

## VERMILION PORT AUTHORITY MEETING MINUTES

October 14, 2021 – 6:30 p.m.

Roll Call: D. Miklos, T. Sommer, P. Corogin, J. Hauck. Absent: H. Riddle  
*Present:* B. Yancar, PORT OPERATIONS MGR; Frank Loucka,  
Council Rep.

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Todd Sommer, Chairman called the meeting of October 14, 2021 to order at 6:30 p.m.

### Approval of Minutes:

**D. Miklos MOVED:** P. Corogin seconded to approve the meeting minutes of September 9, 2021. Vote 4 YEAS. **MOTION CARRIED.**

### Audience Participation:

Lee Howley, Chairman of the Lagoons Waterways Committee was present to explain the management of their silt gates and the dredging as needed in the Lagoons. This year it has been added that he is the liaison on the construction with the pier. He said he talked to the manager of the east pier reconstruction and their goal for a completion day is October 29, and it will take another week to clear the site. He said the pier was \$1.8 million thanks to Marcy Kaptur inserting it in last year's federal budget for the Corp. Next year in the budget if it is approved there will be another \$5.4 million, which is for both the west pier and the hopefully the finishing of the east pier – only about 75' of the east pier was worked on.

In addition to the \$800,000 they got this year for dredging the federal channel; most of this went to the outside at the entrance of the harbor. When they finished with this, then they were obligated to begin dredging the federal channel up to the bridge. The problem they face is that there are two spots in the river that are a problem for navigation. One is at the west end of the entrance to the third lagoon (Superior Lagoon). They were able to get a lot of that out around the Disbrow house because they had to in order to get the barge up, but it is only about half of it, so if you're coming out of the Superior Lagoon and you take a right you'll hit four feet of mud and for sailboats it is a problem. If you're coming down the river you'll be grounded. Another problem they have is that they did not have enough money left in their budget to complete what would be opposite Clarion Drive, but on the Parsons side, so it is basically half of the channel that would be on the south/southwest side there. This is running as low as four to five feet in spots, so if sailboats are going up to the dock at McGarvey's Landing they will get stuck, or big power boats for that matter. If they are local and they know about it, then they can go on the left side near Clarion and they would probably be okay. He said they have reduced their channel to half size.

He explained the Lagoons has silting at the end of the three Lagoons and they try to do spot dredging, but historically they have not been able to get anyone to do an adequate job and it just keeps getting worse. They had a rig in the harbor over the winter and they try to work with them, but they do not have the manpower, the rig, and the reliability for them to stay ahead of the silting. They have the silt gates,

which has removed about 95% of the silting in the Lagoons itself, so this has saved them an enormous amount of money, but unfortunately, they still get the silting at the entrances. With the help of Mike Moes, they are going to contract with Gradel out of Toledo and they have made an offer to dredge 1,500 cubic yards of silt out of the entrances of the three Lagoons. This cost to the Lagoons will be \$19,500 for just the dredging portion and another \$11,300 for mobilization. They never had enough dredge to get a big rig in, but now they have enough to dredge because if they do not dredge they will not be able to get into the Lagoons, especially with the falling water. They are committed to do this and Mike Moes has been helpful in talking with the Vermilion Boat Club and Moes Marine. They are going to share as well since they need dredging as well, so they will participate and take more silt, and with this they will be able to spread the mobilization cost of \$11,300. This still leaves them with the long hump by Parsons. He asked the Port Authority if they could help them on this. They are not sure how much is there, but they think it is probably three to five scows, which would be 900 – 1,200 cubic yards. He said one scow is \$3,000, so anything the Port Authority can do will help them get to this end. He needs to pass the hat around unless the Port Authority can help. He said one scow will help, but three to four scows will be about there. He hopes the Port Authority would consider this. He said if he thinks about how lucky they have been – they just got \$800,000 of dredging done at no matching cost to Vermilion, and the river and the Port Authority is their biggest asset, and he feels very fortunate they got this, and it is a long-term commitment – not to mention they have 50-year infrastructure improvements on the break wall with no cost to the city. They got more money for Vermilion this year than all the other recreational harbors on the Great Lakes combined, and next year will be the same, so he is fortunate they are making long-term investments in the harbor.

