

**PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS
July 16, 2026, 3:00 PM**

PFPA Board Members

Class A Directors: Groundfish Harvester or Representative

Mary Hudson, MCFA
Tracy Pearce, Vice President

Class B Directors: Groundfish Buyers

Mike Alfiero, Harbor Fish
Vacant

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

Rob Odlin, Representing the Lobster Industry, President
Matthew Moretti, Representing the Aquaculture Industry

Class D Director: Representing the Public at Large

John Arnold, Secretary

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
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/84623187468?pwd=fVELwOr6iXdIUaGxOeW20aZsLoLfiX.1>

Panelists will receive their own unique link via email on the day of the meeting.

To submit written public comment on an agenda item, email edd@portlandmaine.gov. Submissions must be received by 12:00 pm the day before the Portland Fish Pier Authority meeting to guarantee their inclusion in the agenda packet. All submissions must include the commenter's name and legal address. To help ensure your comment is submitted for the correct item, please include the name of the agenda item (see below).

1. Approval of Meeting Minutes

- a. Special Meeting Minutes from June 11, 2026
- b. Special Meeting Minutes from June 18, 2026
- c. Meeting Minutes from June 18, 2026
- d. Special Meeting Minutes from July 1, 2026

2. Financial Update - Kaela Gonzalez, Program Coordinator

- a. See attached Financial Update

3. Facilities Update - Phil DiPierro, Project Manager.

- a. See attached Facilities Report
- 4. **Portland Fish Exchange Subcommittee Update - Chair of Subcommittee, Matt Moretti**
 - a. See attached PFEX Manager's Report
- 5. **Discussion and vote on deficit payment request from the Portland Fish Exchange.**
 - a. See attached request
- 6. **Discussion on findings from second opinion on Service Pier 1 Structural Assessment**
 - a. See attached assessment
- 7. **Discussion and update on construction at the Fish Pier and option to remove service road**
- 8. **Discussion on responding to illegal/unauthorized vessel berthing at Fish Pier.**
- 9. **Discussion on Board meeting time.**
- 10. **Other items not on the agenda.**
- 11. **Next Regular Meeting Date: August 20, 2026**
- 12. **Adjournment**

DRAFT Meeting Minutes

SPECIAL PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS SPECIAL MEETING
June 11, 2026, 3:30 PM

Remote Meeting Format on the Zoom Platform

PFPA Board Members Present

Class A Directors: Groundfish Harvester or Representative

Mary Hudson

Tracy Pearce

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

Rob Odlin, Representing the Seafood Industry

Matthew Morretti, Representing the Aquaculture Industry

Class D Director: Representing the Public

John Arnold

Class E Director: Representing the City Council

Wesley Pelletier

Ex-Officio Members of the Board of Directors:

Representing the Commissioner of the Maine DOT

Chris Mayo

Representing the Portland City Manager

Brendan O'Connell

PFPA Board Members Unable to Attend

Class B Director: Mike Alfiero, Groundfish Buyer or Representative

One vacant position

Ex-officio Members of the Board of Directors:

Meredith Mendelson, Representing the Commission of Maine DMR

Staff Present

Philip DiPierro, Facilities Manager

Kaela Gonzalez, Program Coordinator

Heather Moretti, Waterfront Coordinator

Avery Novak, Associate Corporation Counsel

Robert Vanmeter, Exchange Manager

Public

There was one (1) member of the public present.

1. Discuss and vote to approve funding to obtain a second opinion on the structural integrity of Service Pier 1.

Previous assessments by Tech Associates recommended closing the pier, impacting business for Vessel Services. A proposal from engineering firm SGH was presented, recommending an \$8,000 budget for a structural assessment. SGH is already a city-approved contractor. Discussion focused on the possibility of establishing "weather thresholds" (e.g., wind speeds or tidal forces) to allow for safe, temporary use of Service Pier 1 during calm conditions, rather than keeping it completely closed. Concerns were raised regarding liability and safety. It was noted that professional assessments provide guidance, but the city retains ultimate responsibility for operational decisions. While the current fiscal year's engineering budget is depleted, it was confirmed that the cost could be managed, potentially using savings from the upcoming fiscal year starting July 1st.

Motion to approve up to \$8,000 for SGH to provide a second opinion, with the provision that the initial assessment includes a wind threshold for operational use is appropriate and what that threshold would be.

Mayo, 2nd Hudson

No Public Comment

Approved 8-0

2. Adjournment

Hudson, 2nd Arnold

The meeting was adjourned at approximately 4:07 p.m.

Attachments included in the meeting packet:

Proposal from SGH

DRAFT Meeting Minutes

SPECIAL PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS SPECIAL MEETING
June 18, 2026, 3:00 PM

Remote Meeting Format on the Zoom Platform

PFPA Board Members Present

Class A Directors: Groundfish Harvester or Representative

Mary Hudson

Tracy Pearce

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

Rob Odlin, Representing the Seafood Industry

Matthew Morretti, Representing the Aquaculture Industry

Class D Director: Representing the Public

John Arnold

Class E Director: Representing the City Council

Wesley Pelletier

PFPA Board Members Unable to Attend

Class B Director: Mike Alfio

One vacant position

Ex-officio Members of the Board of Directors:

Meredith Mendelson, Representing the Commission of Maine DMR

Chris Mayo, Representing the Commissioner of the Maine DOT

Brendan O'Connell, Representing the Portland City Manager

Staff Present

Philip DiPierro, Facilities Manager

Kaela Gonzalez, Program Coordinator

Heather Moretti, Waterfront Coordinator

Avery Novak, Associate Corporation Counsel

Robert Vanmeter, Exchange Manager

Public

No public attendance

1. Nominate and vote to select Portland Fish Exchange Subcommittee Chair.

Hudson nominated Matt Moretti, 2nd by Arnold

No Public Comment

Approved 6-0

2. Nominate and vote to accept Corrin Flora to the Portland Fish Exchange Subcommittee.

Arnold, 2nd Hudson

No Public Comment

Approved 6-0

3. Any other nominations from the floor.

Odlin nominated Mike Alfiero as a member of the Portland Fish Exchange Subcommittee.

