

PORT OF NEWPORT REGULAR MONTHLY COMMISSION MEETING AGENDA

Tuesday, August 28 2018, 6:00 p.m.
South Beach Activities Room
2120 SE Marine Science Drive, Newport, OR 97365

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I. Call to Order	
II. Commissioner Changes to the Agenda	
III. Public Comment (3 minute limit per person)	
IV. Consent Calendar	
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Calendar/Future Considerations	<u>2018</u>
A. Labor Day, Port Office Closed	September 3
B. Pacific Coast Congress of Harbormasters and Port Managers Semi-Annual Conference	September 11 – 14
C. Ardor Adventures Twisted Pine Run.....	September 15
D. Regular Commission Meeting	September 25
E. Oregon Public Ports Association (OPPA) Conference.....	October 4 – 5
F. Columbus Day Regatta	October 6 – 7
G. U-Da-Man Fishing Tournament	October 13

H. Regular Commission MeetingOctober 23

- X. Public Comment (5 minutes limit per person)
- XI. Adjournment

Regular Monthly Meetings are scheduled for the fourth Tuesday of every month at 6:00 pm.

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>

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PORT OF NEWPORT MINUTES

July 24, 2018

Regular Commission Meeting

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

Agenda Item

**Audio
Time**

I. CALL TO ORDER

0:00

Commission President Pro Tem Stewart Lamerdin called the Regular Commission Meeting of the Port of Newport Board of Commissioners to order at 6:01 pm at the South Beach Activities Room, 2120 SE Marine Science Drive, Newport, Oregon.

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

Management and Staff: Aaron Bretz, Director of Operations; Mark Harris, Accounting Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Teri Dresler; Wayde Dudley; Barb Dudley; Yale Fogarty, ILWU; Pat Ruddiman, ILWU; Jim Cline, Rogue; and Becca Bishop, Port Accounting Clerk.

II. CHANGES TO THE AGENDA

0:15

There were no changes to the Agenda.

III. INTRODUCTION TO TERI DRESLER, INTERIM GENERAL MANAGER

0:28

Lamerdin introduced Dresler, and said they are working through the process to move forward.

IV. PUBLIC COMMENT

There was no public comment at this time.

V. ELECTION OF COMMISSION OFFICERS.....

2:50

A motion was made by Lackey and seconded by Burke to appoint as Board Officers Stewart Lamerdin as President, Sara Skamser as Vice-President, and Walter Chuck as Secretary/Treasurer. The motion passed 5 – 0,

VI. CONSENT CALENDAR.....

5:39

A. Minutes

- 1. Special Commission Meeting June 25, 2018
- 2. Regular Commission Meeting June 26, 2018
- 3. Commission Work Session June 28, 2018
- 4. Special Commission Meeting July 17, 2018

B. Financial Reports

C. 2018-2019 Workers' Compensation Renewal

- D. Resolutions
 - 1. Resolution 2018-10 Naming a Registered Agent (ORS 98.340)
- E. Contracts
 - 1. CFO Selections LLC Statement of Work

The Commission reviewed the documents included in the Meeting Packet.

A motion was made by Chuck and seconded by Burke to approve the Consent Calendar. The motion passed 5 – 0.

VII. CORRESPONDENCE/PRESENTATIONS..... 6:15

- A. South Beach Urban Renewal Plan Amendment
- B. California Seafoods, LLC

Bretz introduced the correspondence included in the Meeting Packet and advised that these were included for information only, no action was needed. He will further review the South Beach Urban Renewal Plan Amendment.

VIII. OLD BUSINESS

- A. Items Removed from Consent Calendar

There were no items removed from the Consent Calendar.

- B. Accounts Paid 9:10

Harris introduced the report included in the Meeting Packet. There was discussion about the change in the payroll schedule. Harris will discuss this with Todd Kimball. There was also discussion about the legal fees and the Port’s security company.

- C. Oregon State Police Moorage Contract for the Guardian 13:17

Bretz introduced the staff report, contract and attachments included in the Meeting Packet. There was discussion about the availability of space and OSP’s Oil Spill Prevention and Spill Response Plan.

A motion was made by Lackey and seconded by Chuck to authorize the Director of Operations to sign the attached lease in the Meeting Packet with the State of Oregon to moor OSP Guardian in South Beach for the next 5 years. The motion passed 5 – 0.

- D. OBEC Updated Scope of Work PD5 Pier Approach 16:05

Bretz introduced the staff report and Scope of Work included in the Meeting Packet. There was discussion about the budget impacts. Bretz confirmed that when the scope of work was complete, the project would be “shovel ready.” There was additional discussion about seeking grant funding for the project construction, and whether the project as planned should move forward. There was additional discussion about the reserve funds in the current budget. The Commission asked to be updated as the project progresses.

A motion was made by Chuck and seconded by Skamser to authorize the Director of Operations to contract with OBEC for final engineering of the Port Dock 5 Pier not to exceed \$139,500. The motion passed 5 – 0.

E. General Manager Recruitment Process Overview 41:45

Lamerdin relayed that SDAO recommended the Commission take some time to review what was needed for the position, and suggested focusing on hiring at the beginning of 2019. SDAO can provide guidance. There was discussion about scheduling a Work Session to further refine the process in September.

F. Proposed Budget Review Sub-Committee..... 47:20

Lamerdin suggested it would be valuable to have two Commissioners meet with Bretz, Harris, Todd Kimball, and Teri Dresler to look at the approved budget for prioritization and other areas of concern. There was discussion about the Commissioners role and how they would work with staff on this issue. Lamerdin asked that Bretz and Harris make a plan and contact Lackey and Chuck to schedule a meeting. Skamser asked to be sent a copy of the capital priorities; Bretz said staff would send the minutes from the Budget Meeting.

IX. NEW BUSINESS

A. Commission Liaison Assignments..... 59:30

Bretz referred to the list included in the Meeting Packet. Lamerdin suggested adding a liaison to City Council, and reviewing the list to see if it could be pared down. He asked Commissioners to send comments to Hewitt prior to the next meeting regarding the value of the affiliations. Bretz introduced the bill from Pacific Northwest Waterways Association (PNWA) for yearly membership, which was included as a Meeting Packet addendum.

A motion was made by Chuck and seconded by Burke to pay the annual membership fee for PNWA in the amount of \$7,810. The motion passed 5 – 0.

B. Review Contract for Interim General Manager 1:06:02

Lamerdin referred to the draft contract included in the Meeting Packet, and said this was still in negotiation. He asked Commissioners to send any comments to Hewitt who could track changes, and then Lamerdin will work with George Dunkel at SDAO and Teri Dresler to finalize a contract.

X. STAFF REPORTS

A. Accounting Supervisor..... 1:07:50

Harris introduced the staff report included in the Meeting Packet. Bretz commented that he did not expect anyone would buy the Mariner III, but someone may be interested in the diesels; the Port does not want the boat back at the Marina.

B. Director of Operations..... 1:13:28

Bretz introduced the staff report included in the Meeting Packet. He added that he had spoken with Jason Busch from Dulse, who now have funding and plan to negotiate a lease with the Port. Bretz

said he has sent out a Request for Consultant Qualifications (RFCQ) for the Rogue seawall and has had some responses. Chuck advised that the Port should keep the 1200Z permit for the 9 acres property. Bretz will review this further.

C. Rate presentation and discussion on Sections 1, 2, and 3 of Port of Newport Resolution 2018-17 Setting Rates, Fees, and Charges 1:21:44

Bretz showed the PowerPoint presentation, included in the Meeting Packet. There was discussion about the value of the analysis to date and what might be further analyzed, including looking at comparable rates at other ports. No action was taken.

XI. COMMERCIAL FISHING USERS GROUP COMMITTEE..... 1:59:52

Draft Minutes for the Regular Meeting on July 13, 2018 were included in the Meeting Packet.

XII. COMMISSIONER REPORTS 2:00:21

Lamerdin said he recently received lease termination paperwork for some of the Hall’s property; he will review this with Bretz. Skamser said it was a pleasure to have an Interim General Manager.

Bretz presented a list of Commercial Fishing Users Group (CFUG) Committee members for approval by the Commission:..... 2:03:30

Position #	Sector	Expiration	First	Last
1	Port Dock 7 Moorage	30-Jun-22	Clint	Funderburg
3	Commercial Fish Buyer	30-Jun-22	Mark	Newell
5	Midwater Trawler	30-Jun-22	Heather	Mann
7	Shrimper/Trawler	30-Jun-22	Gene	Law
9	Longliner	30-Jun-22	Bob	Eder
11	Distant Water Fleet	30-Jun-22	David	Jincks
Current Committee Member - Move to Alternate				
8	Tuna/Salmon	30-Jun-20	Bob	Aue
Current Alternate - Approve as Committee Member				
8	Tuna/Salmon	30-Jun-20	Jerry	Biddinger

A motion was made by Chuck and seconded by Lackey to approve the CFUG Committee members as presented. The motion passed 5 – 0,

Bretz introduced an email regarding the mural to be painted at Rogue asking for authorization to proceed. Per the Commission, Bretz will advise Rogue to proceed as accurate to the original drawing as possible. 2:05:05

XIII. CALENDAR/FUTURE CONSIDERATIONS

- A. Fridays Shop at the Dock, Oregon Sea Grant 07/14 – 08/18
- B. Annual Coastal Economic Summit, Portland, Ore..... 08/23 – 08/24
- C. Regular Commission Meeting 08/28
- D. Labor Day, Port Office Closed..... 09/03

Chuck said it is important to attend the Coastal Economic Summit; Bretz will put that on his calendar.

XIV. PUBLIC COMMENT 2:07:17

Yale Fogarty welcomed Dresler and offered comments on the budget, the 1200Z permit, and fees analysis.

XV. ADJOURNMENT 2:13:12

Having no further business, the meeting adjourned at 8:14 pm.

ATTESTED:

Stewart Lamerdin, President

Walter Chuck, Secretary/Treasurer

**PORT OF NEWPORT
RESOLUTION NO. 2018-11**

**A RESOLUTION AMENDING THE PORT OF NEWPORT FACILITIES CODE TO ADD A
PROVISION THAT THE PORT IS NOT RESPONSIBLE FOR LOSS, DAMAGE OR THEFT TO
PERSONAL PROPERTY ON PORT PREMISES**

WHEREAS, the Port of Newport Board of Commissioners adopted Ord. No. 1-2013 on May 28, 2013 creating the Port of Newport Facilities Code (PONFC); and

WHEREAS, the PONFC may be amended from time to time by resolution of the Commission; and

WHEREAS, the Commission last amended the PONFC via Resolution No. 2017-12 on October 30, 2017;
and

WHEREAS, the PONFC addresses Port Facilities in Chapter 2; and

WHEREAS, however, the PONFC does not include an exculpatory provision regarding personal property belonging to those who use Port facilities; and

WHEREAS, now the Port Commission would like to update the PONFC to include a provision that the Port is not responsible for loss, damage or theft to personal property on Port premises;

NOW THEREFORE,

THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Section I. Add Section 2.1(a) as follows:

Anyone parking/storing personal property at the Port does so subject to this, the Facilities Code, and at his/her own risk. The Port does not assume responsibility for loss, damage or theft to any property within the Port area. The owner/operator is responsible for any cost incurred in removal of the property. The owner/operator shall maintain automobile liability insurance at all times on any vehicle parked in and around Port facilities.

Section II. This resolution becomes effective upon adoption.

Section III. Staff is directed to codify this amendment into the Port of Newport Facilities Code (PONFC) according to past administrative practices.

APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS this 28th day of August, 2018.

ATTESTED:

Stewart Lamerdin, President

Walter Chuck, Secretary/Treasurer

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**PORT OF NEWPORT
RESOLUTION NO. 2018-12**

**A RESOLUTION UPDATING THE PORT OF NEWPORT’S CAPITAL IMPROVEMENT
PROJECT PRIORITIZATION LIST**

WHEREAS, the Port of Newport adopted a Strategic Business Plan (SBP) and a Capital Facility Sub-plan (CFP) January 14, 2013; and

WHEREAS, the Board of Commissioners last updated the Capital Improvement List (CIL) with Res. No. 2017-06 on May 23, 2017; and

WHEREAS, the Board of Commissioners as part of its annual budget work sessions on April 3, 2018 and April 10, 2018 reviewed the Capital Improvement Project Prioritization List (CIL), including completed projects, and re-visited the list with the Port’s Budget Committee on May 18, 2018 and June 13, 2018; and

WHEREAS, the CIL includes approximately \$29-million worth of capital projects; and

WHEREAS, the Port of Newport Board of Commissioners finds that the Capital Improvement projects meet the goals and objectives stated within the Strategic Business Plan; and

WHEREAS, the Commission understands the importance of reviewing the CFP annually, removing completed projects, adding new projects, adjusting project planning level costs and re-prioritizing based upon public and staff input; NOW THEREFORE

**THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS
FOLLOWS:**

Section 1. The following projects are identified as the top priorities for Fiscal Year 2018-19:

Priority	Location	Project	Cost Estimate
1.	Commercial Marina	Port Dock 5 Pier Engineering Phase III	\$ 86,625
2.	South Beach	Replace Waste Water Pump Station	32,680
3.	South Beach	Replace Fuel Dock Solenoid Valve	15,000
4.	South Beach	Replace Electric Load Centers	38,000
5.	Commercial Marina	PD7 Replace 8 mid-pilings & 2 end pilings; PD5 Replace 2 Pilings	120,000
6.	NOAA	Repair/Replace Steel Pile Caps	6,000
7.	NOAA	Camel System Repairs/modifications	80,000
8.	Commercial Marina	Relocate Hoist Dock Electrical Lines Beneath Pier	102,000
TOTAL			\$ 480,305

Section 2. The Port of Newport’s Capital Improvement List is attached as Attachment “A”.

Section 3. Res. No. 2017-06 and other Previous Capital Improvement Prioritization Lists are hereby repealed.

APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS this 28th day of August, 2018.

ATTEST:

Stewart Lamerdin, President

Walter Chuck, Secretary/Treasurer

Identified Future Capital Improvements
(From Department Heads)

INTERNATIONAL TERMINAL					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
1	S		Security Cameras & Network	\$ 115,000	
2	S		Two water line extensions to west wharf	6,000	
3	S		Purchase and install 2nd swing hoist for use on East Wharf	130,000	
4	S		Concrete pad for waste oil/bilge tank	9,000	
5	S		Oil/bilge above-ground waste containment tank	61,000	
6	S		Grading of Port's 9.85-acre lot	55,000	2015 quote of \$51,596.
7	L		Replace H250 with "newer" used model	65,000	
8	L		International Terminal fire water line loop	138,732	2013 CFP
9	L		Asphalt parking lot area west of shop	110,000	2014 quote
10	L		Re-asphalt northwest end of lot	84,000	2016 quote
SUBTOTAL				\$ 773,732	

COMMERCIAL MARINA					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
11	S		Security Cameras & Network	\$ 15,000	
12	S		Port Dock 7 new floats, » 160 linear ft. (Sections E & F)	288,000	
13	S		Port Dock 7 section F restoration of utilities	23,000	
14	S		Replace Hoist #3 (manned crane desired to add 10' reach)	135,000	
15	S		Replace rods/Rub boards/ Dock 5X [1]	25,000	
16	N		Replace Rods/ 1-Whaler/Rub boards/new bumpers/ triangles/PD-5C[1]	270,000	
17	N		Replace rods/UHMW rub boards/Dock 3[1]	110,000	
18	N		Replace rods/bumpers/rub boards/6 whalers Dock 5B[1]	350,000	
19	N		Replace finger rods/triangle tops/ wooden rub boards Dock 7 fingers[1]	30,443	
20	N		Replace floats on PD-7 E/F Docks [1]	1,031,921	FY 2016-2017 REQ
21	N		Marina Dredging	2,230,323	2013 CFP
22	N		Replace pilings on Swedes dock/ move dock 50' to the West	195,356	
23	N		Hoist Dock Expansion (east or west)	1,547,882	FY 2016-2017 REQ
24	M		Port Dock 5 Pier Improvements/ Alt 1+3	3,241,281	
25	M		Hoist Dock (Center Section)	694,447	FY 2016-2017 REQ
26	L		Port Dock 1 Replacement	816,997	2013 CFP
27	L		Replace Used Oil Tanks & Purchase Oil/Water Separator	100,000	
SUBTOTAL				\$ 11,104,650	

^[1] Labor not included.

Priorities

S - Short term (next budget year)

N - Near term (2 to 5 years)

M - Mid term (6 to 10 years)

L - Long term (11 to 20 years)

Identified Future Capital Improvements
(From Department Heads)

RECREATIONAL MARINA					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
28	S		Security Cameras & Network	\$ 5,000	
29	S		Repair Transient Service Dock	100,000	
30	S		Re-side buildings in marina (south, central)	50,000	FY 2016-2017 REQ
31	S		Landing float repair on bottom of A Dock	50,000	
32	S		Replace electric load centers - Recreational Marina (last 6 of 9)	70,000	
33	N		Install New Fillet Table Top of F-Dock (covered, screened, with lighting)	75,000	
34	N		New electrical pedestals at marina	144,469	FY 2016-2017 REQ
35	N		Marina Dredging	2,924,712	2013 CFP
36	N		Reconstruction of Recreational Marina Docks	141,613	2013 CFP
37	N		Pavement Reconstruction/Seal Coating (all areas)	435,756	2013 CFP
38	N		OSMB Service Dock Trail Connection (service dock)	3,100,000	OSMB WAG
39	N		South Beach Storm Water Outfall	2,000,000	
40	L		Fishing Pier Replacement	3,600,000	2013 CFP
41	L		South Beach Marina Fuel Facility - Tank Replacement	228,759	2013 CFP
SUBTOTAL				\$ 12,925,309	

RV PARK					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
42	N		Renovate RV Park Annex	300,000	2013 CFP
SUBTOTAL				\$ 300,000	

LEASED PROPERTIES					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
43	N		Paint OPS building and marina store	10,319	FY 2016-2017 REQ
44	N		Picnic Bunker rebuild (Day Use area)	39,216	2013 CFP
45	N		Rogue Brewery (Dry Moorage Building) North Wall/Siding Replacement	300,000	2013 CFP
46	N		Rogue Brewery (Dry Moorage Building) Foundation/Seawall Stabilization	2,100,000	2013 CFP
SUBTOTAL				\$ 2,449,535	

ADMINISTRATION					
Item #	Priority	Sub-priority	Project	Cost Estimate	Ref. Document
47	L		New Port Offices/Parking Area/Customs Office	\$ 900,000	Capri 2014
SUBTOTAL				\$ 900,000	

TOTAL **\$ 28,453,226**

Priorities

- S - Short term (next budget year)
- N - Near term (2 to 5 years)
- M - Mid term (6 to 10 years)
- L - Long term (11 to 20 years)

Port of Newport - General Operating Fund

Balance Sheet

As of June 30, 2018

	Jun 30, 18	Jun 30, 17	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
11000 · Available Cash & Equivalents	1,528,721.64	1,672,668.59	(143,946.95)
11070 · Restricted Cash & Equivalents	947,681.39	581,564.40	366,116.99
Total Checking/Savings	2,476,403.03	2,254,232.99	222,170.04
Accounts Receivable			
11200 · Accounts Receivable	352,477.79	292,840.89	59,636.90
Total Accounts Receivable	352,477.79	292,840.89	59,636.90
Other Current Assets			
11250 · AR Property Tax	10,334.60	10,334.60	0.00
11255 · Allow for Bad Debt - CM	(20,000.00)	(20,000.00)	0.00
11260 · Allow for Bad Debt - SB	(10,000.00)	(10,000.00)	0.00
11270 · Undeposited Funds	14,375.95	2,149.88	12,226.07
11300 · Prepaid Expenses	81,605.13	96,225.88	(14,620.75)
11400 · Due from Other Funds	3,115.17	11,360.38	(8,245.21)
11480 · PERS - NPA(L)	(635,021.00)	(635,021.00)	0.00
11485 · PERS - Deferred OF	369,154.00	369,154.00	0.00
11490 · Assets Held For Sale	0.00	9,345.91	(9,345.91)
Total Other Current Assets	(186,436.15)	(166,450.35)	(19,985.80)
Total Current Assets	2,642,444.67	2,380,623.53	261,821.14
Fixed Assets			
11500 · Capital Assets	80,614,999.70	80,525,303.51	89,696.19
Total Fixed Assets	80,614,999.70	80,525,303.51	89,696.19
TOTAL ASSETS	83,257,444.37	82,905,927.04	351,517.33
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable			
12000 · Accounts Payable	100,976.50	125,428.10	(24,451.60)
Total Accounts Payable	100,976.50	125,428.10	(24,451.60)
Other Current Liabilities			
12020 · Lodging/Room Tax Payable	10,013.17	8,520.30	1,492.87
12100 · Payroll Liabilities	97,010.38	144,548.38	(47,538.00)
12200 · Due to other Funds	0.00	846.02	(846.02)
12250 · Deferred Revenue	223,765.56	185,506.27	38,259.29
12300 · Accrued Interest Payable	9,833.12	16,533.52	(6,700.40)
12350 · Current Portion-Long Term Debt	458,179.00	458,179.00	0.00
Total Other Current Liabilities	798,801.23	814,133.49	(15,332.26)
Total Current Liabilities	899,777.73	939,561.59	(39,783.86)
Long Term Liabilities			
12380 · 2013 FF&C Bond Premium	115,145.75	115,145.75	0.00
12400 · Long Term Debt	7,667,917.97	7,587,827.38	80,090.59
12900 · PERS - Deferred IF	109,947.00	109,947.00	0.00
Total Long Term Liabilities	7,893,010.72	7,812,920.13	80,090.59
Total Liabilities	8,792,788.45	8,752,481.72	40,306.73

