PCC Annual Conference

Scappoose Bay Marine Park Study

September 17, 2025

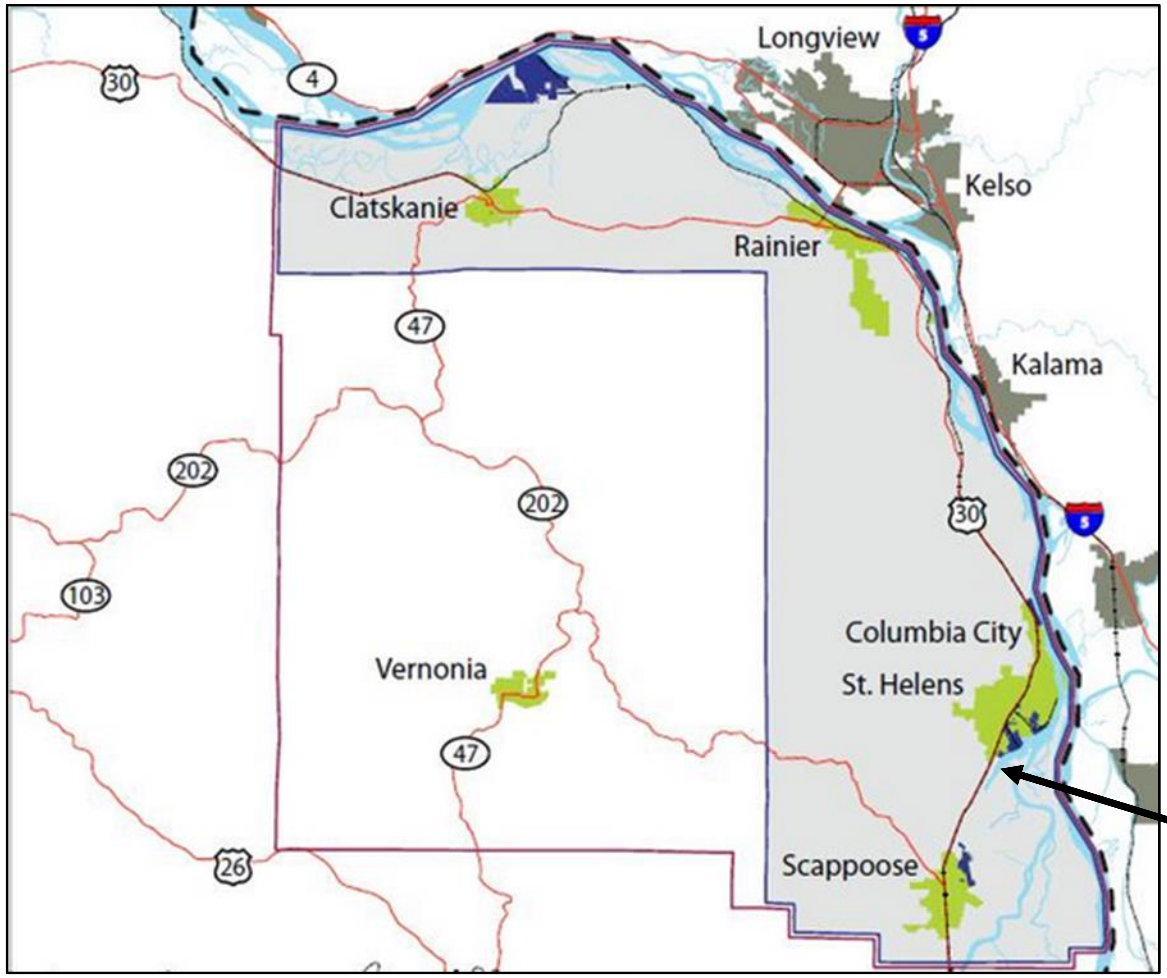
Agenda

- Review the Scappoose Bay Marine Park (SBMP) plan
  - Port of Columbia asked BST to review of plans to rebuild the SBMP
- Evaluate options
  - Current performance
  - Cost of improvements
    - Initial cost
    - On-going commitment
- Recommendations

Background

Where is Scappoose Bay Marine Park?

We are here



Scappoose Bay
Marine Park

What is Scappoose Bay Marine Park?

- Marina (122 slips, 95% 30 ft or less)
  - ✓ Open moorage
  - ✓ Covered moorage
  - ✓ Boathouses
  - ✓ Floating homes
- Boat launch
- RV park
- Day-use park
  - ✓ Paddling
  - ✓ Walking trails
- Paddling sports store

Why did the Port do this study?

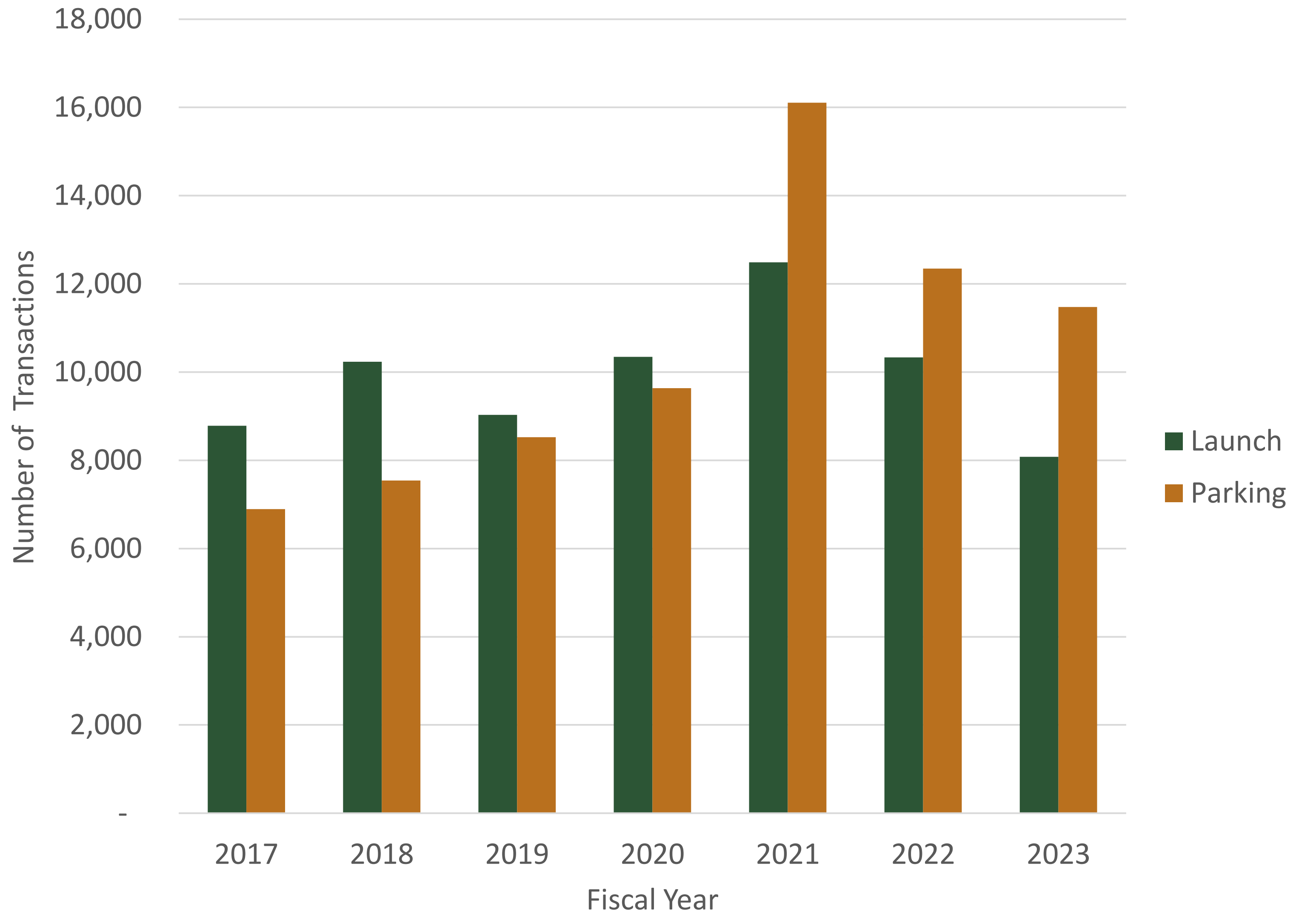
- Growth in use
- Aging facility
  - ✓ Docks need to be replaced
  - ✓ Marina basin needs to be dredged
- Permits nearing expiration
- Cost to make improvements
  - ✓ Marina, channel, upland
  - ✓ Competing Port needs

