

**COMMISSIONERS**

COMMISSION PRESIDENT PULLEN  
COMMISSION VICE PRESIDENT GODDARD  
COMMISSION SECRETARY BUTLER

COMMISSIONER TAYLOR  
COMMISSIONER GOCHE

**PORT OF BANDON  
REGULAR SCHEDULED COMMISSION MEETING  
December 16, 2021  
Via Zoom meeting (see instructions below)**

**MEETING LOG-IN OR CALL-IN INFORMATION IS:****Join Zoom Meeting**

<https://us02web.zoom.us/j/82123749793>

**Meeting ID: 821 2374 9793**

**Dial in option: +1 253 215 8782**

If you are using a computer, just click the link above to join the meeting. If you are dialing in from a phone, dial the number listed, then you may be prompted to enter the Meeting ID and/or password. Information is also posted on [www.portofbandon.com/meetings](http://www.portofbandon.com/meetings)

**PLEASE NOTE:** Citizens wishing to speak during this meeting are being asked to notify the Port of Bandon, Joshua Adamson at (541) 347-3206 or email ([info@portofbandon.com](mailto:info@portofbandon.com)) 24-hours before the meeting regarding their intent to speak. Any written testimony needs to be sent to the Port of Bandon 24-hours in advance of the meeting to deliver the testimony to Commissioners.

Persons who desire to provide testimony and are unable to provide written comments in advance or are otherwise unable to attend the meeting via Zoom due to disabilities are encouraged to notify the Port of Bandon by calling (541) 347-3206 24-hours in advance of the meeting so that the Port can provide alternate arrangements.



# AGENDA

**Port of Bandon**  
 Regular Commission Meeting  
 December 16, 2021, 5:00pm  
 via ZOOM  
[www.portofbandon.com/meetings](http://www.portofbandon.com/meetings)  
 for details

<b>A.</b>	<b>Consent Calendar</b>		
i.	November Minutes	Commissioners	A-C
<b>B.</b>	<b>Presiding Officer and Commissioners Comments</b>		
<b>C.</b>	<b>Ordinances and Resolutions</b>		
	Mariculture SBP Plan Revision	Jeff/Commissioners	1-6
<b>D.</b>	<b>Public Contracts and Purchasing</b>		
	SDIS Renewal	Jeff/Clay/Commissioners	7-11
	Farm and Sea Lease Proposal	Jeff/Commissioners	Verb/Handout
<b>E.</b>	<b>Public Hearings</b>		
<b>F.</b>	<b>Port Managers Report</b>		
i.	ADA Pier update	Jeff/Commissioners	Verbal
ii.	Marina Update	Jeff/Commissioners	Verb/Handout
iii.	2021 IJJA Work Plan	Jeff/Commissioners	12-15
iv.	PSET's SDM Results	Jeff/Commissioners	16-23
v.			
vi.			
<b>G.</b>	<b>Port Staff Reports</b>		
i.	Harbormaster	Shawn/Commissioners	Verbal
ii.	Farmers Market	Peggi/Commissioners	Verbal
<b>H.</b>	<b>Executive Session</b>		
<b>I.</b>	<b>Other Miscellaneous Matters</b>		
<b>J.</b>	<b>Public Comment</b>		
<b>K.</b>	<b>Adjournment</b>		

NOTES:

Port of Bandon  
Regular Commission Meeting  
November 18, 2021 5:00pm  
Via ZOOM  
Bandon, OR

Commissioners Present: Reg Pullen, Rick Goche, Rod Taylor, Donny Goddard

Commissioners Absent: Wayne Butler

Staff: Jeff Griffin - Port Manager, Josh Adamson - Project Manager, Shawn Winchell –  
Harbormaster, Peggi Towne – Farmers Market Manager

Volunteer: John Towne – Farmers Market

Guests: Lori Osborne, Jerry Ganta, Elizabeth Spencer and Fred Fry (Port of Coquille River)

Commissioner Pullen opened the meeting at 5:08.

**A motion was made by Commissioner Goddard to approve the consent calendar. Motion seconded by Commissioner Taylor. Motion passes unanimously.**

An update was given on the local agency and volunteer efforts to rehabilitate the Chinook Salmon. After heavy rains over the past week, the hatchery was able to catch 50 swim-ins, of which only 10 were females. Efforts continue to be made to collect broodstock for the hatchery in partnership with Oregon Department of Fish and Wildlife (ODFW), Port of Bandon and the Coquille Indian Tribe. Commissioner Pullen discussed a petition to submit to ODFW for greater release numbers. Port Commissioners will discuss further at a January scheduled work-session with invited experts to construct possible framework for continued efforts to rehabilitate the Chinook Salmon in the Coquille River. It was agreed by all Commissioners that representatives from ODFW and the Coquille Tribe should be invited for the January work-session.

Elizabeth Spencer and Fred Fry, Staff and Commissioner from the Port of Coquille River addressed the Commissioners to request support for a bass derby. The Port of Coquille River has received support from ODFW and the Coquille Tribe. Commissioner Pullen stated his dislike for derbies however now might be the time for action to remove the invasive species as much as possible.

**Commissioner Goche made a motion to give the Port of Coquille River support in holding a derby for all Smallmouth, Largemouth and Striper bass. Commissioner Goddard seconded the motion. Motion Passes unanimously.**

Fred described an area in Powers that the Port of Coquille River owns by the airport that would make a perfect location for another hatchery. Commissioner Pullen advised to discuss further at

the January work-session. The Commissioners thanked Fred and Elizabeth for attending the meeting and asked to strengthen the communication between the two ports, even a future joint Commission meeting.

An update was shown on the updated timeline from Bergersen Construction for the ADA Fishing Pier. Mobilization for barge and crane will begin the first week of January and demob will commence just before the in-water work window closes. Bergersen has been completing pre-work at their shop in Coos Bay.

Jeff informed the Commissioners of intent to apply for a Oregon State Marine Board Boating Facilities Grant that cycles every 2 years. The Port is working on the application to help fund various aspects to include from the Marina Redevelopment Project i.e. transient dockage, gangways, pump-out station and kayak dock. The rough estimated ask would be around \$300,000. The grant application is due December 10<sup>th</sup>. There is another grant application that Jeff would like to apply for that would help fund design concepts for the high dock to include restrooms, laundry facility, and possibly a new Port office. The Port has older concept designs for these projects but would like to update the concepts and design. Commissioners Pullen and Goddard remembered the previous efforts and stated that was not the time then for that project but, now seems to have more demand for expanded facilities for the marina.

Jetty repairs are needed on both North and South sides. The U.S. Army Corps of Engineers released an inspection report detailing the South Jetty has major damage from the beach going out on the north face, there is moderate damage to the breakwater going from behind Edgewater's Restaurant to the South Jetty parking area, and moderate damage to the North Jetty side by the lighthouse. Most repair efforts go to the Columbia River and Coos Bay and Tillamook are in the que for repairs with the Port of Bandon up next. Jeff has been communicating with Greg Speer from USACE to get Port of Bandon jetty repairs in the workplan for repairs. Commissioner Goche stated that efforts are going to Coos Bay and Tillamook first due to high commercial and large vessel traffic.

