

Port of Umpqua

Regular Meeting Minutes
Wednesday, January 15, 2014 at 7 p.m.
Port of Umpqua Annex
1841 Winchester Ave
Reedsport, OR

THESE MINUTES ARE FINAL and APPROVED.

Commissioners Present:

President Steve Reese
Vice President Keith Tymchuk
Secretary Barry Nelson
Treasurer Donna Train
Asst. Secretary Dennis Clemens

Port Staff Present:

Port Manager Charmaine Vitek
Administrative Assistant Karen Halstead

Proceedings:

The meeting was called to order at 7 p.m. by President Steve Reese.

APPROVAL OF AGENDA:

Steve said there would be the addition of item #4 – Annual S.T.E.P. Dues. And that we were going to delete the previously scheduled executive session. With these changes to the agenda was approved by consensus.

APPROVAL OF MINUTES:

The draft version of the minutes for December 18, 2013 was presented for approval.

Commissioner Nelson made a motion, 2nd by Commissioner Tymchuk to approve the minutes as presented. Motion passed by unanimous vote.

APPROVAL OF BILLS:

Commissioner questions regarding bills:

While signing the checks Commissioner Clemens asked if the check for Northwest Landscape Management was for one month's service. Yes.

Commissioner Train asked what the check to Tractor Services was for, and it was to pay for their mechanic Don who had worked on our Forklift.

Commissioner Train moved a motion to approve payment of checks in the amount of \$4,384.49 to be paid out of the General Fund, 2nd by Commissioner Nelson. Motion passed by unanimous vote.

After the vote Charmaine said that she wanted to add that during the month Commissioner Train had stopped by the office twice to do spontaneous checks of the books. She also added that Signe Grimstad has provided us with a check list for the commissioners to use as guidelines when they stopped by for surprise audits. She said she would get copies to the Commissioners.

PUBLIC COMMENT:

There was none.

REGULAR BUSINESS:

1. Commercial Dock and Umpqua River Wharf inspection

Charmaine said included in the binders was history, what was done for the request of quotes, and she added her points of what will be taken into consideration when deciding in how comprehensive of an inspection that the board feels is needed.

The prices of the quotes came as a surprise at how high they were. She had conversations with others including divers and found out that the price will depend on how detailed of an inspection the Port wants.

Steve: One question he had was regarding the different levels available and after looking at the quotes from NorWest and OBEC they both seem to be for level 3 inspections. Charmaine said she contacted both and found out that NorWest is actually quoting more for a level 2 because they would be doing visual inspections, but not thickness of elements. OBEC would be using divers to go down to check under the water for thickness of elements.

Keith asked what other ports do. Charmaine explained that no one really had any input except Garibaldi who has had issues but that was because their docks had literally fallen down around them and they were useless, they now have secured money to rebuild them.

There was discussion about what would be involved within the different levels of inspections.

Donna said that she thought in 2007 or 2008 ORCA Divers had to do some work down at the commercial dock in Winchester Bay because of some big rocks that were right next to our dock. She questioned if they looked around then when they were down there. Charmaine said if they did she could find no report that they had.

Barry said his opinion was this is something that is not required, but instead something we have thought of having done and he thought the costs were ridiculous. This isn't how people do things in the real world. No one is making us to do this and we are looking for something wrong. We already know what is wrong and it is an issue since day one. There is a problem on the bulk head, and you don't need anyone to inspect that. Fred is the person to let the Port know if there are problems, which there are not. He is not in favor of spending a big amount of money on this, even though the funds are there, it seems like they could be spent on a lot better things.

Steve: He would be more comfortable with a level one inspection and if something comes of it, then proceed from there. The Port has to show some effort toward the maintenance of this dock, and cursory inspections would reveal something going on underneath. Fred probably doesn't see anything underneath because they don't go down there.

Charmaine said that Fred's only comment to the engineer was the sloughing off behind the bulkhead, which has been on-going.

Dennis: Is there was something that could be done about just that problem. Charmaine has researched this she and found this has been happening since they put the dock in. It's been discussed several times and would be very expensive, and it's just better to keep piling stuff back there.

Donna: Fred would let us know if there was a problem, and then he'd fix it, and we could pay him.

Barry: There is no money being made off this at all, it's not something that would benefit the community what so ever, this benefits one person.

Steve: It is a public dock though and we need to show due diligence.

Barry: Never understood why the Port didn't get rid of this when they sold that valuable piece of property and Keith explained we couldn't sell it or give it away. We were bound to it because of state monies that were invested.

