

*6<sup>th</sup> Annual*  
***Heceta Head Coastal Conference***  
*“Oregon’s Ocean: Working Waterfronts”*  
*Florence Events Center ~ October 28-29, 2010*

## SUMMARY OF CONFERENCE PROCEEDINGS

Thursday, October 28

### ***Discovery Trip***

Sponsored by the Siuslaw Estuary Partnership, this field trip of the Siuslaw Watershed was intended to make the waterfront presentations the next day more relevant. However, it was cancelled due to weather, and the lectures were presented at Florence City Hall.

Speakers made presentations from the Port of Siuslaw; Siuslaw National Forest; Confederated Tribes of the Coos, Lower Umpqua & Siuslaw, Salmon Trout Enhancement, Siuslaw Watershed Council, and the City of Florence.

### ***Dinner with Court Smith***

*Craig McMicken, Chairwoman, HHCC, Inc., Presiding*

### ***“Cultivating Capture Fisheries: Lessons from Indigenous Salmon Cultures”***

*Court Smith, Ph.D., Emeritus Professor of Anthropology, Oregon State University*

{Note: This lecture was made possible by a grant from Lane Cultural Coalition}

Examining indigenous cultures interacting in salmon ecosystems of the North Pacific identifies several patterns of social and ecological change.

First, globalization brought indigenous fisheries under nation state control with mostly negative consequences. A value brought by globalizing nations was management and production concepts built on an agricultural model that emphasizes cultural preferences for maximizing productivity and achieving stability. Hatcheries and fish farming were physical indicators of the expansion of agricultural concepts in fish production.

Globalization also brought introduction of non-native species, mineral and oil exploration, and management practices that impinge on the future of wild salmon. The cultural strategies of fishing peoples show adaptive capacity occurs when reciprocity exists between resource users and their environment. Strategies for building future adaptive capacity rest on ecological reciprocity.

Friday, October 29

Program Chairman: **Stephen, Brandt**, Director, Oregon Sea Grant

### ***“Oregon’s Waterfront: Introduction to Working Waterfronts in Oregon”***

**Betsy Johnson**, State Senator

I think we all understand ports in Oregon, big and small ports, have a huge influence on the economy. The multi-modal transportation responsibilities shouldered by ports—waterborne commerce, rail, and in the case of the Port of Portland, the management of Oregon’s major airport—place them squarely at the center of our state’s economic life.

Accordingly, under Oregon law, the Oregon Legislature gave ports in Oregon generous taxing powers and money-borrowing powers to promote economic development. That’s why, several sessions ago, from my post in the state senate, I pressed to have Oregon ports develop business plans and have them examine, at a

regional level, how their activities can be integrated and coordinated with nearby ports. That process is going well. Over time, it can help keep Oregon's ports financially sound.

So, for all these reasons, I'm excited to share thoughts with you about working waterfronts. And, I'm pleased you made working waterfronts the theme of your conference this year.

In many places around the country, working waterfronts have been lost, or, they are under threat. We all understand the dynamics—people love to live and recreate near the water. Waterfront real estate, almost everywhere, is highly valuable and under pressure. Waterfront condominiums, restaurants, shops, and office space, are all uses of waterfront property that tend to creep into, and, sometimes undermine, what we consider to be *working* waterfronts.

In Oregon, because of our statewide land use planning system, under Goal 16 (the Estuary Goal) and Goal 17 (Coastal Shorelands), working waterfronts are protected for *working* waterfront uses. Senate Bill 100, enacted by the Oregon Legislature in 1973, made that possible.

The call for the protection of working waterfronts, however, predates Senate Bill 100. Not many people in Oregon are aware the underlying themes of Senate Bill 100 were developed *on the Oregon Coast* by the Oregon Coastal Conservation & Development Commission. Much of OCC&DC's work took place here in Florence. Many of you know Wilbur Ternyik, a long-time resident of Florence, served as the Chair of the OCC&DC from 1972 to 1975.

*(Note: Space does not permit more of Senator Johnson's remarks; the full text may be found at our Web site: [www.hecetaheadconference.org/Archives/PowerPointPresentations](http://www.hecetaheadconference.org/Archives/PowerPointPresentations).)*

### *'Conservation and Development of Estuaries: The Role of Oregon's Statewide Planning Program'*

**Matt Spangler**, North Coast Regional Representative, for the Oregon Department of Land Conservation and Development

Oregon's estuaries are among the most diverse and biologically productive habitats in the region. They are also home to the coast's working waterfronts, providing essential connections for maritime commerce and industry vital to Oregon's coastal ports communities. The coastal management elements of Oregon's Statewide Planning Program provide the foundation for balanced decisions regarding the conservation and development of Oregon's estuarine and coastal shoreland resources through the development and implementation of local estuary management plans.

