

**PORT OF NEWPORT REGULAR COMMISSION MEETING AGENDA**

Tuesday, December 18, 2018 6:00 p.m.  
South Beach Activities Room  
2120 SE Marine Science Drive, Newport, OR 97365

	Page
I. Call to Order	
II. Discussion of Legislative Activity	
III. Changes to the Agenda	
IV. Public Comment	
V. Consent Calendar	
A. Minutes	
1. Joint City Council & Port of Newport Commission Work Session..... 11/14/18 .....	3
B. DSL Waterway Lease – NOAA .....	7
C. Contracts	
1. Rogue House of Spirits/Public Restroom Siding .....	9
VI. Correspondence/Presentations	
A. Stephen Webster, Port Dock 1 .....	11
B. TCB Security Update	
VII. Old Business	
A. Items Removed from Consent Calendar	
B. Pay Equity Corrective Action.....	13
C. Port Dock 5 Grant Request.....	19
D. Rogue Seawall Condition Assessment .....	27
VIII. New Business	
A. Commission Meeting Mailing List Policy .....	79
IX. Staff Reports	
A. Accounting Supervisor.....	87
B. Director of Operations.....	89
1. November Occupancy Report .....	95
C. General Manager .....	97
X. Commissioner Reports/Comments	
XI. Calendar/Future Considerations	
Christmas Holiday, Port Office Closed.....	12/25/18
New Year’s Holiday, Port Office Closed.....	1/1/19
Resolution Run & Polar Bear Plunge.....	1/5/19
Martin Luther King Day, Port Office Closed.....	1/21/19
Regular Commission Meeting.....	1/22/19
SDAO Annual Conference.....	2/7 – 2/10/19
Presidents’ Day, Port Office Closed.....	2/18/19
Newport Seafood & Wine Festival.....	2/21 – 2/24/19
Regular Commission Meeting.....	2/26/19
XII. Public Comment	
XIII. Adjournment	

Regular meetings are scheduled for the fourth Tuesday of every month at 6:00 p.m.

The Port of Newport South Beach Marina and RV Park Activity Room is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

Link for directions to the RV Park Activity Room: <http://portofnewport.com/rv-parks/map.php>



**PORT OF NEWPORT MINUTES**

November 14, 2018

Joint Newport City Council and Port of Newport Commission Work Session

*This is not an exact transcript. The audio of the session is available on the Port’s website.*

**Agenda Item**

**Audio  
Time**  
0:00

**I. CALL TO ORDER .....**

Mayor Sandra Roumagoux called the Joint Newport City Council and Port of Newport Commission Work Session to order at 9:03 am at Newport City Hall, Conference Room A, 169 SW Coast Highway, Newport, OR.

**Port Commissioners Present:** Walter Chuck (Pos. #1), Secretary/Treasurer; Sara Skamser (Pos. #2), Vice President; Stewart Lamerdin (Pos. #3), President; Jeff Lackey (Pos. #4); and Jim Burke (Pos. #5).

**Port Management and Staff:** Teri Dresler, Interim General Manager; Aaron Bretz, Director of Operations; and Karen Hewitt, Administrative Supervisor.

**City Council Members Present:** Sandra Roumagoux, Mayor; David Allen; Dietmar Goebel; Dean Sawyer; and Wendy Engler.

**City Management and Staff:** Spencer Nebel, City Manager; Steven Rich, City Attorney; Derrick Tokos, Planning Director; and Peggy Hawker, City Recorder/Special Project Director.

**Members of the Public and Media:** Evan Hall, Rondys, Inc.; Carolyn Bauman, Economic Development Alliance of Lincoln County; Heather Mann, Midwater Trawlers Cooperative (MTC); Ed Backus, Collaborative Fisheries Associates; Richard Carroll, Pacific Northwest Marine Products; Mike (?), Newport resident; Ruth Craig, Newport resident; Lee Fries, Newport resident; Mike Storey, whiting fisherman; and Robert Smith, commercial fisherman.

**II. DISCUSSION ITEMS .....**

0:19

Mayor Roumagoux asked everyone in attendance to introduce themselves. Nebel talked about the purpose of the meeting was to get a sense of the direction of the Port and how the Port and City could work together moving forward.

**A. Update on Port Activities by Port Commission President Stewart Lamerdin .....**

3:40

Lamerdin gave a brief update on the Port Commission, the plans for moving forward with the Strategic Business Plan update, and the process for recruitment of a General Manager for the Port. He commented on the focus of the Commissioners and Interim Manager Teri Dresler on outreach and engagement.

**B. Port Business Operations Update by Teri Dresler, Interim General Manager.....**

11:12

Dresler provided some details on the processes for updating the Strategic Business Plan and recruiting a new General Manager. She passed out an organizational chart, included in the Meeting

Packet, and explained the role of the Director of Business Operations. Allen suggested using the League of Oregon Cities website to advertise the position. Dresler reported on policies currently being worked on by Todd Kimball, financial consultant to the Port. She spoke about making business connections for the Port.

C. Port Capital Projects Update by Aaron Bretz, Director of Operations ..... 18:50

Bretz gave a PowerPoint presentation, included in the Meeting Packet. He reviewed the Capital Improvements list and commented that many were maintenance. He provided some additional information about the Port Dock 5 Pier project. There was some discussion about possible funding for the projects.

D. Status of Economic Development Projects In and Around the Terminal Site, Including the Hall Property (Discussion with Evan Hall)..... 34:28

Hall handed out conceptual plans for development at McLean Point, included in the Meeting Packet. He said that site preparation had begun on lots 1 and 3, and explained the prospective phases for development and some concerns about infrastructure. There was some discussion about the zoning and wetlands at the site, along with a possible 1 acre mitigation site.

E. Port Strategic Business Plan and Capital Facilities Plan Update Process and Coordination Opportunity with the City and Urban Renewal Agency ..... 41:58

Nebel introduced the topic, and there was discussion about the Urban Renewal District’s intent, the infrastructure needs especially sewer, and the return of property to the tax rolls. There was discussion about the nature and timing of changes to the agreement, tax rolls and bonding that will occur as development happens on the property. Tokos commented the Agency may enter into a development agreement with Rondys, Inc.

F. Update on Status of Fireboat Acquisition ..... 50:30

Nebel advised that funding was not received for the fireboat, and a decision was to be made whether to apply again. There was discussion about some of the reasons, and who is responsible for fire response at the bay. Nebel commented that while shore issues are a concern of the City, the focus of the grant was on cargo.

**III. COUNCIL AND COMMISSION COMMENTS** ..... 1:04:37

Hall commented on some of the history, and the wetlands and stormwater challenges at McLean Point. Skamser commented that current International Terminal activity did not bring a lot of revenue to the Port but did bring money into County businesses. Allen suggested reviewing the grant requirements for the fire boat.

**IV. PUBLIC COMMENT** ..... 1:08:10

Mann said that MTC has hired someone to complete an economic study for the fishing industry.

**V. ADJOURNMENT .....**

1:16:50

(Mayor Sandra Roumagoux called a recess at 10:07. The Port Commission portion of the meeting was adjourned.)

ATTESTED:

\_\_\_\_\_  
Stewart Lamerdin, President Pro Tem

\_\_\_\_\_  
Walter Chuck, Secretary/Treasurer Pro Tem





**Oregon  
Department  
of State Lands**

**INVOICE**

Oregon Department of State Lands  
775 Summer Street NE, Suite 100  
Salem, OR 97301  
Federal EIN: 93-6001772  
Fax: 503-378-4844  
Phone: 503-986-5288  
Contact: Perino Chuck

Newport Port of 600 SE Bay Blvd Newport OR 97365	Invoice #: 20001 Invoice Date: August 31, 2018 Due Date: November 01, 2018 Account Type: Application Account ID: APP0045552
--	---

--- Current Charges ---

Date	Transaction	Fee No.	Amount
08/27/2018	Charge	670-1	\$9,998.76
Waterway lease fee, Comm'l Marina (11/1/2018 through 10/31/2019)			

**Total Current Charges: \$9,998.76**

Account Summary			
Prev. Balance	Current Charges	Payments	Balance Due
\$9,707.53	\$9,998.76	(\$9,707.53)	\$9,998.76

RECEIVED

SEP 06 2018

PORT OF NEWPORT

Tear off and return bottom portion with payment. Please do not send cash.

You may now pay your invoice  
online at:

<https://apps.oregon.gov/dsl/EPS/>

**Mail Payments to:**

Oregon Dept. of State Lands  
775 Summer Street NE  
Suite 100  
Salem, OR 97301

Applicant: Newport Port of  
Account Type: Application  
Account ID: APP0045552  
Invoice #: 20001  
Invoice Date: August 31, 2018  
Balance Due: \$9,998.76  
Amount Paid: 9,998.76





# STAFF REPORT

---

**DATE:** 06 December 2018  
**RE:** Rogue House of Spirits/Public Restroom Siding  
**TO:** Port of Newport Board of Commissioners  
**ISSUED BY:** Aaron Bretz – Director of Operations

---

## **BACKGROUND**

We were contacted by Rogue this summer with concerns about the condition of the House of Spirits exterior. The siding is in particularly poor shape, and in jeopardy of affecting the condition of the sheathing underneath. If we allow the siding to degrade further, we may begin to see structural or interior building problems. This project did not make the capital improvements list, but it is maintenance that needs to be done.

## **DETAIL**



The entire building has original siding on it, which includes the public restroom portion of the building. Three quotes for new siding are attached.

## **BUDGET IMPLICATIONS**

We have a balance of \$20,900 in the building budget in South Beach. If we use the Trevillian Construction, we have room in the budget to complete this project and South Beach will still be able to draw on other accounts if any emergencies arise. This siding is well overdue for replacement.

## **RECOMMENDATIONS**

I recommend a motion to AUTHORIZE THE INTERIM GENERAL MANAGER TO CONTRACT WITH TREVILILAN CONSTRUCTION TO REPLACE SIDING ON THE H.O.S. BUILDING, NOT TO EXCEED \$20,000.

**Best Value Analysis:** Siding for central restroom and Roque Spirits House

Company	Trevillian Construction	L&R Construction	Luckini Construction
Contact	Ron Trevillian	Ken Layton	Justin Luckini
Phone	541-563-4496	541-272-1927	541-272-1027
Email		<a href="mailto:LnRconstruction@gmail.com">LnRconstruction@gmail.com</a>	<a href="mailto:luckiniconstruction@gmail.com">luckiniconstruction@gmail.com</a>

Criteria			
Total Cost	20,000.00	35,000.00	46,200.00
Notes	Remove old siding and repair any dry rot and install new siding haul away all construction debris. Siding to be installed is hardyplank.	Remove old siding and repair any dry rot and install new siding haul away all construction debris.Siding to be installed is hardyplank	Remove old siding and repair any dry rot and install new siding haul away all construction debris.Siding to be installed is hardyplank

**FRONT ST. MARINE, LLC**  
**113 SE Bay Boulevard**  
**Newport, OR 97365**  
**541-265-9243**

**December 5, 2018**

Port of Newport Commissioners and Manager  
600 SE Bay Blvd. Newport, Oregon

Greetings,

This is a request for consideration of a lot line adjustment between the submerged parcels of Port Dock 1 and the property known as the Oregon Undersea Gardens. Currently, the "Gardens" parcel is configured around the northeast extension of the Dock 1 wharf. The southwest corner of the "Gardens" lease omits a 14.2' X 16' space. Our hope is to reconfigure the property for a newbuild with square corners and maximized frontage on the harbor line. The adjustment would increase the leased trust lands attached to Front St. Marine's parcel by 227 square feet and reduce by an equal quantity the lands under license to the Port. As part of the planned removal of the "Gardens" pontoon, seawall and appurtenances, the portion of the Dock 1 wharf within Front St. Marine's lease, will be razed and the wharf will terminate on an existing pile bent. If the lot line adjustment can be agreed to, further removal of the Dock 1 footprint (14.2') could require placement of two steel pile and a cap at the new termination. Front St. Marine would bear the full cost of those modifications and the filing fees for the lease and license amendments.

I welcome the chance to discuss the future of these properties relative to your development of an updated strategic plan.

Respectfully,



Stephen Webster / Member

RECEIVED

DEC 5 2018

PORT OF NEWPORT



# NEW BUSINESS AGENDA ITEM

---

**DATE:** December 14, 2018  
**RE:** Oregon Pay Equity Law Corrective Actions  
**TO:** Port of Newport Board of Commissioners  
**ISSUED BY:** Teri Dresler, Interim General Manager

---

## **BACKGROUND or SUMMARY**

In 2017, the Oregon Legislature passed a law requiring every employer to have systems in place that equalize total compensation for all protected classes on the basis of substantially similar work. The new law expands existing Oregon law, which already prohibits sex-based pay discrimination, to encompass 10 protected classes:

- Race
- Color
- Religion
- Sex
- Sexual orientation
- National origin
- Marital status
- Veteran status
- Disability
- Age (18 and over)

While existing Oregon law prohibits paying one gender less than another gender for “work of comparable character,” the new law expressly defines this standard as work that requires “substantially similar knowledge, skill, effort, responsibility and working conditions in the performance of work, regardless of job description or job title.”

The law does provide exceptions for one employee earning more than another of comparable character. The difference must be based on a bona fide system(s)/factor(s) that are job-related. These factors include:

- A seniority system
- A merit system
- A system that measures earnings by quantity or quality of production, including piece-rate work
- Workplace locations
- Travel, if travel is necessary and regular for the employee
- Education
- Training
- Experience, or
- A combination of the factors listed that accounts for the entire differential.

Additionally, Oregon law prohibits employers from screening applicants based on salary. Employers cannot rely on salary history in setting compensation, except for when determining pay for a current employee during a transfer, move, or promotion to a new position with the same employer.

Due to the complexity of implementing this new law, the Port hired HR Answers through a contract negotiated by Special Districts of Oregon. Staff at the Port work with HR Answers to complete the 5 steps required by the law. Those steps are:

- Each employee completes a Job Analysis Questionnaire (JAQ)
- Supervisor review of each JAQ
- Comparative analysis of each JAQ against 4 established characteristics – knowledge, skill, responsibility, and effort; to create groups of employees who perform comparable work
- Compensation analysis to determine where the Port is unable to justify pay differences within comparable groups through the exceptions provided by the law.
- Corrective action plan to raise any employee to the same level as those in the grouping of comparable character.

