PORT OF HOOD RIVER COMMISSION
AGENDA
Tuesday, July 13, 2021
Marina Center Boardroom

5:00 P.M.
Regular Session

1. Call to Order
   a. Modifications, Additions to Agenda
   b. Oath of Office – Commissioners Ben Sheppard, Heather Gehring, and Mike Fox *(Patty Rosas, Notary Public, Page 3)*
   c. Election of Officers *(Genevieve Scholl, Page 9)*

2. Public Comment (5 minutes per person per subject; 30 minute limit)
   (Written Public Comment Received, Page 11)

3. Consent Agenda
   a. Approve Minutes from the June 1 and June 22 Regular Session Meetings *(Maria Diaz, Page 13)*
   b. Approve Reappointment of Columbia River Insurance as Insurance Agent of Record for FY 2021-22 *(Fred Kowell – Page 25)*
   c. Approve Reappointment of Pauly Rogers and Company, P.C. as Auditor for FY 2021-22 *(Fred Kowell – Page 25)*
   d. Approve Consent to Assignment of Ground Lease from Gorge Leasing to Western Antique Automobile and Airplane Museum *(Michael McElwee, Page 27)*
   e. Approve Lease with 48 Substrate, Inc. in the Big 7 Building *(Greg Hagbery, Page 35)*
   f. Ratify Amendment No. 6 to Lease with Wy'East Labs at the Timber Incubator Building *(Greg Hagbery, Page 49)*
   g. Ratify COAR grant agreement with the Oregon Department of Aviation for Fuel Tank Replacement at the Airport *(Fred Kowell, Page 53)*
   h. Approve purchase of a Kyocera TA6053ci in the amount of $12,276 from Solutions/Yes *(Fred Kowell, Page 73)*
   i. Approve Accounts Payable with Jaques Sharp in the Amount of $9,275 *(Fred Kowell, Page 83)*

4. Informational Reports – *(Provided for information only, unless discussion requested by Commissioner)*
   a. Bridge Replacement Project Update *(Kevin Greenwood, Page 87)*
   b. Financial Report for the 11 Months Ended May 30, 2021 *(Fred Kowell – Page 99)*
   c. Grants Awarded Summary *(Genevieve Scholl, Page 109)*

5. Presentations & Discussion Items
   a. Bridge Lift Span Inspection Report – Paul Bandlow, Wiss Janey *(Michael McElwee, Page 113)*
   b. Bridge North Ramp Overlay Report – Harvey Coffman, Coffman Engineers *(Michael McElwee, Page 115)*
   c. Bridge Weight Limit Analysis & Recommendations – Mark Libby, HDR Engineering *(Michael McElwee, Page 161)*
   d. Waterfront Recreation & Safety *(Genevieve Scholl, Page 199)*
   e. Commissioner Committee Assignments *(Genevieve Scholl, Page 203)*

6. Executive Director Report *(Michael McElwee, Page 209)*

7. Commissioner, Committee Reports

a. Bridge Replacement Bi-State Working Group, July 12 *(Chapman)*
b. Urban Renewal Agency, July 12 *(Streich)*

8. Action Items
   a. Approve Grant Agreement with Oregon State Marine Board for Boat Launch Float Replacement Project *(Daryl Stafford, Page 221)*

9. Commission Call

---

10. Executive Session under ORS 192.660(2)(e) real estate negotiations.

11. Possible Action

12. 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

OATH OF COMMISSIONER

STATE OF OREGON)
)ss.
County of Hood River)

I, BEN SHEPPARD, do solemnly swear that I will support the Constitution and laws of the United States of America and the State of Oregon, and will execute the duties of the office of Commissioner of the Port of Hood River to which I have been elected.

_____

Ben Sheppard

Subscribed and sworn to before me on this 13th day of July, 2021

_____

Patty Rosas

Notary Public for Oregon

My Commission Expires _____

This page intentionally left blank.

PORT OF HOOD RIVER

OATH OF COMMISSIONER

STATE OF OREGON)
)ss.
County of Hood River)

I, MIKE FOX, do solemnly swear that I will support the Constitution and laws of the United States of America and the State of Oregon, and will execute the duties of the office of Commissioner of the Port of Hood River to which I have been elected.

_____

Mike Fox

Subscribed and sworn to before me on this 13th day of July, 2021

_____

Patty Rosas

Notary Public for Oregon

My Commission Expires _____

This page intentionally left blank.

PORT OF HOOD RIVER

OATH OF COMMISSIONER

STATE OF OREGON)
)ss.
County of Hood River)

I, HEATHER GEHRING, do solemnly swear that I will support the Constitution and laws of the United States of America and the State of Oregon, and will execute the duties of the office of Commissioner of the Port of Hood River to which I have been elected.

_____

Heather Gehring

Subscribed and sworn to before me on this 13th day of July, 2021

_____

Patty Rosas

Notary Public for Oregon

My Commission Expires _____

This page intentionally left blank.

Commission Memo

Prepared by: Genevieve Scholl
Date: July 13, 2021
Re: Election of Officers for FY 2021-22

Port Governance Policy requires the election of officers at the first meeting in July, or at a subsequent meeting at the discretion of the Commission.

Officers elected for FY 2020-21 were:

President – John Everitt (second term)
Vice President – Ben Sheppard
Secretary – David Meriwether
Treasurer – Kristi Chapman

Staff recommends the Commission make nominations and hold elections for Commission officers for FY 21-22 during the July 13 meeting.

RECOMMENDATION: Discussion.

This page intentionally left blank.

From: Stephanie Pate
To: porthr@gorge.net; Daryl Stafford
Subject: Waterfront Concern
Date: Thursday, July 8, 2021 9:17:34 AM

Dear Port of Hood River Commissioners,

I wanted to voice a concern about the mass of unsupervised young teens gathering at Nichols Basin on a daily basis. We are locals and have attempted to enjoy Nichols Basin with our family multiple times over the last few weeks only to be assaulted by a mass of teenagers constantly yelling out obscenities to each other and anyone that dares look in their direction. They are under zero parental supervision and are diving into the water from areas with No Diving signs and making the atmosphere extremely uncomfortable for adults and families with young children who are just trying to enjoy nature for a bit. My children are older teenagers and even they have been extremely put off by the poor behavior displayed down there.

I recognize many of the kids as locals which means we can't blame the tourists. They're jumping off picnic tables and leaving trash all over. I am not advocating for them not to be allowed down there. However, there needs to be some sort of supervision or at least occasional Port presence so that they see it is not a free for all. The Lord of the Flies atmosphere down there is really not what I think the Port is hoping for.

I felt it necessary to say something considering the recent drowning in that exact location and just our overall desire for it to be a place that everyone gets to enjoy.

Sincerely,

Stephanie Pate
541-340-9607

This page intentionally left blank.

