



PORT OF GUAM
ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port
1026 Cabras Highway, Suite 201, Piti, Guam 96915
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Lourdes A. Leon Guerrero
Governor of Guam
Joshua F. Tenorio
Lieutenant Governor

REGULAR MEETING OF THE BOARD OF DIRECTORS

Jose D. Leon Guerrero Commercial Port
Monday, July 14, 2025, 3:00 p.m.
PAG Board Conference Room
Board Meeting

A G E N D A

I. CALL TO ORDER

II. APPROVAL OF MINUTES

1. June 5, 2025 – Regular Board Meeting

III. PUBLIC COMMENTS:

- a. Public Comments
- b. Employee Comments
- c. PAGGMA Association

IV. GENERAL MANAGER'S REPORT

V. OLD BUSINESS

VI. NEW BUSINESS

1. Presentation from Black Construction on Glass Breakwater Project.
2. Adoption of Board Resolution No. 2025-21 relative to renaming the area currently referred to as the "old Hawaiian Rock site" to "Black Construction Site" for operational clarity and ease of reference, and to reflect the area's current use as an active staging zone for the Glass Breakwater Project being leased by Black Construction Corporation.
3. Adoption of Board Resolution No. 2025-22 relative to establishing the official policy of the Port Authority of Guam for tenant-funded infrastructure improvement lease offsets pursuant to Public Law 38-26, and to authorize the General Manager to administer approved offset packages in accordance with Board direction.



Regular Meeting of the Board of Directors
Jose D. Leon Guerrero Commercial Port
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Board Meeting – AGENDA
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4. Adoption of Board Resolution No. 2025-23 relative to authorizing an initial lease credit, dollar-for-dollar offset, under Black Construction's lease tied to the Glass Breakwater project, in the amount of One Million Dollars (\$1,000,000) to cover eligible project expenses for areas including H-Wharf, the old Hawaiian Rock site, the easement leading to Family Beach, and the Port marinas, including the installation of solar lighting where immediately required.
5. Adoption of Board Resolution No. 2025-24 relative to requesting the Honorable / *Maga'håga* Lou Leon Guerrero, Governor of Guam and the Bureau of Statistics and Plans to officially amend the title of the Port Authority of Guam Master Plan from "2023" to "2025," solely as a change to the title, without altering the substance of the document as adopted in Resolution No. 2023-04, *Relative to adopting the Port Authority of Guam Master Plan 2023 as the official planning document for the Port Authority of Guam*, and as amended by Resolution No. 2024-18, *Relative to adopting zero-emission and zero-waste goals as part of the Port Authority of Guam's sustainability component of the Port Master Plan 2023*. The new title shall read: **"Port Authority of Guam Master Plan 2025."**
6. Adoption of Board Resolution No. 2025-25 relative to approving updated lease rates for Port Authority of Guam tenants based on certified appraisals and statutory compliance with Public Law 30-19, and affirming that such adjustments do not require review by the Public Utilities Commission.
7. Adoption of Board Resolution No. 2025-26 relative to recognizing and appreciating Oracle Advance Customer Service for their five-year partnership with the Port Authority of Guam.

VII. ADJOURNMENT

Port Authority Board of Directors
Regular Board Meeting
Monday, July 14, 2025
3:00 PM - PAG Board Conference Room

ATTENDANCE SHEET

PRINT NAME	AGENCY/COMPANY	CONTACT NO.
Junior Topasna	PAG / STELL.	621 788-4542
Leonard Kase	BCC	646-4861
Angela Massey	BCC	↓
Jesse Garcia	BCC	482-3994
Kaz Kawanoto	BCC	646-4861
Joshua Candokta	PAG / ENV / S & L	ex 988
Shire San Agustin	EQMR	x 327
LEONARD K. KASE	BCC	646-4861
ANGELA T. MASSEY	BCC	"
JESSE GARCIA	BCC	"
Mark Cabrera	PAG	ext. 252
Dennis J Perez	PAG	x 271
Steven Muna	PAG	x 251
Pascual Martin	PAG	x 259
CLARENCE LABUTAN	PAG	260
PAT ALVAREZ	PAG	
Ken Pajot	EQMR	
Roseanna Castro Stone	PAPD	354
LEO ESPINA	CO	
Nuntha Mafnan	PAG	

ATTENDANCE SHEET

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MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS Thursday, June 5, 2025

I. CALL TO ORDER

The Chairperson called the regular meeting of the Board of Directors to order at 3:05 p.m., Thursday, June 5, 2025. Present at the meeting were:

Dorothy P. Harris, Chairperson
Conchita S.N. Taitano, Vice Chairperson
Fe R. Valencia-Ovalles, Board Secretary
Rory J. Respicio, General Manager
Dominic G. Muna, Deputy General Manager, Operations
Pacifico R. Martir, Deputy General Manager, Admin/Finance

Also present was Port Oversight Chair Jesse Lujan and Port Authority Staff.

II. APPROVAL OF MINUTES

a. **April 30, 2025 – Regular Board Meeting:** Director Valencia-Ovalles made motion to approve the minutes of April 30, 2025, subject to correction. The motion was seconded by the Vice Chairperson and was unanimously passed.

III. PUBLIC COMMENTS

- a. **Public Comments:** None.
- b. **Employee Comments:** None.
- c. **PAGGMA Association:** PAGGMA Vice President Steven Muna mentioned that the association will be celebrating Philippine Independence Day on June 12, 2025 at 3pm, Port Authority and welcomed the Board to attend.

IV. GENERAL MANAGER'S REPORT

1. **Legislative Confirmation of Vice Chairperson Conchita SN Taitano and new Board Member Mark Mendiola.** The Port Authority of Guam is pleased to announce the legislative confirmation of Vice Chairperson Conchita SN Taitano and new Board Member Mark Mendiola to the Port Authority Board of Directors. Their confirmation reflects Governor Lou Leon Guerrero and Lt. Governor Josh Tenorio's confidence in them by their appointment and our legislative oversight chairperson Senator Jesse A. Lujan for shepherding these nominees through the legislative process. The Port Authority looks forward to their contributions as part of the Board's ongoing efforts to strengthen governance, promote transparency, and ensure the Port meets the needs of Guam and the broader Indo-Pacific region. Please join us in congratulating Vice Chairperson Taitano and new Board Member Mendiola on their official appointments.



2. **Passage of Bill 109-38 by *I Liheslaturan* (to be transmitted to *I Maga'håga* and Pending her approval) Supporting Tenant-Funded Infrastructure Improvements.** The Port Authority of Guam proudly acknowledges the recent passage of Bill No. 109-38: An Act to Authorize Dollar-for-Dollar Lease Offsets for Tenant-Funded Infrastructure Improvements at the Port Authority of Guam, introduced by Senators Jesse Lujan, Chris Duenas, and Tony Ada. This legislation authorizes a dollar-for-dollar lease offset for tenant-funded infrastructure improvements on Port-controlled property, incentivizing private investment while preserving public ownership.

Bill No. 109-38 Overview and Clarification

The bill authorizes the Port Authority of Guam to grant a dollar-for-dollar lease payment offset for tenants who invest in tangible, documented capital improvements to Port-controlled property that provide high value to the community or substantially enhance Port operations. It establishes a clear, transparent process to encourage private investment in Port infrastructure.

Key Features and Safeguards:

- **No Lease Breaks or Discounts:** The bill does not provide any lease breaks, tax credits, discounts, or waivers. Lease offsets are strictly limited to the verified cost of approved capital improvements and cannot exceed the tenant's total lease obligation.
- **Eligibility Criteria and Public Asset Ownership:** Improvements must be permanent, located on Port or Port-controlled property, built to code, compliant with all permitting and safety regulations, and shall remain the property of the Port. This ensures long-term public control and benefit from tenant-funded enhancements.
- **Structured Application Process:**
 - Tenants shall submit a written request detailing the scope, cost, timeline, and public or operational benefits.
 - The Port Authority shall review the request for alignment with public interest and capital improvement standards.
 - If approved, a formal Offset Agreement shall be executed prior to work commencement, specifying project details, costs, timelines, and compliance expectations.
 - Tenants shall be responsible for ensuring ongoing compliance during project execution and shall provide periodic updates as requested by the Port.
- **Verification and Credit Application:**
 - Upon completion, tenants shall submit formal, verifiable invoices for all costs incurred. The CIP/Engineering Division shall verify project completion, reasonableness of costs, and conformance with approved plans.
 - Verified amounts shall be credited against future lease payments on a dollar-for-dollar basis until fully exhausted. Retroactive application is not automatic and shall be allowed only with explicit Port Authority approval.
 - Under no circumstances shall the total offset exceed the tenant's total lease obligation.
 - Any disputes regarding cost verification or project completion shall be handled through established Port dispute resolution policies, ensuring fairness and transparency.

- **Robust Recordkeeping and Transparency:**
 - The Port shall maintain detailed records of all approved offsets, improvement types, and associated benefits.
 - An annual summary report shall be submitted to the Port Board of Directors and made available to the Guam Legislature.
- **Applicability to Existing Leases:** The offset shall apply to leases existing as of the bill's effective date, ensuring fairness for current and future tenants.
- **No Financial Risk to Port:** The Port shall incur no upfront costs, subsidies, or financial exposure under this program. It is a revenue-neutral approach designed to encourage private investment in infrastructure improvements that benefit the Port and the community.

Approval Process per Bill 109-38:

1. **Tenant Request:** Tenants shall submit a detailed written request outlining the project scope, estimated costs, and expected benefits.
2. **Port Authority Review:** The Port shall evaluate the request for alignment with public interest and capital improvement criteria.
3. **Formal Approval:** If approved, a formal Offset Agreement shall be executed prior to commencement of work, specifying project details, costs, timelines, and compliance expectations.
4. **Project Monitoring:** The Port shall require periodic updates or site inspections during the project to ensure compliance with approved plans.
5. **Verification:** Upon project completion, tenants shall submit formal, verifiable invoices for all costs incurred. The CIP/Engineering Division shall verify project completion and confirm that all costs are reasonable and supported by these invoices. Any discrepancies shall be resolved prior to credit application.
6. **Documentation & Audit:** Tenants shall be responsible for maintaining documentation and cooperating with any audits or reviews related to the improvements.
7. **Lease Offset Application:** Verified costs supported by formal invoices shall be applied as lease payment offsets on a dollar-for-dollar basis going forward. Retroactive application shall require Port Authority approval. Under no circumstances shall the total offset exceed the tenant's total lease obligation.

Summary:

Bill 109-38 incentivizes tenants to invest in Port infrastructure upgrades by allowing recoupment of verified costs through lease offsets without compromising the Port's financial integrity. The bill embeds multiple safeguards to protect public resources, ensures all work is properly approved and verified, maintains transparency through formal agreements and reporting, and limits financial risk to the Port. The Port Authority acknowledges our Board of Directors, the Guam Legislature, namely our oversight Chair and this bill's cosponsors, together with Governor Lou Leon Guerrero, Lieutenant Governor Josh Tenorio, and all stakeholders for their collaboration in advancing this important measure. The successful passage of Bill 109-38 marks a key milestone in strengthening the Port's infrastructure and fostering vital public-private partnerships essential to Guam's economic growth, local and regional commerce, and national security throughout the Indo-Pacific region.

3. **Update on Funding Strategies for Gantry Crane Replacement.** The Port Authority of Guam continues to advance multiple strategic funding initiatives to support the replacement of its ship-to-shore (STS) gantry cranes, a critical priority for modernizing maritime infrastructure and reinforcing Guam's role as a key logistics hub in the Indo-Pacific region.

- **Governor and Lieutenant Governor's Leadership in Federal Advocacy and Economic Adjustment Committee (EAC) Process.** As part of ongoing federal advocacy efforts led by the Governor and Lieutenant Governor over the past several years, the Port Authority's General Manager and others briefed representatives from the Governor's Community Defense Liaison Office and consulting firm Tetra Tech on May 6, 2025, for a strategic meeting focused on advancing critical infrastructure projects that support Guam's military readiness and long-term resilience. Tetra Tech is conducting a comprehensive island-wide assessment of infrastructure needs and compiling a prioritized list of projects to be submitted to the federal Economic Adjustment Committee for funding consideration aligned with national defense priorities. The Port Authority continues to collaborate closely with the Governor, Lieutenant Governor, Congressman Moylan, and other local and federal partners to advance these critical infrastructure initiatives. Among the priority projects identified, the acquisition of new STS gantry cranes remains a key focus.
- **Port Authority Submits \$75 Million PIDP Grant Proposal for STS Gantry Cranes.** On April 29, 2025, the Port Authority formally submitted a \$75 million grant proposal to the U.S. Maritime Administration's Port Infrastructure Development Program (PIDP) to fund new ship-to-shore gantry cranes. This marks the third consecutive year the Port has applied for this grant. What distinguishes this submission is that, following persistent and aggressive lobbying and advocacy efforts, including requests for a Buy American Act (BAA) waiver for STS gantry cranes, MARAD has recently granted a targeted exemption from the BAA for STS gantry cranes, limited to Pacific ports and accompanied by detailed compliance specifications. This critical development significantly enhances the likelihood of funding approval. The proposal aims to increase cargo handling capacity and sustain Guam's strategic logistics capabilities. The PIDP grant requires an 80/20 federal/local match (\$60M/\$15M), underscoring the importance of securing complementary funding sources to fully realize this vital infrastructure investment. Due to updates in the Notice of Funding Opportunity (NOFO), MARAD has extended the submission deadline to September 30, 2025. This extension allows applicants to make necessary revisions based on updated guidance. The Port Authority plans to revise and resubmit its proposal ahead of this amended deadline.
- **Congressman James Moylan's 60 Million Appropriation Request.** On May 27, 2025, Congressman James Moylan informed the Port Authority that he had submitted a 60 million community project funding request for new STS gantry cranes through the Infrastructure Investment and Jobs Act (IIJA). While this request awaits approval in the U.S. Senate, it signals significant progress in our collective advocacy about the critical need to replace the Port's aging gantry cranes. As we say often: if the Port is not ready, then the military will not be ready.

- **GHURA CDBG-DR Unmet Needs Assessment – Port Authority of Guam Comments.** The Port Authority submitted formal comments on April 16, 2025 to the Guam Housing and Urban Renewal Authority (GHURA) as part of the Community Development Block Grant – Disaster Recovery (CDBG-DR) unmet needs assessment. The Port emphasized the strategic, economic, social stability, and humanitarian importance of replacing the three gantry cranes, rehabilitating wharves and crane rails, and upgrading fuel piers, all of which are critical to Guam’s resilience and Indo-Pacific defense posture. The Port highlighted the disproportionate impact infrastructure delays have on Low and Moderate Income (LMI) communities, the central role of the Port in regional trade and military logistics, and the urgent need for federal recognition and support through CDBG-DR funding. This submission represents an additional funding strategy to complement ongoing grant applications and federal advocacy efforts.
4. **Update on Post-Typhoon Mawar Insurance Claim Recovery.** Following Typhoon Mawar in 2023, the Port Authority of Guam promptly received a \$2 million payment for business interruption losses. We are now expecting an additional payout of approximately \$5 million, which will be applied to fiscal year 2024 revenues, bringing the total recovered amount to \$7 million. For context, the Port was historically underinsured for nearly 20 years due to the absence of a formal insurance appraisal. This gap contributed to limitations in coverage and highlighted the critical need for updated risk assessments and asset valuations. On Friday, May 30, 2025, we submitted a letter to the Port’s insurance brokers confirming our agreement to secure the maximum payout available under the Port’s insurance policy. This amount reflects coverage limits, the applied penalty clause, and a \$3 million deductible, leaving a claim balance of \$13.2 million. Our total claim anticipated from the start of this process was \$18.2 million. We also provided a detailed spreadsheet that justified our claim and the applied penalty clause. The Port, through the CIP/Engineering and Finance divisions, continues to provide comprehensive documentation and damage assessments to support the claim process. This ongoing collaboration with our insurance broker, AM Insurance, is vital to securing the funds needed for critical repairs and infrastructure restoration. Timely receipt of these insurance proceeds is essential to maintaining the Port’s operational readiness and advancing our long-term resilience initiatives.
 5. **Port Passes U.S. Coast Guard Annual Inspection.** The Port Authority of Guam has successfully passed the U.S. Coast Guard’s rigorous annual inspection of its container yard and cruise ship terminal, conducted on May 1, 2025. The inspection ensures compliance with federal regulations governing maritime facility safety and security, reaffirming the Port’s ongoing commitment to excellence and operational integrity. The U.S. Coast Guard’s comprehensive inspection covered critical security and safety elements including security area protocols, the Port’s security measures and plans, training records, drills and exercises, hazardous waste management, emergency response plans, signage, and verification of the Facility Security Officer’s role. Additionally, the review encompassed TWIC (Transportation Worker Identification Credential) checks, CCTV operations, MARSEC (Maritime Security) level compliance, and the Declaration of Security procedures. On the safety front, the inspection evaluated electrical systems, flammable material storage, fire extinguishers, eyewash stations, beacon lights, the drum lot, emergency exits, smoke detectors, escape routes, LC 1-5 generators, facility housekeeping, lighting, and the international shore connection—all of which met U.S. Coast Guard standards.

The Port has once again passed the U.S. Coast Guard's annual inspection with zero deficiencies. That does not happen by happenstance. It reflects the daily discipline, professionalism, and pride of the people who power this Port. This is not just a one-time result. It is the standard we prepare for every single day. We are holding the line on safety and security. We thank Governor Lou Leon Guerrero, Lt. Governor Josh Tenorio, and our Board of Directors for keeping us focused on our core functions. And we give full credit to the men and women at the Port who make this level of performance the norm. This achievement underscores the Port's vital role in Guam's economy and its readiness to support both commercial cargo and cruise ship operations with confidence, efficiency, and security.

6. **Port Reviews Division Progress and Challenges in Mid-Year Update.** On May 29, 2025, the Port Authority of Guam has released its Management Performance Assessment (MPA) for the Fiscal Year 2025 Mid-Year Review, highlighting steady progress across all divisions and the continued implementation of reforms aimed at improving accountability, operational performance, and financial stewardship. The MPA provides a comprehensive overview of each division's performance during the first half of the fiscal year. It is based on the official Mid-Year Performance Reviews submitted by division heads and, where applicable, their assistant managers. The report reflects how each individual is meeting their responsibilities, advancing the Port's priorities, and responding to challenges within their areas of oversight. The MPA outlines concrete accomplishments in infrastructure modernization, hiring reforms, fiscal controls, and tenant oversight. It also documents the Port's ongoing pursuit of FEMA and insurance reimbursements tied to post-typhoon recovery, along with preparations for critical capital projects including gantry crane replacement, wharf rehabilitations, and fuel pier upgrades. This is more than a progress report. It's a cultural shift toward consistent performance and shared accountability. We are building systems that work, seeing the results in how Port employees are leading, how projects are moving forward, and how we are all delivering on our responsibilities to the public and to our federal partners.

Highlights of the MPA include:

- Maintain active coordination with local, federal, and defense agencies to ensure the Port's operational readiness through infrastructure upgrades, including gantry crane replacement, fuel pier modernization, and wharf rehabilitation. As Guam's only commercial seaport, the Port plays a critical dual role in sustaining regional commerce and serving as a frontline logistics hub essential to the nation's defense posture in the Indo-Pacific.
- Strengthen lease enforcement and tariff billings to fully maximize application of the Port's approved tariff wherever applicable, ensuring consistency, transparency, and full revenue recovery.
- Advance financial systems improvements to support job cost billing, revenue tracking, and audit readiness, while simultaneously pursuing bond defeasance to reduce liabilities and exploring future bond financing options aligned with the Port's long-term capital priorities.
- Implement recruitment reforms, including resume redaction, rating panel safeguards, and practical assessments for all certification-based positions to uphold merit-based hiring and ensure compliance with the Port's Personnel Rules and Regulations.

The MPA also acknowledges operational challenges such as documentation delays, staffing constraints, and legacy practices that require continued reinforcement. Each division is expected to maintain real-time coordination, internal discipline, and measurable follow-through. Each division's submission demonstrates that we are actively executing our shared goals. The themes of performance, integrity, and follow-through remain consistent throughout. These reviews are not just reports. They are working documents that help us calibrate direction, reinforce expectations, and support the leaders who are stepping forward. Across the organization, the Port continues to address inherited challenges while building systems that work for all employees. Many reforms now in place reflect a shift from reactive to proactive management. While progress is real, significant work remains to institutionalize these changes and apply them consistently. Each day tests whether the organization will hold the line on reform and avoid slipping back into outdated habits. This Management Performance Assessment formalizes expectations, measures leadership alignment, and documents follow-through in ways that strengthen transparency and credibility. The Port is moving forward with steady coordination, deeper accountability, and systems that support both integrity and results. The Port Authority of Guam extends its appreciation to Governor Lou Leon Guerrero, Lieutenant Governor Josh Tenorio, the Port Board of Directors, Port management and employees, the Port Users Group of Guam, Port tenants, and all stakeholders for their continued support and partnership. It is through this collective commitment that the Port continues to grow stronger, deliver results, and meet the needs of the people of Guam and our regional neighbors. The following is a high-level overview of each division's reported mid-year feedback. A more detailed report was submitted to the Board Chairperson and Directors on May 29, 2025, and that document will be appended to this General Manager's report.

General Manager

Rory J. Respicio, General Manager

Dominic Muna, Deputy General Manager of Operations

Pacifico Martir, Deputy General Manager of Administration and Finance

The General Manager, with support from the Deputy General Manager for Operations and the Deputy General Manager for Administration and Finance, together with one Management Program Analyst Officer and one Program Coordinator II, continue to assist agency-wide reforms while reinforcing accountability, port readiness, and coordination. Reforms to hiring, billing accuracy, and lease enforcement were implemented and enforced. Continued discipline is expected across all divisions to ensure that the standards and systems in place are upheld consistently with sustained focus on reimbursement recovery, audit integrity, and operational execution. The Deputy General Manager for Operations provided oversight across daily operations, vessel activity coordination whenever applicable, equipment maintenance follow-up, and division-level reporting, including coordination of special projects. This role has been central in handling outside agency coordination to-dos, coordinating surge responses on various assignments, and enforcing any follow up requests from the General Manager. Cross-training, shift coordination, employee issues, and operational readiness were reportedly prioritized during this period. The Deputy General Manager for Administration and Finance supported division alignment across Finance, Human Resources, Procurement, Planning, Marketing, Commercial, and General Administration. The role provided guidance on audit preparation, procurement integrity, revenue recovery, and personnel policy enforcement. With new leadership now in place, oversight of the Commercial Division has been formally handed off from the Deputy

General Manager to Leo Espia who is currently in charge. This shift reinforces the expectation that the division will operate with full accountability and carry forward the corrective measures and standards already set in motion. The General Manager's Office will continue to monitor progress closely.

GM's Feedback: The General Manager will continue setting the tone on discipline, structure, and cross-divisional accountability. No division is exempt from the standards we have all worked hard to put in place since day one of this administration. Our focus remains on forward execution, correcting underperformance, following through on reforms, and ensuring that project readiness and compliance are not just reported but demonstrated. Every reform we implement must work in practice, not just on paper. The second half of the year is about proving that we can always do better, no matter the odds. The DGM for Operations plays a critical role in reinforcing structure and ensuring real-time communication flows from field to leadership. This position must continue to lead with visibility, reinforce shift discipline, and close follow-through gaps identified in Equipment Maintenance and Terminal. The expectation is consistent application of directives, weekly operational check-ins, and early flagging of issues requiring GM intervention. Fortright reporting is essential. I rely on this office to exercise sound judgment and to bring forward issues early rather than selectively. Discretion without delay is how we lead. The DGM for Administration and Finance is expected to maintain strong alignment between administrative functions and execution of all General Manager's directives. Coordination across all divisions under his supervision must be his focus, and must remain tight, especially as we enter the second half of the fiscal year with increasing pressure on project delivery, audit readiness, and personnel compliance. Active monitoring, timely escalation, and clear follow-through are critical to sustaining reforms and performance momentum. Fortright reporting is not optional. I expect discretion, discernment, transparency, and an unfiltered view of what is working and what is not so we can course-correct quickly and uphold the integrity of the system we have been building across all divisions through the Port. Every division must continue to exercise discretion and discernment in elevating issues that require the attention of the General Manager. I expect forthright communication, not selective reporting. If a process is breaking down, if performance is falling behind, or if a policy is being ignored, I want to know immediately. Timeliness, honesty, and the courage to speak up are essential parts of leadership responsibility.

Legal - Former Judge James L. Canto, Attorney Jessica Toft

The Port's two Staff Attorneys report directly to the General Manager and do not constitute a formal division. Their services are engaged through a Legal Service Request (LSR) process to ensure proper oversight and prioritization of legal work. They continue to provide essential internal counsel on personnel actions, procurement matters, lease enforcement, litigation, and contract compliance. Legal has supported the development of policy reforms, reviewed board matters and resolutions, assisted in preparing responses to regulatory bodies, and helped navigate adverse actions, audit findings, and litigation risks. They have played a central role in refining policy language, ensuring procedural due process, and safeguarding the Port's interests in civil service proceedings, legislative initiatives, and contract enforcement. Importantly, Legal has been instrumental in advancing much-needed reforms that protect the integrity of the Port and its workforce.

GM's Feedback: The Port's two in-house staff attorneys remain critical to the survivability of our operations. They continue to serve with professionalism, integrity, consistency, and legal discipline. Legal ensures that the Port's actions are defensible, consistent with statute, and grounded in the Rule of Law and the Port's Personnel Rules and Regulations. I expect legal guidance to remain practical, timely, and embedded in the Port's operational cadence, meaning legal must continue to be proactive, stay in step with how the Port runs, remain involved in real time with ongoing workflows, and be ready to advise so that timely decisions can be made, just as they have both been doing.

Operations - Glenn Nelson, Operations Manager, Patrick Alvarez, Assistant Operations Manager

The Operations team reported steady vessel discharge and container flow, including the ability to adjust operations to accommodate cruise ship arrivals and peak yard conditions. Improvements in shift coordination and field-level oversight helped ease congestion and supported throughput. The team also expanded cross-training to increase flexibility across shifts. Continued focus is needed to strengthen communication during shift handoffs and ensure that daily expectations are fully aligned with leadership.

GM's Feedback: Operations has shown it can step up under pressure, and that resilience is something I value deeply. The next step is to carry that same consistency into every shift and every hour, which they have continue to demonstrate consistently without fail. Supervisors are also leading from the ground, staying connected with the teams, and communicating directly with the Deputy General Manager for Operations and with the General Manager whenever necessary. As previously directed in the delegation of authority memo, the Operations Manager and Assistant Operations Manager are exercising sound discretion, upholding the chain of command, and remaining fully accountable for the areas under their charge. Any decision involving agency-wide impact, unresolved risk, or external consequence are being elevated accordingly. Clear communication and sound judgment remain essential as we move into the second half of the fiscal year. This expectation is not new, but it is critical to maintaining operational continuity and shared responsibility at all levels. It has also been raised that even with additional hiring, overtime costs may not decrease. This is a valid concern given the structural limitations in place. Our current Collective Bargaining Agreement defines three recognized shifts: 0700 to 1600 and 1900 to 0400 for normal operations, and 0700 to 1900 and 1900 to 0700 for vessel operations. These schedules create boundaries that affect how labor is deployed and how overtime is triggered. And, at all costs, we are committed to adhering to the "Shift Schedule Bill of Rights" in order to ensure fairness in the application of employee scheduling and fairness in time keeping. As we continue tying overtime strictly to vessel operations, I encourage the Operations leadership team to take a closer look at whether overtime patterns are driven by true operational need or by limitations in how shifts are currently structured. The idea of establishing a mid-shift has been discussed within Operations for several years and may be explored further if leadership believes it should be formally presented to the union. Any such proposal must be carefully evaluated to determine whether it addresses operational needs in a sustainable and equitable way. It should also provide a clear benefit to employees by supporting their overall wellness and promoting a healthier work-life balance.

Stevedoring Division - Junior Topasna, Stevedoring Superintendent

Stevedoring leadership reported consistent shift coverage, reliable communication, and dependable on-the-ground presence. Coordination with Terminal and Transportation remained strong and helped maintain flow and morale. The division continues to play a critical role in vessel operations, particularly during overlapping schedules and high-volume throughput. Forecasting crew availability and managing surge periods remain top operational priorities that require close attention and stronger predictability.

GM's Feedback: I appreciate the steady leadership this team continues to show, especially the consistent presence in the field and the ability to hold the line during pressure points. That reliability has not gone unnoticed. As we move into the second half of the year, I expect this division to continue being proactive in forecasting manpower needs and aligning early with vessel schedules. The Stevedoring team has earned a reputation for steadiness, and I look to them to build on that by leading with anticipation and maintaining control over the pace and safe execution of each operation.

Terminal Division - Janice Flores, Acting Terminal Superintendent

Despite a leadership transition, the Terminal Division reported stabilized operations, improved morale, and expanded cross-training. The Acting Superintendent emphasized safety, coordination, and a return to structure as essential to maintaining smooth yard operations and supporting vessel flow. The team demonstrated adaptability during high-traffic periods and showed a renewed focus on consistency and shared accountability. Continued coordination with Operations is essential to strengthen staging practices, manage equipment flow, and reinforce real-time communication across shifts.

