

Board of Commissioners

Robert Stevens – TBD
 Frank Spence – TBD
 Tim Hill – TBD
 James Campbell – TBD
 Dirk Rohne – TBD

422 Gateway Ave, Suite 100
 Astoria, OR 97103
 Phone: (503) 741-3300
 Fax: (503) 741-3345
www.portofastoria.com

Regular Session

July 2, 2024 @ 4:00 PM
 10 Pier 1, Suite 209, Astoria, OR*

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
 - a. Elect Officers for Fiscal Year 2024-2025
5. COMMISSION REPORTS
6. CHANGES/ADDITIONS TO THE AGENDA
7. 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.
 Public comment received by the deadline will be read aloud at the meeting.
8. CONSENT CALENDAR
 - a. Meeting Minutes –
 - Budget Committee 5/22/2024 3
 - Regular Session 6/4/2024 5
 - b. Financials – May 2024 10
 - c. Event Calendar – July 2024 16
9. ACTION
 - a. Commission Committee Assignments 2024-2025 17
 - b. Resolution 2024-04 Making Business Appointments and Authorizations 18
 - c. Letter of Engagement for audit firm Talbot, Korvola, & Warwick, LLP 21
 - d. Boatyard Master Plan 34
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. Public comment received by the deadline will be read aloud during the meeting.
11. EXECUTIVE DIRECTOR COMMENTS
12. UPCOMING MEETING DATES
 - a. Workshop Session – July 16, 2024 at 4:00 PM
 - b. Regular Session – August 6, 2024 at 4:00 PM
13. ADJOURN

Please Note:

Agenda packets are available online at: <https://www.portofastoria.com/CommissionMeetings/AgendaMinutes.aspx>

Please allow time for the normal posting procedure for agendas and meeting packets.

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

This meeting is accessible to persons with disabilities or persons who wish to attend but do not have computer access or cell phone access. If you require special accommodations, please contact the Port of Astoria at least 48 hours prior to the meeting by calling [\(503\) 741-3300](tel:5037413300) or via email at admin@portofastoria.com.

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**MEETING MINUTES
MAY 22, 2024**

PORT OF ASTORIA
BUDGET COMMITTEE MEETING
PIER ONE BUILDING
#10 PIER 1, SUITE 209
ASTORIA, OR 97103

Call to Order:

Budget Committee Chair Steve Kraske called the Budget Committee Meeting to order at 1:01 pm.

Roll Call:

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

Citizen Committee Members Present: Bill Young*; John Lansing; Steve Kraske; and Tad Pederson*. Bill Young and Tad Pedersen attended via Zoom.

Staff Present: Executive Director Will Isom; Deputy Director Matt McGrath; and Finance & HR Director Melanie Howard.

Continue Review of Proposed Budget for Fiscal Year 2024-2025

Budget Committee Chair Steve Kraske inquires if anyone has any questions regarding the proposed fiscal year 2024-2025 budget.

- Commissioner Frank Spence asked for more information about the planned dredging in the East Mooring Basin. Finance and HR Director Melanie Howard informed Commissioner Spence that the dredging would occur in the boat ramp area. Due to mechanical failures, no dredging was completed during the last in-water work window. The Port is working on a timely and economically efficient solution.
- Commissioner Spence and Commissioner Dirk Rhone discussed removing the dredging project from the proposed budget. Executive Director Will Isom explained that the Oregon State Marine Board governs the boat ramp and has offered financial support over the past years. For the Port to remain compliant with the Marine Board, the boat ramp must remain in working condition and be accessible.
- Commissioner Spence referred to the Capital Projects list on page 19 of the Proposed Budget packet and suggested that the purchase of heavy machinery equipment for maintenance of the Airport's grounds be added to the budget. Isom explained that it would make more financial sense for the Port to outsource as needed instead of purchasing the landscaping equipment, as the purchase would require additional staff training, certifications, and equipment maintenance.

Due to technical difficulties, the Zoom meeting was disconnected for eight minutes.

Public Comment:

There were no requests for public comment.

Approval of Proposed Budget for Fiscal Year 2024-2025:

Kraske inquires if there are any questions before the Committee vote on the proposed budget for Fiscal Year 2024-2025. No questions were presented.

Steve Kraske moved to approve the Proposed Budget for Fiscal Year 2024-2025 as presented. John Lansing seconded. The motion passed unanimously.

Approval of Tax Rate for Fiscal Year 2024-2025:

The proposed tax rate of assessed value within the taxing district for the fiscal year 2024-2025 is \$0.1256 per \$1,000. This is unchanged from the previous fiscal year.

John Lansing moved to approve the Tax Rate of \$0.1256 per \$1,000 for Fiscal Year 2024-2025. Commissioner Stevens seconded. The motion passed unanimously.

Adjourned

Budget Committee Chair Steve Kraske adjourned the meeting at 2:19 PM.

APPROVED:

ATTEST:

TBD, Board Chairman
Board of Commissioners

TBD, Secretary
Board of Commissioners

Respectfully submitted by:
Dianna Delgado
Executive Assistant

July 2, 2024
Date Approved by Commission

**MEETING MINUTES
JUNE 04, 2024**

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

BUDGET ADOPTION HEARING

Call to Order

Chairman Stevens called the Budget Adoption Hearing to order at 4:00 PM.

Roll Call

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

Staff Present: Executive Director Will Isom; Deputy Director Matt McGrath; Finance & HR Director Melanie Howard; Director of Maintenance Joe Tadei; Executive Assistant Dianna Delgado.

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

Also Attending: Tony Bogh of Bogh Electric and Rebecca Norden-Bright of *The Astorian*.

Pledge of Allegiance

Presentation of Approved Budget for Fiscal Year 2024-2025

Finance & HR Director Melanie Howard reviewed the Approved Budget as approved by the Budget Committee for fiscal year 2024-2025. The General Fund appropriated amounts consist of \$3,283,192 for Personnel Services, \$5,993,482 for Materials & Services, \$5,177,230 for Capital Outlay, and \$1,683,399 for Debt Service for a General Fund total of \$16,137,303. The Special Revenue Fund Interfund Transfer consists of \$192,580. The total presented budget is \$17,655,537. Resolution 2024-03 imposes the taxes provided for in the adopted budget at the rate of \$.1256 per \$1,000.

Commissioner Spence spoke of the following.

- The budgeted amount listed under Capital Projects – Boatyard Equipment of \$1.4 million is for a 150 MT lift.
- Given the amount budgeted for capital projects and operations at the Airport, Commissioner Spence supports the appointment of an Airport Director of Operations and asks that his support be considered. Commissioner Rhone disagreed. See the meeting audio for the full discussion.

Call for Public Comment on Proposed Budget

No public comment requests were received.

Adjourned

Chairman Stevens adjourned the meeting at 4:07 PM.

REGULAR SESSION

Call to Order

Chairman Stevens called the Budget Adoption Hearing to order at 4:07 PM.

Changes/Additions to the Agenda

There were no changes to the agenda.

Public Comment for items on the agenda

No public comment was received.

Consent Calendar

The Consent Calendar consisted of the following:

- Minutes – Regular Session 4/16/24; Regular Session 5/7/24; Budget Committee 5/15/24; Workshop Session 5/21/24
- Financials – April 2024
- Event Calendar – June 2024
- Executive Director Contract

Commissioner Spence moved to approve the consent calendar as presented. Commissioner Rhone seconded. The motion carried 5-0 amongst the Commissioners present.

Action Items

12a. Resolution 2024-02 Adopting the Budget for Fiscal Year 2024-2025

The total adopted budget for the fiscal year 2024-25 is \$17,655,537.

Commissioner Rohne moved to approve the 2024-02 Resolution to Adopt the Budget and Make Appropriations for the Fiscal Year 2024-2025. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

12b. Resolution 2024-03 Imposing and Categorizing Taxes 2024-2025

Taxes provided for in the adopted budget for fiscal year 2024-25 are imposed at the rate of \$.1256 per \$1,000.

Commissioner Spence moved to approve the 2024-03 Resolution Imposing and Categorizing Taxes for the Fiscal Year 2024-2025. Commissioner Campbell seconded. The motion carried 5-0 amongst the Commissioners present.

12c. RE #0138 Maintenance Flatbed

Executive Director Will Isom explained that this request for expenditure was initially presented to the commission in 2020 during the COVID-19 pandemic. This expenditure was allotted for in the 2020 Capital Projects list but had to be postponed due to the Port reducing expenses. Over recent years, the Port has implemented a program for the maintenance department to replace equipment as needed. The cost estimate is \$51,040, and it will be purchased from Astoria Ford.

Commissioner Campbell moved to approve RE #0138 Purchase of Maintenance Flatbed Truck. Commissioner Hill seconded. The motion carried 5-0 amongst the Commissioners present.

12d. RE #0180 Security Truck

Isom directs the Port Commission to page 40 of the meeting packet for a summary of the request for expenditure. Isom explains that The Federal Emergency Management Agency will fund 75% of the purchase, and the Port will cover 25% of the cost. Due to the vehicle's characteristics and features, only three nearby dealerships could fulfill this order. The nearest and second lowest bidder, Lum's Automotive Center, was awarded the bid for \$64,585.

Commissioner Spence moved to approve RE #0180 Purchase of Security Truck. Commissioner Campbell seconded. The motion carried 5-0 amongst the Commissioners present.

12e. RE #0186 Pier 1 Generator ATS – Electrical Services

The Pier 1 building generator Automatic Transfer Switch (ATS) replacement is one of the projects funded by the Security Grant awarded to the Port in 2022. Three bids were received for this project: MD Electric, Wells Electrical Contracting (WEC), and Bogh Electric. The project requires an interruption to electric services for a weekend (Friday afternoon to Monday morning), which WEC is able to accommodate. Commissioner Spence pointed out that the bidding amount difference between WEC and Bogh Electric is roughly \$10,000.

The Commission invited Tony Bogh to speak on behalf of Bogh Electric's bid for the Pier 1 Generator ATS project. Highlights include the following:

- Bogh had excavating and power companies assess the wiring and conductors before submitting the bid to the Port. The biggest concern is the wiring being redirected to reach the ATS.
- Bogh's bid states that, if in good condition, the existing wiring would be used for the new ATS.
- Bogh is able to accommodate for work to be completed during the weekend as required.
- Since the ATS initially selected for this project was unavailable, a replacement was found, but it did not meet the characteristics considered "service-rated." To get the ATS to the National Electric Code, Platt Supply (electrical contractor) recommended a service-rated disconnect, which is included in Bogh's bid.

Director of Maintenance Joe Tadei explained that the competency of the bidding contractors was not a factor in the selection process. WEC's bid showed a worst-case scenario quote, which made the bidder more favorable. After discussion, Bogh Electric was awarded the project.

Commissioner Campbell moved to approve RE #0186 Pier 1 Generator ATS – Electrical Services by Bogh Electric. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

12f. RE #0188 Recology Pad Extension

Isom refers the Port Commission to page 59 of the meeting packet for a summary of the Recology Gravel Pad Extension project and bids. Commissioner Campbell and Stevens showed concern regarding the materials used for the finish of the Recology pad, as one bidder listed wood chips as a material used to finish the pad extension. McGrath assured the Commissioners that the project would be closely monitored to ensure the correct materials were used, and the Port Commission would approve any additional expenses not listed on the bid. The project was awarded to Custom Excavating, the lowest bidder.

Commissioner Rhone moved to approve RE #0188 Recology Gravel Pad Extension. Commissioner Spence seconded. The motion carried 5-0 amongst the Commissioners present.

Public Comment for items not on the agenda

There were no public comments.

Commission Reports:

Commissioner Hill did not have anything to report.

Commissioner Spence reported on the following:

A reminder that it is Rose Festival Fleet Week in Portland. The Port is fortunate to have two Navy ships visiting. The Port Commission and leadership team have been invited to attend the Astoria Fleet Reception on Tuesday, June 4, at 5:00 PM. Commissioner Spence welcomes and thanks the U.S. Navy ships.

Commissioner Rohne did not have anything to report.

Commissioner Campbell reported on the following:

Noticed excavation taking place near the Pier One building. McGrath explained that the excavation is being done for flood control in the building.

Commissioner Stevens reported on the following:

As reported in the Daily Astorian, Governor Tina Kotek announced that she is proposing a \$40 million investment to the Port of Portland to maintain its capability to handle container cargo.

Executive Director Comments

Isom's comments were the following:

- The USS Montgomery and USS Augusta are docked at the Port and are offering the community the opportunity to tour the ships. The USS Montgomery is expected to leave on Wednesday, and the USS Augusta is expected to leave on Thursday.
- The Port received an enforcement letter from the Oregon Department of Environmental Quality (DEQ) for stormwater violations on Pier 2. Enforcement letters were also sent to Bornstein and Da Yang Seafoods based on 2023 inspections. According to the letter, seafood processing waste was observed in the river adjacent to the Pier, and fish waste was leaking, which was observed in the cracks in the Pier deck.
- The Port has been transparent with DEQ on the issues the Port is experiencing at Pier 2 and the projects underway to solve those problems. DEQ has been part of many site inspections and meetings to put a plan together for the Byproduct Recovery System and is aware of the master plan for the rehabilitation of Pier 2. The Port has 20 calendar days from May 23rd, 2024, to appeal the enforcement. The Port plans to appeal the letter of enforcement.
- Suite 209 will be occupied starting July 3rd. The Port Commission meetings are expected to begin in the old Commission Chambers located in the 422 Gateway building on July 16th.
- Feedback on the Boatyard Master Plan was due on May 31st. No feedback was received. The Master Plan will be on the agenda for the upcoming Commission meeting on June 18th.
- Isom thanked Melanie for her exceptional work in preparing the adopted budget for the fiscal year 2024-2025.

Commissioner Campbell asked for a meeting with Maul Foster Alongi (MFA) to discuss the Boatyard Master Plan and discuss any questions and concerns. Isom will arrange a meeting with Commissioner Campbell, Spence, and MFA. Isom asked that the questions and comments be submitted before the meeting so that MFA can be prepared and ensure the meeting is successful and efficient. See the meeting audio for full discussion.

Upcoming Meeting Dates

- Workshop Session – June 18, 2024 at 4:00 PM
- Regular Session – July 2, 2024 at 4:00 PM

Adjourned

Chairman Stevens adjourned the meeting at 5:12 PM.



APPROVED:

ATTEST:

TBD, Board Chairman
Board of Commissioners

TBD, Secretary
Board of Commissioners

Respectfully submitted by:
Dianna Delgado
Executive Assistant

July 2nd, 2024
Date Approved by Commission

DRAFT



MAY 2024 FINANCIALS NARRATIVE*

For July 2023 through May 2024, the Port is showing an operating gain of \$1,614,400. This operating gain is behind supplemental budget expectations by \$250,400 but is ahead of prior-year profits by \$515,500. Operating revenue YTD is at 96% and expenses are at 98% of the seasonally trended budget. Non-operating income is roughly 100% of budget, while non-operating income is 97% of budget. Total net profit YTD is \$803,600, which is \$171,500 behind budget expectations.

Dockage revenues were close to budget and up \$364,000 from the prior year. Lease and rental income was roughly \$10,000 behind budget but up \$416,600 from the prior year. Income from rebilled expenses (tenant utilities, longshore labor, etc.) was \$119,400 behind budget expectations but up \$307,800 from prior year.

Gross Marina revenues were 94% of budget but 101% of prior-year. Boatyard gross revenues were at 101% of budget and 110% of the prior year. Net profits from marina fuel sales were down \$38,600 from the prior year, while net profits from airport fuel sales were up by \$21,400.

Personnel services and materials and services were under budget by \$51,100 and \$66,000, respectively.

Capital spending in May was primarily for Pier 2 West Preconstruction, vegetation management at the Airport, and new HVAC units at the Pier One Building.

Fuel Sales Summary:

Marina Fuel	Unleaded Sales \$	Unleaded Sales Gal	Unleaded COGS	Unleaded Profit	Diesel Sales \$	Diesel Sales Gal	Diesel COGS	Diesel Profit
Jul - May 2024	\$ 412,270	63,944	\$ 286,520	\$ 125,750	\$ 169,160	30,696	\$ 112,270	\$ 56,890
Jul - May 2023	\$ 468,522	68,501	\$ 331,851	\$ 136,671	\$ 252,822	41,979	\$ 168,252	\$ 84,570
Airport Fuel	Jet A Sales \$	Jet A Sales Gal	Jet A COGS	Jet A Profit	100LL Sales \$	100LL Sales Gal	100LL COGS	100LL Profit
Jul - May 2024	\$ 798,997	149,273	\$ 523,211	\$ 275,786	\$ 262,557	45,916	\$ 228,584	\$ 33,973
Jul - May 2023	\$ 784,106	134,581	\$ 531,408	\$ 252,698	\$ 147,751	21,732	\$ 112,049	\$ 35,702

*Numbers have been rounded to the nearest hundredth value.

Port of Astoria
Profit & Loss Actual vs. Budget
May 2024

	Actuals Jul 2023 - May 2024	Actuals Jul 2022 - May 2023	Budget Jul 2023 - May 2024	Budget Variance Through May	% of Budget Through May	Full '23-'24 Budget
<u>Operating Revenues</u>						
Dockage & Vessel Service	1,096,167	732,123	1,098,861	-2,694	100%	1,216,906
Lease & Rental Income	2,937,864	2,521,249	2,947,853	-9,989	100%	3,261,571
Rebilled Expenses	1,873,546	1,565,722	1,992,989	-119,443	94%	2,293,288
Boat Haulout	648,504	587,998	639,853	8,651	101%	717,840
Marina Revenues	568,424	559,156	602,610	-34,186	94%	691,060
Fuel Sales	1,642,985	1,653,200	1,823,493	-180,508	90%	2,072,009
Ticket Revenues	1,985	2,275	3,100	-1,115	64%	3,600
Other Income	36,894	69,330	65,184	-28,290	57%	70,393
Total Operating Revenues	8,806,369	7,691,053	9,173,943	-367,574	96%	10,326,666
<u>Operating Expenses</u>						
Personnel Services	2,691,877	2,473,883	2,743,014	-51,137	98%	2,994,266
Materials and Services	4,500,113	4,118,308	4,566,131	-66,018	99%	5,320,893
Total Operating Expenses	7,191,989	6,592,192	7,309,145	-117,156	98%	8,315,159
Income from Operations	1,614,380	1,098,861	1,864,798	-250,419	87%	2,011,507
<u>Non-Operating Revenues</u>						
Property Tax Revenues-Genl Fund	936,331	896,573	930,198	6,133	101%	954,000
Timber Tax Revenues	163,645	156,362	163,645	0	100%	189,164
Other County Revenues	7,841	221	39,362	-31,522	20%	39,500
Grants*	1,105,691	490,319	1,105,691	0	100%	2,065,120
Interest Income	25,188	3,592	6,115	19,073	412%	9,780
Total Non-Operating Revenues	2,238,695	1,547,067	2,245,011	-6,315	100%	3,257,564
<u>Total Non-Operating Expenses</u>						
Capital Outlay*	1,768,724	2,077,885	1,768,724	0	100%	3,489,034
Interest Expense	384,055	175,094	383,555	500	100%	447,114
Principal Expense	896,656	390,689	982,422	-85,766	91%	1,208,513
Total Non-Operating Expenses	3,049,435	2,643,668	3,134,701	-85,266	97%	5,144,661
Net Income (Loss)	803,640	2,260	975,108	-171,468	82%	124,410

**Capital Outlay/Grants year-to-date budget set to match Revenue/Expense, not seasonally adjusted.

Port of Astoria

Balance Sheet

as of May 2024

May 31, 2024

ASSETS

Current Assets

Cash & Cash Equivalents

Cash Funds

Cash Funds	745
Operating Account #1442	1,160,623
Payroll Account #5344	62,169
Bornstein MMA #0004	0
Money Market #1259	269,241
Restricted AOC4 MMA #0760	255,097

Total Clatsop Community Bank 1,747,130

Total Cash & Cash Equivalents 1,747,875

Accounts Receivable 623,598

Other Current Assets 3,135,316

Total Current Assets 5,506,789

Fixed Assets 35,351,087

Other Assets

Long-term Receivables 16,347,226

TOTAL ASSETS 57,205,103

LIABILITIES & EQUITY

Liabilities

Current Liabilities

Accounts Payable 381,718

Other Current Liabilities 14,675,958

Total Current Liabilities 15,057,676

Long Term Liabilities

Accrued Vacation Payable 156,798

Accrued Sick Leave 167,614

Notes Payable 13,007,848

Net Pension Liability 1,337,577

OPEB Liability 738,399

Lease Liability 132,494

Pollution Remediation AOC 4 Liability 2,564,338

Less Current Portion LT Debt -1,342,522

Total Long Term Liabilities 16,762,546

Total Liabilities 31,820,222

Equity

Retained Earnings 24,581,241

Net Income 803,640

Total Equity 25,384,881

TOTAL LIABILITIES & EQUITY 57,205,103



Capital Projects
May 2024
Budget to Actual

DEPARTMENT AND PROJECT		CAPITAL PROJECTS & GRANTS As Budgeted			CAPITAL PROJECTS & GRANTS Actual Spending To-Date			REMAINDER & PRIORITY	
		Adopted Capital Expenditure	Adopted Grant Funding	Adopted POA Expense	Expenses through 05/31/2024	Grants Received through 05/31/2024	Expenses through 05/31/2024 NET OF GRANTS	Budgetary Estimate of Remaining POA Expense	Priority (1-10) 9=Comp 10=Rem
Department	Description								
WFW	P2 West Preconstruction	1,500,000	1,325,000	175,000	565,192	548,566	16,626	158,374	1
Airport	Airport Master Plan	88,885	82,470	6,415	72,356	21,764	50,592	(44,177)	2
Administration	2023-24 IT Upgrades	30,000	-	30,000	7,278	-	7,278	22,722	3
WFW	Security Upgrades: Trident equipment; Pier 1 Generator; Pier 1 Booth; Cyber Security	122,800	92,100	30,700	144,635	115,104	29,530	1,170	3
WFW - Boatyard	Boatyard Master Plan	87,500	76,000	11,500	124,796	60,000	64,797	(53,297)	3
Airport	Hangar Maintenance	25,000	-	25,000	6,800	-	6,800	18,200	4
Airport	Vegetation Management	30,000	-	30,000	93,451	-	93,451	(63,451)	4
WFW	Pier 2 East - Repairs based on ODOT reports	50,000	-	50,000	12,870	-	12,870	37,130	4
Airport	Industrial Park	300,000	250,000	50,000	-	250,000	(250,000)	300,000	5
Airport	Terminal Building Upgrades	75,000	-	75,000	53,230	2,500	50,730	24,270	5
Airport	Tide Gate Feasibility Study	49,800	49,800	-	28,319	28,318	1	(1)	5
WFW	Fire Suppression/System Upgrades - Pier 2	20,000	-	20,000	2,104	-	2,104	17,896	5
WFW	Repave Gateway Avenue / Restripe	110,000	82,500	27,500	-	-	-	27,500	5
WFW - Boatyard	Boatyard Upgrades	150,000	-	150,000	33,512	-	33,512	116,488	5
Airport	Backfill and Site Prep Behind Recology	100,000	-	100,000	2,609	-	2,609	97,391	8
WFW	Pier 1 Building - New HVAC Outdoor Units (3)	25,000	-	25,000	23,823	-	23,823	1,177	9
WFE - Marinas	West Basin T-Dock Power	60,000	51,000	9,000	67,962	-	67,962	(58,962)	9
WFW	422 Gateway Building - Remodel/Upgrades	100,000	-	100,000	35,609	-	35,609	64,391	9
WFW	Slip 1 Sampling and Analysis Plan	50,000	-	50,000	53,142	-	53,142	(3,142)	9
WFW	Fender Pile Replacement (25) Pier 1 West, Pier 2 East, Pier 2 West	195,049	-	195,049	286,133	-	286,133	(91,084)	9
WFW	Dredge Repairs - repair dredge pipe/replace cutter head	25,000	-	25,000	19,373	-	19,373	5,628	9
WFW	Link Belt Crane - load cells and wind meter	15,000	-	15,000	9,570	-	9,570	5,430	9
WFW	Waterfront Master Plan - Wayfinding Signage	15,000	-	15,000	-	-	-	15,000	10
WFE - Marinas	Dumpster Enclosure	10,000	-	10,000	-	-	-	10,000	10
Airport	Backfill and Site Prep Behind Overbay	60,000	-	60,000	-	-	-	60,000	10
WFW	413 Gateway Building - Replace Siding/Flooring	55,000	-	55,000	-	-	-	55,000	10
WFW	2023-24 Security Upgrades: Security cameras, Marina security fencing	75,000	56,250	18,750	-	-	-	18,750	10
WFW - Cruise	Gangway Landing Tower	65,000	-	65,000	-	-	-	65,000	10
	Misc	-	-	-	125,959	78,956	47,003	(47,003)	
TOTALS		3,489,034	2,065,120	1,423,914	1,768,724	1,105,208	663,515	760,399	

Port of Astoria
Vouchers Paid -- Operating Acct

Type	Date	Num	Name	Memo	Credit
102-00 - Cash					
102-02 - CCB Operating #1442					
Bill Pmt -Check	06/06/2024	83829	A & A Pest Control	105650	65.00
Bill Pmt -Check	06/06/2024	83830	A Coastal Lock & Key, LLC		15.00
Bill Pmt -Check	06/06/2024	83831	Advanced Remediation Technologies, Inc.	Job # OR0203-004.001	277.50
Bill Pmt -Check	06/06/2024	83832	Ag-Bag Forage Solutions	Cust #2443	1,170.75
Bill Pmt -Check	06/06/2024	83833	America's Phone Guys	Acct# 31377	408.30
Bill Pmt -Check	06/06/2024	83834	AT&T	Acct # 019 295 1870 001	24.37
Bill Pmt -Check	06/06/2024	83835	AVH Consulting, LLC	PoA_040824	12,175.81
Bill Pmt -Check	06/06/2024	83836	BELLINGHAM MARINE INDUSTRIES	Cust #110333	4,114.75
Bill Pmt -Check	06/06/2024	83837	Brandon C Willson		157.50
Bill Pmt -Check	06/06/2024	83838	Business Oregon	Acct # 1230000433 Loan # W04002	187,000.00
Bill Pmt -Check	06/06/2024	83839	Campbell Environmental		9,387.50
Bill Pmt -Check	06/06/2024	83840	Cartomation, Inc.	Invoice #74	650.00
Bill Pmt -Check	06/06/2024	83841	CenturyLink	Acct # 497163267	105.41
Bill Pmt -Check	06/06/2024	83842	Cintas Corporation	10829	177.90
Bill Pmt -Check	06/06/2024	83843	City Lumber	Cust # 7259	53.99
Bill Pmt -Check	06/06/2024	83844	City of Astoria - utilities		1,032.53
Bill Pmt -Check	06/06/2024	83845	CityServiceValcon		41,950.23
Bill Pmt -Check	06/06/2024	83846	Clatsop County Lawn & Tractor	544212	27.34
Bill Pmt -Check	06/06/2024	83847	Clean Water Technologies, LLC		2,323.75
Bill Pmt -Check	06/06/2024	83848	Columbia Dockworks.	Pier 2 East Consulting	3,655.00
Bill Pmt -Check	06/06/2024	83849	DSL		87,526.41
Bill Pmt -Check	06/06/2024	83850	Earthworx Excavation, LLC		14,057.50
Bill Pmt -Check	06/06/2024	83851	Frank Spence, Commissioner	Reimb - May 2024	200.00
Bill Pmt -Check	06/06/2024	83852	Jackson and Son Oil	Acct # 63045	8,329.23
Bill Pmt -Check	06/06/2024	83853	Jonathon Rowden (A/P)	Mileage reimb	139.36
Bill Pmt -Check	06/06/2024	83854	Maritime Fire & Safety Assoc.	Cust ID: PORAST02	810.00
Bill Pmt -Check	06/06/2024	83855	Napa Auto Parts	Cust # 76004	8.54
Bill Pmt -Check	06/06/2024	83856	National Business Furniture LLC	Terminal Building Upgrades - Furniture	830.40
Bill Pmt -Check	06/06/2024	83857	Northwest Local Government Legal Advi...		4,332.00
Bill Pmt -Check	06/06/2024	83858	NW Natural		598.62
Bill Pmt -Check	06/06/2024	83859	Oregon Dept. of Agriculture	Voucher # 298183	298.00
Bill Pmt -Check	06/06/2024	83860	P & L Johnson Mechanical, Inc.		18,216.75
Bill Pmt -Check	06/06/2024	83861	Pacific Habitat Services, Inc.		4,263.87
Bill Pmt -Check	06/06/2024	83862	Pacific Power		16,497.63
Bill Pmt -Check	06/06/2024	83863	PacificSource Administrators	Employer ID: P00431	2,522.22
Bill Pmt -Check	06/06/2024	83864	PetroCard, Inc.	01-0004280	1,110.26
Bill Pmt -Check	06/06/2024	83865	Recology Western Oregon		2,979.58
Bill Pmt -Check	06/06/2024	83866	Recology Western Oregon (LA)	A1080000232	1,010.15
Bill Pmt -Check	06/06/2024	83867	Rose City Laboratories, LLC		1,726.50
Bill Pmt -Check	06/06/2024	83868	S. Bruce Conner		2,100.00
Bill Pmt -Check	06/06/2024	83869	SAIF Corporation	Policy 2867405 - Other States Policy	377.00
Bill Pmt -Check	06/06/2024	83870	Shred-It	Cust # 16971101	64.20
Bill Pmt -Check	06/06/2024	83871	Sierra Springs	928320221793628	92.38
Bill Pmt -Check	06/06/2024	83872	Special Districts Health Premiums	Cust # 03-0016324	48,647.91
Bill Pmt -Check	06/06/2024	83873	Spectrum - 5501	8787 14 001 0420590	39.99
Bill Pmt -Check	06/06/2024	83874	Sweet Septic and Portable Service		260.00
Bill Pmt -Check	06/06/2024	83875	The Daily Astorian		1,185.63
Bill Pmt -Check	06/06/2024	83876	VenTek International	Cust # PORTASTORIA	475.00
Bill Pmt -Check	06/06/2024	83877	Verizon Wireless #7705-1	270297705-00001	583.28
Bill Pmt -Check	06/06/2024	83878	Walter E. Nelson Co.	Cust # 1629	176.78

