



PORT OF HOOD RIVER COMMISSION
AGENDA
Tuesday, September 21, 2021
Via Remote Videoconference (Zoom)

5:00 P.M.
Regular Session

1. Call to Order
 - a. Modifications, Additions to Agenda
 2. Public Comment (5 minutes per person per subject; 30-minute limit)
 3. Consent Agenda
 - a. Approve Minutes from the September 7 Regular Session (*Patty Rosas, Page 3*)
 4. Informational Reports – (*Provided for information only, unless discussion requested by Commissioner*)
 - a. Bridge Replacement Project Update (*Kevin Greenwood, Page 7*)
 5. Presentations & Discussion Items
 - a. Aviation Tracking Technology (*Greg Hagbery, Page 17*)
 - b. Lot 1 Anchor Way/N. 1st Street Conceptual Engineering (*Michael McElwee, Page 19*)
 6. Executive Director Report (*Michael McElwee, Page 21*)
 7. Commissioner, Committee Reports
 - a. Bridge Replacement Bi-state Working Group, September 13 – Fox, Chapman (Alt)
 - b. Airport Advisory Committee, September 16 – Streich, Gehring
 8. Action Items
 - a. Approve Task Order 12 with HDR Engineering for Underwater and Pier Cap Inspections (*Michael McElwee, Page 55*)
 9. Confirmation of Commission Directives to Staff
 10. Commission Call
-
11. Executive Session under ORS 192.660(2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.
 12. Possible Action
 13. 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 September 7, 2021 Regular Session
Via Remote Videoconference & Marina Center Boardroom
5:00 p.m.

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

5:00 p.m.
Regular Session

Present: Commissioners: Ben Sheppard, Kristi Chapman, Mike Fox, and Heather Gehring. Legal Counsel: Jerry Jaques, and Anna Cavaleri. From Staff: Michael McElwee, Kevin Greenwood, Daryl Stafford, Fred Kowell, Greg Hagbery, Genevieve Scholl, and Patty Rosas. Guests: John Young, Stuart Brennon.

Absent: Hoby Streich

Media: None

1. Call to Order: Commissioner Ben Sheppard called the meeting to order at 5:00 p.m.

a. Modifications or additions to the agenda: None

2. Public Comment: None

3. Consent Agenda:

- a.** Approve Minutes from the August 24 Regular Session and August 27 Special Meeting for the Airport Engineering Master Contract
- b.** Approve Resolution 2021-22-1 Authorizing Temporary Waiver of Enterprise Zone Employment Requirements on Otherwise Authorized Firms
- c.** Approve Amendment No. 13 to Executive Director Contract
- d.** Approve Lease with Earth & Muscle, LLC in the Marina Park #1 Building
- e.** Approve Accounts Payable to Jaques Sharp in the Amount of \$11,325.00

Motion: Approve Consent Agenda

Move: Mike Fox

Second: Kristi Chapman

Discussion: None

Vote: Unanimous

4. Informational Reports: None

5. Presentations & Discussion Items:

- a. Ken Jernstedt Airfield – FBO Operations** – Johnny Young from Hood Tech Corp. Aero Inc. (Tac-Aero), provided a presentation that summarized their Fixed Base Operator (FBO) operations. There will be a monthly report provided to the Port commissioners regarding airport activity, flight training, and night flights. The Commission approved a 5-year agreement with Tac-aero on July 19. Young noted that Tac-Aero will continue to work together with the Airport Advisory Committee and the Port to fulfill the Airport Master Plan.
- b. Remaining HB2017 Tasks Funding Discussion** – Kevin Greenwood provided an update on the HB2017 funding. As of the end of June there is about \$463k remaining. The remaining funds will cover the completion of the FEIS/ROD, administration, governance work in preparation of the 2022 legislations sessions, development of the RFQ for Replacement Bridge Management Contractor (RBMC), and preparation of a Preliminary Cost Estimate (PCE). The Bi-State Working Group (BSWG) recommends the Port Commission follow through on the procurement development for RBMC selection. BSWG also recommends proceeding with the WSP amendment for PCE. Greenwood noted that a potential option would be to wait 2-3 months to commit to new work until a new grant agreement is signed. A second option would be to reduce or stop some element of the current project and proceed with PCE. Commission consensus was to proceed with option two.

6. Executive Director Report:

- a. **Administration** – Michael McElwee noted that staff has a tentative date of October 19 for Fall Planning and requested that Commissioners be thinking of additional agenda topics. Also, McElwee is looking to retain an outside expert to provide occasional advice and counsel on governance matters and board practices. He has reached out to Eileen Eakins, a private practitioner who has taught board trainings through the Special Districts Association of Oregon (SDAO) for many years.
- b. **Airport** – The Airport Advisory Committee (AAC) will be meeting on September 16. There will be more discussion on the Aviation Tracking Technology and Ground Leasing.
- c. **Bridge/Transportation** – McElwee provided a summary report related to truck speeding on the bridge. Genevieve Scholl is working to develop a public information campaign to increase awareness and ultimately reduce speeds on the bridge.

7. Commissioner, Committee Reports:

- a. **Bi-State Working Group (BSWG), September 2** – Mike Fox reported that there was some discussion over authorizing WSP to move forward with developing an updated cost estimate. There are owner related costs that staff would need to provide to include in the estimate. Fox is requesting confirmation that staff will provide a cost estimate. McElwee affirmed such.

8. Action Items:

- a. **Approve Amendment No. 6 to Contract with WSP for Updated Replacement Bridge Preliminary Cost Estimate:** Greenwood introduced Stuart Brennon from WSP who was available for questions or comments.

Motion: Approve Amendment No. 6 to contract with WSP for Updated Replacement Bridge Preliminary Cost Estimate.

Move: Kristi Chapman

Second: Mike Fox

Discussion: None

Vote: None

- b. **Authorize Preparation of Solicitation to Select a Replacement Bridge Management Contractor:** Greenwood noted that the Port's outside counsel Schwabe Williamson, is available to review documents. Greenwood will move forward with an RFP utilizing templates and content created and/or used by Commissioner Fox, Klickitat County, Hood River County, the Interstate Bridge Replacement Project, and other appropriate samples.

Motion: Authorize Preparation of Solicitation to Select a Replacement Bridge Management Contractor.

Move: Heather Gehring

Second: Kristi Chapman

Discussion: None

Vote: None

9. Confirmation of Commission Directives to Staff:

- a. Staff will provide owner related costs into the WSP estimate per the request of Commissioner Fox.

10. Commission Call:

- a. Commissioner Fox commented that John Hardham would like to speak to the Port Commission regarding the development of a musical event center on Port property. McElwee suggested that a public session with a tentative date of September 21 would be appropriate.
- b. Commissioner Gehring noted that several people have contacted her regarding the need for hangers. Gehring is working with Tac-Aero towards the development of more hangers.

11. Executive Session: President Sheppard recessed Regular Session at 6:23 p.m. to call the Commission into Executive Session under ORS 192.660(2)(e) real estate negotiations.

12. Possible Action: None

13. Adjourn:
Motion: Adjourn the meeting
Vote: Unanimous
MOTION CARRIED

The meeting adjourned at 8:09 p.m.

Respectfully submitted,

Patty Rosas

ATTEST:

Ben Sheppard, President

Mike Fox, Secretary

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Project Director Report
September 21, 2021

The following summarizes Bridge Replacement Project activities from Sep. 4-16, 2021:

PROJECT MANAGEMENT UPDATE

- *October project update is attached.*
- *First PCE internal meeting to review cost estimating assumptions held last Friday. Next meeting scheduled for October 4th.*

REPLACEMENT BRIDGE MANAGEMENT CONTRACT RFP UPDATE

- *Staff prepared RFP using Commissioner Fox’s outline as guiding document.*
- *Other procurement documents were used as references.*
- *Staff added comments in the document for BSWG consideration.*
- *Other elements to consider:*
 - *Inclusion of a Project Organizational Chart*
 - *RBMC Project Manager takes direction from lead Port Commissioner*
 - *Inclusion of local sub-contractors when appropriate. For example, capable drone photography or videographers from the gorge.*
 - *Access to tribal treaty expertise in developing agreements with tribes for financial compensation, loss of fishing access, and negotiating mitigation items.*
 - *Added language on the response requirements from SWRTC document*
 - *20-30 page limit for proposals*
 - *Staff is getting confirmation to what degree price can be included as a scoring factor for federally funded contracts.*
 - *Review Evaluation Committee make-up. For the NEPA contract evaluation there were six committee members, including DOT reps. Since the Port Commission ultimately awards the RBMC contract, it is highly recommended that a member of the Commission not sit on the evaluation committee. Typically, an independent selection committee will make recommendations to the elected board to ensure a clear separation of duties.*
 - *Will need to add measurable criteria for each of the scoring sections.*
 - *Included a sample from NEPA document that quantified how firms were to be invited to oral presentations.*

GOVERNMENT AFFAIRS/LOBBYING UPDATE

- *Miles Pengilly will give an update on the meetings with Sen. Byer and Rep. McLain, the co-chairs of the Oregon Joint Transportation Committee. A one-page hand-out has been developed demonstrating the need for the Bridge Authority.*

- Brad Boswell will give an update on the bridge authority bill in Washington state. He has also reached out to WSDOT and AG's office about the status of the transfer agreement between Washington and Oregon for project funding.
- Staff and government affairs team will bring annual legislative goals and strategies to the BSWG in October.