GM's Feedback: I want to recognize the work that has gone into maintaining confidence, teamwork, and morale across this division. The leadership transition has been steady and thoughtful, and the results are visible. This team continues to show discipline, professionalism, and a strong commitment to how the terminal runs day to day. I expect this momentum to continue by strengthening collaboration with Operations and improving how equipment movement and container staging are coordinated throughout each shift. Just as important, I expect consistent integrity in how container movements are captured for billing and accountability. That responsibility is shared, but it begins with accuracy at the field level. This division has shown what is possible when leadership is steady and employees are supported. I look forward to continued growth, stronger coordination, and a clear structure that keeps this progress moving forward.

Transportation Division - Raymond Santos, Transportation Superintendent

The Transportation Division reported successful integration of new yard tractors, improved shift coordination through handheld radio communication, and consistent team engagement across operations. The team has shown focus in managing container movements during peak vessel and cruise overlaps. At the same time, challenges remain in balancing equipment deployment, managing overtime, and responding to dynamic field conditions in real time. Coordination with Equipment Maintenance and Operations continues to be essential in aligning schedules and maximizing available resources.

GM's Feedback: I want to recognize this division's consistent commitment to field responsiveness and teamwork under pressure. The improvements in communication, equipment integration, and shift alignment are clear. Now is the time to build on that momentum. Equipment deployment and overtime control must remain top priorities, not just in practice but through regular reporting that tracks utilization, workload distribution, and operational bottlenecks. Their presence on the ground makes a difference and their coordination with other divisions improves overall flow. I expect continued focus on improving responsiveness while reinforcing accountability and structure. Transportation plays a key role in keeping yard movements smooth and timely and I appreciate the pride this team takes in owning that responsibility.

Equipment Maintenance Division - Joaquin Pangelinan, Equipment Maintenance Manager, Shine San Agustin, Assistant Equipment Maintenance Manager

The Equipment Maintenance Division reported reduction in its repair backlog and a renewed focus on preventive maintenance scheduling. The team also acknowledged areas that require rebuilding, particularly in task oversight and coordination with other divisions. A corrective structure is now in place under the Deputy General Manager for Operations, including weekly performance tracking and clear expectations for documentation and task closure. Reestablishing continuity and structure across supervisory levels remains a primary focus.

GM's Feedback: I expect this division to continue building momentum under the renewed oversight now in place. This is not just about keeping up with repairs. It is about reinforcing the systems and leadership discipline that ensure equipment is maintained before failure and that field operations are fully supported without delay. Structure must be present at every level of the division, and communication between supervisors, Operations, and Finance must be timely, documented, and proactive. Weekly updates will continue until full operational consistency is achieved. The work of this division is essential to every other division's success. Equipment must be safe, available, and properly tracked. I trust that this team will continue stepping up to that responsibility and bring sustained focus and ownership into the second half of the year.

Facilities Maintenance Division - Alex Aflague, Facilities Maintenance Manager

The Facilities Maintenance Division reported completion of multiple site improvements and continued support for Port-wide facility maintenance and logistics needs. The team remained responsive to daily work orders while managing limited staffing and aging vehicle equipment. Concerns were raised regarding vehicle conditions, budget constraints, and the overall demographics of the workforce. The division is now working toward a structured preventive maintenance calendar at the request of the General Manager and a quantified resource plan to better anticipate future needs and reduce unplanned disruptions.

GM's Feedback: I want to acknowledge the support this division provides across the Port. This division often operates behind the scenes but remains essential to keeping our facilities clean, safe, functional, and mission ready. That support must now be matched by clear planning, transparent resource forecasting, and proactive communication. I expect this division to track equipment conditions and budget requirements with discipline and to work closely with Finance and Engineering to anticipate material needs before they become operational delays. Facilities Maintenance cannot operate in reactive mode. We must move toward a system that allows for

readiness, predictability, and continuity. I trust this team to continue stepping up and to bring forward the recommendations and insights needed to keep the Port functioning at its best.

Finance Division - Jojo Guevara, Chief Financial Officer

The Finance Division reported progress in key areas including preparation of the tariff adjustment petition, automation of payroll functions, integration of job cost billing, and continued audit readiness. The division has maintained oversight over revenue modeling and compliance activities while managing complex demands across budgeting, procurement, and capital projects. Delays in data or documentation from other divisions were noted as a recurring challenge that affects reporting accuracy and financial pacing. Finance emphasized the need for stronger internal alignment between spending, reporting, and project execution to support more disciplined fiscal planning in the second half of the year.

GM's Feedback: I want to recognize the Finance Division's continued leadership in financial oversight, revenue forecasting, and operational accountability. This division has held the line through tight timelines, mounting workloads, and shifting external demands, and its contributions are reflected in how we have been able to stay audit ready and strategically positioned. That said, momentum must continue. Finance must lead with structure and hold all divisions accountable for timely and accurate inputs. Budget tracking, billing accuracy, and spending discipline are only as strong as the information flowing into the finance team. Delays must be flagged early and patterns of non-responsiveness must be escalated. Finance plays a critical role in making sure our resources are used responsibly and that our decisions are backed by data. I trust that this team will continue to lead by example and bring both precision and structure into the second half of the fiscal year.

Planning Division - Joe Javellana, Chief Planner

The Planning Division reported securing multiple federal grants and submitting high-value proposals, including those for the Port Infrastructure Development Program and the Clean Ports initiative. The team continues to serve as a critical driver in identifying funding opportunities, aligning project scopes with national priorities, and maintaining coordination with FEMA, MARAD, and other federal partners. Planning has also proposed the use of execution dashboards, milestone tracking, and quarterly reviews to strengthen oversight and provide visibility across project lifecycles. The division acknowledged the need to apply these tools more consistently and to improve integration with CIP/Engineering and Finance to support more informed and timely decision-making backed by financial forecasting.

GM's Feedback: Planning is doing the right work and through various planning documents developed under our administration, including the Port Master Plan Update, the Capital Improvement Program, the Clean Ports Strategic Framework, and the Port Readiness Plan, we have positioned the Port to pursue long-term capital success. The challenge now is consistent execution. Tools like dashboards and milestone reviews must become standard operating practice and not just concepts on paper. Planning is uniquely positioned to bridge strategy and delivery by ensuring that grant timelines, scope compliance, and resource alignment are actively tracked. I expect this division to lead that shift with structure and urgency. Integration with Engineering and Finance is essential to keeping projects moving and ensuring that proposals translate into results. This is the team that can turn vision into execution and must continue setting the pace as

we move forward. The second half of the year is about performance and Planning must lead that charge with clarity and consistency.

CIP/Engineering Division - Clarence Lagutang, CIP/Engineering Manager

The CIP and Engineering Division reported measurable progress across several major capital projects, including FEMA reimbursements, insurance-supported recovery work, the ongoing demolition of the ship-to-shore crane, and various major capital improvement projects tied to the 2018 Revenue Bond. The division continues to serve as a technical backbone for project execution and has taken the lead in coordinating documentation for federally funded repairs. It acknowledged ongoing challenges in maintaining internal reporting discipline, sustaining inter-division coordination, and managing scope across projects with limited staffing. To improve transparency and support strategic oversight, future reports will clearly identify each project's status as active, dormant, or completed and align updates with the Port's broader capital improvement framework.

GM's Feedback: The division's technical work is essential to the Port's long-term readiness and mission delivery. However, technical expertise alone is not enough. I expect this division to raise its reporting discipline, improve milestone tracking, and work closely with Planning, Procurement, legal, and Finance to ensure capital projects stay on pace and aligned with strategic priorities. The CIP plan must remain a living document, not just a list of ideas. Each project must be reviewed and validated for its readiness, status, and alignment with agency goals. All CIP planning must be cleared with the General Manager at the inception stage. No division resources should be spent developing or preparing projects that have not been authorized by me in writing. A key determinant will be the availability of funding and, if necessary, board-approved allocations through the budget act. We cannot afford to invest time or effort in wishful planning that does not reflect the agency's direction. I also want to acknowledge the CIP and Engineering Manager for the thoughtful development of the current plan, which provides a solid foundation for improved oversight and coordination. Going forward, visibility and accountability must define every project update. I trust this division to match its technical ability with clarity, structure, and timely delivery.

Procurement and Supply Division - Annie Sablan, Acting Procurement & Supply Manager

The division reported processing over 400 requisitions and issuing multiple formal contract awards tied to capital projects, personnel needs, and ongoing operational support. Procurement also advanced digitization efforts, improved document accessibility, and worked toward full compliance with GSA requirements. Challenges reported include recurring delays from vendors, insufficient lead time from requesting divisions, and the continued need to standardize contract templates and internal workflows. The division also identified cross-division communication gaps that affect processing efficiency and vendor follow-up.

GM's Feedback: Procurement has managed high volume under pressure and continues to show strong support for critical functions across the agency. That said, the second half of the year must focus on eliminating recurring vendor delays, enforcing expiration tracking, and accelerating the use of standardized templates. Coordination with Legal, IT, and requesting divisions must be proactive and precise. Procurement cannot operate in a vacuum because it depends on accurate

scoping, timely submissions, and full documentation. Audit readiness is a shared responsibility, and this division is expected to lead by example.

Marketing Division - Bernadette Sterne, Marketing & Communications Manager

Marketing reported strong and consistent performance across cruise ship coordination, public messaging, and internal communications. The division continued producing the monthly employee newsletter, launched the first-ever Port challenge coin as part of employee engagement efforts, and maintained the Port's website while preparing to roll out the new employee mobile app. These efforts reflect the division's commitment to both external visibility and internal cohesion. At the same time, the division noted that timely access to information remains a challenge. Continued coordination with division heads and early input on key developments are essential to ensure that messaging is accurate, aligned, and delivered with the consistency the public and our employees expect.

GM's Feedback: This division continues to deliver under pressure and has maintained professionalism, structure, and accuracy in how the Port is represented. The real value of this work is in prevention by getting facts out early, avoiding confusion, and protecting the Port's integrity before problems escalate. Every division is expected to treat Marketing as a partner by providing timely and accurate updates and by working together to ensure our messaging reflects the full scope of the Port's work. Messaging is not an afterthought. It is how we protect the credibility of this agency, the integrity of all Port employees and partners, and the trust of the people we serve.

Human Resources - Shawn Cepeda, Personnel Services Administrator

Human Resources reported comprehensive implementation of key hiring reforms under our administration, including resume redaction, rotation of rating panels with safeguards against conflicts of interest, rigorous pre-audit compliance, and skills certification testing. These measures have significantly enhanced fairness, transparency, and integrity in recruitment. While progress is evident, challenges remain with timely submission of performance evaluations and consistent policy enforcement across some divisions. HR is preparing an expanded training rollout on personnel policies to address these gaps and strengthen supervisory accountability. The division's continued leadership is critical to building a workforce culture rooted in merit, equity, and ongoing professional development.

GM's Feedback: This division has made significant progress in protecting the integrity of the Port's hiring system. The work must now be sustained and enforced without exception. All divisions are required to comply with performance evaluation timelines, supervisory responsibilities, and policy standards. HR's role is not to clean up mistakes but to lead with structure and uphold fairness. The division must continue to track certification requirements and training completion, and actively support enforcement of the Board Policy on Workplace Violence in coordination with Safety and Port Police. Consistency and clarity in all personnel actions are non-negotiable.

General Administration - Annette Mafnas, General Administration Manager

The General Administration Division reported continued progress in digitization of documents, document routing, recordkeeping, and administrative logistics across the agency. The division remained consistent in managing internal workflows, tracking certifications, and ensuring the movement of key personnel and procurement documents. Staffing constraints and continued reliance on manual processes were acknowledged as limiting factors, affecting response time and creating occasional backlogs. The team is working closely with IT and HR to modernize internal tracking and reduce paper dependency.

GM's Feedback: This division is the unseen engine that keeps the Port's daily operations running. Their role touches nearly every process we rely on—from routing approvals to maintaining critical records. I expect this division to stay fully engaged in our digitization efforts and to take initiative in streamlining how information is managed and moved. Manual processes must continue to give way to faster, more reliable systems. Time-sensitive actions cannot be delayed by outdated workflows or internal gaps in communication. Their work may not always be visible, but it is foundational to everything we do. I trust this team to continue building momentum, working closely with IT and HR, and ensuring that the Port's administrative backbone remains strong, responsive, and aligned with our push for operational excellence.

Occupational Health & Safety Division - Paul Salas, Acting Safety Administrator

The Occupational Health & Safety Division reported successful completion of multiple federal inspections, procurement of critical safety gear, and execution of site-wide hazardous waste disposal. The division has continued to support compliance and risk mitigation across operational areas, while also coordinating safety briefings and incident tracking. Ongoing challenges were noted related to staffing limitations and inconsistent follow-through on training requirements across divisions. As the Port continues to navigate high-volume operations, cruise ship activity, and equipment demands, the role of Safety remains central to both prevention and preparedness.

GM's Feedback: Safety is not a passive or background function—it is a core operating principle. I expect this division to remain present, visible, and consistent in how it supports field operations and vessel activity. Corrective actions must be documented, training must be tracked and enforced, and risks must be flagged early. This division plays a key role in prevention, and that work must be deliberate and disciplined. I am also directing Safety to continue working with Human Resources and the General Manager's Office to clarify its field role and ensure full alignment with the Board Policy on Workplace Violence. Safety is not just about compliance—it is about culture. Employees must feel protected, and supervisors must understand that safety is everyone's responsibility. I trust this team to stay active, raise concerns without hesitation, and help build a work environment where preparation, protection, and prevention are the standard.

Harbor Master - Chris Flores, Harbor Master

The Harbor Master reported continued stability in vessel traffic management, pilotage services, and enforcement of maritime safety regulations. Coordination with vessel operators, tug services, and federal agencies supported smooth arrivals and departures even during peak traffic and adverse weather. The team maintained vigilant monitoring of navigational safety and environmental compliance while addressing ongoing training needs and equipment upgrades. The Harbor Master also plays an active leadership role in the Marina Users Group, fostering

communication and cooperation between the Port and the boating community, marina users, and tenants. Continued emphasis is needed on real-time communication across maritime stakeholders and proactive response planning.

GM's Feedback: I commend the Harbor Master for steady leadership and consistent focus on safe and efficient vessel movements. His engagement with the Marina Users Group demonstrates a commitment to fostering positive relations and collaboration with the boating community, marina users, and tenants. This division plays a critical role in safeguarding Port operations and ensuring compliance with maritime regulations. Moving forward, the Harbor Master continues to strengthen collaboration with Operations and Equipment Maintenance to anticipate and address challenges early. Real-time communication protocols have been improved to support rapid decision-making and effective risk mitigation. Harbor Master is actively advancing professional development initiatives and modernizing operational tools to sustain readiness. Timeliness, situational awareness, and proactive coordination remain key priorities as the division successfully manages growing complexity and demand in the second half of the fiscal year.

Port Police Division - Jesse Mendiola, Port Police Chief, Roseanna Stone, Assistant Port Police Chief of Administration, Victor Camacho, Assistant Port Police Chief of Operations
Port Police reported continued law enforcement visibility across Port facilities, successful coordination during multiple cruise ship operations, and overall stability in its command structure. Officers remained present and responsive during vessel arrivals, and the division-maintained support for both daily security and federally regulated operations. However, challenges persist in shift documentation, inter-agency coordination, and the consistent application of internal discipline protocols. The need for stronger alignment between written procedures and field execution was also identified. Unified command presence and active situational awareness remain top operational priorities.

GM's Feedback: The Port Police command structure is holding and must continue to project leadership in the field. Documentation, officer conduct, and unified supervision must remain tight and fully aligned with the Port's regulatory responsibilities. As General Manager, I remain directly accountable for the Facilities Security Plan and will not compromise on compliance. I expect full enforcement of security protocols, proper incident documentation, and coordination with external agencies when necessary. The division must also work closely with Human Resources and the General Manager's Office to address gaps in the Board Policy on Workplace Violence, ensuring our response protocols are coordinated, documented, and defensible. Leadership in this division must remain visible, decisive, and responsive to evolving risks.

Information Technology Division - Dennis Perez, Systems Manager

The Information Technology Division reported continued progress across multiple modernization initiatives, including infrastructure upgrades, improved server security protocols, support for procurement system digitization, and agency-wide email migration. The division remains actively engaged in developing the Terminal Operating System (TOS), planning for industrial-grade Wi-Fi deployment, and supporting the Port's transition to a Smart Port model. Staffing limitations and the evolving landscape of cybersecurity compliance were identified as ongoing challenges, particularly as system demands increase and digital threats grow more sophisticated.

GM's Feedback: IT continues to play a central role in our transformation as a modern, data-driven Port. Under the leadership of the Systems Manager, the division has shown dedication to balancing security, innovation, and day-to-day responsiveness. Now that foundation must be expanded. The focus must remain on system stability, full cybersecurity compliance, and user support that keeps pace with operational needs. Key projects like the TOS, website rollout, and industrial Wi-Fi planning must remain on track and visible to all stakeholders. IT is also expected to work directly with divisions to align tools with field-level requirements and flag implementation risks early. We cannot afford disconnects between technology and execution. As we move further into Smart Port readiness, IT's leadership must continue to be forward-looking, practical, and integrated with the Port's strategic direction. This team is vital to ensuring that technology not only works—but works for everyone.

Commercial Division - Pacifico Martir, Deputy GM and Divisional Oversight (May 20, 2024 to May 21, 2025), Leo Espia, Person-In-Charge (effective May 22, 2025 to present)

The Commercial Division, now under new leadership, reported steady progress in lease enforcement, communication protocols, and tenant coordination. The division is actively reconciling tenant files, cross-referencing billing records with Finance, and updating outdated documentation. While the ongoing reset has introduced greater structure and momentum, challenges remain in maintaining consistency in enforcement actions, standardizing internal workflows, and rebuilding collaborative relationships with both internal and external stakeholders. Billing accuracy, lease compliance, and proactive follow-up remain the division's primary operational priorities.

GM's Feedback: I want to commend the new person in charge of the Commercial Division for the positive actions taken and the clear commitment to guiding the division's personnel. While our expectations remain high, this division is well positioned to achieve consistent lease enforcement, maintain accurate and up-to-date billing records, and fully document all tenant interactions, including those involving the Port's marinas. Protecting Port revenue and ensuring tenant obligations are met with fairness, transparency, and precision are central to the division's mission. I also remind the team that timely communication of all critical updates, including unresolved tenant matters, billing discrepancies, and lease concerns, is essential for coordinated oversight and agency-wide alignment. This work goes beyond administration; it reflects our dedication to upholding public trust.

7. **Port Files \$55 Million Federal Lawsuit in Wake of Typhoon Mawar Damage.** On May 23, 2025, the Port Authority of Guam filed a civil lawsuit in the U.S. District Court of Guam seeking damages stemming from the destruction of Port facilities during Typhoon Mawar. The complaint names Guam Industrial Services, doing business as Guam Shipyard, as well as crane barges YD 120 and YD 223, as defendants. The lawsuit alleges that the barges were improperly moored before the typhoon struck on May 24, 2023, causing them to break free and crash into the Port's Golf Pier and seaplane ramp. The resulting damage rendered both facilities inoperable. According to the complaint, steel piles were sheared, concrete structures were cracked or displaced, and critical infrastructure, including mooring dolphins and piping, was significantly damaged.

The Port Authority is seeking no less than \$55 million in damages, citing negligence and trespass to real property. The suit claims that despite widely available warnings about the typhoon, the defendants failed to secure the barges adequately, resulting in what the Port calls a preventable disaster. "As a result of the Typhoon, YD 120 and YD 223 broke free from their moorings and were blown into Golf Pier and seaplane ramp, causing extensive property damage to Golf Pier and the piping and appurtenances affixed thereto, and to a seaplane ramp," the filing states. The lawsuit further requests compensation for economic losses, emergency response costs, attorney's fees, and future repair and reconstruction needs. This marks a major legal step by the Port in recovering costs related to Typhoon Mawar and safeguarding against future negligence impacting Guam's only commercial seaport.

8. **Port Hosts Strategic Infrastructure Meeting with CDLO Consultants.** The Port Authority of Guam welcomed representatives from the Governor's Community Defense Liaison Office (CDLO) and Tetra Tech on May 6, 2025 for a key meeting focused on assessing and advancing critical Port infrastructure projects that support Guam's military readiness and long-term resiliency. Tetra Tech, consultants for the Governor's CDLO, is currently gathering information from government agencies across the island to compile a comprehensive list of infrastructure initiatives. These projects will be submitted to the federal Economic Adjustment Committee (EAC) as part of a broader justification for federal funding tied to national defense priorities. During the meeting, Port leadership, CDLO officials and Tetra Tech consultants discussed several high-priority initiatives, including the acquisition of new STS gantry cranes, the hardening of cargo piers, upgrades to fuel piers, and the proposed development of Area A fuel storage facility. These projects are essential to strengthening the Port's ability to serve as a critical logistics hub in support of both civilian and military operations on Guam and throughout the Indo-Pacific region.

Collaborating with Tetra Tech and the Governor's Office on these strategic priorities ensures the Port's infrastructure can support Guam's critical role in national security. These initiatives are not only investments in the island's economic future, but also vital enhancements to our readiness and resilience in the face of increasing regional demands. On May 8, 2025, the Port team hosted a boat tour for representatives from CDLO and Tetra Tech to provide an on-site assessment of key infrastructure projects. The tour allowed Port staff to showcase critical areas and ongoing initiatives that are under consideration for inclusion in the Governor of Guam's packet of priority projects. The Port Authority extends its deepest appreciation to Governor Lou Leon Guerrero and Lt. Governor Josh Tenorio for their leadership and vision in securing federal support for Guam's infrastructure. Gratitude is also extended to the Port's Board of Directors and dedicated employees, whose continued efforts are instrumental in advancing these transformative projects. As Tetra Tech continues its island-wide assessments, the Port Authority remains committed to ensuring Guam's strategic infrastructure meets the evolving demands of both commerce and national defense.

9. **Port Police Certified in Advanced Speed Enforcement Technology.** Officers from the Port Police Division have successfully completed certification training on the use of the LTI 20/20 TruVISION laser system, a cutting-edge photo and video laser technology designed to enhance traffic enforcement and promote roadway safety. Officers who participated in the training include:

- Higinio N. Camacho Jr.
- Eric J. Salas
- James A. Sandlin
- Frank J. San Nicolas
- Benny M. Quinata
- Theresa R.T. Reyes-Manibusan
- Michael G. Lasiste
- Joy R. Quichocho-Cruz
- Michael A.P. Franquez
- Keesha A.F. Duenas
- Daryl M. Movida
- Alex L. Tithingrad
- Kylie R. Maurer
- Jacob Q. Iriarte
- Rudolph Salas
- Kyler J. Candoleta
- Pedro C. Lizama
- Justin S. Cruz

The training, held from May 5–7, 2025, was conducted by Lieutenant Dean Delgado from the Guam Airport Authority and marks a significant milestone in the Port's efforts to strengthen its law enforcement capabilities under the Operation Adahi Hao (Watch Out!) program. Funding for this program is provided in whole by the Department of Public Works, Office of Highway Safety Federal Grant which focuses on high-visibility traffic enforcement operations such as speed checks to encourage compliance with traffic laws and safer driving habits. The LTI 20/20 TruVISION laser system offers a range of advanced features including high-resolution video tracking and image capture, simplified operation, secure and encrypted data storage, wireless field printing and scalable integration with other enforcement technologies. The system is easy to learn and empowers officers to efficiently document and respond to traffic violations with greater precision and safety. Investing in modern enforcement tools and training is essential to maintaining a secure and orderly port environment. The LTI 20/20 TruVISION laser system enhances our officers' ability to enforce traffic laws effectively while also supporting our commitment to public safety through proactive, visible enforcement. The Port Authority extends its thanks to the Department of Public Works and the Office of Highway Safety for their partnership and continued support of the Operation Adahi Hao program. Congratulations to the Port Police Officers for their successful completion of this important training and for their ongoing dedication to keeping our roads safe.

10. **ATOSSCOM's Regional Water Transportation Training Program.** The Port Authority of Guam, in partnership with the Matson Navigation Company and the Marianas Steamship Agency, successfully hosted the Water Transportation Training Program (WTTP) on May 28, 2025. The month-long program, held from May 1 to May 28, brought together participants from across Micronesia to strengthen regional capacity in maritime operations and management. The WTTP was sponsored by the Association of Terminal Operators, Stevedoring and Shipping Companies of Micronesia (ATOSSCOM), a non-profit organization uniting maritime stakeholders across the region. ATOSSCOM requested the training be co-sponsored by its Guam-based members—Port, Matson, and MSA—who formalized their support through a Memorandum of Agreement signed on March 7, 2025.

The Port Authority of Guam is proud to share its knowledge and expertise with our partners in Micronesia. This program demonstrates the power of cooperation, collaboration, and mentorship, especially in strengthening smaller ports in our island region. Together, we raise the standard for everyone. The WTTP provided on-the-job training in two major areas of water transportation:

- Agency-Carrier Operations: Customer service, documentation, vessel operations, administration, and accounting.
- Port Operations: Terminal logistics, stevedoring processes, transportation operations, equipment maintenance, tariff/billing implementation, and completed the HAZWOPER, Forklift and Industrial training.

Participants included Terence Miozawa (Palau), Matty Rengeisom (Chuuk), John Acosta (Saipan), and Tristan Edwards (Pohnpei). Each participant brought a unique perspective from their home ports and gained first-hand experience in Guam's advanced maritime operations.

"I was motivated to participate in the program to see and learn how Guam port operates and bring back and share knowledge with my team in Chuuk, especially on teamwork and safety to get the work done efficiently," said Matty Rengeisom. "The most memorable part of the training was climbing up the gantry crane—it was incredible!"

Each participant expressed admiration for the level of advancement at the Port Authority of Guam compared to their respective ports. They emphasized the importance of bringing this new knowledge back to their home islands, where they aim to enhance local practices and foster a culture of efficiency and safety. The Port Authority of Guam, a proud member of ATOSSCOM for more than 20 years, currently serves as the secretary of the association. This ongoing leadership and collaboration continues to shape the future of maritime excellence across Micronesia. As the training program wrapped up, the Port reaffirmed its commitment to regional partnerships, knowledge-sharing, and the continued development of a resilient and interconnected Micronesian water transportation network.

11. Hagåtña Marina Users Group Meeting – Key Issues and Immediate Action Items.

The Hagåtña Marina Users Group (MUG) convened last night, June 4, 2025 with strong participation from tenants, commercial operators, recreational boaters, and Guam Fire and Rescue. Frank Quinata was elected as President of the reestablished MUG. The meeting provided a candid look at user concerns and underscored areas where the Port Authority must strengthen its marina oversight, maintenance, and responsiveness.

Top Issues Raised by Marina Users:

1. Security Concerns

- Repeated break-ins and thefts reported by tenants.
- Gate locks are broken or easily bypassed; loiterers and unauthorized users access the docks.
- Unattended individuals use open slips for showering and leave trash, clothing, and water running.
- No available trash bins lead to tenant complaints of having to clean up after others.
- Requests for tenants to access security camera feeds or to monitor activity themselves.

2. Lighting Deficiencies

- Dockside and pedestal lights are non-functional.
- Parking lot lights are either off or angled away from docks.
- Suggested fix: reorient dual fixtures so one light faces dock, the other the lot; consider solar lighting with timers.

3. Trash Accumulation

- Widespread littering, primarily from non-tenant users.
- Absence of trash receptacles contributes to unsightly and unsanitary conditions.
- Calls for enforcement through fines or usage restrictions for violators.

4. Water Access and Washdown Issues

- No functioning water access to clean boats and trailers.
- Washdown station frequently broken or secured.
- Users compare it unfavorably to Agat, where water is accessible though still lacking a designated washdown area.

5. Trailer Parking Shortages

- Inadequate designated space forces users to park on grass, gravel, or across the street.

6. Dredging and Dock Functionality

- Low tide impedes vessel movement at Docks B and C due to buildup of rocks and coral.
- Mariners have requested dredging around the front ramp and dock areas.

7. Growing Slip Demand and Infrastructure Gaps

- Users cite decade-long waits for slips, with rising demand.
- South Ramp lacks temporary mooring space, limiting use.
- Requests for catwalks or parallel structures to improve loading safety.
- Need for regular water blasting of docks, sidewalks, and ramps.

Immediate Remedies Under Consideration:

Security Enhancements

- Increase foot patrols by Port Police and Commercial Division personnel.
- Implement dock checkpoint system.
- Explore round-the-clock monitoring of marina cameras from Port Command Center.
- Consider staffing a marina office 24 hours a day.

Lighting Repairs

- Prioritize repairs to existing pedestal and parking lot lighting.
- Adjust light fixtures to cover docks.
- Install solar-powered timed lighting for sustainability and coverage.

Trash Management

- Deploy trash bins throughout marina areas.
- Begin monitoring and enforcement program targeting litterers.

Water Access

- Repair or replace hose at washdown station.
- Assess permitting system for water use with potential fees.

Maintenance Scheduling

- Establish periodic water blasting of ramps, sidewalks, and docks to ensure safety and cleanliness.

Next Steps

The Planning, CIP/Engineering, Facilities Maintenance and Commercial Divisions and Port Police will develop a plan to triage and act on quick fixes. I have assigned the Harbor Master to continue to lead these efforts, which will also include this task. A prioritized work plan will be developed with cost estimates and timelines presented to me. Recommendations for long-term capital improvements, including dredging and new slip construction, will be reviewed as part of the Port's overall infrastructure planning.