Total 102-02 - CCB Operating #1442

484,231.82

Total 102-00 - Cash

484,231.82

TOTAL

484,231.82

JTC OK
6-6-24

Port of Astoria
Vouchers Paid -- Operating Acct

Type	Date	Num	Name	Memo	Credit
102-00 - Cash					
102-02 - CCB Operating #1442					
Bill Pmt -Check	06/20/2024	83879	Astoria Ford		50,165.11
Bill Pmt -Check	06/20/2024	83880	BELLINGHAM MARINE INDUSTRIES	Cust #110333	4,114.75
Bill Pmt -Check	06/20/2024	83881	Brandon C Willson		227.50
Bill Pmt -Check	06/20/2024	83882	Brian Jacobsen (A/P)	2024 Reimb for Uniforms per CBA	200.00
Bill Pmt -Check	06/20/2024	83883	Card Service Center		5,966.49
Bill Pmt -Check	06/20/2024	83884	CHS Inc/Cenex	Cust # 195072	419.45
Bill Pmt -Check	06/20/2024	83885	Cintas Corporation	10829	120.70
Bill Pmt -Check	06/20/2024	83886	Citi Cards	1985	303.58
Bill Pmt -Check	06/20/2024	83887	City Lumber	Cust # 7259	405.54
Bill Pmt -Check	06/20/2024	83888	City of Warrenton		19,473.52
Bill Pmt -Check	06/20/2024	83889	Clatsop County Lawn & Tractor	544212	157.99
Bill Pmt -Check	06/20/2024	83890	Dianna Degado (A/P)		268.80
Bill Pmt -Check	06/20/2024	83891	DPSST	PSE #0358 - 2024 Annual renewal for Private Securit...	624.00
Bill Pmt -Check	06/20/2024	83892	Eclipse Maritime	Costs to move Swift Responder	10,072.00
Bill Pmt -Check	06/20/2024	83893	Emerald Recycling		486.27
Bill Pmt -Check	06/20/2024	83894	Englund Marine (Marina)	Acct 14130 May 2024	335.41
Bill Pmt -Check	06/20/2024	83895	Englund Marine (MX)	Acct 14129 Closing Date 5/30/2024	1,676.21
Bill Pmt -Check	06/20/2024	83896	Equipment Rental Services (ERS)	Cust # 205559	916.30
Bill Pmt -Check	06/20/2024	83897	Glenn K Beelar III (A/P)	Reimb for Protective clothing 2024	200.00
Bill Pmt -Check	06/20/2024	83898	Haglund Kelley LLP	General # 10437.00 & Dispute # 10437.018 America...	900.00
Bill Pmt -Check	06/20/2024	83899	Harold Culver (Retiree)	Reimb Medicare Supplement Plan	278.28
Bill Pmt -Check	06/20/2024	83900	Home Depot	6035 3225 3191 4798	157.17
Bill Pmt -Check	06/20/2024	83901	iFocus Consulting, Inc.		10,217.20
Bill Pmt -Check	06/20/2024	83902	J P Plumbing Company, Inc.	Cust ID: AS75	643.75
Bill Pmt -Check	06/20/2024	83903	Jeff Hale Painting	Airport FBO	4,500.00
Bill Pmt -Check	06/20/2024	83904	Justin Green		800.00
Bill Pmt -Check	06/20/2024	83905	Lawson Products	Cust # 10075026	214.63
Bill Pmt -Check	06/20/2024	83906	Lower Columbia Engineering LLC	3553 - Boat haulout evaluation	4,050.00
Bill Pmt -Check	06/20/2024	83907	Maul Foster & Alongi, Inc.		6,488.41
Bill Pmt -Check	06/20/2024	83908	Metro Overhead Door	Inv# 253704	677.00
Bill Pmt -Check	06/20/2024	83909	NW Natural		236.73
Bill Pmt -Check	06/20/2024	83910	Pacific Power		8,771.44
Bill Pmt -Check	06/20/2024	83911	PetroCard, Inc.	01-0004280	1,044.75
Bill Pmt -Check	06/20/2024	83912	QT POD		44.92
Bill Pmt -Check	06/20/2024	83913	Quadient (Ink)	Contract 2146804	369.60
Bill Pmt -Check	06/20/2024	83914	Quadient (leasing)	Cust #00386151	324.94
Bill Pmt -Check	06/20/2024	83915	Quadient (postage)	X3391	245.00
Bill Pmt -Check	06/20/2024	83916	Robert D Hanks	Reimb Medicare Supplement Plan	278.28
Bill Pmt -Check	06/20/2024	83917	Solutions YES, LLC	Acct # PQ03	296.94
Bill Pmt -Check	06/20/2024	83918	Spectrum - 0901	Acct # 176560901	189.97
Bill Pmt -Check	06/20/2024	83919	Spectrum - 1001	Acct # 176561001	39.99
Bill Pmt -Check	06/20/2024	83920	Spectrum - 6401	Acct # 176526401 May 2024	2,089.47
Bill Pmt -Check	06/20/2024	83921	Staples Advantage		370.30
Bill Pmt -Check	06/20/2024	83922	Trails End Recovery		301.00
Bill Pmt -Check	06/20/2024	83923	Two Branches Consulting	Project: 51 - Pier 2 West Wetlands Mitigation RFE#0...	288.00
Bill Pmt -Check	06/20/2024	83924	United States Treasury	720-V for 2024	67.62
Bill Pmt -Check	06/20/2024	83925	Warren L. Junes LTD	Inv #71443	204.16
Total 102-02 - CCB Operating #1442					140,223.17
Total 102-00 - Cash					140,223.17
TOTAL					140,223.17

Approved 6/20/2024

Susan Inoué

July 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jun 30	Jul 1 6PM Astoria City Council	2 4PM Regular Session 6PM CB City Council Mtg	3 7PM Gearhart City Council	4 July 4th	5	6
7	8 6PM Seaside City Council	9 6PM CB City Council Wc 6PM Warrenton City Council	10 12pm Finance Cmte 5PM Clatsop Cnty Comm	11	12	13
14	15 6PM Astoria City Council	16 4PM Regular Workshop	17	18	19	20
21	22 6PM Seaside City Council	23 530PM Astoria Planning 6PM Warrenton City Council	24 5PM Clatsop Cnty Comm	25 12PM CREST Council Mtg	26	27
28	29	30 7:45AM AWACC Breakfa	31	Aug 1	2	3



COMMITTEE ASSIGNMENTS

Fiscal Year 2024 – 2025

ORGANIZATION	COMMISSION
Airport Advisory Committee	Jim Campbell & Tim Hill
Budget Committee	All Commissioners
CEDR Clatsop Economic Development Resources	Tim Hill
Clatsop Cruise Committee/ Cruise Hosts	Frank Spence
Col-Pac EDD/ NOEA Columbia-Pacific Economic Development District/ Northwest Oregon Economic Alliance	Frank Spence
Columbia River Salmon Advisory	Dirk Rohne
Finance Advisory Committee	All Commissioners
Fish Expo	Robert Stevens & Tim Hill
LCSG Lower Columbia Solutions Group	Dirk Rohne
Marina Advisory Committee	Jim Campbell & Dirk Rohne
NWACT Northwest Area Committee on Transportation	Frank Spence
OCZMA Oregon Coastal Management Association	Robert Stevens
OPPA Oregon Public Ports Association	Jim Campbell
Regional Solutions Group	Dirk Rohne
WFOA Western Fishboat Owners Association	Tim Hill
PNWA Pacific Northwest Waterways Association	All Commissioners
City of Astoria	As Needed Basis: Staff/Commissioner
City of Cannon Beach	As Needed Basis: Staff/Commissioner
City of Gearhart	As Needed Basis: Staff/Commissioner
City of Seaside	As Needed Basis: Staff/Commissioner
City of Warrenton	As Needed Basis: Staff/Commissioner
Clatsop County	As Needed Basis: Staff/Commissioner



RESOLUTION
NO. 2024-04

MAKING BUSINESS APPOINTMENTS AND AUTHORIZATIONS

BE IT RESOLVED that the Board of Commissioners for the Port of Astoria hereby establishes the following appointments and authorizations for the Fiscal Year July 1, 2024 to June 30, 2025:

OFFICERS FOR BOARD OF COMMISSIONERS:

President – TBD
Vice-President – TBD
Secretary – TBD
Treasurer – TBD
Assistant Secretary/Treasurer – TBD

FINANCIAL:

1. Auditors (ORS 297.425) – Talbot, Korvola & Warwick, LLP
2. Municipal Finance (ORS 279.01) – David C. Ulbricht, Director of Municipal Advisory Services, Special Districts Association of Oregon
3. Budget Officer (ORS 294.331) – Finance & HR Director
4. Custodians of Funds – Board Treasurer and Executive Director, or their appointee
5. Investment of Surplus Funds (ORS 294.035 1 to 9) – Custodians of Funds
6. Authorized officer for application, receipt, or expenditure of loan and grant funds – Board Treasurer, Executive Director, or their appointee.
7. Expenditures:
 - A. Checks require a signature from one Commissioner and one of the following: Executive Director, Deputy Director, or Terminal and Customer Support Manager.
 - B. Expenditures of funds shall comply with Oregon’s public contracting laws and the Port of Astoria’s financial policies and procedures.
8. Authorized Financial Institutions:
 - A. Checking and Money Market Accounts – Lewis and Clark Bank, Astoria Branch.
 - B. Property Tax Revenue Receipts and Disbursements: Clatsop County Treasurer

LEGAL NOTICES:

1. Official Notice posting sites:
 - A. Port Office Lobby
 - B. Port website: www.portofastoria.com
2. Local Newspaper of Record: *The Astorian*
3. Trade Newspaper of General Statewide Circulation of Record for public improvement projects in excess of \$125,000: *The Daily Journal of Commerce*.
4. News media to receive notices by email: *The Astorian, Cannon Beach Gazette, Coast River Business Journal, Chinook Observer, Seaside Signal, Merchant's Exchange, KAST Radio, KMUN Radio, Astoria Warrenton Chamber of Commerce.*
5. Organizations receiving notices by email:
Cities: Astoria, Cannon Beach, Gearhart, Seaside, and Warrenton
Counties: Clatsop
Chambers of Commerce: Astoria-Warrenton, Seaside, Cannon Beach

REGULAR MONTHLY BOARD MEETINGS:

1. Location: Port of Astoria, Board Room, 422 Gateway Avenue, Suite 100, Astoria, Oregon.
2. Time: First Tuesday of each month, 4:00 PM Pacific Time, unless modified by the Commission with prior notice.

SPECIAL/WORKSHOP BOARD MEETINGS:

1. Location: Port of Astoria, Board Room, 422 Gateway Avenue, Suite 100, Astoria, Oregon.
2. Time: Third Tuesday of each month, 4:00 PM Pacific Time, unless modified by the Commission with prior notice.
3. Other special meetings scheduled as necessary with proper notice.

OTHER BUSINESS:

1. Election Officer – Executive Director
2. Bond Officer – Executive Director
3. Legal Counsel – Northwest Local Government Legal Advisors, LLC.
4. Insurance Agent of Record – Wilson-Heirgood Associates
5. Employment-related documents shall recognize the Port of Astoria is an equal opportunity employer.
6. Registered office and agent (ORS 198.340):
Office – 422 Gateway Avenue, Suite 100, Astoria, Oregon 97103

Agent – Executive Director

7. Public Records Custodian (ORS 192.410 to 192.505) – Executive Director or his or her appointee.

ADOPTED BY THE BOARD OF COMMISSIONERS this 2nd day of July 2024.

Yes _____

No _____

Absent _____

ATTEST:

TBD, Chairman
Board of Commissioners

TBD, Secretary
Board of Commissioners



Your peace of mind is our passion.

June 6, 2024

Board of Commissioners
Port of Astoria
422 Gateway Ave, Suite 100
Astoria, Oregon 97103

Attention: President, Board of Commissioners

The Objective and Scope of the Audit of the Financial Statements

You have requested Talbot, Korvola & Warwick, LLP (“TKW”, “we”, “us”, or “our”) audit the basic financial statements of the Port of Astoria (the Port), as of and for the year ending June 30, 2024. Our audit will also consider required supplementary information (“RSI”) and supplementary information (“SI”) as presented by the Port. We are pleased to confirm our acceptance and our understanding of this audit engagement by means of this letter (“Engagement Letter”).

The objectives of our audit are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor’s report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America (“GAAS”) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of controls.

The Responsibilities of the Auditor

We will conduct our audit in accordance with GAAS. Those standards require that we comply with applicable ethical requirements. As part of an audit in accordance with GAAS, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, based on an understanding of the entity and its environment, the applicable financial reporting framework, and the entity’s system of internal control, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.
- Consider the entity’s system of internal control in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of Port’s internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.

The Responsibilities of the Auditor (Continued)

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port's ability to continue as a going concern for a reasonable period of time.

Because of the inherent limitations of an audit, together with the inherent limitations of controls, an unavoidable risk that some material misstatements may not be detected exists, even though the audit is properly planned and performed in accordance with GAAS.

We will also communicate to the Board of Commissioners (a) any fraud involving senior management and fraud (whether caused by senior management or other employees) that causes a material misstatement of the financial statements that becomes known to us during the audit, and (b) any instances of noncompliance with laws and regulations that we become aware of during the audit (unless they are clearly inconsequential).

We will maintain our independence in accordance with the standards of the American Institute of Certified Public Accountants ("AICPA").

The Responsibilities of Management and Identification of the Applicable Financial Reporting Framework

Management is responsible for:

1. Identifying and ensuring that the Port complies with the laws and regulations applicable to its activities, and for informing us about all known violations of such laws or regulations, other than those that are clearly inconsequential;
2. The design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Port involving management, employees who have significant roles in internal control, and others where the fraud could have a material effect on the financial statements; and
3. Informing us of its knowledge of any allegations of fraud or suspected fraud affecting the Port received in communications from employees, former employees, analysts, regulators, vendors, customers or others.

Management is responsible for the preparation of the Required Supplementary Information (RSI) which accounting principles generally accepted in the United States of America ("U.S. GAAP") requires to be presented to supplement the basic financial statements. Management is also responsible for the preparation of Supplementary Information (SI) presented in relation to the financial statements as a whole in accordance with U.S. GAAP. Management agrees to include the auditor's report on the RSI and SI in any document that contains the RSI and SI and will indicate that the auditor has reported on such RSI and SI. Management also agrees to present the RSI and SI with the audited financial statements or, if the RSI and SI will not be presented with audited financial statements, to make the audited financial statements readily available to the intended users of the RSI and SI no later than the date of issuance of the RSI and SI and the auditor's report thereon.

The Board of Commissioners is responsible for informing us of its views about the risks of fraud within the Port, and its knowledge of any fraud or suspected fraud affecting the Port.

The Responsibilities of Management and Identification of the Applicable Financial Reporting Framework (Continued)

Our audit will be conducted on the basis that management and when appropriate, those charged with governance acknowledge and understand that they have responsibility:

1. For the preparation and fair presentation of the financial statements in accordance with U.S. GAAP;
2. To evaluate subsequent events through the date the financial statements are issued. Management also agrees that it will not conclude on subsequent events earlier than the date of the management representation letter referred to below;
3. For the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error; and
4. To provide us with:
 - a. Access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements including information relevant to disclosures;
 - b. Draft financial statements, including information relevant to their preparation and fair presentation, when needed, to allow for the completion of the audit in accordance with the proposed timeline;
 - b. Additional information that we may request from management for the purpose of the audit; and
 - c. Unrestricted access to persons within the Port from whom we determine it necessary to obtain audit evidence.

The Port's financial statements and auditor's report thereon, as contained in the Annual Financial Report (AFR), will be issued concurrently with other information included within the AFR. This information will be provided to TKW prior to the issuance of the documents and prior to the issuance of the auditor's report.

As part of our audit process, we will request from management and when appropriate, those charged with governance, written confirmation concerning representations made to us in connection with the audit, including among other items:

1. That management has fulfilled its responsibilities as set out in the terms of this Engagement Letter; and
2. That it believes the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Reporting

We will issue a written report upon completion of our audit of the Port's financial statements. Our report will be addressed to the Board of Commissioners. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinion, or add an emphasis-of-matter paragraph or other-matter paragraph to our auditor's report.

If circumstances arise relating to the condition of the Port's records, the availability of appropriate audit evidence or indications of a significant risk of material misstatement of the financial statements because of error, fraudulent financial reporting, or misappropriation of assets, which in our professional judgment, prevent us from completing the audit or forming an opinion, we retain the unilateral right to take any course of action permitted by professional standards, including, but not limited to, declining to express an opinion or issue a report, or withdrawing from the engagement.

Reporting (Continued)

In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Records and Assistance

During the course of our engagement, we may accumulate records containing data that should be reflected in the Port's books and records. The Port will determine that all such data, if necessary, will be so reflected. Accordingly, the Port will not expect us to maintain copies of such records in our possession.

The assistance to be supplied by Port personnel, including the preparation of schedules and analyses of accounts, will be discussed and coordinated with Melanie Howard, Finance, HR and Business Services Manager. The timely and accurate completion of this work is an essential condition to our completion of the audit and issuance of our audit report.

Accounting Services

If, in connection with our audit, you request us to perform accounting services necessary for the preparation of the financial statements (such as drafting the financial statements or assistance with the adoption of GASB Statements, etc.), Melanie Howard, Finance, HR and Business Services Manager, will oversee the services, make all significant judgments that are the proper responsibility of management, evaluate the adequacy of the services, make an informed judgment about the results of the services, and accept responsibility for them. You also agree to establish and maintain internal control over these services, including ongoing monitoring activities. At the conclusion of our audit, we will ask you to provide written representations to that effect.

Fees and Costs

Our fees for the services described above are based upon the value of the services performed and the time required by the individuals assigned to the engagement, plus direct expenses. Our fee estimate and completion of our work is based upon the following criteria:

1. Anticipated cooperation from Port personnel.
2. Timely responses to our inquiries.
3. Timely completion and delivery of client assistance requests.
4. Timely communication of all significant accounting and financial reporting matters.
5. The assumption that unexpected circumstances will not be encountered during the engagement.

If any of the aforementioned criteria are not met, then fees may increase. Interim billings will be submitted as work progresses and expenses are incurred. Billings are due upon submission. Our fee for the services described in this letter is expected not to exceed \$52,100 for the year ending June 30, 2024 for the audit of the financial statements, unless the scope of the engagement is changed, the assistance which the Port has agreed to furnish is not provided, or unexpected conditions are encountered, in which case we will discuss the situation with you before proceeding. All other provisions of this letter will survive any fee adjustment.

Use of Subcontractors and Third-Party Products

We may, in our sole discretion, use qualified third-party service providers to assist us in providing professional services to you. In such circumstances, it may be necessary for us to disclose Confidential Information (as such term is defined below) to them. We may share your information, including Confidential Information, with these third-party service providers; provided that such recipients are bound by written obligations of confidentiality. You acknowledge and agree that our use of a third-party service provider may involve the processing, input, disclosure, movement, transfer, and storage of your information and data outside of our technology infrastructure. We will be responsible to you for the performance of our third-party service providers, solely as related to the services performed under this Engagement Letter, subject to all limitations and disclaimers set forth herein.

We also may provide services to you using certain third-party hardware, software, equipment, or products (collectively, "Third-Party Products" and each, individually, a "Third-Party Product"). You acknowledge that the use of a Third-Party Product may involve the processing, input, disclosure, movement, transfer, and storage of information provided by or on behalf of you to us, including Confidential Information and Personal Information, within the Third-Party Product's infrastructure and not ours. You further acknowledge that the terms of use and service, including, but not limited to, applicable laws, set forth in the end-user license, end-user subscription agreement, or other end-user agreement for such Third-Party Product (collectively, "EULA(s)") will govern all obligations of such licensor relating to data privacy, storage, recovery, security, and processing within such Third-Party Product's infrastructure, as well as, the service levels associated with such Third-Party Product. You hereby consent to the disclosure of your information, including your Confidential Information and Personal Information, to the licensors of such Third-Party Products for the purpose described herein.

To the extent TKW gives the Port access to a Third-Party Product in connection with the services contemplated herein, the Port agrees to comply with the terms of any applicable EULA for such Third-Party Product, and the Port shall be solely responsible for the improper use of a Third-Party Product or a violation of the applicable EULA for such Third-Party Product, by the Port, or any user to whom the Port grants access to such Third-Party Product. The Port agrees to indemnify and hold TKW harmless from and against any claims, actions, lawsuits, proceedings, judgments, liens, losses, damages, costs, expenses, fees (including reasonable legal fees, expenses, and costs) and other liabilities relating to, or arising from or out of, the improper use of a Third-Party Product, or a violation of the terms of the applicable EULA for such Third-Party Product, by the Port, or any user to whom the Port grants access to such Third-Party Product.

You acknowledge that the use of Third-Party Products may be subject to limitations, delays, interruptions, errors, and other problems which are beyond our control, including, without limitation, internet outage or lack of availability related to updates, upgrades, patches, fixes, maintenance, or other issues. We will not be liable for any delays, delivery failures, or other losses or damages resulting from such issues. Nor will we be held responsible or liable for any loss, or unauthorized use or disclosure, of any information or data provided by you, including, without limitation, Personal Information provided by you, resulting from the use of a Third-Party Product.

Use and Ownership; Access to Audit Documentation

The Audit Documentation for this engagement is the property of TKW. For the purposes of this Engagement Letter, the term "Audit Documentation" shall mean the confidential and proprietary records of TKW's audit procedures performed, relevant audit evidence obtained, other audit-related workpapers, and conclusions reached. Audit Documentation shall not include custom-developed documents, data, reports, analyses, recommendations, and deliverables authored or prepared by TKW for the Port under this Engagement Letter, or any documents belonging to the Port or furnished to TKW by the Port.

Use and Ownership; Access to Audit Documentation (Continued)

Review of Audit Documentation by a successor auditor or as part of due diligence is subject to applicable TKW policies, and will be agreed to, accounted for and billed separately. Any such access to our Audit Documentation is subject to a successor auditor signing an Access & Release Letter substantially in TKW's form. TKW reserves the right to decline a successor auditor's request to review our workpapers.

In the event we are required by government regulation, subpoena or other legal process to produce our documents or our personnel as witnesses with respect to our engagement for the Port, the Port will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expenses, as well as the fees and expenses of our counsel, incurred in responding to such requests.

Indemnification, Limitation of Liability, and Claim Resolution

Because TKW will rely on the Port and its management and Board of Commissioners to discharge the foregoing responsibilities, the Port agrees to indemnify, hold harmless and release TKW and its partners, principals, officers, directors, employees, affiliates, subsidiaries, contractors, Subcontractors, agents, representatives, successors, or assigns from all claims, liabilities, losses and costs arising in circumstances where there has been a knowing misrepresentation by a member of the Port's management.

THE PORT AND TKW AGREE THAT NO CLAIM ARISING OUT, FROM, OR RELATING TO THE SERVICES RENDERED PURSUANT TO THIS ENGAGEMENT LETTER SHALL BE FILED MORE THAN TWO YEARS AFTER THE DATE OF THE AUDIT REPORT ISSUED BY TKW OR THE DATE OF THIS ENGAGEMENT LETTER IF NO REPORT HAS BEEN ISSUED. IN NO EVENT SHALL TKW OR THE PORT, OR ANY OF THEIR RESPECTIVE PARTNERS, PRINCIPALS, OFFICERS, DIRECTORS, EMPLOYEES, AFFILIATES, SUBSIDIARIES, CONTRACTORS, SUBCONTRACTORS, AGENTS, REPRESENTATIVES, SUCCESSORS, OR ASSIGNS (COLLECTIVELY, THE "COVERED PARTIES" AND EACH INDIVIDUALLY, A "COVERED PARTY"), BE LIABLE FOR THE INTERRUPTION OR LOSS OF BUSINESS, ANY LOST PROFITS, SAVINGS, REVENUE, GOODWILL, SOFTWARE, HARDWARE, OR DATA, OR THE LOSS OF USE THEREOF (REGARDLESS OF WHETHER SUCH LOSSES ARE DEEMED DIRECT DAMAGES), OR INCIDENTAL, INDIRECT, PUNITIVE, CONSEQUENTIAL, SPECIAL, EXEMPLARY, OR SIMILAR SUCH DAMAGES, EVEN IF ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. EXCEPT FOR A COVERED PARTY'S INDEMNIFICATION OBLIGATIONS UNDER THIS ENGAGEMENT LETTER, TO THE FULLEST EXTENT PERMITTED BY LAW, THE TOTAL AGGREGATE LIABILITY OF THE COVERED PARTIES ARISING OUT OF, FROM, OR RELATING TO THIS ENGAGEMENT LETTER, OR THE REPORT ISSUED OR SERVICES PROVIDED HEREUNDER, REGARDLESS OF THE CIRCUMSTANCES OR NATURE OR TYPE OF CLAIM, INCLUDING, WITHOUT LIMITATION, CLAIMS ARISING FROM A COVERED PARTY'S NEGLIGENCE OR BREACH OF CONTRACT OR WARRANTY, OR RELATING TO OR ARISING FROM A GOVERNMENT, REGULATORY OR ENFORCEMENT ACTION, INVESTIGATION, PROCEEDING, OR FINE, WILL NOT EXCEED THE TOTAL AMOUNT OF THE FEES PAID BY THE PORT TO TKW UNDER THIS ENGAGEMENT LETTER. NOTWITHSTANDING THE FOREGOING, NOTHING IN THIS LIMITATION OF LIABILITY PROVISION SHALL, OR SHALL BE INTERPRETED OR CONSTRUED TO, RELIEVE THE PORT OF ITS PAYMENT OBLIGATIONS TO TKW UNDER THIS ENGAGEMENT LETTER.

Confidentiality

TKW and the Port may, from time to time, disclose Confidential Information (as defined below) to one another. Accordingly, TKW and the Port agree as the recipient of such Confidential Information (the "Receiving Party") to keep strictly confidential all Confidential Information provided to it by the disclosing party (the "Disclosing Party") and use, modify, store, and copy such Confidential Information only as necessary to perform its obligations and exercise its rights under this Engagement Letter and for no other purpose or use. Except as otherwise set forth herein, the Receiving Party may only disclose the Confidential Information of the Disclosing Party to its personnel, agents, and representatives who are subject to obligations of confidentiality at least as restrictive as those set forth herein and only for the purpose of exercising its rights and fulfilling its obligations hereunder. To avoid any doubt, TKW is permitted to disclose the Port's Confidential Information to TKW's personnel, agents, and representatives to provide the services or exercise its rights under this Engagement Letter or for the purpose of maintaining compliance with applicable laws and professional, regulatory, and/or ethical standards.

As used herein, "Confidential Information" means, information in any form, oral, graphic, written, electronic, machine-readable or hard copy consisting of: (i) any nonpublic information provided by the Disclosing Party, including, but not limited to, all of its inventions, designs, data, source and object code, programs, program interfaces, know-how, trade secrets, techniques, ideas, discoveries, marketing and business plans, pricing, profit margins and/or similar information; (ii) any information that the Disclosing Party identifies as confidential; or (iii) any information that, by its very nature, a person in the same or similar circumstances would understand should be treated as confidential, including, but not limited to, this Engagement Letter. Without limiting the generality of the foregoing, the Port acknowledges and agrees that Audit Documentation constitutes Confidential Information of TKW.

As used herein, the term "Confidential Information" will not include information that: (i) is publicly available at the time of disclosure by the Disclosing Party; (ii) becomes publicly available by publication or otherwise after disclosure by the Disclosing Party, other than by breach of the confidentiality obligations set forth herein by the Receiving Party; (iii) was lawfully in the Receiving Party's possession, without restriction as to confidentiality or use, at the time of disclosure by the Disclosing Party; (iv) is provided to the Receiving Party without restriction as to confidentiality or use by a third party without violation of any obligation to the Disclosing Party; or (v) is independently developed by employees or agents of the Receiving Party who did not access or use the Disclosing Party's Confidential Information.

