

PORT OF HOOD RIVER COMMISSION
Thursday, November 20, 2014
Marina Center Boardroom
Upon Conclusion of Fall Planning Work Session

Regular Session Agenda

1. Call to Order
 - a. Modifications, Additions to Agenda
 2. Public Comment (5 minutes per person per subject; 30 minute limit)
 3. Consent Agenda
 - Approve Minutes of November 4, 2014 Regular Session
 - Approve Accounts Payable to Jaques Sharp Attorneys at Law in the Amount of \$5,166
 4. Reports, Presentations and Discussion Items
 5. Director's Report
 6. Commissioner, Committee Reports
 - Urban Renewal – Commissioners Streich and Shortt
 - Waterfront Refinement Plan PAC – Commissioner McBride
 - Marina Ad-Hoc – Commissioner Davies
 - Washington, D.C. Trip – Commissioner McBride
 7. Action Items
 - a. Approve 2015 Moorage Rate As Follows: Slip and Floatplane Rate Increase of 6.07%; Boathouse minimum of \$850 Plus Increase of 6.07%; Flat Fee of \$5/Month for Water and Garbage Billed Quarterly; and Minimum Fee of \$5/Month for Electricity Billed Quarterly Unless Actual Cost Exceeded
 - b. Approve An Increase of 2.57% to the Lease Rate for T-Hangars at the Ken Jernstedt Airfield in 2015
 8. Commission Call
-
9. Executive Session under ORS 192.660(2)(e) Real Estate Negotiations
 10. Possible Action
 11. Adjourn

If you have a disability that requires any special materials, services, or assistance, please contact us at 541-386-1645 so we may arrange for appropriate accommodations.

*The chair reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring **10 copies**. Written comment on issues of concern may be submitted to the Port Office at any time.*

Port of Hood River Commission
Meeting Minutes of November 4, 2014
Marina Center Boardroom
5:00 P.M.

THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.

Present: Commissioners Jon Davies (excused at 6:00 p.m.), Fred Duckwall, Rich McBride, and Brian Shortt; Port Counsel Jerry Jaques; from staff, Michael McElwee, Fred Kowell, Anne Medenbach, Liz Whitmore, and Laurie Borton

Absent: Commissioner Hoby Streich

Media: None

1. Call to Order: President McBride called the meeting to order at 5:00 p.m.

a. **Modifications, Additions to Agenda:** Staff requested an Action Item agenda addition related to the Jensen Building HVAC system.

2. Public Comment:

- None.

3. Consent Agenda:

- Approve minutes of October 21, 2014 regular session
- Approve lease with Hoverlabs Corp. in the Maritime Building
- Approve Accounts Payable to Hood River County in the amount of \$186,025.16

Motion: Move to approve Consent Agenda.

Move: Duckwall

Second: Davies

Vote: **Aye:** Davies, Duckwall, McBride, and Shortt

Absent: Streich

MOTION CARRIED

4. Reports, Presentations and Discussion Items:

- **Waterfront Annual Report:** Liz Whitmore, Waterfront Coordinator, reviewed highlights and statistics for the 2014 season. The Facilities department was credited by Executive Director Michael McElwee for their work in keeping Port properties well maintained and safe.
- **Marina Financial Analysis:** Fred Kowell, Finance Manager, reviewed the forecast of revenues and expenses through FY 2016-17. To achieve a neutral cost-recovery, Kowell believes 2015 rates should increase by 5% plus CPI of 2.5% for a total increase of 7.5%. Items not currently covered in moorage tenant lease rates such as water and garbage, for example, are likely to be included. Kowell stated that striving for a positive cash flow over the next 3-4 years needs to be shown. Commissioner Davies, who chairs the Ad-hoc committee, credited Kowell with providing the committee with financial information that has been well received and

very helpful in understanding the Marina's current negative cash flow. Steve Tessmer, committee member and boathouse tenant, was invited to speak during the discussion. Tessmer said he would like assessment fees eliminated once the expansion/improvement debts are paid; he also suggested additional revenue streams such as parking fees for guest boaters, and a moorage fee differential for tenants who are not local. Commissioner Shortt suggested that future costs, for purposes not yet known, need to be cycled into current fees. For 2015 rates, McBride suggested an increase of 6% (3.5 + 2.5 CPI) and that rates ratchet up one full percentage point for the base, plus CPI, the following two years. Although there was consensus from the Commission regarding McBride's suggestion, a final decision will be approved at the November 20 Commission meeting and the Marina Ad-hoc Committee will have another opportunity to discuss the financial forecast prior to the November 20 Commission meeting.

- **Fall Planning Draft Agenda:** The draft Fall Planning work session agenda was reviewed. The meeting will be held on Thursday, November 20, beginning at noon and followed by a Regular session meeting. The Commission will not meet the evening of Tuesday, November 18.

5. Director's Report/Informational Items: McElwee reported the auditors had completed fieldwork and Kowell, Melissa Child, and Janet Lerner were recognized for the site visit preparation that was completed in advance of the audit visit. Hood River Valley Parks and Rec (HRVPR) has inquired if the Port would be supportive of a dog park on a remnant parcel of property due west of the Wastewater Treatment Plant. HRVPR still needs to contact the City of Hood River about the proposed location. McElwee noted that development and maintenance would be the responsibility of HRVPR. Further discussion related to questions of habitat sensitivity and the potential for added traffic within an industrial area may continue once the City's position is known. A third meeting of the Waterfront Refinement Plan advisory committee will be held on November 5 and McElwee reported the Expo, Barman, and "Burger King" properties will be included in the Plan. Ball Janik lobbyist Hal Hiemstra is preparing an application for the U.S. Department of Transportation to actively pursue a designation of replacement and/or repair of three bridges in the central Gorge as a "Project of National and Regional Significance." The Oregon Department of Transportation (ODOT) will also submit the Gorge Bridges project as a locally-developed project. A PowerPoint of photos from the October 24 low pool event (approximately three feet lower than normal and the lowest level in 15 years) was shown.

6. Commissioner, Committee Reports:

- **Marina Ad-hoc:** No report was given as Davies had already left tonight's meeting due to another commitment.
- **Waterfront Refinement:** McBride reported that meetings had been productive with good discussion points and detail. He noted the scope had been adjusted somewhat and would be discussed at the November 5 meeting of the advisory committee. McBride did comment that a larger footprint should standardize the planning process and he believes the outcome will be good, although he is not sure if the Plan will be finalized by the end of the year.