12. General Manager's Notes for YTD Finances. We are providing the following summary for April 30, 2025:

REVENUES AND CARGO THROUGHPUT:

- The Port's total operating revenue as of April 30, 2025 (7 months), is \$33.3 million, which is 8.4% or \$3.1M lower than the YTD revenue budget of \$36.4 million as of April 2025.
- The total number of containers handled as of April (7 months) is 49,132, which is lower by 0.6% or 307 containers compared to last year's YTD total of 49,439 containers. The total tonnage for non-containerized cargo stands is 102K revenue tons, a 16.5% decrease from last year's April total of 122K revenue tons. Part of the increase of breakbulk revenue in FY 2024 was on the GPA Okkodu Power Plant project. This is not a regular event or transaction that is part of the annual revenue for this category.

OPERATING EXPENSES:

- The total operating expenses as of April 30, 2025 is \$35.0 million, which is 4.5%, or \$1.5M higher than the March YTD FY25 budget of \$33.5 million. Some of the expenses that are high in the first seven months are General Insurance, Operational Supplies, Depreciation, Utilities, Agency & Management fees, and Repairs and Maintenance.

OVERTIME EXPENSE AND DIRECT LABOR REVENUE:

- Overtime for all the divisions as of March is \$1.1M, which is 22%, or \$202K, higher than the FY25 overtime budget of \$915K.
- The total Direct Labor revenue as of April is \$2.6 million, 8.8% or \$207K higher than the FY25 projection of \$2.4 million.

YTD OPERATING REVENUES MINUS YTD EXPENSES:

- Operating revenues minus operating expenses resulted in an operating loss of \$1.7M. After adding the net Other Income/Expenses totaling \$1.2M, the final result for YTD April is a net loss of \$403K. The federal reimbursements booked year to date is \$2.4M.

13. **Demurrage – Bare Chassis Fee Implementation.** The Port began assessing the new Bare Chassis Demurrage Fee under account number 60.6151.CHASSIS in accordance with the Port's tariff. This fee, which took effect in December 2024, applies to bare chassis that remain on Port property beyond the free time allowance, which is set at 7 days.

Since its implementation, the Port has recorded the following monthly revenues:

- December 2024: \$28,374.18
- January 2025: \$110,355.15
- February 2025: \$94,026.99
- March 2025: \$77,078.52
- April 2025: \$74,016.99

As of April 30, 2025, the total revenue collected from this fee stands at \$383,851.83.

14. **Status of Ongoing Awarded Grant Activities and Updates on Planned Grant Acquisitions.**

- **U.S. Economic Development Administration (EDA) Fuel Pipeline Connectivity Project.** Planning and Engineering Divisions met with the EDA Project Officer and Economic Development Representative (EDR) to discuss the remaining project scope and funding options moving forward.
 - *Update:* PAG staff met with Project Officer to discuss options to expend remaining grant funds. Project Officer recommended to obtain price quotes for proposed activities outside current project scope. Follow-up meeting with Project Officer on a possible amendment to grant scope scheduled for June 17, 2025.
- **MARAD Marine Highway Program.**
 - *Update:*
 - PO 19901-OS - PAG Maintenance Division certified the equipment to be in working condition on March 7, 2025. Planning processed the recommendation for payment on March 11, 2025. Finance processing drawdown request to MARAD.
 - PO 19902-OS - PAG Transportation and Maintenance Divisions provided acceptance letter of nine (9) terminal yard tractors on March 10, 2025. Final 25% installment payment has been made to the vendor. Finance processing drawdown request to MARAD.
 - PO 19890-OS - PAG received two refrigerated container (reefer) 40-plug gensets on April 19, 2025.
 - PO 20412-OS - Pending delivery of five (5) ea. 11,000-lbs. fork lifts; estimated arrival January 2027.

- **Office of Local Defense Community Cooperation.** The PAG's recent grant application totaling \$1.45 million for its Owner's Agent/Engineer to conduct a Port Resiliency and Sustainability Study was granted by OLDCC through the Office of the Governor.
 - *Update:* Reimbursement payments received from Department of Administration on 5/15/2025 and 5/27/2025. Pending close out notification from OLDCC.
- **EPA Diesel Emissions Reduction Act (DERA) Program.**
Status Quo: Grant application status pending review by US EPA. PO 20063-OS - Two Tier 4 terminal yard tractor units were delivered to PAG on April 25, 2025. Planning and Maintenance Divisions will coordinate the decommissioning of tractor units previously identified for replacement.
- **US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.** The USDOT Office of the Secretary, through MARAD, approved the Port's no-cost modification, reallocating funds from Pier F-1 to support repairs for Wharves F-2 through F-6.
Update:
 - The environmental assessment remains active, with progress guided by consultants and pre-NEPA consultations. Monthly updates are provided to Team MARAD.
 - May 5, 2025: The National Park Service, Interior Regions 8, 9, 10, and 12 formally acknowledged receipt and accepted the Historic American Engineering Record (HAER) documentation for the Port of Guam Commercial Port, Pier F-1 and Berths F-2 thru F-6. NPS confirmed that the completed documentation will be transmitted to the Prints and Photographs Division of the Library of Congress, where it will be publicly accessible as part of the national record.
- **Office of Insular Affairs Maintenance Assistance Program (MAP).**
 - **Port Welding Shop Phase 1 & 2 Project.** Work commenced on January 22, 2025.
Update: Interior spall repair has begun and spall and crack repairs are 65% complete. Roof silicone painting is 90% complete.
 - **Generator Maintenance Program.** On January 23, 2025, the PAG received approval for its no-cost extension request to September 30, 2026. This will allow the Port to fully execute Year 3 of the technical service contract. *Update:* Facilities Maintenance Division has begun working with Procurement on the process to continue the 3rd year of the maintenance contract.
- **U.S. EPA Clean Ports Program: Climate and Air Quality Planning Competition.** The U.S. EPA Clean Ports Program aims to reduce air pollution and greenhouse gas emissions at ports by supporting projects that adopt cleaner technologies and practices.
 - *Update:* Subaward documents are pending review and acceptance by the subrecipient; additional inquiries regarding program requirements to be addressed with EPA. Following this review, the subaward documents will be updated accordingly.

- **New Grant Opportunity – U.S. EPA Environmental and Climate Justice Community Change Grants Program / Inflation Reduction Act Community Change Grants Program.**
 - *Status Quo:* PAG awaits notification from Community First Guam Federal Credit Union, lead applicant. Projects selected are:
 - Installation of a Solar Photovoltaic System and Batteries Project
 - Microgrid Feasibility Study Project
 - Route 11 Seawall Improvement Project
 - **New Grant Opportunity - 2024 NOAA Marine Debris Program- BoatUS Foundation Abandoned and Derelict Vessel (ADV) Removal Grant Program.** The Port submitted its application on November 21, 2024, for the PAG Harbor Restoration and Resilience Initiative (PAGHRR) Project, which would remove thirteen (13) abandoned and/or sunken vessels from PAG properties. The proposed project total is \$859,720.00.
 - *Update:* PAG is progressing through the final stages of the review process, actively fulfilling all requirements. Requested information has been sent and acknowledged received by BoatUS Foundation.
 - **Sport Fish Restoration & Sport Fishing and Boating Safety Act Program Maintenance of Public Boat Ramp.** On October 1, 2024, PAG was awarded \$120,000 for the Agat Marina Southern Walkway Repairs under the Sport Fish Restoration. Additionally, PAG received \$275,000 for the Pre-construction Planning Grant for a Gangway and Courtesy Dock at the Harbor of Refuge under the Sport Fishing and Boating Safety Act. Both grants were provided by the U.S. Fish and Wildlife Service through the Guam Department of Agriculture. *Status Quo:* The draft MOU is currently under development by DOAg and is anticipated to be finalized in Q3 2025.
 - **New Grant Opportunity - U.S.DOT Federal Highway Administration (FHWA) Low-Carbon Transportation Materials Program (LCTM).** On November 26, 2024 (and revised on Jan. 23, 2025), the PAG submitted an application, PAG Low-Carbon Transportation Materials Study, which proposes activities to identify and test locally sourced low-carbon recycled waste materials to determine suitability for use in eligible Federal-aid projects and incorporation into future transportation plans or updates for Guam. The total project cost is \$ \$7,216,910.00. *Update:* FHWA still in the process of reviewing applications.
15. **Port Revenue Bonds Project Status.** As of June 2, 2025, the attachment provides information on the status of the revenue bond projects, which include the rehabilitation of the hotel wharf, repairs and improvements to the golf pier, waterline replacement/relocation, upgrades to the EQMR building, repairs and upgrades to warehouse one, construction of a new admin annex building, and other priority projects.

V. OLD BUSINESS

1. **Request for Creation of Position Tariff Technician I, Tariff Technician II and Tariff Technician III (motion to approve the transparency and disclosure processes as outlined in Section 6303(d) of Title 4, Guam Code Annotated and Rule 5.015 of the Port's Personnel Rules and Regulations).** Director Valencia-Ovalles made motion to approve the transparency and disclosure processes as outlined in Section 6303(d) of Title 4, Guam Code Annotated and Rule 5.015 of the Port's Personnel Rules and Regulations on the creation of positions for Tariff Technician I, Tariff Technician II and Tariff Technician III, seconded by Director Valencia-Ovalles. The motion was unanimously approved.

2. **Abolishment of the Maintenance Manager and Equipment Maintenance Superintendent positions under the Port Authority of Guam's classification and compensation plan, as a result of the succession plan adopted in Board Resolution No. 2024-15 by the Port Board of Directors (motion to approve the transparency and disclosure processes as outlined in Section 6303.1 of Title 4, GCA and Rule 4.200 of the Port's Personnel Rules and Regulations.)** Director Valencia-Ovalles made motion to approve the transparency and disclosure processes as outlined in Section 6303.1 of Title 4, GCA and Rule 4.200 of the Port's Personnel Rules and Regulations for the abolishment of the Maintenance Manager and Equipment Maintenance Superintendent positions. Motion was seconded by the Vice Chairperson and was unanimously approved.

VI. NEW BUSINESS

1. **Adoption of Board Resolution No. 2025-18.** The General Manager mentioned that during the transparency and disclosure process of the creation of the Tariff Technician series, the Human Resources division received one comment in a memorandum dated May 13, 2025, from the Port's Corporate Services Manager, addressing the proposed creation of the Tariff Technician I, II, and III positions. The memorandum referenced classification reviews conducted in 1985 and 2002, both of which concluded that duties within the Tariff Section at the time lacked the complexity needed to justify a series of positions. The 1985 review recommended the establishment of a Tariff Technician and Tariff Supervisor. The 2002 review, conducted in light of the Port's evolving Terminal Operating System and increasingly complex tariff structure, recommended creating positions titled Tariff Specialist and Tariff Administrator. He further stated that the memorandum further recommended that the Port consider establishing a Tariff Specialist position instead of a three-level technician series, and proposed the elimination of the Tariff Supervisor role to clarify the distinction between technical and administrative functions. The memorandum asserted that the proposed technician levels lacked meaningful complexity and suggested that duties related to billing validation, log analysis, and coordination with Operations and Maintenance could be better housed within a single specialist role.

The General Manager mentioned that he responded in a memorandum dated May 14, 2025, acknowledging the historical context provided but clarified that the current initiative is not a continuation of past classification practices. Rather, it is a direct response to current operational challenges within the Finance Division, including underbilling, audit exposure, and the need to formalize succession planning and accountability. The General Manager further stated that while

previous classification reviews reflected the conditions of their time, the Port's billing functions have since expanded in both scope and complexity. Establishing the Tariff Technician series now creates a structured framework aligned with modern operational needs, supports career development within the unit, and distributes oversight responsibilities that were previously concentrated in a single specialist role. Throughout the current administration, the Port has ensured consistent applications in applying the Port's tariff, particularly in areas such as third and fourth gangs, supervisor overtime, mechanic/electrician night differentials, the use of a third gantry crane, shift variations, and bare chassis billing. The establishment of the Tariff Technician series is intended to address these gaps by ensuring internal alignment between operations and billing, consistent application of rates, and proper documentation of all services rendered. Based on this, the General Manager recommended for Board's adoption of the resolution approving the creation positions of the Tariff Technician series in the classified service.

The Vice Chairperson made motion to adopt Board Resolution No. 2025-18 relative to approving the creation of Tariff Technician I, Tariff Technician II, and Tariff Technician III positions in the classified service as authorized in Section 6303(d) of Title 4, Guam Code Annotated and Rule 5.015 of the Port's Personnel Rules and Regulations. The motion was seconded by Director Valencia-Ovalles and was unanimously approved.

2. **Adoption of Board Resolution No. 2025-19.** The Vice Chairperson made motion to adopt Board Resolution No. 2025-19 relative to approving the abolishment of the Maintenance Manager and Equipment Maintenance Superintendent positions under Port Authority of Guam's Classification and Compensation Plan as authorized under Title 4, GCA, Section 6303.1 and Rule 4.200 of the Port's Personnel Rules and Regulations. The motion was seconded by Director Valencia-Ovalles and was unanimously approved.

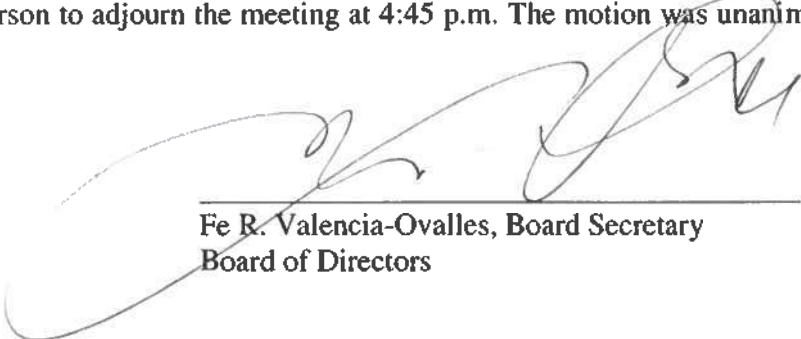
3. **Adoption of Board Resolution No. 2025-20.** The General Manager mentioned that the Port was issued its 2018 Revenue Bonds to fund critical infrastructure improvements necessary to maintain and modernize the island's only commercial seaport. The requirement of the 2018 Revenue Bond indenture is to maintain a minimum debt service coverage ratio (DSCR) of 1.25 in order to remain in good standing with bondholders and rating agencies. The Port has been diligently monitoring the DSCR since FY2020 to ensure compliance, and while having met the minimum requirement each year from FY2020 thru FY2024, there were months where coverage was tight. Now, in FY2025, the Port projects that the limitations of the indenture's DSCR calculation will lead to a shortfall unless corrective action is taken. He stated that the DSCR shortfall in FY25 is due to a restrictive indenture calculation that excludes certain revenue sources, such as with the Crane Surcharge, Facility Maintenance Fee, and Marina revenues, so the Port has been considering a bond defeasance strategy to reduce debt and improve financial ratios. In discussions with the bond financial advisers, the General Manager stated that by executing this defeasance transaction and restoring compliance with the indenture-defined DSCR, the Port will be in a stronger position to access the bond market for immediate future borrowing to support critical infrastructure capital needs. He mentioned that the proposed defeasance involves a deposit of \$3,019,862.25 into a restricted escrow account to cover the July 1, 2025 debt service payment, and in doing so, will bring the Port's debt service coverage ratio to 1.78. He added that there is also an estimated legal, financial and administrative costs of approximately \$50K to complete the transaction. The General Manager mentioned that to avoid future technical shortfalls in debt service coverage ratio despite strong

operational revenues, the Port intends to ensure that any subsequent bond borrowing allows for the inclusion of all recurring revenue sources such as the Crane Surcharge, Facility Maintenance Fee, and Marina revenues in the debt service coverage calculation so that the DSCR more accurately reflects the Port's true financial capacity.

Director Valencia-Ovalles made motion to adopt Board Resolution No. 2025-20 relative to authorizing a bond defeasance transaction to pay down outstanding 2018 revenue bond obligations, improve debt service ratios, and reduce future debt service costs. The motion was seconded by the Vice Chairperson and was unanimously approved.

VII. ADJOURNMENT

There being no further business to discuss, it was moved by Director Valencia-Ovalles and seconded by the Vice Chairperson to adjourn the meeting at 4:45 p.m. The motion was unanimously passed.



Fe R. Valencia-Ovalles, Board Secretary
Board of Directors

APPROVED BY:



Dorothy P. Harris, Chairperson
Board of Directors





**FY24 SPECIAL PROJECT
RM 24-2147 APRA HARBOR
WATERFRONT REPAIRS,
NAVAL BASE GUAM**

July 14, 2025

INTRODUCTION

THE APRA HARBOR WATERFRONT REPAIRS TEAM



Black Construction
Corporation
*Managing Entity for
Tutor Perini Corporation*

Tutor Perini
CORPORATION | **Nan Inc**

TPC-Nan, a Joint Venture
Design Builder

AECOM

Baird.
Innovation Engineered.



AECOM/Baird/Sea
Engineering
Key Design Team Members

TEAM RELATIONSHIP

Tutor Perini Corporation and Nan, Inc. JV Relationship

Black Construction Corporation

- SIOP MACC (5-Year \$8 Billion MACC Program): Waterfront Multiple Award Construction Contract Primarily for the Shipyard Infrastructure Optimization Program (SIOP) at Hawaii, Washington and Other Areas Under the Cognizance of NAVFAC
- Task Orders issued:
 - \$3B FY2023 P-209 Dry Dock 3 Replacement at Pearl Harbor, HI
 - \$5B FY2024 P-454 Multi-Mission Dry Dock at Puget Sound Naval Shipyard, HI
- Managing Entity for Tutor Perini Corporation
- Extensive Waterfront Experience in Guam
 - Alpha Bravo Wharf
 - Kilo Wharf
 - Uniform & Tango Wharf
 - X-Ray Wharf
 - PAG Repairs
 - Multiple Glass Breakwater Repairs

TEAM RELATIONSHIP

Tutor Perini Corporation and Nan, Inc. JV Partnership

- 70% Tutor Perini Corporation
- 30% NAN, Inc.

BID HISTORY AND RESULT

DEC 2023	FEB 2024	APR-JUL 2024	JUL 2024	OCT 2024
Industry Engagement 1	Industry Engagement 2 & Site Visit	RFP Release and Bid Period	Proposal Submission	Contract Award

PROCUREMENT TYPE

 Design-Build

PROJECT DESCRIPTION:

This is a Design Build construction project to restore and modernize the waterfront facilities that has been physically eroded and damaged from storms. Project scope repairs the waterfront facilities at Apra Glass Breakwater, Sumay Cove Marina, Sumay Cove Entrance Shoreline, and the Polaris Point Shoreline. This project includes removal and replacement of crest stones at the breakwater, driving of piles, repairs of revetments, repair and replacement of docks, installation of a wave attenuator and placement of Concrete Armor Units. A Change Order was also issued for the emergency repairs at the breakwater while mobilizing for the project.

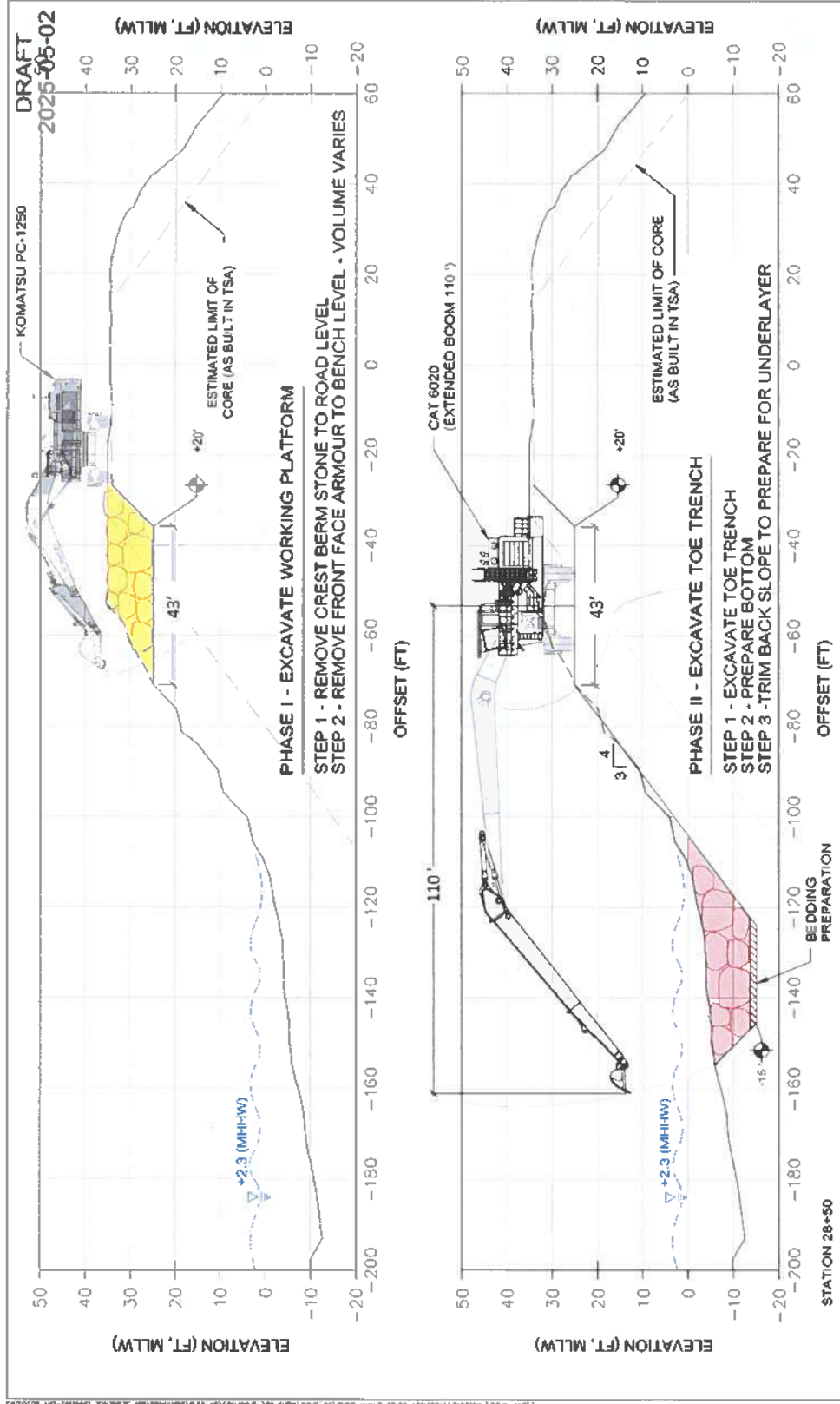
SITE MAP



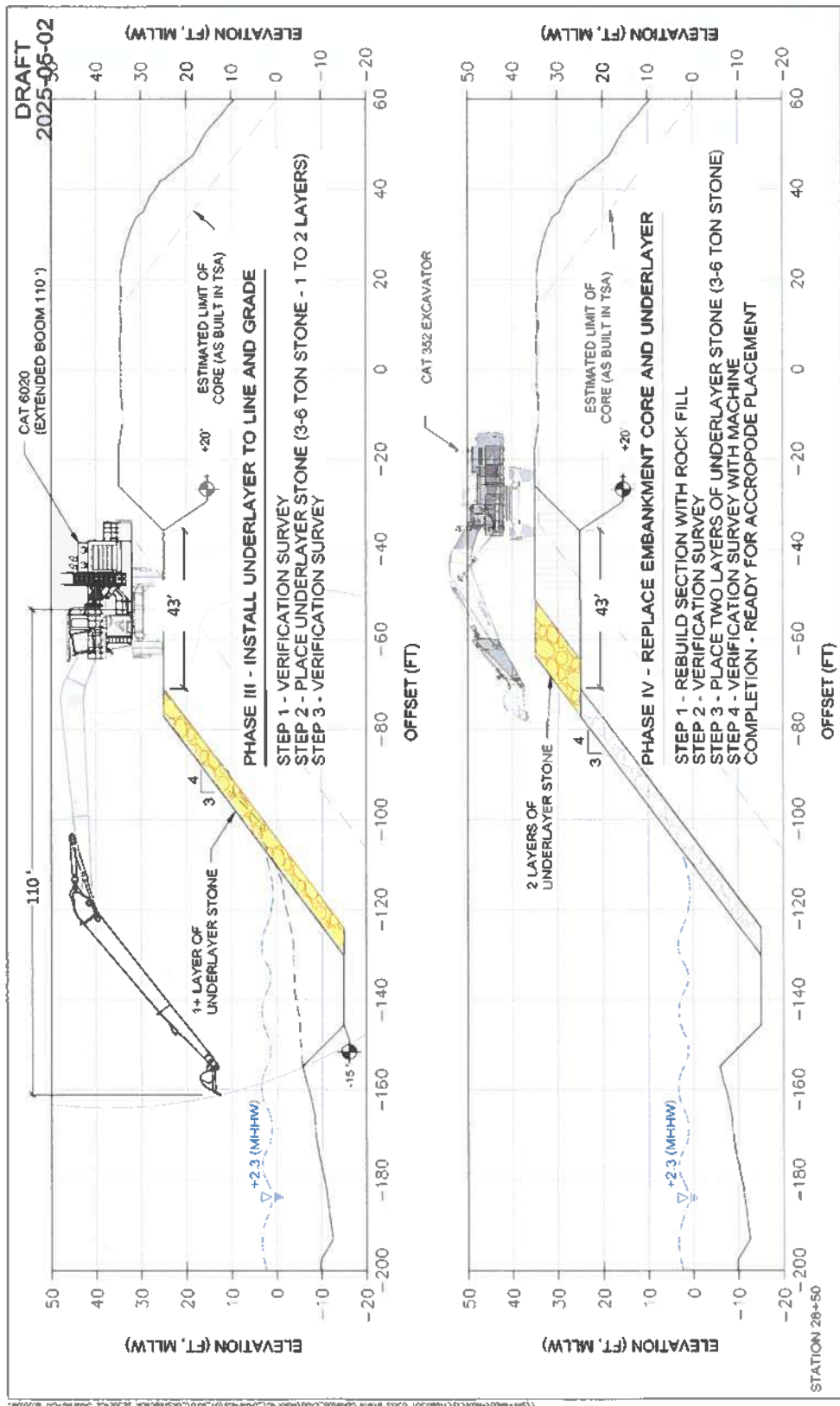
TOTAL CONTRACT VALUE: \$562,918,116.00

SEQUENCE OF WORK BREAKDOWN:

- BASE BID: Main Glass Breakwater
- OPTIONS 1 through 6 (Glass Breakwater Supplemental Repair)
 - OPTION 1: STA 11+00 to 24+00 (Sea side), Station 23+50 to 24+50 (Harbor side)
 - OPTION 2: STA 36+50 to 42+50 (Sea side)
 - OPTION 3: STA 42+50 to 49+00 (Sea side)
 - OPTION 4: STA 49+00 to 54+00 (Sea side)
 - OPTION 5: STA 56+00 to 62+00 (Sea side)
 - OPTION 6: STA 62+00 to 68+00 (Sea side)