The Receiving Party will treat the Disclosing Party's Confidential Information with the same degree of care as the Receiving Party treats its own confidential and proprietary information, but in no event will such standard of care be less than a reasonable standard of care. The Receiving Party will promptly notify the Disclosing Party if it becomes aware that any of the Confidential Information of the Disclosing Party has been used or disclosed in violation of this Engagement Letter.

Notwithstanding anything stated to the contrary in this Engagement Letter, the Port consents to TKW: (i) using any information or data, including Confidential Information and Personal Information, provided by or on behalf of the Port, or otherwise obtained by TKW, in connection with the services provided under this Engagement Letter, to provide the Port with professional services under any other professional services agreement the Port enters into or has entered into with TKW; and (ii) using any information or data provided by or on behalf of the Port, or otherwise obtained by TKW, in connection with professional services provided by TKW under another professional service agreement TKW has entered into with the Port, including confidential, personal, or other protected information, to provide the services under this Engagement Letter to the Port.

Preexisting Nondisclosure Agreements

In the event that the parties have executed a separate nondisclosure agreement, such agreement shall be terminated as of the effective date of this Engagement Letter and the terms of this Engagement Letter shall apply to the treatment of information shared by the parties hereto.

Data Protection Compliance

We take reasonable steps to comply with all applicable privacy, cybersecurity, and data protection laws that may apply to Personal Information and Confidential Information we process on behalf of our clients.

Prior to disclosing to us or our Subcontractors or granting us or our Subcontractors with access to your data, you will identify in writing any personal, technical, or other data provided or made accessible to us or our Subcontractors pursuant to this Engagement Letter that may be subject to heightened protections under applicable privacy, cybersecurity, export control, and/or data protection laws, including, but not limited to, protected health information pursuant to the Health Information Portability and Accountability Act of 1996 ("HIPAA"), classified, marked or unmarked controlled unclassified information ("CUI") subject to the National Industrial Security Program Operating Manual ("NISPOM") or the Defense Federal Acquisition Regulation Supplement ("DFARS"), or export controlled data subject to Export Administration Regulations ("EAR") or International Traffic in Arms Regulations ("ITAR"). Unless otherwise expressly agreed upon and specified in writing by TKW and the Port, you shall not provide us or any of our Subcontractors with access to such data and you shall be responsible for the handling of all such data in connection with the performance of the services requested hereunder, including, but not limited to, the scrubbing, de-identification, de-aggregation, protection, encryption, transfer, movement, input, storage, migration, deletion, copying, processing, and modification of such data.

TKW and the Port acknowledge and agree that they may correspond or convey information and documentation, including Confidential Information and Personal Information, via various forms of electronic transmission, including, but not limited to, Third-Party Products, such as, email, FTP and cloud-based sharing and hosting applications (e.g., portals, data analytics tools, and helpdesk and support ticketing applications), and that neither party has control over the performance, operation, reliability, availability, or security of these electronic transmissions methods. Therefore, neither party will be liable for any loss, damage, expense, harm, disclosure or inconvenience resulting from the loss, delay, interception, corruption, unauthorized disclosure, or alteration of any electronic transmission where the party has used commercially reasonable efforts to protect such information. We offer our clients various platforms for the exchange of information. You hereby agree that you shall be bound by and comply with any and all user terms and conditions made available (whether by link, click-through, or otherwise) with respect to such platforms.

Personal Information

As used herein, the term "Personal Information" means any personal information, as may be defined by applicable privacy, data protection, or cybersecurity laws, that directly or indirectly identifies a natural person, and includes, but is not limited to, nonpublic, personally identifiable information such as Social Security numbers, Social Insurance numbers, driver's license numbers or government-issued identification card numbers, and health information.

Each party agrees to transmit Personal Information consistent with applicable laws and any other obligations the respective party may have. We are permitted to use all such Personal Information to perform our obligations and exercise our rights under this Engagement Letter.

You represent and warrant that you have provided all notices and obtained all consents required under applicable data protection laws prior to your collection, use and disclosure to us or our Subcontractors of such Personal Information and shall take reasonable steps to ensure that such Personal Information does not include irrelevant or unnecessary information about individuals.

Personal Information (Continued)

Where we are acting as a service provider under the California Consumer Privacy Act and the California Privacy Rights Act, including as amended or replaced, and the associated regulations ("CCPA"), we (i) will not Sell or Share (as those terms are defined by the CCPA) any Personal Information received from the District; (ii) will not retain, use, or disclose Personal Information to another business, person, or third party, except for the purpose of maintaining or providing the services or exercising our rights as specified in this Engagement Letter, including to provide Personal Information to advisers or sub-contractors, to maintain or provide the services provided under this Engagement Letter, or to the extent such disclosure is required by law. At your written request, and at your cost, we shall reasonably assist you in addressing your obligations under the CCPA with regard to privacy rights requests related to your Personal Information held by us, directly resulting from our business relationship with you. We reserve the right to decline such a request where, as determined in our sole discretion, the request for our assistance could violate or impair a Consumer's (as that term is defined by the CCPA) rights under the CCPA or another applicable law, regulation, or professional or ethical standard. We certify that we understand and will comply with the requirements enumerated in (i) and (ii). For the avoidance of doubt, all permitted uses of Personal Information by service providers that are enumerated in the CCPA are understood to apply to the Personal Information processed by us.

We agree to maintain appropriate security measures to protect such Personal Information in accordance with applicable laws.

If we become aware of an unauthorized acquisition or use of Port-provided Personal Information, we will promptly inform you of such unauthorized acquisition or use as required by applicable laws and, upon your written request, reasonably cooperate with you at your sole cost in support of any breach notification requirements as imposed upon you by applicable laws.

Retention of Records

We will return to you all original records you provide to us in connection with this engagement. Further, in addition to providing you with those deliverables set forth in this Engagement Letter, we will provide to you a copy of any records we prepare or accumulate in connection with such deliverables which are not otherwise reflected in your books and records without which your books and records would be incomplete. You have the sole responsibility for retaining and maintaining in your possession or custody all of your financial and nonfinancial records related to this engagement. We will not host, and will not accept responsibility to host, any of your records. We, however, may maintain a copy of any records of yours necessary for us to comply with applicable law and/or professional standards or to exercise our rights under this Engagement Letter. Any such records retained by us will be subject to the confidentiality obligations set forth herein and destroyed in accordance with our record retention policies.

Termination

Your failure to make full payment of any and all undisputed amounts invoiced in a timely manner constitutes a material breach for which we may refuse to provide deliverables and/or, upon written notice, suspend or terminate our services under this Engagement Letter. We will not be liable to you for any resulting loss, damage or expense connected with the suspension or termination of our services due to your failure to make full payment of undisputed amounts invoiced in a timely manner.

Either party hereto may terminate this Engagement Letter for any reason upon fifteen (15) days' prior written notice to the other party. In the event you terminate this engagement, you will pay us for all services rendered (including deliverables and products delivered), expenses incurred, and noncancelable commitments made by us on your behalf through the effective date of termination.

Termination (Continued)

Either party may terminate this Engagement Letter upon written notice if: (i) circumstances arise that in its judgment would cause its continued performance to result in a violation of law, a regulatory requirement, applicable professional or ethical standards, or, in the case of TKW, our client acceptance or retention standards; or (ii) if the other party is placed on a Sanctioned List (as defined herein), or if any director or executive of, or other person closely associated with such other party or its affiliate, is placed on a Sanctioned List.

We will not be responsible for any delay or failure in our performance resulting from acts beyond our reasonable control or unforeseen or unexpected circumstances, such as, but not limited to, acts of God, government or war, riots or strikes, disasters, fires, floods, epidemics, pandemics or outbreaks of communicable disease, cyberattacks, and internet or other system or network outages. At your option, you may terminate this Engagement Letter where our services are delayed more than 120 days; however, you are not excused from paying us for all amounts owed for services rendered and deliverables provided prior to the termination of this Engagement Letter.

When an engagement has been suspended at the request of management or those charged with governance and work on that engagement has not recommenced within 120 days of the request to suspend our work, we may, at its sole discretion, terminate this Engagement Letter without further obligation to you. Resumption of our work following termination may be subject to our client acceptance procedures and, if resumed, will require additional procedures not contemplated in this Engagement Letter. Accordingly, the scope, timing and fee arrangement discussed in this Engagement Letter will no longer apply. In order for us to recommence work, the execution of a new Engagement Letter will be required.

The parties agree that those provisions of this Engagement Letter which, by their context, are intended to survive, including, but not limited to, payment, limitations on liability, claim resolution, use and ownership, and confidentiality obligations, shall survive the termination of this Engagement Letter.

Miscellaneous

We may mention your name and provide a general description of the engagement in our client lists and marketing materials.

Notwithstanding anything stated to the contrary in this Engagement Letter, the Port acknowledges and consents that we also may utilize Confidential Information and Personal Information to (i) improve the quality of our services and offerings and/or (ii) develop or perform internal data analysis or other insight generation. Information developed in connection with these purposes may be used by us to provide services or offerings. We will not use your Confidential Information or Personal Information in a way that would permit the Port or an individual to be identified by third parties without your prior written consent.

The Port agrees that it will not associate us with any public or private securities offering without first obtaining our consent. Therefore, the Port agrees to contact us before it includes our reports, or otherwise makes reference to us, in any public or private securities offering. Our association with an official statement is a matter for which separate arrangements will be necessary. The Port agrees to provide us with printer's proofs or masters of such offering documents for our review and approval before printing, and with a copy of the final reproduced material for our approval before it is distributed. If, based on our review, we identify no material inconsistencies with our audit, or other misstatements of fact, we will promptly communicate in writing to the Port that we do not object to the inclusion of our report in the offering documents. In the event our auditor/client relationship has been terminated when the Port seeks such consent, we will be under no obligation to grant such consent or approval.

Miscellaneous (Continued)

We agree that our association with any proposed offering is not necessary, providing the Port agrees to clearly indicate that we are not associated with the contents of any such official statement or memorandum. The Port agrees that the following disclosure will be prominently displayed in any such official statement or memorandum:

Talbot, Korvola & Warwick, LLP, our independent auditor, has not been engaged to perform, and has not performed, since the date of its report included herein, any procedures on the financial statements addressed in that report. Talbot, Korvola & Warwick, LLP also has not performed any procedures relating to this official statement or memorandum.

Our professional standards require that we perform certain additional procedures, on current and previous years' engagements, whenever a partner or professional employee leaves the Firm and is subsequently employed by or associated with a client in a key position. Accordingly, the Port agrees it will compensate us for any additional costs incurred as a result of the Port's employment of one of our partners, principals, or employees.

Each party hereto affirms it has not been placed on a Sanctioned List (as defined below) and will promptly notify the other party upon becoming aware that it has been placed on a Sanctioned List at any time throughout the duration of this Engagement Letter. The Port shall not, and shall not permit third parties to, access or use any of the deliverables provided for hereunder, or Third-Party Products provided hereunder, in violation of any applicable sanctions laws or regulations, including, but not limited to, accessing or using the deliverables provided for hereunder or any Third-Party Products from any territory under embargo by the United States or Canada. The Port shall not knowingly cause TKW to violate any sanctions applicable to TKW. As used herein "Sanctioned List" means any sanctioned person or entity lists promulgated by the Office of Foreign Assets Control of the U.S. Department of the Treasury, the U.S. State Department, the Consolidated Canadian Autonomous Sanctions List, the United Nations Security Council, the European Union, and United Kingdom.

Any term of this Engagement Letter that would be prohibited by or impair our independence under applicable law or regulation shall not apply, to the extent necessary only to avoid such prohibition or impairment.

Notices

Unless otherwise expressly agreed upon by the parties in this Engagement Letter, all notices required to be given hereunder will be in writing and addressed to the party at the business address provided in this Engagement Letter, or such other address as such party may indicate by a notice delivered to the other party. A copy of any legal notice (e.g., any claimed breach or termination of this Engagement Letter) sent by the Port to TKW shall also be sent to the following address: 14945 SW Sequoia Parkway, Suite 150, Portland, OR 97224. Except as otherwise expressly provided in this Engagement Letter, notices hereunder will be deemed given and effective: (i) if personally delivered, upon delivery; (ii) if sent by registered or certified mail or by overnight courier service with tracking capabilities, upon receipt; and, (iii) if sent by electronic mail (without indication of delivery failure), at such time as the party that sent the notice receives confirmation of receipt, whether by read-receipt confirmation or otherwise.

Governing Law

This Engagement Letter, including, without limitation, its validity, interpretation, construction, and enforceability, and any dispute, litigation, suit, action, claim, or other legal proceeding arising out of, from, or relating in any way to this Engagement Letter, any provisions herein, a report issued or the services provided hereunder, will be governed and construed in accordance with the laws of the State of Oregon, without regard to its conflict of law principles, and applicable U.S. federal law.

Entire Agreement

This Engagement Letter constitutes the complete and exclusive statement of agreement between TKW and the Port and supersedes all prior agreements, understandings, and proposals, whether oral or written, relating to the subject matter of this Engagement Letter.

If any term or provision of this Engagement Letter is determined to be invalid or unenforceable, such term or provision will be deemed stricken, and all other terms and provisions will remain in full force and effect.

This Engagement Letter may be amended or modified only by a written instrument executed by both parties.

Electronic Signatures and Counterparts

Each party hereto agrees that any electronic signature of a party to this Engagement Letter or any electronic signature to a document contemplated hereby (including any representation letter) is intended to authenticate such writing and shall be as valid, and have the same force and effect, as a manual signature. Any such electronically signed document shall be deemed (i) to be "written" or "in writing," (ii) to have been signed and (iii) to constitute a record established and maintained in the ordinary course of business and an original written record when printed from electronic files. Each party hereto also agrees that electronic delivery of a signature to any such document (via email or otherwise) shall be as effective as manual delivery of a manual signature. For purposes hereof, "electronic signature" includes, but is not limited to, (i) a scanned copy (as a "pdf" (portable document format) or other replicating image) of a manual ink signature, (ii) an electronic copy of a traditional signature affixed to a document, (iii) a signature incorporated into a document utilizing touchscreen capabilities or (iv) a digital signature. This Engagement Letter may be executed in one or more counterparts, each of which shall be considered an original instrument, but all of which shall be considered one and the same agreement. Paper copies or "printouts," of such documents if introduced as evidence in any judicial, arbitral, mediation or administrative proceeding, will be admissible as between the parties to the same extent and under the same conditions as other original business records created and maintained in documentary form. Neither party shall contest the admissibility of true and accurate copies of electronically signed documents on the basis of the best evidence rule or as not satisfying the business records exception to the hearsay rule.

Please sign and return a copy of this Engagement Letter to indicate your acknowledgment of, and agreement with, the arrangements for our audit of the financial statements, including our respective responsibilities.

Acknowledgement and Acceptance

Each party acknowledges that it has read and agrees to all of the terms and conditions contained herein. Each party and its signatory below represents that said signatory is a duly authorized representative of such party and has the requisite power and authority to bind such party to the undertakings and obligations contained herein.

AGREED TO AND ACKNOWLEDGED BY:

TALBOT, KORVOLA & WARWICK, LLP

By  _____
Julie B. Fahey, Partner

Confirmed on behalf of the addressee:
Port of Astoria

Signature

Title

Date



MAUL FOSTER ALONGI

Port of Astoria Boatyard

Final Plan and Implementation Strategy

Port of Astoria Boatyard

Final Plan and Implementation Strategy

DRAFT

Prepared for:

Port of Astoria

May 16, 2024

Project No. M0475.02.019

Prepared by:

Maul Foster & Alongi, Inc.
3140 NE Broadway, Portland, OR 97232

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MAUL
FOSTER
ALONGI

Port of Astoria Boatyard

Final Plan and Implementation Study

The material and data in this report were prepared under the supervision and direction of the undersigned.

Maul Foster & Alongi, Inc.

*Seth Otto, AICP, LEED AP
Principal Planner*

*Stacy Frost
Principal Engineer, PE*

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Existing Conditions Report

Appendix B

Alternative Concept Designs

Appendix C

Refined Concept Renderings

Appendix D

Refined Concept Cost Estimates

Appendix E

Funding Matrix

Appendix F

Implementation Worksheets

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Abbreviations

Boatyard	Port of Astoria's Pier 3 Boatyard
City	City of Astoria
EDA	U.S. Economic Development Administration
EDA TA	EDA Technical Assistance
EDA EAA	EDA Economic Adjustment Assistance
feasibility study	Port of Astoria Boatyard and East Basin Plan
MARAD	USDOT Marine Administration
MFA	Maul Foster & Alongi, Inc.
MT	metric ton
PIDP	Port Infrastructure Development Program
PPMF	Business Oregon Port Planning and Marketing Fund
Port	Port of Astoria
SPWF	Business Oregon Special Works Fund
SF	square foot
TIF	tax increment financing
USDOT	U.S. Department of Transportation

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Summary

The Port of Astoria (Port) recently completed its *Port of Astoria Boatyard and East Basin Plan* (feasibility study, BST 2022) that demonstrated clear justification for the expansion of services, infrastructure, and footprint at the Port's Pier 3 Boatyard (Boatyard) in the City of Astoria in Clatsop County. The Port engaged Maul Foster & Alongi, Inc. (MFA), to develop a master plan that will bolster the financial health of the Boatyard and support the development of the Port's infrastructure to better serve vessel owners in the region.

Purpose

This final plan and implementation strategy summarizes the master planning process and includes a description of site conditions, stakeholder feedback, and the alternative refinement process, then presents the Preferred Alternative with an implementation strategy that includes a funding strategy. The purpose of this document is not to be the final specific design but rather to develop a framework for future development of the Boatyard.

Process

An existing conditions report completed as a part of the master planning process summarizes site conditions and identifies existing opportunities and constraints with respect to physical and economic characteristics of the Boatyard. Existing plans and market studies justify growth and expansion of services at the Boatyard. Upgrades to utilities and other Boatyard infrastructure are necessary for future vertical construction and other developments.

The Port established an advisory group of key Boatyard stakeholders to participate in the Boatyard master planning process. The advisory group includes commercial fishermen, service vendors, boat suppliers, and a yacht broker. The advisory group convened twice during the master planning process to both imagine and refine alternative Boatyard concepts and identify a Preferred Alternative Concept. Port staff and MFA further refined the Preferred Alternative Concept to a more detailed design (Refined Concept) following the creation of the Preferred Alternative Concept.

Vision

The Port and its advisory group aspire to develop the best boatyard on the West Coast to serve small- to-medium-sized commercial fishing and recreational vessels. The Port can achieve this vision by developing structures that allow for year-round vessel servicing, by offering additional industrial and commercial vendor space, and by increasing lift capacity.

The Refined Concept includes necessary improvements to utilities, the in-water working dock, the bulkhead, and other site infrastructure; vertical construction of office, commercial, and industrial space; and new mobile boat hoists. Planned improvements are estimated to cost up to \$57.8 million which can be funded and financed through various state and federal programs. Figure ES-1 shows a thumbnail view of the Refined Concept.

Figure ES-1. Refined Concept



1 Introduction

The Port of Astoria (Port) recently completed *Port of Astoria Boatyard and East Basin Plan* (feasibility study, BST 2022) that demonstrated clear justification for the expansion of services, infrastructure, and footprint at the Port’s Pier 3 Boatyard (Boatyard) in the City of Astoria in Clatsop County. The Port engaged Maul Foster & Alongi, Inc. (MFA), to develop a master plan that would bolster the financial health of the Boatyard and support the development of Port infrastructure to better serve vessel owners in the region. This final plan and implementation strategy summarizes the master planning process and includes a description of site conditions, stakeholder feedback, and the alternative refinement process, then presents the Preferred Alternative with an implementation strategy that includes a funding strategy. The purpose of this document is not to outline the final specific design but rather to develop a framework for future development of the Boatyard.

2 Existing Conditions

An existing conditions memorandum (Appendix A), completed as a part of the master planning process, identifies existing opportunities and constraints with respect to physical and economic characteristics of the Boatyard. Existing plans and market studies justify growth and expansion of services at the Boatyard. City zoning and comprehensive planning documents support the Boatyard improvements considered in the current master planning process. Stakeholder outreach conducted as a part of the existing conditions memorandum recorded support of Boatyard improvements from key Boatyard users. Boatyard utilities, including power and sanitary sewer, need to be upgraded to accommodate vertical construction. Table 2-1 summarizes key findings and the implications of existing conditions for Boatyard master planning. A full existing conditions report is attached as Appendix A for greater detail.

Table 2-1. Key Findings and Implications from the Existing Conditions Memo

Section	Findings
Infrastructure & Site Conditions	<ul style="list-style-type: none"> Existing power and sanitary sewer utilities will need to be upgraded and expanded to accommodate future development at the Boatyard. Repairs to the east dock, the bulkhead, and storage area pavement on the north side of the Boatyard may be required prior to, or during development of the Boatyard. There is a lack of geotechnical and environmental information available regarding the conditions in dredge spoil piles.

Section	Findings
Market / Economics	<ul style="list-style-type: none"> • The Boatyard is geographically well-positioned to capture vessel maintenance projects from all over the West Coast. • Recreational boating and commercial fishing have significant economic impacts in the area and create a market for future Boatyard developments. • There is an increase in Boatyard and haulout activity in Clatsop County which indicates future demand for the Boatyard. • The majority (51 percent) of existing Boatyard users are recreational power or sailboat users. The Boatyard can strategically invest in amenities for this type of boat user to maximize market capture.
Plans & Regulations	<ul style="list-style-type: none"> • Traffic caused by the mixed-use developments envisioned in the <i>Port of Astoria Waterfront Master Plan</i> (Port 2022) may impact future Boatyard activity. • Most elements of the <i>Port of Astoria Boatyard and East Basin Plan</i> (feasibility study) Preferred Alternative are supported by the advisory group besides maintenance of the existing 80 metric ton lift. • Zoning and comprehensive planning documents support Boatyard improvements and activity considered in the current master planning process. • In-water work required by any projects recommended in this plan will trigger the requirement for environmental permits, the time and cost of which must be incorporated early into the project schedule and scope. • Future developments within the 100-year floodplain will be required to adhere to specific development standards that will make development more expensive.
Community and Advisory Group Outreach	<ul style="list-style-type: none"> • There is strong support among Boatyard users for a higher-capacity lift and for work buildings at the Port. • The community of local vendors and suppliers will lease space and contribute to future Boatyard buildings. • The Boatyard is losing business it would otherwise attract if it contained a larger capacity lift and work buildings. • Work buildings or shelters and more accessible and adequate power sources could significantly improve efficiency and job times for vendors and vessel owners.

3 Stakeholder Feedback

3.1 Existing Conditions

The Port established an advisory group of key Boatyard stakeholders to participate in the Boatyard master planning process at the onset of the project. The advisory group included commercial fishermen, service vendors, boat suppliers, and a yacht broker. Six of the advisory group members were first interviewed over the phone during completion of the existing conditions report and were asked a series of questions related to the existing conditions and future use of the Boatyard.

Both recreational and commercial boaters have several options for boat storage and servicing along the West Coast. Advisory group members generally consider the Boatyard’s location and

convenience of access as its main appeal. Some advisory group members also consider the do-it-yourself character and access to local small-business vendors as key benefits for existing users. Existing commercial and recreational boaters of the advisory group enjoy the proximity of England Marine for readily available boat materials. Local vendors and suppliers would have the opportunity and capacity to grow with future Port investments.

Members of the advisory group recognize Boatyard challenges, including insufficient lift capacity, lack of adequate infrastructure, and lack of covered and enclosed work areas. Several advisory group members believe the Port is losing crucial business to other West Coast ports—such as Port Townsend, Ilwaco, Port Angeles, Blaine, and Bellingham, in Washington, and Reedsport, Newport, and Toledo in Oregon—with larger lift and storage capacity. Existing vendors and boat owners are limited in their ability to complete repair and maintenance work, including sand blasting, washing, and painting, due to the lack of shelter from year-round windy conditions in Astoria. Existing users also mentioned the lack of access to power sources with adequate voltage for tool operation as a drawback of the existing Boatyard. Advisory group members viewed some shifts in Port leadership, goals, and vision as an impediment to cohesive progress for Boatyard development.

3.2 Charette and Advisory Group Workshops

On November 15, 2023, the advisory group met in Astoria to identify a clear vision for the Boatyard expansion and design. The group aspires to develop the best boatyard on the West Coast to serve small-to-medium-sized commercial fishing and recreational vessels. The Port can achieve this vision by developing structures that allow for year-round vessel servicing, by offering additional industrial and commercial vendor space, and by increasing lift capacity. Taking into consideration existing conditions, opportunities, constraints, and aspirations, the advisory group worked to develop three design concepts.

Figure 2-1. Advisory Group Workshop



The concepts imagined in this workshop are the basis for the three alternative concepts described in Section 4 of this report. The advisory group convened again on February 20, 2024, to further refine the design concepts and identify a preferred alternative. In the February meeting, the advisory group identified desirable elements from each Boatyard concept to be integrated into a Preferred Alternative Concept. Figure 2-1 captures advisory group members and Port staff sharing ideas on alternative concept designs.

4 Alternatives Analysis

4.1 Alternatives Concepts

MFA produced three alternative Boatyard design concepts based on input gathered at the November charrette. Each concept includes a 400 metric ton (MT) boat lift, a 150 MT boat lift, a variety of small and large vessel¹ stalls, indoor/covered working spaces, commercial and industrial buildings, and other complementary Boatyard elements. Cost estimates for the alternatives are based on an engineer's preliminary opinion of probable cost and account for site preparation, belowground utilities, infrastructure, design and project management, and contingency. Thumbnail figures of the site plans are provided below. The full-sized conceptual design plans and associated costs for each concept can be found in Appendix B.

4.1.1 Concept 1

Alternative Concept 1 (Concept 1) provides small (30 × 80 foot [ft]) and large (50 × 110 ft) boat stalls. The 150 MT lift is positioned on the south half of Pier 3, in Slip 2 (Figure 4-1). The majority (38) of uncovered boat stalls are dedicated to small vessels and are on the south half of the Boatyard, adjacent to the 150 MT lift. There are ten covered workspaces dedicated to small vessels bordering the stormwater facility on the southwest side of the site. Circulation for vehicles servicing small vessels on the south half of the site is accommodated by 40 ft travel lanes. Access is provided off Gateway Avenue by three gate-controlled lanes.

The 400 MT lift is positioned on the north end of Pier 3, in Slip 2. Four covered working spaces for large vessels and bathrooms are located on the north tip of the Pier. In Concept 1, 37 uncovered boat stalls are dedicated to boats hoisted from the 400 MT lift. Circulation for vehicles on the northern portion of the site is provided by 60 ft travel lanes. Table 4-1 summarizes the Boatyard elements incorporated in Concept 1.

Concept 1 includes three separate buildings that enclose a shared parking area. The buildings consist of 15,000 square feet (sf) of dedicated industrial space and 41,400 sf of dedicated commercial space. The remaining 50,200 sf of onsite industrial space is accounted for in the covered workspaces on the northwest and southwest portions of the site. Table 4-1 shows the quantity and dimensions of most Boatyard elements.

¹ Large vessels are those hoisted by the 400 MT lift and small vessels are those lifted by the 150 MT lift.