7. Action Items:

a. Approve Contract with DIVCO Mechanical for HVAC Bi-Annual Maintenance Not to Exceed \$16,060: Anne Medenbach, Development/Property Manager presented a plan to inspect and maintain the 76 HVAC units in all Port buildings to determine if preventive maintenance is cost effective. The Commission questioned if the intent was going to be for a two-year trial, then why not go with the contractor who provided the lower quote? Medenbach indicated that references checked out better for the company providing the higher quote.

Motion: Move to Approve Contract with DIVCO Mechanical for HVAC Bi-Annual Maintenance Not to Exceed \$16,060.

Move: Shortt

Second: Duckwall

Vote: **Aye:** Duckwall, McBride, and Shortt

Absent: Davies, and Streich

MOTION CARRIED

b. Approve Contract with A&E Heating and Air Inc. for Replacement of Jensen Building HVAC Rooftop Unit in an Amount Not to Exceed \$14,256 [walk-on Action Item]: The rooftop unit at the Jensen Building failed last week and space heaters are being used temporarily to provide heat to the RBS and ServPro offices.

Motion: Move to Approve Contract with A&E Heating and Air Inc. for Replacement of Jensen Building HVAC Rooftop Unit in an Amount Not to Exceed \$14,256.

Move: Duckwall

Second: Shortt

Vote: **Aye:** Duckwall, McBride, and Shortt

Absent: Davies, and Streich

MOTION CARRIED

8. Commission Call: As an audience member at Waterfront Refinement Plan advisory committee meetings, Shortt commented that guests could feel more informed if drawings were visually more accessible.

9. Executive Session: Regular Session was recessed at 6:45 p.m. and the Commission was called into Executive Session under ORS 192.660(2)(e) Real Estate Negotiations.

10. Possible Action: The Commission was called back into Regular Session at 7:47 p.m. The following action was taken as a result of Executive Session.

Motion: Move to approve Restriction Agreement with NWB Hood River LLC
subject to legal counsel review.
Move: Duckwall
Second: Shortt
Vote: **Aye:** Duckwall, McBride, and Shortt
Absent: Davies, and Streich

MOTION CARRIED

11. Adjourn: President McBride adjourned the meeting at 7:48 p.m.

Respectfully submitted,

Laurie Borton

ATTEST:

Rich McBride, President, Port Commission

Hoby Streich, Secretary, Port Commission

Commission Memo

To: Commissioners
From: Fred Kowell
Date: November 20, 2014
Re: Accounts Payable Requiring Commission Approval

Jaques Sharp Attorneys at Law	\$5,166.00
Attorney services per attached summary	
TOTAL ACCOUNTS PAYABLE TO APPROVE	<u>\$5,166.00</u>

JAQUES SHARP

— ATTORNEYS AT LAW —

205 3RD STREET / PO BOX 457

HOOD RIVER, OR 97031

(Phone) 541-386-1311 (Fax) 541-386-8771

RECEIVED
NOV 04 2014

CREDIT CARDS ACCEPTED

Page: 1

November 03, 2014

Account No: PORTOHaM

HOOD RIVER, PORT OF
1000 E. PORT MARINA DRIVE
HOOD RIVER OR 97031

Previous Balance	Fees	Expenses	Advances	Payments	Balance
MCELWEE EMPLOYMENT CONTRACT					
114.00	0.00	0.00	0.00	-114.00	\$0.00
ENVIRONMENTAL INSURANCE					
19.00	114.00	0.00	0.00	-19.00	\$114.00 600
MISCELLANEOUS MATTERS					
JJ					
304.00	209.00	0.00	0.00	-304.00	\$209.00 1-6520
ORDINANCE #24					
38.00	190.00	0.00	0.00	-38.00	\$190.00 1-6520
ORS 777 CHANGES					
0.00	1,824.00	0.00	0.00	0.00	\$1,824.00 1-6520
NICHOLS BASIN LEASE (The Shed dba Kayak)					
0.00	180.00	0.00	0.00	0.00	\$180.00 301
PROPERTY TRANSACTION SALE (Hood River Juice DDA)					
38.00	0.00	0.00	0.00	-38.00	\$0.00
REGULAR MEETING FEE					
JJ					
0.00	0.00	0.00	0.00	-350.00	-\$350.00

November 03, 2014

HOOD RIVER, PORT OF

Account No: PORTOHaM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
PROPERTY SALE (Bob Naito; NBW Hood River)					
437.00	19.00	0.00	0.00	-437.00	\$19.00 301
WATERFRONT EASEMENT (CenturyLink)					
19.00	0.00	0.00	0.00	-19.00	\$0.00
AUDIT LETTERS					
0.00	72.00	0.00	0.00	0.00	\$72.00 1-652
ODELL PROPERTY (Robert Hanel)					
304.00	1,064.00	0.00	0.00	-304.00	\$1,064.00
EXPO SITE DEVELOPMENT (Key Development; Pickhardt)					
418.00	285.00	0.00	0.00	-418.00	\$285.00 1500-800 401
BRIDGE SOFTWARE					
114.00	114.00	0.00	0.00	-114.00	\$114.00 100
BRIDGE OVERLAY PAVING CONTRACT					
0.00	266.00	0.00	0.00	0.00	\$266.00
PROPERTY PURCHASE (Craig W. Sheppard)					
38.00	38.00	0.00	0.00	-38.00	\$38.00 2-000-7500-001 2-000-8420-002 6-100-8420-003 300
LEASE BIG 7 (Motherlode, LLC & Allen Barteld)					
19.00	0.00	0.00	0.00	-19.00	\$0.00
DRONES					
19.00	0.00	0.00	0.00	-19.00	\$0.00
GFI PARTS/INSTALLATION AT MARINA					
1,007.00	0.00	0.00	0.00	-1,007.00	\$0.00
AIRPORT HANGER LEASE (Hood Tech)					
399.00	0.00	0.00	0.00	-399.00	\$0.00
ABANDONED BOAT PROCESS					
513.00	0.00	0.00	0.00	-513.00	\$0.00
WATERFRONT REFINEMENT PLAN (Zoning)					
38.00	57.00	0.00	0.00	-38.00	\$57.00 300
WATER RIGHTS (Nichols Area)					
0.00	373.00	0.00	0.00	0.00	\$373.00 301

