

Nursing: Clatsop is the ninth college to join the consortium

Continued from Page 1A

The work for a bachelor's degree moves beyond the basics of nursing, Sansom said, focusing on leadership, outcomes management, population-based care, epidemiology and clinical experience during a practicum.

"Any clinical experiences are coordinated to occur in the student's community," Sansom said, adding students would work with local practicing nurses during their practicums.

Sansom said Clatsop is the ninth college to join the consortium, which also includes six campuses of the OHSU School of Nursing.

Several of the college's 15 nursing students being pinned June 12 have already been accepted into a variety of bachelor's programs, Sansom said. In the last five years, only two students have failed their first attempt at the state licensing exam, and both passed on their second attempt. Every graduate from last year is working in the field, most locally.

Emerging partnerships

The partnership with OHSU is not the first for the nursing program or for Clat-



Donna Larson

sop Community College.

Donna Larson, the college's vice president of academics and student affairs, said it has had a similar agreement with Linfield College for five years, in which local students can get a bachelor's from the McMinnville institute.

She said the college has articulation agreements with Eastern Oregon University for the college's fire science program. Students can transfer there with many of their classes complete and face only two years to get their bachelor's in fire science.

"We're working with art," Larson said, adding the college is preparing to talk to the University of Oregon, Oregon State University, the Art Institute of Portland or another institution to help students pursuing a bachelor's in the subject. "That's in the brainstorming stage."

Parking: Port staff would research a parking plan

Continued from Page 1A

Kaup said regardless of the equipment, the Port needs to make sure it enforces a parking policy, which he added would be easier with the new machines. Fick said the Port should use a collection agency for people who do not pay fines from violations.

Executive Director Jim Knight said staff would research a parking plan and bring a recommendation back to the Port.

Several other significant new items popped up at the meeting Tuesday:

- Financial Manager Jim Grey said Moss Adams LLP is working fast to reach a Friday deadline to release the Port's 2013-14 audit, adding it would likely come out later in the month. It was due Dec. 31 but delayed as the Port had accountants comb through its financials to ensure their accuracy.

- The Port's former lawyer, Ronald Guerra from the firm Jordan Ramis PC, was

replaced by Timothy Ramis at Tuesday's meeting. Ramis said he hoped the Port would schedule a performance review for Jordan Ramis. "I would hope we do it in an executive session so we can all be straightforward," Ramis said. Knight said a Port Commission workshop two weeks from Tuesday would be the first opportunity.

- During public comment, Englund reminded the Port that it is 13 months from a deadline — June 30, 2016 — to install a stormwater treatment system as part of its recent Tier II stormwater monitoring designation by the Oregon Department of Environmental Quality after years of high levels of copper emptying into the Columbia River. Englund asked where the money is coming from to pay for the stormwater treatment. Knight said he does not know yet, and the Port is looking for a stormwater system to cover the entire central waterfront, including copper and the needs of the Pier 3 log yard.

Flood maps: 'What's at stake is millions of dollars'

Continued from Page 1A

inundation to areas that have not historically flooded.

"What's at stake is millions of dollars," Warrenton Mayor Mark Kujala said. "This is about flood insurance rates. It's about development codes in the city of Warrenton and Clatsop County as a whole."

"The most important thing that a city does is public safety, so we're very concerned about flood protection here because of our proximity to the Columbia River and Pacific Ocean, just like anyone is in Clatsop County."

"However, we also understand the economic impacts of flood studies and flood-plain mapping. And we've seen a lot of inaccuracies."

Kujala sent a letter to FEMA this week explaining the agency's modeling does not match a review by Coast and Harbor Engineering, an Edmonds, Wash., consultant hired by the cities and county.

Kujala offered to work with FEMA to resolve the dispute before the flood maps are finalized. But the mayor also described what he called a "flawed bureaucratic process," and said he would appeal for help from U.S. Sen. Ron Wyden, D-Ore., U.S. Sen. Jeff Merkley, D-Ore., and U.S. Rep. Suzanne Bonamici, D-Ore.