Keith: Not uncomfortable having a level 2 done. The Port has the money, there is a dock maintenance fund set aside for these types of situations. It makes sense to do some sort of an appraisal of the condition of the dock. He pointed out that there was a substantial difference between a level 1 and a level 2, and it's all because of a diver. It comes down to paying \$25,000 for a diver.

Charmaine asked what or how did the commission want to proceed. There are actually 5 levels of inspections instead of just 3. She had left it open from the beginning in her request for quotes. She could ask them to rebid based on a certain price, or level. She also suggested asking another firm that had been suggested by OBDD, they are Berger Abam. One thing the

commission did need to know about them is that they do use their own divers. She also pointed out there is no rush on this.

Barry: We could ask to have them do this when they were in the area doing another inspection on someone else because a lot of the expenses on the quotes were travel time. That isn't an option. First of all that isn't the way they operate, plus arrangements have to be made in advance with Fred because part of the stipulation is they have to do this when no boats are there and the tides are right. So it's something we will have to schedule. Charmaine has tried to do this in the past and has had no success.

Charmaine also added that in the past she has asked Salmon Harbor to do an inspection but Jeff said no, he wasn't willing to put his maintenance workers in there and then have something happen to them.

Steve: Maybe we should ask our insurance company what our responsibility is for dock inspections.

Barry: Not so sure that due diligence didn't include having Fred tell us if there is a problem, Fred is an expert in the field and so as long as we are talking to him, which we are, we are doing due diligence. He said he felt it was just like throwing money away, where that money should be spent is if Fred notices a problem and we fix it.

Steve directed Charmaine to get more information. First, ask Debbie about the insurance and what responsibilities The Port has. He then suggested asking Fred if there is anything he has noticed out there that may be an issue.

2. Budget committee members

Commissioner Tymchuk said if there were three committee members who have long served and done a good job that are willing to re-up, he could see no reason to change that.

- ✓ Commissioner Tymchuk made a motion to approve Simi Hover, Robin Triplett and Sunnie Hedden to the Port of Umpqua Budget Committee for an additional 3 year term ending 12/31/2016, 2nd by Commissioner Clemens. Motion passed by unanimous vote.
- ✓ Commissioner Tymchuk made a motion to approve the application to the Port of Umpqua Budget Committee from Debra Yates to complete the three year term vacated by Dennis Clemens; term ending December 31, 2014, 2nd by Commissioner Train. Motion passed by unanimous vote.

3. Consider purchase of chairs and tables for Annex building

Charmaine said it's been the plan to get new tables and chairs for some time, and she has been doing some research. Salmon Harbor had already done really good research when they were making plans for the MAC, so in her research she went to the web site for the

company they had used, and got samples. The quote they gave are for the same type of tables as they have at the MAC. She is looking to buy 10 tables and a cart. She passed around samples and swatches for the material available and based on what material they decided upon would determine the exact price.

Keith: What's the plan for the current tables and chairs? Don't know right now, possibly declare them as surplus and then auction them. Most of the chairs are not in real safe condition.

Barry: Does anyone make tables that include a section along the side of the tables to accommodate cables and plugs so they aren't strung across the floor. No one had heard of anyone.

Dennis: Are you interested in a conference table, because he said he has the original table that was in the Annex before the Port bought the building. There is already one in the conference room. As far as for the Annex it's not a good idea since people rent it out for other parties or meetings and they are allowed to move the furniture around to their liking and a conference table would be hard for them to move around.

Keith: As long as we can declare the existing as surplus, or find a use for them, maybe find another organization in town that is interested he was in favor of getting the new ones. Charmaine said in fact there have been several people that have asked about borrowing them in the past because they needed some, so they may be interested now.

- ✓ Commissioner Nelson made a motion to purchase chairs and tables for the Annex building not to exceed \$6,000, 2nd by Commissioner Tymchuk. Motion passed by unanimous vote.

4. Gardiner-Reedsport-Winchester Bay STEP program annual dues

Commissioner Tymchuk stated this is the best buck the Port invests every year.

- ✓ Commissioner Tymchuk made a motion to approve the annual sponsor membership dues to the Gardiner-Reedsport-Winchester Bay Salmon Trout Enhancement Program in the amount of \$100.00 for 2014, 2nd by Commissioner Nelson. Motion passed by unanimous vote.

