

Port of Umpqua

Regular Meeting Minutes
August 21, 2024 at 7 p.m.
Port of Umpqua Annex
1841 Winchester Ave
Reedsport, OR

THESE MINUTES ARE FINAL and APPROVED.

Commissioners Present:

President Carey Jones
Vice President Joe Mulkey
Secretary Donna Train
Treasurer Randy DuVal
Assistant Secretary Deborah Yates

Port Staff Present:

Port Manager Scott Kent
Administrative Assistant Karen Halstead

Public Present: Aaron Funk (FWMC), Holly Hinshaw (FWMC), Fred Wahl (FWMC), Marci Wahl (FWMC), Dana Ferguson (PDS) and Mike Wahl (FWMC)

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

Proceedings:

The meeting was called to order at 6 p.m. by President Carey Jones.

PLEDGE OF ALLEGIANCE

EXECUTIVE SESSION: The Commission went into Executive Session at 6:02 p.m. Pursuant to ORS 192.660(2)(i) To evaluate the performance of an officer, employee or staff member

The Commissioner came out of Executive Session at 6:50 p.m. (The board took a break and returned to the Regular Meeting at 7:00 p.m.)

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

- **APPROVAL OF AGENDA:** Scott requested Item #6 - Gate Repair at Umpqua Wharf be removed.
- **APPROVAL OF MINUTES:** July 17, 2024 as presented.
- **APPROVAL OF BILLS:** In the amount of \$4,124.24 to be paid from the General Fund.

Commissioner Mulkey made a motion to approve the Consent Agenda as amended, 2nd by Commissioner Train. The motion was passed by unanimous vote.

PUBLIC COMMENT:

Fred Wahl, Fred Wahl Marine Construction (owner of the shipyard in Reedsport and across the way):

When he received the agenda there was an item about a survey for an easement. He asked what that was for?

Scott: The Port is considering hiring a surveyor to see what The Port actually owns at the Wharf; we believe it is just the dock but want to have a professional to tell us that.

Fred: Showed Scott a map once before. For close to 30 years, he has been paying taxes on all of that land down there, including some of what is under that dock. That map was from the state. Fred asked what the easement was for.

Scott: The proposed easement is because Fred owns the driveway to the gate and The Port is trying to figure out if we need an easement to be able to get to our wharf.

Fred: History has always had it for the last 33 or so years that Fred Wahl was in charge of the gate, the wharf and collecting the fees. In the last year The Port has decided to unlock the gate yourselves and let whoever you want to use it, or whoever you don't necessarily know is using it. It's kind of getting out of control. I don't how you can expect us to be in control when you took half of the control and gave it to whoever you wanted.

Scott: One of the improvements The Port is considering is installing a hoist so the fishermen can offload their product at the wharf.

Fred: He had heard that, and he doesn't know how The Port can justify spending tax dollars for a couple of fishermen to unload a little bit of product. How do you re-coup your cost?

Scott: That is a good question. Recouping costs may be non sequitur but it would be a service to our fleet.

Fred: The service to the fleet would be better served in Winchester Bay than in Reedsport. There's a certain party here in town, I realize Joe's last name is connected with that and I think there is quite a bit of biased in this place right now. For how much tax dollars being spent for what few people, especially a few people get to use it. I'm not very happy with it. Over the last 25 years I had a verbal agreement for 20 years to buy that dock. As soon as it got cleared up, you wouldn't sell it to me. We came as far as to get the price negotiated and everything else agreed on and The Port pulled it away from us. Turned out they had sold me part of the land that is underneath it.

As far as an easement across my property, I don't think that will ever happen. Right where that driveway is right now, I told you I was planning on developing it and if I could get that dock, I was going to develop the land behind it when you came to me and asked to buy my property. You're basically going to go into competition with what I'm doing now with me by buying my land that I leased out to other people already. You want to lease it out. I'm not very happy that I lost out on that dock. Waited for 25 years, it's getting closer to 30 years now. I told you I had plans if I got that dock to develop that land and the dock adjacent to it. We were planning on putting a building on the backside of that dock for leasing as gear sheds for fishermen or whoever want to use it.