Odlin, 2nd Hudson

No Public Comment

Approved 6-0

4. Adjournment

Hudson, 2nd Arnold

The meeting was adjourned at approximately 3:13 p.m.

Attachments included in the meeting packet:

None

DRAFT Meeting Minutes

PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS SPECIAL MEETING
June 18, 2026, 3:15 PM

Remote Meeting Format on the Zoom Platform

PFPA Board Members Present

Class A Directors: Groundfish Harvester or Representative

Mary Hudson

Tracy Pearce

Class B Directors: Representing Groundfish Buyers

Mike Alfiero, Harbor Fish

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

Rob Odlin, Representing the Seafood Industry

Matthew Morretti, Representing the Aquaculture Industry

Class D Director: Representing the Public

John Arnold

Class E Director: Representing the City Council

Wesley Pelletier

Ex-officio Members of the Board of Directors:

Meredith Mendelson, Representing the the Commission of Maine DMR

PFPA Board Members Unable to Attend

Class B Director: One vacant position

Ex-officio Members of the Board of Directors:

Chris Mayo, Representing the Commissioner of the Maine DOT

Brendan O'Connell, Representing the Portland City Manager

Staff Present

Philip DiPierro, Facilities Manager

Kaela Gonzalez, Program Coordinator

Heather Moretti, Waterfront Coordinator

Avery Novak, Associate Corporation Counsel

Robert Vanmeter, Exchange Manager

Public

There were approximately three (3) members of the public present.

1. Approval of May 21, 2026 Meeting Minutes.

Motion to approve the Meeting Minutes from May 21, 2026 .

Arnold, 2nd Hudson

No Public Comment

Approved 4-0-3 (Pearce, Pelletier, Odlin abstained, Mendelson not present at time of vote)

2. Financial Update.

Gonzalez provided a verbal update on Portland Fish Pier Authority finances. The fiscal year ends June 30, 2026 and currently there is a positive net of \$167,286 for the year.

3. Facilities Update.

DiPierro provided an update on facilities. The Board had an in-depth discussion on Service Pier 1 and options to move forward by reviewing a \$302,000 temporary shoring plan from TEC Associates, but leaned toward alternative solutions—such as relocating vessels to Pier 3 or extending hoses at Pier 1—to accommodate business needs without the significant capital investment of a temporary fix.

4. Portland Fish Exchange Subcommittee Update.

Vanmeter gave an update on the Fish Exchange highlighting the report included in the backup materials, which included exceeding landing projections for the month, breaking even with kelp this season for the first time, and securing a new internet provider.

Heather Moretti introduced the second item for Board discussion, an 8-week pilot trial to auction salmon starting July 1, 2026. Weekly shipments of approximately 1,500 lbs (27 cases) would arrive on Tuesdays. Hudson reports that this would be manageable for the staff who would break down the cases, re-ice the fish, and auction them off as individual lots.

Motion to land salmon at the Exchange for an 8-week pilot, for whole fish and a minimum of 200-pound lot size.

Mendelson, 2nd Moretti

While there is general interest, concerns were raised regarding the efficiency of one-box lot sizes, potential market competition, and Icelandic whaling. It was suggested that larger lots (200-300 lbs) would be more efficient for buyers. It was noted that the proposed pilot is intended to test market reception and buyer interest before considering any permanent changes.

No Public Comment

Approved 5-3

5. Discussion and vote on Facilitator for Board Retreat.

After a brief discussion the Board requested that staff conduct further research and return with more concrete, comparable options rather than the current proposals.

Motion to table this item

Pelletier, 2nd Odlin

No Public Comment

Approved 6-0

6. Discussion and possible vote on funding proposal to shore up Service Pier 1 by TEC Associates.

This item was discussed in Item #3.

7. Other items not on the agenda.

8. Next Regular Meeting Date: July 16, 2026

9. Adjournment

Arnold, 2nd Hudson

The meeting was adjourned at approximately 5:23 p.m.

Attachments included in the meeting packet:

Draft Meeting Minutes from May 21, 2026

PFFPA June Financial Update

June Facilities Update

June Portland Fish Exchange Managers Report

Freshley Facilitation Quote

Waterson Consulting Quote

TEC Associations Service Pier 1 Temporary Repairs

DRAFT Meeting Minutes

SPECIAL PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS SPECIAL MEETING
July 1, 2026, 1:00 PM

Remote Meeting Format on the Zoom Platform

PFPA Board Members Present

Class A Directors: Groundfish Harvester or Representative

Mary Hudson

Class B Directors: Groundfish Buyer or Representative

Mike Alfiero, Harbortfish

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

Matthew Morretti, Representing the Aquaculture Industry

Class D Director: Representing the Public

John Arnold

Ex-Officio Members of the Board of Directors:

Representing the Commissioner of the Maine DMR

Meredith Mendelson

Representing the Commissioner of the Maine DOT

Chris Mayo

Representing the Portland City Manager

Brendan O'Connell

PFPA Board Members Unable to Attend

Class A Director: Tracy Pearce, Groundfish Harvester or Representative

Class B Director: One vacant position

Class C Director: Rob Odlin, Representing the Seafood Industry

Class E Director: Wesley Pelletier, Representing the City Council

Staff Present

Kaela Gonzalez, Program Coordinator

Heather Moretti, Waterfront Coordinator

Avery Novak, Associate Corporation Counsel

Robert Vanmeter, Exchange Manager

Public

There were zero (0) members of the public present.

1. Discuss and vote to approve up to \$29,775 to replace Compressor A at the Portland Fish Exchange.

Vanmeter presented an emergency request to replace one of the two compressors at the Portland Fish Exchange to the Board. He reported that the unit is experiencing critical mechanical issues (bearings and oil pressure) and is not rebuildable. Vanmeter also noted that the facility requires both compressors to operate effectively, especially during the summer season.

Motion to approve up to \$29,775 to replace Compressor A at the Fish Exchange.

Mendelson, 2nd Hudson

Discussion:

Several of the Board members asked Vanmeter clarifying questions. Miller Refrigeration, the preferred vendor, can procure the replacement part in 5–7 days with a 1-day installation time. No bid process is required due to the emergency nature of the repair. Funding for the project, estimated at approximately \$29,775, was discussed. It was confirmed that if the Exchange budget cannot absorb the cost, the Authority can cover the expense, understanding there may be a slight overage in the repairs and maintenance budget line.