Usage

Challenges in Estimating Usage

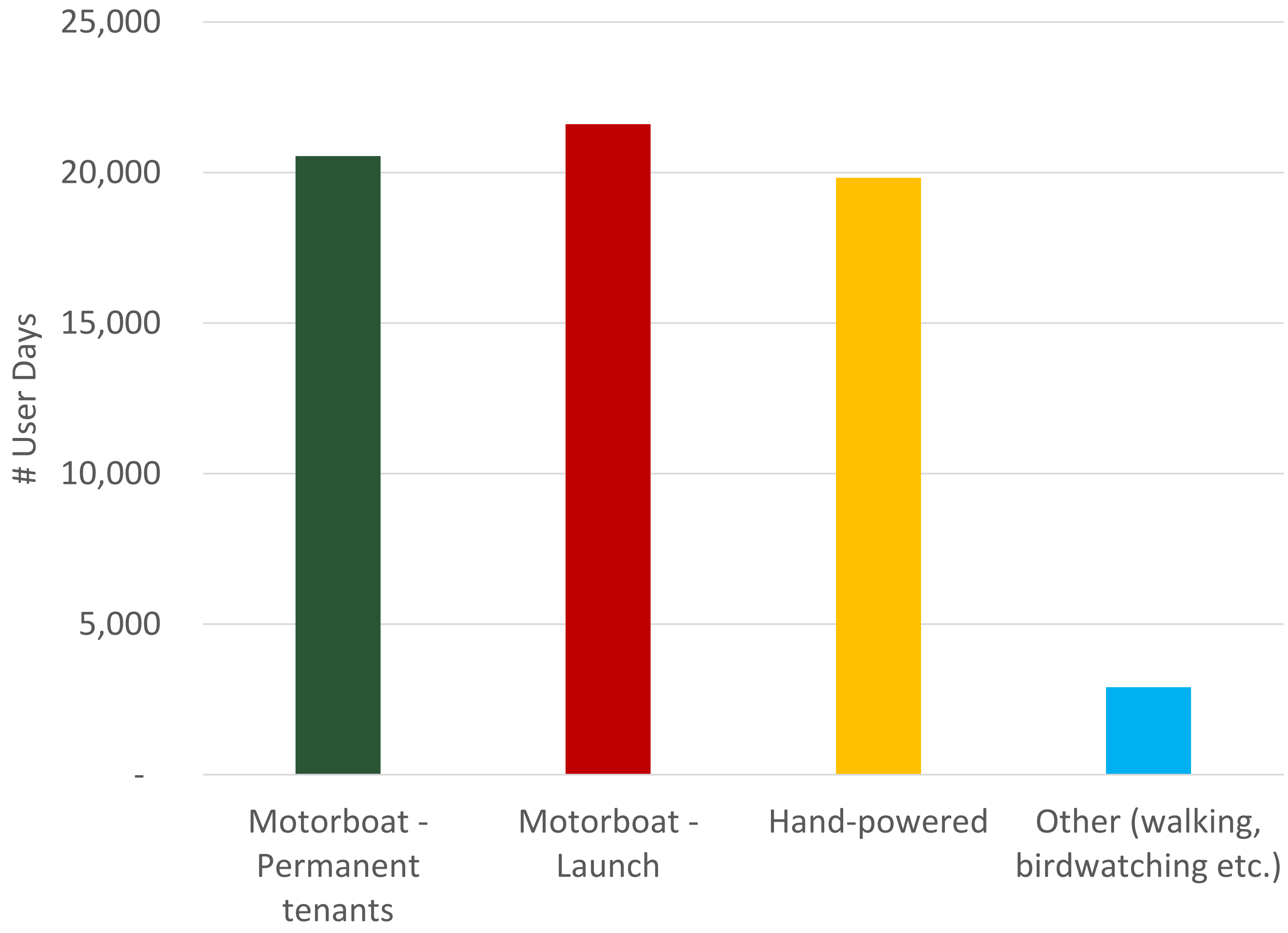
- Boat launches
  - ✓ Annual permits – actual number of launches isn't tracked
- Paddlers
  - ✓ Only pay for vehicle parking
  - ✓ Number of people per vehicle isn't tracked
- Trail users
  - ✓ Only pay for vehicle parking
  - ✓ Number of people per vehicle isn't tracked
- Marina tenants, RV park
  - ✓ Good data

Parking & Launch Trends (Transactions)



- Parking and launch activity increased significantly during Covid
- Closer to pre-Covid levels now
- Shares of daily activity shifted between 2017-19 and 2021-23
  - Launch share decreased from 55% to 44%
  - Parking share increased from 45% to 56%