FEIS/ROD CRITICAL PATH UPDATE

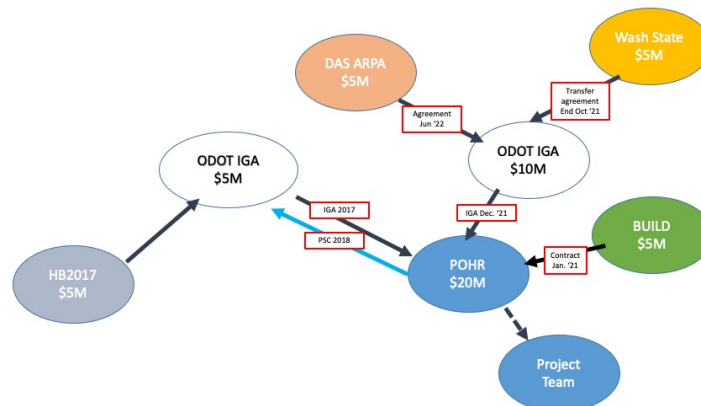
- NEPA milestone memo included in packet.

GOVERNANCE/BSWG UPDATE

- Staff is preparing a discussion for Fall Planning to establish the Bi-State Working Group (BSWG) as a formal advising committee of the Port Commission. Commissioner Benton suggested that the BSWG make policy decisions and the Port serve as the project's fiscal agent. There was also interest in establishing co-chairs that would be tasked with agenda development.
- Commissioner Fox will be distributing a survey to BSWG members about Port's performance on bridge replacement.
- BSWG agenda included in packet

FUNDING & FINANCING UPDATE

- BUILD has indicated that the Port will be working directly with FHWA for the administration of the BUILD funds. ODOT has noted, however, that if ODOT is not the direct recipient then the agency would not be involved in any aspect of the project. The policy is driven from a 2019 internal ODOT memo.
- The transfer agreement between Oregon and Washington for Washington's \$5-million contribution is currently being reviewed by the state Attorney General offices.
- ODOT has indicated that until arrangements are made between the AG offices for the transfer funds and the feds for the ARPA funds, pre-award of funds will likely not be possible.
- Below image shows the relationships between agencies, funding, services and agreements.



MEETING SCHEDULE

- WSP Weekly Check In, Sept. 20
- Thorn Run Partners, Sept. 21
- Connect Mid-Columbia, Sept. 22
- NEPA Coordination, Sept. 23
- Washington Joint Trans. Comm., Sept. 23
- Sec. 106 Cultural Resources, Sept. 24
- WSP Weekly Check In, Sept. 27
- HRB Exec. Committee, Sept. 27
- WSP Weekly Check In, Oct. 4
- Thorn Run Partners, Oct. 5
- SWRTC, Oct. 5
- Klickitat County Transportation Meeting, Oct. 6
- WSP Weekly Check In, Oct. 11
- BSWG, Oct. 11

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EIS UPDATE

BRIDGE REPLACEMENT PROJECT

OCTOBER 2021 UPDATE



In December 2003, a draft environmental impact statement (EIS) was published as part of a bi-state collaborative effort. This draft EIS was the first step in complying with the National Environmental Policy Act (NEPA). Currently, the Port of Hood River (Port) is advancing the project to complete the EIS effort and position the project for future funding and construction.

NEPA Activities:

- Continued work on the Final EIS/Record of Decision and responses to public comments received on the Supplemental Draft EIS.
- Completion of Final EIS/ Record of Decision expected in the first quarter of 2022.
- Updated archaeological and cultural resources reports to respond to agency comments. This is in support of compliance efforts for the National Historic Preservation Act.
- Continued meetings with consulting parties to finalize potential mitigation measures for removal of the existing bridge (a historic resource).
- Finalizing mitigation commitments for a variety of resources.

Other Activities:

- Proposed legislation to create a Washington bridge authority presented to Joint Transportation Committee.
- Port has commissioned a Preliminary Cost Estimate from WSP based upon 5% design.
- Staff is developing procurement documents to select an Owner’s Rep/ Management firm to guide the project.
- The Bi-State Working Group (BSWG) continues to monitor and advise the Port of Hood River on bridge replacement activities. The BSWG consists of Mayors and County Commissioners from both Hood River and Klickitat Counties.
- Maintenance on the existing bridge during October includes night work for switch replacements and shim installations on northside of bridge and daytime work to replace columns on the toll plaza.

How would bridge replacement benefit the Columbia River Gorge communities?

The Hood River Bridge provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area. One of only three bridges spanning the Columbia in this region, the bridge is a critical rural freight network facility for agriculture, forestry, heavy industry and high-tech companies with freight originating throughout the northwest. The existing bridge is nearing the end of its serviceable life and is obsolete for modern vehicles with height, width, and weight restrictions and is also a navigational hazard for marine freight vessels. The bridge has no sidewalks or bicycle lanes for non-motorized travel and would likely not withstand a large earthquake.

If project funding is secured, the new bridge would provide a safe and reliable way for everyone to cross or navigate the Columbia River—by car, truck, bus, bicycle, on foot, or on the water. A new bridge would support a thriving economy and livable communities.

WE ARE HERE ▼

Agency/Stakeholder Outreach	Environmental Compliance																	
Technical Study Updates	Supplemental Draft EIS								Final EIS/ROD									
Community Meeting	Community Meeting																	
Q3 Q4	Q1 Q2	Q3 Q4	Q1 Q2	Q3 Q4	Q1 Q2	Q3 Q4	Q1 Q2	Q3 Q4	Q1 Q2	Q3 Q4	Q1							
2018	2019				2020				2021				2022					

To learn more about the project, please visit us at:
www.portofhoodriver.com/bridge

PROJECT CONTACT

Kevin Greenwood, Project Director
 ☎ 541-436-0797
 @ kgreenwood@portofhoodriver.com

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MEMO

TO: Kevin Greenwood, Hood River Bridge Replacement Project Director, Port of Hood River
FROM: Brian Carrico, WSP
SUBJECT: Status of Critical Path Activities and Projected Work through August 15th
DATE: September 15, 2021

CRITICAL PATH ACTIVITIES

Progress and challenges to completing critical path activities are described below. Completed actions with no activity are not noted.

1. ENDANGERED SPECIES ACT (ESA) COMPLIANCE

No change to progress, challenges, schedule risks or schedule from prior update.

SCHEDULED COMPLETION DATE: **10/1/2021 (AUGUST UPDATE)**

- Successor task: Final EIS (final review draft)

2. COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

- Reviewing comments on the Archaeological Testing Report and Survey Report from Oregon SHPO, Washington State DAHP, other agencies and tribes and preparing updates.
- Coordination on potential impacts to sites and resources.
- Preparing for consulting parties meeting held September 1 including researching mitigation options, updating stipulations and reviewing request from City of White Salmon.

CHALLENGES:

- Reaching consensus on mitigation for historic bridge impacts.

SCHEDULE RISKS:

- **High risk:** Obtaining final reviews and addressing comments from agencies and tribes are high risk items as there is much interest by these agencies and the tribes to accurately document archaeological resources and avoid or minimize impacts from the project.

SCHEDULED COMPLETION DATE: **01/04/2022 (SEPTEMBER UPDATE)**

- Adjusted timeline to account for consulting parties meeting timing.
- Successor task: Final EIS (final review draft)



3. PUBLISH FINAL EIS/RECORD OF DECISION

No change to progress, challenges, schedule risks or schedule from prior update.

SCHEDULED COMPLETION DATE: **2/10/2022 (AUGUST UPDATE)**

- Successor tasks: Close out EIS project.

PROJECTED WORK FOR NEXT 30 DAYS

The following key work tasks are projected to occur from August 15 through September 15.

TASK 5. ENVIRONMENTAL

- ODOT Review of FEIS/ROD draft
- Continued coordination with FHWA and ODOT to complete Section 106 process and FEIS/ROD.
- Finalize tribal impacts and mitigation approach.
- Update archaeology reports based on agency comments.
- Consulting parties meeting.
- Memorandum of Agreement

TASK 6. ENGINEERING

- Finalize contract amendment and begin Preliminary Cost Estimate.
- Support as necessary for environmental process.



DRAFT AGENDA

Bi-State Bridge Replacement Working Group Regular Meeting
September 13, 2021 / 2:00-4:00p (2 hour)
Via Zoom

<https://zoom.us/j/98078338082?pwd=RIEvT2RsK2NKKzllaWpCNTFyZGVaZz09>

Meeting ID: 980 7833 8082
Passcode: 966154

Members: Betty Barnes (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Mike Fox (Commissioner), Port of Hood River; Bob Benton (Commissioner), Hood River County; Jake Anderson (Commissioner), Klickitat County

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Arthur Babitz (Commissioner), Hood River County; Catherine Kiewit (Mayor Pro Tem), City of Bingen; Jason Hartmann (Councilor), City of White Salmon; David Sauter (Commissioner), Klickitat County; Jessica Metta (Councilor), City of Hood River.

