



**MEETING MINUTES  
JUNE 21, 2022**

**PORT OF ASTORIA  
WORKSHOP SESSION  
PIER ONE BUILDING  
#10 PIER 1, SUITE 209  
ASTORIA, OR 97103**

**Call to Order:**

Chairman Spence called the Workshop Session to order at 4:00 pm.

**Roll Call:**

**Commissioners Present:** Frank Spence; Robert Stevens; Dirk Rohne; Jim Campbell, and Scott McClaine.

**Staff Present:** Executive Director Will Isom; Deputy Director Matt McGrath; Finance, HR & Business Services Manager Melanie Howard; Boatyard Manager Brendon Stock; and Executive Assistant / Administrative Coordinator Stacy Bandy.

**Port Counsel:** Eileen Eakins was not present for this session.

**Also Attending:** Paul Sorenson & Brian Winningham with BST Associates; Bud Shoemake; Lori Steel of the West Coast Seafood Processors Association; former boatyard manager Steve Barkemeyer; Kurt Englund; and Ethan Myers of *The Astorian*.

**Changes/Additions to the Agenda:**

There were no changes or additions to the agenda.

**Public Comment for items not on the agenda:**

Several public comments were received. Commissioner Spence asks the former boatyard manager, Steve Barkemeyer, to speak to the Commission. Barkemeyer explains he worked to build the boatyard beginning in 2004. Barkemeyer is disappointed in the results of the feasibility study and implores the Port to seek out the Alaska and Southern California fishing fleet. Barkemeyer encourages the Port to have the vision to look at an 800-ton lift.

The remaining public comments pertain to item 7a. These comments will be held until that topic is discussed.

**Presentation:**

**6a. Boatyard Feasibility Study – BST Associates**

Executive Director Isom introduces consultant Bud Shoemake along with Brian Cunningham and Paul Sorenson with BST Associates, to present the results of the boatyard feasibility study. Paul Sorenson shares a PowerPoint with the draft findings of the feasibility study and introduces Hod Wells with PBS Engineering and Environmental. Study highlights include:

- There were over 30 interviews conducted with stakeholders. A survey was sent to the Port of Astoria boatyard and marina customers for the last 10 years. 98 responses were received, representing 127 boats.
- Active storage is a major source of revenue; though other revenues, including gear/trailer

storage, equipment rental/labor, electrical, and environmental fees, are another growing source of revenue and should be pursued.

- Sorensen shares information compiled concerning Boatyard user activity. Marina tenants account for 37% of boatyard activity. The average boat length has been fairly consistent over the last five years at 43 ft. Power boats account for 39% of revenue, fishing boats account for 32% of revenue, and sailboats account for 19% of revenue. The remaining 10% is a mixture of charter, commercial, and unknown boat types.
- Survey responses indicate that there is a clear preference for DIY and the use of vendors.
- The following needs were identified by those surveyed: covered buildings/wind block, bigger lift, dock/service pier, restroom, power, potable water, and water for work.
- Primary competitors are Ports of Ilwaco, Warrenton, Toledo, Portland, and SW Washington.
- Brian Sorenson discusses boatyard improvements. Sorenson shares a Powerpoint slide picturing boatyard improvements by engineer Hod Wells. The design includes 85-ton lift facilities, 300-ton lift facilities, support buildings, rehabilitation of the service pier, upgraded electrical, 16 new boat work stands, a restroom, and an environmental building.
- The original cost estimate is \$18,020,362 with an alternative estimate of \$6,187,768. The alternative estimate does not include the original support buildings or the environmental building but does include a big top PVC building. Sorenson shares a slide with different types of fabric structures from various boatyards. Net revenues are projected to cover costs; the project is a good project for grants. The yard is doing well, and there is potential for growth.
- Bud Shoemake adds that gear storage is lucrative. Port of Newport makes half a million dollars each year from their service pier.
- Bud Shoemake notes that from all of the interviews and surveys, one thing that came through overwhelmingly was how well respected Brendon and Joey are for their work at the boatyard. There was not a single negative comment from those surveyed.
- The existing 88-ton Travelift can handle nearly all recreational boats.
- The Astoria market (Astoria, Warrenton, Ilwaco/Chinook, and Westport) accounts for 85 commercial fishing vessels with steel hulls over 50ft in length. Steel boats are noted as they are more likely to be a weight issue.
- Few boats are gained by shifting to a 100-ton, 125-ton, or 150-ton lift. A 300-ton lift could handle 17 additional haulouts per year, and a 500-ton lift could handle 21 additional haulouts per year.
- Sorenson shares a boatyard improvements slide and discusses the proposed facilities to support a 300-ton lift. The total cost for the 300-ton lift and improvements in the original estimate is \$19,482,289, with an alternative estimate at \$7,591,098. Net revenues do not cover costs.
- Revenues for the EMB peaked in 2014 and have trended downward since. From those surveyed, there is interest in moorage, and most respondents indicated that they do not require vehicular access. Sea lion control and dock refurbishment are needed for the EMB. A public-private partnership may be the best path forward for the EMB.
- Isom notes that the Port must be cognizant of the funds needed to sustain the East Mooring Basin in the future. From a purely financial perspective, the EMB and the airport are difficult to sustain themselves.
- Rohne comments that the airport provides a service to the community as a host to the Coast Guard, while the East Mooring Basin does not. Operations need to be able to support themselves on their own merits; a partnership, sale, or disposal of the asset may be the best course of action for the EMB.