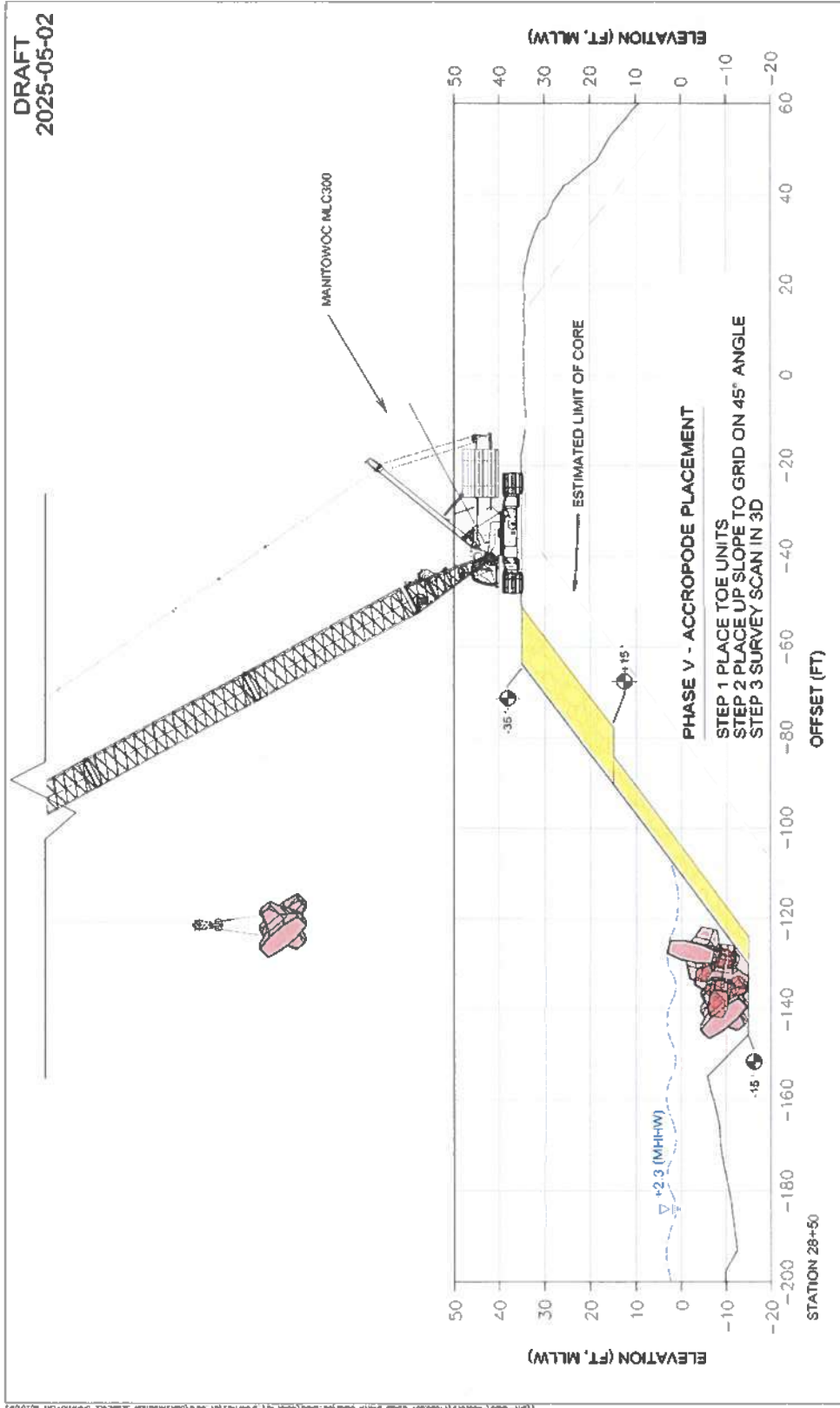


CONSTRUCTION SEQUENCE DRAWING



CONSTRUCTION SEQUENCE DRAWING

DRAFT
2025-05-02

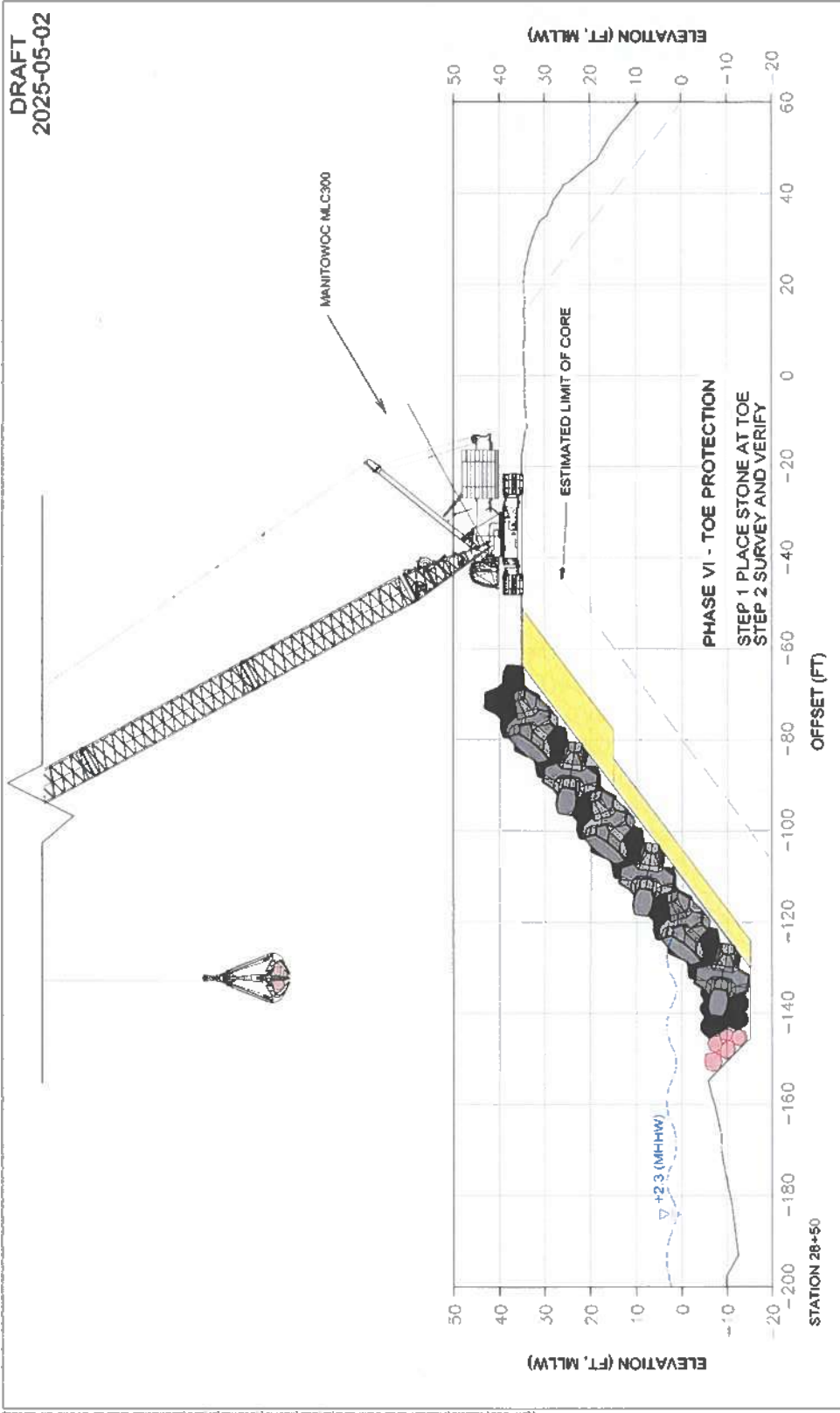


CONSTRUCTION SEQUENCE DRAWING

Baird.

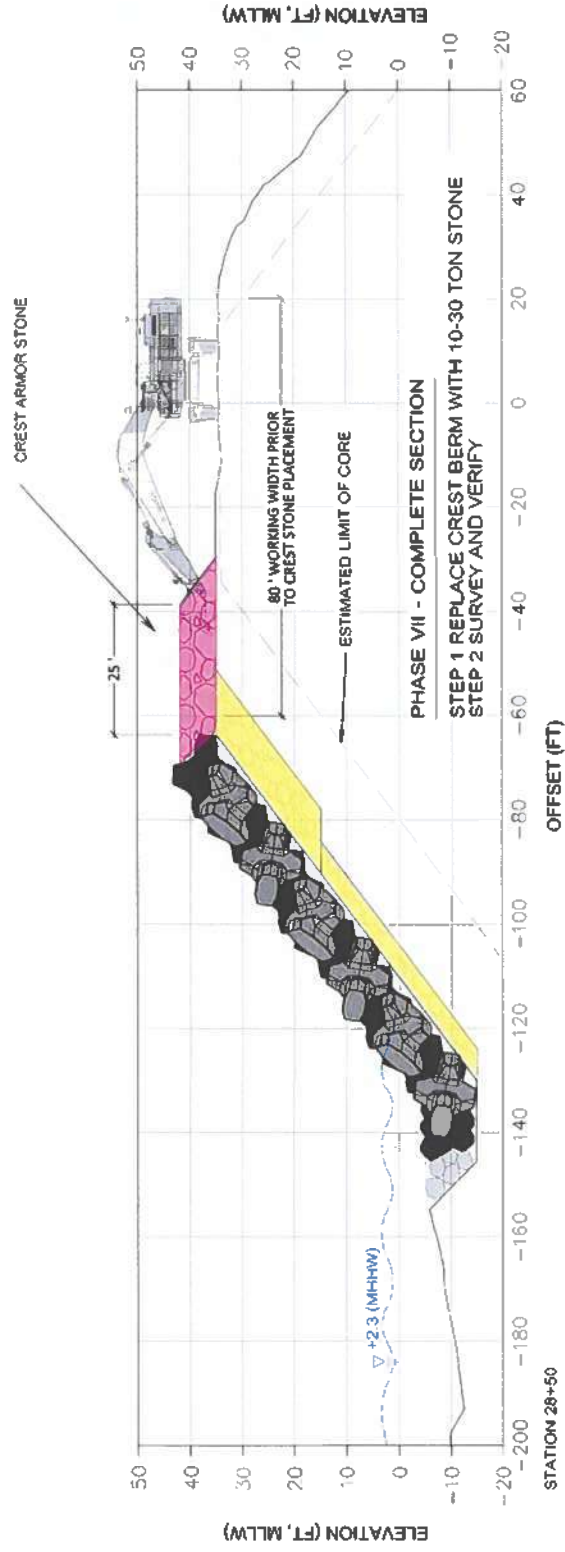


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CONSTRUCTION SEQUENCE DRAWING

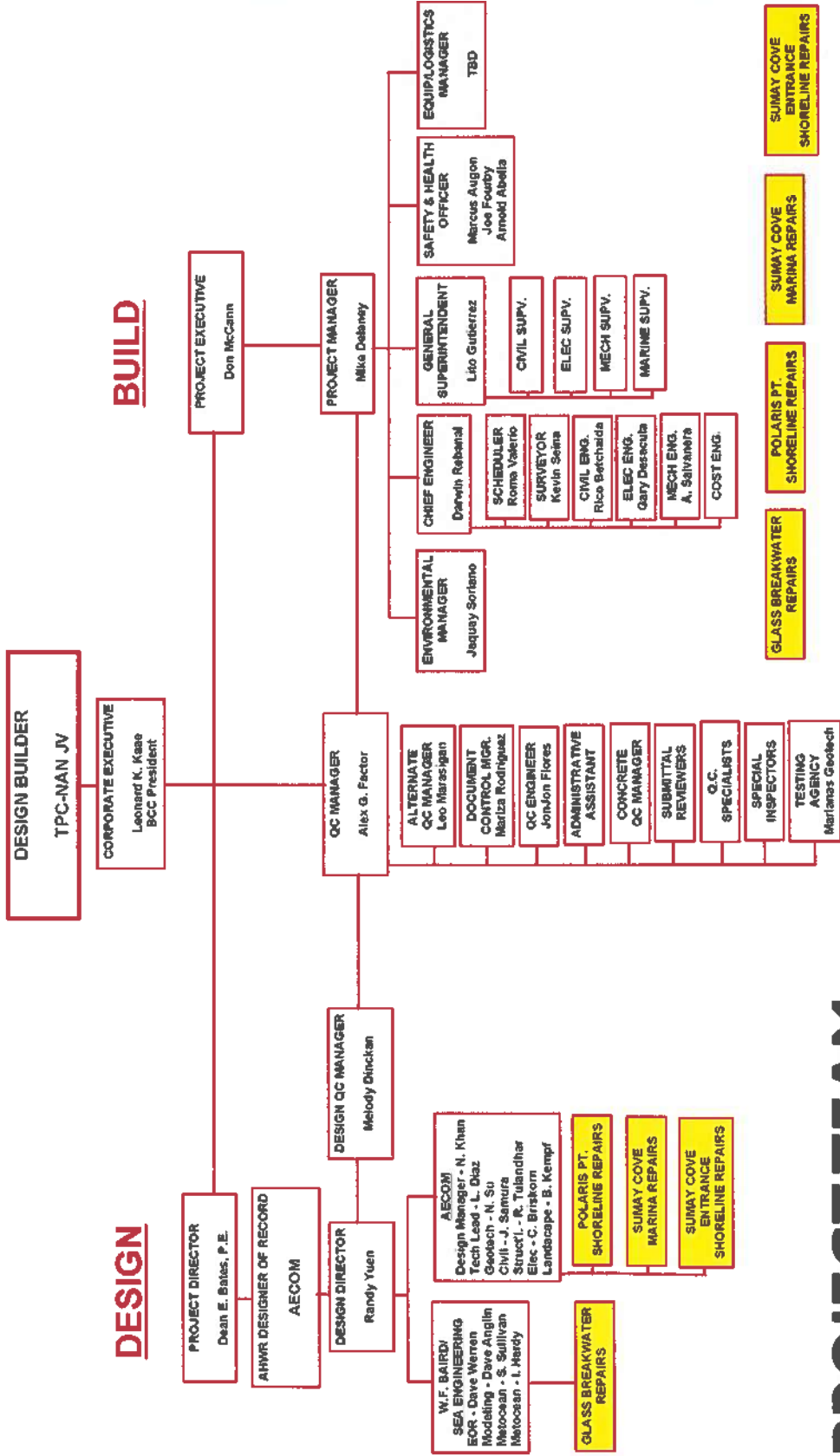
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SEQUENCE OF WORK BREAKDOWN (Continued):

- **OPTION 7: Polaris Point Shoreline Repair**
 - Construction Revetment STA 0+00 to 17+00 and 42+00 to 47+13
 - Repair Revetment STA 17+00 to 37+00
 - Slope Stability Repairs STA 39+60 to 42+00
- **OPTION 8: Sumay Cove Marina Repairs**
 - Repair existing marina floating docks, utilities, & appurtenances. Install reconfigured port security, USCG decks, and wave attenuator.
- **OPTION 9: Sumay Cove Entrance Shoreline Repair**
 - Repair existing marina floating docks, utilities, & appurtenances. Install reconfigured port security, USCG decks, and wave attenuator.
- **POST BID AWARD: Emergency Repairs**

N4019225F4003 - APRA HARBOR WATERFRONT REPAIRS, APRA HARBOR, NAVAL BASE GUAM



PROJECT TEAM

DESIGN TEAM

N4019225F4003 - APRA HARBOR WATERFRONT REPAIRS, APRA HARBOR, NAVAL BASE GUAM

DESIGN-BUILD PROJECT DESIGN TEAM

TPC-NAN, a JOINT VENTURE

Design Builder

AECOM

Designer of Record

AECOM Project Director

Randy Yuen

AECOM Project Design Manager

Naser Khan

AECOM Design QC Manager

Melody Dinckan

BAIRD/SEA ENGINEERING

GLASS BREAKWATER
REPAIRS

(Base Bid & Options 1 - 6)

Design Engineers

W.F. Baird & Associates

BWTR EOR - Dave Werren
Modeling - Dave Anglin

Sea Engineering Inc.

Ocean Eng. - Scott Sullivan
Ocean Eng. - Ian Hardy

AECOM

SUMAY COVE MARINA
REPAIRS

(Option 8)

Design Engineers

AECOM

Tech Lead - Louis Diaz
Geotech- Neville Su
Civil - Jessica Samura
Struc - Prabin Tuladhar
Elec - Chris Briskorn
Landscape - Brendan Kempf

SUMAY COVE ENTRANCE
SHORELINE REPAIRS

(Option 9)

Design Engineers

AECOM

Tech Lead - Louis Diaz
Civil - Jessica Samura
Landscape - Brendan
Kempf

PARTNERSHIP WITH PAG



**Estimated Initial
Discussion with PAG:**
May 2024



**Official Lease
Commencement Date of the
Quarry and Hotel Wharf:**
June 01, 2025

QUESTIONS:

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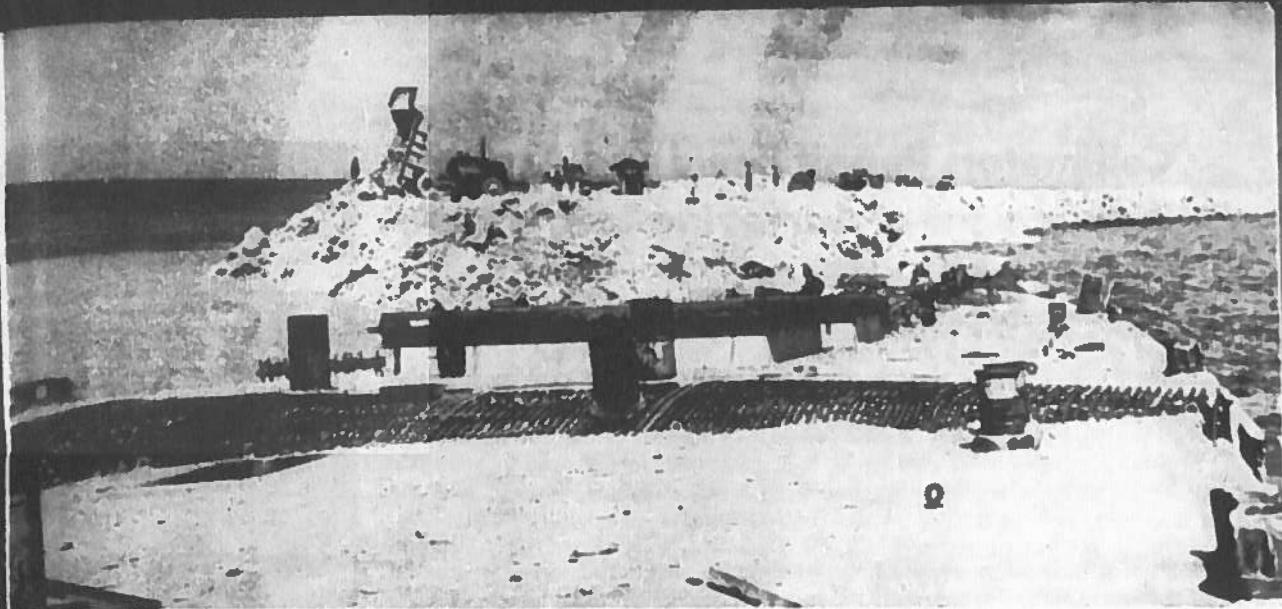


Fig. 2. This concrete barge lies in 30 ft. of water on the harbor side of the breakwater which will pass by to the left. A typhoon destroyed all the other barges which were intended to serve as a temporary breakwater.

sign elevation will be plus 10 ft. Following a short 2-percent sloped section, the second level extends from Station 26 + 00 to Station 49 + 00 (a distance of 2,300 ft.) at a working elevation of plus 14 ft. with a haul-road width of 58 ft.; final design elevation will be plus 24 ft. Following another short 2-percent sloped section, the third level extends a distance of 800 ft. from Station 51 + 00 to the outer extremity of the breakwater at Station 59 + 00 at a working elevation of plus 18 ft. and a haul-road width of 46 ft.; final design elevation, like that of the preceding section, will be plus 24 ft.

Thus, with the projection of the breakwater out into the more exposed waters of Calalan Bank, the Seabees have met the increasing wave action with corresponding increases in the elevation of the haul-road or working level. Because the water-line width of the breakwater has been maintained constant, the 1½:1 design slopes of the sides result in a reduced width of top working area with each increase in working elevation.

Second phase of construction

Actual construction is being carried forward in two stages or "phases." In the first phase, the rubble core and the 20- to 30-ton seaside armor stone are being placed, maintaining the prescribed elevations. It is considered necessary to place armor rock on the sea side immediately after the rubble core goes in in order

to prevent erosion by heavy waves. The work is carried on in several stages or lifts, thus providing at lower levels greater areas for hauling, dumping, bulldozing, and truck turnaround than would be possible at the higher elevations.

Second phase of construction

In the second phase, the approach causeway and main breakwater will be at its final design elevation, the 10- to 20-ton harbor-side armor stone will be placed, and the entire breakwater will be top-armored with 20- to 30-ton cap rock. The outer end of the breakwater will be triple armored with 20- to 30-ton stone, pressure grouted if necessary.

In calm weather, working in 28 ft. of water and from an 18-ft. elevation, dumped rock yields about 1 lin. ft. of first-stage construction per twenty dumped loads. Dumping produces side slopes of about 1½ on 1, with which comes a perplexing problem that only the arrival of a heavy crane will solve. The quarry-run toe, as dumped, falls unevenly. When derrick stone is dumped on top of that, the big stones often hang up near the toe on smaller obstructions, thus creating voids which are somewhat vulnerable to wave action until additional stone can be placed. End-dumped stone, which does not fall over the side is pushed over by a bulldozer, which cleans up behind both the dump trucks and the crawler-tread wagons.

A fast, smooth, coral highway which has been built over the break-

water, speeds up hauling. It is serviced daily by a motor grader.

The Seabees have nearly 10,000 lin. ft. of breakwater to build beyond their starting point. Completion is expected before the end of 1945. Total yardage involved is nearly two million, of which 602,000 had been placed by June 1, 1945.

As this was written, dumping and hauling was being carried forward 16 hr. a day, and drilling in the quarry was on a two-shift basis. Seabees are pushing first-stage construction so that ships and piers will have some benefit in the form of shelter before second-stage construction begins. That portion of the breakwater already in place is affording important protection to vessels and pontoon piers in Apra Outer Harbor.

Thus, despite the shortage of equipment, difficulties of supply, lack of spare parts, end dumping, hard blasting, and countless minor obstacles, the Seabees are slugging ahead doggedly and are winning this battle of men against the sea.

Those in charge

Officers handling the project include Commo. W. O. Hiltabiddle, Jr., USN, officer-in-charge of Guam's naval construction brigade; Comdr. E. B. Cavallo and Lieut.-Comdr. J. S. Glunt, of the construction regiment; and Comdr. F. L. Endebrock, officer-in-charge of the naval construction battalion. Lieut. W. C. Wing and Chief Carpenter James Harris, both of this same battalion, have charge of the field work.



Fig. 1. The breakwater at this point is unprotected from the open sea. Concrete barges at left were wrecked by a typhoon.

Building the Port Apra Breakwater

R. P. Day

Chief Carpenter's Mate, U. S. Naval Reserve

Contents in Brief—By June Seabees had completed about one-third of a 2,000,000-cu.yd. rock moving job on Guam to provide breakwater protection for Apra Harbor. For temporary harbor protection, concrete barges 335 ft. long were sunk in 30 ft. of water on the breakwater line, but before the rock fill reached them, storms moved them aside. Attention was then concentrated on the fill, which was composed of quarry rock rated as "coral limestone"; the latter was of such a nature that 1.5 to 2 lb. of powder per cu.yd. was required for blasting. Typhoon storms dictated the use of armor rock facing ranging up to 30 tons in weight.

THE PORT APRA BREAKWATER, built to protect the harbor at Guam, will be a 2,000,000-cu.yd. rubble mound structure on which Seabee ingenuity has been wrestling with large-scale rock-handling problems. Speed was important when, after three years of Japanese occupation, the work was resumed without adequate equipment for handling and placing heavy rock.

As the urgency was great, concrete barges were sunk as a temporary, emergency measure in a row along the center line of an exposed portion of the proposed breakwater, where the water depth is 30 ft. These barges were to be covered by the fill to be placed later, utilizing dump truck delivery of quarry-run rock and

heavy rock for armor facing.

This breakwater project was originally started in 1941 by Pacific Naval Air Base Contractors with whom the Navy made a contract for work estimated to cost \$5,753,000. While preliminaries were still under way early in August, 1941, a typhoon struck Guam, bringing wind velocities as high as 125 mph. Ground swells then observed were such as to demonstrate the need of great strength and stability in the breakwater.

This is because the entrance to Port Apra has no natural protection from the open sea. Nearest shelter, such as it was, was afforded by coral shallows known as Luminao Reef, which extends about 1½ mi. toward the harbor entrance from Cabras Island, the

best location for the shore end of a breakwater. This reef, which is about 3 ft. under water at low tide, broke up the swells somewhat, but during heavy storms the protection was inadequate.

Location for the breakwater was made on a somewhat curved center line whose inshore end is on Cabras Island and extends thence along Luminao Reef to take advantage of the shallow water. Beyond the end of this reef the breakwater has to continue nearly 7,000 ft. along what is known as Calalan Bank, where the depth is 30 ft. and across which ocean swells sweep unhindered.

During early discussions of design in 1941, a plan for using precast concrete blocks as armor for the sides and top of the breakwater was considered and rejected. It was decided to build the structure of quarry-run rock, armored with heavier stone. Sufficient rock could be quarried on Cabras Island, whence the haul is short. With slow velocity powder 15 to 20 percent of the rock blasted would be in the 3- to 5-ton range.

This quarry was expected to yield 3,000 cu.yd. per 24 hr. Waste was estimated to run about 25 percent and

it was thought that bad weather would nullify 20 percent of the total working time. Duration of the job was estimated by the contractors as 450 calendar days from Mar. 1, 1942. These estimates were all made in 1941.

The PNAB contractors began work late in that year. The Cabras quarry area was cleared, a road was built out to the breakwater approach and some stone was drilled and shot. On Luminao Reef, where the breakwater section was to be 20 ft. wide and 2 to 3 ft. above mean tide, nearly a mile of the fill was placed. Some 64,000 cu.yd. of stone had been delivered when construction was halted abruptly on Dec. 8, 1941, by the arrival of Japanese troops. Captured civilians and garrison troops alike were herded into ships bound for Japanese prison camps. The Japs did nothing on the breakwater, and such American equipment as the Japs did not steal was left to rust at the site.

Three years later when we recaptured Guam in July, 1944, Seabees found the scene of the PNAB contractor's activity covered with weeds and brush. While the Luminao Reef causeway had suffered some wave damage, it was still in place. It could be traversed by a jeep, which may or may not be any proof of its serviceability, jeeps being what they are. Most of the remaining heavy equipment was ruined. The Nips had shipped some of it to Saipan and some to Japan.

Four rusty heavy trucks, given up in despair by the Nips, were made to run again by Seabee repair men. Two badly damaged shovels and one 3½-cu.yd. crane yielded a few spare parts, but for the most part the job had to begin again.

Temporary harbor protection

When the Seabees reached Guam, temporary breakwater protection had already been proven feasible off the Normandy coast. The idea seemed applicable at Apra because quite a few empty concrete barges were available. It was proposed that seventeen of these vessels, 355 ft. long, 36 ft. deep and of 54-ft. beam, be sunk along the Calalan Bank. The plan was to put them in locations where, when the fill progressed that far, they could be incorporated in the breakwater by blasting the decks

open and filling the ships with quarry-run stone. In the interim between the sinking of the barges and their incorporation in the breakwater, it was hoped that they would furnish temporary protection for ships at anchor in Port Apra.

Underwater work to prepare for the sinking of the barges began on Calalan Bank in 30 ft. of water. The ocean floor was shot heavily to level any protruding coral heads. This underwater blasting was intended to give each ship a firm, even bearing on the ocean floor. The vessels were stripped of all salvageable gear, and then towed in along the breakwater axis and pumped full of water. By the first of October 1944 five such barges were placed. Another was accidentally sunk in deep water, fortunately with no loss of life.

But it seemed as if the Pacific was waiting to strike. On the 4th and

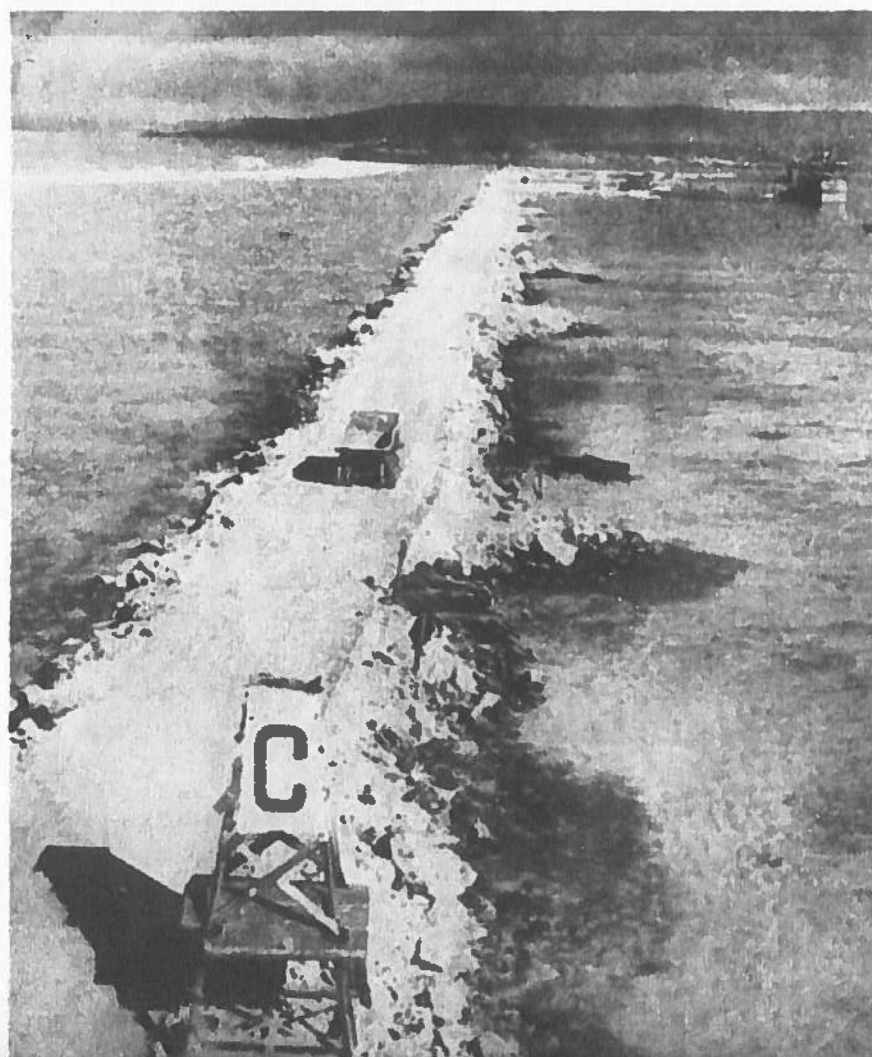
5th of October enormous ground swells caused by a typhoon swept in to Port Apra. All five of the concrete barges broke in the heavy sea. All five shifted position, some of them as much as 100 ft. When the storm was over, only the stern end of one barge still lay in the breakwater line.

The sinking of concrete barges was not resumed and attention concentrated on the breakwater as originally planned.

Drilling and blasting equipment

No standard battalion equipment is designed for work as heavy as the Port Apra breakwater. When the project was assigned to a construction battalion, it was necessary to order special loading and hauling units. Meantime, all available heavy equipment in other battalions and pools then operating on Guam was secured, but this resulted in only the

Fig. 2. Air view looking inshore along the causeway or approach section traversing Luminao Reef where water depth is only 3 to 4 ft. Cabras Island, on which the quarry is located, is in center background.