Port of Newport - General Operating Fund

Balance Sheet

As of June 30, 2018

	<u>Jun 30, 18</u>	<u>Jun 30, 17</u>	<u>\$ Change</u>
Equity			
13000 · Fund Balance	67,022,657.32	69,114,538.32	(2,091,881.00)
13050 · FB - Contributed Capital	7,130,788.00	7,130,788.00	0.00
13075 · FB - Prior Period Adj	0.00	35,919.81	(35,919.81)
13110 · FB - Capital Asset Additions	0.00	654,830.76	(654,830.76)
13150 · FB - Depreciation	0.00	(3,206,692.00)	3,206,692.00
13200 · FB - Debt Principal	0.00	422,204.24	(422,204.24)
13210 · FB - Loan Proceeds	0.00	(210,295.00)	210,295.00
13275 · FB - Accrued Interest	0.00	(3,624.12)	3,624.12
13300 · FB - Equity Transfers	0.00	126,804.47	(126,804.47)
13600 · FB - Discount/Premium	0.00	(10,029.00)	10,029.00
13720 · FB - PERS-Pension Inc/Exp	0.00	(78,399.00)	78,399.00
Net Income	311,210.60	177,398.84	133,811.76
Total Equity	<u>74,464,655.92</u>	<u>74,153,445.32</u>	<u>311,210.60</u>
TOTAL LIABILITIES & EQUITY	<u>83,257,444.37</u>	<u>82,905,927.04</u>	<u>351,517.33</u>

Port of Newport - General Operating Fund
Profit & Loss Budget vs. Actual
 July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
14000 · Lease Revenues	684,094.29	665,178.00	18,916.29	102.8%
14100 · Moorage	1,307,149.77	1,274,000.00	33,149.77	102.6%
14200 · Hoist Dock & Services	680,551.23	615,000.00	65,551.23	110.7%
14300 · Shipping Terminal Revenues	15,181.02	10,000.00	5,181.02	151.8%
14400 · RV Parks	960,727.58	830,000.00	130,727.58	115.8%
14500 · Launch Ramp & Trailer Storage	78,811.85	70,000.00	8,811.85	112.6%
14600 · Miscellaneous Revenue	111,778.43	58,000.00	53,778.43	192.7%
Total Income	<u>3,838,294.17</u>	<u>3,522,178.00</u>	<u>316,116.17</u>	<u>109.0%</u>
Gross Profit	3,838,294.17	3,522,178.00	316,116.17	109.0%
Expense				
15000 · Personnel Services	1,187,710.34	1,365,480.00	(177,769.66)	87.0%
16000 · Materials & Services	1,573,978.41	1,626,550.00	(52,571.59)	96.8%
17000 · Debt Service	732,719.18	732,680.00	39.18	100.0%
Total Expense	<u>3,494,407.93</u>	<u>3,724,710.00</u>	<u>(230,302.07)</u>	<u>93.8%</u>
Net Ordinary Income	343,886.24	(202,532.00)	546,418.24	(169.8)%
Other Income/Expense				
Other Income				
18100 · Property Tax Revenue	106,513.23	98,500.00	8,013.23	108.1%
18200 · Interest Income	9,834.38	5,000.00	4,834.38	196.7%
18300 · Grants	2,772.50	122,500.00	(119,727.50)	2.3%
18400 · Loan Proceeds	89,696.19	96,000.00	(6,303.81)	93.4%
18600 · Gain/(Loss) on Sale of Assets	20,454.09	0.00	20,454.09	100.0%
18700 · Property & Dredge Sales	16,649.00	2,000.00	14,649.00	832.5%
Total Other Income	<u>245,919.39</u>	<u>324,000.00</u>	<u>(78,080.61)</u>	<u>75.9%</u>
Other Expense				
19000 · Capital Outlay	118,595.03	197,900.00	(79,304.97)	59.9%
19600 · Contingency	0.00	100,000.00	(100,000.00)	0.0%
19700 · Transfers Out to Other Funds	160,000.00	160,000.00	0.00	100.0%
Total Other Expense	<u>278,595.03</u>	<u>457,900.00</u>	<u>(179,304.97)</u>	<u>60.8%</u>
Net Other Income	(32,675.64)	(133,900.00)	101,224.36	24.4%
Net Income	<u><u>311,210.60</u></u>	<u><u>(336,432.00)</u></u>	<u><u>647,642.60</u></u>	<u><u>(92.5)%</u></u>

Port of Newport - General Operating Fund

Profit & Loss Budget vs. Actual - Admin

July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
14000 · Lease Revenues	684,094.29	665,178.00	18,916.29	102.8%
14100 · Moorage	2,016.00	0.00	2,016.00	100.0%
14200 · Hoist Dock & Services	5,496.00	0.00	5,496.00	100.0%
14600 · Miscellaneous Revenue	29,315.98	0.00	29,315.98	100.0%
Total Income	720,922.27	665,178.00	55,744.27	108.4%
Gross Profit	720,922.27	665,178.00	55,744.27	108.4%
Expense				
15000 · Personnel Services	460,408.46	539,210.00	(78,801.54)	85.4%
16000 · Materials & Services	438,925.70	452,000.00	(13,074.30)	97.1%
17000 · Debt Service	47,802.44	47,802.00	0.44	100.0%
Total Expense	947,136.60	1,039,012.00	(91,875.40)	91.2%
Net Ordinary Income	(226,214.33)	(373,834.00)	147,619.67	60.5%
Other Income/Expense				
Other Income				
18100 · Property Tax Revenue	106,513.23	98,500.00	8,013.23	108.1%
18200 · Interest Income	9,834.38	5,000.00	4,834.38	196.7%
18300 · Grants	0.00	122,500.00	(122,500.00)	0.0%
18600 · Gain/(Loss) on Sale of Assets	(7,345.91)	0.00	(7,345.91)	100.0%
Total Other Income	109,001.70	226,000.00	(116,998.30)	48.2%
Other Expense				
19000 · Capital Outlay	0.00	75,000.00	(75,000.00)	0.0%
19600 · Contingency	0.00	100,000.00	(100,000.00)	0.0%
19700 · Transfers Out to Other Funds	160,000.00	160,000.00	0.00	100.0%
Total Other Expense	160,000.00	335,000.00	(175,000.00)	47.8%
Net Other Income	(50,998.30)	(109,000.00)	58,001.70	46.8%
Net Income	(277,212.63)	(482,834.00)	205,621.37	57.4%

Port of Newport - General Operating Fund

Profit & Loss Budget vs. Actual - NIT

July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
14100 · Moorage	84,960.80	100,000.00	(15,039.20)	85.0%
14200 · Hoist Dock & Services	292,831.66	278,000.00	14,831.66	105.3%
14300 · Shipping Terminal Revenues	15,181.02	10,000.00	5,181.02	151.8%
14600 · Miscellaneous Revenue	3,685.00	0.00	3,685.00	100.0%
Total Income	<u>396,658.48</u>	<u>388,000.00</u>	<u>8,658.48</u>	<u>102.2%</u>
Gross Profit	396,658.48	388,000.00	8,658.48	102.2%
Expense				
15000 · Personnel Services	72,735.78	77,575.00	(4,839.22)	93.8%
16000 · Materials & Services	128,635.05	137,400.00	(8,764.95)	93.6%
17000 · Debt Service	457,277.46	452,652.00	4,625.46	101.0%
Total Expense	<u>658,648.29</u>	<u>667,627.00</u>	<u>(8,978.71)</u>	<u>98.7%</u>
Net Ordinary Income	(261,989.81)	(279,627.00)	17,637.19	93.7%
Other Income/Expense				
Other Income				
18400 · Loan Proceeds	54,393.15	60,000.00	(5,606.85)	90.7%
18600 · Gain/(Loss) on Sale of Assets	1,300.00	0.00	1,300.00	100.0%
Total Other Income	<u>55,693.15</u>	<u>60,000.00</u>	<u>(4,306.85)</u>	<u>92.8%</u>
Other Expense				
19000 · Capital Outlay	76,598.15	66,900.00	9,698.15	114.5%
Total Other Expense	<u>76,598.15</u>	<u>66,900.00</u>	<u>9,698.15</u>	<u>114.5%</u>
Net Other Income	<u>(20,905.00)</u>	<u>(6,900.00)</u>	<u>(14,005.00)</u>	<u>303.0%</u>
Net Income	<u>(282,894.81)</u>	<u>(286,527.00)</u>	<u>3,632.19</u>	<u>98.7%</u>

Port of Newport - General Operating Fund

Profit & Loss Budget vs. Actual - SB

July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
14100 · Moorage	811,130.56	714,000.00	97,130.56	113.6%
14200 · Hoist Dock & Services	5,755.68	17,000.00	(11,244.32)	33.9%
14400 · RV Parks	960,727.58	830,000.00	130,727.58	115.8%
14500 · Launch Ramp & Trailer Storage	78,811.85	70,000.00	8,811.85	112.6%
14600 · Miscellaneous Revenue	75,916.46	54,000.00	21,916.46	140.6%
Total Income	<u>1,932,342.13</u>	<u>1,685,000.00</u>	<u>247,342.13</u>	<u>114.7%</u>
Gross Profit	1,932,342.13	1,685,000.00	247,342.13	114.7%
Expense				
15000 · Personnel Services	400,754.93	379,372.00	21,382.93	105.6%
16000 · Materials & Services	624,799.12	673,550.00	(48,750.88)	92.8%
17000 · Debt Service	214,087.98	216,321.00	(2,233.02)	99.0%
Total Expense	<u>1,239,642.03</u>	<u>1,269,243.00</u>	<u>(29,600.97)</u>	<u>97.7%</u>
Net Ordinary Income	692,700.10	415,757.00	276,943.10	166.6%
Other Income/Expense				
Other Income				
18300 · Grants	2,772.50	0.00	2,772.50	100.0%
18700 · Property & Dredge Sales	16,649.00	2,000.00	14,649.00	832.5%
Total Other Income	<u>19,421.50</u>	<u>2,000.00</u>	<u>17,421.50</u>	<u>971.1%</u>
Other Expense				
19000 · Capital Outlay	6,693.84	0.00	6,693.84	100.0%
Total Other Expense	<u>6,693.84</u>	<u>0.00</u>	<u>6,693.84</u>	<u>100.0%</u>
Net Other Income	<u>12,727.66</u>	<u>2,000.00</u>	<u>10,727.66</u>	<u>636.4%</u>
Net Income	<u><u>705,427.76</u></u>	<u><u>417,757.00</u></u>	<u><u>287,670.76</u></u>	<u><u>168.9%</u></u>

Port of Newport - General Operating Fund

Profit & Loss Budget vs. Actual - CM

July 2017 through June 2018

	<u>Jul '17 - Jun 18</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Income				
14100 · Moorage	409,042.41	460,000.00	(50,957.59)	88.9%
14200 · Hoist Dock & Services	376,467.89	320,000.00	56,467.89	117.6%
14600 · Miscellaneous Revenue	2,860.99	4,000.00	(1,139.01)	71.5%
Total Income	<u>788,371.29</u>	<u>784,000.00</u>	<u>4,371.29</u>	<u>100.6%</u>
Gross Profit	788,371.29	784,000.00	4,371.29	100.6%
Expense				
15000 · Personnel Services	253,811.17	255,535.00	(1,723.83)	99.3%
16000 · Materials & Services	381,618.54	357,700.00	23,918.54	106.7%
17000 · Debt Service	13,551.30	15,905.00	(2,353.70)	85.2%
Total Expense	<u>648,981.01</u>	<u>629,140.00</u>	<u>19,841.01</u>	<u>103.2%</u>
Net Ordinary Income	139,390.28	154,860.00	(15,469.72)	90.0%
Other Income/Expense				
Other Income				
18400 · Loan Proceeds	35,303.04	36,000.00	(696.96)	98.1%
18600 · Gain/(Loss) on Sale of Assets	26,500.00	0.00	26,500.00	100.0%
Total Other Income	<u>61,803.04</u>	<u>36,000.00</u>	<u>25,803.04</u>	<u>171.7%</u>
Other Expense				
19000 · Capital Outlay	35,303.04	36,000.00	(696.96)	98.1%
Total Other Expense	<u>35,303.04</u>	<u>36,000.00</u>	<u>(696.96)</u>	<u>98.1%</u>
Net Other Income	26,500.00	0.00	26,500.00	100.0%
Net Income	<u><u>165,890.28</u></u>	<u><u>154,860.00</u></u>	<u><u>11,030.28</u></u>	<u><u>107.1%</u></u>

Port of Newport - NOAA Fund
Balance Sheet
As of June 30, 2018

	Jun 30, 18	Jun 30, 17	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
51000 · Cash & Equivalents	5,980,612.03	5,780,297.18	200,314.85
Total Checking/Savings	5,980,612.03	5,780,297.18	200,314.85
Other Current Assets			
51300 · Prepaid Expenses	29,474.67	65,078.62	(35,603.95)
51400 · Due from Other Funds	0.00	846.02	(846.02)
51480 · Net Pension Asset	(45,912.00)	(45,912.00)	0.00
51485 · PERS - Derfered OF	26,690.00	26,690.00	0.00
Total Other Current Assets	10,252.67	46,702.64	(36,449.97)
Total Current Assets	5,990,864.70	5,826,999.82	163,864.88
TOTAL ASSETS	5,990,864.70	5,826,999.82	163,864.88
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable			
52000 · Accounts Payable	674.40	28,390.74	(27,716.34)
Total Accounts Payable	674.40	28,390.74	(27,716.34)
Other Current Liabilities			
52105 · Accrued Payroll	711.69	0.00	711.69
52110 · Accrued PTO	5,729.93	10,569.67	(4,839.74)
52115 · Payroll Taxes & Deducts Payable	300.91	0.00	300.91
52200 · Due to Other Funds	3,115.17	10,879.96	(7,764.79)
52300 · Accrued Interest Payable	462,477.40	462,477.40	0.00
52350 · Current Portion Long-Term Debt	910,000.00	910,000.00	0.00
Total Other Current Liabilities	1,382,335.10	1,393,927.03	(11,591.93)
Total Current Liabilities	1,383,009.50	1,422,317.77	(39,308.27)
Long Term Liabilities			
52400 · Long-Term Debt	19,841,284.00	19,841,284.00	0.00
52800 · Less Current Portion LT Debt	(910,000.00)	(910,000.00)	0.00
52900 · PERS - Deferred IF	7,949.00	7,949.00	0.00
Total Long Term Liabilities	18,939,233.00	18,939,233.00	0.00
Total Liabilities	20,322,242.50	20,361,550.77	(39,308.27)
Equity			
53000 · Fund Balance	(14534550.95)	(15423252.85)	888,701.90
53110 · FB - Capital Asset Additions	0.00	12,296.00	(12,296.00)
53200 · FB - Debt Principal	0.00	870,000.00	(870,000.00)
53275 · FB - Accrued Interest	0.00	14,494.60	(14,494.60)
53300 · FB - Equity Transfers	0.00	(12,296.00)	12,296.00
53600 · FB - Amortization	0.00	14,303.00	(14,303.00)
53720 · GAAP - Pension Income	0.00	(27,171.00)	27,171.00
Net Income	203,173.15	17,075.30	186,097.85
Total Equity	(14331377.80)	(14534550.95)	203,173.15
TOTAL LIABILITIES & EQUITY	5,990,864.70	5,826,999.82	163,864.88

Port of Newport - NOAA Fund
Profit & Loss Budget vs. Actual
July 2017 through June 2018

	<u>Jul '17 - Jun 18</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Income				
54000 · Lease Revenue	2,532,758.52	2,542,000.00	(9,241.48)	99.6%
Total Income	2,532,758.52	2,542,000.00	(9,241.48)	99.6%
Expense				
55000 · Personnel Services	70,628.86	82,385.00	(11,756.14)	85.7%
56000 · Materials & Services	247,555.15	366,470.00	(118,914.85)	67.6%
57000 · Debt Service	2,001,733.76	2,001,734.00	(0.24)	100.0%
Total Expense	2,319,917.77	2,450,589.00	(130,671.23)	94.7%
Net Ordinary Income	212,840.75	91,411.00	121,429.75	232.8%
Other Income/Expense				
Other Income				
58200 · Interest Income	13,021.95	10,500.00	2,521.95	124.0%
58800 · Miscellaneous Revenue	910.45	0.00	910.45	100.0%
58900 · Transfers In from Other Funds	0.00	500,000.00	(500,000.00)	0.0%
Total Other Income	13,932.40	510,500.00	(496,567.60)	2.7%
Other Expense				
59000 · Capital Outlay	23,600.00	23,600.00	0.00	100.0%
59600 · Contingency	0.00	82,400.00	(82,400.00)	0.0%
59700 · Transfers Out to Other Funds	0.00	750,000.00	(750,000.00)	0.0%
Total Other Expense	23,600.00	856,000.00	(832,400.00)	2.8%
Net Other Income	(9,667.60)	(345,500.00)	335,832.40	2.8%
Net Income	203,173.15	(254,089.00)	457,262.15	(80.0)%

Port of Newport - Facility Maintenance Reserve Fund

Balance Sheet

As of June 30, 2018

	<u>Jun 30, 18</u>	<u>Jun 30, 17</u>	<u>\$ Change</u>
ASSETS			
Current Assets			
Checking/Savings			
31000 · Cash & Cash Equivalents	131,045.25	72,322.76	58,722.49
Total Checking/Savings	<u>131,045.25</u>	<u>72,322.76</u>	<u>58,722.49</u>
Total Current Assets	<u>131,045.25</u>	<u>72,322.76</u>	<u>58,722.49</u>
TOTAL ASSETS	<u>131,045.25</u>	<u>72,322.76</u>	<u>58,722.49</u>
LIABILITIES & EQUITY			
Equity			
33000 · Fund Balance	22,322.76	23,777.66	(1,454.90)
33020 · FB - Assigned for Future Expend	50,000.00	50,000.00	0.00
33110 · FB - Capital Asset Additions	0.00	61,615.90	(61,615.90)
33300 · FB - Equity Transfers	0.00	(61,615.90)	61,615.90
Net Income	<u>58,722.49</u>	<u>(1,454.90)</u>	<u>60,177.39</u>
Total Equity	<u>131,045.25</u>	<u>72,322.76</u>	<u>58,722.49</u>
TOTAL LIABILITIES & EQUITY	<u>131,045.25</u>	<u>72,322.76</u>	<u>58,722.49</u>

Port of Newport - Facility Maintenance Reserve Fund

08/23/18

Profit & Loss Budget vs. Actual

Accrual Basis

July 2017 through June 2018

	<u>Jul '17 - Jun 18</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Other Income/Expense				
Other Income				
38200 · Interest Income	109.87	199.00	(89.13)	55.2%
38900 · Transfers In				
38902 · Transfers In from General Fund	160,000.00	160,000.00	0.00	100.0%
Total 38900 · Transfers In	<u>160,000.00</u>	<u>160,000.00</u>	<u>0.00</u>	<u>100.0%</u>
Total Other Income	<u>160,109.87</u>	<u>160,199.00</u>	<u>(89.13)</u>	<u>99.9%</u>
Other Expense				
39000 · Capital Outlay				
39303 · PD5 Approach Pier Engineering	60,886.65	115,000.00	(54,113.35)	52.9%
39304 · Asphalt Spot Repairs	12,610.00	12,699.00	(89.00)	99.3%
39305 · Relocate RV Sewer Dump	27,230.73	26,000.00	1,230.73	104.7%
39306 · PD5 & 7 Pile Replacement	660.00	0.00	660.00	100.0%
39000 · Capital Outlay - Other	0.00	24,000.00	(24,000.00)	0.0%
Total 39000 · Capital Outlay	<u>101,387.38</u>	<u>177,699.00</u>	<u>(76,311.62)</u>	<u>57.1%</u>
39600 · Contingency	0.00	8,000.00	(8,000.00)	0.0%
39900 · Reserved for Future Expenditure	0.00	50,000.00	(50,000.00)	0.0%
Total Other Expense	<u>101,387.38</u>	<u>235,699.00</u>	<u>(134,311.62)</u>	<u>43.0%</u>
Net Other Income	<u>58,722.49</u>	<u>(75,500.00)</u>	<u>134,222.49</u>	<u>(77.8)%</u>
Net Income	<u>58,722.49</u>	<u>(75,500.00)</u>	<u>134,222.49</u>	<u>(77.8)%</u>

