

PORT OF BROOKINGS HARBOR
Commission Workshop Meeting
Thursday, July 15, 2021 • 2:00pm
Teleconference / Meeting Room *(limited capacity)*

Teleconference Call-In Number: 1 (253) 215-8782

Meeting ID: 771 205 4017

Passcode: 07152021

(to mute/unmute: * 6)

TENTATIVE AGENDA

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| • Roll Call | |
| • Modifications, Additions, and Changes to the Agenda | |
| • Declaration of Potential Conflicts of Interest | |
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| 2. APPROVAL OF AGENDA | |
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| 3. PUBLIC COMMENTS – (Limited to a maximum of three minutes per person. Please email your comments to portmanager@portofbrookingsharbor.com prior to the meeting. ***Please wait to be called on before speaking***) | |
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| 6. NEXT REGULAR MEETING DATE – Tuesday, July 20, 2021 at 6:00pm | |
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| 7. ADJOURNMENT | |

A request for an interpreter for the hearing impaired, for those who want to participate but do not have access to a telephone, or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Brookings Harbor Office at 541-469-2218.

INFORMATION ITEM – A

DATE: July 15, 2021
RE: Best Management Practices Policy Update
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port entered into Intergovernmental Agreement (IGA) with Oregon State Marine Board (OSMB) to demolish two abandon boats this year. Part of the IGA required the Port to update our Best Management Practices (BMP) per Exhibit C.
- The two boats within the IGA were demolished and the Port was reimbursed costs for the work.
- Exhibit C, in general recommends:
 - Insurance for wreck removal and environmental cleanup
 - Seaworthiness
 - State Registration
 - Moorage Rules
- The Port's moorage agreement covers items recommended in Exhibit C.
- Created new section within BMP. BMP 8.0 Prevention of Abandon Derelict Vessels in Year-Round Moorages complies with OSMB recommendation.

DOCUMENTS

- IGA 250-1921ADV-001 Exhibit C, 3 pages
- Port Moorage Agreement, 4 pages
- Port Best Management Practices Draft, 14 pages

EXHIBIT C

BEST MANAGEMENT PRACTICES

for the Prevention of Abandoned and Derelict Vessels in Year-Round Moorages

In the past decade, Oregon has seen an increase in the number of abandoned and derelict vessels (ADVs) that are present on waterways and moored at marinas and public ports. These vessels can become very expensive for a marina to dispose of when an owner abandons it and leaves the clean-up for others to manage. In addition, these ADVs pose a serious threat of environmental pollution in most cases so it's vital that all parties involved with managing recreational boating (government agencies and marina managers) take significant steps to curb the problem. Due to the increase in the severity of the issue, the Oregon State Marine Board (OSMB) and other partners have developed some guidance for port and marina management that will help to mitigate the ongoing issue of abandoned boats. Listed below are the best management practices (BMPs) that, if fully implemented, should alleviate some of the problems currently faced by marina managers. The three main elements to this strategy are: an adequate vessel insurance policy to cover salvage and clean-up of oil/fuel spills, requirements that all vessels moored at marinas are kept in a seaworthy condition at all times, and requirements that all moored recreational vessels must meet registration requirements prescribed in Oregon state law.

Marina policies should:

Insurance

- Require proof of adequate vessel insurance from customers and verify that the policy covers the cost of salvage (sometimes referred to as coverage for the boat hull and equipment) in the event of a sinking at the docks, in addition to environmental clean-up activities for an oil or fuel spill.
- Require that a customer's insurance policy name the marina as a third-party designee and that they provide a copy of the policy declarations page to the marina. This ensures the marina is made aware of any lapses or changes in a policy.

AND/OR

- Ensure that the marina's insurance policy covers the salvage of sunken vessels and clean-up of oil/fuel spills for *any* vessel moored at their facility.
 - As a certified Clean Marina, you might be eligible for a discount on your facility's environmental liability insurance, so make sure to investigate this with your insurance company.

Seaworthiness:

- Require all owners to keep their vessels in a seaworthy condition. Any vessel of concern as identified by either the marina management, a State agency, or local law enforcement shall be required to perform a seaworthiness demonstration. This can be as simple as having a vessel leave the marina under its own power and then return to the docks.
- If seaworthiness cannot be proven, then a vessel owner shall be given no more than 90 days to complete any necessary maintenance to return it to a seaworthy condition. If this cannot be completed, the vessel will need to be removed from the water at the owner's expense.
 - No vessel should be allowed to become derelict at the docks. Vessels should not have multiple tarps covering them unless they are kept adequately secured and in good condition. Accumulation of growing moss topside should not be allowed, and any heavy underwater hull fouling should be addressed (out-of-the-water work). Vessel propulsion systems shall always be maintained in working order and bilge pumps shouldn't have to run continuously to keep vessels afloat.

State Registration

- Marina staff shall perform regular checks on the docks for compliance with state registration requirements. No vessels shall have expired stickers displayed.
 - All owners are required to maintain state registration if their vessel is in Oregon waters, even if the boat is not in use. Additionally, all federally documented recreational boats are required to maintain a valid state registration and display a sticker on the stern of the vessel.
 - Marinas should always maintain a minimum 90% registration compliance rate on the docks and strive for 100% compliance. Delinquent vessel owners should be contacted regularly for compliance follow-up and be given a deadline to comply.
- Marina managers should ensure that the moorage lessee is the owner listed on the vessel title. If a discrepancy is noted, the marina manager should determine whether there is a valid reason or if the lessee should be referred to the OSMB to properly title the vessel.
- If boaters remain noncompliant then it's recommended that your County Sheriff's Marine Patrol be contacted and that you ask them to perform an enforcement action.

Moorage Rules

- Update moorage rules and customer agreements to include the above items if they are not already part of your current package.

- Ensure moorage agreements provide the marina with the authority to require an owner to remove the vessel from the water if the boat is not in compliance with required moorage rules and give authority to the marina to remove a vessel of concern at the owner's expense if they don't comply with a marina order to do so.
- Actively enforce all established moorage rules and complete required follow-up activities for vessels deemed not-in-compliance in a timely fashion.
- Require tenants to notify marina management immediately if a vessel is sold and remains at the marina.

Best Management Practices (BMPs)



Adopted by Resolution 2021-XX

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Introduction

- BMP 1.0 Vessel Maintenance and Repair – General (Including Engines)
- BMP 1.1 Vessel Cleaning
- BMP 1.2 Scraping and Sandblasting
- BMP 1.3 Vessel Painting
- BMP 2.0 Vessel Storage
- BMP 3.0 Fuel Handling
- BMP 4.0 Storage, Handling and Disposal of Hazardous Materials and Waste
- BMP 5.0 Solid Waste Handling, Disposal and Recycling
- BMP 6.0 Stormwater Management
- BMP 6.1 Stormwater Management – Maintenance of Oil and Sediment Trapping Devices
- BMP 7.0 Maintenance of Physical Structures
- BMP 8.0 Prevention of Abandoned and Derelict Vessels in Year-Round Moorages

INTRODUCTION

This document discusses Best Management Practices (BMP's) for minimizing water quality impacts. Operations and maintenance activities at Boat Yards are potential sources of a wide range of pollutants including sediments, heavy metals, antifoulants, hydrocarbons, solvents, antifreeze, acids and alkalis, surfactants, nutrients, bacteria, floatables and plastics. Some of these pollutants – particularly heavy metals, solvents and hydrocarbons – may be toxic to aquatic life at low concentrations.

It is the responsibility of the Port Staff to enforce the contents of this document.

Environmental Concerns:

Operations and maintenance activities at the Port of Brookings Harbor Boat Yard facility include vessel maintenance and repair, vessel storage, waste disposal, fuel handling, solid waste handling, structural maintenance, vessel work areas and storm water management. These activities are potential sources of a wide range of pollutants. It is the intent of Port staff to operate this facility under Best Management Practices (BMP's) and in an environmentally responsible manner. It is the responsibility of every user of the Port of Brookings Harbor Boat Yard facility to comply with published operating BMP's.

BMP 1.0 Vessel Maintenance and Repair – General (Including Engines):

The purpose of this BMP is to govern potential discharges of contaminants associated with the routine maintenance of vessels, including engine maintenance and repair.

- 1) The following activities may be conducted on board vessels while in the water, unless vessel can be taken out of the water by trailer:
 - Routine engine tune-ups, oil changes and other minor servicing and repair;
 - Routine care and cleaning of rigging and fittings, interior surfaces, and “bright work”, providing these activities do not produce waste water;
 - Painting and maintenance of sanitary waste water facilities;
 - Bilge pump repair;
 - Removal and replacement of an engine, when such activities are conducted so as to contain any discharges or spills of engine fluids; and
 - Similar activities for which an accidental spill can be contained on deck or within the vessel.

- 2) The following activities should be conducted with the vessel out of the water and as appropriate, within an area specifically designed for the following purposes:

- Repairs requiring the disassembly of the outboard or lower drive unit;
- Bilge repairs requiring opening or penetrating the hull;
- Scraping, sandblasting or painting the hull exterior or drive units;
- Interior or on-deck painting or similar activity involving aerosol application with a risk of overspray or drippage beyond the confines of the vessel.
- Cleaning of the hull exterior with cleaning agents other than fresh water or natural seawater. Wastewater from such cleaning should be collected and treated or discharged into a community sewage system. Discharge from wash water into waters of the State is prohibited; and
- Any other activities involving the potential risk of an uncontained discharge of oil, chemical, nutrients or other contaminants to waters of the State.

BMP 1.1 Vessel Cleaning:

The purpose of this BMP is to minimize the risk of a discharge of cleaning compounds, paint and varnish. The only two authorized sites at the Port of Brookings Harbor Boat Yard for vessel pressure washing are Boat Yard and Boat wash in retail parking lot.. All other boat washing on Port property is prohibited.

Avoid the use of heavy duty detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, acids or lye.

In water hull cleaning by divers is not permitted.

Do not discharge liquid wastes, including solvents, detergents and rinse water onto the ground, or allow them to enter the storm drains.

Do not dispose of liquid wastes, including solvents, detergents and rinse water onto the ground, or allow them to enter the storm drains.

Do not dispose of liquid wastes in dumpsters.

Hydro blast (high pressure washing) operations should be conducted in accordance with the following practices:

- Hydro blast waste water must be contained by directing it to a holding tank or treatment unit. This prevents paint chips and oil from being discharged to State waters;
- Cleaning processes that use chemical additions such as solvents or degreasers must be conducted in self-contained systems that prevent any discharge to storm drains or sanitary sewers;

- Permission will be required to discharge these wastes to local municipal sanitary sewer systems. Pre-treatment is required.

BMP 1.2 – Scraping and Sandblasting:

The purpose of this BMP is to minimize the risk of discharge of paint or varnish residues and contaminated blast grit to the environment, either by direct discharge to water, conveyance via storm water or conveyance by air.

Sandblasting is prohibited.

Scraping should only be conducted in designated vessel work areas.

Vessels in gravel work areas must sit on a tarp to prevent dust, paint chips and other materials from accumulation in the soil or sand.

Hand sanding is allowable, but all power sanders must have a dust collection unit attached.

Work areas must be kept clean of debris and grit from scraping and sanding operations so that runoff and wind will not carry any waste into the water.

Tarps and sheeting should be used in the gravel lot to collect debris and spent materials for appropriate disposal. All vessel work areas must be cleaned at the end of each work day.

As new, environmentally safe products become available which minimize the need for scraping and sanding, their use will be encouraged.

Scrapings and debris should be stored under cover in a manner that minimizes contact with processed water or storm water. Scrapings may be classed as a special waste or hazardous waste if soluble metals or antifoulant chemicals are present in large amounts.

BMP 1.3 – Vessel Painting:

The purpose of this BMP is to minimize the risk of a discharge of paint, solvents, and associated materials to the environment by either airborne or waterborne mechanisms.

The use of non-toxic, high bonding, easily cleaned hull coatings should be encouraged, more alternative coatings are anticipated to become available as the state of the art advances.

Painting and varnishing of vessels in water should be generally limited to the interior surfaces and to “bright work”, where paint materials and spills can be contained and prevented from entering the water.

PAINTING USING AREOSOLS OR SPRAY EQUIPMENT IS PROHIBITED.

The bottom edges of tarps and plastic sheeting should be weighted to keep them in place.

Drip pans, tarps, and sheeting should be used to contain droppings and spilled material.

The mixing of paints and solvents should be carried out in locations and under conditions such that no spill enters State waters.

Drip pans or other protective devices should be used for all paint mixing, solvent transfer, or equipment cleanup operations unless the operations are conducted in controlled areas away from storm drains, surface waters, shorelines, piers, docks or floats.

Paint and solvent mixing, brush cleaning and similar activities should not be conducted on open floats or on structures over water, but should be done in an on-shore work area. Paints mixed in a separate work area and transferred to an outdoor work area for application should be carried in a tightly covered container and re-opened at the work site.

When painting open floats or lighters, paints should be kept in cans of one gallon or less. Paint cans should be kept in drip pans with drop cloths or tarps underneath the drip pans.

All materials in the drip pan should be properly disposed.

Do not discharge paints, solvents, or other related materials onto the ground or allow them to enter storm drains.

Do not dispose of liquid waste in dumpsters.

Paint and solvent spills present a threat to waters of the State and, therefore, must be prevented from reaching storm drains or deck drains and subsequent discharge into waters.

BMP 2.0 – Vessel Storage:

The purpose of this BMP is to govern potential discharge of contaminants associated with vessel storage.

Do not perform other vessel maintenance and repair activities in dry storage areas unless the other management measures are fully implemented.

Bilges should be inspected and cleaned prior to extended vessel storage. All water, oil or foreign materials found in the bilge shall be cleaned utilizing approved absorbent materials to remove contaminated bilge water. Used absorbents should be disposed of properly. Contaminated bilge water must not be allowed to enter waters of the State.

Fuel tanks should be emptied and purged as required for storage.

Tarps shall be placed under the footprint of each stored vessel.

BMP 3.0 – Fuel Handling:

This BMP deals with operation and maintenance practices for fuel handling. Its purpose is to minimize the potential for a release of petroleum products to the environment and to deal with spills if they occur.

Fuel delivery, storage and dispensing all pose a potential for accidental releases. Each operator is responsible for the prompt containment and clean-up of any spills or releases of hazardous materials. Any spill or release must be reported immediately to the Oregon Emergency Response System (OERS) at 1-800-452-0311; or the National Response Center at 1-800-424-8802.

All containment berms or devices should be inspected weekly for their physical integrity and maintained in good condition. Signs of leakage or spillage of contained material should be investigated and cleaned up immediately.

Fueling facilities and storage areas must be secured when not in use by appropriate shut down devices or security locks. Licensed operators with Port approved spill plans are allowed to fuel vessels over the Public Hoist Dock only.

Appropriate containment and control materials should be stored in a clearly marked location, readily accessible to work and storage areas, emergency phone numbers should be posted in a conspicuous location.

BMP 4.0 – Storage, Handling & Disposal of Hazardous Materials and Waste:

The purpose of this BMP is to govern the storage, handling and disposal of hazardous materials and waste at the Port of Brookings Harbor..

Re-use or recycle anti-freeze, storing of waste anti-freeze should be in a container clearly marked “Waste Anti-Freeze Only”.

A number of substances used in Boat Yard operations may be considered “hazardous materials” or “hazardous waste” and subject to “cradle to grave” management measures specified under Federal and State statutes and regulations.