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Miles Pengilly, Oregon Govt. Affairs; Brad Boswell, Wash. Govt. Affairs; Steve Siegel, Financial and Governance Consultant.

1.	Welcome	2:00
2.	Legislative Update – Pengilly/Boswell	2:01
3.	Washington Bridge Authority Legislation - Siegel	2:30
4.	Governance Progress	2:35
5.	WSP Preliminary Cost Estimate	2:50
6.	Planning Level Post-NEPA Budget	2:55
7.	Management Contract (RBMC) RFP	3:10
8.	July 17th Minutes	3:30
9.	Port Feedback	3:35
10.	Other Items	3:50
11.	Next Meeting, October 11	3:55
12.	Adjourn	4:00

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Commission Memo



Prepared by: Greg Hagbery
Date: September 17, 2021
Re: Aircraft Operations Data

At airports with air traffic control towers, air traffic controllers track and record aircraft operations data. However, at GA airports like the Ken Jernstedt Airfield, it is much more difficult to collect this data. The recently completed Port of Hood River 2021-2026 Strategic Business Plan included the following action item:

Goal #6: *Growth and development of aviation technology and light industrial businesses: "Evaluate and consider new technologies that can provide useful data about airport operations and area impacts."*

The FY 2021-22 Port budget allocated \$60,000 (contingent on Commission approval) to address the desire to collect airport operational data. Staff worked with members of the AAC to evaluate two flight data products commonly utilized by airports without towers:

- **Vector Airport Systems**
- **Invictus Global Services**

Both data platforms have a similar a price tag, around \$50K-60K, with each relying on a combination of video or radar imagery and ADS-B transponder devices to provide the full value of each respective product. At Ken Jernstedt airport, as with many small GA airfields, the presumption is that a large percentage of the small aircraft do not have ADS-B devices currently installed.

A separate flight tracking application used by pilots called **FlightAware** was suggested as an alternative program to consider. FlightAware is an ADS-B reliant, flight tracking platform that provides real-time, historical, and predictive flight data. As an initial test of this product the Port purchased a "basic" year of historical airport data for \$585. This data includes information on tail numbers, type of aircraft, owner name and location, origin, destination, departure, and arrival.

Dave Koebel, AAC Chair, suggested a strategically placed game camera could manually capture tail N-numbers on aircraft as they taxi or land/take off. The visual record of moving aircraft can then be directly compared to the transponder data from FlightAware and provide an estimated percentage of aircraft not using ADS-B transponders. A one-year evaluation of this data would help the Port track overall aircraft operations and determine if additional tracking technologies are needed.

Potential Recommendations:

- Track one-year of **FlightAware** data

- Invest in one or more game cameras and install
- Utilize visual and digital data to determine total aircraft activity at 4S2
- Assess need for additional tracking technology in one year and discuss next steps

RECOMMENDATION: Discussion.

Commission Memo



Prepared by: Michael McElwee
Date: September 21, 2021
Re: Lot #1 Infrastructure Planning

At the 2021 Spring Planning Session the Commission directed staff to retain KPFF Engineering and both initiate conceptual engineering and pursue grant funding for E. Anchor Way, a key piece of transportation and transit infrastructure necessary to develop Lot #1. That work was completed in June.

Because of the extraordinary opportunities for significant grant funding, at the June 1, 2021, meeting the Commission directed staff to also complete conceptual engineering plans and cost estimates for N. 1st St., also a key component of infrastructure necessary to develop Lot #1. This work is nearly complete.

Based on existing grant commitments, the implementation of E. Anchor Way is very feasible, and could be financed and constructed within the next 18 months. However, building the two projects together would bring the most cost efficiencies and greatest positive impact to the waterfront. These impacts include creation of a transit hub, development-readiness for Lot #1, and expansion of the park space adjacent to the Nichols Basin. Construction of both streets, however, is highly dependent upon securing a significant grant from the Economic Development Administration (EDA). Preparation of that grant application is underway.

Staff will update the Commission on the progress of the conceptual engineering work for both projects and current and future efforts to seek additional grant funding. Since there are two new Commissioners, background on Lot #1 planning efforts over the years will also be provided.

RECOMMENDATION: Information.

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Administration

- A draft agenda for our Fall Planning meeting will be distributed for Commission input. The meeting is tentatively set for October 19th. Commissioner input and direction is sought.
- Attached is a calendar of waterfront events and public meetings for September and October.
- Monthly briefings with Commissioners have now been scheduled through July 1, 2022. I will be meeting each week with an individual commissioner.
- An additional board training session focused on Governance is tentatively scheduled for the October 5 Commission meeting. The training will be held in executive session.
- Attached is a letter from the Hood River County School District thanking the Port for its support of the District's programs over the course of the last year. Genevieve has served as Port advisor for the Career Technical Education community outreach functions, I have served as a student advisor for the ASPIRE program, and the Port generally supports HRVHS students through our paid summer internship program.
- The five-year Comprehensive Economic Development Strategy process, led by MCEDD, is nearing completion. Genevieve has served on the project steering committee for most of the year. Additionally, Kevin and Genevieve have participated in the related Connect MidColumbia regional transportation coordinated planning discussions. That effort has collected a list of transportation priorities from regional transportation agencies. Attached are the draft action plans for the four stated goals of the CEDS update, and the preliminary draft list of transportation projects. It's important to highlight the bridge replacement project remains top priority.

Recreation/Marina

- Daryl arranged a site visit with the State Fire Marshall on September 15 to inspect the fire response conditions around the Marian Boathouses. In part, we sought this inspection due to the fire that occurred in The Dalles Marina this last summer.
- Work continues on implementation of the deliverables for the Travel Oregon Competitive Recovery Grant. Handwashing stations and garbage receptacles have been delivered, the rigging areas permit application is under review, and multi-lingual signage design is just beginning.
- Daryl is working on preparation of the Annual Waterfront Report, which will be presented to the Commission in October.

Development/Property

- The monitoring wells in the Jensen Building were successfully de-commissioned on September 9. This was the final follow-up step to complete DEQ's NFA process. Staff is now reviewing the process of removing the hazardous building materials within the "Breezeway" storage building located directly south of the Jensen Building.
- The large deck located north of the Marina #1 Building will remain closed to the public until repairs are made.
- Wyeast Labs has requested to remain in Suites 100 & 200 of the Timber Incubator Building for another two months beyond their current Lease agreement while construction on their new building commences. Oregon Brineworks is currently occupying Suite 300 and wishes to move into Suites 100 & 200 when Wyeast vacates. Oregon Brineworks has been made aware of this and prefers it as they are not yet fully prepared to move. Wyeast will likely look to backfill Suite 300 when Oregon Brineworks vacates. Both organizations are communicating with each other and are working well together.

Airport

- We are successfully resolving issues identified in the letter from the State of Oregon Division of State Lands (DSL) stating that we are not in conformance with several conditions of our wetland permit.
- The Airport Advisory Committee (AAC) met on September 16th. More discussion occurred on the two policy matters previously identified: Aviation Tracking Technology and Ground Leasing. Greg Hagbery will provide an update to the Commission during the meeting.
- The annual Fly-In occurred over the weekend of September 11 & 12. By all accounts this year's event was extremely successful.

Bridge/Transportation

- John Mann has provided the following outline of bridge maintenance and repair tasks that need to take place before winter weather:
 - Bridge Welding - October 11. Bulldog welders only port provided flagging. Staff is evaluating potential impacts to fruit harvest and may reschedule this work.
 - Limit Switch installation and testing - October 4. Day time work with limited bridge lifts.
 - Shim the rocker bearing north end of lift span - October 15. Night work, limited bridge lifts. A full closure 3-4 hour closure would allow this to take place a lot faster.
 - Column repair Toll Plaza - November 1-3. Daytime work single lane closures in the toll plaza.

All of this is tentative, based on the schedule of live load testing and pier/rocker bearing inspections.