Port of Newport - Construction Fund

Balance Sheet

As of June 30, 2018

	Jun 30, 18	Jun 30, 17	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
41000 · Cash & Cash Equivalents	41,932.10	53,320.08	(11,387.98)
Total Checking/Savings	41,932.10	53,320.08	(11,387.98)
Total Current Assets	41,932.10	53,320.08	(11,387.98)
TOTAL ASSETS	41,932.10	53,320.08	(11,387.98)
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Other Current Liabilities			
42200 · Due To Other funds	0.00	480.42	(480.42)
Total Other Current Liabilities	0.00	480.42	(480.42)
Total Current Liabilities	0.00	480.42	(480.42)
Total Liabilities	0.00	480.42	(480.42)
Equity			
43000 · Fund Balance	52,839.66	79,229.46	(26,389.80)
43075 · FB - Prior Period Adj	0.00	(124,140.51)	124,140.51
43110 · FB - Capital Asset Additions	0.00	177,033.08	(177,033.08)
43300 · FB - Equity Transfers	0.00	(52,892.57)	52,892.57
Net Income	(10,907.56)	(26,389.80)	15,482.24
Total Equity	41,932.10	52,839.66	(10,907.56)
TOTAL LIABILITIES & EQUITY	41,932.10	53,320.08	(11,387.98)

Port of Newport - Construction Fund
Profit & Loss Budget vs. Actual
 July 2017 through June 2018

	<u>Jul '17 - Jun 18</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Expense				
46000 · Materials & Services	0.00	250,000.00	(250,000.00)	0.0%
Total Expense	<u>0.00</u>	<u>250,000.00</u>	<u>(250,000.00)</u>	<u>0.0%</u>
Net Ordinary Income	0.00	(250,000.00)	250,000.00	0.0%
Other Income/Expense				
Other Income				
48200 · Interest Income	126.94	100.00	26.94	126.9%
48300 · Grants	0.00	4,000,000.00	(4,000,000.00)	0.0%
48400 · Loan Proceeds	0.00	2,500,000.00	(2,500,000.00)	0.0%
48900 · Transfers In from Other Funds				
48910 · Transfers In from NOAA Fund	0.00	750,000.00	(750,000.00)	0.0%
Total 48900 · Transfers In from Other Funds	<u>0.00</u>	<u>750,000.00</u>	<u>(750,000.00)</u>	<u>0.0%</u>
Total Other Income	126.94	7,250,100.00	(7,249,973.06)	0.0%
Other Expense				
49000 · Capital Outlay				
49400 · Construction & Management	4,521.50	0.00	4,521.50	100.0%
49410 · Professional Services				
49418 · Engineering	2,195.00	0.00	2,195.00	100.0%
Total 49410 · Professional Services	<u>2,195.00</u>	<u>0.00</u>	<u>2,195.00</u>	<u>100.0%</u>
49440 · Licenses, Permits & Fees	1,348.00	0.00	1,348.00	100.0%
49450 · Contracted Services	2,970.00	0.00	2,970.00	100.0%
49000 · Capital Outlay - Other	0.00	6,500,000.00	(6,500,000.00)	0.0%
Total 49000 · Capital Outlay	<u>11,034.50</u>	<u>6,500,000.00</u>	<u>(6,488,965.50)</u>	<u>0.2%</u>
49700 · Transfers Out to Other Funds				
49710 · Transfers Out to NOAA Fund	0.00	500,000.00	(500,000.00)	0.0%
Total 49700 · Transfers Out to Other Funds	<u>0.00</u>	<u>500,000.00</u>	<u>(500,000.00)</u>	<u>0.0%</u>
49900 · Unappropriated Ending FB	0.00	100.00	(100.00)	0.0%
Total Other Expense	<u>11,034.50</u>	<u>7,000,100.00</u>	<u>(6,989,065.50)</u>	<u>0.2%</u>
Net Other Income	<u>(10,907.56)</u>	<u>250,000.00</u>	<u>(260,907.56)</u>	<u>(4.4)%</u>
Net Income	<u><u>(10,907.56)</u></u>	<u><u>0.00</u></u>	<u><u>(10,907.56)</u></u>	<u><u>100.0%</u></u>

Port of Newport - Bonded Debt Fund

Balance Sheet

As of June 30, 2018

	<u>Jun 30, 18</u>	<u>Jun 30, 17</u>	<u>\$ Change</u>
ASSETS			
Current Assets			
Checking/Savings			
21000 · Cash & Cash Equivalents	356,556.47	247,480.95	109,075.52
Total Checking/Savings	<u>356,556.47</u>	<u>247,480.95</u>	<u>109,075.52</u>
Other Current Assets			
21270 · Property Tax Receivable	86,925.12	86,925.12	0.00
Total Other Current Assets	<u>86,925.12</u>	<u>86,925.12</u>	<u>0.00</u>
Total Current Assets	<u>443,481.59</u>	<u>334,406.07</u>	<u>109,075.52</u>
Other Assets			
21800 · Bond Issue costs, net of amort.	2,916.00	2,916.00	0.00
21825 · Advance Refunding Valuation	416,150.00	416,150.00	0.00
Total Other Assets	<u>419,066.00</u>	<u>419,066.00</u>	<u>0.00</u>
TOTAL ASSETS	<u>862,547.59</u>	<u>753,472.07</u>	<u>109,075.52</u>
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Other Current Liabilities			
22350 · Bonds Payable - Current	325,000.00	325,000.00	0.00
Total Other Current Liabilities	<u>325,000.00</u>	<u>325,000.00</u>	<u>0.00</u>
Total Current Liabilities	<u>325,000.00</u>	<u>325,000.00</u>	<u>0.00</u>
Long Term Liabilities			
22510 · 2008 Series Bonds	125,000.00	125,000.00	0.00
22515 · 2011 Series Bonds	5,083,669.00	5,083,669.00	0.00
22520 · 2016 Series Bonds	7,455,000.00	7,455,000.00	0.00
22590 · Bond Premiums	838,806.00	838,806.00	0.00
22800 · Less Current Portion LTD	(325,000.00)	(325,000.00)	0.00
Total Long Term Liabilities	<u>13,177,475.00</u>	<u>13,177,475.00</u>	<u>0.00</u>
Total Liabilities	<u>13,502,475.00</u>	<u>13,502,475.00</u>	<u>0.00</u>
Equity			
23000 · Fund Balance	(12,749,002.93)	(13,189,865.77)	440,862.84
23500 · FB - Debt Principal	0.00	465,000.00	(465,000.00)
23600 · FB - Discount/Premium	0.00	49,598.00	(49,598.00)
23800 · Adv. Refunding - Amortization	0.00	(20,807.00)	20,807.00
Net Income	109,075.52	(52,928.16)	162,003.68
Total Equity	<u>(12,639,927.41)</u>	<u>(12,749,002.93)</u>	<u>109,075.52</u>
TOTAL LIABILITIES & EQUITY	<u>862,547.59</u>	<u>753,472.07</u>	<u>109,075.52</u>

Port of Newport - Bonded Debt Fund
Profit & Loss Budget vs. Actual
 July 2017 through June 2018

	Jul '17 - Jun 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
28100 · Bond Levy Proceeds				
28110 · Current Year	942,645.96	850,000.00	92,645.96	110.9%
28120 · Prior Years	36,027.34	25,000.00	11,027.34	144.1%
28130 · Interest	339.09	0.00	339.09	100.0%
Total 28100 · Bond Levy Proceeds	<u>979,012.39</u>	<u>875,000.00</u>	<u>104,012.39</u>	<u>111.9%</u>
Total Income	<u>979,012.39</u>	<u>875,000.00</u>	<u>104,012.39</u>	<u>111.9%</u>
Gross Profit	979,012.39	875,000.00	104,012.39	111.9%
Expense				
27000 · Debt Service				
27100 · Principal				
27410 · 2008 GO Bond Principal	125,000.00	125,000.00	0.00	100.0%
27415 · 2011 GO Bond Principal	65,000.00	65,000.00	0.00	100.0%
27420 · 2016 GO Bond Principal	135,000.00	135,000.00	0.00	100.0%
Total 27100 · Principal	<u>325,000.00</u>	<u>325,000.00</u>	<u>0.00</u>	<u>100.0%</u>
27600 · Interest Expense				
27910 · 2008 GO Bond Interest	2,500.00	3,000.00	(500.00)	83.3%
27915 · 2011 GO Bond Interest	268,355.00	271,000.00	(2,645.00)	99.0%
27920 · 2016 GO Bond Interest	275,925.00	277,000.00	(1,075.00)	99.6%
Total 27600 · Interest Expense	<u>546,780.00</u>	<u>551,000.00</u>	<u>(4,220.00)</u>	<u>99.2%</u>
Total 27000 · Debt Service	<u>871,780.00</u>	<u>876,000.00</u>	<u>(4,220.00)</u>	<u>99.5%</u>
Total Expense	<u>871,780.00</u>	<u>876,000.00</u>	<u>(4,220.00)</u>	<u>99.5%</u>
Net Ordinary Income	107,232.39	(1,000.00)	108,232.39	(10,723.2)%
Other Income/Expense				
Other Income				
28200 · Bank Interest Income	1,843.13	1,000.00	843.13	184.3%
Total Other Income	<u>1,843.13</u>	<u>1,000.00</u>	<u>843.13</u>	<u>184.3%</u>
Net Other Income	<u>1,843.13</u>	<u>1,000.00</u>	<u>843.13</u>	<u>184.3%</u>
Net Income	<u><u>109,075.52</u></u>	<u><u>0.00</u></u>	<u><u>109,075.52</u></u>	<u><u>100.0%</u></u>

PORT OF NEWPORT MARINA & RV PARK

File # 880000611 List SVPr OR List City NEWPORT Listing Type PARK PRIMARY Territory OR

Port of Newport - Repeat

View Media Kit (<https://capture.goodsam.com/mediakit>)

ADV Code NEMA.1 Agency Code Rep Code 569 Bob & Becky Bazemore

Investment

\$6,358.00

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\$6,103.68

Sign Proposal

Signing signifies agreement with the Good Sam RV Travel & Savings Guide Terms and Conditions, Copyright License Agreement, and the Good Sam Park Affiliate Agreement (applies to Good Sam Parks only) as shown below & following page(s).

A.T. Ba
Signature

AARON T. BRETZ / MANAGER OF OPERATIONS
Print Name / Title

11/24/18
Date

Good Sam RV Travel & Savings Guide (Print & Digital Channels)
Advertising Terms & Conditions

1. By submitting advertising copy to TL Enterprises, LLC ("Publisher") and Publisher accepting such copy, Advertiser agrees to comply with the following terms and conditions (the "Agreement"), which shall be considered to have been entered into in Oxnard, CA and governed by and subject to the laws of the state of California.
2. Advertiser represents that the person submitting advertising copy has the authority to bind Advertiser to this Agreement.
3. All advertising print & digital copy is subject to Publisher's approval.
4. If new material for contracted advertising is not received by closing date, Publisher reserves the right to repeat most recent insertion.
5. Publisher cannot guarantee ad placement.
6. Publisher reserves the right to make any ad placement changes to Spotlight advertising in its sole discretion.
7. Publisher reserves the right to change the layout of an ad without changing the overall ad size.
8. Publisher is not responsible for errors appearing in the advertiser's free listing. Such errors do not affect the terms and conditions of this Agreement.
9. 15% commission on net print advertising space and color charges will be allowed to recognize advertising agencies furnishing an ad insertion order and electronic art.
10. Advertiser agrees to pay all invoices, net thirty days. All sums owing Publisher shall be paid in accordance with the terms and conditions of this agreement and unless otherwise explicitly agreed in writing, all sums shall become due and payable 30 days after the date of any invoices issued by Publisher and all amounts remaining unpaid 31 days or more shall bear an interest charge at the rate of one percent (1.0%) per month. If collection becomes necessary the advertiser agrees to pay all collection costs and reasonable attorney's fees. If park is sold, originator of the contract will be liable for full payment of invoice.
11. Print & digital advertising cancellations must be submitted in writing prior to August 31, 2018.
12. Cancellations for special section advertising, such as Spotlights, Welcome Section, Map Ads and Good Sam Pages must be submitted in writing prior to August 17, 2018.
13. In the event of any dispute, Advertiser consents to the jurisdiction of the state or federal court located in or near Oxnard, CA.
14. Publisher cannot guarantee an ad proof for any contract received after August 31, 2018.
15. 2019 Digital Products will run mid-November 2018 to mid-November 2019.
16. Advertiser represents that the advertising copy (i) is true and accurate and (ii) does not violate or infringe upon any copyright, trademark, or service mark rights, any other intellectual property rights. These terms and conditions expressly incorporate the terms of the Copyright License Agreement, attached hereto, to which Advertiser agrees to be bound.
17. Advertiser agrees to defend, indemnify, and hold harmless Publisher, its parent companies, affiliates, employees, officers, and representatives, from any and all damages, costs, expenses (including reasonable attorney's fees and costs) incurred as a result of any breach of any representation or covenant or term of this Agreement by Advertiser.
18. ADVERTISER'S SOLE REMEDY FOR PUBLISHER'S BREACH OF THIS AGREEMENT IS A REFUND OF THE FEE PAID FOR THE ADVERTISING COPY AT ISSUE.

2019 Good Sam Park Affiliation Agreement

This Affiliation Agreement (the "Agreement") is by and between Good Sam Enterprises, LLC ("Good Sam") having an office at 2750 Park View Ct Ste 240 Oxnard, CA 93036-5458 and the Park identified below ("Park" or "we") agree to the following terms and conditions of Good Sam Park Affiliation:

1. The term of this Agreement shall begin on the date signed by the Park below and continue through December 31, 2019 (the "Term"). Either party may cancel this Agreement upon thirty (30) days' written notice sent by certified mail at their respective address.
2. Park shall be considered a Good Sam affiliated park so long as Park maintains a certain rating as established by Good Sam from time to time and otherwise complies with the terms of this Agreement. Park shall be subject to review and rating by Good Sam each year and if ratings fall below the minimum guidelines acceptable for Good Sam qualification, this Agreement is subject to immediate cancellation or non-renewal, at the sole discretion of Good Sam. The minimum guidelines for Good Sam affiliation and a Park's rating are shared with the Park by Good Sam or otherwise available upon request.
3. Park agrees to pay Good Sam an annual affiliation fee, subject to the Good Sam Park guarantee, upon signing this Agreement. The Good Sam Park guarantee entitles the Park to a refund of the affiliation fee if at the end of the Term net revenues do not exceed the amount of affiliation fee but only if the Park is operated by the owner signing below and the Park continues to qualify for Good Sam Park affiliation under the rating used for its renewal. Notwithstanding the foregoing, in the event this Agreement is cancelled or terminated prior to the end of the Term, Park will not receive a refund of the Affiliation Fee.
4. Good Sam grants Park a limited, revocable, non-exclusive license to use the Good Sam name and logo ("Good Sam Trademarks") in connection with Park's identification as a Good Sam Park, including in marketing and advertising material such as the Good Sam RV Travel & Savings Guide. Park agrees not to alter the Good Sam Park logo provided by Good Sam. In any use of the Good Sam Trademarks shall contain the ® symbol and/or include the following disclaimer: "GOOD SAM and the GOOD SAM ICON are registered trademarks of Good Sam Enterprises, LLC and used with permission. Unauthorized use of any of Good Sam Enterprises LLC's trademarks is expressly prohibited." Park shall prominently display the logo to show the Good Sam affiliation. Upon the expiration or cancellation of this Agreement or upon written notice from Good Sam, Park will cease use of all Good Sam Trademarks.
5. Park agrees to comply with all state, local, and federal laws and ordinances governing its operation. Park shall defend, indemnify, and hold harmless Good Sam for any and all claims, lawsuits, causes of action, judgments, and costs (including attorney's fees and costs) without limitation related to Park's operation, including claims of personal injury or death, occurring in or around Park's premises and any breach of this Agreement by Park.
6. Park agrees to post rates or have printed rate sheets available. Park agrees to give Good Sam Club members who present a valid membership card at registration, the Good Sam 10% discount (the "Discount"). The Discount shall be applied to the total overnight rate, with no blackout periods, including weekends and holidays and shall be applied regardless of the member's method of payment. Park agrees to maintain a minimum of ten (10) overnight sites.
7. Park acknowledges it may have access to Good Sam Club member information or other confidential information of Good Sam (referred to as "Member Information"). Park shall not disclose or use Member Information for any purpose other than fulfilling the obligations of the Affiliation Agreement or completing a transaction (for example, a reservation) at the

request of a Member. Member information and other confidential information and systems to which Park may have access will at all times remain Good Sam property and Park acquires no rights or interests in such data or systems. Park shall use commercially reasonable measures in accordance with industry practices and the sensitivity of material provided to it to secure Member information and systems to which Parks have access and, at Good Sam's reasonable request, will provide Good Sam with a written summary of such practices. In addition, Park shall use commercially reasonable efforts to comply with any specific data handling measures reasonably requested by Good Sam. Park will immediately advise Good Sam of any unauthorized access to Member information in Park's possession or under Park's control, and, promptly at Park's own expense take actions as Good Sam requests to comply with applicable laws and regulations governing data breaches and related matters. Park will be responsible for any costs, fines, penalties, or other losses that Good Sam incurs as a result of any unauthorized access to Member information in Park's possession or under Park's control or otherwise due to Park's acts or omissions.

8. This Agreement shall be signed by an authorized representative of Park who shall bind the Park to all terms contained herein.

Copyright License Agreement

1. We agree to the Copyright License Agreement (<https://capture.goodsam.com/cia/2019>).

PRODUCTS

GS Value Digital & Print Pkg: 1/8 Page **\$6,358.00**

Traffic #: OR804409

Placement: Spotlight

Ad State/Prov: OR

Spotlight: OREGON'S CENTRAL COAST

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Explore Tab - Free with qualifying purchase **\$0.00**

Subtotal: \$0.00

Investment **\$6,358.00**

Pre-pay the entire order and save 4% **\$6,103.68**

Cancellation must be submitted in writing by August 17, 2018. All quoted rates in accordance with the latest rate card. Make all checks payable to GS Media & Events and payable in US funds. In Canada, Canadian Funds accepted.

Terms and conditions are part hereof.

ADVERTISER INFO

Steve Larrabee
600 SE BAY BLVD
NEWPORT, OR 97365
(541) 867-3321

BILL TO, IF DIFFERENT

CONSENT CALENDAR AGENDA ITEM

DATE: *21 August 2018*
RE: *Rogue Seawall Evaluation*
TO: *Port of Newport Board of Commissioners*
ISSUED BY: *Aaron Bretz, Director of Operations*

BACKGROUND

I submitted a request for qualifications from engineering firms who could perform analysis on the current and future condition of the Rogue Seawall, and provide potential solutions along with rough cost estimates.

DETAIL SUPPORTING

I heard from five agencies who asked detailed questions to determine if the project was a good fit for their capabilities. Three agencies determined that they did not have the qualifications or experience to perform the work that would be required, and they declined to submit qualifications. Two agencies submitted qualifications, and after conducting a best value analysis I recommend that BergerABAM offers the best fit with the Port's needs. The Deliverables to the Port at the end of the study are:

1. An objective evaluation of the current structural state of the seawall and fill material
2. An opinion on the serviceable future of the seawall and fill, given current loading
3. Suggestions for potential solutions with estimations of the serviceable future for each solution
4. Cost estimates within a rough order of magnitude for each potential solution

ALTERNATE CONSIDERATIONS

We could opt not to perform the work, in which case we will not know how bad the overall condition of the wall is. We could also re-bid the work, but we did have contact with a variety of firms, and I am of the opinion that BergerABAM offers the best value in this instance.

BUDGET IMPLICATIONS

This work is in the FY 2018-19 budget.

RECOMMENDATION

I recommend that a Commissioner make a MOTION TO AUTHORIZE THE DIRECTOR OF OPERATIONS CONTRACT WITH BergerABAM TO PROVIDE ANALYSIS OF THE ROGUE SEAWALL NOT TO EXCEED \$10,000.

**Request for Consultant Qualifications
(RFCQ # 2018-01)**

**For the
Port of Newport
Rogue Seawall Structural Analysis**

**Issue date:
July 23, 2018**

**Closing location:
600 SE Bay Blvd., Newport, OR 97365**

Closing date and time:

**Two complete hard copies of your response must be received
by 3:00 p.m. Pacific Standard Time on August 17, 2018**

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July 23rd, 2018

To: Applicant

RE: Request for Consultant Qualifications (RFCQ 2018-01) for the Structural Analysis of the Rogue Brewery Seawall, and Development of Engineering Solutions for Structural Degradation

Dear Applicant:

The Port of Newport (PON) invites you to submit a Statement of Consultant Qualifications (SOCQ) to provide a structural analysis and cursory development of solutions for the degradation of the seawall at the south end of the South Beach Marina upon which the Rogue Brewery rests.

To receive full consideration and to be invited to submit a final proposal for this work, please submit a Statement of Consultant Qualifications (SOCQ) meeting the submittal requirements as stated in this document by August 17th, 2018 to the following address:

Attn: Aaron Bretz, Director of Operations
Port of Newport
600 SE Bay Blvd.
Newport, OR 97365
abretz@portofnewport.com

Requests for Proposals will be provided to the most qualified candidates. We look forward to receiving a SOCQ from you. If you have any questions regarding this request, please contact Aaron Bretz, Director of Operations. [Inquiries should be submitted in writing or via email by August 3rd with Addendum to be issued on August 8th, 2018.]

