

## Board of Commissioners

Robert Stevens – Chairman  
 Frank Spence – Vice-Chair  
 Tim Hill – Secretary  
 James Campbell – Treasurer  
 Dirk Rohne – Assistant Secretary/Treasurer

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 Astoria, OR 97103  
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[www.portofastoria.com](http://www.portofastoria.com)

### Regular Session

October 3, 2023 @ 4:00 PM  
 10 Pier 1, Suite 209, Astoria, OR\*

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The meeting location is accessible to persons 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 before the meeting by calling the Port of Astoria at (503) 741-3300.

\*This meeting will also be accessible via Zoom. Please see page 2 for login instructions.

### Agenda

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. COMMISSION REPORTS
5. CHANGES/ADDITIONS TO THE AGENDA
6. PUBLIC COMMENT – for items on the agenda, when not covered by a public hearing  
 This is an opportunity to speak to the Commission for 3 minutes regarding any item on the agenda.
7. CONSENT CALENDAR:
  - a. Meeting Minutes -
    - Workshop Session 08/15/23 ..... 3
    - Regular Session 09/05/23 ..... 7
  - b. Event Calendar – October 2023 ..... 12
8. ADVISORY:
  - a. Airport Master Plan Update – Mead & Hunt..... 13
  - b. Bureau of Ocean Energy Management Offshore Wind Energy Discussion – Lori Steele, Executive Director of the West Coast Seafood Processors Association ..... 46
  - c. Executive Director Annual Review Discussion ..... 64
9. ACTION:
  - a. Request for Expenditure #0164 Travelift Tire Assembly ..... 66
10. PUBLIC COMMENT – for non-agenda items  
 This is an opportunity to speak to the Commission for 3 minutes regarding Port concerns not on the agenda.
11. EXECUTIVE DIRECTOR COMMENTS
12. UPCOMING MEETING DATES:
  - a. Workshop Session – October 17, 2023 at 4:00 PM
  - b. Regular Session – November 7, 2023 at 4:00 PM
13. ADJOURN

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**Board of Commissioners**  
**HOW TO JOIN THE ZOOM MEETING:**

**Online:** Direct link: <https://us02web.zoom.us/j/86905881635?pwd=amhtTTBFcE9NUElxNy9hYTFPQTlzQT09>  
Or go to [Zoom.us/join](https://zoom.us/join) and enter Meeting ID: 869 0588 1635, Passcode: 422

**Dial In:** (669) 900-6833, Meeting ID: 869 0588 1635, Passcode: 422

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**MEETING MINUTES  
AUGUST 15, 2023**

**PORT OF ASTORIA  
WORKSHOP SESSION  
PIER ONE BUILDING  
#10 PIER 1, SUITE 209  
ASTORIA, OR 97103**

**Call to Order:**

Chairman Stevens called the Workshop Session to order at 4:04 pm.

**Roll Call:**

**Commissioners Present:** Robert Stevens; Frank Spence; Jim Campbell; Tim Hill; and \*Dirk Rohne.

\*Commissioner Rohne joined the meeting at 4:11 pm during the Pier 1 security booth discussion.

**Staff Present:** Executive Director Will Isom; Deputy Director Matt McGrath; and Executive Assistant/Administrative Coordinator Stacy Bandy.

**Port Counsel:** Eileen Eakins was not present at this session.

**Also Attending:** Helena Glenn of Vector Airport Systems and Rebecca Norden-Bright of *The Astorian*.

**Pledge of Allegiance**

**Changes/Additions to the Agenda:**

Commissioner Stevens moved item 6a. Vector Airport Systems – Contract to be item 6prime. This topic will be discussed after action item 6b.

**Public Comment:**

No public comment was received.

**Action Items:**

**6b. RFE# 0155 Security Booth – Pier 1**

Deputy Director Matt McGrath explains that this expenditure is a component of the Port Security Grant. The Port would like to replace the current security booth with a 10ft X 14ft building.

McGrath refers to Request for Expenditure #0155 on page 17 of the packet; due to the stringent requirements of the Port Security Grant protocols, three vendors were considered, and two responded with bids for this project. McGrath refers to the vendor justification, on page 20 of the packet, which lists in detail why B.I.G. was selected.

*Commissioner Spence moved to approve the purchase of the security booth with B.I.G. Enterprises in the amount of \$67,445 plus shipping. The motion was amended to remove shipping, as the \$67,445 total includes shipping costs. Commissioner Hill seconded. The motion carried 5-0 amongst the Commissioners present.*

**Discussion Items:****6prime. Vector Airport Systems – Contract**

Deputy Director McGrath introduces Account Executive Helena Glenn with Vector Airport Systems. Vector Airport Systems specializes in landing fee collection. McGrath notes that there are no new fees being implemented. Vector will assist in collecting landing fees based on flight plans into Astoria Regional Airport. Vector systems charges a 25% fee and will handle all landing fee collection and distribute funds to the Port monthly. Initially, McGrath expects the fees to be in line with the additional fees collected, but as airport traffic increases, more revenue will be generated. This solution will not require any Port infrastructure investment. Glenn introduces Vector Chief Operating Officer William Repole and shares a PowerPoint highlighting the Vector Airport Systems Plane Pass program. Presentation highlights include:

- Vector Airport Systems Plane Pass will allow the Port to collect landing fees for all touchdowns and take-offs. Currently, landing fees are only collected during business hours from 8 am to 5 pm.
- Vector is a US-based company with over 17 years of experience, operating in over 50 airports.
- The Port is currently manually tracking aircraft when personnel are present. The estimated collection rate is 66%.
- Vector has a US-based in-house collections team; the client satisfaction rate is 100%, and the collection success rate is 99.6%. Vector offers 24/7 in-house support and handles all aspects of fee collection. Vector offers a web-based portal to access operations and billing data with exportable monthly reports.
- Fixed-based operators will be exempt from fee collection.
- Multiple sources are used for tracking, including Automatic Dependent Surveillance-Broadcast (ADS-B) and flight plan data. Vector information goes beyond publicly available data and allows for more complicated tracking. Vector has a self-contained operator database.
- Isom adds that revenue projections are estimated to be \$10,000-\$12,000 annually. Operationally, Vector will be a huge benefit to the airport staff and finance department. This system will remove the manual reconciliations that the finance department makes and will lessen the control risk of airport attendants collecting fees.

The Commission thanks Helena Glenn and Vector Airport Systems staff for their presentation. Commissioner Campbell suggests bringing this item to the Airport Advisory Committee (AAC) for their review. Commissioner Stevens is in agreement.

For the complete discussion, please see the meeting audio. This item has been referred to the AAC and will be discussed at a future meeting.

**Commission Comments:**

Commissioner Campbell did not have any comments.

Commissioner Spence commented on the following:

- Compliments to Finance, HR, & Business Services Manager Melanie Howard for the updated Port newsletter. It is the best issue since its inception. The newsletter was distributed at the best time to highlight the airport Fly-In and Open House.
- Would like to remind Commissioners that the Astoria Planning Commission will continue their public hearing next Tuesday to establish the West Mooring Basin Plan District. Final zoning amendments will then go to the Astoria City Council for approval.

Commissioner Hill commented on the following:

- Received an email from Ila Hodges, an East Mooring Basin (EMB) tenant. Hill read the email aloud. For the complete letter, please see meeting audio. Would like to see if there is anything the Port can do to help the EMB tenants.
- Isom comments that when he was notified of the recent power disruption at the EMB on Sunday morning, he immediately met with the Port's Director of Maintenance, Joe Tadei, at the EMB. Initially, the power was still on, and for safety reasons, the power was shut off at that time. EMB tenants were notified of the situation. The Port is looking for the best way to proceed. For the complete discussion, please see meeting audio.

Commissioner Rohne commented on the following:

- Regarding the EMB, granting agencies may be more interested in job creation and business generation in relation to fishing vessels instead of direct Port job creation.
- The Port newsletter was very well done.

Commissioner Stevens commented on the following:

- Agrees that the recent edition of the Port newsletter is well done. It's a good way to draw attention to the Port in a positive way.
- The airport Fly-In and Open House will be a great opportunity for the Port. Encourages Commissioners to attend.

**Executive Director Comments:**

- The Astoria Planning Commission is meeting next Tuesday to discuss the Astoria Waterfront Master Plan zoning amendments. The planning commission is a recommending body, and ultimately, the City Council will make the decision regarding the new ordinance.
- The new Port newsletter was recently distributed.
- The airport Fly-In and Open House is coming up on August 19<sup>th</sup>.
- Buoy 10 will run through Labor Day; it is very busy on the waterfront.
- Hill inquires if Isom recommends that Commissioners attend the Astoria Planning Commission meeting. Isom explains that the meeting is open to the public and they will be accepting public comment. Isom will submit testimony in writing.

**Upcoming Meeting Dates:**

- Regular Session – September 5, 2023 at 4:00 PM
- Workshop Session – September 19, 2023 at 4:00 PM

**Adjourned:**

Chairman Stevens adjourned the meeting at 5:09 PM.

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
Robert Stevens, Board Chairman  
Board of Commissioners

\_\_\_\_\_  
Tim Hill, Secretary  
Board of Commissioners

Respectfully submitted by:  
Stacy Bandy  
Executive Assistant / Administrative Coordinator

October 3, 2023  
Date Approved by Commission

DRAFT

**MEETING MINUTES  
SEPTEMBER 5, 2023**

**PORT OF ASTORIA  
REGULAR SESSION  
PIER ONE BUILDING  
#10 PIER 1, SUITE 209  
ASTORIA, OR 97103**

**Call to Order:**

Chairman Stevens called the Regular Session to order at 4:00 PM.

**Roll Call:**

**Commissioners Present:** Dirk Rohne; Robert Stevens; Frank Spence; Jim Campbell; and Tim Hill.

**Staff Present:** Executive Director Will Isom; Deputy Director Matt McGrath; Finance, HR, & Business Services Manager Melanie Howard; Director of Maintenance Joe Tadei; and Executive Assistant/Administrative Coordinator Stacy Bandy.

**Port Counsel:** Eileen Eakins was not present at this session.

**Also Attending:** Boatyard customer Bob Browning and Rebecca Norden-Bright with *The Astorian*.

**Pledge of Allegiance**

**Commission Reports:**

**Commissioner Campbell** had nothing to report.

**Commissioner Rohne** reported on the following:

- Attended the airport Fly-In and Open House. The event was impressive, and the kids enjoyed it.

**Commissioner Spence** reported on the following:

- Fall cruise ships will begin arriving this month.
- Sundial Travel now has two double-decker buses to transport cruise passengers downtown.
- The Boatyard Master Plan is on the agenda for approval. It's an appropriate time to purchase the vacant lot adjacent to the boatyard. The property could be acquired to expand the boatyard; the area is currently owned by the Department of State Lands (DSL). This item can be added to the agenda for further discussion. Isom comments that most of the referenced land is currently Port property. There is consensus among the Commission to discuss this topic further with the Boatyard Master Plan agenda item.

**Commissioner Hill** had nothing to report.

**Commissioner Stevens** reported on the following:

- Met with Astoria City Councilor Tom Hilton. Hilton was favorable to the Astoria Waterfront Master Plan (AWMP).
- Joined Executive Director Isom in meeting with the Astoria City Manager and Mayor. Hopefully, there will be progress at tonight's meeting.
- The next Port Commission meeting, scheduled for September 19<sup>th</sup>, will include a training session by Port Counsel, Eileen Eakins. The meeting is tentatively scheduled to start at

12 pm.

**Changes/Additions to the Agenda:** There were no changes or additions to the agenda.

**Public Comment for items on the agenda:**

Boatyard customer and Port of Garibaldi Commissioner Bob Browning speaks to the Commission regarding the Port's boatyard. Browning expresses how important the boatyard is to the community and comments that boatyard staff are doing a great job. The boatyard is important to many boat owners in the Garibaldi area. Browning highlights the importance of the DIY nature of the boatyard and having local mechanics and welders available. For the complete comment, please see meeting audio.

**Consent Calendar:**

The Consent Calendar consisted of the following:

- Meeting Minutes – 07/18/2023 Regular Session and 08/01/2023 Regular Session
- Financials – June 2023 and July 2023
- Event Calendar – September 2023

*Commissioner Spence requested to separate the Financials from the consent calendar.*

Commissioner Spence inquires what the \$187,000 and 189,000 payments to Business Oregon are for. Isom explains that these are debt payments for loans to the Port. The Commission did not see these payments to Business Oregon for the last two years, as the payments were deferred throughout the pandemic.

*Commissioner Campbell moved to approve the meeting minutes as presented. Commissioner Hill seconded. The motion carried 5-0 amongst the Commissioners present.*

*Commissioner Spence moved to approve the Financials as presented. Commissioner Rohne seconded. The motion carried 5-0 amongst the Commissioners present.*

*There was consensus among the Commission to approve the Event Calendar as presented.*

**Action Items:**

**8a. FY 2023-24 Pile Replacement Award**

Deputy Director McGrath refers to page 26 of the packet. The Port is looking to replace 20 piling along Pier 1 West. The Port issued an Invitation to Bid based on the schedule on page 31 of the packet. Bids were received from HME Construction, Bergerson Construction, and Legacy Contracting. McGrath notes that the Port originally budgeted \$195,049 based on prior project budgets. Staff would like to award the pile replacement contract with the caveat to leave negotiations open to allow the Port to replace as many pilings as budget allows and not to exceed \$286,000.

Discussion highlights include:

- Spence inquires if the Port is only replacing a portion of piling on Pier 1 West due to budget constraints. McGrath answers that the Port has already replaced piling in previous years. The location for this year's project is to help reinforce the remainder of Pier 1 West for potential cargo operations.
- Spence refers to the Bergerson Construction bid; the bid details that piles will be placed by vibratory installation. Spence inquires if the low bidder will also use the same method of pile installation. McGrath answers that yes, vibratory installation will be the primary method unless there is refusal.
- Isom comments that in evaluating larger-scale projects, timing, and cashflows can become very important. Port revenues are cyclical, and it's unfortunate that the in-water work permit is during the Port's slowest time of revenue. With dredging complete, it allows for the opportunity, in terms of the piling replacement program, to address some of the more expensive replacements.

*Commissioner Rohne moved to approve staff to negotiate the final contract with HME Construction*



not to exceed \$286,000. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8b. Boatyard Master Plan – Grant Agreement

Deputy Director McGrath explains that the Boatyard Master Plan is essential to developing the entirety of Pier 3 for boatyard development. In addition to the Business Oregon grant, the Port also received a grant from Northwest Oregon Works for \$25,000. The total cost is estimated to be roughly \$100,000 with the Port contributing \$15,000. The grant agreement is a standard agreement from Business Oregon that allows the Port to receive reimbursements for the work with consultants Maul Foster & Alongi. The plan will evaluate the expansion of the boatyard.

Commissioner Rohne moved to approve the Business Oregon grant agreement for the Boatyard Master Plan in the amount of \$60,000. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8c. Port Security Grant – Cybersecurity Award

Executive Director Isom explains that this item is part of the Port Security Grant. One key area of interest for granting agencies is cyber security; the Port may not be a high-risk entity, but cyber security is important. The Port reached out to several entities for bids, and the lowest bid received was from current IT consultants, iFocus Consulting.

Commissioner Hill moved to approve the cyber security enhancement expenditure with iFocus Consulting. Commissioner Rohne seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8d. Wetlands Mitigation Bank Study – Grant Agreement

Deputy Director McGrath explains that the primary focus of this study is to find mitigation, either wetlands or estuary mitigation, for the Pier 2 West Rehabilitation project. The Pier 2 West Rehabilitation project will require building on the west side of Pier 2, which will take away estuary lands. The Port will need to have land to give back to the Department of State Lands (DSL) to mitigate for the land filled. The second focus of the study is for the Airport Industrial Park (AIP). There are significant wetlands within the AIP; roughly 50% of the 26 acres will require wetlands mitigation. This study will identify which properties can be used for wetlands mitigation.

- Commissioner Campbell inquires if the Pier line will be changed. McGrath answers that the sheet pile wall will need to be moved out.

Commissioner Rohne moved to approve the Business Oregon grant agreement for the Wetlands Mitigation Feasibility Study in the amount of \$90,000. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8e. Request for Expenditure #0153 T-Dock Power

Deputy Director McGrath explains that T-dock power has been included in the Port's budget for a number of years. The project will require a transformer to run power to the existing pedestals on T-dock. Port tenant, Marine Spill Response Corporation (MSRC), requires power for their vessel on T-dock. MSRC has agreed to cover the costs of infrastructure from the pedestals, already in place, to their location. MSRC will pay \$90,000 to bring 3-phase power to their location. This expenditure will bring power from the poles to the transformer. McGrath refers to the Wells Electrical Contracting (WEC) bid on page 175 of the packet, the most complete bid received was from WEC. McGrath notes that Inland Electric provided a lower bid, but permit fees, overtime, and a project timeline weren't included.

Discussion highlights include:

- Isom adds that T-dock power is noted as an early win for the Plan AWMP. The payback

period is less than two years, and MSRC is paying a substantial amount of the bill.

- Rohne inquires if the additional infrastructure will bring power to all of T-dock. McGrath answers that this will only power MSRC but will allow for the future development of T-dock.
- Stevens refers to page 172 of the packet, and comments that there is additional information on why Wells Electrical was selected. Stevens notes that staff comments are sufficient.

Commissioner Rohne moved to approve the Wells Electrical Contracting bid in the amount of \$32,150.00. Commissioner Spence seconded. The motion carried 4-1 amongst the Commissioners present. The vote occurred as follows:

Commissioner Hill: Yes.

Commissioner Spence: Yes.

Commissioner Rohne: Yes.

Commissioner Campbell: No.

Commissioner Stevens: Yes.

The motion carried 4-1 amongst the Commissioners present.

#### 8f. Request for Expenditure #0153 T-Dock Power Transformer

Deputy Director McGrath explains that Pacific Power is the utility company that will be furnishing and installing the transformer for T-dock.

- Commissioner Spence thanks Pacific Power for their \$7,314 investment to fund a portion of the improvements.

Commissioner Rohne moved to approve the contract with Pacific Power and the expenditure in the amount of \$29,898.00. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8g. Vector Airport Systems - Contract

Commissioner Stevens comments that this item was discussed at the last Commission meeting and brought to the Airport Advisory Committee (AAC) for review. The company has a track record and is knowledgeable. Stevens notes that there are no additional fees for the public.

- Commissioner Campbell comments that he rejected the agreement originally because he did not have time to review the agreement.
- Rohne notes that the presentation at the last Commission meeting was thorough and adequate.

Commissioner Rohne moved to approve the agreement for professional services with Vector Airport Systems. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

#### 8h. Finance Committee

Executive Director Isom refers to Finance Committee members listed on page 202 of the packet. There are three citizen members of the Committee whose terms have expired. Committee members David Oser and Walt Postelwait would like to extend their terms and Mindy Landwehr declined to re-new her term.