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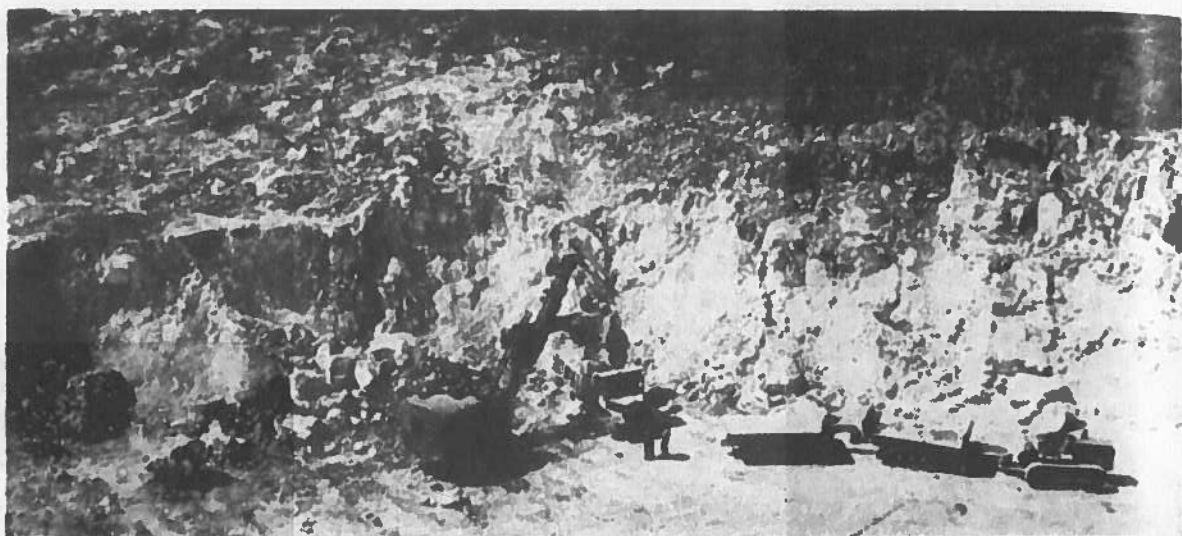


Fig. 3. Air view showing a part of the 1.1-mile quarry face from which rock was excavated for the breakwater. Stones weighing 3 to 5 tons are loaded on track-laying trailers that dump to the side.

best available substitute for what was really needed. The list accumulated included shovels, motor trucks, side dump trailers, bulldozers and the usual associated items.

But this job involved very rough ground and exceedingly heavy loads. Light units could stand up only so

long and subsequently were in the repair shop—and the repairs were heavy. Moreover, some of this equipment had been “borrowed” and often had to be diverted back to other work. The 6,000 miles separating Guam from the mainland made it very difficult to get delivery of spare parts

and special equipment. The real difficulty on the job was this urgent need of equipment.

On order as this was written was a list of especially heavy equipment that would greatly speed and improve the quality of the job in heavy armor placement. Included were twenty 40-ton trucks, twenty low-bed trailers with power units and three heavy locomotive cranes. Arrival of this list of needed equipment would please the hard pressed Seabees almost as much as notice of a stateside furlough.

Cabras quarry rock is composed of limestone formed by animal and nullipore coral, which weighs 150 to 160 lb. per cu. ft., and is seamed and broken by seismic action and tree roots. Where this rock is exposed to the elements it becomes brittle and very hard. Farther in, drillers find it softer and more porous but more treacherous to drill and shoot. Seams, caves and the porosity of some of the rock absorbs the force of explosives to such an extent that 1.5 to 2 lb. of powder must be used per loose cubic yard.

“If these guys ever load blue granite that heavy when they get back to the states, I want to be in the next county!” remarked one weather-beaten drill boss.

Peculiarly enough, the rock does not dull drill bits readily, nor will it cause them to lose gage. Detachable bits used on wagon drill and jackhammer steel can be used to drill 500 to 1,000 ft. of hole before resharpening.



Fig. 4. Wire rope slings attached to dipper sticks enabled each shovel to handle rock of largest size as well as quarry run material.

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Wagon drills are being used on 24-ft. ledges. As these holes go down, the diameter is reduced with each 6-ft. change of steel. Thus the 2½-in. bit used on the first 6 ft. is stepped progressively to 2½, 2¼ and 2 in. in the three succeeding lengths. Time used in sinking a 24-ft. wagon drill hole with detachable bits ranged from 1 to 3 hr., depending not upon the hardness, but upon the softness of the rock.

Where coral rock is soft and porous, many of the drillers not accustomed to it have trouble with drills sticking. The penetration rate with detachable bits can very easily exceed the proper factor of pulverization, resulting in a deposit of tailings above the bit. This sticks drill steel. As a result, rifle bar nuts on wagon drills have suffered when steel was being pulled by brute strength and awkwardness.

Coral-blasting technique

Holes, spaced on 15-ft. staggered centers, are being sprung with fifteen half-pound-sticks of 60 percent gelatin, resprung with 45 sticks, and then loaded with 300 to 400 lb. of 40-percent powder per hole. Both stick and granular powder have been used. The latter works more efficiently because it fills cracks and fissures better than do the sticks. A greater weight of loose powder can be placed in a coral spring-cavity for that reason.

Beach sand stemming 19 ft. deep is tamped in on every charge. The blasts are fired by two ¼-lb. sticks of 60-percent dynamite, with a No. 6 cap, set in the center of the charge. The largest blast thus far fired used 76,000 lb. of powder. Ordinary shots run from 6,000 to 20,000 lb. Due to the corrosive action of nitroglycerin salts on copper exploders, the caps are dipped in cup grease before being placed, especially if a blast requires several days to load.

The most satisfactory procedure in drilling for rock of breakwater size has been with churn drills. The machines, swinging a 1,750-lb. tool string, are averaging one 50-ft. drill hole per 16-hr. day. This includes about 8 hr. for moving, setting up and leveling the drill rig, and 8 hr. at 6 to 7 ft. an hour to sink each hole. As there is no ground moisture in the Cabras quarry, water for making drill mud must be hauled in by tank wagon.

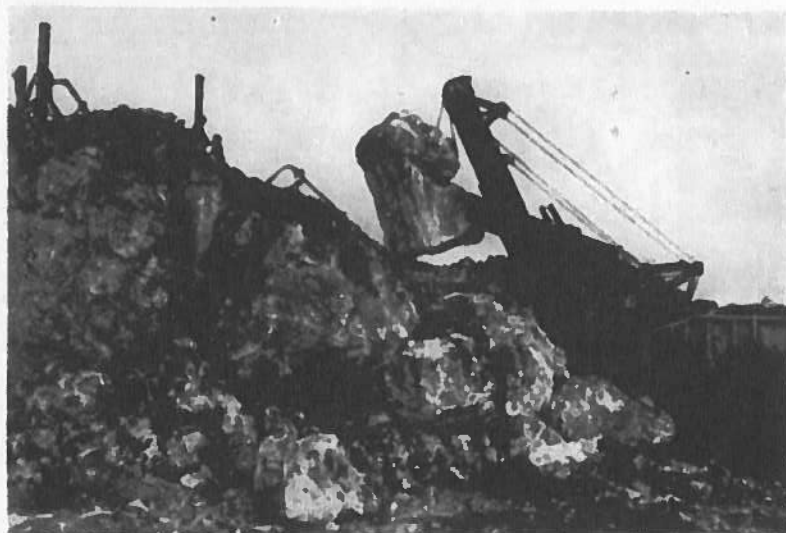


Fig. 3. Typical quarry face from which power shovels load quarry-run material for the breakwater core.

Churn drill holes are going down on 17- and 18-ft. centers. A 50-ft. vertical face has now been well established for several hundred feet. A blast set off as this is being written brought down some 6,000 tons of rock in just the sizes desired. About 25 percent of this blast would easily exceed 10 tons in weight.

Churn drill holes are bailed dry, sprung with 50 lb. of 60-percent Hercules bag powder, resprung with 150 lb., and then each hole is loaded with 1,400 lb. of 40-percent granular powder. This amount is varied in the field, perhaps 200 lb. either way, depending on the amount of toe breakage necessary at the foot of

each hole. Two Seabee powdermen recently loaded 7,000 lb. of granular powder in one 8-hr. shift. Holes are being carried about 5 ft. below quarry floor grade. Two sticks of 60-percent gelatin, with a No. 6 electric blasting cap, are also used on well drill holes.

To give an idea of the heavy blasting requirement in moving this rock, 650 lb. of powder placed in a wagon drill hole failed to break the surface of the ground. These failures are rare and happen only when the stone is unusually tough or seamed. Seabees have on occasion, when drilling into caves, bored "coyote" holes and placed obsolete military TNT demolition charges in the caves to be

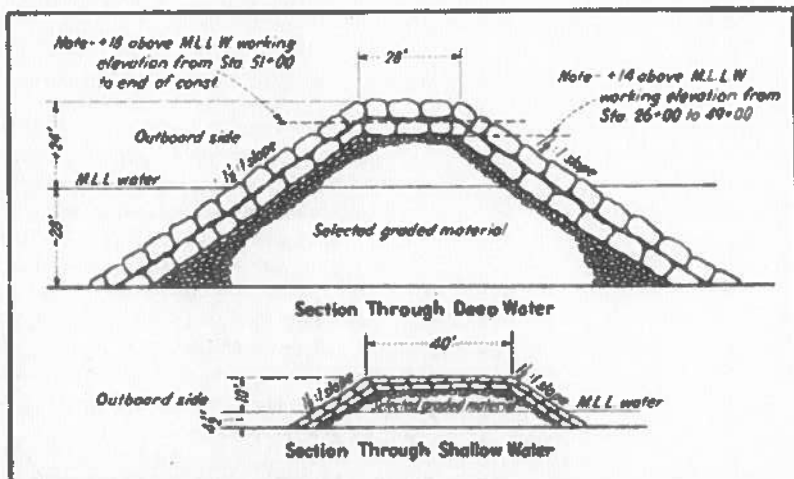


Fig. 4. Typical sections of Apru breakwater. Working elevations referred to by notes are kept below the finished level until the work nears completion, thus providing a wider road for the trucks.



Fig. 7 Side dump equipment (at top) delivers heavy stone on the seaward face. Bulldozers supplement the dumping where necessary. Below: The fill is advanced by trucks that back up for end dumping.

fired with nearby drilled holes. As a rule, military explosives are too fast for this kind of work. More large rock is produced with slower velocity industrial explosives and conventional methods.

Loading and hauling

Handling stones in the 10- to 25-ton range has presented problems because of the heavy equipment needed for loading, delivering and dumping. When a shot brings down a section of quarry face, these big boulders are well scattered through the pile.

One of the Seabees got the idea of using cable slings on shovels to load the big stones and this has proved

the most effective plan yet tried. For this purpose cleats were welded to the dipper stick just back of the dipper lip hinge. Two parts of 1½-in. cable were strung across these cleats and fastened with several cable clips. This adaptation was made on all five shovels so that each machine can load quarry-run rock or derrick stone wherever it is encountered. This saves the excessive travel over rough quarry floor involved by the prior plan of using special equipment for the heavy pieces.

In loading the heavy stones with cable slings, it was desirable to use rope which combined flexibility with great strength and ease of application. These slings must be handled con-

stantly and the irregular shape of most of the derrick rock caused all but the best of slings to twist and curl. Wire rope that gave the best service record is 6x37 preformed plow steel with a hemp center. Preformed rope takes the sharp bends around rock edges and still does its work.

Shovels used extensively

Shovels have been particularly effective in handling the heavy rock because after a big stone is loaded it can be crowded one way or another by the dipper stick, something not possible where a crane is used. If the rock comes out fairly rectangular, one of the shovels can make a load every 15 min.; 30 min. is nearer the average. The crawler tread wagons, called "hell boxes" because they make so much noise on the hard ground, go to any rock pile where derrick rock is exposed, and whatever shovel is in the vicinity loads them. Other types of trucks are also used.

Electric power is supplied from a power house erected near the job to generate power for this machine and for night lighting. Alternating current goes to a 5-yd. electric shovel at 2,300 volts and is there converted to direct current by a motor-generator set. In heavy digging, the field, improvised, Seabee-built switchboard and instrument panel shows that the shovel uses 90 amp. at 2,300 volts.

When most of their equipment is working, the Seabees have actually exceeded the contractor's estimated quarry output. An average of 3,800 cu. yd. per day has continued for a month. This figure is based on an estimated 10 cu. yd. per truckload hauled to the breakwater and checked fairly close to volumetric measurements made on the breakwater.

Delivery and dumping

In order to avoid erosion of the haul-road by wave action, Seabees found it necessary to increase the elevation of the breakwater as the work progressed outward from the relatively shallow water of Lumina Reef to the 25- and 30-ft. depths over Calalan Bank. At present the working elevation is being carried forward at several different steps or levels. From the Cabras Island or shore outward to Station 22 + 00 (a distance of 7,200 ft.) the present working elevation is plus 7 ft. with a haul-road width of 40 ft.; final



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Lourdes A. Leon Guerrero
Governor of Guam
Joshua F. Tenorio
Lieutenant Governor

General Manager's Report for Board of Directors July 14, 2025

- 1. Port Implements Mandatory Monthly Reporting for All Vehicle and Equipment Usage.** In an effort to increase accountability, improve asset tracking, and extend the lifespan of Port equipment, the Port Authority of Guam has implemented a mandatory monthly reporting system for all vehicle and equipment usage. Effective immediately, all end users who operate Port-owned vehicles or equipment are required to submit a monthly usage report on mileage and hour meter no later than the 10th day of each following month to the EQMR Planning Section. This applies to light-duty trucks, heavy-duty trucks, utility vehicles, fleet sedans, passenger vans and specialized service vehicles. This also applies to end users of tractors, boom lifts, forklifts, cranes, top/side loaders, load centers, refer gensets and construction equipment such as backhoes and dump trucks.

This policy supports our mission to strengthen internal controls and ensure every Port asset is managed efficiently and responsibly. When we know how, when, and where equipment is being used, we can improve safety, maintenance planning, and operational performance. This new process will have significant benefits. They include:

- **Preventive maintenance scheduling:** Timely updates ensure service intervals are based on actual usage, reducing unexpected breakdowns and extending asset lifespan.
- **Cost control and budgeting:** Accurate tracking allows for better forecasting of maintenance expenses, fuel consumption, and equipment replacement needs.
- **Compliance and reporting:** Proper documentation supports regulatory compliance and adherence to operational standards.
- **Fleet optimization:** Identifying usage trends helps redistribute assets efficiently, ensuring vehicles and equipment are used appropriately.
- **Warranty and lifecycle management:** Monitoring mileage and hours allows claims to be processed within warranty periods and aids in long-term fleet replacement planning.
- **Performance and efficiency insights:** Usage data provides insights into fuel efficiency and operational effectiveness, allowing adjustments to improve fleet management.



2. **Hagatna Marina Users Group Revived to Improve Marina Facilities and Strengthen Stakeholder Collaboration.** The Gregorio D. Perez Marina Users Group held its first meeting since its recent revival on June 4, 2025, bringing together tenants, commercial operators, recreational boaters, Guam Fire and Rescue and Port representatives to address key maintenance priorities and chart a course for future improvements at the Hagatña marina. As part of its revitalization, the group began establishing its leadership structure. Longtime marina user Frank Quinata was nominated to serve as volunteer president of the Gregorio D. Perez Marina Users Group.

Spearheaded by the Port Harbor Master's office, the revitalized group serves as a forum for enhancing communication, safety, and shared stewardship of the Gregorio D. Perez Marina. The meeting covered a range of topics including completed capital improvement projects, storm damage repairs, and proposals for future upgrades. The Port presented a comprehensive overview of recent enhancements funded and executed through its operations and capital improvement program. Notable completed projects included:

- Aluminum dock gates and a concrete loading dock, installed in May 2022 by ProPacific Builders Corporation for \$45,000.
- A temporary container office to house the Port Marina Manager and law enforcement personnel, completed in January 2023.
- CCTV camera installations, padlock replacements, lighting improvements, curb and parking slot painting, and wash station repairs—all completed from 2021 through 2025.

The group also discussed proposed initiatives, such as a Life Jacket Loaner Program in partnership with the BoatUS Foundation and the Guam Police Department, cleanup and infrastructure enhancements for the marina's oily water separator (OWS) outfall and a replacement plan for Dock A. During the meeting, the Marina Users Group also was informed of the major repairs done to Dock A, Dock B and the Marina office due to the damage from Typhoon Mawar. Marina tenants shared several concerns regarding the condition and management of the facility. Key issues raised include ongoing break-ins and thefts, poor lighting throughout the docks and parking areas, and the lack of trash receptacles leading to frequent littering. Users also cited unreliable water access for cleaning boats and trailers, insufficient designated parking for trailers, and growing frustration over long wait times for slips.

There were calls for improved security, including better gate locks and access control, as well as requests for regular maintenance of lighting, washdown stations, and the docks themselves. Several users emphasized the need for dredging around Docks B and C to ensure safe vessel movement at low tide and urged the Port to consider infrastructure upgrades that would improve safety and usability. In response to the feedback from marina tenants, the Port is evaluating several immediate remedies aimed at improving safety, cleanliness, and overall functionality at the facility.

To enhance security, the Port is looking into increasing foot patrols by Port Police and Commercial Division personnel, establishing a dock checkpoint system, and expanding camera monitoring from the Port Command Center. A 24-hour staffed marina office is also under consideration. Lighting repairs are being prioritized, including fixing pedestal and parking lot lights, adjusting fixtures to better illuminate dock areas, and replace exploring the use and installation of solar-powered timed lighting for sustainable coverage. To address trash concerns, the Port plans to deploy more waste bins throughout the marina and initiate a monitoring and enforcement program to discourage littering. The Port is also working to restore water access by repairing or replacing the hose at the washdown station and reviewing a possible permit system to manage usage. Finally, a regular maintenance schedule is being developed to include periodic water blasting of docks, sidewalks, and ramps to maintain safety and cleanliness.

Planning, CIP/Engineering, Facilities, Maintenance and Commercial Divisions and Port Police will develop a plan to triage and act on quick fixes. Harbor Master is tasked to continue to lead these efforts. A prioritized work plan will be developed with cost estimates and timelines. Recommendations for long-term capital improvements, including dredging and new slip construction, will be reviewed as part of the Port's overall infrastructure planning. The meeting concluded with a call to action for all marina users to stay engaged and work together to preserve the safety, cleanliness, and operational integrity of this vital public facility.

3. **Port Authority of Guam Participates in 2025 Pacific Alert Tabletop Exercise.** The Port Authority of Guam joined federal, territorial, and private sector partners at the 2025 Pacific Alert Tabletop Exercise (TTX) held June 18, 2025 at the Guam Plaza Resort in Tumon. Organized by the Office of Homeland Security and Office of Civil Defense (OHS-OCD) in partnership with the Federal Emergency Management Agency, the exercise focused on preparing Guam for a potential ballistic missile threat, including

the radiological and logistical consequences of such an event. The Port's leadership and emergency operations team were actively engaged in the facilitated discussion, contributing insights and strategies aligned with the exercise's key objectives: operational coordination, public information and warning, mass search and rescue operations, logistics and supply chain management, and infrastructure systems.

This kind of collaboration is critical to ensuring the resilience of Guam's supply chain and the safety of our people. As Guam's only commercial seaport, the Port plays a vital role in logistics and infrastructure continuity. Participating in this exercise allows us to strengthen interagency coordination and validate the plans that protect our island during high-impact emergencies. The Port Authority's involvement underscores its commitment to national security and whole-of-community preparedness, particularly in the face of evolving global threats. Through a series of activities and scenarios, the Pacific Alert TTX gave participants a better understanding of their roles and responsibilities prior to and following a ballistic missile attack; identified needed updates to existing plans, policies, and procedures; and familiarized participants with radiological consequences of a missile strike.

"This crucial Pacific Alert TTX aims to strengthen threat and hazard planning related to a foreign Nation-State threat and promote deliberate participation from whole community partners, including key private sector and non-governmental organizations, all with a shared goal to protect the community and ensure readiness for potential threats," said Esther Aguigui, Homeland Security Advisor. "While the exercise scenario is relevant to the climate of today's world, this TTX will provide a safe space to focus on consequence management in order to build a strategic and resilient Guam today for a safer tomorrow."

4. **Port Automates Distribution of Employee Check Stubs via Email.** In a continued effort to modernize operations and enhance internal efficiencies, the Port Authority has launched a new initiative to automate the distribution of employee check stubs via email through the EnterpriseOne Financial Management System. Spearheaded by the Port's Finance and IT teams in collaboration with consultants, the project will allow employees with Port email addresses to receive their check stubs directly in their inbox, eliminating the need for paper distribution. For employees without PAG email addresses, check stubs will be provided to their respective administrative assistants.

5. **Port Employs 15 Students through Governor's Summer Youth Employment Program.** The Port Authority of Guam is once again proud to participate in the Governor's Summer Youth Employment Program, providing valuable work experience to local youth. The program runs from June 9 to July 18, 2025, and is overseen by the Department of Youth Affairs. Open to young residents between the ages of 15 and 17, the program offers students a unique opportunity to explore careers in public service while earning a wage of \$10 per hour for up to 30 hours per week. This summer, 15 summer trainees will be assigned across various divisions at the Port Authority, where they will assist with answering phones, customer service, filing, and other entry-level administrative duties. Due to Transportation Worker Identification Credential (TWIC) requirements and maritime security regulations, participants were assigned only to offices located outside of the terminal yard.

Through this experience, students gain first-hand exposure to a professional environment and develop critical skills that will benefit them in future employment. We are honored to continue supporting the Governor's Summer Youth Employment Program. It's an investment in our youth and in the future workforce of Guam. These students bring energy and curiosity to the workplace, and in return, they receive hands-on experience and mentorship that will serve them well for years to come. The Port Authority remains committed to fostering learning and development opportunities for Guam's youth and proud to be a partner in this successful and impactful summer session.

6. **Terminal Yard Office Renovations.** The Port Authority's Safety Division has officially moved into its new office at Warehouse 1, a space formerly occupied by tenant Fung Li Fisheries. This relocation marks a significant step toward enhancing accessibility, collaboration, and workplace safety within the Port's core operations area. The newly renovated space underwent extensive upgrades, including the repair of floors, electrical and data systems, phone lines, lighting fixtures, and air conditioning units. A brand-new break room was also constructed. All improvements were completed in compliance with the latest building codes, ensuring a safe and functional environment for staff and visitors alike.

The Port's Facility Maintenance Division carried out the renovations between May 2024 and June 2025, with a total cost of \$49,000, including labor. Their dedication and craftsmanship have provided the Safety Division with a modern, efficient workspace tailored to their operational needs.

Previously located outside the port terminal yard at Annex A, the Safety Office had been temporarily relocated due to mold concerns in their former building. Now back within the terminal yard, the division is better positioned to serve the Port community with quicker response times and enhanced coordination with essential departments. With the Safety Division now situated within the terminal yard, this presence reaffirms the Port's commitment to safety and interdepartmental collaboration.

Early this year, renovations were also undertaken at the Stevedoring and Transportation offices. During this project, both the Stevedoring office and the shared locker rooms for both divisions were completely retiled. Additionally, new workstations were installed, with eight units added to the Stevedoring area and six to the Transportation area, all supplied by Hanssem Pacific. The CFS Lounge also received a renovation as part of the overall upgrade. The total cost incurred for all these renovations amounted to \$54,547.50.

7. **Federal MARAD Officials Visit Port to Discuss Critical Infrastructure Projects.** On June 13, 2025, the Port Authority welcomed two officials from the U.S. Department of Transportation's Maritime Administration (MARAD) - Peter Simons, Acting Director of the Office of Port Infrastructure Development at MARAD Headquarters in Washington, D.C., and Gus Hein, Gateway Director for the Mid-Pacific Region. Discussions centered on planned acquisition of ship-to-shore gantry cranes and the latest developments on the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

We appreciate the continued support and guidance from MARAD as we work to strengthen our Port's infrastructure. These meetings are vital to ensuring our projects stay on track and aligned with federal priorities that support regional security, economic development, and long-term operational resilience. We provided an update on efforts to obtain MARAD funding for the gantry cranes. The Port recently submitted a proposal under the Port Infrastructure Development Program (PIDP) to acquire three ship-to-shore gantry cranes. The aging condition of the Port's current equipment limits its ability to manage peak and surge cargo volumes. In addition, one crane going down could set the military readiness program back four years.

Officials also discussed progress under the Port's RAISE grant to support critical repairs to wharfs F2-F6. The U.S. DOT Office of the Secretary, through MARAD, approved a no-cost modification reallocating funds originally designated for Pier F1

to instead support critical repairs to Wharves F2 through F6. The environmental assessment for the project is ongoing. The Port continues to pursue additional funding sources for the gantry cranes, including potential Department of Defense support through the advocacy of Governor Lou Leon Guerrero and Lt. Governor Joshua Tenorio, as well as a congressional appropriation effort led by Congressman James C. Moylan.

We appreciate the continued partnership and technical support from MARAD, emphasizing that these federally supported projects are key to enhancing the Port's long-term capabilities including fuel piers and Hotel Wharf and Guam's role as a strategic logistics hub for commercial and defense needs in the Western Pacific.

8. **Port Receives Five New Forklifts through DOT Grant.** The Port Authority of Guam is proud to announce the arrival of five new forklifts on June 23, 2025 to support cargo operations at the island's only commercial seaport. These forklifts, valued at a total of \$352,015.00, are the last batch of modernization equipment acquired through a grant awarded by the U.S. Department of Transportation's Maritime Administration (MARAD) under the America's Marine Highway Program. A total of \$8,475,678.41 was spent on the new equipment. Out of that total, the grant paid for \$5.7 million and the Port paid for the remaining amount.

The U.S. Department of Transportation's Maritime Administration officially designated the "Guam and the Commonwealth of the Northern Mariana Islands Route" (M-GNM1) under the America's Marine Highway Program on August 19, 2021. This designation was made in partnership with both the Port Authority of Guam and the Commonwealth Ports Authority. That date marks the formal recognition of the route, making Guam and CNMI eligible for grant funding and reinforcing the regional collaboration with the Commonwealth Ports Authority.

The five new 5.5-ton forklifts arrived on June 22, 2025 augmenting the Port's current fleet of equipment. These forklifts are equipped with advanced capabilities, enabling them to handle a wide range of materials efficiently, including heavy cargo and palletized goods. Their versatility and maneuverability ensure that the Port can meet the demands of modern shipping operations and improve the speed and safety of cargo handling.

This significant grant, first awarded on October 7, 2022, has been instrumental in upgrading the Port's operations and infrastructure, further solidifying Guam's role as a vital hub in the region's shipping and logistics network. The following assets have been received to date:

- Two 40-ton loaded container handlers – Fully received, valued at \$2,689,408.00
- Three 10-ton empty container handlers – Fully received, valued at \$2,205,723.00
- One 180-foot boom lift – Fully received, valued at \$517,205.41
- Nine container yard tractors – Fully received, valued at \$1,791,327.00
- Two 40-plug mobile reefer generators – Fully received, valued at \$920,000.00
- Five 5.5-ton forklifts – Fully received, valued at \$352,015.00

These five forklifts are going straight to work, just like the two 40-ton loaded container handlers, three 10-ton empty container handlers, 180-foot boom lift, nine yard tractors, and two 40-plug mobile reefer generators we've brought in over the past two years. And when you factor in the vehicles we've acquired through FedGSA, it's clear we're not just buying new yard equipment. We're maintaining it, too. We've been very judicious with our spending. We buy new when we need to, used when it makes sense, and we always look to MARAD programs to help fund these major purchases that support our critical infrastructure needs. We thank MARAD tremendously for continuing to support the Port's modernization. Credit of success on these efforts are attributed to the strong leadership and teamwork. This achievement would not have been possible without the support of Governor Lou Leon Guerrero, Lt. Governor Josh Tenorio, our Board of Directors, and the hard work of Port employees.

9. **Port Authority of Guam Earns Clean FY 2024 Audit with Strong Financial Growth and Operational Progress.** The Port Authority of Guam has once again received a clean, or unmodified, audit for Fiscal Year 2024, ending with a net position of \$34.3 million, a net increase of \$3.3 million over the prior year's \$31 million. This clean audit reaffirms the agency's commitment to fiscal discipline, transparency, and effective oversight. The independent audit done by Ernst and Young confirmed there were no material weaknesses or significant deficiencies in internal controls.

Operating revenues totaled \$58.7 million, a slight decrease from FY 2023. However, non-operating revenues rose to \$12.9 million, driven in part by a \$5 million Typhoon Mawar insurance settlement. Total net income reached \$3.3 million. Key achievements in FY 2024 include:

- Stable cargo throughput with 85,000 containers processed, steady from FY 2023, and a 22 percent increase in roll-on roll-off cargo
- \$21 million in capital projects, including EQMR building repairs, waterline replacements, E1 system upgrades, and pipeline work supported by FEMA and EDA
- Continued federal grant success, securing awards from MARAD, FEMA, EPA, NTIA, and DHS totaling over \$25 million for port upgrades and resiliency planning
- Reduction of the Port's revenue bond debt to \$61 million
- Accomplished a Debt Service Coverage Ratio of 1.93, well above the 1.25 indenture requirement
- Completion of workforce training for over 80 employees in crane operations, rigging, procurement, and equipment handling, alongside reinstated on-the-job training programs
- Continued hiring reforms, cross-divisional training, and real-time equipment tracking via the EQMR Dashboard
- Adoption of a Net Zero Emissions Strategy
- Updated property appraisal to \$435.8 million, a 57 percent increase, ensuring sufficient insurance coverage post Typhoon Mawar

The Port also continues to seek federal support to replace its 42-year-old gantry cranes. A loss of even one crane would significantly impact military readiness and regional logistics. Efforts are underway to secure federal and legislative funding to support full crane replacement and long-term modernization.

