

Port of Umpqua

Regular Meeting Minutes
January 21, 2026, at 7 p.m.
Port of Umpqua Annex
1841 Winchester Ave
Reedsport, OR

THESE MINUTES ARE FINAL and APPROVED.

Commissioners Present:

Vice President Joe Mulkey
Secretary Rhonda Black
Treasurer Donna Train
Assistant Secretary Tom Black
Vacant Position

Port Staff Present:

Port Manager Scott Kent
Senior Administrative Assistant Karen Halstead

Public Present at the Regular Meeting: Elza Camacho and Randy DuVal

Online Attendees at the Regular Meeting: Lynn Tanner

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 Vice-President Joe Mulkey.

It is noted that a quorum of Commissioners was present for this meeting.

PLEDGE OF ALLEGIANCE

At 6:02 pm Vice-President Joe Mulkey stated that the meeting would move into an Executive Session under ORS 192.660(2)(f) to consider information/records exempt by law.

The Commission came out of the Executive Session ORS 192.660(2)(f) at 6:23 pm.

At 6:24 pm Vice-President Joe Mulkey announced that the Commission would go into Executive Session under ORS 192.660(2)(e) to conduct deliberations with designee on real property transaction negotiations.

The Commissioner came out of Executive Session ORS 192.660(2)(e) at 6:52 pm.

The board took a brief break before calling the regular meeting back into session at 7 pm.

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

- **APPROVAL OF AGENDA:** Karen requested to move Item #2 up to be Item #1 because Kriston Correl was there to speak.
- **APPROVAL OF MINUTES:** December 17, 2026, as presented.
- **APPROVAL OF BILLS:** In the amount of \$5,733.64 to be paid from the General Fund.

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

PUBLIC COMMENT:

There was none.

REGULAR BUSINESS:

1. Insurance with Juul

Kriston Correl: She gave the board members handouts, and she provided information addressing Senate Bill 179. This bill is an “opt-in” for immunity for Special Districts. She felt it was relevant because The Port is a Special District. There was a law that was passed and went into effect January 1, 2026. The overview of the law is in ORS 105.668, it provides limited protection from lawsuits for personal injuries or property damage resulting from the use of a trail or other structure located within a public easement or unimproved right of way by users on foot, on an equine, or using a bicycle or other non-motorized conveyance. In those circumstances, users are barred from bringing a “private claim or right of action based on negligence”.

SDAO is asking that other Special Districts use a template they have created to implement it for coverage for recreational immunity. This would cover The Port’s dock and public spaces that the public may access. There is time for the board to discuss this and to “opt-in” but if The Port doesn’t opt-in they won’t be covered by SDAO.

Kriston provided a policy comparison report, and it shows an 11% increase from the previous year. One of the biggest expenses for The Port is the Umpqua River Wharf coverage. The Umpqua River Wharf is covered at \$7,633,008.42 and that premium is \$8,432, that is with a \$25,000 deductible. Every year the board discusses whether they want to insure the Wharf or not. If the dock were to burn down, The Port would want to replace it, and another thing to remember is if that dock were to burn down there would be pollution exposure. Insurance would cover that if it happened.

There is unknown liability that covers everyone, including board members, when they are in Port business and are using their personal vehicles.

The Annex is insured for \$375,576.62. The last time the building was appraised was in 2019. Special Districts will most likely appraise the buildings again in the next couple of years.

The Winchester Building is insured for \$1,431,423.65. The Umpqua Spit is insured for \$872,880.78.

Joe: Why does The Port need insurance on the Umpqua Spit when it's being leased out?

Scott: He will need to look at the lease agreement and find out.

Kriston: The cost to insure it is \$1,154. She generally recommends property owners do insure their property because of the "what-if's". What if the company leasing the property lets their insurance lapse or somehow The Port is removed from their policy and you don't get notification of that. If there is a loss the owner is then out. Better safe than sorry. Kriston recommended that this be built into the lease agreements where they reimburse for the insurance.

The ice machine is insured at \$49,320. The hydraulic hoist is covered for \$25,000 and there is coverage for a refer container at \$8,900.