BACKGROUND

At the south end of the South Beach Marina in the Port of Newport is a seawall that was built in 1978 to form a wharf upon which an indoor dry-moorage facility was built. In the early 90's, the dry-moorage was converted into a brewery by the Oregon Brewing Company, and has been home to the Rogue Brewery ever since. The 550' long wall is showing signs of deterioration; evidence of a loss of fill material due to free communication with the bay has been documented. Additionally, the H-beams supporting the concrete slabs out of which the wall is made are showing signs of heavy scaling due to rust, and the wall appears to be bulging in several places.

RFCQ SUBMITTAL REQUIREMENTS

Please submit your Statement of Consultant Qualifications by **August 17, 2018 by 3:00 p.m.** in accordance with the following requirements. The word "Respondent" in this document means an individual, an organization or a firm that submits, or intends to submit, a response. Responses will be marked with their receipt time at the closing location.

1. *Statement of Consultant Qualifications:* The Statement (including the transmittal letter) **shall not exceed a total of 5 single-sided, 8.5" x 11" pages**. Resumes shall be included in an appendix and are not counted as part of the five pages. Documents must be submitted in hard-copy format by mail or courier.

2. *Transmittal Letter:* The Statement of Qualifications shall be transmitted with a cover letter describing the respondent's interest in providing consulting services to the PON. The cover letter should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized to negotiate a contract with PON shall sign the cover letter. Address the cover letter and the Statement of Qualifications as follows:

Aaron Bretz, Director of Operations
Port of Newport
600 SE Bay Blvd.
Newport, OR 97365

3. *Seawall analysis questionnaire:* Please answer the following **four questions** to the best of your ability regarding your experience as it relates to this request for qualifications.
 - a. What experience do you have with planning in-water construction work? *Provide specific examples and contact information, if applicable.*
 - b. What experience do you have with analysis on marine structures? *Provide specific examples and contact information, if applicable.*
 - c. What experience do you have in developing and employing solutions for degrading marine structures while allowing existing operations to continue on adjacent lands and structures? *Provide specific examples and contact information, if applicable.*

SELECTION CRITERIA

The Port's objective is to effectively and objectively evaluate the direct industry-related experience of all the Statements of Consultant Qualifications submitted in a timely manner. The Statement will be evaluated and scored on a 100-point total basis using the following criteria:

1. Expertise in Scope of Work tasks.
2. Experience with similar types of projects and industry knowledge.
3. Satisfaction of previous clients (if applicable).
4. Flexibility and availability of the respondent's schedule.
5. Fee rates and structure; forecasted total consultant fees

Two or more respondents may be invited to interview by phone between **August 27th – 31st, 2018**.

PON staff will provide the appropriate notice and schedule for interviews. The selection panel will make a recommendation to Port of Newport Commissioners and staff for a final selection of the most qualified respondent based primarily on technical expertise and experience in conducting similar work. Once the top candidate has been selected, PON staff will negotiate a services contract with the selected candidate.

SELECTION PROCESS AND PROJECT SCHEDULE

Project Timeline

The following timetable outlines the anticipated schedule for the project. The timing and the sequence of events resulting from this request for qualifications may vary and shall ultimately be determined by the selected consultant and PON staff.

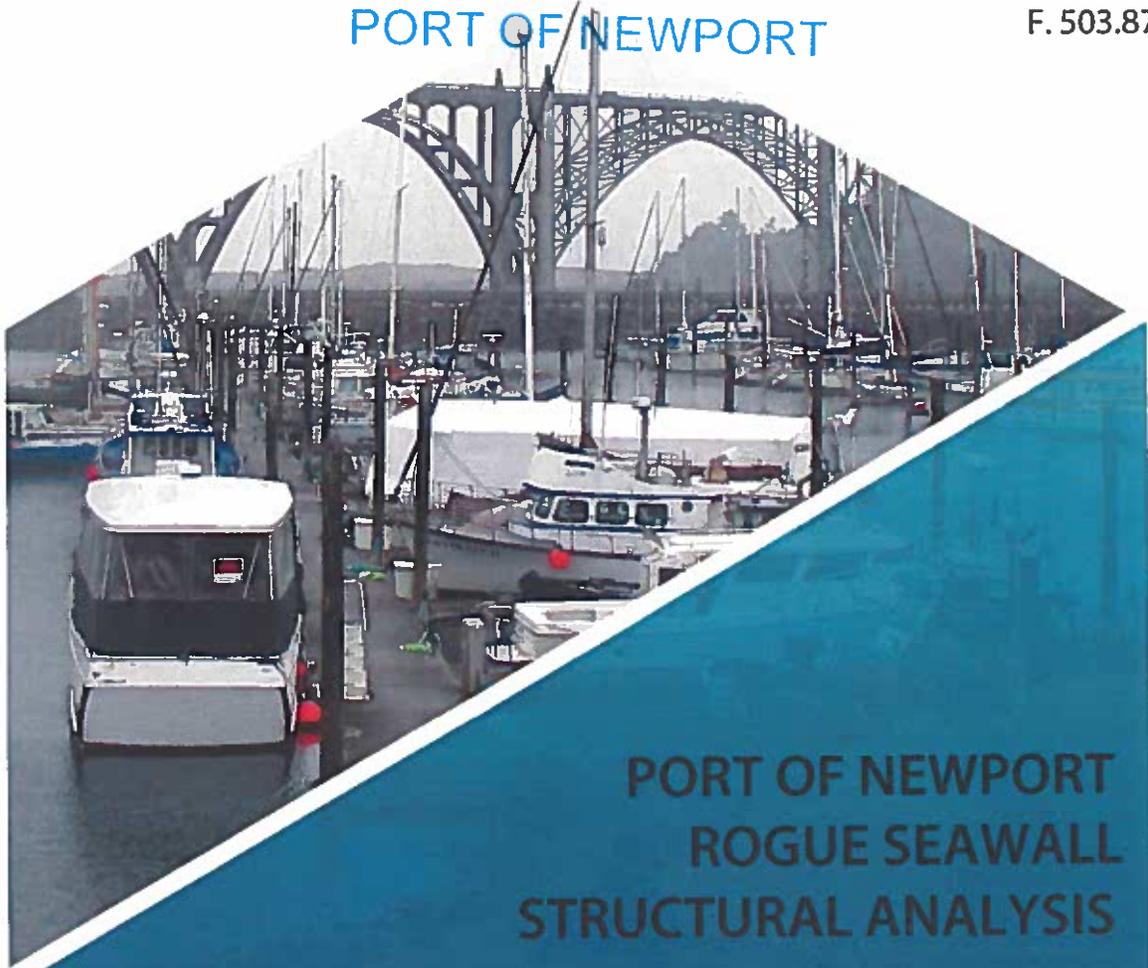
DATES	EVENTS
July 25 – August 17, 2018	Advertisement RFCQ
August 17, 2018	3:00 p.m. PST deadline for submittal of RFCQ for full consideration
August 27 – 31, 2018	Interviews
September 3, 2018	Notice to Proceed
November 15, 2018	Completion Date

Project Deliverables

At the end of the project duration the Port of Newport will receive the following deliverables:

1. An objective evaluation of the current structural state of the seawall and fill material
2. An opinion on the serviceable future of the seawall and fill, given current loading
3. Suggestions for potential solutions with estimations of the serviceable future for each solution
4. Cost estimates within a rough order of magnitude for each potential solution

PORT OF NEWPORT



PORT OF NEWPORT
ROGUE SEAWALL
STRUCTURAL ANALYSIS

Submitted to
Port of Newport

RFCQ # 2018-01

17 August 2018

17 August 2018

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

Subject: Port of Newport – Rogue Seawall Structural Analysis

Dear Mr. Bretz & Review Committee:

BergerABAM is pleased to present this Statement of Consultant Qualifications (SOCQ) for your consideration. The seawall that supports the Rogue Brewery at the South Beach Marina was constructed 40 years ago. The bulkhead is more than 540 feet long and it supports one of the Port's most important tenants. The wall comprises steel soldier piles and concrete lagging panels tied back with steel rods to a deadman anchor. The four decades of exposure to the marine environment have resulted in visible deterioration of many of the major structural elements. This deterioration includes corrosion of the steel soldier piles and spalling of the concrete grade beam/pile cap. In addition, some loss of backfill material through gaps in the concrete lagging panels is apparent as material can be seen in front at the base of the wall, and it is suspected that some settlement of the interior floor slab of the brewery may be occurring. Finally, the wall appears to be deflecting outward in some places. As this is one of the Port of Newport's most valuable infrastructure assets, the Port is seeking information to determine the best way to plan for the future of the seawall.

BergerABAM and our geotechnical engineering partner GRI met with Aaron Bretz in February of this year to observe the condition of the seawall. During this visit, we walked the length of the bulkhead on the floating dock in order to become familiar with the conditions. We understand the concern that the Port has for the condition of this asset.

BergerABAM specializes in helping our clients extend the useful life of their waterfront facilities. Our planners, engineers, and environmental permitting specialists can help determine the state of the seawall's condition, the techniques available to rehabilitate the structure, the viability project, and the plan for making it all happen.

I will manage the effort to give the Port Commissioners the information they need to plan the future of the South Beach Marina's prominent feature. I look forward to the opportunity to help the Port with this important task.

This SOCQ has been organized to follow the Selection Criteria presented in the RFCQ, with responses to the Seawall Questionnaire contained within the Criteria No. 2 section. If you have any questions regarding the SOCQ, please do not hesitate to contact me. Thank you for considering our proposal.

Sincerely,



Howard "Hod" Wells, PE, LEED AP, ENV SP

Project Manager

☎ 503/872-4114

✉ Howard.Wells@abam.com

CRITERIA Nº 1 EXPERTISE IN SCOPE OF WORK TASKS

The RFCQ did not present a specific scope of work for the consultant to consider, but it did present the Port’s required deliverables. These deliverables are as follows:

- An objective evaluation of the current structural state of the seawall and fill material
- An opinion on the serviceable future of the seawall and fill, given current loading
- Suggestions for potential solutions with estimations of the serviceable future for each solution
- Cost estimates within a rough order of magnitude for each potential solution

These four deliverables will be rolled into a single letter report that will be presented to the Port as a draft for review and comment. After receipt of comments, BergerABAM will present a final report.

The BergerABAM team will perform the following scope of services, culminating in the deliverable of the final report. We understand that the budget for this scope of services is limited, so the work will be geared toward providing information that the Port can use to guide future decisions regarding additional investigation, analysis, or design.

We will conduct a site visit to observe the current state of the seawall. BergerABAM and GRI visited the site in February 2018 and are familiar with the conditions, which will enable our site visit to be brief and our activities focused on gathering information not already in our possession.

We will then evaluate the condition of the structure and estimate a remaining useful life given the current condition and

loading. We will consider rehabilitation schemes that will add service life to the structure, and we will present descriptions of the work required for rehabilitation, with opinions as to the probable cost involved. We will develop up to three schemes with descriptions of the work involved, the service life extension, and the estimated costs provided in the report. The port should understand that this scope will provide a planning-level evaluation of the seawall and the options available for rehabilitation.

This is a relatively common scope of services for BergerABAM, with the variable being the depth to which the rehabilitation schemes are developed and the accuracy level of the cost opinions provided. We have recently performed similar scopes of services for the Port of Portland, Port of Vancouver, United Grain, and the City of Warrenton, among other clients. The following table lists some of these projects with scope similarities indicated.

PROJECT	Planning In-water Construction Work	Marine Structure Analysis	Repairs or Upgrades with Uninterrupted Operations	Evaluation of Structural Deterioration	Anchored Bulkhead	In-water Permitting	Alternative Development	Service Life Evaluation and Extension	Cost Estimating
Astoria 17th Street Dock	●	●				●			●
Grant Street Pier	●	●			●	●			●
Port of Toledo Haul-out Pier	●	●				●			●
WVFA Trench	●	●			●	●	●		●
Port of Vancouver Terminal 1	●	●	●	●	●	●	●	●	●
Warrenton Work Pier Evaluation and Upgrade	●	●	●	●			●	●	●
Torpedo Wharf	●	●		●			●	●	●
United Grain Kalama Dock Assessment	●	●		●			●	●	●
Port of Vancouver Terminal 2 Berth 1	●	●		●	●		●	●	●
Port of Portland Berths 410-411	●	●		●			●	●	●
Port of Portland Berth 503	●	●	●	●			●	●	●

CRITERIA Nº 2 EXPERIENCE WITH SIMILAR TYPES OF PROJECTS AND INDUSTRY KNOWLEDGE

The RFCQ presented a Seawall Analysis Questionnaire consisting of three questions. This section provides the response to those questions and is intended to address Selection Criteria No. 2. Following the responses, we are highlighting three projects that provide some additional detail.

QUESTION A – WHAT EXPERIENCE DO YOU HAVE WITH PLANNING IN-WATER CONSTRUCTION WORK?

More than half of BergerABAM's business consists of waterfront structure engineering, and all of this work requires the planning of in-water construction. Our waterfront engineers are experts in the construction techniques required to build in-water structures. We have an in-house dive-inspection team staffed with engineers who perform underwater structure inspections around the world. And we have a team of permit specialists who are adept at obtaining the environmental clearances required for waterfront repair/rehabilitation projects as well as new construction.

Our clients often ask us to provide estimates for extending the life of aging structures 1, 5, 10, and 20 years. Our clients often want to change the usage of the structure, or allow larger vessels to call on the pier. We provided United Grain in Kalama, Washington, a menu of upgrade options to rehabilitate their deteriorating timber dock, and compared those costs to the cost of a new facility. After considering the cost to rehabilitate their dock versus the cost of a new facility, United Grain decided that a new dock would be more cost-effective, as it would allow them to serve larger vessels and more varied product, providing increased and diversified revenue. BergerABAM will consider the Rogue Seawall within the big picture of the Port's long-term goals.

BergerABAM maintains excellent relationships with marine contractors. One of the best ways to evaluate the effectiveness and constructability of our designs is to consult a marine contractor. We frequently ask contractors to do a reality check on our design schemes, and we always check in for current pricing for big-dollar items like pile driving. We have worked closely with Bergerson Construction for years. Bergerson has a lot of experience in Yaquina Bay and is currently constructing a private wharf facility on Bay Boulevard in Newport. Please feel free to contact their president, Greg Morrill, at 503-325-7130 for more information about BergerABAM's waterfront engineering expertise. BergerABAM and Bergerson Construction worked together to design and build the Port of Toledo's new 600-ton mobile boat hauler, which allows the Port of Toledo to better serve Newport's fishing fleet

QUESTION B – WHAT EXPERIENCE DO YOU HAVE WITH ANALYSIS OF MARINE STRUCTURES?

In the Pacific Northwest, BergerABAM is the leader in technical

expertise and experience related to inspection, evaluation, and analysis of existing marine waterfront structures. Much of the Northwest's waterfront infrastructure is at or beyond its functional life, and owners are looking for ways to rehabilitate their assets because of the high cost of replacement. There are many techniques available, and the right solution can only be determined through a thoughtful evaluation of many factors.

We recently performed an inspection of the City of Warrenton's Work Pier and provided phased cost estimates and design documents that will enable the City to restore lost load capacity to their pier as funds become available, and to then take the pier beyond to an increased load rating to provide more flexibility to the pier users. We know that work on waterfront structures can be expensive, and we are always approach our projects pragmatically, with the needs of the owner at the forefront of our solution development.

QUESTION C – WHAT EXPERIENCE DO YOU HAVE IN DEVELOPING AND EMPLOYING SOLUTIONS FOR DEGRADING MARINE STRUCTURES WHILE ALLOWING EXISTING OPERATIONS TO CONTINUE ON ADJACENT LANDS AND STRUCTURES?

Currently under construction on the Seattle waterfront is the replacement of the aging Colman Dock, the Washington State Ferries' busiest facility. BergerABAM is the engineer responsible for designing the upgrade so it can be constructed while maintaining ferry service. This type of assignment is common for BergerABAM. Our port clients do not always have the luxury of moving or suspending their operations during construction.

While not involving a degrading marine structure, our work for the Port of Vancouver's West Vancouver Freight Access project included the design of a 1/4-mile waterfront heavy rail trench through the Lafarge Cement terminal, below the BNSF Columbia River Bridge, adjacent to Pacific Coast Shredding, and through the Great Western Malting facility. Going through the malting facility required a \$5 million demolition effort. The multiyear construction did not interrupt the operations of any tenant or the BNSF Railway. A thorough knowledge of maritime port operations is one of the most valuable assets BergerABAM can offer our clients. Our dedication to understanding port and tenant operations is how we deliver successful projects. On the following page is more information on two of the projects mentioned previously, as well as the description of services we provided on a deteriorating historic waterfront structure in the San Francisco Bay area.

WARRENTON WORK PIER | CITY OF WARRENTON | WARRENTON, OR

The City of Warrenton operates marinas in Warrenton and nearby Hammond. Their concrete and timber work pier was approximately 40 years old. BergerABAM provided condition assessments, load ratings, and design services to repair and upgrade the work pier at the City of Warrenton Marina.

The work pier continues to serve the local commercial fishing fleet. Repairs and upgrades were designed using a phased approach to allow the City to repair the pier and upgrade its load-carrying capacity.



Relevant Elements:

- 40-year-old marine structure
- Extension of useful life of important facility
- Design to minimize disruption to users
- Cost estimating

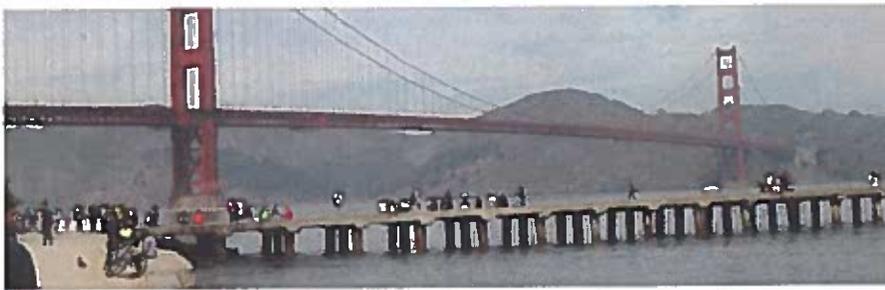
Reference:

- Jane Sweet
- ☎ 503/861-3822
- ✉ jsweet@ci.warrenton.or.us

TORPEDO WHARF | NATIONAL PARK SERVICE | SAN FRANCISCO, CA

BergerABAM developed alternative designs to rehabilitate the Torpedo Wharf at the Golden Gate National Recreation Area. The Torpedo Wharf was constructed in 1943 and is a contributing resource to the Presidio of San Francisco National Historic Landmark District and to the potential Seacoast Fortifications National Historic Landmark District. The wharf is currently used as a fishing pier and public gathering place.

Services included a scoping trip, underwater dive inspection and condition assessment, the development of rehabilitation alternatives, production of Class C construction cost estimates, and the production of a scope and validation report. The work was performed for the National Park Service as a subconsultant to HECO Engineers.



Relevant Elements:

- Aging marine structure
- Significant structure deterioration
- Development of rehabilitation scheme options
- Cost estimating
- Waterfront engineering

Reference:

- Jim Kren
- ☎ 303/969-2689
- ✉ jim_kren@nps.gov

UNITED GRAIN KALAMA DOCK ASSESSMENT | CHS INC./TEMCO | KALAMA, WA

BergerABAM provided facility assessment, terminal planning, engineering, federal, state and local permitting, and construction support for the modernization of the existing grain marine terminal for CHS Inc./TEMCO at the Port of Kalama.

This multiyear project began with a condition assessment of the aging shipping dock pictured below. The owner wanted to know how much it would cost to extend the life of the timber structure 5, 10, and 20 years. BergerABAM provided a repair schemes and estimates to achieve these levels of useful life extension. Ultimately, the owner decided to replace the entire aging marine terminal with a twin-tower shiploader, new barge unloading terminal, and shoreside improvements, including new shipping bins, cleaners, support buildings, rail modifications, rail dumper, bulk weighers, and other efficiency improvements. BergerABAM provided engineering services throughout the entire process.



Relevant Elements:

- Aging marine structure
- Significant structural deterioration
- Alternative rehabilitation scheme development
- Cost estimating
- Waterfront engineering

Reference:

- Jim McCarthy, CHS
- ☎ 360/673-2608
- ✉ James.McCarthy@CHSInc.com

CRITERIA Nº 3 SATISFACTION OF PREVIOUS CLIENTS

Satisfying our clients is how BergerABAM stays in business. Please feel free to contact any reference provided within this RFCQ for verification of our performance. Below are two testimonials that demonstrate the client satisfaction that is BergerABAM's measure of success.

"The engineer went above and beyond in helping us with in-water permitting issues that came up during our project. They were especially helpful in designing around specific materials that we procured at significant cost savings. BergerABAM has my highest recommendations."

Bud Shoemake, Manager, Port of Toledo
541/336-5207
Bud.shoemake@portoftoledo.org
Port of Toledo 620-ton Marine Haul-out Pier



"As a part of the port's West Vancouver Freight Access Project a critical element was to provide a new rail entrance to the Port. WVFA Project Schedule 2 Rail Access Demolition required the structural demolition of existing silos and installation of new supporting end walls. BergerABAM provided design and construction support services for this complex project. Plans and specifications were developed with criteria to ensure the continuous operation of the adjacent active grain silos, utility continuity, and structural end wall designs. BergerABAM also developed a series of requirements to ensure adequate protection of adjacent active operations and remaining infrastructure. By all measures, this project was successful. The project finished under budget and achieved the Port's operational objectives without any unplanned disruptions or safety incidents. For these reasons the port would surely recommend BergerABAM for future similar complex demolition and structural projects."

