



# AGENDA

**Port of Bandon**  
 Regular Commission Meeting  
 April 28, 2022, 5:00pm  
 Bandon Public Library  
 Bandon, OR and via ZOOM  
[www.portofbandon.com/meetings](http://www.portofbandon.com/meetings)  
 for details

<b>A.</b>	<b>Consent Calendar</b>		
i.	March Minutes	Commissioners	A-C
<b>B.</b>	<b>Presiding Officer and Commissioners Comments</b>		
<b>C.</b>	<b>Ordinances and Resolutions</b>		
i.	2022-01 Authorize Loan From PRLF	Jeff/Commissioners	1-2
<b>D.</b>	<b>Public Contracts and Purchasing</b>		
i.	City and Port MOU	Jeff/Commissioners	3
ii.	HGE High Dock Contract	Jeff/Commissioners	4-9
<b>E.</b>	<b>Public Hearings</b>		
i.	FY 2022-2023 Budget Committee Meeting		10-17
	Commission appoints the budget committee		
	Receive the budget document		
	Hear the Budget Message		
	Hear public comment		
	Discuss changes		
	Approve Budget by motion		
	Approve property tax by motion		
<b>F.</b>	<b>Port Managers Report</b>		
i.	Coquille Enterprize Zone	Jeff/Commissioners	18-23
ii.	Liveaboard Policy	Jeff/Commissioners	24
iii.	Offshore Wind	Jeff/Commissioners	25-26
iv.	FY2022 BIG Tier 2 Funding	Jeff/Commissioners	27-29
v.	Coquille Chinook	Jeff/Commissioners	30
<b>G.</b>	<b>Port Staff Reports</b>		
i.	Harbormaster	Shawn/Commissioners	Verbal
ii.	Farmers Market	Josh/Commissioners	Verbal
<b>J</b>	<b>Public Comment</b>		
<b>K</b>	<b>Adjournment</b>		

NOTES:

Port of Bandon  
Regular Commission Meeting  
March 24, 2022, 5:00pm  
Coquille City Council Chambers  
Coquille, OR

Commissioners Present: Reg Pullen, Donny Goddard, and Wayne Butler

Commissioners Absent: Rod Taylor, Rick Goche

Staff: Jeff Griffin - Port Manager, Josh Adamson - Project Manager, Shawn Winchell – Harbormaster, Kathy Reed – Finance Director

Guests: Bob Shammot, Lori Osborne, Jerry Ganta, Eileen Quinn, Brenda Meade, and 1 unidentified guest.

Commissioner Pullen opened the meeting at 5:00pm.

**Commissioner Butler made a motion to approve the Consent Calendar. Motion seconded by Commissioner Goddard. Motion passes unanimously.**

Commissioners moved Chinook Salmon Discussion to first topic. Coquille Indian Tribe Chairman Brenda Meade stated there has been a 90% decrease in salmon since 2010. In 2019, 275 salmon returned as opposed to 3,000 in 2010. Coquille Tribe declared an emergency in August 2021 to deal with the matter. Working 500+ hours 5,000 small mouth bass were removed from the river. Ended up with 24 pairs of salmon and have 83,000 fry which is short of the 3,000 salmon goal, but happy with progress. Coquille Indian Tribe closed on purchasing 120+ acres on Lampa Creek for fish acclimation. Working with Coquille Watershed to improve fish passage. Will continue to work on river with electro fishing boats in 2022. The Port of Bandon (POB) has electro boat, will evaluate if it is operational for use. POB appreciates the work the tribe is doing. POB sent letter of support for tribe's earmark request.

**Commissioner Goddard made a motion in support of writing two letters to congressional delegation. Commissioner Butler seconded. Motion passes unanimously.**

Additional letter drafted by staff was discussed regarding smolt release strategy on the Coquille.

**Commissioner Butler made a motion to approve letter to send to Oregon Department of Fish and Wildlife Director Curt Melcher to request ODFW change Multi Year plan to release smolt on Coquille River. Commissioner Goddard seconded. Motion passes unanimously.**

Jeff stated the Budget Committee only has two members and encouraged Commissioners to reach out to nominate new members.

Billeter's work is complete on the ADA Fishing Pier Construction. Contract with Billeter is complete and final check to be paid next week. POB is finishing rails.

The Port has received approval for a Business Oregon PPMF Grant. The funds will be for a feasibility study of an aquaculture pilot project to be located on Moore Mill property. POB and Moore Mill each putting in \$5,000 towards the project and will hire land use and others as necessary for professional services.

Oregon State Rep David Brock Smith has secured funding for new Port Administration Building on the High Dock. Waiting for Governor to sign off on award. Building may be built with public restrooms and showers. Would like to move forward with construction, but need to hear from state about when funds are coming in.

POB has completed designs to pave Bandon Fisheries Building parking lot and to leave some green space. Johnson Rock estimate came in at \$160,000 and will be looking for more quotes. Project is approved by SHPO and Coquille Indian Tribe. A monitor will be present at time of construction.

The City of Bandon has verbally agreed to a partnership for parking needs. The City is requesting use of the Port owned lot on First St and Elmira to be included in the newly purchased lot just behind. Both lots are to be paved and used for public parking. The City manager has suggested to pay \$75,000 from Urban Renewal funds in exchange for POB storm drain use at Elmira and a 10-year easement. The \$75,000 will go towards the paving of the Bandon Fisheries parking lot.

**Commissioner Goddard made a motion to move ahead with paving of Bandon Fisheries parking lot and accept the verbal agreement to turn over Elmira parking lot for 10 years for storm drain in turn for \$75,000. Commissioner Butler seconded. Motion passes unanimously.**

"Henrietta the Rockfish" from Washed Ashore will be placed next to Bandon Fisheries parking lot this spring.

Marina redevelopment to begin in October 2023. Funds from the State must be used by June 2024. POB will be putting together a bid solicitation to give contractors a year to plan and purchase materials. Permits are being submitted to dredge the boat launch and the marina. Oregon State Marine Board is proposing all projects performed concurrently.

Bureau of Ocean Management compiled information on offshore wind, fishing, and utility and found that the South Coast has the most wind. The project is around 10 years out for implementation.

#### Staff Reports:

- Crew has focused on railings for ADA Pier. New posts are going in on the incline. Would like to plan to put in benches in the future.
- Ken Butler memorial statue was installed on March 23, 2022.
- Josh is managing the market on Fridays from 10-3, and Mark Preslar of GBA will be assisting on Saturdays. Currently the Port has changed hours to comply with City Permits. Josh researched Oregon Farmers Markets and averaged the booth rates. POB has increased booth fees for the 2022 market: 10x10 = \$30 and 5x10 = \$20. All changes made were to comply with City of Bandon permitting and alleviate parking constraints in the Old Town district.
- The theme for 2022 Boardwalk Art Show is "Natural Wonders of the South Coast". The boards are selling at Art by the Sea or the Port Office to purchase. All boards due by Memorial Day.
- Fred Carleton statue dedication tomorrow on March 25<sup>th</sup> at 3:00pm. The Bandon Chamber of Commerce will lead the dedication.
- The Bandon Booster Club had a successful fundraising event in the Bandon Fisheries Building on Friday and Saturday, March 18<sup>th</sup> and 19<sup>th</sup>. The Booster Club has expressed that they would like to use the venue in the future.
- Seven Devils Brewery entered a brewing competition using our farm raised Dulse as ingredient in beer.

#### Public Comment

- A letter to the commissioners was read by Eileen Quinn. Eileen outlined her concerns over the new management and policies of the Old Town Marketplace Farmers Market.

Meeting was adjourned at 6:25pm

Respectfully submitted by Joshua Adamson and Kathy Reed



# PORT OF BANDON

390 FIRST ST SW ♦ BANDON, OREGON 97411 ♦ PHONE (541) 347-3206

## Resolution No. 2022 – 01

### RESOLUTION AUTHORIZING A LOAN FROM THE PORT REVOLVING LOAN FUND BY ENTERING INTO A FINANCING CONTRACT WITH THE OREGON INFRASTRUCTURE FINANCE AUTHORITY

**WHEREAS**, The Port of Bandon is a port district within the meaning of Oregon Revised Statutes 285A.663(3).

**WHEREAS**, Oregon Revised Statutes 285A.666 to 285A.732 (the “Act”) authorize any port district to file an application with the Oregon Infrastructure Finance Authority of the Business Development Department (“OBDD”) to obtain financial assistance from the Port Revolving Loan Fund.