Within the Port employee base, there are three comparable groups:

- Harbormaster
- Accountant II
- Maintenance II

We found unjustifiable pay differences in two of the three groups:

- Accountant II
- Maintenance II

The pay differences were due to an inconsistent application of the Port's hourly wage schedule upon hire. And in some cases, for those who have been employed by the Port for over 5 years, the pay differences were due to the absence of annual cost of living increases. HR Answers has provided the Port with a final report which will be retained as the Port's official record of compliance with the Pay Equity Law.

I have attached a spreadsheet detailing the 5 instances where a corrective wage action is required under the law January 1, 2019. The law does provide businesses up to 3 years to take corrective action, and the business must make the corrective action retroactive to January 1, 2019 at the time of implementation.

Moving forward, the Port is required to perform this same pay equity analysis every three years.

## **BUDGET IMPLICATIONS**

The total corrective action burden for the period of January 1, 2019 – June 30, 2019, including payroll taxes and benefits is \$ 5,851.00.

## **RECOMMENDATION**

My recommendation to the Commission is to take action to approve payment of the amount specified per employee to correct the wages of the impacted employees effective January 1, 2019. The FY 2018/2019 personal services approved budget can accommodate this additional expenditure.

Therefore, I recommend the Commission make a motion to approve taking the corrective action in rates of pay, effective January 1, 2019, for the five Port employees identified by the pay equity compensation analysis to be under paid by the Port without justification for those pay differences within comparable groups through the exceptions provided by the law. The total amount of corrective actions shall not exceed a total of \$ 5,851.00.

**##**







**Oregon Pay Equity  
Fiscal Year 2018-2019**

Personnel Services Adjustments		General Operating Fund (GOF)							2017-2018 Budget	2018-2019 Proposed
		Admin	RV Park	Recreational Marina	Commercial Marina	International Terminal	Maintenance Department			
<b>Salaries and Wages</b>	<i>Rate</i>									
Administration										
Accounting Specialist II										
Jly - Dec	14.18	14,747								
Jan - Jun	16.29	17,619								
Total		32,366								
Diff		2,282								
<b>Recreational Marina</b>										
Maintenance II										
Jly - Dec	15.71			16,338						
Jan - Jun	16.02			17,327						
Total				33,666						
Diff				335						
<b>Maintenance II</b>										
Jly - Dec	14.80			15,392						
Jan - Jun	15.71			16,992						
Total				32,384						
Diff				984						
<b>Maintenance II</b>										
Jly - Dec	14.80			15,392						
Jan - Jun	15.71			16,992						
Total				32,384						
Diff				984						
<b>Maintenance Department</b>										
Maintenance II										
Jly - Dec	15.40					16,016				
Jan - Jun	15.71					16,992				
Total						33,008				
Diff						335				
<b>Adjustments - Salaries and Wages</b>		2,282	-	2,304	-	-	335		4,921	



**Oregon Pay Equity  
Fiscal Year 2018-2019**

<b>Personnel Services Adjustments</b>	<b>General Operating Fund (GOF)</b>						<b>2017-2018 Budget</b>	<b>2018-2019 Proposed</b>
	<b>Admin</b>	<b>RV Park</b>	<b>Recreational Marina</b>	<b>Commercial Marina</b>	<b>International Terminal</b>	<b>Maintenance Department</b>		
<b>Payroll Taxes and Benefits</b>								
Total Payroll Tax Expense	220		222			32		
PERS - Retirement	105		106			15		
Workers' Compensation Insurance	23		168			37		
Adjustments - Payroll Taxes and Benefits	348	-	497	-	-	85		930
<b>Total Adjustments</b>	<b>\$ 2,630</b>	<b>\$ -</b>	<b>\$ 2,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 420</b>		<b>\$ 5,851</b>

# STAFF REPORT

---

**DATE:** 14 December 2018  
**RE:** Port Dock 5 Grant Progress  
**TO:** Port of Newport Board of Commissioners  
**ISSUED BY:** Aaron Bretz – Director of Operations

---

## **BACKGROUND**

We identified the Economic Development Administration's Public Works and Economic Adjustment Assistance program as a 50% funding opportunity for the Port Dock 5 Pier Project. This is a shovel-ready project that neatly fits the criteria for funding. There are two ways to submit for the grant; the first is by using a pre-application for an initial check by the EDA for eligibility, and the second is to submit a complete construction project package without a pre-application.

## **DETAIL**

The grant request forms are complete and ready to submit a pre-application. So far, I have received 15 pledges to complete letters of support. The letters have begun to come in, but we intend to wait to submit for the grant until we are comfortable with the amount of support letters that we can submit with the package. I would prefer to have all the letters by the end of the month, but I'm not sure if we will get them all within that timeframe.

Simultaneously, I am working to complete the forms required for a full construction project grant package. If I can get that work complete prior to receiving all the letters of support, we intend to submit a full package rather than submitting a pre-application and then sending a complete application.

The main additional components required for a complete package that we still need to finish are an engineering narrative, environmental narrative, and a financial narrative. The narratives have very specific requirements for analysis that are generally completed by experts in their fields. OBEC already has most of the required data for the engineering and environmental analysis, and they are going to complete those documents for us in the coming weeks. The financial analysis can be completed by Port Staff based on the engineer's qualified opinion of cost that OBEC has already provided us with.

## **OUTREACH**

So far, I have identified a list of 30 potential supporters of the project. The 15 left that I still need to contact consist mainly of political officials. I will need help getting their support, which is essential to gaining funding for the project. This group is quite possibly the most important group that will influence the grantors to fund the project. Without their support, our chances for funding are significantly reduced. There are challenges in getting them to come onboard with this effort, so we need to tell the Port Dock 5 Pier story in a compelling fashion.

I've provided material that we've used to inform those who are writing letters of support. In general, the intent behind these documents is to demonstrate that:

- The businesses that exist at Port Dock 5 are a vital component to the regional and state economy.
- The Port Dock 5 Pier is essential to the success and growth of those businesses.
- Therefore, the Port Dock 5 Pier is itself a regional economic asset that cannot be allowed to fail.

To try and demonstrate these points, I have used and provided statistical data collected from Federal, State, and County agencies.

In reading successful grant applications, one of the most common points for success has been political support from Senators, Congressmen, and State Representatives. Although this is a federal grant, support from our State Legislators informs the opinions of Senators and Congressmen.

The Port Dock 5 Pier should be considered by all to be critical infrastructure for our local economy. Any help you can provide by way of outreach will increase our chances of securing funding.

### **BUDGET IMPLICATIONS**

Another component of grant applications that I have seen result in favorable responses is some movement on the part of the requestor to commit to matching funds. Because this project will take place in the next fiscal year, we cannot actually allocate the funds until the budget process is finished. If the Port Commission could make a firm statement that in the event we cannot secure another funding source to match this grant, we will make funding the construction our top priority, then our case for approving the grant request is stronger.

I recommend that we begin work to properly word a resolution that identifies funding this project next year as a matter of primary importance.

I have submitted all the required documents to the Oregon Public Ports Association to identify this shovel-ready project to the State Legislature and the Governor. They have the authority, and there is precedent in the past for them to fund high priority Port projects at the state level. Any lobbying support that can be given by Port Commissioners and local citizens would increase our chances of getting funding.

The forms are all but complete, and our information and grant request are all but compiled, but we have a great deal of work to do in the coming weeks and months to get government and local stakeholders on board to fund this extremely important project. I will not be able to do this work myself; we need support from all around the community to gain funding sources.

## Port Dock 5 Pier Replacement Project

- Newport's commercial fishing fleet is the largest and among the most impactful in the State of Oregon.
- According to the National Marine Fisheries Service (NMFS), Newport has ranked in the top five west coast ports for annual landings of seafood for the past decade; Newport's fishing industry led the West Coast in 2014 with 124 million pounds.
- NMFS data also shows that Newport is Oregon's #1 port for the total value of fish landed, with a total of \$393,600,000 between 2007 and 2016 (most recent year for which data is available).
- During that time period, Newport led the state for 7 out of the 10 years.
- Statistics generated by the Lincoln County Commissioners show that commercial fishing and aquaculture have accounted for 50-54.5% of Lincoln County's total personal income between 2003 and 2012.
- **The Port of Newport's Commercial Marina is the heart of commercial fishing in Lincoln County.**
- At 4,562 linear feet of available moorage, the Port Dock 5 complex is the largest and best operational commercial moorage in the county, and is home to over 65 businesses.
- The Oregon Employment Department reports that Newport accounted for an annual average of more than 300 commercial fishing jobs directly, with a high of 500 jobs in July.
- The bridge from the shore to the floating Port Dock 5 complex is a dilapidated wooden pier of late 1960's vintage called the Port Dock 5 Pier.
- The cores of the wooden pilings supporting the Port Dock 5 Pier have rotted away; many of those pilings are now hollow, and the pier is in danger of failing.
- As a result of the structural degradation of the pier, access to the floating Port Dock 5 complex has been restricted; if the pier is not rebuilt, those restrictions will continue to become more severe, in an attempt to prevent failure of the structure.
- Demand continues to increase for additional commercial fishing businesses to come to Newport, and the configuration and infrastructure in the Port Dock 5 complex has become obsolete and deficient.
- The Port has had to turn away 14 new businesses in the past year due to lack of space and failing infrastructure, which in turn diminishes the Port's opportunity to generate new revenue.

- **A new Port Dock 5 Pier is needed to both retain the Commercial Fishing Industry, which is a vital part of Lincoln County's economy, and to configure the Port's infrastructure to allow for growth and changes in vessel construction over the next 40 years.**
- The Port of Newport has invested in planning for the replacement of the Port Dock 5 Pier, and is in possession of all the required permits and final plans to complete the project, but does not have funding for the \$2.4M construction project.
- The Port of Newport is asking for a grant from the Economic Development Administration of the U. S. Department of Commerce to fund 50% of the pier construction so that we can maintain access to Port Dock 5, which is the main operating base for the Commercial Fishing Industry in Lincoln County.

**The Port of Newport respectfully requests your support for the Port Dock 5 Pier Re-construction, which will protect and provide future growth potential for the Commercial Fishing Industry that accounts for over half of the total personal income of Lincoln County.**

**Please send letters of support for this shovel-ready construction project to Aaron Bretz at the Port of Newport: [abretz@portofnewport.com](mailto:abretz@portofnewport.com)**

**Letters should be addressed to:**

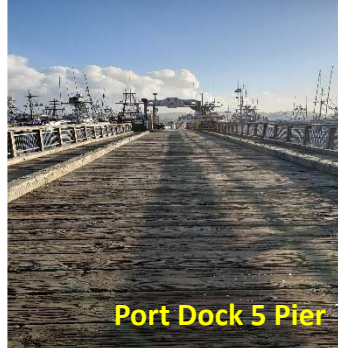
**A. Leonard Smith, Regional Director  
Jackson Federal Building  
915 Second Avenue, Room 1890  
Seattle, WA 98174-1012**



Holes in the existing pilings



A bridge to industry; gateway to the future



Port Dock 5 Pier

# **Newport's Port Dock 5 Pier: A Bridge to Industry and a Gateway to the Future**

**Aaron Bretz**

**Director of Operations**

**Port of Newport**



**November 28, 2018**



**Problem:** The Port Dock 5 Pier was built in the mid 1960's on creosote pilings as a bridge to the floating Port Dock 5 complex. It underwent a renovation of the superstructure in the early 1990's, but the pilings have exceeded their lifespan and are failing. Additionally, the commercial marina is over 110% capacity, and the Port has turned away 14 new annual moorage holders in the past year. This represents over \$38,000 in lost annual moorage fees to the Port, and 42 jobs that weren't added to Newport's economy.

The Port is seeking funding to begin construction on a replacement pier during the in-water work period of 2019-20. Work would begin in the fall of 2019; time is critical because the current structure is a serious safety and environmental concern. The projected total for the project is \$2.4M.

**Background:** The Port Dock 5 Pier is the main artery that connects the Port Dock 5 complex to the shoreline. It carries fuel lines as well as firefighting water to the docks. The replacement project will revitalize this connection to the shore and provide the infrastructure that will set the stage for reconfiguration and growth in the commercial marina in the coming years. This improved structure will allow the Port to build docks with more moorage space to accommodate new businesses.

This replacement project provides current business with the opportunity to continue operating and maintain over 300 existing jobs. It also enables the Port to continue with redesign and expansion of the commercial marina, which would add 35 fishing jobs and support over 500 jobs in Newport's maritime industry over the next 10 years.

Replacing the Port Dock 5 Pier is vital to the continuance of the fishing industry in Newport, and indeed the region. According to the Pacific Fisheries Information Network, for the past decade Newport has ranked in the top five west coast ports for annual landings of seafood. During that same time period, Lincoln County has reported that commercial fishing and aquaculture has accounted for 50-54% of the total personal income in the county. Port Dock 5 is at the very heart of the fishing industry in Lincoln County. The Port Dock 5 Pier is what keeps Newport's "Working Waterfront" working.

**Project Status:** Draft final construction plans have been completed, and are scheduled to be finalized prior to December 14, 2018. Permitting for the project by the State and Federal government has been completed, and the Port is in possession of the required permits. Upon finalization of construction plans, they will be submitted to the City of Newport for official approval. This project will be completely "shovel-ready" prior to the start of the construction window in November, 2019.

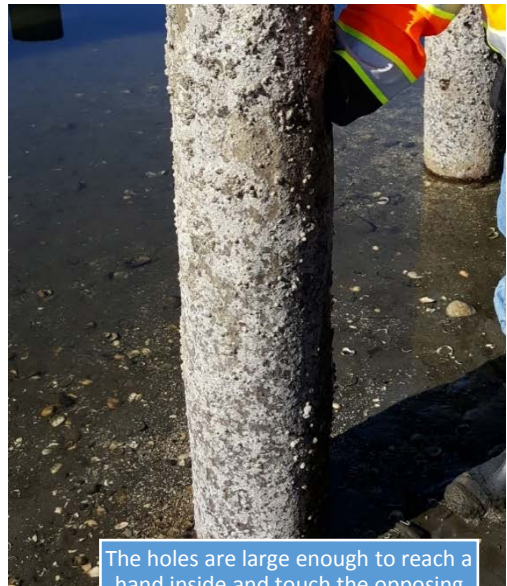
**Funding Requests:** The Port of Newport is completing a Public Works and Economic Adjustment Assistance Program grant request that will be submitted to the Economic Development Alliance. We will also submit a BUILD Grant request to the U. S. Department of Transportation when the window for submission opens. The Port has notified the Oregon State Legislature of the project and is seeking support from our representatives.