The coastal goal elements of Oregon's Statewide Planning Program were enacted in 1977. These include Statewide Planning Goal 16 (Estuarine Resources) and Statewide Planning Goal 17 (Coastal Shorelands). These goals provide the framework for local estuary management plans addressing estuarine conservation and waterfront development. The goals apply a land use planning approach to estuarine and shoreland resource management by directing the spatial allocation of uses and resources and providing a robust framework for advance decision making.

Oregon's local estuary management plans were developed and adopted in the early to mid 1980s. These planning efforts were perhaps unprecedented in their breadth of public and agency involvement and considerable state and local resources were devoted to the completion of these plans.

The resultant plans adopted by local governments preserve the most critical estuarine resource areas, placing them off limits to most forms of development, while providing for a continuation of development in traditional port and waterfront areas. The plans have a strong emphasis on conservation of estuarine resources and limiting the impacts of aquatic area development, while reserving development opportunities in locations that have historically served maritime commerce.

Oregon's estuary management plans have proved over time to be a model for special area management planning. Though most are now in need of updating to reflect changing economies and improved resource data, they still represent a highly successful approach to balancing the complex conservation and development issues associated with the management of Oregon's estuaries.

### *“Infrastructure and Service Needs for Commercial Fishing”*

**Hans Radtke, Ph.D., The Research Group**

Waterfront planning or individual project evaluation should make economic sense. Responsible parties need to lay out and analyze the alternatives before asking for any public or private investment in developments. Too many times projects have been undertaken without an understanding of the status of the commercial fishing industry or an analysis of the future resource availability or market trends, resulting in project bankruptcies and/or local tax increase obligations.

Trends in Oregon have been a decrease in resource availability and number of boats and permits. There is also a public process taking place to consider marine reserves and protected areas. These trends must be considered in any local port infrastructure development.

Suggested readings for a background on natural resource based economic development and trends in commercial fishing are “Lost Landscapes and Failed Economies” by Thomas Power, and “Four Fish” by Paul Greenberg. Publications that describe coastal economies and the commercial fishing industry are periodically prepared by OCZMA and ODF&W.

### *“Statewide Port’s Strategic Plan: Overview, Next Steps and Resources”*

**Dave Harlan, Ports Manager, Oregon Business Development Department**

The Oregon Business Development Department (OBDD) has recently completed a Statewide Ports Strategic Plan (“Ports 2010: A Strategic Business Plan for Oregon’s Statewide Port System”) and has initiated a strategic business planning initiative for Oregon’s ports.

The Statewide Port Plan was undertaken at the direction of the Oregon Business Development Commission and in response to legislative criticism of the ports. The Statewide Plan and the strategic business planning initiative are intended to raise the profile of and increase understanding of the importance of the ports among policy makers.

Based on the recommendations of the Statewide Plan and statutory changes made by the 2007 Legislature, ports will be required to develop and maintain strategic business plans based on an OBDD template and enter into an intergovernmental agreement with the Department defining the roles and responsibilities of both parties.

Among other things, the Statewide Port Plan concluded that one in six Oregon jobs can be tied to the activities and cargo of Oregon ports, a figure that includes the employment impact of Oregon’s substantial private and proprietary docks on the Willamette and Columbia rivers and in many coastal harbors. Oregon’s ports must demonstrate that they have their act together and know what they want to accomplish and why if they are to compete for public resources. At the same time, the State of Oregon needs to provide appropriate assistance and support to the ports in recognition of their importance to the state economy.

### *“Working Waterfronts in the 21<sup>st</sup> Century”*

**Ann Gardner, Working Waterfront Coalition in Portland’s industrial harbor**

The Portland Harbor is an economic engine that has existed as a source of jobs and vitality for the Portland metropolitan area for more than a century. Businesses locate on the waterfront in Portland due to the connections to two major highways, two major railroads and a river transportation system.

- The 50 industrial marine businesses with direct harbor access support approximately 20,000 local jobs, bringing almost \$1 billion in personal income to the region’s economy.
- Hundreds of other businesses are located in the industrial districts adjacent to the harbor.
- The average income of these jobs is \$45,000 – higher than Portland’s average household income of \$41,000.
- 1 out of every 9 jobs in the Portland/Vancouver area is located in or supported by the work done in the Portland’s Harbor Industrial District.