Port of Hood River Commission
Meeting Minutes of June 1, 2021 Regular Session
Via Remote Video Teleconference & 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 David Meriwether, Kristi Chapman, John Everett, Legal Counsel: Jerry Jaques, Anna Cavaleri. From staff: Michael McElwee, Kevin Greenwood, Daryl Stafford, Fred Kowell, Genevieve Scholl. Guests: Brad Boswell, Hal Hiemstra, Dan Bates, Miles Pengilly.
Absent: Ben Sheppard, Hoby Streich
Media: Gail Oberst, Columbia Gorge News

1. **CALL TO ORDER:** President John Everitt called the meeting to order at 5:24 pm. President Everitt opened the public hearing on the Approved Budget for Fiscal Year 2021-2022.

a. Modifications or additions to the agenda: None
b. Public Comment: **None**

2. CONSENT AGENDA:

a. Approve Amendment No. 1 to Lease with Roam & Shelter LLC in the Big & Building

Motion: Approve the Consent Agenda
Move: Meriwether
Second: Chapman
Discussion: None
Vote: Unanimous

3. INFORMATIONAL REPORTS:

a. Bridge Replacement Project Update: 4(f) Letters X2- Commission consensus Port Director signature of Letters of Concurrence from ODOT, review of the FEIS Land Use Chapter and the Financing Overview prepared by Steve Siegel.
b. Financial Report for the 10 Months Ended April 30, 2021

4. PRESENTATION AND DISCUSSION ITEMS:

a. Federal Advocacy Report, Hal Hiemstra, Summit Strategies

Kevin Greenwood made brief introduction of government affairs consultants Hal Hiemstra, Summit Strategies, and Dan Bates and Miles Pengilly of Thorn Run Partners in Salem, and finally Brad Boswell of Boswell Consulting in Olympia

Mr. Hiemstra reported on the efforts by staff and our congressional delegation in one of the most significant accomplishments at the federal level for the bridge replacement project - the $5 million BUILD grant award. Hiemstra mentioned the massive infrastructure spending package presented by President Biden and the reauthorization infrastructure bill under Congressman Peter Defazio. Hiemstra noted the likelihood of the Port's two requests for project funding of

$400,000 for Lot 1 and $200,00 for light industrial hangar at the Airport are pending with Senators Wyden and Merkley. Hiemstra noted they will remain consistent in the messaging about the need to replace the bridge and will take on opportunities for funding to other projects like the E. Anchor Way extension project and the Airfield project. Greenwood asked if Jaime Herrera Buetler received the $5 million request from the Klickitat County representatives. Hiemstra noted that under Herrera's $20 million request; the Hood River Bridge is included.
Mr. Bates described what Thorn Run have been looking forward to in the next year in the Oregon legislature. He said it was important to highlight the Port's two great champions in the legislature: Senator Chuck Thompson and Representative Anna Williams. He noted senator Thompson's been working on the bridge in the Senate for years, including the 2017 funding for Phase One and building this past year the case for funding for Phase Two. Bates noted they had spent the past year mounting a campaign working with members of the joint transportation committee as well as the Ways and Means committee. Bates described as part of the effort they have spent the last year by helping build the momentum for a new infrastructure package in Oregon and using the Port as a great example of why more investment is needed in infrastructure in Oregon. He noted the other work they've been doing on the bridge is setting the groundwork for understanding the need for governance work on the bridge and authorizing language in Oregon/Washington. Bates noted a significant level of support from other Oregon members on how important this project is. Other projects Bates mentioned they have focused on are the E. Anchor Way extension and the Commercial Hanger project. Bates highlighted the work on developing the governance issues, working with the folks in Washington and Brad Boswell to develop legislation that will define the governance that will require authorizing language. They will continue to look for opportunities for economic development projects, other projects that the Port finds critical to its need in funding opportunities in the legislature.

Mr. Boswell noted they were able to solidify and make clear $5 million appropriated out of the Washington state transportation budget to Klickitat County to help fund the ongoing bridge replacement project. Boswell described Washington just like Oregon is actively working on a much broader transportation package where they have identified in the Senate side within that transportation package between $100 and $150 million.

b. Staff Reorganization Planning

McElwee presented a potential new organization chart for Commission review. McElwee noted from the top of the standard organizational chart the new positions and changes to some existing positions demarcated in blue starting with Deputy Director. This position is likely internal recruitment. The intent to identify someone who can begin to take on some of the additional responsibilities associated with the Executive director. McElwee then described the next new position of Contract Administrator. It intends to consolidate contract management support for for multiple management positions and assist on the records and the filing and other administrative tasks. McElwee lastly noted the new position in the facilities department, and the addition of a full-time crew member to support the tremendous workload that has continued to

increase over the last five years. McElwee noted potential new future position of assistant finance manager, one that is not or would not be filled in the near term, but that it would be a position on the chart that will depend on Fred's direction. McElwee finally described the Facility Manager's roles and responsibilities changes with a new title and modest salary change. The currently named "Lead Man" position would change the title and take on more of the current responsibilities. McElwee describes and recommended the transition date to likely be in January of 2022.

5. EXECUTIVE DIRECTOR REPORT:

McElwee noted the June 22nd meeting to be the last meeting for Commissioners Everitt and Meriwether. McElwee sought interest from Commission to resume in-person meetings. Commissioner Chapman noted she would be okay with the in-person meetings but would like to get absent Commissioners' opinions before moving forward. McElwee presented illustrative drawings of the modification to the front office. He noted the work could be done in the next month and described it is intended to solve the challenges with noise and health concerns. McElwee noted Greg Hagbery has accepted the position of Property/Development Manager. McElwee tentatively scheduled a special work session meeting on July 13th for a 90-minute SDAO board training session facilitated by George Dunkel. McElwee noted the approval of the OSMB grant to upgrade the approach ramps at the Marina boat launch docks and noted Daryl Stafford would attend the OSMB committee meeting to represent the Port and answer any questions. McElwee finally mentioned the Port has received two responses to the Request for Qualifications (RFQ) from firms interested in the long-term contract for Engineering services at the Airport. The evaluation process will take place over the next several weeks with the intent of bringing a contract to the July 13th meeting and noted a Commissioner will be needed to review process.

6. COMISSIONER, COMMITTEE REPORTS:

a. Bridge Replacement Bi-State Working Group, May 19- Everitt, Chapman

Chapman reported that things are moving along well, and she feels that the group is moving in the right direction and asking the right questions. President Everitt noted everyone is really dedicated to establishing the Bi-State Bridge Authority governance model. Everitt also noted as a key takeaway from the meeting was Senator King highlighting the $5 million in Washington state funding now available. Everitt added the Port's representation on the Bi-State Working Group would change with his retirement and the importance of the Port Commission continuing to support the work of the committee.

b. Urban Renewal Agency, May 20 - Streich, Meriwether

Commissioner Meriwether noted there were two urban renewal meetings in May. The first one was the regular meeting. It dealt with a business item for the urban renewal agency to borrow $750,000 from the city of Hood River to pay for a large portion of the stormwater work done

concerning Hood River distillers.

c. **Airport Advisory Committee, May 27- Streich**

McElwee reported on two AAC meetings that took place in May. He noted the first one was focused on the Strategic Business Plan with good input and resulting modifications. He said the second meeting focused some of the time to review the modifications to the Plan. He reported the rest of the meeting focused on the topic of Ken Musser retiring from the committee and Dave Koebel selected as the new chair, Tor Bieker was selected as assistant chair.