Commissioner Spence moved to extend the terms of David Oser and Walt Postlewait on the Finance Committee to June 30, 2025 and to direct staff to advertise for the open citizen member position. Commissioner Campbell seconded. The motion carried 5-0 amongst the Commissioners present.

**Public Comment for items not on the agenda:** No comment was received.

**Executive Director Comments:**

- Thanks to staff and volunteers for their efforts in making the airport Fly-In and Open House event a success. Attendance was much higher than anticipated, with roughly 3,000 attendees. Isom thanks former Port Commissioner and County Sherriff, John Raichl, for his leadership role in planning the event.
- The Port has posted for a temporary maintenance position specifically to help with dredging. The stated term is October 1<sup>st</sup> through February 29<sup>th</sup>, coinciding with dredge season.
- The Astoria City Council will be meeting tonight to discuss the AWMP zoning amendments. Met with Mayor Fitzpatrick last week, and the meeting was encouraging; he seemed supportive of the development and the direction the Port is heading. The planning commission has inserted hotels as a conditional use on the east side for the AWMP footprint. The goal is not to increase the current limitations and restrictions but to undo the various sections of code and overlays. City and Port consultant, Walker Macy described the Port's central waterfront as the most convoluted overlay they've seen on a waterfront. Stevens notes that it does not make sense for an outside body to regulate Port operations.
- Regional Business Oregon Project Manager Ted Werth has passed away. Werth assisted the Port in a number of projects over the years.
- The Port's holiday party will be held on Saturday, December 9<sup>th</sup>, in the McTavish room inside the Liberty Theatre.

**Upcoming Meeting Dates:**

- Workshop Session – September 19, 2023 at 12:00 PM
- Regular Session – October 3, 2023 at 4:00 PM

**Adjourned:**

Chairman Stevens adjourned the meeting at 5:02 PM.

**APPROVED:****ATTEST:**

\_\_\_\_\_  
Robert Stevens, Board Chairman  
Board of Commissioners

\_\_\_\_\_  
Tim Hill, Secretary  
Board of Commissioners

Respectfully submitted by:  
Stacy Bandy  
Executive Assistant – Administrative Coordinator

October 03, 2023  
Date Approved by Commission

# October 2023

October 2023							November 2023						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7	5	6	7	8	9	10	11
8	9	10	11	12	13	14	12	13	14	15	16	17	18
15	16	17	18	19	20	21	19	20	21	22	23	24	25
22	23	24	25	26	27	28	26	27	28	29	30		
29	30	31											

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Oct 1	2 6PM Astoria City Council Mtg	3 4PM Regular Session 6PM CB City Council Mtg	4 7PM Gearhart City Council Mtg	5	6	7
8	9 CANCELLED 6PM Seaside City Council Mtg	10 6PM CB City Council Work Mtg 6PM Warrenton City Council Mtg	11 5PM Clatsop Cnty Commission	12	13	14
15	16 6PM Astoria City Council Mtg	17 4PM Regular Workshop Session	18	19	20	21
22	23 6PM Seaside City Council Mtg	24 530PM Astoria Planning Commission 6PM Warrenton City Council Mtg	25 5PM Clatsop Cnty Commission	26	27	28
29	30	31 7:45AM AWACC Breakfast Mtg	Nov 1	2	3	4



Port of Astoria  
Commissioner Meeting #3

# Astoria Regional Airport Master Plan

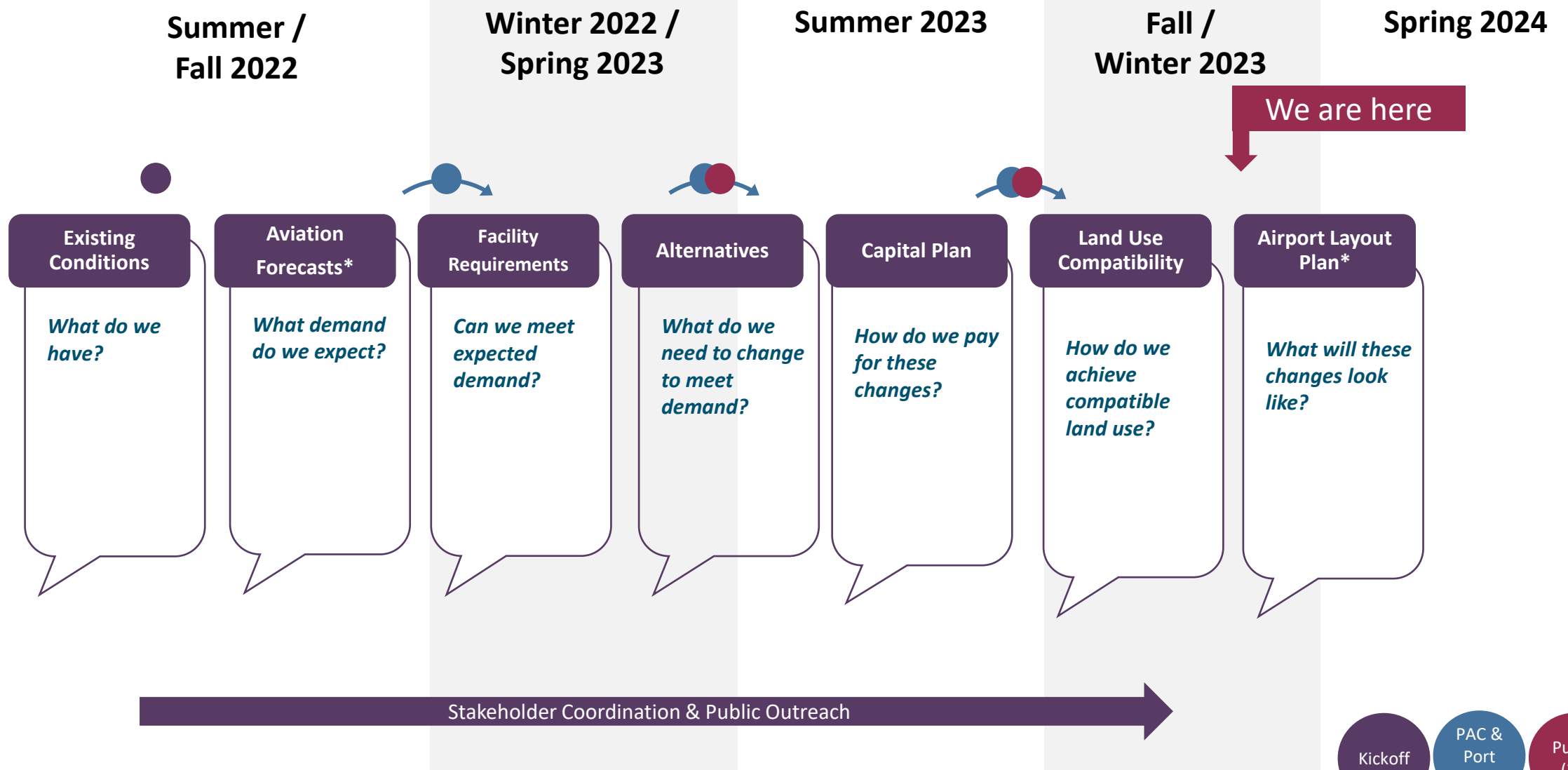
October 3<sup>rd</sup> 2023

# Meeting Agenda



- **Project Schedule**
- **Project Overview**
- **Alternatives Development**
- **Land Use**
- **Financial Feasibility**
- **Next Steps**

# Schedule and Project Tasks



Kickoff
PAC & Port (3x)
Public (2x)

\* Denotes FAA-approved Element

# Project Overview



## Completed Work

- **Inventory** – of airport facilities
- **Environmental** – on and off-airport property
- **Forecasting** – future demand of aircraft operations and based aircraft
- **Facility Requirements** – determined facility needs based off forecast and FAA requirements



# Alternative Development

# Alternative Development– Aeronautical & Non-Aeronautical

## Airfield Alternatives

- *Resolve runway crossings to the outer thirds of the runway to comply with FAA guidance.*
- *Relocate Taxiway A to the south by 30 feet to allow visibility minimums at Runway End 26.*

## Aircraft Storage Alternatives

- *Future hangar development locations in order to increase the capacity at the airport and meet the needs of the future demand.*
- *Additional parking needs for civilian and USCG helicopters, as based helicopters are projected to increase.*

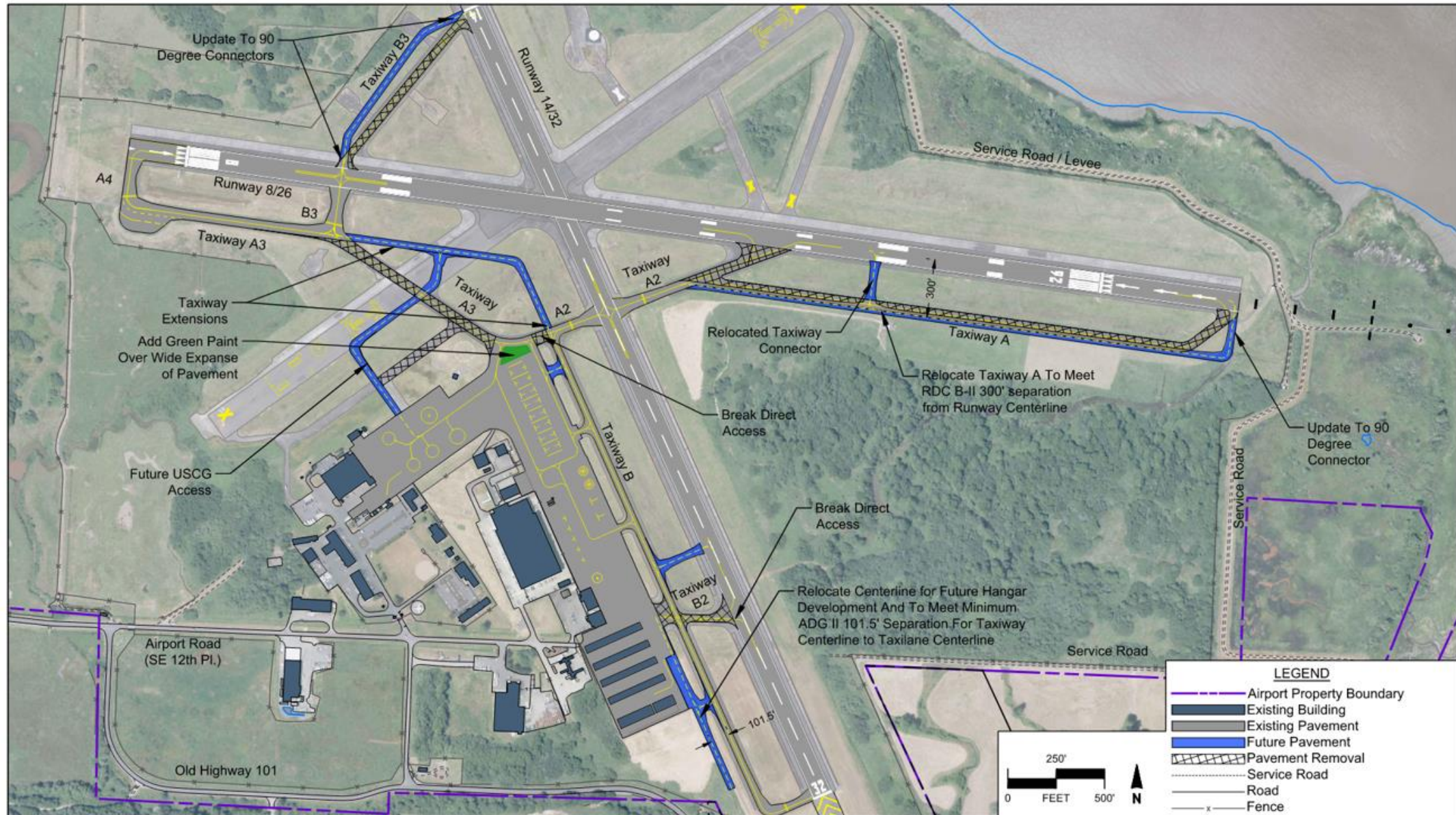
## Aviation Support Alternatives

- *Expand, upgrade, or relocate FBO facilities and improve FBO landside access and wayfinding.*
- *Prepare the airport for the infrastructure needs of electric aircraft.*

## Non-Aeronautical Alternatives

- *Evaluation of non-aeronautical development opportunities*

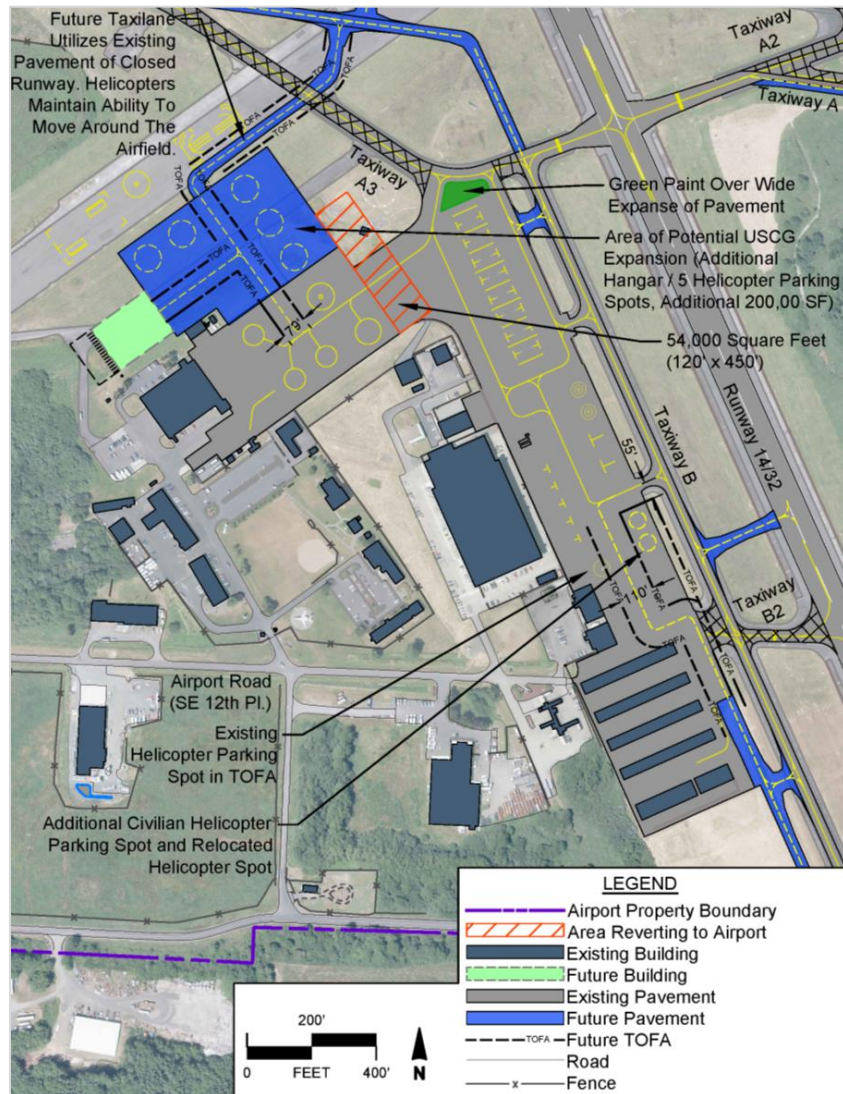
# Alternative Development– Preferred Taxiway Development



# Alternative Development– Preferred Taxiway Development

<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"><li>➤ RDC standard is met when shifting Taxiway A to meet minimum 300-foot separation from runway centerline.</li><li>➤ Creates new B2 connector taxiway that resides outside of the inner third of the airfield.</li><li>➤ Green pavement markings on north apron to limit cross taxiing off taxiway centerline to enhance safety and efficiency.</li><li>➤ Addresses Taxiway B3 connection at Runway Ends 32 and 26 by creating 90-degree angle connections for safety.</li><li>➤ Closure of Taxiway A2 between the apron and Taxiway B resolves the direct access issue and alignment concern.</li><li>➤ Additional taxiway extension in the southwest portion of the airfield allows for future hangar development.</li></ul>	<ul style="list-style-type: none"><li>➤ Higher cost associated with construction of new pavement.</li><li>➤ Project phasing may be necessary due to overall cost.</li><li>➤ High environmental impacts with proposed taxiway extension for the southwest hangar development area as well as the construction of several new taxiways.</li></ul>

# Alternative Development– Preferred Helicopter Operations



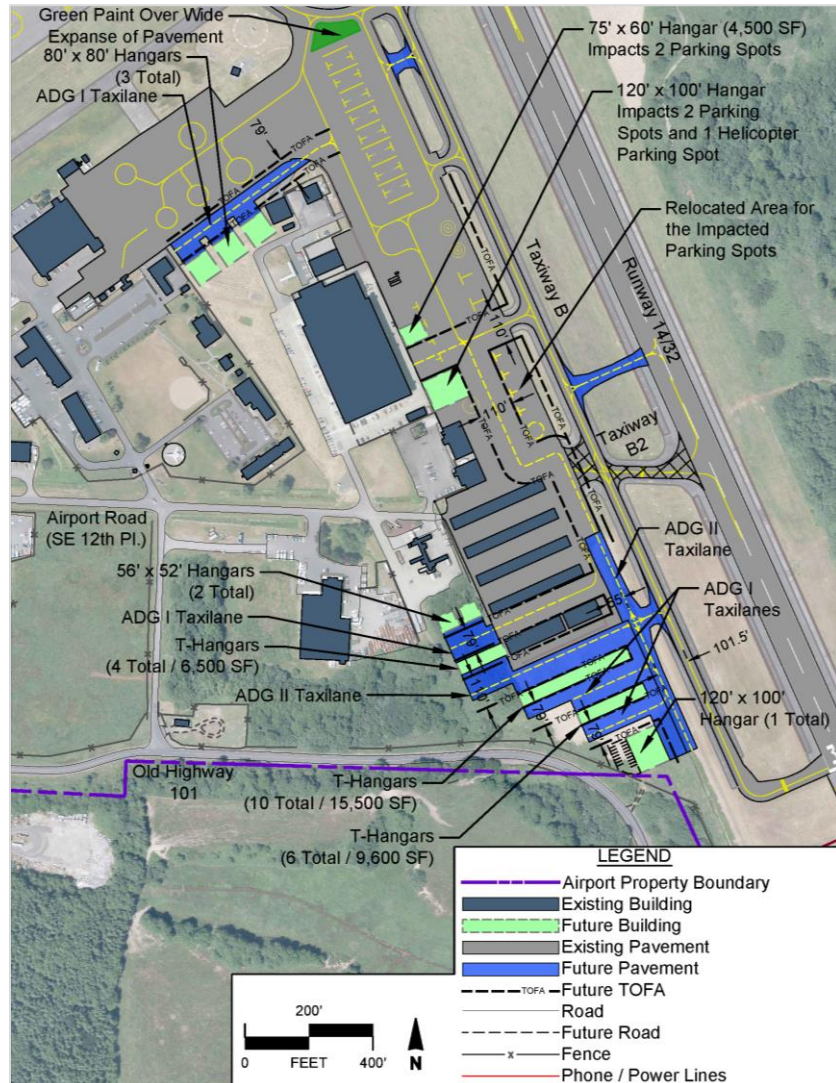
## Advantages

- Coast Guard can expand operations and construct new hangar.
- An additional five (5) new helicopter parking spots can be designated.
- Airport will gain additional portion of apron parcel in expansion of USGC expansion.
- Operationally, the fixed-wing and helicopter spots are in two separate areas for parking.
- USGC can access the proposed Taxiway A via new connector taxiway on existing pavement of the closed runway.