The gravel lot across the street from the Old Town Marketplace could soon be closing again as the deal with the Port and City to Fred Gernandt is coming to an end. Fred asked \$10,000 for 3 months starting in September to keep it unfenced. The City was funding 2/3 of the agreement and the Port of Bandon picking up the remaining 1/3. An old parking map directing vendors for the Farmers Market where to park and an updated version if the gravel lot were to close were shown. Options for limiting vendors due to parking limitations in the coming market year were discussed. Commissioner Goche asked the listing price for the lot which is at \$1.9 million. Archeological constraints and options for use if bought or leased were discussed including a home for the Bandon Pool by Commissioner Taylor. Commissioner Goche suggested opening a conversation with the Coquille Tribe.

An update on one ongoing and two new gifted properties to the Port of Bandon located around Redmond Pond were shown on a parcel map. The map showed existing Port owned property, parcels privately owned and where the donated parcels are located. Most of the parcels are not buildable and one will help with better access of the Jetty Trail that will be soon constructed going from Jetty Rd and around the Pond to 4<sup>th</sup> St.

Port Staff Report:

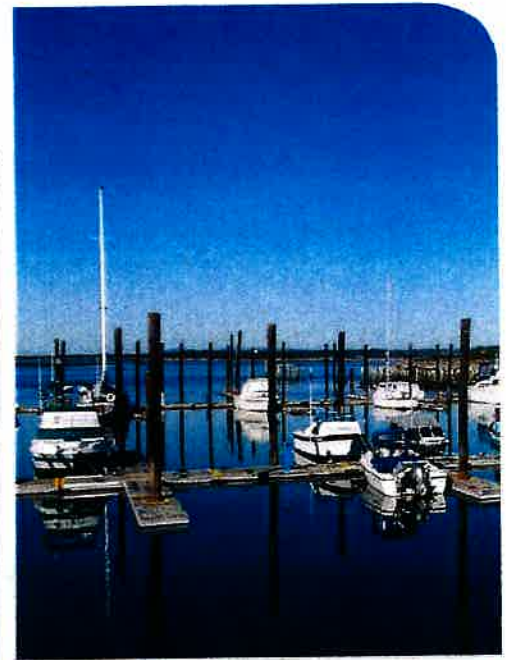
- Shawn and crew have been installing the Christmas lights along the boardwalk and in the boat basin. Milling the panels for 2 more garage doors for the east side of the building have begun and crew continues to install the new railing for the boardwalk area.
- Peggi stated things at the market are going well. More vendors are applying as the holidays are approaching. She is scheduled for a total knee replacement surgery on Monday and will be in Eugene. She informed Commissioners about a winter market being organized in Langlois as the Port will not entertain a winter market this season.
- Our annual audit is almost complete. The audit appears to be going well with good communication.
- 20lbs of Dulse will be picked up by 7 Devils Brewery to be featured in a new ale to coincide with the Sea Otter reintroduction efforts.

Public Comment

None

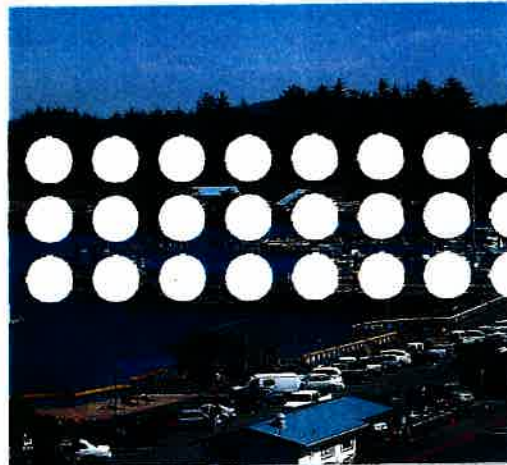
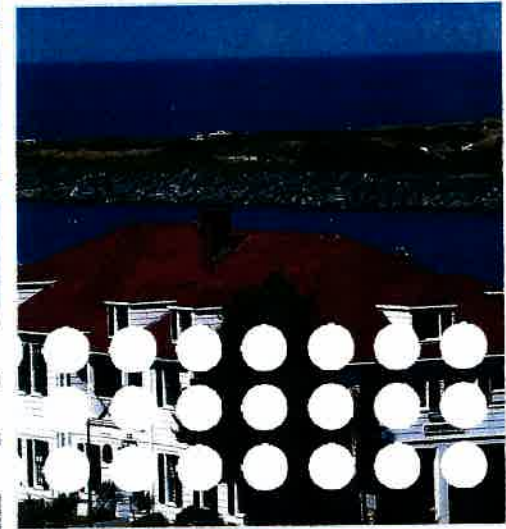
Respectfully submitted by Joshua Adamson





# Port of Bandon Strategic Business Plan

Volume 1. **Strategy** | June 2015

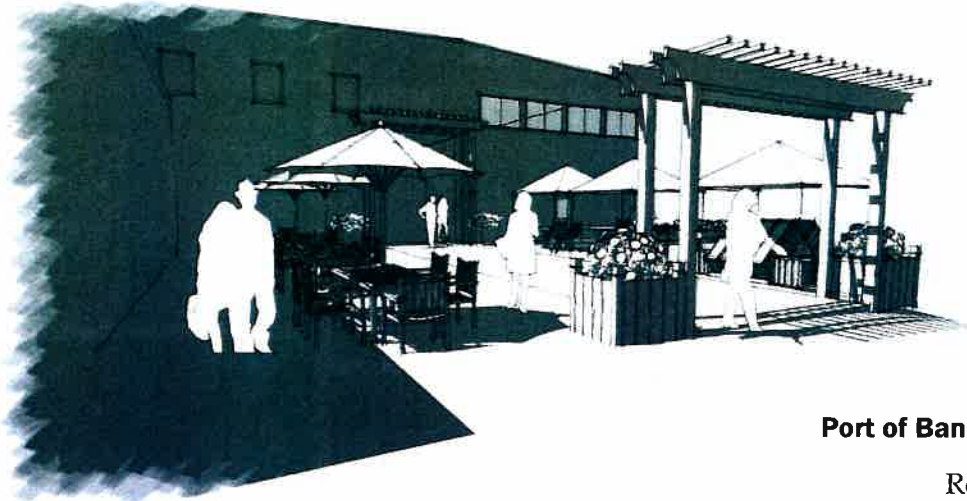


Thanks to the Port of Bandon, its stakeholders, and community partners for sharing their time and insight in the development of this Strategic Business Plan.