7. ACTION ITEMS:

a. Endorse Bridge Replacement Bi-State Working Group Strategy Principles
Motion: Endorse Bridge Replacement Bi-State Working Group Strategy Principles.

Move:	Chapman
Second:	Meriwether
Discussion:	None
Vote:	Unanimous

b. Approve Modifications, Additions to the FY 2021-22 Budget
Motion: Approve Modifications, Additions to the FY 2021-2022 Budget

Move:	Meriwether
Second:	Chapman
Discussion:	None
Vote:	Unanimous

c. Approve Amendment to contract with KPFF Engineering for Conceptual Engineering of N. 1st Street subject to legal counsel review.
Motion: Approve Amendment to contract with KPFF Engineering for Conceptual Engineering of N. 1st Street subject to legal counsel review.

Move:	Meriwether
Second:	Chapman
Discussion:	None
Vote:	Unanimous

8. COMMISSION CALL: None

9. EXECUTIVE SESSION: President John Everitt recessed Regular Session at 6:48 pm to call the Commission into Executive Session under ORS 192.660(2)(e) Real Estate Negotiations, ORS 192.660(2)(h) Consultation with legal counsel regarding current litigation or litigation likely to be filed.

10. POSSIBLE ACTION: None.

11. ADJOURN

Motion: Motion to adjourn the meeting
Vote: Unanimous
MOTION CARRIED

The meeting adjourned at 7:00 *p.m.*

Respectfully submitted,

_____
Maria Diaz

ATTEST:

_____
John Everitt, President

_____
David Meriwether, Secretary

This page intentionally left blank.

Port of Hood River Commission
Meeting Minutes of June 22, 2021 Regular Session
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 David Meriwether, Kristi Chapman, John Everett, Ben Sheppard, Hoby Streich (via telephone). Legal Counsel: Jerry Jaques, Anna Cavalieri. From staff: Michael McElwee, Kevin Greenwood, Daryl Stafford, Fred Kowell, Genevieve Scholl, Greg Hagbery.
Absent: None.
Media: None.

1. CALL TO ORDER: President John Everitt calls meeting to order at 5:01 pm.

a. Retirement Presentation: President John Everitt and Commissioner David Meriwether
McElwee acknowledged and expressed appreciation to Commissioner Meriwether for 20 years of public service, and his 4 years on the Commission. McElwee then acknowledged the service and leadership of President Everitt and thanked him for his hard work on behalf of the Port. Commissioner Meriwether expressed gratitude to staff and his colleagues and stated it was a pleasure of working as Commissioner. Commissioner Everitt commented his service has been a "wonderful journey" and thanked staff and his fellow Commissioners for the experience.

b. Introduction of Greg Hagbery, Port Property & Development Manager
McElwee introduced Greg Hagbery as the new Port Property & Development Manager.

c. Modifications, Additions to Agenda:
1. Move Action d. and e. up to a. and b.
2. Move Consent items i. and k. to Action Items.

d. Public Comment: None.

2. CONSENT AGENDA:
a. Approve Minutes from the April 6, April 20, and May 18 Regular Session Meetings
b. Authorize Execution of Employment Agreement with Kevin Greenwood for Bridge Replacement Project Management Services
c. Authorize Amendment No. 3 to Master Services Agreement with HDR Engineering, Inc. for bridge engineering services
d. Approve Amendment No. 1 to Task Order No. 10 to the Master Personal Services Agreement with HDR Engineering, Inc. for On-call Engineering Services
e. Approve Amendment No. 1 to Task Order 11 to the Master Services Agreement with HDR Engineering, Inc. for Engineering Services Related to Bridge Weight Limit

f. Approve Contracts with Boswell Consulting, Thorn Run Partners, and Summit Strategies for State and Federal Lobbying Services
g. Approve Resolution Number 2020-21-6 Authorizing the Extension of Enterprise Zone Designation
h. Approve Amendment No. 5 to Contract with HRT Security for Security Services at Port Waterfront Properties
i. Authorize Amendment No. 1 to contract with Wiss, Janey, Elstner Associates, Inc. for lift span inspection services
j. Approve Accounts Payable with Jaques Sharp in the Amount of $8,451.50

Motion: Approve Consent Agenda
Move: Meriwether
Second: Chapman
Discussion: None
Vote: Unanimous

3. INFORMATIONAL REPORTS:

a. Bridge Replacement Project – accepted.

4. PRESENTATION AND DISCUSSION ITEMS:

a. 2021-2026 Strategic Business Plan Final Draft Review

Genevieve Scholl presented the final text draft of the 2021-2026 Strategic Business Plan and noted that approval of the draft is an Action Item on the agenda. She requested Commission discussion and edits to the draft. The Commission recommended two minor changes to the text.

5. EXECUTIVE DIRECTOR REPORT: McElwee provided a verbal report, highlighting the Hood River Energy Council policy question; meetings with congressional staff members related to federal funding requests for the bridge, airport, and waterfront; meetings with Commissioners-elect Fox and Gehring; and 4th of July preparations on the waterfront. He also noted the poignant ribbon cutting ceremony for the Steve Gates Remembrance installation near Frog Beach. He and Daryl Stafford noted the approval of a grant from Oregon State Marine Board in the amount of $132,300, 45% of the cost to replace the boarding ramps at the Marina Boat Launch.

6. COMISSIONER, COMMITTEE REPORTS:

a. Bridge Replacement Bi-State Working Group, May 19 - Everitt, Chapman provided their report.
b. Urban Renewal Agency, May 20 - Streich, Meriwether provided their report.
c. Airport Advisory Committee, May 27 – Michael McElwee provided the report.

7. ACTION ITEMS:

a. Approve Resolution Number 2020-21-4 Authorizing the FY 2020-2021 Budget Transfer

Motion: Approve Resolution Number 2020-21-4 Authorizing the FY 2020-2021 Budget Transfer

Move: Meriwether
Second: Sheppard
Discussion: None
Vote: Unanimous

b. Approve Resolution Number 2020-21-5 Adopting the FY 2021-2022 Budget

Motion: Approve Resolution Number 2020-21-5 Adopting the FY 2021-2022 Budget

Move: Sheppard
Second: Meriwether
Discussion: None
Vote: Unanimous

c. Approve 2021-2026 Strategic Business Plan

Motion: Approve 2021-2026 Strategic Business Plan as amended.

Move: Chapman
Second: Sheppard
Discussion: None
Vote: Unanimous

d. Approve Amendment to Task Order 1 Maintenance and Service Agreement with PSquare LLC for ongoing maintenance, support, PCI compliance and project management of the BreezeBy Electric Tolling System, not to exceed $198,000 subject to legal council

Motion: Approve Amendment to Task Order 1 Maintenance and Service Agreement with PSquare LLC for ongoing maintenance, support, PCI compliance and project management of the BreezeBy Electric Tolling System, not to exceed $198,000 subject to legal council

Move: Meriwether
Second: Chapman
Discussion: None
Vote: Unanimous

e. Approve FBO Agreement, Ground Lease, and Hangar Lease with Hood Tech Corp., Aero Inc. at the Ken Jernstedt Airfield

Motion: Approve FBO Agreement, Ground Lease, and Hangar Lease with Hood Tech Corp., Aero Inc. at the Ken Jernstedt Airfield

Move: None.
Second: None.