Figure 4-1. Alternative Concept 1

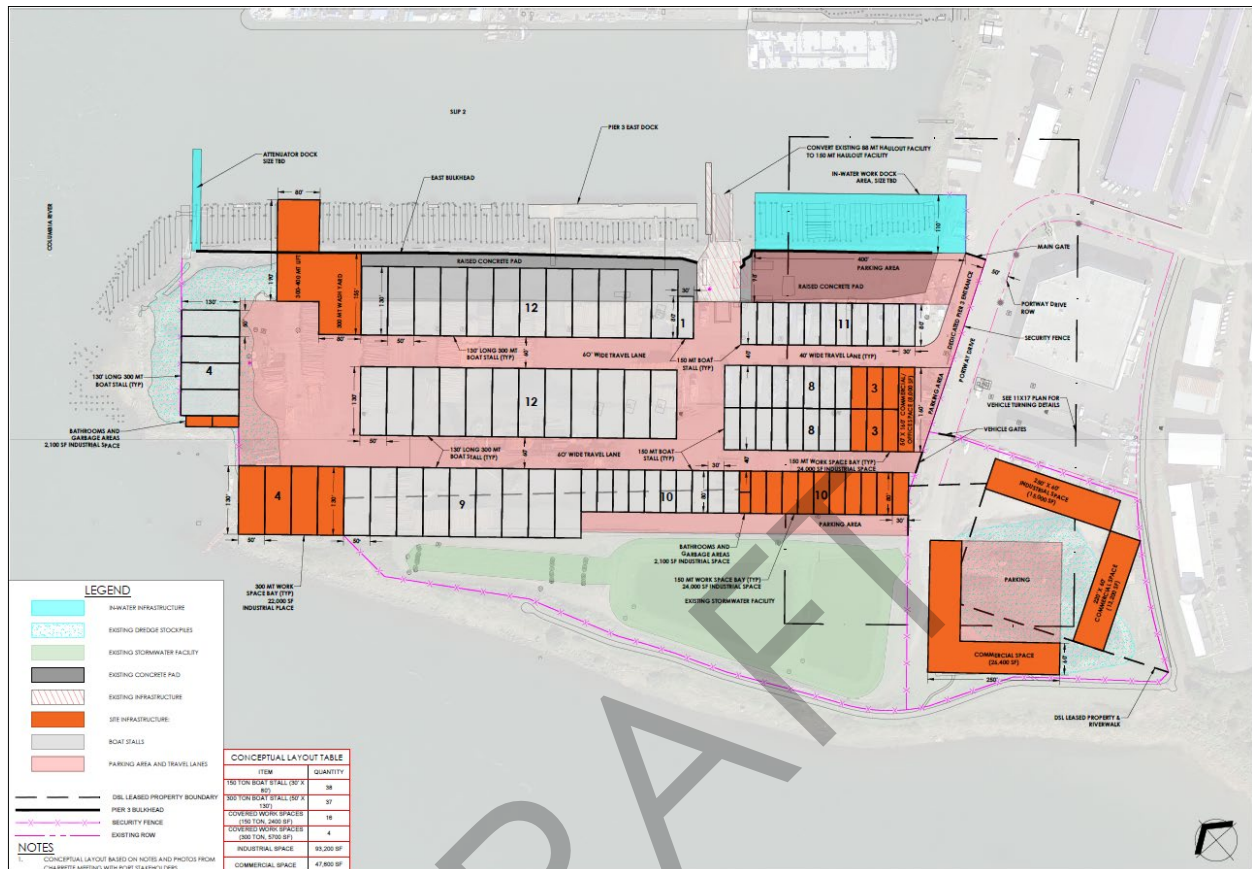


Table 4-1. Concept 1 Layout Table

Item	Quantity
150 MT Boat Stall (30' x 80')	38
400 MT Boat Stall (50' x 80')	12
400 MT Boat Stall (50' x 90')	12
400 MT Boat Stall (50' x 100')	12
400 MT Boat Stall (50' x 110')	1
Covered Workspaces (150 MT, 2400 sf)	10
Covered Workspaces (400 MT, 5500 SF)	4
Industrial Space	65,200 sf
Commercial Space	41,400 sf

Notes

sf= square foot. MT = metric ton.

Concept 1 is the least expensive alternative with a total anticipated cost of \$37.1 million, as it requires the least square footage of vertical construction. Structural infrastructure that includes the in-water working dock, buildings, and lifts accounts for the largest expense (\$19.9 million). Table 4-2 details the feasibility-level cost estimate summary for Concept 1. A full accounting of feasibility-level cost estimates can be found in Appendix B.

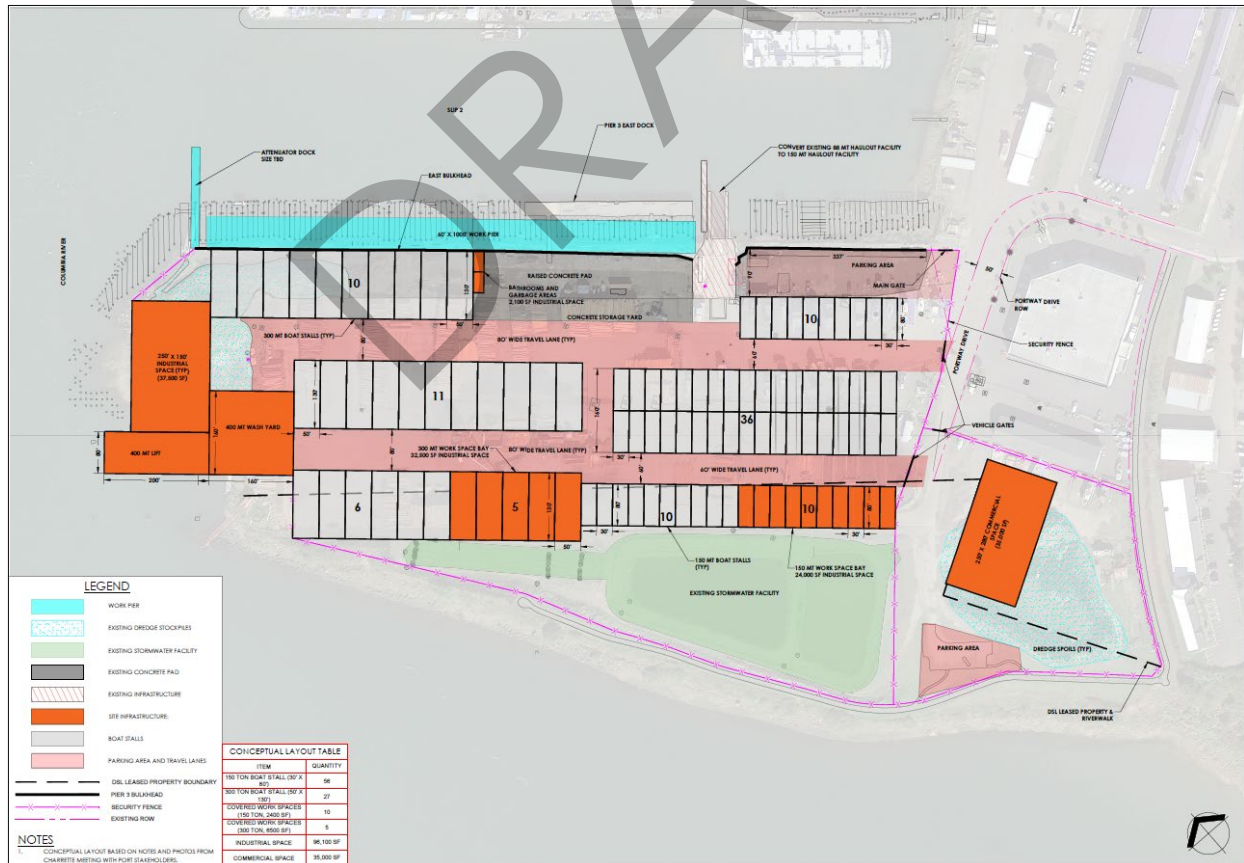
Table 4-2. Concept 1 Feasibility-Level Cost Estimate Summary

Schedule	Cost
Schedule A – Site Preparation	\$3,553,000
Schedule B – Belowground Utilities	\$315,000
Schedule C – Nonstructural Infrastructure	\$2,196,000
Schedule D – Structural Infrastructure	\$19,850,000
Schedule E – Design and Project Management	\$2,592,000
Schedule F – Contingency	\$8,552,000
Total	\$37,058,000

4.1.2 Concept 2

Alternative Concept 2 (Concept 2) includes two boat stall sizes, (30 × 80 ft) and (50 × 130 ft). Most boat stalls in the Boatyard are dedicated to commercial fishing vessels that can be lifted by the 150 MT lift, which is positioned on the south half of Pier 3, in Slip 2 (Figure 4-2). There are 56 uncovered boat stalls in the south half of the Boatyard that are dedicated to small vessels. Ten covered workspaces dedicated to small vessels border the stormwater facility on the southwest side of the site. Circulation for vehicles servicing smaller vessels on the south half of the site is accommodated by 60 ft travel lanes. Access is provided off Gateway Avenue by three gate-controlled lanes. The main access gate faces east and leads to a parking area on the southeast corner of the Boatyard.

Figure 4-2. Alternative Concept 2



The 400 MT lift is positioned in the Columbia River on the north end of Pier 3. The associated boat wash is just south of the lift, adjacent to a 35,000 sf industrial building. Five covered working spaces dedicated to large vessels are located on the west side of the Boatyard. In Concept 2, 27 uncovered boat stalls are dedicated to boats hoisted from the 400 MT lift. Circulation for vehicles on the northern portion of the site is provided by 80 ft travel lanes. Concept 2 has the largest conceptual in-water working dock (60 × 1000 ft) that stretches from the Attenuator Dock down to the 150 MT lift. Table 4-3 summarizes the Boatyard elements included in Concept 2.

Concept 2 includes one 35,000 sf commercial building with a parking area in the southwest corner of the site. The 96,100 sf of onsite industrial space is located in a large structure at the northern tip of the site and among the covered working space structures on the west side of the Boatyard.

Table 4-3. Concept 2 Layout Table

Item	Quantity
150 MT Boat Stall (30' × 80')	56
400 MT Boat Stall (50' × 130')	27
Covered Workspaces (150 MT, 2400 sf)	10
Covered Workspaces (400 MT, 6500 sf)	5
Industrial Space	96,100 sf
Commercial Space	35,000 sf

Notes

sf = square foot. MT = metric ton.

Concept 2 is the most expensive alternative with a total anticipated cost of \$39.5 million because it has the greatest square footage of vertical construction. Structural infrastructure that includes the in-water working dock, buildings, and lifts accounts for the largest expense (\$21.2 million). Table 4-4 details the feasibility-level cost estimate summary for Concept 2. A full accounting of feasibility-level cost estimates can be found in Appendix B.

Table 4-4. Concept 2 Feasibility-Level Cost Estimate Summary

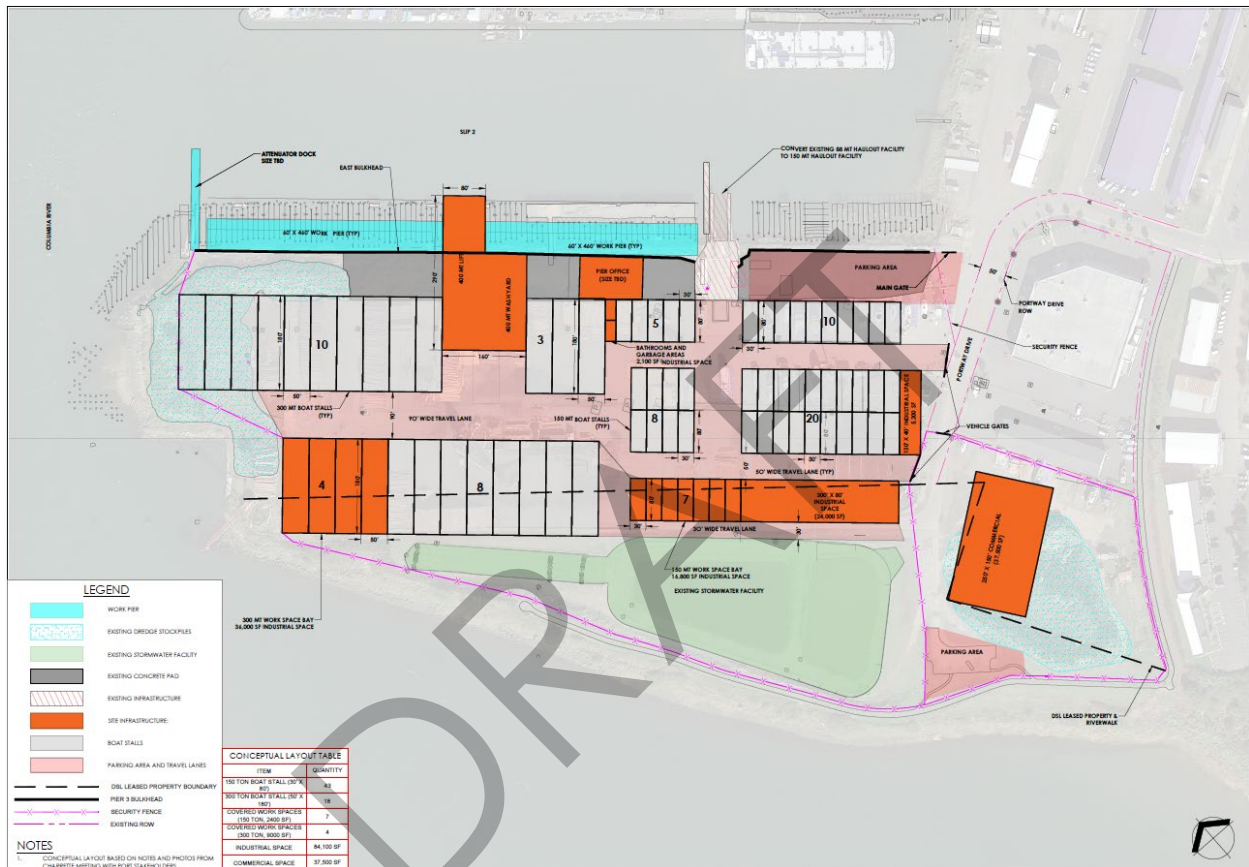
Schedule	Cost
Schedule A – Site Preparation	\$3,635,000
Schedule B – Below Ground Utilities	\$315,000
Schedule C – Non Structural Infrastructure	\$2,540,000
Schedule D – Structural Infrastructure	\$21,146,000
Schedule E – Design and Project Management	\$2,764,000
Schedule F – Contingency	\$9,120,000
Total	\$39,520,000

4.1.3 Concept 3

Alternative Concept 3 (Concept 3) includes two boat stall sizes including (30 × 80 ft) for small vessels and (50 × 180 ft) for large vessels. Most boat stalls in the Boatyard are dedicated to commercial fishing vessels that can be lifted by the 150 MT lift that is positioned on the south half of Pier 3, in Slip 2 (Figure 4-3). There are 43 uncovered boat stalls in the south half of the Boatyard dedicated to small vessels. Seven covered workspaces dedicated to small vessels border the

stormwater facility on the southwest side of the Boatyard. Concept 3 includes a Port office positioned just north of the 150 MT lift. Circulation for vehicles servicing smaller vessels on the south half of the site is accommodated by 50 ft travel lanes. Access is provided off Gateway Avenue by three gate-controlled lanes. The main access gate faces east and leads to a parking area on the southeast corner of the Boatyard.

Figure 4-3. Alternative Concept 3



The 400 MT lift that bisects two 6,000 SF in-water working docks is positioned in the middle of Pier 3 in Slip 2. Four covered working spaces for larger vessels and bathrooms are located on the northwest corner of Pier 3. In Concept 3, 18 uncovered boat stalls are dedicated to boats hoisted from the 400 MT lift. Circulation for vehicles on the northern portion of the site is provided by 90 ft travel lanes. Table 4-5 summarizes the Boatyard elements included in Concept 3.

Concept 3 includes one 37,500 sf commercial building with a parking area in the southwest corner of the site. A 5,200 sf industrial/commercial building fronts Gateway Avenue near the main entrance on the south side of the Boatyard. Covered working space structures on the west side of the Boatyard account for 84,100 sf of industrial space.

Table 4-5. Concept 3 Layout Table

Item	Quantity
150 MT Boat Stall (30' × 80')	43
400 MT Boat Stall (50' × 180')	18
Covered Workspaces (150 MT, 2,400 sf)	7
Covered Workspaces (400 MT, 9,000 sf)	4
Industrial Space	84,100 sf
Commercial Space	37,500 sf

Notes sf= square foot. MT = metric ton.

Concept 3 has a total anticipated cost of \$37.7 million. Structural infrastructure that includes the in-water working dock, buildings, and lifts accounts for the largest expense (\$26.3 million). Table 4-6 details the feasibility-level cost estimate summary for Concept 3. A full accounting of feasibility-level cost estimates can be found in Appendix B.

Table 4-6. Concept 3 Feasibility-Level Cost Estimate Summary

Schedule	Cost
Schedule A – Site Preparation	\$3,573,000
Schedule B – Belowground Utilities	\$315,000
Schedule C – Nonstructural Infrastructure	\$2,174,000
Schedule D – Structural Infrastructure	\$26,331,000
Schedule E – Design and Project Management	\$2,634,000
Schedule F – Contingency	\$8,690,000
Total	\$37,655,000

4.2 Preferred Alternative Concept

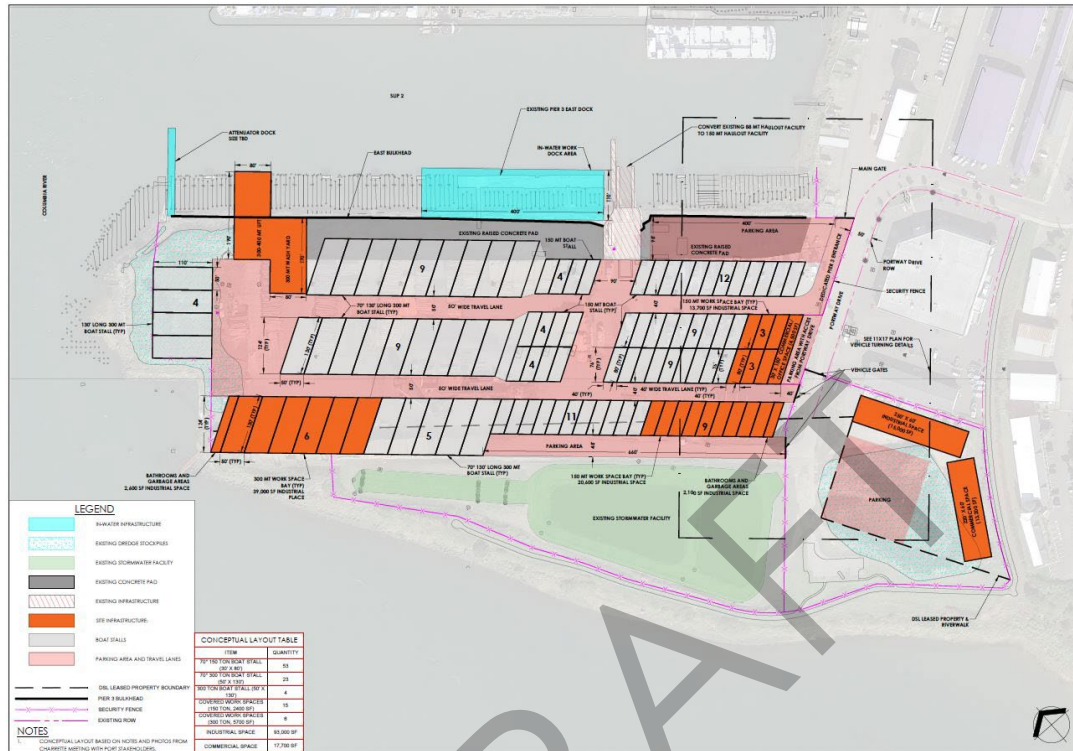
A final advisory group meeting was convened on February 20, 2024, to reach a consensus on the Preferred Alternative Concept for the Boatyard. In the meeting, advisory group members and Port staff identified desirable elements from each Boatyard concept to be implemented in the Preferred Alternative. A Preferred Alternative Concept design was drafted based upon the results of advisory group discussions.

The Preferred Alternative Concept includes elements from each Alternative Concept. The Preferred Alternative Concept includes 53 30 × 80 ft uncovered boat stalls in the south half of the Boatyard dedicated to small vessels. The small lift is positioned in the location of the existing lift on the south half of Pier 3, in Slip 2 (Figure 4-4). Nine covered workspaces bordering the stormwater facility on the southwest side of the site are dedicated to small vessels. Circulation for vehicles servicing smaller vessels on the south half of the site is accommodated by 40 ft travel lanes. Access is provided off Gateway Avenue by three gate-controlled lanes. The main access gate faces east and leads to a parking area on the southeast corner of the Boatyard.

The Preferred Alternative Concept includes angled stalls to maximize space. The front-facing commercial/office building along Gateway Avenue acts as a gateway to the Boatyard and includes an on-street parking area and adjoining indoor workspaces. There are two mixed-use buildings positioned on the southwest corner of the Boatyard, outside of the DSL property boundary. The in-water working dock is located north of the 150 MT lift to accommodate future development of the

south end of Slip 2. The full-size conceptual design plans and associated costs for the Preferred Alternative Concept can be found in Appendix B.

Figure 4-4. Preferred Alternative Concept



The 400 MT lift and wash is positioned in Slip 2, on the northeast corner of Pier 3. Six covered working spaces for larger vessels with adjoining bathrooms are located on the northwest corner of the Pier. In the Preferred Alternative Concept, 27 50 × 130 ft uncovered boat stalls are dedicated to boats hoisted from the 400 MT lift. Circulation for vehicles on the northern portion of the site is provided by 50 ft travel lanes. A wider travel lane is implemented between the 400 MT lift and large indoor working and areas to accommodate cross-pier vessel transport. Table 4-7 summarizes the Boatyard elements included in the Preferred Alternative Concept.

Table 4-7. Preferred Alternative Layout Table

Item	Quantity
Angled 150 MT Boat Stall (30' × 80')	53
Angled 400 MT Boat Stall (50' × 130')	23
400 MT Boat Stall (50' × 130')	4
Covered Workspaces (150 MT, 2,400 sf)	15
Covered Workspaces (400 MT, 5,700 sf)	6
Commercial/Office Space	14,000 sf
Industrial Space	93,000 sf
Commercial Space	17,700 sf

Notes

sf= square foot. MT = metric ton.

The Preferred Alternative Concept has a total anticipated cost of \$32.3 million. Structural infrastructure that includes the in-water working dock, buildings, and lifts accounts for the largest expense (\$22.6 million). Table 4-8 details the feasibility-level cost estimate summary for the Preferred Alternative Concept. A full accounting of feasibility-level cost estimates can be found in Appendix B.

Table 4-8. Preferred Alternative Concept Feasibility-Level Cost Estimate Summary

Schedule	Cost
Schedule A – Site Preparation	\$3,395,000
Schedule B – Belowground Utilities	\$315,000
Schedule C – Nonstructural Infrastructure	\$2,201,000
Schedule D – Structural Infrastructure	\$22,599,000
Schedule E – Design and Project Management	\$2,260,000
Schedule F – Contingency	\$7,458,000
Total	\$32,317,000

4.2.1 Refined Concept

MFA further refined the Preferred Alternative Concept to a more detailed design concept (Refined Concept) based on input from Port staff. The Refined Concept includes the same large and small lift placement and in-water work dock as the Preferred Alternative Concept. The Refined Concept differs from the Preferred Alternative Concept mostly in building size and orientation. The industrial/office building fronting Gateway Avenue (Building C in Figure 4-5) is smaller than in the Preferred Alternative Concept and includes only two indoor working spaces for small vessels. The enclosed work structures (Buildings A and B in Figure 4-5) both contain five covered boat stalls and are aligned with the site boundary, not Gateway Avenue. Figure 4-5 shows a thumbnail of the Refined Concept. Detailed renderings of the Refined Concept can be found in Appendix C.

In the Refined Concept, there are two mixed-use buildings positioned on the southwest corner of the Boatyard. The southernmost building (Building D in Figure 4-5) includes six loading bays and is designed to be outside of the DSL property, while the northern building (Building E in Figure 4-5) includes five loading bays and is designed to be within the DSL boundary. Table 4-9 summarizes the Boatyard elements included in the Refined Concept.

Table 4-9. Refined Concept Layout Table

Item	Quantity
Angled 150 MT Boat Stall (30' × 80')	69
Angled 400 MT Boat Stall (50' × 130')	14
400 MT Boat Stall (50' × 130')	4
Enclosed Vessel Work Structures (150 MT, 19,300 sf)	7
Enclosed Vessel Work Structures (400 MT, 40,300 sf)	5
Port Office	15,600 sf
Mixed-Use (Building D)	33,100 sf
Mixed-Use (Building E)	44,600 sf

Notes: sf= square foot. MT = metric ton.

Figure 4-5. Refined Concept



The Refined Concept has a total anticipated cost of \$80 million. Structural infrastructure that includes the in-water working dock, bulkhead repair, buildings, and lifts accounts for the largest expense (\$47.1 million). The cost estimate for the Refined Concept includes higher estimates for site preparation, structural infrastructure, design and project management, and contingency that are higher than the estimates for the Alternative Concepts. Most of the additional costs result from the development of additional mixed-use building space in the southwest corner of the site and more accurate costs for the bulkhead repair and lifts. Table 4-10 details the feasibility-level cost estimate summary for the Refined Concept. A full accounting of feasibility-level cost estimates for the Refined Concept can be found in Appendix D.

Table 4-10. Refined Concept Feasibility-Level Cost Estimate Summary

Schedule	Cost
Schedule A – Site Preparation	\$5,483,367
Schedule B – Belowground Utilities	\$315,000
Schedule C – Nonstructural Infrastructure	\$3,030,543
Schedule D – Structural Infrastructure	\$47,137,500
Schedule E – Design and Project Management	\$5,596,641
Schedule F – Contingency	\$18,468,915
Total	\$80,031,967

5 Implementation Strategy

Strategic and coordinated actions need to be identified and pursued to sequence the Boatyard improvements identified in the Refined Concept. This section identifies possible funding opportunities and recommends next steps for implementation of Boatyard improvements.

5.1 Funding

The funding sources summarized in Table 5-1 can fund planning, design, engineering, permitting, and construction of both infrastructure and buildings. Funding strategies and sources should be examined and updated throughout early steps, as grants and loans that flow from federal sources (either directly or through state programs) are updated monthly, sometimes weekly. Appendix E provides more information on the funding opportunities listed in the table below.

Table 5-1. Funding Opportunities

Funding Source	Amount	Allowable Uses	Match
Oregon			
Business Oregon Special Public Works Fund	\$10,000,000	Finances capital improvement (acquisition, preliminary and final design, and engineering) or planning projects (technical and financial feasibility studies) that assist in developing industrial lands, supporting an immediate job creation/retention/expansion opportunity, or replacement of essential community facilities.	Low interest rate is offered over a 30-year term.
Business Oregon Port Planning and Marketing Fund	\$50,000	Funds the planning or marketing project necessary for improving the port's ability to carry out its authorized functions or activities related to trade and commerce which includes port strategic plans.	None required.
Federal			
Economic Development Administration Public Works and Economic Adjustment Assistance Programs	Grant funding from \$100,000 to \$30 million. \$3M to \$5M typical.	Funds the planning and construction of infrastructure improvements, site acquisition, site preparation, and construction.	50% match.
EDA Planning and Local Technical Assistance	\$300,000	Funds planning and engineering of infrastructure improvements.	50% match.
USDOT MARAD Small Shipyards Grants	Average \$1 Million	Planning and construction for boatyard elements such as travel lifts, fire suppression systems, floating docks, and wash equipment.	25% match.
USDOT MARAD Port Infrastructure Development Program	No maximum	Supports the operational improvements at a port and infrastructure that supports seafood and seafood-related businesses.	20% match.

Notes

MARAD= USDOT Marine Administration.
 USDOT = U.S. Department of Transportation.

5.1.1 Astor-West Urban Renewal District

The study area is in the Astor-West Urban Renewal District, which allows for the use of tax increment financing (TIF) for financing improvements. TIF allows a jurisdiction to issue bonds to fund public improvements to support development activities within a designated increment area. As development occurs and the assessed values of the properties in the increment area increase, the future increased tax revenues pay off the debt on the improvements. TIF can be used to pay the costs of planning, design, acquisition, studies and surveys, site preparation, and the construction and installation of public improvements and other directly related costs.

The City of Astoria (City) is currently updating its Astor-West Urban Renewal District Plan with an estimated completion date in the third quarter of 2024. MFA recommends that Port staff coordinate with City planning staff to include Boatyard improvements such as site preparation and utility upgrades as target projects in the updates to the upcoming Astor-West Urban Renewal District Plan.

5.2 Implementation

The implementation plan that follows (Table 5-2) includes project actions with general timing and details linked to potential funding sources. Design and permitting for Boatyard improvements can start as early as the third quarter of 2024 and last until the beginning of 2029. Vertical construction of the enclosed work structures and mixed-use buildings can begin at the beginning of 2026 following the completion of utility upgrades and site preparation. In-water improvements, such as the bulkhead and east dock repair are programmed later in the schedule to account for a permitting period with the Army Corps of Engineers and Department of State Lands. An effective marketing plan should begin early to properly advertise key actions as they are completed through the Boatyard improvement period. Figure 5-2 provides a planning-level timeline of the critical paths for these efforts—some of which will be pursued in parallel. Worksheets detailing the steps of the implementation plan can be found in Appendix F.