**Acknowledgements:**

This plan was developed by the Port of Bandon with assistance from Business Oregon.  
For more information about the Port of Bandon, visit:  
[www.portofbandon.com](http://www.portofbandon.com)



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**In association with:**

FCS GROUP

**Port of Bandon Commissioners:**

Reg Pullen, President  
Donny Goddard, Vice President  
Rick Goche, Secretary Treasurer  
Wayne Butler  
Robert S. Miller III



**Port of Bandon Staff:**

Gina Dearth, General Manager  
Robert Shamnot, Harbor Master  
Trudy Spanier, Project Manager  
Leigh FitzHenry, Finance Director  
Linda Phillips, Project Manager

Thanks to the Port of Bandon, its stakeholders, and community partners for sharing their time and insight in the development of this strategic business plan.

Please see also *Volume 2 - Plan*

# PORT OF BANDON STRATEGIC BUSINESS PLAN

## INTRODUCTION

The Port of Bandon (Port) Strategic Business Plan provides a blueprint for projects and policies to move the Port forward over the next 20 years. The plan is presented in two volumes:

*Volume 1 – Strategy* is an executive summary of findings and implementation actions.

*Volume 2 – Plan* includes all required background materials and appendices.

## KEY FINDINGS

The Port does an excellent job in creating and maintaining a high quality waterfront for Bandon residents, businesses, and visitors, but needs to expand jobs and income opportunities. Several categories should be considered in maintaining existing jobs and pursuing new economic opportunity.

*Dredging* – The Port and community depend on federal channel dredging from the mouth of the Coquille River to the marina. This study shows that dredging within Coquille Bay is essential to maintaining 54 existing businesses that would be directly impacted by dredging activities. These local businesses support 619 jobs (including 441 direct jobs and 177 indirect/induced jobs). They also provide the following economic benefits that would be at risk without federal funding for Coquille River dredging:

- \$16.7 million in annual total labor income;
- \$27.4 million in annual value added (gross regional product);
- \$50 million in annual economic output;
- \$4.1 million in annual state and local tax payments; and
- \$3.7 million in annual federal tax payments.

In addition to channel dredging, dredging of the boat basin and launch ramp are key to long-term success. The Port is currently working with the Oregon Infrastructure Finance Authority and the South Coast Ports Coalition to develop a solution to annual maintenance dredging at seven south coast ports (Port of Siuslaw, Port of Umpqua [Salmon Harbor Marina], Oregon International Port of Coos Bay [Charleston Marina Complex and Boatyard], Port of Bandon, Port of Port Orford, Port of Gold Beach, and Port of Brookings Harbor).

*Port Services and Attractions* – Those interviewed as part of this planning process are supportive of the Port’s excellent stewardship of the waterfront and of the Port’s efforts to expand the Old Town Marketplace. There were many ideas for expanding waterfront service, but most focused on upgrades to the marina and providing additional waterfront attractions, such as restaurants, artisan space, and small shops to address tourism demand. Additionally, a commercial fish hoist on the high dock will further support, strengthen, and encourage the recent trend in seafood deliveries to Bandon.



**Lease Revenue** – The Port needs to evaluate lease rates and increase leasable space. A flexible lease space for artisans’ lofts and related manufacturing could be accommodated on the fishermen’s parking lot across from the marina at First Street and Elmira. This space could include cold storage needed for locally grown agriculture (cranberries, local produce, and creamery stock).

### **STRATEGIC PLAN ACTIONS**

The Port of Bandon’s strategic business plan includes the Port’s mission, goals, strategies, and key action items. The Port’s mission and priority capital improvements are listed below, including approximately \$8 million in capital projects and action items scheduled over the next 20 years.

#### **Mission**

To promote, in cooperation with local businesses, local government, and other organizations, the economic development potential of the Port District.

#### **Strategic Port Projects**

Figure S1 shows the location of strategic Port projects and concepts on the Bandon waterfront to help meet the Port’s mission.



**Figure S1 - Port of Bandon projects**

## Additional Sites and Projects

- Georgia Pacific Riverside site in Coquille for industrial development
- Old Town overflow parking lot
- Improved recreational facilities and signage for bicycles, canoes, and kayaks
- **Assess and develop mariculture opportunities through public / private demonstration and feasibility projects**

Table S1 shows planning-level capital cost estimates, action items, and time frames for developing the projects listed above.

**Table S1 - Capital Improvements and Action Items**

Bandon Waterfront		Capital Improvements	2015 Cost Est.		Timeline	Priority	Notes
			Port	Tenants/ Agencies			
1	Dredging Coquille River	USACE dredging mouth of the Coquille	staff time	\$450,000	yrs 1-5	High	Assumes federal funds are obtained
2	Old Town Marketplace Upgrades	Improve parking and access, new Port offices upstairs, with farmers and fish markets and bicycle parking downstairs	\$150,000	\$50,000	Yrs 1-5	High	Cost split between Port and tenants or grant agencies is approximate
3	Marina Improvements	Provide concrete floats and replace pilings	\$500,000	\$4,000,000	yrs 6-20	High	Marina infrastructure requires reconstruction
4	New lease buildings on First Street/concessions on pier	Construct two 400 sf lease buildings on north side of First	\$50,000	\$5,000	yrs 1-5	High	Retail, coffee, t-shirts, tours, recreation outfitters
5	Flex Building on SE corner of First St and Elmira St	New 3,000 sf single story building for cold storage, artisan lofts, showroom manufacturing	\$450,000	\$200,000	yrs 6-10	Medium	Requires a zone text amendment within the C-1 zone; and a feasibility analysis
6	Coquille River Inn and Pub	Repurpose Coast Guard Building as an Inn and Pub	\$500,000	\$750,000	yrs 1-5	Medium	Preserve historic structure and enhance lease potential
7	Commercial Fish Hoist	Rebuild the existing hoist on the high dock	\$7,500	N/A	yrs 1-5	Medium	Supports growing boutique seafood market.
8	Research Funding for ADA Accessible Fishing Platform	Research funding sources and grant opportunities for an ADA accessible fishing platform to be located in the vicinity of the north end of the old Moore Mill Truck Stop	staff time	TBD	yrs 1-5	Medium	ODFW is a potential funding partner.
Sub Total			\$1,657,500	\$5,455,000*			

