

PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS
May 15, 2025, 2:00 PM
Remote Special Meeting Format on the Zoom Platform

PFPA Board Members

Class A Directors: Groundfish Harvester or Representative

Mary Hudson, MCFA

Tracy Pearce

Class B Directors: Groundfish Buyers

Nick Alfiero, Harbor Fish Market

Tim Merrill, Merrill's Seafood

Class C Directors: Representing the seafood industry of the State of Maine

Rob Odlin, Representing the Lobster Industry

Matthew Moretti, Representing the Aquaculture Industry

Class D Director: Representing the Public at Large

John Arnold

Class E Director: Representing the City Council

Wesley Pelletier, District 2

Ex-Officio Members of the Board of Directors:

Representing the Commissioner of the Maine DOT

Chris Mayo

Representing the Commissioner of Maine DMR

Meredith Mendelson, Department of Marine Resources, President

Representing the Portland City Manager

Brendan O'Connell, Finance Director, Treasurer

*******Meeting Link*******

Please click the link below to join the webinar: <https://portlandmaine-gov.zoom.us/j/89508161896>

- 1. Financial Update - Statement produced by Tonya Mitchell, Senior Admin Officer II, Finance Department is attached and will be presented at the meeting by Kaela Gonzalez.**
 - a. See attached financial statement for May 2025.
- 2. Facilities Update - Phil DiPierro, Project Manager.**
 - a. See attached facilities update.
- 3. Portland Fish Exchange Update - Robert Vanmeter, PFX Exchange Manager.**
 - a. See attached Portland Fish Exchange Manager Report for May 2025.
- 4. Discussion regarding presentation by Tec Associates at April 28, 2025 PFPA Meeting.**
 - a. See attached presentation from Tec Associates.
- 5. Board and Staff discussion on items not on the Agenda**

6. Next Regular Meeting Date: TBD

7. Adjournment

Fish Pier Authority
FY25 Budget Status
As of May-8-2025

	FY25 Budget			FY25 vs.	
		YTD	Balance	%	
Revenue:					
Miscellaneous	14,395	4,146	10,249	28.8%	475.7%
Berthing	29,376	25,728	3,648	87.6%	511.4%
Parking	470,404	424,778	45,626	90.3%	455.0%
Ground Rent (Leases)	199,833	223,653	(23,820)	111.9%	630.6%
Interest Income					-100.0%
Total Revenue	714,008	678,305	35,703	95.0%	504.8%
Expenditures:					
Admin. and Maint. Service	92,399	82,494	9,905	89.3%	197.8%
Travel/Training/Meetings	1,500	0	1,500	0.0%	#DIV/0!
Contractual Services	30,263	3,663	26,600	12.1%	16.9%
Engineering Services	26,000	6,954	19,046	26.7%	131.3%
Printing/Copying	1,200	880	320	73.3%	#DIV/0!
Equipment Repair	12,000	4,250	7,750	35.4%	#DIV/0!
Land/Pier/Building Repair	200,000	48,996	151,004	24.5%	339.5%
Insurance	15,120	0	15,120	0.0%	#DIV/0!
Supplies	13,500	1,492	12,008	11.1%	#DIV/0!
Electricity	15,000	15,598	(598)	104.0%	1785.2%
Debt Service	10,724	10,273	451	95.8%	#DIV/0!
Total Expenditures	417,706	174,599	243,107	41.8%	281.1%
Net Revenues Over(Under) Expense	296,302	503,706	(207,404)		659.4%

To: Portland Fish Pier Authority Board
From: Philip DiPierro, Facilities Project Manager
Date: May 9, 2025
RE: Facilities Update
CC: Rob Kierstead, Director

Please find below a listing of the monthly improvements to the Portland Fish Pier by the Public Buildings and Waterfront Division:

Updates March through April 2025

- Engineering and plans have been completed for the shore power upgrade project in the net yard and sorting pier one. City staff has reviewed it with the Fish Pier Board and Fish Pier staff, and a bid package has been prepared. The project is ready for bidding upon securing financing.
- City staff met with an engineer/representative of TRC Companies, an engineering firm involved with the dredge operation in the harbor, to discuss the next phase of dredging. Dredging is expected to take place between November 2025 through March 2026. The next phase will involve dredging in the area of the Fish Pier.
- Grounds maintenance for the season is ongoing.
- Ongoing maintenance continues throughout the facility.

Updates January through February 2025

- Engineering and plans have been completed for the shore power upgrade project in the net yard and sorting pier one. City staff has reviewed it with Fish Pier staff and a bid package is being prepared. The project is scheduled to go out to bid in April or May.
- Grounds maintenance for the season is ongoing.
- Ongoing maintenance continues throughout the facility.

Updates December 2024

- City staff met again with an electrical engineer to discuss options for replacing or upgrading the shore power units in the Net Yard and on Sorting Pier 1. Once a contract is signed, engineering for a bid package will begin.
- Grounds maintenance for the season is ongoing.
- Ongoing maintenance continues throughout the facility.

Updates October through November 2024

- City staff is met with an electrical engineer to discuss options for replacing or upgrading the shore power units in the Net Yard and on Sorting Pier 1.
- Grounds maintenance for the season is ongoing. Salt/sand barrels have been set up and filled for the season, and common areas have been cleared for plowing.
- Ongoing maintenance continues throughout the facility to address a list of items that includes repair and/or replacement of loose/broken chocks, walers, piles, etc.

Updates September 2024

- Ten new galvanized camel brackets have been installed on the five new composite camels that were recently purchased and installed.

- The Dump Guy was recently contracted to pick up needles, clean the remains of homeless camps, and to remove accumulated trash from the common areas throughout the facility.
- City staff is looking into options for replacing or upgrading the shore power units in the Net Yard.
- Grounds maintenance for the season is ongoing. The City's Parks Department is working on fall cleanup throughout the facility.
- Ongoing maintenance continues throughout the facility to address a list of items that includes repair and/or replacement of loose/broken chocks, walers, piles, etc.

Updates June through August 2024

- Five additional new ladders have been installed throughout the facility for a total of 10 new ladders this year.
- Five new composite camels have been installed throughout the facility & two log camels have been relocated.
- The concrete steps located between Cozy Harbor and Bristol Seafood have been repaired to eliminate a tripping hazard that existed. The concrete walls on the face of the ramp and steps have also been repaired with a concrete structural skin product, to improve the look and to help extend the life of the concrete.
- The area that generated trash located next to the substation between Vessel Services and the Marine Trade Center has been cleaned.
- The trench drains in front of the Exchange loading docks have all been cleaned.
- Grounds maintenance for the season is ongoing. The City's Parks Department will start fall cleanup next month.
- Ongoing maintenance continues throughout the facility to address a list of items that includes repair and/or replacement of loose/broken chocks, walers, piles, etc.