Discussion: Commissioner Streich requested the item be tabled to a later meeting and proposed scheduling a special work session meeting with consultant Mike Davis to receive more information, after the installation of the new Commissioners.
Vote: None.

f. Approve through the Fence Airport Access Agreements for properties located at 1688, 1696, and 1704 Orchard Road in Hood River subject to legal counsel review, and direct legal counsel to insert termination clause provision.

Motion: Approve through the Fence Airport Access Agreements for properties located at 1688, 1696, and 1704 Orchard Road in Hood River subject to legal counsel review and direct legal counsel to insert termination clause provision.
Move: Meriwether
Second: Sheppard
Discussion: Commissioner Streich expressed his disapproval of Through the Fence Agreements generally and to these specifically, highlighting his serious concerns for safety and urging the Commission to pursue total fencing enclosure for the Airport during the next FAA CIP request in September.
Vote: Everitt- Aye
Sheppard- Aye
Chapman- Aye
Meriwether- Aye
Streich- Nay

Motion: Direct staff to include installation of total enclosure fencing at the Ken Jernstedt Airfield in the September 2021 FAA CIP request, and to provide a cost analysis and feasibility report to the Commission prior to submission.
Move: Meriwether
Second: Chapman
Discussion: None
Vote: Unanimous

g. Approve Kapsch TraffiCom USA maintenance contract for electronic tolling system hardware in the amount of $47,708

Motion: Approve Kapsch TraffiCom USA maintenance contract for electronic tolling system hardware in the amount of $47,708.
Move: Meriwether
Second: Chapman
Discussion: None
Vote: Unanimous

8. COMMISSION CALL: None

9. EXECUTIVE SESSION: President John Everitt recessed Regular Session at 6:56 pm to call the Commission into Executive Session under ORS 192.660(2)(e) Real Estate Negotiations, ORS 192.660(2)(i) to review and evaluate the employment-related performance of the chief executive officer.

10. POSSIBLE ACTION: None.

11. ADJOURN

Motion: Motion to adjourn the meeting
Vote: Unanimous
MOTION CARRIED

The meeting adjourned at 8:30 p.m.

Respectfully submitted,

_____
Maria Diaz

ATTEST:

_____
John Everitt, President

_____
David Meriwether, Secretary

This page intentionally left blank.

Commission Memo

Prepared by: Fred Kowell
Date: July 13, 2021
Re: Annual Reappointments – Legal Counsel, Auditor, Insurance Agent of Record

Legal Counsel Reappointment -- Section 15 of the Port's Governance Policy states an attorney shall be selected by the Commission and that the adequacy and cost/benefit of legal counsel shall be reviewed every five years (or fewer if circumstances so dictate). The Commission approved a Legal Services Agreement with Jaques Sharp Attorneys at Law ("Jaques") at the January 6, 2015 meeting and this Agreement is valid until terminated by either party. No action is required at this time to reappoint Jaques.

Auditor Reappointment -- Section 16 of the Governance Policy states an auditor shall be selected and appointed by the Commission and retained on a yearly retainer fee; and that the adequacy and cost/benefit of the auditor shall be reviewed every five years or fewer if circumstances dictate. Pauly Rogers and Company, P.C. was retained in 2012 to audit the Port's financial statements for the fiscal years ending June 30, 2012 through June 30, 2014, with options to audit financial statements for each of the three subsequent fiscal years. The reappointment provides an opportunity for the Commission to have a discussion with staff regarding audit services that are provided to the Port. Action to reappoint Pauly Rogers and Company, P.C. as the Port's audit firm for FY 2020-21 is recommended.

Insurance Agent of Record Reappointment – Section 17 of the Governance Policy states an Insurance Agent(s) of Record shall be selected and appointed by the Commission. The section further states that Requests for Proposals ("RFP") shall be solicited every five years. Columbia River Insurance ("CRI") has served as the Port's insurance agent for many years. During this fiscal year, the Commission will need to consider giving direction to the Executive Director and/or the President regarding a RFP solicitation. Until that direction is received, staff recommends reappointing CRI as the Port's insurance agent for FY 2020-21.

RECOMMENDATIONS:

1. Approve reappointment of Columbia River Insurance as Insurance Agent-of-Record for FY 2021-22.

2. Approve reappointment of Pauly Rogers and Company, P.C. as Auditor for FY 2021-22.

This page intentionally left blank.

Commission Memo

Prepared by: Michael McElwee
Date: July 13, 2021
Re: Hangar Lease Assignment

In October 1976, the Port entered into a long-term ground lease with Columbia Gorge Leasing ("CGL") at the Ken Jernstedt Airfield. The lease allowed for 25 three-year renewal option terms after the original term expired in 1983 for a total potential duration of 82 years. CGL has been current in all respects with the requirements of the lease and subsequent amendments since 1976.

The leasehold property is located on the south side of the Airfield and approximately 18,000 s.f. in size. Around 1977, CGL constructed a 3-bay hangar of about 15,000 s.f. The hangar is large enough to house several aircraft at one time and currently three planes are hangared there. See aerial photo below for property location.

At this time, CGL wishes to assign the leasehold rights to the Western Antique Airplane and Automobile Museum (WAAAM), a non-profit organization located on the northeast quadrant of the Airfield. The lease allows for such an assignment subject to Port Commission approval.

Attached is agreement whereby CGL assigns the land lease and the improvements thereon to WAAAM. Note that the first part of the agreement requires WAAAM to accept the lease and the second part is for the Port to give consent to the assignment. The agreement has not yet been reviewed by the Port's General Counsel and there may be some additional changes.

It is likely that a transfer ownership of the hangar by WAAAM could result in more active use of the hangar which would be a positive change. The hangar has not been utilized to any great extent in several years.

RECOMMENDATION: Approve Assignment and Assumption of Ground Lease at the Ken Jernstedt Airfield subject to legal counsel review and Executive Director approval.

This page intentionally left blank.

ASSIGNMENT AND ASSUMPTION OF GROUND LEASE

This Assignment and Assumption of Ground Lease ("**Assignment**") is made as of _____, 2021 (the "**Effective Date**") between Gorge Leasing Co., a Washington corporation ("**Assignor**") and Western Antique Aero Plane & Automobile Museum, an Oregon nonprofit corporation ("**Assignee**").

Recitals

A. Assignor is the owner of an airplane hangar located at the Ken Jernstedt Airfield at the Hood River Airport in Hood River, Oregon.

B. Assignor is a party to an Indenture of Lease dated October 18, 1976 with the Port of Hood River ("**Landlord**"), as amended most recently by that certain Renewal of Lease dated May 27, 2021 (collectively, the "**Ground Lease**"), regarding the real property at the Ken Jernstedt Airfield upon which the airplane hangar sits. A copy of the Ground Lease is attached as Exhibit A to this Assignment.

