

Reedsport Proposal to Host the Northwest National Marine Renewable Energy Center's Pacific Marine Energy Center



Submitted by the Reedsport
Community Siting Committee

December 21, 2012

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Executive Summary

With assurances from the local commercial fishing industry that an at-sea test site can be designated without threatening their interests, the Reedsport Community Siting Committee (RCSC) is very pleased to present this proposal. The RCSC process included many stakeholders, including Douglas County, the City of Reedsport, private industry, commercial and recreational fisherman, port representatives, and the local community college. On behalf of these stakeholders, the RCSC can commit to welcoming, working with, and supporting the Pacific Marine Energy Center.

The Reedsport area has been intensively studied, including investigations by the Electric Power Research Institute and Ocean Power Technologies (OPT), and repeatedly determined to be an excellent location for both demonstration and commercial wave energy projects. With input from community voices, industry experts, local utilities, the commercial fishing fleet, and Oregon Sea Grant, RCSC has developed a proposal that can deliver a highly-functional, cost-effective solution for NNMREC. As detailed below, the Reedsport area offers:

- An in-water test site at an ideal distance to shore, with minimal use conflicts.
- A low impact, near-shore location for electrical grid connection.
- A high-visibility, publically-controlled site for the office space and visitor center.
- Outstanding industrial and marine infrastructure, including multiple marine industrial service providers with direct heavy rail access, large yards, and heavy loading capacity.

The Reedsport area is economically challenged, as is much of the south coast. The localities and region are highly-motivated to support the success of P MEC. The collaborations available in Reedsport would allow Oregon State University to further its mission to support healthy local economies across the state and opens an opportunity to develop a meaningful partnership with Southwestern Oregon Community College (SWOCC), which itself could bring valuable educational resources to the project.

Reedsport and Winchester Bay are both working harbors, evidenced by the abundance of marine industrial infrastructure available. With this heritage and character, NMMREC could be confident of community support through-out what will be an extensive and intensive federal permitting process and as the project is actually implemented.

Representatives of the RCSC would be very pleased to host a site visit by NNMREC representatives.

I. In-Water Test Site

The Reedsport Community Siting Committee (RCSC) offers a 2.5 square nautical mile envelope within which NNMREC can designate a testing location, adjacent to the territorial sea boundary and just south of the Umpqua River confluence. See Map 1, “Area Map.” The designated area is from the territorial sea line to a parallel line, ½ nautical miles farther out, from latitude N43°32’ to N43°37’. The committee is not aware of any particular environmental concerns within this location. According to NOAA charts the proposed site is in the upper threshold of the acceptable depth range for P MEC. The local fishing community has indicated that there are shallower areas within the site. This could be determined through some additional consultation with the fishing community and research.

Several sport fishermen who were present did not see significant conflicts with the at-sea test sites under consideration (their high priority was crabbing grounds within the territorial sea).

Representatives of the local fishing and crabbing fleets led the effort to identify an area that met P MEC’s needs while limiting adverse impacts on their operations. Fleet representatives expressed several caveats to accompany their recommendation (see Attachment 1). If P MEC is sited in the Reedsport area, particularly in light of the nearby previously-identified OPT site, the commercial fisherman feel strongly that there should be no further wave energy sites included for this stretch of coast as part of the Territorial Sea Plan (TSP) process. The local fleet also requested a commitment from NNMREC to actively support federal dredging to maintain adequate depths in the Umpqua River federal channel. The RCSC—which includes several participants in the TSP development process—strongly supports both requests.¹

II. Cable Landing Location

The RCSC recommends landing the transmission cable(s) approximately two miles south of the southside jetty/breakwater at the Umpqua River confluence. The on-shore connection bunker could be placed in a beach parking lot west of Salmon Harbor Drive that is within several hundred feet of high water. This would necessitate approximately 3.6 nm of underwater transmission cable. (See Map 1.)

If the connection were made at the indicated parking lot, the distance to the closest sub-station would be approximately 8 miles. From the Reedsport substation, P MEC could directly access four electrical utilities: Central Lincoln People’s Utility District, Douglas Electric Cooperative, Pacific Northwest Generating Cooperative, and Bonneville Power through spare capacity in existing transformers. This provides the Reedsport site with a unique advantage from a power marketing and inter-connection perspective.

Virtually any landing location in the area would require crossing US Forest Service (USFS) property. Although the surrounding area is USFS property, the proposed parking lot is within the public “right-of-way” and could be reached by a relatively short underground bore, without having any surface impact on USFS. A cinder block junction house would not appear out-of-place in the parking lot.

III. Office Building, Visitor Center & Storage

The RCSC recommends locating the P MEC office building and visitor center at Salmon Harbor Marina. The P MEC facility would be an asset to Winchester Bay and surrounding recreational uses. The RCSC, in consultation with the staff at Salmon Harbor Marina, have identified a 3.5 acre lot that fronts Salmon Harbor Drive. The proposed site would be less than a quarter mile from Highway 101 and at the entrance to the Salmon Harbor/Winchester Bay RV Resort. See Map 2 for general site location and Attachment 2.