Table 5-2. Key Actions by Category

Action	Description	Potential Funding Source	Timing/Status
Planning and Regulatory			
Plan Updates and Development	Update upcoming strategic plan with projects and plans for the Boatyard. Formally commit the site to Boatyard use.	PPMF, Port, TIF	Short Term
Update Capital Improvement	Add targeted Boatyard improvements to Capital Facilities Plan.	PPMF, Port	Short Term
Develop Site Plan	Generate planning and engineering documents for site improvements.	EDA TA, EDA EAA, SPWF, TIF	Short Term
Permitting	Initiate permitting process with the City and U.S. Army Corps of Engineers.	Port	Short Term
Infrastructure			
Site Preparation	Initiate erosion control, sediment disposal, and demolition of inadequate surfaces.	PIDP, SPWF, EDA TA, EDA EAA, TIF	Short Term
Utility Upgrades	Extend water, sanitary sewer, and electrical utilities throughout site.	PIDP, SPWF, EDA TA, EDA EAA, TIF	Short Term

Action	Description	Potential Funding Source	Timing/Status
Paving and striping	Repave site, and stripe or paint boat stalls.	PIDP, SPWF, EDA TA, EDA EAA, TIF	Short Term
150 MT Lift	Procure and install small boat lift.	PIPD, MARAD SSG	Short Term
Enclosed work structure (small vessel)	Construct small enclosed work structure.	PIDP, SPWF, EDA TA, EDA EAA, MARAD SSG	Short Term
Bulkhead Repair	Repair bulkhead on east side of the Boatyard.	PIDP, SPWF, EDA TA, EDA EAA, MARAD SSG	Short Term
East Dock Repair	Repair East Dock in existing location.	PIDP, SPWF, EDA TA, EDA EAA, MARAD SSG	Medium Term
Commercial and Office Entrance Area	Construct building fronting Gateway Avenue.	EDA TA, EDA EAA, MARAD SSG	Medium Term
Mixed-Use Building (South)	Construct southern mixed-use building.	EDA TA, EDA EAA, MARAD SSG, TIF	Medium Term
400 MT Lift	Procure and install large boat lift including necessary Boatyard structural improvements.	PIPD, MARAD SSG	Long Term
Enclosed work structures (large vessel)	Construct large enclosed work structure.	PIDP, SPWF, EDA TA, EDA EAA, MARAD SSG	Long Term
Mixed-Use Building (North)	Construct northern mixed-use building.	EDA TA, EDA EAA, MARAD SSG	Long Term
Funding			
Apply for Planning and Infrastructure Grants	Research and develop applications for grants for roadway and utility infrastructure improvements.	Port	Short Term
Astor-West Urban Renewal District	Coordinate with City planning staff to include targeted improvements in upcoming Astor-West plan update.	Port	Short Term
Apply for construction and procurement grants.	Research and develop applications for grants for procurement of travel lifts and Boatyard improvements including vertical construction.	Port	Medium Term
Marketing			
Develop Marketing Plan	Prepare a draft marketing plan framework.	PPMF	Medium Term
Notes		MT = metric ton. PIDP = Port Infrastructure Development Program. Port = Port of Astoria. PPMF= Business Oregon Port Planning and Marketing Fund. Short Term- 1-2 years. SPWF= Business Oregon Special Works Fund. TIF= tax increment financing.	
City = City of Astoria. EAA = Economic Adjustment Assistance from EDA. EDA = U.S. Economic Development Administration. EDA TA= EDA Technical Assistance. EDA EAA= EDA Economic Adjustment. Long Term= 5+ years. MARAD SSG = USDOT Marine Administration Small Shipyard Grant.			

Figure 5-2. Action Plan Timeline

Action	2024				2025				2026				2027				2028				2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site Preparation and Utilities			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Design and Permitting			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Utility Upgrades			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Site Preparation			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Pavement			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Vertical Construction			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█					
Enclosed Work Structures																							+	
Commercial and Office Entrance Area																								
Mixed-Use Buildings																							+	
Boatyard Infrastructure																								
Access Improvements																								
150 MT Lift																								
400 MT Lift																								
Boat Stalls																								
Bulkhead Repair																							+	
East Dock																							+	
Marketing Plan																								
Develop Marketing Plan																								
Implement Marketing Plan																							+	

Note
 + = Action items that are expected to last beyond the six-year period shown on the table.

Table 5-3 shows the opportunities and constraints identified in the existing conditions report and the associated Boatyard improvements and implementation actions that address them. All basic site needs, such as improved pavement and utilities, will be prioritized in the project schedule. The development of enclosed work structures and upgraded lift capacities address the majority of the structural constraints identified in the existing conditions report. Permitting concerns are addressed in cost and schedule considerations for each proposed improvement. All proposed Boatyard improvements in the Refined Concept enhance the marketability of the Boatyard and its ability to capture more of the West Coast boating market.

Table 5-3. Implementation Actions to Address Opportunities and Constraints

Identified Opportunity/Constraint	Implementation Actions
Existing power and sanitary sewer utilities will need to be upgraded and expanded to accommodate future development at the Boatyard.	<ul style="list-style-type: none"> • Site preparation • Utility upgrades
Repairs to the east dock, the bulkhead, and storage area pavement on the north side of the Boatyard may be required prior to, or during, development of the Boatyard.	<ul style="list-style-type: none"> • East dock repair • Bulkhead repair • Site preparation • Paving and striping
There is a lack of geotechnical and environmental information available regarding the conditions in dredge spoil piles.	<ul style="list-style-type: none"> • Site preparation
The Boatyard is geographically well-positioned to capture vessel maintenance projects from all over the West Coast.	<ul style="list-style-type: none"> • All proposed improvements
Recreational boating and commercial fishing have significant economic impacts in the area and create a market for future Boatyard developments.	<ul style="list-style-type: none"> • All proposed improvements
The majority (51 percent) of existing Boatyard users are recreational power or sailboat users. The Boatyard can strategically invest in amenities for this type of boat user to maximize market capture.	<ul style="list-style-type: none"> • 150 MT Lift • 400 MT Lift • Enclosed work structures
Traffic caused by the mixed-use developments envisioned in the <i>Port of Astoria Waterfront Master Plan</i> may interfere with future Boatyard activity.	<ul style="list-style-type: none"> • Access improvements
Most elements of the <i>Port of Astoria Boatyard and East Basin Plan</i> (feasibility study) Preferred Alternative Concept are supported by the advisory group besides maintenance of the existing 80 MT lift.	<ul style="list-style-type: none"> • 150 MT lift • 400 MT lift
Zoning and comprehensive planning documents support Boatyard improvements and activity considered in the current master planning process.	<ul style="list-style-type: none"> • All proposed improvements
In-water work required by any projects recommended in this plan will trigger the requirement for environmental permits - the time and cost of which must be incorporated early into the project schedule and scope.	<ul style="list-style-type: none"> • Permitting
Future developments within the 100-year floodplain will be required to adhere to specific development standards that will make development more expensive.	<ul style="list-style-type: none"> • Permitting
There is strong support among Boatyard users for a higher-capacity lift and for work buildings at the Port.	<ul style="list-style-type: none"> • 150 MT lift • 400 MT lift • Enclosed work structures

Identified Opportunity/Constraint	Implementation Actions
The community of local vendors and suppliers will lease space and contribute to future Boatyard buildings.	<ul style="list-style-type: none"> • Enclosed work structures • Mixed-use buildings • Commercial and office entrance area
The Boatyard is losing business it would otherwise attract if it contained a larger capacity lift and work buildings.	<ul style="list-style-type: none"> • 150 MT lift • 400 MT lift
Work buildings or shelters and more accessible and adequate power sources could significantly improve efficiency and job times for vendors and vessel owners.	<ul style="list-style-type: none"> • Enclosed work structures
<p>Note MT = metric ton.</p>	

DRAFT

References

Port. 2022. *Port of Astoria Waterfront Master Plan*. Port of Astoria & City of Astoria: Astoria, Oregon. March.

BST. 2022. *Port of Astoria Boatyard and East Basin Plan*. Port of Astoria: Astoria, Oregon. September 2.

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Limitations

The services undertaken in completing this report were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

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Appendix A

Existing Conditions Report



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Section	Findings
Plans & Regulations	<ul style="list-style-type: none"> • Traffic caused by the mixed-use developments envisioned in the Waterfront Master Plan may interfere with future Boatyard activity. • Most elements of the Boatyard and East Basin Plan (feasibility study) preferred alternative are supported by the advisory group besides maintenance of the existing 88 metric ton lift. • Zoning and comprehensive planning documents support Boatyard improvements and activity considered in the current master planning process. • In-water work required by any projects recommended in this plan will trigger the requirement for environmental permits - the time and cost of which must be incorporated early into the project schedule and scope. • Future developments within the 100-year floodplain will be required to adhere to specific development standards that will make development more expensive.
Community and Advisory Group Outreach	<ul style="list-style-type: none"> • There is strong support among Boatyard users for a higher capacity lift and work buildings at the Port. • The community of local vendors and suppliers will lease space and contribute to future Boatyard buildings. • The Boatyard is losing business it may otherwise attract if it contained a larger capacity lift and work buildings. • Work buildings or shelters and more accessible and adequate power sources could significantly improve efficiency and job times for vendors and vessel owners

Study Area

The Study Area is the Port’s existing Boatyard located on Pier 3, the westernmost of three Port-owned piers situated on the Columbia River (see Figure 1). The 16-acre Boatyard includes a haulout facility, bulkheads, dredge spoil piles, the east dock, and a DSL leased parcel containing a stormwater facility and riverwalk (See Figure 2). The Boatyard is currently used for haulout, maintenance, and storage. Services offered include an 88-ton travel lift, long-term boat and trailer parking, upland vessel storage, short-term vessel project areas (powered), and equipment rental. The Boatyard is a do-it-yourself (DIY) facility where Port staff operate the Travelift and washdown, but vessel owners and vendors perform the maintenance and repair work. Other elements of the existing Boatyard include the following:

- Fifty boat stations with electricity
- A washdown pad
- A drive-out service pier, accessed via a single trestle, that can be used to move supplies on and off vessels. This pier is currently limited due to cabling for fishing vessels and does not have the capacity to adequately serve vessels.

Infrastructure

The following sections provide background information and data on the current state of the Boatyard and supporting infrastructure based on CAD data, GIS maps, and a site visit on August 16, 2023. The Boatyard is orientated at an angle relative to the cardinal points and extends in a northwest direction into the Columbia River. For purposes of this document, the northwest section of Pier 3 will be referred to as the northern section, while the southeast section be deemed the southern section.

Utilities

The Boatyard contains both operational and abandoned utilities (see Figure 1). The abandoned utilities are located in the southeast section, adjacent to Portway Drive. The abandoned utilities include water and sanitary sewer lines that were part of a former Port warehouse building (Former Building) that was present on the site during the mid-20th century (Port GIS 2023).

The operational utilities at the Boatyard include the following:

Water Mains: The water mains are located on the northeast and southeast sections of the Boatyard. Approximately 2,600 linear feet of ductile iron water mains ranging from 6 to 10 inches in diameter supply potable water to existing facilities and boat stations, as measured from the Port of Astoria GIS webmap (Port GIS 2023).

Electrical Conduit: The conduit lines are located on the southwest and southeast sections of the Boatyard. Approximately 1,300 linear feet of electrical conduit house the electrical lines that provide electricity to 50 boat stations (Port GIS 2023).

Stormwater Pipe: The stormwater conveyance system for the Boatyard is located throughout the paved areas of the Boatyard.

The stormwater conveyance system consists of approximately 2,800 linear feet of gravity fed pipe ranging from 12 to 30 inches in diameter, 1,500 linear feet of pressurized 16-inch HDPE pipe, multiple catch basins and manholes, and a lift station (Port GIS 2023).

The stormwater conveyance system transports stormwater runoff from paved areas of the Boatyard to a stormwater treatment facility (The Stormwater Facility, see the Stormwater Facility section of this report).

The pressurized stormwater pipe and approximately 800 linear feet of gravity stormwater pipe were added to the site in 2016 as part of a Tier 2 stormwater improvement project. The 2016 updates allow the stormwater conveyance system to safely handle a 2-year, 24-hour storm event.

Haulout Facility

The Pier 3 haulout facility is located on the southeast section of the site (see Figure 2).

The haulout facility includes an 88 metric-ton (MT) lift, haulout piers consisting of concrete-filled steel piles topped with continuous concrete pile caps to hold the 88 MT lift, and a designated boat wash facility with supporting infrastructure located adjacent to the haulout piers (Port 2022a).

The haulout facility is designed to transfer vessels with maximum beams of 26 feet from Slip 2 to the designated boat wash facility before the vessel is transported to a workspace for storage/repair. The haulout facility was constructed in 2004 and 2005.

Pier 3 East Dock

The Pier 3 east dock is located just north of the haulout facility and runs in-water along the east side of Pier 3 (see Figure 2).

The Pier 3 east dock was once 90-feet wide and 1,400 feet long, but only a 25-foot wide by 300-foot section of the dock remains in operation (Port GIS 2023). The wood piles from the removed sections of the east dock remain in place, though most of the dock is in poor condition. The east dock can be

accessed from the Boatyard by either a small walkway located along the south side of the dock, or a larger gangway located on the north side of the dock.

A small portion on the north end of the east dock currently services vessels in need of minor in-water repairs, maintenance, or cabling.

Bulkhead and Dredge Spoils

Bulkhead: The Pier 3 bulkhead is located along the entire eastern side, as well as a shorter section on the northern side, of Pier 3 – the latter being the remains of what was once a barge slip (see Figure 2).

The bulkhead is made of timber planks that are believed to be held together with steel rods and is designed to prevent erosion of Pier 3 from wave action. Large sections of the bulkhead located north of the east dock have collapsed, whereas the bulkhead section located south of the east dock remains intact. No visual inspection was made of the bulkhead located on the northern side of Pier 3.

Dredge Spoils: Dredge spoil piles are located on the northern and southwestern sections of Pier 3. The pile in the northern section is approximately 1.7 acres in area and 9 feet in height and the southwestern pile is 1.25 acres in area and averages approximately 10 feet in height (see Figure 2).

The dredge spoils are from sediment removal operations around Port property. As of 2023, no sampling data can be found for the dredge spoil pile. Approximately 1,600 cubic yards of dredge spoils are in the organized piles.

Storage Areas

The Boatyard has storage space located throughout the paved and gravel surface areas of the site (see Figure 2).

Storage space is located on approximately 13 acres of paved surface and approximately 1 acre of gravel surface. 50 marked boat stations are located on the paved surface along with an unknown number of additional unmarked boat stations. The gravel surface includes a limited number of workshop spaces in the form of containers. There is a lack of fencing around the entire property.

The paved portion of Pier 3 began servicing vessels between 2004 and 2005. About half of the paved portion of Pier 3 was leased to a logging company for lumber storage between 2011 and 2019. After 2019, the paved portion of Pier 3 that was once used for lumber storage has mainly remained empty, with a small portion being used for long term vessel storage.

Stormwater Facility

The Stormwater Facility is located on the southwest section of the Boatyard (see Figure 2).

The Stormwater Facility was constructed in 2016 and consists of a 0.4-acre forebay, a 0.7-acre settling pond, four parallel vegetated swales that are 14 feet in width and 340 feet in length, and supporting manholes and pipes that convey treated stormwater to a site outfall located on the west side of Pier 3.

Stormwater enters the forebay inlet from a pressurized pipe, where sediment is separated from the stormwater. The sediment settles at the bottom of the forebay, while the stormwater discharges from the forebay into the treatment pond, where additional settling occurs. Upon additional settling, the stormwater discharges through oyster mat shell filters before entering a series of biofiltration swales.

After percolating through the biofiltration swales, the treated stormwater enters a conveyance system that transports the stormwater to an outfall located on the west side of Pier 3, where it discharges into the Columbia River. This process cleans the stormwater and removes surface-based contamination.

DSL Leased Property & Riverwalk

A public park is located on a parcel that runs along the west side of the Boatyard (see Figure 2).

The parcel is 10.41 acres in size and includes a 7,000 square foot paved parking lot with 10 parking stalls, along with 1,300 feet of paved pedestrian trails extending along the western shoreline of Pier 3. The Stormwater Facility is also located within the parcel.

The parcel was leased by the Port from the Department of State Lands (DSL) in 2006 and is currently in the 17th year of a 20-year lease agreement with DSL.

Market Analysis

BST Associates and PBS Engineering and Environmental authored the Port of Astoria Boatyard and East Basin Plan (feasibility study) to inform future development decisions at the Boatyard (Port 2022a). The plan includes a preliminary buildout plan for recommended site improvements for cost estimating purposes, and preliminary development cost estimates based on stakeholder outreach, a market analysis, and an analysis of both commercial and recreational boating activities. The plan alternatives consider construction and improvement of Boatyard elements including an environmental building (to protect vessels from the elements), additional dock space, covered workshop/storage space, a restroom building, and boat lifts with capacities ranging from the existing 88 MTs to 500 MTs.

Boatyard Trends and Potential Market

The Boatyard increased in activity between 2017 and 2021 and reached its all-time peak in 2021 with 228 haulouts. The revenue generated from the Boatyard increased by an average 8.1 percent per year between 2011 and 2021 and the operating cost only increased by an average of 4 percent annually during the same period. In 2021, recreational power boats brought in the most revenue (39 percent) among Boatyard users, followed by commercial fishing boats (32 percent), recreational sailboats (19 percent), and other users (10 percent). The Boatyard faces a disadvantage to competition that can serve boats requiring greater lift capacity.

Commercial Fishing Trends

The commercial fishing industry is concentrated in a few ports across the state, one of which is Astoria (Port 2022a). Market analysis of commercial fishing trends reveals that the total number of commercial fishing boats in Oregon, Washington, and Alaska have declined over recent decades. The Astoria Port commercial fishing group (consisting of Astoria/Hammond) generates an economic impact in the region amounting to 1,440 jobs and \$697 million in total output annually.

Recreational Boating Trends

The recreational boating fleet has also experienced a decline in numbers over the past two decades (Port 2022a). This decline in the recreational fleet, however, is made up mostly of smaller boats. The number of large boats has increased at the Port over the past two decades. Clatsop County had more boating activity than any other region in the state in the third quarter of 2017 (Port 2022a). Recreational fishing is a major driver of recreational boating. The local economic impact of the Buoy 10 recreational salmon fishery, a major driver of recreational boat use in Astoria, was \$7.8 million in

2021. Businesses that service recreational boats generated an estimated output of \$297 million and 1,051 jobs in 2020.

Recommendations

The feasibility study recommends maintaining use of the existing 88 MT lift and providing support facilities such as an environmental work building upgraded electrical infrastructure, a restroom, service pier, and a storage/workshop space. The feasibility study found that increasing the size of the lift would currently be financially infeasible due to the cost of support infrastructure and recommends upgrades to or replacement of the existing lift pier and lift with a new lift of with the same capacity. The feasibility study recommends implementing a 300 MT lift if the Port chooses to add a larger lift and has the resources for lift infrastructure improvements in the future.

Plans and Regulations

This section summarizes the relevant plans, zoning code, and policy that may influence the development of the Boatyard Master Plan.

Port of Astoria Waterfront Master Plan

The 2022 Waterfront Master Plan provides a roadmap for investment and development for the Pier 1 study area, a Port owned industrial waterfront site along the Columbia River approximately 0.2 miles east of the Boatyard study area (Port 2022b). The Pier 1 study area currently consists of the west Mooring Basin, Bornstein Seafoods Facility, the Astoria Riverwalk Inn, The Red Building, The Cannery Pier Hotel, and the Chinook Building (Port 2022b). The plan provides strategies for attracting new industrial and commercial development with emphasis on the working waterfront and connection to marine heritage. The plan identifies the aging population of the area, lack of affordable housing for workers, and low-income levels as the main economic considerations for redevelopment. The following goals are provided as criteria for successful implementation of the framework plan (Port 2022b):

- Strengthen Astoria's working waterfront with a mix of uses and ongoing private investment.
- Make a place for Astorians.
- Establish long-term community support.
- Contribute to the financial stability and prosperity of the Port, City, and region.
- Support living wage jobs.
- Establish an enduring framework plan that is flexible to new opportunities and resilient to changing economic conditions.

The Master Plan envisions a mixed-use development at the Pier 1 waterfront site that would include industrial, hotel, market, and public uses as well as transportation improvements to roadways, pedestrian paths, and the waterfront trolley. The impacts of pedestrian and vehicle traffic generated by future Pier 1 developments on future Boatyard use should be considered during the Boatyard Master planning development.

Zoning

The study area is located in the Marine Industrial Shorelands zone, which has been implemented by the City of Astoria to "manage shorelands in urban and urbanizable areas especially suited for water-

dependent uses and to protect these shorelands for water-dependent industrial, commercial and recreational use” (Astoria Development Code Section 2.650).

Marine Industrial Shorelands (S1)

Land uses that are either permitted outright or allowed and conditionally in the S1 Zone are shown in Table 3, below.

Table 3. Marine Industrial Shoreland Permitted Uses

Permitted Outright	Conditionally Permitted
<ul style="list-style-type: none"> • Water-dependent industrial use • Water-dependent commercial use • Water-dependent recreational facilities, including boat ramp, dock, moorage and marina for commercial and recreational marine craft. • Other water-dependent commercial and recreational uses • Shoreline stabilization. • Navigational aide • Temporary dike for emergency flood protection limited to 60 days, subject to State and Federal regulations. • Water-related commercial and industrial use • Transportation facilities. 	<ul style="list-style-type: none"> • Retail trade facility for the sale of products such as ice, bait, tackle, charts, gasoline or other products incidental to, or used in conjunction with a water-dependent use. • Eating and drinking establishment which provides a view of the waterfront, and which is in conjunction with a water-dependent use such as a marina or seafood processing plant. • Water-related recreational use. • Aquaculture facility. • on-water-dependent and non-water-related use which is accessory to and in conjunction with permitted water-dependent and water-related use. • Non-water dependent and non-water related uses may be located in existing, under-utilized buildings provided the use does not preclude future water-dependent or water related uses.

Source: Astoria Development Code Sections 2.655-2.600

The following development standards and procedural requirements are relevant to the development considered under the Boatyard Master Plan (Astoria Development Code Section 2.665):

- Water-dependent recreation and water-dependent commercial uses shall be located so as not to interfere with water-dependent marine industrial uses of areas.
- There shall be no height limitation for structures sited within the Marine Industrial Shorelands Zone.
- Accessory structures in the Marine Industrial Shorelands Zone are limited in size to a maximum of ten percent of the lot or parcel size.
- All uses shall comply with applicable lighting standards in Section 3.128.
- All uses shall comply with the requirements of Section 3.215 for outdoor storage areas.

Urban Renewal District (Astor-West)

The study area is located in the Astor-West Urban Renewable district which allows for the use of Tax Incremental Financing (TIF) for financing improvements.

Comprehensive Plan

The City of Astoria Comprehensive Plan provides a framework to guide specific land use regulations and development patterns throughout the City. This is accomplished by adopting land use policies specific to various natural, built, and social environments, consistent with state-wide planning goals. As this document relates to the study area, The City of Astoria has adopted policies and regulations

specifically for development that may occur in the City of Astoria's estuarian and shoreland environments. These policies and regulations are contained in Comprehensive Plan sections 130-186 (Aquatic and Shoreland). While this document outlines allowed uses and other development considerations, it should be noted that pertinent regulations increase in specificity when codified in the municipal code; therefore, allowed uses and development standards should be taken from the municipal code and the Comprehensive Plan should only be referenced as needed to demonstrate on a policy scale that specific uses or plans for development of the study area are allowed.

According to the City of Astoria Comprehensive Plan section 165, the study area is regulated by policies and standards contained in the Port of Astoria Subarea Plan. This plan includes shorelands and aquatic areas around the Port of Astoria piers, along with the rest of the City's waterfront. Policies contained in this plan that may be relevant to development in the study area include the following:

- Comprehensive Plan 165(G)(2) - The 10-acre aquatic development parcel west of Pier 3 may be developed as part of a specific proposal to fully utilize the filled area inclusive of slip 2, the 2.1-acre fill, Pier 3, and the existing filled area adjacent to Pier 3.
- Comprehensive Plan 165(G)(3) - The 10-acre aquatic development area shall be developed using piling to the maximum extent feasible.
- Comprehensive Plan 165(G)(4) - Filling shall only be allowed for water-dependent uses. Specific proposals for the extent of fill or pile in the area west of Pier 3 must be justified at the time of permit application, specifically addressing physical and biological effects on the area west of Pier 3.

While filling of the aquatic area adjacent to Pier 3 isn't specifically in the master plan, it is worth noting that the City of Astoria has considered an allowance for this type of development action in the event that future redevelopment determines the need for additional land necessary for port operations.

In-Water Development Regulations

The master plan does not currently propose work below the Mean Higher High Water Mark (otherwise considered as in-water work) of the Columbia River; however, this section will briefly discuss the regulatory environment applicable to in-water work in the event that in-water work becomes necessary to support buildout of the development aspects contained in the master plan, or to accommodate future development plans.

In-water work is regulated at all three levels of government – federal (Section 10 and 404 of the Clean Water Act [CWA]), state – Oregon Department of State Lands and Oregon Department of Environmental Quality, and local – City of Astoria. Federal regulations are administered by the United States Army Corps of Engineers (the USACE). The USACE has strict permitting requirements for any structure (Section 10 CWA) or discharge of fill material (Section 404 CWA) that is placed in-water. The permitting process is led by the USACE, who will coordinate with other federal and state agencies (U.S. Fish and Wildlife Service, National Marine Fisheries Service, Oregon State Historic Preservation Office, Local Tribes, etc.) to ensure that in-water development would not impact aquatic resources, historic or cultural artifacts, or disrupt a Tribes usual and accustomed use of the shoreline. The permitting process required by the USACE can be lengthy, and oftentimes exceed well over a year for review.

State agencies will also review the permitting package prepared for the USACE. This package is collectively referred to as a Joint Permit Application. The state agencies will review the package for compliance with state-level regulations for the protection of ecological function and value of shorelines. Often, the primary difference in expectation between the regulations of federal government and state government is the best management practices proposed during construction to protect aquatic environments and life, and mitigation measures proposed to offset any detrimental impact to the environment or aquatic species. The challenge here is that the state agencies typically require intensive best management practices and mitigation measures, so developing construction practices and a mitigation plan that meets both federal and state requirements should be a key goal for expedited permit review when preparing the permit application packages. While the federal permitting pathway typically has the longest prevailing review time, the state follows close behind with permit review times often ranging from 9-12 months.

The City regulations are those discussed in the section above. The Marine Industrial Shorelands zone in which the study area is located allows in-water work either outright or conditionally. The in-water work permitting process at the local level is typically much quicker as the federal and state agencies review the project for potential impacts to aquatic species and habitats, which is the primary issue for in-water work. The city will review for compliance with development standards, which is typically a streamlined process that can be completed (land use review) in 4-6 months.

Floodplain Development

According to FEMA flood insurance rate map, panels 41007C0228E and 41007C0236E, and City of Astoria online GIS mapping, portions of the study area are within Zone AE (100-year floodplain) where there is a base flood elevation of 12 feet North American Vertical Datum of 1988 (NAVD 88). Please see Figure 4 for the areas of 100-year floodplain that intersect with the study area.

Development in the 100-year floodplain is regulated at the local level by the City of Astoria. All proposed structures and development activities at or below elevation 12 feet NAVD 88 would be subject to regulation under City of Astoria Development Code, Article 14: Flood Hazard Overlay Zone (14.520-14.545). These regulations include special requirements for all development activities, such as anchoring all substantial improvements to minimize impacts from floodwaters, use of certain building materials that are waterproof, restrictions on the type of subgrade improvements that are allowed, etc. The City of Astoria will review a development proposal's compliance with these floodplain regulations under a flood zone permit application.

Community Outreach

BST conducted outreach as a part of the Boatyard and East Basin Plan. Feedback was sought from over 30 stakeholders including vessel owners, service providers, Port staff, Port Commissioners, and others to determine the main characteristics and needs of the Boatyard. Based on stakeholder feedback, key characteristics and considerations of the Boatyard include the Boatyard as an important community and commercial asset, the importance of the Boatyard to facilitation of service providers, the need for buildings to shelter vessels from the elements, the size limitations of the existing lift, and the importance of fiscal responsibility in Port decision making and investments.

An online survey was conducted as a part of the Boatyard and East Basin Plan outreach process. The respondents of the survey include owners of commercial fishing boats, owners of recreational power and sail boats, fishing guides, and other boat owners. Responses determine existing Boatyard customers use the Boatyard mainly because of convenience and proximity, not because of the accessibility and quality of services offered. The survey also reflects the existing Boatyard users'

desire for covered boat storage and larger lifts at the Boatyard. Additional survey responses reflect a need for improved security and a concern for cost increase as a result of improvements made at the Boatyard.

Advisory Group Feedback

The Port established an advisory group of key Boatyard stakeholders to participate in the current Boatyard master planning process. The advisory group includes commercial fishermen, service vendors, boat suppliers, and a yacht broker. Six of the advisory group members were interviewed and asked a series of questions related to the existing conditions and future use of the Boatyard. This section summarizes the feedback collected during the advisory group outreach process. The questions posed to advisory group interviewees are included as an Attachment.

Both recreational and commercial boaters have several options for boat storage and servicing along the West Coast. Advisory group members generally consider the Boatyard's location and convenience of access as its main appeal. Some advisory group members also consider the do-it-yourself (DIY) character and access to local small-business vendors as key benefits for existing users. Existing commercial and recreational boaters of the advisory group enjoy the proximity of Englund Marine for readily available boat materials. Local vendors and suppliers have the opportunity and capacity to grow with future Port investments.

Members of the advisory group recognize Boatyard drawbacks including insufficient lift capacity, lack of adequate infrastructure, and inconsistency of Port direction. Several advisory group members believe the Port is losing crucial business to other West Coast Port's such as Port Townsend, Reedsport, Newport, Ilwaco, Toledo, Port Angeles, Blaine, Bellingham, and others with larger lift and storage capacity. Existing vendors and boat owners are limited in their ability to complete repair and maintenance work including sand blasting, washing, and painting due to the lack of shelter from year-round windy conditions. Existing users also state the lack of access to power sources with adequate voltage for tool operation as a drawback of the existing Boatyard. Advisory group members view some shifts in Port leadership, goals, and vision as an impediment to cohesive progress for Boatyard development. Table 2 summarizes advisory group feedback related to opportunities and constraints of the existing Boatyard and recommendations for future boatyard planning and development.