**Conclusion:** As fishing vessels have continually grown in size, more and more businesses have sought to come to the Port of Newport due to the robust support network that exists in the Maritime Industry in Yaquina Bay. The Port's infrastructure is both obsolete and in disrepair, but we are at a moment of opportunity to position the Commercial Marina to support the fishing industry for the next 50 years, attract the new generation of fishing vessels, and continue to provide a home for one of the most productive fishing fleets on the west coast. The Port Dock 5 Pier replacement is a gateway project to the marina of the future that has the potential to add more businesses and jobs to the region.

The Port of Newport asks for your backing and advocacy as we seek grants for this vital project, and we hope that we can count on you for a letter of support that will help us secure funding.



Holes can be seen in the pilings beneath Port Dock 5



The holes are large enough to reach a hand inside and touch the opposing side

# STAFF REPORT

---

**DATE:** 14 December 2018  
**RE:** Rogue Seawall Analysis by BergerABAM  
**TO:** Port of Newport Board of Commissioners  
**ISSUED BY:** Aaron Bretz – Director of Operations

---

## **BACKGROUND**

BergerABAM's complete preliminary conditional assessment of the Rogue Seawall is attached.

## **DETAIL**

To summarize the report and BergerABAM's recommendation, the steel soldier piles are of main focus and concern. There are repairs that can be made, but the good news is that the repairs are less extensive and expensive than what they originally thought at first-glance. This means that we are looking at this problem at the right time. Their recommendation was not replacement, but rather repairs that would extend the life of the wall by (roughly) 20 years.

Within the next 2 years, we should determine the best mixture of methods for extending the wall's life and plan to accomplish that work in the next 3-5 years. As time wears on, the condition will continue to degrade and the repairs will become more expensive until repair is no longer an option. BergerABAM recommended that the best way to determine the correct repair plan was to gather more specific data on the condition and respond accordingly.

## **RECOMMENDATION**

In the coming budget year, I recommend that we perform core testing on the concrete lagging and sub-tidal testing and exploration. Additionally, we should conduct testing on the fill material and the tiebacks to determine their current state so that we can make more specific assumptions in determining the proper repairs.

I estimate that the final round of analysis to determine the proper repairs for the wall would be about \$50,000.

There are multiple planning grants that we can apply for to fund this work, and that is how we should seek to fund the final analysis.



# **Structural Evaluation Report- DRAFT**

**Port of Newport  
Rogue Brewery Seawall**

## **Submitted to**

**Mr. Aaron Bretz  
Director of Operations  
Port of Newport  
600 SE Bay Boulevard  
Newport, Oregon 97365**

**December 2018**

## **Submitted by**

**BergerABAM  
700 NE Multnomah Street, Suite 500  
Portland, Oregon 97232**

**A19.0078.00**

# STRUCTURAL EVALUATION REPORT

Port of Newport  
Rogue Brewery Seawall  
Newport, Oregon

## TABLE OF CONTENTS

SECTION	PAGE
<b>INTRODUCTION</b> .....	<b>1</b>
<b>Background</b> .....	<b>1</b>
<b>Purpose</b> .....	<b>1</b>
<b>Documents Reviewed</b> .....	<b>1</b>
<b>Description</b> .....	<b>2</b>
<b>SEAWALL CONFIGURATION</b> .....	<b>2</b>
<b>Structural Materials</b> .....	<b>2</b>
<b>INSPECTION METHODOLOGY</b> .....	<b>2</b>
<b>EXISTING CONDITIONS</b> .....	<b>3</b>
<b>Soldier Piles</b> .....	<b>3</b>
<b>Deadman Anchors</b> .....	<b>6</b>
<b>Concrete Lagging</b> .....	<b>6</b>
<b>Concrete Pile Cap</b> .....	<b>7</b>
<b>Backfill Material</b> .....	<b>9</b>
<b>CODE BASED ANALYSIS OF ROGUE SEAWALL (SOLDIER PILES AND TIE-BACKS)</b> .....	<b>9</b>
<b>Initial Structural Code Based Design Recheck</b> .....	<b>10</b>
<b>Current Structural Code Based Check</b> .....	<b>10</b>
<b>POSSIBLE REHABILITATION METHODS AND APPROXIMATE COSTS</b> .....	<b>11</b>
<b>Soldier Piles</b> .....	<b>11</b>
<b>Deadman Anchors</b> .....	<b>13</b>
<b>Concrete Lagging</b> .....	<b>13</b>
<b>Concrete Pile Cap</b> .....	<b>13</b>
<b>Backfill Material</b> .....	<b>13</b>
<b>NEXT STEPS</b> .....	<b>14</b>
<b>CONCLUSION</b> .....	<b>14</b>

## LIST OF TABLES

<b>Table 1. Pile Data for Rogue Brewery Seawall</b> .....	<b>2</b>
<b>Table 2. Analysis Results for Tallest Soldier Piles: Current Corroded Conditions</b> .....	<b>11</b>
<b>Table 3. Possible Soldier Pile Repair Methods and Approximate Associated Costs (30 percent contingency was applied).</b> .....	<b>12</b>

**LIST OF FIGURES**

**Figure 1. Observed corrosion damage on soldier pile flanges .....6**  
**Figure 2. Concrete lagging existing conditions .....7**  
**Figure 3. Concrete spalling on pile cap (Pile No. 40).....8**  
**Figure 4. Backfill loading on soldier piles ..... 10**

**LIST OF APPENDICES**

- Appendix A – Photographs**
- Appendix B – Rogue Brewery Seawall Drawings**
- Appendix C – ASCE Waterfront Facilities Inspection and Assessment Excerpts**
- Appendix D – Soldier Pile Wall Modeling Results**

# **PORT OF NEWPORT ROGUE BREWERY SEAWALL STRUCTURAL EVALUATION**

## **INTRODUCTION**

### **Background**

The Port of Newport retained BergerABAM to perform a limited structural condition assessment and evaluation of the Rogue Brewery Seawall located at the South Beach Marina in Newport, Oregon. Rogue Brewery Seawall is approximately 540 feet long and supports the Rogue World Headquarters building at 2320 SE Marine Science Drive in Newport (44° 37' 12" N and 124° 3' 8" W).

### **Purpose**

The overall purpose of the project is to provide an assessment of the current structural conditions and service life of the seawall and provide possible solutions and associated costs with repair approaches. The results of this report are intended to assist the Port of Newport in developing plans for maintenance and rehabilitation in order to maintain the long-term functionality of the seawall.

### **Documents Reviewed**

BergerABAM reviewed the following documents as part of the basis for this condition assessment.

- Original as-built drawings for the seawall and the superstructure shelter, dated 1 February 1979.
- Original as-built drawings for the Rogue Ales Brewery building (formerly the Dry Moorage Building), dated 1 February 1979.
- Evaluation of slab-on-grade floor – Letter report, BergerABAM No. PAPOR-04-053, dated 3 October 2003.
- Rogue Ales Tasting Room Addition, Job No. 91-96, Engineering Concepts Inc., dated 1 December 1997.
- Original geotechnical report: Soils Investigation, South Beach Marina on Yaquina Bay, Newport, Oregon, Dames and Moore, dated 8 March 1978.

The following references were used to check the soldier piles:

- Retaining Wall Design Guide, U.S. Department of Agriculture, FHWA-FLP 94006, September 1994.
- Heavy Construction Costs with RSMeans Data, 75th Annual Edition, 2017.



## Description

The seawall supports the Port's tenant, the Rogue Ales Brewery facilities. The Rogue Ales Brewery building was built in 1980 and is currently being supported by the seawall on its north side. The building is approximately 98 feet by 240 feet with a maximum roof height of 46 feet. This building was first occupied by the Rogue Ales Brewery in 1992 and is currently being used for beer production and packing activities. It also contains a restaurant.

## SEAWALL CONFIGURATION

The Rogue Brewery Seawall comprises steel soldier piles and concrete lagging panels tied back with steel rods to a deadman anchor (see Appendix B). The W18 soldier piles were spaced 10-feet on center and supported about 4 feet 6 inches below the pile top by deadman anchor tie-backs. According to the as-built drawings, the tie-back anchors consist of 1-1/4-inch-diameter, high-strength steel rods, coated in mastic and covered with extruded polyethylene. The anchors are connected to 5-foot square by 1-foot thick precast concrete deadman slabs. Tie-back lengths are variable but mostly 60 feet. A 2-foot-8-inch by 1-foot-11-inch pile cap embraces all piles tips. The seawall involves 56 soldier piles as detailed in Table 1. Concrete lagging was used between soldier piles to support the backfill.

**Table 1. Pile Data for Rogue Brewery Seawall**

Pile No.	Tip Elevation	Length
1 & 55	-14'-4"	30'
2	-19'-4"	35'
3 & 54	-24'-4"	40'
4	-29'-4"	45'
5 & 53	-36'-4"	50'
6	-39'-4"	55'
7 - 52	-44'-4"	60'
6	-4'-4"	20'

Note: The pile top elevation is 14 feet 6 inches. Data provided on the as-built drawings was not independently verified. Mean lower low water (MLLW) is 0'-0".

## Structural Materials

The material data are derived from the as-built drawings. The soldier piles conform to ASTM-A588 Grade B steel with yield stress of 50 ksi. The drawings indicate that the tie-back rods have an ultimate strength of 150 ksi. All hardware and bolts were hot dip galvanized. The concrete reinforcement was A-615 Grade 40 and the concrete minimum 28-day strength was 4,000 psi, with cement Type II as noted in ASTM C-150 and aggregate per ASTM C-33.

## INSPECTION METHODOLOGY

BergerABAM visited the site of the Rogue Brewery Seawall on 27 February 2018 and 8 October 2018. Howard Wells, PE, senior project manager, led the inspection with assistance from engineer Vahid J. Azad (present only in the second inspection). Also present at the second visit were Aaron Bretz and Chris Urbach with the Port of Newport. The first inspection was performed in a near-low tide condition while the second happened at a near-high tide

condition. The inspection was conducted in general conformance with a Routine Above-Water Inspection as set forth by the American Society of Civil Engineers (ASCE) *Waterfront Facilities Inspection and Assessment* manual.

Additionally, the superstructure (Rogue Ales Brewery building) was inspected from inside for possible damage due to backfill instabilities. Due to considerable settlements under the building slabs, a local repair along the seawall was performed about 10 years ago. The slabs on grade were generally inspected for additional damage after the local repair on 8 October 2018.

The inspection was limited to accessible components of the structure. Inspection methods were visual. Underwater inspection and destructive testing were not in the scope of this work. The inspection assessed the general condition of the whole soldier pile wall with the intent of providing recommendations for future maintenance and rehabilitation according to the ASCE manual.

## **EXISTING CONDITIONS**

The four decades of exposure to the marine environment have resulted in visible deterioration of many of the seawall major structural elements. This deterioration includes corrosion of the steel soldier piles and spalling of the concrete beam/pile cap. In addition, some loss of backfill material through gaps in the concrete lagging panel is apparent as material can be seen in front at the base of the wall. It is suspected that some historical settlement of the interior floor slab of the brewery may be due to this material loss. Finally, the wall appears to be deflecting outward in some places, although this deflection may have occurred at the time of construction rather than gradually over time. While a detailed description of possible damage mechanisms is provided hereafter, Appendix A presents more informative visual inspection pictures taken in both visits.

### **Soldier Piles**

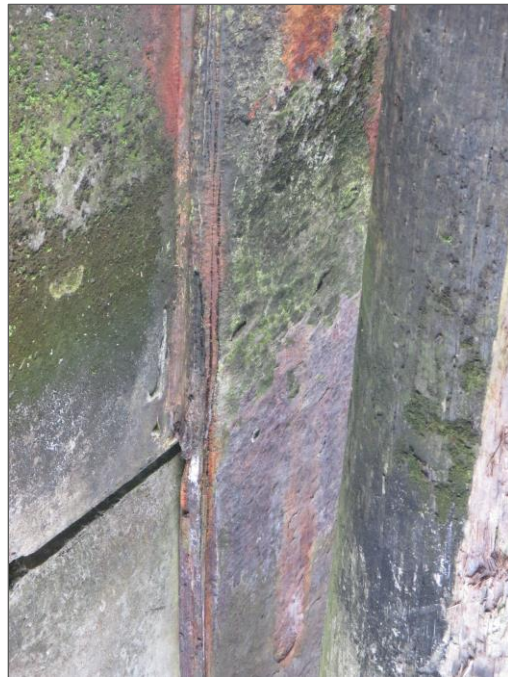
Soldier piles are the major structural components in the seawall, and their performance can directly affect the superstructure. There are visible misalignments, cracks, and corrosion damage as described hereafter.

#### ***Visible Corrosion Damage***

Figure 1 (a through e) shows the typical damage to the soldier piles. There is corrosion damage visible as laminated rust in two zones (a) the tide splash zone (elevation -3 feet to elevation +10 feet on average) and (b) below the cap beam on the all soldier piles. Considerable expansion was observed on the seaside pile flange showing a thickness increasing to approximately 1-1/4 to 2 inches (originally 0.87 inch for W18x97).



**1(a). Corrosion on soldier piles  
(27 February 2018)**



**1(b). Typical chloride-induced corrosion damage in splash zone  
(27 February 2018)**



**1(c). Typical chloride-induced corrosion damage in splash zone  
(8 October 2018)**



**1(d). Typical chloride induced corrosion damage under the pile cap  
(8 October 2018)**



**1(e). Formation of calcium carbonate shows the possibility of carbon-induced corrosion  
(27 February 2018)**

**Figure 1. Observed corrosion damage on soldier pile flanges**

The damage is also severe below the pile cap where there is no direct water contact. This is due to the geometry of the corroded area, where the pitting and crevice corrosion possibilities are higher than smooth areas. The chloride-induced corrosion is more probable in locations where the access to oxygen is more limited because of specific geometric configurations like corners, etc.

There are various locations where the pile cap concrete has cracked or spalled (as will be discussed later in this report). This may be due to pile tip outward deformations, especially on the western side, caused by corrosion damage, extra surcharge, etc.

