401 lbs.	7,786,219 lbs.	4,964,605 lbs.	14,158,689 lbs.	55,775,131 lbs.	2,671,016 lbs.	139,308,501 lbs.	187,344,671 lbs.	1,974,995 lbs.
	\$22,176,085	\$7,694,105	\$8,482,266	\$23,206,560	\$14,837,577	\$5,572,639	\$49,260,868	\$41,340,125	\$6,535,090
2011	17,530,089 lbs.	8,212,746 lbs.	5,842,450 lbs.	18,306,387 lbs.	59,035,712 lbs.	3,825,547 lbs.	134,256,459 lbs.	158,130,160 lbs.	2,300,266 lbs.
	\$19,010,792	\$12,465,467	\$14,639,016	\$34,349,853	\$14,999,565	\$8,399,446	\$48,738,293	\$43,847,500	\$7,726,594
2012	26,938,169 lbs.	8,888,472 lbs.	3,613,477 lbs.	29,295,250 lbs.	37,001,859 lbs.	5,513,675 lbs.	76,334,129 lbs.	162,739,931 lbs.	2,099,285 lbs.
	\$56,550,443	\$15,678,001	\$12,098,949	\$32,572,020	\$14,630,415	\$7,857,616	\$37,030,772	\$47,336,390	\$7,995,315
2013	35,665,892 lbs.	10,278,045 lbs.	3,711,478 lbs.	30,526,576 lbs.	46,493,680 lbs.	7,349,851 lbs.	111,068,052 lbs.	115,623,747 lbs.	2,098,992 lbs.
	\$65,360,625	\$17,280,893	\$12,705,364	\$38,818,695	\$16,998,567	\$8,999,927	\$50,473,294	\$37,420,884	\$8,333,363
2014	25,301,099 lbs.	8,857,427 lbs.	4,311,471 lbs.	40,760,733 lbs.	130,747,079 lbs.	7,185,470 lbs.	82,197,796 lbs.	55,862,018 lbs.	2,343,754 lbs.
	\$31,625,251	\$14,356,515	\$13,416,636	\$45,925,122	\$40,317,638	\$10,458,256	\$44,500,906	\$24,312,130	\$10,307,038
2015	15,569,359 lbs.	6,626,041 lbs.	2,160,982 lbs.	15,736,465 lbs.	74,040,216 lbs.	3,980,134 lbs.	49,912,708 lbs.	15,082,154 lbs.	2,545,098 lbs.
	\$17,922,284	\$11,174,296	\$3,913,560	\$16,591,907	\$17,370,461	\$10,097,540	\$34,727,339	\$11,698,705	\$9,280,838

*Table 15 – California Department Of Fish & Wildlife “Poundage And Value Of Commercial Fish Into California By Area 2006 – 2015”

POUNDAGE & VALUE OF LANDING BY REGION/PORT DURING 2015 (TABLE 1.3)
(RANKING BY POUNDAGE & VALUE)*

AREA	POUNDS LANDED	VALUE
PORT OF GRAYS HARBOR	84,000,000	\$65,000,000
PORT OF ASTORIA	97,243,000	\$38,342,000
SANTA BARBARA REGION	49,912,708	\$34,727,339
EUREKA REGION	15,569,359	\$17,922,284
MONTEREY REGION	74,040,216	\$17,370,461
SAN FRANCISCO REGION	15,736,465	\$16,591,907
LOS ANGELES REGION	15,082,154	\$11,698,705
FORT BRAGG REGION	6,626,041	\$11,174,296
MORRO BAY REGION	3,980,134	\$10,097,540
SAN DIEGO REGION	2,545,098	\$9,280,838
BODEGA BAY REGION	2,160,982	\$3,913,560

*Port of Grays Harbor: NOAA Current Fishery Statistic No. 2015

*Port of Astoria: Oregon Department of Fish & Wildlife - 2015

*California Regions: Table 15 – California Department of Fish & Wildlife “Poundage And Value of Landings Of Commercial Fish Into California By Area – 2015”