The water generator, bet it the Port, vessel owner, or Port lessee, is responsible for determining whether materials handled at the facility are subject to regulated management and for complying with applicable regulations for handling, storage, transportation and ultimate disposal of these materials, including any manifesting and reporting requirements.

In addition to the above requirements, and unless suspended by the above requirements, this BMP identifies some housekeeping practices for outdoor hazardous materials storage from the point of view of non-point source control.

The BMP addresses substances that fall within the definitions of hazardous materials or hazardous waste under State and Federal statutes. Always check with the local Department of Environmental Quality (DEQ) office with questions concerning information or hazardous materials or hazardous waste.

Where feasible, minimize the use and storage of hazardous materials on-site.

Solid chemicals, chemical solutions and waste materials, including used batteries, when stored outside, should be stored in a manner which will prevent in the inadvertent entry of these materials into receiving waters, including ground waters. Storage should be in a manner that will

prevent spillage by overfilling, tipping or rupture. In addition, the following practices should be followed:

All hazardous liquid products stored outside should be stored on durable impervious surfaces and within berms or impoundments. Impoundments should contain capacity equal to 110 percent volume of the largest tank or container.

Waste liquids should be stored under cover in closed containers.

Incompatible or reactive materials should be segregated and securely stored in separate areas and closed containers that prevent mixing of chemicals.

Concentrated waste or spilled chemicals must be transported off-site, in accordance with State law. These materials must not be discharged to any sewer or State waters.

Storage of the above listed materials must be done in accordance with State regulations, local codes and fire regulations.

Paints and solvents should be prevented from entering waterways by use of drip pans, drop cloths or tarps. Wherever possible, paints and solvents should be mixed in bermed areas, away from storm drains, surface waters, shorelines and piers. Only one gallon or less of paint should be opened at one time when working on floats and should be contained within drip pans or tarps. Paint and solvent spills should be prevented from reaching storm or deck drains, cleaned up and disposed of properly. Clean up materials soaked with solvent or paint must be handled as hazardous waste.

In the event that a spill occurs, the following steps should be performed as quickly as possible:

- a) Stop the source of the spill if possible.
- b) Contain the spill.
- c) Cover the spill with absorbent material, such as kitty litter, sawdust or oil absorbent pads. Do not use straw.
- d) For small spills of flammable liquids, the absorbent can be aired out; check with the local fire department. When dry, put in dumpster. Keep area well ventilated.
- e) Deploy containment booms, if any spill may reach the water.
- f) Comply with State and Federal regulations to contain and clean up the spill and dispose of materials at an approved facility.

BMP 5.0 Solid Waste Handling, Disposal and Recycling:

This BMP applies to routine disposal of non-hazardous solid waste at Boat Yard sites.

Encourage the use of recyclable materials and provide for collection of recyclables.

Waste disposals and/or collection bins, dumpsters and containers should be clearly marked and accessible to patrons.

Signs should be posted directing patrons to solid waste disposal areas.

Solid waste disposal areas should have signs clearly spelling out rules and regulations for disposal, including materials which are not acceptable for disposal.

The area surrounding solid waste collection facilities should be inspected daily or more frequently by Boat Yard personnel and any waste should be cleaned up immediately.

Dumpsters containing solid waste from repair areas should be covered.

Waste disposal areas should be conveniently located with respect to repair and maintenance areas.

Any waste receptacles placed on docks or near waters edge should be secured.

Disposal of liquid waste in solid waste receptacles will not be permitted.

Provide separation of solid and liquid waste for recycling. Furnish containers for separation of recyclable material and other recyclables in clearly marked, accessible locations. Post notices to inform users of required separation practices.

Appropriate receptacles for waste oil and antifreeze should be provided.

Use tarps and vacuums to contain and collect paint chips, sandings and other debris from boat maintenance areas. Dispose of non-hazardous solids in a covered dumpster or other covered solid waste receptacle. Dispose of hazardous wastes in accordance with BMP 4.0.

Dustless sanders are the approved method for sanding during boat work.

After the contents of a drum or container are used, it should be flattened and made unusable. If possible, re-use or recycle empty drums rather than dispose as solid waste.

Cleaning must be done to prevent debris from falling into the water and to prevent the accumulation of waste materials that may get blown onto surface water. Cleaning with a vacuum is the preferred method for collecting sandings and trash. Hosing of decks and docks should not be done when it might cause debris to be washed into the drains or directly into receiving waters.

Boat Yard operators are responsible for the contents of their dumpsters and hazardous waste should never be put in them. Dumpsters may be locked to prevent "midnight dumping".

Demolition of Buildings on Port Grounds

The Port Manager and/or Harbormaster must ensure that, in conformance with all local, state and federal laws and ordinances, all utilities, alarms, fire suppression systems, battery backups, pumps, wells, heating/cooling, above/underground storage, wastewater treatment, asbestos-containing building materials, hazardous materials, hazardous wastes, solid wastes and lead-

painted surfaces will be disconnected, decommissioned and/or removed prior to building demolition.

BMP 6.0 Stormwater Management:

The purpose of this BMP is to address stormwater management.

Stormwater runoff from parking lots as well as other facility areas represents a significant mode of transportation of contaminants from land-based Boat Yard facilities and activities to Boat Yard waters. The runoff water quality constitutes from parking areas and other impervious surfaces include pollutants typical of urban runoff (e.g. nutrients, metals, suspended solids, hydrocarbons, bacteria, etc.). However, depending upon the nature of specific activities with the Boat Yard, (boat scrapings and painting, boat cleaning, fueling, engine repair, commercial fisheries, etc.) runoff may contain higher concentrations of some pollutants. Pollutants generated from these activities may, in some cases, not be adequately treated in stormwater treatment devices without design modifications.

All areas of the Port of Brookings Harbor Boat Yard should be cleaned on a regular basis to prevent oils, paints, dust, grinding residues and other materials from being washed into surface waters, storm drains, ditches, swales, sloughs and other water courses.

Cleanup of Boat Yard areas should be accomplished by mechanical or manual methods to sweep up or collect debris. Debris in work areas should not be allowed to accumulate and should be cleaned up after each job.

Dispose of material in accordance with BMP 4.0 Hazardous Waste, or BMP 5.0 Solid Waste.

BMP 6.1 Stormwater Runoff Quality Management: Maintenance of Oil and Sediment Trapping Devices.

The purpose of this BMP is to address stormwater management as it relates to maintenance of oil and sediment trapping devices.

Structural measures may be employed at Boat Yards to direct stormwater runoff from parking lots, roofs, and other facility areas to oil/grit separation devices and other sediment trapping facilities. Rinse water from boat washing operations should be directed into an oil and silt trapping device as part of the treatment system, but not into a common device.

To maximize the performance of these devices, this BMP deals with the maintenance and cleaning of oil/grit separator devices, catch basins and other sediment traps.

All sediment traps and oil/grit separators in the stormwater drainage system should be inspected on a monthly basis and after each major storm event, and cleaned as necessary to ensure the interception and retention of oils and solids entering the drainage system. At a minimum, stormwater cartridges will be replaced annually as records of those replacements are maintained.

Sediment and grit traps associated with pressure washing should be inspected after each use to ensure the retention of solids.

Inspections can be done visually. Clean out can be done manually, or by using a vacuum device. Wastes should be disposed of appropriately as solid waste after de-watering.

Oil may be removed by a skimming device and disposed as waste oil or by using absorbent pads and disposed as a solid waste.

BMP 7.0 Maintenance of Physical Structures:

Physical structures within the Port of Brookings Harbor may contribute pollutants to the marine environment as materials degrade or through leaching. Maintenance activities for these structures can be a source of pollution. The purpose of this BMP is to minimize these potential sources through the selection of suitable repair or replacement materials as well as through appropriate maintenance practices. This BMP deals with maintenance and repair practices for waterfront and in-water structures, as well as shore-side structures. This BMP addresses pollutants deriving from the following sources:

- 1) Treated timber used for waterfront and in-water structures.
- 2) Paints, solvents, paint chips and related materials from scraping and painting operations.
- 3) Floatable debris from deteriorating waterfront structures, such as broken and degraded styrofoam from floats. Source Reduction:
 - Natural vegetation should be used for shoreline stabilization whenever feasible and maintained in a good condition by prompt repair and reseeded of washouts and other losses of vegetation.
 - Riprap reventments are generally encouraged over vertical bulkheads, because sloping rip rapped embankments provide greater habitat and reduce wave reflections. Permits are required through the Oregon Division of State Lands and the U.S. Army Corps of Engineers.
 - Timber which has been pressure treated with a preservative such as chromated copper arsenate (CCA) is generally preferred over creosote treated materials for construction and replacement. Where appropriate, steel piling should be used.
 - Scraping of in-water structures and land-side structures should be conducted according to the same management principles as for vessels. Refer to BMP 1.2.
 - Painting of structures should be conducted according to the same management principles as for vessels, refer to BMP 1.3.
 - Where feasible, floating structures should be removed to shore. Line facilities for scraping, painting and major repairs.
 - All styrofoam floats must be encapsulated.

BMP 8.0 Prevention of Abandoned and Derelict Vessels in Year-Round Moorages:

In the past decade, Oregon has seen an increase in the number of abandoned and derelict vessels (ADV's) that are present on waterways and moored at marinas and public ports. These vessels can become very expensive for a marina to dispose of when an owner abandons it and leaves the clean-up for others to manage. In addition, these ADV's pose a serious threat of environmental pollution in most cases so it's vital that all parties involved with managing recreational boating (government agencies and marina managers) take significant steps to curb the problem. Due to the increase in the severity of the issue, the Oregon State Marine Board (OSMB) and other partners have developed some guidance for port and marina management that will help to mitigate the ongoing issue of abandoned boats. Listed below are the best management practices (BMP's) that, if fully implemented, should alleviate some of the problems currently faced by marina managers. The three main elements to this strategy are: an adequate vessel insurance policy to cover salvage and clean-up of oil/fuel spills, requirements that all vessels moored at marinas are kept in a seaworthy condition at all times, and requirements that all moored recreational vessels must meet registration requirements prescribed in Oregon state law.

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- Ensure that the marina's insurance policy covers the salvage of sunken vessels and cleanup of oil/fuel spills for *any* vessel moored at their facility.
 - As a certified Clean Marina, you might be eligible for a discount on your facility's environmental liability insurance, so make sure to investigate this with your insurance company.

Seaworthiness:

- Require all owners to keep their vessels in a seaworthy condition. Any vessel of concern as identified by either the marina management, a State agency, or local law enforcement shall be required to perform a seaworthiness demonstration. This can be as simple as having a vessel leave the marina under its own power and then return to the docks.

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- Actively enforce all established moorage rules and complete required follow-up activities for vessels deemed not-in-compliance in a timely fashion.

POBH Best Management Practices

- Require tenants to notify marina management immediately if a vessel is sold and remains at the marina.



MOORAGE LICENSE AGREEMENT

Slip No.: _____ Permit No.: _____

BILL TO: Owner Operator

BOAT OWNER:

Name: _____

Address: _____

City: _____ St: _____ Zip: _____

Telephone: (____) _____ - _____

Cell Phone: (____) _____ - _____

Email: _____

BOAT OPERATOR:

Name: _____

Address: _____

City: _____ St: _____ Zip: _____

Telephone: (____) _____ - _____

Email: _____

Driver's License Verification: Yes No

Commercial Fishing License: Yes No N/A

Proof of Ownership: Bill of Sale or Registration/Title

IN CASE OF EMERGENCY PLEASE NOTIFY:

(When Owner/Operator is away and cannot be reached)

Name _____

Telephone: (____) _____ - _____

INSURANCE INFORMATION:

Insurance Co.: _____

Policy #: _____

Exp. Date: _____

BOAT INFORMATION:

Boat Name _____

Reg / Doc #: _____

Length Overall: _____ Beam: _____ Draft: _____

Year: _____ Make: _____

Check all that apply: Sail Inboard Outboard

Other: _____

Recreational Commercial Charter

MOORAGE LICENSE TERM & TYPE:

From _____ To _____

Type: Recreational Commercial

Annual Semiannual Monthly Weekly

Daily Transient Other _____

Fee*: _____

This Moorage License Agreement is subject to the terms and conditions set forth on the Moorage License Agreement and to the Port of Brookings Harbor ordinances, presently in effect or that become in effect in the future.

Renewal letter will be sent out 60 days prior to expiration date. Fees for moorage are due and payable in advance for the entire term. Moorage License Agreements that are not signed will be terminated 30 days after the renewal date.

Permission to "live-aboard" and "Storage" must be specifically authorized in writing by the Port of Brookings Harbor by separate agreement.

*Moorage fees are payable in advance. Moorage agreement automatically reverts to a monthly rate if not paid in full within 30 days. Past due accounts will be assessed a late charge of \$1.00 or 1.5% per month (18% per annum) whichever is greater. In the event, suit or action is instituted to collect any amount owed on this account, the undersigned applicant agrees to pay any reasonable attorney fees, collection agency fees and any other costs associated with such action. A \$50.00 fee will be assessed on any Return Payment.

I AGREE TO THE TERMS AND CONDITIONS ATTACHED TO THIS DOCUMENT:

Owner/Operator:

Port of Brookings Harbor Representative:

Signature

Date

Signature

**PORT OF BROOKINGS HARBOR
MARINA BEST MANAGEMENT PRACTICES**

ENGINES AND BILGES

- Use absorbent bilge pads or socks to soak up oil and fuel.
- Recycle and/or dispose of petroleum products properly.
- Dispose of used oil filters properly and make sure they are thoroughly drained.
- Do NOT discharge bilge water if there is a sheen to it.
- Do NOT dispose of any fuels or used oil in the marina's dumpsters.
- Contact the Port Office for the nearest oil recycling locations.
- Fueling of boats inside marina slips is prohibited.

PAINTING AND VARNISHING

- It is prohibited to do any in-water hull scraping or any process that occurs underwater which removes paint from the boat hull.
- Limit the amount of open solvents or paints on dock to one gallon or less.
- Always mix paints and epoxy over tarp.
- Always use a drip pan and/or drop cloth (tarp) when painting.
- Spray painting is not allowed within the marina.
- Do NOT dispose of paints or solvents in the marina's dumpster.

SURFACE PREPARATION

- Use biodegradable, non-toxic, phosphate free cleaners and/or soaps.
- Liberally use tarps to capture all scrapings, debris and drips or use a vacuum sander.
- Stretch tarps between the side of the boat and the dock when working over the water.

SEWAGE

- Untreated sewage should never be discharged directly overboard.
- Store sewage in holding tanks and dispose of properly at pump-out stations.
- Ensure Marina Sanitation Devices (MSD's) Type I and II systems are working properly and discharge the treated waste only when your boat is underway (in coastal waters and rivers navigable from the ocean). DO NOT DISCHARGE ANY MSD while moored in the marina or at any time on inland lakes and reservoirs.
- Type III MSD's are NOT treatment systems; they are only holding tanks and are always required to use pump-out stations.
- Use shore-side facilities as often as possible.

SOLID WASTE DISPOSAL

- Pets must remain on a leash at all times and immediately pick up after your pet and dispose of the waste in a garbage receptacle.
- Harvested fish must be cleaned using the designated fish cleaning stations or on vessels and disposed of properly. All solid fish waste must be disposed of into garbage receptacles or as approved by OSMB, as it is illegal to dispose of fish carcasses in Oregon waterways.
- Dispose of all garbage in the proper shore-side receptacles.
- Recycle all plastics, newspapers, cardboard and aluminum in appropriate receptacles.

No open burning is allowed in the marina from petroleum-containing waste or garbage that would generate black smoke or noxious fumes.

Unattended storage items are not allowed on marina docks.