A statement from Governor Lou Leon Guerrero, *"We commend the Port Authority of Guam for earning another clean audit. This reflects steady financial gains and responsible management. The Port continues to play a critical role in sustaining Guam's economy and ensuring that our island remains strong, secure, and resilient."*

Lt. Governor Josh Tenorio stated, *"The Port's progress in financial oversight, modernization, and workforce readiness enhances the capacity of our island's only commercial seaport and strengthens our national and regional defense posture. We remain committed to supporting the Port's efforts to deliver for the people of Guam, our region, and our nation."*

"This clean audit and the Port's continued financial turnaround reflect the dedication and discipline of the entire team," said Port Board Chairperson Dorothy Harris. "On behalf of the Board, I want to thank the General Manager, the Deputy General Managers, our division heads, and every Port Strong employee. Their collective effort, professionalism, and commitment to public service have positioned the Port as a model of resilience, accountability, and progress."

The Port's net position increased by \$3.3 million, a 11 percent improvement over the previous year, ending FY 2024 at \$34.3 million. This growth was primarily driven by a \$5 million Typhoon Mawar insurance settlement, which helped offset the financial impact of pension and post-employment benefit obligations. Total cash and cash equivalents stood at \$124.5 million, including \$95.9 million in restricted reserves. When we began this financial journey in 2019, the Port's net position was a negative \$104,000. Since then, we have steadily restored financial stability through disciplined management, tighter internal controls, and by fully applying the Port's tariff to collect all charges authorized under it. Our work is far from over. These actions have improved our ability to meet grant conditions, strengthen service delivery, and support critical infrastructure investments.

- 10. Port Authority of Guam Wins Silver for Excellence in Citizen-Centric Reporting.** The Port Authority of Guam is proud to announce that it has been awarded Silver in the Association of Government Accountants (AGA) Guam Chapter's Excellence in Citizen-Centric Reporting awards for its Fiscal Year 2023 Citizen-Centric Report (CCR). The award was officially presented today by the AGA Guam Chapter following their review of the Port's latest CCR publication. The recognition highlights the Port's ongoing commitment to transparency, accountability, and public communication. This recognition underscores the Port's steadfast commitment to transparency, fiscal responsibility, and effective public communication. It's a reflection of the hard work and integrity of our team.

We are deeply grateful to our employees, board members, the Governor, Lt. Governor, and our partners whose shared dedication ensures the Port remains accountable to the people of Guam. AGA's Citizen-Centric Reporting initiative encourages public entities to publish accessible, user-friendly reports that clearly communicate how taxpayer dollars are spent. The Port's FY 2023 CCR outlines key financial data, performance measures, and strategic priorities in a format designed for the general public. We continue to acknowledge the finance and marketing divisions

for continued collaboration in piecing together these award-winning documents. This marks the seventh time the Port Authority of Guam has been honored for its Citizen-Centric Reports by both the local and national chapters of AGA, a testament to the agency's consistent performance and leadership in government transparency.

11. Tariff Petition Filed to Update Labor Charges from 2020 to 2025

Can of Spam Impact: Less Than a Tenth of a Cent.

Port Authority of Guam submits focused petition to correct vessel labor billing using current costs without raising other rates.

On July 7, 2025, the Port Authority of Guam has filed a petition with the Guam Public Utilities Commission (PUC) to update labor billing rates tied specifically to vessel operations. The proposed correction applies only to labor and equipment services tied to vessel operations that the Port already performs. It does not raise wharfage, fuel surcharges, facility maintenance fees, lease rates, or crane charges.

This is not a general tariff increase. We are correcting outdated billing for work that continues every day. The proposed rates are based on the average of the lowest and highest pay levels within each job classification, along with administrative surcharges already authorized in the tariff. These labor billing rates have not been updated since 2020. This petition is narrowly focused on vessel labor and equipment billing using 2025 cost data. While the adjustment averages 17 percent across job classifications, this is not a 17 percent increase to shipping costs or consumer prices. In fact, the impact to individual goods is a fraction of a penny.

For example:

- A can of Spam will go up by less than one-tenth of a cent
- A 20-pound bag of rice by about two and a half cents
- A case of canned goods by just over a tenth of a cent per unit

These examples illustrate the limited impact of the cost shift. The 17 percent figure applies to specific labor and equipment line items billed to shipping carriers, not to the full tariff and not to your grocery bill. The adjustment will roll out in two phases: 8.5 percent for the first four months, then 17 percent beginning in the fifth month. The phased approach gives customers time to plan and prevents abrupt cost shifts.

Board Resolution No. 2025-09 supports the petition, which is consistent with the requirements of PAG Docket 17-01. The Consumer Price Index has surpassed the 4% threshold, and container throughput has declined by more than 5%. These two conditions trigger the Port's eligibility for a broader general adjustment. However, the Port is not pursuing a general rate increase. This petition is narrowly focused on vessel labor and equipment billing using 2025 cost data. While the average adjustment is 17 percent across classifications, it does not translate to a 17 percent increase in shipping costs. As shown above, the real impact on common consumer goods remains minimal. It is important to clarify that the labor rates shown in the petition are not the direct salaries of Port employees. They reflect what carriers are billed for services, including benefit costs, payroll taxes, administrative surcharges, and other support costs that are all permitted under the tariff.

In addition to labor billing updates, the petition includes a correction to equipment cost related rates tied specifically to vessel operations. These reflect actual 2025 operating and replacement costs and are consistent with provisions already authorized under the tariff. The combined labor and equipment adjustments result in the 17 percent average cited in the petition. We're not introducing anything new. We're correcting a gap in how labor and equipment services are billed. The work is already being done. This is a targeted update based on real 2025 labor and equipment costs. It does not affect any other fees.

The Port also honored a commitment made in 2021 by holding off on any tariff increases during fiscal years 2022 and 2023 in connection with the \$15 million American Rescue Plan grant awarded by Governor Lou Leon Guerrero and Lieutenant Governor Josh Tenorio. Despite operating under the same \$4.8 million monthly allotment since 2019, the Port has continued to meet higher demands and deliver high standards. At the same time, the Port secured more than \$106 million in federal funds for modernization efforts, including yard equipment, wharf upgrades, shoreline protection, lighting, and crane assessments over the past decade. This petition demonstrates the Port's internal capability and fiscal discipline. Our Chief Financial Officer Jojo Guevara and the Finance Division prepared the full cost analysis and PUC petition in-house. It's a straightforward adjustment rooted in data, based on work we already perform, and handled exactly the way any well-run business would with fairness, restraint, and accuracy.

12. Port Authority of Guam, Partners, and CISA Conclude Regional Resiliency Assessment Program Out Brief. The Port Authority of Guam, in partnership with the Commonwealth Ports Authority, maritime industry leaders, and military partners, gathered on July 10, 2025 at the Guam Community College for the out brief presentation of the Guam/Commonwealth of the Northern Mariana Islands (CNMI) Regional Resiliency Assessment Program (RRAP). The RRAP, a collaborative effort awarded by the U.S. Department of Homeland Security's Cybersecurity and Infrastructure Security Agency (CISA), focused on a comprehensive cyber and physical security assessment of the Port Authority of Guam and the Commonwealth Ports Authority. Launched in November 2022, the program aims to strengthen the resilience and security of the region's critical maritime infrastructure. During the out brief, CISA presented key findings and recommendations to enhance the operational resilience of Guam and CNMI ports.

Key outcomes included:

- **Regional collaboration:** Strengthen ties between Guam, the CNMI, and federal and military partners to improve coordinated responses and shared solutions via formal regional plans and agreements to ensure continuity during emergencies.
- **Alternate port planning:** Identify opportunities to develop Rota and other regional ports as viable alternate options, enhancing flexibility.
- **Enhance infrastructure funding pathways:** Leverage new funding strategies and partnerships to support long-term port development and strengthen regional resilience.
- **Cybersecurity enhancement:** Advancing efforts to modernize systems and improve cybersecurity readiness, ensuring ports remain secure and adaptable to emerging threats.
- **Communication resilience:** Enhancing communication networks and coordination capabilities to ensure seamless operations and rapid response during emergencies.

Additionally, CISA introduced the Maritime Domain Awareness Tool, a new planning resource designed to help stakeholders make quick and informed decisions during maritime emergencies by providing detailed data on regional ports and operational scenarios. The RRAP has reinforced our commitment to continuous improvement and partnership. Through this program, we are better equipped to strengthen our infrastructure, protect our supply chain, and ensure the long-term

success of our maritime community. The findings and recommendations give us a strong foundation to further the Port's mission of supporting Guam's economy and building a sustainable, resilient supply chain for the region. This process also allowed us to elevate our critical infrastructure priorities early on. The event underscored the importance of proactive planning and strong partnerships in enhancing regional resilience. The Port Authority of Guam looks forward to working with its partners to implement the strategies and opportunities identified through the RRAP. We acknowledge Governor Lou Leon Guerrero, Lieutenant Governor Josh Tenorio, and the Port's Board of Directors for their continued support and leadership in facilitating the partnership with federal and local entities, including the Commonwealth Ports Authority. Also recognition to the Port's Planning Division for an outstanding job in supporting the development of the plan.

13. General Manager's Notes for YTD Finances. We are providing the following summary for May 31, 2025:

REVENUES AND CARGO THROUGHPUT:

- The Port's total operating revenue as of May 31, 2025 (8 months), is \$37.4 million, which is 10% or \$4.1M lower than the YTD revenue budget of \$41.6 million as of May 2025.
- The total number of containers handled as of May (8 months) is 55,194, which is lower by 3.3% or 1,860 containers compared to last year's YTD total of 57,0544 containers. The decrease in the number of containers can be attributed to the local containers handled by 7% or 3,219 containers as compared to last fiscal year as of May. The total tonnage for non-containerized cargo stands is 117K revenue tons, an 18.6% decrease from last year's May total of 144K revenue tons. There were not-normal transactions last year related to breakbulk transactions that lead to the negative variance this year.

OPERATING EXPENSES:

- The total operating expenses as of May 31, 2025 is \$39.6 million, which is 3.6%, or \$1.4M higher than the May YTD FY25 budget of \$38.2 million. Some of the expenses that are high in the first seven months are General Insurance, Depreciation, Utilities, Agency & Management fees, Insurance Benefits and Repairs and Maintenance.

OVERTIME EXPENSE AND DIRECT LABOR REVENUE:

- Overtime for all the divisions as of May is \$1.3M, which is 21%, or \$215K higher than the FY25 overtime budget of \$1.0M.
- The total Direct Labor revenue as of May is \$2.9 million, 6% or \$160K higher than the FY25 projection of \$2.7 million.

YTD OPERATING REVENUES MINUS YTD EXPENSES:

- Operating revenues minus operating expenses resulted in an operating loss of \$2.2M. After adding the net Other Income/Expenses totaling \$1.0M, the final result for YTD May is a net loss of \$1.1M. The federal reimbursements booked year to date is \$2.4M.

14. Status of Ongoing Awarded Grant Activities and Updates on Planned Grant Acquisitions.

- **U.S. Economic Development Administration (EDA) Fuel Pipeline Connectivity Project.** Planning and Engineering Divisions met with the EDA Project Officer and Economic Development Representative (EDR) to discuss the remaining project scope and funding options moving forward.

PAG staff met with Project Officer to discuss options to expend remaining grant funds. Project Officer recommended to obtain price quotes for proposed activities outside current project scope. Follow-up meeting with Project Officer on a possible amendment to grant scope scheduled for June 17, 2025.

Update: PAG staff working with EDA Program Manager on potential funding opportunity under EDA's Supplemental Disaster Grant Program to supplement funding shortfall on the project. In addition, the Port is coordinating with F1 Pier Manager and fuel operators to define the scope for additional design components.

- **MARAD Marine Highway Program.**
 1. PO 19901-OS - PAG Maintenance Division certified the equipment to be in working condition on March 7, 2025. Planning processed the recommendation for payment on March 11, 2025. Finance processing drawdown request to MARAD.
 2. PO 19902-OS - PAG Transportation and Maintenance Divisions provided acceptance letter of nine (9) terminal yard tractors on March 10, 2025. Final

25% installment payment has been made to the vendor. Finance processing drawdown request to MARAD.

3. PO 19890-OS - PAG received two refrigerated container (reefer) 40-plug gensets on April 19, 2025.
4. PO 20412-OS – PAG received five (5) ea. 11,000-lbs. on June 23, 2025.

Update: Finance is processing the drawdown request for Items 1 and 2. As to the Forklifts, Procurement is coordinating with vendor to address variance from quoted specifications.

- **Office of Local Defense Community Cooperation.** The PAG's recent grant application totaling \$1.45 million for its Owner's Agent/Engineer to conduct a Port Resiliency and Sustainability Study was granted by OLDCC through the Office of the Governor. *Status Quo* – Pending close out notification from OLDCC.
- **EPA Diesel Emissions Reduction Act (DERA) Program.** Grant application status pending review by US EPA. PO 20063-OS - Two Tier 4 terminal yard tractor units were delivered to PAG on April 25, 2025. Planning and Maintenance Divisions will coordinate the decommissioning of tractor units previously identified for replacement.

Update: Finance processed reimbursement request for the two tractor units received through FY22 grant 98T77501. Federal share for 98T77501 is \$300,000.00.

- **US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.** The USDOT Office of the Secretary, through MARAD, approved the Port's no-cost modification, reallocating funds from Pier F-1 to support repairs for Wharves F-2 through F-6.

Update:

- Environmental Assessment activities ongoing. Consultation letters have been developed and sent to various federal regulatory partners.
- Monthly meeting updates ongoing with MARAD PMs to provide situational awareness of all RAISE grant related activities.
- MARAD PM is updating the eventual Grant Agreement taking into consideration new Administration's grant requirements.

- **Office of Insular Affairs Maintenance Assistance Program (MAP).**
 - **Port Welding Shop Phase 1 & 2 Project.** Work commenced on January 22, 2025. *Update:* Welding Shop repair work is ongoing. An amendment is being developed to account for the additional spalling that has been discovered over the course of the project.
 - **Generator Maintenance Program.** On January 23, 2025, the PAG received approval for its no-cost extension request to September 30, 2026. This will allow the Port to fully execute Year 3 of the technical service contract. *Status Quo* - Contractual work is ongoing. Facilities Maintenance Division has begun working with Procurement on the process to continue the 3rd year of the maintenance contract.
- **U.S. EPA Clean Ports Program: Climate and Air Quality Planning Competition.** The U.S. EPA Clean Ports Program aims to reduce air pollution and greenhouse gas emissions at ports by supporting projects that adopt cleaner technologies and practices.

December 19, 2024, PAG received the Notice of Award/Grant Agreement of \$2,410,415 to fund the PAG Net Zero Emissions Strategy Update and Implementation Plan project.

Update: Revised subaward documents are pending review and acceptance by the subrecipient, with anticipated submission on or before July 15th.

- **Clean Vessel Act (CVA) Assessment Grant – Pumpout Services for Public Marinas and Harbor of Refuge.**

Update: PAG was designated as a subrecipient under a \$385,000 Clean Vessel Act (CVA) grant awarded to the Guam Department of Agriculture's Division of Aquatic and Wildlife Resources (DAWR). The grant supports a comprehensive assessment of pumpout service needs for recreational boats at the Agat Marina, Gregorio D. Perez Marina, and the Harbor of Refuge. The project will evaluate the most appropriate CVA service—shore-based or pumpout vessel—for the island's public marinas, considering varying waste volumes, boat access needs, and system infrastructure. *Update:* In June, during a meeting with the FWS Grant Manager and DOAg, the Port Authority was informed that it had been awarded the grant as subrecipient to conduct the assessment and determine feasibility across the

marinas and Harbor of Refuge. DOAg also confirmed that a draft Memorandum of Understanding (MOU) is under development and is anticipated to be finalized in Q4 2025.

- **New Grant Opportunity – U.S. EPA Environmental and Climate Justice Community Change Grants Program / Inflation Reduction Act Community Change Grants Program.**

Status Quo: PAG awaits notification from Community First Guam Federal Credit Union, lead applicant. Projects selected are:

- Installation of a Solar Photovoltaic System and Batteries Project
- Microgrid Feasibility Study Project
- Route 11 Seawall Improvement Project

- **New Grant Opportunity - 2024 NOAA Marine Debris Program- BoatUS Foundation Abandoned and Derelict Vessel (ADV) Removal Grant Program.** The Port submitted its application on November 21, 2024, for the PAG Harbor Restoration and Resilience Initiative (PAGHRR) Project, which would remove thirteen (13) abandoned and/or sunken vessels from PAG properties. The proposed project total is \$859,720.00.

Update: The PAG has been working with Boat US Foundation to address and finalize all grant award documentation. Next steps are to finalize the scope and then move forward with the procurement process.

- **Sport Fish Restoration & Sport Fishing and Boating Safety Act Program Maintenance of Public Boat Ramp.** PAG was awarded \$120,000 for the Agat Marina Southern Walkway Repairs under the Sport Fish Restoration. Additionally, PAG received \$275,000 for the Pre-construction Planning Grant for a Gangway and Courtesy Dock at the Harbor of Refuge under the Sport Fishing and Boating Safety Act. Both grants were provided by the U.S. Fish and Wildlife Service through the Guam Department of Agriculture.

- **Update:** The draft MOU is currently under development by DOAg and is anticipated to be finalized in Q4 2025.

- **New Grant Opportunity - U.S.DOT Federal Highway Administration (FHWA) Low-Carbon Transportation Materials Program (LCTM).** On November 26, 2024 (and revised on Jan. 23, 2025), PAG submitted an application, PAG Low-Carbon Transportation Materials Study, which proposes activities to identify and test locally sourced low-carbon recycled waste materials to determine suitability for use in eligible Federal-aid projects and incorporation into future transportation plans or updates for Guam. The total project cost is \$ \$7,216,910.00. *Status Quo* - FHWA still in the process of reviewing applications.

15. New Grant Opportunity – 2025 U.S. Department of Transportation Maritime Administration (MARAD) - U.S. Marine Highway Program (USMHP).

Update: In an effort to continue PAG's success with MARAD's USMHP Project Designation titled "Guam Marine Transportation Enhancement Initiative" as well as a grant award of \$5.7M during the FY 2022 cycle, the PAG will be submitting a project proposal for the acquisition of specialized cargo handling equipment that will directly enhance the operational capacity and efficiency in support of the Marine Highway Route M-GNM1.

16. New Grant Opportunity – 2025 Department of Defense Office of Local Defense Community Cooperation (OLDCC) Defense Community Infrastructure Program (DCIP). *Update:* The Strategic Planning division submitted the *F1 Pier Infrastructure Restoration – Structural and Safety Repairs Project* grant application on July 3, 2025. A total project cost of \$6,981,369.00 with a request of federal funding in the amount of \$4,886,958.

17. Port Revenue Bonds Project Status. As of July 8, 2025, the attachment provides information on the status of the revenue bond projects, which include the rehabilitation of the hotel wharf, repairs and improvements to the golf pier, waterline replacement/relocation, upgrades to the EQMR building, repairs and upgrades to warehouse one, construction of a new admin annex building, and other priority projects.

Respectfully submitted,


Rory J. Respicio

General Manager

**2018 Port Revenue Bonds Status Report
As of Jul 8, 2025**

Bond Project	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
Rehabilitation of "H" Wharf	\$46,331,895.00	\$1,740,063.86	\$44,591,831.14	PO No. 17043-OF for \$2,249,945.54 awarded to GHD Inc. New Contract Amount: \$2,656,621.37 PO No. 18140-OS was issued to Sumitomo Mitsui Construction Company, Ltd. for \$46,331,895.00	Resolution No. 2024-01 authorized the PAG GM to temporarily pause H-Wharf construction, procure additional gantry cranes, and establish comprehensive strategic measures for port operational enhancement and financial reallocation. WSP finalized the design to ensure compliance with the latest engineering codes. UPDATE: Status Quo
Golf Pier Repairs and Improvements	\$2,000,000.00	\$372,147.93	\$1,627,852.07	RFP No. 2019-02: A&E Design for \$484,000.17 awarded to NC Macario	Golf Pier was rendered inoperable after Typhoon Mawar. The PAG along with its O&E have developed cost estimates that are currently under review by FEMA Public Assistance. This review is ongoing. UPDATE: The PAG has received a determination for Golf Pier. The determination is currently under review for the next steps.
Waterline Replacement and Relocation	\$6,000,000.00	\$4,203,744.39	\$1,796,255.61	RFP No. 2019-03 - A&E Design awarded to NC Macario PO No. 20723-OS for \$4,837,223.18 BME & Sons Inc. (Outstanding balance to be drawn down from the New Administration Building)	Pipe installation along wharves F4 to F5 is ongoing. The first section of the new waterline near the fire water tank has been connected. Work has begun near the main gate to connect the new waterline and additional work that includes the installation of new fire hydrants to meet fire code standards. UPDATE: Work in the yard is ongoing. The next step is connection to the new fire hydrants.
EQMR Building Repairs and Upgrades	\$3,628,800.00	\$3,087,616.62	\$541,183.38	PO No. 1800705 for \$3,980,000.00 awarded to JJ Global Service	The repair & paint work as well as lead based paint abatement has been completed. Electrical work is ongoing. The next step is installation of the fire sprinkler system. UPDATE: Work is ongoing. Electrical is at 88%, fire protection is at 25%, and canopy work is at 85% pending the installation of the tin roof.
Warehouse 1 Repairs	\$2,000,000.00	\$510,715.68	\$1,489,284.32	RFP No. 2019-03: A&E Design for \$1,406,427.48 awarded to NC Macario	The Construction IFB was published on November 25, 2024. The bid opening was held on February 5, 2025. UPDATE: The NTP was issued and signed on June 10, 2025 with an Project Completion Date of December 8, 2026. The groundbreaking ceremony is currently scheduled for July 14, 2025.
Other Priority Projects 1. Repair of F-1 Fuel Pier and Wharves F-2, F-3, F-4, F-5, and F-6 waterfront facilities 2. Upgrade of the Port's IT system and integration of TOS	\$4,980,745.00	\$375,552.30	\$4,605,192.70	See status	1. Please refer to MARAD RAISE - Wharves Service Life Extension Hardening of Wharves F2-F6 for more information. 2. The TOS Upgrade scope of services is under Procurement and Legal review. UPDATE: Drawdowns are being made for the MARAD RAISE EA.
Other Priority Projects - EnterpriseOne Financial Management System	\$2,500,000.00	\$2,497,129.65	\$2,870.35	See status	Module updates are ongoing for vessels and SSRs. An RFP for joint comprehensive support services with GPA, GIAA, and the lead agency GWA is ongoing. The PAG is also exploring additional applications such as employee self serve and dashboards. The PAG is also exploring preventative maintenance modules and content management. UPDATE: Automated paystubs are now live. The PAG has also moved from Oracle to DXE for customer support via a MOA with GWA. The PAG's RFP for DXE is still ongoing.
New Admin. Annex Building	\$10,445,000.00	\$0.00	\$10,445,000.00	See status	Project is currently on hold pending Management decision. Engineering has been instructed to develop Scope of Work to repair concrete cracks and spalling and made a priority. UPDATE: Status Quo
Grand Total	\$77,886,440.00	\$12,786,970.43	\$65,099,469.57		

BOARD OF DIRECTORS*Dorothy P. Harris, Chairperson**Conchita S.N. Taitano, Vice Chairperson**Fe R. Valencia-Ovalles, Board Secretary**Mark B. Mendiola, Board Member***Resolution No. 2025-21**

RELATIVE TO RENAMING THE AREA CURRENTLY REFERRED TO AS THE “OLD HAWAIIAN ROCK SITE” TO “BLACK CONSTRUCTION SITE” FOR OPERATIONAL CLARITY AND EASE OF REFERENCE, AND TO REFLECT THE AREA’S CURRENT USE AS AN ACTIVE STAGING ZONE FOR THE GLASS BREAKWATER PROJECT BEING LEASED BY BLACK CONSTRUCTION CORPORATION.

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, Black Construction Corporation (BCC), the Guam-based subsidiary of Tutor Perini Corporation, has operated in Micronesia since 1956 and formally registered in Guam in June 1958, marking nearly 70 years of presence and participation in regional construction activity; and

WHEREAS, BCC currently employs personnel across Guam, the CNMI, and the broader Micronesia region and is engaged in civil, structural, mechanical, and electrical construction work; and

WHEREAS, the Glass Breakwater is a critical protective structure for Apra Harbor, shielding the entrance and Commercial Port from strong wave action and storm surge. If the breakwater were to fail, the harbor would be exposed to significant wave energy that could damage vessels, cripple cargo operations, delay military deployments, and severely disrupt the flow of goods into Guam and the region. NAVFAC Marianas accelerated emergency repairs on this \$571 million project ahead of schedule, recognizing the breakwater’s essential role in preserving safe harbor operations, national defense readiness, and regional economic stability; and

WHEREAS, the Glass Breakwater Repair Project is part of a larger federal investment in Guam’s strategic infrastructure, and the role of Black Construction Corporation at this site reinforces the Department of Defense’s commitment to advancing shared economic and security objectives on Guam and throughout the Indo-Pacific region; and

WHEREAS, the use of this site in support of the Glass Breakwater Repair Project has transformed an underutilized area into what is anticipated to become an active logistics, construction, and supply zone. It supports future commercial activity, recycling opportunities, and long-term revenue potential as part of the Port’s modernization strategy; and

WHEREAS, the area commonly referred to as the “old Hawaiian Rock site” is being used as a primary staging and construction area for the Glass Breakwater Project, with Black Construction Corporation conducting operations on-site in coordination with the Port Authority of Guam; and

WHEREAS, the area has long been informally referred to as the “old Hawaiian Rock site” due to its past use as a quarry, although that name was never formalized through board action or official designation; and

WHEREAS, the Port Authority of Guam recognizes the need to formalize references to strategic operational areas to support accurate reporting, effective coordination, and institutional clarity, especially in connection with major federal projects and tenant partnerships; and

WHEREAS, the designation of the “Black Construction Site” reflects the area’s current and active use as a primary staging and construction zone for the Glass Breakwater Project. This designation replaces an outdated informal reference and ensures clear communication within Port operations; and

WHEREAS, the Port Authority of Guam recognizes that other Port users and stakeholders may operate in areas adjacent to the Glass Breakwater staging zone, but the designation of the “Black Construction Site” applies solely to the area under the exclusive operational use of Black Construction Corporation in support of this federally funded project; and



WHEREAS, while the Glass Breakwater Project is being carried out through a joint venture that includes Tutor Perini Corporation and Nan, Inc., the designation of the “Black Construction Site” refers only to the portion of the project area leased to and actively managed by Black Construction Corporation; and

WHEREAS, by adopting this resolution, the Port Authority of Guam Board of Directors seeks to institutionalize the naming of the area to ensure consistency, accuracy, and recognition of its current role within Port operations; and

WHEREAS, the Board of Directors of the Port Authority of Guam is empowered under 12 GCA § 10105 to manage the operations, administration, and business affairs of the Port, including the designation of internal areas used for staging, construction, and logistics purposes in support of Port development; and

WHEREAS, this designation is intended solely for use within Port operations and communications and does not constitute the legal or legislative naming of a government facility as defined in 1 GCA Chapter 8, which remains under the purview of the Guam Legislature;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam hereby renames the area referred to as the “old Hawaiian Rock site” to “Black Construction Site” for operational clarity and to reflect its current use in support of the Glass Breakwater Project; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**

DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam

FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary

Mark B. Mendiola, Board Member



Resolution No. 2025-22

RELATIVE TO ESTABLISHING THE OFFICIAL POLICY OF THE PORT AUTHORITY OF GUAM FOR TENANT-FUNDED INFRASTRUCTURE IMPROVEMENT LEASE OFFSETS PURSUANT TO PUBLIC LAW 38-26, AND TO AUTHORIZE THE GENERAL MANAGER TO ADMINISTER APPROVED OFFSET PACKAGES IN ACCORDANCE WITH BOARD DIRECTION.