Previous Balance	Fees	Expenses	Advances	Payments	Balance
BIG 7 LEASE (Big Y Fly, Corp. Inc) 0.00	76.00	0.00	0.00	0.00	\$76.00 <i>205</i>
LEASE (Gorge Net) JJ 0.00	266.00	0.00	0.00	0.00	\$266.00 <i>205</i>
CITY POLICE IGA (City of Hood River) 0.00	19.00	0.00	0.00	0.00	\$19.00 <i>1-6520</i>
<u>3,838.00</u>	<u>5,166.00</u>	<u>0.00</u>	<u>0.00</u>	<u>-4,188.00</u>	<u>\$4,816.00</u> <i>350.00</i> <u>5166.00</u>

THIS STATEMENT REFLECTS SERVICES PROVIDED AND PAYMENTS RECEIVED THROUGH THE 30th OF OCTOBER UNLESS OTHERWISE STATED

Commission Memo

To: Commissioners
From: Fred Kowell
Date: November 20, 2014
Re: 2015 Marina Rates

After several meetings with the Marina Ad-hoc Committee and various discussions on what should be included as part of the cost of maintaining the Marina, there was Ad-hoc Committee consensus on a 5% rate increase for 2015. However, after follow-up work using a 5% rate increase, the financial analysis depicted an operating loss for the Marina for the next few years. Through preliminary discussions with the Board of Commissioners it was agreed upon to use a 3.5% rate increase along with a CPI inflator to recover the cost of inflation.

Please find below the rate increase for 2015 and the items there was agreement on.

- The new rate increase is 6.07% above 2014 rates. This is made up of a 3.5% rate increase, plus a 2.57% CPI inflator.
- All Boathouse owners that were below a \$850 minimum in 2014 will pay a minimum of \$850 plus the new rate increase for 2015. This allows for equity among all boathouse and slip ratepayers.
- All slip and boathouse owners will pay a flat \$5/month for water and garbage which will be billed quarterly. The \$5/ month is spread out over the year even though most of the cost is borne during the summer.
- All slip and boathouse owners will pay a minimum of \$5/month for electricity. If the usage is more than \$5/month the actual cost will be billed on a quarterly basis.

Lease agreements and payment terms will remain the same as in prior years.

Please see attached the rates by slip/boathouse owner for 2015.

RECOMMENDATION: Approve 2015 Moorage Rates as follows:

1. Slip and floatplane rate increase of 6.07%
2. Boathouse minimum of \$850 plus the 6.07 % increase
3. A flat fee of \$5/month for water and garbage billed quarterly to slip and boathouse tenants
4. A minimum fee of \$5/month for electricity billed quarterly to slip and boathouse tenants; if usage is exceeded the actual cost will be billed

MARINA MOORAGE RATE SCHEDULE
EFFECTIVE JANUARY 1, 2015

Payment Terms

Annual: Single payment by January 31st OR payment of half by January 31 and balance by April 30th. \$15 carrying fee is charged.

Moorage Rates - Slips and Boat Houses*	2014 Rate	Increase	2015 Rate	Assessment	2015 Total
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Moorage Slips - Boats 30 Feet and Under

Annual Rate - Boats Under 30 Feet	\$ 818.00	\$ 49.65	\$ 867.65	\$ 442.55	\$ 1,310.20
Annual Rate for C Dock Eastside - Boats Under 30 Feet	\$ 928.00	\$ 56.33	\$ 984.33	\$ 442.55	\$ 1,426.88
Annual Rate for C Dock South - Boats Under 30 Feet	\$ 869.00	\$ 52.75	\$ 921.75	\$ 442.55	\$ 1,364.30

Moorage Slips - Boats Over 30 Feet

Annual Rate - \$2.51/FT/MO	\$ 2.37	\$ 0.14	\$ 2.51	\$ 442.55	
Annual Rate for C Dock South - \$2.66/FT/MO	\$ 2.51	\$ 0.15	\$ 2.66	\$ 442.55	

Floatplane Slips - Transient Floatplane Moorage NOT Available

Annual Rate	\$ 783.00	\$ 118.60	\$ 901.60		
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Boathouse Slips

Annual Rate - \$1.08/SQ FT/YR	\$ 1.02	\$ 0.06	\$ 1.08	\$ 1,650.77	
Minimum \$850 plus increase					

Ovenight

Guest Rate

Visitor Dock Fee Schedule

Length

0 - 25 Feet	\$ 10.00	3-day limit for "trailerable" boats under 26 feet in length
26 - 35 Feet	\$ 12.00	10-day limit for non-trailerable" boats over 26 feet in length
36 - 50 Feet	\$ 15.00	
51 - 75 Feet	\$ 20.00	
Over 75 Feet	\$ 50.00	

PORT OF HOOD RIVER
 Schedule of Slip Rates and Costs to be Included
 For the Calendar Year 2015