Mark Newell, Project Delivery Manager, Port of Vancouver
360/693-3611
Great Western Malting Demolition

CRITERIA Nº 4 FLEXIBILITY AND AVAILABILITY OF THE RESPONDENT'S SCHEDULE

We have the resources available in our Oregon office to complete this work in September or October, in order to give the Port the information they need to inform their Strategic Business Plan update and to plan the future capital needs. Completing the work prior to the published November 15 date will not be a problem.

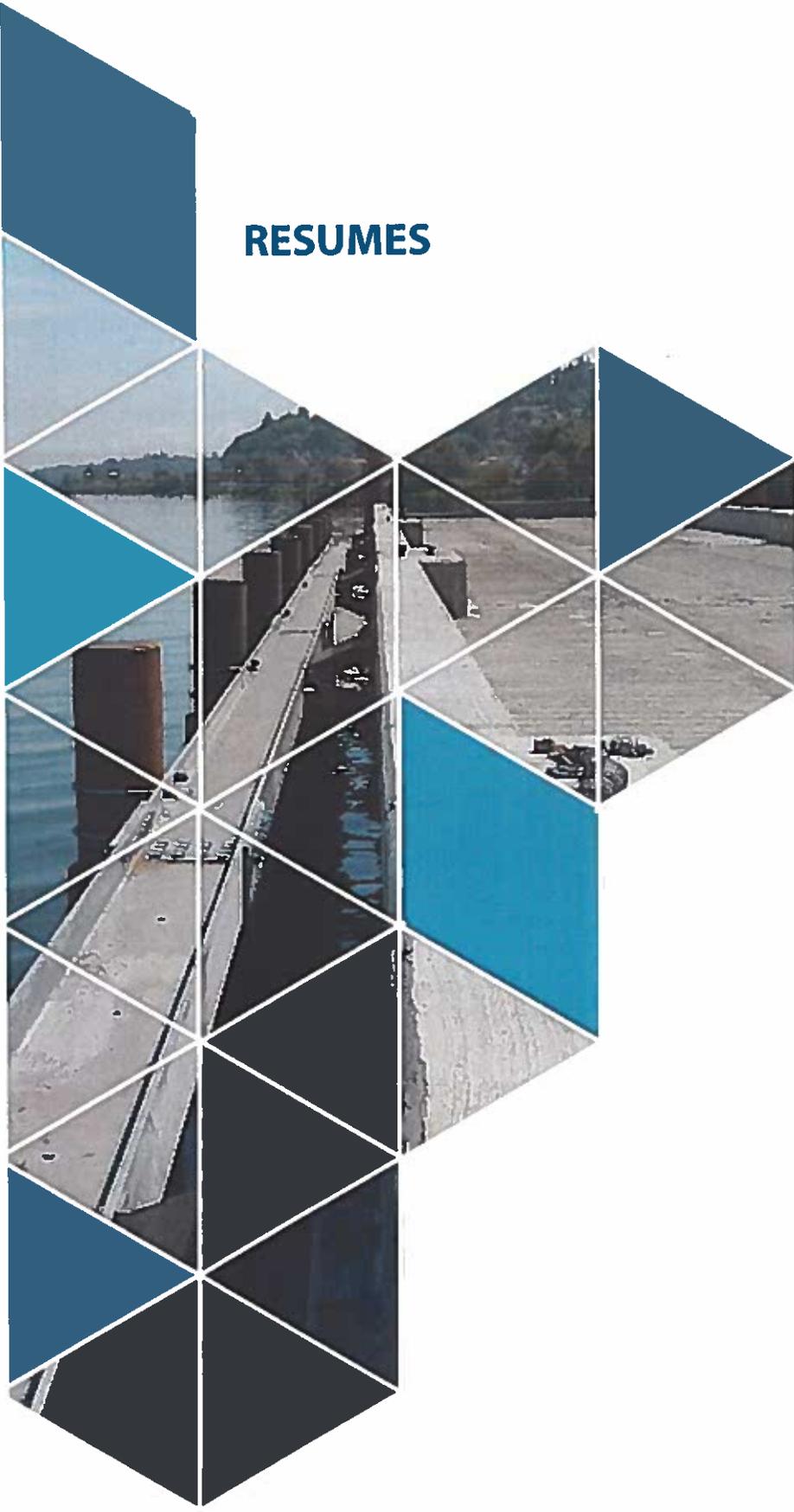
BergerABAM has an ongoing project in Newport and may be commencing other work in Newport in the near future. This means that we will have ample opportunity to be present in Newport and meet with Port staff in person to discuss this project. The staff featured with resumes in the appendix all have the availability to fulfill this scope of work, and there is a deep resource pool available if necessary.

CRITERIA Nº 5 FEE

We understand that the Port has allocated \$10,000 for consultant fees for this project. We propose to fulfill the scope of services described in the Criteria No. 1 section for a lump-sum fee of \$10,000. We look forward to providing services to help you extend the life of this important asset.

Please feel free to contact Hod Wells directly at 503/872-4114 if you have any questions regarding this proposal.

RESUMES



Hod Wells, PE, LEED AP, ENVP SP

Hod Wells is a versatile engineer and project manager with 27 years of experience in structural and civil engineering, as well as surveying. His experience includes the design of floating and fixed docks, piers, and wharves; bridges and culverts; buildings; train station platforms; retaining walls; stormwater detention tanks; pump stations; telecommunications facilities; sign bridges; and many other types of structures.

Hod has been responsible for structural analysis, design, detailing, construction services, and project management starting with preliminary design and carrying through construction. He has assessed the structural condition of docks, buildings, and industrial facilities, and has assessed and designed repairs for facilities compromised by fire, landslide, and explosion. He has particular experience with complex demolition planning and contract document preparation. Along with this broad range of skills, Hod has the creativity to handle challenging projects and the ability to manage multidisciplinary efforts for ports and their tenants.

Applicable Project Experience

17th Street Dock Reconstruction, Astoria, OR

Project manager for the design of a replacement for an aging public dock for the City of Astoria. The multipurpose dock is homeport to two 210-foot-long U.S. Coast Guard medium-endurance cutters, the *Steadfast* and the *Alert*. The dock is also home to the historic lightship *Columbia*, an exhibit that is part of the adjacent Columbia River Maritime Museum. The dock also serves sternwheeler-type Columbia River tour boats and small pleasure craft. Responsibilities included project management of the multidisciplinary consulting team that provided civil, structural, electrical, and mechanical engineering; surveying; permitting; and construction management and public involvement services.

Work Pier Evaluation, Warrenton, OR

BergerABAM provided design services to repair and upgrade the work pier at the City of Warrenton Marina. The work pier serves the local commercial fishing fleet. Repairs and upgrades were designed using a phased approach to allow the City to repair the pier and upgrade its load-carrying capacity over time, as capital funds become available.

Wharf Demolition and Reconstruction Design-Build, Newport, OR

Demolition of an existing wharf and construction of a new wharf on Southwest Bay Boulevard in Newport, Oregon. The new wharf structure will have an area of approximately 2,000 square feet, and will be located on the historic Newport Bayfront. The wharf will support a two-story office-retail building.

Newport Seafood Wharf, Newport, OR

Project manager responsible for civil and structural engineering design of a new seafood transload wharf on the Newport Historic Bayfront for a confidential client. The 18,000-square-foot wharf is constructed of precast concrete panels supported by steel piling. The wharf features jib cranes for the transfer of seafood from boat to wharf, an ice plant, and an 8,000-square-foot building with warehouse, office, and processing space.

Kalama Dock Condition Assessment, Kalama, WA

Project manager for the condition assessment and repair feasibility study for a timber grain terminal dock for United Harvest, LLC. The project included the inspection and documentation of an aging timber pile-supported dock, and the preparation of repair cost estimates.



Role:

- Project Manager

Firm:

- BergerABAM

Education:

- BS, Civil Engineering, University of Notre Dame

Certifications/Registrations

- Professional Engineer: Washington, Oregon, California
- Envision Sustainability Professional
- U.S. Transportation Security Administration, Transportation Worker Identification Credential (TWIC)
- LEED Accredited Professional

Years of Experience

- 27

Applicable Project Experience Continued

Boatyard Improvements and Haul-Out Pier, Toledo, OR

Project manager for the program refinement, final design, and construction services related to the construction of a new boat haul-out pier for the Port of Toledo. The Port's boatyard services Pacific fishing fleet vessels with lengths up to 120 feet. The facility consists of twin 120-foot-long, steel pile-supported concrete finger piers with a pile-supported turning apron. The pier supports a 600-metric-ton-capacity mobile boat hauler, which was a significant upgrade to their existing 80-ton hauler. Construction of the new pier enabled the Port to drastically increase its capacity for servicing large vessels, and allowed for the decommissioning of the existing floating dry dock. The project was delivered via design-build public contracting.

Structural Evaluation of Ankeny Dock, Portland, OR

Project manager for the structural evaluation of this dock for Portland Parks & Recreation. The dock, located in downtown Portland, is a multilevel structure composed of wood, steel piling, and heavy timber. The evaluation identified structural deficiencies based on structural analysis and on-site observation. A written technical report presented results from the assessment, cost estimating, and recommendations. Recommendations for repairs and reinforcements were based on the 2004 Oregon Structural Specialty Code live loads. Responsible for management of the project, including client communication, staff scheduling, quality assurance/quality control management, and budget and schedule control.

Vancouver Waterfront Park, Vancouver, WA

Project manager for the design of the foundation system for the Grant Street Pier at the Vancouver Waterfront Park for the City of Vancouver. The Grant Street Pier is the centerpiece of the City's \$20 million, 7-acre waterfront park development. The pier is a cable-stayed structure that extends 100 feet over the Columbia River. The U-shaped pier is essentially a pedestrian bridge with a single abutment. The complex foundation system comprises twenty-five 5-foot-diameter drilled shafts tied to a 6-foot-thick mat slab, a counterfort abutment, and a 10-micropile backstay cap. The foundation was constructed inside a sheet pile cofferdam, allowing work to continue outside the in-water work window. The shoreside wall of the cofferdam will remain in place permanently and, with 36 ground anchors, will provide lateral resistance from earthquake-induced liquefaction.

Torpedo Wharf Rehabilitation, San Francisco, CA

Project manager for the condition assessment, underwater inspection, and preliminary design of repairs for a historic, World War II-era fixed wharf at the Presidio, on San Francisco Bay, for the National Park Service. The access trestle and main wharf are concrete structures, consisting of 220 reinforced concrete piles supporting a concrete deck. The underwater inspection was conducted on all 220 concrete piles, and the repair scheme includes a combination of fiber-reinforced polymer pile jackets, embedded cathodic protection, and standard concrete repair techniques. Responsibilities included project management of the inspection and design teams and production of the Scope and Validation Report.

West Vancouver Freight Access Trench Design, Port of Vancouver, WA

Project manager for the design of a 1,350-foot reinforced concrete rail trench structure that creates a new, uninterrupted rail access for the Port of Vancouver. The trench structure runs parallel to the Columbia River and dips below flood levels and the ordinary high water mark for the river. To protect the rail from the river, the trench structure was designed with tall reinforced concrete walls on either side so that trains can continue to run during a 100-year flood event. The project made use of the fluctuating river levels to build the structure "in-the-dry," a novel approach to environmental permitting constraints.



Boatyard Improvements and Haul-Out Pier, Toledo, OR

Scott McMahon, PE, LEED AP

Scott McMahon has more than 24 years of experience in the analysis, design, construction, and management of civil and structural engineering projects.

He is particularly experienced with facility condition assessments used to inform capital improvement plans, risk mitigation efforts, and facility expansion, upgrade, or repurpose. Scott's involvement in projects includes concept development, design and analysis, preparation of construction documents, construction support services, and project management. As a senior engineer, he is routinely responsible for providing independent quality control reviews for large and small projects.

Applicable Project Experience

Marine Facilities Condition Inspection, Portland, OR

Project manager for a condition assessment of marine structures for the Port of Portland. Project included an underwater inspection of the Port's floating docks; more extensive inspections, including concrete testing at the Port's concrete docks; and a visual inspection for the remaining facilities. A comprehensive condition report was prepared that summarized conditions, major capital maintenance needs, and repair budgets.

Berth 1 Damage Assessment, Vancouver, WA

Project manager for a rapid visual inspection of Terminal 2, Berth 1, for the Port of Vancouver. Conducted a site visit for structural observation and damage assessment due to an impact from a tug. Provided assessment on extent of damage to the dock and the effect on the gravity load and mooring capacity.

Berth 10 Capacity Upgrade Evaluation, Vancouver, WA

Project manager for a study to evaluate the existing load capacity and evaluate alternatives that would increase capacity for the approach trestle and ramp at the Berth 10 floating dock for the Port of Vancouver. The dock is primarily used for import of automobiles; however, the study included alternatives to accommodate heavier roll on/roll off cargo.

Teevin Brothers Second Barge Dock, Rainier, OR

Project manager for the development of a privately-owned barge loading facility on the Columbia River for Teevin Bros. Managed the overall design and permitting process for a 125-foot-long steel sheet pile dock and six 5-pile mooring dolphins. Worked with the Owner's contractor to develop plans and construction schedule to best fit the in-water work window. Developed modifications to an existing environmental mitigation site to meet permit agency requirements.

Port Dock 2 Hoist Installation, Newport, OR

Design engineer for a hoist installation at Port Dock 2 for the Port of Newport. Performed condition assessment and structural survey of timber dock, evaluated capacity of existing dock elements, and developed rehabilitation recommendations to upgrade capacity.

North Port Dock Extension, Kalama, WA

Design engineer for a 1,000-foot extension to Terminal 6 North Port Marine Terminal for the Port of Kalama. Developed design criteria for the 100-foot-wide by 1,000-foot-long wharf extension, designed 325- and 375-foot concrete on steel pile approach trestles, and developed design details for the approach trestles.



Role:

- Structural Engineering Support

Firm:

- BergerABAM

Education:

- MS, Civil Engineering, University of Notre Dame
- BS, Civil Engineering, University of Notre Dame

Certifications/Registrations

- Professional Engineer: Washington, Oregon, California
- TWIC

Years of Experience

- 24

Applicable Project Experience Continued

Berth 9 Grain Export Facility, Longview, WA

Project engineer for the design of a new grain and wheat export facility at Berth 9 for the Port of Longview. Project components include a ship dock with three shiploader conveyor platforms, open-grated steel trestles, concrete abutment, ship breasting and mooring dolphins, and prefabricated walkways, as well as a barge unloading dock with a barge marine leg platform, open-grated steel trestle, four breasting dolphins, concrete abutment, and two steel pile stand-off dolphins. Responsibilities include evaluating layout options of in-water facilities, meeting with Columbia River Pilots to evaluate and optimize ship dock layout and configuration, studying options for open-grated steel deck and stringers, managing design and drawing development between two offices, preparing bidding documents, managing the bid process on behalf of the Port, answering contractor questions and issuing addenda, organizing the prebid conference and a site tour, and reviewing bids for responsiveness and bidder responsibility.

Berth 401 Condition Survey, Portland, OR

Project engineer for the condition survey of Terminal 4, Berth 401, for the Port of Portland. The berth consists of a pile-supported dock, three mooring dolphins, and an approach trestle. The dock is a 38.5-foot-wide by 512-foot-long T-type wharf supporting a shiploader conveyor and two rail-mounted shiploader gantry cranes. The structure consists of asphalt over crushed rock ballast; haunched, prestressed concrete deck panels; concrete pile caps; and a mixture of prestressed concrete and steel pipe piles and timber and steel fender piles. The survey included visual inspection of piles and structure above the waterline and concrete cores taken from the deck and one pile. Prepared condition survey report, including cost estimates, for near- and long-term repairs.

Terminal 4 Berth Rehabilitation, Portland, OR

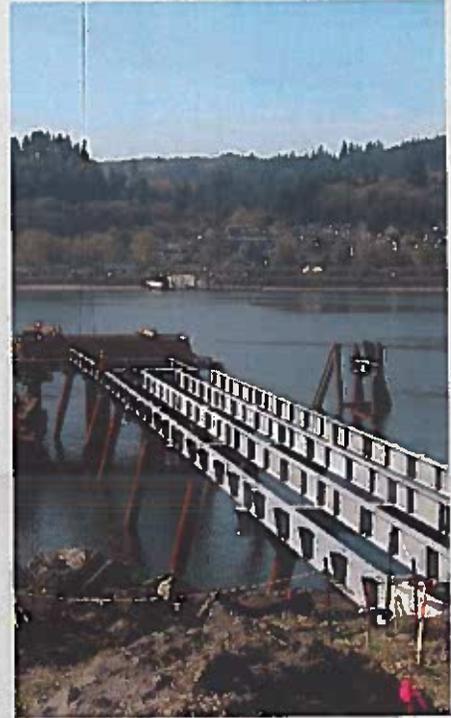
Project manager responsible for rehabilitation of Berths 410 and 411, demolition of Building 521, and other miscellaneous site improvements at Terminal 4 for Port of Portland. The project included above- and below-deck inspection, repair of timber and concrete elements, and paving of the concrete deck at the wharf structures; installation of a sump pump and drain to the existing sanitary system; and demolition of a concrete building. Work was completed while keeping the terminal operating, requiring a construction phasing plan that does not interrupt tenant operations.

Front Avenue Dock Repair, Portland, OR

Project manager for the inspection and repair of a timber dock for Gunderson Marine. The existing timber dock is used for outfitting new barges launched at an adjacent facility. Project included an above-water inspection to confirm conditions, evaluating the current load capacity of the dock, and developing a repair scheme to address immediate concerns and a near-term maintenance program.

Bay Boulevard Improvements, Newport, OR

Design engineer for a timber pedestrian dock/walkway at the Port of Newport. Designed a small timber dock on steel pile structure to link a pedestrian walkway to an existing pier, developed design details and specifications, and provided construction support.



Berth 9 Grain Terminal, Longview, WA

Scott Schlechter, PE, GE, D. PE

Scott Schlechter is a principal with GRI and has 18 years of experience completing a wide range of geotechnical studies that have focused on challenging soil-structure interaction; deep foundation design; and ground improvement for transportation projects, utilities, and waterfront facilities. Scott also serves on the national American Society of Civil Engineers (ASCE) Coast, Oceans, Ports, and Rivers Institute (COPRI) and is an active participant in the Seismic Design of Bulkheads Committee.

Applicable Project Experience

Port of Newport International Terminal Renovation, Port of Newport, OR

In 1948, the Port of Newport sank two WWII concrete ships to serve as wharves. Over time, the westernmost hull moved incrementally about 3 feet southward toward the bay, resulting in settlement and structural damage behind the wharf. GRI completed a phased series of geotechnical studies to assist in evaluating alternatives to repair or remove the existing dock

structures at Berths 1 and 2. The final selected alternative involved complete removal of one of the ships and mitigation of one of the ships in place. This project was successfully completed in 2014, and GRI was awarded the 2015 ASCE COPRI Project Excellence Award for our innovative efforts on this project.

Berth 9 Grain Terminal, Longview, WA

The Port of Longview's Berth 9 is located immediately downstream of the mouth of the Cowlitz River and upstream of Berth 8. GRI provided geotechnical services to BergerABAM for design of new grain silos and barge and ship unloading structures, which were installed by Bergerson Construction. Geotechnical services included an extensive overwater and landside subsurface exploration program; laboratory testing; and development of design criteria for piles, slope stability, seismic design, and other site considerations. GRI organized a test pile program with Phase Doppler Anemometry measurements to evaluate driving resistances, tip elevations, and capacities. GRI worked closely with the structural designer to evaluate the impacts of seismically induced slope movement on the proposed structures.

NOAA Marine Operations Center, Newport, OR

The National Oceanic and Atmospheric Administration selected the Port of Newport for the home of the agency's new Marine Operations Center-Pacific. The new facility includes a 1,500-foot-long dock with two access trestles and office and warehouse structures with footprints up to 150,000 square feet. GRI evaluated subsurface materials and conditions at the site with 14 landside and overwater borings. The deep, soft soil profile at the site required development of multiple foundation design options, including heavy-section steel piles, such as open-end pipe piles or H-piles and precast, prestressed concrete piles, to minimize construction costs, account for environmental regulations, and provide adequate vertical and lateral structural support. GRI provided seismic design recommendations that adhered to the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) and current International Building Code standards. The geotechnical study also addressed liquefaction-related settlement, lateral spreading, and tsunami hazards. GRI personnel provided on-site observation services and consultation during construction. The facility was completed on time and on budget in a single in-water work window and received American Council of Engineering Companies' 2012 Grand Award for Engineering Excellence for its innovative design and Honorable Mention for the ASCE Region 8 2011 Major Project of the Year.