No Public Comment

Approved 7-0

2. Adjournment

The meeting was adjourned at approximately 1:15 p.m. by consensus.

Attachments included in the meeting packet:

Exchange Manager's Status Update on Compressor A
Replacement 70HP Compressor Quote

Fish Pier Authority
FY26 Budget Status
As of June 30 2026

	FY26 Budget	YTD	Balance	%	FY26 vs.		
					FY25 YTD	FY25	%
Revenue:							
Miscellaneous	5,275	17,015	(11,740)	322.6%	4,351	12,664	291.1%
Berthing	6,888	29,694	(22,806)	431.1%	28,276	1,418	5.0%
Parking	518,637	436,008	82,629	84.1%	487,975	(51,967)	-10.6%
Ground Rent (Leases)	243,556	221,340	22,216	90.9%	236,579	(15,239)	-6.4%
Interest Income		74,670			67,470	7,201	10.7%
Total Revenue	774,356	778,727	(4,371)	100.6%	824,651	(45,924)	-5.6%
Expenditures:							
Admin. and Maint. Serv	93,117	87,905	5,212	94.4%	94,765	(6,860)	-7.2%
Travel/Training/Meetings	1,500	0	1,500	0.0%	0	0	0.0%
Contractual Services	30,263	12,976	17,287	42.9%	3,623	9,353	258.2%
Engineering Services	26,000	9,448	16,552	36.3%	19,768	(10,320)	-52.2%
Printing/Copying	1,200	1,441	(241)	120.1%	880	561	63.8%
Equipment Repair	12,000	7,030	4,970	58.6%	4,250	2,780	65.4%
Land/Pier/Building Repair	200,000	214,525	(14,525)	107.3%	48,996	165,529	337.8%
Insurance	15,120	15,750	(630)	104.2%	15,000	750	5.0%
Supplies	13,500	6,809	6,691	50.4%	1,492	5,317	356.3%
Electricity	15,000	17,410	(2,410)	116.1%	18,013	(603)	-3.3%
Gas Service		9,136		#DIV/0!	1,565	7,571	483.8%
Debt Service	9,822	9,822	0	100.0%	10,273	(451)	-4.4%
Contributions		265,000	(265,000)	100.0%	488,200	(223,200)	-45.7%
Total Expenditures	417,522	657,251	(230,594)	157.4%	706,824	(49,573)	-7.0%
Net Revenues Over(Under) Expe	356,834	121,476	235,358		117,827	3,649	3.1%

To: Portland Fish Pier Authority Board
From: Philip DiPierro, Facilities Project Manager
Date: July 10, 2026
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 June 2026

- The Shore Power Upgrade Project is approximately 85% complete. There are (2) 100 amp shore power breakers that are backordered and still need to be installed. The project is expected to be completed by the end of July.
- At the Boards request, SGH Engineering has completed an inspection of service piers 1 & 3, and have completed a draft memo of the review of the TEC Associates condition report. SGH will provide an update at today's meeting.
- City staff is working with a roofing contractor to inspect and clean the Fish Exchange roof.
- The fiber optics line for the security system is in the process of being scheduled for installation. A PO has been issued, and IT is working with Consolidated Communications. A project Manager has been assigned, and route planning and design are complete. Camera installations are expected to follow later this year.
- Fender system maintenance is ongoing. Pile, whaler, and chalk repairs/replacements are in the process of being completed, starting with service piers 2 & 3 by Vessel Services. A contractor is also in the process of being hired to replace up to 6 broken/missing piles along the fender of Sorting Pier 1.
- The City of Portland Water Resources west parking lot stormwater/sewer project is under construction. The project is expected to be completed by Memorial Day of 2027. Water Resources will provide an update if needed.
- The steps at the main entrance to the Fish Exchange building have been repaired.
- General site maintenance continues throughout the facility.

Updates May 2026

- The Shore Power Upgrade Project is approximately 75% complete. The contractor has completed the installation of the new wiring, hangers, conduit, breakers, disconnects, and 7 new shore power stations. The (2) 100 amp shore power receptacles are backordered and still need to be installed. The project is expected to be completed by the end of July.
- At the Boards request, SGH Engineering has been contacted to review the TEC Associates condition report, and to provide a second opinion of the recommended restrictions on Service Piers 1 & 3. They have also been asked to provide options for short term repairs to support continued use.
- TEC Associates was asked to develop a temporary shoring plan for Service Pier 1. They provided a preliminary plan and estimated the cost of adding temporary splices and bearing plates to the pile supported structure to be approximately \$302,000.00.
- The fiber optics line for the security system is in the process of being scheduled for installation. A PO has been issued, but the contract is still under review with the contractor. As soon as the

contract is approved, Consolidated Communications is expected to complete the work. Camera installations will follow later this year.

- Fender system maintenance is ongoing. Pile, whaler, and chalk repairs/replacements are in the process of being completed, starting with service piers 2 & 3 by Vessel Services.
- General site maintenance continues throughout the facility.

Updates April 2026

- The Shore Power Upgrade Project is under construction. The contractor continues to work on new wiring, installing disconnects, installing new hangers and running new conduit. The project appears to be on schedule is expected to be completed by the end of June.
- The fiber optics line for the security system is in the process of being approved for installation. A contract is under review with the contractor to complete the work so that a PO can be issued. As soon as a PO is issued, Consolidated Communications is expected to complete the work. Camera installations will follow later this year.
- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project. Pile, whaler, and chalk repairs/replacements will be completed starting in July at the beginning of the new budget year.
- Vessel Services was notified that Service Pier 1 is closed due to safety concerns. Signs have been posted notifying the public that vertical loads are limited and vessel berthing is no longer allowed.
- Several pot holes in the pavement throughout the site have been filled.
- General site maintenance continues throughout the facility. The City's Parks Department has started Spring grounds maintenance for the season.