2014 Tenants		Slip No.	Length	Slip Rate	<i>3.5% Increase in Slip Rates Plus 2.57% CPI w/\$850 Min on Boathouses</i>	Total Rates by Slip
Hanson	Matt	1	30>	\$ 818.00	\$ 49.65	\$ 867.65
Chiles	Paul	2	30>	\$ 818.00	\$ 49.65	\$ 867.65
Relerson	Lars/Joanne	3	30>	\$ 818.00	\$ 49.65	\$ 867.65
Jones	Andrew	4	30>	\$ 818.00	\$ 49.65	\$ 867.65
Cleaveland	Ruben	5	30>	\$ 818.00	\$ 49.65	\$ 867.65
Pynch	Doug	6	30>	\$ 818.00	\$ 49.65	\$ 867.65
Fashing	Bill	7	30>	\$ 818.00	\$ 49.65	\$ 867.65
Kovel	Jeff	8	30>	\$ 818.00	\$ 49.65	\$ 867.65
Carlson	Steve	9	30>	\$ 818.00	\$ 49.65	\$ 867.65
Alrubaie	Basil	10	30>	\$ 818.00	\$ 49.65	\$ 867.65
Skwarczynski	Greg	11	30>	\$ 818.00	\$ 49.65	\$ 867.65
Schwartz	Taylor	12	30>	\$ 818.00	\$ 49.65	\$ 867.65
Vacant		13	30>	\$ 818.00	\$ 49.65	\$ 867.65
Karlson	Dave	14	30>	\$ 818.00	\$ 49.65	\$ 867.65
Pavlenko	Victor	15	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sloan	Scott	16	30>	\$ 818.00	\$ 49.65	\$ 867.65
Blake	Gary	17	30>	\$ 818.00	\$ 49.65	\$ 867.65
Roeseler/Mixon	Cory / Tim	18	30>	\$ 818.00	\$ 49.65	\$ 867.65
Valentine	Don	19	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sceva	Josh	20	30>	\$ 818.00	\$ 49.65	\$ 867.65
Vervloet	Bart	21	30>	\$ 818.00	\$ 49.65	\$ 867.65
Hilstad	Tod	22	30>	\$ 818.00	\$ 49.65	\$ 867.65
Rutz	Gary	23	30>	\$ 818.00	\$ 49.65	\$ 867.65
Drabkin	David	24	30>	\$ 818.00	\$ 49.65	\$ 867.65
Crafts	Greg	25	30>	\$ 818.00	\$ 49.65	\$ 867.65
Perkins	Stan	26	30>	\$ 818.00	\$ 49.65	\$ 867.65
Lapierre	Marc	27	30>	\$ 818.00	\$ 49.65	\$ 867.65
Harrod	Sean	28	30>	\$ 818.00	\$ 49.65	\$ 867.65
Archbald	Doug	29	30>	\$ 818.00	\$ 49.65	\$ 867.65
Arnold	Jim	30	30>	\$ 818.00	\$ 49.65	\$ 867.65
Hauge	Erik	31	30>	\$ 818.00	\$ 49.65	\$ 867.65
Robichaud/McReynd	Romeo/Ed	32	30>	\$ 818.00	\$ 49.65	\$ 867.65
Stubbs + Tamara						
Rogers	Stephen	33	30>	\$ 818.00	\$ 49.65	\$ 867.65
Bailey	Jeff	34	30>	\$ 818.00	\$ 49.65	\$ 867.65
Stageberg Weaver &	Jeff	35	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sumerfield	Bill	36	30>	\$ 818.00	\$ 49.65	\$ 867.65
Arpag	Peter	37	30>	\$ 818.00	\$ 49.65	\$ 867.65
Huber	Paul	38	30>	\$ 818.00	\$ 49.65	\$ 867.65
Watson	Steve	101	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sherrerd	Jay	102	30>	\$ 818.00	\$ 49.65	\$ 867.65
Crumpacker	Ronda	103	30>	\$ 818.00	\$ 49.65	\$ 867.65
Smalley	Jon	104	30>	\$ 818.00	\$ 49.65	\$ 867.65
Prussing	Mark	105	30>	\$ 818.00	\$ 49.65	\$ 867.65
Salas(Ellsworth & Graves)	Dardo	106	30>	\$ 818.00	\$ 49.65	\$ 867.65
Thomson+Eric Martinsen	Paul	107	30>	\$ 818.00	\$ 49.65	\$ 867.65
Lee + Chris Kastner	Tricia	108	30>	\$ 818.00	\$ 49.65	\$ 867.65
Estcourt	Andrew	109	30>	\$ 818.00	\$ 49.65	\$ 867.65

PORT OF HOOD RIVER
Schedule of Slip Rates and Costs to be Included
For the Calendar Year 2015

2014 Tenants		Slip No.	Length	Slip Rate	3.5% Increase in Slip Rates Plus 2.57% CPI w/\$850 Min on Boathouses	Total Rates by Slip
Lloyd	Chris	110	30>	\$ 818.00	\$ 49.65	\$ 867.65
Merz	Jim	111	30>	\$ 818.00	\$ 49.65	\$ 867.65
Vacant		112	30>	\$ 818.00	\$ 49.65	\$ 867.65
Brace	Nat	113	30>	\$ 818.00	\$ 49.65	\$ 867.65
Stevens	Todd	114	30>	\$ 818.00	\$ 49.65	\$ 867.65
Gallegos	Tom	115	30>	\$ 818.00	\$ 49.65	\$ 867.65
Mltchell	Ryan	116	30>	\$ 818.00	\$ 49.65	\$ 867.65
Watterson	Mark	117	30>	\$ 818.00	\$ 49.65	\$ 867.65
Vacant		118	30>	\$ 818.00	\$ 49.65	\$ 867.65
Petros	Brian	119	30>	\$ 818.00	\$ 49.65	\$ 867.65
Hogg	Fred	120/121	50	\$ 1,422.00	\$ 86.32	\$ 1,508.32
Sutherland	Scott	122	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sutherland	Scott	123	30>	\$ 818.00	\$ 49.65	\$ 867.65
Sliwa	David	124	30>	\$ 818.00	\$ 49.65	\$ 867.65
Hightower	Trent	125	30>	\$ 818.00	\$ 49.65	\$ 867.65
Heuberger	Tom	126	30>	\$ 818.00	\$ 49.65	\$ 867.65
Massart	Tom	127	30>	\$ 818.00	\$ 49.65	\$ 867.65
Helghton	Kent	128	30>	\$ 818.00	\$ 49.65	\$ 867.65
Belsky	Josh	129	30>	\$ 818.00	\$ 49.65	\$ 867.65
Whitmore	David	130	30>	\$ 818.00	\$ 49.65	\$ 867.65
Paul (Mark Dane)	Barry	131	30>	\$ 818.00	\$ 49.65	\$ 867.65
Bergstrom	Lars	132	30>	\$ 818.00	\$ 49.65	\$ 867.65
Burns	Allan	133	30>	\$ 818.00	\$ 49.65	\$ 867.65
Kraemer	Jeff	134	30>	\$ 818.00	\$ 49.65	\$ 867.65
Johnson	David	135	30>	\$ 818.00	\$ 49.65	\$ 867.65
Larson	Morgan	136	30>	\$ 818.00	\$ 49.65	\$ 867.65
Owens	Robert	137	30>	\$ 818.00	\$ 49.65	\$ 867.65
Henry	Les	138	30>	\$ 818.00	\$ 49.65	\$ 867.65
Ryan	Dan	201	30>	\$ 818.00	\$ 49.65	\$ 867.65
Salmon	Steve	202	30>	\$ 818.00	\$ 49.65	\$ 867.65
Kraemer	Nick	203	30>	\$ 818.00	\$ 49.65	\$ 867.65
Solmonson	Monica	204	30>	\$ 818.00	\$ 49.65	\$ 867.65
Klein	Kathryn	205	30>	\$ 818.00	\$ 49.65	\$ 867.65
McCourt	Rex	206	30>	\$ 818.00	\$ 49.65	\$ 867.65
Campbell	Richard	207	30>	\$ 818.00	\$ 49.65	\$ 867.65
Swope	William	208	30>	\$ 818.00	\$ 49.65	\$ 867.65
Jensen	Jared	209	30>	\$ 818.00	\$ 49.65	\$ 867.65
Aiken	Sean	210	30>	\$ 818.00	\$ 49.65	\$ 867.65
Lohr	Ted	211	30>	\$ 818.00	\$ 49.65	\$ 867.65
Pulido	Kim	212	30>	\$ 818.00	\$ 49.65	\$ 867.65
Daniels	Steve	213	30>	\$ 818.00	\$ 49.65	\$ 867.65
Fetkenhour	Jeff	214	30>	\$ 818.00	\$ 49.65	\$ 867.65
Pelkey	Randy	215	30>	\$ 818.00	\$ 49.65	\$ 867.65
Dunn	Johnson	216	30>	\$ 818.00	\$ 49.65	\$ 867.65
Lazar	Nathan	217	30>	\$ 818.00	\$ 49.65	\$ 867.65
Couch	Lindsay	218	30>	\$ 818.00	\$ 49.65	\$ 867.65
Bech	Tyler	219	30>	\$ 818.00	\$ 49.65	\$ 867.65
DeWolfe	Eva	220	30>	\$ 818.00	\$ 49.65	\$ 867.65
Gehring	Scott	221	30>	\$ 818.00	\$ 49.65	\$ 867.65
Gilman	John	222	30>	\$ 818.00	\$ 49.65	\$ 867.65
Culp	Warren	223	42	\$ 1,194.48	\$ 72.50	\$ 1,266.98