REPORTS:

PORt MANAGER'S REPORT:

Staff Report
January 15, 2014

Dock Report:

The Port Commercial Dock in Winchester Bay Brought in \$2,942.90 for the Month of December 2013. The water pump went out of the fork life, we had it replaced and it's

working again, it cannot be down during crab season and Larry has done a very good job staying on top of that.

Roof leaking: Clyde with Crown Roofing looked at the leak, could not find the source but caulked around the scupper and overflow. Will watch for further moisture. If this fix did not correct the problem, he will need to send a crew to pull the scupper from the wall, clean and reattach to the wall. He said the roof is in great condition and should last many more years. This is a problem with the wall and where the overflow/scupper connects.

We had the carpet in the entrance hall cleaned and Levi will be cleaning the carpets in the Annex tomorrow.

You might note the ads for office space in the Copy Cat and the Umpqua Post.

Back flow protection device on the Umpqua River Dock. Apparently the device broke in the freeze. It was reported to me and I called Young's Plumbing. Dick ordered the part and repaired it Monday. The check to Dick is in today's payments.

SWACT: The legislature approved 42 million in lottery bonds for Connect V program. Connect Oregon V requires at least 10% goes to each of the ODOT regions, we are region 3 which ends up being about 4.2 million. The process of submitting, prioritizing and choosing the projects to be recommended for funding has begun. The SWACT will consider the applications for projects in our region, according to the time line we were provided.

We received notification that the OTC approved funding for the Roberts Mountain truck climbing lanes, which competed for the funding for the highway 38 Reedsport pedestrian improvements project so it looks like the Reedsport project will be included in the STIP list of projects recommended for funding. This was welcome news. Steve asked if that would be for 2016, Charmaine said they biennium's are all messed up but it would be in the next set of enhancements that will be starting with that funding. That is not Connect Oregon that is actual ODOT funding.

Charmaine will be going to a meeting on Friday for a continuation of the Southwest Oregon Ports, and getting the IGA completed with getting money for permitting both for Salmon Harbor and Bandon. She worked with Salmon Harbor, Paul, the State and NOAA Fisheries down there two weeks ago, so getting agencies together to figure out the best way is to move forward with the state funding on some of these local dredging projects.

SALMON HARBOR MANAGER:

Donna said she had a phone call with Paul this last week and because Salmon Harbor cut back on staff everyone has really stepped up to keep things going. In the meantime Patti is working as a contractor since she has retired, she has agreed to stay another year to train

someone, and this is in the budget. Her job also needs to be re-classified because of all of the extra things she has taken on since the RV Park was put in, and Caryn has taken on other jobs too. Caryn is planning to retire sometime in the next two years, so they are working on getting both positions reclassified. This is a real push before the busy season starts. The maintenance crew lost a person too, and so Paul is just trying to work with Douglas County, who has said that Salmon Harbor's requests are #8 in a stack they currently have, and it's been 3 months they have been waiting for the reclassifications on these positions. They have got to get someone trained in that office to work with Patti. They might even have to do an emergency hire. That is what they have been talking about. It's going to be hard losing Patti because she has been there 28 years, and she will never be replaced.

Charmaine noted that Paul had planned on attending the meeting tonight, but he was called away on an emergency.

Dennis asked how he was doing on his new job, and Donna and Steve both agreed he was doing an excellent job.

COMMISSIONERS:

Barry: At the OCZMA meeting it came up now that some of these marine reserves are in effect they are getting feedback from people who are starting to realize they didn't gain anything and they are losing fishing grounds. ODFW has stepped up to help the charters and the commercial fishermen by creating thumb drives that can be plugged into a computer and it will download the Marine Reserves information to navigational programs. In California if a fisherman is even caught running over a Marine Reserve area they can be fined thousands of dollars, and they might not have known they had gone over the area.

Steve Williams has left for a very high paying job for Pacific States. He will be missed by many he was very knowledgeable and always an advocate for anyone who loved to fish. There have been others that have been recruited for higher paying jobs as well who will be missed and it's because the State just doesn't pay as well so the very best for people who advocated for fisheries are moving on to other places and jobs. With these folks gone those jobs of promoting tourism and money made by fisheries goes to politicians along the I-5 corridor and they don't really care about the coast.

Another issue is the Non point pollution program that is supposed to clean up the waterways which in general is a good thing, but now things are getting odd. Arnie Roblan has pointed out that when someone is cleaning a fish and they throw the carcass back into the water some people see that as polluting the water. What they don't understand is that some of the most pristine rivers, which many are in this state, have thousands of salmon that swim up the river as a natural migration and then they die, and all of that comes down and feeds the river, and that is what makes for healthy systems.