Updates March 2026

- The Shore Power Upgrade Project is under construction. The project is expected to be completed by the end of June.
- The fiber optics line for the security system is in the process of being installed. As soon as a PO is issued, Consolidated Communications is expected to complete the work. Camera installations will follow later this year.
- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project.
- General site maintenance continues throughout the facility. The City's Parks Department has started Spring grounds maintenance for the season.

Updates February 2026

- The Shore Power Upgrade Project is scheduled to begin in April. Submittals are being reviewed and materials have been ordered.
- TEC Associates completed an inspection for Service Piers 1 and 3. The report has been revised and updated, and it will be used as the basis for a grant application for funding to replace the piers.
- Dredging around the Fish Pier has been completed. The Mavodones Landing floats will remain at their temporarily offsite location until they are reinstalled at the seasonal Mavodones Landing site by Sail Maine.
- The fiber optics line for the security system is in the process of being installed. As soon as a PO is issued, Consolidated Communications is expected to complete the work. Camera installations will follow later this year.
- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project.

- General site maintenance and grounds maintenance continues throughout the facility.

Updates November 2025 thru January 2026

- The City executed a contract with Northern Electric, Inc. for the shore power upgrade project. Materials have been ordered and work will begin when materials are received.
- TEC Associates completed an inspection and is updating the condition report for Service Piers 1 and 3.
- Dredging around the Fish Pier is scheduled for 2/18 thru 2/28. The Mavodones Landing floats and fishing boats will be temporarily relocated during the dredging.
- City staff has reviewed options for installing fiber optics at the Fish Pier site, and connecting security cameras to the City's network. The fiber optics line is in the process of being installed. Camera installations will follow later this year.
- The City of Portland Water Resources west parking lot stormwater/sewer project is scheduled to start in July of 2026, and be completed by Memorial Day of 2027. Water Resources can provide an update at the Board's request.
- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project.
- The sinkholes at Look's Lobster's site, and adjacent to the home fleet berthing area have been filled and paved.
- General site maintenance and grounds maintenance continues throughout the facility.

Updates October 2025

- The City received two bids for the shore power upgrade project. I am working with the City's Purchasing Department to finalize a contract so that the project can start.
- City staff has reviewed options for installing fiber optics at the Fish Pier site, and connecting security cameras to the City's network. The project will need to be funded before it can move forward.
- The City of Portland Water Resources west parking lot stormwater/sewer project is scheduled to start in July of 2026, and be completed by Memorial Day of 2027. Water Resources will provide an update during the winter, or earlier if needed.
- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project.
- New parking signage around the Fish Exchange site has been installed.
- The parking areas in front of the exchange, and the loading docks have been restriped.
- The sinkholes at Look's Lobster's site have been assessed. City staff is working with Look's to determine a schedule for completing the work. A contractor has been hired to complete the work.
- The Mavodones Landing floats have been relocated to sorting pier 1 for the winter. They will be moved back to the Maodones Landing site in the spring, for the summer and fall seasons.
- General site maintenance and grounds maintenance continues throughout the facility.

Updates September 2025

- The pre-bid meeting for the shore power upgrade project was held on October 15'th. Bids are due by October 29'th.
- City staff is in the process of reviewing options for installing security cameras throughout the Fish Pier complex. The IT Department is pricing options for cameras and equipment to figure out the most cost-effective way to deploy the system i.e. standalone system vs connecting to the network.
- City of Portland Water Resources west parking lot stormwater/sewer project update to follow.

- Fender system maintenance is ongoing. City staff will continue to develop a plan, and a scope of work for completing this project.
- City staff is working with the Fish Exchange to update and reinstall new parking signage around the Fish Exchange site. New signs have been made and will be installed within the next month.
- City staff is working with the Fish Exchange to re-stripe the parking areas in front of the exchange, and to re-stripe the loading docks. A striping company has been hired and work is expected to be completed the weekend of the 18th.
- The sinkholes at Look's Lobster's site have been assessed. City staff is working with Look's to determine a schedule for completing the work.
- General site maintenance and grounds maintenance continues throughout the facility.

Updates August 2025

- The bid package for the shore power upgrade project has been sent to the City's Purchasing Department for review. It is currently in the queue for review. Once approved, it will be advertised for bidding.
- City staff met a second time with a vendor to look at a portion of the Fish Pier site for the installation of security cameras. A revised proposal has been received and it is currently under review by City staff.
- City staff has inspected the fender system of all the piers to assess maintenance needs. Several piles need to be either pulled and rebolted, or replaced. There are also several chocks and walers that need to be either repaired or replaced. City staff will develop a plan and scope of work for completing this project.
- City staff is working with the Fish Exchange to update and reinstall new parking signage around the Fish Exchange site. Several signs are missing and faded and need to be replaced.
- City staff is working with the Fish Exchange to re-stripe the parking areas in front of the exchange, and to re-stripe the loading docks.
- General site maintenance and grounds maintenance continues throughout the facility.

Updates July 2025

- A bid package for the shore power upgrade project has been sent to the City's Purchasing Department for review. Once approved, it will be advertised for bidding.
- City staff met with a vendor to look at a portion of the Fish Pier site for the installation of security cameras. A proposal has been received and it is currently under review by City staff.
- City staff has inspected the fender system of all the piers to assess maintenance needs. Several piles need to be either pulled and rebolted, or replaced. There are also several chocks and walers that need to be either repaired or replaced. City staff will develop a plan and scope of work for completing this project.
- The parking lot striping project on the west side (next to GMRI) of the Fish Pier site has been completed.
- Grounds maintenance for the season is ongoing.
- General site maintenance continues throughout the facility.



Portland Fish Exchange

Management & Financial Report – July 2026

Groundfish Activity

Groundfish Landings – Auction

Period	Actual	Budgeted	Variance
June 2026 (14 Auctions)	205K	150K	+55K
June 2025 (12 Auctions)	110K	125K	(15K)

Contract Unloads – Groundfish

Period	Actual	Budgeted	Variance
June 2026	0	25K	(25K)

Total Groundfish Landings & Contract Unloads

Period	Actual	Budgeted	Variance
June 2026	205K	175K	+30K

Year-to-Date Groundfish Landings & Contract Unloads

Category	Actual	Budgeted	Variance
Groundfish (GF)	1.9M	2.0M	(100K)
Contract Unloads (CU)	110K	200K	(90K)

Pumping Revenue

Period	Actual	Budgeted	Variance
2026 YTD	\$650K	\$1.2M	(\$550K)

Financial Performance

Period	Net Income	Budgeted	Variance
June 2026	TBD	(\$29,441)	TBD

Financial Notes

- \$225,000 of the \$250,000 line of credit is currently in use.
- \$50,000 has been utilized from cash reserves.
- Accounts receivable total approximately **\$327,697**, including:
 - Rent
 - Buyer fees
 - Berthing
 - Net yard usage
 - Bait and barrel storage
 - Cross-docking and warehousing
- Current checking account balance is **\$46,000** prior to upcoming expenses.