PORT OF HOOD RIVER
Schedule of Slip Rates and Costs to be Included
For the Calendar Year 2015

2014 Tenants		Slip No.	Length	Slip Rate	3.5% Increase in Slip Rates Plus 2.57% CPI w/\$850 Min on Boathouses	Total Rates by Slip
Vacant		224	36	\$ 1,023.84	\$ 62.15	\$ 1,085.99
Lindsay	Lance	225	36	\$ 1,023.84	\$ 62.15	\$ 1,085.99
Herron	John	226	34	\$ 966.96	\$ 58.69	\$ 1,025.65
Cook	Forrest	227	35	\$ 995.40	\$ 60.42	\$ 1,055.82
Lakey	Tim	228	44	\$ 1,251.36	\$ 75.96	\$ 1,327.32
Goodson	Larry	229	31	\$ 881.64	\$ 53.52	\$ 935.16
Ferrell	Allen	230/231	51	\$ 1,450.44	\$ 88.04	\$ 1,538.48
Reichmuth	Howard	232	40	\$ 1,137.60	\$ 69.05	\$ 1,206.65
Burns	David	233	38	\$ 1,080.72	\$ 65.60	\$ 1,146.32
Stafford	Jim	234	38	\$ 1,080.72	\$ 65.60	\$ 1,146.32
Haynie	Curtis	235	31	\$ 881.64	\$ 53.52	\$ 935.16
Agersea	Darryl	236	32	\$ 910.08	\$ 55.24	\$ 965.32
Platt	Benjamin	237	31	\$ 881.64	\$ 53.52	\$ 935.16
Bloomster (Lisa Nelson)	John	238	36	\$ 1,023.84	\$ 62.15	\$ 1,085.99
Staughton	Lance	239	30	\$ 853.20	\$ 51.79	\$ 904.99
Shuster	Chuck	240	39	\$ 1,109.16	\$ 67.33	\$ 1,176.49
Duhon	Greg	241	32	\$ 910.08	\$ 55.24	\$ 965.32
Wiltz	Mark	242	33	\$ 938.52	\$ 56.97	\$ 995.49
Horst	Steve	243	31	\$ 881.64	\$ 53.52	\$ 935.16
Case	James	244	41	\$ 1,166.04	\$ 70.78	\$ 1,236.82
Sterr + Laney Gale	Lore	245	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
FitzSimons	Mike	246	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Hardwidge	D	247	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
McAllister	Mike	248	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Johnson + Rolf						
Rsydyk	Wayne	249	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Slusher	Tom	250	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Rovianek	Doug	251	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Johnston	Randy	252	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Mason	Jim	253	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Reid	Tom	254	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Byrne	Michael	255	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Buehler	Gary	256	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Bingham	Jeff	257	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
Lavell (H.Khalsa)	Chris	258	30>C-East	\$ 928.00	\$ 56.33	\$ 984.33
UNLEASABLE	5' Wide	259		\$ -	\$ -	\$ -
Ihde	Sydney	260	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75
Gordon	Brad	261	34	\$ 1,024.08	\$ 62.16	\$ 1,086.24
Hulbert	Scott	262	33	\$ 993.96	\$ 60.33	\$ 1,054.29
Gerald	Pepi	263	34	\$ 1,024.08	\$ 62.16	\$ 1,086.24
Guthrie	Charlie	264	34	\$ 1,024.08	\$ 62.16	\$ 1,086.24
Vacant		265	34	\$ 1,024.08	\$ 62.16	\$ 1,086.24
Capovilla	Charlie	266	35	\$ 1,054.20	\$ 63.99	\$ 1,118.19
Rigert	Trey	267	35	\$ 1,054.20	\$ 63.99	\$ 1,118.19
Newbrook	Mark	268	35	\$ 1,054.20	\$ 63.99	\$ 1,118.19
Vacant		269	35	\$ 1,054.20	\$ 63.99	\$ 1,118.19
Lederer	Peter	270	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75