**ALL HAZARDOUS WASTE MUST BE DISPOSED OF PROPERLY. CONTACT THE PORT OFFICE FOR
MORE INFORMATION AT: (541) 469-2218**

Thank you for helping us to protect the environment and keep a clean and enjoyable facility!

Moorage License Agreement General Terms and Conditions

1. **MOORAGE SPACE:** The Port of Brookings-Harbor ("Port") grants to the designated Owner/Operator ("Licensee") a license for moorage of the designated vessel in the moorage space identified on the front of this Agreement. The Port reserves the right in its sole discretion and without notice to reassign any vessel or stored material to an alternate site of the Port's choosing, permanently or temporarily, to accommodate emergency situations, repairs or administrative needs.
2. **FEES & CHARGES: FEES ARE BASED ON SIZE OF SLIP OR LENGTH OF BOAT, WHICHEVER IS THE GREATER.** Fees for moorage are due and payable in advance for the entire term of this Agreement. Moorage fees are **NON-REFUNDABLE** in whole or in part for daily, weekly, monthly and semiannual payments. Annual moorage, upon 30-days' notice from Licensee, will be refunded on a pro-rated basis at monthly rates. In addition to items covered specifically in this Agreement, Licensee agrees to pay whatever other fees or charges for additional services provided by the Port. The Port shall have right to recover any and all costs associated with the collection of any sums hereunder, whether or not suit is filed, or incurred in the salvage, termination, removal or sale of the vessel or personal property pursuant to this Agreement or any applicable Port ordinance. Past due accounts will be assessed a late charge of \$1.00 or 1.5% per month (18% per annum) whichever is greater.
3. **UTILITIES:** The Port does not guarantee the functionality, continuity or characteristics of the electricity or water provided by the Port. All risk associated with electricity supply, including risk to any of the vessel's electrical components or circuitry is entirely at Licensee's risk. Water, power and trash are included in the moorage rate. Licensee is responsible for any abuse of utilities and will be charged accordingly during the term of moorage, whether the vessel is physically in the assigned slip or not.
4. **RULES AND REGULATIONS:** Licensee agrees to comply at all times with any and all Rules and Regulations promulgated by any Federal, State, Local or this Port. Further, Licensee agrees to abide by special requests made in the interests of public or vessel safety by Port Manager or his/her designee. It is Licensee's responsibility to stay abreast of all rules and regulations concerning vessel use and the use of Port facilities. A copy of the Port's Ordinance is available from the Port Office or website.
5. **INSURANCE:** Licensee agrees to provide a marine/watercraft insurance policy with general liability limits of at least \$500,000. Said policy must include coverage for wreckage removal and fuel spill liability. The policy shall be endorsed to add the Port of Brookings Harbor as an additional insured and to provide notice to the Port of any cancellation or modification of the policy. A copy of said insurance shall be provided to the Port.
6. **VESSEL ACCESS:** Licensee grants the Port free access at all times to the vessel for purpose of inspection for compliance with this Agreement or with Port ordinances, movement of the vessel, fighting fire or other casualty, or at the discretion of the Port, the prevention of any casualty or potential hazard. The Port assumes no responsibility for any damage that may occur arising from the assertion of this right.
7. **WAIVER OF RESPONSIBILITY:** The obligation of the Port under this Agreement is limited to furnishing a portion of dock space reasonably necessary for vessel moorage. The Port does not accept vessels or personal property for storage and accepts no responsibility or liability for the safe keeping thereof, including, loss of any kind, theft or damage of any kind or cause. Licensee is fully responsible for himself, his family, his employees or invitees to the Port's premises and agrees to hold the Port harmless and free from claim for any damages, injury or loss resulting from the acts or failure to act of Licensee, his family, his employees or invitees.
8. **ACCEPTANCE OF PREMISES:** Licensee acknowledges he has inspected the premises for use under this Agreement and accepts them in their present "AS-IS" condition. Licensee agrees to keep the assigned premises neat, clean, free of hazardous or flammable materials and to preserve the assigned space in as good condition and repair as is now or may be put hereafter by the Port. Unattended storage items are not allowed on marina docks.
9. **CONDITION OF VESSEL:** Licensee shall keep the vessel in seaworthy condition and fully operable at all times while in the water and shall secure and otherwise attend to the needs of the vessel. Failure to do so may result in the vessel being deemed a hazardous vessel in accordance with Port ordinance and removed at Licensee's risk and expense. Licensee understands that this action is taken to protect the Port and does not imply any responsibility for storage on the part of the Port.
10. **ASSIGNMENT, TRANSFER AND SUB-LEASE:** This license is not assignable or transferable to any other party. Licensee may replace vessel with another of like size but must notify the Port immediately of the vessels particulars. Licensee may change operators but must notify the Port within 5 days with the particulars of the new operator, including name, address and telephone. Licensee must notify the Port within 10 days of the sale of the vessel and the vessel must be removed or the new owner must completed a new Moorage License Agreement which may or may not be granted by the Port, at the Ports sole discretion.
11. **MOORAGE RENEWAL AND TERMINATION:**
Vessels remaining on the Port's premises after the

expiration of this agreement shall be deemed abandoned and subject to removal or sale by the Port. The Port may, upon 30 days written notice cancel long term Moorage License Agreement for repeated violations of Port Ordinances, Rules or Regulations.

12. PORT'S RIGHTS UPON NON-PAYMENT OR

ABANDONMENT: Any vessel deemed to be abandoned for any of the reasons stated herein is subject to seizure by the Port. A vessel shall be deemed abandoned thirty (30) days from the due date of payment or the failure to renew and prepay the license. The Port may chain, lock or remove the vessel from its assigned location on the Port premises at its sole discretion and refuse access by Licensee to such property until all accounts are paid in full including the Ports costs of seizure, including attorney fees and other costs of collection. The Port shall not be responsible for any loss or damage to the vessel seized during the entire time said vessel remains in the Port's possession. At any time following the date of seizure the Port's, in its sole discretion, may offer for sale to the highest bidder, upon public notice in accordance with the Port's ordinance, the vessel or property so seized.

13. CHANGE OF ADDRESS: Licensee is responsible to notify the Port of any change of mailing address or email address or change of telephone number. All billings will be deemed delivered when mailed to the address of record supplied by Licensee.

14. NON-WAIVER AND JURISDICTION: The failure of the Port to enforce all or any part of this Agreement shall not constitute a waiver of any rights, including that which may have failed to enforce, under this Agreement. This Agreement shall be construed under the laws of the State of Oregon.

15. "LICENSEE" FURTHER AGREES:

- No moorage will be allowed unless designated by the Port Manager or his/her representative. The right is reserved to refuse moorage if in the best interest of the "PORT".
- Departure from or cancellation of moorage space will not be recognized unless the "PORT" office is notified by the

owner or operator and a record is made of the departure or cancellation.

- Annual moorage rates are described as paid in advance for one full year.
- All moorage rates will be paid according to overall length of "VESSEL" or length of dock, whichever is greater.
- Annual moorage rates not renewed by full payment within thirty (30) days of due date become delinquent and automatically revert to the monthly rate charge.
- All rentals which are thirty (30) days past due shall accrue a late payment charge of \$1.00 or 1.5% (18.0% APR), whichever is greater.
- All rates and charges of any "PORT" facilities or services are considered on a NO REFUND basis. Annual moorage, upon 30-days' notice from Licensee, will be refunded on a pro-rated basis at monthly rates.
- Personal subleasing of any "PORT" facilities is prohibited.
- Failure to pay for charges or misuse of "PORT" facilities may result in relinquishing all privileges or access to facilities and service of the Port of Brookings Harbor.
- The storage is a matter of license to use space rather than a bailment. "LICENSEE" agrees to hold "PORT" harmless from any responsibility for preservation, security, or protection of items stored within the storage facility.
- No fabrication or repair of hull, wheelhouse cabin or deck gear.
- No sandblasting, welding or fiber glassing.
- No exterior painting of hull, cabin or deck gear.
- No storage of hazardous materials or chemicals.
- All items must be kept on board "VESSEL".
- No storage of miscellaneous gear will be allowed on the docks around "VESSEL".
- No electrical service is available in storage yard without prior arrangements made with Harbormaster or Port Manager. Additional fees will be charged for this service.
- Licensee further agrees that before over the water "VESSEL" maintenance and repairs take place at the Port of Brookings Harbor, the "PORT" will be immediately contacted to ensure conformity with the State of Oregon Best Management Practices.

INFORMATION ITEM – B

DATE: July 15, 2021
RE: Beachfront RV Park Rules & Information Update
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port staff had some negative interaction with slide-in camper guests. A slide on camper is simply a camper which slides onto the back of a pickup truck that has a flat tray or platform it can be mounted on. Usually, once at the campsite you can opt to remove it from the vehicle, so you can set up and still go exploring without having to pack up your campsite to use your vehicle.
- Under section, RV Policy, Port staff is recommending removing the requirement for “slide-in campers are not permitted to be taken off the vehicle”. Staff feels this requirement is not necessary and will increase guest use.
- One other change, under section, RV Camp Site Types, removing tents sites and updating dry camping sites for fully contained RVs only.

DOCUMENTS

- Draft Beachfront RV Park Rules and Regulations, 2 pages



BEACHFRONT RV PARK

Term & Conditions

Reservations Check In:

- Check in time: 1:00 p.m.
- Check out time: 12:00 p.m.
- Reservations can only be made with credit cards.
- Payment in full is required when you make your reservation.
- Online Reservations must be made at least 2 days prior to the planned arrival date.
- Reservations are accepted up to 180 days (6 months) in advance.
- Maximum stay is 14 nights and guests may return after spending at least 3 nights out of the park.
- There is a non-refundable \$5.00 transaction fee.
- You must be at least 18 years old to reserve a site. The registered guest is responsible for the activities of everyone at the site – sites may not be sublet.
- Memorial Day, Fourth of July & Labor Day Weekend - Three night minimum. All other holidays - two night minimum.

Reservations Cancellation Policy:

- Only the person who made the reservation may change or cancel a reservation.
- Transaction fees are non-refundable – no exceptions.
- If you cancel your reservation at least 3 days before your arrival date, you will receive a full refund less the reservation transaction fee.
- If you cancel your reservation less than 3 days before your arrival date, you will still be charged the first night plus the reservation transaction fee and refunded the remainder. Please contact the RV Park Office to cancel if there are less than 3 days to your arrival date.

Late Arrivals and No Shows for Overnight Reservations:

- Reservations will be held until 1:00pm on the day following your arrival date.
- If you do not call or show up by 1:00pm on the day following your arrival date, your reservation will be cancelled and you will not receive a refund of any fees collected for your stay.

No early departure refunds are available. Fees and rules subject to change.

(Additional RV Park Rules & Information on reverse)

Beachfront RV Park Rules and Information

The Port of Brookings Harbor has established rules and regulations to protect park areas for the enjoyment of future generations as well as for the convenience and safety of the park visitors. To ensure your visit is a pleasant one, please observe the following:

- **NATURAL SCENERY, PLANTS AND ANIMAL LIFE** are the principal attractions of most parks. They are integral parts of the ecosystem and natural community. As such they are protected by Federal, State and Park laws. Disturbance or destruction of these resources is strictly forbidden.
- **RV Policy.** Only RVs 20 years old or newer will be accepted. RVs are defined as either motor vehicles or towable trailers and are primarily intended for leisure activities such as vacations and camping. Recreational vehicle types include the motorhome (class A, B, B+, and C), travel trailer, fifth wheel trailer, toy hauler, popup trailer, and slide-in camper. The RV must be in good condition, with original parts. Windows must not be obscured, except for curtains or blinds.
- **RV Camp Site Types.** There are five basic types of campsites: (1) Pull-thru Full Hookup – Picnic table, cable tv, sewer, electricity and water; (2) Back-in Full Hookup – Picnic table, cable tv, sewer, electricity and water; (3) Back-in Partial Hookups – Picnic table, fire pit, electricity and water; and (4) Dry Camping for fully contained RVs only – no utilities.
- **RV Camp Site.** Only one RV and a maximum of one vehicle are allowed in your RV Camp Site. Excess vehicles must be parked in designated areas. No tents or non-transparent gazebos may be placed within a RV camp site. Tent sites may be available to reserve in addition to your RV reservation if needed. Any additional trailers (boat, ATV, etc.) are not permitted in RV camp sites or tent site areas. The Port of Brookings Harbor can assist with recreational trailer parking. Trailer reservations can be made through the Port of Brookings Harbor, please call 541-469-2218. No clothes lines or hanging clothes or ornament objects on trees, vehicles or fences. Parking is permitted only in designated areas. Blocking parking spaces is prohibited.
- **Guests.** Up to six guests may stay at a single camp site. Additional fees may apply for additional persons.
- **Quiet Hours.** Quiet hours are from 10:00 p.m. to 7:00 a.m. Generators must be turned off at 10:00 p.m.
- **Pets.** Pet owners must follow all applicable state and local laws and ordinances and, in addition, confine their pets to the guest's RV space. All pets must accompany the guest when they leave Beachfront RV Park and at no time may be left unattended. Guests with a vicious, dangerous or disruptive animal(s) will be removed from the park. Guests are required to immediately pick up after their pets.
- **Wildlife.** Please be advised that we have wonderful wildlife residing around our park. Please be respectful and DO NOT FEED OR PET WILDLIFE. The Port of Brookings Harbor is not responsible under any circumstances for injuries caused by guests' failure to obey park rules regarding wildlife.
- **Internet and Cable Television.** Internet and cable television are provided as a courtesy and are not guaranteed. Channel lineup and internet password will be provided at RV Park Office or by the Campground Host on duty.
- **Garbage.** There is no garbage collection service at the each camp site. Guests are required to take their garbage to one of the trash bins located throughout the park.
- **Fires.** Fires are permitted only in facilities provided for this purpose. It is the responsibility of every visitor to use extreme caution with any burning materials, including tobacco. No explosives, fireworks or other substances that could cause harm are allowed in park or on the beach. Fire pits requested from Beachfront RV Park are on a first-come, first-serve basis. Wood can be purchased at RV Park Office or from the Campground Host on duty. Driftwood fires are not allowed. Portable stoves may be used only in established campsites and picnic areas.
- **Marijuana Use.** It is unlawful to use marijuana or marijuana items in the park. More information on recreational marijuana in Oregon can be found at whatslegaloregon.com.
- **Drones.** Port of Brookings Harbor prohibits anyone from flying a drone in the park or on Port properties.
- **Beach & Jetty Areas.** Guests assume all risk when visiting the beach and jetty areas. Please be alert at all times and watch out for sneaker waves.
- **Liability.** All facilities are used at your own risk. Our equipment, apparatus and facilities are furnished solely for the convenience of our registered guests. All persons using such do so at their own risk. The Port of Brookings Harbor is not responsible for accidents, injuries or loss of property due to fire, theft, wind or acts of God. The Port of Brookings reserves the right to make site changes and the right to refuse service to anyone who fails to abide by park rules and regulations.
- Additional rules or notices may be provided at check-in.
- **Emergencies call 9-1-1.**

INFORMATION ITEM – C

DATE: July 15, 2021
RE: Catalyst Seafood Building Addition
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Couple months ago, the Board reviewed drawings from Catalyst Seafood for a kitchen expansion. Catalyst Seafood has formally requested Port approval to move forward with this plan.
 - Catalyst Seafood is planning a small addition to the kitchen area that will allow us to relocate our dishwashing area as well as provide space for a walk-in cooler. We are planning to start the project in mid-summer 2021. The cost of the project, including any required Harbor Sanitary District SDC's, will be the sole responsibility of Catalyst Seafood. Catalyst Seafood will also obtain all required building, electrical and plumbing permits. We are not adding any additional dining area nor are we adding employees as a result of this addition so additional parking will not be required.