However, according to City of Portland Senior Economic Planner Steve Kountz, “Portland’s industrial districts are unknown territory to most residents”. Portland’s industrial districts are not located within viewing distance of the Central Business District and they are not easily accessible from the adjacent neighborhoods.

Largely because Portlanders don’t know or understand the value of the working harbor, efforts to construct high-end multifamily housing in the working harbor gained momentum earlier this decade. This

housing project alarmed harbor businesses, and they organized in opposition to the proposal. This organizing effort led to the creation of Portland's Working Waterfront Coalition (WWC). Today WWC membership includes manufacturing companies, importers and exporters, distribution firms, railroads, tug boat operators, petroleum distributors, the Port of Portland and others located in or near the harbor.

The purpose of the WWC is to advocate for sound public policies that promote environmental, social and economic sustainability of Portland's working harbor.

*"Smart Growth for Coastal Communities and Waterfronts"*

**Kris Wall, Office of Ocean and Coastal Resource Management, NOAA**

Coastal and waterfront communities have historically been, and will remain, desirable places to live. The unique amenities that draw people to the coast also require special consideration when addressing growth and development. These issues include balancing the dynamic land and water interface, revitalizing waterfronts, preserving water dependent uses, providing public access, and planning for hazard resiliency and the impacts of climate change.

Many coastal and waterfront communities have found traditional development patterns threaten the assets they treasure most. Smart growth approaches--guided by a set of principles that help communities grow in ways that expand economic opportunity, protect public health and the environment-- can help communities accommodate development while protecting their traditional sense of place.

Smart Growth at the water's edge requires a tailored approach that recognizes the unique opportunities and challenges of waterfront and coastal development. In 2009, the National Oceanic and Atmospheric Administration, U.S. Environmental Protection Agency, the International City/County Management Association, and Rhode Island Sea Grant, released "Smart Growth for Coastal and Waterfront Communities." Developed in consultation with the Smart Growth Network, the interagency guide builds on the network's ten smart growth principles to create coastal and waterfront-specific strategies for development. Communities can use these strategies when considering policy options, planning approaches, and restoration and protection efforts that achieve the smart growth goals.

*"Keynote Address: Understanding the NOAA Fleet—Research and Operations"*

**LTJG Andrew Colegrove, NOAA Marine Operations Center--Pacific**

What is the NOAA Marine Operations Center – Pacific? Where does it fall within the National Oceanic and Atmospheric Administration? What sort of work is carried out on NOAA Research Vessels? These questions are asked quite frequently and require a rather in depth explanation.

The Office of Marine and Aviation Operations is responsible for safely and efficiently operating NOAA ships and aircraft, incorporating emerging data acquisition technologies and providing a specialized professional team responsive to NOAA programs. OMAO currently operates eighteen vessels split between the Gulf/Atlantic and Pacific oceans. The Commanding Officer of the Marine Operations Center – Pacific commands and oversees operations on nine of those vessels including three in Hawaii, two in Alaska and four along the Pacific Coast. These vessels conduct every operation required by NOAA programs including under-sea mapping and hydrography, fisheries research and fish population assessment, cetacean surveys and Marine Sanctuary research.

Contrary to popular belief, there is no scientific activity that takes place at the MOC-P. The MOC-P provides administrative support for Vessel Operations, Personnel Resources, Electronics Engineering and Marine Engineering. OMAO vessels act as the platforms by which various NOAA Programs, such as the National Marine Fisheries Service (NMFS), the National Marine Sanctuaries (NMS), NOAA's Pacific Marine Environmental Laboratory (PMEL) and the Office of Coast Survey (OCS), can acquire data required for their individual projects.

OMAO's vision is to be the best in class for sea and air operations and data acquisition for NOAA and the Nation.

## ***Panel: “Taking Advantages of Opportunities”***

### ***“Bringing the NOAA Fleet to Newport”***

**Ginny Goblirsh**, Commissioner, Port of Newport

On June 3, 2010, the National Oceanic and Atmospheric Administration (NOAA) made its final announcement - it would be moving its Marine Operations Center, Pacific (MOC-P) to Newport, Oregon. This ended an 18-month saga of crucial decision making, tight deadlines, nail biting funding challenges, and legal hurdles at the highest levels. Newport has been dubbed “The Little Port that Could”. How did this little port accomplish what everyone, including the Port itself, believed to be nearly impossible? How did it take on the big boys and win?