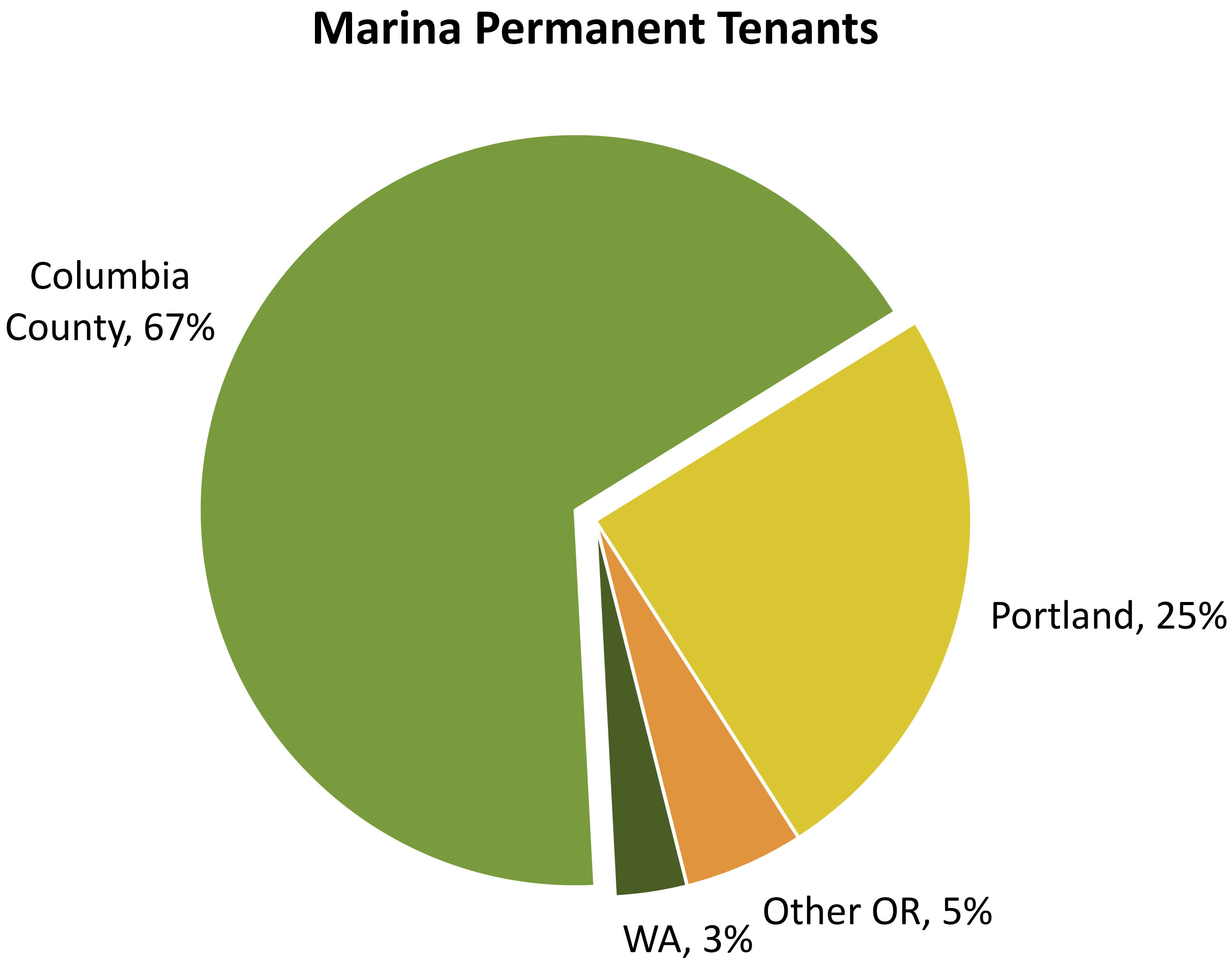
User Days at SBMP Marina

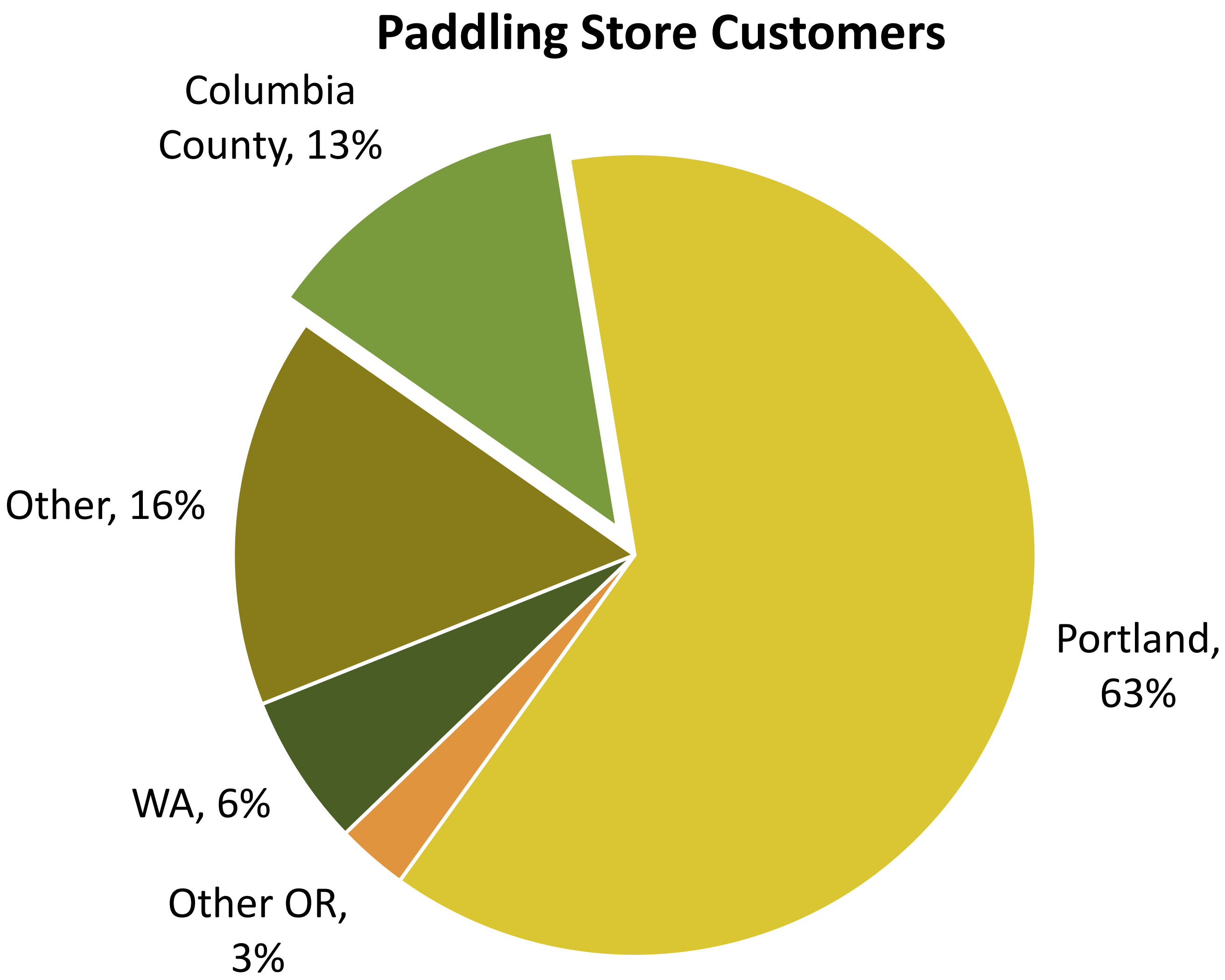


- Estimated User Days (2023)
  - Motorboat - Permanent 20,600
  - Motorboat - Launch 21,600
  - Hand-powered 19,800
  - Other 2,900
  - Total 64,900