Bandon Waterfront		Capital Improvements	2015 Cost Est.		Timeline	Priority	Notes
Coquille Riverfront							
7	River walk assistance	Provide phase II assistance, focus on old mill frontage to attract jobs to the site	\$15,000	\$100,000	yrs 1-5	Medium	Port assisted with phase I; phase II assistance targets industrial site at old mill
Sub Total			\$15,000	\$100,000			
District wide							
8	Recreation	River walk upgrades, Redmon Pond wildlife viewing platform, bicycle paths, kayak launches and signage	\$250,000	\$500,000	yrs 1-20	Medium	Local support strong for enhanced recreation on both roads and river from Bandon to Coquille
9	Marketing (brochures and publications)	Market Bandon as a high quality destination for live/work relocation	\$80,000		yrs 1-20	Medium	\$4,000 per year
Sub Total			\$330,000	\$500,000			
Public Private Partnerships							
10	Boat launch at Weber's Pier	Launch area dredging of 7,100 CY and lot improvements to accommodate larger boat trailers.	unknown	unknown	yrs 1-5	High	Port is also working with the OSMB on a grant for dredging 7,100 cy (est \$162,000 for the boat launch), and undetermined amount for parking lot improvements.
11	Southern OR Ports Shared Dredging Equipment	Ports of Brookings, Gold Beach, Port Orford, Bandon, Coos Bay, Umpqua, and Siuslaw	\$7.20 per cubic yard of dredge material (shared costs between ports and state)		yrs 1-5	High	State is in the process of purchasing dredge equipment.
2	Mariculture demo and feasibility	Public and/or private locations on waterfront	Provides lease revenue to Port. Some costs associated with feasibility work.		2019 - 2022	High	Large scale feasibility to be completed in 2022 following initial demonstration site
<b>Total</b>			<b>\$2,002,500*</b>	<b>\$6,055,000*</b>			

\*Does not include dredging costs of \$7.20 per cubic yard.

MEMORANDUM

**DATE:** November 24, 2021

**TO:** SDIS Independent Insurance Agents & SDIS Property/Casualty Insurance Program Participants

**FROM:** SDIS Underwriting Department

**SUBJECT:** 2022 SDIS Property/Casualty Insurance Renewal

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As noted in the update packet memo, our reinsurers have advised us that we should expect significant premium increases due to financial and claims pressures on a statewide, national and international level. The good news is that due to the continued strong financial position of the Trust, we were able to absorb a large portion of that increase. However, some of that increase will need to be passed to the members. As such, we are advising members to budget for an *average* contribution increase of around 12%.

The SDIS Trust is once again offering *qualifying* members a significant contribution credit and rate lock guarantee as part of its Longevity Credit and Rate Lock Guarantee Program. If your district has qualified, there will be an agreement in the preliminary packet to sign and return. To be eligible for this program, members must have been continuous participants in the liability and property self-insurance program since January 1, 2017 and maintained a loss ratio below sixty-five percent (65%) from January 1, 2017 to October 1, 2021. **In total, \$3 million will be distributed to qualifying members over a two (2) year period.**

Enclosed you will find your members' preliminary renewal packets with the documents listed below. Please remember these are *preliminary* only. Final renewal packets with the official invoices and declarations pages will be issued on January 1, 2022 and will include any changes that were made between now and that date.

**Preliminary Renewal Packet**

- Preliminary Contribution Summary - *Reflects the Best Practices credit and the Longevity Credit amount (if applicable)*
- Longevity Credit & Rate Lock Agreement- *if applicable* (Please return a signed copy to [underwriting@sdao.com](mailto:underwriting@sdao.com))
- Liability Coverage Preliminary Summary
- Auto Coverage Preliminary Summary

- Property Coverage Preliminary Summary
- Earth Movement Coverage Preliminary Summary
- Flood Coverage Preliminary Summary
- Equipment Breakdown Protection Preliminary Summary
- Comprehensive Crime Coverage Preliminary Summary
- Updated General Liability, Automobile, Property - Schedule I, Schedule II and Extra Items Schedules (if applicable)
- Policy Year 2021 to 2022 Rate Change Comparison Report
- Loss ratio reports for districts that have over a 65% loss ratio in any one line of coverage from policy years 2016-2020. These are the years we use to calculate each district's experience factor.
- Automobile ID Cards – These are at the end of the packet. There is a separate page that can be combined with and used as the back of the ID cards if you wish to print them yourself. If you want a cardstock version of the auto ID cards mailed to you, please contact us at [underwriting@sdao.com](mailto:underwriting@sdao.com).

### **Rate Change Comparison Report**

We have again included the Rate Comparison Report on the last page of the preliminary renewal packet. ***The report displays the changes from the 2021 renewal to the 2022 renewal.*** This will show the change in rates as well as how your district's individual contribution is affected by any changes in exposures that you may have experienced in the last year.

Thank you for your continued support of Special Districts Insurance Services. We are pleased to continue offering the best coverage at the most affordable price for Oregon's special districts. If you have any questions or concerns, please email us at [underwriting@sdao.com](mailto:underwriting@sdao.com) or call 800-285-5461.



Date: 24-Nov-21

**Named Participant:** Port of Bandon  
390 First St SW  
Bandon, OR 97411

**Agent:** Clay Davis Insurance Services, LLC  
1435 N Irving St  
Coquille, OR 97423

Invoice #	Entity ID	Effective Date	Expiration Date	Invoice Date
37P16162-180	16162	01-Jan-22	31-Dec-22	24-Nov-21

Coverage	Contribution
<b>SDIS Liability Coverage</b>	
Liability Contribution	\$11,605
Less Best Practices Credit	(\$1,160)
Less Multi-Line Discount Credit	(\$441)
Adjusted Contribution	\$10,004
<b>Auto Liability (Includes Auto Excess and Auto Supplemental Coverages)</b>	
Auto Contribution	\$804
Less Best Practices Credit	(\$80)
Less Multi-Line Discount Credit	(\$32)
Adjusted Contribution	\$691
<b>Non-owned and Hired Auto Liability</b>	\$175
<b>Auto Physical Damage</b>	\$116
Less Multi-Line Discount Credit	(\$5)
Adjusted Contribution	\$691
<b>Hired Auto Physical Damage</b>	\$158
<b>Property</b>	
Property Contribution	\$29,873
Less Best Practices Credit	(\$2,987)
Less Multi-Line Discount Credit	(\$1,195)
Adjusted Contribution	\$25,691
<b>Earthquake</b>	\$12,746
<b>Flood</b>	\$0
<b>Equipment Breakdown / Boiler and Machinery</b>	\$2,692
<b>Crime</b>	\$396
<b>Total:</b>	<b>\$52,664</b>

**2022 Longevity Credit\*\*:**

Longevity Credit %:	Longevity Credit:
8.9%	\$4,690

**THIS IS NOT AN INVOICE, PLEASE DON'T PAY THE AMOUNTS LISTED IN THIS SUMMARY. YOUR FINAL TOTAL CONTRIBUTION WILL BE LISTED IN THE FINAL RENEWAL PACKET, WHICH WILL BE POSTED ONLINE ON 1/1/2022**

This amount is for illustration only. Your Longevity Credit Check will be mailed to you in February.

