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## Feds release draft environmental review of Oregon LNG project

Draft recommends steps to protect environment, ensure safety

By DERRICK DePLEDGE  
*The Daily Astorian*

WARRENTON — Oregon LNG’s \$6 billion terminal and pipeline project would cause adverse impacts to the environment, a draft environmental review has found, but most could be reduced if the energy company takes steps to minimize harm to fish and wildlife habitat and water quality and uses adequate safety features in design and operation.

The Federal Energy Regulatory Commission, which released the draft review this week, is still completing an assessment of how the project might impact threatened or endangered species and critical habitat. But the draft is an important benchmark in the decade-long drive for the project, which involves a terminal along the Skipanon Peninsula in Warrenton and an 87-mile pipeline from Washington state through Co-

lumbia, Tillamook and Clatsop counties. Oregon LNG would export natural gas from Canada and the Rocky Mountains in the United States to foreign markets, likely in Asia. The energy company could also potentially import natural gas to the Portland metropolitan area. Environmentalists, fishermen and residents in Warrenton and Astoria who oppose Oregon LNG will likely tear through the document in search of potential defects that could stall or block the project. Public comment on the draft is open until early October. The

Federal Energy Regulatory Commission has set a timetable for completing the final environmental impact statement on the project by February. River, traffic, jobs LNG marine carriers, according to the draft, would increase ship traffic in the Lower Columbia River by about 125 vessels a year. But the draft found that the terminal would not impact marinas and described security zones as a minor inconvenience given the size of the river. Conflicts between LNG carriers and other ships in the feder-



Joshua Bessex/The Daily Astorian  
**Ted Messing, left, of Brownsmead, and Josie Peper, right, of Astoria, hold signs protesting an Oregon LNG project outside of the Warrenton Community Center in January.**

al navigation channel, the draft found, could be avoided through proper coordination and should not significantly impact vessel traffic along the river. The draft also recognized concerns from the public and the state Department of Fish and Wildlife about the potential disruption to fishing, but concluded

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Edward Stratton/The Daily Astorian  
**Jeff Keightley, owner and operator of Astoria Fishing Charters, takes a family from Hinckley, Minn., to go fishing for salmon from the Port of Astoria's West End Mooring Basin.**

## Port buoys marina

Port Commission votes to raise marina and parking rates

By EDWARD STRATTON  
*The Daily Astorian*

The Port of Astoria estimates the agency has lost more than \$500,000 over the past two years on the operation of marinas on the west and east ends of Astoria that have generously low rates and a long waiting list. With the Buoy 10 summer salmon fishery having kicked off Saturday, the Port Commission voted unanimously Tuesday to support across-the-board marina rate and

parking hikes staff estimate will net the agency an additional \$181,000 annually. “The operations on the piers are subsidizing the marina,” Port Operations Manager Matt McGrath said during a presentation late last month to the Port Commission with Marina Manager Janice Burk. McGrath and Burk presented a staff report saying the Port lost more than \$195,000 in the 2013-14 fiscal year on operation of the marina, while budgeting a \$318,000 loss last fiscal year.

**Pay to float** McGrath and Burk’s report listed the Port as behind most regional ports when it comes to annual and monthly average moorage rates, adding rates haven’t been updated in several years. “We’re in a pretty prime location, and what determines value is need,” McGrath said last month, explaining that there is a waiting list of more than 100 vessels trying to get in to the Port’s marinas, another testament to the need to adjust rates. The Port Commission’s vote

Tuesday will increase rates at marinas across the board, including: • 50 to 100 percent increases for annual 30- and 50-amp electrical hookup, plus the metered usage; 8 percent to two-thirds increases in monthly recreational electric rates; 5 to 38 percent increases in monthly commercial electric hookups; and 40 to 230 percent increases in daily electric hookup rates. Increases fall heavier on 50-amp hookups. • 20 to 35 percent increases in annual moorage rates per foot; and 20 percent to two-thirds increases in monthly rates, with sharper increases for commercial passenger vessels. • An increase of monthly live aboard boater fees from \$35 to \$50.

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## Alcohol, drugs influence in fatal crashes

State clarifies highway data

By KYLE SPURR  
*The Daily Astorian*

Alcohol or drugs were an influence in about 30 percent of fatal crashes in Clatsop County over the past decade. Of the 68 fatal crashes in the county between 2004 and 2014, 21 had alcohol or drugs involved. The Oregon Department of Transportation clarified the crash data with The Daily Astorian Tuesday, after the influence of alcohol or drugs appeared to be omitted from data shared with the newspaper for a report on fatal crashes last Friday. Lou Torres, an ODOT spokesman, explained the department uses numbers associated with various crash causes. Drugs and alcohol is listed as “09,” which was not found in the data. Torres said the designation was not found because the department now classifies drugs and alcohol in its own category. “I discovered that our data section changed the category on recording alcohol and drug caused crashes,” he said. “There is no longer an ‘09’ category.” A total of 77 people were killed from the 68 crashes in Clatsop County. The 21 crashes involving drugs or alcohol killed 23 people. U.S. Highway 101 saw the highest number of fatalities with 22 from 20 accidents, six of which involved drugs or alcohol. U.S. Highway 30 had 21 deaths from 19 accidents, with five crashes involving drugs or alcohol.

## The ever-changing cannabis industry: A grower’s perspective

Putting out quality products key to creating robust, thriving grow operation

By KATHERINE LACAZE  
*EO Media Group*

SEASIDE — From an in-house closet grow dedicated to one patient, then a garage and now a three-room Seaside workshop, cannabis grower Eric Saucedo stands at the forefront of the local market. A longtime marijuana cultivator, he and his two partners recently transferred their grow operation in an effort to make

the business more official, secure and professional. His end goal is to provide a first-rate product to the local area and around the state. “We’re hoping to set ourselves apart with our quality and our variety,” he said. A Seaside resident, Saucedo, 32, began growing medical marijuana several years ago. “As soon as I flowered the first plant, my interest just kept growing,” he said. He quickly developed a knack for it, confirmed when he entered some of his strains in state competitions and won first place for his “The White” strain. That sense of accomplishment, knowing he could create a quality product, drove him “to keep going and keep getting a little bit bigger and a little bit better,” he said.

Early this year, for logistical and security purposes, he and his partners transferred their operation to its own space. Break-ins posed not only a constant threat but actually occurred a few times at Saucedo’s residence. Additionally, the partners were gearing up for an anticipated merge of the medical and recreational cannabis industries and the accompanying rules and regulations. He considers his operation still relatively small; he and his partners have other jobs for income. All of their profit from growing cannabis has been spent on startup costs and to prepare their facility to meet the structural and security regulations it will have to when they

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**In 2010, Seaside resident and cannabis producer Eric Saucedo took first place with “The White” strain and second place with his “OG Kush Abusive” strain at the Oregon Green Free Sixth Annual Oregon CareGrowers Cup.**

Submitted Photo