Mayor Forthofer asked what the balance is of the \$30,000 that is needed. L. Howley said they need at least four scows and that is at least \$12,000. If the Port Authority does \$3,000, then they are still \$9,000 short. Having said this, if they get \$9,000 it is going to be shallow, but it will not match the rest of the river – the river has been dredged eight feet minimum – right up until this spot. He said they are one of the most respective harbors on the Great Lakes.

P. Corogin confirmed the dredging process as explained by L. Howley. L. Howley said the Lagoons will do the Disbrow hump because he can justify this by saying they cannot get out of the Lagoons, and it sort of straddles the federal channel. He said everything is within the federal channel and they are not asking anybody to do anything outside the federal channel.

Mayor Forthofer asked what the amount is to address the hump by Parsons that would compromise commercial activity. L. Howley said it would be \$12,000. P. Corogin said they really need to take out more than one scow, so he thinks that for the benefit they have received in Vermilion with the east break wall and the dredging, and to have a small spot left that they can't take care of as a Port Authority to contribute to a cause. He said they made the best price with Gradel, and they consolidated the mobilization cost, so he would be in favor of the Port Authority making a contribution to this cause because it is still a federal channel; it's not anybody's private area. Mayor Forthofer said he agrees, but he is still looking for

the number – is it \$12,000 for this hump. L. Howley said \$12,000 is their best estimate to take care of this distance. Mayor Forthofer said he spoke with the Finance Director today and he is particularly motivated by the fact that this is commercial activity in the river, and it will be compromised, but there appears to be an account that was used for a dredging grant at one time, and he thought what happened is that general funds were moved into the account and then they received the grant. Bill Yancar referred to the dredging as the 463 Account. Mayor Forthofer said there is \$12,000 they could use against this. B. Yancar said there is \$16,000 in the account currently. B. Sommers said the Port Authority has been waiting to find out what these funds truly were for.

D. Miklos asked where they are dumping the silt. L. Howley said the permits still allow them to dump off Sherod and Showse and the permit is still valid. Mayor Forthofer asked if they maxed out the number of permissible fines – there was a limit on how much they could dump. L. Howley said they maxed out for whatever their contract was, both in dollars and in dumping quantity. The Lagoons has plenty left on theirs. T. Sommer thought it was 54,000 cubic yards and in previous times they have taken out over 90,000. L. Howley said they are prepared to come in November when the docks and boats are out. Otherwise, they do not have an opening for another six months.

P. Corogin asked the mayor if he was proposing the total amount. Mayor Forthofer said he would still like to nail down what that figure would be. D. Miklos said it is \$12,000.

**D. Miklos MOVED.** P. Corogin seconded to contribute up to \$12,000 out of the 463 Account to satisfy dredging at the hump off Parsons Marina in the federal channel. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

P. Corogin thanked L. Howley and Mayor Forthofer on behalf of the Port Authority for spending a lot of time with Marcy Kaptur to help set the stage for Vermilion as the investment by the Army Corp has been wonderful because they have confidence in the community. L. Howley said he is happy to do it.

### **Financial Review:**

B. Yancar provided a recap of the Statement of Cash from Revenue and Expense at the close of August. He reported the beginning balance as \$50,403.71 in Fund 214 “Vermilion Port Authority Special Revenue”. He reported the net revenue to date is \$153,785.51, the net expense is \$104,093.65, the unexpended balance is \$100,095.57, and the ending balance is \$94,672.56, so they jumped up about \$18,000 from last month. Another significant item to report is that if you compare this to 2020 at this time, the operating account is up about \$24,000. The 411 Capital account started out with \$9,685.00 and they picked up \$14,494.55 in revenue, which were grants. The ending balance is \$23,969.56 and in comparing this with last year, it is actually a little lower, so they are down about \$1,500.

According to his deposit recap sheet of the cash position the total revenue year to date is \$216,867.09 combining accounts 214 and 411. Last year at this time, the number was \$176,954.00, so in combination they are up about \$40,000.

He addressed the report comparison between the marinas. He explained that Water Works Marina has received \$64,545.00. They took in \$8,337.00 in the month of September. The three-year average is \$49,405.21, so on a three-year comparison they are up 30.42%. If you compare 2020 to 2021, they are still up 22.23%. McGarvey's Landing's total y-t-d is \$17,620.00. They took in \$2,774.00 in September. They are up \$11,373.17 (182.20%) and in comparing 2020 to 2021 they are up 1355.00%. The South Street Launch Ramp y-t-d total is \$107,646.50 and they took in \$3,211.00 in September. The three-year average is \$35,882.17 and they are up \$2,397.83 (6.68%). So, comparing all dock revenue from 2020 to 2021 they are up in total by 20.62%.