C. Assignor and Assignee are parties to a Donation Agreement dated July [___], 2021 pursuant to which ownership of the airplane hangar will be transferred by the Assignor to the Assignee on the Effective Date (the "**Transaction**"). In connection with the Transaction, the Assignor desires to transfer the Ground Lease to Assignee, and Assignee desires to assume and perform the Ground Lease subject to the terms thereof contingent on the closing of the Transaction.

Agreement

In consideration of the mutual promises of the parties set forth in this Assignment, and other value received, the parties agree as follows:

1. **Assignment of Ground Lease.** Assignor hereby grants, transfers, and assigns to Assignee all of Assignor's right, title and interest in and to the Ground Lease, effective as of the Effective Date.

2. **Acceptance of Assignment and Indemnity.** Effective as of the Effective Date, Assignee hereby accepts such assignment of the Leases and hereby unconditionally assumes and agrees to perform all obligations of Assignor under the Ground Lease in accordance with the terms of the Ground Leases and agrees to indemnify Assignor against and hold Assignor harmless from any and all costs, liability, loss, damage, or expense, including, without limitation, reasonable attorneys' fees to the extent resulting from the Assignee's failure to satisfy its obligations under the Ground Lease on or after the Effective Date.

3. **Legal Expenses.** If either party to this Assignment brings suit or otherwise becomes involved in any legal proceedings seeking to enforce the terms of this Assignment, or to recover damages for their breach, the prevailing party shall be entitled to recover its

costs and expenses (including fees of attorneys, expert witnesses, accountants, court reporters and others) incurred in connection therewith including all such costs and expenses incurred: (a) in trial and appellate court proceedings, (b) in connection with any and all counterclaims asserted by one party to this Assignment against another whether or not such counterclaims arise out of or are otherwise related to this Assignment, (c) in bankruptcy or other insolvency proceedings, and (d) in post-judgment collection proceedings.

4. **Successors and Assigns**. This Assignment shall be binding upon and inure to the benefit of Assignor and Assignee and their respective successors and assigns.

5. **Power and Authority**. Each party represents and warrants to the other that it is fully empowered and authorized to execute and deliver this Assignment, and the individual signing this Assignment on behalf of such party represents and warrants to the other party that he is fully empowered and authorized to do so.

6. **Governing Law**. This Assignment shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflict of law.

7. **Counterparts**. This Assignment may be (i) executed in counterparts (including by facsimile or pdf or other similar medium), each one of which shall be deemed an original and all of which together shall constitute one and the same Agreement, and (ii) signed by any party under hand or by way of an electronic signature or by a signature or representation of a signature affixed by electronic means.

8. **Reference to Ground Lease**. This Assignment is made pursuant to the section of the Ground Lease titled "Right of Assignment". Landlord is joining in this Assignment solely for the purpose of evidencing Landlord's consent hereto pursuant that section of the Ground Lease titled "Right of Assignment".

[*Remainder of page intentionally left blank; signatures follow*]

IN WITNESS WHEREOF, the parties have caused this Assignment to be duly executed as of the Effective Date.

Gorge Leasing Co.:

_____
Jeff Webber
President

Western Antique Aero Plane
& Automobile Museum

_____
Terry Brandt
Board Chair[*Landlord's Consent Follows on Next Page*]

CONSENT BY LANDLORD

The undersigned Landlord hereby consents to the foregoing Assignment and Assumption of Ground Lease and confirms that (i) the Ground Lease is in full force and effect and unmodified, (ii) Assignor is not in default under any term, condition or covenant of the Ground Lease, and (iii) the Ground Lease and the real property (but not the improvements thereon) subject to the Ground Lease are free and clear of any liens, encumbrances and similar adverse claims.

Port of Hood River

By:_____
Name:
Title:

Exhibit A to Assignment and Assumption Agreement

Ground Lease

[see attached]

This page intentionally left blank.

Commission Memo

Prepared by: Greg Hagbery
Date: July 13, 2021
Re: 48 Substrate Inc. - Lease

---

48 Substrate is manufacturer and distributor of gourmet mushroom substrate growing kits, led by Andreas Juen. They take a proprietary composition of raw ingredients (Millet, Coco Husk, Vermiculite, Gypsum) and mix onsite with a specialized mushroom substrate. Individual 5lb bags are then sterilized and packaged for delivery to retailers. Excessive odors are not a biproduct of this process. They also sell ancillary lab supplies and accessories for home based and commercial producers.

They would like to rent Suite 204 in Big 7 Building, with a total rentable area of 3,182 square feet. If approved, the Lease term will be August 1, 2021 through July 31, 2023 and includes an option for a one-time extension of one year.

RECOMMENDATION: Approve Lease with 48 Substrate Inc. for Suite 204 in the Big 7 Building.

This page intentionally left blank.

LEASE

THIS "LEASE" is entered into in Hood River, Oregon by and between **PORT OF HOOD RIVER**, an Oregon municipal corporation, hereinafter referred to as "Lessor," and **48 Substrate Inc**, an Oregon corporation, hereinafter referred to as "Lessee." Lessor and Lessee may hereafter be referred to individually as a "party" or collectively as the "parties."

1. **Leased Premises Description.** In consideration of the covenants of the parties, Lessor leases to Lessee approximately 2,841 square feet of space in Lessor's building commonly known as the Big 7 Building ("Building") located at 616 Industrial Street, Hood River, Oregon ("Leased Premises"). The Leased Premises are identified in the attached "Exhibit A."

Building Name:	Big 7 Building
Building Address:	616 Industrial Street
Lessee Suite/Description:	Suite 204
Leased Premises SF:	2,841 SF
Rentable Area SF:	3,182 SF

2. **Term.** The Lease shall be binding when both parties sign the Lease. The Lease Term shall be for the period effective on **August 1, 2021** and continuing through **July 31, 2023.** If not in default under the Lease, and if Lessee pays Lessor all Rent Lessee owes or may be responsible to pay under the Lease, Lessee has the option to extend the Lease for one (1) extension term of one (1) year, from **August 1, 2023,** through **July 31, 2024** provided Lessee gives Lessor written notice of Lessee's intent to renew the Lease for the additional term while the Lease is in effect. To be effective, Lessee's notice to renew must be received by Lessor no later than ninety (90) calendar days prior to the Lease termination date.

Effective Date:	August 1, 2021
Lease Expiration Date:	July 31, 2023
Renewal Options:	A one (1) year renewal term
Renewal Notice Requirement:	Ninety (90) calendar days

3. **Allowed Use.** Lessee shall use the Leased Premises for the production of gourmet mushroom growing substrate. The Leased Premises shall not be used for any other purposes without the written consent of Lessor, which may be granted or denied in Lessor's discretion.