JOSHUA BESSEX — The Daily Astorian

The Astoria Mitigation Bank, a wetlands area near the airport.

"We want to just get it right," Kujala said. "We want to make sure that what's done is based in science."

High pressure

The federal government has been under pressure to improve flood control since Hurricane Katrina devastated New Orleans in 2005.

In 2012, Congress extended the National Flood Insurance Program for five years but ordered reforms intended to make the program more financially stable. FEMA has tried to en-

sure flood insurance rates reflect actual flood risks through better mapping.

But Warrenton quickly sought to counter FEMA's new flood maps for the Columbia River estuary after seeing a water elevation of nearly 13.5 feet, which Kujala called an exaggerated figure.

Kujala, in his letter to FEMA, described the figure as a "data point generated from layers of manipulation that fails to match up with historical measured data."

Brett Estes, the city man-

ager in Astoria, said the proposed flood maps would cover areas of the city that have not historically experienced flooding.

He also said calculations for so-called "velocity zones," areas where flow or current-driven waves could push water over the riverbank, "could have impacts on existing development along the waterfront with regards to rates and the ability to continue to have flood insurance, in addition to impacts on any future development along the waterfront."

Tongue Point: Multiple parties interested

Continued from Page 1A

was more than \$6.2 million.

The property has attracted interest from multiple private parties. The Port would need private support for the hundreds of millions of dollars Executive Director Jim Knight and others have estimated are needed to modernize the site.

Most recently, Huy Ying Chen, the head of a federally approved immigrant investor group based in Kirkland, Wash., was trying to put together a deal to buy North Tongue Point. But he and the Port made conflicting statements about the nature of their talks, which have not advanced. Knight said he has not heard from Chen since he came to Astoria in March.

Lease to buy

The Port last seriously looked at buying the property in 2008, trying to get loans from the county, revenue bonds and lobbying the federal government.

But the Port ended up in a lease, for which it pays Montana-based Washington Development Company \$350,000 a year through 2019, with an option to buy at the end.

The lease the Port finalized in October 2009 stipulated that to buy the property before the first 10-year term is over, there would be an early termination fee equaling 50 percent of the remaining lease value. The lease also stipulated that if Port makes capital improvements worth more than \$50,000 to

the site, the investment will be deducted from the purchase price. The 2014 appraisal showed about \$1.7 million in improvements by the Port and/or Washington Development Company.

Another appraisal of the fair market value of the property would be required before the Port can buy the property, according to the lease agreement. The appraisal would include the revenue generated from the site, former Port Director Jack Crider said in 2009 after signing the lease.

A fair price

Knight concurred with Hunsinger's assessment of it being the right time.

"I need to go in as fully armed as I possibly can," Knight said, adding that the Port needs to convey the shortcomings of North Tongue Point to Washington Develop-

ment Co. and itemize all the development costs.

The Port would likely have to go out for a bond of some type to buy the facility. Port Commissioner Robert Mushen said it would likely take another year or two for the Port to gain credit with bonding agencies.

The agency is relatively in the dark on its financials, still waiting for its 2013-14 audit from Jim Lanzarotta of Moss Adams, LLP. Ironically, Lanzarotta was last reviewing the Port's financials in 2008, while it was discussing the purchase of North Tongue Point.

Commissioner Stephen Fulton said the Port also needs to look at whether North Tongue Point is in a coastal high hazard zone subject to high velocity water, also known as a VE zone, which could restrict development.

"I think Bill has a good point about it being key for development, but this VE zone

could preclude it," Fulton said, adding that he wonders where the money is going to come from to buy Tongue Point.

Scott McClaine, owner of Clatsop Coin, attended the meeting and during public comment said that if he won the lottery, he would also like to buy North Tongue Point.

He asked why, if Washington Development Company is such a huge company with the infrastructure to make North Tongue Point profitable, it had not already developed the property.

"At one point we thought it would work well with one of our Canadian companies as a foothold into the U.S.," Karl Swanson, general counsel for Washington Corporations, had said in a March interview.

Hunsinger said the property did not fit what the company wanted to do and was too far from its other operations in Canada.



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