¹ In addition, the fleet representatives requested that no state subsidies ought be provided to OPT nor any additional wave energy sites be established outside of the territorial sea in the area. The RCSC acknowledges that there is no party to this process that can act on these requests or provide any assurances, in good faith, regarding these issues.

Salmon Harbor Marina has already performed extensive analysis of the proposed P MEC site (including archeological and environmental investigations; in 2005 a finding of “no significant impact” was issued for a proposed building project on the site). The property is owned by Douglas County and a previous architectural layout placed a 10,000+ square foot building on-site with substantial parking (over 100 spaces). The Salmon Harbor Marina leadership would prefer to jointly develop the site. There is ample room to accommodate P MEC’s office requirement (5,000 SF), a visitor center (~1,000 SF), and a welcome/registration office for the Salmon Harbor RV Resort. If preferred, there is room at this site for P MEC’s scientific equipment storage needs. (Several other areas within the Salmon Harbor Marina complex could also accommodate the storage needs, including one area that is adjacent to the small 1.5 ton crane operated by the Marina.) The property is zoned “Public Reserve,” which permits “public and semipublic buildings, structures and uses ...”

The RCSC considered several other potential locations for a joint office/visitor center. At Salmon Harbor Marina, P MEC would have the advantages of working with an engaged public partner, in a visitor-oriented setting, with well-developed infrastructure. A second, larger site that may be of interest is “Cedar Palace,” International Paper’s previous office complex on Old Highway 101 in Gardiner (approximately 2 miles north of Reedsport). The site includes a 17,000 square foot office building on 5 acres, with 200 parking spaces. The listing price is \$1.45 million. (However, the site was purchased for only \$750,000 in 2006). It is zoned General Commercial (C-3), which allows office & public/semi-public uses. The property is clearly larger than required, but would present possible ancillary development opportunities. Ownership is private.

Several additional sites could be considered for the office/visitor complex if neither presented above are workable. Alternative sites include the former Jewett School in Gardiner, the former Umpqua Aquaculture commercial building in Winchester Bay, and several re-development opportunities in Reedsport. The RSCS team would be happy to provide details on these additional sites, if requested.

IV. Marine Infrastructure

Marine energy developers working in the local Reedsport area have access to a number of experienced marine-oriented businesses that can assist with fabricating, assembling, staging, floating, and anchoring substantial pieces of marine equipment. These operators have large facilities in both Reedsport and Coos Bay with large yards, dry docks, heavy crane capacity, and freight rail connections. Coos Bay Rail Link, operated by the Port of Coos Bay, provides local service and connects to the Union Pacific mainline in Eugene. See Attachment 3 for details on some of the service providers and private facilities in the area.

The existing chart designations for the federal channel at the Umqua River entrance are for “26 feet deep and of suitable width across the outer bar; thence a channel 22 feet deep and 200 feet wide from the entrance to a turning basin 22 feet deep, 600 feet wide, and 1000 feet long at Reedsport.” The charts also provide for a “side channel 22 feet deep and 200 feet wide from the main channel at river mile 8 to a turning basin 22 feet deep, 500 feet wide and 800 feet long at Gardiner.” For deep draft requirements of more than 20’, Port of Coos Bay has a number of facilities capable of handling industrial-scale marine equipment and a channel depth of 37 feet.

V. Community Partnerships

Southwestern Oregon Community College (SWOCC) is located in Coos Bay. Patty Scott, SWOCC President, and Kirk Collier, a SWOCC engineering professor, were active participants in the RCSC. SWOCC has expressed a strong interest in providing linkages to P MEC through their pre-engineering program and/or workforce development and customized training programs. See Attachment 4 and SWOCC’s letter of support.

Salmon Harbor Marina has roughly 30,000 overnight stays in its campgrounds and the Winchester Bay RV Resort. Many more visitors utilize surrounding campgrounds throughout the year, and in large numbers for events such as DuneFest, Kool Coastal Nights, Ocean Festival and Confluence (see:

http://www.reedsportcc.org/pages/annual_events.php for more details). Salmon Harbor Marina can be an active partner in developing the facility itself, and would be an active partner operationally. The Marina operates docks and launch facilities that could support P MEC's research activities.

Over 20,000 visitors a year visit the Umpqua River Lighthouse and Museum (operated by Douglas County). Significantly more visit the adjacent overlook. Approximately 40 volunteers provide about 4,500 hours of volunteer service at the museum annually. In 2012, the Museum staff and volunteers incorporated a discussion of wave energy technology into guest tours and will be installing a small display about wave energy at the museum in 2013. While P MEC is developing its project, the URLH Museum could be a point of contact for public education regarding the project. Once the project is completed, this overlook area would be an ideal viewing location for visitors interested in P MEC, as it sits atop a bluff with an excellent vantage on the proposed in-water research area.