Updates March through May 2024

- The pile jacket project at sorting pier 1 has been completed. Pepperrell Cove Marine finished the project in April.
- Five new ladders have been installed throughout the facility. Five additional ladders have been ordered for installation by the end of June.
- Five new camels have been ordered for installation throughout the facility. Camel delivery is expected during the week of June 10th, and installation will take place before the end of June.
- The City's Traffic Division completed the re-striping of the front parking lot.
- Spring cleanup of the Facility, and grounds maintenance has started for the season. The City's Parks Department is now providing these services.
- The Bellingham floats that were stored in the Net Yard have been removed.
- Ongoing maintenance continues throughout the facility to address a list of items that includes repair and/or replacement of loose/broken chocks, walers, piles, etc.

Updates January through February 2024

- Prock Marine has been awarded a change order for the installation of 28 pile jackets at sorting pier one. Prock has subcontracted the pile jacket project to Pepperrell Cove Marine. Pepperrell Cove is expected to start work within the next month.
- Five new ladders have been purchased for installation throughout the facility.
- Five new camels have been ordered for installation throughout the facility.
- City staff is working with our Traffic Division to complete re-striping of the front parking lot.
- City staff has secured additional CARES funding to complete additional projects throughout the facility i.e. camel installs, ladder installs, shore power upgrades, pile jacketing, etc.
- Spring cleanup of the Facility, and grounds maintenance is expected to start in April.

- Ongoing maintenance continues throughout the facility to address a list of items that includes repair and/or replacement of loose/broken chocks, walers, piles, etc.



PORTLAND FISH EXCHANGE

Management/Financial Report for May, 2025

<u>GF Landings – Auction</u>	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>
February 2025 - 7	83K	225K	(-142K)
March 2025 - 8	86K	225K	(-139K)
April 2025 - 7	31K	225K	(-194K)

<u>GF Landings – Auction</u>	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>
February 2024 - 9	223K	175K	48K
March 2024 - 7	135K	105K	30K
April 2024 - 7	93K	70K	23K

<u>Contract Unloads - GF</u>	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>
February-April	0	0	0

<u>Total GF Land/Unloads</u>	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>
February	83K	225K	(-142K)
March	86K	225K	(-139K)
April	31K	225K	(-194K)

<u>Pumping</u>	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>
Feb-April	0	0	0

<u>Financial Report</u>	<u>Net Income</u>	<u>Budgeted</u>	<u>Variance</u>
February	(-\$82K)	(-\$7500)	(-\$74.5K)
March	(-\$59K)	(-\$7500)	(-\$51.5K)
April	(-\$K)	(-\$7500)	(-\$K)

Financial Notes

- April deficits primarily from loss of Buyer/Seller/Boxing fees with the diminished whole fish landings.
- Current receivables are \$91K. Checkbook is at a negative \$1500
- 95K of \$250K LOC in use

Operations Notes

- Nothing to report

Monthly Payments of Note

- Nothing at this time

Facility Report

- One of our compressors went down last week with Miller Refrigeration spending 3 days to fix. Refrigerant that was needed was over \$9000. It failed again Sunday. This compressor continues to be problematic and has failed multiple times over the past 2 years that I have been with the Exchange. Both compressors will need to be replaced in the near future. The current units are called throwaways and cannot be rebuilt on site. I have Miller putting together a quote for new rebuildable compressors and install.
- Entry door to Exchange lobby needs to be replaced. It has become warped and is very difficult to open. I had Miner Dock & Door, the company that did our dock shelters, out last week, and am waiting for a quote.
- The server that manages our financial software is beginning to fail, like our server for the SeaTrak auction system. I am having Eagle quote me on replacements as well as looking at possibilities to migrate SeaTrak to a newer server.
- Security camera system for the Exchange has failed with multiple power supplies for the camera system (we have 3) needing to be replaced. Camera for the PFE auction website feed has failed and needs to be replaced as well. Seacoast Security is our security company – waiting on a quote.

Staff Report

- The Exchange has been working with Robert Half, an out of state accounting firm hired because we could not find local coverage of the GP financial system. We are managed as a part-time customer account, an arrangement that has presented several challenges, such as receiving timely reports and financial guidance. We have hired Diane Albert, a local Maine resident, to replace Robert Half. Diane has 14 years of experience at Nova Seafood, where she oversaw their accounts receivable, accounts payable, health and safety compliance, human resources, budgets, audits, and inventory management. She will be hired as an independent contractor, averaging 30 hours per month, and will work with the Exchange managing journal entries, bank reconciliations, with audits & budgets as needed. Diane is proficient in several financial software systems and has worked with Jaki and PFE during her time at Nova Seafood. Diane will work with our current account manager to gain a comprehensive understanding of current financials prior to the termination of our business with Robert Half.
- Robert Half's hourly rate is \$162.40, while Dianes hourly rate will be \$80.00.

Landings Notes

- Landings down with April being a traditionally slow month. Scallop season has just finished so we hope to see landings increase in May. No auctions in May to date.

New Vessels

- We have no new vessels to announce.