Right where that road is, that one end was going to have access off the street and off the dock, both. Not just off of the property. I think as long as you want to spend taxpayer dollars to develop that dock for a few people, then maybe you should consider getting a permit to drive

some pilings so you can enter your dock from the road on the Northeast end of the dock instead of across my property. You don't enter my property, and you have access from a city street, and I don't see a problem with that.

Scott: It sounds like we are being denied access to the existing driveway.

Fred: Well, I'm not cutting anybody off right now but for 30 years I was in control of that gate, so I controlled who came and went. It's not a historical thing, just that in the last little bit when the Commission seemed to let whoever wanted to use it go use it. We can't collect the fees that we are supposed to collect the fees for when we aren't notified of who is there and when they are there. How can I collect fees?

Scott: That is a good point, one of the agenda items is to determine if people are offloading product, will they need to pay moorage. That will be voted on later in this meeting.

Fred: Another issue that has come up, I just renewed my DSL leases, and they tried to force me to lease extra property that I wasn't using. He looked into this, and DSL forced Fred to lease 40 feet in front of his piers for the moorage of the boats. I see that The Port doesn't pay any moorage on the water in front of their pier. It's not fair that I have to pay if The Port doesn't. I see that Mulkey doesn't have a lease up the river. Fred plans to complain to DSL to get some of this stuff straightened out. I don't know how you guys expect me to pay. A lot of people get away with nothing and it's not fair.

Scott: Asked Holly if she received a copy of the lease he had sent. She had. Scott continued that it's from 2014 and they are renewed every 19 years.

Holly: Thinks Fred is talking about the footprint of what The Port is actually leasing but for some reason your waterway doesn't go out as far as Fred's does.

Scott: I think they are doing just the area underneath the dock.

Fred: They are but they wouldn't let me do that so why do they let you? I don't know why there are some people up and down the river that have no leases.

Fred: You told me the other day that some engineers had some concerns about the load limits on that dock.

Scott: Yes, he asked an engineer at Moffat/Nichols out of Washington, if a tractor trailer could be on that dock and his answer was that if some negative moments somewhere were exceeded like a fuel truck, it wouldn't be able to go out there.

Fred: I would think The Port would need to put some signage on the dock to tell people what the limits are. The load limits capacities, probably some usage signs stating what is and is not allowed out there, cleanliness, oil spills and whatever else is out there. It should be the people making the mess who have to clean it up. There are some security issues. Notifications of what it can be used for.

Fred: I think there is a conflict of interest with this Commission with what you are trying to do and who you are doing it for.

Carey: When this originally came up it was at a meeting where a group of fishermen came to the Port and wanted help. Especially during crab season, the hoist in Salmon Harbor was so backed up and they were upset there was no other place for them to offload.

Fred: Why didn't you develop it in Salmon Harbor? That is where the fishermen are, very few if only one that is up here.

Carey: We tried to get a lease or buy property from Douglas County, and they weren't interested in selling or leasing to The Port.

Fred: I can't believe you are going to end up spending a whole slug of tax dollars to service a few fishermen. There is no way you can put a pencil to that operation and make it justifiable.

Joe: Asked Fred, the development you are talking about doing behind the dock, is there a specific you don't feel comfortable doing without owning the dock?

Fred: No, but I wouldn't be able to furnish somebody with a lease to a public dock when there's a commission here, who knows? If I lease it to somebody that wants to put a gear shed in there or dockside repair facility, how are they going to deal with leasing from Fred when they have no dock water frontage rights?

Joe: As far as he's concerned, he would be totally willing to give whatever rights are needed for Fred to do that.

Fred: That would be a leasing nightmare. I was going to lease somebody some land behind it and part of the deal is they would need waterfront, or they wouldn't lease it from him.

Joe: He thinks if Fred really wanted to do that, everybody on the commission would be more than happy to work with him.