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September 2021

September 2021							October 2021						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
5	6	7	8	9	10	11	3	4	5	6	7	8	9
12	13	14	15	16	17	18	10	11	12	13	14	15	16
19	20	21	22	23	24	25	17	18	19	20	21	22	23
26	27	28	29	30			24	25	26	27	28	29	30
							31						

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Aug 29	30	31	Sep 1	2	3	4
			Private Vessel Solstice- Eric Sanford ACL- Queen of the West- N	7:00am Crane-in for Boris Bobrov Marina Jetty 512-944-8657 (Commercial Dock)	8:00am ACL American Harmony 9/3/2021 Fri:4:00pm	9/4/2021 9/4/2021 CGWA Swaps Gear Fill the Boot- HR Fire
5	6	7	8	9	10	11
Private Vessel Solstice- Eric			9/7/2021 9/11/2021 1:00pm Kenton (Outside office)	AWSI 5 days 300 Event Site & Lot #1 Alina Iodifu	10:00am Cass Bergstrom-Waterfront Committee (Port	
12	13	14	15	16	17	18
	2:00pm Bi State Working Group	Board of Commissioners Regular Session (Zoom) Event Site Booth Closes	Event Site opens for Kite Launching	4:00pm Aircraft Advisory Committee Meeting (MAAAM Picnic Shelter)	ACL American Harmony Fri. Sep. 17, 2021 12:00PM Sat. Sep. 18, 2021 5:00AM Outside N. Jetty	
19	20	21	22	23	24	25
	8:00am KIHHR Radio	Board of Commissioners Regular Session (Zoom) Linblad Sea Lion Tues. Sept 21, 2021 6pm	ACL Queen of the West Wed. Sep. 22, 2021 4:00AM Wed. Sep. 22, 2021 8:00PM Outside N. Jetty	ACL American Song Thu. Sep. 23, 2021 12:00PM Thu. Sep. 23, 2021 9:00PM Outside N. Jetty		
26	27	28	29	30	Oct 1	2
		Linblad Quest Tues. Sept 28, 2010 4pm Wed. Sept. 29, 2021 8pm Anchor/Guest Dock		Concessions Move Out Linblad Sea Lion Thurs. Sept. 30, 2021 5am Fri. Oct. 1, 2021 7am Anchor/Guest Dock		

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October 2021

October 2021							November 2021						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
3	4	5	6	7	8	9	1	2	3	4	5	6	7
10	11	12	13	14	15	16	8	9	10	11	12	13	14
17	18	19	20	21	22	23	15	16	17	18	19	20	21
24	25	26	27	28	29	30	22	23	24	25	26	27	28
31							29	30					

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Sep 26	27	28	29	30	Oct 1	2
3	4	5	6	7	8	9
ACL American Song Sun. Oct. 03, 2021 12:00PM Mon. Oct. 04, 2021 12:30PM	Cruise ship dates to calendar	Linblad Sea Lion Tues. Oct. 5, 2021 6pm 5:00pm Board of Commissioners		Linblad Quest Thurs. Oct. 7, 2021 7am Fri. Oct. 8, 2021 5am Cruise Dock	ACL American Harmony Fri. Oct. 01, 2021 12:00PM Sat. Oct. 02, 2021 5:00AM	
10	11	12	13	14	15	16
	2:00pm Bi State Working Group	ACL American Pride Tue. Oct. 12, 2021 8:30AM Tue. Oct. 12, 2021 8:00PM		Linblad Sea Lion Thurs. Oct. 14, 2021 5am Fri. Oct 15, 2021 7am Cruise Dock	Harvest Fest 3 days 10,000 people Event Site & Lot #1 Lee P ACL American Harmony Marina- Water Off Marina/FES Restrooms	
17	18	19	20	21	22	23
Harvest Fest 3 days 10,000	8:00am KIHHR Radio	Linblad Sea Lion Tues. Oct. 19, 2021 6pm 5:00pm Board of Commissioners		ACL American Song Thu. Oct. 21, 2021 4:00pm Aircraft Advisory Committee Meeting		
24	25	26	27	28	29	30
10/24/2021 10/24/2021 Gorge Marathon 1200 people Event Site Chad Sperry		ACL American Pride Tue. Oct. 26, 2021 8:30AM Tue. Oct. 26, 2021 8:00PM				
31	Nov 1	2	3	4	5	6
South Basin Dock Leases End						

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Port of Hood River
1000 E Port Marina Dr
Hood River, OR 97031

August 25th, 2021

Dear Michael McElwee:

At our August 25th Hood River County School District Board of Directors meeting, a report was presented by Director of Human Resources Catherine Dalbey and Director of Equity & Family Partnerships Patricia Ortega-Cooper honoring all the community agencies that supported HRCSD Summer School Programming. The Board was impressed and appreciative of the effort, professionalism and level of community participation.

Prioritizing students, especially in the summer months, requires intentional efforts. This effort (along with prior and future) by all of you, provides immeasurable benefit to the students and staff of Hood River County School District. The Hood River County School District Board of Directors recognizes and appreciates the significant time and resources this effort represents. On behalf of the Hood River County School District, we wholeheartedly thank all of you individually and your respective agencies for partnering with us to ensure such a successful summer school experience.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chrissy", written over a horizontal line.

Chrissy Reitz, Board Chair

A handwritten signature in blue ink, appearing to read "Rich", written over a horizontal line.

Rich Polkinghorn, Superintendent

Excellence. Every student. Every day.

HRCSD Board of Directors - 1011 Eugene Street Hood River, OR 97031 - 541-386-2511

www.hoodriver.k12.or.us

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Resilient Infrastructure Action Plan

Goal Statement: Ensure communities and businesses of the Gorge have reliable, resilient access to infrastructure, including attainable housing, high-capacity broadband, sustainable sources of energy, and emergency services, among others, to support future population demands and economic opportunities.

Overview

Infrastructure, including attainable housing, high-capacity broadband, sustainable sources of energy, and emergency services, among others, is critical to meeting our current needs and supporting future growth driven by our expanding regional economy. Some of these systems have reached or exceeded capacity, while others are facing compliance issues that challenge their operations. Some systems have seen significant investment by local communities to plan for the future. Each of these key infrastructure areas will require innovative approaches to dealing with capacity and resources constraints to building on assets. Below are strategies focusing on each of the key infrastructure areas that incorporate the following principles:

- **Seek to better understand existing conditions:** Understanding key infrastructure needs, gaps in availability, examples of strategies that have made systems stronger, and barriers to moving projects forward is critical to providing the infrastructure foundation needed to support the region moving forward.
- **Plan for and facilitate investment in key infrastructure projects:** The successful development of key infrastructure projects supports the regional economy, increases community resilience, and provides opportunities to prepare for future changes.
- **Support project readiness:** To meet infrastructure needs in the region, communities will need to match their own resources with outside investment through state and federal programs as well as private funding resources. To achieve this, communities must have the capacity to move from feasibility through planning to support increasing access to these resources.

Water/Wastewater Action Plan

	Collaborators	Timeline
Strategy 1: Plan for and facilitate investment in key infrastructure areas that enhance the Gorge community, economy, resiliency, and address growing demand.		
1.1 Inventory water and wastewater system needs regionally. 1.1.1 Assess current capacity and identify systems with room for growth or barriers to accessing needed investment. 1.1.2 Support opportunities for coordinated approaches to addressing water access and wastewater treatment challenges such as biosolids disposal.		
1.2 Prioritize and upgrade key water systems to address economic development constraints, focusing on: 1.2.1 Systems serving industrial parks and areas with significant housing development capacity. 1.2.2 Redundancy for systems accessing water through sensitive ecological areas or with water resource constraints. 1.2.3 Investments into facilities to keep pace and support growth in key industry sectors, such as food processing.		
1.3 Address aging septic systems.		
1.4 Provide technical assistance and grant administration to support key water/wastewater system projects and to assist small communities.		
Strategy 2: Support innovative products and practices in the region to support continued access to water resources as snow melt and precipitation reduces.		
2.1 Support innovation of technologies in irrigation and improving tools to support management of water resources.		
2.2 Engage with and support Irrigation districts and Watershed Council projects to support addressing water resource concerns, such as declining aquifers.		
Strategy 3: Increase access to state and federal resources to support infrastructure development		
3.1 Increase local capacity to develop and manage infrastructure projects through access to training opportunities and technical assistance.		
3.2 Advocate for funding to support moving projects to “shovel ready” so that they are more competitive for implementation funding.		
3.3 Increase awareness of resources available by sharing information on funding and technical assistance programs as they become available or change.		
3.4 Actively pursue new opportunities available via ARPA initiated funds and anticipated infrastructure supported programs from the federal level.		

Housing Action Plan

	Collaborators	Timeline
Strategy 1: Increase awareness and understanding of housing market conditions in the Gorge.		
1.1 Utilize regional housing market analysis conducted by OR and WA.		
1.2 Support buildable land inventory analysis for communities without current information.		
1.3 Support code updates that would allow additional opportunities for attainable and affordable housing production.		
1.4 Engage in studies and strategies to address tribal housing needs.		
Strategy 2: Develop innovative strategies to support increasing attainable housing production in the Gorge.		
2.1 Support regional funding and incentives for housing.		
2.2 Assist local jurisdiction’s efforts to incentivize affordable and attainable housing, including consideration of local revenue generation opportunities for purposes of affordable housing.		
2.3 Advocate for key federal and state funding programs. 2.3.1 Support continued and increased investments in USDA Rural Development and Housing and Urban Development programs that promote housing affordability for renters and homeowners. 2.3.2 Support adequate investments of capital resources in WA and OR housing programs.		
2.4 Support development of employer-assisted housing programs. Increase access to capital for these programs.		
2.5 Host forums on innovative practices and specific investment platforms.		
2.6 Increase access to, and utilization of, energy efficiency and home repair programs to improve existing housing stock.		
Strategy 3: Enhance communication and coordination across the region to support housing development.		
3.1 Engage in an education and information campaign to highlight the housing crisis. Develop common materials.		
3.2 Develop stronger connections with contractors and developers for multi-housing units.		