## Disadvantages

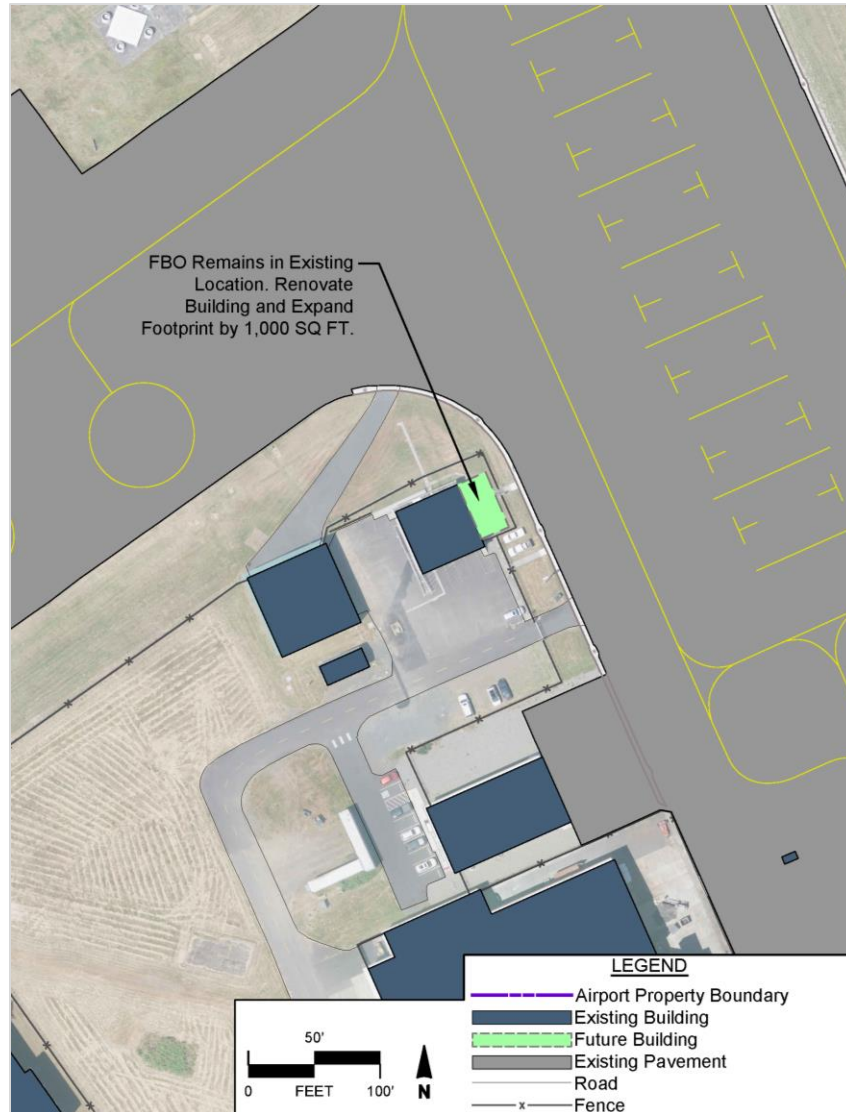
- Reconfigures current USGC access to airfield by removing Taxiway A3.
- Overall environmental impacts are significant.

# Alternative Development– Preferred Hangar Development



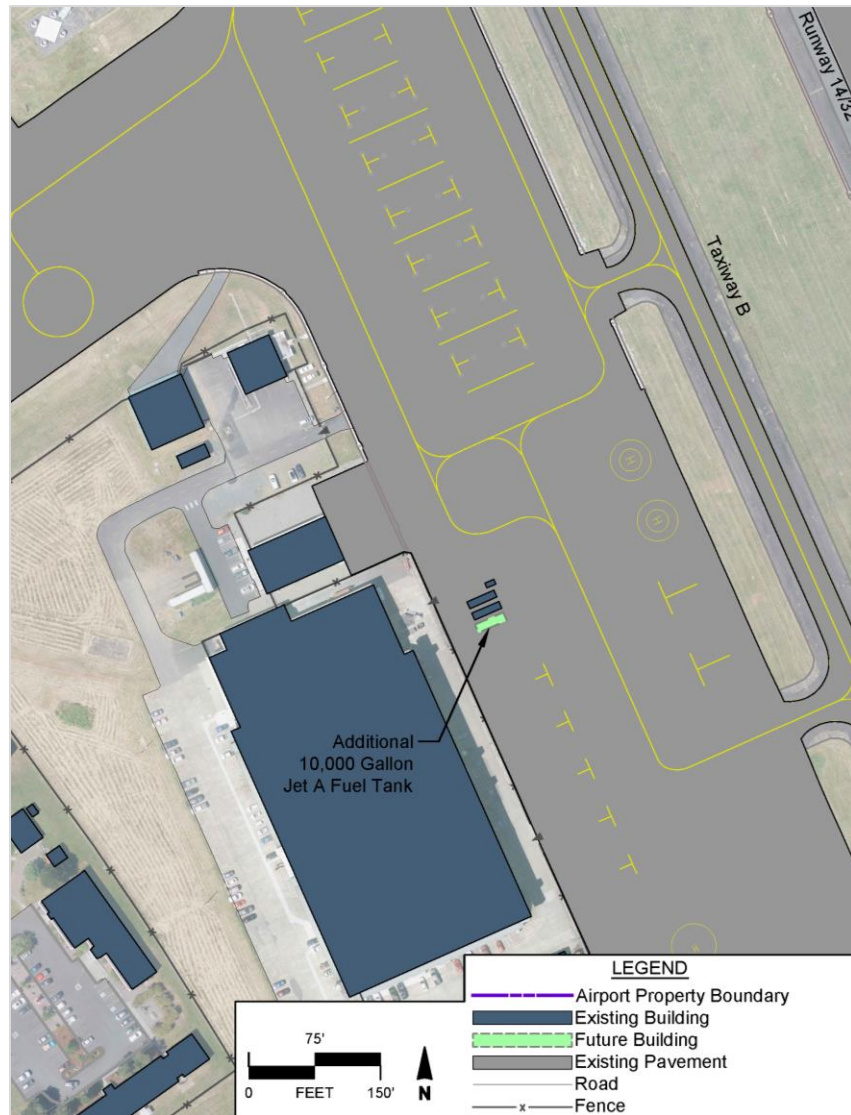
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>▶ Forecasted demand will be met.</li> <li>▶ Total of 20 new T-hangars and 8 new box hangars.</li> <li>▶ Development is clear of phone/power lines.</li> <li>▶ All on property is within the fence line.</li> <li>▶ Taxiway separation going to hangars is safe for user access and meets FAA TOFA requirements.</li> <li>▶ Future hangars are clear of Part 77.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Box hangars located adjacent to USGC can only accommodate ADG-1 aircraft.</li> <li>▶ Proposed hangar development on apron near Lektro will impact 4 fixed-wing and one helicopter parking position. Helicopter position within TOFA will need to be relocated as well.</li> <li>▶ High environmental impact in the southwest proposed development area.</li> </ul>

# Alternative Development– Preferred FBO Location



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>➤ Increase in building square footage.</li> <li>➤ Parking lot adjacent to the building.</li> <li>➤ Quick access for airport users.</li> <li>➤ Allows for existing building structure to be reused and expanded.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Potential cost for expansion and renovation on an older building.</li> <li>➤ Additions and renovations will need to meet current building code requirements.</li> <li>➤ Well-equipped to support commercial passenger traffic if commercial service is initiated.</li> </ul>

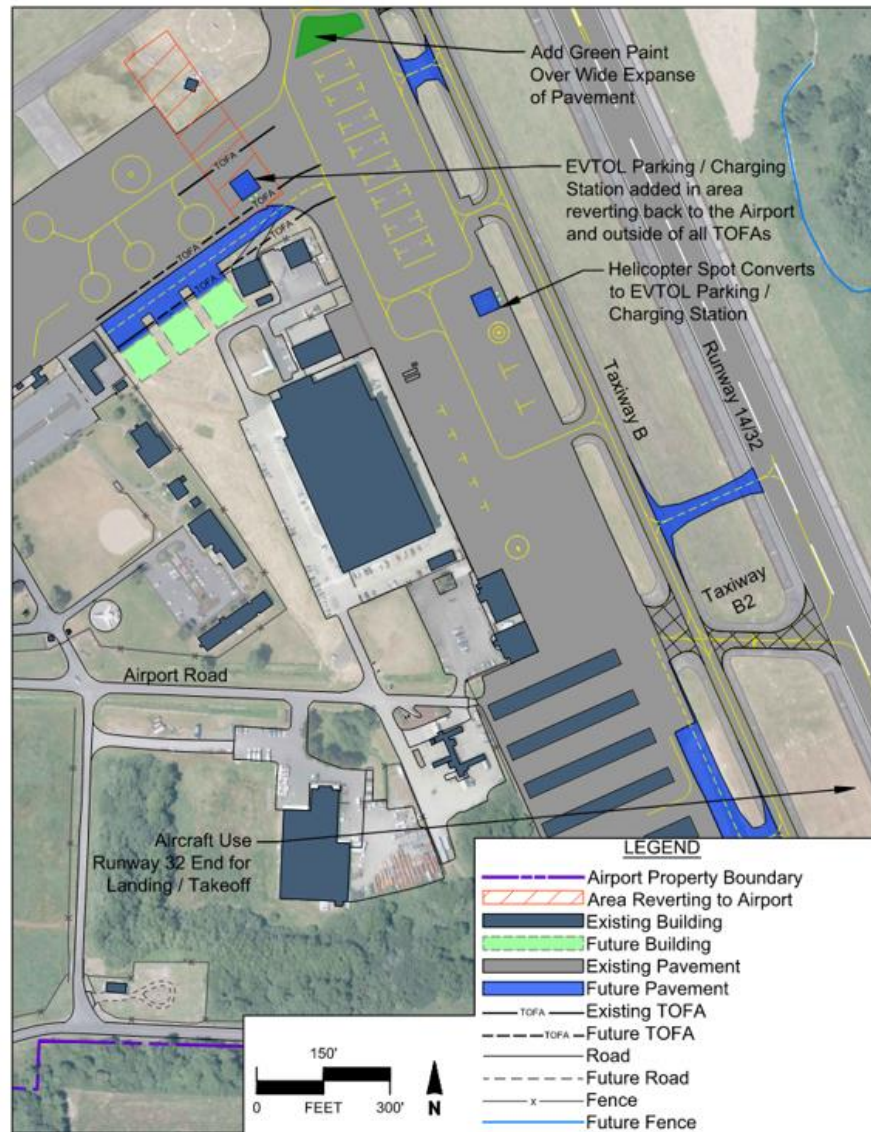
# Alternative Development– Preferred Fuel Farm Alternative



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>➤ Located directly on the airfield.</li> <li>➤ Above-ground tanks, which will provide better access when maintenance and testing is needed.</li> <li>➤ Visual monitoring of above ground tanks for leaks.</li> <li>➤ Central location.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Apron provides limited space for future expansion.</li> <li>➤ Fuel truck required to drive onto the airfield to access.</li> <li>➤ Additional tank will only accommodate one fuel type.</li> </ul>

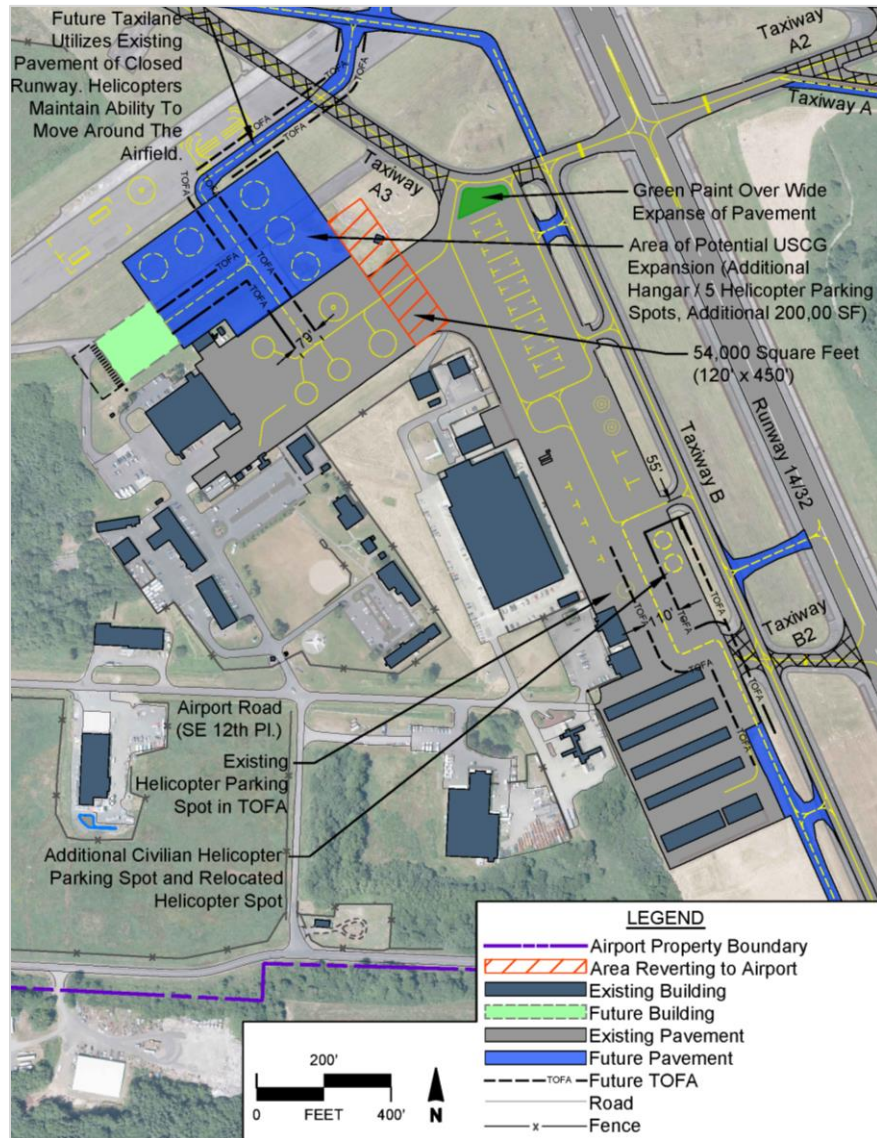


# Alternative Development– Preferred Electric Aircraft Location



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>➤ Located on the GA apron for easier access and monitoring.</li> <li>➤ Utilizes the apron space that will be reverting back to the Airport from the USGC.</li> <li>➤ Proposed location is clear of safety areas</li> <li>➤ Allows Airport to gauge interest in the electric infrastructure before a complete build-out of a future facility with multiple charging stations.</li> </ul>	<ul style="list-style-type: none"> <li>➤ The GA apron location can only accommodate one charging station; expansion in this location will not be feasible.</li> <li>➤ Charging stations will be placed in two separate areas near the FBO.</li> <li>➤ Dependent on electric supply access in this location.</li> </ul>

# Alternative Development– Preferred Helicopter Location



## Advantages

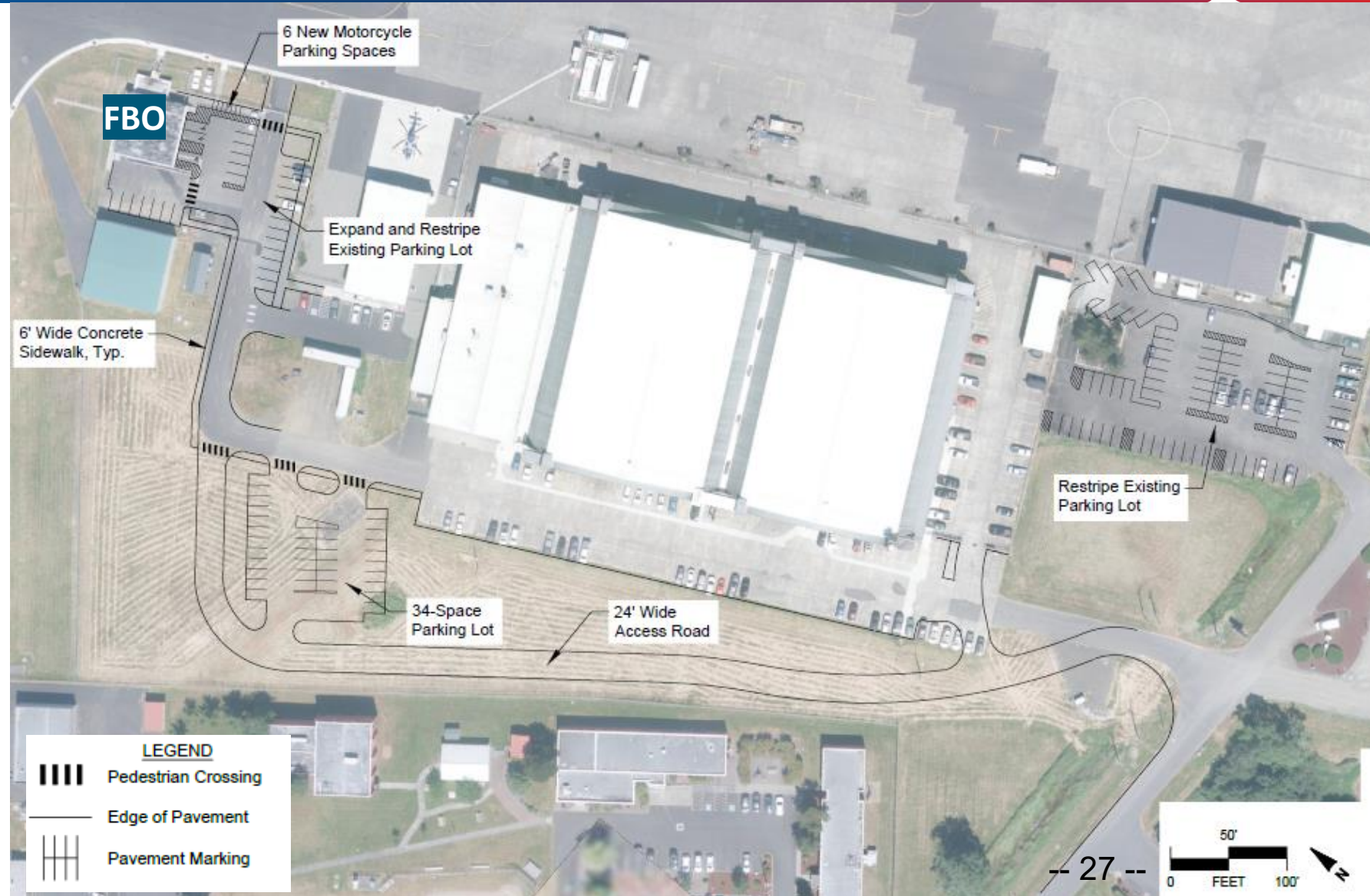
- Coast Guard can expand operations and construct new hangar.
- An additional five (5) new helicopter parking spots can be designated.
- Airport will gain additional portion of apron parcel in expansion of USGC expansion.
- Operationally, the fixed-wing and helicopter spots are in two separate areas for parking.
- USGC can access the proposed Taxiway A via new connector taxiway on existing pavement of the closed runway.