**WHEREAS**, The Port of Bandon has filed an application with the OBDD to obtain financial assistance for a “development project” within the meaning of the Act.

**WHEREAS**, The OBDD has approved the Recipient’s application for financial assistance from the Special Public Works Fund pursuant to the Act.

**WHEREAS**, The Port of Bandon is required, as a prerequisite to the receipt of financial assistance from the OBDD, to enter into a Financing Contract with the OBDD, number 521890.

**WHEREAS**, Notice relating to the PORT OF BANDON’s consideration of the adoption of this Resolution was published in full accordance with the Port of Bandon’s charter and laws for public notification.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Board of Commissioners of the Port of Bandon authorizes Jeffrey Griffin, Port Manager, to execute on behalf of The Port of Bandon the Financing Contract and such other documents as may be required to obtain financial assistance (the “Financing Documents”), including a loan from the OBDD, on such terms as may be agreed upon between Jeffrey Griffin and OBDD, on

the condition that the principal amount of the loan from the OBDD to the Recipient is not in excess of \$750,000 and an interest rate of 2.25% per annum. The proceeds of the loan from the OBDD will be applied solely to the "Costs of the Project" as such term is defined in the Financing Contract.

**NOW, THEREFORE, BE IT RESOLVED THAT**, for the sources of repayment of this loan, the amounts payable by the Port of Bandon are payable from the sources described in section 4 of the Financing Contract and the Oregon Revised Statutes Section 285A.693 which include:

- (a) The revenues of moorage and rents operations of the Port of Bandon;
- (b) The general fund of the Recipient; or
- (d) Any other source.

Approved and Adopted on April 28, 2022.

Approved:

Attest:

\_\_\_\_\_  
Reg Pullen, President

\_\_\_\_\_  
Donny Goddard, Vice President

**MEMORANDUM OF UNDERSTANDING**  
**Between the Port of Bandon and**  
**The City of Bandon**

Whereas, the Port of Bandon (Port) owns a .16 acre parcel at the corner of 1<sup>st</sup> St. NE and Elmira (Elmira Parcel); and

Whereas, the City and the Port wish to cooperate in mitigating a shortage of parking on the waterfront and Old Town Bandon area:

Now therefore, the parties agree as follows:

1. Port will agree to provide the City a 10 year easement to use the Port owned Elmira parcel **28S14W30BC 5400**).
2. City will develop the Elmira Parcel for parking.
3. City will reimburse Port \$75,000 of the cost of paving the lot in front of Farm and Sea Market, provided it is used for parking.

**City of Bandon**

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Mary Schamehorn, Mayor

Date

**Port of Bandon**

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Reg Pullen, President

Date



333 S. 4TH STREET  
COOS BAY, OREGON 97420  
P: 541.269.1166  
www.hge1.com

December 22, 2021 Revised/updated 4/6/2022

Port of Bandon  
Atten: Jeff Griffen, Port Manager  
---sent via email – portmanager@portofbandon.com---

Re: High Dock Port Building

Dear Jeff,

With pleasure we have been requested to provide a fee proposal for the above project. We have met and reviewed the project scope and desired preliminary services. The project scope and tasks are as follows:

**PROGRAM:**

The building will be located on the High Dock area of the boardwalk, adjacent to the existing Prowler Charter building. We will utilize existing drawings to develop an existing condition drawing to use as a basis for design. We have some Port drawings on file and likely will need to borrow and scan other drawings from the Port. A topographical survey is not anticipated needed for this initial design phase, but we would recommend such as the design moves toward further design development.

Because of the existing structures on the site – charter office, loft building, high dock itself – we want to document as best we can such structures to reveal the impact of such during our design phase. We anticipate creating a 3-D digital model of such to fully explain the design and the integration with existing improvements.

1. Restroom Building/Restrooms/Shower Facilities, freestanding or part of a larger building: Facility would serve the marina and marina activities as well as boardwalk patrons. Quantities of fixtures (toilets, urinals, sinks, showers) to be determined.
2. Port Office: The existing Port administration would be relocated from the current historical building location. Port maintenance would remain. Administration rooms/areas including; port manager office, conference room, finance office, reception area/reception desk, breakroom, staff restroom, custodial.
3. ~~Charter Office: a lease space would be created for charter boat company use. Reception counter, open office area.~~



**DESIGN:**

Design options include:

- ~~1. Building with Restroom/Shower space only.~~
2. Building with Restroom/Shower facilities plus Port Office.
- ~~3. Building with Restroom/Shower facilities plus Port Office plus Charter Office.~~

We would prepare some concept/schematic design sketches for consideration and review. Order of Magnitude cost estimates would also be prepared for making an informed decision on the options. Once the decision of a concept design option is determined, schematic design drawings would be prepared for review. A cost estimate will be prepared as well. This package would be used for funding procurement.

We anticipate 3 meetings to review progress as well as attendance at a board meeting to present the project as requested. Drawings will be rendered and can be mounted on boards, as well as digital copies for your use.

**FEE:**

At this time, our proposed fee is a maximum-not-to-exceed amount of \$15,496, including a small reimbursable estimate for printing. These figures are based on our attached Standard Hourly Rate Schedule. A breakdown of the fees are as follows:

<b>Port of Bandon - High Dock Building</b>		
<b>ARCHITECTURAL FEE BREAKDOWN</b>		
<b>TASK</b>	<b>ITEM</b>	<b>FEE</b>
1	Programming confirmation, prepare existing condition drawings, site visit/gather site data	\$ 2,784
2	Conceptual design phase	\$ 4,572
3	Schematic Design Phase	\$ 4,176
4	Cost Estimates	\$ 960
5	Meetings/Final Report	\$ 1,216
	<b>Sub-Total Fee</b>	<b>\$ 13,708</b>
	Reimbursables	\$ 500
	<b>TOTAL FEE</b>	<b>\$ 14,208</b>

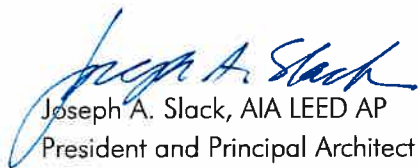


ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
INTERIORS - PLANNING

It is our understanding to have the schematic design drawings and report complete in time to synchronize with the state marine board grant cycle for next coming year.

Hope you find this acceptable and reach out if you have any questions. If this is acceptable, I can put together a short form agreement for signatures.

Regards,  
**HGE ARCHITECTS, Inc.**

  
Joseph A. Slack, AIA LEED AP  
President and Principal Architect

JAS

Cc: Stephanie Martell HGE  
Gidgette Hill, HGE

Enclosures: 2022 HGE Standard Hourly Rates



ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
INTERIORS - PLANNING



## HGE ARCHITECTS, INC.

### STANDARD HOURLY RATE SCHEDULE

Effective March 2022

Senior Principal Architect	\$160.00
Principal Architect	\$128.00
Principal Landscape Architect	\$128.00
Project Manager	\$122.00
Project Architect	\$115.00
Senior Design Professional	\$107.00
Design Professional II	\$100.00
Design Professional I	\$ 94.00
Drafting Technician	\$ 84.00
Contract Tech.	\$ 72.00
Clerical/Staff Editor	\$ 72.00

Standard hourly rate schedule to be updated annually.

Consultant Fees – civil, structural, mechanical, electrical engineering and other specific outside consultant fees:

Actual fee plus 10% consultant coordination.

Reimbursable Expenses:

Printing, reproduction, and miscellaneous expenses - at cost plus 10% for handling.

Mileage - at \$0.55.

**PORT OF BANDON  
HIGH DOCK BUILDING**

PROGRAM ITEMS	SIZE OR AREA			AREA EA.	QT.	TOTAL AREA	REMARKS
	W	x	D				

**CAMPUS / SITE ITEMS:**

Utility connections  
 Parking area - staff Confirm locations.  
 Parking area - visitors

SUBTOTAL SITE AREA: \_\_\_\_\_ SF

**BUILDING SPACES - GENERAL**

**General:** The building will be located on the High Dock area of the boardwalk, adjacent to the existing Prowler Charter building. Building will include Port of Bandon administrative offices and Public Restroom/Shower Facilities.