POUNDAGE & VALUE OF LANDINGS BY AREA, SAN DIEGO REGION* (TABLE 1.4)

(2006 – 2015)

Year	OCEANSIDE	LA JOLLA	MISSION BAY	SAN DIEGO	POINT LOMA	NATIONAL CITY	CHULA VISTA	IMPERIAL BEACH	ALL OTHER AREAS**	HIGHEST VALUE PORT
2006	462,879 lbs.	-0-	801,994 lbs.	869,481 lbs.	417,779 lbs.	-0-	-0-	905 lbs.	393 lbs.	San Diego
	\$1,578,581	-0-	\$2,304,052	\$2,555,278	\$628,628	-0-	-0-	\$1,143	\$960	
2007	237,320 lbs.	-0-	617,133 lbs.	768,203 lbs.	349,532 lbs.	-0-	-0-	-0-	424 lbs.	San Diego
	\$1,085,520	-0-	\$1,756,495	\$2,426,753	\$497,451	-0-	-0-	-0-	\$1,700	
2008	534,968 lbs.	-0-	638,687 lbs.	831,325 lbs.	429,906 lbs.	-0-	-0-	-0-	1,351 lbs.	San Diego
	\$1,640,423	-0-	\$2,080,370	\$2,340,085	\$708,658	-0-	-0-	-0-	\$7,949	
2009	486,559 lbs.	1,820 lbs.	513,075 lbs.	638,525 lbs.	513,000 lbs.	23,244 lbs.	-0-	-0-	1,214 lbs.	San Diego
	\$1,487,992	\$2,142	\$1,621,321	\$2,086,034	\$785,826	\$32,959	-0-	-0-	\$2,737	
2010	669,291 lbs.	-0-	612,403 lbs.	341,993 lbs.	335,230 lbs.	-0-	-0-	-0-	16,078 lbs.	Mission Bay
	\$1,876,229	-0-	\$2,177,742	\$1,659,130	\$800,561	-0-	-0-	-0-	\$21,428	
2011	917,021 lbs.	1,259 lbs.	660,561 lbs.	396,525 lbs.	313,166 lbs.	-0-	-0-	6,390 lbs.	4,179 lbs.	Mission Bay
	\$2,331,058	\$2,075	\$2,748,509	\$1,858,466	\$747,504	-0-	-0-	\$25,925	\$8,757	
2012	694,164 lbs.	769 lbs.	498,281 lbs.	450,565 lbs.	442,017 lbs.	3,249 lbs.	359 lbs.	8,453 lbs.	1,428 lbs.	Mission Bay
	\$2,302,729	\$3,609	\$2,613,472	\$2,228,510	\$770,094	\$26,654	\$1,681	\$25,828	\$22,739	
2013	860,676 lbs.	3,886 lbs.	563,224 lbs.	389,177 lbs.	273,000 lbs.	-0-	-0-	151 lbs.	8,878 lbs.	Mission Bay
	\$2,590,872	\$14,530	\$2,971,902	\$2,309,308	\$430,131	-0-	-0-	\$2,635	\$13,985	
2014	701,049 lbs.	-0-	998,920 lbs.	435,960 lbs.	205,448 lbs.	1,932 lbs.	-0-	-0-	444 lbs.	Mission Bay
	\$3,087,599	-0-	\$4,537,312	\$2,322,512	\$351,393	\$7,389	-0-	-0-	\$833	
2015	455,962 lbs.	1,952 lbs.	1,521,792 lbs.	365,022 lbs.	192,369 lbs.	-0-	-0-	2,988 lbs.	5,013 lbs.	Mission Bay
	\$2,016,499	\$3,000	\$5,026,793	\$1,834,532	\$383,765	-0-	-0-	\$9,159	\$7,089	

*Table 21SDpub – California Department Of Fish & Wildlife “Poundage and Value of Landings By Port, San Diego Region 2006 - 2015”