DOCUMENTS

- Email from Catalyst Seafood, 1 page
- Catalyst Seafood Construction Drawings, 2 pages

From: William Goergen <[REDACTED]>
Sent: Thursday, July 1, 2021 3:50 PM
To: portmanager@portofbrookingsharbor.com
Subject: Fwd: Catalyst Addition
Attachments: A100-Catalyst.pdf; Untitled attachment 00223.html; Site Plan - Catalyst.pdf; Untitled attachment 00226.html

Begin forwarded message:

From: Anthony Baron <[REDACTED]>
Subject: FW: Catalyst Addition
Date: July 1, 2021 at 11:25:31 AM PDT
To: William Goergen <[REDACTED]>

I am plugging back in....forward to Gary. Add anything you want

Sent from [Mail](#) for Windows 10

From: [Anthony Baron](#)
Sent: Thursday, April 22, 2021 10:38 PM
To: [William Goergen](#)
Subject: RE: Catalyst Addition

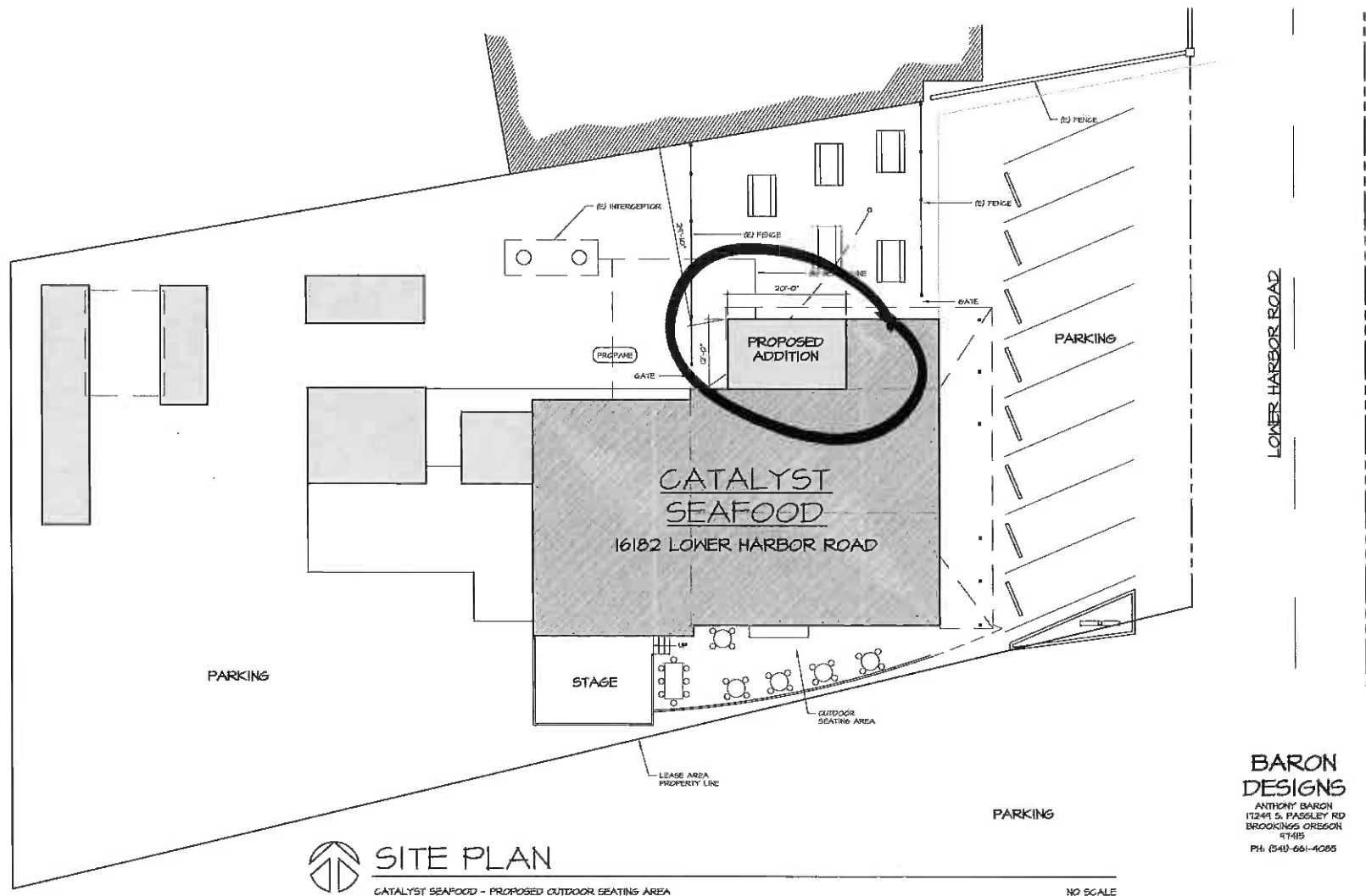
Catalyst Seafood is planning a small addition to the kitchen area that will allow us to relocate our dishwashing area as well as provide space for a walk in cooler. We are planning to start the project in mid summer 2021. The cost of the project, including any required Harbor Sanitary District SDC's, will be the sole responsibility of Catalyst Seafood. Catalyst Seafood will also obtain all required building, electrical and plumbing permits. We are not adding any additional dining area nor are we adding employees as a result of this addition so additional parking will not be required.

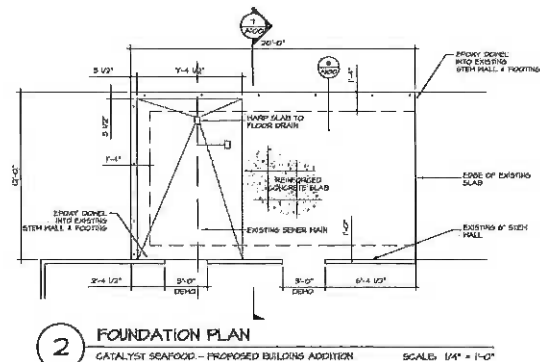
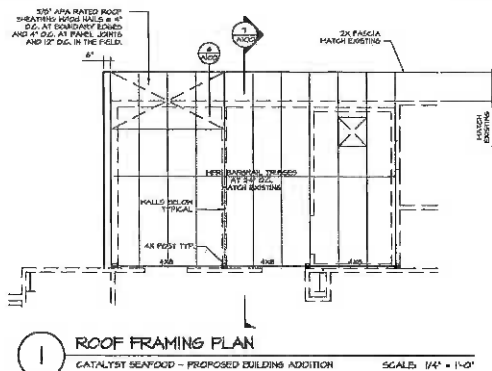
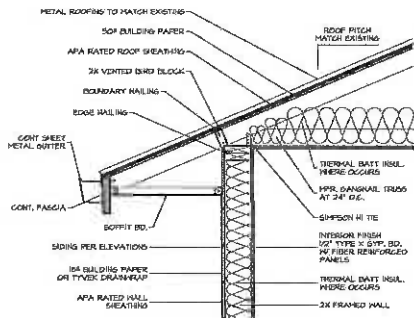
Sent from [Mail](#) for Windows 10

From: [William Goergen](#)
Sent: Tuesday, April 20, 2021 11:41 AM
To: [Tbone](#)
Subject: Fwd: Catalyst Addition

Begin forwarded message:

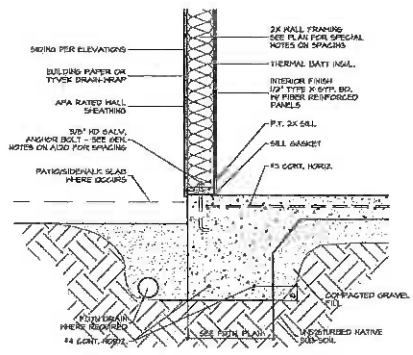
From: <portmanager@portofbrookingsharbor.com>
Subject: RE: Catalyst Addition
Date: April 20, 2021 at 11:13:57 AM PDT



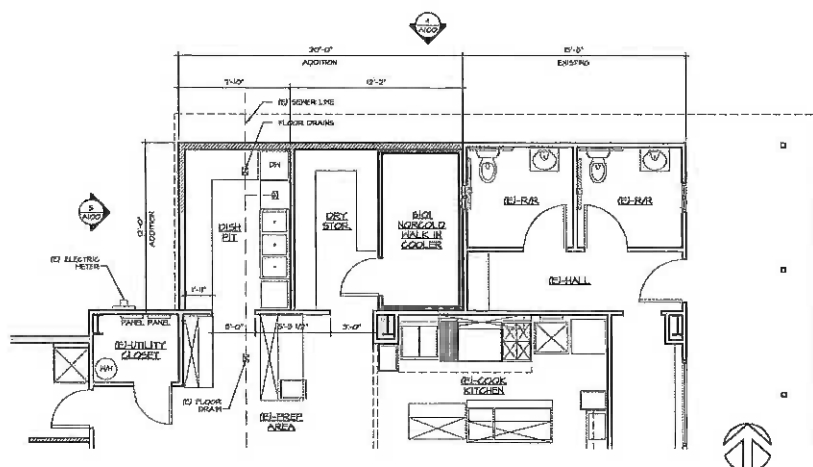


1 ROOF FRAMING PLAN
CATALYST SEAFOOD - PROPOSED BUILDING ADDITION
SCALE: 1/4" = 1'-0"

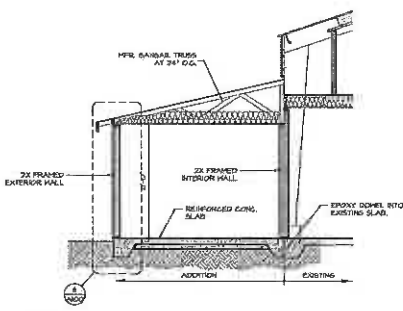
2 FOUNDATION PLAN
CATALYST SEAFOOD - PROPOSED BUILDING ADDITION
SCALE: 1/4" = 1'-0"



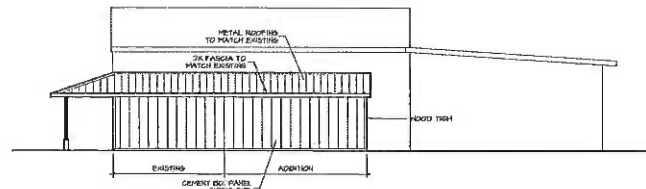
6 WALL SECTION
SCALE: 1/8" = 1'-0"



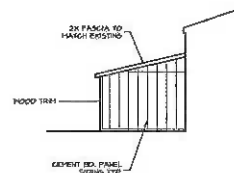
3 FLOOR PLAN
CATALYST SEAFOOD - PROPOSED BUILDING ADDITION
SCALE: 1/4" = 1'-0"



7 BUILDING SECTION
SCALE: 1/8" = 1'-0"



4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



5 WEST ELEVATION
SCALE: 1/8" = 1'-0"

BARON
DESIGNS
ANTHONY BARON
11241 S. PASADENA RD
BROOKING OREGON
97103
PH: 504-661-1005

CATALYST
SEAFOOD
16182 LOWER HARBOR RD
HARBOR, OR 97145

PLANS

DRAWN: ASB
DATE: 2/20/21

A100

INFORMATION ITEM – D

DATE: July 15, 2021
RE: Port Security Contract
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Currently the contract for Port security is operating on month-to-month basis. The original two-year term ended in April 2021. Before renewing this contract or requesting quotes, this would be a good time to review our security operations. Below are the current operations listed in the security contract:
 - A. The daily operations include:
 - 1) Provide nightly security patrol of all Port docks, parking lots, RV Park, shipyard and all leased property within the Port complex.
 - 2) Insure and enforce proper parking of vehicles, RV's, campers, travel trailers or any other vehicle.
 - 3) Enforce all Port ordinances and policies as required by Port Authority.
 - 4) Provide assistance to the general public.
 - 5) Provide and obtain assistance to all local law enforcement and emergency services personnel as needed.
 - 6) Lock restrooms at 10:00 pm and reopen them at 4:00 am (four restroom facilities).
 - 7) Lock RV Park gate at 10:00 pm
 - B. Provide properly trained and uniformed personnel to perform the above operations.
 - C. Provide a clearly and properly marked vehicle for patrol.
 - D. Provide the necessary communications equipment.
 - E. Provide additional security during special events for Port properties (event planners must provide their own security).
 - F. Hours of security patrol are 10:00 pm to 4:00 am, seven days a week.
 - G. Report directly to the Harbormaster by means of daily shift reports and occurrence reports.
- Hourly service is \$45 per hour (2 hours minimum per shift) and \$45 per hour for (1 hour minimum for callouts or requests for additional service).
- Proposed changes to security operations or continue with current operations:
 1. Adding 1 hour during the day for patrol (reduces employee interaction with violators and increases employee productivity)
 2. Establishing parking violation fines (security company manages fines)
 3. Reduce daily patrols from 7 days per week to 5 days.

DOCUMENTS

- None

INFORMATION ITEM – E

DATE: July 15, 2021
RE: Boat Launch Parking Lot Signage
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port received a complaint through Oregon State Marine Board staff of vehicles parking in the boat launch parking lot that were not related to recreational fishing.
- Since the notice from OSMB, the Port has increased its patrol of the parking lot. Port has also communicated with business nearby of the situation. Port also discussed options to reduce public parking within the boat launch parking lot.
- Last month the Board approved painting curbs red for no parking on the entrance road and increase signage to help identify intended parking use. The curbs were painted red and the boat ready area sign was installed.
- Port staff proposed the attached signage plan to OSMB staff and they accepted the plan.

DOCUMENTS

- Proposed boat launch signs, 2 pages
- Proposed locations of the signs, 1 page

#1



2 each 36" x 36" sign with two steel tubing posts.

#2



**RESERVED PARKING FOR
BOAT RAMP USERS ONLY
LAUNCH FEE REQUIRED
NO PUBLIC PARKING**

6 each 36" x 36" sign with two steel tubing posts.



INFORMATION ITEM – F

DATE: July 15, 2021
RE: Traffic & Parking at Zola's on the Water
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- The Board approved removing the parking along the private property and creating a fire lane and parking between the two buildings. Zola's completed their storage expansion and drainage upgrade and it is time make some asphalt repairs, sealcoat and restripe the parking.
- Port staff discussed with Zola's and the new owner changing the traffic to one-way and creating the fire lane (no parking along the new owner's property) and both agreed to this idea.
- Port staff plan has the traffic entering from the retail side and exiting through the boat launch parking lot. Parking stalls will be slanted the opposite direction than what they are currently. We will also create a walkway between the parking stalls and Zola's on the Water building. Some grading may be necessary for water drainage. Signs will be installed to increase traffic direction. Also recommend installing signage to specifically direct Zola's on the Water parking from Lower Harbor Road.

DOCUMENTS

- Proposed traffic and parking at Zola's on the Water, 1 page

INFORMATION ITEM – G

DATE: July 15, 2021
RE: Fire Hydrant at Basin 2 Commercial Parking Lot
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- The Board approved installing two new fire hydrants for better access for firefighting equipment at Basin 2.
- Last year, the first fire hydrant was installed on the west side of Basin 2 near the boat yard. This year we are looking at installing the second fire hydrant on the east side.
- Installing this fire hydrant will require crossing Lower Harbor Road. The water main is located on the east side of the road. The fire hydrant would be placed in the existing grass island as shown on the attached map. Port staff will be asking for Board approval for this general location.