**PORT ADMINISTRATION PROGRAM SPACE**

Administration General: Space to serve typical "city hall" functions including administration for council and mayor, public inquiry, planning department functions and city management/clerk duties.

Front Counter	12	8	96	1	96	
Open Work Area	12	16	192	1	192	2 open work spaces.
Finance Office	12	12	144	1	144	
Spare Office	12	12	144	1	144	Optional/Alternate
Director Office	12	16	192	1	192	Large enough for small conference table. Provide second access door.
Conference/Meeting Room	18	24	432	1	432	Provide views to marina. Room to accommodate: 5 commissioners, 4 staff, 2 guests, and approximately 5 public attendees.
Break Room						Combine with Meeting Room
Custodial Room	3	5	15	1	15	
Mechanical Room	8	8	64	1	64	
Staff Toilet	12	12	144	1	144	Provide sink and small refridgerator.

SUBTOTAL: \_\_\_\_\_ 1,423 SF

**RESTROOM SHOWER PROGRAM SPACES**

General Notes: Provide single user toilet rooms and single user shower/toilet rooms for marina patrons as well as boardwalk patrons.  
 This portion of building could be designed as second phase or alternate bid.

Toilet Room	7	9	63	2	126	Detention grade toilet and wall
Shower Room with Toilet and Sink	9	13	117	2	234	
Mechanical Room	8	16	128	1	128	
Storage	10	12	120	1	120	
			SUBTOTAL:		608	SF

**BUILDING PROGRAM SUMMARY**

Proposed Department Areas

Port Offices	1,423	SF	
Hallways, mechanical, walls, etc. @ 20%	285		
Public Toilet & Shower Room Facility	608		Note: exterior access only, no interior hallways
<b>TOTAL BUILDING PROGRAM AREA</b>	<b>2,316</b>	<b>SF</b>	Approximate area of building, pre-design estimate.

PORT OF BANDON BUDGET MESSAGE FY 2022-2023

DATE: April 20, 2022

TO: Port Commission and Budget Committee Members

FROM: Jeff Griffin, Port Manager / Budget Officer and Kathy Reed, Finance Director

SUBJECT: FY 2022-2023 Budget Message and Documents

**SUMMARY:** The following budget documents contain resource and expenditure items proposed by the Budget Officer for the upcoming fiscal year. The budget is organized into three funds: the General Fund, the Reserve Fund, and the Capital Projects Fund. The adopted budget for the fiscal year just ending and actual operating data for the prior two fiscal years are included for analysis purposes.

The permanent operating tax rate for the Port is \$.3249 per \$1,000 of assessed value. This rate is applied against the established assessed taxable value in the District. Using the most recent tax collection factor from the Oregon Department of Revenue the 2022-2023 fiscal tax receipts for the Port's taxing district are estimated at \$535,581.

**MESSAGE:** After receiving taxes, Port revenue from property lease payments, moorage, and grants contribute to the balance of the Port's budget. Moorage revenue helps to fund marina facility repair and operations. Lease revenue helps defray the cost of building maintenance, operations, and improvements. Property taxes help to cover overall administrative expenses, capital outlay and transfers to reserve and capital projects funds.

A 6.0 % cost of living adjustment (COLA) for all employees is calculated into this budget based on current cost of living indexes and recent wage analysis. This is a significant increase over last years' COLA however inflation did not start to ramp up until late spring of 2021. The end of year CPI-U rate for 2021 was 7% and in February of 2022 was 7.9% year over year. Our proposed 6.0 % rate is based on the social security COLA of 5.9% that was provided last fall. We are also proposing an additional ¼ time for our Finance Director which will bring this position up to full time. This will provide additional capacity to help administer the grants that we have received for our facility development and replacement projects

This year we propose adding \$300,000 into the Reserve Fund for our marina replacement project and for basin dredging. We are targeting our next dredge event for both basins to coincide with the marina redevelopment project to save expense on mobilization and demobilization, as well as take advantage of a cleared-out marina for dredge efficiency.

We are proposing a total of \$5,727,915 of grant and transferred funds to the Reserve Fund for marina improvements. This includes awarded funds of \$2,800,000 from the State Coronavirus Fiscal Recovery Fund, \$700,000 from the USFWS Boating Infrastructure Grant Program, \$200,000 from the Wild Rivers Coast Alliance, an estimated (and dedicated) \$750,000 from The Port Economic Development Loan Fund and a projected/pending award of \$400,000 from the Oregon Marine Board, which, combined with our reserve fund, are within our project cost estimate range with a contingency factor applied.

Our Capital Fund include \$826,000 for a new administrative office and public restrooms on the High Dock, using funds appropriated recently from the Oregon State Legislature and anticipated funds through the Oregon Marine Board for the boater related restrooms. We are also including a combination of secured and pending grants to go toward mariculture initiatives and our partnership efforts capturing brood-stock to restore Chinook Salmon populations on the Coquille. Finally, \$175,000 is included in the General Fund Capital Outlay section for other real property improvements. This is targeted primarily for parking lot improvements at the Bandon Fisheries building pending a \$75,000 contribution from the City of Bandon.

#### FINAL THOUGHTS

Creative partnerships and frequent communications with the Oregon congressional delegation and State legislators must be maintained for sustained funding that support Port operations. Annual trips to D.C. by Port representatives have proved invaluable. Creative partnerships with public and private organizations and communications with Oregon's ports are also critical to increase our effectiveness.

It's important to remember that what the Port provides contributes greatly to the financial health of the district but for the most part, does not always pay for itself. Our role is to serve as an economic engine for the district. Staff continues to provide the best possible services as stewards of public assets and is committed to cost saving measures while providing the best possible waterfront experience and services for both the district and visitors.

This budget message does not cover cataclysmic maintenance issues and utility failures, or emergency replacements of infrastructure which are impossible to budget for. We do, however, budget for and carry insurance for this to the extent reasonable and are actively involved in the County's FEMA based emergency management planning process.

*PORT MISSION STATEMENT: To promote, in cooperation with local businesses and other local governments and organization, the economic development potential of the Port District.*

## General Fund Budget Definitions

### Beginning Fund Balance:

Working Capital	Anticipated funds at the beginning of the fiscal year.
Previously Levied Taxes	Delinquent Property Taxes dispersed to Port.
Interest	Interest earned on savings and investment accounts.
Total Resources	Total of Working Capital, Levied Taxes and Interest.

### Other Resources

Moorage	Moorage rates increase 3% annually.
Rents	Collected on USCG building, Old Town Market and Waterfront properties.
Grants - MAP	Oregon State Marine Board provides \$6,900 annually.
Grants - Other	Other grants collected in the year.
Miscellaneous	Other revenues not recorded elsewhere in other resources.
Contingent Fund Trans from Capital Fund	Monies Transferred from Capital Fund if necessary.
Total Other Resources	The total of all Revenues except for Property Taxes.

### ALL RESOURCES

Taxes Necessary to Balance Budget	Anticipated tax revenue from Property Taxes.
Taxes Collected in Year Levied	Property taxes received by the Port.
Total Resources	Total of taxes and other revenues collected.

### Personnel Services

Port Manager	Salary Position. 1 FTE
Harbormaster	Salary Position. 1 FTE
Harbor Staff	Hourly Positions. 3.75 FTE
Administrative Staff	Hourly Positions of Project Manager and Finance Director.
Payroll Taxes and Benefits	Taxes and Benefits paid by the Port.