Joe: The Port doesn't have that 40' refer container anymore. He was pretty sure it wasn't down at The Spit. Scott is going to check into this and will get back to Kriston to see if there are modifications needed to be made to the policy.

Joe: The hydraulic hoist doesn't need to be insured right now. Scott agreed because the crane being used is not property of The Port. Kriston said she could remove that.

Randy DuVal: Pointed out that it is still attached to Port owned property.

Joe: Asked in the case where the crane may be overloaded and would damage the dock itself. Would this insurance cover the dock?

Kriston: The insurance would cover the dock, but it would not cover the hoist itself.

Joe: Is there a definition of the dock and what exactly that covers?

Kriston: What we have is the structure value and that is what is listed. Sometimes policies will have Property in the Open (PIO), but she didn't see that on this policy. This would include items such as fences that would fall under PIO and there would be a specific value for that. Kriston can see how SDAO would classify it. If it becomes a permanent part of the structure, such as the crane would be, she needs to find out if it would be covered as part of the structure or have those items listed separately. She will look back at the June 17, 2019, appraisal and see what was included in the value.

Donna: The electrical pedestals The Port is considering putting at the Wharf would be considered attached and insured. Would they need to be listed?

Kriston: First, you would want to get more details on what exactly is going to be put in. If it will all be in a central location, there is the option to "blanket" it.

Kriston: Another coverage that you do get is up to a 10% discount if you attend the annual conference or other training they offer. Every year The Port has qualified for the 10% discount.

- **Commissioner Train made a motion to accept the insurance policy as presented by Juul Insurance, 2nd by Commissioner Rhonda Black. The motion was passed by a unanimous vote.**

1. Commercial Dock Cost Analysis

Scott: Directed the Commissioners to look at a handout labeled “PND Engineer’s Report”. There are 4 different options for dock layouts. Scott covered those options. The cost for any of the options is about \$10 million dollars, not including dredging.

A couple of months ago the board asked Scott to find out how much it would cost to put a new dock in. These layouts being presented are loosely based on Salmon Harbor’s Master Plan.

There was discussion of the pros and cons of the various layouts. There was no motion for this business item, it was informational only.

REPORTS:

STAFF REPORT:

The Port received \$13,000 from PDS for poundage coming over the dock last month.

Main Savings Account	\$487,044
Main Checking Account	\$564,581
Dock Reserve Account	\$208,926
Capital Reserve Project Account	\$479,625
Maintenance Reserve Account	\$46,714

SALMON HARBOR MANAGER REPORT (via email):

1. Fuel Dock – Weekend Closure for Winter

Due to low seasonal demand and limited staffing, the fuel dock is now closed on both Saturdays and Sundays until spring. Weekday hours remain unchanged.

2. Staffing

Hiring: Interviews are underway for a full-time Marina Finance Technician and several seasonal Reservation Clerk positions. We plan to advertise for a seasonal Fuel Dock Attendant in the coming weeks.

3. University of Oregon – Site Visit (Jan 16)

The U of O Design II Landform Studio is visiting Salmon Harbor to study how dredging, sediment maintenance, and landform design intersect with real-world constraints.

They’re particularly interested in how regulatory limits, limited upland space, and ongoing operations drive decisions around beneficial reuse and long-term harbor resilience under the Master Plan.

4. New Car Show – June 4–6

A new summer event is planned for Beach Blvd. A poster will be in circulation if anyone is

interested. June is typically a slower month, so we're hoping this brings added traffic to local merchants.

5. Tourism Promotion – Outdoor Shows & Expos

Jody is attending a series of outdoor recreation expos to promote Winchester Bay and Salmon Harbor as a destination.

Locations include:

- Eugene • Roseburg • Medford • Klamath Falls • Redding • Redmond • Boise

Each booth includes a raffle basket and highlights local guides and businesses. Anyone wishing to display flyers or business cards should reach out to Jody at (541) 707-1217.

6. Jingle on the Bay – Event Recap

Our annual December event was a hit with local families. Santa arrived via U.S. Coast Guard 47' MLB, with strong support from the Coast Guard and community volunteers.