PORT OF HOOD RIVER
 Schedule of Slip Rates and Costs to be Included
 For the Calendar Year 2015

2014 Tenants		Slip No.	Length	Slip Rate	<i>3.5% Increase in Slip Rates Plus 2.57% CPI w/\$850 Min on Boathouses</i>		Total Rates by Slip
O'Donnell	John	271	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
West	Jim	272	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Pickhardt	Jeff	273	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Dickinson (Sumerfiel)	Chip	274	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
O'Keefe	Dermot	275	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Elsasser	Ed	276	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Vacant		277	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Kjolsing	John	278	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Mack	Andy	279	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Crooke	Robert	280	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
Kerr	Erik	281	30>C-South	\$ 869.00	\$ 52.75	\$ 921.75	
HRSO	(Joe Wampler)	301	828	\$ 844.56	\$ 57.04	\$ 901.60	
Bickler	James	302	828	\$ 844.56	\$ 57.04	\$ 901.60	
Ackerman	Faith	303	1596	\$ 1,627.92	\$ 98.81	\$ 1,726.73	
Stewart	Cheryl	304	1984	\$ 2,023.68	\$ 122.84	\$ 2,146.52	
Tessmer	Steve & Patty	305	1512	\$ 1,542.24	\$ 93.61	\$ 1,635.85	
Lariza	Don	306	1353	\$ 1,380.06	\$ 83.77	\$ 1,463.83	
Powrie	Elaine	307	1012	\$ 1,032.24	\$ 62.66	\$ 1,094.90	
Mooney	Grant	308	704	\$ 718.08	\$ 183.52	\$ 901.60	
Carter	Cathy	309	1000	\$ 1,020.00	\$ 61.91	\$ 1,081.91	
Quary	Sharl	310	1150	\$ 1,173.00	\$ 71.20	\$ 1,244.20	
Bubb	Dan	311	943	\$ 961.86	\$ 58.38	\$ 1,020.24	
Murphy	Tom	409	FP	\$ 783.00	\$ 118.60	\$ 901.60	
Grotte	Sam	406	FP	\$ 783.00	\$ 118.60	\$ 901.60	
Total				\$ 149,923.12	\$ 9,393.94	\$ 159,317.06	

Commission Memo

To: Commissioners
From: Fred Kowell
Date: November 20, 2014
Re: T-Hangar Rates

T-Hangar rates are reviewed annually and tenants are notified of any increases by December 1. The CPI (Consumer Price Index) for 2014 is 2.57%. Staff recommends increasing the 2015 rates for all T-Hangars by this percentage.

RECOMMENDATION: Approve an increase of 2.57% to the lease rate for T-Hangars at the Ken Jernstedt Airfield in 2015.

Executive Director's Report

November 20, 2014

Staff & Administrative

- Commissioner McBride and I completed a successful trip to Washington D.C. November 12-14.
- The siding on the south of the Port offices is complete. Final painting will likely not occur until spring.
- The second round of interviews for the Communications/Special Project's Manager position will be scheduled soon with staff. There are three finalists.

Recreation

- During the recent cold weather the Marina power system performed well. Eaton has received the circuit GFCI protection equipment and it has been tested at their shop in Portland. Installation will occur in the next two weeks.
- The NBWE project is out to bid. Bid opening is scheduled for early January. New concerns have emerged regarding the integrity of the old seawall. We have asked Advanced American Construction to inspect the condition of the wall and provide recommendations.
- The Hook Launch project is also out to bid. Bid opening is scheduled for December 9.

Development

- A final draft of the Waterfront Refinement Plan (WRP) Overlay Zone has been prepared by Angelo Planning Group. This is a Fall Planning topic.
- The Restriction Agreement on the Expo properties to benefit Naito has been signed and delivered to the title office.

Bridge/Transportation

- Hal Hiemstra submitted an application to designate replacement of the Hood River Bridge and repair of the Bridge of the Gods as a "Project of National and Regional Significance." ODOT will sponsor the application.
- HDR conducted an inspection of the movable lift span on November 17. Maintenance welding has been delayed to late November and December.



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COMMISSION

November 4, 2014

Michael McElwee, Executive Director
Port of Hood River
1000 E. Port Marine Drive
Hood River, OR 97031

Dear Mr. McElwee,

I'm pleased to inform you that the Infrastructure Finance Authority (IFA) and the Ports Peer Review Committee have completed review of the Port of Hood River's recently completed Strategic Business Plan and concluded that it meets the standards of the 2010 Statewide Port Strategic Plan. This letter is to inform you of and document the IFA's formal approval of your port's plan.

With approval of your plan completed, we would like to move forward with putting an intergovernmental agreement (IGA) in place, formalizing the business relationship between the Port of Hood River and the IFA. We look forward to beginning discussions regarding the IGA with you and the Port of Hood River's Commission in the near future.

We appreciate the Port of Hood River's willingness to complete this important process and look forward to working in partnership with your port in the coming years.

Sincerely,

A handwritten signature in black ink that reads "David Harlan".

DAVID HARLAN
Ports Manager

1. Are you submitting a new project or is this a resubmittal of a project that was previously submitted?

#	Answer	Bar	Response	%
1	New project		0	0%
2	Resubmittal of previously submitted project. If you are resubmitting a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. Instead, please enter "no new information."		1	100%
Total			1	

2. 1. In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey. Do you have the authority to respond on behalf of your agency?

#	Answer	Bar	Response	%
1	Yes		1	100%
2	No		0	0%
Total			1	

3. In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

#	Answer	Bar	Response	%
Total			0	

4. 2. What type of agency do you represent? Respondent types are based on eligible applicants as defined in SAFETEA-LU Section 1301 as amended by MAP-21 Section 1120.

#	Answer	Bar	Response	%
1	(A) State department of transportation or a group of State departments of transportation		1	100%
2	(B) Tribal government or consortium of tribal governments		0	0%
3	(C) Transit agency		0	0%
4	(D) Multi-State or multi-jurisdictional group of the agencies described in sub-paragraphs (A) through (C)		0	0%
5	(E) Other (please provide agency type)		0	0%
Total			1	
(B) Other (please provide agency type)				

5. 3. Please list the name, city, and state of the agency you represent.