## Disadvantages

- Reconfigures current USGC access to airfield by removing Taxiway A3.
- Overall environmental impacts are significant.

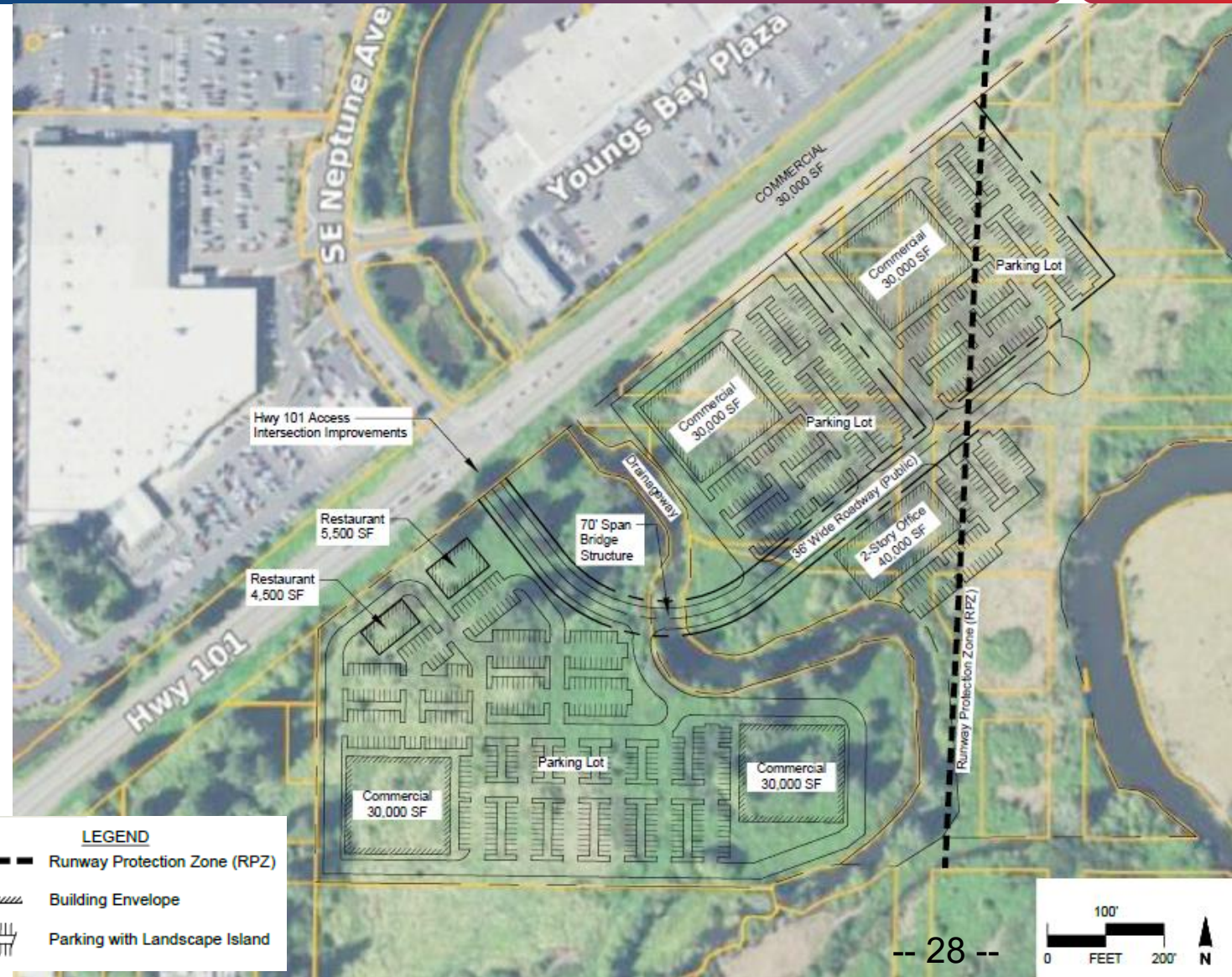
# Preferred Alternative – FBO Parking

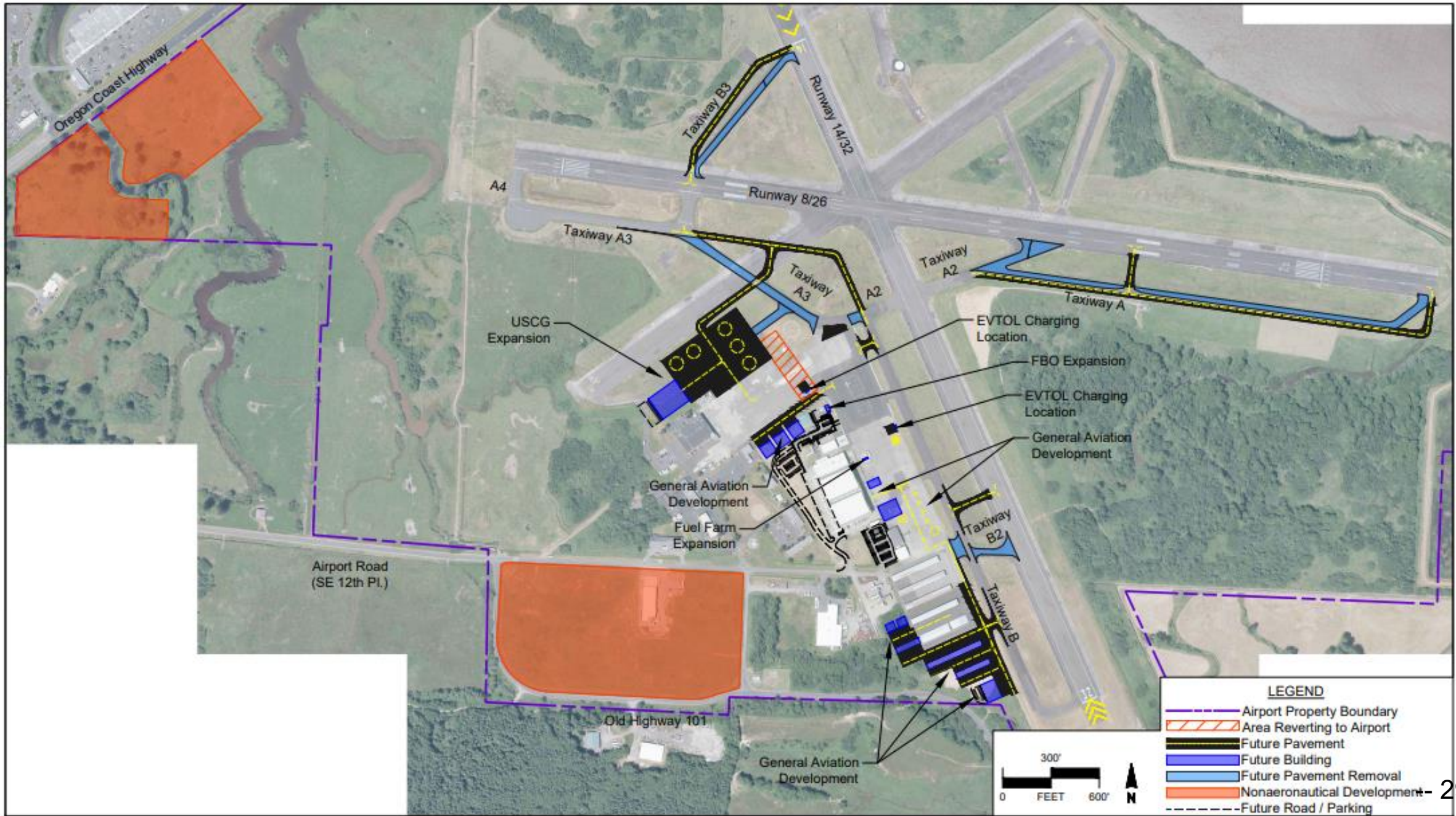
- Repave the existing FBO parking lot and restripe to accommodate 33 parking spaces
  - 23 head-in
  - 6 pull-thru
  - 4 parallel
  - 6 new motorcycle parking spaces.
- New surface lot (34 spaces) for employees and visitors
- New dedicated public access to the FBO to separate from adjacent business traffic.



# Preferred Alternative – Developable lands

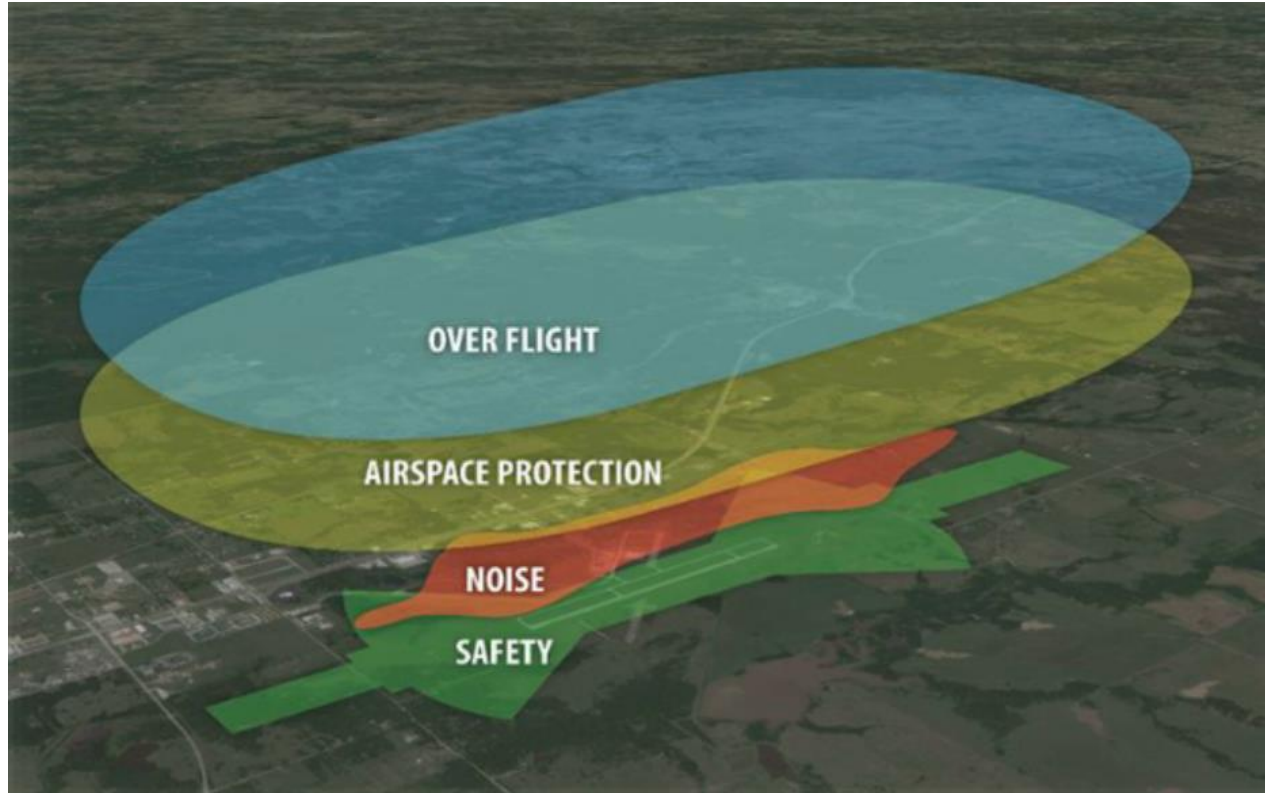
- Mix of commercial uses
- Includes parking lots within the existing Runway Protection Zone (RPZ)
  - Could remove the two structures that abut the RPZ and associated parking, reducing potential conflict but also reducing the amount of achievable pricing
- Roadway bridges/structures needed to traverse the existing topography and waterways.
- Assumes access via US 101 at Neptune Drive – requires coordination with ODOT.





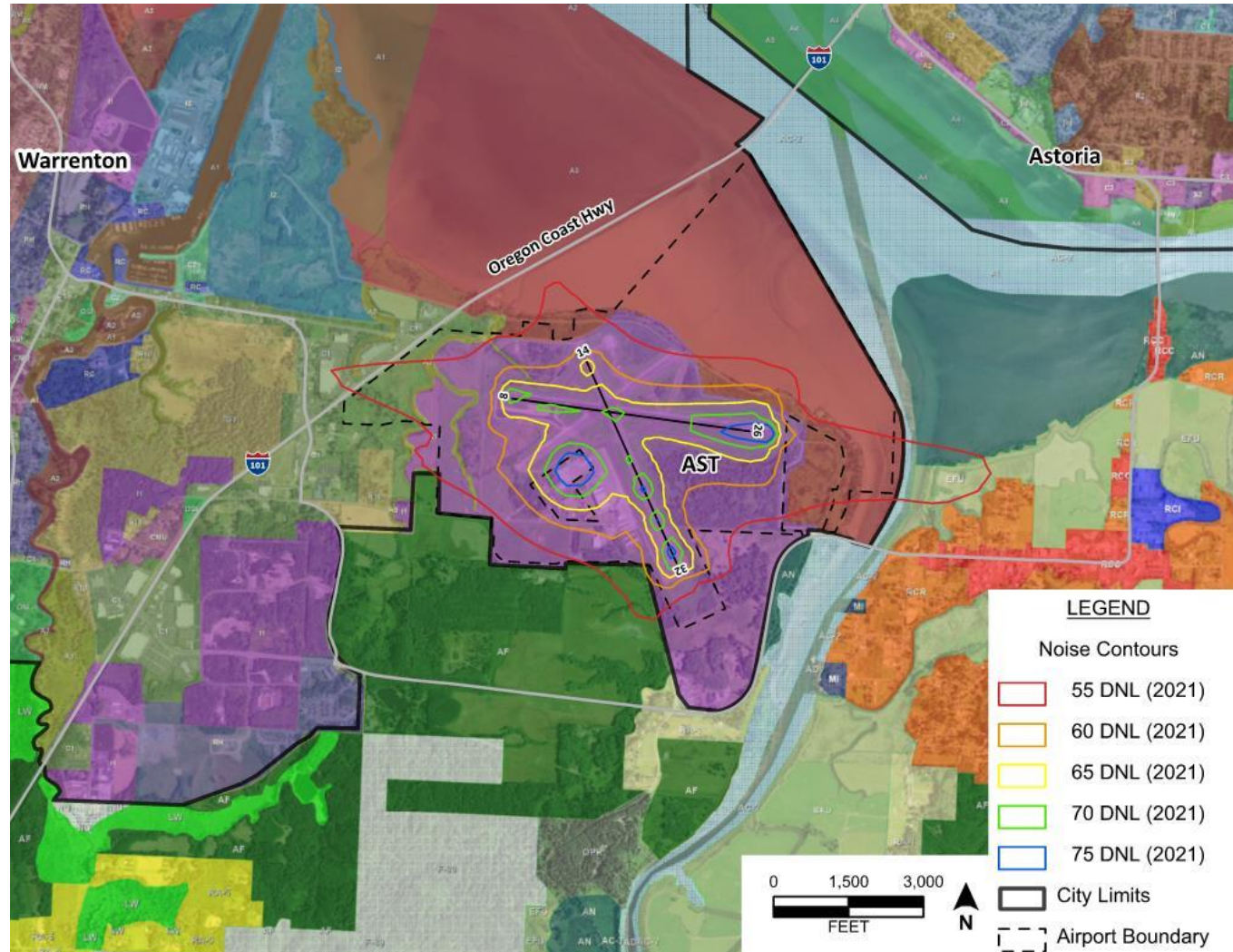
# Land Use Compatibility & Noise

# Compatibility Factors



- ▶ **Noise:** Locations exposed to potentially disruptive levels of aircraft noise
- ▶ **Overflight:** Locations where aircraft overflights can be intrusive and annoying to many people
- ▶ **Safety:** Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground
- ▶ **Airspace Protection:** Places where height and certain other land use characteristics need to be restricted to protect the airspace required for operation of aircraft to and from the airport.

# AST Land Use & Noise Contours

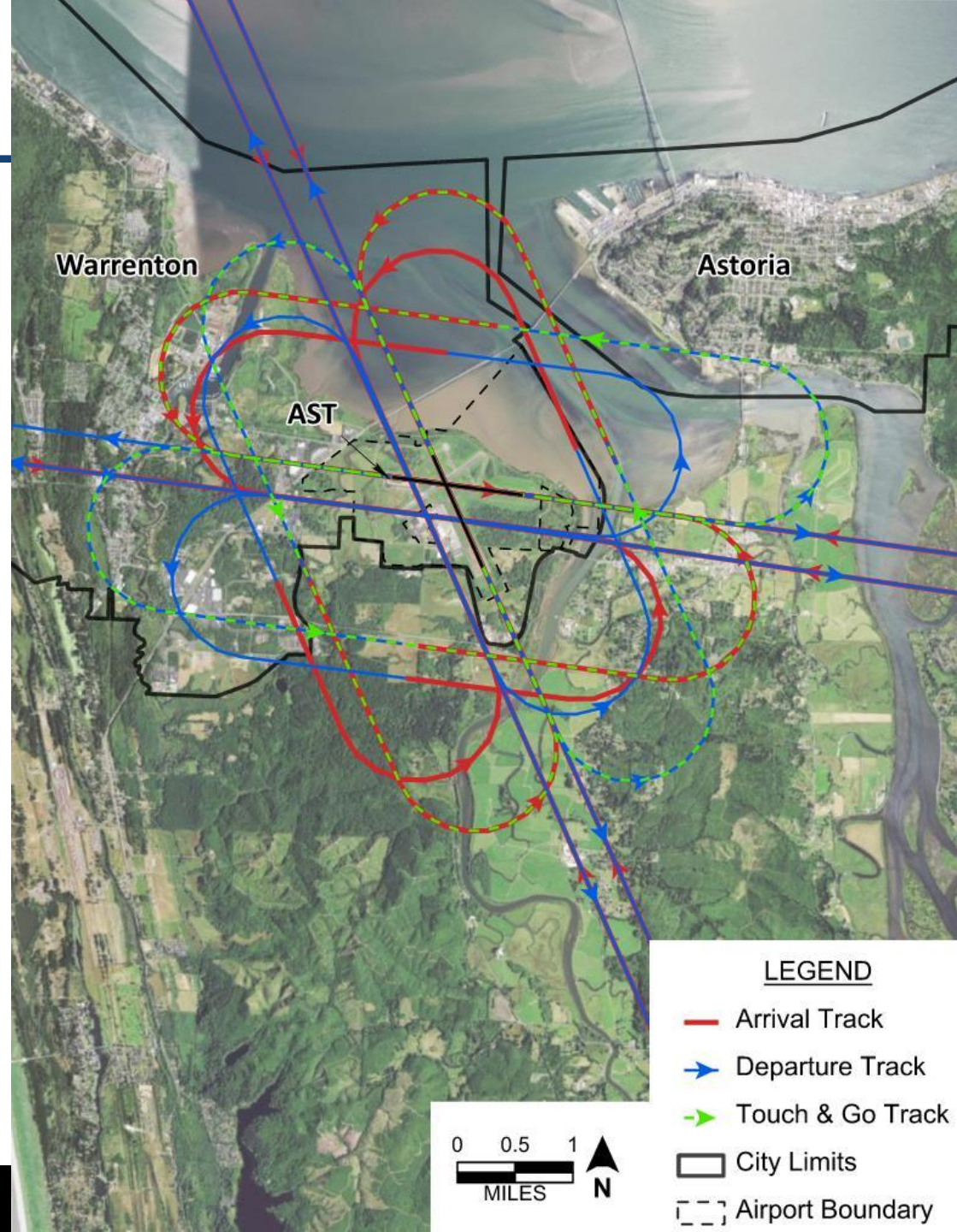


- Land use development that is incompatible threatens the utility of airports and aircraft operations
- **Recommendation:** Within this boundary, the recommendation is to require as a condition of approval of building permits, land division appeal, deed, mortgage record, or development approval, a declaration of anticipated noise level and the incorporation of noise abatement design features.



