

CLALLAM MRC MEETING AGENDA

July 21st, 2025

5:30 p.m. – 7:00 p.m.

Hybrid Meeting



Zoom meeting link: <https://us06web.zoom.us/j/83769639254?pwd=FmcMflhkw6df902xa2tsxu6UAHGVB.1>

Meeting ID: 837 6963 9254

Passcode: 12345

For more information about the MRC, please contact Rebecca Mahan at 360-417-2322

Welcome by Chair LaTrisha Suggs / Call to Order / Roll Call

- Determination of quorum

Public Comment on agenda items, *limited to 3 minutes per participant at the discretion of the Chair*

Approval of Minutes – June

Announcements

- 2025-2027 grant proposals with Northwest Straits Commission
 - NWSC budget updates
 - Ediz Hook debris removal project removed from consideration
 - Elwha Beach: NODC grant for SaniKan and dog waste bags
- General NWSC update (funding efforts, strategic plan) – Alan Clark
- Habitat Biologist II position applications received (to become MRC Coordinator)
- Nancy Stephanz to be appointed Conservation & Environmental Interests rep 7/22
- PSEMP and NOAA film project to include info about MRC projects - Chelsea Korbolic
- Information:
 - Rayonier Pier cleanup: [City of Port Angeles community forum July 22](#) (flyer attached)
 - [McKinley Paper Mill](#) – SEPA Checklist with shoreline permitting exemption to demolish & dispose of & existing crane tower and fixed pier. Disposal of existing 38' x 100' creosote pier, including about 58 creosote treated wood piling, pile caps, stringers, and decking
 - § [Site Plan](#)
 - § [JARPA](#)
- [Paddle to Elwha](#): Landing at Elwha Beach July 31st, Protocol & Celebration August 1-5, 2025
 - Landing July 30th at Jamestown Beach

Committee and Project Reports

- Project leads report only if an update is needed
- Advisory Sub-Committee
 - [Tug escort rulemaking](#): comments due August 1
 - [Rayonier Pier cleanup](#): comments due August 12, public meeting was held July 8, community forum July 22
 - Port of Port Angeles, [Cofferdam Facility Seawall](#)

2025 Meetings

January 16 (Thu)
February 20 (Thu)
March 17

April 21
May 19
June 16

July 21
August 18
September 15

October 20
November 17
December 15

- BOCC Priorities Memo follow-up

New or special business

- Suggested draft letter to Board of Pilotage Commissioners regarding tug escort rulemaking – Mike Doherty

Discussion of next meeting date and agenda

- Next regular meeting Monday, August 18
- Call for new agenda items

Public Comment *Limited to 3 minutes per participant at the discretion of the Chair*

Good of the Order

Adjourn

Clallam County DCD is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us06web.zoom.us/j/83769639254?pwd=FmcMflhkw6df902xa2tsxu6UAHGVB.1>

Meeting ID: 837 6963 9254

Passcode: 12345

One tap mobile

+12532050468,,83769639254#,,,,*12345# US

+12532158782,,83769639254#,,,,*12345# US (Tacoma)

Dial by your location

- +1 253 215 8782 US (Tacoma)

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Hosted by the
City of Port Angeles

City Council Special Meeting

RAYONIER MILL CLEANUP COMMUNITY FORUM

Learn more about
the Site Cleanup

Hear from Subject
Matter Experts

Participate in
Community Q&A



Tuesday, July 22



5:00 - 7:30 PM



City Hall, 321 E 5th St



Scan Me

Join us to learn more about the Rayonier Mill Site, efforts to remove contamination from the area, and why it's important for Port Angeles and neighboring communities.

Visit the City of Port Angeles website for full details: www.cityofpa.us

Date: July 13, 2025



To: The Washington State Board of Pilotage Commissioners
c/o Jaimie Bever, BPC administrator

RE: Amendments to the Pilotage Rules, Chapt.363-116-WAC.

For many residents of the North Olympic Peninsula, oil spill risks are taken seriously. In December 1985, the Tank Vessel Arco Anchorage, carrying 814,000 barrels of Alaskan North Slope crude oil, entered Port Angeles harbor, ran aground and tore open two cargo holds, spilling 5690 barrels, or 239,000 gallons, into the Port Angeles harbor. Oil drifted as far west as Neah Bay, and east to Dungeness Spit. The 24/7 cleanup lasted over four months.

In December 1988, a spill occurred from the 300 foot tank barge, Nestucca, loaded with nearly 300,000 gallons of bunker oil from Cherry Point, when a tow line broke. An "insurance wire" that should have been available to deploy in such circumstances was not available. In maneuvers to reconnect the tow, the barge was ruptured by the tug's rudder (a six foot by 18" gash). The "fingerprint" of the oil was found from the Oregon Coast to Vancouver Island. 230,000 gallons spilled. A federal judge found that the "responsible party" had caused the spill.

In 1991, the fish processing vessel Tenya Maru, loaded with 450,000 gallons of fuel oil, rammed a Chinese freighter, 22 miles northwest of Cape Flattery, in Canadian waters. The vessel sank to the ocean floor near the mouth of the Strait of Juan de Fuca. Nearly 75% of the diesel oil and bunker fuel remains unaccounted for. The ship remains 500 feet under water.

We appreciate the several improvements made in recent decades to the oil transshipment system, but much more must be done. We agree with other parties that low probability events can have the potential for very high consequences, at least partially because of the record. The record of spilled oil in Washington's waters in the 1980's and 1990's justifies our concern. Communities, local governments and tribal governments have regularly supported efforts to strengthen Washington State oil spill prevention, preparedness, response, monitoring and damage assessment capabilities. U. S. and Canadian tribal

governments have express legal rights related to treaties and certain governmental forums. We encourage tribal consultations throughout this process.

We also appreciate the actions of the State Legislature, the Governor, the Department of Ecology Spills Program, the Board of Pilotage Commissioners, and numerous organizations and citizens urging additional safeguards.

The Northern Salish Sea and the Strait of Juan ed Fuca are experiencing increasing congestion in shipping lanes. The expansion of the transshipment of tar sands oil and products will raise additional risks. We support the expansion of tug escort regulations required of offshore oil tankers, to smaller oil tankers and articulated tug barges (ATBs) as well as tow barges between 5,000-40-000 dwt (other than those engaged in bunkering operations).

Thank you for the detailed rule-making process and for the opportunity to comment.

Sincerely,

Clallam County Marine Resources Committee

c: Governor Ferguson

State Senator Mike Chapman,

State Representative Steve Tharinger

State Representative Adam Bernbaum

Clallam County Board of Commissioners

Clallam County Marine Resources Committee