Monthly Cash Position

- **High:** \$110,000
 - **Low:** \$34,000
 - **Average:** \$64,000
-

June Auction Activity

- Total landed: **205,002 lbs.**
 - Sold through auction: **182,362 lbs.**
 - After-auction sales: **22,310 lbs.**
 - Refused: **330 lbs.**
 - No fish inventory was carried over to the next auction.
-

Operations Update

Groundfish landings and market prices remain strong, providing positive momentum as we enter the new fiscal year. Auction activity during June exceeded budget expectations, reflecting continued strength in both supply and market demand.

Operational Activity

- Weekly collaboration continues with Eimskip and Hiddenfjord supporting salmon container operations.
 - Lobster bait storage operations are underway, and cooler utilization continues to increase as seasonal demand builds.
-

Facility Report

- The City of Portland repaired the building entrance landing this week. Exchange staff will apply a fresh coat of paint to the railings, creating a safer, cleaner, and more welcoming entrance for staff, crew members, tenants, customers, and visitors.
 - Miller Refrigeration has ordered a new compressor that is expected to arrive this week to be installed as soon as possible to replace the failing unit.
-

Recruitment Update

Two new employees joined the Fish Crew in part-time positions during the past week. Upon completion of a 90-day evaluation period, both employees will be considered for full-time employment opportunities based on performance and operational needs.

Fleet Activity

New / Returning Vessels

- Long Haul

Social Media Update

Our Social Media Intern, **Jade DeWitt** from the University of Southern Maine, continues to expand the Exchange's online presence through daily posts, videos, and industry-related content. Her efforts have strengthened engagement and visibility for both Exchange operations and the broader commercial fishing industry.

McNeel Vessels Update

All McNeel vessels have been relocated from the facility with the exception of the Patriot and the William Lynn. The Patriot is due to be moved in the next 7-10 days.

According to Ben Martens, the William Lynn is expected to proceed through foreclosure proceedings, with a public auction anticipated later this fall.



PORTLAND FISH EXCHANGE, INC.

All-display fresh fish auction.

6 Portland Fish Pier
Portland, Maine 04101
Toll Free 1-866-633-4741
Telephone 207-773 - 0017
Fax 207-871 - 8013
www.pfex.org

July 7, 2026

Portland Fish Pier Authority
389 Congress Street
Portland, Me 04101

Dear Members of the Portland Fish Pier Authority:

I am writing to advise the members of the Fish Pier Authority of the Portland Fish Exchange operating budget for the upcoming fiscal year, July 1, 2026 through June 30, 2027.

This budget has been developed based on a number of factors, including projected fish landings, related business activities that generate revenue for the Exchange, anticipated property maintenance requirements, payroll expenses, insurance costs, utilities, and the ongoing effects of inflation on the cost of doing business in Maine.

Based on our current projections, the Exchange is expected to close the fiscal year with a deficit of \$158,169. It is our understanding that the Authority would prefer to pre-fund this projected deficit rather than address it after the fiscal year ends, as has been done in the past. Accordingly, we respectfully request funding in the amount of \$158,169. In addition, we request that the Exchange's \$50,000 cash reserve be funded as well.

We are grateful for your continued support and partnership as we work together to strengthen and expand the Exchange's service to Maine's seafood industry.

Sincerely,

Robert Vanmeter
General Manager
Portland Fish Exchange

9 July 2026

Mr. Phil DiPierro
Project Manager
City of Portland
Public Buildings & Waterfront Administrative Office
212 Canco Road
Portland, ME 04103

Project 260900 – Service Piers 1 and 3, Portland Fish Pier, Portland, ME

Dear Mr. DiPierro:

The City of Portland retained Simpson Gumpertz & Heger (SGH) to review the findings and recommendations of a recent inspection of the Service Piers at the Portland Fish Pier complex in Portland, ME, that was completed by TEC Associates, and to provide a report on our findings and recommendations. The primary objective of this assignment is to offer a second opinion on the need for the operational restrictions recommended in that inspection report.

1. EXECUTIVE SUMMARY

We agree with TEC Associates that the Service Piers are in serious condition and have lost a significant amount of their original structural strength due primarily to corrosion of the steel H-piles and bracing. SGH also agrees that some operational restrictions are required.

However, our opinion is that the Service Piers likely retain some strength to support lateral loads from vessels in their current condition, and that the recommended restriction to close Service Pier #1 to vessels entirely may be more restrictive than necessary.

In the near term, we recommend completing a more detailed structural analysis and desktop study or lab testing of materials to better quantify the piers' remaining strength and evaluate whether operations can be meaningfully increased.

In the medium-term, the City should plan for repair, rehabilitation, or full replacement of the Service Piers. The corrosion of the steel H-piles will continue to progress, and the rate of deterioration will likely accelerate as the structures continue to age. The structures have limited remaining service life without intervention. Rehabilitation could extend the service life by twenty to thirty years, while full replacement would provide a new structure with a fifty+ year design life.

2. INTRODUCTION

The Portland Fish Pier complex is a City-owned waterfront facility located at 1 Portland Fish Pier on Commercial Street in Portland, Maine (Figure 1). Existing marine structures at the site include the tied-back steel sheet pile bulkhead and the fixed Service Piers #1, 2, and 3.



Figure 1 – Portland Fish Pier Aerial Photo (Nearmap)

The Service Piers are used to load vehicles and vessels with fuel and ice, and to unload commercial fishing vessels. The north slip at Service Pier #1 is the only location that can readily accommodate fueling large vessels because of the available slip length and a high-flow fuel line.