### **Deadman Anchors**

The as-built drawings indicate that, based on ASTM standards, 1-1/4-inch-diameter anchors with a 2-inch sleeve and corrosion protection were installed at the time of construction. The anchors and connections were not checked during the site visits. The existing misalignments in the wall profile may indicate some tie-back insufficiencies, but from the overall wall stability, it does not appear they are in a critical situation. There might be other reasons behind this outward deformation in addition to tie-backs, such as imperfect alignment during original construction.

### **Concrete Lagging**

The concrete laggings are in generally good condition in terms of concrete surface quality (cracks, spalling, etc.) and vertical alignments. Figure 2 shows a typical lagging condition.



**Figure 2. Concrete lagging existing conditions**  
(There are surface effects from water; however, the overall visual inspection seemed acceptable at this point.)

Some minor sulfate attack and carbonation issues were found during the visual inspections. The corrosion or degradation due to carbon or sulfates can be monitored and prevented with service-life modeling and design, probably with coating. This is a less severe damage mechanism than chloride-induced corrosion, but can be resolved when corrosion inhibitors are applied.

### **Concrete Pile Cap**

There is visible damage on the intersection of pile cap and solder piles in many locations. At some points, as shown in Figure 3(a), concrete spalling is evident. The spalling is most probably related to minor tension happening on pile cap face due to lateral pile deformations (i.e., minor axis bending on the pile cap). There are many other locations where small repairs have been performed over time for outer cracking on pile cap, shown in Figure 3(b).



**3(a). Concrete spalling on pile cap (Pile No. 42, see as-built drawings)**



**3(b). Repairs for cracks on pile cap face**

**Figure 3. Concrete spalling on pile cap (Pile No. 40)**

## **Backfill Material**

According to Mr. Bretz, the backfill materials are continuously leaking into water from the concrete lagging joints in some location. This issue may be the reason behind the historical slab on grade settlements in the Rogue Ales Brewery.

Several years ago, a repair program was performed by the tenant to attempt to arrest slab settlements on the interior of the building. The repair scheme involved cutting 3-foot-diameter holes in the slab approximately 5 feet behind the seawall. These holes were spaced approximately 20-feet on center for the full length of the seawall. Flowable concrete or grout was placed through these slab penetrations to fill voids between the slab and the soil below. It is our understanding that this concrete or grout was not installed under mechanical pressure. It was placed in a flowable state, and travelled beyond the slab opening only as far as the material was able to flow under the influence of gravity. The extent of the void filling is unknown. The slab openings were sealed with manhole lids.

The repair appears to have arrested the settlement, but it was not possible for us to determine how well the repair is performing in light of the continued loss of backfill material that has been observed. There may also be areas of slab that are not continuously supported by soil or grout. These “soft spots” may be functioning because of the small inherent bending resistance of the slab, rather than continuous bearing support, as intended by design. If this is the case, the slab could be at risk for localized cracking, settlement, or collapse under concentrated loading, or possibly, under distributed uniform loading, if the backfill loss continues.

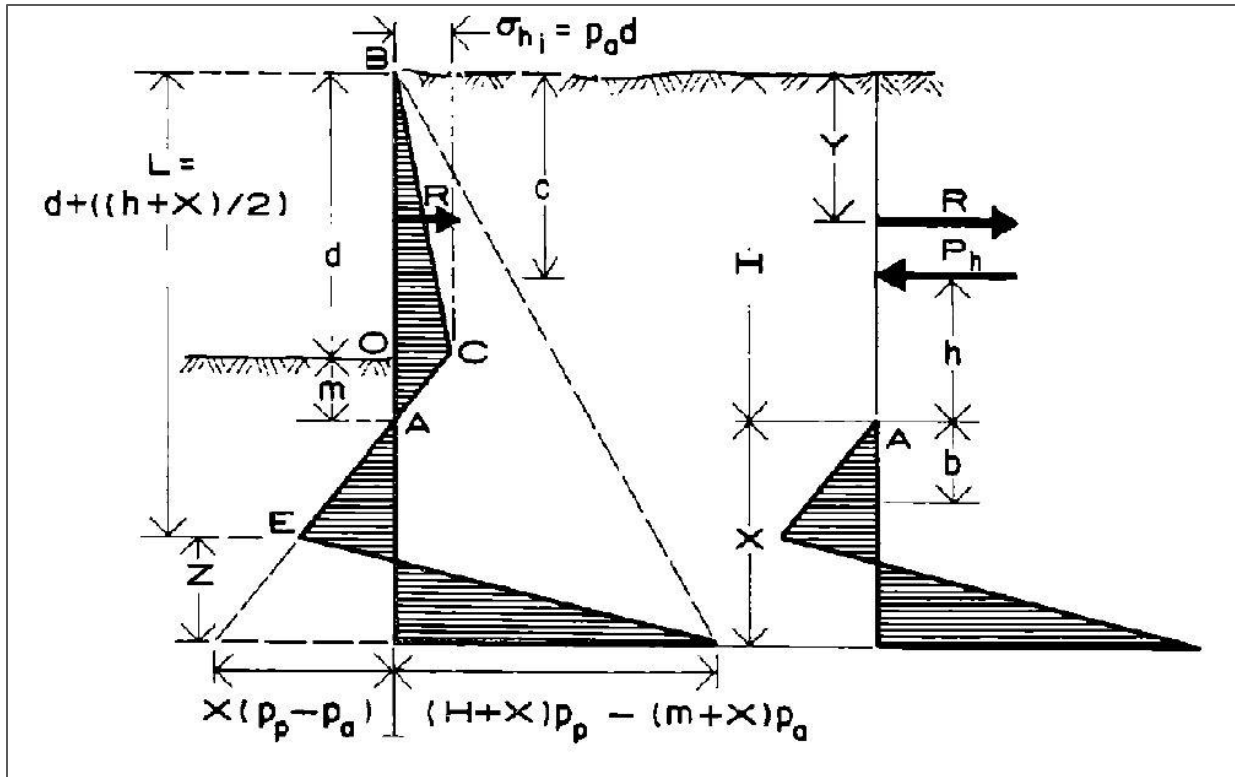
## **CODE BASED ANALYSIS OF ROGUE SEAWALL (SOLDIER PILES AND TIE-BACKS)**

To obtain a preliminary evaluation of soldier pile structural *initial* and *existing* performance, a stress analysis was conducted based on the following assumptions:

1. The geotechnical parameters were provided by GRI based on typical average soil types in South Beach Marina, Newport, Oregon (including friction angle as 35 degrees and soil density as 110 pounds per cubic foot).
2. Full drainage was assumed resulting in no hydrostatic pressure behind the wall.
3. The soil was considered saturated below the water level at elevation 0 feet (MLLW) as shown on the as-built drawings.

Figure 4 shows the loading assumption on the soldier pile with tie-back wall. According to as-built drawings, the piles were not driven to bedrock. The tie-back and W-sections will be rechecked based on AISC-ASD for the tallest piles (Pile Nos. 7 through 52).





**Figure 4. Backfill loading on soldier piles**  
 (Reference: Retaining Wall Design Guide, FHWA-FLP 94006)

The live load on the building slab was assumed per ASCE 7-10: light manufacturing as 125 psf. This preliminary assessment report is concentrated on the results for gravity loads and backfill pressures and excludes seismic loading. A complete repair and rehabilitation should include all possible load combinations including seismic events.

### Initial Structural Code Based Design Recheck

The goal of this recheck is to reproduce the structural design calculations and compare the existing degraded structure. The following design assumptions were held:

1. Tie-back tension capacity was calculated from  $F_{ult} = 150$  ksi.
2. No aboveground lateral bracing is assumed for the piles; i.e., the laterally unbraced length is approximately 30 feet.

### Current Structural Code Based Check

Corrosion products take more volume compared to initial iron material. The measurements from the site visit indicated flange thicknesses of approximately 1-1/4 to 2 inches. Assuming an average of four times volume expansion during steel corrosion due to corrosion products formation, increasing the flange thickness from 0.87 inch to approximately 1-1/4 to 2 inches can be translated to a flange thickness reduction of about 0.14 to 0.38 inch. Table 3 shows the existing pile brief analysis results using a 0.87- 0.38 inch (or 0.14 inch) equals 0.49 inch (or 0.73 inch) splash zone flange thickness. The reduced section assumes a uniform damage to the exposed flange *only*.

**Table 2. Analysis Results for Tallest Soldier Piles: Current Corroded Conditions**

Pile No.	Spacing (ft)	Surcharge	Tie-back force	Maximum pile moment in corroded area	Tie-back capacity		Maximum W section capacity	
					Initial	Existing	Initial	Existing
7-52	10	125 psf	110 kips	406 ft-kips	92 kips	<i>unknown</i>	410 ft-kips	352-410 ft-kips

Based on the initial calculations in Table 2, it seems the selected sections at construction time were economically chosen. This calculation is assumed as a base for the next section where the corrosion effects are considered.

According to Table 2, a significant moment capacity decrease is seen compared to the existing loads and previous calculations. The maximum moment happens on the lower part of the corroded area, underwater, where the corrosion damage is slightly less than the upper part. These calculations show the need for possible repairs, which should be based on more accurate structural analyses using valid input data taken from the site, as discussed later in this report.

**POSSIBLE REHABILITATION METHODS AND APPROXIMATE COSTS**

Our limited investigation and analysis suggests various issues from a structural and material standpoint where further in-depth analysis based on field testing is warranted. The possible repair costs cover a large range because of the limited nature of this initial assessment. This report will provide cost ranges assuming different repair levels.

Accurate performance-based analyses and repair design will provide extended service life of the Rogue Brewery Seawall at minimum cost. The provided data should involve:

- geotechnical data for backfill mechanics during normal strength and extreme seismic events;
- material and dimensional data for concrete lagging, soldier pile reduced sections, pile cap and their components;
- tie-backs connections and anchorage data; and
- superstructure surcharge estimations and geometry of the considerable loadings.

We also recommend a continuous service life prediction. Establishing the chemical composition of the soil and water (sulfate amounts, pH, carbon, and chloride content) will be useful in the service life analysis.

**Soldier Piles**

The initial step will be the protection of current piles against further corrosion using coating materials according to NACE and ASTM standards for highways and bridges. Table 3 provides different proposed methods and the approximate involved costs. The final decisions on the methods require in-depth analyses that need accurate site data as explained previously.

The final design will likely include multiple methods provided in Table 3, because the damage extent over the structure is variable. The calculations in the table are simply assuming a uniform damage level.

**Table 3. Possible Soldier Pile Repair Methods and Approximate Associated Costs (30 percent contingency was applied).**

Method No.	Repair Method	Work items	Approximate Cost per pile	Conditions	Description
1	Pile corrosion protection using coating. (This method is required with all other methods.)	<ul style="list-style-type: none"> <li>• Cleaning of structural metal framing</li> <li>• Coating</li> </ul>	\$700	All.	A basic coating protection method is assumed here.
2	Lateral bracing for existing soldier piles.	<ul style="list-style-type: none"> <li>• Local lagging demolition (112 #.)</li> <li>• Bracing material (W8x15: 860 LF)</li> <li>• Welding</li> <li>• Cleaning of structural metal framing</li> <li>• Coating</li> </ul>	\$1400	Low corrosion damage and short piles.	This method will slightly increase pile bending capacity. It requires local lagging demolition to access pile compression flange. Material cost details from a quote from Skyline Steel and labor from RSMMeans Data.
3	Adding another section on each pile and providing welding connections.	<ul style="list-style-type: none"> <li>• Additional pile (W18x50: 3155 LF)</li> <li>• Welding</li> <li>• Cleaning of structural metal framing</li> <li>• Coating</li> </ul>	\$4800	The existing pile capacity is not enough versus demands. Also, connections to existing piles are possible.	This method will require a permit to extend the structure into water. Cost details from a quote from Skyline Steel.
4	Horizontal component (e.g., truss or waler) at the maximum force locations.	<ul style="list-style-type: none"> <li>• Truss material (HSS 6x5x3/8: 2500 LF )</li> <li>• Tie-backs (20 #)</li> <li>• Welding</li> <li>• Cleaning of structural metal framing</li> <li>• Coating</li> </ul>	\$5200	In addition to method 3, plus if there are minor issues with tie-backs.	The horizontal member can connect piles faces and be supported in few locations using additional tie-backs. This method will require in-water permits. Material cost details from a quote from Skyline Steel and labor from RSMMeans Data.
5	Second level tie-back.	<ul style="list-style-type: none"> <li>• Tie-backs (56 #)</li> <li>• Cleaning of structural metal framing</li> <li>• Coating</li> </ul>	\$6250	When the existing pile capacity is too low compared to demands and water work permits are not available.	Cost details from U.S. Department of Transportation Bid Item Unit Price Average.

### **Deadman Anchors**

There was no access to deadman anchoring systems; therefore, any repair suggestion is dependent on further in-depth investigations. We suggest gaining access to the connections, at least where the misalignments have happened, to make sure the connections and tie-back are stable.

### **Concrete Lagging**

The lagging system is not in a critical situation. The surface conditions do not show significant damage at this point; however, the structural damage usually becomes evident well after the initiation of corrosion. Therefore, the service-life predictions will be very useful for concrete lagging as important structural components. Core sampling at different zones is suggested for the overall prediction of long-term lagging performance. The possibility of sulfate attack should also be determined.

### **Concrete Pile Cap**

Local repairs are needed for the pile cap after the overall soldier pile tip deformation is resolved. The associated repair includes resolving the deformation issue independently and repairing the spall damage on pile cap. The cost associated with this repair is quite low compared to other structural issues and is ignored at this stage.

### **Backfill Material**

Soil stabilization is recommended to prevent more backfill loss into water to increase the superstructure service life. According to Mr. Urbach, the sinkholes due to vertical settlement on the superstructure subgrade soil were about a foot deep in a very wide area close to the seawall. The sinkholes were filled with aggregates and cement mortar about 10 years ago (but not mud jacking). The previous repairs have helped the performance of the floor, but the remaining structural life is unknown. In addition, the current stable conditions may be due to bending action of floor slabs.