DOCUMENTS

- Proposed map of fire hydrant location, 1 page

Port of Brookings Harbor

New Fire Hydrant at Basin 2 East Side

Scope of Work:

Install new fire hydrant at Basin 2. Hot tap to existing Harbor Water District main waterline on Lower Harbor Road per Harbor Water District specifications. Cross Lower Harbor Road following Curry County Road Department specifications. Excavate into existing landscape, install piping, fire hydrant and backfill trench per Harbor Water District specifications.



INFORMATION ITEM – H

DATE: July 15, 2021
RE: Joint Permit Application Update
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Reported last month the Joint Permit Application (JPA) was submitted for the FEMA project. During the review, a sampling and analysis plan (SAP) on dredge material was needed to complete the Sediment Evaluation Framework (SEF) for Portland Sediment Evaluation Team approval. A DEQ 401 process is also required.
- Because sediment is nearly a decade old, sampling the surface may not be sufficient. Deeper core samples will be required. Core sampling and laboratory analysis takes time and expensive.
- The work EMC Engineers/Scientists completed this year for the Port and estimating what is left to do for the JPA, we would exceed his contract amount for the calendar year. We have pulled back the JPA at this time and will resubmit at the beginning of next year.
- The schedule for dredging this year will be pushed back a year to October 2022. This will provide EMC Engineers/Scientists and the Port time to acquire the funding, equipment, permits and contractor. Some construction work (sediment basin structure, equipment storage structure, etc.) should begin prior to October 2022.

DOCUMENTS

- None

INFORMATION ITEM – I

DATE: July 15, 2021
RE: Catalyst Seafood Event
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Catalyst Seafood submitted Event Permit and Use Agreement for an event on Friday July 23. They plan to hold a concert on their stage and will close the access road along their leased premise. A detour for traffic will be installed for access to the docks. Permit fee will be applied and area will be blocked off for the day.

DOCUMENTS

- None

INFORMATION ITEM – J

DATE: July 15, 2021
RE: Roy Davis Memorial Bench Location
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Staff has run into some issues with the terrain for the memorial bench. The proposed location has multiple slopes where it will turn into a larger project to make it accessible.
- Staff proposes moving the location of the memorial bench to the newer concrete boardwalk as shown on the attached drawing.

DOCUMENTS

- Proposed memorial bench location, 1 page



New proposed location.

INFORMATION ITEM – K

DATE: July 15, 2021
RE: Delinquent Account Write Off Request
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Once a year, typically before the end of the fiscal year, delinquent accounts are reviewed and written off per Resolution 478. Port Manager has the authority to write off delinquent accounts below \$1,000 and submit to a collection agency, if we find the accounts unretrievable. Any amounts over \$1,000 requires Board action.
- Staff has prepared a summary account and attached for your review on Tyler Betnar. The Port has exhausted all attempts to contact and retrieve amounts due. Requesting to move forward on seizing gear as abandon and sending account to collections.

DOCUMENTS

- Delinquent Account Write Off Request, 2 pages



Delinquent Account Write Off Request

Customer: Betnar, Tyler/F/V PURSUIT & FATAL FLASH

Amount Owed: \$1,690.83 **Date:** July 15, 2021

Requesting permission to write off charges on account receivable as uncollectable.

Notes and timeline of collection attempts on the account of Betnar, Tyler/F/V PURSUIT & FATAL FLASH.

- 12/31/2019 8:39:05 AM: I spoke with Tyler on 12/09 when I discovered the "Pursuit" was moored in the Basin. He stated at that time that they would be in with documents and payment. I spoke with Tyler again today about being in a slip without providing insurance or payment for the slip. He stated that I told him I could not take payment without insurance, which is true however, I did not give him permission to put his vessel in the slip. Tyler apologized for not communicating better and said that his insurance company does not consider Roy's survey as an accredited survey. Tyler said that he has been contacting other insurance companies. I said it should not take over a month to get insurance and that I was going to have to speak with the Harbormaster concerning the next step. Di
- 12/31/2019 1:27:42 PM: Travis left a message on Tyler's phone asking for insurance and all documentation needed for moorage otherwise he be tied onto our docks, and he may only be at the transient dock at a daily rate. He may be trespassed due to theft of services. DS
- 1/2/2020 10:36:37 AM: Tyler came in today to pay his moorage but did not have proof of insurance. He stated that Travis said he could pay his moorage and keep working on getting his insurance. I called Travis who said that Tyler must have the insurance documentation before we can accept moorage beyond transient dock daily rates. I relayed this to Tyler and gave him some names of insurance companies in town that he could go to. He went to David Allen and came back saying they turned him down because they are "Too conservative of an Insurance Company and no longer do commercial insurance". Tyler was going to check out other companies. I reminded him that if he could not get insurance, he would have to move his vessel to the Transient Dock and pay the daily rate as per the Harbormaster. Di
- 1/9/2020 9:11:28 AM: Tyler contacted me to say that he was working to find someone to insure him 01/06/2020. I called him back today to see where he is at with and left a VM for him to please call me back. Di
- 1/10/2020 9:57:30 AM: Received (finally!) proof of insurance from Tyler this morning!

I let Travis know it was here, and I have attached a copy of it to Tyler's moorage file.

I also emailed Tyler with a statement from his account from Quickbooks, and a sent separate email asking when he would be able to make a payment for his moorage renewal, and storage (gear & trailer). I told him I was in the office today until 5:00 pm so he could make a payment in person or over the phone. AS

11:10 AM - RECEIVED account balance paid in full 1/20/2020. AS

- 2/19/2020 9:41:05 AM: I left a VM for Tyler explaining that we are no longer going to have unsecured storage beginning 04/01/20 and to please give me a call back. Di
- 6/18/2020 9:43:34 AM: I was instructed to send a demand notice for overdue account and start collection process. Before sending the notice, I did some research and found a couple of errors on the terms and the billing date of storage. Sending this to Travis and Gary on how to proceed. Kb



6/22/2020 2:04:32 PM: SENT DEMAND NOTICE in the amount of \$1,078.27 via USPS Certified and First-Class Mail as well as email with a deadline of 07/06/2020.kb

- 7/24/2020 8:36:57 AM: Received UNCLAIMED Demand Notice 07/23/2020. Tyler owes for Semi-Annual 06/04/2020 - 12/03/2020 as well as gear storage, see report. To Travis and Gary on how to proceed. Kb
- 7/24/2020 9:12:13 AM: Travis called Tyler this morning. Travis warned him about reverting to monthly moorage. Tyler is going to talk to his dad. Travis gave him a couple days, hopefully hear something by Monday, the 27th.kb
- 8/3/2020 11:46:25 AM: changed trailer tag from 341 to 137. DS
- 3/1/2021 11:16:02 AM: Sent 90 days past due notice, deadline March 15, 2021.kb
- 3/15/2021 1:49:33 PM: DEMAND NOTICE sent USPS and emailed - the 90 day's overdue amount of \$361.76 must be paid in full by March 26, 2021.kb
- 3/31/2021 3:05:15 PM: Sent 90 days overdue notice in the amount of \$484.32. kb
- 04/30/2021 12:26:32 PM: Demand Notice amount due \$1,490.22 sent on 05/01/2021 via USPS and email with a deadline of May 14, 2021.
- 5/28/2021 10:44:42 AM: A Demand Notice was sent on April 30, 2021, with a deadline to settle this account of May 14, 2021. We have received no payment or no contact with Tyler Betnar. He owes for Gear and Secured Storage back to August 2020. Requesting to start the termination process. Kb
- 6/7/2021 9:14:12 AM: Received permission to proceed with termination process. Notice of termination sent via certified mail label #9414811898765805471103 on 06/07/2021. Letter dated 06/04/2021.kb
- 6/29/2021 2:08:07 PM: Notice of Termination Letter sent on June 9, 2021. As of today, the notice is unclaimed in Warrenton, OR. The gear is still on Port property. The 30-day waiting period will be completed on July 9th, 2021. Kb
- 7/7/2021 8:34:55 AM: Notice of Termination was unclaimed and returned on July 6, 2021, 11: 40am.kb
- 7/8/2021 8:23:12 AM: Requesting permission to write off charges of \$1,690.83 as uncollectible and submit this amount to collection agency. Besides fuel purchased, the last payment we received from Tyler was on July 28, 2020.

On July 9, 2021, the property remaining on Port property is considered abandoned. Requesting to begin seizure of the any property (gear) remaining on Port property after July 9, 2021. Kb

- Begin Seizure Process on abandoned property on or after July 9, 2021.**
- Write off this account on accounts receivable as uncollectable and **submit this to collection agency in the amount of \$1,690.83.**
- Write off this amount on accounts receivable as uncollectable in the accounts receivable and **do not submit this to collection agency in the amount of \$1,690.83.**
- Other Agreement/Terms as presented and approved.** Customer balance is \$1,690.83

Authorized / Attached Minutes _____ Date _____

INFORMATION ITEM – L

DATE: July 15, 2021
RE: Curry County Land Use Application – RV Park Project
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- The permit process for the RV Park Project from Curry County requires a Land Use Application. The application requires authorization for signature.
- Land Use Application fee is \$1,500 and Planning Clearance Application fee is \$250.

DOCUMENTS

- Land Use Application, 13 pages



Community Development - Planning Division
94235 Moore Street, #113
Gold Beach, OR 97444
Phone: (541) 247-3304 / FAX: (541) 247-4579

LAND USE APPLICATION PROCESS

Applicant submits application packet and fee.



Planning staff will review the application for completeness within 30 days. If the application is incomplete, submittal of new information begins the completeness review again.



Once the application is determined to be complete, Planning Staff will mail a Notice of Application to nearby property owners, initiating a 20 day comment period for the application proposal. For T, FG, EFU and AG land use zones, neighbors within 500 ft will be notified. For all other land use zones, neighbors within 250 ft will be notified.



At the end of the 20 day comment period, the Planning Staff will review all submitted comments, develop a staff report addressing any relevant comments, and decide whether to approve, deny or forward the proposed land use application to the Planning Commission for action.



Once a decision is rendered, the Planning Staff will send out a Notice of Decision to the applicant and all parties who responded to the Notice of Application. Following a 15 day appeal period, the decision is final.



CURRY COUNTY COMMUNITY DEVELOPMENT
94235 MOORE STREET, SUITE 113
GOLD BEACH, OREGON 97444

Becky Crockett
Planning Director

Phone (541) 247-3228
FAX (541) 247-4579

File # _____ Fee \$ _____ Receipt # _____ Accepted by _____

LAND USE DECISION APPLICATION FORM

Application Type (Check One)

Comp Plan/Zone Change Conditional Use Variance Partition Subdivision Development Permit

Application Date: _____ Hearing / Decision Date: _____

APPLICANT: Please complete all parts of this form. The attached application checklist will be marked by staff to reflect the information and supporting items required for this request. Please return this prepared checklist, the completed application form and required fee at the time of submission. Please note that your application cannot be reviewed or processed until all the required items have been provided.

1. PROPERTY OWNER OF RECORD

Name Port of Brookings Harbor

Mailing Address: PO Box 848

City, State, ZIP: Brookings, OR 97415

Telephone #: 541-469-2218 E-Mail portmanager@portofbrookingsharbor.com

2. APPLICANT

Name Same as above

Mailing Address: _____

City, State, ZIP: _____

Telephone #: _____ E-Mail _____

3. AGENT (If Any)

Name: _____

Mailing Address: _____

City, State, ZIP: _____

Telephone # _____ E-Mail _____

4. BASIC PROPOSAL (Briefly describe your proposed land use)

Port of Brookings Harbor - Beachfront RV Park plans to install six new full-hookup sites, upgrade electrical service to the front row sites, redesign sites 76 through 98 for better access and removal of small restroom.

5. PROPERTY INFORMATION

Assessor Map # 4113-08A-01500-00 Tax Lot (s) 1500

Zoning: C-1 Commercial-Light Total Acreage 4.8

6. **PROPERTY LOCATION**
Address (if property has a situs address) 16024 Boat Basin Road
Description of how to locate the property Beachfront RV Park is located on Boat Basin Road, approximately quarter mile west from Lower Harbor Road in Harbor, Oregon.

7. **EXISTING LAND USE (briefly describe the present land use of the property)**
 Vacant Developed; Describe existing development
Land is currently used for the Port RV Park and public parking to access Oregon beach.

8. **SURROUNDING LAND USES (Briefly describe the land uses on adjacent property)**
U.S. Coast Guard Station, open grass field with Port/public parking lot, hotel, restaurant and Port boat yard.

9. **SERVICE AND FACILITIES AVAILABLE TO THE PROPERTY**
Please indicate what services and facilities are available to the property. If on-site sewage disposal and/or water source is proposed, a copy of the approved site evaluation or septic system permit and a copy of any water rights or well construction permit must be submitted with this application.
Water Source Harbor Water District
Sewage Disposal Harbor Sanitary District
Electrical Power Coos-Curry Electric Co-Op
Telephone Service Spectrum - Zply
Fire Department/District Harbor Fire District
School District Brookings School District

10. **ROAD INFORMATION**
Nearest Public Road Boat Basin Road
Private Roads Serving the Property RV Park frontage road
Road Condition Fair
Legal Status Port is a Special District of the State of Oregon
Ownership: I own the road Easement on others property Joint Owner
Please submit record of ownership (i.e. deeds, easement, plat dedication, etc)
Proposed New Roads/Driveways (Briefly describe any new road construction related to this application)
No new roads are proposed.

11. **PHYSICAL DESCRIPTION OF THE SUBJECT PROPERTY**

Topography (Briefly describe the general slope and terrain of the property)

Terrain is generally flat with a slight fall towards Chetco River.

Vegetation (Briefly describe the vegetation on the property)

Grass

12. **FINDINGS OF FACT**

Oregon Statute and the zoning ordinance requires that land use decisions be supported by factual findings. The burden of proof is on the proponent therefore it is required that the application provide findings to support the request in this application. The standards and criteria that are relevant to this application will be provided by the staff and are considered to be a part of this application form. Please read the standards and criteria carefully and provide factual responses and evidence to address each standard. These findings must be sufficiently specific to allow the decision maker to determine whether your request meets the relevant standard. Please attach your written findings and supporting evidence to this application.

FAILURE TO PROVIDE THE REQUIRED FINDINGS WILL PREVENT THE APPLICATION FROM BEING PROCESSED AND IT WILL BE RETURNED AS BEING INCOMPLETE.

13. **APPLICANT'S SIGNATURE AND STATEMENT OF UNDERSTANDING**

(Please read the statement below *before* signing the signature blank)

I (We) _____ ;

Board President _____ ;

_____ ;

_____ ;

_____ ; have filed this application for

Port of Brookings Harbor Commission

With the Curry County Department of Community Development-Planning Division to be reviewed and processed according to State of Oregon and county ordinance requirements. My (our) signature (s) below affirms that I (we) have discussed the application with the staff, and that I (we) acknowledge the following disclosures:

- (a) I (we are stating all information and documentation submitted with this application is true and correct to the best of my (our) knowledge.
- (b) I (we) understand that if false information and documentation has been submitted and the decision is based on that evidence, the decision may be nullified and the county may seek all legal means to have the action reversed.
- (c) I (We) understand any representations, conclusions or opinions expressed by the staff in pre-application review of this request do not constitute final authority or approval, and I (we) am (are) not entitled to rely on such expressions in lieu of formal approval of my (our) request.
- (d) I (We) understand that I (we) may ask questions and receive input from staff, but acknowledge that I (we) am (are) ultimately responsible for all information or documentation submitted with

this application. I (We) further understand staff cannot legally bind the county to any fact or circumstance which conflicts with State of Oregon or local ordinance, and in event a conflict occurs, the statement or agreement is null and void.