4. **Rentable Area Load Factor.** Each Building tenant, including Lessee, is responsible to pay for their share of Building Operating Expenses related to "Building Common Areas" consisting of interior Building space which is not available for lease to a third party and that is shared by Building tenants and shall include, but is not limited to: entry areas, hallways, stairwells, mechanical, IT, electrical and janitorial closets, shared restrooms, and elevators. A "Load Factor" is calculated to determine Building tenant payments owed for Building Common Area Operating Expenses, which is added to the Base Rent.

   Load Factor Formula: The total Building square footage is 42,017 SF. The Building Common Area square footage is 5,123 SF. The total Building square footage divided by the total Building

square footage minus the Building Common Area square footage equals the Load Factor 12%. The Big 7 Building Load Factor is 12%.

"Rentable Area" square footage is the Leased Premises square footage is 2,841 SF x 1.12. The rentable Area Square footage used to calculate Rent (as defined below) is 3,182 SF.

5. Rent.

The rents Lessee owes Lessor shall be and consist of Base Rent ("Base Rent"), plus Additional Rent ("Additional Rent"). For purposes of this Lease, Base Rent and Additional Rent are referred to collectively as "Rent".

5.1 Base Rent. Beginning on the Effective Date, Base Rent shown below shall be payable in equal monthly installments in advance on the first day of each calendar month during the Term of this Lease, except to the extent otherwise specifically provided elsewhere in this Lease. However, if the Lease does not begin on the first day of a month rental for the first month shall be prorated to reflect the actual number of days in that month that the Lease is in effect and shall be payable immediately.

Suite #	Rentable Area Square Footage	Rate per SF per month	Monthly Base Rent
204	3,182	$0.65	$2,068.00

5.1.1 Consumer Price Index (CPI). Starting on the first anniversary of the Effective Date, Base Rent will be adjusted by adding to the monthly Base Rent amount payable during the previous twelve-month period a percentage increase equal to the previous twelve (12) months Base Rent amount times the percentage change in the Consumer Price Index for the Western Region Class BC, or a similar U.S. Government inflation index selected by Lessor ("CPI") for the most recent twelve-month period for which a published CPI is available. In no event will the annual increase be less than one percent (1%) or more than five percent (5%).

5.2 Additional Rent. Additional Rent shall be all other sums of money that shall become due from and payable by Lessee to Lessor under this Lease, including without limitations, Operating Expenses as defined in Section 5.3.1 and Taxes and Assessments as defined in Section 5.3.2.

5.3 Additional Rent Calculation.

Rentable Area (Square Footage)	CAPPED RATE per SF per month	Monthly Estimated Additional Rent
3,182	$0.20 CAPPED	$636.00

5.3.1 Operating Expenses. Operating Expenses shall include all costs for the operation, repair and maintenance of the Building, Building Common Areas, and Building Exterior Areas which are located on Lessor property adjacent and related to the Building, whether designated for a particular Building tenant or which benefit some or all Building tenants. Operating expenses may include but are not limited to:

5.3.1.1 All costs and expenses incurred by Lessor in maintaining and repairing the Building, the Building Common Areas and "Building Exterior Areas" which are located on Lessor property adjacent to or related to the Building, including but not limited to:

5.3.1.1.1 General Building Exterior Areas maintenance and repairs of paved areas including; resurfacing, painting, restriping, cleaning, sidewalks, curbs, snow removal, storm systems, drainage systems and sweeping;

5.3.1.1.2 Maintenance and repair of landscaping including plantings, irrigation and sprinkler systems, general landscaping maintenance;

5.3.1.1.3 Services for Building Common Areas such as janitorial, fire suppression, security and door locking system, elevator and HVAC maintenance;

5.3.1.1.4 General maintenance and repair of Building systems including plumbing, lighting and fixtures, siding and trim, flooring, HVAC, roof and fixtures and garbage service.

5.3.1.1.5 Property management and administration fees required to enable the Building to be used by tenants and maintained.

5.3.1.2 All costs and expenses incurred by Lessor for utility usage that is not separately metered and payable by Lessee or another Building tenant, including but not limited to: electricity, gas, water, telecommunications and internet provided in suite, as well as Building Exterior Areas, and Building Common Areas.

5.3.1.3 Operating Expenses shall not include (a) Lessor's capital expenditures, determined pursuant to Generally Accepted Accounting Principles as interpreted by Lessor, consistently applied, made in connection with the Building, Building Common Areas or Building Exterior Areas or any equipment therein or thereon, except for those (i) required to comply with laws enacted after the date of this Lease, or (ii) made for the primary purpose of reducing Operating Expenses; (b) attorneys' fees incurred in enforcing the terms of any Building lease; (c) any amount paid to an entity or individual affiliated with or otherwise related to Lessor which exceeds the amount which would be paid for similar goods or services on an arms-length basis between unrelated parties; (d) any cost of selling, exchanging or refinancing the Building and Building Common Areas and any tax increase caused by their revaluation by virtue of a sale by Lessor; (e) Lessor's general administrative overhead not directly attributable to management or operation of the Building, Building Common Areas and Building Exterior Areas; and (f) costs for services normally provided by a property manager where the Operating Expenses already include a management fee.

5.3.1.4 Additional Rent charged to Lessee under Section 5.3.1 may not exceed an annual increase of 4%.

5.3.2 **Taxes and Assessments.** Lessee shall pay its proportionate share of all current assessments, real estate taxes, other taxes, fees and other charges levied or imposed by any governmental body against the Leased Premises, the Building, Building Common Areas and Building Exterior Areas and the property on which those sit, whether or not now customary or within the contemplation of the parties. Payment of the taxes shall be made as an Additional Rent charge. Lessee's

proportionate share of any taxes shall be based only on that portion of the taxes which is allocated to the Leased Premises including the Load Factor during the Lease Term. Lessee shall directly pay all taxes levied on or with respect to Lessee's personal property located on the Leased Premises.

5.3.3 **Annual Adjustment/Reconciliations.** Within a reasonable time following the end of each Lessor fiscal year ending June 30 ("Fiscal Year") during the Term, Lessor shall furnish to Lessee an itemized statement prepared by Lessor setting forth Lessee's total Rent, including Additional Rent, for the preceding Fiscal Year, the estimated amount of Lessee's share of future Additional Rent for the upcoming Fiscal Year, and the Rent payments made by Lessee, including Additional Rent, during the prior Fiscal Year ("Itemized Statement"). Should Lessee's prior Fiscal Year Additional Rent payments exceed the actual Additional Rent owed, Lessor shall credit Lessee that over payment amount to apply to the next Fiscal Year Additional Rent amount. Should Lessee's prior Fiscal Year Additional Rent payments be less than actual Additional Rent owed, Lessee shall pay Lessor for such deficiency in a lump sum within thirty (30) calendar days after receipt of the Itemized Statement.