Fred: Go back to the deal we had for 20 years and sell me the damn dock. It was negotiated, it was down to the final deal and then it was gone.

Carey: You said it was 20 years ago when that was done?

Fred: Actually, it was about 25 years ago when we started. They had rebuilt the center section of that dock because that center section was rotted. The Port got money from the state or somebody to rebuild the center section. The Port had to wait 20 years before they could sell because tax dollars were wrapped up in it. Charmaine called me and said our 20 years are up and we started negotiating and got right down to the payment schedule and it got taken away.

Donna: Why was it taken away?

Fred: I don't know. I think there was a port commissioner making backroom talk with Joe's father, word got out that he would buy it, and they said they wouldn't sell it to me.

Joe: I know that has created a lot of trouble between our families and this is 100% truthful from the bottom of my heart that we were never trying to buy the dock. It's awful the relationship our families have now because I really wish it wasn't that way.

Fred: Somebody got to running their mouth someplace along the line.

Joe: I pretty much promise it was not us trying to buy it.

Fred: I know what went on and who it was with.

Carey: Asked Karen how hard would it be to go back in the archives and pull that up and see if the Commissioners could review that.

Scott: I have a better feel for where the information is, and I'd be happy to do it.

Fred: I used to come to these meetings every month because I leased from The Port and then The Port forced me to buy because I had part of my lease in it, and they forced me to buy it prematurely in my mind.

Carey: We are a new commission, and we will definitely do some research.

Fred: One more thing, I still have some personal property on the dock, and he'll be taking it. I'm not too sure why this Port Commission wants to buck private industry so much, but they do, especially here.

REGULAR BUSINESS:

1. Hoist Repair

Scott: The Port received a bid from Western Machine not to exceed \$21,000. This is a lot of assessments because they don't know exactly what is wrong with it until they get into it. If The Port wants to repair the hoist this is the route he recommends.

Randy: Suggested that it be tabled for now.

Carey: Agreed to table it until The Port has decided what they are going to do with the dock, and if there is an easement.

Item was tabled.

2. Electrical for hoist

Item was tabled.

3. Surveyor for wharf driveway

Scott: Commissioner DuVal wanted to have the area surveyed to determine whether the driveway is owned by Fred Wahl Marine or The City or The State. Everything Scott has read indicates that it belongs to Fred Wahl Marine. The purpose of this item is to decide if The Port wants to get another surveyor out there or not.

Randy: After hearing Fred's comments, he feels it behooves The Port to do it. He knows of a professional surveyor that can do the job.

Carey: Referring back to Fred's comments, The Port may have to drive some pilings to create a different wharf approach. That would be very spendy.

It was decided to table this item for now.

4. Offloading products at the Port's wharf

Scott: Whereas the Port makes the downtown wharf available for general moorage and temporary offloads of product, should the offloading of product trigger a moorage assessment? When fishermen are offloading product should they pay poundage or poundage plus moorage?

Mike Wahl, Fred Wahl Marine: He's leased the Fred Wahl personal docks for offloads with their cranes. They have a huge DSL on their dock, and he has built a new dock for himself, so his crane reaches better. He charges for poundage only; he doesn't have moorage at his dock.

Scott: There are fishermen who offload now that involve Commissioner Mulkey's crane.

Joe: He feels there is possibly a third option. It could be along the lines of the moorage being the minimum for the day and any poundage that would move the cost up above that amount would be charged a poundage fee.

Scott: Staff recommends that it just be poundage charges.

Donna: If The Port were to charge poundage it would require that an employee be present during the offload.

Joe: The way to get poundage information would come from the fish tickets that the fishermen would be responsible for providing The Port.

There was discussion on how to track offloads at the Umpqua River Wharf because it is not listed as a port on the ODFW reports.

Carey: Tabled this item.

5. Cooling room

Scott: This subject was brought up last month that The Annex could possibly be used as a “cooling room” when temperatures get high. Scott contacted our insurance and was told they will handle it as long as a Port representative is present to supervise at all times.