The City of Reedsport, Douglas County, the Port of Coos Bay, the Lower Umpqua Economic Development Forum, the Partnership for Economic Development in Douglas County, and the Reedsport/Winchester Bay Chamber of Commerce all support this proposal. Jonathan Wright, City Manager of City of Reedsport, and Mayor Keith Tymchuck were members of the RCSC. As a primary stakeholder in the area, the City is actively working to ensure adequate infrastructure is available to key development activities and will work to support the wave energy industry. Letters of support from several key stakeholders are attached.

VI. Financial Assistance & Cost Match

The RCSC has identified several areas in which the local community and region can leverage new resources to provide critical non-federal match and, potentially, new revenues to the project. First, Umpqua River Lighthouse and Museum and the Umpqua Discovery Center (operated by the City of Reedsport) have well-developed interpretive programs. They could launch the public education components of the project virtually immediately. In addition, staff could provide assistance with interpretive design and volunteer training and recruitment for the P MEC visitor center.

Second, Salmon Harbor Marina is County-owned. Douglas County and the Salmon Harbor Marina management are willing to enter into a financial partnership for the mutual development of the proposed 3.5 acre site and construction of the facilities including, but not limited to, a long term lease at attractive rates, maintenance of grounds, shared parking and free Equivalent Dwelling Units (EDU's) in-lieu of paying local sanitary district System Development Charges.

Third, given the severity of the economic conditions on the South Coast, we believe our local legislators will be particularly successful in leveraging State of Oregon contributions to the project. In addition, included in the Governor's proposed budget for the next biennium is funding for projects designated to be of high priority by the Regional Solution Team (RST) Advisory Boards. Reedsport Mayor Keith Tymchuck, a champion of wave energy development, chairs the South Coast/Umpqua RST Advisory Board, which has identified off-shore energy development as a key part of the regional economic strategy.

VII. RCSC Process

The RCSC had key stakeholders and representatives of multiple communities, including commercial fishing, local government, education, utilities, and economic development. The group met weekly over a period of five weeks; meetings were open to the public and were well-attended. Non-RCSC members were encouraged to participate in discussions and did so. The group operated largely by consensus. Mayor Tymchuck led discussions and set the agenda, in consultation with Kaety Hildenbrand of Oregon Sea Grant, who represented the NMMREC project and facilitated dialogue. Invitations to attend the meeting were broadcast widely by Oregon Sea Grant and with notices in local papers. Attendance among a core group of about fifteen members was consistent throughout. Representatives of the commercial fishing fleet attended the regular RCSC meetings and met separately with Kaety Hildenbrand. They were the group that selected the in-water study location.