Agency Name

Agency Location

Oregon Department of Transportation

355 Capitol Street NE, MS 11, Salem, OR 97301

6. 50 States, D.C. and Puerto Rico

Rank	State	Count	Percentage
1	Alabama	0	0%
2	Alaska	0	0%
3	Arizona	0	0%
4	Arkansas	0	0%
5	California	0	0%
6	Colorado	0	0%
7	Connecticut	0	0%
8	Delaware	0	0%
9	Distric of Columbia	0	0%
10	Florida	0	0%
11	Georgia	0	0%
12	Hawaii	0	0%
13	Idaho	0	0%
14	Illinois	0	0%
15	Indiana	0	0%
16	Iowa	0	0%
17	Kansas	0	0%
18	Kentucky	0	0%
19	Louisiana	0	0%
20	Maine	0	0%
21	Maryland	0	0%
22	Massachusetts	0	0%
23	Michigan	0	0%
24	Minnesota	0	0%
25	Mississippi	0	0%
26	Missouri	0	0%
27	Montana	0	0%
28	Nebraska	0	0%
29	Nevada	0	0%
30	New Hampshire	0	0%
31	New Jersey	0	0%
32	New Mexico	0	0%
33	New York	0	0%
34	North Carolina	0	0%
35	North Dakota	0	0%
36	Ohio	0	0%
37	Oklahoma	0	0%
38	Oregon	1	100%
39	Pennsylvania	0	0%
40	Puerto Rico	0	0%
41	Rhode Island	0	0%
42	South Carolina	0	0%
43	South Dakota	0	0%
44	Tennessee	0	0%
45	Texas	0	0%
46	Utah	0	0%
47	Vermont	0	0%
48	Virginia	0	0%
49	Washington	1	100%
50	West Virginia	0	0%
51	Wisconsin	0	0%
52	Wyoming	0	0%

7. 4a. In what county(s) is the project located?

TEXT RESPONSE

Hood River County, Oregon; Wasco County, Oregon; Klickitat County, Washington; and Skamania County, Washington

8. 5. Based on your knowledge of the project and the following definition, is the project being submitted an eligible project? (Answering "No" to this question will result in your project being placed in TIER 3.) Eligible project means any surface transportation project or set of integrated surface transportation projects closely related in the function they perform, eligible for Federal assistance under title 23, United States Code. Projects may include: public or private rail facilities providing benefits to highway users; surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports; and other activities eligible under such title.

#	Answer	Count	Percentage
1	Yes	1	100%
2	No	0	0%
Total		1	

9. 6. Project Title

TEXT RESPONSE

Columbia River Gorge National Scenic Area Bridge Replacement and Transportation Improvement Project

10. 7. Project Description (limited to 1500 characters including spaces) Please make sure the project description includes how the project is nationally or regionally significant, as required in MAP-21. Please indicate "no new information" if resubmitting a previously submitted project and the description has not changed.

TEXT RESPONSE

The Hood River Interstate Bridge (HRIB) connecting Hood River, OR to Bingen & White Salmon, WA and the Bridge of the Gods (BOG) connecting Cascade Locks, OR with Stevenson, WA, work together as a linked transportation system providing transportation and economic connections in the heart of the Columbia River Gorge National Scenic Area—a bi-state congressionally protected geographic area straddling an 85-mile segment of the Columbia River. Annually, 3.6 million vehicles cross the HRIB and 1.6 million vehicles cross the BOG. Both bridges are classified as functionally obsolete, the BOG and HRIB were built in the 1920s and are past their assumed design life. The BOG and HRIB are toll facilities, owned and maintained by local Port authorities which are local municipalities. Both bridges are included on ODOT's Bridge Log. They provide the only Columbia River crossings in the NSA between two regionally and nationally significant NHS roadways, I-84 in OR and SR-14 in WA. The proposed project replaces the existing HRIB and makes significant structural improvements to the BOG to reduce congestion, improve regional transportation coordination, and enhance freight movement in the Columbia Gorge NSA. Note: This project has been developed locally by the ports of Cascade Locks and Hood River and ODOT is submitting this project on behalf of the ports. ODOT has not reviewed the anticipated project costs or the finance plan, nor has ODOT considered the project in any prioritization process.

11. 8. Briefly describe how the project will significantly improve performance of the Federal-aid highway system nationally, or regionally. (limited to 1500 characters including spaces) To the extent possible, please provide specific evidence or information about the ways this project (which may include non-highway projects) will positively change any performance-related features of the Federal-aid highway system - and the extent of that impact. Quantitative information is preferred. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

The Columbia River Gorge National Scenic Area (NSA) encompasses an 85-mile stretch of the Columbia River in OR and WA. The region is served by two east-west NHS corridors: Interstate-84 and SR-14. The two highways and 28 communities along the river are connected by three bridges. This project will significantly improve performance of the NHS system by replacing the HRIB, and upgrading the BOG. The HRIB, a 90 year old, 4,418 foot long steel truss bridge will be replaced with a new bridge that can accommodate all users including an increasing number of national and International non-motorized recreational users, meet the needs of growing numbers of daily commuters, and support more efficient and less congested movement of goods and services in the NSA. The HRIB has a sufficiency rating of 49.8; it does not currently accommodate any non-motorized users. The 88 year old, 1,855 foot long BOG located in Cascade Locks, Oregon is also classified as functionally obsolete. BOG weight restrictions limit special haul vehicles to 50,000 lbs. This project will make significant structural improvements to the BOG in hopes of enabling weight restrictions to be lifted. It will also add new capacity to the bridge for non-motorized users. Both bridges serve vital transportation linkages for tribal fishers from the four Columbia River Treaty tribes, linking historic fishing access sites to tribal housing, fish processing facilities and boat launches along both sides of the river.