### Materials & Services

Office Supplies and Expenses	Office Supplies
Printing and Advertising	Newspaper, Radio or Items. Printing legal ads; advertising for marketplace and other events.
Building Maintenance	Expenses to maintain Port owned buildings.
Dock Maintenance	Expenses for maintaining Port owned docks.
Grounds Maintenance	Expenses to maintain Port grounds and Boardwalk.
General Operations	Other broad maintenance expenses dedicated to the function of Port Property.
Utilities and Phone	Water, sewer, power, garbage, cell phone, office phone, internet.
Commission Expense	Costs for training and travel of Port Commissioners.
Legal Fees	Attorney fees for necessary Port business.
Audit	CPA fees for annual audit.
Insurance	Property and Liability Insurance.
Dues and Fees	Membership fees to various organizations.
Miscellaneous	Costs not associated with other expenses.
Employee Exp & Education	Training and travel costs of Port staff.
Elections	Election fees for Commissioners.
Marketing & Development	Costs of development and advertising of new projects and events.
Taxes	Property taxes paid to County for rental properties.
Professional Fees	Costs of professional consultants.
Contracted Building & Grounds Services	Janitorial Services.
District Projects	Monies promised to approved district projects.
Total Materials and Services	Total Material and Services expenses.

### Capital Outlay

Equipment	Equipment that will become a long term asset.
Coast Guard Building Improvements	Improvements to USCG Building that increase value of building.
Real Property Improvements	Improvements to other Port Property that will increase value.
Total Capital Outlay	Total of all Capital Outlay Expenses.

### Transfers & Contingencies

Transfers to other funds	Amount transferred to other funds in June.
General Operating Contingency	Unallocated funds for use in General Fund, by resolution.
Total Expenditures	Total expenses of the General Funds Budget.
Unappropriated Ending Fund Balances	Funds not used in a budget cycle and will rollover into the next budget.
Organizational Unit / Activity Total	The total of all expense activities in the General Funds Budget



PORT OF BANDON  
RESOURCES SUMMARY

GENERAL FUND 2022 -2023

	Historical Data			RESOURCES FOR: <u>Port of Bandon General Fund</u>	Budget for Next Fiscal Year - 2022 -2023		
	Actual		Adopted Budget This Year Year 2021 2022		Proposed By Budget Officer	Approved By Budget Committee 4-22-2021	Adopted By Governing Body 5-27-2021
	First Preceding Year 2019 - 2020	First Preceding Year 2020 - 2021					
				RESOURCES			
1	547,070	559,931	535,000	1 WORKING CAPITAL	575,000		1
2	16,766	21,571	20,000	2 PREVIOUSLY LEVIED TAXES EST TO BE RECEIVED	20,000		2
3	24,238	9,844	11,000	3 INTEREST	20,000		3
4	588,074	591,346	566,000	4 TOTAL RESOURCES	615,000	0	0 4
5				5			5
6				6 OTHER RESOURCES			6
7	45,082	55,654	45,000	7 MOORAGE	45,000		7
8	204,561	222,177	165,000	8 RENTS	210,000		8
9				9 CLOTHING SALES	500		9
10	6,900	6,900	0	10 GRANTS -MF & CC	80,000		10
11	8,968	4,844	5,000	11 MISC RESOURCES	5,000		11
12				12 FUNDING FOR OTM PARKING LOT	75,000		12
13			20,000	13 CONTINGENT FUND TRANSFERS FROM CAP	0		13
14	265,511	289,575	235,000	14 TOTAL OTHER RESOURCES	415,500	0	0 14
15				15			15
16				16 ALL RESOURCES			16
17			525,169	17 TAXES NECESSARY TO BALANCE BUDGET	535,581		17
18	853,585	880,921	801,000	18 TOTAL RESOURCES AND OTHER RESOURCES	1,030,500	0	0 18
19	513,213	527,932		19 TAXES COLLECTED IN YEAR LEVIED			19
20	1,366,798	1,408,852	1,326,169	20 TOTAL ALL RESOURCES	1,566,081		20

PORT OF BANDON  
REQUIREMENTS SUMMARY  
GENERAL FUND

	Historical Data			REQUIREMENTS FOR: <u>Port of Bandon General Fund</u>	Budget For Next Year 2022 - 2023			
	Actual		Adopted Budget This Year Year 2021 - 2022		Proposed By Budget Officer	Approved	Adopted	
	Second Preceding Year 2019 - 2020	First Preceding Year 2020 - 2021						
1				1	PERSONNEL SERVICES			
2	70,982	72,626	73,569	2	PORT MANAGER	77,983		
3	55,206	58,685	58,754	3	HARBORMASTER	62,280		
4	71,090	85,076	96,772	4	HARBOR STAFF	110,847		
5	80,293	83,561	84,397	5	ADMINISTRATIVE STAFF	104,860		
6	12,180	11,478	12,235	6	MARKETPLACE MANAGER			
7	94,360	88,909	114,273	7	PAYROLL TAXES & BENEFITS	129,030		
8	<b>384,111</b>	<b>400,334</b>	<b>440,000</b>	8	<b>TOTAL PERSONNEL SERVICES</b>	<b>485,000</b>		
9	5.88	6.55	6.55	9	Total Full-Time Equivalent (FTE)	6.75		
10				10				
11				11	MATERIALS AND SERVICES			
12	9,292	8,452	10,000	12	OFFICE SUPPLIES & EXPENSES	10,000		
13	1,732	2,820	3,000	13	PRINTING & ADVERTISING	3,000		
14	18,443	9,514	45,000	14	BUILDING MAINTENANCE	30,000		
15	15,270	10,774	40,000	15	DOCK MAINTENANCE	30,000		
16	13,764	9,516	20,000	16	GROUNDS MAINTENANCE	30,000		
17	7,880	19,912	20,000	17	GENERAL OPERATIONS	20,000		
18	34,339	35,218	35,000	18	UTILITIES & TELEPHONE	40,000		
19	4,094	49	8,000	19	COMMISSION EXPENSES	8,000		
20	927	7,816	9,500	20	LEGAL FEES	9,500		
21	11,048	9,440	10,000	21	AUDIT	15,000		
22	41,471	49,066	60,000	22	INSURANCE	60,000		
23	16,656	12,424	17,000	23	DUES AND FEES	15,000		
24	7,347	3,438	15,000	24	MISCELLANEOUS EXPENSES	15,000		
25	12,252	4,365	8,000	25	EMPLOYEE EXPENSES & EDUCATION	8,000		
26			1,200	26	ELECTIONS	1,200		
27	3,557		3,000	27	MARKETING / DEVELOPMENT / ART SHOW	9,000		
28	3,415	3,427	4,000	28	TAXES	4,000		
29	2,535	8,569	20,000	29	PROFESSIONAL FEES & CONSULTING	50,000		
30	9,960	8,090	15,000	30	CONTRACTED BUILDING & GROUNDS SERVICES	10,000		
31	17,333			31	DISTRICT PROJECTS			
32	<b>231,314</b>	<b>202,891</b>	<b>343,700</b>	32	<b>TOTAL MATERIALS AND SERVICES</b>	<b>367,700</b>	<b>0</b>	<b>0</b>
33				33				
34				34	CAPITAL OUTLAY			
35	25,394	24,609	65,000	35	EQUIPMENT	55,000		
36	2,210		25,000	36	COAST GUARD BUILDING & IMPROVEMENTS	25,000		
37	70,974	96,085	64,478	37	REAL PROPERTY IMPROVEMENTS	175,000		
38	<b>98,578</b>	<b>120,693</b>	<b>154,478</b>	38	<b>TOTAL CAPITAL OUTLAY</b>	<b>255,000</b>	<b>0</b>	<b>0</b>
39				39				
40	<b>714,003</b>	<b>723,918</b>	<b>938,178</b>	40	<b>TOTAL PERSONNEL, MAT &amp; SERVICES, CAPITAL OUTLAY</b>	<b>1,107,700</b>		<b>0</b>
41				41				
42				42				

	Historical Data			REQUIREMENTS FOR: <u>Port of Bandon General Fund</u>	Budget For Next Year 2022 - 2023		
	Actual		Adopted Budget This Year Year 2021 - 2022		Proposed By Budget Officer	Approved	Adopted
	Second Preceding Year 2019 - 2020	First Preceding Year 2020 - 2021					
43				43	<b>TRANSFERS TO OTHER FUNDS</b>		
44	125,000	140,000	317,991	44	300,000		
45	0	110,000	0	45	118,381		
46	0	0	70,000	46	40,000		
47	125,000	250,000	387,991	47	<b>458,381</b>		
48				48			
49				49	<b>TOTAL REQUIREMENTS</b>		
50	839,003	973,918	1,326,169	50	1,566,081		
51	532,361	0		51			
52	<b>1,371,364</b>	<b>973,918</b>	<b>1,326,169</b>	52	<b>1,566,081</b>	<b>0</b>	<b>0</b>

