

**MINUTES**  
 PORT OF SIUSLAW WORK SESSION  
 Wednesday, August 16, 2017 6:00pm  
 Port Office at 100 Harbor Street, Florence, OR 97439

These Minutes were approved at the Regular Meeting on September 20, 2017
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**ATTENDANCE:**

Commissioners: Terry Duman, Nancy Rickard, Mike Buckwald, Bill Meyer, David Huntington

Staff: Dina McClure, Interim Manager; Tracey David, Harbormaster

Project Engineer: Jack Akin

Work Session: To discuss the C Row Erosion Project funded by a FEMA Grant

**Commissioner Duman called the Work Session to order at 6:00pm.**

McClure shared answers to the four questions the board had from the work session held on August 16, 2017.

1. Clarify representation of erosion source. Confirm that grant will be funded if damage was caused by storm rain instead of tidal action: Akin confirmed there was no misrepresentation and said the FEMA grant was approved based on storm rain and tides.

There was discussion about the repair costs staying within budget and how FEMA “mitigates” to protect repaired area from further damage. Akin shared his plan to angle the repair by putting weight (rock) on top of the toe (base). Duman was concerned about erosion around the toe. Akin said there may be minimal scouring when storms occur, but moving the project to higher ground will minimize erosion. Akin talked about minimizing the regulatory process by having the project higher and out of DSL jurisdiction. Akin said the USACOE and NOAA were the principal agencies.

There was discussion about the 2 to 1 ratio of slope. Akin described the process of lowering large rock by crane and, in some locations, placing it steeper than a 2 to 1 ratio. Duman expressed concern. Akin said when the project is underway, if the task of protection is accomplished, paying for additional rock might not be needed.

There was discussion about cutting into the bank protection between the high water and low water mark. Duman asked why there was no protection down to the low water mark. Akin said that was the original plan and it was revised. Akin doesn’t want resistance from NOAA who will have issues with the flood plain. Akins goal is to protect the parking lot and bank during future storm surges.

There was discussion about alternative methods of repair and drainage. Akin said other methods were considered but they are more expensive.

2. How are log jams anchored? Duman asked if the log jams can be eliminated, and can the repair be extended to protect the area of unprotected bank to the bulkhead? This led the discussion to:
3. Can repair design be modified to include additional repair between the project and the bulkhead?

Akin said he has some latitude but it depends on the length of extension. There was discussion about the private property line at the east end of the project. Akin said when he started on the project, the east end was assumed port property and approximately 75 feet of repair is in the plan. Now that it is confirmed the property is privately owned, there are questions to be answered in order to move forward. Akin will consult with the Oregon Emergency Management office and provide the board with a report at the next meeting.

4. Clarify reimbursable expenses: Akin confirmed his expenses to date will be funded. When asked if the private property survey will be funded, Akin described FEMA's program called SLOPES (Standard Local Operating Procedures for Endangered Species). Akin said as long as the project stays within the approved criteria, and it does not require in water work, it can proceed at any time.

**This concluded the discussions regarding the Erosion Repair Project.**

5. Discuss the placement of boom logs and the accumulating silt in the marinas:

Duman was concerned that boom logs placed against the flow of the river cause additional silt accumulation. David agreed and said he was instructed to place the logs that way. The conclusion was to find ways to minimize additional silting and do what we can to flush silt out of the marinas during off season storms.

**Commissioner Duman adjourned the Works Session at 7:00pm.**