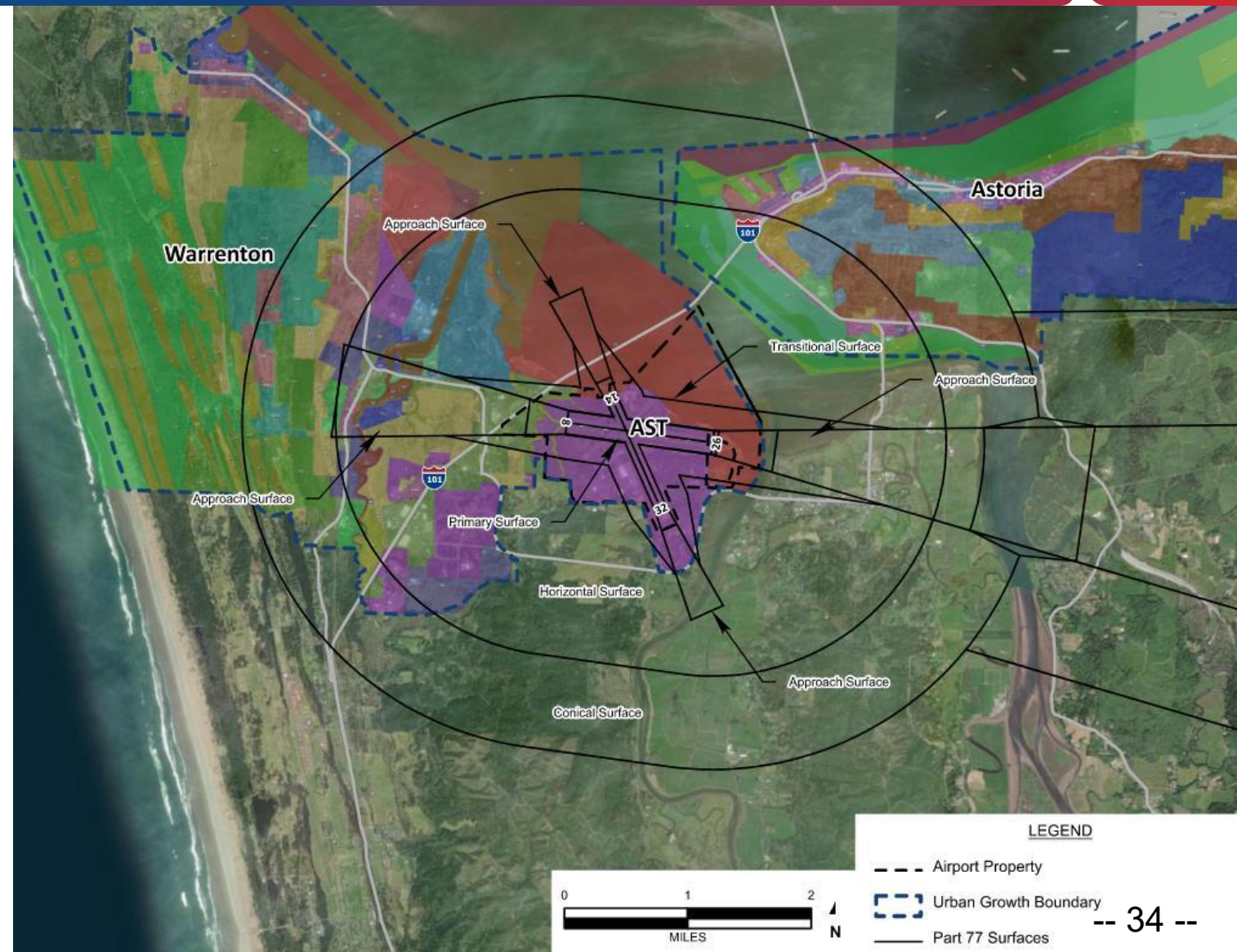
# AST Traffic Patterns

- Runway 8/26 is the primary runway at AST and is equipped with visual and instrument approach aids with a standard left traffic pattern.
- Runway 14/32 is a visual flight rule (VFR) runway with a standard left traffic pattern that does not have instrument approach procedures (IAPs).
- Runway 14/32 is designated as “circle to land” in several approaches.



# AST Part 77 Surfaces

- Allows the FAA to identify potential aeronautical hazards in advance.
- For Clatsop County and City of Warrenton, current airspace compatibility regulations adequately protect AST's Part 77 surfaces from physical, visual, and electronic hazards.
- **Recommendation:** Both jurisdictions use the Part 77 surfaces defined by this Master Plan update and reflect them in local land use maps.



# Compatibility Findings and Recommendations

	Noise	Airspace	Zoning
<b>Clatsop County</b>	<ul style="list-style-type: none"> <li>➤ Update the overlay zoning boundaries on the Clatsop Interactive Map to reflect 55 DNL contour</li> </ul>	<ul style="list-style-type: none"> <li>➤ Update the overlay zoning boundaries on the Clatsop Interactive Map to reflect Part 77 surfaces</li> </ul>	<ul style="list-style-type: none"> <li>➤ Discourage the development of new noise-sensitive land uses (e.g., residences, churches, and children’s school) in the 55 DNL contour.</li> <li>➤ Amend the overlay zone to include the 55 DNL contour</li> <li>➤ Require aviation easements, in lieu of deed declarations, as a condition of approval of building permits within the Airport Overlay Zone</li> <li>➤ Modify existing referral policy to require that all land use applications, not only Part 77 penetrations, be referred to the ODA and AST for review and comment.</li> <li>➤ Establish the airport overlay boundary, which is defined by the outer limits of the future Part 77 surfaces, as the project referral area.</li> </ul>
<b>City of Warrenton</b>	<ul style="list-style-type: none"> <li>➤ Add the 55 DNL contour to the airport overlay to define the areas wherein the City’s noise compatibility regulations apply.</li> </ul>		<ul style="list-style-type: none"> <li>➤ Add a policy that discourages development of new noise-sensitive land uses (e.g., churches and children’s school) within the 55 DNL contour. Specify that this policy does not apply to new residential structures as the affected area is within an urbanized portion of the city and exposed to relatively high ambient noise levels.</li> <li>➤ Modify the airport overlay policy to require deed declarations as a condition of project approval in the areas outside the overlay zone.</li> <li>➤ Add a policy that discourages development of new noise-sensitive land uses (e.g., churches and children’s school) within the 55 DNL contour.</li> </ul>

# Financial Feasibility & Implementation

# Funding Participation

## ➤ Federal Funding

- FAA Airport Improvement Program (AIP)
  - Entitlement
  - Discretionary

## ➤ State Funding

- Oregon Grants

## ➤ Local Match

- 90/10 Split

## ➤ Airport Funds

- Airport Revenue
- Airport Bonds

- **Aviation and Airway Trust Fund (AATF)** - Provides most of the funding for the Federal Aviation Administration (FAA). Revenues are derived from aviation-related excise taxes on passengers, cargo, and fuel.
- **Entitlements** - The amount of entitlement is determined by airport size and the number of passenger enplanements.
- **Discretionary** - The amount of discretionary is determined by a priority ranking method used by FAA to award grants.
- **Aviation System Action Program** – State grants
- **Rates and Charges** – Hangars rates, tie-down fees, landing fees, ramp fees and parking
- **Airport Revenues** - Revenues made from aeronautical and non-aeronautical fees.

# AIP Funding



- **National Plan of Integrated Airports (NPIAS)**
  - Astoria → General Aviation, Local
  - Grant covers 90-95% of eligible costs
- **Airport Improvement Program (AIP)**
  - Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns
    - Runway/Taxiway/Apron for construction/rehabilitation
    - Airfield lighting, signage, drainage
    - AWOS, NAVAIDS, REILs & PAPIs
    - Land acquisition
    - Planning studies

# Project List by Term

Short-Term	Projects
	Runway 8/26 Maintenance
	Taxiway A and B – Pre-Design Phase I
	Airfield Pavement Rehabilitation (Taxiway A and B)
	Taxiway A and B – Phase II – Design and Construction

Mid-Term	Projects
	Runway 8/26 – Obstruction Removal – Environmental
	Runway 8/26 – Obstruction Removal – Design and Construction
	Fuel Tank – Jet A 10,000 Gallon – Environmental
	Fuel Tank – Jet A 10,000 Gallon - Construction
	Grooving 8/26 – Environmental and Design
	Grooving 8/26 - Construction
	FBO Expansion
	Relocate Taxiway A – 30 feet to the south – Environmental

Long-Term	Projects
	Relocate Taxiway A – 30 feet to the south - Design
	Relocate Taxiway A – 30 feet to the south - Construction
	Taxiway B Relocation – Environmental
	Taxiway B Relocation - Design
	Taxiway B Relocation – Construction
	Taxiway B3 Realignment – Environmental
	Taxiway B3 Realignment – Design
	Taxiway B3 Realignment – Construction
	Taxiway A2 Realignment – Environmental
Taxiway A2 Realignment – Design	

## Goals:

- Prioritizing projects
- Determine AIP eligibility or type of funding
- Evaluate other funding sources (Non-AIP eligible projects)

# Non-Aeronautical Implementation Plan Method



**Site 1:** Property east of Highway 101 and south of Holbrook Slough.

**Site 2:** Property North of SE 12<sup>th</sup> Place and west of the airport fence line

**Site 3:** Airport Industrial Park, South of SE 12<sup>th</sup> Place and the airport

**Site 4:** Area East of Highway 101 and north of Holbrook Slough.

## Administrative

What is the purpose and need for this project?

## Planning and Zoning

Does improvement conform to existing zoning or will it require a rezone/ Comprehensive Plan amendment

## Environmental

What level of state and federal environmental review is anticipated for this improvement?

## Design

Do any support facilities or site preparations need to be constructed prior to the implementation of this improvement?

## Funding

Can AST afford this improvement in its existing financial condition?

## Operation and Maintenance

How much will the proposed improvement cost to operate and maintain over 20-year Plan horizon?

-- 40 --



# Next Steps

# Next Steps

- Airport Layout Plan – Finalize and submit to FAA
  - FAA Approval
- Finalize Master Plan





Questions?



**Thank you.**

# Contact Information



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**Office: 916-993-4627**



**DEPARTMENT OF THE INTERIOR**

**Bureau of Ocean Energy Management**

**[Docket No. BOEM-2023-0033]**

**Draft Wind Energy Areas – Commercial Leasing for Wind Power Development on the Oregon Outer Continental Shelf (OCS)**

**AGENCY:** Bureau of Ocean Energy Management (BOEM), Interior.

**ACTION:** Draft Wind Energy Areas; request for comments.

**SUMMARY:** This Draft Wind Energy Area (WEA) notice (the notice) invites public comment on the Draft WEAs on the OCS offshore the Oregon coast. BOEM will consider information received in response to this notice to identify Final WEAs as part of the Area Identification (Area ID) process. Those interested in providing comments and information regarding site conditions, resources, and multiple uses in close proximity to or within the Draft WEAs should provide the information requested in section 9, which is entitled, “Requested Information from Interested or Affected Parties.” BOEM may or may not offer a lease for a commercial offshore wind energy project within the Draft WEAs after further government consultations, public participation, and environmental analyses.

**DATES:** Submit your comments on the Draft WEAs by October 16, 2023. Late submissions may not be considered.

**ADDRESSES:** Please submit comments and information by either of the following two methods:

1. Federal eRulemaking Portal: <http://www.regulations.gov>. In the search box at the top of the webpage, enter BOEM-2023-0033 and then click “search.” Follow the instructions to submit public comments and to view supporting and related materials.
2. U.S. Postal Service or other mail delivery service. Send your comments and other information to the following address: Jean Thurston-Keller, Bureau of Ocean Energy Management, Pacific Regional Office – Renewable Energy Section, 760 Paseo Camarillo, Suite 102 (CM 102), CA 90101.

**FOR FURTHER INFORMATION CONTACT:** Jean Thurston-Keller, Project Coordinator, Bureau of Ocean Energy Management, Pacific Regional Office – Renewable Energy Section, 760 Paseo Camarillo, Suite 102 (CM 102), Camarillo, CA 90101, [Jean.Thurston-Keller@boem.gov](mailto:Jean.Thurston-Keller@boem.gov)

## SUPPLEMENTARY INFORMATION

### *1. Authority*

This notice of Draft WEAs is published under subsection 8(p)(3) of the Outer Continental Shelf Lands Act (OCSLA), 43 U.S.C. 1337(p)(3), and its implementing regulation at 30 CFR 585.211.

### *2. Purpose*

This notice invites public comment on the Draft WEAs on the OCS offshore the Oregon coast and presents the results of a spatial suitability model developed by the National Oceanic and Atmospheric Administration (NOAA), National Centers for Coastal Ocean Science (NCCOS) and informed by the Bureau of Ocean Energy Management (BOEM), collectively referred to as the Oregon WEA Spatial Modeling Team (Team). The draft BOEM/NCCOS joint report entitled, “A Wind Energy Siting Analysis for the Oregon Call Area” (available at [www.boem.gov/renewable-energy/state-activities/Oregon](http://www.boem.gov/renewable-energy/state-activities/Oregon)) summarizes the methods and analysis used to develop draft Wind Energy Area Analysis and suitability modeling efforts.

### *3. Background*

BOEM’s competitive lease issuance process requires a Call for Information and Nominations (Call), which requests comments from the public about areas of the OCS that should receive consideration and analysis for the potential development of renewable energy (30 C.F.R. § 585.211(a)). A state-wide planning effort may be used to inform the development of a Call. Comments received on the Call are then used to inform the Area ID process.

The Area ID process is a required step under the renewable energy competitive leasing regulations for the identification of areas for environmental analysis and consideration for leasing (30 C.F.R. § 585.211(b)). The Area ID process takes into consideration multiple competing uses and environmental concerns that may be associated with a proposed area’s potential for commercial renewable energy development. The development of Draft WEAs and seeking public comment on these areas are not required under BOEM’s regulations. However, BOEM incorporated such processes in Oregon for a more transparent and inclusive Area ID process in response to comments requesting additional engagement steps, siting data concerns, and the use of spatial modeling in the development of lease areas.

BOEM prepares an Environmental Assessment (EA), pursuant to the National Environmental Policy Act (NEPA) before any lease sale. The objective of the environmental analysis is to estimate the nature, severity, and duration of impacts that might occur from site assessment (i.e., deployment and installation of a meteorological buoy(s)) and site characterization activities (i.e., biological, archaeological, geological and geotechnical surveys) within the WEAs. Potential impacts of a specific proposed renewable energy facility in the identified areas would be addressed during the review of a Construction and Operations Plan (COP) when project specific data and information are available. Project specific information includes the data and analysis required in the COP, such as: information related to the general project design, and general fabrication and installation methodologies; as well as all cables and pipelines, including cables on project easements; a description of deployment activities; a list of solid and liquid wastes

generated; a listing of chemical products used (if stored volume exceeds Environmental Protection Agency (EPA) reportable quantities); a description of any vessels, vehicles, and aircraft used to support the activities; a general description of the operating procedures and systems; decommissioning and site clearance procedures; geological hazard information; general hazard information; water quality in the project area; biological resources in the project area; sensitive biological resources or habitats in the project area; threatened or endangered species present in the project area; archaeological resources in the project area; and coastal and marine uses.

a. Development of the Draft Call for Information and Nominations

In June 2020, BOEM held a BOEM Oregon Intergovernmental Renewable Energy Task Force (Task Force) meeting to discuss a draft Offshore Wind Energy Data Gathering and Engagement Plan that was distributed to Task Force members in March 2020. Based on feedback, BOEM and the Oregon Department of Land, Conservation and Development (DLCD) finalized and adopted the Data Gathering and Engagement Plan<sup>1</sup> (hereafter ‘Plan’) in October 2020. The Plan outlined how BOEM and the DLCD would engage with research organizations and potentially interested and affected parties to gather data and information to inform offshore wind energy planning and future leasing decisions offshore Oregon.

The Plan had three goals: to ensure (1) interested and affected parties are informed of the data and information-gathering process for offshore wind planning and have meaningful opportunities to provide input; (2) collection of the best current and available information during a data-gathering phase to inform potential offshore wind planning and any future leasing decisions offshore Oregon; and (3) BOEM and the State of Oregon will build partnerships and a sense of shared ownership in offshore wind energy planning with interested and affected parties.

The Planning Area (Figure 1) described in the Plan included the OCS seaward of Oregon’s territorial sea at 3 nautical miles (nm) where energy production from offshore wind was thought to be viable based on the current state of floating offshore wind energy technology. This area included water depths less than 1,300 meters with average wind speeds of at least 7 meters/second or 13.6 knots.

The DLCD, in partnership with BOEM, developed a data catalog and map viewer within the West Coast Ocean Data Portal to provide public access to the data gathered during the Oregon offshore wind planning process. This tool, known as the ‘OROWindMap’ is an online open source of data from the West Coast Ocean Portal and allows for the inclusion of new data sets, including those gathered during the outreach efforts described below. Additional information on the OROWindMap Tool may be found at: <https://offshorewind.westcoastoceans.org>.

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<sup>1</sup> [Data Gathering and Engagement Plan for Offshore Wind Energy in Oregon](#). October 2020 (www.boem.gov). Last accessed April 11, 2023.