Table 2. Summary of Advisory Group Feedback

Opportunities	Constraints	Recommendations
<ul style="list-style-type: none"> • Convenience and ease of access • Support for local vendors, small and local businesses, and do-it yourself boat maintenance • Good and long-standing relationship with the Port • Existing lift capacity suits needs • Affordability 	<ul style="list-style-type: none"> • Lack of lift capacity • Lack of boat shelter, storage, and workspace • Lack adequate vendors/staff to satisfy service needs • Lack of vendor workspace, offices, and storage • Shortage of access to adequate power supply for both vendors and DIY maintenance • Inconsistency of Port commission direction • Lack of safety measures for vendors (fire suppression hoses and eye wash) 	<ul style="list-style-type: none"> • Increase lift capacity to capture more of the West Coast market. • Build a boat storage and maintenance facility. • Build a facility to host vendor workspaces, storage space, and offices so that more work can be done in the winter. • Create a one-stop-shop: hire a boatyard management company to run all services, supplies, and vending. • Increase marketing for services and new investments.

Summary of Opportunities and Constraints

Opportunities

Site

The site is well positioned for convenient access to commercial and recreational boaters living in the region. DIY boat maintenance and small service vendors are an attraction and keep the cost down for Boatyard customers. Port customers have ready access to supplies from Englund Marine, across the street from the Boatyard.

The Boatyard has a flat, paved and graveled surface with flexibility for various future development options. Existing stormwater and potable water infrastructure are adequate to serve new development at the Boatyard. The lease to the Department of State lands ends in three years, providing an opportunity to expand future development and activities at the Boatyard.

Economics

Recreational and commercial boat users have a significant and growing economic impact on the Port and City of Astoria, The Port is well-positioned to build on marine economic development through its investments at the Boatyard and to capture more of the West Coast regional business. This growth would support local businesses such as existing Boatyard vendors, Englund Marine, and others.

Policy

The Port’s vision for the Boatyard aligns with the allowed uses under zoning law and comprehensive planning in the study area. The feasibility study conducted in the Boatyard and East Basin Plan shows that most investments in infrastructure at the Port are in demand and financially feasible. The Port can utilize TIF to finance future Boatyard projects because it is in the Astor-West Urban Renewal district.

Constraints

Site

The Boatyard requires infrastructure investment to accommodate future Boatyard development. The Boatyard will require improvements to sanitary sewer and electrical utilities. The timber use in the north part of the storage area left pavement in poor condition. The bulkhead requires repair and will continue leading to erosion until repairs are made. The dredge spoils at the Boatyard have not yet been characterized for environmental contamination or geotechnical integrity. The cost of removal of dredge spoils and magnitude of liability to the Port are contingent on the characterization of the dredge material.

Most existing vendors do not have adequate shelter to conduct work during poor weather conditions. Many West Coast boat users opt to use other boatyards because of the Boatyard's lack of lift capacity and storage and maintenance facilities. Some boat users are not even aware of the Boatyard because of its lack of marketing.

Economics

The decrease in fleet size, especially in the number of small vessels, will mean there are fewer boats to utilize the Port's lower-capacity travel lift. The growing number of larger boats in commercial and recreational fleets will require storage and service at boatyards with larger lift capacity. The Port is in favor of developing larger lift capacity, but the Boatyard and East Basin Plan found that increasing the capacity of the lift by any amount is currently financially infeasible.

Policy

Any future in-water work will require extensive and lengthy federal and state permitting processes through Section 10 and Section 404 of the CWA and Joint Permit Applications. Development in the Boatyard will also be subject to floodplain management regulations which will influence building standards and development costs.

Attachments

References

Limitations

Figures

Advisory Group Interview Questions

References

Port. 2022a. *Port of Astoria Boatyard and East Basin Plan*. Port of Astoria. Astoria, Oregon. September 2.

Port. 2022b. *Port of Astoria Waterfront Master Plan*. Port of Astoria & City of Astoria. Astoria, Oregon. March.

Port GIS. 2023. *Port of Astoria 2023*. (n.d.). map. Retrieved October 5, 2023, from <https://gis.cartomation.com/portofastoria/gis/> .

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Figures



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Legend

-  Site Boundary
-  Tax Lot

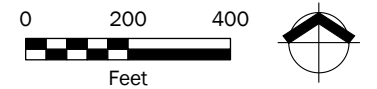
Data Sources
 Aerial photograph obtained from the State of Oregon (2022); tax lot data obtained from Clatsop County (2023).

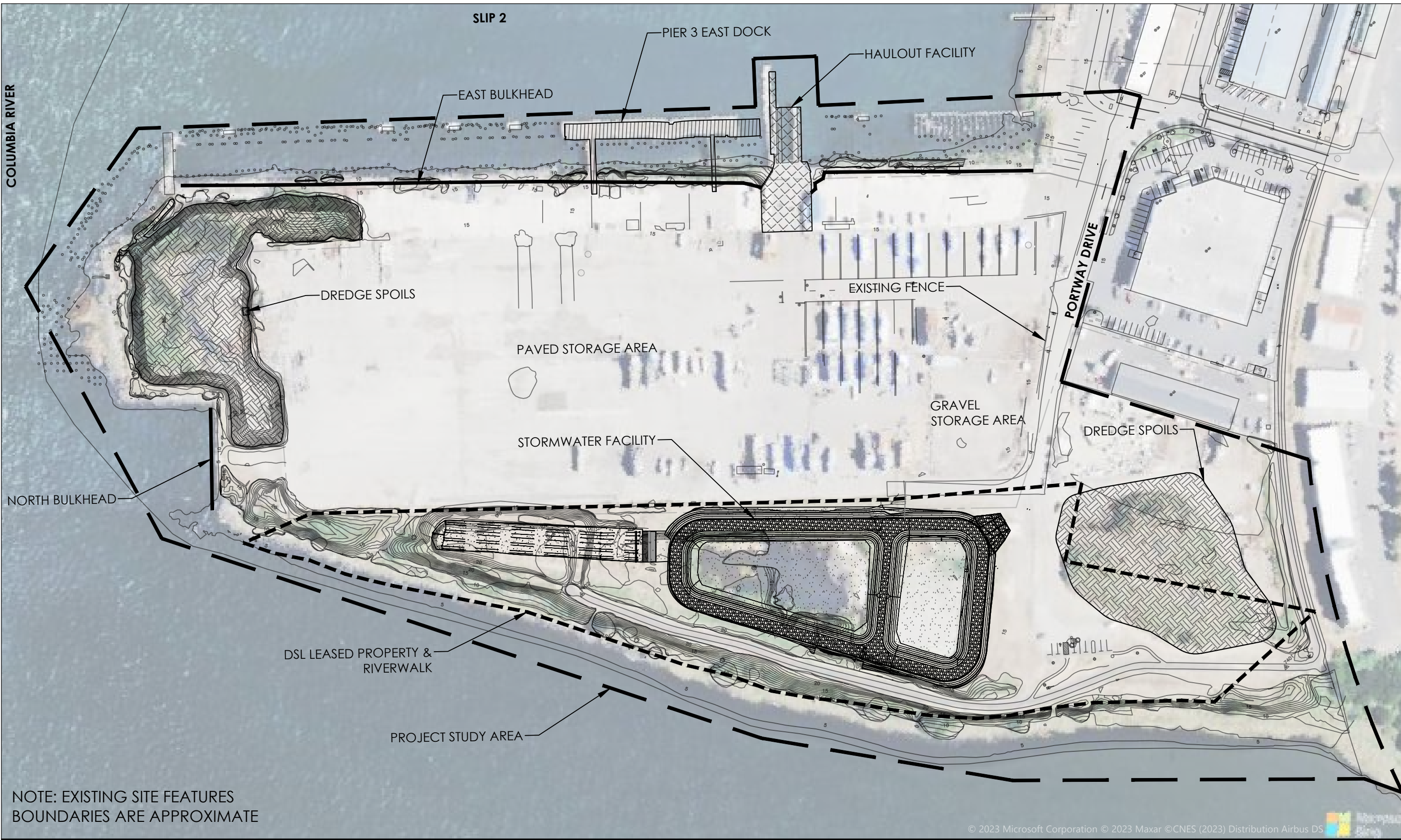


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Figure 1
Context Map

Port of Astoria
 Pier 3 Master Plan
 Astoria, OR



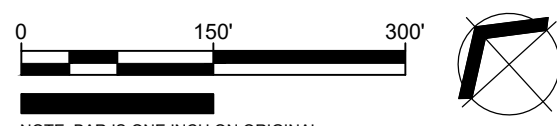


NOTE: EXISTING SITE FEATURES BOUNDARIES ARE APPROXIMATE

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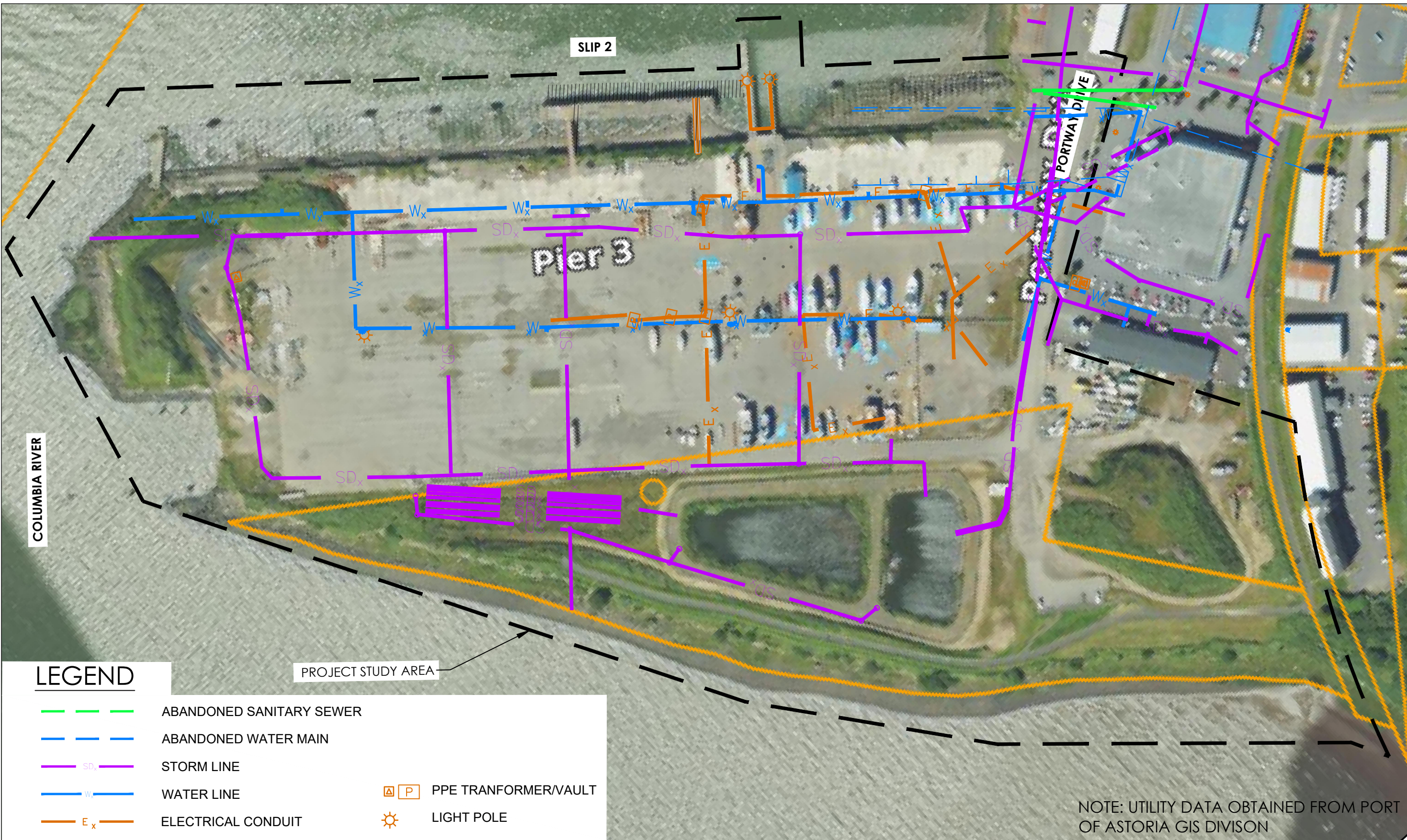


This figure prepared as supplemental visual information only and should not be used for construction purposes. Only plan sheets approved, stamped and signed by a registered professional engineer in the state of governing jurisdiction shall be used for construction. Additionally, only plans approved by the applicable governing jurisdiction(s) shall be used for final construction unless otherwise expressly noted in writing by the engineer of record.










NOTE: BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALE ACCORDINGLY.

Figure 2
Existing Site Features
 Port of Astoria Pier 3 Master Plan Project
 Astoria, Oregon -- 81 --



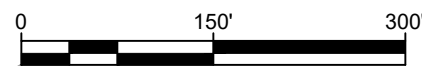
LEGEND

-  ABANDONED SANITARY SEWER
-  ABANDONED WATER MAIN
-  STORM LINE
-  WATER LINE
-  ELECTRICAL CONDUIT
-  PPE TRANSFORMER/VAULT
-  LIGHT POLE

NOTE: UTILITY DATA OBTAINED FROM PORT OF ASTORIA GIS DIVISION

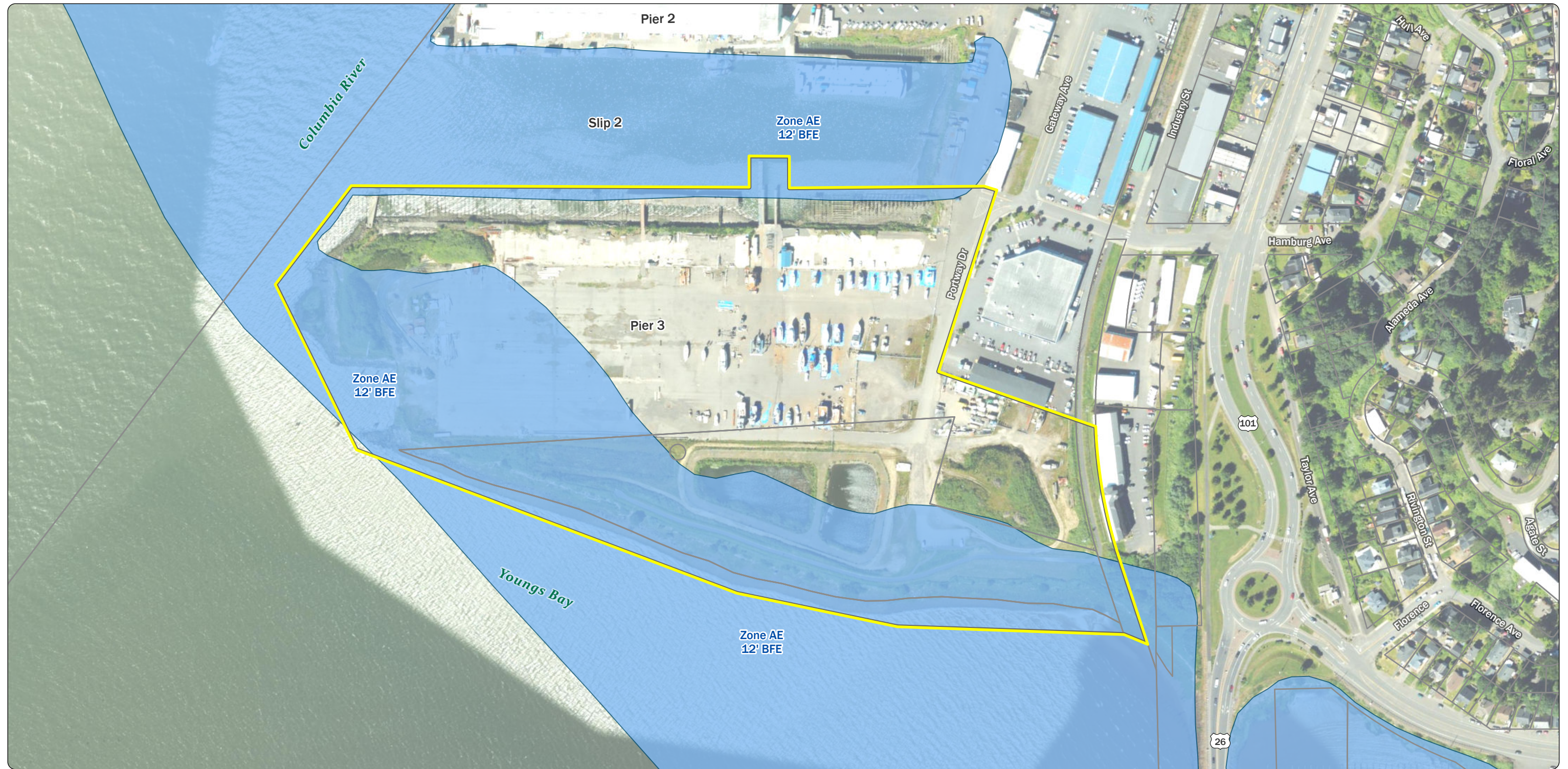


This figure prepared as supplemental visual information only and should not be used for construction purposes. Only plan sheets approved, stamped and signed by a registered professional engineer in the state of governing jurisdiction shall be used for construction. Additionally, only plans approved by the applicable governing jurisdiction(s) shall be used for final construction unless otherwise expressly noted in writing by the engineer of record.



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Figure 3
Existing Utilities Map
 Port of Astoria Pier 3 Master Plan Project
 Astoria, Oregon -- 82 --



Notes
 Flood elevations are relative to the North American Vertical Datum of 1988.
 BFE = base flood elevation.
 FEMA = Federal Emergency Management Agency.

Data Sources
 Flood zones obtained from the FEMA (effective 3/17/2010); aerial photograph obtained from the State of Oregon (2022); tax lot data obtained from Clatsop County (2023).

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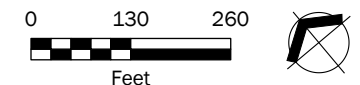
- Legend**
-  Site Boundary
 -  Tax Lot
 -  FEMA 100-Year Flood Zone

Figure 4
FEMA Flood Zones
 Port of Astoria
 Pier 3 Master Plan
 Astoria, OR



Attachment

Advisory Group Interview Questions



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Advisory Group Interview Questions

1. What type of Boatyard user are you? (commercial, recreational, service etc.?)
2. What are the primary reasons that you use this Port/Marina?
3. For commercial vessel owners: how many trips/off-loads do you conduct per season?
4. What existing services do you like at the Boatyard? What missing services would you like to see at the Boatyard?
5. What additional buildings or infrastructure would benefit Boatyard users?
6. Would the lack of electrical hook-ups at a Boatyard force you to use an alternate boatyard?
7. If you own a vessel that the existing lift cannot handle, where do you have your vessel hauled out?
8. Would you use Pier 3 to haul out your [larger] vessel if the Port had a larger lift? If not, why?
9. What are the greatest opportunities at the boatyard? What are the greatest constraints?

Appendix B

Alternative Concept Designs

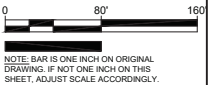


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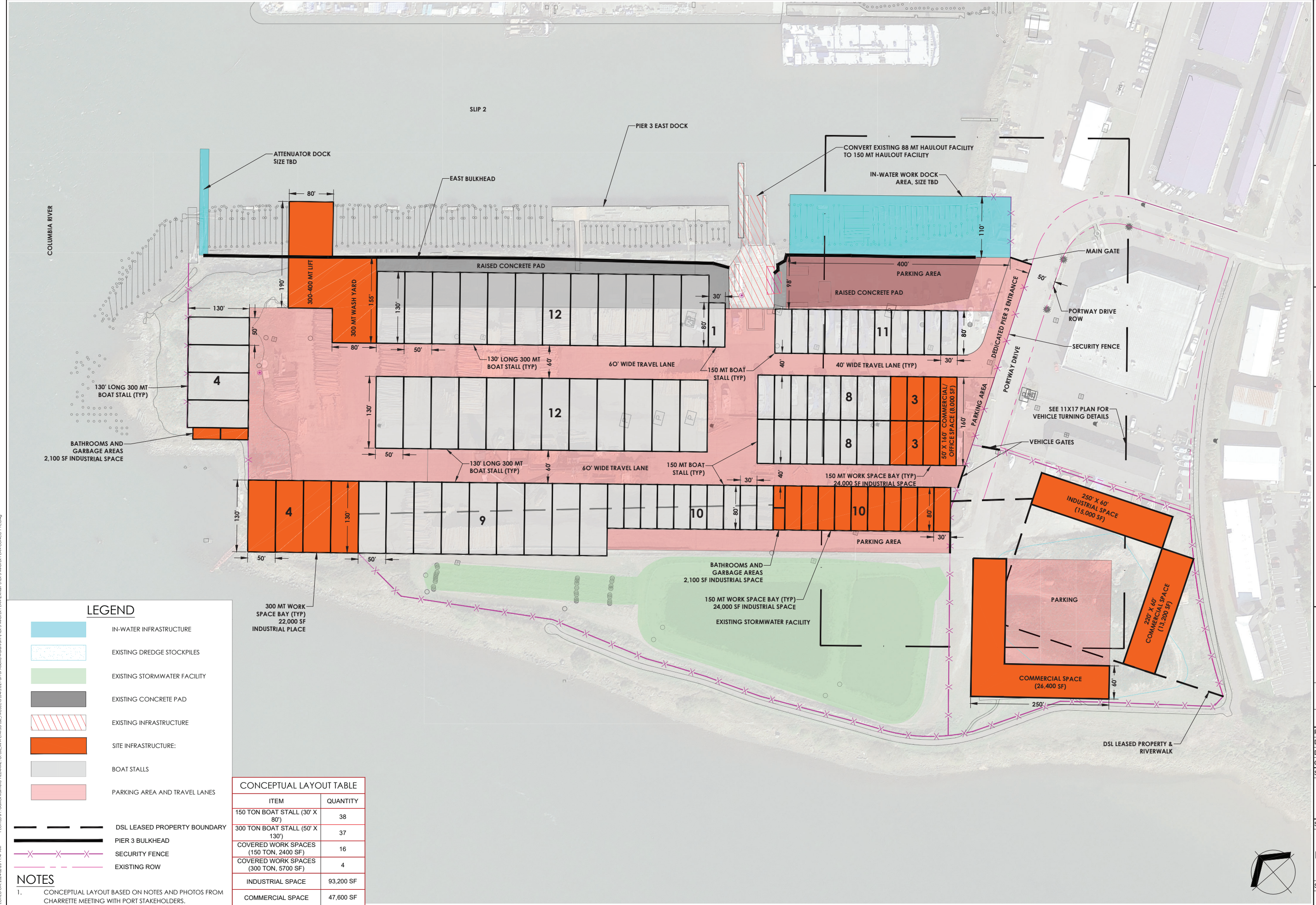
PORT OF ASTORIA PIER 3 MASTER PLAN
 PORT OF ASTORIA
 ASTORIA, OREGON

ISSUE	DATE	DESCRIPTION

PROJECT: 0475.02.19
 DESIGNED: MFA
 DRAWN: MFA
 CHECKED: MFA
 SCALE



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 SHEET TITLE
 PORT OF ASTORIA PIER 3 MASTER PLAN CONCEPT 1
 SHEET
 FIGURE 1



LEGEND

- IN-WATER INFRASTRUCTURE
- EXISTING DREDGE STOCKPILES
- EXISTING STORMWATER FACILITY
- EXISTING CONCRETE PAD
- EXISTING INFRASTRUCTURE
- SITE INFRASTRUCTURE:
- BOAT STALLS
- PARKING AREA AND TRAVEL LANES

- DSL LEASED PROPERTY BOUNDARY
- PIER 3 BULKHEAD
- SECURITY FENCE
- EXISTING ROW

NOTES
 1. CONCEPTUAL LAYOUT BASED ON NOTES AND PHOTOS FROM CHARRETTE MEETING WITH PORT STAKEHOLDERS.

CONCEPTUAL LAYOUT TABLE	
ITEM	QUANTITY
150 TON BOAT STALL (30' X 80')	38
300 TON BOAT STALL (60' X 130')	37
COVERED WORK SPACES (150 TON, 2400 SF)	16
COVERED WORK SPACES (300 TON, 5700 SF)	4
INDUSTRIAL SPACE	93,200 SF
COMMERCIAL SPACE	47,600 SF

PLOTTED BY: Corina Komaris FILENAME: G:\00_MFA_Civil\3D\00_PROJECTS\0475.02\Port of Astoria\Waterfront\Pier 3 Master Plan\CONCEPT 1.dwg

ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST

Maul Foster Alongi, Inc.

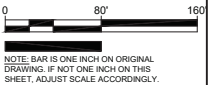
Concept 1

Schedule A - Site Prep				
Description	Quantity	Unit	Unit Cost	Total Cost
A.1 Mobilization	5%			\$ 1,234,000
A.2 Erosion Control	1	LS	\$ 50,000	\$ 50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$ 1,068,300
A.4 Demo of Inadeqaute Surfaces	60,000	SY	\$ 20	\$ 1,200,000
Subtotal Schedule A:				\$ 3,553,000
Schedule B - Below Ground Utilities				
Schedule B description	Quantity	Unit	Unit Cost	Total Cost
B.1 Water	600	LF	\$ 125	\$ 75,000
B.2 Storm	500	LF	\$ 100	\$ 50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000.0	\$ 100,000
B.4 Electrical	3,000	LF	\$ 30	\$ 90,000
Subtotal Schedule B:				\$ 315,000
Schedule C - Non Structural Infrastructure				
Schedule C description	Quantity	Unit	Unit Cost	Total Cost
C.1 150 MT Boat Stalls (Stripes or Paint)	8,360	LF	\$ 2	\$ 16,720
C.5 130' 300 MT Boat Stalls (Stripes or Paint)	13,320	LF	\$ 2	\$ 26,640
C.6 Security Fencing	3,900	LF	\$ 35	\$ 136,500
C.7 Access Gates	4	EA	\$ 4,000	\$ 16,000
C.8 Concrete Pads	-	SF		\$ -
C.9 New Pavement (8" thick HMA)	13,333	TON	\$ 150	\$ 2,000,000
Subtotal Schedule C:				\$ 2,196,000
Schedule D - Structural Infrastructure				
Schedule D description	Quantity	Unit	Unit Cost	Total Cost
D.1 Bulkhead Repair	1,000	LF	\$ 550	\$ 550,000
D.2 150 Ton Lift and Wash Area	1	EA	\$ 1,500,000	\$ 1,500,000
D.3 300 Ton Lift and Wash Area	1	EA	\$ 6,500,000	\$ 6,500,000
D.4 East Dock	44,000	SF	\$ 50	\$ 2,200,000
D.5 150 Ton Covered Work Area	38,400	SF	\$ 25	\$ 960,000
D.6 300 Ton Covered Work Area	26,000	SF	\$ 25	\$ 650,000
D.7 Port Office	8,000	SF	\$ 115	\$ 920,000
D.8 Industrial Buildings	19,200	SF	\$ 105	\$ 2,016,000
D.9 Commercial Buildings	39,600	SF	\$ 115	\$ 4,554,000
Subtotal Schedule D:				\$ 19,850,000
Construction Subtotal:				\$ 25,914,000
Schedule E - Design and Permitting				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.5 Design and Permitting	10%			\$ 2,591,400
Subtotal Schedule E:				\$ 2,592,000
Schedule F - Contingency				
Schedule F description	Quantity	Unit	Unit Cost	Total Cost
F.1 Contingency (30%)	30%		-	\$ 8,552,000
Subtotal Schedule 'F':				\$ 8,552,000
PROJECT TOTAL:			\$	37,058,000
Schedule G - Additional Items from The Port				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.1				\$ -
E.2				\$ -
E.3				\$ -
E.4				\$ -
E.5				\$ -
E.6				\$ -
E.7				\$ -
E.8				\$ -
E.9				\$ -
E.10				\$ -
E.11				\$ -
Subtotal Schedule E:				\$ -

PORT OF ASTORIA PIER 3 MASTER PLAN
 PLAN
 PORT OF ASTORIA
 ASTORIA, OREGON

ISSUE	DATE	DESCRIPTION

PROJECT: 0475.02.19
 DESIGNED: MFA
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 SCALE



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 SHEET TITLE
 PORT OF ASTORIA PIER 3 MASTER PLAN CONCEPT 2

SHEET
 FIGURE 2



LEGEND

- WORK PIER
- EXISTING DREDGE STOCKPILES
- EXISTING STORMWATER FACILITY
- EXISTING CONCRETE PAD
- EXISTING INFRASTRUCTURE
- SITE INFRASTRUCTURE:
- BOAT STALLS
- PARKING AREA AND TRAVEL LANES
- DSL LEASED PROPERTY BOUNDARY
- PIER 3 BULKHEAD
- SECURITY FENCE
- EXISTING ROW

CONCEPTUAL LAYOUT TABLE	
ITEM	QUANTITY
150 TON BOAT STALL (30' X 80')	56
300 TON BOAT STALL (50' X 130')	27
COVERED WORK SPACES (150 TON, 2400 SF)	10
COVERED WORK SPACES (300 TON, 6500 SF)	5
INDUSTRIAL SPACE	96,100 SF
COMMERCIAL SPACE	35,000 SF

NOTES
 1. CONCEPTUAL LAYOUT BASED ON NOTES AND PHOTOS FROM CHARRETTE MEETING WITH PORT STAKEHOLDERS.

