

North Coast Regional Solutions Advisory Committee Meeting

Tuesday January 30, 2018; 9:00am to 11:00am
Pelican Brewing, 1371 S Hemlock St, Cannon Beach

MINUTES OF THE MEETING

Welcome and Introductions – Senator Johnson

9:10 to 9:30am – Introduction to Regional Solutions and the North Coast Region

Mark Ellsworth used a printed handout of a PowerPoint presentation titled, “Regional Solutions: An Overview” to discuss background for the Regional Solutions Program including history, organization, purpose, committee structure, teams and centers. Included in this was a conversation on the role and responsibility of the advisory committee.

9:30 to 10:00am – Discussion and Updates to the North Coast Work Plan

Mark Ellsworth handed out copies of the 25 page North Coast Regional Solutions Project Tracking Matrix as updated for this meeting. He then reviewed the team mission, regional priorities, and description and background for each of the projects listed on the document.

10:00 to 10:15am – Discussion and Ranking of Regional Infrastructure Needs

Mark Ellsworth, with input from team members, discussed the Regional Infrastructure Fund, its purpose, structure, the amount available for projects, and the process for accessing the funds. The team discussed projects on the work plan that could be good candidates for help from this fund.

10:15 to 10:30am – Public Testimony

Public testimony was received over the phone from Darrel Whipple, Mary Duvall, and Peggy Lynch. Darrel Whipple spoke to natural resource issues, and wanted the committee to drop development at Port Westward from the work plan. His submitted written testimony is attached to these minutes. Mary Duvall submitted comment via the Regional Solutions website and also spoke over the phone on the potential for a catastrophic seismic event along the subduction zone of the west coast. Her comments as submitted are also attached. Peggy Lynch spoke in support of DEQ funding for NPDES permitting [a program that addresses water pollution by regulating point sources that discharge pollutants to waters of the United States], and also to the RIF process.

10:30 to 10:55am – Advisory Committee Member Open Discussion

The committee had a short discussion of regional issues of concern.

10:55am – ACTION – Affirm Regional Priorities and 2018 Work Plan

The Committee voted unanimously in the affirmative to adopt the team’s 2018 Work Plan. The Committee also directed Col-Pac EDD to notify NW Oregon public/non-profit/private sector stakeholders of the call for Regional Infrastructure Fund applications and for the RS Team to support having key projects apply for funding.

11:00am – Senator Johnson Adjourned the meeting

Handouts used during our discussion

- North Coast Regional Solutions Team – Project Tracking Matrix
- Regional Solutions: An Overview

Meeting Attendance

Advisory Committee Members

Betsy Johnson, State Senator, District 16 and Governor's Convener for the Advisory Committee and Team

Paul Langner, Teevin Brothers

Kurt Englund, Englund Marine & Industrial Supply Co., Inc.

Suzanne Weber, Mayor, City of Tillamook

Margaret Magruder, Columbia County Commissioner

Advisory Committee Ex-Officio Members

Mary McArthur, Executive Director Col-Pac

Regional Solutions Team Members

Mark Ellsworth, Governor's Office, Regional Solutions Coordinator

Jennifer Purcell, Department of Environmental Quality

Melanie Olson, Business Oregon, IFA Regional Coordinator

Jae Pudwell, Department of Transportation, Region 2, Regional Solutions Liaison

Team Members Participating by Phone

Patrick Wingard, Department of Land Conservation and Development, North Coast Regional Representative

Visitors

Mary Jones, Nestucca Ridge Development

Ali Mayeda, Office of Representative Suzanne Bonamici

Visitors Participating by Phone

Darrel Whipple, Rainier, Envision Columbia County

Peggy Lynch, League of Women Voters of Oregon

Mary Duvall, Clatskanie

Public Comment submitted to the North Coast Advisory Committee as a part of their meeting January 30, 2018

Emailed From Lisa Howard to me during our meeting:

Please see the public comment received at 9:18 today for your advisory committee.