New Buyers

- Nothing to report at this time

PORTLAND FISH PIER

CONDITIONS, IMPROVEMENTS, AND ESTIMATES

JANUARY 2025

PREPARED BY TEC ASSOCIATES 

DRAFT

AGENDA

1. OVERVIEW

2. CURRENT CONDITION

- I. SORTING PIERS 1-3
- II. SERVICE PIERS 1-3
- III. FENDER SYSTEM
- IV. SHEET PILE PIER AND QUAY

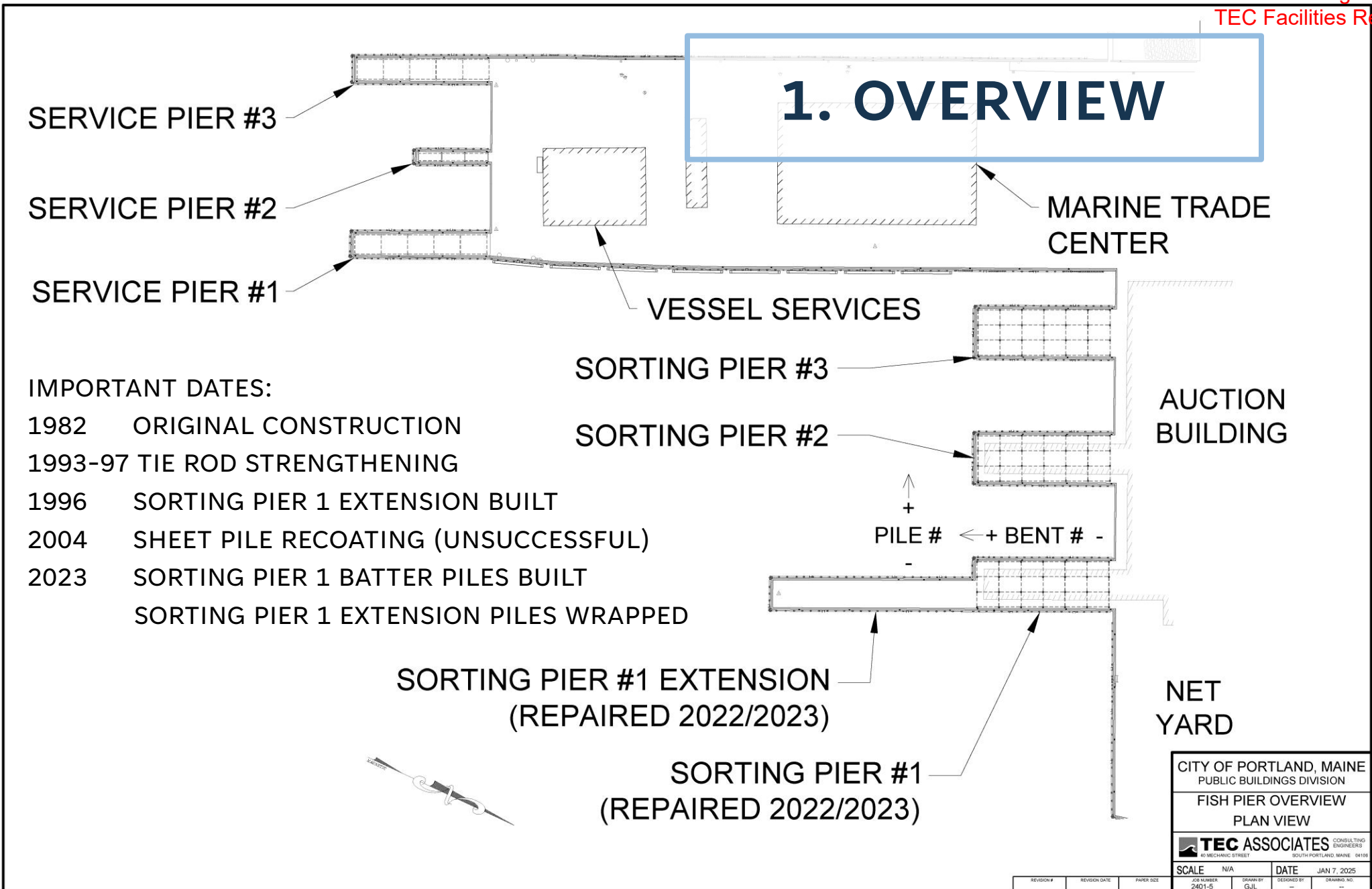
3. SERVICE PIER REPAIRS

- I. OPTION 1: REPLACEMENT
- II. OPTION 2: H PILE REPAIR/ADDED BATTER
- III. OPTION 3: ABANDON

4. SORTING PIER REPAIRS

- I. OPTION 1: SORTING PIER 3 EXTENSION AND SORTING PIER 2 REPAIRS
- II. OPTION 2: SORTING PIER BATTERS
- III. FENDER SYSTEM, SHEET PILES, AND BULKHEAD

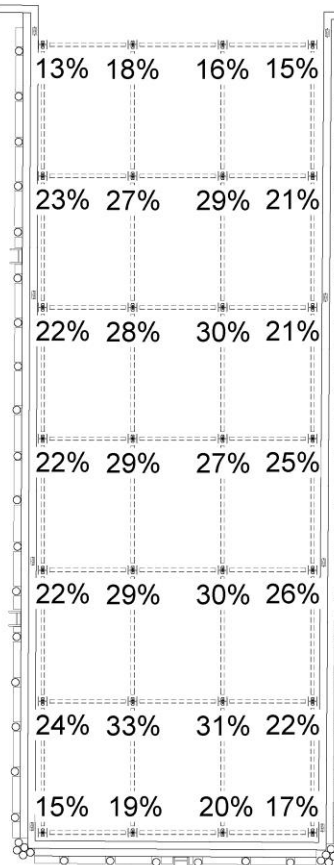
5. RECOMMENDED PHASING



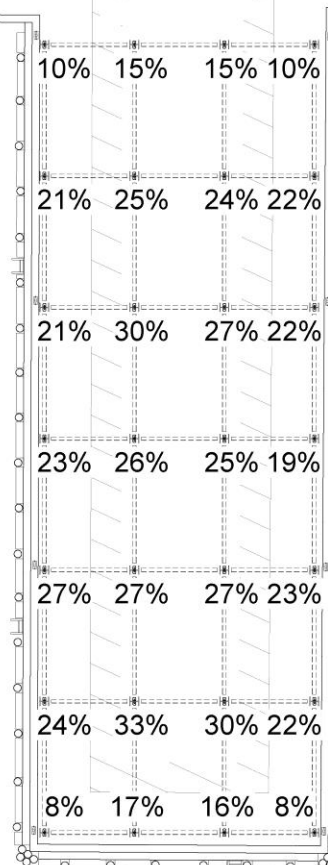
2. CURRENT CONDITION



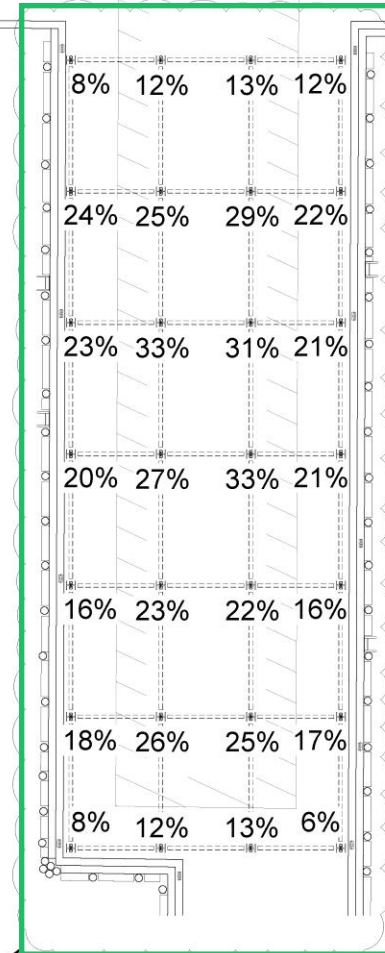
SORTING PIER #3



SORTING PIER #2



SORTING PIER #1



I: SORTING PIERS

Note: % Shown indicates the percentage of the allowable capacity of each piling during the design live load and dead load. Any occupancy of a structure loaded above the “allowable” capacity is unacceptable. We would typically not expect failure to occur until the structure is loaded to approximately 200% of the allowable capacity.