COMMERCIAL FISHING BENCHMARK STUDY- DOCKAGE RATE COMPARISON (TABLE 1.5)

FACILITY	DOCKAGE RATE (Per lineal foot/per day/per month or as specified: Based on 30 foot vessel)		PER FOOT/ PER DAY RANKING*
Port of San Diego- G Street Slips	\$.105 per foot \$3.15 per day \$94.50 per month		1. VENTURA - \$.37 2. MONTEREY - \$.34 3. OCEANSIDE - \$.28 4. PILLAR PT. - \$.24 5. MOSS LDG. - \$.22 5. BODEGA - \$.22 6. CRESCENT - \$.17 6. MORRO BAY - \$.17 6. SANTA BARB. - \$.17 7. EUREKA - \$.16 8. FT. BRAGG - \$.15 9. POSD - \$.105 10. WESTPORT - \$.104 11. DRISCOLL’S - \$.096 12. ASTORIA - \$.09 13. POSF - \$.08 14. POLA - \$.04 *ANNUAL RATE
Port of San Diego- Driscoll’s Wharf	\$.096 per foot \$2.88 per day \$86.40 per month		
Oceanside Harbor	\$.28 per foot \$8.40 per day \$252.00 per month		
Port of Los Angeles- Terminal Island & S.P. Slip	\$.04 per foot \$1.29 per day \$38.75 per month		
Ventura Port District – Village Marina	\$.37 per foot \$11.06 per day \$331.80 per month		
City of Santa Barbara Harbor	\$.17 per foot \$5.00 per day \$150.00 per month		
City of Morro Bay Harbor	\$.19 per foot \$5.70 per day \$171.00 per month -10% discount if paid one year in advance	\$.17 per foot \$5.13 per day \$153.90 per month (Paid one year in advance with 10% discount)	
City of Monterey Harbor	\$.34 per foot \$10.20 per day \$306.00 per month		
Moss Landing Harbor District	\$.23 per foot \$6.90 per day \$207.00 per month -3% discount if paid three months in advance	\$.22 per foot \$6.69 per day \$200.79 per month (Paid three months in advance with 3% discount)	

San Mateo Harbor District- Pillar Point	\$\$.30 per foot \$9.10 per day \$273.00 per month -One month free if paid one year in advance -15% discount for full time commercial fishing vessels	\$.24 per foot \$7.08 per day \$213.00 per month (With one year advance payment & 15% full time commercial vessel discounts)	
Port of San Francisco- Fishermen’s Wharf & Hyde Street Harbor	\$.07 per foot \$2.15 per day \$64.36 per month Plus 10% environmental surcharge = \$.08 per foot		
Sonoma County Regional Parks- Bodega Bay	\$.22 per foot \$6.55 per day \$196.50 per month		
Noyo Harbor District- Fort Bragg	\$.15 per foot \$4.60 per day \$138.00 per month		
City of Eureka – Eureka Public Marina	\$.16 per foot \$4.75 per day \$142.50 per month		
Crescent City Harbor District	<u>Monthly</u> \$.32 per foot \$9.60 per day \$285.00 per month	<u>Annual</u> \$.17 per foot \$1,890.00 per year	
Port of Astoria- West & East Basin Marinas	<u>Monthly</u> \$.37 per foot \$11.00 per day \$330.00 per month	<u>Annual</u> \$.09 per foot \$1,020.00 per year	
Port of Grays Harbor- Westport Marina	\$.109 per foot \$3.29 per day \$1,200.15 per year (With 12.84% leasehold tax) -5% discount for full payment of annual dockage	\$.104 per foot \$3.12 per day \$1,140.05 per year (With 5% annual payment discount & 12.84% leasehold tax on annual dockage)	

COMMERCIAL FISHING BENCHMARK STUDY- UTILITY CHARGE COMPARISON (TABLE 1.6)