From: ORPrdSupport@egov.com [<mailto:ORPrdSupport@egov.com>]

Sent: Tuesday, January 30, 2018 9:18 AM

To: HOWARD Lisa * GOV <Lisa.HOWARD@oregon.gov>

Subject: Input Received:

Submitted: 1/30/2018 9:18:12 AM

Your Name Mary Duvall

Your Email Address mudpuddle@hughes.net

Which Advisory Committee are your comments for? North Coast Region

Type your comments here!

Geologists, seismologists tell us that there is an inevitably high probability of a major seismic event and tsunami that will occur along the subduction zone along the west coast of Oregon making the Oregon coastline completely vulnerable to total annihilation. It is clear from the historical geological record. Additionally the entire lower Columbia River and all other coastal rivers and bays are vulnerable in a similar way due to jello soils along these riverbeds. Any planning or project must first and foremost consider and adapt itself to these realities in order to avoid catastrophic events as seen in the poor planning of Fukushima, of the city of New Orleans, and countless other preventable disasters created by ignoring science in favor of greed and development. Second, Attention to reduction of greenhouse gases in this time of global

warming must be a primary consideration, in terms of Oregon's values of clean air, water, and soil.

Comments Below Submitted by Darrel Whipple Tuesday January 30, 2018 at 11:14am:

Regional Solutions Team 01-30-18 Cannon Beach

Darrel Whipple, Rainier, Envision Columbia County

As you know, the mission of the RST includes "stewardship of natural resources." In connection with that obligation, I am urging you to drop Port Westward in Columbia County from your assortment of projects.

PW, near Clatskanie at the north end of Columbia County, is owned by the Port of St. Helens. PW is on the Clatskanie dike land, some 13,000 acres of good farmland featuring mint, blueberries, cottonwoods and a few other crops. The farmers and citizens' groups have been fighting the Port's expansion plans for years, but the Port and the County are determined to convert a whopping 837 acres of farmland to industrial.

Besides the farmland resource, there is the Thompson property outside the dike, comprising prime riverine-riparian habitat, one of the few such stretches of natural shoreline remaining on the lower Columbia. This strip and the adjacent historic seining grounds would be threatened by further development of Port Westward.

Stewardship of the water resource at PW is a perplexing problem. Thousands of acres of farms adjacent to Port Westward share the same shallow groundwater with the Port and will be harmed by inevitable spills from proposed and potential industries that site there.

Among other resources needing protection, of course, is the Columbia River itself, with its 13 listed salmonid species and its susceptibility to increased likelihood of oil or petrochemical spills from tanker accidents, and from derailments that could dump tank cars into the river between Rainier and Mayger.

The Port's focus at Port Westward continues to be facilitating fossil fuel-related storage and shipping despite the overwhelming scientific evidence that continued use of such products contributes to global climate disruption.

Expansion of the industrial land at PW is still a matter of dispute and will not proceed until LUBA rules whether the Port of St. Helens's claim is valid that the PW dock is a

"unique resource" that can justify converting farmland to industrial under Oregon's land use laws.

Beyond stewardship of natural resources, our concern for human resources demands attention. In my opinion, our livability and public safety in Columbia County will decline in direct proportion to the number of unit trains serving Port Westward as tank car trains a mile long bisect five cities on Portland & Western's rail line.

I submit that emergency preparedness is not adequate for dealing with a unit train derailment and explosion either in population centers or along the high cliffs next to the water.

Likewise, emergency preparedness is not adequate for dealing with a tsunami at Port Westward if one is generated a mere 1500 feet away by collapse of the high basalt cliff at the mouth of Mill Creek on the Washington side during an 9.0 earthquake;

For all of the reasons I have mentioned I conclude that expansion of Port Westward would not serve the best interests and values of the state; it should therefore spend no more public money at PW in its misguided attempt to justify the \$40 million that the state has already poured into this rat hole since 2005 with nothing to show for it but 23 jobs at Columbia Pacific Bio-refinery.

I recommend that the RST drop the Port Westward project from its list of supported projects. I am counting on our state agencies to help the North Coast Region transition to a low-carbon, clean-energy economy instead.