### **Port Operations Activity Report:**

B. Yancar provided the board members with an updated activity report. He asked for board approval on the following:

- Clarion Drive – installation of crock and plumbing – not to exceed \$1,500.00
- Year-end Payroll Services for Bill Yancar till year end 2021. Normally he is done the last pay period in November, but there are requirements for financials and closing to continue on longer.
- Budget Labor Increase of \$15,000 – due to a mass number of projects increasing manhours. He noted he is anticipating \$38,000 of additional revenue over where they are now. Additionally in the 411 account he is projecting about another \$6,200 from the last reporting. He thinks revenue wise they will be around \$40,000 in the capital account, so nearly \$300,000, so he thinks they have substantial proof that their revenue stream is going to support any increases in labor. This year's labor budget was \$62,000. T. Sommer asked if there are any anticipated wage increases for 2022. B. Yancar said he was anticipating taking next year's labor budget to \$71,000 in anticipation of future projects involving manhours.
- Advertising budget dues to be paid to Main Street Vermilion for \$875.00.
- Bank card fees – due to errors – increase of \$1,750.00.

Bill Yancar said they raffled off the golf cart and an audit was done on film to compare the cards to the tickets to substantiate they were one of the same. The winner was Steve Wilson, and the winning ticket was sold by Frank Loucka. Mr. Wilson will be picking up the cart tomorrow. He said they spent \$1,275.00 in advertising and \$65.00 for the tickets, so basically they profited a little over \$8,000.00. He said this was a lot of easier than putting on the Duck Race.

He said with the closing of the bridge, he was requested permission from Quaker Steak & Lube to put up signage that would indicate their parking is for customers only because they are concerned they will turn into an east side parking lot. Therefore, he gave them permission.

He said they are not going to have quick access to McGarvey's, and they have no reservations and Charters have not indicated they are coming, so his plan is to winterize and close McGarvey's. If they get Charters it will not be affected because they do not use the utilities. He said they will be pulling the pedestals because this closes the door on January/February to pull them. He said this is a precaution. The board agreed.

**P. Corogin MOVED;** D. Miklos seconded to authorize the installation of a crock and plumbing not to exceed \$1,500 for Clarion Drive. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**P. Corogin MOVED;** D. Miklos seconded to extend Bill Yancar's payroll services until the end of December 2021. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**D. Miklos MOVED;** P. Corogin seconded to approve the financials as presented. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**P. Corogin MOVED;** D. Miklos seconded to increase the labor budget by \$15,000 for 2021. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**P. Corogin MOVED;** D. Miklos seconded to approve advertising dues to Main Street Vermilion in the amount of \$875.00. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**D. Miklos MOVED;** J. Hauck seconded to approve the bank card fees in the amount of \$1,750.00 Roll Call Vote 4 YEAS. **MOTION CARRIED.**

**P. Corogin MOVED;** D. Miklos seconded to approve Bill Yancar's expense report in the amount of \$11.59. Roll Call Vote 4 YEAS. **MOTION CARRIED.**

P. Corogin mentioned that Ruth Botten for many years has been doing the flowers at the launch ramp and does a great job. He said she is over 90 years old and next year she has recruited Kathy Hatcher to assist her. They will continue next year with the flower garden, but they would like the operation guys to have the hose there. Bill Yancar said they take care of this every year. P. Corogin said they do a great job, and they appreciate the crew breaking up the soil for them.

D. Miklos asked if the Port Authority needs a former motion on approving the shipping costs for the golf cart. T. Sommer said the freight has not been paid for and Bill Via arranged this with the shipping company, so they will owe Bill Via for this. Once they get an invoice the Port can get them paid. P. Corogin told Bill Yancar he did a nice job coordinating this fundraiser.

F. Loucka said he would like them to push for a grant to dredge south of the bridge as there are a number of shallow spots and it is still part of the federal channel.

T. Sommer adjourned the meeting upon no further discussion.

Next meeting: The Port Authority scheduled their next meeting for November 11, 2021, at 6:30 p.m. at the Vermilion Municipal Complex, 687 Decatur Street, Vermilion, Ohio.

*Transcribed by Gwen Fisher, Certified Municipal Clerk*