

Port of Umpqua

Regular Meeting Minutes
October 19, 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
Secretary Carey Jones

Commissioners Not Present:

Treasurer Joe Mulkey
Assistant Secretary Deborah Yates

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 7:03 p.m. by President Keith Tymchuk.
It was noted that a quorum of Commissioners was present for this meeting.

PLEDGE OF ALLEGIANCE

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

- **APPROVAL OF AGENDA:** As Presented
- **APPROVAL OF MINUTES:** September 21, 2022
- **APPROVAL OF BILLS:** \$4,786.08

Commissioner Jones made a motion to approve the Consent Agenda, 2nd by Commissioner Boe. The motion was passed by unanimous vote.

PUBLIC COMMENT:

There was none.

REGULAR BUSINESS:

1. Resolution 22-5 to transfer \$25,000 from contingency to materials and services

Scott: This resolution transfers \$25,000 from the contingency to the Strategic Business Plan line item under Materials and Services, bringing that line item to \$40,000. The purpose of the transfer is to provide authority to spend grant funds awarded from the Port Planning and Marketing Fund, associated with the Strategic Business Plan. The Budget was approved without sufficient funds in the line item, and this transfer will provide what is needed.

Keith: Will we then get reimbursed for that?

Scott: Yes.

- **Commissioner Jones made a motion to approve resolution 22-5 to transfer \$25,000 from contingency to materials and services, 2nd by Commissioner Boe. The motion was passed by unanimous vote.**

2. Resolution for the Enterprise zone boundary change (22-6), (This item was moved up on the agenda list) – Brandy Maderus, Community Development Director at CCD Business Development:

Keith: There was an e-mail from Shaun Gibbs, SCDC that was passed out, (available upon request), the e-mail was a brief explanation of the enterprise zone intent and a listing of some eligible businesses that have been interested in developing within the enterprise zone, which they have not but by designating the proposed changes it may help attract more industry.

In the email from Shaun, it explained the enterprise zone is for private businesses and meant to abate or defer property taxes on new machinery and equipment and/or new or improved facilities for any eligible businesses.

Brandy: Was at the meeting to help inform the Commission about enterprise zones, what the process looks like and how the boundary came to CCD Business. There was an interest in potential development, and that generally starts the boundary amendment process. Part of the process includes reaching out to the sponsors such as The Port of Umpqua, The City and Douglas County, letting them know someone has shown an interest, and ask if the sponsors would be willing to amend the zone. It starts the conversation and at some point, the decision was made to move forward with this. All sponsors are being approached in the same manner and have the same opportunity to talk about changes that may be helpful for future development.

The benefits of having enterprise zones are that it encourages business retention, expansion, and location. It can be looked at as another tool that can be used to attract businesses to come here, stay here and expand here.

The standard program is 3-5 years. Anything beyond those 3-5 years requires a sponsor agreement with all of the sponsors. Keith added that this is short term, intended to help establish and retain businesses that are expanding. Brandy added this is on new investment, not on the land, it is on the building(s) or equipment that is added. It must be attached, heavy

equipment, any improvements made to a building. Nothing currently on the tax rolls ever gets taken off, this is for anything new.

Keith: Much of the Lower Umpqua area and much of Winchester Bay are currently covered, right?

Brandy: Handed out a map of the exact locations that are currently being discussed.

There was discussion of how the enterprise zone could be utilized and why particular locations were proposed to be changed and the process for a business to take advantage of an enterprise zone.

- **Commissioner Jones made a motion to approve resolution 22-6 to change the Lower Umpqua Enterprise Zone boundaries as defined in the included supporting documents, 2nd by Commissioner Boe. The motion was passed by unanimous vote.**

3. Shannon Souza – Wind Energy from Ocean Coast Energy Alliance Network (OCEAN):

At a previous meeting there was a presentation from Heather Mann of the Mid-Water Trawlers Association, Shannon was asked to make a presentation to explain the optional side which is the Wind Energy Industry.

Shannon: Provided printouts of her presentation and explained that OCEAN is a relatively new non-profit organization based in Coos Bay. The organization was founded around an inquiry of off-shore wind. Had heard there was a federal agency that was planning to lease federal waters off the coast of Oregon for floating off-shore wind. Shannon stated she has been operating her own consulting firm to practice sustainability, consulting on the South Coast since 1999.

Shannon is primarily driven by a concern about the fragile state of the State's dependence on imported energy. Our area is on the fringes of a very old infrastructure system. All of the electricity here is imported over hundreds of miles, all of the fuels are imported by truck if not being piped in. In her opinion, these are very catastrophe prone routes that this is traveling along.

The potential of a Cascadia event is what compels her in a lot of what she does. Speaking with first responders, she has found out that if there were a Cascadia event our area would be without power for at least 3-6 months.

Shannon's presentation information is available in her handouts.