Carey: When he originally suggested this, he felt there was a higher demand. He volunteered at the Senior Center, and it was labor intensive. There had to be a working AED available as well as providing liquids. There was more to this than he had thought so he does not want to move forward with this.

Donna & Randy: Both were against the idea.

The motion was removed from the table.

~~6. Gate repair, Reedsport Wharf~~

7. Moorage fees

Scott: It is his understanding that The Port has had an agreement with Fred Wahl since 1993 to take care of moorage fees. The fees have expired. Scott presented a new moorage fee schedule.

Mike Wahl: In Alaska the moorage fee schedule is for 0’ to 60’, 60’ to 100’ and 100’ and above, each with different rates, he recommended that The Port moorage fees be based on the same measurements.

- **Commissioner Mulkey made a motion to adopt the revised moorage fees based on the length schedule of 0’-60’, 60’-100’ and 100’ & above, 2nd by Commissioner Yates. The motion was passed unanimously.**

REPORTS:

STAFF REPORT:

Scott:

Manager Report August 21,2024

Checking	312,118
Savings (total)	1,163,562
Savings (main)	473,425
Maint. Reserve	56,086
Capital Reserve	451134
Dock Reserve	182,917

Office

- Payroll and account reconciliation are going well.
- We need a new copy machine as the current one is frequently failing. We will research this and bring a proposal next month.

City of Reedsport

- Last week the City had a tour of the water plant and watershed. They are looking for more property around the water supply.
- Obtained an EPA grant for building restoration to provide additional living units.
- Expecting FEMA funding any time for dike repair and maintenance.

Salmon Harbor

- **1. Fuel Tank Relining Project**
- **Summary:** Successfully secured an OSMB grant to reline the fuel tanks at the marine fueling facility. The project cost is \$44,912.55, and it is expected to extend the life of the tanks by 10-15 years. The tanks were originally installed in 1997.
- **2. MARAD Grant Application**
- **Summary:** Submitted a MARAD grant application for a commercial harbor expansion feasibility study and dredging plan. The application also includes continuation of the long-term dredging plan and finalization of a sustainable dewatering solution for small-scale dredging projects. The outcome of the application is still pending.
- **3. Dredging**
- **Summary:** The Coast Guard's dredging project has been awarded to the Dutra Group. Salmon Harbor has received approval to contract directly with them and are finalizing a contract to remove 3,500-4,000 cubic yards of sediment at the end of A-dock to accommodate deeper draft vessels, shooting for a depth of 15 feet. All documentation has been submitted to the USACE for the In-Water Work Window Variance (IWWWV) and modification and they are pushing for approval by the end of August. Dredging is expected to occur in the second half of September, though the schedule

may shift depending on other USACE work. Updates will be provided as things progress. **NOTE-** this quantity is the most that the Dutra Group is able to dredge for Salmon Harbor this round.

- **Cost Breakdown Due to Piggybacking on the USCG Project:**
- **Mobilization Costs:**
- **USCG Mobilization:** \$645,000
- **Salmon Harbor Mobilization:** \$45,000

- **Dredging Costs (including mobilization):**
- **USCG Total Dredging Cost:** \$947,000 to move 5,000 cubic yards.
- **Salmon Harbor Total Dredging Cost:** \$150,000 to move 3,500 cubic yards.
- **Cost per Cubic Yard:**
- **USCG:** \$189.40 per cubic yard.
- **Salmon Harbor:** \$42.86 per cubic yard.
- **4. Salmon Harbor Master Plan Development**
- **Summary:** The third Technical Advisory Committee (TAC) meeting for the Salmon Harbor Master Plan is scheduled for August 20th. The group includes representatives from Salmon Harbor, Business Oregon, Oregon State Marine Board, US Coast Guard, and members of the local community. The meeting will review conceptual designs based on input from the TAC and feedback gathered from the community during the open house. This was a very informative meeting; it looks like the architects still have a way to go before getting to a final solution.
- **5. Kayak Dock Installation**
- **Summary:** Travel Southern Oregon has purchased a kayak dock for Salmon Harbor. The dock has arrived and is tentatively expected to be installed at Dock 9 in the west basin.
- **6. Signage Updates**
- **Summary:** The Chamber of Commerce has installed two new highway signs on Highway 101. Additionally, Salmon Harbor is in the process of putting up new signage with a standard design throughout the harbor area.
- **7. Upcoming Events**
- **31st Annual Kool Coastal Nights:** The 31st Annual Kool Coastal Nights event is set for August 24, 2024, in Winchester Bay, Oregon. The event will showcase 1979 or older vehicles with activities including a Show-n-Shine on Beach Blvd, vendors, and a harbor cruise for participants.
- **31st Annual Salmon Derby:** The 31st Annual Gardiner, Reedsport, Winchester Bay Salmon Derby will take place on Saturday, Sunday, and Monday, August 31st - September 2nd, 2024.