The Service Piers were constructed circa 1982. The piers are constructed of cast-in-place reinforced concrete deck slabs and beams supported on steel H-piles. The steel H-piles are braced with diagonal and horizontal bracing consisting of single and double steel angles connected with gusset plates. Timber and FRP composite fender piles are installed around the perimeter of all three piers. The fender piles are fastened to timber wales and blocking that are fastened to the concrete superstructure. No energy-absorbing fender elements are present. Mooring fittings include 24 in., 6-bolt AMC-style cleats mounted to the concrete curbs along the perimeter of the pier, with 7/8 in. diameter embedded anchor bolts.

The piers were inspected most recently by TEC Associates (TEC) in February 2026. TEC identified advanced deterioration of the structures, including severe corrosion of the steel H-piles and widespread failures of the steel braces. TEC performed a structural analysis of the piers to evaluate their remaining strength to support vertical and lateral loads. Based on their analysis, TEC recommended load restrictions on the structures. These recommendations included no berthing of vessels on Service Pier #1 due to its reduced strength to carry lateral loading.

The load restrictions recommended by TEC limit the ability of the Fish Pier complex to operate effectively. The City of Portland requested that SGH provide a second opinion on the findings

and recommendations made by TEC. This second opinion will help the City understand the available options to keep the pier in operation.

Our scope of work for this review included the following tasks:

- Reviewed existing drawings and past inspection reports provided by the City.
- Completed a site visit on 2 July 2026.
- Met with staff from the City and tenant Vessel Services, Inc. to discuss operations.
- Developed recommendations and prepared this report.

3. DOCUMENT REVIEW

We reviewed the following documents that were provided by the City:

- Drawings: Portland Fish Pier Complex, Sheets B-1, S-1, and SM-1 through SM-13 by Parsons Brinckerhoff Quade & Douglas. 1 August 1981 (15 pp).
- Drawing: Portland Fish Pier, Alternate Framing Plan, Service Piers by Cianbro Corporation. 26 July 1982. (1 p).
- Report: "Inspection of Fish Pier" by TEC Associates. 2 May 2024 (47 pp).
- Report: "Inspection of Portland Fish Pier Service Piers #1-3" by TEC Associates. 18 February 2026 (23 pp).

4. SITE VISIT

We visited the site on 2 July 2026. During the site visit we observed existing site conditions from the pier deck level to the low water line and recorded observations in notes and photos. Topside conditions were accessed on foot and observed from above. Underdeck conditions were accessed from the adjacent floating docks, ladders, and camels, and by swimming beneath the piers. We conducted limited cleanings and measurements of H-pile sections beneath Service Piers #1 and #3 to compare with TEC's estimates of section loss.

The purpose of the site visit was to observe general conditions and defects identified by TEC in their 2026 inspection report for the purpose of assessing areas of agreement or disagreement with TEC's findings. The site visit should not be considered a comprehensive independent inspection.

While on site, we met with Phil DiPierro of the City of Portland, and Mike Foster of Vessel Services, Inc., the City's pier tenant. We discussed facility operations, possible short-term operational limitations that could be acceptable to the City, and the City's longer-term plans for replacement of the structures.

5. DISCUSSION

5.1 Review of 2026 TEC report

After completing the site walk and discussing operational conditions with the City, we reviewed the 2026 TEC report in detail. We summarize our review comments below:

- We agree that the steel H-Piles and bracing at the Service Piers have widespread advanced corrosion.
- We agree that the piles at Service Pier #1 have the most advanced corrosion and the piles at Service Pier #3 have comparatively less advanced corrosion.
- We agree with TEC's observations of localized flange holes, isolated local flange buckling, and greater deterioration of flanges than webs in the existing H-Piles.
- We agree that the steel bracing systems have substantial deterioration. At Service Piers #1 and #3, nearly all diagonal and horizontal braces have failed due to severe corrosion of connection points.
- We confirmed that the most severe corrosion band is typically located in the atmospheric splash zone, within 4 feet of the bottom of concrete pile cap. We agree that the concrete superstructure is in better condition than the piles and bracing.
- We agree that the deterioration described above has reduced the piers' strength and that lateral mooring and berthing loads are a particular concern.
- TEC's methods for estimating corrosion loss are unclear and appear imprecise. TEC measured the remaining pile flange thickness with tape measures and calipers. TEC also stated that remaining pile web thicknesses were "estimated" but did not describe the estimation method. No ultrasonic thickness (UT) measurements were taken. UT measurements would be typical for a marine facility inspection and would provide more accurate measurements of remaining steel thickness. It is not stated whether corrosion scale was removed before measurements were taken.
- We disagree with TEC's statement that HS-20 vehicle loading is equivalent to a 40,000 lb gross vehicle weight. An AASHTO HS-20 vehicle has a weight of 72,000 lb.

TEC may have intended to refer to H-20 vehicle loading which does have a weight of 40,000 lb.

- TEC did not include detailed backup for their calculations in their report; therefore, we cannot confirm the validity of the calculations or the underlying assumptions. However, TEC's analysis appears to conservatively apply the worst observed corrosion over the full pile length rather than limiting it to the splash zone. A more refined analysis that considers the tapered corrosion profile would more accurately reflect the piles' remaining strength.
- TEC assumed in their analysis that the steel H-piles are ASTM A36 steel with a yield strength of 36 ksi. While this is a reasonable and conservative assumption in the absence of other information, it is possible that the piles use a grade of steel that has a higher strength than assumed. We do not have a complete set of the original construction drawings for the piers. Sheet S-1 of the 1981 drawings for the Fish Pier complex states that "structural steel shall conform with ASTM A36;" however, it is not clear that this referred specifically to the H-piles. H-piles of this era were commonly A36, but in some cases, ASTM A572 was used, which has a yield strength of 50 ksi. If the steel H-piles are a higher-grade steel than was assumed, the pile sections would have more available strength than has been assumed in the analysis.

5.2 Evaluation of Facility Operations

We discussed typical vessel and vehicle operations at the Service Piers with the City and their tenant during the proposal phase of this project and during the 2 July site walk. The following provides a general outline of operational live loads on the piers and summarizes the facility's original and current operating conditions.