Assumes 1.8 persons per launch, parking

Market Areas





Data not available for parking, launch, RV park

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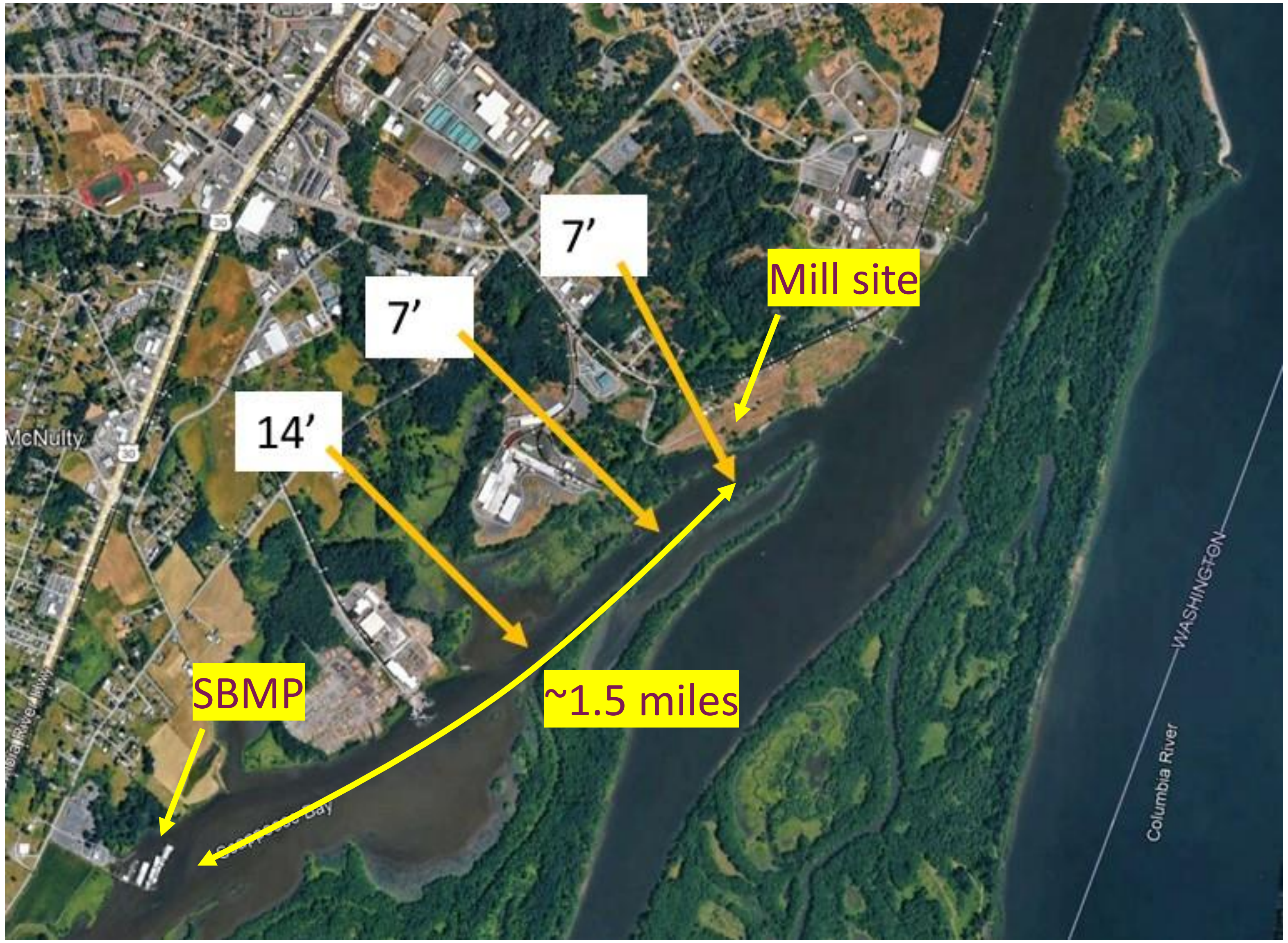
Capital Improvements

Marina Capital Requirements

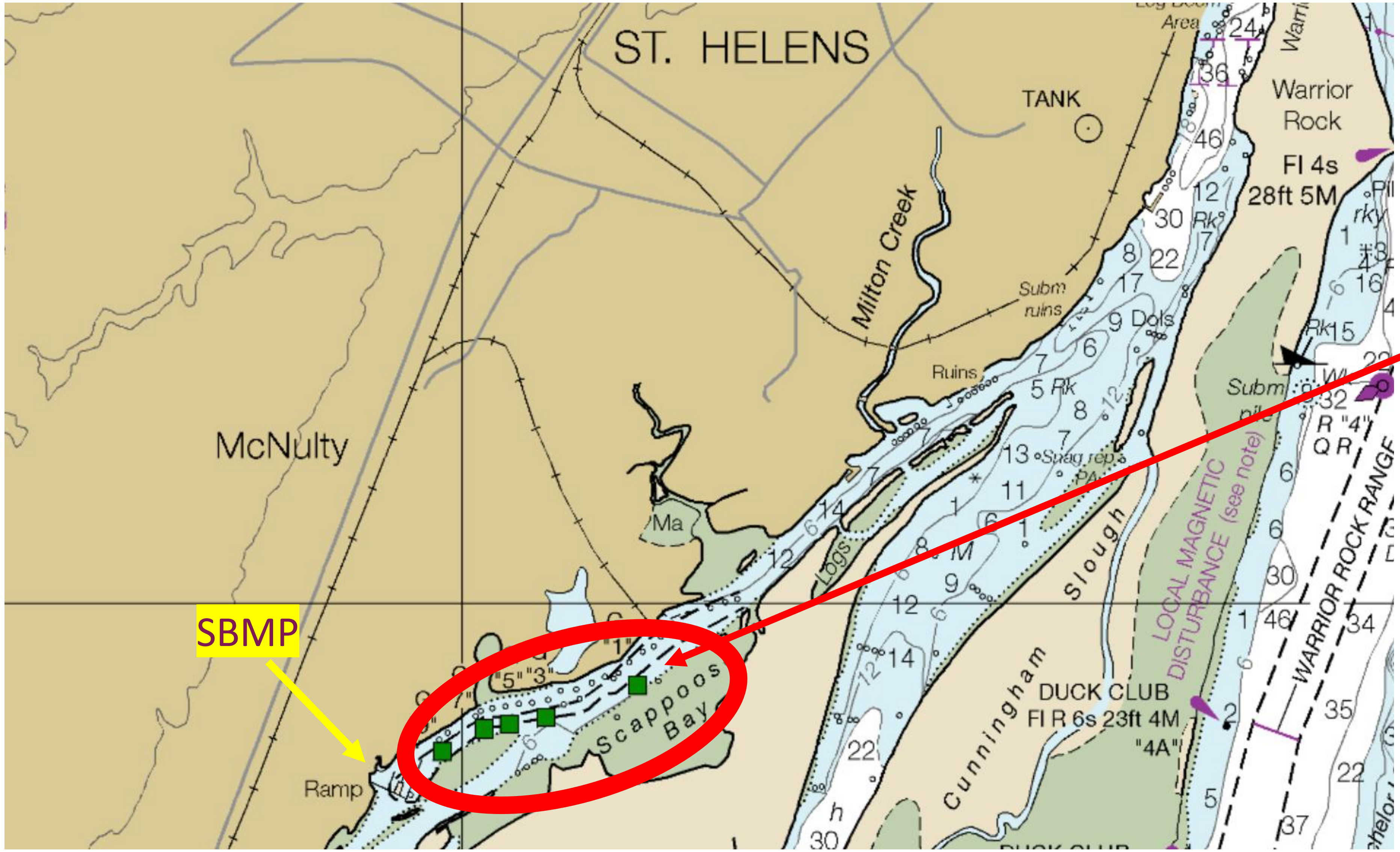
- Estimate for facility improvements in 2023 dollars was ~$5.4 million
- Includes replacing
  - ✓ Docks
  - ✓ Gangway
  - ✓ Electrical system
  - ✓ Steel piles
  - ✓ Kayak docks
  - ✓ Utilities, etc.
- <u>This estimate excludes dredging</u>

Channel Water Depth



- Water depth appears adequate from mill site to main channel
- Between the mill site and the marina – water depth appears inadequate
- Historically, the mill operator paid to keep the channel dredged
- Cleanup plan in 2023