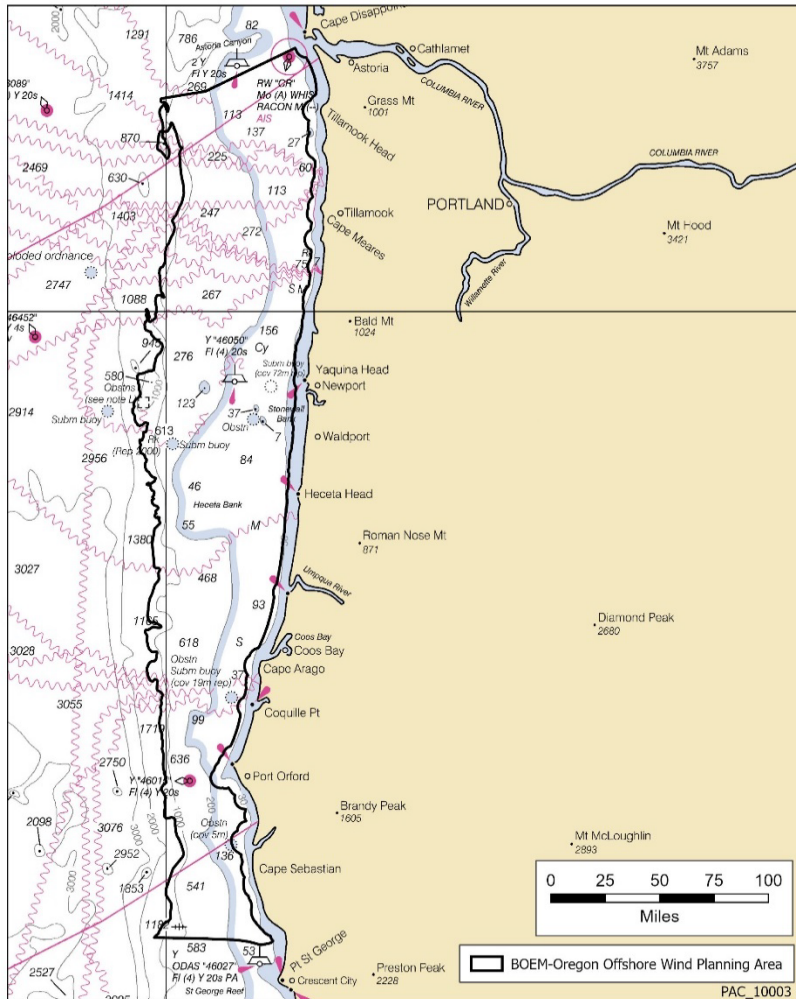


Figure 1: Oregon Planning Area.

Throughout 2021, BOEM and the DLCD hosted a series of outreach meetings geared towards specific stakeholders. More than 75 meetings were held with multiple interested parties including coastal communities, ocean user groups, the wind industry, research and environmental organizations, the general public, elected officials, and Tribal Nations. A Data Gathering and Engagement Summary Report<sup>2</sup> outlines the results of BOEM and DLCD’s engagement through 2021. BOEM also hosted six public webinars and workshops in 2021. The webinar recordings and other information are available at <https://www.boem.gov/renewable-energy/state-activities/2021-oregon-offshore-wind-energy-planning-public-webinars>. BOEM and the DLCD also engaged with multiple community councils, commissions, and other organizations at their standing meetings when possible. Examples include city councils, the Oregon Ocean Policy Advisory Council, the Pacific Fishery Management Council, county boards of commissioners, some of the Oregon Seafood Commodity Commissions, and non-governmental organizations.

<sup>2</sup> [Data Gathering and Engagement Report OR OSW Energy Planning January 2022 \(boem.gov\)](https://www.boem.gov/renewable-energy/state-activities/2021-oregon-offshore-wind-energy-planning-public-webinars). Last accessed February 7, 2023.

BOEM reviewed the collected data and incorporated feedback from the aforementioned meetings, webinars and workshops, as well as discussions with the State of Oregon, Federal partners and Tribal nations to delineate three proposed Call Areas offshore Oregon. The proposed Call Areas were delineated with consideration of Oregon's 100% Clean Energy Law, technical suitability for offshore wind development, existing ocean uses, and preliminary wildlife and habitat considerations. In coordination with the State of Oregon, BOEM considered 3 gigawatts of near-term commercial development for the first leasing activities offshore Oregon. The Call Areas were focused offshore the south central and southern Oregon coast where the high wind energy resource would contribute to an estimated lower cost of energy and greater potential for commercial viability. Considerations for suitability for offshore wind development included analysis of existing data on prevailing seafloor conditions such as canyons and slopes, known paleo landforms and existing transmission infrastructure. Considerations for existing uses included using the best available data on commercial fishing activities, maritime navigation, and locations of existing subsea cables to delineate the proposed Call Areas.

Three proposed Call Areas, known as the Coos Bay, Bandon, and Brookings Call Areas (Figure 2), were shared with Task Force members at the February 16, 2022, BOEM Oregon Task Force meeting. BOEM and the DLCD requested feedback on the three proposed Call areas from members and public comment was collected during the meeting. The Bandon Call Area was removed from further consideration at this time after BOEM considered input on potential commercial fishing conflicts and sensitive habitats within the Call Area.

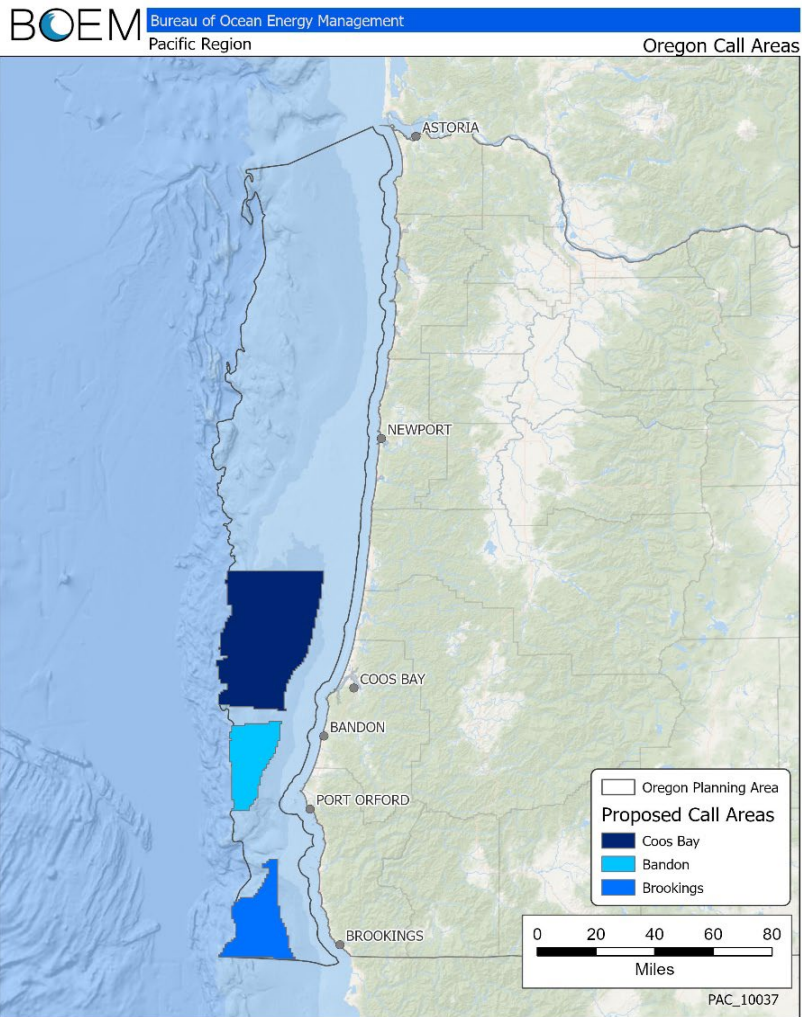


Figure 2: Oregon draft Call for Information and Nominations Areas.

b. Development of the Call for Information and Nominations

BOEM published the Call for Information and Nominations (Call) for the Coos Bay and Brookings Call Areas on April 29, 2022 (Figure 3). The comment period for the Call ended on June 28, 2022. BOEM received 278 comments, which are available at <https://www.regulations.gov/docket/BOEM-2022-0009>. BOEM received nominations from four wind energy companies, all of which have been legally, technically, and financially qualified. Nominations are available at: <https://www.boem.gov/renewable-energy/state-activities/Oregon>.

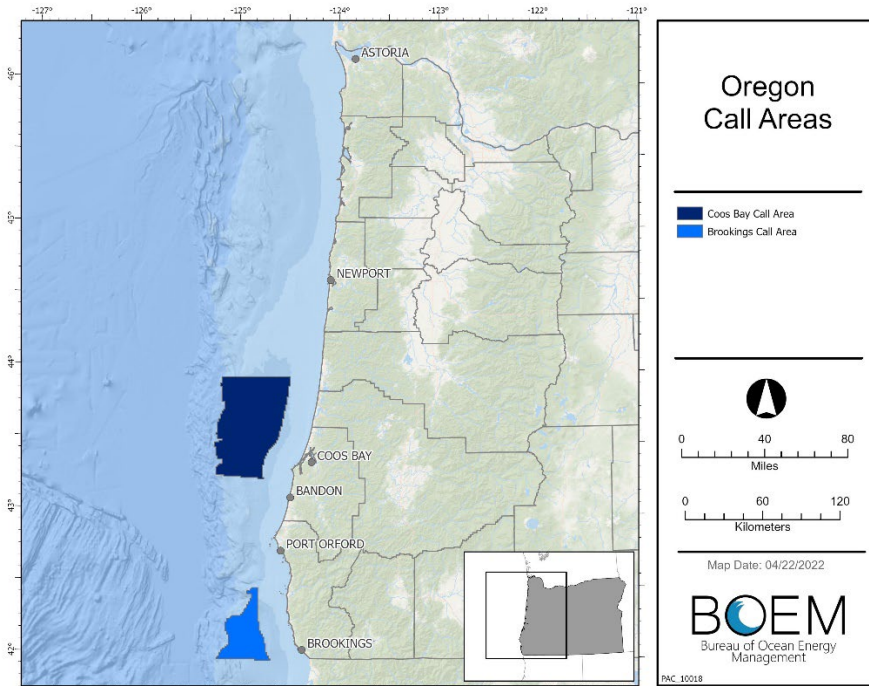


Figure 3: Oregon Call for Information and Nominations Areas.

#### 4. Development of the Oregon Draft WEAs

For purposes of identifying the Draft WEAs, BOEM considered the following non-exclusive information sources:

- Comments and nominations received on the Call for Information and Nominations
- BOEM Oregon Intergovernmental Renewable Energy Task Force meetings
- Data Gathering and Engagement Plan for Offshore Wind Energy in Oregon<sup>3</sup>
- Data Gathering and Engagement Summary Report: Oregon Offshore Wind Energy Planning<sup>4</sup>
- Input from state and Federal agencies
- Comments received via consultation meeting and written comment from federally recognized Tribes
- Comments from Tribal outreach meetings with federally recognized Tribes
- Comments from relevant ocean users and stakeholders, including the maritime community, environmental NGOs, offshore wind developers and the commercial fishing industry
- State clean energy goals
- Domestic and global offshore wind market and technological trends
- OROWindMap data and information<sup>5</sup>

<sup>3</sup> <https://www.boem.gov/sites/default/files/documents/regions/pacific-ocs-region/BOEM-OR-OSW-Engagement-Plan.pdf>. Last accessed March 15, 2023.

<sup>4</sup> <https://www.boem.gov/sites/default/files/documents/Data%20Gathering%20and%20Engagement%20Report%20OR%20OSW%20Energy%20Planning%20January%202022.pdf>. Last accessed March 15, 2023.

<sup>5</sup> <https://offshorewind.westcoastcoceans.org/>. Last accessed March 15, 2023.

BOEM received comments requesting increased transparency in the Area Identification (Area ID) process and consideration of leveraging an existing ocean planning model previously used in Southern California and the Gulf of Mexico for NOAA’s Aquaculture Opportunity Area Atlases and the BOEM Gulf of Mexico and Central Atlantic Renewable Energy Area ID processes. In response, BOEM modified the Area ID process in a Notice to Stakeholders, which is available at <https://www.boem.gov/newsroom/notes-stakeholders/boem-enhances-its-processes-identify-future-offshore-wind-energy-areas>. This modified process is being used to support identification of Draft WEAs in Oregon (Figure 4).

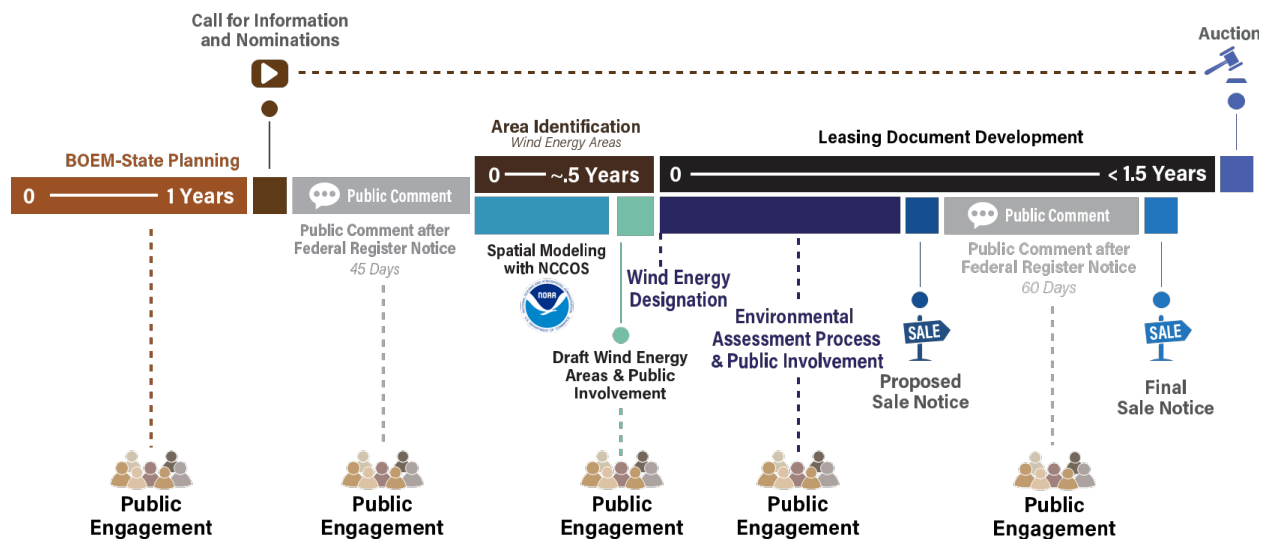


Figure 4: BOEM’s leasing process

a. Ocean Planning

BOEM’s process to identify Draft WEAs in Oregon was based on rigorous science with the goal of encouraging an informed, forward-looking, and sustainable wind energy industry that maximizes its operational efficiency and limits potential adverse interactions with other industries or natural resources. Additionally, BOEM used a suitability model to identify Draft WEAs in the Federal waters offshore Oregon. Due to several years of outreach and the creation of the OROWind Map tool, BOEM and DLCD were able to collect over 500 data sets to use in the ocean modeling tool.

BOEM identifies Draft WEAs based on the best available science and through public engagement to facilitate wind energy development; support environmental, economic, and social sustainability; and minimize resource use conflicts. To support the Area ID Process, BOEM is using the NCCOS suitability model. This tool is used to understand ocean ecosystems and the interactions of human uses and natural resources. This tool provides a mathematical calculation that is understandable, with minimal bias to support siting decisions. The tool uses several data layers, a model structure, and other factors to calculate a unique suitability score for each grid cell within a study area. The model identifies the grid cells with the highest scores and then develops heat maps that identify areas of relative suitability and conflict.

#### b. Study Area

On April 27, 2022, BOEM published a Call for Information and Nominations to assess commercial interest in and obtain public input on potential wind energy leasing activities in Federal waters off the coast of Oregon. The two Oregon Call Areas, consisting of 1,159,298 acres and shown in Figure 3, were used to define the NCCOS suitability model study area boundaries.

#### c. WEA Planning

BOEM's ocean planning processes follows a standard workflow: 1) identification of the planning objective; 2) inventory of data; 3) geospatial analysis of data; 4) interpretation of results; and 5) delivery of map products and reports to decision makers and ocean users. BOEM uses spatial data to represent known or potential environmental and ocean space use conflicts that could constrain, or conditionally constrain, the siting of offshore wind facilities in Federal waters. Using a multi-criteria decision analysis approach allows for evaluating numerous spatial data layers across diverse ocean uses.

In incorporating the NCCOS modeling effort, the data are incorporated into a spatially explicit model to identify areas that may be suitable for offshore wind development. Additionally, natural and cultural resources, industry and operations, various fishing activities, wind logistics, economics, and national security are described and identified in the WEA model suitability analysis, which is discussed in detail in the draft BOEM/NCCOS Joint Report, "A Wind Energy Area Siting Analysis for the Oregon Call Areas," which can be found at: [www.boem.gov/oregon](http://www.boem.gov/oregon). WEA siting informed by ocean planning is helpful in avoiding and minimizing adverse environmental, social, and existing user interactions. Existing datasets were used to have focused discussions with specific ocean users and receive early feedback.

#### d. Ocean Planning Model

In BOEM's Area ID process, the identification of WEAs requires an understanding of the relationship between different elements of the environment and ocean uses, as well as the practical requirements for offshore wind development. Developing a suitability model for Oregon requires compilation and analysis of best-available data. The Team developed a step-by-step approach for ocean planning using a logical workflow that began with framing the research questions (i.e., number of acres needed for a wind facility), data collection and inventory, then continued with spatial suitability modeling, identifying Draft WEA options using a unique precision suitability modeling strategy, further characterization of options, and finally, interpretation of results (Figure 5). Each step of the workflow diagram corresponds to an essential step of the study, with corresponding methods detailed in the "A Wind Energy Area Siting Analysis for the Oregon Call Areas" draft report.

The Team based its geospatial analysis for identification of Draft WEA options on a categorical framework to ensure relevant, comprehensive data acquisition and characterization for spatial suitability modeling. The Team developed an authoritative spatial data inventory that included data layers relevant to national security, natural resources, industry and operations, fisheries, and wind logistics, e.g., wind speed, distance to port, or water depth. With over 400 data layers included in this analysis, the maps, models, and descriptions provide the most comprehensive marine spatial modeling performed in Oregon to date. Refer to the draft report entitled, "A Wind

Energy Area Siting Analysis for the Oregon Call Areas,” for a complete description of the suitability modelling methods and results.