4. Port of Umpqua Response to USCG PAC-PARS Report – Steve Godin, President of Oregon Coast Anglers:

Steve: Was at the last Port meeting and had asked The Port to make an official comment on the Federal Register regarding the USCG PAC/PARS Study. At that time, Steve was asked to create a draft comment regarding the USCG PAC/PARS Study which he did, and he sent out a copy for the Commissioners to review.

This evening Steve had a presentation he wanted to share that explained the actual wind turbines being considered, how they are made, how they are anchored and how they work. All of this information is to help give a perspective on the navigational hazards these turbines will create.

Each turbine that is anchored in the water is connected to the next turbine with a trunk line and eventually all the power from these is sent to a substation. All of the power is routed through a line. All of the turbines are connected by lines.

Steve explained how the turbines are anchored in 100 feet of water, which requires many feet of chain to help take the load off of the anchors. The lines are not buried, they are floating in the water, which helps the turbines move in the water.

Steve then showed a slide with the PAC/PARS map that depicted the navigational routes that the USCG has plotted out. The area shown covers Washington to California. The Coos Bay call area map was shown with navigational fairways going into Coos Bay (one coming from the south>north, the other going north>south). This would allow access into Coos Bay, which in the eyes of the Coast Guard is a deep water, deep channel harbor. The same was done for all of the deep-water channel harbors along the west coast. There are no fairways routed out for Winchester Bay nor Florence. Steve's goal is to get the Coast Guard to add some form of navigational fairway to allow access to Winchester Bay through the Coos Bay call area. As of right now, that request has not been granted. This is a hazard to the boats coming out of Winchester Bay, trying to navigate around the turbines without getting tangled up.

Keith: Asked Shannon what is the upcoming date when the draft areas will be shown.

Shannon: Expecting to see the draft wind-energy areas sometime in Mid-November.

Steve: Right now, the Coast Guard is looking for comments on their draft study that they created. This is an opportunity for the Commissioners to weigh in and say yes, we need safe access in and out of Winchester Bay.

The Port of Coos Bay and the Port of Brookings commented to BOEM when they were taking comments in this regard. The time for BOEM comments has expired.

There are many times that Steve goes out fishing and when it is very foggy it has already been pointed out that a fishing vessel's radar will not work too well around the turbines. The blades are moving so fast that the radar cannot get a lock on them, which creates images on the radar that are not really there, or you can't see what you need to see to avoid them. This

concern isn't only for the radar on the fishing vessels, but it will also affect the radar on the Coast Guard boats that are out there for rescues.

Steve felt the best option is to request that there be a detour into Winchester Bay from the navigational fairway already proposed into Coos Bay.

The Commissioners agreed that they should make a comment as this is a safety topic. The Commission gave Scott direction to draft per the discussion a comment including the additional information Steve had added. Steve said he would create a new draft template for Scott to use to make a comment representing the Port of Umpqua.

REPORTS:

STAFF REPORT:

Scott: \$1,963 came over the dock in the month of September.

The new filing cabinets we bought, we ended up getting for free, because they arrived with some damage.

We had the auditor onsite about a week ago and it went really well. We are looking for a deed to satisfy a request from Signe.

Had a very interesting and productive time at the PNWA conference/meeting in Vancouver, really appreciate getting to go.

SALMON HARBOR MANAGER:

Jim Zimmer: Went out for bid for clamshell or suction dredging up to 20,000 yards which would only provide a band aid on the problems they have. The Salmon Harbor permit allows for off-shore disposal or uplands disposal up to 20,000 yards per year. The in-water work period is from November to February. Salmon Harbor wanted to find out what the cost per yard was going to be so they asked that the bids be priced showing what it would cost for mobilization and de-mobilization and then a price per yard.

One bid came in at \$1.45 million dollars, and \$795,000 of that was for mobilization. The next bid from Legacy came in at \$1.499 million dollars, with \$560,000 being for mobilization and American's bid was for \$845,000 with \$500,000 of that was for mobilization. Best case scenario, it would take half a million dollars to get the equipment onsite to move \$300,000 worth of material. Jim was not budgeted for that, and even if he could have gotten the funds it wasn't in the best interest of the harbor to do that. This is not a long-term fix.

Jim contacted a consultant at Nor' West and he said he had heard that there may be a clamshell contract for federal dredging of the channel to the harbor in July. If that is the case, Jim is thinking of contracting directly with whoever is doing that dredging and that will help eliminate or at least help reduce the mobilization costs. Jim is checking into some alternate options. He will be getting a feasibility study around February; he will know more once that is done.

The meeting was adjourned at 9:07 p.m.

The next Port of Umpqua Regular Meeting will be held November 16, 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:**

9/30/22:

Commissioner questions from check signing at end of the month to be included in the October 19, 2022 minutes:

There were no questions.

Checks were signed by Commissioners Yates and Jones.

Questions from check signing at the October 19, 2022 meeting:

There were no questions.

Checks were signed by Commissioners Jones and Boe.

Keith Tymchuk, President

Karen Halstead, Admin. Assistant