NOAA Chart 18525 - 2023



Green squares indicate occasional drying

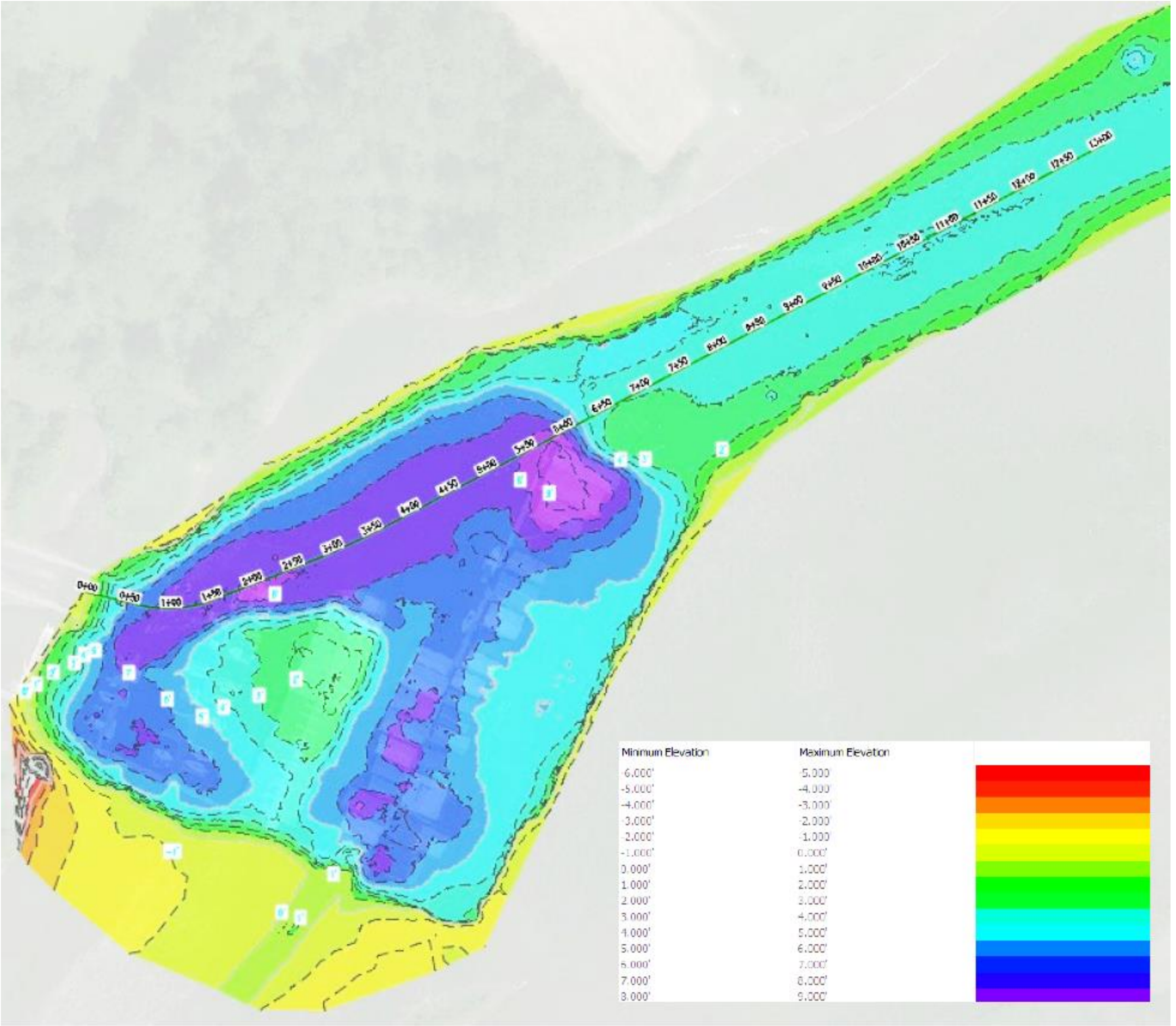
TIDES

The diurnal range of the tide during low river stages is 4.9 feet at Stella (46°11'N/123°07'W), 4.0 feet at Longview (46°06'N/122°57'W), and 2.5 feet at Saint Helens (45°52'N/122°48'W). The range becomes progressively smaller with higher stages of the river.

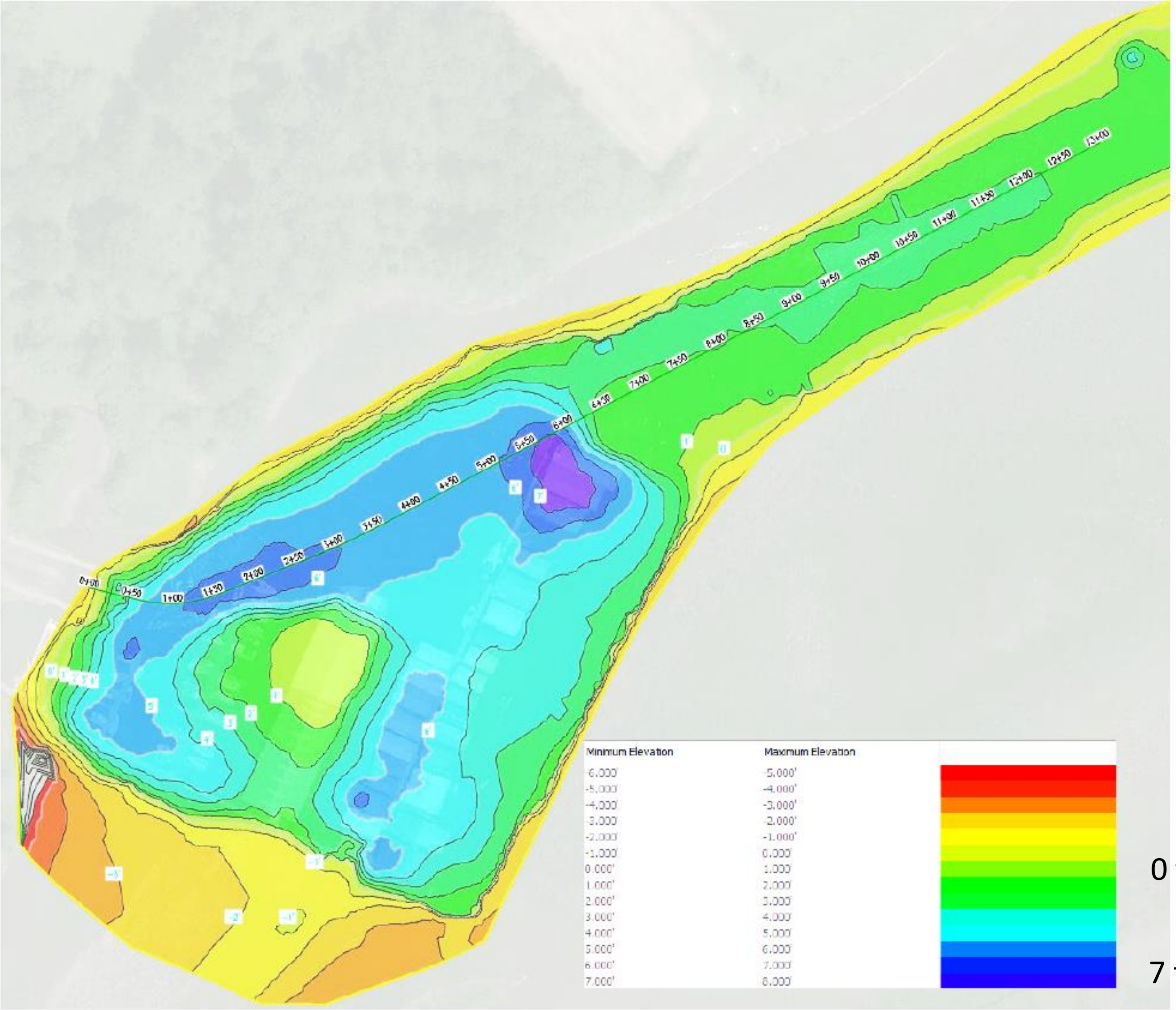
Dec 2006

https://historicalcharts.noaa.gov/#searchInput “Scappoose Bay”