MAP 1: AREA MAP



TERRITORIAL SEA BOUNDARY

PACIFIC OCEAN

OFFICE/VISITOR CENTER

WINCHESTER BAY

UMPQUA RIVER

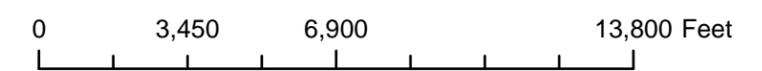
CITY OF REEDSPORT

TO CLPUD/BPA SUBSTATION

TRANSMISSION LINE
3.58 NAUTICAL MILES

IN WATER TEST AREA
APPROXIMATE LOCATION

COOS COUNTY



MAP 2 : SHORE MAP



PACIFIC OCEAN

UMPQUA

RIVER

GARDINER

BOLON ISLAND

COOS BAY RAIL LINK

CITY OF REEDSPORT

TO CLPUD/BPA SUBSTATION

POTENTIAL PMEC DEPLOYMENT SITES

WINCHESTER BAY

TRANSMISSION LINE

LEGEND

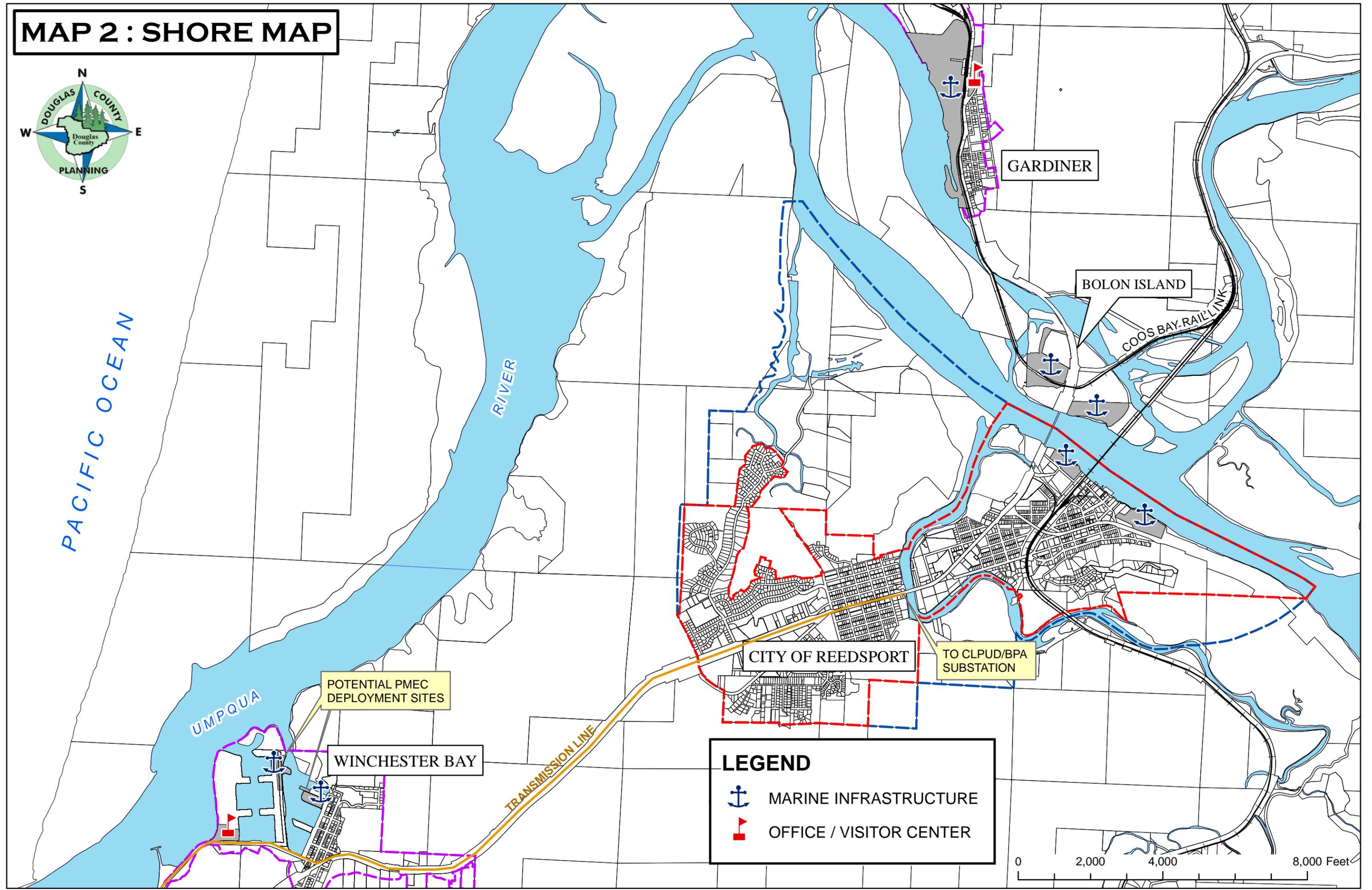


MARINE INFRASTRUCTURE



OFFICE / VISITOR CENTER

0 2,000 4,000 8,000 Feet



21 December 2012

Dr. Belinda Batten
Northwest National Marine Renewable Energy Center
305 Batcheller Hall
Corvallis, OR 97331

Dear Dr. Batten,

The commercial fishermen of Winchester Bay, represented by the signatures on this letter, would like to support the Pacific Marine Energy Center. While we are concerned about the amount of space that is being considered for commercial scale projects in Oregon, we are supportive of wave energy testing and research. We have worked with representatives from Oregon Sea Grant and our community site selection team to identify what we feel is a suitable ocean location for P MEC. Our proposed site is just South of the Umpqua River. Maps and additional information about this location will be given to you in our communities' proposal. It is imperative that if Reedsport is chosen as the home P MEC that the following caveats be supported.

- 1) The planned near shore commercial site in Reedsport no longer be considered.
- 2) That OSU and the State of Oregon assist in lobbying for additional dredging at Winchester Bay. Additional Dredging will be needed for both P MEC and commercial fishing.
- 3) That no additional marine renewable energy sites be placed from 43.40 N Lat. To 44.13 N. Lat within the territorial sea.
- 4) That no additional state assistance be given to Ocean Power Technologies, we feel they need to be able to prove their technology on their own.

