

**Port of Umpqua**

Regular Meeting Minutes  
August 17, 2022 at 7 p.m.  
Port of Umpqua Annex  
1841 Winchester Ave  
Reedsport, OR

*THESE MINUTES ARE FINAL and APPROVED.*

**Commissioners Present:**

President Keith Tymchuk  
Vice President Eric Boe  
Treasurer Joe Mulkey  
Assistant Secretary Deborah Yates

**Commissioners Not Present:**

Secretary Carey Jones

**Port Staff Present:**

Port Manager Scott Kent  
Administrative Assistant Karen Halstead

*NOTE: All items handed out at the meeting are available for view by request.*

**Proceedings:**

The meeting was called to order at 7 p.m. by President Keith Tymchuk.

**PLEDGE OF ALLEGIANCE**

**CONSENT AGENDA – All items listed are considered routine and will be enacted by one motion**

- **APPROVAL OF AGENDA, Scott requested to add item(s) #3 – Parking Lot Striping and #4 – Pacific Pride Pothole fill. Keith requested to add item #5 – Scottsburg Bridge:**

**Commissioner Mulkey made a motion to approve the Amended Agenda, 2<sup>nd</sup> by Commissioner Boe. Motion was passed by unanimous vote.**

- **APPROVAL OF MINUTES: July 20, 2022**
- **APPROVAL OF BILLS: \$4,967.32**

**Commissioner Mulkey then made a motion to approve the remaining Consent Agenda items, 2<sup>nd</sup> by Commissioner Boe. Motion was passed by unanimous vote.**

**PUBLIC COMMENT:**

There was none.

**REGULAR BUSINESS:**

**1. Commercial fishing community view of offshore wind energy - presentation by Heather Mann – Midwater Trawlers Cooperative (Requesting Port of Umpqua to take a position on Oregon offshore energy development):**

Introduced herself stating that she was at the meeting on behalf of a broad coalition of harvesters, processors, recreational fishermen, marine biologists, municipalities, and others who are concerned with the current process for offshore wind development. Heather provided handouts in place of a power point presentation (these are available for view upon request).

Heather felt it was important to note that she is not anti-renewable energy whatsoever. The climate issue is real, being on the ocean it is visible that there are issues happening. Her mission is to be pro-coastal economy, pro-recreational and commercial fishing, and pro-marine environment.

Heather's main concern is how BOEM (Bureau of Ocean Energy Management) is handling potential offshore energy projects. She is not seeing BOEM use the caution and guidelines needed before choosing to put turbines in the ocean. Some of these turbines are 1,000 feet tall, and anchoring requirements are extensive. Heather's coalition wants BOEM to do some upfront analysis about the technology and she would like to see a programmatic environmental impact statement upfront. At this time BOEM does not do this until the end of a project.

Heather pointed out some of the impacts that the turbines have been shown to affect through previous studies. It's been shown to interfere with navigational equipment and radar which is a serious concern for those who are on the ocean fishing. The electromagnetic fields that come off of the cables that are coming to shore, have been shown in studies in Europe to cause crab to behave differently, not mating or molting like they normally do. In the handouts Heather provided she pointed out that there were 3 pages showing potential impacts. The commercial fishing industry has very strict rules when it comes to how the fishing may affect albatross and whales. The impacts that a turbine farm could have on these endangered species has not been shown as of yet, nor has there been any restrictions imposed on the turbine farms and how they may interfere with wildlife.

In May the coalition held a rally at the same time a lot of the wind energy companies had flown into the Coos Bay area to survey and look around. This rally was well attended, and they received a lot of press. There are a lot of people who are not aware of everything that goes into putting together a program such as what is needed for offshore wind. The point of the rally was to help educate people about the technology and the potential risks.

Heather explained the prime fishing areas that are also being looked at for potential offshore wind locations because the wind in these areas is strong and steady. BOEM was taking public feedback through June 28<sup>th</sup> and then sometime in September or October they are supposed to

be announcing the “wind energy areas”, which will most likely include some portions of prime fishing grounds. The first project is aiming for 3 gigawatts which will possibly require up to 500 square miles of ocean space.