Role:

- Geotechnical Engineer

Firm:

- GRI

Education:

- MS, Civil Engineering (Geotechnical Specialty), Oregon State University
- BS, Civil Engineering, Oregon State University

Certifications/Registrations

- Professional Engineer: Washington, Oregon, California, Idaho, Wyoming
- Professional Geotechnical Engineer: Oregon
- American Society of Civil Engineers
- Earthquake Engineering Research Institute

Years of Experience

- 18

Applicable Project Experience Continued

17th Street Dock Reconstruction, Astoria, OR

As a subconsultant to BergerABAM, GRI provided geotechnical services for replacement of the 17th Street dock. The old timber pile-supported wooden structure was replaced with a pipe pile-supported concrete dock to support multiple Coast Guard ships and accommodate pedestrian traffic. The trestle portion of the dock is underlain by fill and soft silt over variably weathered siltstone. GRI mobilized a light-weight drill rig to complete four borings from the existing timber dock structure and saved the City approximately \$10,000 in barge fees. GRI's work also included laboratory testing and engineering analyses. A report was prepared that provided geotechnical recommendations for support of the new dock and other design and construction considerations. GRI worked closely with the design team to address liquefaction and lateral spreading during design and detailing of the new dock and variable subsurface conditions for pile installation. Bergerson Construction installed all piles for the project at the pile lengths estimated in the bid documents.

U.S. Coast Guard Station Siuslaw River Boathouse, Florence, OR

The USCG-Siuslaw River boathouse is supported on timber piles that were installed in 1969. Shoreline erosion is causing gradual scour and loss of soil that supports the piles. Steel H-piles were installed in 2008 on the west and east sides of the boathouse to provide additional lateral support. As studies indicate additional scour may occur over a 25-year period, new piles were needed to further stabilize the structure. With less than 3 weeks' notice to meet an in-water work window restriction, GRI mobilized a barge and drill rig to complete a geotechnical boring to support design of the new piles. GRI summarized subsurface conditions and pile design recommendations in a letter report for the project. Piles for the project were installed by Bergerson Construction at the estimated pile tip elevations.

U.S. Coast Guard Rescue Boat Covered Mooring Building, Neah Bay, WA

As a subconsultant to Bergerson Construction, GRI provided geotechnical services for the recently constructed covered moorage facility in Neah Bay, Washington. GRI served as engineer of record and provided geotechnical services for the design-build team. GRI used available geotechnical information to prepare static and seismic pile design recommendations for the project and provided the design team with pile alternatives that would develop adequate embedment into the dense glacial soils and provide sufficient lateral support during the design-level earthquake.

Port of Garibaldi Waterfront Improvements, Garibaldi, OR

The Port of Garibaldi recently redeveloped their Commercial Avenue wharf by removing the existing structures, retaining walls, and piles and constructing a new wharf and pile-supported building pads that extend over the sides of the jetty. Subsurface explorations by GRI indicated the site is mantled by soft/loose soils to a depth of about 100 feet. GRI provided geotechnical services throughout the design phase of the project, including foundation design, slope grading and protection, and seismic design considerations. Working directly for Bergerson Construction, the general contractor for the project, GRI provided consultation and on-site observation services during installation of 162 vertical and batter piles.



17th Street Dock Reconstruction, Astoria, OR

Brian Board, PE

Brian has 16 years of experience in structural engineering. He has a wide variety of design experience in structures, including office buildings, mixed-use buildings, multifamily residential developments, schools, parking garages, custom homes, industrial facilities, bridges, waterfront, and offshore structures.

Brian has been responsible for structural analysis and design calculations, preparation of structural plans and specifications, construction administration, and project management, from preliminary schematic design through completion of construction. He has experience in design and analysis using a wide range of materials, including concrete, post-tensioned concrete, steel, wood, masonry, cold-formed steel, and glass.

Applicable Project Experience

Torpedo Wharf Rehabilitation, San Francisco, CA

Senior project engineer for the condition assessment and preliminary design of repairs for a historic, World War II-era fixed wharf at the Presidio, on San Francisco Bay, for the National Park Service. Responsibilities included preliminary design of the wharf repair alternatives, preparation of preliminary construction costs and life-cycle costs, and production of the Scope and Validation Report.

Berth 503 Condition Assessment, Portland, OR

Project engineer for the structural condition assessment of Berth 503 dock structure for the Port of Portland. Performed a baseline condition assessment and inspection of the dock piles, pile caps, deck surface, miscellaneous steel elements, and embedments. Documented observed damage and deficiencies of the dock structural elements.

Vancouver Energy Facility Permitting – Dock Retrofit, Vancouver, WA

Project engineer for the retrofit and strengthening of an existing dock for use as a crude-by-rail transfer facility for Vancouver Energy. Responsible for the design of the dock and trestle superstructure retrofit for gravity and seismic loads.

O-Dock Export Terminal Contractor Support, Portland OR

Project engineer providing construction administration, design revisions, and contractor design support on this project for Louis Dreyfuss Commodities LLC. Responsible for steel component and connection design and detailing of new catwalks, platforms, and conveyor system supports.

Pier Load Rating Assessment, Ilwaco, WA

Senior project engineer for the condition assessment and load rating analysis of the overwater portions of the Jessie's Ilwaco Fish Company facility in Ilwaco, Washington. Responsibilities included site visits to ascertain the structure's condition and to determine as-constructed structural framing arrangement. Performed structural analysis of the system under dead and live loading, determined a safe load limit for the areas of concern, and produced the load rating report.

Hells Canyon Boat Launch Assessment, Oxbow, OR

Senior project engineer for the condition assessment and preliminary design of repairs for a boat ramp and floating dock at the Hells Canyon Boat Launch facility for the U.S. Forest Service. Responsibilities included preliminary design of the boat ramp and dock repairs, preparation of construction costs estimates, and production of the boat ramp and boat dock condition assessment report.



Role:

- Structural Engineering Support

Firm:

- BergerABAM

Education:

- BS, Structural Engineering, University of California

Certifications/Registrations

- Professional Engineer: Washington, Oregon, California
- TWIC

Years of Experience

- 16

Brian Carrico, AICP

Brian Carrico has provided professional planning services throughout the Pacific Northwest for 25 years. He is able to examine a project from both public and private perspectives and to contribute his considerable analytical and problem-solving abilities.

Brian has extensive experience in public sector planning and private sector project design and management, as well as a strong background evaluating land use criteria and interpreting zoning codes and ordinances. As natural resources lead, he manages planning and environmental projects from concept to completion and works on long-range and current planning projects, as well as environmental reports and studies.

Applicable Project Experience

17th Street Dock Reconstruction, Astoria, OR

Environmental lead for the design of a replacement for an aging public dock for the City of Astoria. Responsibilities included development of the project permitting requirements, assessing the impact of regulations on the proposed design, and assisting the City in the permitting process.

Seattle Aquarium Pier 60 Piling Replacement, Seattle, WA

Permitting task lead responsible for preparation of permit applications and technical documents for this project to replace the existing pile-supported promenade for the Seattle Aquarium Society. Brian led preparation of permit applications for the City of Seattle's Shoreline Substantial Development permit and SEPA review, U.S. Army Corps of Engineers Section 10 permit, National Marine Fisheries Service Biological Opinion, Hydraulic Project Approval, and Section 401 Water Quality Certificate.

Grain Export Facility Upgrade Permitting, Vancouver, WA

Project manager for permitting this \$72 million expansion of a grain terminal along the Columbia River for United Grain at the Port of Vancouver. Brian assisted in designing the project to avoid permit requirements that would require lengthy review periods and acquired shoreline, land use, critical areas, and SEPA approvals successfully within approximately six months.

Kalama Export LLC Marine Terminal Improvements, Kalama, WA

Project manager for completing the environmental permitting necessary for the construction of a new conveyor at the Kalama Export Company. Brian coordinated and facilitated agency discussions and prepared permit documentation, including a biological evaluation, Joint Aquatic Resources Permit Application, SEPA checklist, and critical areas and shorelines documentation for Cowlitz County.

Portland Terminal Preliminary Front-End Engineering and Permitting, Portland, OR

Task lead responsible for federal and state permitting of the waterfront infrastructure associated with the development of a liquefied propane export terminal at the Port of Portland for Pembina Pipeline Corporation. Brian conducted a detailed permitting analysis, and reviewed baseline conditions at the project site and applicable codes and regulations at the local, state, and federal levels. The project also included support for the development of a Waterways Suitability Assessment and City of Portland permitting and legislative modifications.



Role:

- Permitting Support

Firm:

- BergerABAM

Education:

- BA, Geography, Central Washington University

Certifications/Registrations

- American Institute of Certified Planners
- TWIC

Years of Experience

- 25

**Employment Contract
Between
Port of Newport
and
Teri Dresler**

This agreement effective the 27th August, 2018 by and between the Port of Newport, hereinafter referred to as "Port," and Teri Dresler, hereinafter referred to as "Interim General Manager" or "IGM."

Port hereby employs Teri Dresler as Interim General Manager, and Teri Dresler hereby accepts said employment on the following terms and conditions.

Duties and Responsibilities:

Teri Dresler shall be the Interim General Manager. As such, the IGM shall have the primary responsibility as General Manager ("GM") of the Port. The IGM shall more specifically:

1. Lead the Port in its efforts to implement the goals and strategies outlined in its Strategic Business Plan and envision and accomplish sound business initiatives.
2. Implement marketing and outreach programs and represent the Commission in relationships with customers, local, state and federal officials, and the community.
3. Implement and maintain positive relationships with community resources, other critical users of Yaquina Bay, nearby Ports, and the media.
4. Oversee all appointments, disciplinary actions, terminations and other personnel management actions for Port employees, except for key management positions.
5. Participate in the recruitment and hiring process of key management positions at the Port.
6. Coordinate the activities of all consultants to the Commission, including legal counsel, planners, auditors, architects and engineers.
7. Provide the Commission with current information regarding business trends, market conditions, and opportunities relevant to the Commission's short and long-term goals.
8. Oversee preparation, submission and adherence to the Port's annual operating budget and capital improvement planning in strict compliance with applicable Oregon budget law.
9. Provide leadership, direction and training to Port staff, always seeking to improve the overall efficiency, effectiveness and public perception of Port operations and personnel, and constantly striving to maximize staff's potential as individuals and as a team.

10. Regularly review Port departmental policies and procedures, and revise when appropriate, in consultation with the Port Commission.
11. Supervise and coordinate negotiation of rental/lease agreements, collective bargaining agreements, and other related business transactions.
12. Oversee the scheduling of all Commission meetings following the guidelines of Oregon Public Meeting Laws. Attends all meetings unless excused by the Commission.
13. Assist the Commission in developing and maintaining communication with the Commission's constituency.
14. Perform other duties and responsibilities as assigned by the Commission.

Termination of Employment Contract:

1. *Termination upon the hiring of a GM.* Upon the hiring of a GM, the Port will provide at least two (2) weeks' notice in writing to the IGM, after which this employment contract is terminated. During the transition of the GM, IGM shall ensure a successful transition.
2. *Termination without IGM's concurrence but not for cause.* In the event the Port intends to terminate this Employment Contract prior to the hiring of a GM without the IGM's concurrence, the Port will provide at least two (2) weeks' notice in writing to the IGM.
3. *Termination with IGM's concurrence.* In the event the Port intends to act to terminate this employment contract prior to the hiring of a GM with the IGM's concurrence, this contract may be terminated at an agreed date at the sole discretion of the Board of Commissioners.
4. *Termination at the request of the IGM.* In the event the IGM intends to act to terminate this employment contract prior to the hiring of a GM, IGM will give the Port no less than sixty (60) days written notice.
5. *Termination for cause.* In the event of termination for cause, this employment contract may be terminated immediately at the sole discretion of the Board of Commissioners.

Salary and Benefits:

1. The IGM shall be paid at the monthly rate of \$10,375.00 during the term of IGM's tenure.
2. Normal working hours are Monday through Friday, from 8:00 am to 5:00 pm. Position will require attendance at Regular Monthly Commission Meetings, some early morning staff meetings, evening hours, and occasionally on weekends. The IGM shall be allowed to establish an appropriate work schedule that meets the Port's needs consistent with the IGM's duties.
3. The IGM's employment by the Port is Fair Labor Standards Act ("FSLA") exempt, and not eligible for overtime.

4. The IGM shall accrue ongoing paid time off (PTO) at the same rate accorded to other full-time Port employees. The IGM shall accrue PTO during the first full calendar month of service, but they shall not be able to use PTO for the first full calendar month of service.

Professional Liability:

1. The Port shall, subject to Oregon law and insurance carrier rules and policy limitations, hold harmless and indemnify the IGM from any/and all demands, claims, suits, and legal proceedings brought against the IGM in the IGM's individual capacity or in the IGM's capacity as agent and employee of the Port.
2. In no case shall individuals be considered personally liable for indemnifying the IGM against such demands, claims, suits, actions and legal proceedings.

Entirety of the Agreement:

1. This contract constitutes the entire agreement between the parties, integrates all the terms and conditions included herein, and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the subject matter hereof.

Breach of Agreement:

1. Failure by the IGM to fulfill the obligations set forth in this agreement shall be considered a breach of this contract and will terminate the contract immediately.

Applicable Law:

1. This agreement is subject to all applicable laws of the State of Oregon.

Savings Clause:

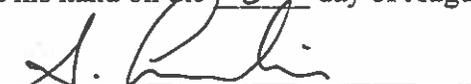
1. If, during the term of this Employment Contract, it is found that a specific clause of the contract or a portion thereof is illegal under federal or state law, the remainder of the contract not affected by such law shall remain in full force.

Modification:

1. The parties may, during the term of this agreement, mutually agree to modify any of its terms. Any modifications will be in writing, signed by both parties and attached to this document.

In Witness whereof, the Port pursuant to the authority of its Board of Commissioners, has caused two originals of this agreement to be signed in the name of the Port by the Port Commission President, and the Port of Newport Commission President has hereunto affixed his hand on the 8 day of August 2018.


Teri Dresler, Interim General Manager


Stewart Lamerdin, President/Chair
Port of Newport Board of Commissioners

DRAFT

Bobbi Price
Greater Newport Chamber of Commerce
555 SW Coast Highway
Newport, OR 97365

Subject: 2019 Seafood & Wine Festival Permission

Dear Bobbi,

This letter grants the Greater Newport Chamber of Commerce permission to use Port property at the Port of Newport Marina & RV Park in South Beach for the 2019 Seafood & Wine Festival, in accordance with the agreement dated November 30, 2011. As in previous years, this will include property for placing the main activity tent and all ancillary tents, and parking. Please provide us with a current site use plan, and an Insurance Certificate for General Liability naming the Port as an additional insured for an amount not less than \$2MM per occurrence. The Chamber fee for this year will be \$5,753.47, which represents a 2% increase as discussed. In addition, there will be a refundable clean-up deposit of \$1,000.00 required. *The \$1,000.00 clean-up deposit and the Insurance Certificate must be received no later than January 1, 2018.*

It is our understanding that that set up will begin on Monday, February 4, 2019; the Festival will run from Thursday February 21 – Sunday February 24, 2019; and removal and clean-up will be completed by Friday, March 1st. As a reminder, our agreement calls for, in part, that you will “quit and deliver up said premises and all future erections or additions to or upon the same” in a condition “the same as are now in, or such better condition as the premises hereafter may be put in.” In additional, you agree to pay “all reasonable costs (of) . . . any cleanup, or repair to the premises.” As previously discussed, all curbs will be installed with a tar paper underlay, and Chris Urbach will approve the type of paint to be used on the parking lot.

As in past years, we understand that the Port of Newport will be listed as a Gold Level sponsor of the Seafood and Wine Festival, and will receive the benefits of that sponsorship.

We look forward to another successful event. If you need anything further, please do not hesitate to contact me.

Sincerely,

Teri Dresler
Interim General Manager

cc: Chris Urbach, Recreational Marina Harbormaster
Aaron Bretz, Director of Operations
Matt Frank, TCB Security

Begin forwarded message:

From: Scott McMullen <smcmullen@ofcc.com>
Date: August 21, 2018 at 1:24:16 PM PDT
To: Scott McMullen <smcmullen@ofcc.com>
Cc: OFCC Staff <staff@ofcc.com>
Subject: Oil Spill expense bill introduced

All,

As a member of the maritime community, I thought you would be interested in the item below, which was published in Bryant's Maritime Blog yesterday. It relates to a bill introduced in the US House of Representatives, which would eliminate any tax deductions for costs a vessel or dock owner incurs in relation to an oil spill, including cleanup costs, fines and possibly your insurance deductible.

If this bill becomes law without changes, the "responsible party" would not be allowed to deduct any expenses related to an oil discharge event. If a crewmember overfills a tank and diesel spills into the harbor, the vessel owner will likely be considered the responsible party. While the intent of this bill may be to punish companies like Exxon, it is possible that much of the impact will be felt by vessel owners. If this concerns you, you may want to call the office of your congressman. A copy of the short bill is at the link below. As it is proposed, it would apply to spills after Dec 31, 2017.

This bill is mis-guided—as it would further punish vessel owners who suffer an accidental spill.

Best regards,

Scott McMullen
Oregon Fishermen's Cable Committee, Inc.
2021 Marine Dr. STE 102
Astoria, OR 97103
(503) 325-2285 office

House - bill introduced re oil spills



Representative Engel (D-NY) introduced the [Offending Oil Polluters Act](#) (H.R. 6658) to amend the Internal Revenue Code of 1986 to deny certain tax benefits to persons responsible for the discharge of oil or other hazardous substances into navigable waters of the United States. (8/7/18) [<https://www.gpo.gov/fdsys/pkg/BILLS-115hr6658ih/pdf/BILLS-115hr6658ih.pdf>].



600 S. E. BAY BLVD | NEWPORT, OREGON 97365 | (541) 265-7758 | FAX (541) 265-4235

August 22, 2018

Dr. Charles Getter
Program Director
Coastal Drone Academy, Career Tech Charter High School
801 SW Highway 101, Suite 404
Lincoln City, OR 97367

Re: Partnership with Coastal Drone Academy

Dear Dr. Getter:

I am very excited to partner with Career Tech Charter High School's Science, Technical, Engineering, and Math (STEM) extension program to provide access to Port professionals, areas for data collection, and space to complete a Coastal Development unit for your students. The Port of Newport can make maximum use of the highly accurate data that your program generates in the realm of eelgrass monitoring and mapping. Your use of Unmanned Aerial Systems (UAS) to map the existence or absence of eelgrass in tidal zones will be extremely useful to the Port of Newport as we consider the possibility of future projects within Yaquina Bay.

The Port can provide a classroom, outdoor work space, and access to tidal areas so that the Coastal Drone Academy can use eBee UAS to map intertidal eelgrass in Yaquina Bay; this will assist the Port in monitoring on-going mitigation projects, and the resultant data can be provided to the Port's consultants to help plan future work. Additionally, I would be happy to talk with your students about the complexities of coastal development in the current regulatory structure to provide them with a practical understanding of how eelgrass monitoring effects development potential. I can also provide them with real-world examples of how various state and federal permits address environmental mitigation efforts toward industrial real estate development.

The Port's mission of using waterfront property to promote and support business and economic development is uniquely compatible with your curriculum, and the Port will greatly benefit from the data that you can provide. I look forward to the opportunity to support your STEM program, and bring your highly advanced technological resources to bear for the Port.