## PORT OF BANDON

CAPITAL FUND  
2022 - 2023

Historical Data				RESOURCE & REQUIREMENTS DESCRIPTION	Budget for Next Year - 2022 - 2023			
Actual		Adopted Budget This Year Year 2021 - 2022	Proposed By Budget Officer		Approved By Budget Committee	Adopted By Governing Body		
Second Preceding Year 2019 - 2020	First Preceding Year 2020 - 2021							
1			1	<b>RESOURCES</b>				1
2	58,312	70,877	2	CASH ON HAND				2
3		250,000	3	WORKING CAPITAL	51,000			3
4	573	1,768	4	MISC RESOURCES	1,000			4
5	13,176	218,819	5	GRANT FUNDS FOR MARINA	2,800,000			5
6			6	MARICULTURE GRANT	35,000			6
7			7	MISC GRANTS	15,000			7
8			8	PROSPECTIVE GRANTS & FUNDING / PORT ADMIN BU	826,000			8
9		90,000	9	TRANSFER FROM GENERAL FUND	118,381			9
10			10					10
11	<b>72,062</b>	<b>381,464</b>	<b>6,254,700</b>	<b>TOTAL RESOURCES</b>	<b>3,846,381</b>	<b>0</b>	<b>0</b>	11
12			12					12
13			13	<b>REQUIREMENTS</b>				13
14	8,696	1,968	40,000	14 MATERIALS AND SERVICES	0			14
15	61,715	87,405	519,700	15 CAPITAL OUTLAY (misc.)	205,381			15
16		0	5,675,000	16 2021 - 2022 Grants	0			16
17				17 POB NEW ADMIN BUILDING	826,000			17
18				18 MISC GRANTS / OTHER PROJECTS	15,000			18
19				19 TRANSFER MARINA FUNDS TO RESERVE FUND	2,800,000			19
20	0	0	20,000	20 CONTINGENT FUND TRANSFER TO GENERAL FUND	0			20
21	<b>70,411</b>	<b>89,373</b>	<b>6,254,700</b>	<b>TOTAL REQUIREMENTS</b>	<b>3,846,381</b>	<b>0</b>	<b>0</b>	21
22				22				22
23	1,650	292,091		23 UNAPPROPRIATED ENDING FUND BALANCE				23
24	<b>1,650</b>	<b>292,091</b>	<b>0</b>	<b>TOTAL RESOURCES</b>	<b>0</b>	<b>0</b>	<b>0</b>	24

PORT OF BANDON

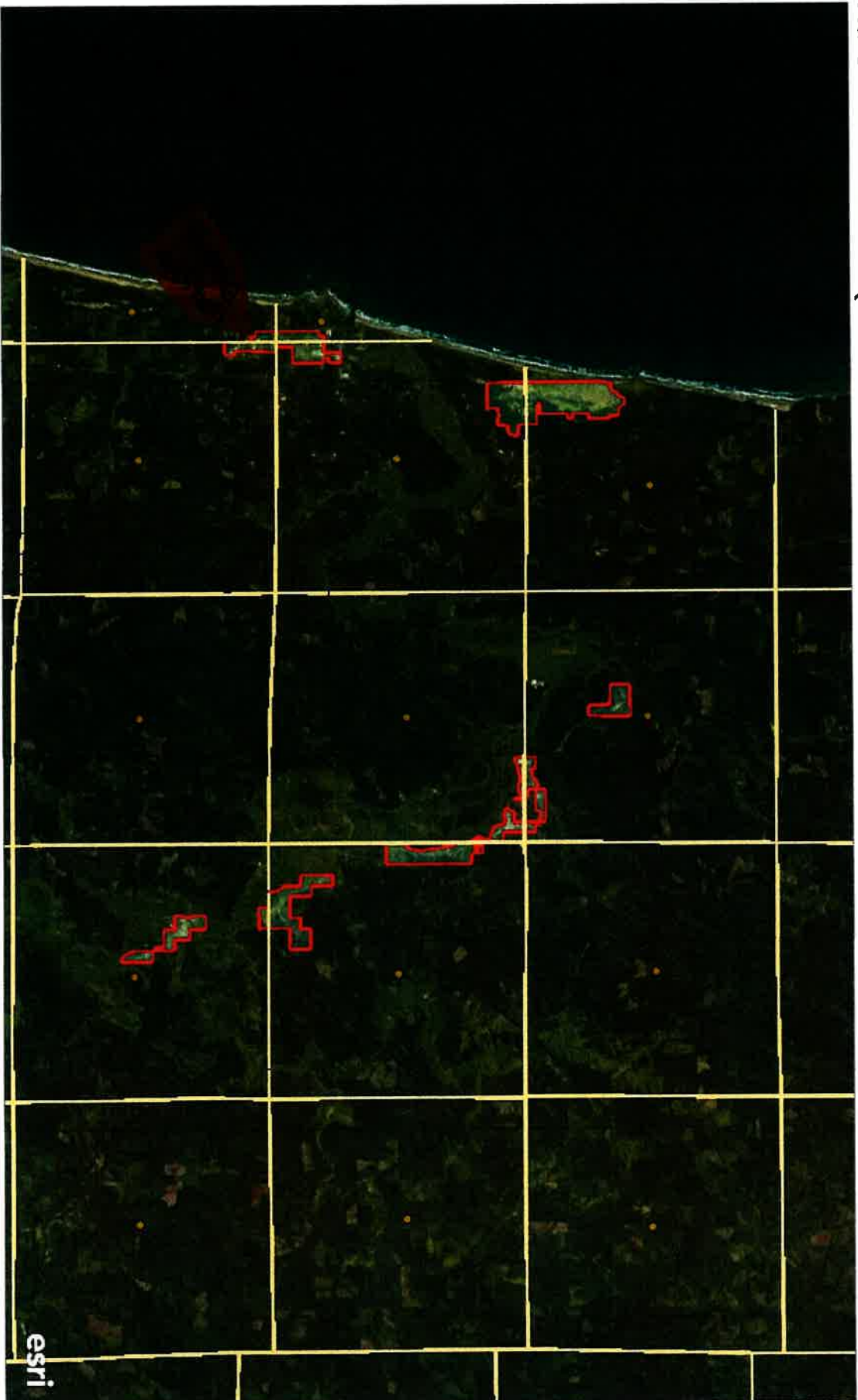
THIS FUND IS AUTHORIZED AND ESTABLISHED BY RESOLUTION NO. 2002-04 ON MAY 22, 2002 FOR THE PURPOSE OF FINANCING THE COST OF PROJECTS, SERVICES, PROPERTY OR EQUIPMENT PURCHASES AND MAINTENANCE OR REPAIR OF ITS ASSETS.

RESERVE FUND  
2022 - 2023

REVIEW YEAR: MAY 22, 2022. YEAR THIS RESERVE FUND WILL BE REVIEWED TO BE CONTINUED OR ABOLISHED. DATE CAN NOT BE MORE THAN 10 YEARS AFTER ESTABLISHMENT.