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ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST
Maul Foster Alongi, Inc.

Concept 2

Schedule A - Site Prep				
Description	Quantity	Unit	Unit Cost	Total Cost
A.1 Mobilization	5%			\$ 1,316,000
A.2 Erosion Control	1	LS	\$ 50,000	\$ 50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$ 1,068,300
A.4 Demo of Inadeqaute Surfaces	60,000	SY	\$ 20	\$ 1,200,000
Subtotal Schedule A:				\$ 3,635,000

Schedule B - Below Ground Utilities				
Schedule B description	Quantity	Unit	Unit Cost	Total Cost
B.1 Water	600	LF	\$ 125	\$ 75,000
B.2 Storm	500	LF	\$ 100	\$ 50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000	\$ 100,000
B.4 Electrical	3,000	LF	\$ 30	\$ 90,000
Subtotal Schedule B:				\$ 315,000

Schedule C - Non Structural Infrastructure				
Schedule C description	Quantity	Unit	Unit Cost	Total Cost
C.1 150 MT Boat Stalls (Stripes or Paint)	12,320	LF	\$ 2	\$ 24,640
C.2 130' 300 MT Boat Stalls (Stripes or Paint)	9,720	LF	\$ 2	\$ 19,440
C.3 Security Fencing	3,700	LF	\$ 35	\$ 129,500
C.4 Access Gates	4	EA	\$ 4,000	\$ 16,000
C.5 Concrete Pads	20,000	SF	\$ 5	\$ 100,000
C.6 New Pavement (8" thick HMA)	15,000	TON	\$ 150	\$ 2,250,000
Subtotal Schedule C:				\$ 2,540,000

Schedule D - Structural Infrastructure				
Schedule D description	Quantity	Unit	Unit Cost	Total Cost
D.1 Bulkhead Repair	1,000	LF	\$ 550	\$ 550,000
D.2 150 Ton Lift and Wash Area	1	EA	\$ 1,500,000	\$ 1,500,000
D.3 300 Ton Lift and Wash Area	1	EA	\$ 6,500,000	\$ 6,500,000
D.4 East Dock	60,000	SF	\$ 50	\$ 3,000,000
D.5 150 Ton Covered Stalls	24,000	SF	\$ 25	\$ 600,000
D.6 300 Ton Covered Stalls	32,500	SF	\$ 25	\$ 812,500
D.7 Port Office		EA		\$ -
D.8 Industrial Buildings	39,600	SF	\$ 105	\$ 4,158,000
D.9 Commercial Buildings	35,000	SF	\$ 115	\$ 4,025,000
Subtotal Schedule D:				\$ 21,146,000
Construction Subtotal:				\$ 27,636,000

Schedule E - Design and Permitting				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.1 Design and Permitting	10%			\$ 2,763,600
Subtotal Schedule E:				\$ 2,764,000

Schedule 'F' - Contingency				
Schedule F description	Quantity	Unit	Unit Cost	Total Cost
F.1 Contingency (30%)	30%		-	\$ 9,120,000
Subtotal Schedule 'F':				\$ 9,120,000

PROJECT TOTAL: \$ 39,520,000

Schedule E - Additional Items from The Port				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.1				\$ -
E.2				\$ -
E.3				\$ -
E.4				\$ -
E.5				\$ -
E.6				\$ -
E.7				\$ -
E.8				\$ -
E.9				\$ -
E.10				\$ -
E.11				\$ -
Subtotal Schedule E:				\$ -

ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST

Maul Foster Alongi, Inc.

Concept 3

Schedule A - Site Prep				
Description	Quantity	Unit	Unit Cost	Total Cost
A.1 Mobilization	5%	LS		\$ 1,253,800
A.2 Erosion Control	1	LS	\$ 50,000	\$ 50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$ 1,068,300
A.4 Demo of Inadeqaute Surfaces	60,000	SY	\$ 20	\$ 1,200,000
Subtotal Schedule A:				\$ 3,573,000

Schedule B - Below Ground Utilities				
Schedule B description	Quantity	Unit	Unit Cost	Total Cost
B.1 Water	600	LF	\$ 125	\$ 75,000
B.2 Storm	500	LF	\$ 100	\$ 50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000	\$ 100,000
B.4 Electrical	3,000	LF	\$ 30	\$ 90,000
Subtotal Schedule B:				\$ 315,000

Schedule C - Non Structural Infrastructure				
Schedule C description	Quantity	Unit	Unit Cost	Total Cost
C.1 150 MT Boat Stalls (Stripes or Paint)	9,460	LF	\$ 2	\$ 18,920
C.2 180' 300 MT Boat Stalls (Stripes or Paint)	9,660	LF	\$ 2	\$ 19,320
C.3 Security Fencing	3,400	LF	\$ 35	\$ 119,000
C.4 Access Gates	4	EA	\$ 4,000	\$ 16,000
C.5 Concrete Pads	-	SF		\$ -
C.6 New Pavement (8" thick HMA)	13,333	TON	\$ 150	\$ 2,000,000
Subtotal Schedule C:				\$ 2,174,000

Schedule D - Structural Infrastructure				
Schedule D description	Quantity	Unit	Unit Cost	Total Cost
D.1 Bulkhead Repair	1,000	LF	\$ 550	\$ 550,000
D.2 150 Ton Lift and Wash Area	1	EA	\$ 1,500,000	\$ 1,500,000
D.3 300 Ton Lift and Wash Area	1	EA	\$ 6,500,000	\$ 6,500,000
D.4 East Dock	50,000	SF	\$ 50	\$ 2,500,000
D.5 150 Ton Covered Stalls	16,800	SF	\$ 25	\$ 420,000
D.6 300 Ton Covered Stalls	36,000	SF	\$ 25	\$ 900,000
D.7 Port Office	1	EA	\$ 300,000	\$ 300,000
D.8 Industrial Buildings	31,300	SF	\$ 105	\$ 3,286,500
D.9 Commercial Buildings	37,500	SF	\$ 115	\$ 4,312,500
Subtotal Schedule D:				\$ 20,269,000
Construction Subtotal:				\$ 26,331,000

Schedule E - Design and Permitting				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.1 Design and Permitting	10%			\$ 2,633,100
Subtotal Schedule E:				\$ 2,634,000

Schedule 'F' - Contingency				
Schedule F description	Quantity	Unit	Unit Cost	Total Cost
F.1 Contingency (30%)	30%		-	\$ 8,690,000
Subtotal Schedule 'F':				\$ 8,690,000

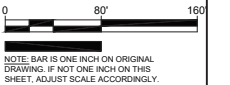
PROJECT TOTAL: \$ 37,655,000

Schedule E - Additional Items from The Port				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.1				\$ -
E.2				\$ -
E.3				\$ -
E.4				\$ -
E.5				\$ -
E.6				\$ -
E.7				\$ -
E.8				\$ -
E.9				\$ -
E.10				\$ -
E.11				\$ -
Subtotal Schedule E:				\$ -

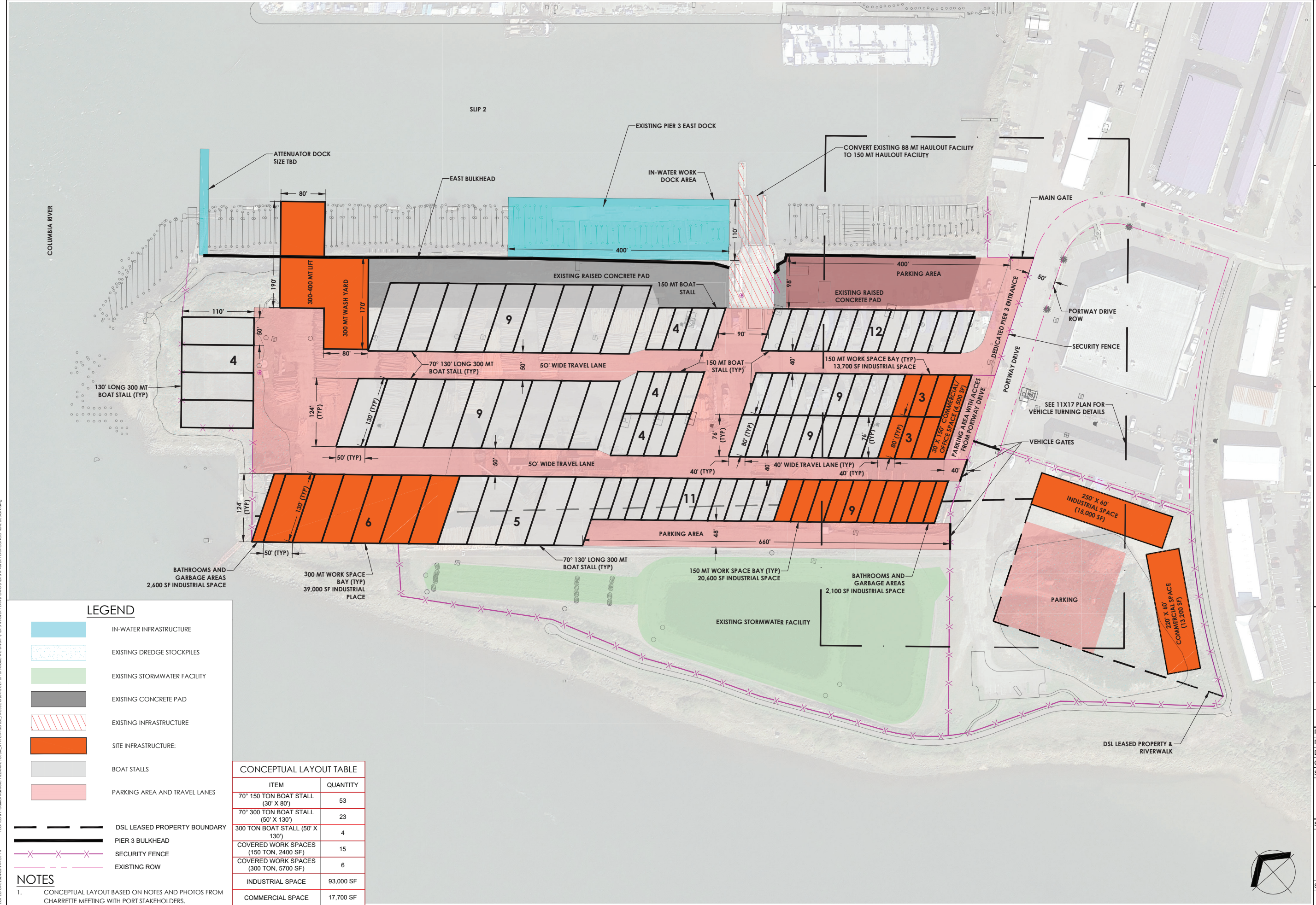
PORT OF ASTORIA PIER 3 MASTER PLAN
 PLAN
 PORT OF ASTORIA
 ASTORIA, OREGON

ISSUE	DATE	DESCRIPTION

PROJECT: 0475.02.19
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 PORT OF ASTORIA PIER 3 MASTER PLAN PA CONCEPT
 SHEET
 FIGURE 1



LEGEND

- IN-WATER INFRASTRUCTURE
- EXISTING DREDGE STOCKPILES
- EXISTING STORMWATER FACILITY
- EXISTING CONCRETE PAD
- EXISTING INFRASTRUCTURE
- SITE INFRASTRUCTURE:
- BOAT STALLS
- PARKING AREA AND TRAVEL LANES
- DSL LEASED PROPERTY BOUNDARY
- PIER 3 BULKHEAD
- SECURITY FENCE
- EXISTING ROW

CONCEPTUAL LAYOUT TABLE	
ITEM	QUANTITY
70° 150 TON BOAT STALL (30' X 80')	53
70° 300 TON BOAT STALL (50' X 130')	23
300 TON BOAT STALL (50' X 130')	4
COVERED WORK SPACES (150 TON, 2400 SF)	15
COVERED WORK SPACES (300 TON, 5700 SF)	6
INDUSTRIAL SPACE	93,000 SF
COMMERCIAL SPACE	17,700 SF

NOTES
 1. CONCEPTUAL LAYOUT BASED ON NOTES AND PHOTOS FROM CHARRETTE MEETING WITH PORT STAKEHOLDERS.

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ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST

Maul Foster Alongi, Inc.

Preferred Alternative Concept

Schedule A - Site Prep					
Description	Quantity	Unit	Unit Cost	Total Cost	
A.1 Mobilization	5%			\$	1,076,100
A.2 Erosion Control	1	LS	\$ 50,000	\$	50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$	1,068,300
A.4 Demo of Inadeqaute Surfaces	60,000	SY	\$ 20	\$	1,200,000
Subtotal Schedule A:					\$ 3,395,000

Schedule B - Below Ground Utilities					
Schedule B description	Quantity	Unit	Unit Cost	Total Cost	
B.1 Water	600	LF	\$ 125	\$	75,000
B.2 Storm	500	LF	\$ 100	\$	50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000	\$	100,000
B.4 Electrical	3,000	LF	\$ 30	\$	90,000
Subtotal Schedule B:					\$ 315,000

Schedule C - Non Structural Infrastructure					
Schedule C description	Quantity	Unit	Unit Cost	Total Cost	
C.1 70° 150 MT Boat Stalls (Stripes or Paint)	11,660	LF	\$ 2	\$	23,320
C.2 70° 300 MT Boat Stalls (Stripes or Paint)	8,395	LF	\$ 2	\$	16,790
C.3 130' 300 MT Boat Stalls (Stripes or Paint)	1,440	LF	\$ 2	\$	2,880
C.4 Security Fencing	4,050	LF	\$ 35	\$	141,750
C.5 Access Gates	4	EA	\$ 4,000	\$	16,000
C.6 Concrete Pads	-	SF		\$	-
C.7 New Pavement (8" thick HMA)	13,333	TON	\$ 150	\$	2,000,000
Subtotal Schedule C:					\$ 2,201,000

Schedule D - Structural Infrastructure					
Schedule D description	Quantity	Unit	Unit Cost	Total Cost	
D.1 Bulkhead Repair	1,000	LF	\$ 550	\$	550,000
D.2 150 Ton Lift and Wash Area	1	EA	\$ 1,500,000	\$	1,500,000
D.3 400 Ton Lift and Wash Area	1	EA	\$ 6,500,000	\$	6,500,000
D.4 East Dock	44,000	SF	\$ 50	\$	2,200,000
D.5 150 Ton Covered Work Area	34,350	SF	\$ 25	\$	858,750
D.6 300 Ton Covered Work Area	39,000	SF	\$ 25	\$	975,000
D.7 Port Office	4,500	SF	\$ 115	\$	517,500
D.8 Industrial Buildings	19,700	SF	\$ 105	\$	2,068,500
D.9 Commercial Buildings	13,200	SF	\$ 115	\$	1,518,000
Subtotal Schedule D:					\$ 16,688,000
Construction Subtotal:					\$ 22,599,000

Schedule E - Design and Permitting					
Schedule E description	Quantity	Unit	Unit Cost	Total Cost	
E.5 Design and Permitting	10%			\$	2,259,900
Subtotal Schedule E:					\$ 2,260,000

Schedule F - Contingency					
Schedule F description	Quantity	Unit	Unit Cost	Total Cost	
F.1 Contingency (30%)	30%		-	\$	7,458,000
Subtotal Schedule 'F':					\$ 7,458,000

PROJECT TOTAL: \$ 32,317,000

Appendix C

Refined Concept Renderings



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PORT OF ASTORIA: PIER 3

CONCEPTUAL BOAT YARD SITE PLAN



BUILDING A

TYPE: INDUSTRIAL
 SIZE: 40,300 SF
 RESTROOMS/GARBAGE: 2,600 SF
 BOAT STALLS: 5 COVERED BOAT STALLS
 (130' LONG 400 MT STALLS)

BUILDING B

TYPE: INDUSTRIAL
 SIZE: 19,300 SF
 RESTROOMS/GARBAGE: 2,100 SF
 BOAT STALLS: 5 COVERED BOAT STALLS
 (80' LONG 150 MT STALLS)

BUILDING C

TYPE: MIXED-USE
 SIZE: 15,600 SF
 INDUSTRIAL: 10,600 SF
 OFFICE: 4,000 SF
 RESTROOMS/GARBAGE: 1,000 SF
 BOAT STALLS: 2 COVERED BOAT STALLS
 PARKING: 13 PARKING SPACES

BUILDING D

TYPE: MIXED-USE
 SIZE: 33,100 SF (1-STORY)
 INDUSTRIAL: 28,300 SF
 OFFICE: 4,800 SF
 PARKING: 23 PARKING SPACES

BUILDING E

TYPE: MIXED-USE
 SIZE: 44,600 SF (2-STORY)
 1ST FLOOR - INDUSTRIAL: 18,300 SF
 1ST FLOOR - OFFICE : 4,000 SF
 2ND FLOOR - OFFICE : 22,300 SF
 PARKING: 52 PARKING SPACES

BOAT STALLS & PARKING

BOAT STALL SIZE: 80' LONG 150 MT STALLS
 QUANTITY: 76 (69 OPEN, 7 COVERED)
 BOAT STALL SIZE: 130' LONG 400 MT STALLS
 QUANTITY: 23 (18 OPEN, 5 COVERED)
 PARKING: 55 PARKING SPACES (SOUTH LOT)
 51 PARKING SPACES (NORTH LOT)




Appendix D

Refined Concept Cost Estimates



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Title: Refined Concept - Anticipated Cost		 MAUL FOSTER ALONG I 2140 NE Broadway Portland, OR 97232 360.694.2691 (p) www.maulfooster.com	
Project:	Port of Astoria Pier 3 Master Plan		
Client:	Port of Astoria		
Project #/Task:	M0475.02.19		Initial
Prepared By:	G. Kalmeta		GK
Checked By:	S. Frost		SF
Date:	5/15/2024		
Revision #.:	4		

Cost Estimate Summary - Feasibility Level

Schedule 'A' - Site Preparation	\$	5,483,367
Schedule 'B' - Below Ground Utilities	\$	315,000
Schedule 'C' - Non Structural Infrastructure	\$	3,030,543
Schedule 'D' - Structural Infrastructure	\$	47,137,500
Schedule 'E' - Design and Project Management	\$	5,596,641
Schedule 'F' - Contingency	\$	18,468,915
Total:	\$	80,031,967

Assumptions:

1. This opinion of probable costs is based on a conceptual facility design and is intended for planning purposes only.
2. This cost estimate assumes that the existing gravel surfacing will be adequate for reuse as a base for new asphalt pavement.
3. The cost estimate assumes that the stockpiled dredge spoils has no market value.
4. This cost estimate assumes all new pavement surfacing for the entire site.
5. This cost estimate uses new pavement in place of concrete foundations for proposed structures.
6. The costs represented in the estimate are for fully installed improvements.
7. Costs are based on prevailing wages.
8. Contingency costs include permitting fees, system development charges, inflation, regionality, and construction materials variance.
9. Miscellaneous Bulkhead costs include construction and removal of temporary retaining wall, furnishing and installation of steel anchor piles, furnishing and installation of pile system, and installation of bull rail and cap beam.
10. The costs associated with the bulkhead repair obtained from the Rehab Bulk Repair Project for Pier 2. That project did not include quantity estimates, so total costs were broken down to a per liner foot cost and multiplied by the projected length of the pier 3 bulkhead repair.

ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST

Maul Foster Alongi, Inc.

Schedule A - Site Prep				
Description	Quantity	Unit	Unit Cost	Total Cost
A.1 Mobilization	5%			\$ 2,665,067
A.2 Erosion Control	1	LS	\$ 50,000	\$ 50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$ 1,068,300
A.4 Demo of Inadequate Surfaces	85,000	SY	\$ 20	\$ 1,700,000
Subtotal Schedule A:				\$ 5,483,367

Schedule B - Below Ground Utilities				
Schedule B description	Quantity	Unit	Unit Cost	Total Cost
B.1 Potable Water Main	600	LF	\$ 125	\$ 75,000
B.2 Storm Drainage Collection and Conveyance	500	LF	\$ 100	\$ 50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000	\$ 100,000
B.4 Electrical	3,000	LF	\$ 30	\$ 90,000
Subtotal Schedule B:				\$ 315,000

Schedule C - Non Structural Infrastructure				
Schedule C description	Quantity	Unit	Unit Cost	Total Cost
C.1 80' Length Angled Boat Stalls (Stripes or Paint)	15,180	LF	\$ 2	\$ 30,360
C.2 130' Length Angled Boat Stalls (Stripes or Paint)	5,110	LF	\$ 2	\$ 10,220
C.3 130' Length Boat Stalls (Stripes or Paint)	1,440	LF	\$ 2	\$ 2,880
C.4 Security Fencing	4,050	LF	\$ 35	\$ 141,750
C.5 Access Gates	3	EA	\$ 4,000	\$ 12,000
C.6 New Pavement (8" thick HMA)	18,889	TON	\$ 150	\$ 2,833,333
Subtotal Schedule C:				\$ 3,030,543

Schedule D - Structural Infrastructure				
Schedule D description	Quantity	Unit	Unit Cost	Total Cost
D.1 Furnish and Install Bulkhead Wall	1,000	LF	\$ 5,200	\$ 5,200,000
D.2 Structural Backfill for Bulkhead Wall	1,000	LF	\$ 2,900	\$ 2,900,000
D.3 Miscellaneous Bulkhead Costs	1,000	LF	\$ 3,000	\$ 3,000,000
D.4 150 MT Lift and Wash Area Pile System	1	EA	\$ 1,300,000	\$ 1,300,000
D.5 150 MT Lift Dredging	1	EA	\$ 70,000	\$ 70,000
D.6 150 MT Lift and Wash Area Bracing and Slab	1	EA	\$ 450,000	\$ 450,000
D.7 150 MT Lift and Wash Area Accessories	1	EA	\$ 100,000	\$ 100,000
D.8 150 MT Lift	1	EA	\$ 1,500,000	\$ 1,500,000
D.9 400 MT Lift and Wash Area Pile System	1	EA	\$ 1,700,000	\$ 1,700,000
D.10 400 MT Lift Dredging and Timber Pile Removal	1	EA	\$ 100,000	\$ 100,000
D.11 400 MT Lift and Wash Area Bracing and Slab	1	EA	\$ 900,000	\$ 900,000
D.12 400 MT Lift and Wash Area Accessories	1	EA	\$ 150,000	\$ 150,000
D.13 400 MT Lift	1	EA	\$ 5,500,000	\$ 5,500,000
D.14 East Dock	44,000	SF	\$ 162	\$ 7,128,000
D.15 Attenuator	3,000	SF	\$ 150	\$ 450,000
D.16 150 MT Enclosed Work Structure (BLDG B)	19,300	SF	\$ 100	\$ 1,930,000
D.17 400 MT Enclosed Work Structure (BLDG A)	40,300	SF	\$ 100	\$ 4,030,000
D.18 Port Office (BLDG C)	15,600	SF	\$ 115	\$ 1,794,000
D.19 Mixed Use Building (BLDG D)	33,100	SF	\$ 115	\$ 3,806,500
D.20 Mixed Use Building (BLDG E)	44,600	SF	\$ 115	\$ 5,129,000
Subtotal Schedule D:				\$ 47,137,500
Construction Subtotal:				\$ 55,966,411

Schedule E - Design and Permitting				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.5 Design and Permitting	10%			\$ 5,596,641
Subtotal Schedule E:				\$ 5,596,641

Schedule F - Contingency				
Schedule F description	Quantity	Unit	Unit Cost	Total Cost
F.1 Contingency (30%)	30%		-	\$ 18,468,915
Subtotal Schedule 'F':				\$ 18,468,915

PROJECT TOTAL: \$ 80,031,967

Appendix E

Funding Matrix



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Category	Federal/State	Funding Agency	Grant	Website	Match Required	Maximum Award	Timing	Contact	Uses
Grants									
Infrastructure	Federal	US Department of Transportation	Port Infrastructure Development Program	https://www.grantsolutions.gov/gs/pr_eaward/previewPublicAnnouncement.do?id=109944	20% required match	No maximum award size	5/10/2024	Wade Morefield PIDPgrants@dot.gov 202-366-6025	Funding for operational improvements and infrastructure that supports seafood and seafood-related businesses.
Infrastructure	Federal	US Department of Transportation Maritime Marine Administration	Small Shipyard Grants	https://www.maritime.dot.gov/grants-finances/small-shipyard-grants	At least 25% of grant project costs	Average is \$1 million, \$8,750,000 is currently in the fund	8/5/2024	David M. Heller smallshipyardgrants@dot.gov	Provides funding for: <ul style="list-style-type: none"> • Qualified shipyard facilities that will be effective in fostering efficient, competitive operations, and quality ship construction, repair, and reconfiguration. • Training of workers in shipbuilding, ship repair, and associated industries • Boatyard elements such as travel lifts, fire suppression systems, floating docks, wash equipment.
Infrastructure	Federal	US Department of Transportation	Rebuilding American Infrastructure with Sustainability and Equity Grant Program	https://www.grants.gov/search-results-detail/351205	20% required match	\$25 million	FY 2025 Deadline: 01/13/2025	Andrea Jacobson RAISE Program Manager andrea.jacobson@dot.gov	Funding to support the planning, engineering, and construction of Port infrastructure.
Planning and Marketing	State	Business Oregon	Port Planning and Marketing Fund	https://www.oregon.gov/biz/programs/PPMF/Documents/2022%20PPMF%20Guide%20Final.pdf	None required	\$50,000	Rolling	Melanie Olson 503-801-7155 melanie.olson@biz.oregon.gov	Funds the planning or marketing project necessary for improving the port's ability to carry out its authorized functions or activities related to trade and commerce. The fund also supports updates to Port Strategic Plans.
Planning and Engineering	Federal	Economic Development Agency	Planning and Local Technical Assistance Program	https://grants.gov/search-results-detail/332127	EDA Investment Rate for Planning Awards The Federal share of a Planning award generally may not exceed 50% of the total cost of the project.	\$300,000	Applications are accepted on a continuing basis and processed as received. This Planning and Local Technical Assistance opportunity will remain in effect until superseded by a future announcement.	J. Wesley Cochran jcochran@eda.gov (206) 561-6646	Funds planning and engineering of infrastructure improvements.
Planning, Engineering, and Construction	Federal	Economic Development Agency	Public Works and Economic Adjustment Assistance Programs	https://grants.gov/search-results-detail/346815	50% required match	\$100,000 up to \$300 million	Applications are accepted on a continuing basis and processed as received. This Adjustment Assistance Program opportunity will remain in effect until superseded by a future announcement.	J. Wesley Cochran jcochran@eda.gov (206) 561-6647	Funds the planning and engineering of infrastructure improvements, site acquisition, site preparation, and construction.
Financing									
Infrastructure	State	Business Oregon	Special Public Works Fund	https://www.oregon.gov/biz/Publications/SPWF.pdf	Low-cost financing	\$10 million	Rolling	503-986-0123 business.oregon@oregon.gov	Provides funds for capital improvement (acquisition, preliminary and final design, & engineering) or planning projects (technical and financial feasibility studies) that assist in developing industrial lands, supporting an immediate job creation/retention/expansion opportunity, or replacement of essential community facilities.

Appendix F

Implementation Worksheets



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Phasing Assumptions
Short-term: 1-2 years Medium-term: 2-5 years Long-term: 5+ years
Cost Assumptions
See Cost Assumptions sheet

Note: Estimated Costs include design and permitting costs.