Respectfully,

Aaron Bretz
Director of Operations
abretz@portofnewport.com



Operating Fund

July 17, 2018 through August 15, 2018

Date	Num	Name	Memo	Amount
07/01/2018	40261	Oregon Dept. of State Lands	Annual waterway lease	12,097.42
07/27/2018	40262	Amazon Capital Services	Drill, office supplies and furniture, operating supplies, flashlights, freight	1,095.83
07/27/2018	40263	Appliance Service Station	Repair dryers	440.00
07/27/2018	40264	Business Oregon - OBDD	Debt service	7,800.00
07/27/2018	40265	Cardinal Services	Temp services	2,451.47
07/27/2018	40266	Century Link	Telephone	402.61
07/27/2018	40267	CenturyLink - Business Service	Telephone	69.89
07/27/2018	40268	Design Space	Modular office rentals	877.00
07/27/2018	40269	Fastenal Company	Hardware	17.83
07/27/2018	40270	Financial Pacific Leasing	2017 NIT forklift lease	1,026.00
07/27/2018	40271	G & K Floors	Janitorial services	4,080.00
07/27/2018	40272	Int'l Institute of Municipal Clerks	Annual membership renewal FY 2018-19 - K Hewitt	125.00
07/27/2018	40273	Void	Void	0.00
07/27/2018	40274	Kent Gibson	PCC Conference - airfare reimbursement	731.73
07/27/2018	40275	Mike Samples	Refund RV - cancelled reservation due to illness	701.00
07/27/2018	40276	National Business Solutions	Server and IT support	361.01
07/27/2018	40277	Neutron Industries	Room spray	179.67
07/27/2018	40278	NW Natural	Natural gas	135.04
07/27/2018	40279	Richard LaFever	Refund RV - confusion on booked dates	73.46
07/27/2018	40280	Runions Construction	Brush cutting and hauling gravel around FWT	2,775.00
07/27/2018	40281	Siuslaw Broadband	Web filtering	200.00
07/27/2018	40282	Suburban Propane	Propane	80.00
07/27/2018	40283	TCB Security Services	Monthly security contract	6,516.00
07/27/2018	40284	Toyota Industries Commercial Finance	Forklift leases	1,239.20
07/27/2018	40285	Toyota Lift NW	Preventative maintenance for forklifts	131.80
07/27/2018	40286	Troyer's Marine Supply	Grade 8 bolts for #4 hoist	9.30
07/27/2018	40287	Verizon Wireless	Port cell phones	293.93
07/27/2018	40288	Wolseley Industrial Group	HDPE pipe for docks	58.17
08/13/2018	40289	Alan Brown Tire Center	Steer tires for Toyota forklift	361.82
08/13/2018	40290	Alsco	Floor mats and towel rental	358.76
08/13/2018	40291	Alea Bay Power Products	Weed eater trim line	32.45
08/13/2018	40292	Amazon Capital Services	Shelves, Roundup, drain cable, cleaner, sprinkler	481.90
08/13/2018	40293	Appliance Service Station	Repair washer	350.00
08/13/2018	40294	Barrelhead Supply	Repair materials for PD3 handrail, freight, hammers, hardware	1,063.22



Operating Fund

July 17, 2018 through August 15, 2018

Date	Num	Name	Memo	Amount
08/13/2018	40295	Braxling & Braxling	80 yards of gravel for FWT	1,120.00
08/13/2018	40296	Builders FirstSource	Door and installation supplies	303.82
08/13/2018	40297	Cardinal Services	Temp services	1,823.36
08/13/2018	40298	Carson Oil Co	Fuel	88.28
08/13/2018	40299	CenturyLink - Business Service	Telephone	7.64
08/13/2018	40300	CFO Selections	Professional services	165.00
08/13/2018	40301	Chase - Visa	Employee training, conference expenses, license fees, equipment repair supplies, meeting expenses, software renewal, travel expenses, breakroom supplies	3,979.30
08/13/2018	40302	Chris Urbach	Reimbursement - towards meal for work on Mariner III	50.00
08/13/2018	40303	City of Newport Room Tax	Transient room tax - July 2018	9,701.68
08/13/2018	40304	City of Newport Water/Sewer	Water	385.90
08/13/2018	40305	Coastal Paper & Supply	Water, cleaning and breakroom supplies	3,263.43
08/13/2018	40306	Copeland Lumber Yards	Shovel, broom, flashing	60.15
08/13/2018	40307	Dahl & Dahl	Waste disposal	130.80
08/13/2018	40308	Daniel Burch	Refund LAB - only lived on board for 5/12 months	760.00
08/13/2018	40309	Department of Environmental Quality	Storm Water General Permit 113354 GEN12CA	1,009.00
08/13/2018	40310	Design Space	Modular office rentals	217.00
08/13/2018	40311	Direct TV	Cable - RV parks	1,452.75
08/13/2018	40312	Englund Marine Supply Co	Electrical and operating supplies for docks and grounds, repair supplies for tug boat, safety gear, maintenance supplies for crane	1,365.06
08/13/2018	40313	Fastenal Company	Cut-off wheels, respirator cartridges, steering hardware for dumpsters	266.60
08/13/2018	40314	Fidelis Screening Solutions	Background checks	179.40
08/13/2018	40315	Fred Meyer Customer Charges	Flashlights and extension cords	157.44
08/13/2018	40316	Harvey's Lock & Key	Reorder restroom keys	296.25
08/13/2018	40317	Industrial Welding Supply	Cut-off wheels	35.91
08/13/2018	40318	Keller Supply Company	Plumbing supplies and fixtures for showers	234.17
08/13/2018	40319	MacPherson Gintner & Diaz	Professional services	2,350.00
08/13/2018	40320	Morphotrust USA	Transportation Worker ID Credential - L Whitaker	125.25
08/13/2018	40321	Newport Signs	18"x30" sign for PD3 - "Vessels Must Register"	103.00
08/13/2018	40322	OR Association of Municipal Recorders	Credit card fee for OAMR conference registration	15.00
08/13/2018	40323	Pacific Coast Lock & Safe	Service call to drill out launch pay station lock	400.00



Operating Fund

July 17, 2018 through August 15, 2018

Date	Num	Name	Memo	Amount
08/13/2018	40324	Pacific Northwest Waterways Assoc.	2018-19 PNWA membership dues	7,810.00
08/13/2018	40325	Pioneer Printing	Blank envelopes	163.65
08/13/2018	40326	Pioneer Telephone Cooperative	Telephone	264.56
08/13/2018	40327	Platt Electric Supply	50 amp circuit breaker	11.34
08/13/2018	40328	Port of Toledo Boat Yard	Mariner III-haul out and store during seizure process	2,294.95
08/13/2018	40329	Sherwin-Williams	Gray paint for crane	54.68
08/13/2018	40330	Special Districts Insurance Services	September health-dental-life insurance	15,117.62
08/13/2018	40331	Staples	Office supplies	381.31
08/13/2018	40332	Steve Bauman	Refund RV - cancellation	36.75
08/13/2018	40333	T & L Septic Tank Service	Chemical toilet rental and pump out holding tanks	1,126.00
08/13/2018	40334	Thermo Fluids	Used oil disposal	175.00
08/13/2018	40335	Thompson's Sanitary Service	Trash disposal	8,206.78
08/13/2018	40336	Tim Green Electric	Electrical work for fire/burglary detection system	1,200.00
08/13/2018	40337	TWGW Inc NAPA Auto Parts	Batteries for tug boat and service on tractor	503.84
08/13/2018	40338	United Grocers - Cash & Carry	Water, cleaning and breakroom supplies	341.62
08/13/2018	40339	Voya (State of Oregon Plan)	Monthly employee contributions	50.00
08/13/2018	40340	Western States Electrical Const	Installed 110V electrical receptacles on PD5	12,981.00
08/13/2018	40341	Wolseley Industrial Group	Freight for dock HDPE pipe	286.63
08/13/2018	40342	Xerox Corporation	Copier leases	498.26
08/13/2018	40343	Yaquina Bay Communications	Advertising	150.00
08/13/2018	40344	Yaquina Boat Equipment	Weld extension on drill bit for RV park site posts	76.50
			Total	128,393.19



NOAA Fund

July 17, 2018 through August 15, 2018

Date	Num	Name	Memo	Amount
07/27/2018	13378	AVS Elevator	Perform quarterly service	551.62
07/27/2018	13379	TCB Security Services	Elevator phone monitoring	20.00
07/27/2018	13380	Verizon Wireless	Phone charges and mifi	26.36
08/13/2018	13381	City of Newport	Dredging - land use compatibility statement review fee	57.00
08/13/2018	13382	Englund Marine & Industrial Supply	Chain and fittings for camel system	112.08
08/13/2018	13383	Lincoln Glass	New glass door for room 111	3,360.00
08/13/2018	13384	Pioneer Telephone Cooperative	Telephone	238.22
08/13/2018	13385	Special Districts Insurance Services	September health-dental-life insurance	683.38
08/13/2018	13386	Thompsons Sanitary Service	July service	410.20
08/13/2018	13387	Ultimate Pest Control	Pest control	135.00
08/13/2018	13388	US Bank	2010 revenue bond administration fees	700.00
08/13/2018	13389	Vertiv Services	Annual service inspection of Liebert AC	981.23
Total				7,275.09

From: Brett Joyce [<mailto:brett@rogue.com>]
Sent: Wednesday, August 22, 2018 9:40 AM
To: Aaron Bretz
Subject: FW: MURAL

Aaron-

Attached are the latest mural updates from our local artist. The first attachment shows the full mural in rough outline sketch form. The second shows an example of what the mural will look like with all the details filled in. The artist has a plan for the inclusion of the police emblem or boat that will be added to the mural when it's being produced. The artist may do some prep work this year and the plan is to do the actual prep work in the spring/summer. Does all this make sense? Anything else we need to do?

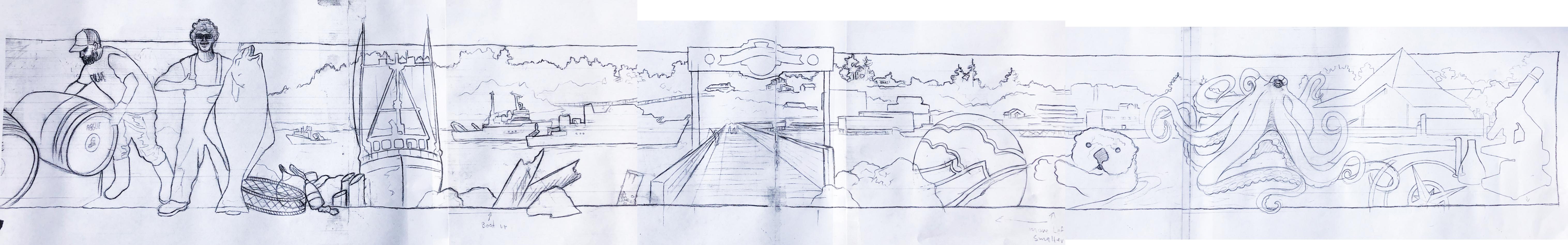
Thanks
brett

From: Hagen Moore <hagen@rogue.com>
Sent: Friday, August 17, 2018 9:37 AM
To: Brett Joyce <brett@rogue.com>; Matt Merritt <mmerritt@rogue.com>
Subject: Re: MURAL

This is the final sketch. Also included is a section showing how he will add in detail to the various parts as he paints the mural. Also of note is the mural will be in color. To my recollection the Port was ok with giving Casey some creative license around the finishing details so long as the basic layout and themes are adhered to. The police boat and or emblem is not in this sketch, that is something that Casey will free hand into the mural as he's producing it.

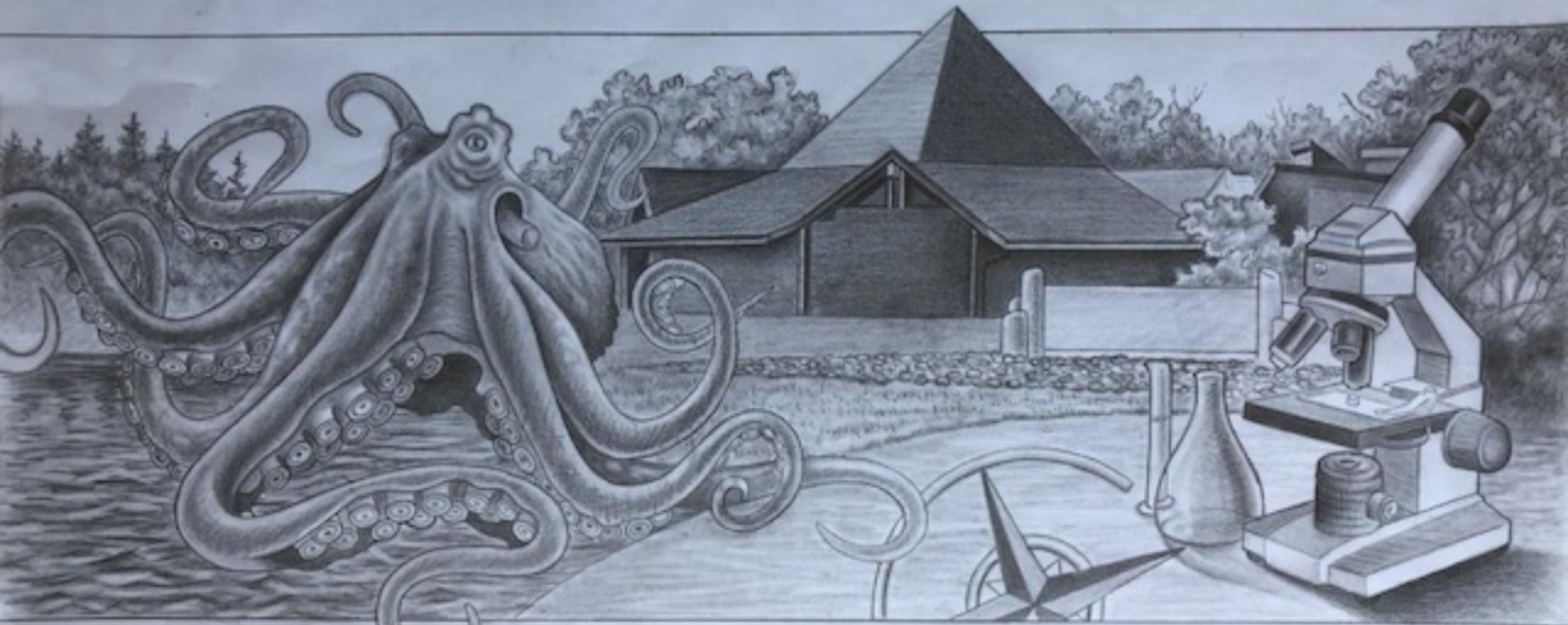
Hagen Moore
Creative Director
Rogue Ales & Spirits
P: 503.241.3800

ROGUE



Boat up

move Lat Smaller



	Port of Newport	600 S. E. BAY BOULEVARD, NEWPORT, OREGON 97365 PHONE (541) 265-7758 FAX (541) 265-4235 www.portofnewport.com		
	MEMBERSHIP LIAISONS – CONTACT LIST	No Fee Paid in FY 2017-2018		
	Organization	Fee	Liaison(s)	Contact Information
1	AMERICAN ALBACORE FISHING ASSOCIATION	\$200.00	Aaron Bretz	Americanalbacore.com, 619-941-2307, 4364 Bonita Rd Box 311, Bonita CA 91902
2	ASSOCIATION OF PACIFIC PORTS (APP)	\$1,375.00	Aaron Bretz	app@pacificports.org, www.pacificports.org, 503-653-5868, PO Box 903, Clackamas OR 97015-0903
3	CASCADE WEST AREA COMMISSION ON TRANSPORTATION ¹	\$0.00	Patricia Patrick-Joling; Aaron Bretz (alt); alternate may be Staff	Phil Warnock, Transportation Program Manager, pwarnock@ocwcog.org (541) 924-8474 1400 Queen Ave. SE, Suite 205 Albany, OR 97322
4	CASCADE WEST COUNCIL OF GOVERNMENTS ¹	\$3,464.66	must be elected: Patricia Patrick-Joling; _____(alt)	Charlie Mitchell, Community & Economic Development Director, cmitchell@ocwcog.org, (541) 924-8458 1400 Queen Ave. SE, Suite 205 Albany, OR 97322
5	CASCADE WEST ECONOMIC DEVELOPMENT DISTRICT ¹	\$0.00	Aaron Bretz	Phil Warnock, Transportation Program Manager, pwarnock@ocwcog.org (541) 924-8474, 1400 Queen Ave. SE, Suite 205 Albany, OR 97322
6	COASTAL MARINE EXPERIMENT STATION (COMES) ¹	\$0.00	Stewart Lamerdin	Gil Sylvia, Director, Coastal Oregon Marine Experiment Station, gil.sylvia@oregonstate.edu, 541-867-0284, 2030 SE Marine Science Drive, Newport, Oregon, 97365.
7	COMMERCIAL FISHING USERS GROUP COMMITTEE	\$0.00		Heather Mann, Chair, 541-272-4544, heathermunromann@gmail.com
8	DAS OPS ORCPP, Procurement Services	\$500.00	Aaron Bretz; Steve Larrabee	Phone: 503-378-4642, egs.pscustomer@oregon.gov.state, 1225 Ferry St SE, Salem, OR 97301
9	DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES MARINE ADVISORY COMMITTEE (DOGAMI) ⁵	\$0.00	Walter Chuck	Administrative Offices, 800 NE Oregon Street, Suite 965 map/directions, Portland, OR 97232, Phone: (971) 673-1555; Newport Field Office: Allan, Jonathan, Ph.D (staff profile), Coastal Geomorphologist, Geologic Survey and Services Program, jonathan.allan@oregon.gov, (541) 574-6658, Newport Field Office 313 SW 2nd, Suite D, Newport OR 97365
10	ECONOMIC DEVELOPMENT ALLIANCE OF LINCOLN COUNTY (EDALC) ¹	\$100.00	Aaron Bretz	Caroline Bauman, Executive Director, ecdev@orcoast.com, 541-961-3837, 541-265-4544, (M) 541-961-3837

	Organization	Fee	Liaison(s)	Contact Information
11	FISHERMEN INVOLVED IN NATURAL ENERGY FOR LINCOLN COUNTY (FINE) ³		Walter Chuck	Lincoln County Courthouse, 225 West Olive Street, Newport, Oregon 97365, (541) 265-6611
12	GREATER NEWPORT CHAMBER OF COMMERCE (NCOC) ¹	\$305.00	Aaron Bretz	Patti Ferry, Interim Director, Greater Newport Chamber of Commerce, patti@newportchamber.com, 541-265-8801
13	MID COAST WATERSHED COUNCIL	\$245.00	Stewart Lamerdin	23 Oregon Coast Hwy, Newport, OR 97365 Phone: (541) 265-9195
14	NEWPORT CITY COUNCIL	\$0.00		169 SW Coast Hwy, Newport, OR, 97365, Spencer Nebel, City Manager, 541-574-0601, s.nebel@newportoregon.gov, Peggy Hawker, City Recorder, 541-574-0613, p.hawker@newportoregon.gov.
15	NORTH AMERICA OCEAN OBSERVING (NANOOS) ¹	\$0.00	Kevin Greenwood	Dr. Jan Newton, Executive Director & Principal Oceanographer, newton@apl.washington.edu, (206) 543-9152, Applied Physics Laboratory, University of Washington, 1013 NE 40th St., Seattle, WA 98105-6698
16	NORTHWEST NATIONAL MARINE RENEWABLE ENERGY CENTER ADVISORY COMMITTEE (NNMREC) ⁵	\$0.00	Walter Chuck	Belinda Batten, Director, Belinda.Batten@oregonstate.edu, 541-737-9492, (M) 541-231-3981, NNMREC (OSU), 350 Batcheller Hall, Corvallis, OR, USA 97331
17	OCEAN POLICY ADVISORY COUNCIL (OPAC) ⁵	\$0.00	Walter Chuck	Andy Lanier, andy.lanier@state.or.us, 503-934-0072, 635 Capitol St. NE, Suite 150 Salem 97301-2540
18	OREGON COASTAL ZONE MANAGEMENT ASSOCIATION (OCZMA) ^{1 & 2}	\$800.00	Walter Chuck; Aaron Bretz (alt.) alternate may be Staff	Onno Husing, ohusing@co.lincoln.or.us, (541) 265-4779 OCZMA P.O. Box 1033; 313 SW 2nd, Suite C, Newport, Oregon 97365 Oregon Coastal Zone Management Association (OCZMA) 1201 Court Street NE, Suite 300 Salem, OR 97301 503.265.8918 info@oczma.org Telephone: 541-265-8918; 541-265-6651 Fax: 541-265-5241
19	OREGON DEPARTMENT OF FISH AND WILDLIFE SPORTFISH ADVISORY COMMITTEE (ODFW) ⁵	\$0.00	Walter Chuck	2040 SE Marine Science Dr, Newport, OR 97365, (541) 867-4741 635 Capitol St. NE, Suite 150 Salem 97301-2540
20	OREGON ECONOMIC DEVELOPMENT ASSOCIATION (OEDA)	\$250.00	Aaron Bretz	867 Liberty Street NE, Salem, OR 97301, info@oeda.biz, 503-597-0094

	Organization	Fee	Liaison(s)	Contact Information
21	OREGON PUBLIC PORTS AUTHORITY (OPPA) ^{1 & 6}	\$0.00	Aaron Bretz	Mark Landauer, Executive Director, mlandauer@sdao.com , mark@oregonports.com , (800) 285-5461, (M) (503) 896-2338
22	PACIFIC COAST CONGRESS OF HARBORMASTERS AND PORT MANAGERS (PCCHPM) ⁴	\$285.00	Kent Gibson	Cheryl and Cliff Maynard, info@pccharbormasters.org, 800-236-0748, Cliff mailto:clmaynard2@msn.com , (M) (360) 239-7580, Cheryl 360.239.3805, 120 State Avenue PMB 231 Olympia, WA 98501
23	PACIFIC NORTHWEST WATERWAYS ASSOCIATION (PNWA) ¹	\$7,610.00	Aaron Bretz; Walter Chuck (al	Heather Stebbings, heather.stebbing@pnwa.net , (W) (503) 234-8553 (M) (503) 307-3776
24	SPECIAL DISTRICTS ASSOCIATION OF OREGON (SDAO) ¹	\$10,791.52	Aaron Bretz	Bill Anderson, Senior Consultant, anderswl@centurytel.net , (M) (503) 349-6406; Mark Landauer, Government Affairs Department, mlandauer@sdao.com , mark@oregonports.com , (800) 285-5461, (M) (503) 896-2338
25	WESTERN FISHBOAT OWNERS ASSOCIATION	\$100.00	Aaron Bretz	Pacificalbacore.com , 530-229-1097, PO Box 992723, Redding, CA 96099
26	YAQUINA BAY ECONOMIC FOUNDATION (YBEF) ¹	\$300.00	Aaron Bretz; Commissioner (alt)	Kaety Jacobson, Oregon Sea Grant Extension Office, 541-574-6534 Ext 57457, kaety.jacobson@oregonstate.edu
27	YAQUINA BAY OCEAN OBSERVING INITIATIVE (YBOOI) ¹	\$0.00	Aaron Bretz, Stewart Lamerdin	Caroline Bauman, Co-Chair, ecdev@orcoast.com , 541-961-3837, 541-265-4544, (M) 541-961-3837; John Lavrakas, Co-Chair, jlavrakas@oregonarc.com , 541-265-9690

Private and Confidential

Core Group Executive Search Port of Newport

Retained Recruiting Proposal

August 5, 2018

Objective:

To manage and deliver a retained recruitment search on behalf of Port of New Port by generating external candidates through direct and indirect recruitment techniques to provide the optimum candidates for the positions of:

- 1) **Finance Director – Retained**

Introduction:

Core Group Executive Search:

Core Group Executive Search is a maritime specialist in executive search and selection division of the Core Group Resources.