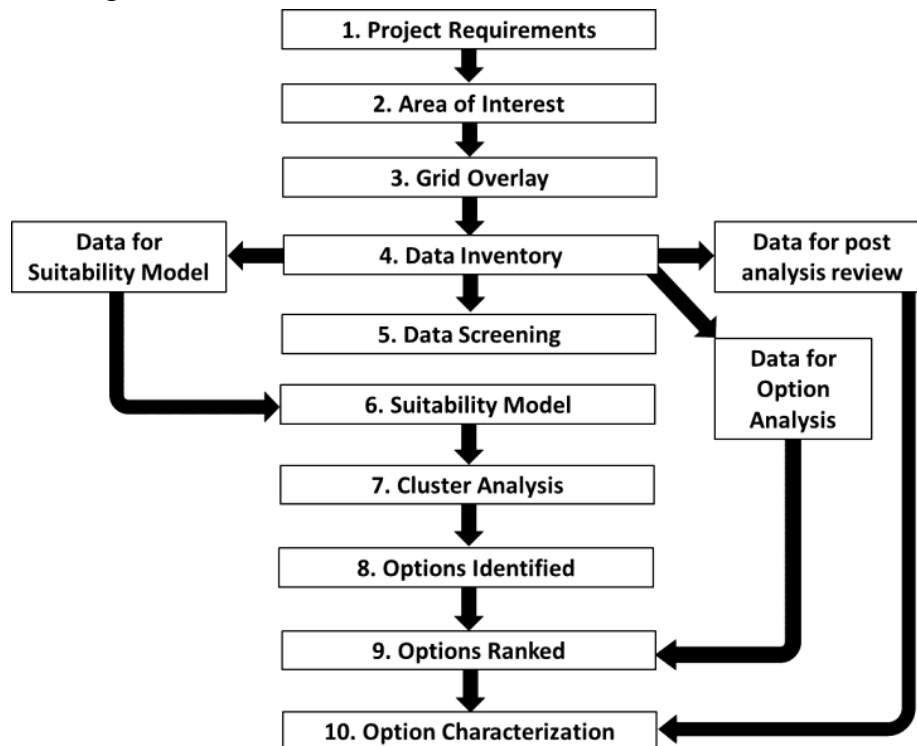


Figure 5: Workflow for Draft Wind Energy Area options spatial analysis

e. Geospatial Data

Collection and processing of spatial data is a key factor in model success, because it is the basis for further calculations and analysis.<sup>6</sup> An initial review was completed to determine the broad suite of data and categories needed to properly support this ocean planning process. The data holdings were developed through engagement with non-governmental organizations and U.S. Federal and state agencies representing a diverse array of stakeholders and Tribal Nations. Many studies were leveraged through the MarineCadastr<sup>7</sup> and OROWindMap, including datasets created for the BOEM Environmental Studies Program. Overall, over 400 data layers were acquired during data inventory.

i. Data processing and setbacks

While some datasets were provided in a ready-to-use format, many datasets required processing prior to use in the suitability model, and subsequent cluster analysis. Methods the Team used to process data are described for all data that required processing in “A Wind Energy Area Siting Analysis for the Oregon Call Area.” The Team received much of the data in a ready-to-use

<sup>6</sup> Molina JL, Rodríguez-Gonzálvez P, Molina M-C, González-Aguilera D, Balairon L., Espejo Almodóvar F, Montejo J. 2013. River morphodynamics modelling through suitability analysis of geomatic methods. In: Wang Z, Lee JHW, Gao J, Cao S, editors. Proceedings of the 35th IAHR World Congress, Chengdu, China. Beijing: Tsinghua University Press.

<sup>7</sup> MarineCadastr (MC). 2021. NOAA Office for Coastal Management and BOEM. MarineCadastr.gov Data Registry. Charleston, SC. Available from: <https://marinecadastr.gov/data/>.

format and reviewed the processing metadata provided by the data originator. Setback distances (i.e., buffers) were applied using conservative professional judgment when an established setback requirement was not available from an authoritative source.

ii. *Suitability analysis*

The Team performed a gridded relative suitability analysis, a method commonly used in a multi-criteria decision analysis, to identify the grid cells with the highest suitability for Draft WEA development in the Call Areas. Spatial data layers included in the suitability analysis identify space-use conflicts and environmental constraints, such as active national security areas, maritime navigation, ocean industries and natural resource management. A submodel structure was used to capture ocean use and conservation concerns including industry and operations, natural resources, fisheries, and wind logistics. Data layers with no compatibility with wind energy development (e.g., Department of Defense exclusion layers) were captured in the list of incompatible constraints and removed from further analysis due to known incompatibility with wind energy (Figure 6). This submodel structure ensures that each submodel is given equal weight in the final suitability model regardless of how many data layers are present in each submodel.

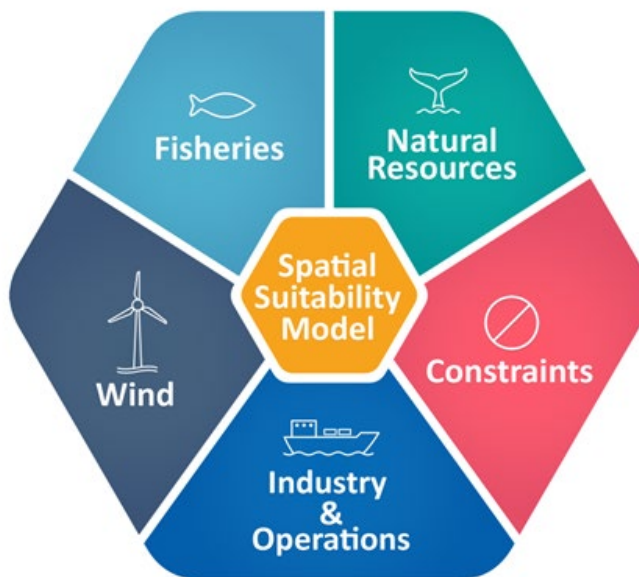


Figure 6: Overview of relative suitability model design and the submodel components. The constraints submodel includes all data layers with a score of 0.

iii. *BOEM data scoring*

The Team analyzed categorical datasets (i.e., in which data are distinct and separate groups) to determine if a constraining feature was present or absent in each grid cell. If a feature was absent, a score of 1 was given indicating potential suitability with offshore wind energy development, otherwise a score ranging from 0 to 1 was assigned (0 = unsuitable with offshore wind energy development; 1 = being more suitable with offshore wind energy development).



The most conservative setback distances were used to avoid interactions with other ocean activities (Table 1 and Figure 7). Constraints are reflected in data layers identifying areas of reduced compatibility (e.g., shipping fairways and DoD exclusion areas in 57.59% of the Call Areas.)

Data Layer	Score (0-1)	Percent Area Constrained
Department of Defense – Exclusion Area	0	49.27%
Pacific Coast Port Access Route Study (PACPARS)	0	18.10%
<b>All Constraints</b>		<b>57.59%</b>

Table 1: Constraints submodel data layers included in the relative suitability analysis. Each dataset in the constraints submodel was scored 0 for complete avoidance.

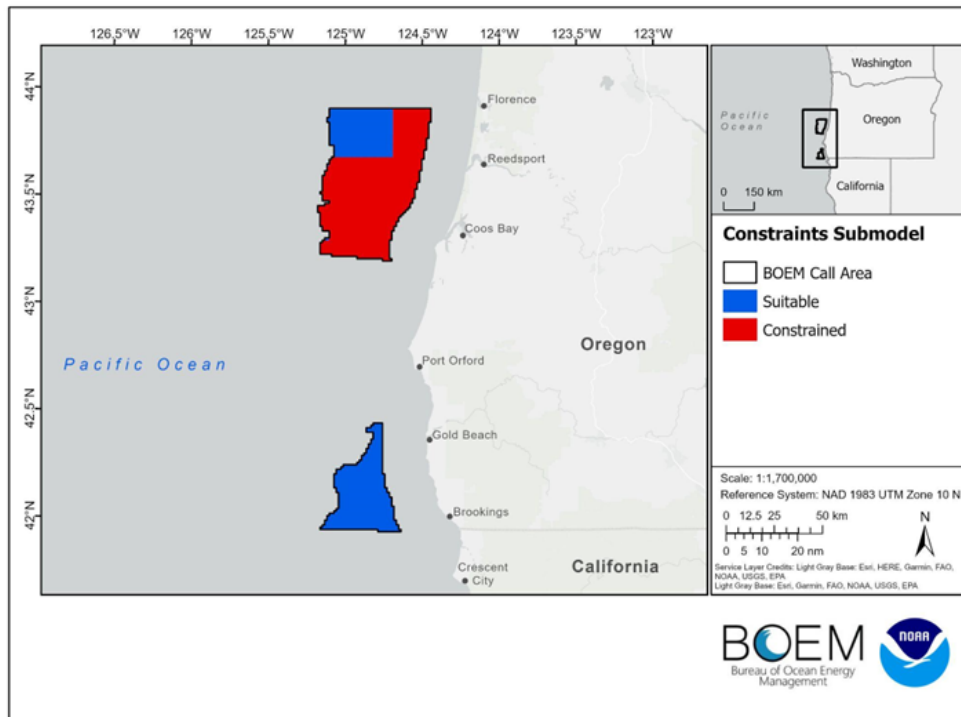


Figure 7: Constraints submodel relative suitability for the Call Area. Red color indicates those areas constrained by ocean activity, while blue areas are considered potentially suitable for offshore wind development.

*iv. Final suitability*

The Team calculated a final suitability score for each submodel by taking the geometric mean of all scores within each grid cell. We used the geometric mean of all submodels to calculate a final overall suitability score. We chose the geometric mean, because it grants equal importance to each variable.<sup>8</sup> All data layers and submodels had equal weight within the suitability model. The final suitability results for all submodels are presented in Figure 8.

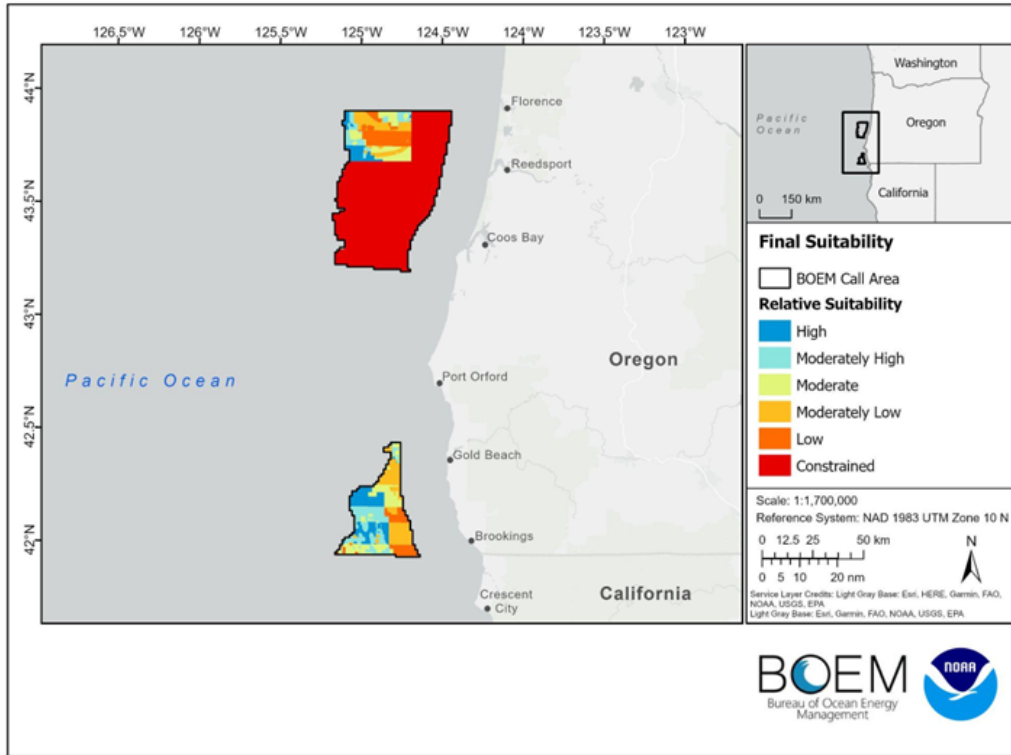


Figure 8: Final suitability modeling results for the Call Area. Red color indicates those areas where layers with a score of 0 occurred due to conflict with ocean activity. Green/blue color indicates areas of highest suitability for offshore wind development.

<sup>8</sup> Bovee KD. 1986. Development and evaluation of habitat suitability criteria for use in the instream flow incremental methodology. Instream Flow Information Paper 21, Report 86(7), U.S. Fish and Wildlife Service.  
Longdill PC, Healy TR, Black KP. 2008. An integrated GIS approach for sustainable aquaculture management area site selection. *Ocean Coastal Manage.* 51(8–9): 612–624.  
Silva C, Ferreira JG, Bricker SB, DelValls TA, Martín-Díaz ML, Yáñez E. 2011. Site selection for shellfish aquaculture by means of GIS and farm-scale models, with an emphasis on data poor environments. *Aquaculture.* 318(3-4):444–457.  
Muñoz-Mas R, Martínez-Capel F, Schneider M, Mouton AM. 2012. Assessment of brown trout habitat suitability in the Jucar River Basin (Spain): Comparison of data-driven approaches with fuzzy-logic models and univariate suitability curves. *Sci Total Environ.* 440:123–131.

The Team performed a Local Index of Spatial Association (LISA) analysis, which identifies statistically significant clusters and outliers of the final relative suitability modeling results. The LISA analysis identified clusters that are statistically significant from other cells at a 95% confidence interval ( $p < 0.05$ ). The cluster analysis identified 208,650 acres of High-High clusters, which are groups of cells with high values that are statistically significant from other cells (Figure 9). Aliquots that overlapped with a high-high cluster were selected, and areas less than 55,000 acres were removed, resulting in a total of 617 aliquots selected. Additional aliquots were included that were fully encircled by the selected aliquots, including four aliquots in Draft WEA A totaling 1,420 acres, and two aliquots in Draft WEA B totaling 710 acres.

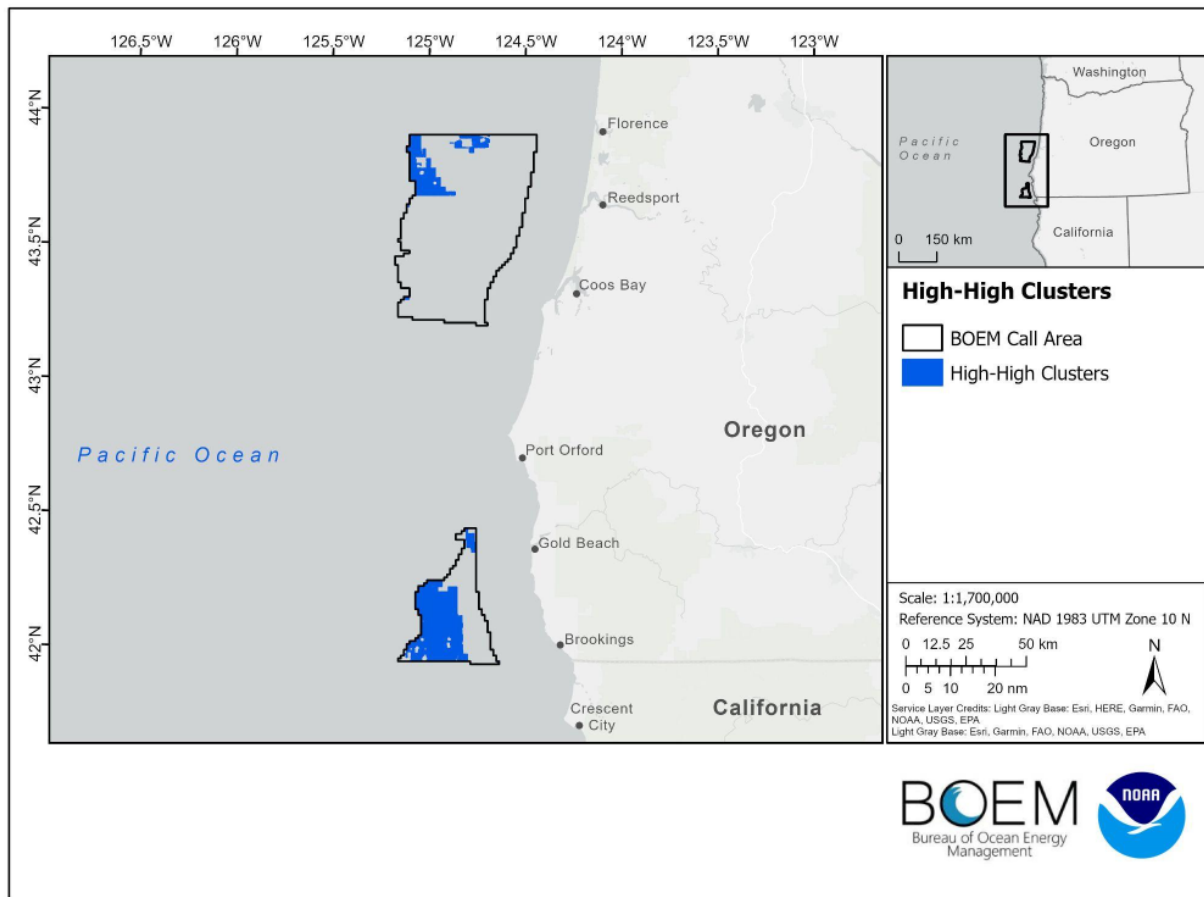


Figure 9: Cluster analysis of the Call Area at the 95% Confidence Interval ( $p = 0.05$ ). These areas represent clusters of grid cells with the highest suitability (i.e., High-High clusters).

v. Draft WEA options recommended by spatial modeling

The Team overlaid the High-High clusters with the lease block aliquots. An aliquot is 1/16th the size of a lease block (1 lease block = 16 aliquots) and is the smallest area that BOEM leases. The Team selected and extracted aliquots that overlapped the High-High clusters, for a total of 617 aliquots, totaling 219,568 acres.

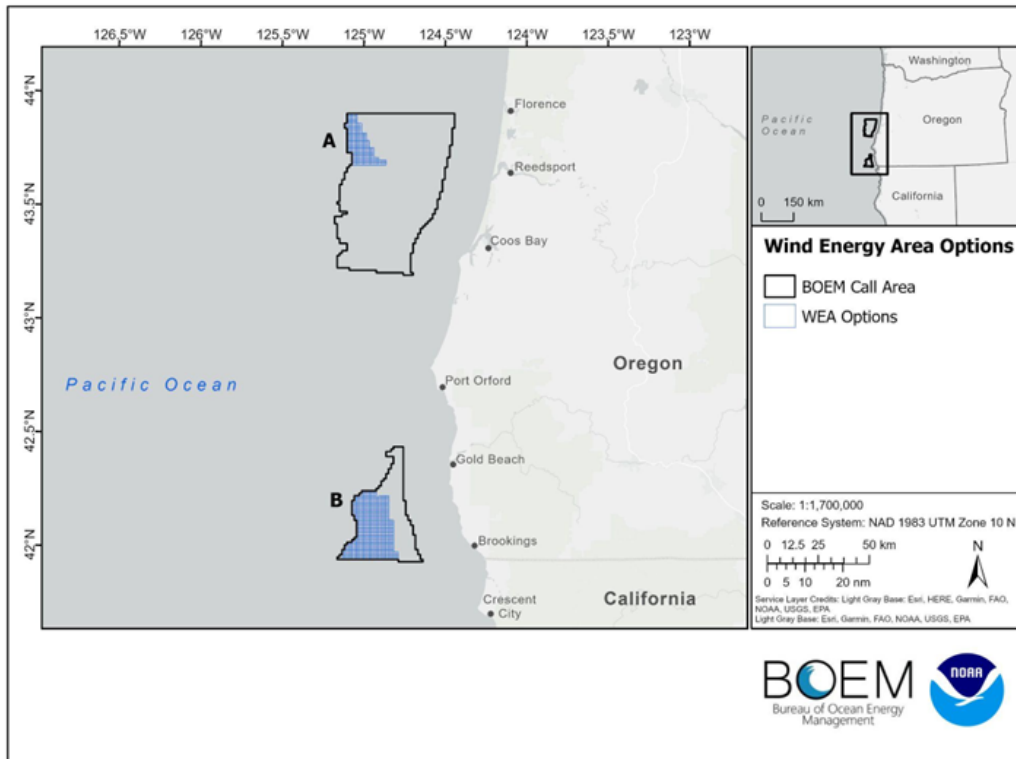


Figure 10: WEA options determined by selecting aliquots that overlapped high-high cluster areas. Overall, 617 aliquots were selected, totaling 219,568 acres.