Broadband Action Plan

	Collaborators	Timeline
Strategy 1: Support addressing middle and last mile telecommunications infrastructure gaps.		
1.1 Collaborate with private industry, utility owners, and other partners to support in expanding infrastructure.		
1.2 Further develop relationships with and engage internet service providers (ISPs) to discuss gaps in services throughout the region. Assist in identification of demand in under and unserved communities.		
1.3 Leverage larger institutional connections to support increasing residential services in their areas.		
1.4 Invest in technologies that are scalable and affordable to residents.		
1.5 Work with ISPs to support improving available speeds and reduce latency in the network to support business development in the tech sector and other industries where applicable.		
1.6 Work with permitting and local partners to reduce barriers to broadband through increasing dig once opportunities and streamlining permitting.		
Strategy 2: Support investments into a fully redundant network.		
2.1 Ensure redundancy and resiliency in broadband infrastructure is incorporated into regional planning.		
2.2 Support communications infrastructure that allows for interconnection between emergency services.		
2.3 Address wireless dead zones, in partnership with internet and cellular providers.		
Strategy 3: Advocate for and pursue funding through federal and state funding programs.		
3.1 Engage with State and Federal partners about impacts of funding programs in rural areas as well as barriers to access.		
3.2 Encourage sustained program funding for capacity building to augment competitive federal grants.		
3.3 Support continued and increased funding into currently over-subscribed broadband funding resources, including USDA, NTIA, and state programs.		
3.4 Support development of state incentive programs to match federal and private resources.		
Strategy 4: Increase adoption and use of existing broadband infrastructure.		
4.1 Offer business technology trainings and forums.		
4.2 Offer trainings and forums focused on community technology literacy.		

Energy Action Plan

	Collaborators	Timeline
Strategy 1: Leverage state requirements for 100% renewable energy generation to support investment in our region and increase resiliency of our local energy system.		
1.1 Increase opportunities for energy resources/ investments to stay local.		
Strategy 2: Support investments that keep critical facilities and communities powered during disruptive events.		
2.1 Ensure other key infrastructure areas have backup power sources.		
2.2 Explore opportunities for micro-hydro and solar + storage for emergency resilience.		
Strategy 3: Invest in energy conservation (residential, commercial, industrial) to reduce costs and increase efficiency.		

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Robust Workforce Action Plan

Goal Statement: Cultivate a talented, multicultural workforce through diverse, family-wage career training aligned with industry needs while providing essential infrastructure supports for workforce participation in each community.

Top Three Priorities

- Cultivate a talented, multicultural workforce
- Provide diverse, family-wage career training aligned with industry needs
- Provide essential infrastructure supports for workforce participation in each community
 - Identify needs of area employers
 - Establish Technical training certifications to support employer needs at secondary and post-secondary levels to develop skilled workforce
 - Identify gaps of bilingual / indigenous workforce
 - Address specific infrastructure needs of employers

	Collaborators	Timeline
Strategy 1: Enhance tools to support area employers.		
1.1 Support and celebrate employer efforts that increase respect and dignity of workers.		
1.2 Provide technical assistance and access to group health insurance plans for employers to better support staff, especially in the agriculture, non-profit and service sectors.		
1.3 Promote and incentivize use of SBDC resources for business training.		
1.4 Increase information sharing and improve ease of access to support systems available.		
1.5 Provide workforce retention training and support services to employers.		
1.6 Develop a region-wide interest/skills matchup service (or work with existing WorkSource/ employment agencies) to increase access and interest.		
Strategy 2: Enhance training opportunities to connect residents with local job opportunities.		
2.1 Increase secondary and postsecondary collaboration for curriculum and technical training programs that targets local employers' needs.		

2.2 Develop a multi-pronged approach to workforce / employer connection, including high-school career counseling, job fairs, SBA entrepreneur workshops, workshops for small businesses on current employment law and/or how to expand your employee base, training workshops.		
2.3 Leverage and expand Gorge Works via CGCC to employ more young people in internship and apprenticeship career pathway opportunities.		
2.4 Expand dual credit opportunities between all local high schools and community college.		
2.5 Ensure high-school Career and Technical Education courses are strongly connected to local employers.		
2.6 Increase opportunities for career exploration assessments in K-12 to help students identify their interest areas.		
2.6.1 Increase speakers from various industries to high school classrooms to introduce required skills and potential jobs available in an industry. Expose students early and often.		
2.6.2 Utilize school libraries. Organize events with community groups and industries to high school students.		
2.7 Utilize community libraries for more activities to connect residents to training, employers and career information		
2.8 Create an informal coordinating team representing Clark, YVCC, MHCC, CGCC, OSU and WSU extension services to identify opportunities for shared faculty, facilities, and instructional program support.		
Strategy 3: Provide career training and services that specifically assist bilingual and indigenous workforce needs.		
3.1 Participate in community groups whose target audience is underserved and cultural minorities, offering specific job training or employment opportunity activities (e.g. job fairs).		
3.2 Leverage OHDC's work with Migrant/Seasonal Farm Workers to cultivate promotional opportunities for low wage laborers - using CGCC Ag Tech ops and on-the-job-training as vehicles.		
3.3 Increase foreign language skills in our employers to enhance the multi-cultural resources?		
3.4 Learn from Tofurky about their successful multi-lingual efforts internally to increase bi-lingual staff (managers-staff) in both English and Spanish skills.		
Strategy 4: Address childcare needs of employers.		

Strong Businesses Action Plan

Updated Goal Statement: Enhance business innovation, retention and expansion, and entrepreneurship through equitable access to support services and capital, diversifying our industry mix, and enhanced coordination to address barriers to growth and sustainability.

	Collaborators	Timeline
Strategy 1: Develop marketing efforts to increase awareness of existing business resources, including spaces, lending, technical assistance, and others.		
1.1 Collate information and resources related to business support in one place.	Chambers, MCEDD	(Quick Wins)
1.2 Create materials such as brochures that could be distributed by banks and other entities working with businesses.		
1.3 Build creative marketing campaigns that share information in a compelling format (such as business owner testimonials). This would include a social media campaign in expand presence of economic development agencies.		
1.4 Increase accessibility of materials, particularly making materials available in relevant languages.		
1.5 Foster business access to Chambers of Commerce and Small Business Development Center (prioritize minority-owned businesses).		
Strategy 2: Develop and enhance access to business space.		
2.1 Create opportunities for businesses to coordinate to access real estate opportunities. For example, create a list of businesses seeking space who are willing to partner with others to access opportunities. Facilitate relationships.		(Quick Wins)
2.2 Collect and distribute information on existing vacant properties. Facilitate connections with interested individual and groups of businesses.		
2.3 Develop flexible, affordable incubator space.		
2.4 Identify lands for industrial development.		
Strategy 3: Create accessible opportunities for businesses to develop skills and access resources, particularly around innovation and retention.		

3.1 Leverage existing institutions (libraries, SBA, etc.) to promote / expand events.		
3.2 Develop and support small business cohorts to access mentorship, collaborate, and advocate for needs. Prioritize minority owned businesses.		
3.3 Explore Dr. Ernesto Sirolli's Enterprise Facilitation program in order to help people reach their dreams of becoming successful entrepreneurs.		
Strategy 4: Identify and address barriers and opportunities at the industry-sector level.		
4.1 Support existing and develop new industry associations.		
4.2 Identify common skill sets needed across industries, including emerging skills.		
4.3 Increase skillset of workforce to meet industry needs.		
4.4 Address facility needs of industries.		
4.4.1 Develop additional community kitchens around fish processing.		
4.4.2 Support robust arts and craft type industry as strong economic contributor as well as quality of life support.		
4.4.3 Further develop value-added agriculture opportunities and support for local produce needs, including support for a food hub concept and development of more cold storage.		
Strategy 5: Attract new businesses.		
5.1 Promote the region as a place to do business for diverse sectors. Target businesses whose jobs are attainable for the existing local labor force.		
Strategy 6: Ensure that community services/ infrastructure are able to keep up with business growth. Recognize the connections to infrastructure and quality of life as key supports for growing a business.		
6.1 Support public transit to help facilitate retaining/ recruiting workforce needed to support business growth and gain access to labor market in Portland and connect affordable housing with jobs.		
6.2 Support region-wide coordination to ensure businesses have access to resilient water wastewater, energy, and broadband infrastructure.		

Powerful Regional Collaboration Action Plan

Updated Goal Statement: Effectively collaborate and advocate as a bi-state region to leverage the economic assets of the Columbia River Gorge to facilitate strong businesses, robust workforce and resilient infrastructure.

