



PORT OF ALSEA

2021 PORT OF ALSEA NEWSLETTER

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Ramon (Buster) Pankey, Vice-President
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Staff:

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Message from the Commission President Rob Bishop:

It was an exciting year for the Port Alsea. This was our first busy season with our new boat launch and marina. We are still fine-tuning things a bit, but the traffic flow at the double ramp launch and the new washdown stations is a huge improvement. I would like to thank Roxie, our staff, and Port commissioners for working tirelessly to get the new facilities up and running while also assuming the management of the Dock of the Bay this year. Last, but not least, I would like to thank the community for your support. Thank you very much.

Who are the People Who Work for You?

The Port has five volunteer commissioners who serve on the Board of Commissioners and are identified above. The Board establishes Port policies and oversees the work of the port manager. Each

commissioner is elected by Port District residents for a four-year term. The Port has two full-time employees and two part-time employees.

Is the Boat Launch and Marina Construction Project Completed?

Construction will be completed in November, 2021. The new boat launch, boat marina, ADA crabbing and fishing platform, and the multi-use float opened on May 5, 2021. The fire extinguishers and safety cabinets were installed in June, 2021. The final piece to be installed is the ADA kayak launch that will be installed in November, 2021. In addition, the Port of Alsea received a \$45,000 grant from the Oregon State Marine Board (OSMB) to pave and stripe the gravel section of the boat launch parking lot and to offset the costs to resurface and restripe the older section of the boat launch parking lot. The Port also paid to resurface and restripe Port Street in front of the Port office.



New Double Ramp Boat Launch



New Boat Marina

What was the Final Cost of the Construction Project and Where Did the Money Come From?

The final cost of the construction project will be approximately \$2,879,000. The bond funds approved by Port District residents and available for the construction project was \$2,351,000. (The bond measure was for \$2,660,000 but also included money for the sale of the bonds, paying off a \$98,771.34 loan to Business Oregon, and remodeling the Port's public bathrooms). The Port received two grants from the Oregon Department of Fish and Wildlife (ODF&W) totaling \$262,500, three grants from the Marine Board (OSMB) of \$235,500, and a \$5,000 grant from Special Districts of Oregon (SDAO) to help pay for fire extinguishers on the docks. In the end, after the kayak launch has been installed, the Port will have approximately \$25,000 left over, which must be used for other capital projects. The Port is planning to submit a grant application for the installation of wifi cameras at the boat launch, marina, and multi-use float. The cameras operate by motion detection; the detected motion triggers the cameras and bright LED lights as well, providing lights on the docks and boat launch for safety as well as security.



New Multi-Use Float

New ADA Platform

Lastly, the Port of Alsea wishes to thank Greg Morrill of Bergerson Construction and all of Bergerson's construction crew, supervised by Rob Corcoran, for making the Port's new facilities so successful. Thank you to Bergerson's office staff for graciously fielding endless phone calls from the Port office. Greg and staff worked with the Port's commissioners and staff from the beginning to design and build facilities that fit the Port's budget while being a source of pride and enjoyment for Port District residents as well visitors. We could not begin to calculate the number of people who spoke to port staff and commissioners this summer about how much they appreciated the new facilities. To all of you at Bergerson Construction – thank you very much.

Why Did the Port Purchase the Dock of the Bay?

The Port of Alsea has always owned the Dock of the Bay (DOB) buildings and, of course, the moorage spaces used by the Dock of the Bay for its boat rentals. Bill Ternyila, when he was alive, leased the building and moorage spaces from the Port. After his death, the Port purchased the Dock of the Bay business from the heirs. The DOB still makes a monthly lease payment to the Port. Robby Hensen, one of the heirs, worked for both the Port and the Dock of the Bay. He is now a full-time Port employee and manages the Dock of the Bay. The Port commissioners made the decision to purchase the business because the Port needed an additional, reliable revenue source to fund future projects – especially future dredging. The Port used money from its general fund to complete the purchase. The Port also funded much of the startup costs of the DOB in the spring. The Port plans to have the Dock of the Bay pay the Port back over a five or six year period, keeping most of the annual profits in the Dock of the Bay account, but reimbursing the Port as well.

The Port will do a full assessment of the Dock of the Bay's expenses and revenues this winter. Since opening, the DOB has been operated similar to how it was when Bill Ternyila owned it, with the exception that the Port chose not to sell alcohol. The Port plans to visit other bait shops this winter to see what products are popular with customers at similar stores on the coast. The Port also purchased a new cash register system that sends an email to the Port office every day, specifying how much revenue was received the previous day at the DOB in seven different categories, ranging from boat rentals to cooking crab. That helps identify which revenue sources are provided principally as a necessary service to customers (selling ice and shellfish licenses, example), as well as those categories that are the DOB's principal sources of revenues. Boat rentals represent almost fifty percent of the DOB's revenues. Previously, the Dock of the Bay leased moorage for seven rental boat spaces from the Port – six boats that were rented out and one chaser boat to “rescue” a rental boat if it had problems on the water. During the months of June through September, the rental boats are usually all booked up.