The upcoming Fiscal Year Additional Rent payable by Lessee will be based on the preceding Fiscal Year actual expenses allocated to Lessee and any new or higher costs or expenses allocated to Lessee which Lessee will owe based on Lessor's forecast of the future Fiscal Year expenses, which shall be reflected in the Itemized Statement. The new monthly Additional Rent amount will be sent to Lessee by Lessor in the annual Itemized Statement. Lessor shall adjust the Additional Rent monthly payment amount beginning every July 1 of the Term, which Lessee shall pay monthly in advance on the first day of each month during the Fiscal Year. The updated Additional Rent payment payable by Lessee for July and any other month that begins after the Itemized Statement is sent by Lessor to Lessee shall be due within ten (10) calendar days after the date Lessor sends the Itemized Statement to Lessee.

6. **Building Common Areas and Building Exterior Areas.** Building Common Areas and Building Exterior Areas are provided by Lessor for the joint use and benefit of Building tenants, including Lessee, their employees, customers, suppliers and other invitees. Building Common Areas and Building Exterior Areas are identified in the attached "Exhibit B". Use of available Building Common Areas and Building Exterior Areas shall be subject to compatible, non-exclusive use on the part of other Building tenants. Lessee agrees that its usage of such Building Common Areas and Exterior Building Areas shall not interfere or be inconsistent with the similar rights of other Building tenants. All Building Common Areas and Exterior Building Areas shall be subject to the exclusive control and management of Lessor. Lessor shall have the right from time to time to establish, modify and enforce equitable rules with respect to all Building Common Areas and Building Exterior Areas, which Lessee agrees to abide by. Lessee understands and agrees that other tenants may occupy the Building.

6.1 Building Exterior Areas include: public parking areas, access roads, driveways, entrances and exits, landscaped areas, and sidewalks, excepting those parking spaces that may be designated for use by particular Building tenants as shown in Exhibit B.

6.2 Building Common Areas include interior Building space which is not available for lease to a third party and that is shared by Building tenants and shall include, but is not limited to: entry areas, hallways, stairwells, mechanical, IT, electrical and janitorial closets, shared restrooms and elevators.

7. Parking. Lessee may park vehicles in Building Exterior Areas designated by Lessor for vehicle parking. There are no onsite designated parking spaces for Lessee as part of this Lease.

8. Maintenance and Repair.
Expenses of any maintenance or repair activity that is not considered a Capital Expenditure is an Operating Expense described in section 5.3.1 of this Lease. A portion of the cost of Lessor maintenance and repair activities related to Lessee's occupancy of the Leased Premises shall be payable by Lessee as Additional Rent.

8.1 Lessor Obligations. Lessor shall maintain the Building except for the Leased Premises and other tenant occupied leased areas which are the responsibility of Building tenants, and shall maintain the Building Exterior Areas, and Building Common Areas, including stairs, corridors, restrooms, exterior and interior windows, plumbing and electrical equipment serving the Building, roof and elevators, except for equipment owned or leased by Lessee and other Building tenants, in reasonably good order and condition except for damage occasioned by Lessee or Lessee's licensees or invitees, which damage Lessee shall promptly repair or may be repaired by Lessor at Lessee's expense in Lessor's discretion, in which case Lessee shall promptly reimburse Lessor. Lessor shall cause water and electric services to be provided to the Building. However, in no event shall Lessor be responsible or liable for an interruption or failure in the supply of any utilities to the Building or Leased Premises or for inconvenience or costs incurred by Lessee resulting from Lessor maintenance.

8.2 Lessee Obligations. During the Lease Term Lessee shall at Lessee's sole cost and expense keep the Leased Premises in good order, condition, and repair. This obligation shall include, without limitation, the obligation to maintain and repair when damaged, not functioning or worn beyond ordinary wear and tear: floor coverings, wall coverings and paint, casework, ceiling tiles, HVAC exclusively serving the Leased Premises, window coverings, light bulbs, ballasts and fixtures, locks and hardware and all tenant improvements. Lessee shall promptly pay bills for Lessee's utility services provided directly to Lessee and shall reimburse Lessor for utilities services paid for by Lessor as Operating Expenses.

9. Insurance.

9.1 Lessee Hold Harmless Agreement. Lessee agrees to indemnify and save Lessor, Lessor's Port Commissioners, officers, employees and agents, harmless from any claims by any persons, firms, or corporations arising from business conducted on the Leased Premises or from anything done by Lessee at the Leased Premises, and will further indemnify and save Lessor, Lessor's Port Commissioners, officers, employees and agents, harmless from all claims arising as a result of any breach or default on the part of Lessee under the terms of this Lease, or arising from any willful or negligent act or omission of Lessee's agents, contractors, employees, or licensees in or about the Leased Premises, and from all costs, attorney fees, and liabilities incurred in any action or proceeding brought thereon; and in case any action or proceeding is brought against Lessor, Lessor's Port Commissioners,

officers, employees and agents, by reason of any such claim, Lessee, upon notice from Lessor, covenants to resist and defend such action or proceeding with the assistance of qualified legal counsel.

9.2 Lessee Insurance. On or before the effective date of the Lease and thereafter during the Lease Term, Lessee shall maintain insurance and provide Lessor with current certificates of insurance, including an additional insured endorsement, ensuring coverage of:

(a). Commercial General Liability insurance covering the insured against claims arising out of Lessee's operations, assumed liabilities under this Lease and use of the Leased Premises. The combined single limit shall not be less than One Million Dollars ($1,000,000) per occurrence with a Two Million Dollar ($2,000,000) aggregate limit. Lessee agrees to keep the policy in effect for the duration of the Lease Term. The policy shall name Lessor as additional insured, and expressly include Lessor's Port Commissioners, officers, employees, and agents as additional named insured. The policy shall state that the coverage is primary and will not seek any contribution from any insurance or self-insurance carried by Lessor and shall contain a clause that the insurer will not cancel or change the insurance without first giving Lessor at least fourteen (14) calendar days prior written notice. The insurance shall be provided by an insurance company registered to do business in the State of Oregon, or by a company approved by Lessor.

(b). Property Damage insurance covering (a) all furniture, trade fixtures, equipment, merchandise and all other items of Lessee's property on the Leased Premises and all alterations and other improvements and additions to the Leased Premises whether owned or constructed by Lessee or Lessor pursuant to the Lease. Such insurance shall be written on an "all risks" of physical loss or damage basis, for the guaranteed replacement costs new value without deduction for depreciation of the covered items and in amounts that meet any co-insurance clauses of the policies.

9.3 Building Damage or Destruction. Lessor shall maintain property insurance covering the Building, Exterior Building Areas and Building Common Areas providing protection against "all risk of physical loss". If the Leased Premises or Building are partially destroyed (more than 25%) by fire or other casualty, Lessor may decide to repair the Leased Premises or Building, or not, in Lessor's sole discretion. Lessor shall notify Lessee in writing of Lessor's intent regarding repair within thirty (30) calendar days after the date of the damage. If Lessor notifies Lessee that Lessor does not intend to repair the damage the Lease shall terminate effective as of the date of the damage. If Lessor notifies Lessee that Lessor intends to repair the damage the Lease shall continue and Lessor shall return the Leased Premises or Building to as good a condition as existed prior to the damage, in a prompt manner reasonable under the circumstances. If Lessee's use of the Leased Premises is disrupted during Lessor's repairs a reasonable portion of the Rent shall be abated during the disruption. In no event shall Lessor be required to repair or replace Lessee's property including Lessee's fixtures, furniture, floor coverings or equipment. In no event shall Lessee be entitled to recover damages from Lessor related to destruction of the Leased Premises or Building or related to repairs undertaken by Lessor.