☐ Recent Improvements

IN 2022 & 2023:
-ALL H-PILE WRAPPED
-CROSS BRACING DEMOLISHED
-(10) BATTER PILES INSTALLED

CITY OF PORTLAND, MAINE PUBLIC BUILDINGS DIVISION			
SORTING PIERS EXISTING H-PILE CONDITION PLAN			
TEC ASSOCIATES CONSULTING ENGINEERS 41 BEECHWICK STREET SOUTH PORTLAND, MAINE 04106		SCALE 1/8" = 1'-0" DATE 10 JAN 2025	
REVISION #	REVISION DATE	PAPER SIZE	DRAWING NO.
2401-5			



SORTING PIER 1 & EXTENTION

Original Pier:

- 28 H-Piles (HP14x117) (7 bents x 4 piles)
- 10 Pipe pile batter piles (14" x 5/8")
- Batter piles/ H-pile wraps installed in 2023
- 1/8"-3/16" corrosion on flanges typical (Under UHMW wraps)

Extension Pier:

- 30 Precast Piles (5 bents x 6 piles)
- Repaired in 2023
- **No repairs anticipated in 10Yrs+**

SORTING PIER 2

Original Pier:

- 28 H-Piles (HP14x117) (7 bents x 4 piles)
- Original cross bracing
- 3/16"-1/4" corrosion on flanges typical
- **Cross Bracing in poor condition, replace in 5-7 years**
- No pile improvements needed in immediate future (pile wrapping should be completed when bracing is replaced)



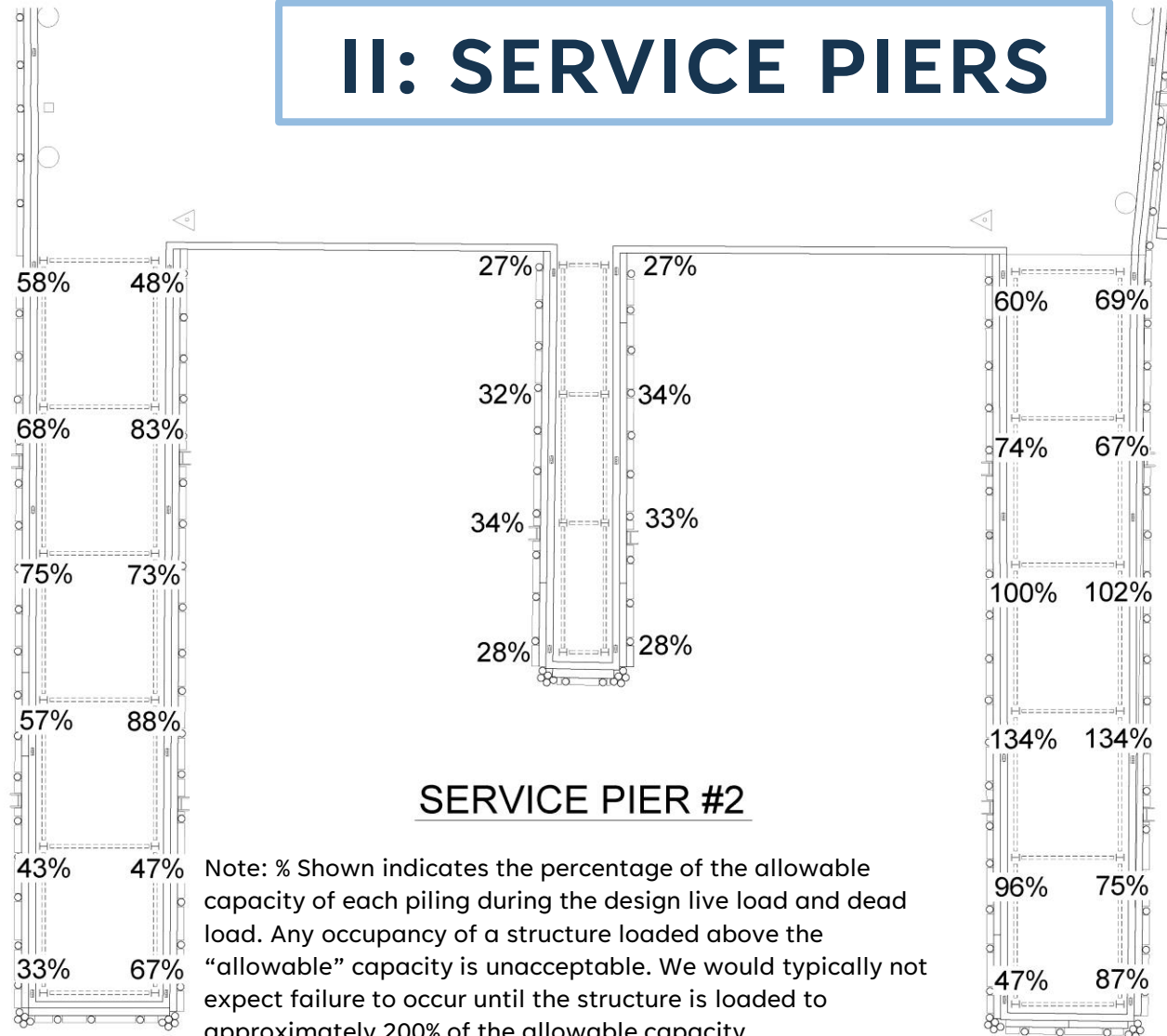
SORTING PIER 3

Original Pier:

- 28 H-Piles (HP14x117) (7 bents x 4 piles)
- Original cross bracing
- 3/16"-1/4" corrosion on flanges typical
- **Bracing in poor condition, perform typical repair in 5-7 years**
- **Pier may be expanded westward to meet sheet pile bulkhead**
 - **Would avoid the need for batter piling**
- No pile improvements needed in immediate future (pile wrapping can be done when bracing is replaced)



II: SERVICE PIERS



Note: % Shown indicates the percentage of the allowable capacity of each piling during the design live load and dead load. Any occupancy of a structure loaded above the "allowable" capacity is unacceptable. We would typically not expect failure to occur until the structure is loaded to approximately 200% of the allowable capacity.

CITY OF PORTLAND, MAINE PUBLIC BUILDINGS DIVISION			
SERVICE PIERS EXISTING H-PILE CONDITION			
TEC ASSOCIATES CONSULTING ENGINEERS 10 MICHIGAN STREET SOUTH PORTLAND, MAINE 04106			
SCALE	1" = 1'-0"	DATE	7 JAN 2025
JOB NUMBER 2401-5	DRAWN BY GUL	DESIGNED BY	DRAWING NO.

REVISION #	REVISION DATE	PAPER SIZE
------------	---------------	------------

SERVICE PIER 1

Original Pier:

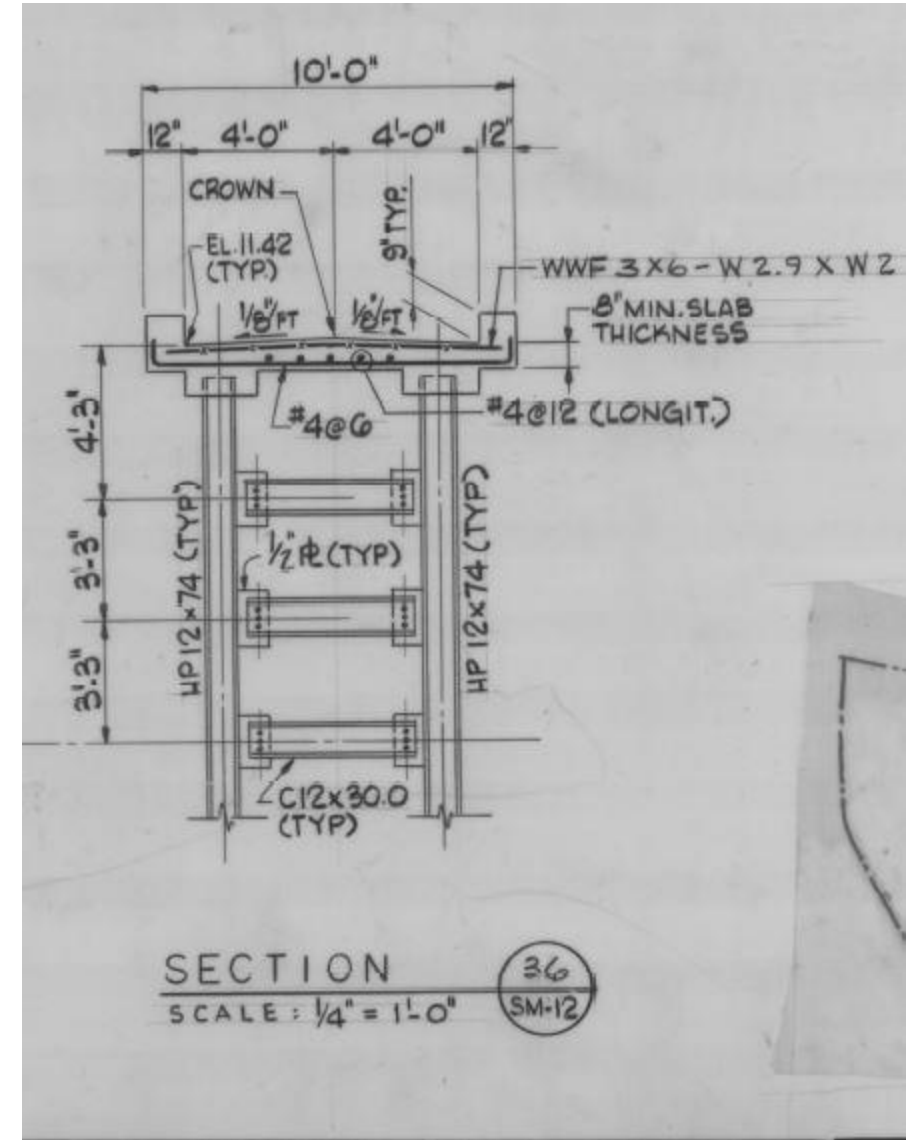
- 12 H-Piles (HP14x89) (6 bents x 2 piles)
- Original Cross Bracing
- 1/4"-1/2" corrosion on flanges typical, some to 0
- 4 of 12 piles overloaded at max loading conditions
- 3 of 12 other piles loaded 75% or more
- Bracing in poor condition, repair with piles
- Repairs needed within 1-2 years
- **Highest priority**



SERVICE PIER 2

Original Pier:

- 8 H-Piles (HP12x74) (4 bents x 2 piles).
- Original channel bracing
- 3/16"-5/16" corrosion on flanges typical.
- Bracing in fair condition, no need for replacement.
- **No pile improvements needed in immediate future.**
- Piles have small C.S.A., corrosion inevitable, life span 10+ years.



SERVICE PIER 3

Original Pier:

- 12 H-Piles (HP14x89) (6 bents x 2 piles).
- Original Cross Bracing
- 3/16"-7/16" corrosion on flanges typical, some to 0
- 3 of 12 piles loaded over 75%
- Bracing in poor condition, replace with batter piles
- Repairs needed within 3-5 years
- **2nd highest priority, should be completed with Service Pier 1**

III: FENDER SYSTEM

Repairs on the fender system should continue to happen as required

No urgent existing defects

Current list of defects include

- 14 poor/missing fender piles (\$2,500 ea)
- 12 ladder defects (\$100-\$1,000 ea depending)
- 12 poor chocking blocks (62'-0" lf)(\$1,200 ea)
- Other minor hardware repairs





- Sheet pile averages 3/64" of corrosion with up to 1/8"
- **No repairs needed in immediate future**
- Last ultrasonic inspection was in 2020, next inspection should include ultrasonic readings
- Inspection should be done following city dredging project

IV: SHEET PILE PIER AND BULKHEAD

3. SERVICE PIER REPAIRS

**OPTION 1:
REPLACEMENT**

**OPTION 2:
H-PILE REPAIRS
AND ADDED
BATTER PILES**

**OPTION 3:
STANDARD
MAINTENANCE**

I - OPTION 1: REPLACE SERVICE PIERS 1 & 3

COST:

DEMO = $\$50/\text{SF} \times 20' \times 110' \times 2$
= \$220,000

NEW = $\$350/\text{SF} \times 20' \times 110' \times 2$
= \$1,540,000

TOTAL= \$1,760,000 (\$880,000 ea)

*All costs taken as Jan 2025 prices

LIFESPAN:

50+ years with maintenance

OTHER CONSIDERATIONS:

- Largest Upfront Capital Expenditure
- Service pier 1 needed within next couple of years.
- Service pier 3 needed within 3-5 years.
- Piers can be built together or separately
 - Together saves some cost
 - Separate allows operation to continue
- More design and resilience flexibility

II - OPTION 2: H-PILE REPAIR & ADDED BATTER PILES FOR SERVICE PIERS 1 & 3

COST:

DEMO = \$5,217/pile x 24 = \$125,200

HP Repair = \$9,213/pile x 10 = \$ 92,130

WRAPS = \$4,320/pile x 24 = \$103,680

BATTER = \$57,950/pile x 8 = \$463,600

OTHER = \$213,819

(Engineering, Permitting, Mobilization, & Contingency)