- (e) I (We) understand that I (we) have the burden of proving that this request meets statutory and Ordinance requirements, and I (we) must address all of the criteria that may apply to the decision being made. The criteria for approving or denying this request have been provided to me (us) as a part of the application form.
- (f) I (We) understand the staff is entitled to request additional information or documentation any time after the submission of this application if it is determined as such information is needed for review and approval.
- (g) I (We) understand this application will be reviewed by the Oregon Department of Land Conservation & Development (DLCD) and possibly other state agencies as part of the statewide land use coordination process. I (We) understand that agencies that participate in the review process have the legal right to appeal the approval of the request.
- (h) I (We) understand that it is my (our) responsibility, and not the county's, to respond to any appeal and to prepare the legal defense of the county's approval of my (our) request. I (We) further realize it is not the county's function to argue the case at any appeal hearing.
- (i) I (We) understand that I (we) am (are) entitled to have a lawyer or land use consultant represent me (us) regarding my application and to appear with me (or for me) at any appointment, conference or hearing relating to it. In light of the complexity and technical nature of most land use decisions, I (we) understand that it may be in my best interests to seek professional assistance in preparation of this application.
- (j) The undersigned are the owner (s) of record for the property described as:

Assessor Map(s) 4113-08A-01500-00
and Tax Lot(s) 1500
in the records of Curry County.

This application MUST BE SIGNED BY ALL PROPERTY OWNERS OF RECORD, or you must submit a notarized document signed by each owner of record who has not signed the application form, stating that the owner has authorized this application.

- (1) Signature _____
Print Name _____
- (2) Signature _____
Print Name _____
- (3) Signature _____
Print Name _____
- (4) Signature _____
Print Name _____

ADDITIONAL NOTES:

All fees must be paid at the time your application is filed. Staff will examine the application when filed to check for completeness and will not accept it if required items are missing. A final completeness check will be made prior to doing public notice regarding the pending decision. If it is determined to be incomplete or the findings are insufficient you will be notified and you must provide the required information in a timely manner to avoid denial of the request.

ORS 215.427 required the county to take final action on a land use application (except for plan/zone changes) including all local appeals within 120 days if inside an Urban Growth Boundary (UGB) or 150 days if outside a UGB once the application is deemed complete.

PLOT PLANS:

All applications require that a plot plan of the subject property be included with the application form. The plot plan is an understandable map of your property and its relationship to adjacent properties. The plot plan must show certain essential information that is needed for the staff and the decision makers in the evaluation of your request. The plot plan is also incorporated into the public notice sent to adjacent property owners and affected agencies. The plot plan should be prepared on a single sheet of paper (preferable 8 ½ x 11") so copies can easily be reproduced for review.

An example plot plan is attached to this form to give you an idea of what information should be included on your plan and how it should be drawn. The plot plan does not have to be prepared by a surveyor or engineer, and can generally be prepared by the applicant from the Assessor map of the property. The dimensional information included on the plot plan must be accurate and drawn to scale so that the plot plan reasonably represents the subject property and any development therein. If your application is for a land partition or subdivision Oregon Statute required that plat maps must be prepared by a surveyor licensed by the state.

APPLICATION CHECKLIST
Please bring this form with your completed application

SPECIFIC TYPE OF APPLICATION : Flood Development Permit

If the item is checked or circled on the left you are required to provide that information.
All applications require the following information:

- Completed application form and fee
- Current deed of the subject parcel(s)
- Vicinity map and detailed plot plan drawn to scale (see example) if your plot plan is not adequate it will delay processing of your application
- Service letter from agencies
Please provide letters from the following agencies regarding your application:
 - Fire District Water District (if located within a district)
 - Electric Service Sewer District (if located within a district)
 - OTHER: _____
- Proposed source of water if not in district: _____
- Sanitation coordination form (if not in a sewer district)
- Erosion prevention and sediment control plan
- Storm and surface water management plan
- Documentation of proposed or existing access to parcel (county, state, federal or private road, or easement)
- MOST IMPORTANT: FINDINGS.** Depending on your application you will be required to provide specific facts and findings to support your application. Please provide the following: _____
Flood Damage Prevention Ordinance - Sections 9.1-2, 9.1.4, 9.1-5, 9.2-2, 9.2-4
- FOR STRUCTURES IN NATURAL HAZARD AREAS:*
 - Geohazard report prepared by a licensed geologist
 - Elevation certificate and/or other flood ordinance requirements

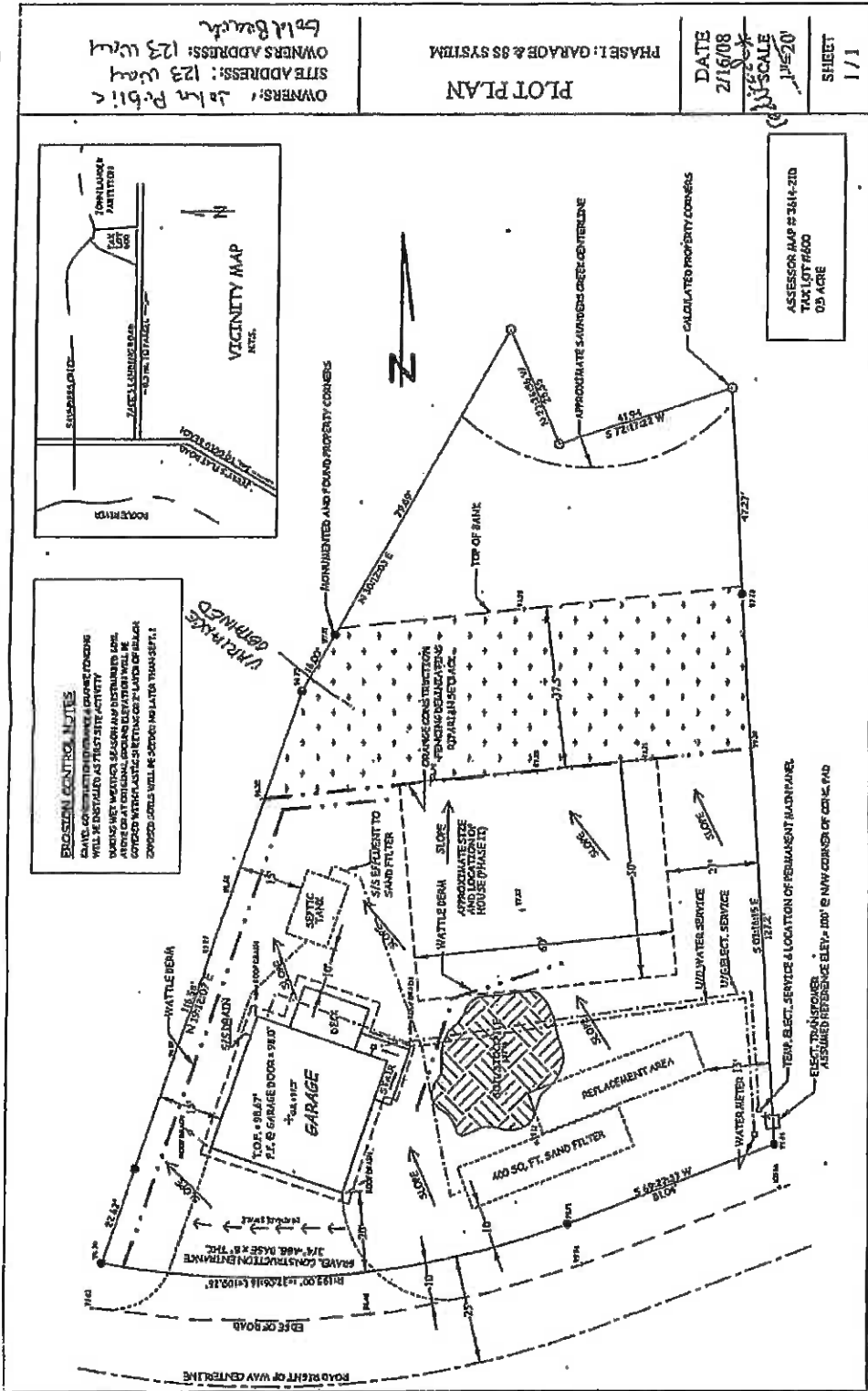
OTHER REQUIRED ITEMS: _____

FOR PARTITIONS AND SUBDIVISIONS:

You must provide a plat or map of survey prepared by a licensed surveyor with your application. Partitions and subdivisions require an erosion prevention and sediment control plan as well as a storm and surface water management plan.

MINIMUM SITE PLAN REQUIREMENTS

- Property owner(s) name(s) North arrow Assessor Map and tax lot number
- Exterior property lines Existing easements and their purpose Shorelines, water features, streams, rivers, drainages
- Existing structures Proposed structures Property setback lines (check with planning if you are unsure)
- Driveways or accessways Septic system and drainfields Well or other domestic water source
- Streets, roads, highways adjacent to property Physical address if one has been assigned



Land Use Application

NOTICE

CHARGES FOR PRIVATE PROFESSIONAL SERVICES

The Curry County Planning Division staff does not have technical expertise in some areas that are critical to the analysis of applications. When necessary, in the judgment of the Planning Director, Curry County Planning Division will contract with such specialists to assure that applications receive the proper review. These services include engineers, geologists, and hydrologists among others.

The County will be judicious in its decision to seek outside services. However, the cost of such services is the responsibility of the applicant. In such cases, the County will inform the applicant that the services of an appropriate consulting professional will be secured. The County will pay the invoices presented by the consultants and then invoice the applicant in turn for the cost incurred, plus 10% Administrative Fee (Curry County Resolution and Order No. 12372).

Failure of an applicant to honor the County's invoice within the 30 day period will delay the issuance of the permit or other entitlement which is being sought by the application.

For further information regarding this policy, you may contact Dave Pratt, Curry County Planning Director at 541-247-3304.

March 5, 2007



CURRY COUNTY COMMUNITY DEVELOPMENT

94235 MOORE STREET, SUITE 113
GOLD BEACH, OREGON 97444

Becky Crockett
Planning Director

Phone (541) 247-3228
FAX (541) 247-4579

SERVICE PROVIDER CONFIRMATION FORM

TO:

Name of Service Provider: Coos-Curry Electric
(Water, Sewer, Fire, Electric, etc)

The person(s) listed below are applying for the following type of land use approval from the Planning Division: Flood Development Permit

In order to process the application we need information from you on whether their proposal meets the requirements of your agency / department. If there are any conditions or restrictions that will be placed on your approval we need to be aware those so that we may include them in our final decision. Please provide the Planning Division any information you feel is relevant to this proposal in the space provided below:

Name / Title Date
Acting on behalf of the above referenced service provider

TO THE APPLICANT: In the space below describe your proposal with enough detail that the service provider listed above can make a determination regarding the project – if you need more room attach additional sheets:

Port of Brookings Harbor - Beachfront RV Park plans to install six new full-hookup sites, upgrade electrical service to the front row sites, redesign sites 76 through 98 for better access and removal of small restroom. Relocate three transformers with one to be replaced. Front row sites plan to be upgraded to 50 amp service with new electrical pedestal.

Applicant / Owner name: Port of Brookings Harbor

Mailing Address: PO Box 848
Brookings, OR 97415

Assessor Map and Taxlot: 4113-08A-01500-00

Subject Property Address: 16024 Boat Basin Road
Harbor, OR 97415



CURRY COUNTY COMMUNITY DEVELOPMENT

94235 MOORE STREET, SUITE 113
GOLD BEACH, OREGON 97444

Becky Crockett
Planning Director

Phone (541) 247-3228
FAX (541) 247-4579

SERVICE PROVIDER CONFIRMATION FORM

TO:

Name of Service Provider: Harbor Fire District
(Water, Sewer, Fire, Electric, etc)

The person(s) listed below are applying for the following type of land use approval from the Planning Division: Flood Development Permit

In order to process the application we need information from you on whether their proposal meets the requirements of your agency / department. If there are any conditions or restrictions that will be placed on your approval we need to be aware those so that we may include them in our final decision. Please provide the Planning Division any information you feel is relevant to this proposal in the space provided below:

Name / Title Date
Acting on behalf of the above referenced service provider

TO THE APPLICANT: In the space below describe your proposal with enough detail that the service provider listed above can make a determination regarding the project – if you need more room attach additional sheets:

Port of Brookings Harbor - Beachfront RV Park plans to install six new full-hookup sites, upgrade electrical service to the front row sites, redesign sites 76 through 98 for better access and removal of small restroom.

Applicant / Owner name: Port of Brookings Harbor

Mailing Address: PO Box 848
Brookings, OR 97415

Assessor Map and Taxlot: 4113-08A-01500-00

Subject Property Address: 16024 Boat Basin Road
Harbor, OR 97415



CURRY COUNTY COMMUNITY DEVELOPMENT

94235 MOORE STREET, SUITE 113
GOLD BEACH, OREGON 97444

Becky Crockett
Planning Director

Phone (541) 247-3228
FAX (541) 247-4579

SERVICE PROVIDER CONFIRMATION FORM

TO:

Name of Service Provider: Harbor Sanitary District
(Water, Sewer, Fire, Electric, etc)

The person(s) listed below are applying for the following type of land use approval from the Planning Division: Flood Development Permit

In order to process the application we need information from you on whether their proposal meets the requirements of your agency / department. If there are any conditions or restrictions that will be placed on your approval we need to be aware those so that we may include them in our final decision. Please provide the Planning Division any information you feel is relevant to this proposal in the space provided below:

Name / Title Date
Acting on behalf of the above referenced service provider

TO THE APPLICANT: In the space below describe your proposal with enough detail that the service provider listed above can make a determination regarding the project – if you need more room attach additional sheets:

Port of Brookings Harbor - Beachfront RV Park plans to install six new full-hookup sites, upgrade electrical service to the front row sites, redesign sites 76 through 98 for better access and removal of small restroom. All site sewer caps plan to be replaced with self-closing lids to prevent water intrusion. Sewer for the six new sites plan to use the existing sewer system for disposal.

Applicant / Owner name: Port of Brookings Harbor

Mailing Address: PO Box 848
Brookings, OR 97415

Assessor Map and Taxlot: 4113-08A-01500-00

Subject Property Address: 16024 Boat Basin Road
Harbor, OR 97415



CURRY COUNTY COMMUNITY DEVELOPMENT

94235 MOORE STREET, SUITE 113
GOLD BEACH, OREGON 97444

Becky Crockett
Planning Director

Phone (541) 247-3228
FAX (541) 247-4579

SERVICE PROVIDER CONFIRMATION FORM

TO:

Name of Service Provider: Harbor Water District
(Water, Sewer, Fire, Electric, etc)

The person(s) listed below are applying for the following type of land use approval from the Planning Division: Flood Development Permit

In order to process the application we need information from you on whether their proposal meets the requirements of your agency / department. If there are any conditions or restrictions that will be placed on your approval we need to be aware those so that we may include them in our final decision. Please provide the Planning Division any information you feel is relevant to this proposal in the space provided below:

Name / Title
Acting on behalf of the above referenced service provider

Date

TO THE APPLICANT: In the space below describe your proposal with enough detail that the service provider listed above can make a determination regarding the project – if you need more room attach additional sheets:

Port of Brookings Harbor - Beachfront RV Park plans to install six new full-hookup sites, upgrade electrical service to the front row sites, redesign sites 76 through 98 for better access and removal of small restroom. Front row sites plan to have new waterlines installed during the utility upgrade.

