**TO:** Port of Alsea Board of Commissioners

**FROM:** Roxie Cuelar, Port Manager

**DATE:** April 11, 2019

1. **Introduction to Russ Engle, Maintenance**
2. **Children’s Life Vests**

I purchased 24 new children’s life vests – twelve each of two sizes. We are removing the ones that are currently up and will slowly put out the new ones as the weather improves. Russ has marked all of the life vests as belonging to the Port of Alsea. People sometimes donate life jackets by placing them at the sites where we post life jackets. If they are in good condition, which they typically are, we include those as well.

1. **Eel Grass Mitigation**

Prior to dredging three years ago, we had two patches of eel grass located at the inner edge of the dredge prism. Our mitigation proposal called for the transplantation of the eel grass to another site up the Alsea River. Because the eel grass had to be removed before we could dredge, and because the eel grass had to be removed during the summer when it could be reached, and because we would not get our permit until fall, we transplanted the eel grass in the summer of 2016. If we had not, we would not have been able to dredge during that in-water work period. Carrie Landrum, DSL, was unhappy that we made that decision and required that we pay a fee in-lieu of about $1,300, which I was delighted with because it meant that we did not have to monitor the transplanted eel grass for five years. At least, I thought that was what it meant. Brad Johnson, from the Corps, contacted us this week to find out why we had not submitted our monitoring reports for the last two years. Fortunately, Brad is really easy to work with. I explained that we had paid an in-lieu fee to DSL and I had assumed that monitoring was unnecessary. Unfortunately, unlike DSL, the Corps had accepted our mitigation proposal. Brad said that if we would do the monitoring this year and if sufficient eel grass is still alive, he would ignore the fact that we did not submit the reports for the last two years. Jack Akin is going to come up and show Russ how to do the reports and we will then submit one for this year and the next two years. Jack has assured me that he gets a really good survival rate.

1. **Public Bathrooms**

The public bathrooms should be open on Thursday morning, so you will be able to do a walk-through before or after the meeting. The plumber needs to come back this Tuesday and then the general contractor is going to put down another coat of epoxy paint on the floor, which was scratched up a bit during construction. Assuming the paint is put down on Wednesday morning, we will be able to open the bathrooms on Thursday morning.

1. **Coos Bay**

I met with Coos Bay again about three weeks ago. We are making progress. I told them there are two ways to reduce the amount of their invoice. One is to submit as much to OEM for payment as possible. The other is to reduce their invoice by items for which they are not able to invoice the Port of Alsea. We agreed, for example, that they could not invoice for the rounding up of wages to the nearest five dollars. I have told them they have to reduce the invoice by the three extra hotel rooms they invoiced for every week, as well as items such as the amount by which I reduced the insurance invoice because of the inflated insurance premiums, etc. We met on March 27, and John Burns said they would get all of the deductions made and some additional invoices in to me by April 3. So far, I have not received them. I know it is budget time and they are also beginning their audit process, but this has to have some kind of priority. If we have not received anything by next week, I will bring it up with Sen. Roblin when I meet with him at Legislative Day in Salem.

1. **Legislative Day**

The Oregon Public Ports Association (OPPA) is having Legislative Day on April 25 in Salem. I am planning to attend and I have requested meetings with Sen. Roblin and Reps. McKeown and Gomberg. Rep. Gomberg’s office has scheduled a meeting; hopefully the others will as well. I just want to touch bases with them – perhaps invite them to the Beachcomber Days parade. I would like to bring Sen. Roblin up to speed on Coos Bay.

1. **Invitation to Serve on Lincoln County Economic Development Alliance Board**

I have been asked to attend the May 2 board meeting of the Lincoln County Economic Development Alliance. Caroline Bauman says the purpose of the meeting is to meet the board members with an invitation to serve on the board. It meets once a month. This meeting is from 3:30 to 5:00, so the meeting time would be very convenient. If invited, I will accept unless I hear objections from you.

1. **Painting No-Parking Notices on the Boat Launch Pavement Area**

I have asked Russ to paint “NO PARKING. RESERVED FOR BOAT LAUNCH STAGING ONLY” down the length of the boat launch – from the fish cleaning station to the top of the ramp. Hopefully, between the “No Parking” signs, the yellow curb, and the painting on the pavement, people will realize there is no parking on the boat launch. It would be nice, if we convert the undeveloped portion of Robinson Park to parking, if we could have a few spaces for people to park to enjoy the view of the bay.

1. **ORANGE TRAFFIC CONES**

Because the surface of some of the marina floats are in poor condition, we have purchased 14 orange traffic cones, which Russ will attach to the floats that have uneven surfaces to alert the public that some of the dock areas pose a safety problem. Russ is also mending our reserve signs for the moorage spaces, as well as replacing missing numbers for the spaces so we can start preparing for our busy season.