Highlights included:

- Kids' crafts: bracelet making, Dr. Seuss headbands, ornaments, and more
- Santa & Mrs. Claus: Chet & Sue Krupa
- Elves: U.S. Coast Guard volunteers
- Hot cocoa and cookies: Liz from Salmon Harbor Café

7. Breakwater Dock Signage – In Development

Salmon Harbor is designing new signage for the Breakwater Dock to help visitors identify which vessels are offering seafood for direct sale.

The design will follow the updated visual branding already in place around the harbor.

8. Concept Renderings – Master Plan Visualization

We will be advertising for a service contract with an architectural firm to produce photorealistic renderings of potential Beach Blvd improvements called out in the Master Plan. These will help support grant applications and future public engagement.

S.T.E.P. Deb Yates:

S.T.E.P. is battling similar issues to the crabbers. They have been trying to get more fish; their problem is catching more fish. ODFW only gave them 10 more pairs per year.

Right now, there are 47,000 eggs at Elk River Hatchery, and there are about 8,000 here.

This year won't be as bad as last year, but it won't be a great year. It is really aggravating when rumors are floating around that the fall chinook fishery this year. This will result in S.T.E.P. not having their Salmon Derby and that really impacts the number of people who come to this area during the summers to go fishing.

COMMISSIONERS:

Donna: Last week there was an Urban Renewal board meeting, and it was just an Executive Session. Tomorrow there will be another meeting. She may have more information to share at the next Port meeting.

Joe: He met with a group of the Crab Fishermen and Crab Processors from up and down the Oregon Coast. There is a petition from the NGO that has been submitted to ODFW to demand extreme whale mitigation measures against the Crabbing Fleet. They have been fighting whale entanglement issues for 10 years.

California has been going through the same thing. California has essentially lost the battle leaving it to not be viable to be a Crabbing Fisherman in California currently.

With the demands made in this petition, by the year 2028, it would no longer be viable to be a Crabbing Fisherman in Oregon.

The Oregon Dungeness Crab Commission (ODCC) is writing a letter that will hopefully become a template where names can be added to it. There are a lot of people who will be writing their own letters and will be attending the ODFW Commission meeting on February 20, 2026, when the decision will be made on whether to dismiss the petition or move forward with it. If it is accepted there will be a lot more process that will go into making the rules go into effect.

Joe was hoping to get a letter of support from The Port. Either he or Scott could write the letter. Scott told Joe to come into the office, and they could get a letter drafted and then send it out. Joe should have the actual petition available to him via email soon. One thing he did want to mention was that NOAA were sent a very similar petition in the San Francisco Bay Area 2 years ago. What the petition was demanding was for all shipping traffic to have a low-speed limit. NOAA refused the petition stating that the whale population is increasing at approximately 8% per year. There is no scientific data showing that measures to protect the whales need to be taken.

The rules that have already been put in place for a boat like Joe's, required that he had to get specific lines that were specifically colored for California, Oregon and Washington. Personally, it cost Joe about \$75,000 to comply with that. This means that all Crabbers, around 350, with active permits will all have that expense.

If these new rules in the petition were to go into effect, all those ropes would be discontinued, and they would have to use "pop-up" gear; ropeless gear that sends a signal causing a buoy to pop up and they pull the pot. Repackage that line and you repeat this. This equipment costs anywhere between \$1,500 to \$2,000 each. Joe would need 500 hundred of them. If this happens there will be no more crabbing fisheries in Oregon by 2028.

Donna: Isn't Crabbing the highest valued fishery in Oregon?

Joe: That is correct.

Rhonda: Before that letter gets sent out can the Commissioners see a copy of it.

Joe: Absolutely. That is why he brought up the petition itself, he can send that out and he has the NOAA response on why they denied this petition in California.

The meeting was adjourned at 7:57 p.m.

The next Port of Umpqua Regular Meeting will be held February 18, 2026, 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:**

12/31/25:

Commissioner questions from check signing at end of the month to be included in the January 21, 2026, minutes:

There were no questions.

Checks were signed by Commissioners Train and Rhonda Black.

Questions about checks signed at the January 21, 2026, meeting:

There were no questions.

Checks were signed by Commissioners Train and Mulkey.

Karen Halstead, Sr. Admin. Assistant