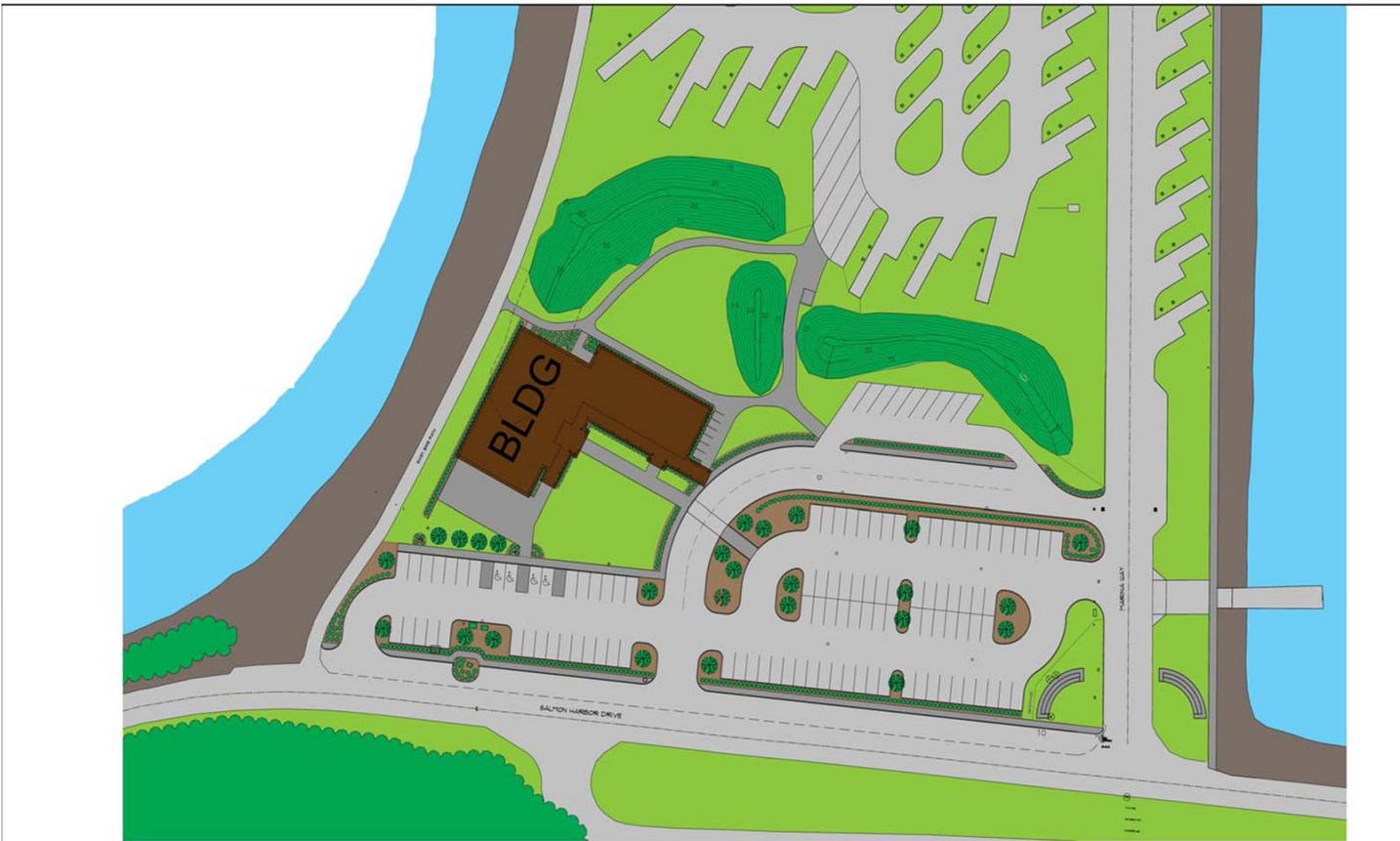
We will also be seeking assistance with these items from our local elected officials and from the Ocean Policy Advisory Council (OPAC).

Respectfully,

Jeff Mulkey
Joe Mulkey
Gary Shuttpelz
Stuart Shuttpelz
Charlie Schuttpelz
Jorgen Mulkey
Scott Hartzell