For the repair, high-density polymer injection is suggested. The low viscosity polymer resin components are injected underground using small holes in the floor (5/8- to 2-inches diameter). The polymer material flows into the voids and weak zones in the soil mass. Then, the polymer starts reacting and results in an expanded reaction product that can influence 8 to 10 feet around it. The material can drive out water and seal the backfill from the entry of water into subsurface soil pockets. A patterned injection is used by the technicians so that all voids can be filled. The process can be monitored under and above water using divers and live-stream video.

The associated cost for soil stabilization ranges from \$580,000 to \$715,000 (Ref: quote from Uretek, with a 30 percent contingency), assuming the whole wall length requires polymer materials. Different factors can affect this pricing, including spot treatment (reduces the costs) and superstructure subgrade stabilization requirements (increases the costs). There might be a considerable variance in the costs based on the amount of material loss under the superstructure slabs, which is currently unknown.

## **NEXT STEPS**

We recommend the following in-depth investigations as the next step for final repair design and predicted service life of the seawall structure. Together, these activities can be thought of as the Phase 2 Investigation.

- Perform thorough condition assessment and document current damaged structural system, to a level of detail sufficient to enable selection of the repair schemes and to enable production of construction contract documents.
- Prepare superstructure loading evaluations for probable future extensions.
- Prepare a geotechnical report involving backfill pressures, site seismologic data, tide information, etc.
- Review environmental data on soil/water chemistry and environmental factor histories (temperature, wind, etc.).
- Perform sampling from the concrete lagging and steel piles and the required chemical and mechanical tests in laboratories.
- Perform inspections for soil stabilization;
- Obtain access to inaccessible portions of the structure, such as deadman anchor connections.

The final repair recommendations (Phase 3 Final Design) will be performed using the results of these investigations.

## **CONCLUSION**

This report provides an objective evaluation of current structural performance of the Rogue Brewery Seawall. With existing loading, the seawall structure is not facing a short-term safety problem; however, the future service life of the structure is unknown and there are two major problems that need to be addressed: backfill stabilization and soldier pile repairs.

Before we can provide final detailed repair recommendations, we recommend investigations, including a more in-depth data-gathering program, service-life analysis, and repair alternatives analysis. This study should be performed in conjunction with an economic evaluation of the facility by the Port in order to determine cost-benefit ratios associated with various repair and replacement schemes.

The final repair recommendations will be based on the damage extents provided by the in-depth investigations. The repair method may be variable over the seawall and will range from minor to major repair methods. The following approximate costs are associated with the repair phase:

**Engineering and Permitting: \$265,000**

**Soil Stabilization: \$715,000**

**Soldier Piles Repair: \$350,000**

The final optimized seawall repair will likely be a mixture of methods in Table 3 over the structure because the damage is not uniform. The above cost may change with further assessments and over time.

In addition, there might be extra repairs required for other structural elements that were visually inaccessible during the site visits, including deadman anchors, anchor connections, concrete lagging reinforcement, etc.

The provided service life of the repaired structure will completely depend on the repair methods and structural evaluation intervals. An extension of 20 years or more to the current service life is possible with regular structural evaluations and maintenance. At this point, BergerABAM cannot provide an opinion on the serviceable future of the seawall and fill, given current loading. The extended service life can be determined after in-depth investigations and repair methods are finalized.

**Structural Evaluation Report  
Port of Newport Rogue Brewery Seawall  
Newport, Oregon**

---

**Appendix A  
Additional Photographs**









































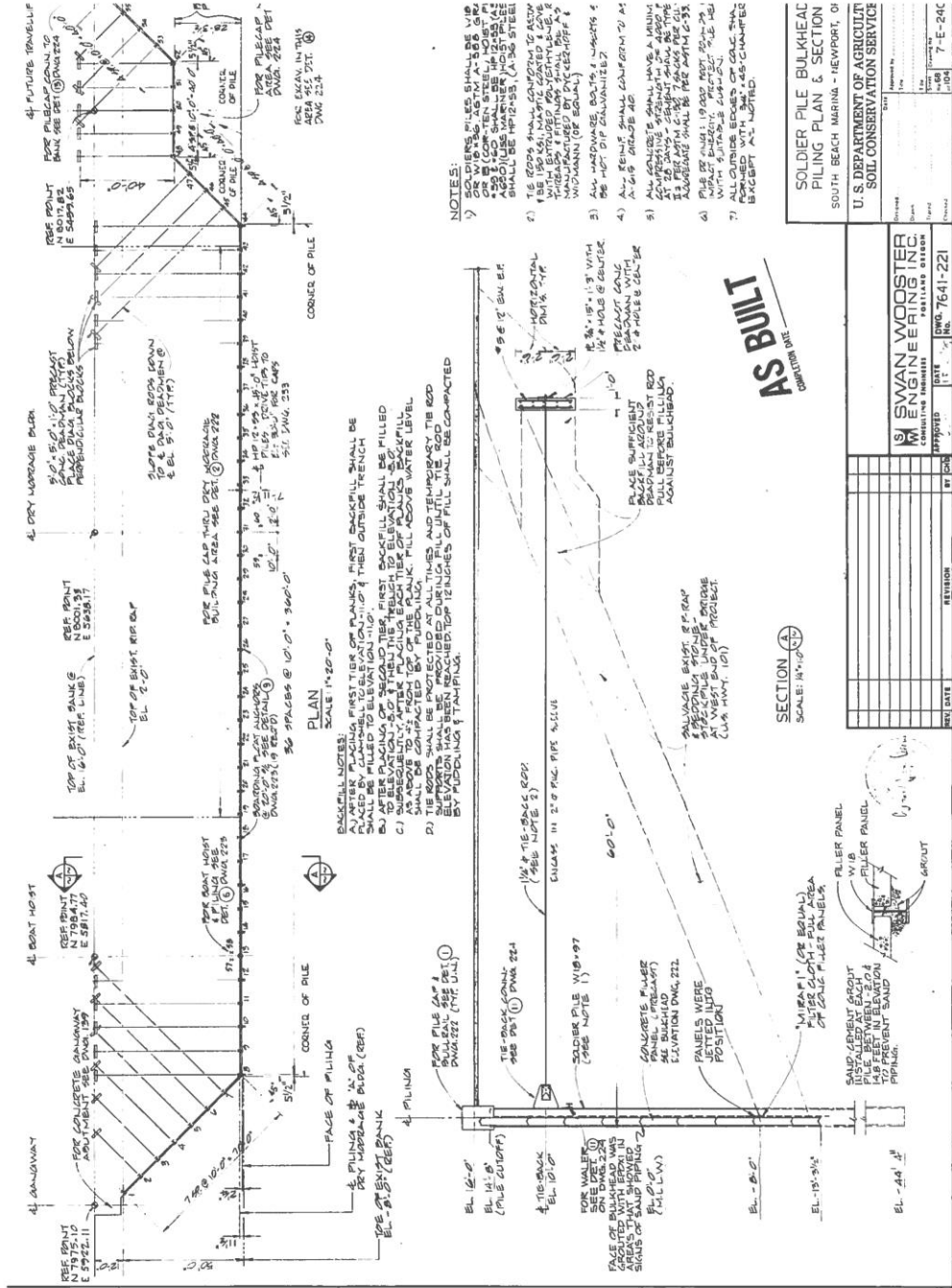




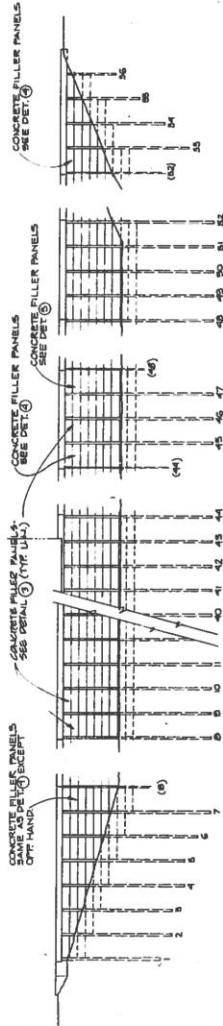
**Structural Evaluation Report  
Port of Newport Rogue Brewery Seawall  
Newport, Oregon**

---

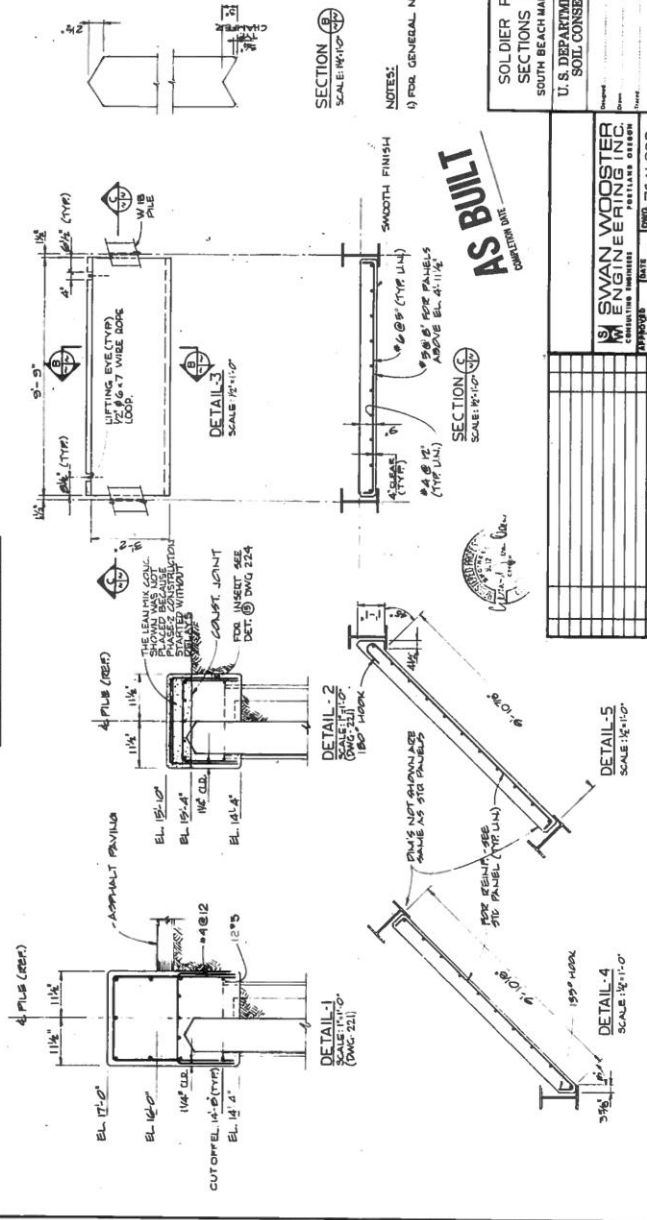
**Appendix B  
Rogue Brewery Seawall Drawings**



PILE	TIP ELEV.	LENGTH
1	-19'-4"	35'
2	-19'-4"	35'
3	-24'-4"	40'
4	-28'-4"	45'
5	-34'-4"	50'
6	-38'-4"	55'
7	-44'-4"	60'
8	-44'-4"	60'
9	-44'-4"	60'
10	-44'-4"	60'
11	-44'-4"	60'
12	-44'-4"	60'
13	-44'-4"	60'
14	-44'-4"	60'
15	-44'-4"	60'
16	-44'-4"	60'
17	-44'-4"	60'
18	-44'-4"	60'
19	-44'-4"	60'
20	-44'-4"	60'



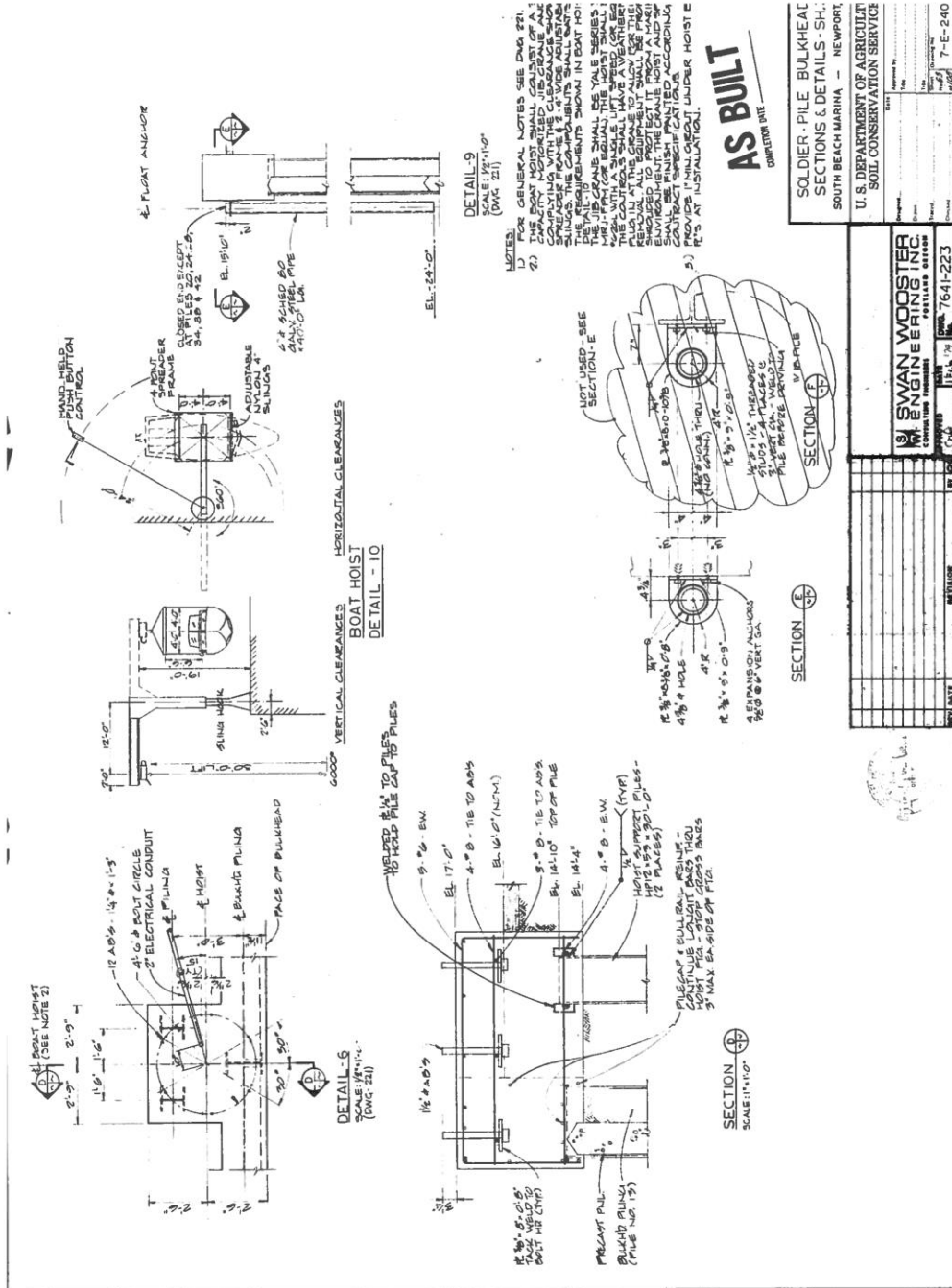
**BULKHEAD ELEVATION**

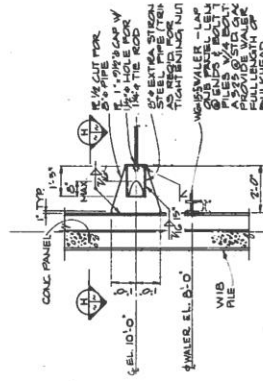


NOTES:  
1) FOR GENERAL NOTES SEE DWG. 221

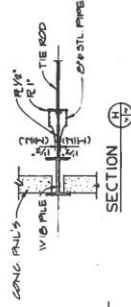
SOLDIER PILE BULKHEAD SECTIONS & DETAILS 'SH, SOUTH BEACH MARINA NEWPORT, RI U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE	
Drawn By: _____	Checked By: _____
Date: _____	Date: _____
Scale: _____	Scale: _____
Sheet No.: _____	Total Sheets: _____
Project No.: _____	Revision No.: _____
Contract No.: _____	Contract Name: _____