It made the most of an opportunity with good leadership, teamwork and tenacity. Don Mann, the port’s general manager, put together a team of professionals who had the skills for the task. With near unanimous community support, the port commission and Don took a calculated risk, weighing the odds and challenges each step of the way. Together, they embarked on a grueling journey, adding partners along the way, never taking “no” for an answer.

The team’s initial goal was to prepare a proposal which would highlight all that Newport had to offer so Newport would be remembered and considered as a possible homeport for one NOAA research ship in the future. The result was a proposal to NOAA MOC-P that, according to Commerce Secretary Gary Locke (and former Washington Governor) “knocked their socks off”.

Ginny shared the story of how the Port of Newport got that ship and a whole fleet to boot.

### ***“Working with NGO’s on Projects in a Coastal Community”***

**Jim Auburn**, Mayor of Port Orford

We have a group of community organizations in Port Orford that are the driving force for several projects. We work closely in partnership with NGO’s to advance our goals and vision for the benefit of our community.

For example, we provided supporting resolutions and traveled to Washington DC to testify with the Friends of Elk River to support the Copper Salmon Wilderness to protect the upland fish habitat, and salmon fishery in and at the mouth of the river. Through other partnerships, we found that NGOs can contribute vital resources to our projects.

A significant benefit we realize from collaboration is that NGOs have the experience and capacity to conduct outreach on public issues. For example Port Orford Ocean Resource Team (POORT) conducted 176 hours of outreach for our new Stormwater Ordinance, one of the first in Oregon. An Oregon Department of Land Conservation and Development (DLCD) grant provided necessary funding for technical assistance. These efforts resulted in the ordinance being approved without a single negative public comment. POORT received the National Oceanographic and Atmospheric Administration (NOAA) NGO of the Year award with our and DLCD’s support.

We supported and collaborated with POORT and other NGO’s on projects such as the Port Orford Stewardship Area, an annual Water Festival, and economic development. We participate in the Redfish Rocks Community Team with stakeholders that include NGO’s along with commercial and recreational fishermen, businesspeople, and other local governmental organizations to advise the Oregon Department of Fish and Wildlife (ODFW) on the management of our local Marine Reserve/Marine Protected Area.

Completion of a Ford Family Foundation Leadership Development Class bioswale project at Battle Rock City Park involved several community organizations. Collaboration with NGO’s on these and other projects that emphasize the importance of the land-sea connection, community and economic development.

### ***“Tillamook Oregon Solutions Partnership”***

**Paul Levesque**, Chief of Staff, Tillamook County, and Manager: Project Exodus

In 2006 and 2007 Tillamook County suffered large floods and extensive damages. After the 2006 flood, a letter was sent to Governor Kulongoski requesting that Tillamook flood mitigation efforts be designated an Oregon Solutions project. An Oregon Solutions designation provides a structure and process for public and

private sectors to collaborate in addressing community needs. A project assessment was conducted in March, 2007, followed by Governor Ted Kulongoski's official designation in April, 2007.

The Governor assured participation of his staff and appropriate state agencies with other participating public and private partners. A Project Team was assembled, prioritized projects in September 2007.. The project list is a mix of capital projects and planning and analysis efforts funded by a legislative appropriation from the state and some local funds. Recognition of the complexity of flooding in the Wilson River and the prior ecosystem restoration design work by the Corps of Engineers led the Project Team to combine two of the initially identified projects and broaden the overall scope into Project Exodus.

More than 85% of the Tillamook Bay historic floodplain and lowland wetlands have been lost to human settlement and development. Project Exodus - Southern Flow Corridor (SFC), has goal to 1) Restore properly functioning habitats for fish and wildlife; and 2) ensure that flood hazards are reduced. This project will result in removal of 45,000 feet of existing levees and full restoration of a total of 570 acres of contiguous tidal wetlands. In doing so significant flood level reductions will be achieved. The SFC occupies a unique position at the confluence of the Trask, Tillamook and Wilson Rivers and spans a range of priority ecological zones from Spruce forest to salt marsh and intertidal mudflats. Implementation of this project will be the most significant habitat restoration project ever completed on Tillamook Bay.