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, the Jose D. Leon Guerrero Commercial Port is a public corporation and autonomous instrumentality of the Government of Guam, as established under 12 GCA § 10101 et seq., and is charged, through the policy direction of its Board of Directors and the administration of its General Manager, with managing, operating, and developing the Port for the benefit of Guam's economy, commerce, and national security; and

WHEREAS, Public Law 38-26 authorizes the Port Authority of Guam to approve tenant-funded infrastructure improvements on Port-controlled property and to credit the verified cost of those improvements against the tenant's lease payments, provided that the improvements serve a public benefit, are consistent with Port priorities, and are subject to Board approval, cost verification, and compliance review; and

WHEREAS, the statute provides a framework for crediting the cost of such improvements against a lessee's rental obligations, so long as the investment aligns with Port priorities and is subject to Board oversight; and

WHEREAS, the General Manager recommends, and the Board affirms, that this authority must be exercised through a formal policy framework, with clear standards and safeguards to ensure transparency, fiscal discipline, and a consistent process for review and approval; and

WHEREAS, Governor Lou Leon Guerrero and Lt. Governor Josh Tenorio, together with the author of Public Law 38-26, Port Oversight Chair Senator Jesse A. Lujan, and cosponsors Senators Chris Duenas and Tony Ada, recognized through the enactment of this law that allowing dollar-for-dollar lease payment offsets for qualifying, documented improvements would promote private investment, deliver operational and community benefits, and enforce strict offset limits; and

WHEREAS, leaseholder-initiated improvements eligible for offset under this policy shall be limited to capital infrastructure that enhances Port utility, safety, access, or operational efficiency, and shall not include tenant-specific enhancements or routine maintenance. The offset is not a discount; all rental income is recognized, no expenses are recorded, and one hundred percent of verified improvement costs are capitalized, strengthening the Port's financial position and supporting its debt service coverage ratio; and

WHEREAS, every dollar offset must demonstrate a direct operational benefit to the Port or serve a clear public purpose, with no credit applied unless the improvement is completed, the cost is fully verified, and the offset is within the scope of a previously approved offset package authorized by the Board;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam adopts this resolution as its official policy framework for administering tenant-funded lease offsets pursuant to Public Law 38-26; and



BE IT FURTHER RESOLVED, that any lease credit request under this policy shall require the following steps:

- Review of the proposed project by the Port's CIP/Engineering Manager for technical adequacy and alignment with Port infrastructure goals;
- Recommendation by the General Manager based on the project's operational value and consistency with Port priorities;
- Approval by the Board of Directors of the offset package, including the defined scope of work, estimated cost, and demonstrated public benefit;
- Submission of cost estimates, construction timelines, and supporting documentation by the tenant prior to project execution;
- Verification, upon project completion, of final costs and supporting records by the General Manager in coordination with the CIP/Engineering Division, before any offset is applied; and

BE IT FURTHER RESOLVED, that the General Manager is hereby authorized to:

- Execute Offset Agreements for tenant-funded infrastructure projects consistent with Board-approved packages;
- Monitor project progress and ensure compliance with applicable regulations and agreement terms;
- Coordinate the verification of project completion, cost documentation, and reasonableness;
- Apply lease payment offsets on a dollar-for-dollar basis, only after verification and within the limits of the Board-approved offset amount; and

BE IT FURTHER RESOLVED, that any material deviation in scope or verified costs that exceeds the Board-approved estimate shall be returned to the Board for further review and authorization; and

BE IT FURTHER RESOLVED, that the Port shall maintain internal controls over the lease credit process, including independent review by the CIP/Engineering and Finance Divisions, and retain all supporting documentation in the project file; and

BE IT FURTHER RESOLVED, that the General Manager shall submit an annual summary report to the Board detailing tenant participation, offset amounts, and project status for all approved lease offsets; and

BE IT FURTHER RESOLVED, that consistent with Public Law 38-26, any lease credit request under this policy shall require:

- A written proposal submitted by the tenant detailing the scope, estimated cost, and intended public or operational benefit of the proposed improvement;
- Review by the Port's CIP/Engineering Manager to confirm technical adequacy and eligibility under the law;
- A formal recommendation by the General Manager to the Board;
- Board approval of the offset package, including the defined scope of work, cost ceiling, and statement of public or Port benefit;
- Execution of the improvement by the tenant in accordance with the approved scope;
- Submission of all supporting documentation by the tenant, including cost breakdowns, permits, and completion certifications;
- Final verification by the Port's CIP/Engineering Division confirming project completion, reasonableness of cost, and compliance with approved terms;
- Application of the lease offset by the General Manager on a dollar-for-dollar basis, not to exceed the approved amount or the tenant's lease obligation;
- Recognition that all improvements become the property of the Port upon completion, with no ownership rights retained by the tenant; and

BE IT FURTHER RESOLVED, that this policy affirms the Legislature's intent that lease offsets are not lease discounts. All rental income remains fully recognized, no Port funds are expended, and the full value of tenant-funded improvements is capitalized to support Port financial reporting and debt service ratio calculations; and



BE IT FURTHER RESOLVED, that this policy shall take effect immediately and shall govern all past, present, and future leaseholder requests made under Public Law 38-26; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Port Authority of Guam extends its formal appreciation to Governor Lou Leon Guerrero, Lt. Governor Joshua Tenorio, and the 38th Guam Legislature for their decisive leadership in enacting Public Law 38-26. The Board reaffirms the Port's full commitment to executing this law with transparency, fiscal discipline, and strategic purpose. This policy preserves the Port's statutory lease rate by funding a workable, win-win solution that protects the Port's commercial revenue base while accelerating critical infrastructure investments. The Port remains committed to fostering durable public-private partnerships that advance Guam's infrastructure, promote economic growth, and strengthen long-term resilience across the island and region; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**

DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam

FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary

Mark B. Mendiola, Board Member



Resolution No. 2025-23

RELATIVE TO AUTHORIZING AN INITIAL LEASE CREDIT, DOLLAR-FOR-DOLLAR OFFSET, UNDER BLACK CONSTRUCTION'S LEASE TIED TO THE GLASS BREAKWATER PROJECT, IN THE AMOUNT OF ONE MILLION DOLLARS (\$1,000,000) TO COVER ELIGIBLE PROJECT EXPENSES FOR AREAS INCLUDING H-WHARF, THE OLD HAWAIIAN ROCK SITE, THE EASEMENT LEADING TO FAMILY BEACH, AND THE PORT MARINAS, INCLUDING THE INSTALLATION OF SOLAR LIGHTING WHERE IMMEDIATELY REQUIRED.

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, Black Construction Corporation (BCC), through its joint venture with Tutor Perini and Nan, Inc. (TPC-Nan JV), is executing the \$571 million Glass Breakwater emergency repairs in Apra Harbor under a NAVFAC Marianas contract awarded in support of national security and Port resilience; and

WHEREAS, the Port Authority of Guam entered into a lease agreement with BCC for use of the area now designated as the "Black Construction Site," which serves as a primary staging and construction area for the project; and

WHEREAS, the total lease value under this agreement is Ten Million Five Hundred Thousand Dollars (\$10,500,000) over a four-year period; and

WHEREAS, BCC has completed various infrastructure improvements at this site and in related areas, including stabilization of project zones at H-Wharf, access road work near Family Beach, drainage enhancements, solar lighting installations, and installation of on-site project offices, all of which provide direct operational benefit to the Port Authority of Guam; and

WHEREAS, Public Law 38-26 authorizes the Port to approve lease payment offsets tied to infrastructure improvements that deliver public benefit, align with Port priorities, and are subject to Board oversight, cost documentation, and compliance verification; and

WHEREAS, the Board adopted Resolution No. 2025-22 as its official policy framework for administering lease offsets under Public Law 38-26, including detailed requirements for scope, estimates, benefit justification, and final verification before any lease offset is applied; and

WHEREAS, the Port is currently tracking, for documentation purposes only at this time, a total lease credit offset of approximately \$6 million for qualifying infrastructure improvements associated with the Glass Breakwater project. These include work at H-Wharf, the Black Construction Site, the access road to Family Beach, and other Port-related improvements such as solar lighting at the Hagåt and Hagåtña Marinas, roadway improvements leading into Family Beach, and the construction of public restroom and shower facilities at Family Beach. This resolution authorizes only an initial lease credit offset as part of a phased review and reconciliation process to ensure transparency, accuracy, and public accountability. It must not be construed as full monetary satisfaction of infrastructure needs, which remain critical to both Port operations and the experience of those who visit Port facilities; and

WHEREAS, the General Manager has verified that Black Construction Corporation has submitted sufficient documentation and cost data that exceed the initial scope of improvements and recommends an initial lease credit of One Million Dollars (\$1,000,000) as a partial credit authorization in order to establish a formal offset under the policy adopted by the Board, provide a structured basis for further reconciliation, and ensure continued transparency and accountability moving forward;



NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam hereby authorizes an initial lease credit, dollar-for-dollar offset, in the amount of One Million Dollars (\$1,000,000) under the Black Construction Corporation lease, as set forth in this resolution relative to authorizing an initial lease credit for infrastructure improvements tied to the Glass Breakwater project. This credit is approved in accordance with Public Law 38-26 and the policy framework adopted under Resolution No. 2025-22. It applies only to the first phase of completed, verified, and documented improvements to cover eligible project expenses for areas including H-Wharf, the old Hawaiian Rock site, the easement leading to Family Beach, and the Port marinas, including the installation of solar lighting where immediately required; and

BE IT FURTHER RESOLVED, that the Port General Manager shall return to the Board for prior approval of any future lease credit requests as additional phases of infrastructure work are proposed. Each request must include a detailed scope of work, estimated costs, and a statement of public benefit, and shall be subject to technical review and compliance verification in accordance with Resolution No. 2025-22; and

BE IT FURTHER RESOLVED, that the Board acknowledges, with full understanding of the operational urgency and complexities involved, that while planning, design, architectural and engineering work, as well as initial ground activities, have already commenced, no lease credit has previously been applied. The General Manager is bringing this matter to the Board now to authorize an initial offset, rather than waiting for a final total, in order to establish a clear credit framework early in the project, ensure alignment with Resolution No. 2025-22, and provide confidence to the tenant that ongoing work is proceeding under a structured and Board-sanctioned process. This resolution does not constitute a retroactive offset, but reaffirms that all lease credits shall be governed by the prior approval, phased review, and full documentation requirements set forth in Resolution No. 2025-22 and Public Law 38-26; and

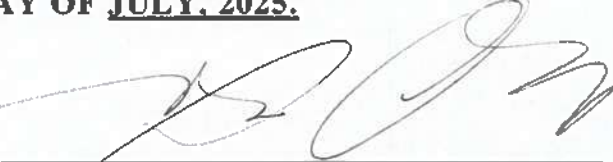
BE IT FURTHER RESOLVED, that this initial lease credit authorization shall be carried out in accordance with the phased review and documentation process set forth in Resolution No. 2025-22 and consistent with Public Law 38-26. The Board looks forward to continued updates from the General Manager as additional phases of infrastructure work are completed and reviewed for eligibility under the established policy; and

BE IT FURTHER RESOLVED, that the Board affirms this offset serves the statutory purpose of Public Law 38-26 by supporting timely, verifiable infrastructure improvements that enhance safety, security, and the overall visitor experience at the Port and Port-controlled properties, including Family Beach and the marinas. These improvements benefit both Port operations and the general public without compromising the Port's lease revenue base over the life of this lease. They also create future commercial revenue potential through occupiable office spaces and expanded revenue-generating activities made possible by these necessary upgrades; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**


DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam


FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary

Mark B. Mendiola, Board Member



Resolution No. 2025-24

RELATIVE TO REQUESTING THE HONORABLE *I MAGA'HÅGA* LOU LEON GUERRERO, GOVERNOR OF GUAM, AND THE BUREAU OF STATISTICS AND PLANS TO OFFICIALLY AMEND THE TITLE OF THE PORT AUTHORITY OF GUAM MASTER PLAN FROM “2023” TO “2025,” SOLELY AS A CHANGE TO THE TITLE, WITHOUT ALTERING THE SUBSTANCE OF THE DOCUMENT AS ADOPTED IN RESOLUTION NO. 2023-04, RELATIVE TO ADOPTING THE PORT AUTHORITY OF GUAM MASTER PLAN 2023 AS THE OFFICIAL PLANNING DOCUMENT FOR THE PORT AUTHORITY OF GUAM, AND AS AMENDED BY RESOLUTION NO. 2024-18, RELATIVE TO ADOPTING ZERO-EMISSION AND ZERO-WASTE GOALS AS PART OF THE PORT AUTHORITY OF GUAM’S SUSTAINABILITY COMPONENT OF THE PORT MASTER PLAN 2023. THE NEW TITLE SHALL READ: “PORT AUTHORITY OF GUAM MASTER PLAN 2025.”

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, the Port Authority of Guam Board of Directors adopted the Port Authority of Guam Master Plan 2023 as the official planning document for the Port Authority of Guam pursuant to Resolution No. 2023-04; and

WHEREAS, Resolution No. 2024-18 further amended the Port Master Plan 2023 by adopting zero-emission and zero-waste goals as part of the Port Authority’s sustainability commitments under the same plan; and

WHEREAS, the Master Plan outlines a comprehensive strategy for modernization, sustainability, and resiliency at the Jose D. Leon Guerrero Commercial Port, including phased capital investments in wharf expansion and rehabilitation, gantry crane replacements, fuel pier upgrades, digital transformation, sustainability measures, and climate adaptation projects. These improvements are designed to support long-term commercial growth, national defense readiness, and environmental responsibility; and

WHEREAS, the Port Authority of Guam is actively working to diversify its revenue base beyond container and breakbulk throughput by maximizing commercial land use, modernizing facilities, and attracting long-term federal and military partnerships. This approach positions the Port to serve as a critical dual-use facility, with the U.S. military projected to become the Port’s largest customer. Early indicators of this shift are already evident through expanded military cargo movements, project staging agreements, and sustained federal investments tied to strategic operations at Apra Harbor; and

WHEREAS, the substance, projects, and strategic direction of the Port Master Plan remain unchanged, but the year reflected in the title no longer accurately reflects the date of the plan’s final adoption and active implementation; and

WHEREAS, updating the title from “Port Authority of Guam Master Plan 2023” to “Port Authority of Guam Master Plan 2025” will better reflect the current implementation timeline without revising the content or priorities of the adopted planning document; and

WHEREAS, despite not being able to officially transmit the Master Plan to the Honorable Members of *Liheslaturan Guåhan* through the Plan Adoption process pursuant to Section 1206, Article 2, Chapter 1 of Title 5, Guam Code Annotated for justifiable reasons, the Port Authority of Guam has not missed a beat in executing its strategic priorities. The Port has demonstrated compliance, discipline, and measurable accomplishments in line with the course laid out in the Port Authority of Guam Master Plan 2023, including progress in gantry crane replacement, facility rehabilitation, sustainability initiatives, and federal funding alignment; and

WHEREAS, updating the title requires coordination with the Honorable *I Maga'håga* Lou Leon Guerrero, Governor of Guam, and the Bureau of Statistics and Plans, consistent with established protocols for official government planning documents; and



WHEREAS, the Port Authority of Guam affirms its preparedness to comply with any timelines and requirements imposed under Article 2, Chapter 1 of Title 5, Guam Code Annotated prior to the Master Plan being ripe for transmittal to *I Liheslaturan Guåhan* for formal adjudication;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam hereby requests the Honorable *I Maga'håga* Lou Leon Guerrero, Governor of Guam, and the Bureau of Statistics and Plans to officially amend the title of the Port Authority of Guam Master Plan from "2023" to "2025," solely to reflect the current year of formal use and adoption, without altering the substance of the document as previously approved by the Port Authority of Guam's Board of Director's; and

BE IT FURTHER RESOLVED, that the new title shall read: "Port Authority of Guam Master Plan 2025," inclusive of the zero-emission and zero-waste goals adopted in Resolution No. 2024-18 as part of the Port Authority of Guam's sustainability component; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**

DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam

FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary

Mark B. Mendiola, Board Member



Resolution No. 2025-25

RELATIVE TO APPROVING UPDATED LEASE RATES FOR PORT AUTHORITY OF GUAM TENANTS BASED ON CERTIFIED APPRAISALS AND STATUTORY COMPLIANCE WITH PUBLIC LAW 30-19, AND AFFIRMING THAT SUCH ADJUSTMENTS DO NOT REQUIRE REVIEW BY THE PUBLIC UTILITIES COMMISSION.

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, Public Law 30-19 requires the Port Authority of Guam to assess the value of its properties at least once every three years and to set lease rates at either ten percent above the current rate or at the appraised value, whichever is greater; and

WHEREAS, the Milo Appraisal Group submitted certified appraisals for various Port lease areas, including open space parcels, the trucker's lot, rooftop telecommunications sites, and office and warehouse facilities; and

WHEREAS, the Port's Commercial Division, in consultation with the Chief Financial Officer and General Accounting Supervisor, conducted a revenue impact analysis confirming that the proposed lease adjustments comply with Public Law 30-19 and reflect fair market value; and

WHEREAS, the Milo Appraisal Group's analysis identified that the trucker's lot functions differently from other open space areas due to its intensive and high-turnover use as a chassis staging area; and

WHEREAS, to account for this distinction, the appraisal recommended replacing the square-foot billing model with an activity-based rate of \$300 per chassis per month, which reflects a more accurate and equitable valuation of the space; and

WHEREAS, this revised billing structure results in an effective rate of approximately \$1.07 per square foot, a 94 percent increase from the current \$0.56 rate, providing greater billing transparency and alignment with actual usage while protecting the Port's asset value; and

WHEREAS, the Port concurs with this activity-based approach for the trucker's lot and agrees it better reflects operational realities, tenant fairness, and statutory compliance, as it charges tenants based on the actual number of chassis stored rather than a fixed land area, ensuring that those with fewer units are not overpaying, and those with higher volume are paying in proportion to their operational footprint; and

WHEREAS, for general open space parcels, the Milo Appraisal Group determined that market conditions support a ten percent increase, but not more, with higher rates risking tenant displacement and breaching market tolerance; and

WHEREAS, the Port will adopt a flat ten percent increase for open space lease parcels, raising the rate from \$0.56 to \$0.62 per square foot in accordance with the statutory minimum and market alignment; and

WHEREAS, the appraisal also provided updated recommendations for telecommunications leases, including both rooftop and ground-mounted antenna sites; and

WHEREAS, the Port currently leases only small rooftop antenna space at \$500 per unit, but the appraisal recommends an increase to \$1,000 to reflect market value; and

WHEREAS, for categories not currently leased, the appraisal recommends adjustments as follows: large rooftop sites from \$750 to \$1,000, and ground-mounted sites from \$1,000 to \$1,250 per unit; and

WHEREAS, these adjustments ensure telecommunications tenants are billed consistent with market-based appraisals and that all infrastructure-use leases comply with statutory requirements; and



WHEREAS, the Milo Appraisal Group also reviewed current rates for office and warehouse leases, with the current office rate at \$1.97 and the warehouse rate at \$0.92 per square foot; and

WHEREAS, although the appraised office rate (\$1.67) is lower than current and the warehouse rate (\$0.95) is only marginally higher, neither meets the threshold for adjustment based solely on appraisal; and

WHEREAS, Public Law 30-19 still requires lease rates to be adjusted by at least ten percent every three years unless the appraised value is higher, and the Port will therefore apply a uniform ten percent increase to all office and warehouse leases, bringing them to \$2.17 and \$1.01 per square foot respectively; and

WHEREAS, the Port's internal review, conducted by the Commercial and Finance Divisions, the General Manager, and the staff attorney, supports the adoption of the following lease rate adjustments:

1. Open Space: Increase from \$0.56 to \$0.62 per square foot (ten percent increase);
2. Trucker's Lot: Adopt an activity-based rate of \$300 per chassis per month in place of square-footage billing;
3. Telecommunications: Update small rooftop rates from \$500 to \$1,000 per unit, and adopt new rates for large rooftop (\$1,000) and ground-mounted (\$1,250) antenna sites;
4. Office and Warehouse: Apply a ten percent increase, raising office rates to \$2.17 and warehouse rates to \$1.01 per square foot; and

WHEREAS, these changes are projected to increase annual lease revenue by approximately twenty percent, from \$575,217.53 to \$685,648.85, and establish a cadence for the Port and its tenants to ensure lease values are reviewed and updated consistently and responsibly, using either certified appraisals or the statutory formula; and

WHEREAS, the Port affirms that Public Law 30-19 applies to lease agreements that are: (1) subject to renewal, (2) operating under holdover provisions, or (3) structured with periodic rate reviews; and does not apply to fixed-term leases with locked rates and durations, except upon expiration or renegotiation of said agreements; and

WHEREAS, the Board affirms that these lease rate adjustments are governed by Public Law 30-19 and are not subject to review by the Guam Public Utilities Commission under Public Law 30-52, as they do not involve tariffed services or result in a reduction of regulated revenues; and

WHEREAS, Public Law 30-19 requires that the Port Authority of Guam publish the terms of any lease and use rate adjustments applied under the statute within sixty (60) days of execution in a newspaper of general circulation, to ensure transparency and public accountability in the management of public lands;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam hereby:

1. Approves the finalized lease rate appraisals submitted by Milo Appraisal Group for open space, office, warehouse, telecommunications, and the trucker's lot;
2. Adopts the following as the Port's official lease rate schedule, effective upon completion of the tenant notice process:
 - Open Space: \$0.62 per square foot;
 - Trucker's Lot: \$300 per chassis per month;
 - Office: \$2.17 per square foot;
 - Warehouse: \$1.01 per square foot;
 - Telecommunications:
 - Rooftop antenna (small or large): \$1,000 per unit
 - Ground-mounted antenna: \$1,250 per unit



3. Affirms that these adjustments comply with Public Law 30-19 and are not subject to review or approval by the Guam Public Utilities Commission;
4. Authorizes the General Manager to:
 - Finalize and maintain all supporting appraisal records;
 - Issue required written notices to affected tenants;
 - Coordinate legal review and execution of updated lease agreements; and

BE IT FURTHER RESOLVED, that the Port shall apply the provisions of Public Law 30-19 at the time of lease renewal, expiration, or renegotiation for fixed-term leases, and will not apply mid-term rate adjustments unless explicitly provided for in the lease agreement; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Port Authority of Guam affirms that the adoption of updated lease rates for open space, the trucker's lot, telecommunications sites, office space, and warehouse facilities is governed solely by Public Law 30-19 and does not require review or approval by the Guam Public Utilities Commission, as these leases do not involve tariffed services, do not reduce regulated revenues, and have historically not been subject to PUC jurisdiction or oversight; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Port Authority of Guam directs the General Manager to ensure compliance with Public Law 30-19 by publishing the terms of all lease and use rate adjustments in a newspaper of general circulation within sixty (60) days of execution, as required by law; and

BE IT FURTHER RESOLVED, that the Board affirms these lease rate adjustments protect the Port's public assets, ensure transparency and consistency in lease administration, and secure long-term revenue sustainability through compliance with certified market data and statutory requirements; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**

DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam

FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary

Mark B. Mendiola, Board Member



Resolution No. 2025-26

**RELATIVE TO RECOGNIZING AND APPRECIATING ORACLE
ADVANCED CUSTOMER SERVICES FOR THEIR FIVE-YEAR
PARTNERSHIP WITH THE PORT AUTHORITY OF GUAM.**

**BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO
COMMERCIAL PORT:**

WHEREAS, Oracle Advanced Customer Services has been a dedicated and strategic partner to the Port Authority of Guam for the past five years; and

WHEREAS, the partnership has fostered innovation, reliability, and continuous improvement in the Port's digital infrastructure and customer service initiatives; and

WHEREAS, in undertaking a comprehensive initiative to modernize operational, technological, and digital infrastructure, the Port Authority has benefited greatly from the pivotal role of Oracle Advanced Customer Services, which has delivered expert guidance and support across a broad range of critical components; and

WHEREAS, these components include module functional support and continuous improvement projects related to Finance, Payroll, Job Costing, Human Resources, and Procurement; Oracle E1 (EnterpriseOne) program development, and cybersecurity—among others—have significantly enhanced the Port Authority's infrastructure, resulting in a more sophisticated, modernized, and efficient organization; and

WHEREAS, Oracle's partnership has empowered the Port Authority to adopt cutting-edge technologies, streamline operations, and ensure robust data security in an increasingly digital landscape;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam formally recognizes and commends Oracle Advanced Customer Services for their outstanding contributions and steadfast partnership to the Port Authority's advancement and continued success; and

BE IT FURTHER RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof, and that a copy of this resolution be transmitted to Oracle Advanced Customer Services as a symbol of the Port Authority's gratitude and recognition of their continued support.

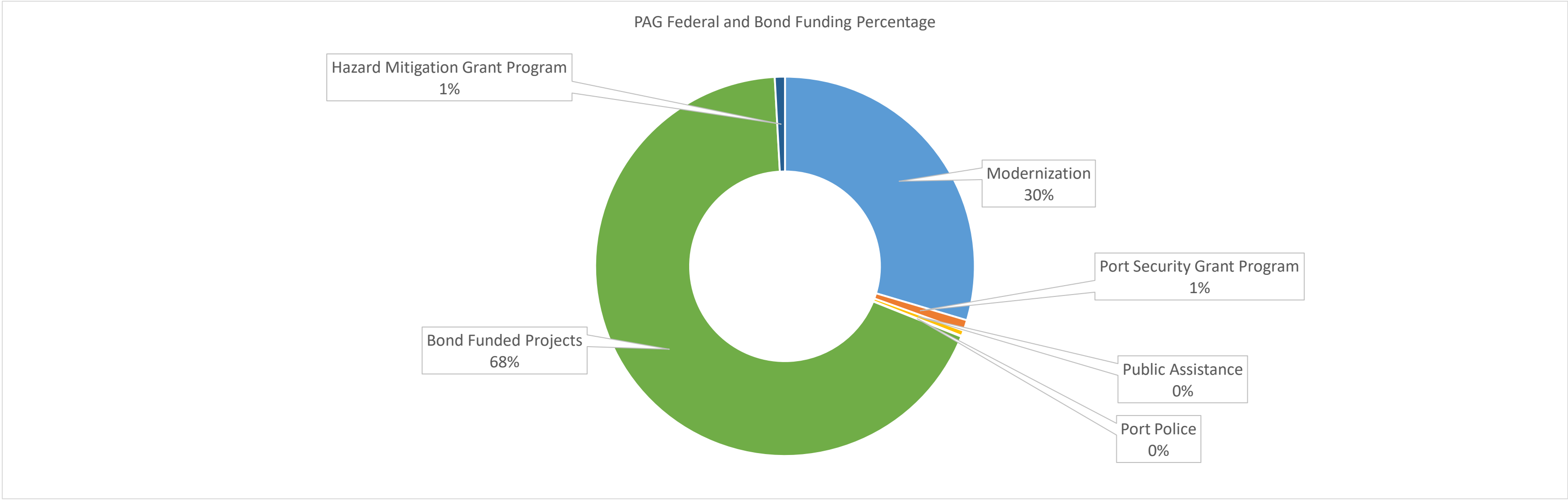
**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 14th DAY OF JULY, 2025.**

DOROTHY P. HARRIS
Chairperson, Board of Directors
Port Authority of Guam

FE R. VALENCIA-OVALLES
Secretary, Board of Directors
Port Authority of Guam



FY 2025 Port Grant/Bond - Monthly Update
As of July 8, 2025



Grant Funded Projects	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
Modernization	\$33,853,222.00	\$6,850,270.25	\$27,002,951.75		
GR882-21-08 - PAG Construction Technical Oversight Services	\$1,500,000.00	\$1,462,112.43	\$37,887.57	P.O. No. 17424-OS for \$1,500,000.00	Close out report and deliverables submitted to Community Defense Liasion Office. UPDATE: Final performance and financial reports accepted by grantor. PAG received close out notification on June 10, 2025.
GR882-22-02 Growth Port Authority of Guam In-Water Infrastructure Study	\$1,200,000.00	\$1,117,713.00	\$82,287.00		Tasks were completed under budget. The PAG has been fully reimbursed for all submitted invoices. UPDATE: Final performance and financial reports accepted by grantor. PAG received close out notification on June 10, 2025.
GR882-23-04 Port Owner's Agent Engineer Services	\$1,450,000.00	\$1,444,181.10	\$5,818.90		Grant award notification was recieved on August 1, 2023. MOA signed by Governor - October 4, 2023; TO #14 signed by GM - January 1, 2024. The POP concluded on November 30, 2024. UPDATE: Deliverables and final close out report were submitted to the CDLO on February 20, 2025. The PAG has been fully reimbursed for all submitted invoices. <i>Status Quo.</i>
07-79-07614 - F1 Pier to Golf Pier Fuel Connectivity Project	\$2,413,091.00	\$0.00	\$2,413,091.00	RFP-PAG-022-003 - A&E DESIGN CONSULTING SERVICES For The Installation of a Fuel Pipeline System for F1 Pier and Golf Pier Connectivity	Amorient submitted the 100% Design Submittal; including the basis of design, drawings, and specifications on February 14, 2025. PAG staff met with Project Officer to discuss options to expend remaining grant funds. Project Officer recommended to obtain price quotes for proposed activities outside current project scope. Follow-up meeting with Project Officer on a possible amendment to grant scope scheduled for June 17, 2025. UPDATE: PAG staff coordinating with F1 Pier manager and fuel operators to define the scope for additional design components.
D20AP00136 - Phase 1: Port Authority of Guam - Welding Shop	\$240,325.00	\$135,511.65	\$104,813.35	PO No 20385OS for \$386,379.00 to Guam Evergreen Corp.	The Notice to Proceed (NTP) was issued on December 6, 2024 and commenced on December 10, 2024. The grantor also approved the PAG's request to expend federal funding prior to local funding. Work began on January 22, 2025. Roof repairs are 85% complete. UPDATE: Work is ongoing. An amendment is being developed to account for the additional spalling that has been discovered over the course of the project.
D21AP10142 - Phase 2: Port Authority of Guam - Welding Shop	\$151,850.00	\$0.00	\$151,850.00		The procurement packet is being developed for the specialized welding equipment. UPDATE: The OIA approved the PAG's request to purchase one 8-pack multi-operator welding rack instead of a 4-pack multi-operator welding rack and stud welder. Changes are now being made to the procurement packet.