Marina Basin & Channel Dredging Needs



2022 Pre-Dredging Conditions



0 to 1 ft

7 to 8 ft

2032 Predicted Water Depth

Dredging Cost

- Sediment accumulates at ~2 inches per year
- Without dredging, in 20 years the minimum water depth will be negative (with water level at CRD)
- Cost estimate
  - $2.7 million to $3.5 million (in 2023 dollars)
  - Repeat every 7 to 10 years
  - Average of $250,000 to $350,000 per year (using current costs)
  - Increases total SBMP net loss to -$700,000 to -$800,000 per year (even with increased fees)

Predicted Conditions:

Given an estimated 2" of sediment deposition per year and using the same area (30,7559.68 SF) that was dredged in 2015, the following projections were made:

Year	Net Accumulation (Cu. Yd.)	Max Water Depth* (ft.)	Min Water Depth* (ft.)
2027 (5 yr.)	9,493	7.98	2.17
2032 (10 yr.)	18,985	7.15	1.33
2042 (20 yr.)	37,970	5.48	-0.33**

*Estimated water depths are based off the 2022 survey main channel depths.
** A negative water depth indicates the elevation of sediment above the surface

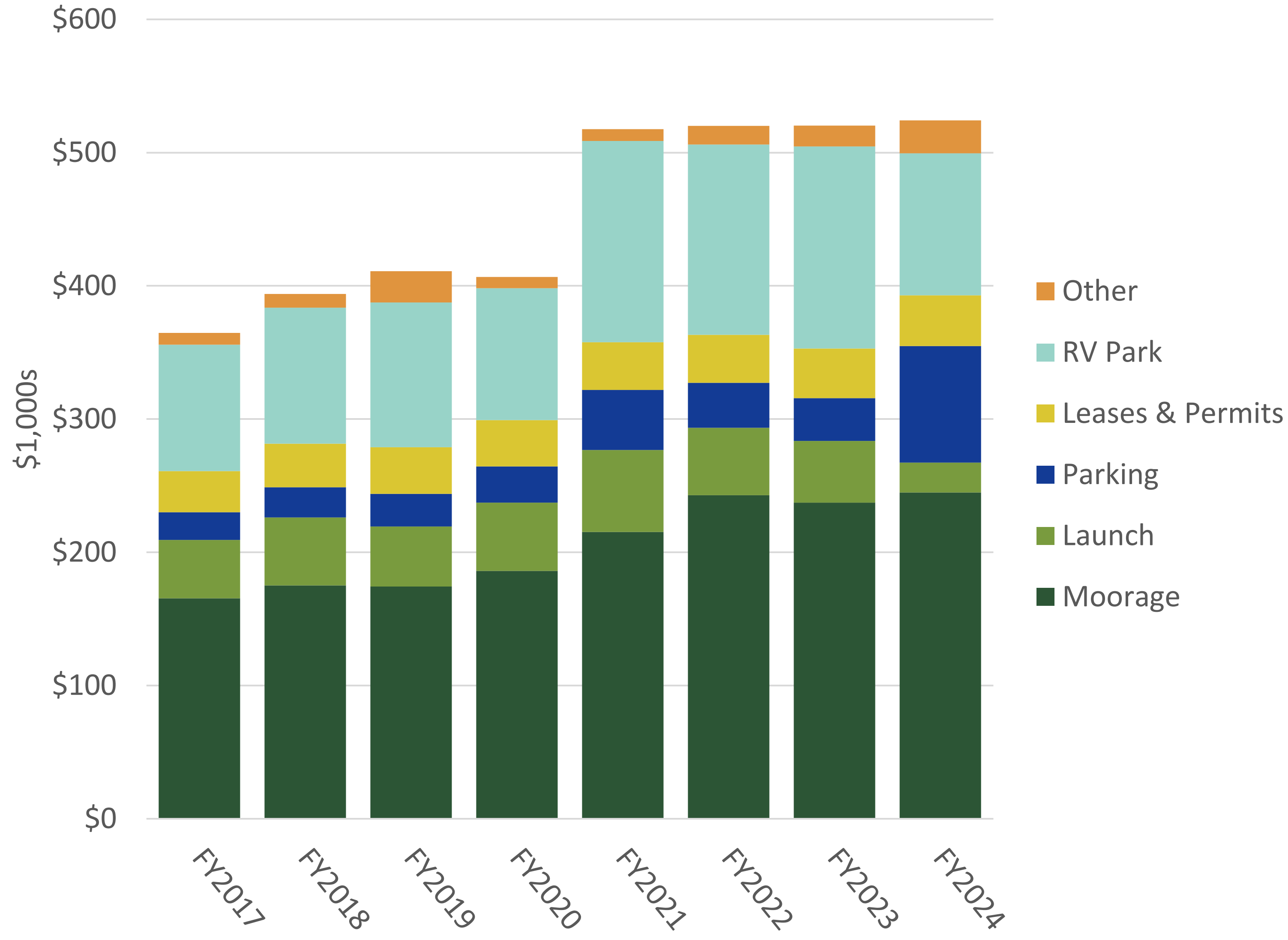
Grant History

Biennium	Description	Grants	Port Match	Total
1983-85	Docks	$9,940	$600	$10,540
1989-91	Master planning	$9,885	$9,885	$19,769
1991-93	Dredging	$76,441	$70,561	$147,002
1993-95	Consultant services design and engineering	$34,000	$6,720	$40,720
1995-97	Boat ramp, boarding docks, piling, utilities, signage	$298,100	$69,624	$367,724
1995-97	Pumpout and dump station	$56,470	$2,184	$58,654
1997-99	Parking and lighting	$330,000	$74,186	$404,186
1997-99	Fuel tank replacement	$4,498	$1,000	$5,498
2005-07	Flush restroom, utilities and signage	$98,327	$32,776	$131,103
2007-09	Replace pumpout and dump station	$14,411	$4,804	$19,214
2011-13	Repair short-term tie-up dock and boarding docks	$24,000	$22,981	$46,981
2013-15	Expand short-term tie-up dock	$14,280	$48,420	$62,700
2015-17	Dredging	$174,911	$319,678	$494,589
2013-15	Security cameras	$1,785	$3,028	$4,813
2001-03	Pumpout and dump station electrical repairs	$3,400	$1,148	$4,548
2021-23	Consultant services design and engineering	$175,000	$186,274	$361,274
2023-25	Renovate upland parking, sidewalks, landscaping and staging areas	$407,912	$407,912	$815,824
2023-25	Nonmotorized launching dock	$165,000	$0	$165,000
	Total	$1,898,360	$1,261,780	$3,160,140
	Share	60%	40%	

- Capital expenditures from 1983 to 2025 totaled $3.2 million
  - Port - $1.3 million
  - Grants - $1.9 million
- The likelihood of winning grants to fund capital improvements is uncertain