	Collaborators	Timeline
Strategy 1: Strengthen information sharing and gathering.		
1.1 Develop an online forum for businesses to share resources.		
1.2 Develop a regional listserv of decision makers to be notified about projects, issues, advocacy work.		
1.3 Develop an annual advocacy list from partners, similar to CEDS projects list but focused on policy issues.		
1.4 Share policy ideas and funding requests at a regional level for collaborative state and federal advocacy.		
1.5 Use existing community newsletters to promote opportunities and spread economic development information.		
1.6 Develop tools for effective regional communication between all our businesses.		
1.7 Foster collaborative communications among bi-state legislators.		
Strategy 2: Build on existing collaborative groups.		
2. 1 Identify existing collaboration groups in the region. Explore areas of overlap and opportunities to		
2.2 build on existing collaboration to share information and opportunities.		
2.3 Establish minimum goals of representative collaborators (number of counties, associations, affiliate groups, etc.).		
2.4 Identify and develop cross-jurisdictional, issue-level regional work groups to advance regionally significant projects (i.e. create a bi-state Housing Coalition to augment MCHA services)		
2.4.1 Create a workgroup on housing: Assure affordable housing in every Gorge region.		
2.4.2 Create a workgroup on tourism: Highlight resources on both sides of the river and coordinating marketing. Outreach, marketing, messaging - to "manage the love."		
2.5 Bring Gilliam and Wheeler counties into MCEDD service region in recognition of common economic sectors and regional identity.		

2.6 Focus on underserved community groups to foster increased collaboration.		
2.7 Increase direct Native American, Latinx, other groups real representation on advocacy groups.		
2.8 Foster a habit of listening in advocacy actions to identify conflicts and find balance.		
2.9 Evaluate short- and long-term impacts to the natural and cultural environment as part of collaborative efforts.		
2.10 Continue to convene Economic Resiliency Team meeting to strengthen connections regionally.		
2.11 Improve understanding of barriers to collaboration across boundaries and support addressing them to break down silos.		
Strategy 3: Collaborate and advocate for community projects.		
3.1 Use the annual CEDS project process to gather lists of community projects and clearly denote stage of development for each project (i.e. feasibility, engineering, etc.).		
3.2 Work together to get projects "shovel ready".		
3.3 Coordinate advocacy around key projects that relate to funding opportunities. Highlight and recognize interconnections between projects to make them stronger.		
3.4 Improve capacity of smaller communities to get ready for funding.		
3.5 Identify opportunities to increase collaboration between the two state governments.		
Strategy 4: Increase capacity for a regional advocacy role.		
4. 1 Build funding for a collaborative advocacy role that would track state and federal legislation and bring partners together when opportunities arise.		
4. 2 Increase collaboration with tribal advocacy representatives such as those CRITFC has at a federal level.		

2022 CEDS Infrastructure: Transportation Action Plan

Goal: “To provide a safe, ~~and~~ efficient, equitable and accessible regional transportation system to enhance the livability, resilience and economic vitality of the Mid-Columbia region.”

Assets:

- Interstates and Highways both East/West and North/South
- Airports
 - Hood River and Columbia Gorge Regional airports
 - Close Proximity to PDX
- Rail Service for transport of goods in both OR and WA
- River access, including barge transportation along the Columbia
- Bicycle, pedestrian and transit systems

Challenges:

- Aging infrastructure – ability to maintain/sustain key assets
- ~~Business development requires enhancing transportation infrastructure to support key industries-~~ Sharing financial burdens from infrastructure development and maintenance important to supporting key industries and regional travel
- Constrained financial resources
- Limited rail options, particularly passenger rail
- Growth and congestion, including from tourism
- Gaps in public transportation, bike and pedestrian systems
- Safety concerns from trailhead spillover, multimodal facility gaps, and aging infrastructure

- High transportation costs due to rural/dispersed nature of the region furthering inequity
- Long commutes, partially created by housing constraints
- Emergency preparedness to respond to extreme weather, natural and manmade disasters.
- Need to modernize and future-proof the transportation system (i.e. electric cars)
- Equitable access to transportation

STRATEGIES

	Collaborators	Timeline
4.1 Coordinate transportation <u>priorities and investments and align planning efforts among regional partners</u> to support the Mid-Columbia’s economies and communities.		
4.2 Advocate to enhance for federal, state and private investments into transportation <u>priorities</u> .		
4.7.1 Identify opportunities to advance regional transportation priorities in a potential Washington Transportation Package.	Local govts- counties, cities, ports, transportation providers	Current session
4.7.2 Pursue Federal Lands Access Program funding options.	TransLink and providers, Hist Hwy, DOTs	Next round
4.7.3 Identify and pursue opportunities through federal <u>infrastructure and transportation programs</u>	Local govts, Hist Hwy, Ports, DOTs	Current session
4.3 Maintain, preserve and enhance existing infrastructure, <u>while investing in modernization</u> to improve the transport of goods and movement of people.		
4.3.1 Improve connections between rail, air, highway, and river systems.	Regional airport, port, DOTs, FHWA	Long term

4.8.3 Commit resources to address facility modernization critical to the overall transportation system.	DOTs, counties, cities, Ports	Mid-long term
4.8.3 <u>Address the needs of the electrical grid to support increased electric vehicle usage.</u>	???	???
4.4 Identify, seek funding and complete priority highway, road and bridge transportation infrastructure projects.		
4.9.1 Participate in the Southwest Washington Regional Transportation Commission (RTC), Region 1 Area Commission on Transportation (ACT) and Lower John Day ACT to identify priority projects. Integrate annually to this strategy with regional project prioritization.	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	Immediate, ongoing
4.9.2 Focus on key corridors and market roads necessary for the transport of goods. Address bottlenecks on the road system and bi-state connections. <u>Consider regional funding models for local projects that have larger impacts.</u>	Local govts, ACT, SW WA RTC, TransLink and providers, MCEDD, DOTs	
4.9.3 <u>Focus on maintenance and replacement of all Columbia River crossings to address safety and business needs, while increasing bike and pedestrian connections.</u>	<u>Local govts, ACT, SW WA RTC, MCEDD, DOTs</u>	
4.10 Support regional airport <u>enhancements to regional air, water and rail infrastructure for cargo and passenger transport (locals and visitors).</u>		
4.10.1 Further develop the Columbia Gorge Regional Airport, serving key healthcare and tech businesses.	Col Gorge Regional Airport, Klickitat County, City TD, industry	Mid term
4.10.2 Identify opportunities to further Goldendale airport's potential as a distribution center.	City Goldendale, Klickitat County ec dev	Mid term
4.10.3 Support enhancements to the Hood River Jernstedt airport.	Port of Hood River	
<u>4.10.4 Enhance the Columbia River transportation system with docks for commerce and cruise ships.</u>	<u>Ports, MCEDD</u>	Mid-term

4.10.5 Advocate for facilities at Amtrak passenger rail stops <u>for cargo and passenger rail.</u>	Local governments- WA counties, cities, MCEDD	
4.10.6 Support an additional rail spur at the Port of Klickitat to support <u>business access.</u>	<u>Port of Klickitat</u>	
4.11 Enhance the Columbia River system transportation system (eg docks to support commerce and cruise ships)		
4.12 Increase access to cargo and passenger rail.		
4.13 Improve safety <u>for all users</u> of regional <u>and local</u> transportation networks.		
4.13.1 Pursue funding to conduct and implement a <u>Parking Management Plan to address parking in communities and at trailheads to distribute congestion.</u>	<u>WSDOT, ODOT, USFS, OPRD, WPRD, counties, cities, MCEDD, TransLink and providers</u>	???
4.13.1 Address parking issues, especially along Hwy 14 and at access points (e.g. trailheads) that impact safety.	<u>WSDOT, ODOT, USFS, OPRD, WPRD</u>	Mid term
4.13.2 Find funding to provide training for transit operators on <u>anti-bias and responding to violence.</u>	<u>MCEDD, transit providers</u>	
4.14 Increase capacity of regional transportation network with efficient and accessible bi-state transit options.		
4.14.1 Address priorities expressed in <u>transit plans, including Human Services Coordinated Transportation Plans, Wasco County Transit Development Plan, Hood River County Transit Master Plan Transportation Innovations outcomes, Community Health Improvement Plan.</u>	TransLink and providers, RTC	Immediate-long term
4.14.2 While there are practical limitations to dramatic increases in transit, focus on incremental and sustainable success on both the local and regional scale for transit both inter and intra community. Support implementation of Gorge Regional Transit Strategy Phase 2.	TransLink and providers, RTC, DOTs	Ongoing

4.14.3 Actively engage and follow-through with feasibility assessments for fixed route transit.	Local governments, providers	Long term
4.14.4 Further bolster the Gorge TransLink Alliance to support a seamless bi-state transit system.	TransLink Alliance and providers	Immediate-long term
4.14.5 Support transportation options programs through the Drive Less Connect . <u>Get There Oregon platform.</u>	MCEDD	Ongoing
4.14.6 Facilitate employment transportation needs; coordinating vanpools and pursuing transportation options.	MCEDD, Industry	Ongoing
4.14.7 Build awareness of available services.	TransLink, MCEDD , providers	Short term-Ongoing
4.14.7 <u>Increase equitable access to transit options among underserved populations.</u>	<u>TransLink, MCEDD , providers</u>	
4.14.8 <u>Support opportunities to integrate transit and transportation options into development projects.</u>	??	??
4.15 Provide <u>safe and complete</u> modal options with facilities for bicyclists and pedestrians.		
4.15.1 Support completion of the Historic Columbia River Highway trail.	Hist Hwy	Advocacy: immediate; completion: long term
4.15.2 Further facilitate Gorge Hubs facilities.	Gorge Hubs communities, Hist Hwy, MCEDD, ODOT	Short term
4.15.3 Assess opportunities and develop strategies for all bridges to enable bike/pedestrian access	Ports, DOTs	Long term
4.15.4 Complete a usage study for impact of pedestrian traffic and tourism.	TBD	Long term

4.16 <u>Invest in resiliency for the region to mitigate, adapt and plan for extreme weather, natural and manmade disasters.</u>		
<u>4.16.1 Enhance regional airports to support firefighting.</u>	<u>???</u>	<u>???</u>
<u>4.16.2 Develop plans for alternative routes across the Columbia River during emergencies.</u>	<u>???</u>	<u>???</u>
4.16.1 <u>Analyze county natural hazard mitigation plans for cross-community transportation coordination opportunities. Convene partners to develop regional solutions for transportation resiliency.</u>	??	??