## 5. BOEM Identification of Draft WEAs

Based on the cluster analysis and using the results provided by the Team’s siting model, BOEM identified two potential Draft WEAs, WEA A in Coos Bay at 61,204 acres and WEA B in Brookings at 158,364 acres (Figure 10), for a total of 219,568 acres. The total area of the Draft WEAs represents an 81.06% reduction of the Call Areas. The Draft WEAs have a combined capacity of 2.6 GW, which is less than the State of Oregon’s offshore wind planning goal of 3 GW. Additional future reductions to these areas are still possible and may further reduce BOEM’s ability to provide the State with sufficient area to meet this planning goal.

### a. WEA – A

BOEM identified one Draft WEA (‘A’, Figure 10) in the Coos Bay Call Area totaling 61,204 acres, or 248 square kilometers. Draft WEA - A could support up to 743 MW of floating offshore wind energy. Draft WEA – A is approximately 40.68 miles northwest of the Port of Coos Bay, Oregon. The mean depth across the entire option is 1,178 meters with a maximum depth of 1,414 meters and a minimum of 635 meters. BOEM received two overlapping wind energy industry nominations (Figure 11). Potential spatial and environmental conflicts identified in Area A include preliminary USCG navigational safety fairways, Department of Defense activities, National Marine Fisheries Service (NMFS) fisheries scientific surveys, commercial fishing, a submarine cable, and natural resources, including presence of protected species, marine birds, rocky reef groundfish habitat, methane bubble streams, a continental shelf break setback, and the modeled presence of deep-sea corals.

b. WEA – B

BOEM identified one Draft WEA (‘B’, Figure 10) on the western side of the Brookings Call Area totaling 158,364 acres or 641 square kilometers. Draft WEA – B could support up to 1,922 MW of floating offshore wind energy. Draft WEA – B is approximately 23.57 miles west of the Port of Brookings Harbor, Oregon. The wind energy industry expressed interest in several areas throughout Area B particularly within the western region (Figure 11). Potential spatial and environmental conflicts identified in Area B include NMFS fisheries scientific surveys, commercial fishing, and natural resources, including presence of protected species, marine birds, and habitats, including Essential Fish Habitat Conservation Areas, methane bubble streams and the modeled presence of deep-sea coral.

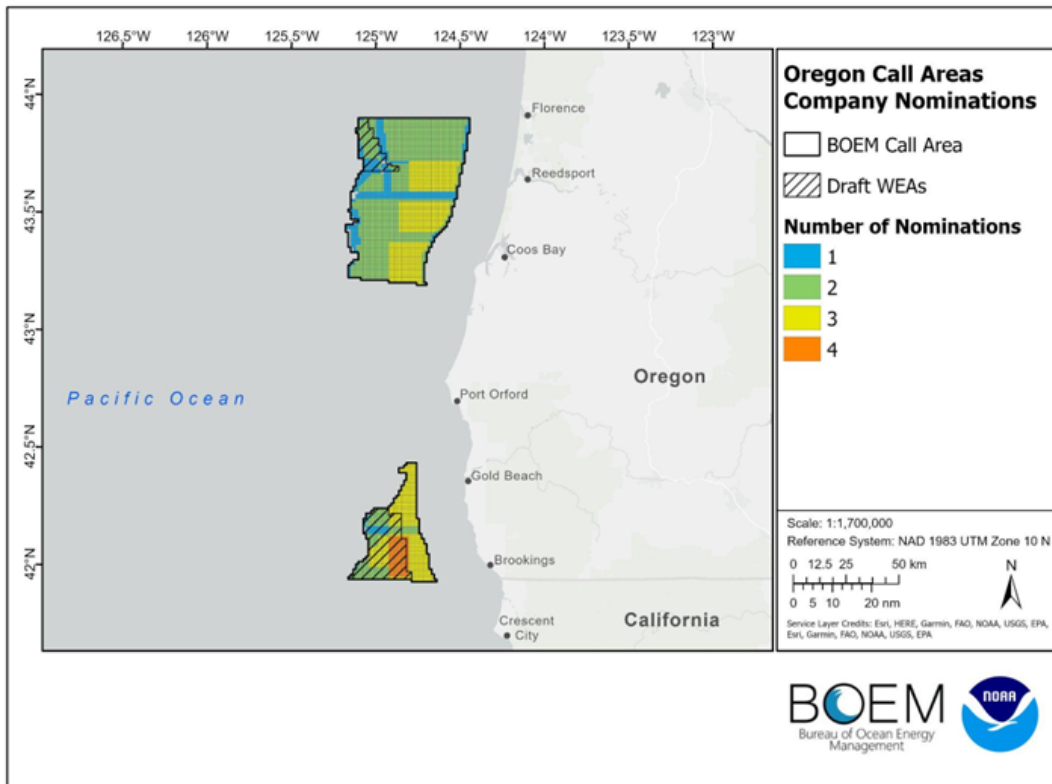


Figure 11: Areas receiving wind energy industry nominations in response to the Oregon Call for Information and Nominations.

6. Next Steps

BOEM is accepting written public comments on the Draft WEAs for 60 days following the publication of this announcement. Search for docket number BOEM-2023-0033 at <https://www.regulations.gov/> to submit a comment. BOEM will also accept comments via mail as directed in the “Addresses” section of this notice. BOEM will consider written public comments, along with those received at all public engagement meetings during the development of the Final WEAs. For more information on the public meetings, visit [www.boem.gov/renewable-energy/state-activities/Oregon](http://www.boem.gov/renewable-energy/state-activities/Oregon). BOEM will consider information received in response to this notice to identify Final WEAs as part of the Area Identification (Area

ID) process. The analysis and rationale used to develop Final WEAs offshore Oregon will be published.

### *7. Environmental Review*

Before deciding whether leases may be issued, BOEM will prepare an environmental assessment (EA) under NEPA analyzing the Final WEAs (including public comment periods to determine the scope of the EA and to review and comment on the draft EA). The EA will analyze anticipated impacts from site characterization and assessment activities expected to take place after leases are issued. Site characterization activities include geophysical, geotechnical, archaeological, and biological surveys; site assessment activities include installation and operation of meteorological buoys. BOEM also will conduct appropriate consultations with Federal agencies and Tribal, state, and local governments during development of the EA. These consultations include, but are not limited to, those required by the Coastal Zone Management Act, the Magnuson-Stevens Fishery Conservation and Management Act, Endangered Species Act, Section 106 of the National Historic Preservation Act (NHPA), and Executive Order 13175, which is entitled, “Consultation and Coordination with Indian Tribal Governments.”

Before BOEM allows a lessee to begin construction of a wind energy project, BOEM will consider the potential environmental effects of the construction and operations of any proposed wind energy facility under a separate, project-specific NEPA analysis. This analysis will include additional opportunities for public involvement and consultations with appropriate Federal agencies, Tribes, the State of Oregon, and local governments.

### *8. Proposed and Final Sale Notices*

If BOEM decides to offer an area(s) for lease, BOEM would publish a Proposed Sale Notice (PSN) describing the proposed area(s) for competitive leasing, the associated terms and conditions, and a proposed format of the competitive auction issued pursuant to 30 C.F.R. § 585.216. The PSN would be followed by a 60-day formal comment period, which helps to inform the Final Sale Notice. BOEM may use information from the NEPA analysis for any lease sale, as well as information gathered in response to the PSN, to further refine lease areas and develop lease terms and conditions. BOEM would publish a Final Sale Notice (FSN) at least 30 days before the date of the sale that would describe the final lease terms and conditions for the area(s) offered for lease and would also describe the format of the competitive auction.

### *9. Requested Information from Interested or Affected Parties*

BOEM requests comments regarding the following features, activities, mitigations, or concerns within or around the Draft WEAs. Commenters should be as specific and detailed as possible to help BOEM understand and address the comments, including indicating if your comment pertains to a particular Draft WEA.

- a. Geological, geophysical, and biological bathymetric conditions (including bottom and shallow hazards and whether seafloor is known to be covered with living organisms).
- b. Known archaeological and cultural resource sites on the seabed.

- c. Information regarding the identification of historic properties or potential effects to historic properties from leasing, site assessment activities, or commercial wind energy development in the Draft WEAs. This includes potential offshore archaeological sites or other historic properties within the areas described in this notice and onshore historic properties, including Traditional Cultural Places (TCPs) that could potentially be affected by renewable energy activities within the Draft WEAs. This information will inform BOEM's review of future undertakings under section 106 of the NHPA and NEPA.
- d. Information, particularly spatial data, about potentially conflicting uses of the Draft WEAs, including navigation (in particular, commercial shipping and recreational vessel use), recreation, and fisheries (commercial and recreational). Additional information regarding recreational and commercial fisheries including, but not limited to, the use of the areas, the types of fishing gear used, seasonal use, and recommendations for reducing use conflicts.
- e. Several comments in response to the Call for Information and Nominations requested BOEM complete preliminary visual simulations of offshore wind facilities to understand potential future impacts to viewsheds and areas of cultural significance. These simulations can be viewed online at: [www.boem.gov/renewable-energy/state-activities/Oregon](http://www.boem.gov/renewable-energy/state-activities/Oregon). BOEM also requests additional information relating to visual resources and aesthetics, the potential impacts of wind turbines and associated infrastructure to those resources, and potential strategies to help mitigate or minimize any visual effects.
- f. Information on the constraints and advantages of possible electrical cable transmission routes, including onshore landing and interconnection points for cables connecting offshore wind energy facilities to the onshore electrical grid and future demand for electricity in the Pacific Northwest.
- g. Habitats that may require special attention during siting and construction.
- h. Information regarding the identification of protected species, federally designated (or proposed) critical habitat, essential fish habitat, or areas that are environmentally sensitive or crucial to marine productivity and/or are State or federally managed for their conservation value.
- i. Other relevant socioeconomic, cultural, biological, and environmental data and information.

## Special Districts Association of Oregon Consulting Services Agreement

This Agreement (“Agreement”) is made effective as of November 15, 2022 by and between the Special Districts Association of Oregon (SDAO) 727 Center St NE, Salem Oregon 97301 and Port of Astoria Oregon. In this Agreement, the party who is contracting to receive services will be referred to as “Port of Astoria” and the party who will be providing the Services will be referred to as “SDAO”

- 1. DESCRIPTION OF SERVICES.** Beginning on November 15, 2022, SDAO will provide to Port of Astoria the following services (collectively, the “Services”) specified in the scope of work:

Executive Director Evaluation for Port of Astoria

**SCOPE OF WORK.** SDAO will develop in collaboration with Board of Directors and distribute to individual Board members the CEO evaluation form; Board Members will complete the evaluation individually and return to SDAO. Evaluations will be compiled into one composite evaluation. A draft composite evaluation will be distributed to the Board for review and approval. SDAO will also collect a self-evaluation from the CEO and distribute to the Board. SDAO will assist the Board in presenting the approved composite evaluation to the CEO.

- 2. PAYMENT FOR SERVICES.** In exchange for services Port of Astoria will pay compensation to SDAO for the Services in the amount not to exceed \$1000.00. This will be payable in a lump sum upon completion of the Services.
- 3. TERM.** This Agreement will terminate upon completion of project by SDAO. Contract term will be defined in the scope of work.
- 4. CONFIDENTIALITY.** SDAO, and its employees, agents, or representatives will not at any time or in any manner, either directly or indirectly, use for personal benefit of SDAO, or divulge, disclose, or communicate in any manner, any information that is proprietary to Port of Astoria. SDAO and its employees, agents and representatives will protect such information and treat it as strictly confidential. This provision will continue to be effective after the termination of this agreement.

Upon termination of this Agreement, SDAO will return to Port of Astoria all records, notes, documentation, and other items that were used, created, or controlled by SDAO during the term of this Agreement.

- 5. LIMITATION OF LIABILITY.** Except for Consultant’s confidentiality, Consultant’s total liability to Port of Astoria shall not exceed the total payment for



services value regardless of whether any action or claim is based upon contract, tort (including negligence) or strict liability.

6. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement of the parties, and there are no other promises or conditions in any other agreement whether oral or written concerning the subject matter of this Agreement. This Agreement superseded any prior written or oral agreements between the parties.
7. **SEVERABILITY.** If any provision of this Agreement will be held to be invalid or unenforceable for any reason, the remaining provisions will continue to be valid and unenforceable. If a court finds that any provision of this Agreement is invalid or unenforceable, but that by limiting such provision it would become valid enforceable, then such provision will be deemed to be written, construed, and enforced as so limited.
8. **AMENDMENT.** This Agreement may be modified or amended in writing, if the writing is signed by the party obligated under the amendment.
9. **GOVERNING LAW.** This Agreement shall be construed in accordance with the laws of the State of Oregon.
10. **NOTICE.** Any notice or communication required or permitted under this Agreement shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such other address as one party may have furnished to the other in writing.
11. **SIGNATORIES.** This Agreement shall be signed on behalf of Port of Astoria by Dirk Rohne Board of Directors and on behalf of SDAO by Frank Stratton, Executive Director and effective as of the date first written above.

Port of Astoria



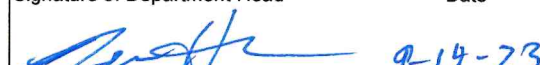
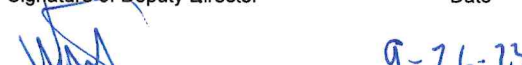
By: \_\_\_\_\_ Date: \_\_\_\_\_  
Dirk Rohne  
Board of Directors

Special Districts Association of Oregon

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Frank Stratton  
Executive Director

<b>RE#</b> 0164
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**REQUEST FOR EXPENDITURE**

SECTION A	Date:	09/14/23	Department:	Boatyard
	Staff Contact:	Brendon Stock	Vendor (if determined):	Kendrick Equipment
	Description of Product or Service being requested:	Travelift - Replacement wheel assembly		
	Purpose of Product or Service being requested:	Wheel assembly		
Cost Estimate:		\$9,140.95		
SECTION B	1. Does this expenditure exist within the current budget? (Original Budget Amount)			
	<input checked="" type="checkbox"/> No (Skip to Section C-2) / <input type="checkbox"/> Yes (Proceed)		\$	
	2. Does this expenditure exceed \$5,000?			
<input type="checkbox"/> No (Skip to Section D) / <input type="checkbox"/> Yes (Proceed to Section C-1)				
3. Will services be performed on Port of Astoria property? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes				
SECTION C	1.			
	Account # for Budgeted Item (ex: XXX-XX)		TOTAL NET OF GRANTS	
	FY 2023-2024 Budget for this Account		\$	\$
	Amount Spent Year-to-Date for this Account		\$	\$
	Amount Available to Spend for this Account		\$	\$
	Does this Request for Expenditure require Commission Approval (>=\$25,000)? <input type="checkbox"/> Yes / <input checked="" type="checkbox"/> No			
	2.			
	If Not included in the current budget or the current budget for this account # has been spent:			
	Does this Request for Expenditure require Commission Approval (>=\$5,000)? <input checked="" type="checkbox"/> Yes / <input type="checkbox"/> No			
	Account # to deduct funds from to reallocate & accommodate this expenditure (ex: XXX-XX)		TOTAL NET OF GRANTS	
710-00				
FY 2023-2024 Budget for the Account being reduced		\$ 3,489,034	\$ 1,423,914	
Amount Spent Year-to-Date for this Account		\$ 196,480	\$ 174,716	
Amount Available to Spend for this Account		\$ 3,292,554	\$ 1,249,198	
SECTION D	3.			
	If Commission approval is required, please specify date Request for Expenditure will be submitted to Commission for approval. (Specify date of Commission meeting when item is scheduled to be heard/approved) 10/3/2023			
SECTION E	 9-22-23		 9-20-23	
	Signature of Department Head Date		Signature of Deputy Director Date	
	 9-14-23		 9-26-23	
	Signature of Finance Manager Date		Signature of Executive Director Date (required if cost is unbudgeted, or > \$5,000 budgeted)	

(over for Quotation Analysis)

Project: Travelift - Replacement Wheel Assembly

Project Manager: Brendon Stock

Quotes obtained by: Brendon Stock

Procurement Method:  Small procurement  Intermediate procurement  Request for Bid  
 Sole source  Emergency  Request for Proposal

Solicitation Method:  Verbal quotes (informal)  Requests for written quotes (informal)  Public solicitation (formal)

Vendor	Amount	Description	Availability	Specific expertise	Other information
Kendrick Equipment	\$9,140.95	Wheel Assembly	TBD	Sole Source	Price does not include freight.

Sole source - manufacturer provides industrial grade foam for Travelift tires to withstand extreme loads.

Vendor selection & justification:  
(REQUIRED)



Kendrick Equipment (USA) LLC  
 23722 NE 192nd Way  
 Woodinville, WA 98077

Please Remit To:  
 Kendrick Equipment (USA) LLC  
 Unit B - 19214 94th Avenue  
 Surrey, BC V4N 4E3

Ph: 866-744-9921  
 info@kendrickequipment.com  
 www.kendrickequipment.com

Date	Estimate No.
12/Sep/2023	U51416
	Sales Clerk
	Rod Cooke
	Terms
	Net Upon Receipt

**Bill to:**  
 Port of Astoria  
 422 Gateway Ave  
 Astoria OR 97103  
 United States

**Ship to:**  
 Port of Astoria  
 524 Gateway Ave  
 Astoria OR  
 97103

ITEM	DESCRIPTION	QTY	PRICE	TOTAL
221-661	PLUG,HEX-HD,PM,02,Z - 015161	1.00	0.37	0.37
1201961	Wheel Assy, 20x16.25x1.9, 3PC TT	1.00	9,082.81	9,082.81
129-197	NUT,HVY,1,UNC,HEX,Gr5	1.00	5.64	5.64
701641	CLOSURE ASSY,VALVE SLOT,5.00	1.00	52.13	52.13
FRT-M	INCOMING FREIGHT (TBD)	1.00	0.00	0.00

Sub Total	\$9,140.95	
Environmental Levy	\$0.00	
Total	\$9,140.95	USD

GST# 862070620-RT0001