SITE INFORMATION for PMEC Office Space & Visitor Center Annex – Winchester Bay

Property Owner	County of Douglas, Oregon
Property Manager	Salmon Harbor Marina, Winchester Bay
Size	3.5 acres +/-
Zoning	Public Reserve which permits “public and semipublic buildings, structures and uses essential to the physical, social and economic welfare of the area.”
Location, Site Condition and Characteristics	<p>The proposed site is located in Winchester Bay, 3 miles south of Reedsport, on the southern end of a 37 acre peninsula, commonly referred to as the West Spit located at 0.05-river mile inland from the Pacific Ocean on the Umpqua River. The peninsula is bounded on the north and west by the Umpqua River, on the east by Salmon Harbor Marina boat basin and on the south by Salmon Harbor Drive. The peninsula remained undeveloped until the construction of the Winchester Bay RV Resort in 1999. The developed portion of the RV Resort occupies approximately 15 acres of the peninsula.</p> <p>The proposed 3.5 acre site is about one-mile west of US Highway 101. The south side of the site abuts Salmon Harbor Drive which is a major road that provides access from Highway 101 to the Umpqua Lighthouse, USFS Oregon Dunes National Recreation Area, sand dunes, beach, and ocean. The east side abuts Marina Way which provides vehicle and pedestrian access to the Winchester Bay RV Resort and to the public parking area on the north shore of the spit. On the west the site abuts a pedestrian and bicycle path that follows along the western shoreline of the spit. The north end of the proposed 3.5 acre site is separated from the RV Resort by earthen berms comprised of dredge spoils placed in the late 1960's.</p> <p>The site provides unobstructed views of the Umpqua River, the jetty system and ocean bar. It is an undeveloped open area covered sporadically with weeds. The site supports limited vegetation and provides little to no habitat value for wildlife. There are no known nesting, breeding or foraging habitats associated with the site.</p>
Utilities Provided to the Lot Line	Power - Central Lincoln People's Utility District Sewer - Winchester Bay Sanitary District Water - City of Reedsport
Floodplain	The site is <u>not</u> in the 100-year or the 500-year flood boundary.
Wetlands	None
Environmental Assessment	A US Dept. of Housing and Urban Development Environmental Assessment was completed in 2005. There was a finding of 'no significant impact'.
Soil	The soils are clean dredge spoils placed upon a natural sand bar in the 1960's and is mixed with sand. A 1999 geotechnical report was prepared by Pinnacle Engineering detailing the soil types per core samples.
Slope	The site is flat with a stable sloped shoreline to the water. Slopes are less than 2% according to the topographic map for the USGS Winchester Bay 7.5 Minute Quad.
Erosion Control	The US Army Corps of Engineers Section 111 revetment project was completed in 1994 to protect the west bank of the West Spit from erosion by wave action.
Moorage/Berthing	Moorage/berthing available within Salmon Harbor Marina.
Storage of Marine Equipment	Sites available for storage of marine equipment adjacent to moorage/berthing and a nearby hoist.
Nearby Commercial Facilities	A boatyard with a boat lift is located in the marina. A variety of commercial facilities are within one mile of the site including groceries, restaurants, motels, charters, shops, etc.
Financial Partnership Opportunity	Douglas County/Salmon Harbor Marina is willing to enter into a financial partnership for the mutual development of the site and construction of the facilities including, but not limited to, a long term lease at attractive rates, maintenance of grounds, shared parking and free Equivalent Dwelling Units (EDU's) in-lieu of paying local sanitary district System Development Charges.



← SOUTH SITE SCALE: 1" = 30'



0 25 50 100 150 200 SCALE: N FEET

**Reedsport/Winchester Bay Proposed PMEC Site
Office Space and Visitor Center Annex**

CROW/CLAY & ASSOCIATES INC.
ARCHITECTURE AND PLANNING
LAND USE AND INTERIORS
123 WEST CENTRAL AVENUE
SUITE 400
COOS BAY, OREGON 97420
TEL: (541) 269-8268
FAX: (541) 261-6187
www.crowclay.com

• PORTLAND, OR

• COOS BAY, OR

Local/Regional Supporting Marine and Industrial Infrastructure

Reedsport

American Bridge Manufacturing – Located on Bolon Island on the main Umpqua Channel, a heavy manufacturer of structural steel buildings, bridges, and complex structures. ABM has a 32 acre industrial site directly served by rail, with 150 ton lift capacity and direct water access.

Fred Wahl Marine – Fishing and utility shipbuilder located in Reedsport, with marine rail access to the main Umpqua Channel. In operation since 1988.

Reedsport Machine and Fabrication – Located in the Winchester Bay Marina, Reedsport Machine and Fabrication specializes in boat repair, machining, and specialty fabrication with 80 ton haul out capacity.

ORCA Divers – Industrial diving and marine construction business in Winchester Bay; experience with underwater construction, demolition & salvage; participated in the WET-NZ deployment at NNMREC's Prototype Test facility in summer 2012.

Port of Umpqua Dock – Commercial dock at the Winchester Bay Marina. Supporting the local fishing and marine businesses, the dock has a crane capacity of 3,200 pounds, and dockside storage available.

Knife River Graving Dock – Located on the east side of Bolon Island, the Knife River Graving dock facility includes a tide served graving dock with access to the main Umpqua Channel on a 4 acre industrial site.

Knife River / LTM Gravel Yard – Located at the east entrance to Reedsport along Highway 38, the yard is an approximately 10-15 acre industrial site with access to the main Umpqua Channel.

International Paper Gardiner Mill Site – The International Paper Gardiner Mill Site is 330 acres of industrial property with dock access to the Umpqua side channel and turning basin.

Coos Bay

Oregon International Port of Coos Bay – Oversees maintenance and development of the Coos Bay deep water channel and channel-served industrial properties. The Port owns and operates many dock and marine properties along the channel, and is a conduit to the other marine industries in the area.

Knutson Towboat – Knutson Towboat Company provides ship assist services, barge towing, dock services, fabrication and repair, and shipbuilding services in the Coos Bay area.