# Special Districts Insurance Services - Policy Year 2021-2022 Comparison Report

Clay Davis Insurance Services, LLC

Port of Bandon

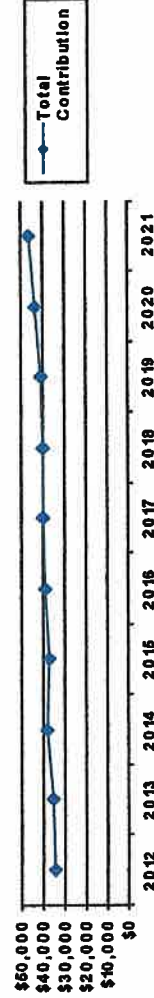
The following comparison shows the difference in contributions from the 2021 policy year to the 2022 policy year renewal. The following summary shows the amounts and percentages that have changed from 2021 to 2022. This summary is intended only to give you a general idea of the rating components that influence contributions.

Coverage	Annualized 2021 Contribution	2022 Contribution after rate and best practices changes	Change after rate and best practices changes	% change after rate and best practices changes	Change in Exposures	2022 Contribution after exposure, and all other changes	Total contribution change	Total % contribution change
General Liability	\$9,198	\$9,096	(\$102)	-1.11%	See Below	\$10,004	\$806	8.76%
Auto Liability	\$629	\$618	(\$11)	-1.76%	0	\$691	\$62	9.86%
Non-Owned Auto Liability	\$175	\$175	\$0	0.00%		\$175	\$0	0.00%
Auto Physical Damage	\$128	\$128	\$0	0.36%	(\$4,000)	\$111	(\$17)	-13.28%
Non-Owned APD	\$137	\$158	\$21	15.33%		\$158	\$21	15.33%
Property	\$23,651	\$27,115	\$3,464	14.65%	(\$569,441)	\$25,691	\$2,040	8.63%
Earthquake	\$12,234	\$12,846	\$612	5.00%	(\$569,441)	\$12,746	\$512	4.19%
Flood	\$0	\$0	\$0	0.00%	(\$569,441)	\$0	\$0	0.00%
Total	\$46,152	\$50,136	\$3,984	8.63%		\$49,576	\$3,424	7.42%
<b>Pass Through Coverages</b>								
Boiler and Machinery	\$2,732				(\$569,441)	\$2,692	(\$40)	-1.46%
Crime	\$396					\$396	\$0	0.00%
Total	\$3,128					\$3,088	(\$40)	-1.28%
<b>TOTAL ALL LINES</b>	<b>\$49,280</b>					<b>\$52,664</b>	<b>\$3,384</b>	<b>6.87%</b>

**Longevity Credit:**  
See Longevity Credit Matrix for details

**Amount: \$4,690**  
**% of Contribution: 8.91%**

10-Year Annual Contribution History



## General Liability Exposure Comparison

Description	Last Year	Current year	Difference
Events/Fundraisers - Alcohol Served	1	1	0
Marina Slips - Number Of	90	90	0
2021-2022 Budgeted Materials and Supplies *	350,525	450,000	99,475
2021-2022 Budgeted Personal Services *	412,082	440,000	27,918

\* Auto Liability Exposure = Number of Autos  
 Auto Physical Damage Exposure = Total Insured Automobile Values  
 Property Exposure = Total Insured Property Values  
 Excess Liability = Materials and Supplies + Personal Services  
 Boiler and Machinery = Total Insured Property Values

## Loss Ratio

2017-2021 Loss Ratio: 0.14%

## Best Practices

	% Credit
2021	10.00%
2022	10.00%

# Longevity Credit and Rate Lock Agreement

## Port of Bandon

By signing this Agreement the Member agrees to remain a participant in the Special Districts Insurance Services (SDIS) Property and Liability Program from January 1, 2022 to December 31, 2023.

In return for this commitment the SDIS Trust agrees to the following:

1. Provide the Member with a Longevity Credit equal to: **\$9,380**
  - a. Amount to be mailed to the Member in February 2022: \$4,690.00
  - b. Amount to be mailed to the Member in February 2023: \$4,690.00
2. A maximum annual rate increase of five percent (5%) for policy year January 1, 2023 – December 31, 2023 based on the Member's rates for the January 1, 2022 – December 31, 2022

The Member understands that breach of this agreement will require the Member to return the Longevity Credit plus interest to SDIS and will subject the Member to retroactive rate increases above the five percent (5%) maximum Rate Lock Guarantee.

*\* Total contributions assessed may increase more or less than the maximum guaranteed rate for changes in exposures such as the addition of vehicles, purchase of buildings, increase in operating budget or the addition of personnel. The rate guarantee does not apply to Excess Liability, Boiler and Machinery and Crime contributions because these are pass through costs to re-insurance carriers.*

It is so agreed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Special Districts Insurance Services

Port of Bandon



\_\_\_\_\_  
Authorized Representative (Member)

\_\_\_\_\_  
Print Name and Title

# Congress of the United States

December 8, 2021

The Honorable Michael Connor  
Assistant Secretary of the Army for Civil Works  
U.S. Department of the Army  
108 Army Pentagon  
Washington, D.C. 20310

The Honorable Shalanda Young  
Acting Director  
Office of Management and Budget  
725 17th Street, N.W.  
Washington, D.C. 20503

Dear Secretary Connor and Director Young:

Ports and harbors are crucial economic drivers in communities throughout Oregon State. As the work plan for the Infrastructure Investment and Jobs Act of 2021 (IIJA) is developed, we urge you to allocate funding to port and harbor project priorities in the State of Oregon to ensure our federally authorized waterways and navigation infrastructure is properly maintained.

Oregon is home to significant export gateways, inland barging terminals, and smaller commercial and recreational fishing ports. Altogether, Oregon's 23 public ports are a key component in sustaining Oregon's economy and quality of life, including in our State's most rural areas. Oregon's ports support tens of thousands of family-wage jobs that are directly or indirectly tied to cargo movement, as well as recreation, industrial, commercial, and other activities that contribute billions of dollars in wages to Oregon's economy, in addition to supporting the activities of Federal agencies.

The passage of the IIJA represents an investment of approximately \$17 billion through the U.S. Army Corps of Engineers for navigation and waterway infrastructure. This includes significant funding for construction, studies, and operations and maintenance. While some federal navigation projects in Oregon received funding in the Administration's proposed FY2022 and the draft House and Senate FY2022 Appropriations bills, significant maintenance and rehabilitation needs remain.

For the Construction General (CG) account, we are seeking additional resources including:

- \$37.525 million – Federal Columbia River Power System for Columbia River Fish Mitigation on the Columbia River and in the Willamette Valley. This account previously received much more funding on an annual basis and the Columbia River Inter-Tribal Fish Commission has priorities to potentially explore above and beyond what is currently identified.
- \$1 million – Columbia River Channel Improvements for preparation of a new dredge material disposal site.
- \$300,000 – John Day Lock & Dam Mitigation to develop design plans and specifications for a new fish acclimation and release facility.

- \$7.25 million - Willamette Falls Locks repair and transfer.