FACILITY	ELECTRICAL RATE		POTABLE WATER RATE
POSD- G Street Slips	No charge		No charge
POSD- Driscoll's Wharf	No charge for commercial fishing vessels		No charge
Oceanside Harbor	No charge		No charge
Port of Los Angeles-Terminal Island & S.P. Slip	No charge		No charge
Ventura Port District	Metered with monthly pass-through charge		45% of slips metered with monthly pass-through charge
City of Santa Barbara Harbor	No charge until installation of electrical meters is completed. Monthly pass-through charge upon completion.		\$15.50 per 1,000 gallons
City of Morro Bay Harbor	\$2.66 per day		No charge
City of Monterey Harbor	No charge		No charge
Moss Landing Harbor	Amenity fee of \$52.00 per month for utilities		Amenity fee
Pillar Point Harbor	Metered with monthly pass-through charge		No charge
Port of San Francisco	No charge		No charge
Sonoma County Regional Parks- Bodega Bay	No charge		No charge
Noyo Harbor District- Fort Bragg	No charge		No charge
City of Eureka- Eureka Public Marina	No charge		No charge
Crescent City Harbor District	Metered with monthly pass-through charge		No charge
Port of Astoria- West & East Basin Marinas	<u>Monthly (non-metered)</u> 30 amp- \$95.00 50 amp- \$125.00	<u>Annual (metered)</u> 30 amp- \$15.00 per month plus usage 50 amp- \$20.00 per month plus usage	No charge
Port of Grays Harbor- Westport Marina	<u>Monthly (non-metered)</u> 20/30 amp- \$44.00 50 amp (1)- \$169.00 50 amp (3)- \$279.00	<u>Monthly (metered)</u> \$10.00 per month plus actual usage	No charge

COMMERCIAL FISHING BENCHMARK STUDY- INSURANCE REQUIREMENT COMPARISON (TABLE 1.7)

FACILITY	INSURANCE REQUIRED	AMOUNT
Port of San Diego- G Street Slips	NO REQUIREMENT	-0-
Port of San Diego- Driscoll's Wharf	YES	\$300k general liability including pollution and wreck removal
Oceanside Harbor	YES	\$300k general liability. City of Oceanside named as additional insured.
POLA- Terminal Island & S.P. Slip	NO REQUIREMENT BUT CONSIDERING	-0-
Ventura Port District	YES (General liability- also, considering pollution & wreck removal)	\$300k general liability.
City of Santa Barbara Harbor	NO REQUIREMENT	-0-
City of Morro Bay Harbor	NO REQUIREMENT	-0-
City of Monterey Harbor	NO REQUIREMENT	-0-
Moss Landing Harbor District	NO REQUIREMENT	-0-
San Mateo Harbor District- Pillar Point	NO REQUIREMENT	-0-
Port of San Francisco- Fishermen's Wharf & Hyde Street Harbor	NO REQUIREMENT (Required for sport fishing vessels)	-0-
Sonoma County Regional Parks- Bodega Bay	NO REQUIREMENT	-0-
Noyo Harbor District- Fort Bragg	NO REQUIREMENT	-0-
City of Eureka – Eureka Public Marina	NOT MANDATORY BUT RECOMMENDED	-0-
Crescent City Harbor District	NO REQUIREMENT	-0-
Port of Astoria- West & East Basin Marinas	YES	\$500k general liability
Port of Grays Harbor- Westport Marina	YES	At least \$300k in marine insurance coverage encompassing general, legal and pollution liability protection. Required by Washington State law.