Applicant / Owner name: Port of Brookings Harbor

Mailing Address: PO Box 848
Brookings, OR 97415

Assessor Map and Taxlot: 4113-08A-01500-00

Subject Property Address: 16024 Boat Basin Road
Harbor, OR 97415

INFORMATION ITEM – M

DATE: July 15, 2021
RE: J Sloane Request for Air Conditioning
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port Office received a request from Tabitha/J Sloane Hair Studio for the Port to install air conditioning in the lease space.
- The space came with a ceiling heating system but no air conditioning. The current lease Section 6 Equipment is specific about air conditioning due to heat generating equipment be installed at tenant's expense.

DOCUMENTS

- J Sloane Request Letter, 2 pages
- Page 2 of J Sloane Lease, 1 page

July 7, 2021

To: Brookings Harbor Port Commissioners

I am writing in reference to a request for an air conditioner in my salon, J Sloane Hair Studio. I have been a tenant since 2013.

My concern is and has always been the comfort and health concerns for my clients and stylists. Going through the pandemic has only made me more aware of the need to get an air conditioner in the salon. There are no windows that allow for cross ventilation. I have received many complaints from clients and stylists because of the excessive heat without any air flow. Our services include the use of capes, dryers and steam dryers. We currently use fans throughout the salon, however, that only creates an unsanitary condition of hair blowing everywhere. The door remains closed throughout the day due to security.

I have included pictures taken throughout the day. As you can see we wear aprons and all clients wear full capes. The room that the lash tech uses has no windows or air flow. She has chosen to take a job in another salon rather than work in these conditions.

As you can see from the outside of my salon, I take great pride in keeping the appearance inviting with flowers. I try to represent the port in a positive way. But when clients come inside and it is unbearably hot it truly doesn't represent the port in a positive way.

I look forward to working with you to get this situation rectified.

Sincerely,

Tabitha Wilson

Tabitha Wilson
J Sloane Hair Studio





includes all prior percentage increases. In the event that the CPI-U is negative, the base rent will remain the same, it will not increase or decrease.

- b. Proration.** Rent for any partial month during the lease term will be prorated to reflect the number of days during the month that Tenant actually occupied the Leased Premises.
 - c. Additional Rent.** Additional rent means any other sums payable by Tenant to Landlord under this lease. At the end of the Initial lease term, a new base rent will be established.
 - d. Fees and Charges.** Should any rent or other payment required of Tenant by this lease not be paid within 10 days after it is due, a late charge of 1.5% per month (18% per annum) will be assessed. In the event any suit or action is instituted to collect any amount owed on this account, the undersigned applicant agrees to pay any reasonable attorney's fees, collection agency fees and any other costs associated with such action. A \$50.00 fee will be assessed on any returned payment.
- 4. Lease Consideration/Security Deposit.** Upon execution of the lease, Tenant's base rent is due the first day of the month of the lease term for which rent is payable. Tenant is required to pay a security deposit in a sum equal to one month's base rent. Landlord may apply the security deposit to pay the cost of performing any obligation that Tenant fails to perform within the time required by this lease, but such application by Landlord shall not be the exclusive remedy for Tenant's default. If the security deposit is applied by the Landlord, Tenant must on demand pay the sum necessary to replenish the security deposit to its original amount. To the extent not applied by Landlord to cure defaults by Tenant, the security deposit will be returned to Tenant upon termination of this lease, or, by mutual agreement between Landlord and Tenant, applied against the rent payable for the last month of the term.
 - 5. Use.** Tenant may use the Leased Premises for hair and nail salon and for no other purpose without Landlord's written consent. In connection with its use of the Leased Premises, Tenant must, at its sole expense, promptly comply with all applicable laws, ordinances, rules and regulations of any public authority, including those of the Port of Brookings Harbor, and not unreasonably annoy, obstruct or interfere with the rights of other tenants of the Port of Brookings Harbor, wherever located. Tenant must not create or maintain any nuisance or any objectionable fumes, noise, or vibrations while using the Leased Premises.
 - 6. Equipment.** Tenant may install in the Leased Premises only such equipment as is customary for the intended *use* and must not overload the floors or electrical circuits of the Leased Premises or alter the plumbing or wiring of the Leased Premises, without the prior written consent of Landlord. Landlord must approve, in advance, the location and manner of installing any electrical, heat generating or communication equipment or exceptionally heavy articles. Any equipment installed by Tenant will remain Tenant's property and must be installed and operated at Tenant's expense. Any air conditioning required because of heat generating equipment or special lighting installed by Tenant must also be installed and operated at Tenant's expense.
 - 7. Sign.** No signs, awnings, antennas, or other apparatus may be positioned as to be visible from outside the Leased Premises without Tenant obtaining Landlord's prior written approval as to design, size, location, and color. All signs installed by Tenant must comply with Landlord's standards for signs, and all applicable codes and signs and sign hardware must be removed upon termination of this lease with the sign location restored to its former state unless Landlord elects to retain all or any portion thereof.
 - 8. Utilities and Services.** Landlord will furnish all utilities up to the Leased Premises and Tenant will be directly responsible for any and all electrical charges or fees for electrical service and

INFORMATION ITEM – N

DATE: July 15, 2021
RE: Accessible Parking Spaces
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

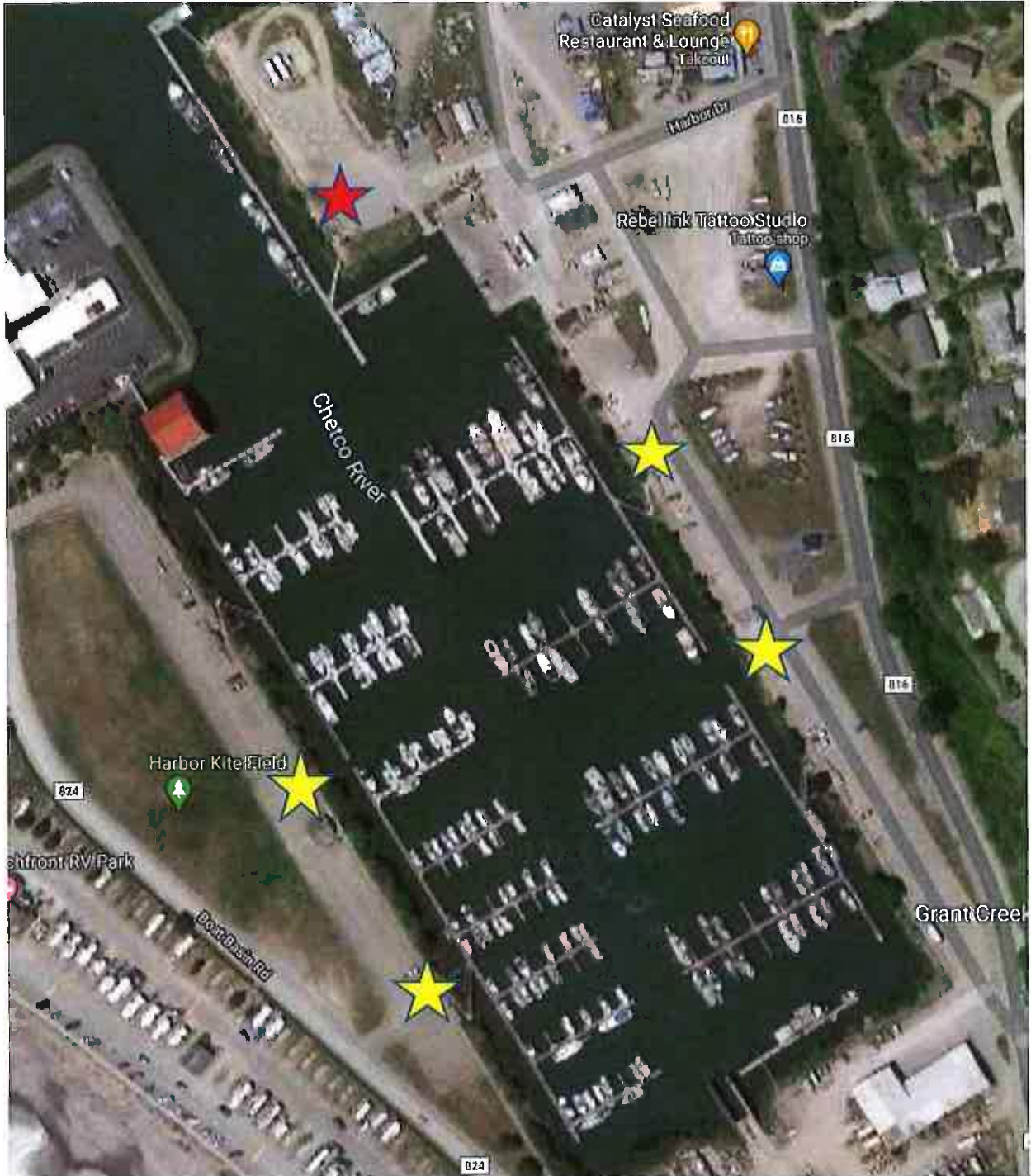
OVERVIEW

- After reviewing accessible access to the docks, Port staff noticed there were no accessible parking spaces for Basin 2 and transient dock parking lots.
- The rule for number of accessible parking spaces is 1 in 25. The selected locations coincide with the given infrastructure.
- The cost of this installation should be under \$6,000. Stripe work will be contracted, all other work and sign purchases would be done by Port staff.

DOCUMENTS

- Basin 2 Accessible Parking Space Map and Drawings, 5 pages

Port of Brookings Harbor Accessible Parking Places



Number 1 Design – 4 Each



Number 2 Design – 1 Each



OREGON TRANSPORTATION COMMISSION
Standards for Accessible Parking Places
August 2018

MINIMUM STANDARD
DOUBLE-ACCESSIBLE PARKING SPACE
(ONE VAN-ACCESSIBLE DESIGNATION REQUIRED)

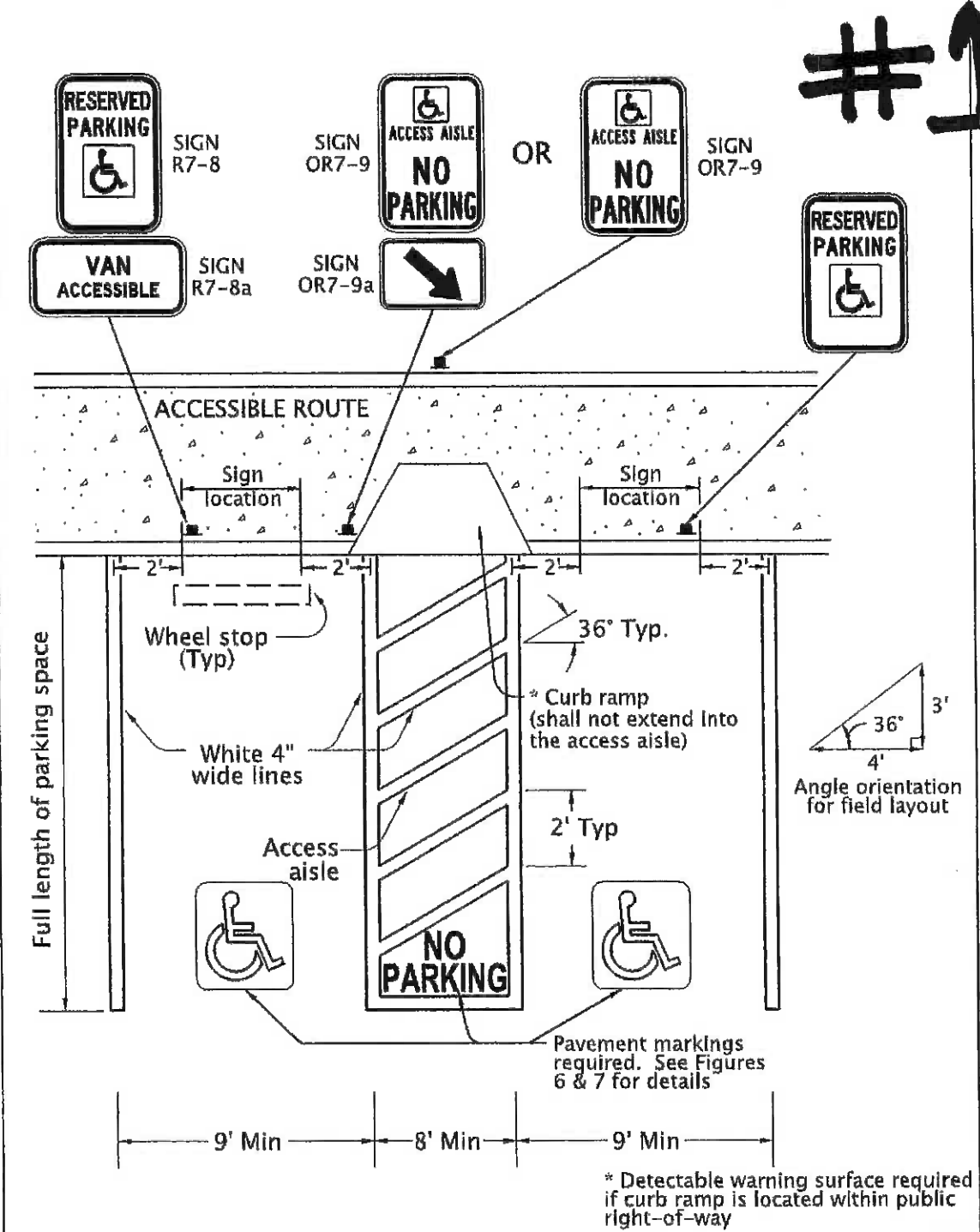


Figure 2

OREGON TRANSPORTATION COMMISSION
Standards for Accessible Parking Places
August 2018

MINIMUM STANDARD
SINGLE-ACCESSIBLE PARKING SPACE
(VAN-ACCESSIBLE DESIGNATION REQUIRED)