- McGrath notes that BST Associates has developed defensible steps forward in relation to the EMB. McGrath refers to the summary results listed on page 44 of the packet. The development of boatyard infrastructure is identified as the first step forward.
- Spence comments that there is potential for public-private development at the EMB. Spence notes that the EMB is located in the Opportunity Zone & Enterprise Zone.

Commissioner Spence thanks BST Associates and Bud Shoemake for their presentation. Sorenson concludes by thanking the Port and noting that comments on the draft plan will be taken into account, and a final document will be forthcoming.

**6b. Recommendation from Finance Committee re: Vacant Lot**

Commissioner Spence reads the memo drafted by the Finance Committee recommending that the Port put a For Sale or For Lease sign on the vacant lot across from Fred Meyer. Spence states that if the Commissioners are in agreement with the memo from the Finance Committee, the Commission can authorize Executive Director Isom to proceed. Commissioner Rohne inquires if the next step is to seek a Request for Proposal. Isom explains that the next step would be to formally add this topic to a Commission agenda as an action item and that time, instruct staff to move forward with the process. There is support from the Commission to include this topic as an action item at a future Commission meeting.

**Public Comment for items on the agenda:**

Lori Steel, Executive Director of the West Coast Seafood Processor's Association, steps up to the podium and gives a follow-up update regarding offshore wind energy from the June 14<sup>th</sup> Commission meeting. Steel explains that she represents Bornstein Seafoods and Pacific Seafood, among other companies. Steel updates the Commission that since the last Tuesday's Port Commission meeting, the Warrenton City Commission has approved sending a letter to the Bureau of Ocean Energy Management (BOEM), the Astoria City Council approved a Resolution and the sending of a letter to BOEM, as did the Port of Brookings and the Coos County Commission. Today the Port of Toledo will consider the Resolution and letter as well as the Port of Coos Bay. There is a lot of support for the Resolution. Steel refers to the public comment submitted by Heather Mann of the Midwater Trawlers Cooperative in support of the Resolution and letter. Steel asks the Commissioners if they have any questions and notes that she is available for staff if there are any questions. Steel thanks the Commission for their cooperation and support.

Commissioner Spence reads public comments on the subject of BOEM Offshore Wind Energy. For full details, please see the meeting audio.

Nick Edwards, third-generation fisherman, owner of the fishing vessel Carter Jon, and representing the Shrimp Producers Marketing Cooperative, speaks to the Commission via Zoom. Edwards explains that over 800 people have given public comments against offshore wind energy and the current process, with only four people commenting in favor of offshore wind. Legislators from the Coastal Caucus, a Congressional delegation, and Oregon state senators will be drafting letters to BOEM to move the proposed call areas outside of 1300 meter depth and beyond, slow the process down, and complete National Environmental Policy Act (NEPA) reviews. A Resolution or letter from the Port of Astoria would be greatly helpful in our cause to slow the process down until the proper studies are completed.

**Action Items:**

**7a. Authorize Letter to BOEM Regarding Offshore Wind Energy**

Commissioner Spence inquires if a letter is sufficient instead of a Resolution in regard to this topic. Executive Director Isom explains that at the last Commission meeting, Isom was directed to work with Commissioners Campbell and Stevens. It was decided that the most effective mechanism, for now, would be to draft a letter to BOEM. Commissioner Stevens notes that

BOEM's process is hasty to the point of being reckless and adds that there is a need to consult with the public.

Commissioner Stevens moved to approve sending the letter to BOEM. Commissioner Campbell seconded. The motion carried unanimously 5-0 amongst the Commissioners present.

**Commission Comments:**

Commissioner Stevens commented on the following:

- Attended Finance Committee meeting. Commissioner Stevens notes that the Finance Committee is in need of meaningful items to discuss.

Commissioner McClaine did not have any comments.

Commissioner Rohne commented on the following:

- Spoke with John Lansing of the Finance Committee. Commissioner Rohne notes that assessing land use, investments, and returns for Port property for sale or lease is a perfect fit for the committee.

Commissioner Spence commented on the following:

- This Friday, the State Forest Advisory Committee will be meeting.

Commissioner Campbell did not have any comments.

**Executive Director Comments**

- The first Commission meeting of the new fiscal year is coming up on July 5<sup>th</sup>. Committee assignments will be sent out in advance for Commissioners to review.

**Upcoming Meeting Dates:**

- Regular Session – July 5, 2022 at 4:00 PM
- Workshop Session – July 19, 2022 at 4:00 PM

**Adjourned:**

Chairman Spence adjourned the meeting at 6:06 PM.

**APPROVED:**

**ATTEST:**



Dirk Rohne, Board Chairman  
Board of Commissioners



Frank Spence, Secretary  
Board of Commissioners

Respectfully submitted by:  
Stacy Bandy  
Executive Assistant / Administrative Coordinator

September 6, 2022  
Date Approved by Commission