Next year, the Port plans to moor nine boats and have eight boats to rent out. Boat rentals drive much of the rest of the DOB revenues. People who rent boats often buy additional bait, food, ice, merchandise, and shellfish licenses. They may rent additional crab rings. The other source of revenue at the DOB is renting crab rings to people who are crabbing from the multi-use float, as well as selling bait, food, ice, shellfish licenses, and other merchandise. The Port is also considering other items that could be popular next year, such as renting lawn chairs to people who are crabbing off the dock.

What Is the Current State of the Port's Finances?

The Port agreed to buy out one heir of the Dock of the Bay for \$47,286.20. Robby Hensen agreed to receive his money over a period of five years. At the end of October, 2021, the Port has \$56,000 in its Local Government Investment Pool account and about \$8,000 in its local bank account (the remaining bond / grant funds are held separately). November is when property taxes begin to arrive and the Port anticipates receiving about \$47,000 in general fund property taxes this year, so the Port should enter the new year with about \$100,000 in the bank; the Port will need to tap some of those funds to get through the slower winter months.

The Port now has two full-time employees – the port manager and the manager of the Dock of the Bay. The Port also pays an employee to clean the Port office one hour a week and the Dock of the Bay one hour a week. The Port also has an employee who is on-call during the winter months, either in the Port office or at the Dock of the Bay.

The Dock of the Bay account will have about \$38,000 in profits at the beginning of November, 2021 after the DOB opened May 5, 2021. The hope is that the DOB will be able to bring in enough revenue through the slow months to keep most of those profits intact until the busy season arrives again.

The Port's financial condition now should improve every year. First, the new boat launch and marina are bringing in more revenue than the old launch and marina did; second, the Dock of the Bay will begin to reimburse the Port the money used to purchase the DOB in April. At the end of October, the Port has less cash than previous years at the end of October, but the Port is far better off in assets and opportunities.

What Other Projects Does the Port Have Planned?

The Port always has parking on its to-do list and that has not changed. The Port has asked the Marine Board (OSMB) if it could engineer the east gravel parking lot that serves the ADA platform and the multi-use float. The Port would like to get that parking lot paved and striped in the next couple of years. The new kayak launch will be at the bottom of the gangway of the multi-use float. The plan is to have a designated loading / unloading zone at the top of the gangway so that crabbers could unload their lawn chairs, ice chests, crab pots, etc., kayakers could unload their kayaks, and anglers could unload their poles and bait boxes if they need to. Everyone would then find a place to park and reverse the process when leaving.

The Port still plans to carve out some parking at the south end of the boat launch parking lot for overflow parking during the busy months of September and October. That parking will probably be gravel until the east parking lot is paved and striped.

The Port is also working with the Midcoast Watershed Council to begin outreach on the future use of Eckman Lake; a grant was approved for that purpose. The goal of the Port, which owns most of Eckman Lake, is to get rid of the algae in the lake, which has become more than a nuisance. As part of that outreach this winter and spring, the Port will keep Port District residents up-to-date on what is scheduled and discussed. The first stage is outreach – what do residents and agencies want? After that, we will apply for grants to determine the best technology and options to get rid of the algae. The last stage will be the actual elimination of the algae. The last stage is probably three years away, perhaps four.

Eckman Lake empties into the Alsea Bay through a culvert under a bridge on state Highway 34. Higher tides also flow into Eckman Lake through the culvert. The state has a wayside on the west side of the lake with a dock that could be impacted by any decisions made by the Port. Realistically, there are many agencies that may need to be involved: Oregon Department of Fish and Wildlife, Oregon Department of Parks and Recreation, Oregon Department of Transportation, Oregon Water Resources Commission, Lincoln County, maybe Oregon Department of State Lands, the Oregon State Marine Board, and Department of Land Conservation and Development. Maybe the Army Corps of Engineers. We will know more as we progress. The only thing we know for sure is that the more agencies that are involved, the more complicated the process could become, so hopefully the list of interested agencies is shorter rather than longer.

All in all, it has been an exciting year for the Port. Next year should be more sedate as we put COVID behind us and settle into new routines to ensure the Port of Alsea and the Dock of the Bay provide the best possible service and experiences to Port of Alsea residents and the visitors who choose to come here. Enjoy your holidays. Stay safe and healthy.