Historical Data				RESOURCE & REQUIREMENTS DESCRIPTION	Budget for Next Year - 2022 - 2023			
Actual		Adopted Budget This Year Year 2021 - 2022	Proposed By Budget Officer		Approved By Budget Committee	Adopted By Governing Body		
Second Preceding Year 2019 -2020	First Preceding Year 2020 - 2021							
1			1	RESOURCES				1
2	427,266	647,010	2	CASH ON HAND				2
3		647,010	3	WORKING CAPITAL	952,915			3
4			4	FUNDS FROM PORT ECONOMIC DEVELOPMENT LOAN FUND	750,000			4
5			5	PROSPECTIVE GRANTS FOR MARINA REDEVELPMENT	1,300,000			5
6			6	TRANSFER FROM CAPITAL FUND	2,800,000			6
7	125,000	0	7	TRANSFERRED FROM GENERAL FUND	300,000			7
8	552,266	647,010	8	TOTAL RESOURCES	6,102,915			8
9			9					9
10			10	REQUIREMENTS				10
11		650,000	11	MARINA FACILITY REPLACEMENT PROJECT	4,427,915			11
13			13	PROSPECTIVE GRANTS FOR MARINA REDEVELPMENT	1,300,000			13
14		315,000	14	DREDGING	375,000			14
15		965,000	15	TOTAL REQUIREMENTS	6,102,915			15
16			16					16
17	552,266	647,010	17	UNAPPROPRIATED ENDING FUND BALANCE				17
18	552,266	647,010	18	TOTAL RESOURCES	6,102,915	0	0	18

March 2022 Data Set (PARCEL ALIGNMENT WITH PHOTO MAY NOT BE EXACT)



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*Cogswile Valley Enterprise Zone (Current)*

March 2022 Data Set (PARCEL ALIGNMENT WITH PHOTO MAY NOT BE EXACT)



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9 Acre Lot (Proposed) to be Added  
Property Borders Existing Boundary on 2 Sides —



CVEZ

Oberman Site - ~9 acres, industrial

**Legend**

-  Oberman Site
-  Oberman Site - ~

800 ft

20



**projectmanager@portofbandon.com**

---

**From:** Jeff Griffin <portmanager@portofbandon.com>  
**Sent:** Tuesday, April 19, 2022 3:15 PM  
**To:** projectmanager@portofbandon.com  
**Subject:** FW: Coquille Valley Enterprise Zone - Boundary Amendment Request, Response Needed  
**Attachments:** Oberman site, CVEZ.jpg; CVEZ Proposed Addition.pdf

For the commission packet

**From:** Brandi Medeiros <b.medeiros@ccdbusiness.com>  
**Sent:** Monday, April 18, 2022 10:37 AM  
**To:** Jeff Griffin <portmanager@portofbandon.com>  
**Cc:** Janet Tidrick <j.tidrick@ccdbusiness.com>  
**Subject:** RE: Coquille Valley Enterprise Zone - Boundary Amendment Request, Response Needed

Hi Jeff,

Absolutely - An image of the subject property is attached along with a scan of the overall CVEZ boundary with the proposed property location identified as well.

The owner is interested in inclusion into EZ to allow for incentives to be utilized and advertised to potential projects. Interested in developing warehouse spaces for industrial uses, manufacturing, distribution, etc., with long term tenants.

Please let us know if you need anything additional.

Thank you!

Brandi

Brandi Medeiros  
Community Development Director  
CCD Business Development Corp.  
P.O. Box 1938  
Roseburg, OR 97470  
Office: 541-672-6728 ext. 308  
Cell: 541-802-6088

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**CCD is working to ensure the safety, security, and health of the public and our staff while continuing to offer customer service to our valued clients and partners. We ask that if you would like to meet with us in person, please coordinate with staff to schedule an appointment**

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**From:** Jeff Griffin <portmanager@portofbandon.com>  
**Sent:** Monday, April 18, 2022 7:53 AM

21

To: Brandi Medeiros <[b.medeiros@ccdbusiness.com](mailto:b.medeiros@ccdbusiness.com)>

Subject: RE: Coquille Valley Enterprise Zone - Boundary Amendment Request, Response Needed

Hi Brandi,

Could you send me a map showing the subject property and also a description of the proposed use?

I will need to run this by my commission to determine support level, which I can do next week.

Thank you,



Jeff Griffin

Port Manager

(541) 347-3206 Office

(541) 366-0115 Cellular

From: Brandi Medeiros <[b.medeiros@ccdbusiness.com](mailto:b.medeiros@ccdbusiness.com)>

Sent: Friday, April 15, 2022 11:09 AM

To: [mcribbins@co.coos.or.us](mailto:mcribbins@co.coos.or.us); [portmanager@portofbandon.com](mailto:portmanager@portofbandon.com); [coquilleriverpt@mycomspan.com](mailto:coquilleriverpt@mycomspan.com); [citymanager@ci.bandon.or.us](mailto:citymanager@ci.bandon.or.us); [manager@ci.myrtlepoint.or.us](mailto:manager@ci.myrtlepoint.or.us); Forrest Neuerburg <[fneuerburg@cityofcoquille.org](mailto:fneuerburg@cityofcoquille.org)>

Cc: [shaun@scdcinc.org](mailto:shaun@scdcinc.org); Janet Tidrick <[j.tidrick@ccdbusiness.com](mailto:j.tidrick@ccdbusiness.com)>

Subject: Coquille Valley Enterprise Zone - Boundary Amendment Request, Response Needed

Importance: High

Good morning Coquille Valley Enterprise Zone Sponsors!

My name is Brandi Medeiros. I am the new Community Development Director here at CCD Business Development. Tracy Loomis has taken a position with Business Oregon and I have been promoted within.

We have interest in the Enterprise Zone from a business firm who has purchased an approximately 9 acre industrial parcel on Hwy 101 just south of Bandon. This parcel sits just outside the Coquille Valley Enterprise Zone boundary and I am reaching out to all the Zone Sponsors to see if you would be interested/agreeable to a boundary amendment to include the property in question?

While you consider a boundary amendment, it is a good time to check in – Do you have any needs or suggestions on other properties you might like to include?

CCD, as the Zone Manager, would help navigate the boundary amendment process on behalf of the Zone Sponsors. The boundary amendment process is much like the designation process with a few exceptions such as; no public meetings are required. Notices to the taxing districts would be sent, there would be a waiting/comment period and then sponsors will need to pass a resolution that I will provide a template for. I have attached the Sponsor Guidebook, pages 14-16 go over the boundary amendment process that I would be following.

Please let me know if you are in support of the boundary amendment for the Coquille Valley Enterprise Zone, and if so, do you have any properties in your area that you would like to include during this process?

Once I get a response from all the Zone Sponsors, I will reach back out to notify you that the process is moving forward, or if any further discussion is needed.

The Sponsors for this zone are:

- Coos County
- City of Coquille
- City of Bandon
- City of Myrtle Point
- Port of Bandon
- Port of Coquille River

I look forward to hearing from you!

Thank you,

Brandi

Brandi Medeiros  
Community Development Director  
CCD Business Development Corp.  
P.O. Box 1938  
Roseburg, OR 97470  
Office: 541-672-6728 ext. 308  
Cell: 541-802-6088

Come visit us at [www.ccdbusiness.org](http://www.ccdbusiness.org) and [join our mailing list!](#)

**CCD is working to ensure the safety, security, and health of the public and our staff while continuing to offer customer service to our valued clients and partners. We ask that if you would like to meet with us in person, please coordinate with staff to schedule an appointment**

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## MOORAGE LICENSE AGREEMENT

### Terms and Conditions

License: The Port of Bandon ("Port") grants to Licensee a license for moorage of the designated vessel ("Vessel") in the assigned moorage space in the Port of Bandon Boat Basin subject to the terms and conditions of this Agreement.

Moorage Fees: Licensee agrees to pay to Port moorage fees per the terms indicated on the application page of this agreement. Moorage fees are due upon signing. **Moorage fees are non refundable in whole or in part for daily, weekly, monthly and semiannual payments. Annual moorage (with a 30 day notice) will be refunded on a pro-rated basis at monthly rates.** (Fees are calculated based on vessel length as determined by a measurement made by the Harbormaster. The measured length will comprise of the hull length and any extensions to include, but not limited to, outboard motors, swim platforms, davits, bow sprit, boom, rudder, or any other component fitted to the vessel extending beyond the stem forward or the stern transom aft.) Fees are calculated based on the size of the vessel from furthest point forward to furthest point aft, including all attachments. (Length overall/LOA)

Electrical Base Rate: Use of electrical services is at Licensee's own risk. The Port supplies free of charge sufficient electricity to power one 100 watt bulb 24 hours a day to each moorage tenant. Any electrical usage above that allotment is billed at cost to Licensee. Excess electrical use is to be prepaid on semi-annual and annual moorage. Excess usage requires written permission from the Harbor Master.