Probably the most significant thing happening in all of this is that they are re-authorizing the Magnusson Stevenson Act; that will effect anything that has to do with the ocean at all. On the federal level they are trying to tone down on the wild fish policy.

Next Thursday Congressman DeFazio is planning a meeting in the Coos Bay library at 2 p.m. and the specific point of that meeting is to see if they can get some input into this. The Western Boat Owner's Association had a conference call to get their manager and hopefully their lawyer to attend the meeting to make sure they have their input; it's very important how they get this done.

Donna asked Barry about a meeting she had heard about that was planned for the next Wednesday where they will explain through ODFW how they will allow next year's fishing season in the river. Barry didn't know about this meeting. He said the next meeting he was aware of would be the Salmon Industry meeting at the beginning of March and that is where it's decided who goes to support the sport and commercial fishing at the Federal meetings.

Debra Yates said there was an ODFW meeting scheduled for the next week. Barry said they have meetings but it's not a decision making of what time or who can do what, that all has to go through the federal process.

OPT sent out a press release stating they have received \$66 million for a project in Australia. At OCZMA Onno came up and told Barry that nowhere in the United States is there any remotely working system that has anything related to wave energy. The one thing to come up recently was where they connected a tidal flow into a grid in Maine or Massachusetts.

Steve: He and Keith attended a meeting with some of the officials from American Bridge to ask some questions about the plant closure. They were very transparent and it was a very good meeting. They agreed since Keith is mayor they would continue a dialog and keep us apprised of what is going on. They are still finishing some contracts and are not at the point of determining the fate of the property.

Keith: The level of contact and their willingness to come out and speak to them was really extraordinary, especially when considering all the times we have tried to deal with International Paper. They said they are wrapping up a contract that will take them into April or May, and then at some point after that they will close the doors.

Steve: Side note of that meeting somehow in the conversation they brought up New Jersey and the George Washington Bridge. Their difficulty there is American Bridge has a contract to perform work on that bridge and it involves closings of the bridge, but only at night. Now they won't allow them to close the bridge at all so they don't know how they're going to perform the work.

Barry: If American Bridge is going out of business are they going to sell it?

Keith: American Bridge is very healthy. American Bridge Manufacturing which was the manufacturing component and a subsidiary of American Bridge is the one that is going away. They are closing this plant and a plant just like this one in Coraopolis where they do the same thing as this plant does.

Keith: This summer there will be two wave energy projects in the water at the Camp Rilea site, their timeline is by the end of the summer to have two systems into the water for testing. There is an interest there from the Army who would like to be able to reduce their own energy costs and they see this as a potential way of doing that. The other is a small scale project with the basic hope of having shipping lighting systems powered by the motion of the ocean rather than by batteries.

Steve: Any more information from the individual that wanted to put windmills on ships? No, Keith hasn't heard anything.

Keith: On the subject of LNG the last word from the folks at the Port of Coos Bay was that they confidently feel they will get a federally approved site sometime by spring. Senator Wyden recently spoke on the project and there were quite a few of those in opposition, literally standing outside beating the tom-toms, and chanting, and making their presence known. This is the next big hurdle, but then after the site approval, the rest is all about getting the needed permits, both State and Federal. Once you get to that point, it gains momentum and those permits will happen.

Steve: The permit for the power plant will come sooner, Keith added yes and once they get that the other permits which will be mostly State, should be acquired if all goes in a timely fashion by the end of 2014. If everything falls into place this way, construction could start early 2015.

Keith went on to discuss the logistics of how traffic will be effected when they get to the point of moving all those workers each shift in and out of the site area, and all the other things that will come along with a project this big, that a lot don't foresee.

Deb Yates gave an update on the fish out at S.T.E.P. and during her check this morning things looked better with less dead eggs than she has come across in the past. They are trying to get a graduate student to take this on as a graduate project.

S.T.E.P. annual dinner will be January 25th at the Red Apron, the price per plate is \$15.

Meeting was adjourned at 8:12 p.m.

The next Port of Umpqua Regular Meeting will be held February 19, 2014 at 7:00 p.m. at the Port of Umpqua Annex building, 1841 Winchester Ave., Reedsport, Oregon 97467.

Steve Reese, President

Karen Halstead, Admin. Assistant