*“Working Waterfronts from a Business Perspective”*

**Laura Anderson, Owner, Local Ocean Seafoods, Newport**

Working waterfronts present excellent business opportunities for coastal entrepreneurs. Quite simply Local Ocean Seafoods, a Newport-based seafood restaurant and fish market, would not exist if not for its direct connection to the fishing fleet. First and foremost our business strategy is predicated on a steady supply of fresh local fish. Secondly, visitors come to Newport specifically as a seafood destination. And while tourists are a large part of our target market, Local Ocean could not stay open 12 months of the year without the patronage of the fishermen and supporting businesses that work here year-round.

The biggest threat to a business like Local Ocean is loss of access to a steady local supply of fish. We need the fishing fleet and supporting infrastructure to run our business. Port consolidation is happening up and down the coast. Loss of harbors and port infrastructure is a serious threat to the viability of the coastal economy. Local governments should work progressively to ensure the maintenance and preservation of working waterfronts.

**Panel: “Partnerships for Oregon’s Waterfronts”**

*“Saving Our Assets...S.O.S...A Waterfront Revitalized”*

**Gina Dearth, Executive Officer, Port of Bandon**

All the signs were clearly there in the late 1980's; declining timber for the areas local mills and a seriously shrinking and dismal forecast for the commercial fishing fleet, the two generational mainstays and economic backbones of this small, rural and remote community of Bandon situated on the southern Oregon coast. It was time to plan for change in a way that would help buoy the sinking economy and bring a fresh and attractive look to our waterfront. S.O.S., sink or swim.

Ten years in the making and through changing port commissioners and staff the vision never swayed. Today when visiting Bandon's waterfront you will be struck by the outcome of this vision and immediately realize what it has done for the local economy. The Port of Bandon improvements play heavily on the natural beauty of the area. In doing so it encourages visitors to reintroduce themselves to Oregon's natural resources, the Coquille River and estuary and the opportunity to access the Pacific's bounty.

The port, along with many wonderful granting partners, has completed a 25,000 square foot Boardwalk, a glass enclosed picnic shelter, a 100 seat outdoor amphitheater, creative and artistic sidewalks along the marina and port owned historic Coast Guard building that houses our offices.

In August of this year, through litigation and mediation the port was able to regain control of a port owned property (1.34 acres) stuck in a 100 year lease directly on the waterfront and adjacent to theses new additions. This exciting news along with the same committed vision, public input, dedicated port

commissioners and staff will allow us to continue to find sustainable ways to create jobs and continue to enhance Bandon's quality of life, while protecting her heritage and unique natural resources.

*“The Riverfront Visioning Process in Astoria”*

**Rosemary Johnson**, Planner and Historic Preservation Officer for the City of Astoria

Astoria was established as a fishing and trade community as early as 1811. The River has always been the focal point of transportation, industry, and the aesthetic beauty of the community. In the 1920's, more than 50 over-the-water fishing related buildings filled the waterfront. With the decline and changes to the fishing industry as well as the increased cost to maintain these buildings, they slowly yielded to the disintegration of time.

The 1980's found Astoria as an economically depressed area with little new development and a continuing deterioration of existing buildings. However, Astoria began to see the potential in downtown improvements that would include public spaces along the waterfront. In 1990 the City adopted the Waterfront Planning Study that proposed to bring the public down to the “working waterfront” with small river parks and dock improvements. With the acquisition of the abandoned railroad line along the Columbia River, the City was at a turning point for the Astoria Riverfront.

During the 1990's, Astoria began to construct the River Trail, trolley line, and small pocket parks, block-by-block, with public/private partnerships. With the success of the waterfront improvements and the increase in the economic activity, developers pursued projects that would take advantage of the beautiful riverfront locales. Citizens began raising concerns; development strained peoples comfort level. Community members urged the City to adopt codes that would protect the open spaces and views enjoyed by so many. The City, with the assistance of a consultant team, held numerous public input meetings/events, and eventually developed a Riverfront Vision Plan that addresses the conflicting interests of developers, property owners, citizens, and the environment.

*“Transportation Infrastructure to Promote Economic Development”*

**Elise Hamner**, Communications & Community Affairs Manager, International Port of Coos Bay

In the days of Paul Revere, travelers to port towns had two options. “One, if by land; two, if by sea.” Here on the Oregon Coast, many travelers historically arrived by river and sea. Over time, came roads and rail and eventually airports. These days, it's crucial for ports big and small to have access to transportation – all kinds of transportation. Yes, if by land, sea or air, you can get to Coos Bay, or Portland, or Astoria, or Bandon.