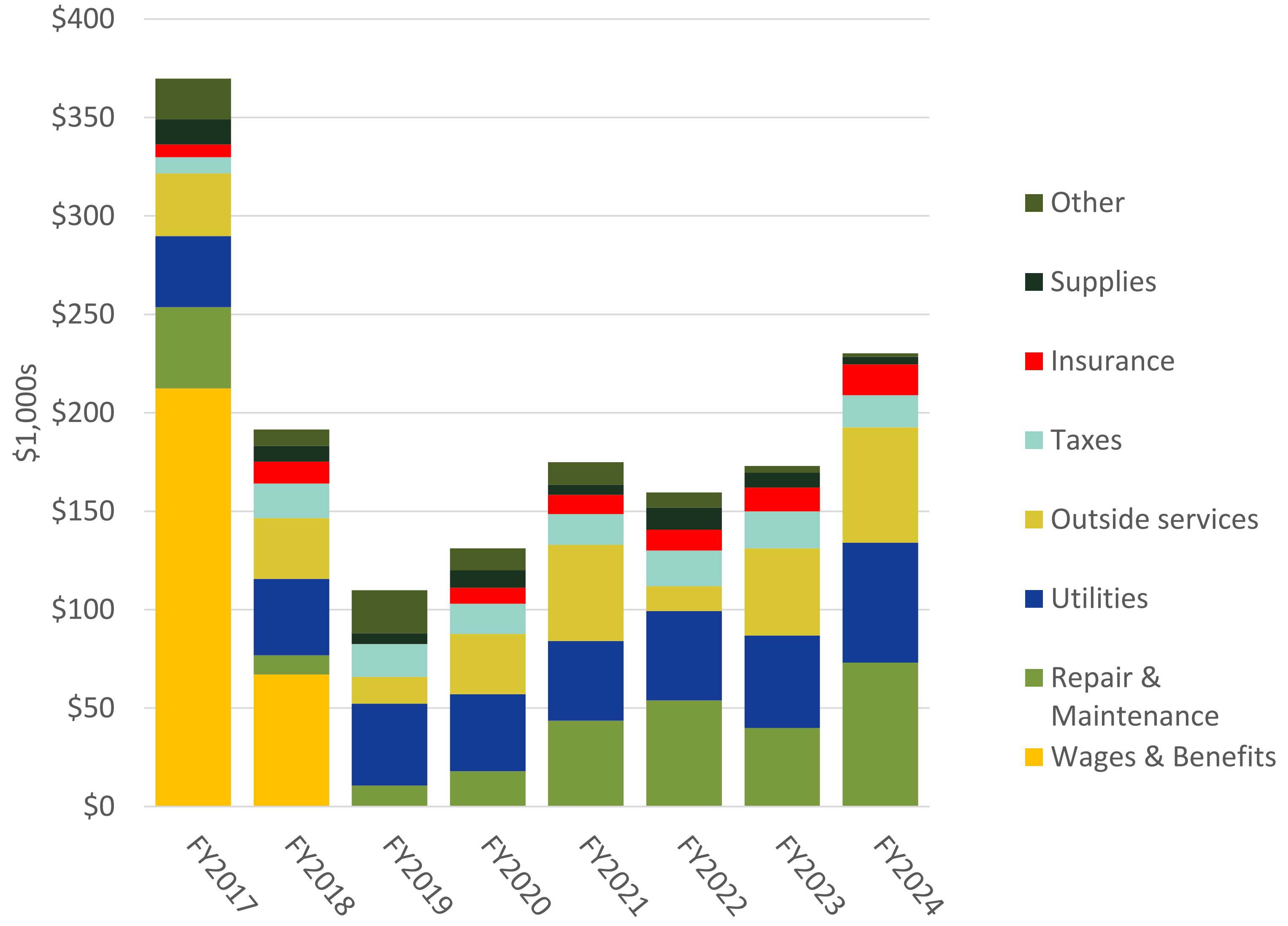
Review

Revenue Trends



- Moorage: 45% of revenue
  - ✓ Jump in 2021 was mainly due to rate increases
- RV park: 26% of revenue
  - ✓ Jumped during Covid, fell in 2024
- Parking/launch fees: 18% of revenue
- Leases: 8% of revenue
- Other sources: 3% of total revenue

Expense Trends



- Operating expenses are under-reported
- Wages & benefits are no longer reported separately for the marina
- Other expenses (insurance, repairs and maintenance et al.) are also under-reported
- Online reservation system could help reduce admin costs

Revised Income Estimate (FY2024)

Category	FY2024
Operating Revenues	
Moorage	$244,800
RV Park, lease, launch and parking	$279,300
Total	$524,100
Operating Expenses	
Salaries & Benefits (a)	($605,900)
Materials and services	($230,300)
Total	($836,200)
Income (Loss)	
Income (Loss) Before Depreciation, Interest Expense & Overhead	($312,000)
General & Administrative Overhead (b)	($237,600)
Net Operating Income (Loss) ex depreciation, interest	($549,600)

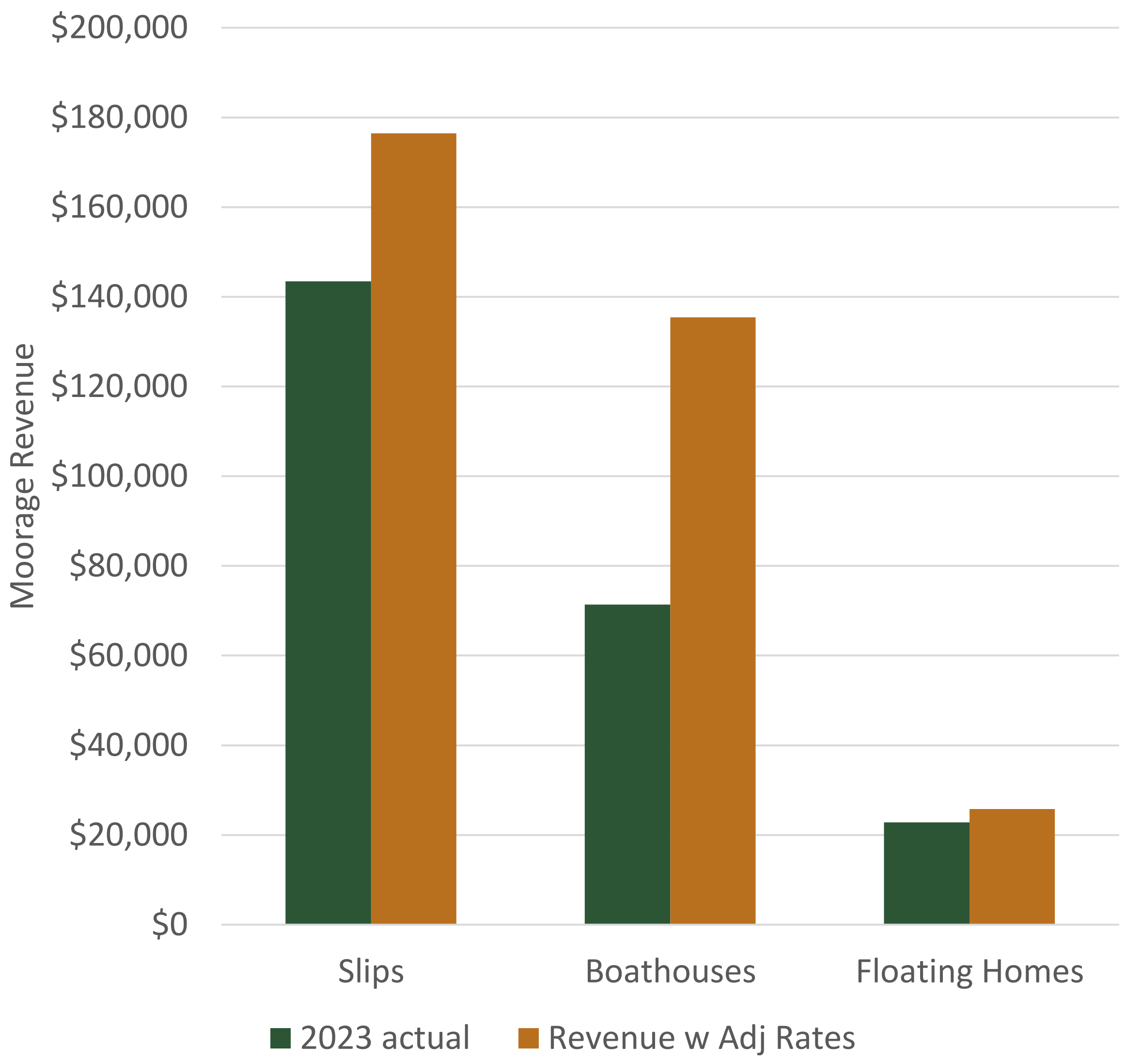
- The marina is not performing well financially
- The marina had an estimated loss of -$550,000 in FY2024