**SWAN WOOSTER INC.**  
ENGINEERING  
100 WASHINGTON STREET  
PROVIDENCE, RI 02903  
TEL: 401-764-1222  
FAX: 401-764-1222



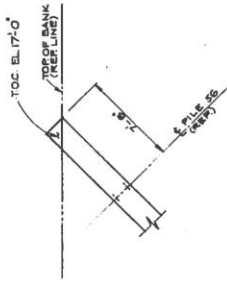


DETAIL-11  
7'-10"  
(DWG. 221)

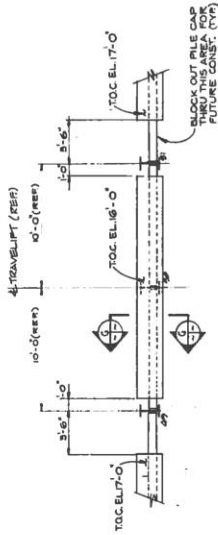


SECTION  
7'-10"

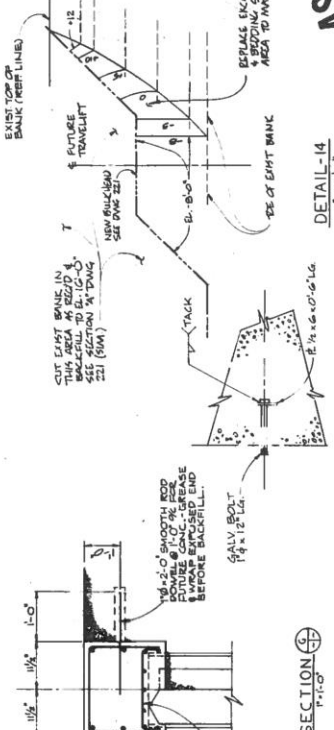
NOTES:  
1) FOR GENERAL NOTES SEE DWG. 221



DETAIL-13  
7'-2"  
(DWG. 221)



DETAIL-12  
7'-10"  
(DWG. 221)



SECTION ①  
7'-10"

DETAIL-15  
7'-10"  
(DWG. 222)

DETAIL-14  
7'-22"  
(DWG. 221)

**AS BUILT**  
CONSTRUCTION UNIT

SOLDIER PILE BULKHEAD  
SECTIONS & DETAILS S  
SOUTH BEACH MARINA - NEWPORT, RI  
U. S. DEPARTMENT OF AGRICULTURE  
SOIL CONSERVATION SERVICE



NO.	DATE	REVISION

PROPOSED  
SHEET 7641-224  
1-21-18  
SCALE  
DATE  
DWG. 7641-224  
U.S. DEPARTMENT OF AGRICULTURE  
SOIL CONSERVATION SERVICE  
NEWPORT, R.I.  
SWAN WOOSTER  
ENGINEERING, INC.  
PASTORIA OREGON

**Structural Evaluation Report  
Port of Newport Rogue Brewery Seawall  
Newport, Oregon**

---

**Appendix C  
American Society of Civil Engineers (ASCE)  
*Waterfront Facilities Inspection and Assessment:  
Section A.5: Seawalls and Revetments***



## **A.5 SEAWALLS AND REVETMENTS**

### **A.5.1 General**

Seawalls and revetments function as barriers against the sea to prevent erosion of land area or damage to structures (Fig. A-18). Typically, this type of structure needs to be substantial to resist wind, wave, and ice forces. The outside shape of seawalls varies and can be designed to reflect or redirect the energy of the waves away from the shoreline. Revetments are protected slopes typically consisting of riprap or gabions (rock-filled wire baskets).

Types of structures used to build seawalls include gravity retaining walls, cantilever retaining walls, and pile-supported retaining walls. Many seawalls have a sheet pile cutoff wall incorporated into their foundations to prevent undermining and to maintain stability. The design also accounts for overtopping of waves and the associated drainage issues to allow water to drain back to the sea without causing damage to the structure. Many seawalls incorporate several types of construction such as a combination of a gravity retaining wall and armor stone at the toe.

The most common material used to build seawalls is concrete. In the past, stone was used extensively due to its durability. Stone is also used at the toe of many seawalls to prevent scour and dissipate wave energy. Alternatives to armor stone are often precast concrete shapes that are placed at the toe of a seawall.



*Fig. A-18. Mass concrete seawall*

*Source: Courtesy of Childs Engineering Corp., reproduced with permission.*

### **A.5.2 Typical Components and Problem Areas**

The inspection of seawalls and revetments should be performed using a method similar to that of the inspection of retaining walls and bulkheads, by inspecting as much of the structure as possible during the above water inspection at low tide and performing an underwater inspection of the remainder. Make a general observation of the wall for misalignment of the overall structure and plumbness of individual elements making up the bulkhead or wall system. Note differential settlement between elements and displacement or severe damage by vessel impact or other means. The general observation of the wall should include an observation of the fill behind the wall, noting any signs of loss of fill such as depressions or sinkholes. Perform a general inspection of the revetment slope for alignment, signs of settlement or instability (slip failures), areas missing the protection layer, and signs of erosion at the toe of the slope. Where gabions are used, note the general condition of the wire baskets. The baskets are susceptible to corrosion and abrasion, potentially causing unraveling of the revetment. Table A-7 summarizes what to look for when inspecting the condition of these structures.

**A.5.2.1 Access** Many seawalls are located in very exposed locations, subject to significant wind, current, and wave action. Underwater inspection of these structures can be extremely hazardous, requiring specialized diving techniques.

Table A-7. Seawalls and Revetments: Checklist for Inspections

Section or Part	What to Look for	Comments
Seawall face	Erosion, spalling, cracking, missing blocks, cracked blocks	Assess the material condition for structural integrity; additional testing, such as concrete coring, may be warranted
Seawall top	Plumbness of face, bulges, misalignment, settlement	Identify causes of deficiencies Additional investigation, such as survey, soil borings, or other testing, may be required Monitoring over time may be required to determine if the anomaly is active or stable
Seawall toe	Scour, undermining, armor stone displacement	The mudline in front of the seawall should be evaluated to ensure that design parameters are maintained; survey and document loss of material in front of the seawall
Backland or paved areas	Sinkholes, settlement, drainage	The deck surface behind a seawall is susceptible to loss of fill through openings in the wall or erosion of soil by overtopping water; drains and scuppers should be inspected to make sure they are able to vent floodwater
Weep holes	Clogging	Weep holes are placed to relieve hydrostatic pressure on the wall and should be observed to make sure they are free-draining

**A.5.2.2 Seawall Face** The exposed face of a seawall is typically a flat or curved surface. Concrete seawalls are susceptible to erosion and corrosion-related spalling.

**A.5.2.3 Seawall Toe** The toe of the seawall is susceptible to wave action and moving water and should be observed for the effects of scour

and undermining. Take soundings along the wall to determine that the mudline at the toe is at the proper elevation.

**A.5.24 Armor Stone** Armor stone, if present, should be observed for displacement. For the armor stone to be effective, it needs to be maintained in position. If settlement is present due to scour or if the stone is being moved by wave forces, document the locations. General size and type of stone should also be determined to verify that the planned protection has not been replaced by unplanned deposits.

**A.5.25 Pile Foundation** Pile foundations for seawalls should not be exposed. If scour and undermining exposes the piles, take measurements to monitor further erosion.

**A.5.26 Backland Areas** Signs of settlement and sinkholes behind the seawall should be looked for. This is evidence of loss of expansion/construction joint fillers or broken/displaced drainage piping, which allow the fill to wash away.

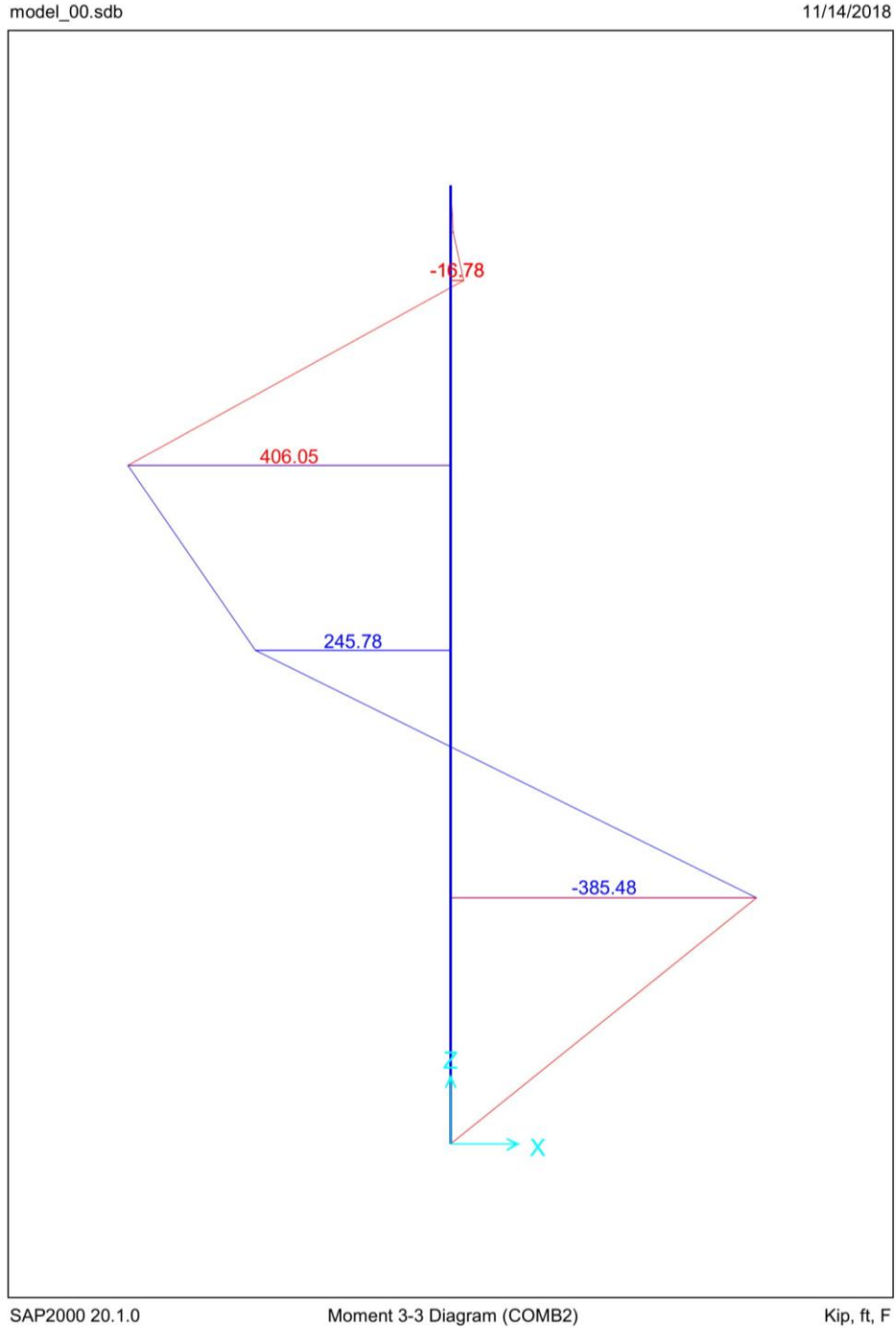
**A.5.27 Alignment and Settlement** Seawalls should be checked and monitored over time for changes in alignment and settlement. Any significant movement of the structure indicates failure and, if not corrected, could lead to the eventual loss of the structure.

**Structural Evaluation Report  
Port of Newport Rogue Brewery Seawall  
Newport, Oregon**

---

**Appendix D  
SOLDIER PILE WALL MODELING RESULTS**

Assuming the backfill active and passive pressures and a 3-foot unbalanced water level behind the wall, the following moment diagram is obtained for the soldier pile. The maximum moment for this diagram is used for checking the initial and existing pile and tie-back.



# NEW BUSINESS AGENDA ITEM

---

**DATE:** *December 13, 2018*  
**RE:** *Commission Meeting Mailing List Policy*  
**TO:** *Teri Dresler, Interim General Manager*  
**ISSUED BY:** *Karen Hewitt, Administrative Supervisor*

---

## **BACKGROUND**

As a public body, the Port of Newport is required to send notice of public meetings to those who have requested those notices. (See attached excerpt from ORS 192.640). Notices of Meetings are sent out to the following distribution lists: Commission Meetings-Media & Public, Commission Meetings-Staff, Commission-Port Addresses, and CFUG Committee. Attached is a list of the members of the Commission Meetings-Media & Public Distribution list.

## **CURRENT PROCEDURE**

There has not been a formal policy in place for requesting addition/removal from the distribution list. I do receive requests via email from time-to-time for addition or removal. These distribution lists are managed in my Outlook account, and I send notices using these lists as appropriate for meetings.