COMMERCIAL FISHING BENCHMARK STUDY- FISH TICKET COMPARISON (TABLE 1.8)

FACILITY	QUALIFICATIONS FOR COMMERCIAL FISHING VESSEL DESIGNATION
Port of San Diego- G Street Slips	Provide fish tickets that show within the preceding twelve (12)-month period the vessel was used to catch ten (10) metric tons of fish; or have a commercial value of at least \$5,000 for a vessel less than thirty (30) feet in length; or of at least \$10,000 for a vessel greater than 30 feet.
Port of San Diego- Driscoll's Wharf	Provide fish tickets that show the vessel is used to catch a commercial value of at least \$10,000 annually or show proof of at least 60 days of fishing annually.
Oceanside Harbor	Provide fish tickets that show the vessel is used to catch a commercial value of \$5,000 annually if the vessel is 25 feet or less; or if greater than 25 feet an annual commercial value of \$10,000.
Port of Los Angeles- Terminal Island & San Pedr Slip	Provide fish tickets that show within the preceding twelve (12)-month period the vessel was used to catch eighteen (18) metric tons of fish; or have a commercial value of at least \$15,000; or vessel was actively engaged at least 120 days in preparing to go fishing (not more than a total of 30 days), going to and from fishing grounds for the purposes of sale or delivery to a cannery, processing plant or fish market; or the vessel for at least eighty (80) days was rigged for albacore or lobster fishing and actively engaged in going to and from fishing grounds for the purposes of sale or delivery to a cannery, processing plant or fish market.
Ventura Port District – Village Marina	Two fish tickets are required per month. Verified through processors/handlers who must submit records to the marina for hoist usage.
City of Santa Barbara Harbor	A “commercial fisherman” is required to document income that is at least of \$15,000 every two years following issuance of a slip permit. Proof of income shall be fish tickets. Once a slip permit is issued 50% of the income requirement must be from the vessel assigned to the slip. Up to 50% of the income may also come from commercial fishing on other vessels. This is documented by cancelled payroll checks, 1099's or W2's. Santa Barbara verifies all fish tickets using CDFW “Landing Request Forms”.
City of Morro Bay Harbor	Provide fish tickets that show the vessel is used to catch a commercial value of \$5,000 annually if the vessel is 26 feet or less; or if greater than 26 feet an annual commercial value of \$10,000; or show proof that the vessel has fished for at least 90 days in the calendar year. Fish tickets from other west coast states are accepted.
City of Monterey Harbor	Provide fish tickets that show a catch with a commercial value of \$5,000 per year for each of three consecutive years.
Moss Landing Harbor District	Provide fish tickets from U.S. fisheries or CDWF that show a catch with a

	commercial value of \$5,000 per year for each of 3 consecutive years, then each year thereafter at the discretion of the General Manager. IRS Schedule C also accepted.
San Mateo Harbor District- Pillar Point	N/A
Port of San Francisco- Fishermen's Wharf & Hyde Street Harbor	Provide fish tickets that show within the preceding twelve (12)-month period the vessel was used to catch ten (10) metric tons of fish; or have a commercial value of at least \$10,000;or show ten fish tickets.
Sonoma County Regional Parks- Bodega Bay	None. Commercial & recreational rates are the same.
Noyo Harbor District- Fort Bragg	None. Commercial & recreational rates are the same.
City of Eureka – Eureka Public Marina	None. Commercial & recreational rates are the same.
Crescent City Harbor District	None. Commercial & recreational rates are the same.
Port of Astoria- West & East Basin Marinas	None. Commercial & recreational rates are the same.
Port of Grays Harbor- Westport Marina	None. Commercial & recreational rates are the same.

(Background) – A fish ticket is a unique document that records the vessel identification number, vessel name, fisherman's name, date of the offloading event, gear type, geographic area where the fish were caught, weight, price per pound and total sale of each species. A fish ticket (or landings receipt) is required to be completed, by the California Department of Fish & Wildlife (CDFW), each time a fisherman sells his catch to a dockside buyer, a restaurant or directly to a consumer. A vessel may sell to several buyers and thus, each buyer would be required to complete a fish ticket for the portion of the catch that they are receiving. Ports, harbors and marinas use fish tickets to establish bona fide commercial fishing vessels that may qualify for various discounts on services provided by these facilities. There is currently impetus within CDFW to replace the current "paper" fish ticket with an E-Tix which is an electronic version of a landing receipt that both Oregon and Washington are using.