Another misconception is that fishermen can continue to fish in the turbine areas. BOEM will say fishing there is not prohibited but enforcing this is not BOEM’s jurisdiction. The people that would prevent fishing in those areas are Homeland Security, the turbine owners, and the Coast Guard, who would be the primary enforcer because of safety. Another factor is what kind of gear that is being used and how far apart the turbines are distanced, even if fishing were allowed a troll net could never be pulled through a turbine farm.

**Keith:** With the boats you represent what is mostly fished for in those areas and what is the value of these fisheries?

**Heather:** Pacific Whiting and Ground Fish. This includes Rock Fish, Flat Fish, and Black Cod. Joe added he fishes the area a lot. Over the years they have harvested hundreds of millions of pounds from these areas.

The State of Oregon, Oregon Department of Land Conservation Development (DLCD) together with BOEM have put together an interesting tool called an “Ora Wind Map” which will show the various activities that are occurring. It isn’t just about fishing it covers tow lanes and ship traffic. The tool also allows a user to layer information including economics. The problem is that the data used for this tool stops at 2017, and it’s been requested that the information be updated through 2022.

The Port of Newport was the first to pass a resolution urging caution. Some of the specifics of the resolution are that the process gets slowed down, to have upfront robust analysis of the economics on the environmental impact and to not replace fishing jobs with offshore wind jobs. The City of Newport and Lincoln County have followed by adopting resolutions with a list of requests (available on the handout). Heather offered to send a copy of a resolution to Scott in case The Port of Umpqua would be interested in adopting a resolution as well.

One request Heather’s groups have made is to have a demonstration similar to what Pac-Wave does. Pac-Wave is a wave energy site that is specifically designed to test various kinds of equipment.

Other options that could be done right now include onshore wind projects and solar energy projects. These are technologies that could be used now while off-shore wind is being studied. The use of these types of energy are also cheaper than off-shore wind.

Heather’s handout ended with a list of Oregon cities, counties, ports, and tribal representatives who have either passed a resolution or have made request statements asking for more time for research, study and communication before the off-shore wind areas are leased.

After the discussion the Commissioners asked Scott to reach out to a representative of the wind energy side and see what they had to present before deciding on any action to be taken.

## **2. Procurement of two new file cabinets for the port office**

**Scott:** We are in the process of consolidating files from individual offices into the main set of file cabinets. The main file cabinets have an index/database, which was created about eleven years ago, and has been continuously updated as new files were added.

The existing six file cabinets in the copy room are reaching saturation. Two additional file cabinets would facilitate more efficient and easier file storage. Upon receiving the two cabinets, they will be placed in the board room as there is no additional useable space in the copy room and then we will redistribute the existing files, including those from offices, among the total of eight cabinets and update the master file index/database to enable keyword searches. This will be a large project internally but, in my opinion, worth the time.

The cost of two new file cabinets, including shipping is estimated at \$700 to \$800. We considered purchasing cabinets from Oregon State Surplus, but items there are on a first-come first-serve basis. Also, it would take a day of time plus mileage while having the risk of not finding suitable cabinets. Scott recommended the purchase of 2 new file cabinets.

**Keith:** Charmaine was authorized a spending amount of \$2,500, for something like this at the Port office; that spending amount should be extended to Scott. The other Commissioners agreed.

- **Commissioner Mulkey made a motion to approve the purchase of two file cabinets for the office for a total estimated cost, not to exceed \$800 to be paid from the general fund, 2<sup>nd</sup> by Commissioner Boe. Motion passed by unanimous vote.**

## **3. Winchester Buildings parking lot striping**

**Scott:** In July, Scott received a quote from Coast Pavement Maintenance to do parking lot restriping for \$1,425; however, that amount did not include the alley. Scott contacted the contractor again and received a revised quote to include the alley. The new estimate is \$1,750.00. This will also include two “No Parking” notices in the ADA spaces.

**Deb:** Will this include painting the step going into the building?

No, Scott plans on taking care of that himself; that was brought to his attention by The Port’s insurance agent.