## **ALTERNATE CONSIDERATIONS**

I have attached a possible option for a member of the public or media to request email notifications via our new website and via the Meeting sign-in sheets.

-###-





*From ORS 192.640.*

**1. Notice**

The Public Meetings Law requires that public notice be given of the time and place of meetings. This requirement applies to regular, special and emergency meetings as those terms are used in ORS 192.640. The public notice requirements apply to *any* “meeting” of a “governing body” subject to the law, including committees, subcommittees and advisory groups. See discussion above of Governing Bodies and Public Bodies and of Public Meetings. A governing body’s notice must be reasonably calculated to provide actual notice to the persons and the media that have stated in writing that they wish to be notified of every meeting.

...

*Paid display advertising is not required.* A governing body is not required to ensure that the release is published. News media requesting notice of meetings *must* be given notice.

**Mailing Lists** — Agencies maintaining mailing lists of licensees or other persons or groups for notice purposes, either as a regular practice or under the requirements of ORS 183.335(8), should mail or fax notices of regular meetings to persons on those lists.

**Interested Persons** — If a governing body is aware of persons having a special interest in a particular action, those persons generally should be notified, unless doing so would be unduly burdensome or expensive.



Contact Group Name:  
3-Commission Meeting-Media &  
Public

Members:

- |    |                                |    |                                 |
|----|--------------------------------|----|---------------------------------|
| 1  | Adam Scarberry                 | 39 | Dietmar Goebel                  |
| 2  | alanb@chwa.com                 | 40 | Director Operations             |
| 3  | Art Green                      | 41 | Don Rides                       |
| 4  | Barbara Dudley                 | 42 | Don Sarver                      |
| 5  | Beanie Robison                 | 43 | Doug Hunt                       |
| 6  | berta@oceancluster.is          | 44 | Doug Morrison                   |
| 7  | Bob Aue                        | 45 | editor@newportnewstimes.com     |
| 8  | Bob Eder                       | 46 | Edward. Tabor                   |
| 9  | Bob Jozwiak                    | 47 | Ernie Phillips                  |
| 10 | Bob Wienert                    | 48 | Evan Hall                       |
|    | Brett Joyce - Oregon Brewing   | 49 | Fred Yeck                       |
| 11 | Company-Rogue Ales             | 50 | Fred Yeck Jr.                   |
| 12 | Bud Shoemake                   | 51 | Gary Ripka                      |
| 13 | Burak Marine                   | 52 | Gary Weiss                      |
| 14 | Caroline Bauman                | 53 | Gene Law                        |
| 15 | cfo@teevinbros.com             | 54 | George Dunkel                   |
| 16 | Cheryl Harle                   | 55 | Ginny Goblirsch                 |
| 17 | Chris Olsen                    | 56 | Hal Pritchett                   |
| 18 | Chris Cummings                 | 57 | harbormaster@cityofdepoebay.org |
| 19 | Ckonop teevinbros              | 58 | Heather Munro Mann              |
|    | Claire Hall, Lincoln County    | 59 | Heather Stebbings               |
| 20 | Commissioner                   | 60 | Hellin Dan                      |
| 21 | Clay Archambault               | 61 | J Burns Port of Coos Bay        |
| 22 | Clint Funderburg               | 62 | J Fredenburg                    |
| 23 | D Arnold                       | 63 | J Knight                        |
| 24 | D Rensop                       | 64 | Jack O'Brien                    |
| 25 | D.Allen                        | 65 | Jack Waibel                     |
| 26 | darrella@chwa.com              | 66 | Jackie Mikalonis                |
| 27 | Dave Thalman                   | 67 | Jeff Lentgis                    |
| 28 | Dave Wright                    | 68 | Jeff Wiseman                    |
| 29 | David Harlan                   | 69 | Jerry Biddinger                 |
| 30 | David Jincks                   | 70 | Jim Cline                       |
| 31 | David Like                     | 71 | Jim Seavers                     |
| 32 | David Olsen                    | 72 | Joe Abram                       |
| 33 | 'David Ulbricht'               | 73 | John Holt                       |
| 34 | dennisanstine@gmail.com        | 74 | John van Staveren               |
| 35 | Dharma Tamm                    | 75 | Jon Gonzalez                    |
| 36 | Dick Anderson                  | 76 | Julie hanrahan                  |
| 37 | Dick Beemer                    |    | Kaety Jacobson, Lincoln County  |
| 38 | Dietmar and Capri Architecture | 77 | Commissioner                    |
|    |                                | 78 | Katherine Groth                 |
|    |                                | 79 | kenj@chwa.com                   |
|    |                                | 80 | Larry Dale                      |
|    |                                | 81 | Lars Robison                    |
|    |                                | 82 | Lee Fries                       |

- |     |                               |     |                            |
|-----|-------------------------------|-----|----------------------------|
| 83  | Linda Dawson                  | 126 | Ryan Miner                 |
| 84  | Lisa Westerman                | 127 | S Henry                    |
| 85  | Lydia George OCWCOG           | 128 | Scott Nelson               |
| 86  | Mark Cooper                   | 129 | Shawn Teevin               |
| 87  | Mark Farley                   | 130 | Stephen Webster            |
| 88  | Mark Hampton                  | 131 | Steve Barham               |
| 89  | Mark Landauer                 | 132 | Steve Beck                 |
| 90  | Mark Newell                   | 133 | Steve Card                 |
| 91  | Matt Frank                    | 134 | Steve Schulist             |
| 92  | Mayor Sandra Romagoux         | 135 | Sylvia, Gilbert            |
| 93  | Michael Harte                 | 136 | TDalPonte@pacseafood.com   |
| 94  | Mike & Vella Sorenson         | 137 | Ted Gibson                 |
| 95  | Mike Pettis                   | 138 | Ted Werth                  |
| 96  | Mike Robinson                 | 139 | Terry Thompson             |
| 97  | Monty Martin                  | 140 | Todd Kimball               |
| 98  | Nancy Fitzpatrick             | 141 | Tom Peck                   |
|     | Newport Fishermen's Wives     | 142 | Wayde Dudley               |
| 99  | Association                   | 143 | Wayne Hill                 |
| 100 | Newport Tradewinds            |     | Yale Fogarty-ILWU Local 53 |
| 101 | News Lincoln County-Dave      | 144 | President                  |
| 102 | Oregon Coast Today            |     |                            |
| 103 | Oregon Oyster                 |     |                            |
| 104 | Carrie Brandburg              |     |                            |
| 105 | Pat Ruddiman-ILWU Local 53    |     |                            |
| 106 | Paul Hucaluk                  |     |                            |
| 107 | Paul Langner                  |     |                            |
| 108 | Peggy Hawker                  |     |                            |
| 109 | Pete Gintner                  |     |                            |
| 110 | Port Mates                    |     |                            |
|     | Radio Station-KPPT FM-100. 7  |     |                            |
| 111 | BOSS FM                       |     |                            |
| 112 | Radio Station-KSHL 97. 5 FM   |     |                            |
| 113 | Radio Station-kyte FM 102.7   |     |                            |
| 114 | Ralph Busby                   |     |                            |
| 115 | Ralph Stuntzner               |     |                            |
| 116 | Randy.Getman@bbsihq.com       |     |                            |
| 117 | rbeasley@newportnewstimes.com |     |                            |
| 118 | Rep Gomberg                   |     |                            |
| 119 | Rex Capri                     |     |                            |
| 120 | Richard Stellner              |     |                            |
| 121 | Rick Ballentine               |     |                            |
| 122 | Rick Spinrad                  |     |                            |
| 123 | Robert Waddell                |     |                            |
| 124 | Roxie Cuellar                 |     |                            |
| 125 | Ryan Helmke                   |     |                            |

City of Newport, OR | Commission Meetings | Port of Newport | Event calendar reminder: 12/18/18 | https://www.segov.org/gov/... | https://portofnewport.specialdistrict.org/commission-meetings

Apps | Chrome | Port of Newport | Port of Newport Site | Facebook: Port of Ne | Itertales | ATRIX WORKCENTR | ACP Login | MP3 to Video - Con | Port of Newport Site | Search Archive

**Port of Newport** Edit this content? Contact Us Online Reservations Calendar Search Get

Home About Commission & Administration RV Park Reservations RFPs/RFOs Port Facilities Job Openings Policies & Documents Planning & Projects Opportunities

**COMMISSION & ADMINISTRATION**

- COMMISSION MEETINGS
- COMMISSION WHO'S WHO
- COMMITTEES
- STAFF WHO'S WHO
- CONTACT INFORMATION

## Commission Meetings

Meeting monthly on the fourth Tuesday at South Beach Marina Activities Room, 2120 SE Marine Science Drive Newport OR, a five-member commission elected at large is responsible for policy setting and strategic direction of the District.

**DEC 18** 2018

### Commission Regular Monthly Meeting

South Beach Activities Room  
2120 SE Marine Science Dr  
Newport, OR 97365  
6:00 pm

[READ MORE >](#)

**NOV**

**WOULD YOU LIKE TO RECEIVE EMAIL NOTIFICATIONS OF COMMISSION MEETINGS?**

[READ MORE >](#)

Print Job Completed  
Morgan Ward - Public Meeting Notice Response  
1/20/2019 11:45 AM

City of Newport, OR | Commission Meetings | Port of Newport | Would you like to receive email notifications of commission meetings | Event calendar reminder: 12/18/18 | https://www.segov.org/gov/... | https://portofnewport.specialdistrict.org/would-you-like-to-receive-email-notifications-of-commission-meetings

Apps | Chrome | Port of Newport | Port of Newport Site | Facebook: Port of Ne | Itertales | ATRIX WORKCENTR | ACP Login | MP3 to Video - Con | Port of Newport Site | Search Archive

**Port of Newport** Edit this content? Contact Us Online Reservations Calendar Search Get

Home About Commission & Administration RV Park Reservations RFPs/RFOs Port Facilities Job Openings Policies & Documents Planning & Projects Opportunities

**THIS ITEM APPEARS ON**

COMMISSION MEETINGS

## Would you like to receive email notifications of Commission Meetings?

Your Name

Your Email

I'd like to receive email notifications of Commission Meetings

Port of Newport Commission Special Meeting  
 Tuesday, November 13, 2018 12:00 pm  
 South Beach Activities Room, 2120 SE Marine Science Dr., Newport, OR 97365

Check here to receive email notifications of  
Commission Meetings

**Please PRINT:**

	Name	Address	Phone Number	E-Mail		Affiliation/Representing
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						



## **FINANCE DEPARTMENT MONTHLY REPORT**

---

**DATE:** December 18, 2018  
**PERIOD:** November 2018  
**TO:** Teri Dresler, Interim General Manager  
**ISSUED BY:** Mark Harris, Accounting Supervisor

---

The monthly financial and accounts paid reports will be completed and distributed to the Board of Commissioners by the end of December.

The following debt service payments will be made in the coming weeks.

Due 12/31/18 and disbursed from the Bonded Debt Fund

G.O. Bond – Series 2011	\$ 203,527.50
-------------------------	---------------

G.O. Bond – Series 2016	\$ 406,950.00
-------------------------	---------------

Due 1/31/19 and disbursed from the NOAA Lease Revenue Fund

Revenue Bond – Series 2010	\$ 515,504.38
----------------------------	---------------

###







## DIRECTOR OF OPERATIONS REPORT

---

**DATE:** 12/14/2018  
**PERIOD:** November 2018 – December 2018  
**TO:** Teri Dressler, Interim GM  
**ISSUED BY:** Aaron Bretz

### **OVERVIEW DIROPS**

#### **Summary:**

We're waiting to see how the crab season will kick off. Lots of crab gear has been arriving at our facilities (both the NIT and the Commercial Marina). Businesses are getting ready to participate in the crab season and are exploring their options for the year. Bergerson Construction has started minor work to prepare for dredging NOAA. There is nothing significant to report regarding Rondys this month; their work has continued at McLean Point. I worked a great deal this month to finish the grant forms for the EDA Grant on the Port Dock 5 Pier. I'm waiting to hear replies from my comments to OBEC on the engineering plans. Lack of electrical capacity at the existing dock complex has been a topic of much discussion this month as we try to finish up the electrical engineering on the pier.

#### **Detail:**

- **South Beach Sewage Lift Pumps**

The installation of the two sewage lift pumps that were on the capital improvement list this year has begun, and one pump is up and running.

- **South Beach In Ground Tank DEQ Inspection**

A DEQ inspector visited South Beach and inspected our fuel lines and in-ground fuel tanks along with our inspection and maintenance records. We passed with flying colors.

- **ODFW / EPA Mitigation Meeting**

I met with ODFW and EPA officials to learn more about mitigation and potential for future work. Commissioner Jim Burke was in attendance as well. The meeting was encouraging for several reasons, one of which was that it was a confirmation that my understandings on the mitigation process and what I've learned in the past year is on track. Additionally, ODFW gave us a list of 8 areas within the Yaquina River basin where we could focus on mitigation efforts. We discussed two more ideas that I have for sub-tidal mitigation, and it seems that I'm heading in the right direction; I will stay in touch with ODFW, EPA, and NOAA to ensure that as we generate ideas, they are within the realm of possibility so that when the time comes to plan future development, we have mitigation projects in-hand. We have a need for more technical expertise in the realm of eel grass and best methods for growing it.

- **Boat Maintenance**

We completed much-needed fiberglass work on the 22' Boston Whaler that the Commercial Marina uses as a work skiff. We painted the hull and the console, deck, and ribs. The outboard was serviced, but the trailer is still in need of tires and paint or other anti-corrosion measures.

See below for work on the tug.

Overall, we are completing maintenance on our boats that has been long overdue. The plan going ahead is to continue conducting more minor maintenance along the way so that we won't have major replacement projects that happen by "surprise." .

- **Maintenance Crew**

Due to a power surge, all the lights in the lot at the NIT blew this month. The maintenance crew worked with Above Board Electric to identify the problem, and we hired Above Board to install a surge protector for the property. The crew is replacing the bulbs.

We've also had problems at the NIT with our cameras and power supply. We've worked with Siuslaw Broadband to pinpoint the problem and replaced a faulty power supply.