Sause Brothers Ocean Towing – Provides ocean towing, cargo handling, ship assist, and marine construction and repair services; owns and operates fleet of towboats and cargo serving West Coast U.S.

Coos Bay Towboat – Ship assists and pilot services.

Southern Oregon Marine – Constructs, modifies, and maintains tugs, barges, and other marine vessels. SOMAR has large dockside cranes and dry-dock capacity.

DB Western – DB Western is a pressure vessel and processing equipment fabricator with access to the Coos Bay main channel through a port owned dock; has performed vessel repair and marine equipment fabrication at its North Spit location.

Giddings Boat Works / Tarheel Aluminum – Located in Charleston near the Coos Bay entrance, builds, modifies, and repairs commercial fishing vessels and workboats.

Southwestern Oregon Community College has the Capacity to Provide a Cluster of Resources to support Wave Energy Development in Reedsport

The Southwestern Oregon Community College district extends from Reedsport to Brookings and provides a cluster of resources that may be called upon at any stage of development of wave energy development in Reedsport. The cluster includes: an array of science curriculums and highly credentialed faculty, several who have strong experience and connections to the private sector, a workforce development program and the ability to respond to the demand for short term training, a small business development center that has a strong record of assisting in business capitalization needs and other resources needed by emerging and expanding businesses.

Science Curriculums and Credentialed Faculty and an Emerging Class in Energy Development

The programs of instruction related to wave energy include physics, computer sciences, earth sciences, engineering and welding. While we prepare about 60% of our students for transfer degrees many of our students pursue career technical certificates. For example, Southwestern has a premier welding fabrication program and a new mobile welding lab used by companies in Oregon for retraining and used by other colleges in the region.

The educational component to our proposal is an important aspect in achieving the overall mission of the PMEC. This component is made possible by the commitment of Southwest Oregon Community College (SWOCC) to the project.

OSU offers a class, ENGR 231 "Understanding Energy". SWOCC will add this class to their pre-engineering curriculum. We feel that this class can be the natural interface between SWOCC and the PMEC. An introduction to ocean energy systems can be provided in this class. With the proximity to the test site, SWOCC can educate and inspire students to pursue alternative energy and wave energy systems at the next educational level. SWOCC has already established an educational/business partnership with American Bridge Company in Reedsport. The experience of witnessing classroom principles being practiced is a very strong motivator for continued study in the engineering field.

Because ENGR 231 is a sophomore level class, it is an appropriate introduction to wave energy systems at SWOCC. The class will be taught by Kirk Collier, Ph.D. Dr. Collier has been working in alternative energy research and development for almost forty years. The demonstrated capabilities of SWOCC along with the expertise of Dr. Collier, makes this a competent team to inspire students to pursue careers in these technologies.

Philosophically, one of the important goals of the PMEC is to provide a path for generating professionals in wave energy technology. Not all worthy candidates for this profession will be available to a research university. The community college system is designed to provide an alternative path for students to gain access to a research university education and training.

A Cluster of Resources Available to the Wave Energy Industry on Oregon's Southcoast

SWOCC is uniquely qualified to provide that alternative path thereby increasing the number of professionals trained in this technology.

Workforce Development at Southwestern Demonstrates History of Commitment to Business and Industry

Southwestern's Workforce Development regional partnerships enjoy a long history of partnering to achieve common workforce goals. Business and industry are committed to working together with SWOCC to develop and maintain industry-driven, state of the art trainings. The Department delivers high quality instruction at the most affordable prices for businesses on the south coast. The program provides non-credit upgrade training programs to skilled professionals who have already obtained a two-year, four-year, or advanced degrees and upgrading the technical and soft skills needed for job retention, advancement and personal lifestyle enrichment.

The college recently was awarded a grant from AT&T, one of three grants in the country for promoting Technology and the Environment. The project demonstrated our capacity to partner with Coos Watershed Association in a program that combined computer science and the biological sciences and utilized our successful internship program with 10 students working 40 hours a week for 10 weeks.

The Internship Program is Growing

The college's internship program benefits both the students and the local business. The college has a strong record of working with local companies to place student in meaningful internships. The program measures the fit between the student and the company very well and frequently interns are hired by the company in which they are placed.

The Small Business Development Program Sponsored by Southwestern has a Great Track Record

Southwestern supports and sponsors the Small Business Development Program throughout the college district. The director of a Small Business Development Center in North Bend has been named "Entrepreneur Champion of the Year" by a business software maker. Arlene Soto, of Southwestern Oregon Community College, was chosen for her work with more than 3,500 small businesses over the course of her career. She meets with more than 250 clients annually. At any given time, about 40 of them are in the planning or startup phase of a new business. The award comes from Palo Alto Software, which developed business planning, sales and marketing software used by small businesses.