Moorage Terms: All moorage fees, including renewals, are paid in advance. A minimum late charge of \$25 will apply to accounts over 10 days past due. Annual or semiannual payments not renewed prior to due date revert to monthly rates until cancelled by the Port for nonpayment. Monthly rates not paid prior to the due date revert to daily rate until paid or cancelled by the Port. After 30 days of non-payment, Licensee shall be in default.

Vessel Insurance: Every vessel moored under this Agreement shall be insured under a maritime insurance policy. Said policy will carry general liability limits, contain provisions for salvage/wreck removal and oil spill pollution coverage. Licensee shall provide a "declaration page" to Port annually, or as otherwise requested by Port staff.

Boat Registration: All boats moored under this Agreement shall be currently documented under the laws of the United States or registered under the laws of the State of Oregon (or any other state or province.)

Condition of Vessel: Licensee shall maintain his/her vessel in a seaworthy condition at all times while moored under this Agreement. "Seaworthy" means the vessel is capable of putting to sea under its own power with all crucial ship functions performing properly and with all U.S. Coast Guard mandated safety equipment. Port reserves the right to require that vessels put to sea to demonstrate seaworthiness as often and in whatever manner Port sees fit.

**Live Aboards Prohibited: No person shall live aboard a vessel moored under this Agreement. A "live aboard" is any person who sleeps on his or her vessel more than 3 nights per week or 10 nights per month. Licensee shall not use, consider or represent vessel as a primary residence. Initial: \_\_\_\_\_**

Port's Rights: The Port reserves the right to temporarily re locate vessel at the discretion of the Port Manager (or Harbormaster) to any slip in the boat basin in the event of an emergency or to accommodate dock maintenance or repairs without first giving Licensee notice. In the event Port desires to re locate vessel to accommodate another licensee, Port shall give Licensee five (5) days notice. The Port further reserves the right to board the vessel at any time to conduct a welfare check of the occupant or the vessel. In the event an Act of Nature prevents Port from fulfilling its obligations under the terms of this agreement, Port may terminate or modify this agreement at its sole discretion.

Non Liability of Port: The Port and Licensee agree that Port is not responsible for any damage done to Licensee's vessel, property thereon, to Licensee personally or to Licensee's guests by any cause. Port shall

# SOUTHERN OREGON WILL SOON HAVE DEEP WATER OFFSHORE WIND ENERGY

## FOR MANY, THERE ARE MORE QUESTIONS THAN ANSWERS

By CAROLYN CAMPBELL

On Feb. 25, the Bureau of Ocean Energy Management (BOEM) announced that a hundred-mile stretch along southern Oregon's coast from Coos Bay to Brookings is now a designated a "call area" for deep water, floating offshore wind turbines.

Much like wind farms on land, these 980-foot turbines, including blades, will float between 12 to 30 miles offshore in federal waters. This was great news for state Rep. David Brock Smith, R-Port Orford, who eight months ago sponsored HB 3375, a bill which plans development of up to three gigawatts of floating offshore wind energy projects within federal waters off Oregon's coast by 2030.

Representing some of the poorest counties in Oregon, Brock Smith crossed party lines to align with the Biden administration's clean energy initiative to lessen the country's reliance on fossil fuels, catalyze offshore wind energy and create well-paying union jobs. Brock Smith believes Southern Oregon will soon become "the Saudi Arabia of Wind" because the region's wind speed is the most consistent and strong in the nation.

Brock Smith hopes these floating offshore wind farms will mitigate the impact of what he terms "changing conditions across the globe and landscape," as well bringing new industry and opportunities to a region yet to recover from the timber industry's fall decades ago.



While most praise his ability to bridge the political divide in a region known for its divisive politics, many are conflicted about the prospect of wind farms off Oregon's coastline.

From environmental activists to commercial tuna fisherman, tribal leaders to Timber Unity members, all agree that addressing climate issues, along with the need to create cleaner energy, is paramount. Beyond that, however, strong doubts and unaddressed concerns reverberate throughout the region.

Ann Vileisis from Kalmiopsis Audubon Society in Port Orford agrees action must be taken to counter climate change's devastating impact of rising temperatures, rising sea level, and ocean acidification along southern Oregon's coast, but she also has concerns.

"BOEM is putting the cart before the horse by picking the places where floating offshore wind farms might go, but waiting to do the environmental analysis afterwards. This is a remote, wild place with super clean and rich, upwelling waters: we've got fish feeding, different types of whales coming through, and nearly 100 species of birds coming to forage from all around the Pacific. Because it's so remote and little-known, there's a sense that it's empty — and that it's OK to totally industrialize this environment. But should we?"

Rick Goche, CEO of Sacred Sea Tuna, a decades-long commercial tuna fisherman, adds, "Every square inch of these waters is utilized by some ecosystem that is intricately connected. What will be the cumulative impact on these waters over the long term, generations from now? The feds are not asking our permission or even doing impact studies. They're just going to lease the sea and let the companies figure it out later."

The concern about the companies that will be given leases to build, manage and profit from the turbines are echoed throughout the region. Brenda Meade, chairman for the Coquille Tribe, has witnessed the environmental degradation left behind by fossil fuel companies. She questions, "Should they be trusted as stewards of waters along the west coast? Has anyone penciled out the costs to ensure it will benefit the region, economically and environmentally? What happens when it doesn't?"

John Burns, CEO of the Port of Coos Bay, which has a long history of working for the oil and gas industry, agrees.

"There will be unique advantages over time," he says. "But what we seek today will become obsolete tomorrow. We need to consider how to protect our environments and ensure that companies won't walk away from something without consequences."

He suggests some type of bonding or other mechanisms to ensure companies don't have a shell company or dummy corporation that disappears and leaves without a trace.

The list of concerns continues. What will happen to commercial fishing lanes? Where is the energy produced sent? Who will this industry really serve?

Todd Stoffel, a founding member of Timber Unity, doubts claims that these projects will bring much needed jobs to economically impoverished regions. "We've seen this before. Contractors are brought in from out of state because they're the lowest bidder. Some local guys may be hired out of the (union) hall, but for the most part, labor will come from other states."

David Petrie, business development manager for DB Western and a senior adviser to Ocean Winds, is a fierce promoter of floating offshore wind.

"We are out of time," he states soberly. "I've done the research. Floating offshore wind provides the best approach to offset climate change." At the same time, he cautions, "We must also ensure that our cross-cultural communities are educated and involved in the decision making."

As many in small communities scramble to have their worries addressed regarding environmental and commercial survival, leaders in port towns outside the "call areas" are asking a more disconcerting question: Is this push to create more energy yet another band-aid to avoid tackling the more challenging question, how do we reduce our nation's insatiable addiction to energy?

Nancy Ward, a port commissioner in a small town to the north along the Columbia River, states, "We are energy whores. Nobody wants to give up their comfortable lifestyle in any way, shape or form in order to save the planet. That's how far we've come. We'll trade extinction, rather than give up energy. And sadly, it's rural communities who pay the price because they desperately need economic opportunity."

Petrie, an enrolled elder of The Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians (CTCLUSI), remembers living without electricity until he was five years old. Knowing firsthand what it's like to be threatened with extinction, as well as experiencing dominant culture's manipulative means of taking advantage of fears and uncertainties of others, Petrie asserts, "The outcome looks really bleak for future generations of life on this planet. We need to offer hope to young people today."

When asked if we should continue to build this arsenal of renewable energy in the sea, he responds, "I, too, struggle with the background of oil and gas generating enormous amounts of revenue for our federal treasury, but deep water floating offshore wind is our only option. So no, it cannot be open-ended without regulation. We need to make sure that industry is not disingenuous to those it seeks to capitalize on. We need to empower our communities to speak up and ensure that their own needs are met, and also ensure that our ecosystems, both in our oceans and our estuaries, are not destroyed."

Over the next year, more task forces will meet. Researchers, commerce, labor and environmental groups will push their concerns to reduce harm to the ocean and promote access to commercial interests. Advanced research projects assessing ocean conditions and sea life will be completed and one specific Wind Energy Area (WEA) will be selected. While discussions and debates proceed, innovative technologies will create more sustainable and recyclable products. Will conversations begin to address Commissioner Ward's concern regarding our nation's addiction to energy?

Time will tell.