SBMP Financial Performance

- For the Port of Columbia County, the Scappoose Bay Marine Park accounts for:
  - ✓ 8% of operating revenue
  - ✓ 19% of operating expense (including admin allocation)
- **<u>SBMP losses account for 44% of overall Port net operating income</u>**
- **<u>This restricts the ability of the Port to make other capital improvements</u>**

Improving Net Income

- Increase rates
  - ✓ Raising rates to market rates would provide an increase in revenue of around $100,000
  - ✓ This would help financial performance but still leaves a large net operating loss
  - ✓ Current is -$550,000
  - ✓ With increased rates -$450,000
- Decrease Expenses
  - ✓ Reservation system



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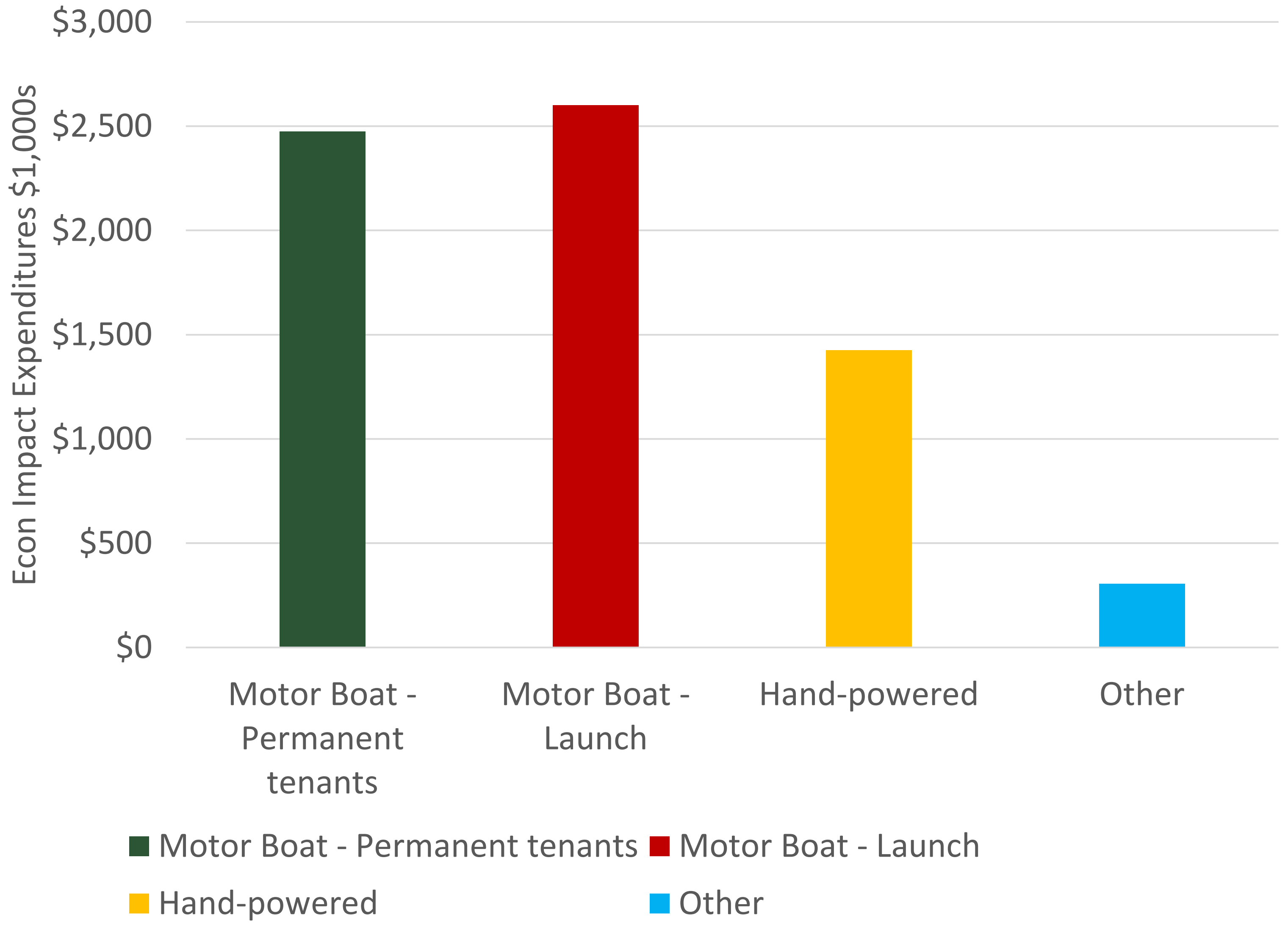
SBMP Economic Impact from Marina



1. Estimated expenditures (2023)
   - Motorboat - tenants $2.5 million
   - Motorboat - launch $2.6 million
   - Hand-powered $1.4 million
   - Other $0.3 million
   - Total $6.8 million
2. Average daily expenditure per person
   - Motor boaters $120
   - Non-motorized boaters $72
   - Other $105
3. These expenditures generate
   - Income $1.6 million
   - Jobs 41

Source for average daily expenditures per person: Earth Economics, Travel Oregon's Outdoor Recreation Economic Impact Study, converted to 2023 dollars using CPI

Findings

- The marina is not performing well financially
  - Net losses are substantial
  - Maintaining current depths in the basin will cost an additional $270k to $500k per year
  - Dredging cost in the channel is unknown
  - **This is not sustainable**
- Options
  - Port should consider eliminating uses that require dredging to maintain depth levels
  - More research on future depths for the marina and the channel
  - Focus on
    - Boat launch, moorage for small boats, hand-powered boats

Comparison Financial & Economic Return

Category	Revenue to port ($1,000s 2023)	Economic impact ($1,000s 2023)	Depth requirement ft
Permanent tenants	$237	$2,474	
Boat Slips	$143	$1,927	1 ft – 3 ft (excluding sailboats)
Boathouses / Floating homes	$94	$548	4 ft – 5 ft
Launch	$46	$2,601	1 ft – 3 ft
Hand-powered	$65	$1,425	1 ft – 3 ft
Other (walking…)	$4	$306	0 ft
Subtotal	$353	$6,806	
Campground et al	$167	NA	0 ft
Total	$520	$6,806	
Under 3 ft	$426	$6,258	
% total	**82%**	**92%**	

1. Dredging costs average $270,000 to $500,000 per year
2. Dredging increases the net loss to between -$820,000 and -$950,000 per year
3. Focusing on smaller boats would
   - Reduce gross revenues 18%
   - Reduce economic impact by 8%
4. The Port should consider not dredging

Now What?

- Port is seeking additional public input to determine next steps.
- Find other revenue sources:
  - Property tax et al.
- Find a partner
  - Public or private (no state park in the area)

Questions?

Paul Sorensen

BST Associates

PO Box 2224

Anacortes, WA 98221

bstassoc@seanet.com

(425) 486-7722