BOARD OF COMMISSIONERS

DOUG ROBERTSON JOSEPH LAURANCE SUSAN MORGAN

1036 S.E. Douglas Ave., Room 217 • Roseburg, Oregon 97470 • (541) 440-4201

December 19, 2012

Dr. Belinda Batten
Northwest National Marine Renewable Energy Center-OSU
C/o Reedsport Community Siting Committee

Dear Dr. Batten:

The Douglas County Board of Commissioners very enthusiastically supports the Reedsport community's proposal to host the Pacific Marine Energy Center.

The Commission is a vocal advocate for economic diversification in the region and innovative new approaches to utilize our significant natural resources. The County has been an active advocate for a variety of renewable energy projects in recent years, including efforts around wave energy generation.

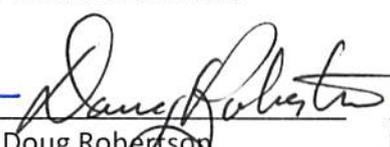
The Commission has authority over several of the potential sites that have been proposed by the Siting Committee as potential locations for PMEC infrastructure. The Commission, through representation by Commissioner Susan Morgan, has been directly involved in the development of this proposal and is pleased to support it. We stand ready to work cooperatively and creatively with NNMREC to overcome any challenges you might face in bringing this project to completion.

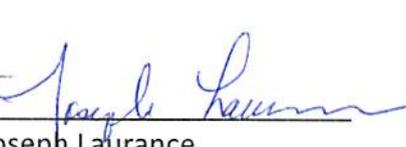
We look forward to joining the City of Reedsport in welcoming the PMEC to the south coast—and we look forward to working with you and your team to ensure the project's ultimate success.

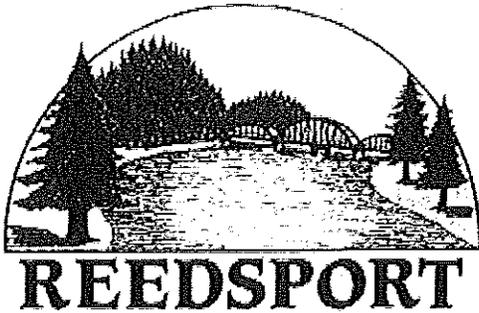
Sincerely,

DOUGLAS COUNTY BOARD OF COMMISSIONERS


 Susan Morgan, Chair


 Doug Robertson


 Joseph Laurance



CITY of REEDSPORT

451 Winchester Avenue
Reedsport, OR 97467-1597
Phone (541) 271-3603
Fax (541) 271-2809

December 21, 2012

Dr. Belinda Batten,
Northwest National Marine Renewable Energy Center-OSU
C/o Reedsport Community Siting Committee

Dear Dr. Batten,

As you are likely aware, Reedsport was once a central hub for the fishing and timber industry here on the south coast. Years of economic decline have resulted in the availability of the area's major industrial sites, complete with onsite infrastructure available to support any new industry. Industrial infrastructure, including but not limited to, a newly rehabilitated rail line, navigable federal shipping channel with turning basins, municipal water and sewer, both with large capacity and two interstate truck routes. Currently there are many ancillary support industries here ranging from large industrial fabrication to boat repair and manufacturing, making Reedsport ideally suited to the wave energy production community.

Reedsport has long been a proponent of the wave energy industry. Not only is the City a strong supporter of Ocean Power Technologies (OPT) efforts to locate here, Reedsport is the only City member of the Oregon Wave Energy Trust (OWET).

The City, the Port of Umpqua and Douglas County are all cooperatively working to encourage P MEC's choice to locate here. We are excited to have the opportunity to welcome yet another wave energy related operator to this community, especially one at the forefront of wave energy research and education. We look forward to working with you and your team to make Reedsport the new home of P MEC.

Sincerely,



Jonathan Wright
City Manager



December 17, 2012

To Whom It May Concern:

I am writing to support Reedsport, Oregon as the location for the Pacific Marine Energy Center (PMEC) operated by the Northwest National Marine Renewable Center. Reedsport is located in the district of Southwestern Oregon Community College (SWOCC). The College provides a cluster of resources that may be tapped at any stage of development of the Pacific Marine Energy Center.

These resources include an array of science curricula, highly credentialed faculty in science and engineering, a workforce development program with the ability to respond to the demand for short-term training, and a small business development center that has a strong record of assisting in business capitalization needs and other resources needed by emerging and expanding businesses. SWOCC also has a long history of working with Oregon State University on projects and offering classes through our University Center housed on our Coos Bay campus.

Reedsport is a community that has been hit hard with the demise of the timber industry and has been in a recession for twenty years. The schools and businesses have been shrinking. But despite all of the gloom, the people of Reedsport are working hard at developing the economy. Having the PMEC located in Reedsport would have a positive impact on the community. I believe that the entire South Coast region is in support and will do what it can to help Reedsport with this project.

If I can provide any additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Patty M. Scott', is written over the word 'Sincerely,'.

Patty M. Scott, Ed.D.
President