#2

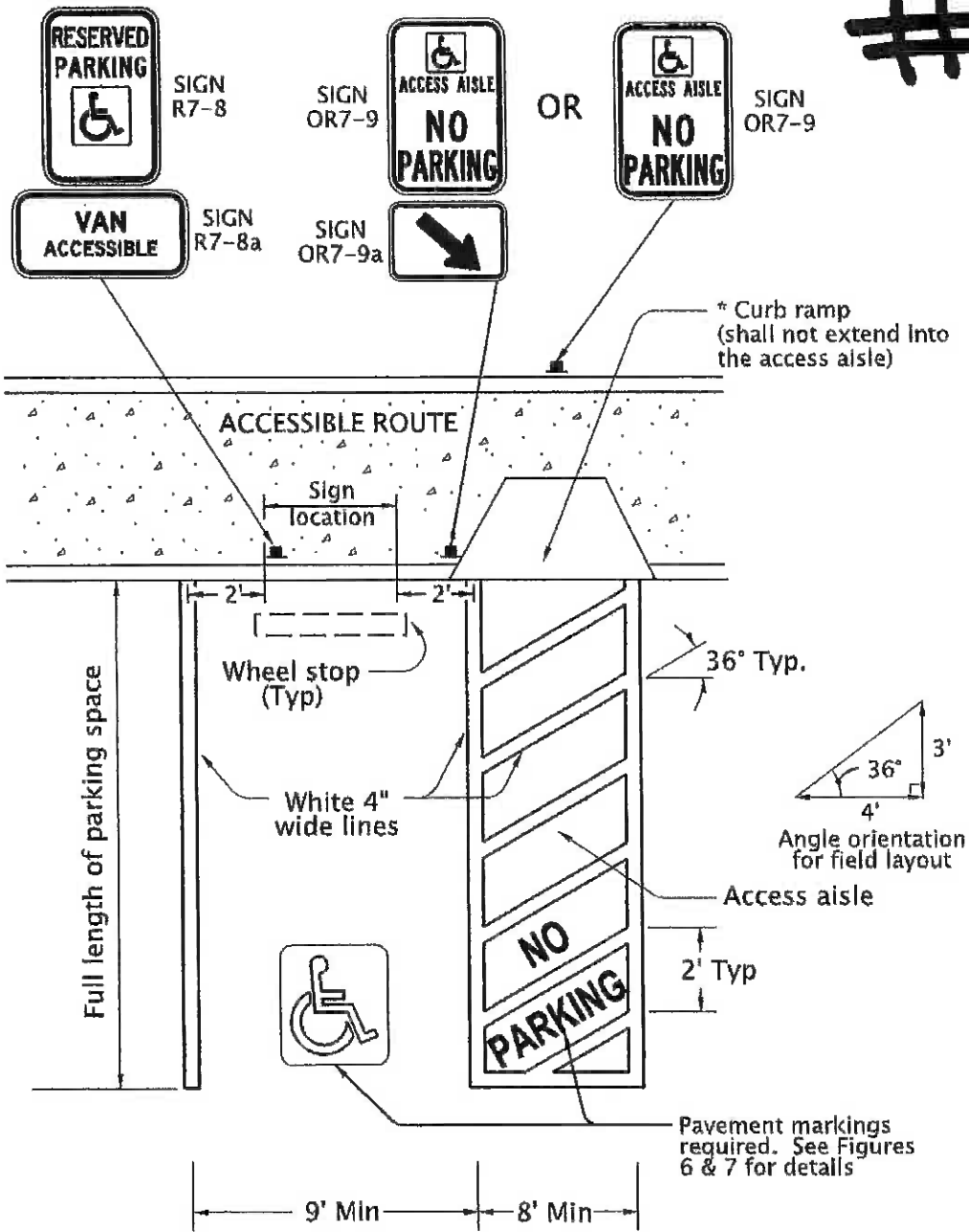
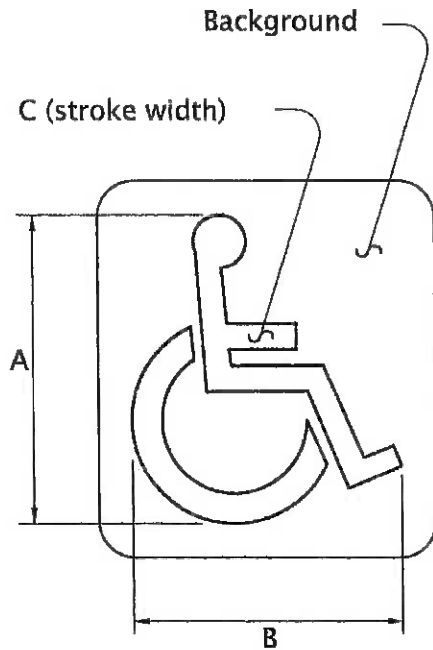


Figure 1

OREGON TRANSPORTATION COMMISSION
Standards for Accessible Parking Places
August 2018

PAVEMENT MARKING STENCIL



Pavement Marking Background: Optional: Blue, Retroreflective
Pavement Marking Stencil: White, Retroreflective

LEGEND	DIMENSIONS (INCHES)						
	A	B	C	D	E	F	G
MINIMUM	28	24	3				
STANDARD	41	36	4				

The pavement marking stencil shall be used to designate an accessible parking area reserved for vehicles with DMV permits.

Figure 6

OREGON TRANSPORTATION COMMISSION
Standards for Accessible Parking Places
August 2018

PAVEMENT MARKING LEGEND



Pavement Marking Legend: White or Yellow, Retroreflective

The "No Parking" pavement marking is used to designate an access aisle reserved for persons use parking with a DMV permit. This marking shall be required for all access aisles next to accessible parking spaces. Engineering judgement should be used for placement location to give best visual location to prevent illegal use of access aisle. Yellow may be used instead of white to increase contrast between access aisle white lines and the "No Parking" legend.

Figure 7

INFORMATION ITEM – O

DATE: July 15, 2021
RE: Blue Fin Lease Building Roof and Rot Repair
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port staff has requested quotes for roof repair at Blue Fin lease building. We are estimating the cost to be under \$10,000.
- Any siding or trim rot will be done by Port staff and then followed up with painting. Paint colors will be the same as retail buildings.

DOCUMENTS

- Photo of building, 1 page



INFORMATION ITEM – P

DATE: July 15, 2021
RE: SDAO Board of Directors and Management Training
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- September 9, 2021 in Brookings – Salmon Run Golf Course SDAO will be providing board member and management training.
- Port has registered all commissioners and Port staff (Kim, Travis and Gary) for this training.

DOCUMENTS

- Email Invitation to SDAO Training, 2 pages

From: Member Services <memberservices@sdao.com>
Sent: Tuesday, July 6, 2021 9:54 AM
To: Gary Dehlinger
Subject: Invitation to the Board of Directors and Management Staff Training Series



Dear Gary,

You are invited to the Board of Directors and Management Staff Training Series!

Attorney Eileen Eakins and SDAO Senior Consultant George Dunkel will be traveling across the state to deliver their full-day training tailored to special district board members and management staff. Eileen and George will provide a comprehensive overview of laws and regulations governing Oregon's special districts and the public officials that represent them. It is essential training for newly elected board members and newly appointed management staff, but even experienced individuals will benefit from this training. Trainings will run from 8:30am-4pm.

Dates/Locations:

- August 17 | Ontario – Four Rivers Cultural Center
- August 18 | Boardman – Port of Morrow
- August 31 | Astoria – Holiday Inn Astoria (*Virtual Option Available*)
- September 2 | Salem – Chemeketa Eola (*Virtual Option Available*)
- September 7 | Klamath Falls – Running Y Ranch Resort
- September 9 | Brookings – Salmon Run Golf Course

Time:

8:30am - 4:00pm

Cost:

- \$75 for SDAO Members and SDIS Agents
- \$125 for Non-SDAO Members
- \$25 for Virtual Option (August 31st or September 2nd Only)

Includes lunch and training registration. Each SDAO member district is eligible to receive their first registration at no cost. Please use code **BDREG** at time of registration for this discount. *Due to limited scholarships, we cannot guarantee this discount and are offering it on a first come, first served basis.*

Credit Information

- Board Leadership Academy and Fire District Directors Academy – All Module 1 and Module 2 Credits – *Earn your bronze-level certificate!*
- SDAO Academy – District Management: Board Relations (5 Credits), Ethics (5 Credits), Public Meetings and Public Records (5 Credits)
- SDIS Best Practices – SDAO/SDIS Training (Category 5)

Register Now!

Sincerely,

Member Services
Special Districts Association of Oregon
memberservices@sdao.com
800-285-5461

If you no longer want to receive emails from Member Services, please [Opt-Out](#).



INFORMATION ITEM – Q

DATE: July 15, 2021
RE: Wastewater Treatment Plant Funding Update
TO: Honorable Board President and District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Port received positive news from Congressman DeFazio office the appropriations for the wastewater treatment plant was secured and passed the House of Representatives under the INVEST in America Act. From what I understand, this bill now moves to negotiations with the Senate.
- If this bill is passed by the Senate and signed by the President Biden, the Port would have federal funding for the wastewater treatment plant. Matching amounts for the project would then be needed to complete the funding.

DOCUMENTS

- Email notification from Congressman DeFazio Office, 2 pages
- July 1 Press Release, 2 pages
- Port of Brookings Harbor Thank You Letter, 1 page

From: Kathy Erickson <kathyerickson917@gmail.com>
Sent: Wednesday, June 30, 2021 9:54 AM
To: portmanager@portofbrookingsharbor.com
Subject: Great, great news!

Hey Gary! Such great news below! Kathy

From: "Schoenbach, Beth" <Beth.Schoenbach@mail.house.gov>
Date: June 29, 2021 at 2:31:49 PM PDT
To: "Schoenbach, Beth" <Beth.Schoenbach@mail.house.gov>, "Green-Newton, King" <King.Green-Newton@mail.house.gov>
Subject: FOR IMMEDIATE RELEASE: Rep. DeFazio Secures Over \$3.8 Million for Community Projects in Brookings, Eugene, Springfield

<image001.png>



**FOR IMMEDIATE
RELEASE:**

Rep. DeFazio Secures Over \$3.8 Million for Community Projects in Brookings, Eugene, Springfield

WASHINGTON — Today, Rep. Peter DeFazio announced that he secured \$3.825 million for projects in southwest Oregon in the House version of the Fiscal Year 2022 Interior Appropriations Bill.

"I am proud to have secured this much-needed funding for these critical projects in southwest Oregon," said Rep. DeFazio. "These projects will protect our community's drinking water, reduce the likelihood and severity of wildfires in our area, and make our infrastructure more resilient against the threat of climate change. I will continue to fight for our district to ensure that we get the federal funding we need to make our community stronger."

DeFazio secured:

- **\$3.5 million for the construction of a new wastewater treatment plant owned and operated by the Port of Brookings** to improve compliance with state and federal clean water standards, return environmentally safe discharge into the water cycle, provide new capacity for the growing region, and build resilience against natural disasters.
- **\$125,000 for floodplain restoration and site improvements on Finn Rock Reach, situated in the middle reach of the McKenzie River. The McKenzie River is the sole source of drinking water for the City of Eugene, OR.** Floodplain restoration in strategic areas can attenuate the risks to water quality, provide greatly improved habitat for threatened and endangered fish and wildlife species, and provide resilience to wildfires. In September 2020, the Holiday Farm Fire burned within the area, burning over 170,000 acres (over 20%) of the middle portion of the McKenzie Watershed and destroyed over 400 homes, increasing risk of flooding, landslides, erosion, and debris flows for years ahead. These impacts affect the immediate community as well as the water supply for residents downstream in metropolitan Springfield and Eugene, OR. The fire has made expedited restoration in this area an immediate need.
- **\$200,000 for fuel reduction efforts in forested areas in the greater Springfield area.** The Holiday Farm Fire came within about 6 miles of Springfield's Thurston Hills Natural Area and surrounding communities. Had the fire reached Springfield, the losses would have been even more catastrophic. This project would be used for fuel reduction efforts in forested areas in the greater Springfield area. Robust funding of fuel treatments would provide the catalyst needed to initiate treatments in areas not previously treated. This vital work would result in more manageable projects that could be done on an annual basis with existing resources, operating budgets, and leveraging on-going funding.

The inclusion of this funding in the Appropriations Committee draft bill is the first step in the funding process. Rep. DeFazio will continue to fight for this funding as the bill moves to the full Appropriations Committee, consideration on the House Floor, and negotiations with the Senate.

CONTACT:

[Beth Schoenbach](#)
(202) 591-6277

DEFAZIO-AUTHORED INVEST IN AMERICA ACT PASSES HOUSE WITH BIPARTISAN SUPPORT

Jul 1, 2021 | Press Release

Transformative bill includes \$3.67 Billion for Oregon Highways, \$848 million for Oregon Transit, \$20 million for projects in SW Oregon

The INVEST in America Act, transformative legislation authored by Transportation and Infrastructure Chair Peter DeFazio, today passed the House of Representatives by a bipartisan vote of 221-201.

The INVEST in America Act is a \$715 billion surface transportation reauthorization and water infrastructure bill, with more than \$44 billion added during the amendment process to make even greater investments in infrastructure, including EV charging and passenger rail grant programs, among other additions. This transformational legislation lays the groundwork for President Biden's vision on infrastructure and will create good-paying jobs, restore America's competitiveness in the global economy, and tackle the climate crisis head on by rebuilding and reimagining infrastructure in the U.S.

As Chair, DeFazio pushed to include \$3.67 billion over five years for Oregon from the Federal Aid Highways Programs, \$848 million for Oregon transit, and \$20 million for transportation and infrastructure projects in Southwest Oregon (</media-center/press-releases/defazio-authored-bipartisan-invest-in-america-act-wastewater-bill-pass>).

"Oregonians are sick and tired of potholes, getting stuck in traffic, delayed buses and slow trains, lead-tainted pipes and sewers that back up—the result of decades of underinvestment in our infrastructure, our communities, and our future," **Chair DeFazio said.** "The good news is that this is an American problem America can fix. By passing the INVEST in America Act today, the House took a bold and badly-needed step to build for the future, tackle the existential threat of climate change by modernizing our transportation systems to cut carbon pollution, and improve the lives of hundreds of millions of people. I'm proud to have been able to push for Oregon's priorities in this bill, and I will waste no time getting to work with the Senate to deliver a transformational infrastructure package to the president's desk."

In Oregon alone, the INVEST in America Act includes:

- \$108 million over five years for carbon pollution reduction;
- \$81 million over five years for pre-disaster mitigation;
- \$120 million over five years for congestion mitigation and air quality improvement;

- \$76 million for bike/pedestrian and other transportation alternatives and recreational trails

The INVEST in America Act includes \$13 billion for Projects of National and Regional Significance (PNRS) and sets aside \$4 billion specifically for bridges with language to help ensure the I-5 bridge will be competitive for this funding. The bill also establishes a new **Rebuild Rural Bridges** discretionary grant program to provide **\$1 billion** to rehabilitate or replace off-system bridges, Tribal bridges, and other rural bridges in poor condition. In addition, the bill provides approximately \$1 billion annually out of highway formula funding for investment in off-system bridges to repair deficient and unsafe bridges in rural and small communities.

“Under Chairman DeFazio's leadership, the House passed a transformational investment in communities, climate resilience, and equitable transportation that sets our nation onto a just and equitable path,” said **Eugene Mayor Lucy Vinis**. “While it is formally called the INVEST in America Act, I think of it as a triple bottom line investment of equity, environment, and economy for America; with direct funding for cities and MPO's, smart climate science based requirements for states and new programs to reduce greenhouse gas emissions, increased funding for Tribal Governments and disadvantaged communities-both urban and rural, and leveling up our commitment to transit and rail. Thank you, Congressman DeFazio, for your vision, your leadership, and your focus on the nation's future.”

“The INVEST in America Act is transformative legislation that will help LTD better serve its users by replacing old buses, increasing funding for transit operations, and supporting new mobility options,” said **Lane Transit District General Manager Aurora Jackson**. “Chairman DeFazio's vision will help our community combat climate change, promote public transit, and improve safety for pedestrians and bicyclists.”



June 30, 2021

The Honorable Peter DeFazio
U.S. House of Representatives
2134 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman DeFazio:

I am writing on behalf of the Port of Brookings Harbor -- and everyone that depends on the Port -- to thank you for supporting our Community Project Funding request for the construction of a new wastewater treatment plant. We are thrilled that \$3.5 million is included in the House version of the Fiscal Year 2022 Interior Appropriations Bill and understand this would not have happened without your strong advocacy.

Construction of a new wastewater treatment plant has been a top priority of the Port since the opening of the new fish processing plant. Not only will this funding help the Port to improve compliance with state and federal clean water standards, the funding will also help us attract new business to the Port while allowing us to better serve the businesses that are already located here. A new wastewater system would relieve future impacts to the existing wastewater system and would improve our economic growth of the region.

Again, we appreciate your support, especially considering you received a significant number of proposals that far exceeded the amount of funding that is allowed for each Congressional District. We look forward to working with you as this process moves forward.

Sincerely,

Gary Dehlinger
Port Manager