TOTAL = \$998,429

SERVICE PIER 1 ONLY = \$535,854

SERVICE PIER 3 ONLY = \$506,575

*All costs taken as Jan 2025 prices

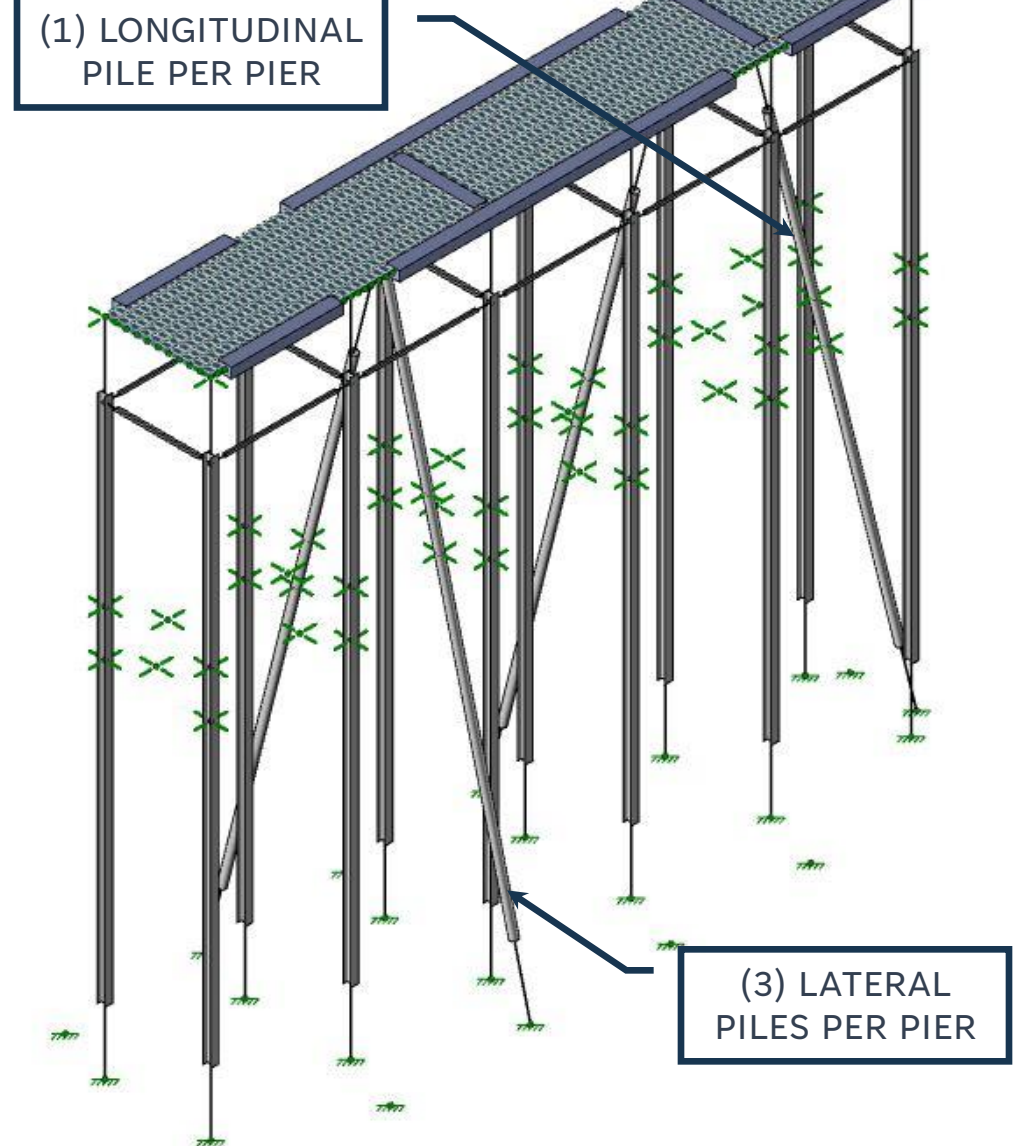
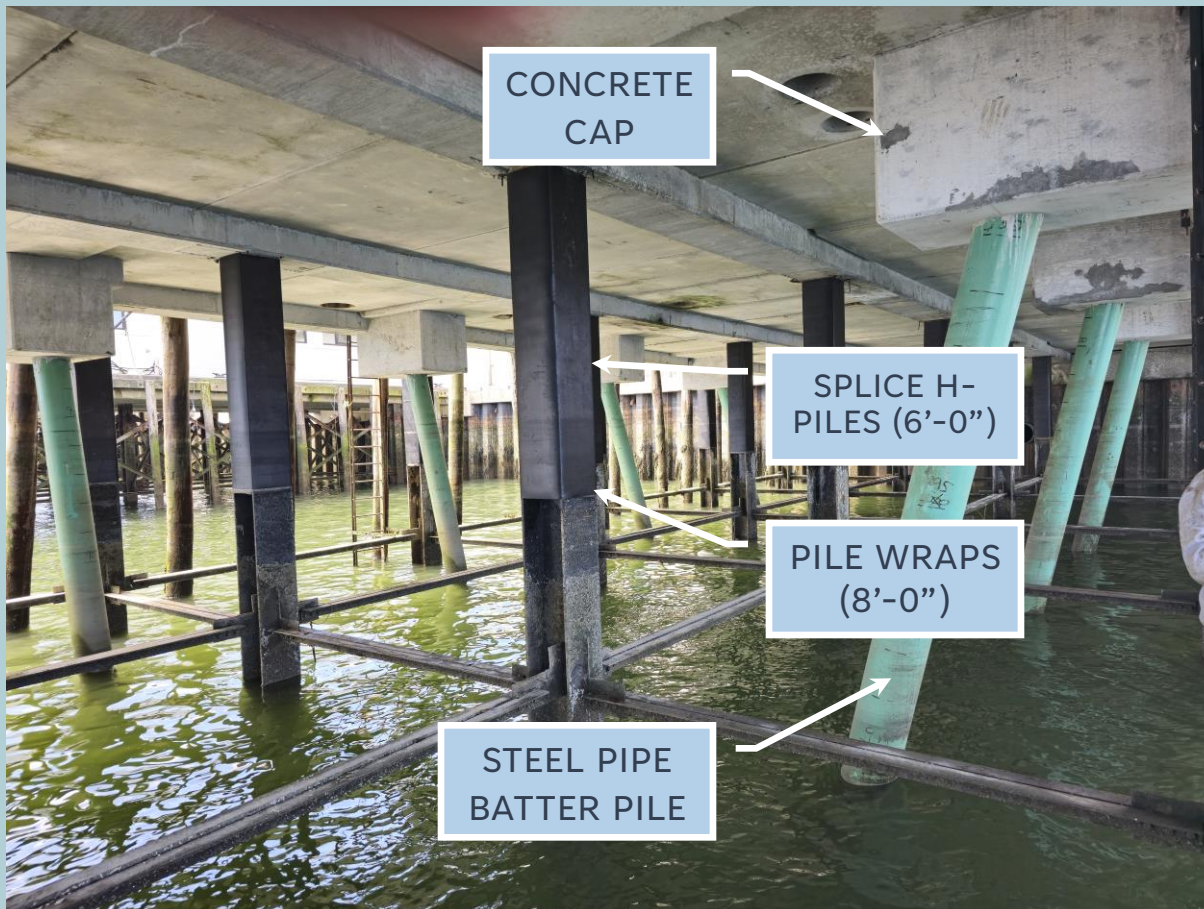
LIFESPAN:

15+ years with maintenance + anode replacement

OTHER CONSIDERATIONS:

- Non-spliced piles will still have reduced section
- Batter pile length is subject to design
- Existing cross bracing will be removed for pile wraps

H-PILE REPAIRS & ADDED BATTER PILES DESIGN



III - OPTION 3: CONTINUE ROUTINE MAINTENANCE (DO-NOTHING OPTION)

COST:

ROUTINE MAINTENANCE ~ \$10,000/yr on fender system.

DEMO COST	(1 & 3)	=	\$250,000
	(2)	=	\$100,000

*All costs taken as Jan 2025 prices

“DO NOTHING”LIFESPAN:

Service Pier 1: 1-3 years

Service Pier 2: 10+ years

Service Pier 3: 3-10 years

OTHER CONSIDERATIONS:

- Actual lifespans are subject to change, but regular inspection will be necessary
- The loss of Service Pier 1 or 3 results in 220FT of berthing loss
- The loss of Service Pier 2 results in 120’ of berthing loss

4. SORTING PIER REPAIRS

**OPTION 1:
SORTING PIER 3
EXTENSION &
SORTING PIER 2
REPAIRS**

**OPTION 2:
SORTING PIER
3 & 2 REPAIRS**

**FENDER SYSTEM, SHEET PILES,
AND BULKHEAD REPAIRS**

OPTION 1: SORTING PIER 3 EXTENTION & SORTING PIER 2 REAPIRS

COST:

PIER EXPANSION (SP. #3	= \$350/SF x 30' x 112' = \$1,176,000	
DEMO BRACING(BOTH)	= \$5,217/pile x 56	= \$292,152
WRAPS (BOTH)	= \$4,320/pile x 56	= \$241,920
BATTER (SO. 2)	= \$57,950/pile x 10	= \$579,500
	OTHER	= \$213,819
	TOTAL	= \$2,503,391

Note: Pier expansion cost is based on an average of previous construction costs. Considering the location, and existing conditions actual costs may be substantially less.