- **Commissioner Boe made a motion to approve the north and east parking lot restriping project, estimated at \$1,750.00, to be paid from the general fund, 2<sup>nd</sup> by Commissioner Mulkey. Motion passed by unanimous vote.**

## **4. Pacific Pride Pothole Maintenance (Tyree)**

**Scott:** There is a large pothole that has developed on the west side of the Pacific Pride driveway in the way of one of their lanes. Currently the pothole is filled with compacted aggregate. The nominal dimensions of the pothole are 17 x 6 feet. I contacted Coast Pavement Maintenance to obtain a quote for the repair, which was \$2,280, this is to fix an

area of approximately 20 x 12 feet, which includes the cracked asphalt around the pothole. Repair will include a 3-inch lift of Asphalt.

- **Commissioner Mulkey made a motion to approve the repair of an existing pothole located on the west side of the Pacific Pride (Tyree Oil) facilities, estimated at \$2,280.00, to be paid from the general fund, 2<sup>nd</sup> by Commissioner Yates. Motion was passed by unanimous vote.**

### **5. Scottsburg Bridge**

**Keith:** Someone from the state approached him with the idea that the new Scottsburg Bridge (a.k.a. Highway 38 Bridge) be named after former representative Caddy McKeown. At this time that new bridge would not exist without Caddy, she was the person that passed the transportation budget which was historic in Oregon. She also moved the bridge project up to the top of the list. That bridge is the main connection to everything south of Florence on the coast. The request was asking if The Port would consider adopting a resolution. The City of Coos Bay was to supposed to consider it last night, Keith also reached out to Reedsport's mayor, Linda McCollum asking if the City of Reedsport would consider adopting the same resolution.

Linda and Keith both agreed that the bridge would've been years away from being completed were it not for Caddy.

Keith then read the resolution. The proposed name for the Highway 38 bridge (Scottsburg Bridge) is the McKeown Crossing. That bridge has always been on ODOT'S "to do" list but always got pushed back and for it to be completed now is all Caddy's doing. Keith highly suggested that The Port adopt the resolution.

- **Commissioner Boe made a motion to approve a resolution to rename the Highway 38 Bridge to McKeown Crossing, 2<sup>nd</sup> by Commissioner Mulkey. Motion was passed by unanimous vote.**

### **REPORTS:**

#### **STAFF REPORT:**

**Scott (FYI):** He sent a security grant to SDAO for our light replacement project. Not sure if we'll receive anything but it was worth a try.

Poundage from July was \$7,716, this was mostly rockfish and squid.

The SBP grant application is still in review and he is expecting results within 2 weeks.

The PNWA convention will be held in Vancouver Washington this year, in Mid-October and Scott would like to attend. The board agreed it would be a good idea for him to go.

**SALMON HARBOR MANAGER:**

**Scott reported for Jim Zimmer:** Jim stopped by recently and said he is going back out for bid on the dredging project trying get three new bids.

**S.T.E.P. Deb Yates:**

The guys rebuilt the salmon trap and made some significant changes at Winchester Creek, they plan to put it in on October 31<sup>st</sup>. Also plan to place a bunch of dark green sandbags to help change the flow of the water to go into the trap.

Getting ready for the Salmon Derby, unfortunately the “other” Salmon Derby dried up all of the donations. Hoping there will be a lot of participation in the Derby considering how many guides there are this year.

**COMMISSIONERS:**

**Keith:** Won't be at the September meeting, Eric is Vice President, and he will take over. Reminded Joe, Eric, and Deborah they will need to be present for The Port to have a quorum.

**The meeting was adjourned at 8:20 p.m.**

The next Port of Umpqua Regular Meeting will be held September 21, 2022 at 7:00 p.m. at the Port of Umpqua Annex building, 1841 Winchester Ave., Reedsport, Oregon 97467.

**\*\*Note: THESE ARE QUESTIONS FROM THE COMMISSIONERS WHILE SIGNING CHECKS, BOTH AT THE END OF THE MONTH, AND DURING THE CHECK SIGNING AT THE MEETING:**

**7/29/22:**

**Commissioner questions from check signing at end of the month to be included in the August 17, 2022 minutes:**

There were no questions.

Checks were signed by Commissioners Tymchuk and Boe.

**Questions from check signing at the August 17, 2022 meeting:**

There were no questions.

Checks were signed by Commissioners Boe and Mulkey.

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Keith Tymchuk, President

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Karen Halstead, Admin. Assistant