The decisions made in the next few years will impact Oregon's oceanic waters and economic wellbeing for decades to come. ■

*Carolyn Campbell, a former leadership and business coach, left city life four years ago to better understand the rural/city divide. Today she lives and works in rural regions to experience first-hand the issues these communities face and the innovative approaches to solving complex issues.*

◀ Heavy seas engulf the Block Island Wind Farm, the first U.S. offshore wind farm off the coast of Rhode Island.

U.S. DEPARTMENT OF ENERGY

## FY 2022 BIG Tier 2 Funding Summaries

### **Bandon Marina, Bandon, Oregon**

The Oregon State Marine Board will partner with the Port of Bandon to construct 120 feet of dockage and 12 slips. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$704,783.00; **Non-Fed Match:** \$602,000.00; **Total:** \$1,306,783.00

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### **Lady's Island Marina, Beaufort, South Carolina**

The South Carolina Department of Natural Resources will partner with Lady's Island Marina to add nine slips. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$840,228.00; **Non-Fed Match:** \$377,494.00; **Total:** \$1,217,722.00

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### **Port Royal Marina, Port Royal, South Carolina**

The South Carolina Department of Natural Resources will partner with Safe Harbor Marinas to provide 1,111 feet of dockage plus four dedicated berths for vessels up to 250 feet in length. They will also provide eligible boater amenities including utilities.

**Federal Funds Requested:** \$1,500,000.00; **Non-Fed Match:** \$2,280,954.00; **Total:** \$3,780,954.00

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### **St. Johns Yacht Harbor, Johns Island, South Carolina**

The South Carolina Department of Natural Resources will partner with St. Johns Yacht Harbor to construct 325 feet of side-tie dockage and 53 slips. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$1,500,000.00; **Non-Fed Match:** \$2,106,832.00; **Total:** \$3,606,832.00

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### **Wando River Marina, Mount Pleasant, South Carolina**

The South Carolina Department of Natural Resources will partner with Wando E, LLC to construct 13 slips. They will also provide boater amenities including utilities and shower facilities.

**Federal Funds Requested:** \$208,334.00; **Non-Fed Match:** \$216,838.00; **Total:** \$425,172.00

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### **Surfside Marina, Freeport, Texas**

The Texas Parks and Wildlife Department will partner with Surfside Marina to construct 760 feet of dockage. They will also provide boater amenities including utilities, fueling and bathhouse facilities.

## **FY 2022 BIG Tier 2 Funding Summaries**

**Boating Infrastructure Grant Program FY 2022**  
Total Federal Funding Amount (Tier 2): \$15,010,530.55  
(Applications arranged by State and application title)

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### **Lofton Island Marina, Ft. Myers, Florida**

The Florida Fish and Wildlife Conservation Commission will partner with Lofton Island Partners, LLC to construct slips and side tie dockage for 70 vessels. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$1,098,391.51; **Non-Federal Match:** \$1,143,223.82; **Total:** \$2,241,615.33

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### **Donnelly Yacht Center, Savannah, Georgia**

The Georgia Department of Natural Resources will partner with Donnelly Yacht Center to construct dockage for approximately 30 vessels. They will also provide boater amenities including utilities and a pavilion.

**Federal Funds Requested:** \$1,498,740.00; **Non-Federal Match:** \$1,759,390.00; **Total:** \$3,258,130.00

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### **Adelaide Point Marina, Muskegon, Michigan**

The Michigan Department of Natural Resources will partner with Leestma Management to construct 840 feet of dockage and 42 slips to accommodate approximately 74 vessels. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$1,472,780.74; **Non-Federal Match:** \$1,595,512.47; **Total:** \$3,068,293.21

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### **Discovery Center and Pier, Traverse City, Michigan**

The Michigan Department of Natural Resources will partner with the Discovery Center to construct 350 feet of dockage to accommodate approximately 26 vessels. They will also provide boater amenities including utilities and restrooms.

**Federal Funds Requested:** \$847,954.80; **Non-Fed Match:** \$380,965.20; **Total:** \$1,228,920.00

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### **DeRivera Park Trust, Put-In-Bay, Ohio**

The Ohio Department of Natural Resources will partner with DeRivera Park Trust to construct 1,100 feet of dockage to accommodate up to 75 vessels. They will also provide boater amenities including utilities.

**Federal Funds Requested:** \$1,430,885.50; **Non-Fed Match:** \$1,430,885.50; **Total:** \$2,861,771.00

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**FY 2022 BIG Tier 2 Funding**

<b>State</b>	<b>Project Title</b>	<b>Federal Share</b>	<b>Non-Federal Share</b>	<b>Total Project Costs</b>
Florida	Lofton Island Marina	\$ 1,098,391.51	\$ 1,143,223.82	\$ 2,241,615.33
Georgia	Donnelly Yacht Center	\$ 1,498,740.00	\$ 1,759,390.00	\$ 3,258,130.00
Michigan	Adelaide Pointe Marina	\$ 1,472,780.74	\$ 1,595,512.47	\$ 3,068,293.21
Michigan	Discovery Center and Pier	\$ 847,954.80	\$ 380,965.20	\$ 1,228,920.00
Ohio	DeRivera Park Trust	\$ 1,430,885.50	\$ 1,430,885.50	\$ 2,861,771.00
Oregon	Bandon Marina	\$ 704,783.00	\$ 602,000.00	\$ 1,306,783.00
South Carolina	Lady's Island Marina	\$ 840,228.00	\$ 377,494.00	\$ 1,217,722.00
South Carolina	Port Royal Marina	\$ 1,500,000.00	\$ 2,280,954.00	\$ 3,780,954.00
South Carolina	St. Johns Yacht Harbor	\$ 1,500,000.00	\$ 2,106,832.00	\$ 3,606,832.00
South Carolina	Wando River Marina	\$ 208,334.00	\$ 216,838.00	\$ 425,172.00
Texas	Surfside Marina	\$ 1,500,000.00	\$ 1,277,778.00	\$ 2,777,778.00
Virginia	Old Point Comfort Boat Haven Linear Dock	\$ 1,500,000.00	\$ 1,621,399.00	\$ 3,121,399.00
Washington	Replacement	\$ 908,433.00	\$ 319,179.00	\$ 1,227,612.00
<b>Total</b>		<b>\$ 15,010,530.55</b>	<b>\$ 15,112,450.99</b>	<b>\$ 30,122,981.54</b>



# Oregon

Kate Brown, Governor

## Department of Fish and Wildlife

Umpqua Watershed District Office



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April 6, 2022

Reg Pullen, Commission President

Port of Bandon  
390 First ST SW  
Bandon, Oregon 97411

Dear President Pullen,

Thank you for your March 24, 2022 letter regarding our Coquille fall Chinook population. ODFW is very appreciative of the Port's contribution of valuable staff time to the 2021 broodstock collection as well as your willingness to remain active in long term conservation efforts.

As you noted, there are many factors contributing to low returns of fall Chinook. ODFW staff have been working closely with the Coquille Indian Tribe (CIT) to finalize plans for a conservation hatchery program and will be continuing to build on efforts to remove bass such as last summer's successful "Smallmouth Blitz". The Charleston Fish District will also be hiring a new Western Oregon Stream Restoration biologist which will expand capacity for habitat conservation and restoration.

I appreciate your suggestion for improving the hatchery component of the population for harvest opportunities. As ODFW moves forward with our adaptive management efforts, we will continue to explore options to support our anglers with a thriving fall Chinook fishery. We are currently working on the improvement of existing acclimation sites and have a scheduled site visit with CIT to evaluate the potential for an acclimation at lower Lampa Creek.

We look forward to continued discussions with the Port around Coquille River fall Chinook conservation and management and hope we can continue our strong working relationship into the future.

Sincerely,

Sara Gregory, Umpqua Watershed District Manager, Oregon Department of Fish and Wildlife  
*On behalf of Curt Melcher, Director, Oregon Department of Fish and Wildlife*

c: Curt Melcher, Director, Oregon Department of Fish and Wildlife  
Debbie Colbert, Deputy Director of Fish and Wildlife Operations, Oregon Department of Fish and Wildlife  
Chris Kern, West Region Manager, Oregon Department of Fish and Wildlife