Some things haven't changed in 235 years. Working waterfronts still fill many niches in a community – all relating to commerce in some form. Traditionally, coastal ports have offered safe moorage and access to seafood processors and markets for commercial fishing fleets. Some, such as the Oregon International Port of Coos Bay, are centers for short-sea and international shipping and industrial operations. To succeed, Oregon's ports advocate continuously for dredging and harbor maintenance funds at the state and federal levels. Some ports are home to shipyards for commercial and recreational vessel repair, which require substantial investment to meet federal and state environmental regulations. Many ports develop and manage public docks for recreational boaters and public use. Other ports run airports and railroads.

These agencies can't do it alone. Sustaining transportation infrastructure requires partnerships – from the grassroots level all the way to the halls of the U.S. Capitol in Washington, D.C. Vigorous transportation networks beget dynamic working waterfronts, whether for industrial, tourism or general port business needs, and these waterfronts are essential to healthy, sustainable communities.

*“Stormwater Opportunity—A Green Approach for Urban Settings”*

**Mike Miller**, Director of Public Works, City of Florence

Flooding in the late 90's brought to light the City's often inadequate storm drainage system. In order to reduce the cumulative impacts to existing private and public property the City needed to address how stormwater can be managed with Florence's unique hydrology, wetlands, and habitat.

In 2006 the City of Florence implemented a stormwater utility and added stormwater treatment requirements to the city code largely based on the effective requirements of other communities in Oregon. Most new development follows the guidelines as set forth in the city of Portland Stormwater Management Manual. Although effective, it has become apparent that many of the standard Best Management Practices (BMP's) described in the Portland manual are inappropriate or are in need of modification(s) to be effective in Florence's sand soils and coastal environment. With the creation of our own BMP manual, we will be ensured that as areas develop or redevelop that appropriate technology and science will be applied to protect the city's federally protected sole source drinking water aquifer, inland water resources, and salmon bearing coastal streams. The stormwater design manual is our attempt to simplify and take the best from the best for our stormwater BMP's.

One of our newest approaches to stormwater management will be incorporated in the Siuslaw River Bridge Interpretive Wayside project. Located on the north bank of the Siuslaw River in the historic Bay Street area of old town, tourists, travelers and residents will be introduced to the history of the bridge and surrounding area as well as the ecological value of the estuary. Interpretive signage will introduce the visitor to stormwater in our built environments and demonstrate how efforts to improve stormwater quality through green approaches can be both functional and attractive.

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**Acknowledgments** Meeting the expenses of the Conference would not be possible without the support of people and organizations who believe in our mission. They include:

<u>Grants</u>	Lane County Cultural Coalition; Oregon Sea Grant; Oregon Department of Land Conservation & Development
<u>Supporters:</u>	Port of Siuslaw; City of Florence; International Port of Coos Bay; Lea Patten & Dick David City Club of Florence; Our Ocean; West Lane County Commissioner, Bill Fleenor
<u>Discovery Trip</u>	Siuslaw Estuary Partnership
<u>Treasury Services:</u>	Hart Financial Services
<u>Registration Services:</u>	Florence Events Center
<u>Web Master:</u>	Tiffany Rogato and Travis Virili, <i>OregonFast.net</i>
<u>Accommodations:</u>	River House Inn

**Disseminating the Conference Proceedings** In order to capture the important viewpoints raised by the speakers and attendees, the *Summary of Conference Proceedings* is available online at [www.HecetaHeadConference.org](http://www.HecetaHeadConference.org). Also available on the Web site are the *PowerPoint Presentations* of the Speakers.

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#### **Conference Committee**

**HHCC, Inc. Board Members:** Craig McMicken, Chairman; Paul Cornett, Gayle Montgomery, Terry Newell, Lea Patten, Ken Rystrom, Robin Sullivan

**Oregon Sea Grant:** Jamie Doyle, Extension Faculty representing Coos & Curry Counties

**Also:** Ron Bruton, Wendy Farley, Lil Morgan, April Dumas, David Dumas, Joanne McMicken, Phyllis Koontz, Beth Newell, Jean White, Lis Farm

#### **Heceta Head Coastal Conference, Inc. ...**

...is a nonprofit corporation whose mission is to inform and educate the public of the need for a healthy, productive, and resilient marine ecosystem in the Pacific Ocean off the Oregon coast.

The Conference brings together a diverse group of leaders, providing a balance of viewpoints, from the worlds of science, fishing, conservation, government, education, business, and philanthropy.

#### **Oregon Sea Grant ...**

... develops and supports research, outreach and education programs that help people understand, use and conserve marine and coastal resources.