In the General Investigations (GI) account, we seek funding for the following:

- \$732,000 – Willamette River, Oregon to initiate pre-construction, engineering and design for environmental dredging needs.
- \$200,000 – Columbia River Turning Basin Navigation Improvements Feasibility Study.
- \$200,000 – New start study for the aquatic ecosystem restoration at Nursery Reach in Milton-Freewater, Oregon.
- \$90,000 – New start study for the 42nd Street Levee project in Springfield, Oregon.

For the Operations and Maintenance (O&M) account, we are seeking funding for the following projects:

- \$36.561 million – Columbia River at the Mouth (MCR) to complete additional dredging, secure a pump ashore dredging contract, and repair the pile system.
- \$51.807 million – Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA for additional dredging, pile dike repairs, ensure safe ferry operations, maintain U.S. Coast Guard designated anchorages, and promote economic development for several rural communities and marine industries.
- \$32.720 million – Coos Bay, OR for the North Jetty root and trunk major maintenance construction and monitoring need. The Fiscal Year 2022 Energy and Water Appropriations bill in both the House and Senate include funding for the Coos Bay North Jetty project, in addition to funding already appropriated for Fiscal Year 2021. We urge you to ensure adequate funds are immediately made available for the Corps to accept an existing bid for this project and for the Corps to immediately begin construction of this critical project.
- \$11.629 million – Coos Bay, OR for a clamshell contract to dredge RM 12-15 to accommodate current and future barge and deep draft vessel traffic.
- \$62 million – Tillamook Bay and Bar South Jetty head and trunk repairs to support the Port of Garibaldi and prevent additional loss of life events.
- \$1.120 million – Skipanon Channel dredging which supports the Port of Astoria, OR.
- \$2.025 million – Yaquina River dredging, project condition survey, and real estate work to support the Port of Toledo, OR.

For the inland navigation system, every lock and dam on the Columbia River has additional maintenance needs; some of which have been deferred for many years. Therefore, we are also seeking O & M funding for the following projects:

- \$16.425 million – McNary Lock & Dam for a second Derrick Crane, downstream gate gudgeon anchor replacement, levee drainage pump stations, and 3<sup>rd</sup> Street road construction.



- \$2.191 million – The Dalles Lock & Dam for navigation lock miter gate repair follow up and tainter valves plans and specifications, Major Rehabilitation Report, and environmental permitting work.
- \$4.487 million – John Day Lock & Dam for a navigation lock bearing shoe, tainter valve plans and specifications, a ship to shore crane, and environmental permitting work.
- \$3.945 million – Bonneville Lock & Dam for plans and specifications for navigation lock stoplogs, navigation lock bridge design, spillway crane replacement, and stilling basin rock removal and mitigation.

The COVID-19 pandemic has hit rural communities and small, commercial ports with multiple economic losses from higher safety and sanitation costs, shelter in place orders, tenants seeking lease deferral, a severe downturn of the commercial fishing markets, and ports were not eligible to receive much of the relief funds. These ports are a source of jobs, recreation, and tax benefit to the state and local community and additional operations and maintenance funding is critical for the federal channels and structures that serve these communities.

There are serious concerns about the significant recession of the Coos Bay North Jetty and potential to impede search and rescue missions of the U.S. Coast Guard. The Tillamook South Jetty deterioration also creates similar navigation hazards for commercial shipping, commercial and sports fishing, and recreational boating. **Looking ahead to future years, the Coquille River jetty infrastructure will also need to be addressed.** We appreciate the work being done by the Portland District to prepare the design report and complete the environmental documents. These jetties were intended to protect Federal investment in channels and harbors. The current condition of these jetties represent a real and significant public safety concern that must be addressed – we have seen firsthand how a lack of funding for these projects puts mariners in harm’s way and impedes the U.S. Coast Guard’s ability to carry out search and rescue missions.

The jetties at the Mouth of the Columbia River are currently being rehabilitated and received strong support from the Administration for the \$25.6 million needed to complete construction of this project. A pile dike system is meant to work in tandem with these jetties to control the river and sediment flows. These pile dikes are over 100 years old, and need maintenance in order for the system to function as designed and protect the Federal navigation investments from the mouth of the river all the way to Idaho.

Finally, after two years without adequate dredging at the mouth of the Rogue River, the Port of Gold Beach faces serious safety concerns, significant economic distress in an already difficult economic environment, and troubling limitations on the capabilities of the Coast Guard, who will not be able to bring their vessels into the marina this year due to inadequate depth. This project is long overdue and has been consistently neglected. The Corps District has claimed sufficient funds to complete this project. We urge expeditious completion of the dredging and basin work.

As our nation looks to stimulate economic development and increase job growth, these projects will assist in maintaining our navigation and trade assets which keep critical supply chains and goods moving. Thank you for your consideration of our requests.

Sincerely,



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Jeffrey A. Merkley  
United States Senator



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Peter DeFazio  
Member of Congress



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Ron Wyden  
United States Senator



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Kurt Schrader  
Member of Congress



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Cliff Bentz  
Member of Congress



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Suzanne Bonamici  
Member of Congress



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Earl Blumenauer  
Member of Congress

**portmanager@portofbandon.com**

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**From:** Holm, James A CIV USARMY CENWP (USA) <James.A.Holm@usace.army.mil>  
**Sent:** Monday, December 6, 2021 10:54 AM  
**To:** Krug, Tyler J CIV USARMY CENWP (USA); Lance Downs; Jeff Griffin, Port of Bandon  
**Cc:** Bridgette Lohrman ; Pete Anderson; Tom Hausmann - NOAA Federal  
(tom.hausmann@noaa.gov); Jeremy\_Buck@fws.gov; Yballe, Dominic P CIV USARMY  
CENWP (USA); PLUNK Chance \* DEQ; Speer, Gregory A CIV USARMY CENWP (USA);  
McMillan, James M CIV USARMY CENWP (USA)  
**Subject:** PSET Review - SDM Port of Bandon NWP-2001-215-8 Coquille River, RM 1  
**Attachments:** 20211206 NWP-2001-215-8 Port of Bandon SDM.pdf

Hi Lance, Jeff, and Tyler,

Please see the PSET's SDM for the Port of Bandon's maintenance dredging of the boat launch and boat basin areas. The sediments are suitable for aquatic placement, including ocean disposal. If you want to include ocean disposal in future permits, please coordinate early with Bridgette Lohrman (EPA) and James McMillan/Greg Speer (Corps). At your convenience, let me know if you have any questions.

Cheers,  
James

James A. Holm  
Sediment Quality Team: Biologist & PSET Lead  
Waterways Maintenance, Channels and Harbors  
USACE - Portland District  
503-808-4963 (desk), 503-758-5571 (cell)  
james.a.holm@usace.army.mil

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**Memorandum for:** Portland District, Regulatory Branch (CENWP-ODG-E, Krug), Regulatory File No. NWP-2001-215-8, Port of Bandon (Port) Boat Basin and Launch Ramp (Port) maintenance dredging project.