Project Prioritization Criteria

- Connected to CEDS.
- Community Ranking.
- Economic Impact.
- Regional significance/impact.
- Geographic disbursement.
- Potential availability of funding sources.
- Readiness to proceed.
- Equitable outcomes.
- Increases resiliency.
- Future-thinking.

Connect Mid-Columbia Draft Project List -September 2021

Submitted by // Project	Plan // Project Details
Columbia River Gorge Commission	Climate Action Plan
Draft a Management Plan application requirement for recreation development/upgrades to describe the transportation opportunities, how the project can promote continuity of mult transport	Objective 3 in the revised plan: Improve linkages between different modes of transportation at major recreation sites in the National Scenic Area.) And/or require connection to existing trails networks to the max extent possible.
Investigate RIC updates to support/require parking management strategies	
Port of Hood River	
Hood River-White Salmon Interstate Bridge Replacement (all remaining phases)	
Capital Improvements and Repairs to Hood River-White Salmon Interstate Bridge	<ul style="list-style-type: none"> a. Wire Ropes Replacement b. Live Load Testing for Weight Limit on the Hood River-White Salmon Interstate Bridge c. Asphalt Rehabilitation/Pave on Oregon and Washington Approaches d. Weight Limit Structural Upgrades e. South Abutment Retaining Wall f. Replacement of Rack Pinion Shafts/Couplings g. Pier Cap Concrete Rehabilitation h. Replace Guard Rail/Rub Rail
E. Anchor Way and North First Street development	Lot 1 – Public Transit Hub, Utility relocation, street relocation and new street construction
Ken Jernstedt Airfield	<ul style="list-style-type: none"> a. Purchase/Install AV Gas Tank b. Construction of new commercial/industrial hangar c. Relocate wind sensor d. Construction of new maintenance/FBO hangar e. Paving for new tie-down area

	<p>f. N. T-Hangar block access paving Phase 1</p> <p>g. Glider access paving</p>
ODOT Region 4 STIP 2024 – 2027 (early planning stages for Lower John Day Area)	
US97	Moro – Grass Valley: pavement preservation and possible passing lanes (Sherman County)
US26	Wapinitia Junction – Warm Springs River: pavement preservation (Wasco County/CTWS Reservation)
North Central Culvert Corridor Project	Repair or replace critical and failing culverts (potentially includes work in both Wasco & Sherman Counties)
Mosier Streetscape	Scoping this for a possible Federal Lands Access Program grant application (due October 2021) to fund PE only for the full streetscape corridor. (Wasco County, obviously)
Wasco County (Parks & Rec. District) Mill Creek Greenway	This is already funded as a Local Program project through the Oregon Community Paths program. We aren't really scoping this, as the Parks District submitted preliminary plans and estimates with their funding application, but we are going to do a small internal scope and cost validation exercise. (Wasco County)
Celilo Frontage Rd Rail Crossing Improvements	Celilo Village: Improve safety at the rail crossing by installing lights and gates. (Wasco County)
US97 Seismic Corridor	Rock Fall: Landslide/rock fall mitigation to address the highest priority site(s) from rock fall in a seismic event, between MP 0.7 – 2.3. (Sherman County)
ODOT Region 1 STIP list – Hood River County Projects	
WaNaPa / Toll House Road	Intersection improvements needed to control turning movement, geometry, speeds, multimodal safety. \$4-6 M
I-84 EB Exit 62 to Mt. Adams Ave	Extend EB right turn lane, channelized connection to Mt. Adams Ave from I-84 off ram, etc \$4-6 M
Klickitat Valley Health	
Streamline development of housing in Goldendale and provide a reliable commuter bus system from Goldendale throughout the Gorge.	
Alternative fuel for the busses. Renewable Hydrogen fueling stations at the WWTP in Goldendale and in HR.	

Super cute bus stops designed w/ Gorge aesthetics.	
A viable off highway bike and hike network throughout the Gorge	
City of Cascade Locks CEDS Projects	
Forest Lane Reconstruction	
Gravel Pit Road Rebuild	
Herman Creek Lane Rebuild	
Build Atwell Lane	
WaNaPa/Tollhouse Road Roundabout	
Forest Lane/WaNaPa Roundabout	
I-84 Full Interchange Access on the East End of Town	
Cascade Locks Truck Route Improvements	
City of Stevenson – Transportation Improvement Plan	
Loop Road Grind and Inlay	Engineering, grind & inlay, stormwater
School Street Grind and Inlay	Engineering, grind & inlay, stormwater
Kanaka Creek Underpass Phase 1: SR 14 to Cascade Ave	Rebase, surface road, modify drainage, prime and chipseal
Kanaka Creek Underpass Phase 2: SR 14 to Cascade Ave	Improve Underpass bridge
Roosevelt Street Overlay	Engineering, sidewalks, stormdrain, overlay
Leavens Overlay	Remove/grind deteriorated sections of asphalt; add sidewalk on west side
Iman Loop-Iman Cemetery Sidewalk	Continue sidewalk and curbing
Storm water System Repair and Upgrade	Repair and upgrade failing storm water
Lakeview Street	Rebuild and pave Lakeview, improve storm drainage
Foster Creek Road	From Rock Creek Dr. to Ryan Allen Rd, acquire ROW
Chipseal Program	McEvoy Lane, Wisteria Way, Ridgecrest Dr
Loop Road Sidewalk	Construct Sidewalk between McEvoy & Bone Road
Chipseal	Vancouver Ave
Frank Johns Sidewalk	Construct new sidewalk along east side from Loop Rd to Second St
Monda Road	Straighten out the intersection
Vancouver Sidewalk East End	Install sidewalks and curbs

Rock Creek Bridge Replacement	Bridge Replacement
Chipseal	Major St, Hillcrest and E Loop Road
Chipseal	Lasher, Roselawn
Roselawn Avenue Overlay	Engineering, sidewalks, storm drain and ramps
Del Ray Avenue	Construct new road, sidewalks, street lights, storm drains
Columbia Avenue	Construct new road, sidewalks, street lights, and storm drains, relocating water and sewer lines
Russell Avenue Rebuild Phase 2	New Street lights, sidewalk & reconstruction
2021 CEDS Transportation Project List	Submitted By
Hood River Interstate Bridge	Port of Hood River
Bridge of the Gods Maintenance	Port of Cascade Locks
Columbia Avenue Realignment in Stevenson	Skamania County
First Street Traffic Calming & Sidewalk Pedestrian Path Connection in Stevenson	Skamania County
Stevenson –Upper Russell Avenue Upgrades	Skamania County
Wasco Road Resurfacing Project	Sherman County
Maple Street Improvements at Bingen Point Industrial Park	Klickitat County
Goldendale Municipal Airport Improvements	Klickitat County
Port of Cascade Locks Recreational Trail	Hood River County
City of Hood River Intersection Improvements – Rand/ Cascade, Oak/2nd	Hood River County
Fuel Farm Upgrades at Columbia Gorge Regional Airport	Wasco County
Maupin Donkey Trail	Wasco County

Mill Creek Greenway in The Dalles	Wasco County
Regional Transportation Plan for Klickitat County	
Hood River Bridge Replacement	
Reconstruct existing rural arterials to all-weather roads	
SR -14 Oaks to Maple	Roundabout or signalized intersection
SR -14 Downtown Bingen improvements	Radar speed sign, ped crossings, sidewalk
SR-97 / SR -14 Intersection Improvement	
SR -97 Passing Lane Study	Vicinity of Brooks Park to Ski-Lodge Rd
SR-14 Rockfall protection	
SR-14 Study for width and grade	SR 141 Alt to Dock Grade
SR-14 Lyle sidewalk and curbs	
SR-97 Study passing lanes	Near Little Klickitat River
SR-141 Study: Realignment of curves	White Salmon to Northwestern Lake Rd. Vic.
SR-197	Add left turn pocket, acceleration and deceleration lane from Dallesport to Dock Rd
SR-141	Design Sidewalk and curbs -- Ash St. to SE 10th St.
SR-142	Design Sidewalk and curbs --Klickitat Av. to Durkee Rd.
Regional Transportation Plan for Skamania County	
SR – 14 Phase 3: Realign curves	Marble Rd. to Salmon Falls Rd.
SR – 14 Bridge of the God	Improve Intersection
SR – 14 Hot Spring Way / Dam	Add WB deceleration and acceleration lanes
SR – 14 Rockfall protection	
SR – 14 Corridor Feasibility Study	One lane each direction with sharp curves
SR – 14 Tunnels 1-5	Feasibility Study: Lower grade by 6", ITS
SR – 14 Study: Extend WB Climbing Lane	Half Bridge to Prindle Rd.
SR – 14 Study: Widen shoulder to 4'	Countywide
SR – 14 Realignment	East of Smith- Cripe Rd.
SR – 14 Study: Intersection improvement	Cook-Underwood Intersection
Columbia River: Replace Public Dock	
SR – 14 Feasibility Study: Industrial Land Access	Stevenson Industrial Land