- **UTV Takeover:** The UTV Takeover event is scheduled for September 3-8, 2024, in Winchester Bay.

Providence Creek

- Expecting the announcement of \$160,000 grant from Business Oregon
- When our consultant returns from Alaska, we will pursue an additional \$40,000 in matching funds from the Oregon Department of Fish and Wildlife.
- Mark Holiday stopped by Monday morning and inquired into the project. He said there is some interest by the City to purchase his property but there is also pushback from the local residents.

Port of Toledo

- Wood boat show last weekend; NW Steam Society brought down ten steam powered vessels.
- Working on installing new sanitary sewer lines to service the port
- Working on concrete wash down pads.

Port of Charleston

- Moving derelict vessels to tighter areas to make room for people who need space to work on their vessel
- Considering fixing the marine ways. The lower third has failed, and they are looking for funds to fix.
- They have public meetings every three months for comments. This is different from their monthly meetings.

Chamber of Commerce

- Oct 5, Music Festival
- November 30, Christmas Bazaar

Carey: Is there going to be a public meeting regarding The City’s purchase of Leeds Island?

Scott: Probably not any time soon, right now it appears they are just talking about it.

S.T.E.P. Deb Yates:

Salmon Derby is Labor Day. The smolts are coming in mid-September. At Elk River Hatchery they suffered a loss so S.T.E.P. is down to 50,000 smolts vs. 107,000 that they originally took to the hatchery.

COMMISSIONERS:

Carey: One item he brought up last month was concerning scholarships and allowing college students to apply for them. There was \$94,000 given to Reedsport High School seniors last year. Some of the college freshmen are struggling and the Reedsport High School counselor

is reaching out to those who provide scholarships and asking if they would consider allowing college freshmen to be eligible as well as the graduating seniors for the scholarships. This can be discussed at a later time.

Deb: Is in favor of allowing college freshmen to be eligible.

Carey: Found it interesting that both The Douglas County Commissioners and The Port Commissioners are all against off-shore wind energy. In Coos & Curry Counties they are letting people vote on the topic before they make a stance.

Deb: She went to Lynn Tanner’s canning class. Lynn wanted to find a place where she could have classes and demonstrations. Deb showed Lynn the Annex, and she was really interested. Deb wanted to let everyone know she would still like to make a commercial kitchen in the Annex available for public commercial use.

Deb: There is an Oregon Coast Artisan & Trade Collective in Coos Bay. It’s just getting started and it will be a trade school and art school starting in kindergarten and going through high school. They will have several different apprenticeship type classes. The goal is to teach people at a young age about work skills and trade skills. This was started by the guy who owns the distillery downtown. She thought this was very interesting.

The meeting was adjourned at 7:56 p.m.

The next Port of Umpqua Regular Meeting will be held September 18, 2024 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:**

7/31/24:

Commissioner questions from check signing at end of the month to be included in the August 21, 2024 minutes:

There were no questions.

Checks were signed by Commissioners DuVal and Yates.

Questions from check signing at the August 21, 2024 meeting:

There were no questions.

Checks were signed by Commissioners Train and Jones.

Carey Jones, President

Karen Halstead, Admin. Assistant