5.3 Load Types

Marine structures are exposed to a range of operational live loading. This includes loading from vessels and from vehicles, pedestrians, and equipment on the pier deck. Vessels using the facility expose the structures to the following types of loads:

- **Berthing Loads:** into-pier transverse and longitudinal loads that are generated by a vessel approaching and impacting the pier fender system. The magnitude of berthing load is related to the approaching vessel's size (length, beam, draft, displacement) and velocity, and the characteristics of the fender system.
- **Mooring Loads:** out-of-pier transverse and longitudinal loads applied to the pier fittings through the tension in a vessel's lines. Mooring loads are caused by wind,

waves, current, or tidal fluctuations pulling a vessel away from a pier while the vessel is already held alongside.

- **Breasting Loads:** into-pier transverse loads from a vessel bearing against the pier or fender system while the vessel is already held alongside. Like out-of-pier mooring loads, breasting loads are caused by environmental forces acting on a vessel. The chief differences between out-of-pier mooring loads and breasting loads are the direction of the load (pull vs. push) and the point of application to the pier (concentrated load on fitting vs. distributed load on fender system).

The magnitudes of mooring and breasting loads are directly related to the severity and direction of the applied environmental forces. The likelihood of experiencing high mooring loads therefore increases with the duration of a vessel's stay alongside a pier and the time needed for the vessel to get underway in advance of forecast heavy weather. The magnitudes of mooring loads are also directly related to the vessel's size; most notably, the broadside, freeboard wind area.

Therefore, controlling loading on the structure through operational controls is possible. Limitations on the size of vessel, conditions when vessels are allowed to use the facility (wind speed and/or water level restrictions), mooring arrangements, and/or berthing activities can all serve to control operational loading.

Vertical loads discussed in this report include Dead Loads, which are the self-weight of a structure and its permanent components, and Live Loads, which are the weight of transient objects, such as vehicles, pedestrians, laydown materials, or stored items.

5.4 Operational Categories

To define the range of potential operating conditions at the facility, we have summarized our understanding of facility operations using a system of operational categories adapted from the Naval Facilities Engineering Systems Command (NAVFAC) Readiness Categories. These categories provide a range of operating conditions, ranging from Fully Operational to Not Operational for Consideration. Operational categories are summarized in Table 1. We understand that:

- Operations reflecting **Category 1 – Fully Operational** were in place prior to the issuance of TEC's 2026 inspection report.
- The facility is currently operating in **Category 3 – Partially Operational**.

- The City would be amenable to operational restrictions similar to those outlined in **Category 2 – Mostly Operational**. These restrictions would reduce structural demands on the Service Piers without an unreasonable impact on operations.
- The Piers are in an advanced state of deterioration and will continue to deteriorate further throughout their remaining service life. If no intervention is completed, a **Category 4 – Not Operational** state may be necessary.

Table 1 – Operational Categories and Status

Operational Category and Description		Status	Operating Conditions
1	Fully Operational	Condition that existed prior to February 2026 Inspection	<u>Vessel Loading</u> At Service Pier #1 North Slip • Yachts and superyachts, up to 120 meter LOA • USCG Fast Response Cutters, approximately 50 meter LOA At All Service Piers • Commercial lobster and fish boats, up to 25 meter LOA • Pilot boats and fire boats • Various small craft <u>Deck Loading</u> (<i>Can be simultaneous with vessel loading</i>) At Service Piers #1 and #3 • Concrete trucks • Box trucks, up to AASHTO H-20 loading • Passenger vehicles At All Service Piers • Approximately 100 psf uniformly distributed load.
2	Mostly Operational	Possible short-term condition with intervention	At All Service Piers • Limit the approach velocity and approach angle for all vessels. • Prohibit larger vessels from berthing directly against the Service Piers. Larger vessels will be required to make first contact with the bulkhead and will be walked to the Service Piers by shoreside line handlers. • Prohibit overnight mooring at the Service Piers, and/or require captains to stay with their vessels at all times. This will allow for rapid departure in the event of conditions that could produce elevated loading. • Enforce wind, wave, and/or current limits for all vessels moored at the Service Piers (specific magnitudes to be determined). If weather conditions exceed the established limits, all vessels will be required to cast off the piers and seek alternate moorings. • Limit the number of mooring lines that larger vessels are permitted to tie to the fittings on each Service Pier. Larger

Operational Category and Description		Status	Operating Conditions
			vessels will be required to route many of their mooring lines to the fittings on the Bulkhead. - Limit vertical live loads on the Service Piers during mooring and berthing operations. Concrete trucks, box trucks, and other large vehicles will not be permitted to access a pier while it is in use by a vessel. A limited live load restriction can be posted and enforced. Limit personnel access to limit loading and maintain safety. - Monitor the structure condition on an ongoing basis and inspect after significant loading events to identify any signs of overload.
3	Partially Operational	Present state	- Load restrictions recommended by TEC in their February 2026 report. - TEC recommended that Service Piers #1 and #3 be replaced as soon as practical. Until replacement, TEC recommended that Service Pier #1 not accommodate berthing vessels and be limited to a deck load of 100 psf or 40,000 lb vehicles. - During our 2 July site walk, we observed signs installed on the sides of Service Pier #1 indicating "Pier Closed No Berthing" and on the pier topside indicating uniform live load limit of 100 psf and vehicle load limit of 40,000 lb. - Under these restrictions, the facility is not completely closed, but it cannot be used for some of its core purposes. Most significantly, Service Pier #1 has been closed to mooring and berthing, which means the Fish Pier complex can no longer accommodate many larger vessels that historically used the north slip at Service Pier #1.
4	Not Operational	Possible future state without intervention	Given the facility condition and continued deterioration that will occur in the remaining service life, additional restrictions may be necessary in the future and may eventually progress to a point where the waterfront structures in the Fish Pier complex are deemed not operational and are prohibited from supporting live, mooring, breasting, or berthing loads. The facility is not currently operating in this state.

6. CONCLUSIONS AND RECOMMENDATIONS

Based on our review of site conditions, documents, and reports, and our evaluation, we believe that Service Pier #1 likely retains some strength for lateral mooring and berthing loads and that a complete restriction on mooring and berthing loads may not be necessary.