*All costs taken as Jan 2025 prices

LIFESPAN:

15+ years with maintenance + anode replacement

OTHER CONSIDERATIONS:

- Increased pier area/flexibility in operation
- Flexibility in phasing
- Sorting Pier 3 could see loading capacity limited to eliminate demo/wrap need.
- Main pier-sorting pier 3 area rarely used for berthing currently.

OPTION 2: SORTING PIER WRAPS AND BATTERS

COST:

DEMO (BOTH)	= \$5,217/pile x 56	= \$292,152
WRAPS (BOTH)	= \$4,320/pile x 56	= \$241,920
BATTER (BOTH)	= \$57,950/pile x 20	= \$1,159,000
	OTHER	= \$213,819
	TOTAL	= \$1,693,072

*All costs taken as Jan 2025 prices

LIFESPAN:

15+ years with maintenance + anode
replacement

OTHER CONSIDERATIONS:

- Piles will not be spliced; non-spliced piles will still have reduced section.
- Batter pile length is subject to change,
- Old bracing will be removed for pile wraps.
- Design from 2020 TEC design, same as recent pile wraps and added batter piles on sorting pier 1.

FENDER SYSTEM, SHEET PILES, AND BULKHEAD REPAIRS

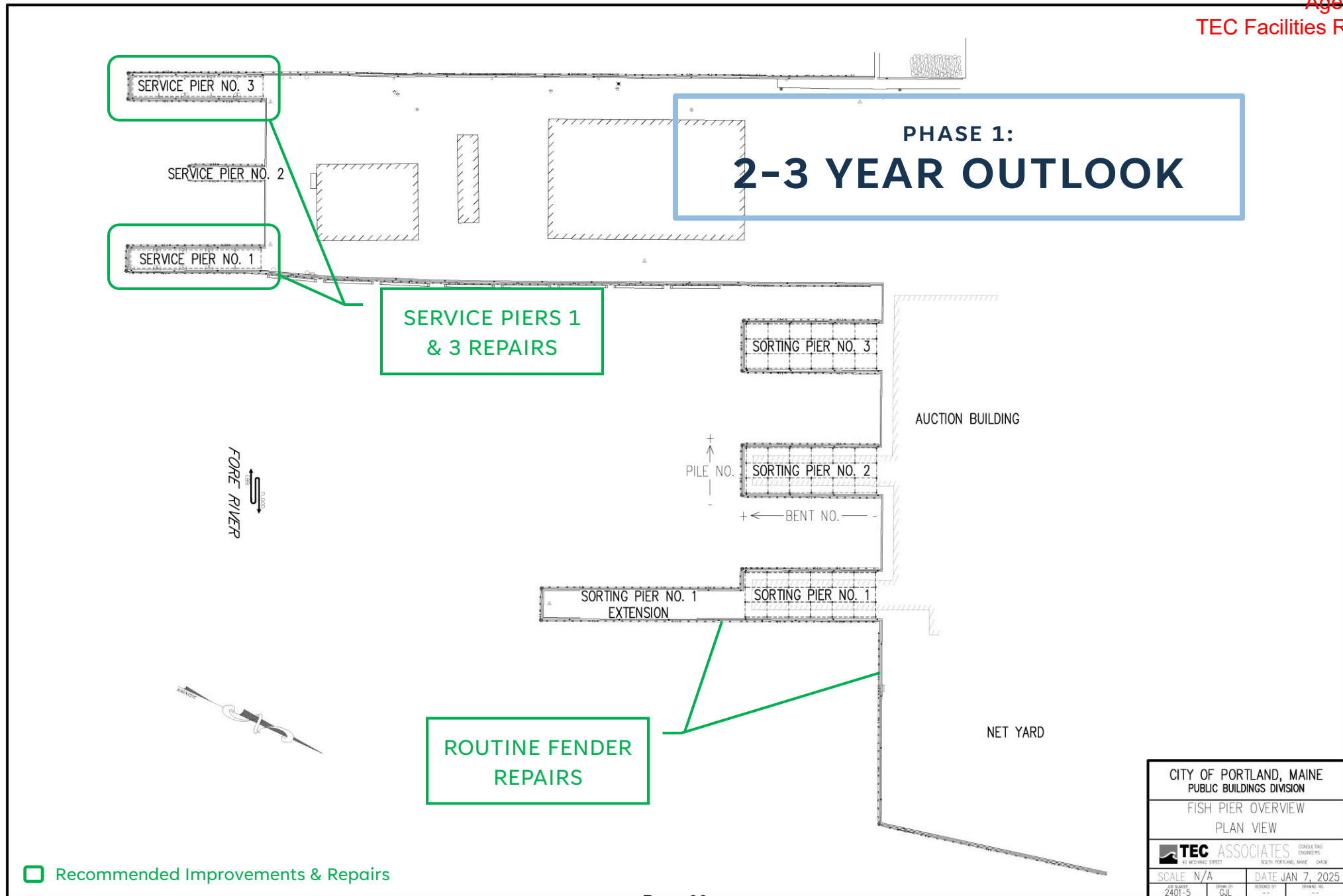
- Currently, only routine fender repairs are necessary for maintenance elsewhere on the structure
- Sheet pile coating will likely be necessary within the next 10-15 years.
- Underwater bulkhead, pile, and ultrasonic thickness inspections (TEC Associates) should be completed within 5 years.