**Subject:** Portland Sediment Evaluation Team (PSET) Level 2A dredged material suitability determination memorandum (SDM) for maintenance dredging of the Port’s boat basin. The project is located on the Coquille River at river mile (RM) 0.9 in Bandon, Coos County, Oregon.

**Introduction:** Per the 2018 *Sediment Evaluation Framework for the Pacific Northwest* (SEF)<sup>1</sup>, this suitability determination memorandum (SDM) documents the consensus of the PSET agencies regarding the suitability of the dredge prism (DP) and post-dredge surface (PDS) sediments in the project for unconfined, aquatic placement and unconfined, aquatic exposure, respectively. The PSET reviewed Advanced Remediation Technologies, Inc. (ART’s) *Sediment Characterization Report, Port of Bandon, Boat Basin and Launch Ramp, Coquille River, Bandon, Oregon* (SCR)<sup>2</sup>, dated 27 October 2021. Sediment chemistry testing results are summarized in the SCR; the chemical analytical results were compared to the marine benthic toxicity screening levels (SEF SLs) published in the 2018 SEF. The PSET used Oregon Department of Environmental Quality’s (ODEQ’s) sediment screening level value (SLV) for marine fish to evaluate bioaccumulation of PCBs<sup>3</sup>.

**PSET Suitability Summary:**

Dredge Prism (DP):	<input checked="" type="checkbox"/> Suitable	<input type="checkbox"/> Unsuitable
Post-dredge Surface (PDS):	<input checked="" type="checkbox"/> Suitable	<input type="checkbox"/> Unsuitable

**SEF Special Condition Categories:**

- Data Recency Expiration** – Low rank; Coordinate with the PSET at least 9 months prior to **September 2028** to determine the need to re-characterize the project sediments.
- Submit **post-dredge and disposal report** with figures to PSET, ODEQ, and the Regulatory PM approximately **60 days after dredging/disposal** each time dredging occurs (dates, locations, volumes, acreages, dredge depths, photographs, debris and biological observations, disposal site, and pre-dredge and post-dredge bathymetric surveys of the marina).

\*\*\* The PSET requests the Regulatory PM provide electronic copies of the Corps permit (NWP-2001-215-8) and associated 401 water quality certification for our files \*\*\*

**Reviewers:** The PSET agencies include the U.S. Army Corps of Engineers (Corps), Environmental Protection Agency – Region 10 (EPA), National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife (USFWS), Washington Department of Ecology (Ecology), and ODEQ. The sediment evaluation review timeline appears in Table 1, below. The reviewers for this project included:

<sup>1</sup> U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Washington Department of Ecology, Washington Department of Natural Resources, Oregon Department of Environmental Quality, Idaho Department of Environmental Quality, National Marine Fisheries Service, and U.S. Fish and Wildlife Service. 2018. *Sediment Evaluation Framework for the Pacific Northwest*. Published May 2018, by the U.S. Army Corps of Engineers, Northwestern Division, 183 pp with Appendices.

<sup>2</sup> ART. 2021. *Sediment Characterization Report, Port of Bandon, Boat Basin and Launch Ramp, Coquille River, Bandon, Oregon*. Prepared October 27, 2021 by ART, 116 pp with Figures and Appendices.

<sup>3</sup> Oregon Department of Environmental Quality. 2007. *Guidance for Assessing Bioaccumulative Chemicals of Concern in Sediment*. Updated April 3, 2007 by ODEQ Environmental Cleanup Program, 18 pp with Appendices.



- James Holm (Corps, PSET Lead)     Bridgette Lohrman (EPA, PSET Co-Lead)  
 Dominic Yballe (Corps)     Pete Anderson (ODEQ)     Jeremy Buck (USFWS)  
 Tom Hausmann (NMFS)     Laura Inouye (Ecology)

**Table 1. Review Timeline**

Draft SAP submitted to PSET by ART	2 August 2021
Draft SAP revision requested by PSET	16 August 2021
Revised SAP submitted to PSET by ART	16 August 2021
Figure revisions requested by PSET	18 August 2021
Final SAP <sup>4</sup> received	18 August 2021
SAP approval <sup>5</sup> issued by PSET	26 August 2021
Pre-sampling conference call	27 August 2021
Sampling date	1 September 2021
Final SCR received	28 October 2021
SDM submitted to Regulatory PM	30 November 2021
Project management area ranking	Low
Data recency determination*	7 years (expires September 2028)

\* If site conditions or the proposed project change, or if new information related contaminants of concerns is discovered, additional coordination with PSET is required to re-verify SDM.

**Federal Regulatory Authorities:**

- Section 10, Rivers and Harbors Act  
 Section 404, Clean Water Act (CWA)  
 Section 401, CWA  
 Section 7, Endangered Species Act  
 Section 305 of the Magnuson-Stevens Act  
 Fish and Wildlife Coordination Act  
 Section 103, Marine Protection, Research and Sanctuaries Act  
 Comprehensive Environmental Response, Compensation, and Liability Act

**Project Description:** Table 2 summarizes the Port’s maintenance dredging project details. Dredging is needed to maintain access and safe operational depths in the boat launch and boat basin. Actual and proposed sediment sampling locations, proposed dredge areas, and observed elevations appear in SCR Figures 2 and 3 (SDM Figures 1 and 2).

**Table 2. Project Details**

Project address	Port of Bandon, 390 1 <sup>st</sup> Street SW, Bandon, Oregon 97411
Waterbody/river mile (RM)	Coquille River RM 0.9
Total proposed dredging volume (CY)	~40,000 (21,400 currently needed, ~5,000 annually)
Dredge area (acres)	~4 (0.8 launch + 3.2 basin)
Max. dredging depth (ft. MLLW)	Boat Basin: -13.0 Boat Launch: -9.75
Dredging method(s)	Excavator, clamshell, or hydraulic suction
Dredged material transport	Barge
Proposed disposal location(s)	Coquille River RM 0.8 or ODMDS
Proposed dredging date(s)	November 1 through February 15
Dredged material mgmt. unit (DMMU)	2
Stations per DMMU	2 (4 stations total)

<sup>4</sup> ART. 2021. *Sampling and Analysis Plan, Port of Bandon, Coquille River, Bandon, Oregon*. Issued August 18, 2021 by ART, 19 pp with Figures and Attachment.

<sup>5</sup> PSET. 2021. *Port of Bandon NWP-2001-215-8 Coquille R rm 1*. E-mail sent by J. Holm (PSET Lead, Corps) on August 26, 2021, 3 pp with attachment.

**Site History:** In June 2015, the PSET issued an SDM stating sediments in both project areas were suitable for unconfined aquatic disposal. In June 2015, the PSET assigned a “low” rank to the Port’s sediments.

**Sampling and Analysis Plan Description:** ART’s sampling and analytical program for the maintenance dredging project is summarized in Table 3 per the 2018 SEF. Specifically, vibracore samples were collected at four stations; however, they encountered refusal and were not able to obtain sample material at the proposed post-dredge surface intervals.