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Commission Memo



Prepared by: Michael McElwee
Date: September 21, 2021
Re: HDR Bridge Contract Task Order 12

The attached draft Task Order No. 12 would authorize the Port's bridge engineer, HDR Engineering, Inc., to carry out two inspection tasks related to the Bridge's existing water piers. They are summarized as follows:

Pier Cap & Bearing Inspection: There are 20 concrete water piers. Over the years the pier caps have experienced cracking. This is common in most all concrete, and certainly concrete of this age. The pier caps are inspected periodically, including as part of the two-year fracture critical inspection and notable cracks are filled with an epoxy/concrete mix. This fiscal year, funds were appropriated for a more detailed inspection of each pier cap. Engineers from HDR will document the size and extent of any cracks and prepare recommendations for follow-on maintenance actions. The engineers will also inspect each rocker bearing (steel members which provide the connection between bridge superstructure and pier) for proper orientation and wearing condition. Recommendations will be made for corrective actions as appropriate.

Underwater Pier/Footing Inspection: Inspection of the underwater portions of each pier occurs every two years by an ODOT dive team and a conditions report is transmitted to the Port. Over at least the last two inspection cycles, ODOT divers were unable to get a close inspection of some piers due to the presence of "ghost nets," tribal fishing nets that have wrapped around some piers at the river bottom. In 2019, the Port commissioned a more detailed dive inspection of piers 6 and 8 to evaluate pier conditions identified in the 2018 ODOT inspection.

In this inspection, subconsultant Cascade Dive Company will inspect Piers 5, 7, 10, 11, 12, 13, 15, and 20. HDR will evaluate the findings and provide a written report with recommendations. Divers will evaluate the existing ghost nets at Piers 7, 10, 12, and 15, and these will be removed by the divers if possible. Finally, divers will pothole downstream of the Pier 8 column to determine if prior-observed conditions extend below the mudline.

Both inspections are listed on the current Capital Maintenance Plan and are in the Port's FY 21/22 Adopted Budget.

RECOMMENDATION: Approve Task Order 12 to the Master Services Agreement with HDR Engineering, Inc. for bridge pier inspection services not to exceed \$81,305 plus reasonable reimbursable expenses.

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TASK ORDER 12

SCOPE OF SERVICES for Pier Inspections

September 7, 2021

This Task Order pertains to a **Personal Services Master Service Agreement**, (“**Agreement**”) by and between **Port of Hood River**, (“**Port**”), and **HDR Engineering, Inc.** (“**Consultant**”), dated June 17, 2015 (“the Agreement”), Amendment 1 dated July 21, 2017, Amendment 2 dated June 25, 2019, and Amendment 3 dated on July 3, 2021. Consultant shall perform Services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the Services described below.

PART 1.0 PROJECT DESCRIPTION & PURPOSE

This Task Order will provide for inspections and engineering evaluations of the existing river piers with regards to the cracking in the pier caps and the condition of truss bearings, as noted in the 2020 routine inspection report provided by ODOT, and underwater dive-inspections of selected piers to verify and evaluate conditions noted in recent ODOT underwater bridge inspections.

PART 2.0 SCOPE OF SERVICES

Task 1: Project Management & Administration

The Consultant will provide project management and contract administration for the services provided by the Consultant including project setup, invoicing and progress reports, client coordination, and quality control reviews of deliverables. Consultant will:

- Provide monthly invoices and progress reports to the Port and identify budget status and tasks performed to date during the billing period;
- Correspond with Port regarding contracts, billing, expenses, earned value, deliverables;
- Perform Quality Control (QC) reviews on all deliverables prior to submitting to Port.

Deliverables:

The following items will be delivered to the Port:

- Invoices and progress reports

Task 2: Pier Cap and Bearing Inspection

Consultant shall:

- Provide personnel and equipment to safely access and inspect Piers 1 through 20.
- Inspect and document the sizes and extent of cracks in the pier caps.
- Inspect rocker bearings for apparent binding or contact with gusset plates.
- Evaluate the vulnerability of bridge service of the observed findings and make recommendations for corrective actions as appropriate.

Assumptions

The following assumptions are made:

- All deliverables shall be electronic in MS Word, MS Excel, and/or PDF format.

- Expenses for printing, shipping, travel and lodging for this Task Order are reimbursable at cost. Any specific expenses over \$100 require prior approval.
- 4 days of field inspection plus travel estimated for 2-person rope access inspection team.
- Contract bid documents for approved rehabilitations to be developed as an amendment or separate task order.

Deliverables

The following items will be delivered to the Port:

- Technical Memorandum describing results of the inspection and recommendations for corrective action.

Task 3: Underwater Pier Inspection

Consultant shall:

- Provide personnel and equipment to safely conduct underwater dive inspections, through a subconsultant agreement with Cascade Dive Company, at Piers 5, 7, 10,11, 12, 13, 15, and 20.
- Existing gill netting at Piers 7, 10, 12, and 15, noted in prior ODOT inspection reports, will be evaluated and removed if deemed practical and safe by the divers. Inspection of the piers is dependent on divers’ evaluation of safe conditions due to the presence of the netting.
- Hand dig approximately two feet adjacent to downstream Pier 8 column to determine if damage continues below mudline to the extent observable.
- Provide coordination and information to dive inspection team for guidance on level of detail of inspections and data to collect.
- Provide video recordings of underwater inspections.
- Provide sketch elevation views and notations of the underwater inspection notes for each pier.

Assumptions

The following assumptions are made:

- Inspections will concentrate on the bases of the columns from mudline to approximately 6 feet above mudline.
- 5 days of 3-person dive crew plus mobilization estimated. If nets are non-threatening to the inspection they will be left in place to reduce cost.
- All deliverables shall be electronic in MS Word, MS Excel, and/or PDF format; videos in MPEG format.
- Expenses for printing, shipping, travel and lodging for this Task Order are reimbursable at cost. Any specific expenses over \$100 require prior approval.
- Subconsultant expenses will be according to the rates noted in proposal for inspection.
- Permits to conduct the inspections are not required.

Deliverables

The following items will be delivered to the Port:

- Technical Memorandum describing results of the inspection, pier sketches, and dive inspection videos.

PART 3.0 PORT’S RESPONSIBILITIES:

Port shall provide access to Port properties as needed, including traffic control on the bridge, and be available for mutually agreed upon times for site visits.

Port will provide Notice to Mariners as required by US Coast Guard.

PART 4.0 PERIODS OF SERVICE:

All work shall be completed by December 31, 2021.

PART 5.0 PAYMENTS TO CONSULTANT:

The total fees for labor and expenses for this Task Order Amendment shall be a not-to-exceed amount of **\$81,305.00** (\$53,305 HDR; \$28,000 Cascade Dive), billed monthly based on actual staff hours expended, actual staff hourly rates times a multiplier of 2.95. Expenses billable to the project and in conformance with the Agreement will be reimbursed at cost and are included in the total not-to-exceed amount.

This Task Order is executed this _____ day of _____, 2021.

PORT OF HOOD RIVER
"Port"

HDR ENGINEERING, INC.
"Consultant"

BY: _____

BY: _____

NAME: Michael S. McElwee

NAME: Tracy Ellwein

TITLE: Executive Director

TITLE: Vice President

ADDRESS: 1000 E. Port Marina Drive
Hood River, Oregon 97031

1050 SW 6th Ave
Suite 1800
Portland, OR 97204

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August 30, 2021

Mark Libby
HDR Inc.
1050 SW 6th Ave.
Portland, OR

RE: Hood River Bridge Underwater Pier Inspection

Mark,

Our proposal includes mobilization and five (5) Days of diving.
We would schedule these piers per your priority rating.
Piers 7, 10, 12 & 15 include net removal as needed to gain access to Inspection area.
Piers 11, 5, 13, & 20 to follow and ending at pier 8 where we would hand dig as long as bottom
time allows to investigate how deep scour/voids extend.

Any netting removed will be disposed of at a landside landfill.
Any other obstructions not anticipated will be logged, videoed and removed if the task doesn't
interfere in our five (5) day schedule.
If the client wants to develop a different priority schedule we can accommodate that also.

Three Man surface supplied dive team with equipment 8 hour day	\$5115.00 per day
Mobilization	\$2204.00
Overtime Hour Rate	\$690.00 per hour

Regards,

Joe Pick
Cascade Dive Co
(503) 819-5932

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