12. 9. Briefly describe how the project will generate national economic benefits that reasonably exceed the costs of the project, including increased access to jobs, labor, and other critical economic inputs. (limited to 1500 characters including spaces) To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility or non-highway project) to positive changes in the national economy. Quantitative information is preferred. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

The NSA spans Hood River and Wasco counties in OR and Klickitat and Skamania counties in WA. The region is home to 82,000 residents commuting across state and county lines for employment, creating a truly bi-state regional economy. The regional economy is closely tied to the Portland metro area which in turn links to national and international markets. Key industry clusters in the region include agricultural production worth \$300M annually, high tech/advanced manufacturing focused on unmanned aerial vehicles (generating \$450M in annual revenue with 1200 employees in both states), value added ag/food production clustered around wineries, breweries, and distilleries, and tourism recognizing the region as an international destination for outdoor recreation including world class windsurfing. Beyond workforce commuting, the value of freight crossing the HRIB and BOG annually is estimated to be \$75M and \$35M respectively. The regional economy generates an estimated \$1.83B in annual industry earnings. Studies conducted by Parsons Brinckerhoff and HNTB on the HRIB document that cumulative spending to just maintain the bridge in its current deficient, constrained/limited access condition could grow to \$30M over the next 25 years. Ten year BOG maintenance costs are projected by HNTB at \$10M. Closure of either of these bridges would be devastating to the regional economies in both states.

13. 10. Briefly describe how the project will reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight. (limited to 1500 characters including spaces) To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in current or expected congestion, such as reduced demand on the Federal-aid highway system due to improvement of modal alternatives including transit service and intercity passenger rail, or increased use of intelligent transportation systems, and the extent of that impact. Quantitative information is preferred. If congestion is not an issue this project will address, please indicate that, as well as any related level of service issues (e.g., reliability, accessibility) that may be affected positively by this project. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

A rock slide in Feb, 2014, closed all but one travel lane on I-84 between Hood River and Cascade Locks, OR. For five days, traffic on I-84 was diverted across the BOG to Washington SR-14 - a narrow two-lane highway with limited shoulders and a series of height-restricted blind tunnels, then back over the HRIB, causing five mile long backups and travel delays of up to 4 hours. During the period of severe congestion, a fatal crash occurred on SR-14. To reduce congestion, ODOT requested that the Ports of Hood River and Cascade Locks waive tolls on both bridges. Tolls were lifted until traffic flow resumed on I-84. This incident demonstrates the vulnerable position the region, both states, and the nation found itself in when one rock slide - in an area known for slides, forest fires and severe winter weather - so adversely affected the movement of people and freight in and through the National Scenic Area. Completion of this project will increase the speed, reliability and accessibility of the movement of people and freight in the region and reduce the probability that such severe congestion will happen during the next natural disaster. Further, the project will greatly increase accessibility for non-motorized users of the transportation system in the National Scenic Area by adding new non-motorized access to the BOG, and by including bicycle/pedestrian access as an integrated design element in the new bridge at Hood River.

14. 11. Briefly describe how the project will improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities. (limited to 1500 characters including spaces) To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in safety for the region or nation. Quantitative information is preferred. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

This project will improve transportation safety by replacing the existing 90 year old, 3 mile long, functionally obsolete HRIB with a new bridge that will eliminate safety issues associated with 9' 4 1/2" travel lanes, zero guardrail side clearance, no break-down lanes, and no bike/ped access. The existing HRIB, which includes a lift span, also limits river vessel traffic due to substandard bridge open width and poor channel alignment. The HRIB is one of the most challenging bridges on the Columbia River System for barge operators. Only one vessel can navigate the opening at a time, despite the fact that barge traffic on the lower Columbia River continues to grow with barge operators annually hauling more than 3 million tons of wheat and barley, and millions of barrels of petroleum products, logs and wood chips. Safety concerns with the BOG reflect concerns associated with weight limits and shared use of the 11 foot wide travel lanes between motorized and non-motorized users.

15. 12. What percentage of this project will be funded by non-Federal funds? (please only enter a number, DO NOT enter the percent sign) Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

27.8 percent (approximately \$89 million of \$320 total estimated project cost).

16. 13. Please describe the level of non-Federal funding sources to construct, maintain, and operate the infrastructure facility. Include a description of key stakeholders you anticipate providing financial support for this project. (limited to 1500 characters including spaces) Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

HRIB and BOG are toll bridges. Toll revenue will be used to provide a majority of non-federal funding needed to construct, maintain and operate a new HRIB, and reconstruct, maintain & operate the Bridge of the Gods. As part of the SR-35 Columbia River Crossing Study TS&L study, Parsons Brinckerhoff estimated that toll revenues could generate approximately 30 percent of the estimated \$290M in funding needed to replace the HRIB. BOG toll revenue is expected to generate approximately 10 percent of the estimated \$28M needed to make structural and bike/ped improvements to that bridge. One Gorge, a coalition of local Columbia Gorge governmental and business entities located in the states of Oregon and Washington has come together to publically support replacement of the Hood River Bridge, make significant structural improvements to the BOG, improve regional transportation coordination, and enhance freight movement in the Columbia Gorge National Scenic Area. One Gorge Coalition partners include: Port of Hood River, OR Port of Cascade Locks, OR Port of The Dalles, OR Port of Stevenson, WA Port of Skamania, WA Columbia River Gorge Commission Mt. Adams Chamber of Commerce, White Salmon, WA Insitu, Inc, Bingen, WA Innovative Composite Engineering (ICE), White Salmon, WA City of White Salmon, WA

17. 14. What is the estimated total project cost? (Please only enter a number, DO NOT enter a dollar sign) To be considered a PNRS-eligible project, the total project cost must be at least \$500M or 50 percent of the amount of Federal highway assistance funds apportioned to the State in which the project is located. See PNRS Table for a listing of the amount of Federal highway assistance funds per state. Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

Text Response

320,000,000 (290M for HRIB replacement, 28M for BOG, 2M for NSA Regional Transportation Planning)

18. 15. Please provide your contact information.

Name	Agency	Phone	Email
Trevor Sleeman	Oregon Department of Transportation	5030863448	trevor.sleeman@odot.state.or.us

19. 16. Please upload any information that would help to support your survey response. If you have multiple files please combine them into one zip file. All common file types (i.e., PDF, Word, Excel, PPT) are accepted. The maximum file size that can be uploaded is 16MB. If the supporting documents are not able to be loaded into survey tool, send directly to: PNRSSurvey@dot.gov. Documents sent by email must have the same project title as listed in question six on the survey. Any project-related video offered to satisfy the questions in this survey must have hard copy documentation to support the video. Please do not upload any files if you are resubmitting a previously submitted project and you do not have any new supporting files to add.

File Name	File Type	File Size
Screen Shots.docx	application/zip	10.2MB