Equal volumes from the dredge prism were mixed to form one dredge prism composite samples from each DMMU. Discrete dredge prism subsamples from each core (four in total) were collected and archived at the analytical laboratory.

**Table 3. Sampling description.**

Sampling Description		
Sample collection method		Vibracore
DMMU ID / Rank		PortB / Low      PortL / Low
DP sample ID		090121PortB-COMP-DP      090121PortL-COMP-DP
PDS sample ID		Not collected - refusal
Proposed DMMU volume (cy)		15,800      5,600
Proposed dredge depth (ft MLLW)		-13.0      -9.75
Dredge Prism	Depth range (ft MLLW)	-8.0 to -13.6, -7.2 to -13.2      -3.3 to -9.3, -5.7 to -9.7
	Composite (Y/N)	Y      Y
	Subsamples (SS)/DMMU	2      2
	SS Archive (Y/N)	Y      Y
PDS Layer	Depth range (ft MLLW)	Not collected due to bedrock consisting of sandstone/mudstone and broken gravels
	Composite (Y/N)	
	SS/PDS-layer	
	SS Archive (Y/N)	
<b>Sediment Physical and Chemical Analysis (No. DP/ No. PDS*)</b>		
Grain size	1/-	1/-
Total organic carbon	1/-	1/-
Total solids	1/-	1/-
Ammonia	1/-	1/-
Total sulfides	1/-	1/-
Metals, marine + mercury	1/-	1/-
PAHs	1/-	1/-
SVOCs (phthalates, chlorinated hydrocarbon, phenols, misc. extractables)	1/-	1/-
Pesticides	1/-	1/-
Polychlorinated biphenyls (Total PCB Aroclors)	1/-	1/-
Tributyltin	1/-	1/-
Total petroleum hydrocarbons (dx, rx)	1/-	1/-
Dioxins/furans	-/-	-/-
<b>Biological Testing Description (No. DP/ No. PDS)</b>		
Bioassays	-/-	-/-

\* - No PDS samples collected due to presence of bedrock.

**Deviations from the SAP:** ART was unable to obtain post-dredge surface material in either DMMU due to refusal of the vibracore when it encountered bedrock. This is consistent with previous attempts to sample the post-dredge surface in 2015. Because the bedrock would be the lower limit of the dredge prism, this deviation does not unduly affect this sediment suitability determination.

**Results:** Table 4 summarizes the Port's physical and chemical testing results for the dredge prism sediments. Chemical analytical results for the dredge prisms were compared to the 2018 SEF marine SLs and ODEQ's marine fish-based SLV for PCBs.

The dredge prism materials had no exceedances of SEF marine SLs or of ODEQ's marine SLV for PCBs. All detections and non-detections are below applicable SEF SLs with sufficiently low reporting and detection limits. The highest reporting limit (30 ug/kg U) for Total PCB Aroclors is below the SEF SL (130 ug/kg) and ODEQ's marine SLV (47 ug/kg).

**Table 4. Sediment Analytical Summary – Dredge Prism**

Sediment Physical and Chemical Results			
Decision unit (Sample ID):	090121PortB-COMP-DP	090121PortL-COMP-DP	SEF Marine SL 1
Parameter			
Grain size: gravel, sand, silt, clay (%)	0.98, 32.55, 55.66, 12.14	1.51, 73.33, 18.01, 6.4	--
Total Solids (%)	45.2	61.1	--
Total Organic Carbon (%)	2.23	0.82	--
Ammonia (mg/kg)	53.5	24.4	--
Total Sulfides (mg/kg)	960	370	--
Metals (mg/kg)	Detect <SLs J	Detect <SLs J	varies
PAHs (ug/kg)	Detect and Non-detect <SLs U, J	Detect and Non-detect <SLs U, J	varies
LPAHs / HPAHs (ug/kg)	241.8 J / 638.2 J	6.1 J / 16 U	5,200 / 12,000
SVOCs except below (ug/kg)	Detect and Non-detect <SLs U, J	Detect and Non-detect <SLs U, J	varies
Benzoic acid (ug/kg)	870 (210) U	640 (160) U	650
Hexachlorobutadiene (ug/kg)	22 (6.6) U	16 (4.9) U	11
Pesticides (ug/kg)	Non-detect <SLs U	Non-detect <SLs U	varies
DDD	0.21 U	0.16 U	16
DDE	0.21 U	0.16 U	9
DDT	0.21 U	0.16 U	12
PCBs (Total Aroclors) (ug/kg)	38 U	30 U	130 / 47†
TBT (ug/kg)	2.2 U	0.70 J	73
TPH dx/rx (ug/kg)	19 J / 49 J	10 J / 20 J	-- / --

U = not detected at or above the method reporting limit (MRL) or method detection limit (MDL), MRL reported; J = estimated concentration between MDL and MRL; *Italics* = non-detection with MRL exceeding SEF SL (MDL in parentheses); † = ODEQ (2007) marine fish-based screening level value for PCBs

**Discussion:** Although benzoic acid and hexachlorobutadiene in the PortB sample and benzoic acid in the PortL sample had elevated MRLs that exceeded SEF screening levels, the MDLs were below SEF SLs. There is no reason to believe the analytes are present at concentrations of concern in the dredge prism sediments.

All other analytes were reported below SEF marine SLs (detected or non-detected with reporting and detection limits below SLs). There were no exceedances of ODEQ's marine fish-based bioaccumulative SLV for PCB Aroclors.

**PSET Suitability Determination:**

**Dredge Prism** – There were no detections or non-detection (U) exceedances of analytes with marine screening levels under the SEF in the dredge prism composite samples. As such, the Port of Bandon's **dredge prism material is suitable for unconfined, aquatic placement**, including ocean disposal, per the SEF guidance without further testing.

Post-Dredge Surface – Based on the “Low” management area rank, suitability of the overlying dredge prism sediments, and the assumption the post-dredge surface would be comprised of bedrock, the PSET is assuming the Port of Bandon’s **post-dredge surface** is suitable for **unconfined, aquatic exposure** per the SEF guidance without further testing.

With two consecutive rounds of suitable sediment characterizations (2015, 2021) and the presence of bedrock in the dredge areas, it is appropriate to switch to a grab sampling device for future sediment characterizations.

**Contact:** This memorandum was prepared by James Holm (PSET Lead, Corps) and reviewed by the participating PSET agency staff identified above. Questions regarding the PSET suitability determination should be directed to James Holm at (503) 808-4963 or e-mail to: [James.A.Holm@usace.army.mil](mailto:James.A.Holm@usace.army.mil).

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Figure 1. Port of Bandon boat launch DMMU PortL proposed and actual core sampling locations, dredge area, and contours (sampled 1 September 2021).





Figure 2. Port of Bandon boat basin DMMU PortB proposed and actual core sampling locations, dredge area and contours (sampled 1 September 2021).