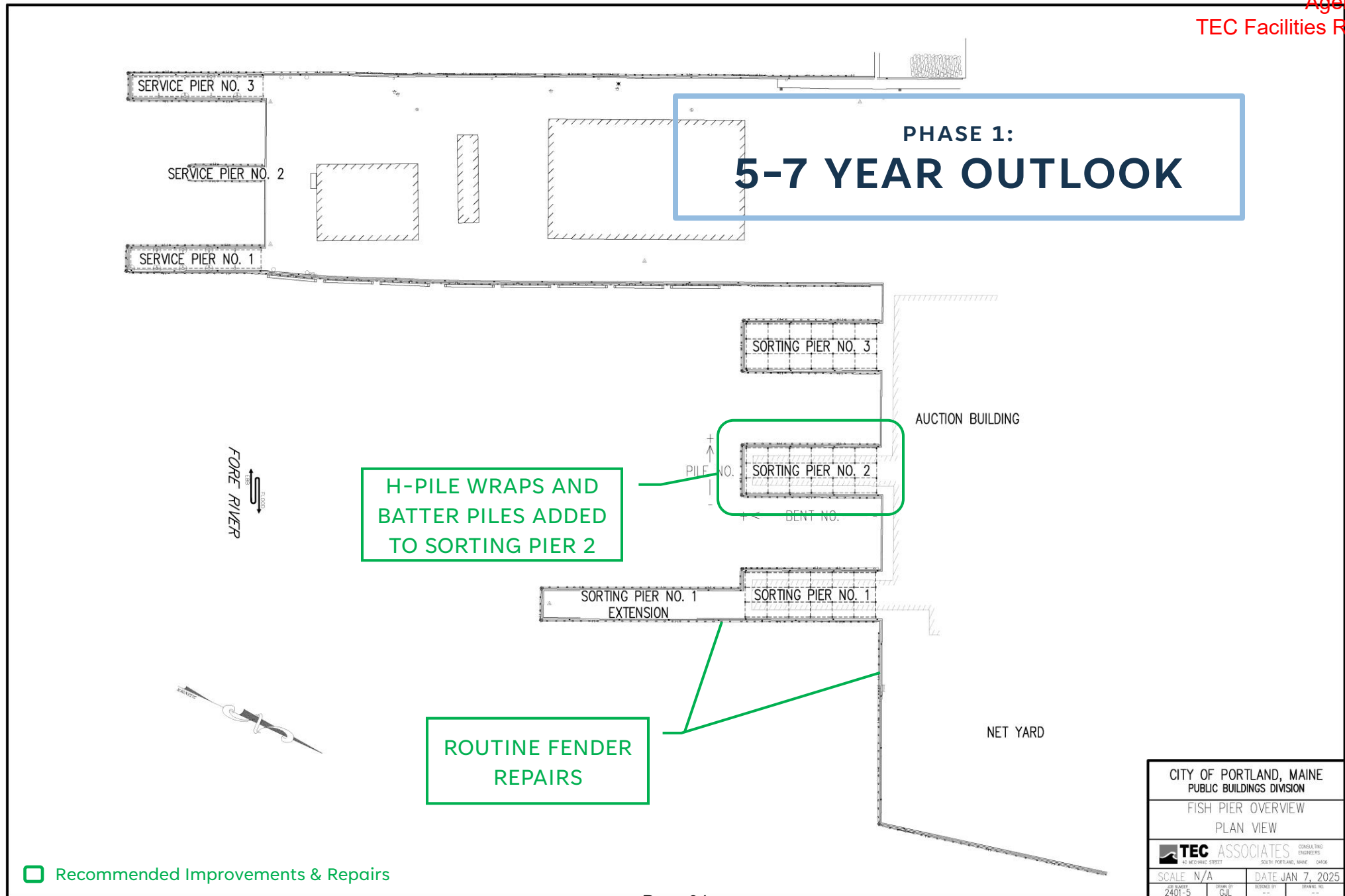
4. RECOMMENDED PHASING

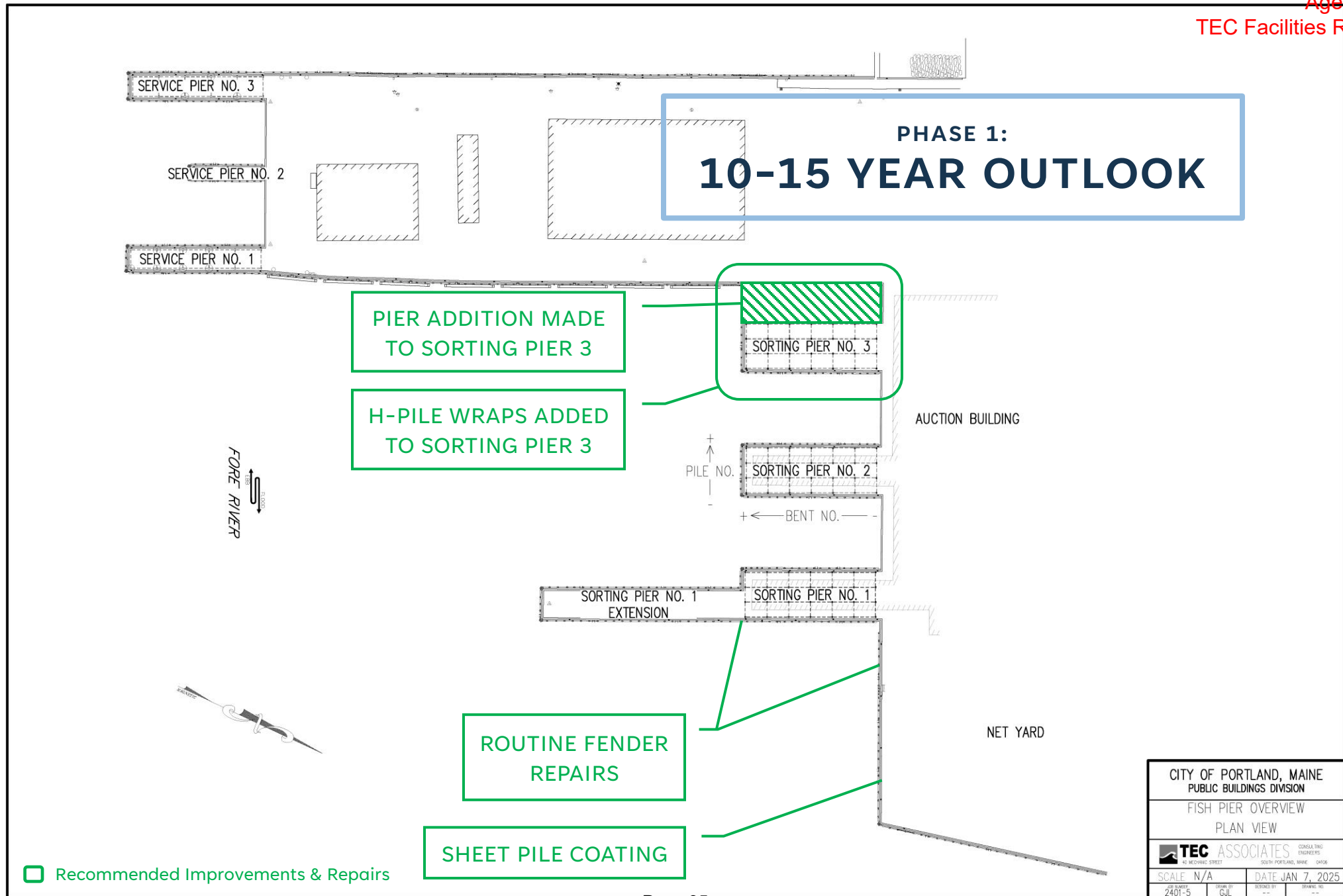
**PHASE 1:
2-3 YEAR
OUTLOOK**

**PHASE 2:
5-7 YEAR
OUTLOOK**

**PHASE 3:
10-15 YEAR
OUTLOOK**







THANK YOU

Gordon Armstrong P.E.

(207) 767-6068

gordon@tecassoc.com

Gabriel Lambert E.I.

(802) 528-9335

gabriel@tecassoc.com

www.tecassoc.com