Name	Description	Estimated Cost	Timing
Utility Upgrades	Upgrades to site utilities are necessary to accommodate proposed improvements in the Boatyard Master Plan. Necessary upgrades include installation of 600 LF of 12" Ductile Iron Pipe for water conveyance, 500 LF of 12" Schedule A Storm Pipe, and 3,000 LF of Electrical Conduit. Utility upgrades will be completed in conjunction with site preparation and development build-out.	\$346,500	Short-term
Site Preparation	Preparation for site development includes mobilization, erosion control, sediment disposal, and demolition of inadequate surfaces. Site preparation will be completed in conjunction with utility upgrades and development build-out.	\$6,031,924	Short-term
Access Improvements	Site access is provided along Gateway Drive. Proposed improvements to access include four new vehicle gates and security fencing.	\$169,125	Short-term
Pavement	Existing pavement at the Boatyard is damaged due to years of use as a timber lay down area. Development of new boat stalls and other Boatyard improvements, including parking areas, will require 18,889 tons of new pavement across the site.	\$3,116,667	Short-term
Boat Stalls	The Boatyard will include a variety of striped or painted open-aired boat stalls including angled 150 MT (80' long) Boat Stalls, angled 400 (130' long) MT Boat Stalls, and no-angle 400 (130' long) MT Boat Stalls.	\$47,806	Short-term
Small Lift	A 150-Metric Ton (MT) Boat Lift (Small Lift) will replace the existing 80-MT Lift. Construction of the new lift will require dredging and installation of a bracing slab, a pile system, and the lift with accessories. The upgraded lift capacity will allow for safer lift of larger vessels and expanded boatyard services.	\$3,762,000	Short-term
Large Lift	The northern portion of the Boatyard will be dedicated to ships hoisted by the 400-MT Boat Lift (Large Lift). Construction of the new lift will require dredging and installation of a bracing slab, a pile system, and the lift with accessories. The upgraded lift capacity will allow for larger vessels and expanded potential boatyard services.	\$9,185,000	Long-term
Bulkhead Repair	The Pier 3 bulkhead extends along the pier's entire eastern side and a section of its northern side. Large sections of the bulkhead located north of the east dock have collapsed, whereas the bulkhead section located south of the east dock remains intact. The bulkhead requires repair and will continue to erode until repairs are made.	\$12,210,000	Short-term
Enclosed Work Structures	Enclosed work structures will expand available services at the Boatyard and attract more users. There are two enclosed work structures proposed for the Boatyard. One structure will include five covered working spaces totaling 19,300 SF dedicated to small boats and the other structure will provide five covered working spaces totaling 40,300 SF dedicated to large boats.	\$6,556,000	Medium-term
East Dock Repair and Attenuator	The Pier 3 east dock is located just north of the existing haulout facility and runs in-water along the east side of the pier. The existing dock is small and in poor condition. A 400' x 110' dock will be constructed in the location of the existing dock for in water work.	\$8,335,800	Medium-term
Commercial and Office Entrance Area	15,600 SF of commercial/office space with a parking area fronting Gateway Drive will provide an office location for the Port and other vendors. The building will be branded with the Port logo and act as an entrance to the site.	\$1,973,400	Short-term
Mixed Use Buildings	Two buildings containing industrial and commercial space will be constructed on the southwest corner of the Boatyard. The mixed use building will expand available services at the Boatyard and attract more users.	\$9,829,050	Medium-term
Marketing	Actively marketing available commercial, office, and industrial space to attract vendors to the Boatyard. The expansion of services and capabilities offered at the Boatyard will attract new users.	\$50,000	Short-term

Title:	Refined Concept - Anticipated Cost	
Project:	Port of Astoria Pier 3 Master Plan	
Client:	Port of Astoria	
Project #/Task:	M0475.02.19	Initial
Prepared By:	G. Kalmeta	GK
Checked By:	S. Frost	SF
Date:	5/15/2024	
Revision #.:	4	



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Cost Estimate Summary - Feasibility Level

Schedule 'A' - Site Preparation	\$	5,483,367
Schedule 'B' - Below Ground Utilities	\$	315,000
Schedule 'C' - Non Structural Infrastructure	\$	3,030,543
Schedule 'D' - Structural Infrastructure	\$	47,137,500
Schedule 'E' - Design and Project Management	\$	5,596,641
Schedule 'F' - Contingency	\$	18,468,915
Total:	\$	80,031,967

Assumptions:

1. This opinion of probable costs is based on a conceptual facility design and is intended for planning purposes only.
2. This cost estimate assumes that the existing gravel surfacing will be adequate for reuse as a base for new asphalt pavement.
3. The cost estimate assumes that the stockpiled dredge spoils has no market value.
4. This cost estimate assumes all new pavement surfacing for the entire site.
5. This cost estimate uses new pavement in place of concrete foundations for proposed structures.
6. The costs represented in the estimate are for fully installed improvements.
7. Costs are based on prevailing wages.
8. Contingency costs include permitting fees, system development charges, inflation, regionality, and construction materials variance.
9. Miscellaneous Bulkhead costs include construction and removal of temporary retaining wall, furnishing and installation of steel anchor piles, furnishing and installation of pile system, and installation of bull rail and cap beam.
10. The costs associated with the bulkhead repair obtained from the Rehab Bulk Repair Project for Pier 2. That project did not include quantity estimates, so total costs were broken down to a per liner foot cost and multiplied by the projected length of the pier 3 bulkhead repair.

ENGINEER'S PRELIMINARY OPINION OF PROBABLE COST

Maul Foster Alongi, Inc.

Schedule A - Site Prep				
Description	Quantity	Unit	Unit Cost	Total Cost
A.1 Mobilization	5%			\$ 2,665,067
A.2 Erosion Control	1	LS	\$ 50,000	\$ 50,000
A.3 Sediment Disposal	21,366	TON	\$ 50	\$ 1,068,300
A.4 Demo of Inadequate Surfaces	85,000	SY	\$ 20	\$ 1,700,000
Subtotal Schedule A:				\$ 5,483,367

NOTES

Assumed 5% of total construction costs from Schedules A through D
 Estimate assumes both upland and in-water erosion controls, including but not limited to catch basin inserts, sediment fences, and in-water booms.
 Quantity from CAD. Volume is from assumed area multiplied by a height of 10 ft. Unit Cost from WSDOT Bid Tab Line Item 0408 (Select Borrow including Haul in Southwest Region)
 Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 0332 (Southwest Region Average Low Bid for Pavement Repair Excavation Removal and Haul)

Schedule B - Below Ground Utilities				
Schedule B description	Quantity	Unit	Unit Cost	Total Cost
B.1 Potable Water Main	600	LF	\$ 125	\$ 75,000
B.2 Storm Drainage Collection and Conveyance	500	LF	\$ 100	\$ 50,000
B.3 Sanitary Sewer Grinder Pump Station	4	EA	\$ 25,000	\$ 100,000
B.4 Electrical	3,000	LF	\$ 30	\$ 90,000
Subtotal Schedule B:				\$ 315,000

Quantity is Engineers Estimate. Unit Cost is from WSDOT Bid Tab Line Item 3869 (Northwest Region Average Low Bid for 12" Ductile Iron Pipe installation)
 Quantity is Engineers Estimate. Unit Cost is from WSDOT Bid Tab Line Item 3541 (Olympic Region Average Low Bid for 12' Schedule A Storm Pipe installation)
 Quantity is Engineers Estimate. Unit Cost is from RSMMeans Line Item 333111203020, Portland Region, 2024 Union based pricing.
 Quantity is Engineers Estimate. Unit Cost is from RSMMeans Line Item 337119151060, Portland Region, 2024 Union based pricing. Cost is doubled to include excavation and backfill

Schedule C - Non Structural Infrastructure				
Schedule C description	Quantity	Unit	Unit Cost	Total Cost
C.1 80' Length Angled Boat Stalls (Stripes or Paint)	15,180	LF	\$ 2	\$ 30,360
C.2 130' Length Angled Boat Stalls (Stripes or Paint)	5,110	LF	\$ 2	\$ 10,220
C.3 130' Length Boat Stalls (Stripes or Paint)	1,440	LF	\$ 2	\$ 2,880
C.4 Security Fencing	4,050	LF	\$ 35	\$ 141,750
C.5 Access Gates	3	EA	\$ 4,000	\$ 12,000
C.6 New Pavement (8" thick HMA)	18,889	TON	\$ 150	\$ 2,833,333
Subtotal Schedule C:				\$ 3,030,543

Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 6818 (Average Low Bid for Southwest Region for Plastic Wide Line)
 Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 6818 (Average Low Bid for Southwest Region for Plastic Wide Line)
 Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 6818 (Average Low Bid for Southwest Region for Plastic Wide Line)
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 337119151060 (Unit price, open shop, Portland Area, 2024 pricing)
 Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 7118 (Average Low Bid for Southwest Region for 20' double wide gate). Cost doubled to account for larger proposed gates
 Quantity from CAD. Unit Cost is from WSDOT Bid Tab Line Item 5767 (Average Low Bid for Southwest Region for HMA CL1/2IN.PG).

Schedule D - Structural Infrastructure				
Schedule D description	Quantity	Unit	Unit Cost	Total Cost
D.1 Furnish and Install Bulkhead Wall	1,000	LF	\$ 5,200	\$ 5,200,000
D.2 Structural Backfill for Bulkhead Wall	1,000	LF	\$ 2,900	\$ 2,900,000
D.3 Miscellaneous Bulkhead Costs	1,000	LF	\$ 3,000	\$ 3,000,000
D.4 150 MT Lift and Wash Area Pile System	1	EA	\$ 1,300,000	\$ 1,300,000
D.5 150 MT Lift Dredging	1	EA	\$ 70,000	\$ 70,000
D.6 150 MT Lift and Wash Area Bracing and Slab	1	EA	\$ 450,000	\$ 450,000
D.7 150 MT Lift and Wash Area Accessories	1	EA	\$ 100,000	\$ 100,000
D.8 150 MT Lift	1	EA	\$ 1,500,000	\$ 1,500,000
D.9 400 MT Lift and Wash Area Pile System	1	EA	\$ 1,700,000	\$ 1,700,000
D.10 400 MT Lift Dredging and Timber Pile Removal	1	EA	\$ 100,000	\$ 100,000
D.11 400 MT Lift and Wash Area Bracing and Slab	1	EA	\$ 900,000	\$ 900,000
D.12 400 MT Lift and Wash Area Accessories	1	EA	\$ 150,000	\$ 150,000
D.13 400 MT Lift	1	EA	\$ 5,500,000	\$ 5,500,000
D.14 East Dock	44,000	SF	\$ 162	\$ 7,128,000
D.15 Attenuator	3,000	SF	\$ 150	\$ 450,000
D.16 150 MT Enclosed Work Structure (BLDG B)	19,300	SF	\$ 100	\$ 1,930,000
D.17 400 MT Enclosed Work Structure (BLDG A)	40,300	SF	\$ 100	\$ 4,030,000
D.18 Port Office (BLDG C)	15,600	SF	\$ 115	\$ 1,794,000
D.19 Mixed Use Building (BLDG D)	33,100	SF	\$ 115	\$ 3,806,500
D.20 Mixed Use Building (BLDG E)	44,600	SF	\$ 115	\$ 5,129,000

Quantity from CAD. Unit Cost is from Project Budget for Pier 2 West Rehab Bulkhead Repair Project. Total costs were broken down to a per linear foot cost and multiplied by the projected length of the pier 3 bulkhead repair.
 Quantity from CAD. Unit Cost is from Project Budget for Pier 2 West Rehab Bulkhead Repair Project. Total costs were broken down to a per linear foot cost and multiplied by the projected length of the pier 3 bulkhead repair.
 Quantity from CAD. See note 9 on assumptions.
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes installation of sheet piling for bulkhead, wingwalls, walers, and tie back, and structural supports.
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes dredging of lift area.
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes bracing, girders, fendering system, and concrete slab
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes miscellaneous items (i.e rails, cleats, life rings, ladders, lights, controls, etc.)
 Cost reference from Port during advisory meeting on 02/20/24
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes installation of sheet piling for bulkhead, wingwalls, walers, and tie back, and structural supports.
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes dredging and pile removal of lift area.
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes bracing, girders, fendering system, and concrete slab
 Based on obtained cost estimate from Bergerson Construction for structural design and construction of lift. Cost includes miscellaneous items (i.e rails, cleats, life rings, ladders, lights, controls, etc.)
 Cost reference from Port during advisory meeting on 02/20/24
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 061333500460 (Unit price, open shop, Portland Area, 2024 pricing)
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 061333500460 (Unit price, open shop, Portland Area, 2024 pricing)
 Cost estimate based on analysis of industrial building code and data provided by Hellisgo Construction.
 Cost estimate based on analysis of industrial building code and data provided by Hellisgo Construction.
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 133419500180 (Unit price, open shop, Portland Area, 2024 pricing). Double cost to include interior components
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 133419500180 (Unit price, open shop, Portland Area, 2024 pricing). Double cost to include interior components
 Quantity from CAD. Unit Cost is from RSMMeans Line Item 133419500180 (Unit price, open shop, Portland Area, 2024 pricing). Double cost to include interior components

Subtotal Schedule D:				\$ 47,137,500
Construction Subtotal:				\$ 55,966,411

Schedule E - Design and Permitting				
Schedule E description	Quantity	Unit	Unit Cost	Total Cost
E.5 Design and Permitting	10%			\$ 5,596,641
Subtotal Schedule E:				\$ 5,596,641

Summary of design and permitting costs for all implementation actions.

Schedule F - Contingency				
Schedule F description	Quantity	Unit	Unit Cost	Total Cost
F.1 Contingency (30%)	30%	-		\$ 18,468,915
Subtotal Schedule 'F':				\$ 18,468,915

Standard 30% contingency cost added for conceptual level estimate

PROJECT TOTAL:				\$ 80,031,967
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Utility Upgrades

Work Description

Upgrades to site utilities are necessary to accommodate proposed improvements in the Boatyard Master Plan. Necessary upgrades include installation of 600 LF of 12" ductile iron pipe for water conveyance, 500 LF of 12" Schedule A storm pipe, and 3,000 LF of electrical conduit. Utility upgrades will be completed in conjunction with site preparation and development build-out.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering plan set that encompasses the targeted phase of development. • Select contractor; if public funding utilized, selection will occur through a competitive bid process. • Communicate work timeline to existing Boatyard users.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Potable Water Main	Installation of 600 LF of 12" ductile iron pipe	\$75,000
Storm Drainage Collection and Conveyance	Installation of 500 LF of 12" Schedule A storm pipe	\$50,000
Sanitary Sewer Grinder Pump Station	Construction of pump station	\$100,000
Electrical Infrastructure	Installation of 3,000 LF of electrical conduit	\$90,000
Subtotal		\$315,000
Design and Permitting	10% of total work	\$31,500
Total		\$346,500

Funding Opportunities	<ul style="list-style-type: none"> • USDOT Port Infrastructure Development Program • Business Oregon Special Public Works Fund • EDA Planning and Local Technical Assistance Program • EDA Public Works and Economic Adjustment Assistance Programs
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The existing water line will be extended to serve the proposed mixed use buildings on the southwest corner of the site and the covered working areas on the west side of the site. Similarly, electrical conduit will need to extend from the existing lines in the center of the site to serve the mixed use buildings and covered vessel work buildings. A new stormwater pipe will be installed to serve the mixed use buildings and parking areas on the southwest corner of the site. A new sanitary sewer pump station and piping with connection to the sanitary sewer line on Gateway Avenue will serve new restroom areas across the site.

Notes

Phasing
Short-term (1-2 years)

Site Preparation

Work Description

Preparation for site development includes:

- Mobilization of workforce and equipment.
- Characterization and disposal of soil from dredge spoil piles.
- Demolition of inadequate surfaces in the area of previous lumber storage.
- Erosion control for sediment disposal and demolition activities.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering plan set that encompasses the targeted phase of development. • Construction, preferably to occur during summer months (May-September). • Select contractor through a competitive bid process. • Communicate work timeline to existing Boatyard users.
---------------------------------------	--

Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Mobilization	Assumed 5% of total construction costs	\$2,665,267
Erosion Control	Estimate assumes both upland and in-water erosion controls.	\$50,000
Sediment Disposal	Removal of roughly 21,366 tons of soil from existing dredge spoil piles.	\$1,068,300
Demolition of Inadequate Surfaces	Removal of 85,000 SY of material	\$1,700,000
Subtotal		\$5,483,567
Design and Permitting	10% of total work	\$548,357
Total		\$6,031,924

Funding Opportunities	<ul style="list-style-type: none"> • Business Oregon Special Public Works Fund • USDOT Port Infrastructure Development Program • EDA Public Works and Economic Adjustment Assistance Programs • EDA Planning and Local Technical Assistance Program
Notes	Dredge spoil pile removal will require characterization for environmental contaminants prior to disposal. Consultation with local DEQ representative is recommended. Site preparation will be completed in conjunction with utility upgrades and development build-out.
Phasing	Short-term (1-2 years)

Access Improvements

Work Description

Site access is provided along Gateway Avenue. Proposed improvements to access include three new vehicle gates and security fencing.

Implementation Steps/key developments

- Determine funding source.
- Produce an engineering plan set that encompasses all transportation planning and engineering considerations.
- Select contractor through a competitive bid process.

Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Security Fencing	Installation of 4,050 LF of security fencing.	\$141,750
Access Gates	Installation of three 20' double wide gates.	\$12,000
Subtotal		\$153,750
Design and Permitting	10% of total work	\$15,375
Total		\$169,125

Funding Opportunities

- Business Oregon Special Public Works Fund
- USDOT Port Infrastructure Development Program
- EDA Public Works and Economic Adjustment Assistance Programs
- EDA Planning and Local Technical Assistance Program

Notes

Drive access and security fencing should be designed in coordination with DSL and Englund Marine. Consider location of semi truck idling area adjacent to the westernmost Englund Marine Building during first phase of design.

Phasing

Short-term (1-2 years)

Pavement

Work Description

Existing pavement at the Boatyard is damaged due to years of use as a timber lay down area. Development of new boat stalls and other Boatyard improvements including parking areas will require 18,889 tons of new pavement across the site.

Implementation Steps/key developments

- Determine funding source.
- Construction, preferably to occur during summer months (May-September).
- Select contractor through a competitive bid process.
- Communicate work timeline to existing users.

Key Developments and Estimated Costs

Description	Work Assumptions	Cost
New Pavement	Placement of 18,889 Tons of 8" thick HMA pavement.	\$ 2,833,333
Subtotal		\$ 2,833,333
Design and Permitting	10% of total work	\$283,333
Total		\$3,116,667

Funding Opportunities

- USDOT Port Infrastructure Development Program
- EDA Public Works and Economic Adjustment Assistance Programs
- EDA Planning and Local Technical Assistance Program

Notes

Additional funding pending ongoing lawsuit with Astoria Forest Products.

Phasing

Short-term (1-2 years)

Boat Stalls

Work Description

The Boatyard will include a variety of striped or painted open-aired boat stalls including angled 150 MT (80' long) Boat Stalls, angled 400 (130' long) MT Boat Stalls, and no-angle 400 (130' long) MT Boat Stalls.

Implementation Steps/key developments	<ul style="list-style-type: none"> •Determine funding source. •Produce an engineering plan set that encompasses the targeted phase of development. •Construction, preferably to occur during summer months (May-September). •Select a contractor.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Angled 150 MT (80' long) Boat Stalls (Stripes or Paint)	Striping or painting of 15,180 LF of boat stalls.	\$30,360
Angled 400 MT (130' long) Boat Stalls (Stripes or Paint)	Striping or painting of 5,110 LF of boat stalls.	\$10,220
No-angle 400 MT (130' long) Boat Stalls (Stripes or Paint)	Striping or painting of 1,440 LF of boat stalls.	\$2,880
Subtotal		\$43,460
Design and Permitting	10% of total work	\$4,346
Total		\$47,806

Funding Opportunities	<ul style="list-style-type: none"> •USDOT Port Infrastructure Development Program •EDA Public Works and Economic Adjustment Assistance Programs •EDA Planning and Local Technical Assistance Program
Notes	
Phasing	Short-term (1-2 years)

150- Metric Ton Lift and Wash Area

Work Description

A 150 Metric Ton (MT) Boat Lift (Small Lift) will replace the existing 80 MT Lift. Construction of the Small Lift will require dredging and installation of a bracing slab, a pile system, and the lift with accessories. The upgraded lift capacity will allow for safer lift of larger vessels and expand potential boatyard services.

Implementation Steps/key developments

- Determine funding source.
- Select Vendor

Key Developments and Estimated Costs

Description	Work Assumptions	Cost
150 MT Lift	Procurement and installation of mobile boat hoist.	\$1,500,000
150 MT Lift and Wash Area Pile System	Installation of sheet piling for bulkhead, wingwalls, walers, and tie back, and structural supports	\$1,300,000
150 MT Lift Dredging	Dredging of the lift area.	\$70,000
150 MT Lift and Wash Area Bracing and Slab	Installation of bracing, girders, fendering system, and concrete slab.	\$450,000
150 MT Lift and Wash Area Accessories	Installation of rails, cleats, life rings, ladders, lights, controls, and other miscellaneous items.	\$100,000
Subtotal		\$3,420,000
Design and Permitting	10% of total work	\$342,000
Total		\$3,762,000
Funding Opportunities	<ul style="list-style-type: none"> • USDOT Port Infrastructure Development Program • MARAD Small Shipyard Grants 	
Notes	Small Lift will be implemented in the location of the existing lift.	
Phasing	Short-term (1-2 years)	

400- Metric Ton Lift and Wash Area

Work Description

The northern portion of the Boatyard will be dedicated to ships hoisted by the 400 MT Boat Lift (Large Lift). The Large Lift will require excavation of the pier to accommodate the lift way, construction of a wash area, and structural support to operate on the northeast corner of the Boatyard.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering plan set that encompasses the targeted phase of development. • Select contractor through a competitive bid process.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
400 MT Lift	Procurement and installation of mobile boat hoist.	\$ 5,500,000
400 MT Lift and Wash Area Pile System	Installation of sheet piling for bulkhead, wingwalls, walers, and tie back, and structural supports	\$ 1,700,000
400 MT Lift Dredging and Timber Pile Removal	Dredging of the lift area.	\$ 100,000
400 MT Lift and Wash Area Bracing and Slab	Installation of bracing, girders, fendering system, and concrete slab.	\$ 900,000
400 MT Lift and Wash Area Accessories	Installation of rails, cleats, life rings, ladders, lights, controls, and other miscellaneous items.	\$ 150,000
Subtotal		\$ 8,350,000
Design and Permitting	10% of total work	\$ 835,000
Total		\$9,185,000

Funding Opportunities	<ul style="list-style-type: none"> • USDOT Port Infrastructure Development Program • MARAD Small Shipyard Grants
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Notes	Installation of the large lift requires additional structural support on the northeast corner of Pier 3. As vessel sizes trend larger, the new large lift will allow the Boatyard to capture a greater portion of the market.
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Phasing	Long- term (5+ years)
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Bulkhead Repair

Work Description

The Pier 3 bulkhead extends along the pier's entire eastern side and a section of its northern side. Large sections of the bulkhead located north of the east dock have collapsed, whereas the bulkhead section located south of the east dock remains intact. The bulkhead requires repair and will continue to erode until repairs are made.

Implementation Steps/key developments

- Determine funding source.
- Produce an engineering plan set that encompasses the targeted phase of development.
- Initiate Section 404 and Section 10 permitting process with U.S. Army Corps of Engineers.
- Select contractor through a competitive bid process.

Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Furnish and Install Bulkhead Wall	Furnish and repair of 1,000 LF of bulkhead wall.	\$5,200,000
Structural Backfill for Bulkhead Wall	Backfill for 1,000 LF of bulkhead wall.	\$2,900,000
Miscellaneous Bulkhead Costs		\$3,000,000
Subtotal		\$11,100,000
Design and Permitting	10% of total work	\$1,110,000
Total		\$12,210,000

Funding Opportunities

- USDOT Port Infrastructure Development Program (PIDP)
- Business Oregon Special Public Works Fund
- MARAD Small Shipyard Grants
- EDA Public Works and Economic Adjustment Assistance Programs
- EDA Planning and Local Technical Assistance Program

Notes

The Port is working on repairs of the Pier 2 bulkhead concurrently with Boatyard improvements. Repairs of both bulkheads should be coordinated.

Phasing

Medium-term (2-5 years)

Enclosed Work Structures

Work Description

Enclosed work structures will expand available services at the Boatyard and attract more users. There are two enclosed work structures proposed for the Boatyard. One structure will include five covered working spaces totaling 19,300 SF dedicated to small boats and the other structure will provide five covered working spaces totaling 40,300 SF dedicated to large boats.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering plan set that encompasses the targeted phase of development. • Select contractor and vendors; if public funding utilized, selection will occur through a competitive bid process. • Begin marketing outreach to potential vendors.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
150 MT Enclosed Work Structure	Construction of 19,300 SF of shop space, including interior components.	\$ 1,930,000
400 MT Enclosed Work Structure	Construction of 40,300 SF of shop space, including interior components.	\$ 4,030,000
Subtotal		\$ 5,960,000
Design and Permitting	10% of total work	\$596,000
Total		\$6,556,000

Funding Opportunities	<ul style="list-style-type: none"> • USDOT Port Infrastructure Development Program • MARAD Small Shipyard Grants • EDA Planning and Local Technical Assistance Program • EDA Public Works and Economic Adjustment Assistance Programs
Notes	Several covered working spaces on the west side of the site are on DSL-owned land. Commercial activity that takes place on DSL-owned land will need to be negotiated with DSL. Potential outcomes of negotiations are revenue share, renegotiated leasing terms, or outright acquisition of the land.
Phasing	Medium-term (2-5 years)

East Dock Repair and Attenuator

Work Description

The Pier 3 east dock is located just north of the existing haulout facility and runs in-water along the east side of the pier. The existing dock is small and in poor condition. A 400' x 110' dock will be constructed in the location of the existing dock for in-water work. A wave attenuator dock will be installed in Slip 2, north of the 400 MT lift.

Implementation Steps/key developments	<ul style="list-style-type: none"> •Determine funding source. •Produce an engineering plan set that encompasses the targeted phase of development. •Initiate Section 404 and Section 10 permitting process with U.S. Army Corps of Engineers. •Construction, preferably to occur during summer months (May-September). •Select contractor through a competitive bid process.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
East Dock	Installation of 44,000 SF dock	\$7,128,000
Attenuator	Installation of 3,000 SF attenuator	\$450,000
Subtotal		\$7,578,000
Design and Permitting	10% of total work	\$757,800
Total		\$8,335,800

Funding Opportunities	<ul style="list-style-type: none"> •Business Oregon Special Public Works Fund •USDOT Port Infrastructure Development Program •MARAD Small Shipyard Grants •EDA Public Works and Economic Adjustment Assistance Programs
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Demolition of existing dock structure is required. Most piles can be left in place under the existing dock. Any additional water coverage will need to be mitigated, which may be somewhat offset by the trench-in concept for the Large Lift. Replacement of the existing dock should be coordinated with demolition of the Riverwalk Inn and Chinook Building on the Central Waterfront to capture over-water credits for the National Marine Fisheries Service.

Notes Phasing	Medium-term (2-5 years)
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Commercial and Office Entrance Area

Work Description

A 15,500 SF commercial/office space with a parking area fronting Gateway Drive will provide an office location for the Port and other vendors. The building will be branded with the Port logo and act as an entrance to the site.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering and architectural plan set that encompasses the targeted phase of development. • Construction, preferably to occur during summer months (May-September). • Select contractor; if public funding is utilized, selection will occur through a competitive bid process. • Begin marketing outreach to potential vendors.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Port Industrial and Office Building (BLDG C)	Construction of Port Industrial and Office Building.	\$ 1,794,000
Subtotal		\$ 1,794,000
Design and Permitting	10% of total work	\$179,400
Total		\$1,973,400

Funding Opportunities	<ul style="list-style-type: none"> • MARAD Small Shipyard Grants • EDA Planning and Local Technical Assistance Program • EDA Public Works and Economic Adjustment Assistance Programs
Notes	Access to the building will be provided by a parking area on Gateway Drive.
Phasing	Short-term (1-2 years)

Mixed Use Buildings

Work Description

Two buildings containing industrial and commercial space will be constructed on the southwest corner of the Boatyard. The mixed use building will expand available services at the Boatyard and attract more users.

Implementation Steps/key developments	<ul style="list-style-type: none"> • Determine funding source. • Produce an engineering plan set that encompasses the targeted phase of development. • Remove dredge spoil pile in southwest corner of Boatyard. • Select contractor through a competitive bid process. • Begin marketing outreach to potential vendors.
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Key Developments and Estimated Costs

Description	Work Assumptions	Cost
Mixed Use Building (BLDG D)	Construction of 33,100 of open shop space, including interior components.	\$3,806,500
Mixed Use Building (BLDG E)	Construction of 44,600 of open shop space, including interior components.	\$5,129,000
Subtotal		\$8,935,500
Design and Permitting	10% of total work	\$893,550
Total		\$9,829,050

Funding Opportunities	<ul style="list-style-type: none"> • MARAD Small Shipyard Grants • EDA Planning and Local Technical Assistance Program • EDA Public Works and Economic Adjustment Assistance Programs
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Notes	Removal of the dredge spoil pile is required prior to building construction. Phasing of buildout should reflect DSL land lease: the mixed use building designed outside of the DSL property boundary should be constructed first. Commercial activity that takes place on DSL-owned land will need to be negotiated with DSL. Potential outcomes of negotiations are revenue share, renegotiated leasing terms, or outright acquisition of the land.
Phasing	Medium-term (5-10 years)

Marketing

Work Description

Actively market available commercial, office, and industrial space to attract vendors to the Boatyard. The expansion of services and capabilities offered at the Boatyard will attract new users.

Implementation Steps/key developments

- Determine funding source.
- Develop marketing plan.

Key Developments and Estimated Costs

Marketing	\$50,000
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Total	\$50,000
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Funding Opportunities

Business Oregon Port Planning and Marketing Fund

Notes

The Boatyard is traditionally a "word-of-mouth" facility. Active marketing and outreach can attract new vendors and users to maximize return on investment.

Phasing

Short-term (1-5 years)