The structure was fully operational before TEC's inspection, with no significant structural failures or evidence of global overstress or excessive displacement. While we agree with TEC that the structure is generally in an advanced state of deterioration, we anticipate that more evaluation of the structure itself and the operational loading conditions would indicate the structure has remaining strength to support some level of lateral vessel loading; however, this loading is likely less than would be represented by a Fully Operational condition.

We have identified a list of possible actions that the City could take to maintain operations in the short and long term. SGH recommends that the City pursue one or more of the actions described below. In Table 2, we have presented the recommendations along with a rough-order-of-magnitude (ROM) cost and estimated duration for each action. The table also presents SGH's opinion of the operational capability each action should aim to achieve, the relative likelihood of achieving that target capability, and the approximate service life before additional evaluation or operational restrictions may be required.

6.1 Detailed Structural Analysis

In the near term, the City should consider performing a more detailed structural analysis to evaluate the Service Piers' remaining strength to support vertical and lateral loads in their existing deteriorated condition. The analysis could leverage existing information, including many of TEC's inspection findings, while refining key assumptions that may materially affect the results. For example, the analysis could consider a tapered corrosion profile rather than applying the worst observed section loss to the full pile length, consider load sharing and distribution throughout the structure by using a full three-dimensional model of the structure, and accurately define boundary conditions and support conditions, including the adjacent bulkhead and pile embedment/geotechnical conditions. The accuracy of the analysis could be maximized by performing a limited-scope field investigation to better define the corrosion profile and by supplementing available information with complete design/record documents from the original construction.

Because the piers have lost some of their original strength, the analysis should first evaluate the demands associated with the **Category 2 – Mostly Operational** mooring and berthing capabilities described earlier in this report. Depending on the results, additional iterations may be required to develop load restrictions that are safe, practical to implement, and avoid unnecessary impacts to operations.

Any load rating developed from the analysis should be tied to a defined inspection interval because corrosion will continue to progress and conditions will continue to change. The load rating should therefore be updated after each inspection until the structures are rehabilitated or replaced.

6.2 Steel Grade Determination

Another near-term option is to further evaluate the steel grade of the H-piles. TEC assumed that the piles are ASTM A36 steel. If the piles are a higher-grade steel, a higher capacity may be available. We do not expect that changing the assumed steel grade would, by itself, justify restoring mooring and berthing operations. However, if a more detailed structural analysis is being performed, this would support increased operational conditions.

The steel grade could first be evaluated through a desktop study, including a more detailed review of City records and, if available, records from Cianbro, the contractor who built the piers in 1982. If the desktop study is inconclusive, the next step would be limited destructive testing to retrieve samples of the existing steel for laboratory testing and analysis.

6.3 Routine Inspection

Routine inspections should be performed at frequent intervals while the Service Piers remain in their current condition. We recommend a two-year inspection interval, based on guidance in ASCE MOP 130 for steel and concrete waterfront structures in serious overall condition and located in an aggressive environment.

The next inspection should include cleaning and ultrasonic thickness measurements of the H-piles above and below water, with particular focus on the atmospheric splash zone where the worst corrosion has been observed.

The Bulkhead should also be inspected above and below water, including cleaning and ultrasonic thickness measurements of the steel sheet piles. This will become more important if modified mooring and berthing operations shift additional loads to the Bulkhead. The inspection should also re-evaluate the condition of the mooring fittings and the timber fender system on the Service Piers.

During each inspection, the structural analysis should be updated to accurately reflect the conditions of the piers. Given the age of the structures and the ongoing corrosion in the splash zone, it is possible that changes to operational restrictions will be required.

In addition to routine inspections, we recommend that the structure be inspected after any significant loading event. Examples of significant loading events include coastal storms, vessel impact/allision, unanticipated mooring or berthing by vessels exceeding the adopted operational limits.

6.4 Structural Repairs

If the piers remain in service for the mid-term, the City may need to complete targeted structural repairs to avoid more restrictive operational limitations. Repairs could include installing new bracing, welding supplemental plates to H-pile flanges to replace lost section, and/or replacing discrete mooring fittings or fender components.

6.5 Structural Rehabilitation

Because the concrete superstructure and deck appear to have significant remaining service life, the City could consider rehabilitating the Service Piers rather than replacing them. Rehabilitation could include installing structural pile jackets to restore strength of the existing H-piles at a lower construction cost and with less disruption to operations than full replacement.

Rehabilitation could also include driving supplemental piles or installing other long-term supports to functionally replace the existing H-piles. Other rehabilitation measures could include installing compressible fenders to reduce berthing loads on the piers, or adding new shoreside cleats or offshore mooring dolphins to reduce mooring loads on the piers.

We understand that the City is already planning for full replacement of the structure in the next 2-3 years, but we offer the option of structural rehabilitation as a possibility to extend the service life in the medium-term in a way that could be implemented more rapidly and cost-effectively, and with less impact to operations than full replacement.

6.6 Summary Table

Our recommended actions are summarized in Table 2 below:

Table 2 – Summary of Recommended Actions

Recommended Action	ROM Cost	Time Required to Implement	Target Operational Capability	Relatively Likelihood of Achieving Target	ROM Lifespan
Detailed Structural Analysis	\$20-30k	One to two months	Category 2 – Mostly Operational	Medium / High	Two years from last inspection
Steel Grade Determination	\$10k	One to two months	Category 2 – Mostly Operational	Low / Medium	Two years from last inspection
Routine Inspection (and Updates to Structural Analysis)	\$20-40k	One to two months	N/A	N/A	Two years
Structural Repairs	\$100-150k	Six to twelve months	Category 2 – Mostly Operational	High	Five years
Structural Rehabilitation	\$0.5-1.5M	One to two years	Category 2 – Fully Operational	High	Twenty years

7. CLOSING

We appreciate the opportunity to provide these services to the City of Portland. If you have any questions on the information presented in this letter, please contact Daniel J. Bannon at 207-671-2583 or djbannon@sgh.com. Where recommendations are made for additional inspection, evaluation, testing, or design services, SGH can provide proposals for additional services by request.

Sincerely yours,



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