We corrected a number of equipment configuration problems on the tug (battery charger, bilge pumps, lights, welded holes in the pilothouse overhead from old equipment, etc.) so that the boat will be in better working order. Additionally, the changes we've made reduce bilge corrosion, which was the causative factor in the high repair bill two years ago.

Conducted exploratory work to determine the best way to repair the trash compactor in the commercial marina. This will be a major effort that will require careful coordination because it will limit our trash removal capability while the compactor is down.

### Newport International Terminal- Don Moon, Supervisor

#### Billable Services Performed this Period (November)

- Forklift – Hrs 112                       Moorage – 184D
- 30 Ton Hydraulic Crane – Hrs 57             Hoist Dock Tie Up – Hrs 43.5
- Labor – Hrs 54                               120V power – 0
- Other (Net Work) – 7Days                       208V power – 168 Days

#### Special Projects: *(Not regular maintenance & repair tasks. Enter project name and notes)*

- Completed  In Progress **Build new Hoist Bucket / Materials Purchased.**
- Completed  In Progress **Removal of wood piles on Hall property.**
- Completed  In Progress **Replace Gutter on East side of Terminal storage rentals.**
- Completed  In Progress **Spread out drain rock at entrance to 9acre lot at east entrance.**
- Completed  in Progress

**Other:** Starting to really pick up .

New wire rope for crane at cost of \$3000 dollars. Old wire rope was starting to kink up and became a safety issue.

New back flow system for Terminal shop at cost of \$1000 dollars. Old system had complete failure.

**Commercial Marina- Kent Gibson, Harbormaster**

**Billable Services Performed this Period:**

Forklift – 58.75Hrs

Hoist Dock Crane(s) - 5Hrs

30 Ton Hydraulic Crane - Enter #.Hrs

Dock Tie Up – 71.5Hrs

Launch Tickets - Enter #. passes sold

Other (Labor) – Hrs

**Special Projects:** (Not regular maintenance & repair tasks. Enter project name and notes)

Completed In Progress

Completed In Progress

[Click here to enter text.](#)

Completed In Progress

[Click here to enter text.](#)

Completed In Progress

[Click here to enter text.](#)

Completed In Progress

[Click here to enter text.](#)

Completed In Progress

**Other:** (Enter issues, events, large purchases and other notable items)

Lots of crab pots still coming in from the manufacturers in truck loads. Trailers of pots coming and going this month as some are taken off the lot, reworked and then brought back to their gear pile.

Crab season was delayed by 2 weeks so the usage of the hoist dock was less this month than in the previous month. Gear work is almost all done except for a few stragglers. We should hear in the next week to 10 days if it will be postponed further or not.

Forklift usage is down 13% from last month and 66% less than November 2017, Hoist cranes are down 66% from the previous month and 45% less than November 2017. Tie up time is also down by 46% from last month and 55% less than 2017. This is about what I would expect from the previous month because of the delayed crab opener.

**Billable Services Performed this Period:**

Forklift – 67.25Hrs

Hoist Dock Crane(s) – 14.5Hrs

30 Ton Hydraulic Crane - Enter #.Hrs

Dock Tie Up – 153Hrs

Launch Tickets - Enter #. passes sold

Other (Labor) – Hrs

**Special Projects:** (Not regular maintenance & repair tasks. Enter project name and notes)

Completed In Progress Maintenance crew installed new railing on the West end of the hoist dock.

Completed In Progress [Click here to enter text.](#)

Completed In Progress [Click here to enter text.](#)

Completed In Progress [Click here to enter text.](#)

Completed In Progress [Click here to enter text.](#)

Completed In Progress

**Other:** (Enter issues, events, large purchases and other notable items)

Bryan Farmer retired ON Oct 25<sup>th</sup> after 5 years of service to the Port. We will definitely miss his electrical trouble shooting abilities.

Forklift usage was down about 18% from last month but up 24% over last year.

Tie up time was slightly higher than last month up 4% but 40% higher over last year.

Crane usage was considerably higher (380%)than last month but only 16% higher than last October.

Although the 380% seems a lot higher, usage was only 14.5 hours.

Several Semi loads of new crab pots have arrived in the last 2 weeks. Fishermen are busy rigging up their pots for the upcoming season set to open on Dec 1<sup>st</sup>.

**NOAA MOC-P – Jim Durkee. Facility Manager**

**Special Projects:**

Completed In Progress NOAA Pier Dredging: No site work has begun yet. The contractor met with City of Newport contractors to discuss and coordinate continued removal of dredge spoils for city projects.

**Other:**

Vessels Using the Facility Since My Last Report – NOAA vessel Rainier, NOAA vessel Bell M. Shimada. No final count reports yet, for 2018, approximately 1500 passengers crossed the bar on vessels using the NOAA wharf.

Occupancy Rate – 60%

Both Rainier and Shimada have contractors performing maintenance at the pier. The vessels are berthed at the east end of the pier where they will not interfere with dredging.

Winter preparations including shutting down and draining the irrigation systems, temperature adjustments to the Building Automation System, Turning on and adjusting the freeze prevention valves on the fire and potable water systems on the pier and floating dock.

### **South Beach Marina- Chris Urbach, Harbormaster**

Unable to access the VenTek web site so launch totals are unavailable at this time.

Solenoid valves installation at the fuel dock completed.

Third quote for siding on the central restroom and Spirits building has been acquired.

Sold additional sand to Emery and Sons for the College project, 680 yards.

The City of Newport continues to haul sand for their sewer project.

The contractor installing the new sewer pumps, should have the pumps fully installed by the end of December.

We had a DEQ inspection on the fuel dock sumps and required paper work, we passed with no problems.

The maintenance crew is starting the planning process to rebuild the end ties on a, b, c, and e docks.

Unfortunately, Fred Hauert had a heart attack and underwent double bypass surgery. Although he is doing well, and we are hopeful of a full recovery, we anticipate that he will be out for some time.

The South Beach crew continues to work hard to keep the marina and RV parks up and running, good job guys.

### **Port Mates Volunteers**

Continued gathering photos for the website and other promotional material.

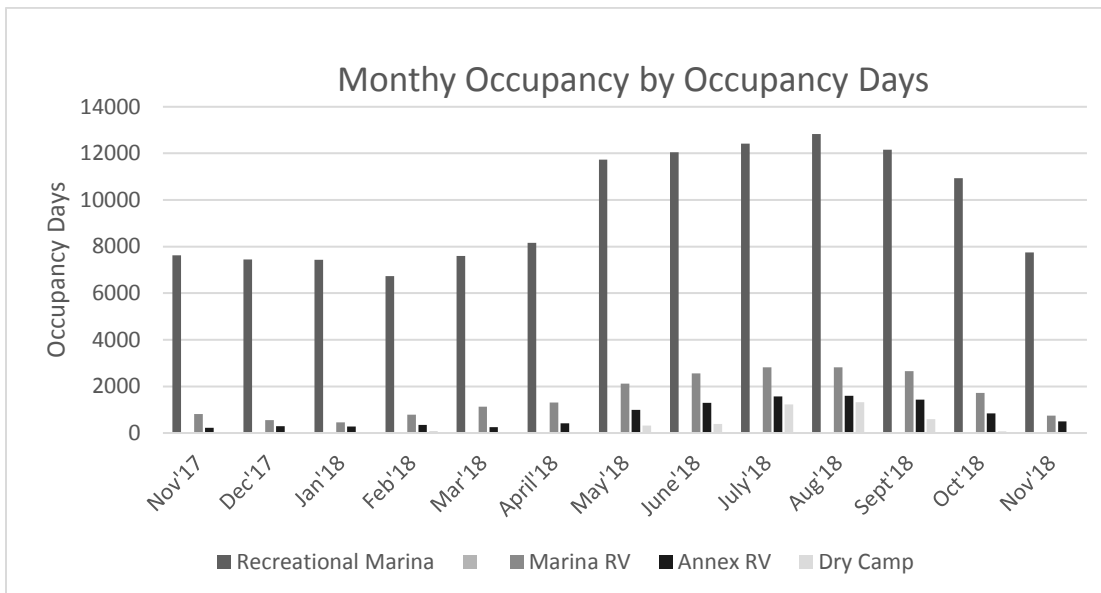


## RV PARK & RECREATIONAL MARINA OCCUPANCY REPORT

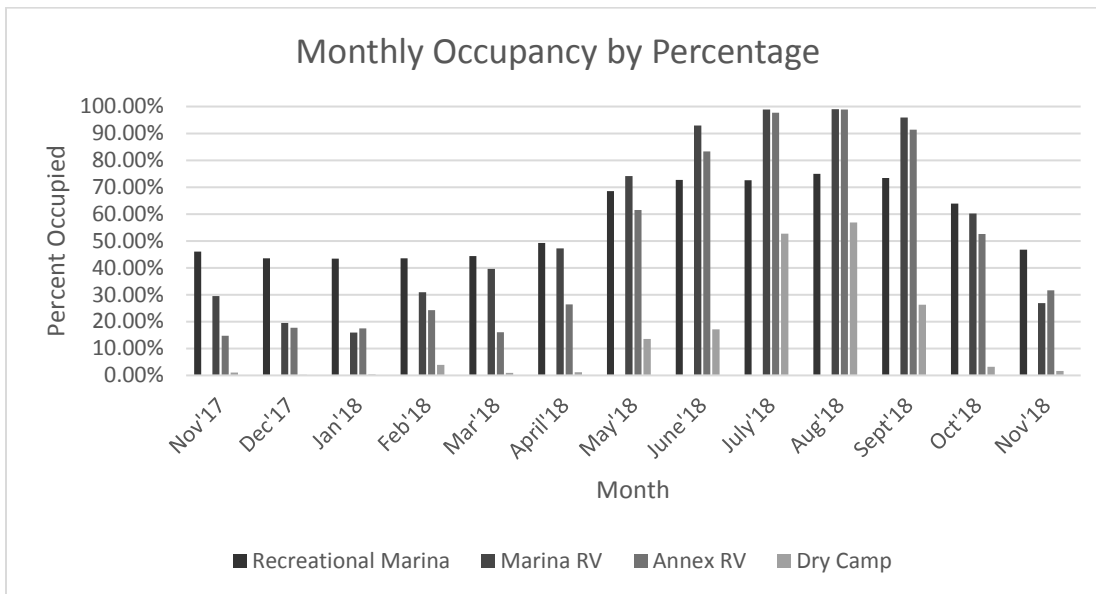
**DATE:** *11 December 2018*  
**RE:** *Month Ending 30 November 2018*  
**TO:** *Aaron Bretz, Director of Operations*  
**ISSUED BY:** *Bill Hewitt, RV Park Supervisor*

The yearlong trend of being ahead of last years' numbers continues for the month of November. The lack of our usual rain fall numbers has certainly helped keep the park more active. Our November numbers were up in the Marina, the Annex and Dry Camping. The Main RV Park was off from last November. The year to date numbers continue to surpass last year in all four categories. Presently we are working on booking current marina customers for next year, setting up their reservation and getting a deposit. We have already booked eight groups for next year and have sold out the Main RV Park for the July 4<sup>th</sup> holiday.

<b>OCCUPANCY DAYS MONTH &amp; YTD</b>						
<b>Nov'18</b>	<b>2017</b>	<b>2018</b>	<b>Change</b>	<b>YTD2017</b>	<b>YTD2018</b>	<b>Change</b>
<b>Recreational Marina</b>	7627	7746	1.56%	106032	109877	3.63%
<b>Marina RV</b>	815	743	-8.83%	18086	19103	5.62%
<b>Annex RV</b>	230	493	114.35%	8442	9535	12.95%
<b>Dry Camp</b>	<b>25</b>	<b>36</b>	44.00%	<b>3436</b>	<b>4092</b>	19.09%



<b>OCCUPANCY PERCENT MONTH &amp; YTD</b>						
<b>Nov'18</b>	<b>2017</b>	<b>2018</b>	<b>Change</b>	<b>YTD2017</b>	<b>YTD2018</b>	<b>Change</b>
<b>Recreational Marina</b>	46.06%	46.78%	0.72%	57.51%	59.60%	2.09%
<b>Marina RV</b>	29.53%	26.92%	-2.61%	58.85%	62.16%	3.31%
<b>Annex RV</b>	14.74%	31.60%	16.86%	48.60%	54.89%	6.29%
<b>Dry Camp</b>	<b>1.11%</b>	<b>1.60%</b>	<b>0.49%</b>	13.36%	<b>16.33%</b>	<b>2.97%</b>







## GENERAL MANAGER'S REPORT

---

**DATE:** December 14, 2018  
**PERIOD:** November 16, 2018 – December 14, 2018  
**TO:** Port Commissioners  
**ISSUED BY:** Teri Dresler, Interim General Manager

---

### **OVERVIEW:**

The Strategic Business Plan and Capital Facilities Plan Update project is moving along with our consultants performing research, market studies, and business opportunity analysis for the NIT. Additionally, the engineering review and analysis of existing facility condition, facility upgrades and repairs costing is ongoing. The information derived from the SWOT analysis, stakeholder engagement interviews, and the first open house is being wrapped into what will be our first draft version of the strategic business and capital facilities plans. There are a few follow up telephone interviews yet to be completed by the consultants, and that information will also be included in the draft we receive. We expect to see the consultant team back in Newport the first half of February for another Port Commission work session and public open house.

The General Manager recruitment and Director of Business Operations recruitment both fell short of the desired number of qualified applicants. As you are aware, we have extended the GM recruitment timeline to provide more opportunity for outreach and applicant response. I am working this week with Mark and Todd Kimball on a new approach for the Director of Business Operations recruitment. I will update you when we have a plan.

I attended a one-day seminar in Seattle hosted by Association of Pacific Ports titled, "Port PR: Optimizing Your Communications Toolkit to Better Engage Your Community". Topics covered included connecting with the community through values based communications, effective methods to advocate for the working waterfront, connecting to our communities, and leveraging career connected learning to build a diverse workforce pipeline for port related industries. Also on the communications front, we have hired Annie Tarr, one of our accounting staff members to also work part time in a communications role. I am excited to have Annie supporting this part of our work that has not had consistent attention for some time. Look for a monthly update on Port activities as part of the work Annie will be doing.

At our last regular meeting we discussed the Port audit. We are in the last year of our five-year agreement with Grimstad & Associates. At the conclusion of the 2018 audit, staff will issue a Request for Proposals for audit services. Seeking a new auditor every five years follows financial best practices.