Core Group Executive Search delivers retained, leadership level recruitment campaigns internationally within the marine offshore & maritime industries.

Core Group Resources is headquartered out of Houston, TX.

The Recruitment Process

Understanding:

Our recruitment process is built around understanding your requirements and organization.

Investigating the tangible facts of the business as well as intangible factors such as corporate style, vision, values, ethics, culture and traditions of the company begins the process.

The personal qualities and expectations of the current management team are discussed to begin to build the desired candidate profile. In conjunction with your management team, we will develop the job description, the functional accountabilities and a person specification.

Once fully briefed, we will produce a written assignment confirmation which sets out our findings. This report, once approved, will be used in the pre-qualification of short listed candidates and sets out the process for internal candidates.

Market mapping:

Market mapping identifies where potential external passive candidates are located and is the first stage of the search process.

We build a long list of appropriate target candidates and organizations utilizing our network and market knowledge.

Advertising:

A detailed media plan can be developed as part of the understanding phase. The plan will be designed to attract active external jobseekers in tandem with Core Group Executive Search's market mapping.

Long list:

The long list comprises external candidates generated through search and advertising phases.

Our recruitment team begins the candidate pre-qualification process by conducting pre-selection telephone interviews with the long list.

Unless agreed, client confidentiality is maintained until candidate motivation and ability is confirmed.

Internal candidates:

Internal candidates who wish to apply for the positions will be added to the successful external candidates from the long list stage. The internal candidates will go through the same selection process as external candidates.

Short list:

A short list of successful candidates will be delivered by the agreed deadline.

We typically submit a short list of 3 -5 candidates per position.

Candidates on the shortlist will have been taken through the following process:

- Thorough telephone interview by Executive Consultant
- Analysis via appropriate profiling techniques
- Face to face interview
- Complete briefing of the company, the vacancy and the remuneration

Candidates who are not selected for the short list will be provided with objective feedback and career development guidance.

The short list will consist of the Core Group Executive Search's executive profile and the candidate CV's.

Port of Newport Interviews:

Port of Newport will select candidates for companies own selection process.

We will arrange and prepare candidates for selection interviews and provide probing areas for discussion in interview.

Core Group Executive Search does not normally have an involvement in client selection interviews, although this can be arranged upon request.

Offer management:

We will conduct a thorough debrief with each candidate and interviewer and provide feedback to all parties.

Unsuccessful candidates will be declined with objective feedback and career development guidance.

We will consult with Port of New Port on remuneration and contract requirements of the successful candidates, deliver the acceptable offer and provide communication and guidance between all parties to conclude an agreed contract.

We will provide coaching and control to successful external candidates on the resignation process and during the notice period.

Terms and Conditions:

The fee will be charged on 29% of annual salary per vacancy whether an internal or external candidate is selected.

Where precise remuneration is not known in advance the first and second installment will be estimated:

- 1/3 of the fee will be payable upon your instruction to undertake assignment(s).
- 1/3 of the fee payable upon delivery of a short list of candidates.
- The final 1/3 of the fee is payable upon applicant(s) acceptance of offer of engagement.
- 120 day Guarantee Period

Contact Information:

Core Group Resources

Matt Fuhrman – CEO

23603 W. Fernhurst Dr Suite 2101

Katy, TX 77494

Tel: 281 665 2802

matt@coregroupresources.com



FINANCE DEPARTMENT MONTHLY REPORT

DATE: August 28, 2018
PERIOD: July 2018
TO: Port of Newport Board of Commissioners
ISSUED BY: Mark Harris, Accounting Supervisor

June 2018 Financial Reports

Financial reports as of June 30, 2018 have been included. However, the June figures do not reflect year-end accounting adjustments made in preparation for our annual audit. These are not final balances for FY 2017-18.

Overall, the year-end figures exceeded the projections made in the Finance Department Monthly Report in last month's commission packet.

July 2018 Financial Reports

Financial reports for July 2018 have not been included. While the Finance Department has caught up and completed the monthly accounting tasks for July, they are still in the process of adding the FY 2018-19 budget to the accounting records. Financial reports for both July and August should be available at the next regular commission meeting in September.

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DIRECTOR OF OPERATIONS REPORT

DATE: 8/20/2018
PERIOD: July 2018 – August 2018
TO: Port of Newport Board of Commissioners
ISSUED BY: Aaron Bretz

OVERVIEW DIROPS

Summary:

Retail sales of fresh fish off the docks have accelerated this month. Hoist Dock operations have slowed but they are up 30% from this same time last year due to increased tuna offloads. Activity at the International Terminal has also been reduced. The RV Park has been exceptionally busy and the South Beach Marina has also been busier than usual. Over the past month, I initiated the contract with OBEC for Port Dock 5 final engineering and narrowed in on two potential funding sources. I worked throughout the month on preparing for NOAA dredging this winter, and worked extensively on negotiating a lease amendment so that Rondy's Inc. can begin their development at McLean Point.

Detail:

- **Port Dock 5 Pier**

I prepared a project brief on the PD5 replacement for the Economic Development Alliance. I also spoke with the Cascades West Economic Development District to see how well the project might align with their Comprehensive Economic Development Strategy. The EDA works with Cascades West to make these determinations regarding grant applications. The Port Dock 5 Project does meet a number of the criteria needed to get an EDA Grant. I've begun the necessary work to start an application.

Conversations with executives at the State level about funding is dominated by the issue of our Strategic Business Plan being out of date. In recognition of this reality, I put out a request for proposals to have our SBP updated so that there would be options available when the Interim GM arrives. This will put the Port in position to try for other funding. It is advantageous to identify the Port's Capital Improvement priorities by resolution, so we developed a draft resolution with recommendations for priorities this year. Port Dock 5 is the #1 recommended project.

Current Projected Timeline for PD5 Engineering:

02SEP: Production begins on plans

19OCT: OBEC Q&A begins

09NOV: Final draft submitted to the Port

14DEC: Pending Approval by the Port, submit to building dept.

- **Rogue Seawall Evaluation**

I completed an RFQ for the Rogue Seawall Evaluation. Pending approval of the consent calendar item, we can move forward with a contract for this work.

- **NOAA Maintenance Dredging**

We requested a hydrographic survey of the NOAA Berths to get the most accurate estimate of material to be dredged. The survey is complete and we've received volumetric estimates on the dredge prism. I am a little behind where I would rather be at this time on the contracting process, but we will have the contract awarded in time for the in-water work period.

- **Rondys Lease**

I've worked hard this month to negotiate a lease amendment that includes an agreement on the disposition of fill material at McLean Point. My recommendation to the state that sand and gravel royalties would not be owed is attached. We are nearly done clearing McLean Point of Port property and debris. We still need to dispose of a pile of concrete rubble, but Don Moon with some help from the maintenance crew moved a substantial amount of material and did a lot of property maintenance this month so that the property can be ready.

- **DulsEnergy**

DulsEnergy plans to be ready to move in at the old Cherry Plant property within two months. They have done further operational planning, and now believe that they will not need to circulate seawater in and then back out of their tank facility. They believe they will be able to build a closed loop system, and provide salinity and nutrients through additives. More information will follow.

- **South Beach Pump Station**

I anticipate that the overall cost of this project will come in at about half of the \$K K K K in the budget.

- **Fire/Burg System at Terminal Building**

The permits are finally in from the city. The conductors have been run to the panels, Iconipro will now be completing the installation.

- **Automation**

It has been made abundantly clear that automation of processes needs to be a priority of the Port this year, and there has been some money budgeted for that work. Mark Harris and I have talked with some companies that could help the Port with Enterprise Resource Planning systems that can link our service tickets to accounts receivable immediately, resulting in automated billing. We are also looking at card-lock solutions and how we can integrate existing networks at the Port.

The project to add a total of 24 110V outlets along with additional circuit breakers at the Hoist Dock is complete. There are a total of 12 additional GFCI outlets at each end of the pier with amply circuitry.



- **Maintenance Crew**

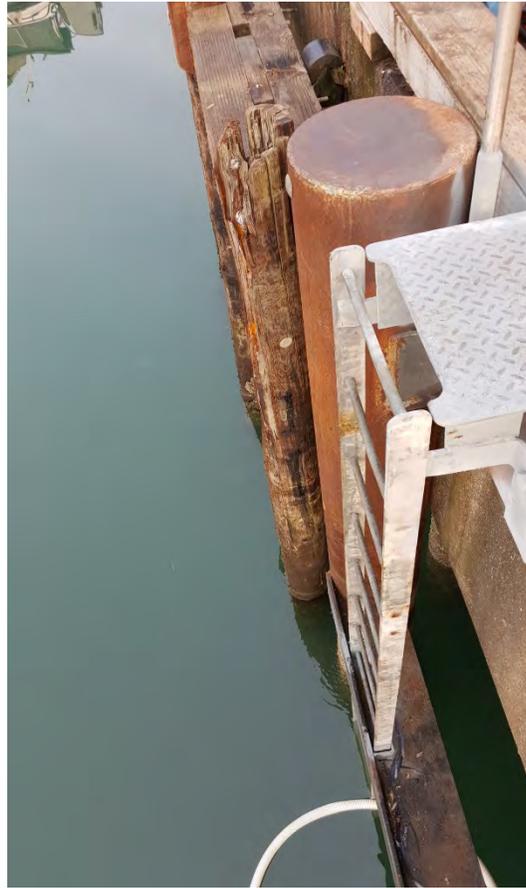
The Maintenance Crew rebuilt the railing at Port Dock 3 and put up new fence planks at the upper landing of the ramp. They also rebuilt a steel ladder that was broken by a vessel that was pulling away from the Hoist Dock and forgot to clear all of their lines. They worked on the landing float on “A” Dock in South Beach and have begun to fabricate a repair that will once more link the float with the rest of the dock and make it level again.

- **Career Tech Charter High School Partnership**

In a recent edition of the Newport News Times, there was an article about a program at Career Tech Charter High School in Lincoln City that trains drone pilots to perform mapping. Most recently, they worked with the Oregon Department of Fish and Wildlife to map sea grasses in Netarts Bay. I contacted the director of the program, Dr. Chuck Getter, to learn more about how they might be able to help us map eelgrass for the Port as we explore development opportunities and monitor our eelgrass mitigation area. They can provide this service free of cost to the Port. I am working up a letter of support for their program; we have an outstanding opportunity to support this group of students learn about coastal development while gaining valuable data that will reduce the Port’s cost of environmental consulting in the future.



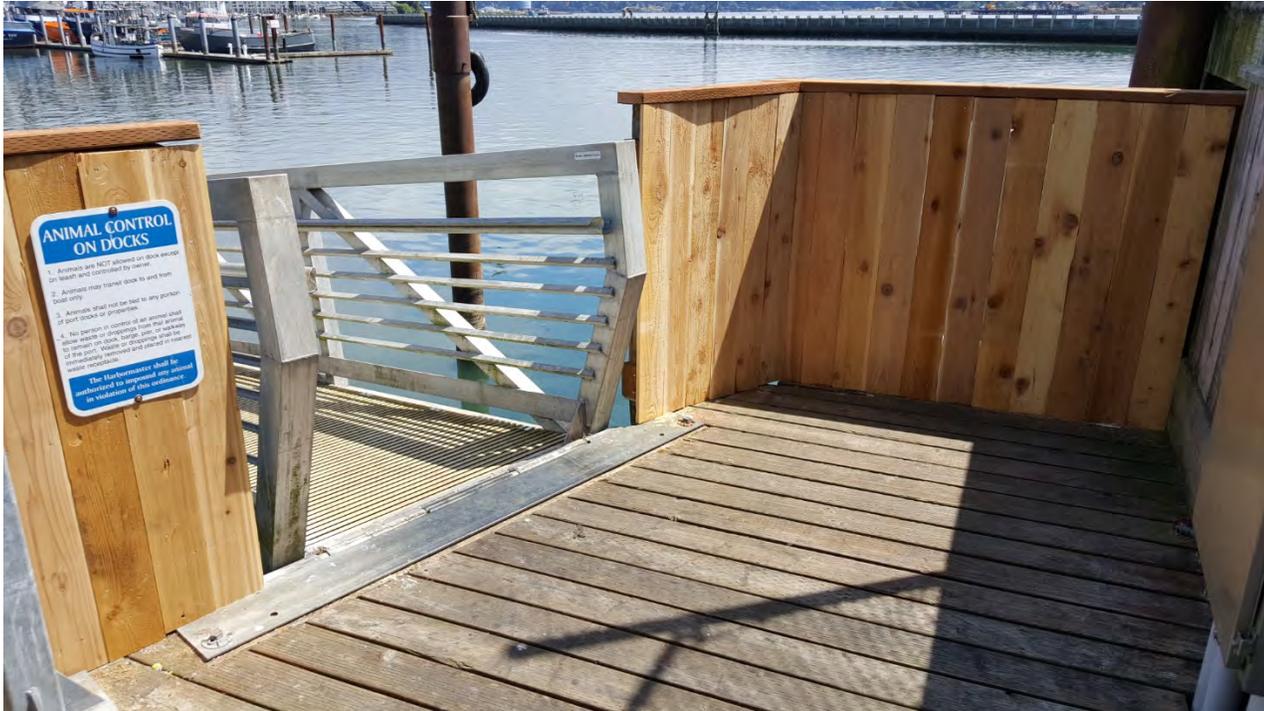
Broken Ladder



After Repairs



Walkway at Port Dock 3



Port Dock 3 Landing

International Terminal – Don Moon, Superintendent

Billable Services Performed this Period (JULY)

- Forklift – Hrs 19 Moorage – 78
- 30 Ton Hydraulic Crane – Hrs 20.5 Hoist Dock Tie Up – Hrs 18.5
- Labor – Hrs 29.5 120V power – 0
- Other (Net Work) – 5Days 208V power – 68

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

- Completed In Progress Property Maintenance west gravel lot
- Completed In Progress Property Maintenance behind FWT
- Completed In Progress clean-up of Hall property in progress
- Completed In Progress painting crane
- Completed in Progress Hard wiring for fire alarm and security system.

Other: Annual crane service and load testing completed.

Billable Services Performed this Period:

Forklift – 165.75Hrs

Hoist Dock Crane(s) - 3Hrs

30 Ton Hydraulic Crane - Enter #.Hrs

Dock Tie Up – 251.75Hrs

Launch Tickets - Enter #. passes sold

Other (Labor) – Hrs

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

Completed InProgress
Replaced mesh fencing.

Repaired rotten railing along Port Dock 3 approach and

Completed InProgress

Click here to enter text.

Completed InProgress

Click here to enter text.

Completed InProgress

Click here to enter text.

Completed InProgress

Click here to enter text.

Completed InProgress

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

We have seen an increase of tuna across the hoist dock this year compared to last year. Slime eels are at about the same rate as last year and there have been a few salmon unloaded here as well.

NOAA MOC-P – Jim Durkee. Facility Manager

Special Projects:

Completed In Progress

NOAA Room 111 Door installed and invoiced

Other:

Vessels Using the Facility Since My Last Report – NOAA vessels Bell M. Shimada, Rainier, Reuben Lasker, OSP Guardian, R/V Roger Revelle.

For 2018, over 700 passengers have crossed the bar on vessels using the NOAA wharf.

Office Occupancy Admin Building – 65 Work Stations Total, 47 Occupied
Warehouse Bldg. – 23 Work Stations Total, 11 Occupied
Occupancy Rate – 66%

I applied for and received a new Common Access Card (DoD Security Access). 3 years went by in a hurry.

I went through NOAA's IT Security Awareness Training

Performed the annual inspection of all fire extinguishers with Valley Fire Control. The pre-dredge hydrography was done by Solmar Hydro.

The automatic transfer switch (part of the emergency power system) annual maintenance and inspection performed by ASCO Power.

S. Beach Marina & RV – Chris Urbach, Harbor Master

Billable Services Performed this Period:

Launch Tickets 1249 passes sold in July.

I have received the quotes for the sewer lift station and will be providing Arron with a cost analysis.

We sold 120 yards of sand to Luckini construction in July.

OSU had a small team in the marina doing core samples on the wood piling to study decay and fungi growth the study has been ongoing for the last 35 years.

A moorage holder turned over the title to a small sail boat on E dock to settle up moorage. This is better than him selling it to someone that wouldn't deal with the boat it is non operable and we plan on destroying the boat.

Meet with Roque about possibly putting hot water in some of the public restrooms.

We have ordered casters and other parts for our towable dumpsters and the new maintenance crew has repaired two dumpsters so far.

Have had the maintenance crew start developing a plan on how to repair the landing float o A dock.

We have been very busy this summer in south beach and both the office staff and operations staff have been working hard to keep up with everything.

Volunteer Work Crews- The Mates

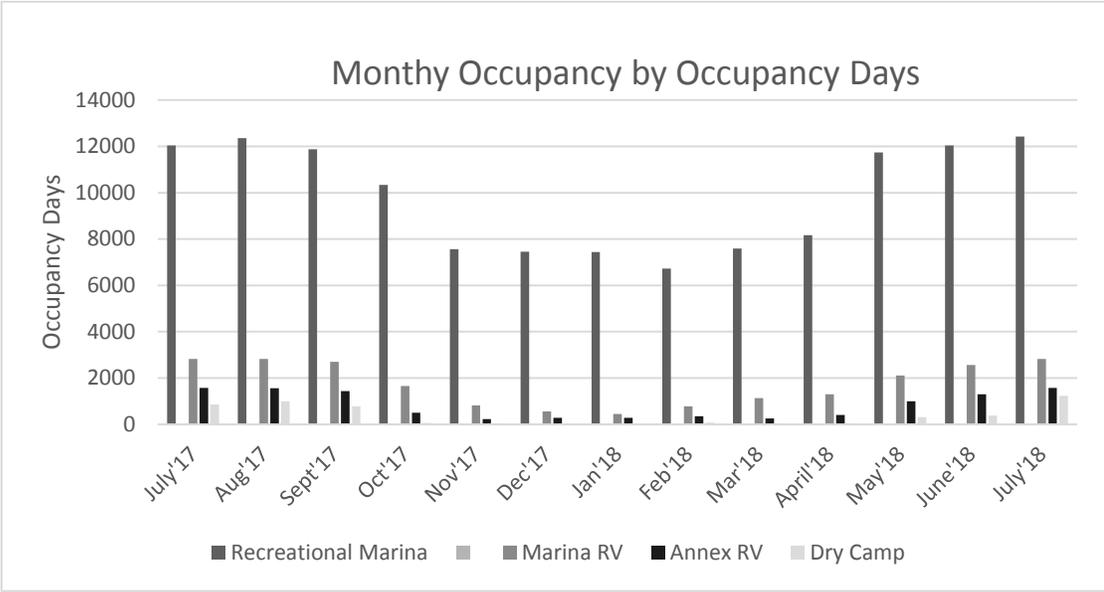
- Assisted with Oregon Sea Grant “Shop at the Dock” events

RV PARK & RECREATIONAL MARINA OCCUPANCY REPORT

DATE: *8 July 2018*
RE: *Month Ending 31 July 2018*
TO: *Aaron Bretz, Director of Operations*
ISSUED BY: *Bill Hewitt, RV Park Supervisor*

The South Beach operation had another busy month in July, once again surpassing last year's numbers. Last year was our busiest year ever and currently we are well ahead of last year's pace. We did more business in the Marina, the Annex and Dry Camping in July 2018 versus 2017. The Marina RV Park was off from 2017 by a mere five booked days. The year to date numbers are ahead of last year in all categories. We have a very good staff this year and that shows in the amount of business we have booked and the absence of customer complaints. Our summer help has been exceptional this year. The staff is stretched thin with only two full time Port employees and a seven day a week work schedule. With the amount of business we are now producing we need a third full time employee. We are booked solid in August and September with very few hookup sites available and only on weekdays.

OCCUPANCY DAYS MONTH & YTD						
July'18	2017	2018	Change	YTD2017	YTD2018	Change
Recreational Marina	12033	12420	3.21%	63720	66150	3.81%
Marina RV	2825	2820	-0.18%	10091	11169	10.68%
Annex RV	1574	1576	0.13%	4718	5174	9.67%
Dry Camp	867	1226	41.41%	1570	2067	31.66%



OCCUPANCY PERCENT MONTH & YTD						
July'18	2017	2018	Change	YTD2017	YTD2018	Change
Recreational Marina	70.32%	72.58%	2.26%	54.45%	56.53%	2.08%
Marina RV	99.05%	98.88%	-0.17%	51.73%	57.26%	5.53%
Annex RV	97.64%	97.76%	0.12%	42.79%	46.93%	4.14%
Dry Camp	36.80%	52.76%	15.96%	9.74%	13.00%	3.26%