FY 2025 Port Grant/Bond - Monthly Update
As of July 8, 2025

Grant Funded Projects	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
D22AP00124- Generator Maintenance & Sustainment Program	\$165,375.00	\$25,583.28	\$139,791.72	PO#18867OS -1st year contract services for \$65,000.00 to Hawthorne Pacific Corp. PO#20005OS- 2nd year contract services for \$65,000.00 to Hawthorne Pacific Corp. Generator Parts POs: PO#193080OS and PO#19311OS Landscape Management Systems Inc. \$4,314.00; PO#19310OS, PO#19313OS, PO#19315OS Far East Equipment Co. LLC. \$9,346.11; PO#19309OS, PO#19312OS, PO#19314OS Hawthorne Pacific Corp. \$11,046.35 PO#20626OS Gatbo Industries Inc. \$1,774.00	Grant award notification was received on June 29, 2022. POP: May 19, 2022 - September 30, 2025. UPDATE: On Jan. 23, 2025, the PAG received approval for its no-cost extension request to September 30, 2026. This will allow the Port to fully execute Year 3 of the technical service contract. The PAG Facilities Maintenance Division has also begun the procurement for needed generator parts. PO#20626OS was awarded to Gatbo Industries on March 20, 2025 for a total of \$1,774.00 for LC5-1 generator parts. Status Quo.
98T27101/98T34801/98T77501 - Diesel Emissions Reduction Act (DERA) - Tractor Replacement	\$676,609.00	\$376,609.00	\$300,000.00		PAG Procurement issued PO no. 20063-OS on August 27, 2024 for the purchase of two units under grant 98T77501. Delivery is anticipated within 250 days. PAG submitted final reports for grants 98T27101 and 98T34801 on October 30, 2024. An application to replace two additional terminal yard tractors was submitted under the FY2024 DERA Territory Grant on December 6, 2024. STATUS QUO - FY 2024 Grant application status pending review by US EPA. FY2022 DERA grant no. 98T77501 - PO 20063-OS - Two Tier 4 terminal yard tractor units were delivered to PAG on April 25, 2025. Planning and Maintenance Divisions will coordinate the decommissioning of tractor units previously identified for replacement. UPDATE: Finance processed reimbursement request for the two units received through FY22 grant 98T77501. Federal share for 98T77501 is \$300,000.00.
MARAD AMHP - Acquisition of Specialized Container Yard Equipment	\$5,703,560.00	\$2,242,500.00	\$3,461,060.00	PO Nos. 19083/84-OS for \$2,689,408.00 and 2,205,723.00, respectively.	The Grant Agreement for MARAD FY 2022 America's Marine Highway (AMH) Grant No. 693JF72340007 was effectuated on August 4, 2023. The telescopic boom lift, reefer generators, and nine (9) terminal yard tractors are anticipated to be delivered November 2024 (boom lift) and March 2025 (generators and tractors). 180-ft telescopic boom lift was delivered November 22, 2024. On December 11, 2024, MARAD Senior Grants Management Specialist notified the PAG of its approval to purchase five 5.5-ton forklifts under the BABA waiver for Pacific Island Territories. Contract and purchase order were issued on December 13, 2024. UPDATE: PO 19890-OS - PAG Maintenance processed invoice for payment to LMS, Inc. PO 19901-OS/19902-OS - PAG Finance processed drawdown to MARAD, pending approval. Reference PO 20412-OS - the Port received five (5) ea. 11,000-lbs. forklifts on June 22, 2025. Procurement coordinating with vendor to address variance
MARAD RAISE - Wharves Service Life Extension Hardening of Wharves F2-F6	\$17,941,997.00	\$0.00	\$17,941,997.00	PAG's OAE Task Order 11, Subtask 11.9 - P.O. was issued to WSP to conduct the HABS/HAER Study mandated by State Historic Preservation Officer (SHPO). Task Order 15 - P.O. 19948-OS was issued to WSP to conduct an Environmental Assessment. Amendment approved to change period of performance from February 18, 2025 to August 18, 2025. Total billed to date \$148,564.27	On August 22, 2024, the Office of the Secretary approved a no-cost scope modification request to address damages to berths F2 through F6. Before finalizing the grant agreement, pre-NEPA field surveys must be completed. To ensure project success, public scoping meetings were held with federal and local agencies to discuss the project details and benefits. Status Quo: EA remains active; pre-NEPA consultations are ongoing with support from environmental consultants. Status Quo: Monthly updates are submitted to Team MARAD to ensure continued alignment and compliance
U.S. EPA Clean Ports Program - Net Zero Emissions Strategy Update and Implementation Plan	\$2,410,415.00	\$46,059.79	\$2,364,355.21		On Dec. 19, 2024, PAG received the Notice of Grant Award/Grant Agreement to fund the PAG Net Zero Emissions Strategy Update and Implementation Plan project. UPDATE: Revised subaward documents are currently pending review and approval by the subrecipient, who is anticipated to submit the updated Task Order by the second week of July.

FY 2025 Port Grant/Bond - Monthly Update
As of July 8, 2025

Grant Funded Projects	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
Port Security Grant Program	\$1,055,248.00	\$964,299.57	\$90,948.43		
EMW-2021-PU-00230-S01 - Acquisition of Vessel Tracking/Radar Intrusion System	\$267,773.00	\$267,773.00	\$0.00	PO No. 187300S- G4S Security System \$347,000.00	IFB-PAG-013-22 published on August 15, 2022. Bid opening held on 10/24/2022 with one (1) submission. A budget request to utilize portion of remaining IJ #2 funding to cover any shortfall of IJ #1 was reviewed and approved FEMA on 2/4/2023. Awarded to G4S Security Systems. Project was completed on November 6, 2023 and warranty is for one (1) year up to November 6, 2024. UPDATE: Project Completed.
EMW-2021-PU-00230-S01 - Acquisition of Transportation Worker Identification Credentialing (TWIC) System	\$98,478.00	\$97,283.49	\$1,194.51	PO No. 182120S- ComPacific \$61,012.00 PO No. 190190S- ComPacific \$58,178.00 PO No. 178270S- DMR \$6,542.00 PO No. 205840S- Micronesia Hospitality & Marine Sales \$1,259.99	Award issued to ComPacific and equipment was delivered on September 29, 2022. Project Completed. A budget request to use remaining balance to purchase additional units was reviewed and approved by FEMA on 2/4/2023. On July 7, 2023 a second purchase order #190190S was cut for 6 additional TWIC handhelds and accessories as well as to cover the third year subscription service. The remaining TWIC handhelds and accessories were delivered on September 21, 2023. The remaining funds will be used to purchase a monitor to be used at Port Police's dispatch center to access the TWIC system. UPDATE: Project Completed.
EMW-2022-PU-00149 - Acquisition of Unmanned Aerial Vehicles (UAV)	\$74,290.00	\$0.00	\$74,290.00		Revised DRAFT policy resubmitted to FEMA Program Manager on Nov. 14, 2024. Revisions made were based on FEMA's comments on first draft. This policy must be approved by FEMA prior to commencing the procurement process. Port Police re-submitted its revised UAV Policy and Procedures to FEMA for review and concurrence. Currently waiting on notification. UPDATE: Per FEMA Program Manager, SUAS Policy has been approved. PAG submitted a one-year no cost time extension to August 31, 2026 for procurement of the sUAS.
EMW-2022-PU-00149 - Primary Communications Replacement of Motorola Radio Units	\$405,478.00	\$404,382.71	\$1,095.29		Grant was awarded on September 1, 2022. On July 12, 2023 Procurement issued purchase order #190230S to Motorola and Port Police recieved the units on November 28, 2023. Port Police worked with Guam Police Dept. for radio programming and is working with Finance on tagging the assets. Distribution of radio units is in progress. UPDATE: Radio distribution to respective individuals and as determined by Port General Manager was completed.
EMW-2022-PU-00149- Integrated Digital Enhanced Network (iDEN) Technology Redundant Interoperable Communications System Service	\$84,450.00	\$76,681.11	\$7,768.89	PO No. 18297-OS IT&E \$35,013.36 PO No. 19528-OS IT&E \$47,058.00 PO No. 201610S IT&E \$48,174.00	Grant was awarded on September 1, 2022. iDEN Services are ongoing provided by IT&E (Period of October 1, 2022 - September 30, 2023.) Third year purchase order issued for the period of October 1, 2024- September 30, 2025. UPDATE: Status Quo. Communication service ongoing.
EMW-2023-PU-00298 - Acquisition of Two (2) Port Police Boat Trailers	\$42,003.00	\$35,751.26	\$6,251.74		Guam Home Center was awarded Purchase Order #197420S on March 19, 2024. UPDATE: Project Complete. Trailers have been delivered to the Port.
EMW-2023-PU-00298 - Acquisition of Port Police Durabooks and Accessories	\$43,378.00	\$43,125.00	\$253.00		MD Wholesale was awarded Purchase Order #197770S on April 1, 2024. Laptops delivered to PAG IT and are currently being configured and distributed to Port Police. UPDATE: Project complete.
EMW-2023-PU-00298 - Port Police Division Acquisition of Personal Protection Equipment (PPE)	\$39,398.00	\$39,303.00	\$95.00	PO NO. 202110S Code 1 Law Enforcement Equip. & Supply \$39,303.00	Notice of award - August 25, 2023. UPDATE: Project Complete. PPEs delivered Jan. 5, 2025
Public Assistance	\$530,517.90	\$310,216.07	\$220,301.83		
4398DR - Typhoon Mangkhut #66352	\$530,517.90	\$310,216.07	\$220,301.83		Fendering project was completed on September 30, 2022. Requested no-cost time extension for the Management & Admin. project (CAT Z) Project #99994 up to March 1, 2023. All work was completed between December 2018 through September 30, 2022. The final reimbursement payment from GHS/OCD was recieved by the PAG on October 13, 2023. UPDATE: Project Completed and Reimbursed.

FY 2025 Port Grant/Bond - Monthly Update
As of July 8, 2025

Grant Funded Projects	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
Hazard Mitigation Grant Program	\$989,564.00	\$537,824.38	\$451,739.62		
Fendering System Hardening Project	\$603,689.00	\$151,949.38	\$451,739.62		IFB-PAG-CIP-022-008 posted on August 26, 2022. Pre-bid conference held on Sept. 7, 2022 and Site visit conducted on Sept. 9, 2022. Bid opening held on Oct. 27, 2022, 2:00 pm. Contract awarded to Cabras Marine. Notice to Proceed was given to Cabras Marine on January 10, 2023. Original project scope was 15 arch fenders and 11 cylindrical fenders. After Typhoon Mawar, a request was submitted to descope the damaged fenders from this HMGP project and add rubber arch fenders not included in original SOW. PAG received notification that FEMA approved the amendment on August 28, 2024. Grant POP end date has been extended to November 3, 2025. UPDATE: Amendment No. 5 executed and project is ongoing.
Warehouse 1 Hardening Project	\$385,875.00	\$385,875.00	\$0.00		IFB-PAG-CIP-022-009 posted on Sept. 13, 2022. Pre-bid conference held on Sept. 20, 2022 and Site visit scheduled for Sept. 23, 2022. Bid opening was completed on October 20, 2022. There were two (2) bid submissions received by the deadline. Both bids were opened and the documents were reviewed by the Port Staff Attorney as well as the Procurement and Engineering divisions. Meeting held on December 7, 2022 with lowest bidder to discuss submission and specifications. Awarded to IAN Corporation. Notice to Proceed was given to IAN Corp on April 16, 2023. Grant Period of Performance end date is March 18, 2024. Project date of completion is March 1, 2024 with a one (1) year warranty period through March 2, 2025. UPDATE: Project Complete.
Port Police	\$80,000.00	\$0.00	\$80,000.00		
PT25-03-03PPD - Operation A'dai He'Hao	\$80,000.00	\$0.00	\$80,000.00		OHS has authorized the PAG to begin grant activities. Speed enforcement activities will be scheduled as soon as possible. UPDATE: Enforcement activities are anticipated to begin in July.
Bond Funded Projects	\$77,886,440.00	\$12,786,970.43	\$65,099,469.57		
New Administration Building	\$10,445,000.00	\$0.00	\$10,445,000.00		Project is currently on hold pending Management decision. Engineering has been instructed to develop Scope of Work to repair concrete cracks and spalling and made a priority. UPDATE: Status Quo
Waterline Replacement and Relocation	\$6,000,000.00	\$4,203,744.39	\$1,796,255.61	PO No. 177900S for \$4,856,568.91 awarded to BME & Sons Inc.	Pipe installation along wharves F4 to F5 is ongoing. The first section of the new waterline near the fire water tank has been connected. Work has begun near the main gate to connect the new waterline and additional work that includes the installation of new fire hydrants to meet fire code standards. UPDATE: Work in the yard is ongoing. The next step is connection to the new fire hydrants.
EQMR Building Repairs and Upgrades	\$3,628,800.00	\$3,087,616.62	\$541,183.38	PO No. 18007OS for \$3,980,000.00 awarded to JJ Global Service	The repair & paint work as well as lead based paint abatement has been completed. Electrical work is ongoing. The next step is installation of the fire sprinkler system. UPDATE: Work is ongoing. Electrical is at 88%, fire protection is at 25%, and canopy work is at 85% pending the installation of the tin roof.
Warehouse 1 Repairs and Upgrades	\$2,000,000.00	\$510,715.68	\$1,489,284.32	RFP No. 2019-03 - A&E Design awarded to NC Macario PO No. 20723-OS for \$4,837,223.18 BME & Sons Inc. (Outstanding balance to be drawn down from the New Administration Building)	The Construction IFB was published on November 25, 2024. The bid opening was held on February 5, 2025. UPDATE: The NTP was issued and signed on June 10, 2025 with an Project Completion Date of December 8, 2026. The groundbreaking ceremony is currently scheduled for July 14, 2025.
Golf Pier Repairs and Improvements	\$2,000,000.00	\$372,147.93	\$1,627,852.07	RFP No. 2019-02 - A&E design for \$484,000 awarded to NC Macario	Golf Pier was rendered inoperable after Typhoon Mawar. The PAG along with its OAE have developed cost estimates that are currently under review by FEMA Public Assistance. This review is ongoing. UPDATE: The PAG has received a determination for Golf Pier. The determination is currently under review for the next steps.
Rehabilitation of "H" Wharf	\$46,331,895.00	\$1,740,063.86	\$44,591,831.14	PO No. 17043-OF for \$2,249,945.54 awarded to GHD Inc. New Contract Amount: \$2,656,621.37 PO No. 18140-OS was issued to Sumitomo Mitsui Construction Company, Ltd. for \$46,331,895.00	Resolution No. 2024-01 authorized the PAG GM to temporarily pause H-Wharf construction, procure additional gantry cranes, and establish comprehensive strategic measures for port operational enhancement and financial reallocation. WSP finalized the design to ensure compliance with the latest engineering codes. UPDATE: Status Quo

FY 2025 Port Grant/Bond - Monthly Update
As of July 8, 2025

Grant Funded Projects	Total Award Amount	Total Draw Down	Total Remaining Balance	PROCUREMENT IFB/RFP/PO Number	Status
Other Priority Projects	\$4,980,745.00	\$375,552.30	\$4,605,192.70		1. Please refer to MARAD RAISE - Wharves Service Life Extension Hardening of Wharves F2-F6 for more information. 2. The TOS Upgrade scope of services is under Procurement and Legal review. UPDATE: Drawdowns are being made for the MARAD RAISE EA.
Other Priority Projects - EnterpriseOne Financial Management System	\$2,500,000.00	\$2,497,129.65	\$2,870.35		Module updates are ongoing for vessels and SSRs. An RFP for joint comprehensive support services with GPA, GIAA, and the lead agency GWA is ongoing. The PAG is also exploring additional applications such as employee self serve and dashboards. The PAG is also exploring preventative maintenance modules and content management. UPDATE: Automated paystubs are now live. The PAG has also moved from Oracle to DXE for customer support via a MOA with GWA. The PAG's RFP for DXE is still ongoing.
Grand Total	\$114,394,991.90	\$21,449,580.70	\$92,945,411.20		

PORT AUTHORITY OF GUAM
CONTRACT SUMMARY UPDATE

No.	Consultant/Vendor	Type of Service	Solicitation Method Reference No.	Division	Contract Term	Initial Term	Expiration After Options	Next Renewal Due Date	Annual Amount (Comments / Notes)
PROFESSIONAL SERVICES									
1	A1 - Guam WEBZ	Web Development, Hosting, Support and Maintenance Srvcs	RFP-25-004	IT	3 years w/7 1 yr options				Finalizing Contract Agreement
2	Allied Human Resources	Temporary Staffing Services	RFP 024-002	HR					Currently in Negotiations
3	AM Insurance	Insurance Coverages	GSA/PAG-015-22	Finance	5 years	10/01/2022 to 09/30/2023	09/30/27	09/30/24	Premium Based/Annual renewal
4	AM Insurance	Workers Compensation Coverages	IFB-PAG-011-23	Finance/Safety	3-years				No Coverage
5	Matson	PMC for Gantry Cranes	RFP-020-005	EQMR	5 years with options to 20 years	11/05/21 to 11/05/26		11/05/26	\$200K per annum
6	Bank of Guam	Banking Services	RFP 020-004	Finance	5 years	5/14/21 to 5/13/26	05/14/26	05/14/26	
7	Mobil Oil Guam	Management and Operations of Golf Pier	RFP-PAG-021-002	Commercial	5 years	Month to Month Lease Agreement			Golf Pier Damaged from Typhoon Mawar
8	Island CERTS Corp.	OSHA Training & Certification Services for Maritime Terminal Operations	RFP-024-001	Human Resources	5 years	05/24/24 to 05/23/29			
9	Pacific Human Resources. Inc.	Drug Free Workplace Program	RFP-020-003	Human Resources	Initial 3yr term with 2 add'l one year options, not to exceed 5 yrs	06/15/20 to 6/14/2023	06/15/25	06/15/24	Final Year
10	Milo Appraisals	Real Estate Appraisal Services	RFP-021--004	Commercial	3yrs w/ 2 option	10/06/21 to 10/05/24	10/05/26	10/05/25	Task Order based
11	International Health Providers IHP	Medical Examination Services	RFP-022-005	Human Resources	3 yr. w/ 2 options NTE 5 years	06/14/23 to 06/13/26 w/ Two 1yr options NTE 5yrs	06/13/28	06/13/26	Fees based on rates
12	Tristar Terminal Guam	M & O of F-1 Fuel Pier Facility	RFP-019-004	Commercial	5 years	04/01/21 to 03/31/26	04/01/21	03/31/26	
13	Ernst & Young	Annual Independent Audit Services	RFP 022-004	Fiscal	3 years w/2 1 yr option	FY22, FY23, FY24, (FY25 Option)	2025	2024	OPA handling RFP
14	WSP USA Inc.	OAE - Owner Agent Engineer	RFP-021-003	Planning	2 yr w/ 3 options NTE 5 yrs	10/22/21 to 10/21/23	10/22/26	10/23/25	\$1.5M

PORT AUTHORITY OF GUAM
CONTRACT SUMMARY UPDATE

No.	Consultant/Vendor	Type of Service	Solicitation Method Reference No.	Division	Contract Term	Initial Term	Expiration After Options	Next Renewal Due Date	Annual Amount (Comments / Notes)
15	N.C. Macario & Associates	A/E Design and Consulting Services Golf Pier	RFP 019-002	Engineering	3 years w/2 1 yr options	11/20/19 to 11/19/22	11/19/2024	11/20/2022	Did not renew
16	N.C. Macario & Associates	A/E Design and Consulting Services EQMR, Warehouse No.1, Waterline Relocation	RFP 019-003	Engineering	3 years w/2 1 yr options	02/05/20 to 02/04/23	2/5/2025 final year		\$1,406,427.48
17	GHD	Construction Management Services	RFP 020-002	Engineering	Initial 2 years with 3 add'l One year options not to exceed 5 yrs	3/15/21 to 3/14/23	3/15/2025	3/14/2024	Did not renew
18	AM Orient	A&E Design of Fuel Pipeline System	RFP 022-003	Planning/CIP		6/28/23 to 6/27/25 w/ 1 option	6/27/2026	6/27/2025	\$471,588.55
CONSTRUCTION CONTRACTS									
No.	Consultant/Vendor	Type of Service	Solicitation Method Reference No.	Division	Contract Term	Contract signed	Expiration After Options	Next Renewal Due Date	Annual Amount (Comments / Notes)
1	Sumitomo Mitsui Construction Company	Re-bid - Construction Rehab of H-Wharf and Hwy 11 Roadway Reconstruction	IFB-022-002	CIP/Planning	790 Calendar days from NTP	8/9/2022			\$47M approx.
2	Guam Shipyard	Design Demolition of 5 inoperable Port Cranes and One Barge at F-6	MS IFB 021-002	CIP/EQMR	410 calendar days	9/10/2021			\$2,573,155.00
3	BME and Sons	Waterline Replacement Project	IFB -021-005	CIP	365 calendar days from NTP. Amended to Extend to 12/31/24	3/9/2022			\$4.8M
4	Cabras Marine Corp	Supply/ Install New 11 ea. Cylindrical Fendering System at F3 & F5 Rubber Leg Arch Fenders at F4 to F6	IFB 022-008	CIP	243 calendar days from NTP. Amended to Extend to 12/31/24	12/22/2022			\$301,077.47
5	JJ Global	EQMR Building Repair & Maintenance Project	IFB 021-010	CIP	540 days from NTP Amended to Extend to 09/30/24	5/10/2022			\$2,798,009.83
6	Guam Evergreen Construction Corp	Welding Shop Repairs & Upgrades	IFB-024-002	CIP/Planning	365 calendar days from NTP	Pending 100% Bonding			
7	Guam Evergreen Construction Corp	Yard Pole Signage	IFB-024-005	CIP	274 calendar days from NTP signed 8/19/24	8/14/2024			\$324,000.00
8	Guam Evergreen Construction Corp	Roof Vent Repairs WH1	IFB-024-003	CIP	182 Calendar Days from NTP	9/4/2024			\$225,000.00
9	Surface Solutions	Painting of Various PAG Buildings	IFB-024-006	CIP	270 calendar days from NTP				\$85,999.15

**PORT AUTHORITY OF GUAM
CONTRACT SUMMARY UPDATE**

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Port Authority of Guam
CIP / Engineering Divisions

Status as of July 3, 2025

Fact Sheet No. **135**

Project Status
Post-Award Projects

Project Title	Warehouse 1 Building Maintenance
Project Number	IFB-PAG-CIP-024-004
Project Amount	\$ 4,837,223.18
Work in Progress (WIP)	0% Complete
Funding Source	PAG Bonded Project
Contractor	BME & Sons
Designer of Record	NC Macario & Associates
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	TBD (Planned scheduled on June 10, 2025)
Project Completion Date	540 calendar days from NTP
Current Status: PO/Contract signed. Ground breaking were schedule on July 14, 2025. BME and Son's Deliver some scaffold and container office for the project.	

Project Title	EQMR Building Maintenance
Project Number	IFB-PAG-CIP-021-010
Project Amount	\$ 2,500,000.00
Work in Progress (WIP)	92%
Funding Source	PAG
Contractor	JJ Global Services
Designer of Record	NC Macario and Associates
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	January 3, 2023
Project Completion Date	05/26/2025
Current Status: Removal and Installation of Electrical Components – Ongoing Retrofit of EQMR Canopy – Ongoing 90% complete. Fire Protection Installation started, coordination with FPS Engineer ongoing. *No Cost Time extension requested due to challenges with material procurement for Fire Protection System.	

Project Title	PAG Waterline Replacements
Project Number	IFB-PAG-CIP-021-005
Project Amount	\$ 4,856,569.00
Work in Progress (WIP)	82%
Funding Source	PAG
Contractor	BME & Sons
Designer of Record	NC Macario and Associates
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	March 21, 2022
Project Completion Date	01/29/26
Current Status: Project modification to install new fire hydrants ongoing (long lead items ordered) new CCD submitted by the contractor is May 2026. Installation of New waterline is on-going. Pavement restoration along Route 11 completed. Connection to GWA main line ongoing along Route 11.	

Project Title	Design, Demolition, Removal & Proper Disposal of 5 Inoperable Cranes and Optional Removal/Disposal on one Barge YFN816
Project Number	IFB-PAG-CIP-021-002
Project Amount	\$ 2,573,155.00
Work in Progress (WIP)	85% Complete
Funding Source	PAG
Contractor	Guam Shipyard (Guam Industrial Services, Inc.)
Designer of Record	PAG In-House
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	September 13, 2021
Project Completion Date	November 15, 2024
Current Status: Project Terminated – No Change Demolition of All Cranes and YFN-816 has been completed. The entirety of YFN-816 Barge has been containerized. Disposal Pending. Disposal of Gantry #3 is ongoing. Concrete counter weights will require demolition in order to dispose of sill beam. Repair of pavement and concrete at Wharf F4 is needed. Remaining Material at the designated Route 11 laydown area remains to be disposed. GSY has Begun to Demobilize as of March 24, 2025.	

Project Title	Rehabilitation of H-Wharf and Access Road
Project Number	IFB-PAG-CIP-022-002
Project Amount	\$ 46,331,895.00 (Original Amount: \$23,000,000.00)
Work in Progress (WIP)	30% Complete
Funding Source	TIGER Grant and PAG Revenue Bond
Contractor	Sumitomo Mitsui Construction Co. LTD (SMCC)
Designer of Record	WSP
Construction Manager	GHD Engineering
Notice to Proceed Issued	TBD (On-Hold)
Project Completion Date	TBD
Current Status: On-Hold	

Project Title	Welding Shop Maintenance and Repair Project
Project Number	IFB-PAG-CIP-024-002
Project Amount	\$386,370
Work in Progress (WIP)	60%
Funding Source	OIA Grant + PAG funds
Contractor	Guam Evergreen Corp.
Designer of Record	N/A
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	12/10/24
Project Completion Date	12/10/25
Current Status: Crack and spalls repair ongoing. Exterior/interior painting ongoing. Electrical work started.	

Project Title	F3 – F6 Bulkhead Repair
Project Number	IFB-PAG-CIP-024-007
Project Amount	\$289,600
Work in Progress (WIP)	35% Complete
Funding Source	PAG Funds (FEMA Reimbursable)
Contractor	Guam Evergreen Corp
Designer of Record	
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	02/17/25
Project Completion Date	11/14/2025
Current Status: Work on bulkheads ongoing Concrete pour on F3 scheduled 7/7/2025.	

Pre-Award Project

Project Title	Harbor Master Office + Admin Structural Repairs
Project Number	TBD
Project Amount	\$ 250,000 (Estimate)
Work in Progress (WIP)	0% Complete
Funding Source	PAG Funds
Contractor	TBD
Designer of Record	TBD
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	TBD
Project Completion Date	TBD
Current Status: SOW drafted and Cost Estimate developed, requested account number on July 3, 2025.	

Project Title	Golf Pier Replacement Project
Project Number	TBD
Project Amount	\$ 82.0 M
Work in Progress (WIP)	0% Complete
Funding Source	FEMA PA/HMGP
Contractor	TBD
Designer of Record	TBD
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	TBD
Project Completion Date	TBD
Current Status: TS Mawar damages resulted in the pier's inoperability. Discussion with FEMA and USACE on-going with respect to design and construction cost.	

Project Title	New Administration Building
Project Number	TBD
Project Amount	\$15-20 M (Current Estimate)
Work in Progress (WIP)	TBD
Funding Source	TBD
Contractor	TBD
Designer of Record	TBD
Construction Manager	PAG Engineering Division
Notice to Proceed Issued	TBD
Project Completion Date	TBD
Current Status: Project is Pending fund allocation.	

Port Authority of Guam
Operations Division Report
JUNE 2025

I. OVERVIEW

Vessel Calls	24
Cans Handled	7,118
Special Service(s)	126

a. Productivity

Vessel Op	Avg NMPH	TOP GANG	M/Hr
Matson:			
Domestics	26.2	4	30.8
Feeders	21.9	1	26.8
MSA:			
Barges/Merdian	0.0	0	0.0
Mariana	27.5	5	30.0
Triton/Galaide	19.7	2	24.0
Kyowa	18.3	6	23.8
MELL:			
Kotas	24.5	3	27.9
APL:			
OCEANIA/ISLANDER/PRES	23	4	28.8

b. Equipment Status

As of : 05/30/2025	ON HAND	UP	RM	Repair
GANTRYs	3	3		
TOP LIFTERS	10	4		6
SIDELOADERS	3	3		
20T FORKLIFT	2	2		
10T FORKLIFT	4	3		1
5T FORKLIFT	7	4		3
TRACTORS	35	18		17

II. YEAR TO DATE

a. Vessels_YTD	214
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b. Can_Cnt YTD

MAY	FY24		FY25		Variance	
	I	E	I	E	I	E
Local	26207	25468	24566	23922	-6%	-6%
TS	4383	4441	4975	5083	14%	14%
TSMT	1749	1754	1789	1914	2%	9%
Others (OS/Sh/Reh)	757	755	339	362	-55%	-52%
TTL	33096	32418	31669	31281	-4%	-4%

1FY-25 WORK INJURY REPORT

(01/01/25 to 12/31/25)

<u>Divisions</u>	<u>*Lost-time</u>	<u>**Recordable</u>	<u>*** Refused Treatment</u>
Stevedoring	0	3	0
Transportation	0	0	0
Terminal	0	0	0
EQMR	0	2	0
Port Police	0	1	0
Admin	0	2	0
Total:	0	8	0

Work Injury Summary for this reporting period: 6/30/2025

Total Injuries for FY-25 to date: 8–Injury

0-- Lost-time

8– Recordable

0– Refused Medical Attention

Last disabling work injury was on: 6/13/25

Number of days since last work injury: 17-days

Note: PAG best record was 222 days or 7 months w/o a disabling work injury

***Lost-time** = If an employee was injured on the job and medical doctor sent him/her home, his/her injury is considered a lost-time.

****Recordable** = If an employee was injured on the job and medical doctor treated him/her and released him/her back to work on the same day (Recordable because of medical charges).

*****Refused Medical Attention:** Filed WC Forms 201 & 202 for record purposes only.