10. Lessor Funded Tenant Improvements. If Lessor has agreed to make or pay for tenant improvements to the Leased Premises prior to or during the Lease Term, a description of the

improvements, costs and Lessee's obligation to pay for such improvements shall be set forth in a separate written agreement that will be an amendment to and become part of this Lease.

11. Tenant Alterations. Lessee shall not make any alterations, additions, or improvements ("Alterations") in, on or to the Leased Premises or any part thereof without the prior written consent of Lessor which Lessor may agree to, with or without conditions, or deny in Lessor's discretion. After receiving a Lessee request to make Alterations, Lessor will consider the following, among other issues: (i) the Alterations are nonstructural, do not impair the strength of the Building or any part thereof, and are not visible from the exterior of the Leased Premises; (ii) the Alterations do not affect the proper functioning of the Building heating, ventilation and air conditioning, mechanical, electrical, sanitary or other utilities systems and services of the Building; (iii) Lessor shall have reviewed and approved the final plans and specifications for the Alterations; (iv) Lessee pays Lessor a fee for Lessor's indirect costs, field supervision or coordination in connection with the Alterations equal to five percent (5%) of the actual cost of such Alterations or such other sum as mutually agreed upon by the parties; (v) materials used are consistent with existing materials in the Leased Premises and Building and comply with Lessor's Building standards; and (vi) before proceeding with any Alteration, which will cost more than $10,000, Lessee obtains and delivers to Lessor a performance bond and a labor and materials payment bond for the benefit of Lessor, issued by a corporate surety licensed to do business in Oregon each in an amount equal to one hundred twenty five percent (125%) of the estimated cost of the Alterations and in form satisfactory to Lessor, or such other security as shall be satisfactory to Lessor. Notwithstanding the foregoing, Lessor acknowledges that Lessee intends to evaluate options to improve access from Industrial Way to the Leased Premises for loading of pallet goods. Potential improvements may include a new concrete path, steps and pad and metal loading platform. Lessor will collaborate with Lessee's planning, engineering, and permitting efforts but has no obligation to pay for any such improvements unless mutually agreed upon by Lessor and Lessee, as evidenced by a written amendment to this Lease, signed by both parties. Similarly, Lessee may replace existing glass entry door to full width door for movement of pallet goods, subject to Lessor's prior written approval of the specific door and installation details.

12. Fixtures and Personal Property. Lessee shall not suffer or give cause for the filing of any lien against the Leased Premises or Building. Lessee shall promptly notify Lessor of, and shall defend, indemnify and save harmless, Lessor from and against any and all construction and other liens and encumbrances filed in connection with Alterations, or any other work, labor, services or materials done for or supplied to Lessee.

At the expiration or earlier termination of the Lease Term Lessee shall remove all furnishings, furniture, equipment, other personal property and trade fixtures from the Leased Premises in a way that does not cause damage to the Leased Premises. If Lessee fails to remove any personal property, this shall be an abandonment of such property, and Lessor may retain Lessee's abandoned property and all rights of Lessee with respect to it shall cease; provided however, that Lessor may give Lessee written notice within thirty (30) calendar days after the Lease expiration or termination date electing to hold Lessee to its obligation of removal. If Lessor elects to require Lessee to remove personal property and Lessee fails to promptly do so, Lessor may affect a removal and place the property in storage for Lessee's account. Lessee shall be liable to Lessor for the cost of removal, transportation to storage, storage, disposal, and other costs incurred by Lessor with regard to such personal property.

13. Condemnation. If more than twenty- five percent (25%) of the Leased Premises and/or Building shall be taken or appropriated under the power of eminent domain or conveyed in lieu thereof, Lessor shall have the right to terminate this Lease. If the Lease is terminated, Lessor shall receive all income, rent award or any interest thereon which may be paid or owed in connection with the exercise of such power of eminent domain or convey in lieu thereof, and Lessee shall have no claim against Lessor or the agency exercising such power or receiving such conveyance for any part of such payments. If Lessor elects not to terminate the Lease, Lessor shall receive any and all income, rent award or any interest thereon paid or owed in connection with such taking, appropriation or condemnation.

14. Signs. Lessee shall not erect or install any signs, flags, lights or advertising media nor window or door lettering or placards visible from outside the Leased Premises or visible from the Building Common Areas or Exterior Common Areas without the prior written consent of Lessor, which Lessor may grant or deny in Lessor's discretion. Lessee agrees to maintain in good condition any signs or displays which are allowed.

15. Leased Premises Condition; Lessor Access. Lessee has inspected the Leased Premises and accepts them in AS IS condition. Lessee shall return the Leased Premises to Lessor in the condition when leased or as improved in good, "broom clean" condition except for ordinary wear and tear at the termination of this Lease. Any cost to bring the Leased Premises back to an acceptable condition shall be the sole responsibility of Lessee.

Upon termination or expiration of this Lease, Lessor shall inspect the Leased Premises and shall either accept the condition AS IS or require Lessee to remove personal property and/or repair the Leased Premises to a condition that is acceptable including reasonable wear and tear. Any cost to bring the Leased Premises back to an acceptable condition shall be the sole responsibility of Lessee.

Lessor shall have the right to enter upon the Leased Premises at all reasonable hours after twenty-four (24) hours oral or written notice (or without notice if necessary to protect public health and safety in an emergency) to inspect it or to make repairs, additions or Alterations to the Leased Premises or any property owned or controlled by Lessor. An e-mail from Lessor to Lessee (or Lessee's on-site manager if any) may serve as notice of inspection of the Leased Premises. If Lessor deems any repairs reasonably required to be made by Lessee to be necessary, Lessor may give notice that Lessee shall make the same within thirty (30) calendar days (or immediately in an emergency involving public health and safety), and if Lessee refuses or neglects to commence such repairs and complete the same satisfactory to Lessor in a timely manner, Lessor may make or cause such repairs to be made. If Lessor makes or causes such repairs to be made Lessee agrees that it will, within thirty (30) calendar days, pay to Lessor the cost thereof and pay Lessor's related costs.

Lessor shall provide up to five (5) access keys to the Leased Premises or up to five (5) access cards. Additional keys or lost keys may be purchased from Lessor for twenty dollars ($20.00) per key. Additional access cards may be purchased from Lessor for twenty-five dollars ($25.00) per card. If Lessor is managing a key system which requires issuance of a rekey, Lessee shall be responsible for the cost associated with Lessor issuing a rekey.

16. Entire Agreement; Amendments. This Lease contains the entire agreement of the parties with respect to the Leased Premises. No prior agreement, statement, or promise made by any party to the other not contained herein shall be valid or binding. This Lease may not be modified, supplemented or amended in any manner except by written instrument signed by both parties.

17. Quiet Enjoyment. From the date the Lease commences Lessee will have the right to use the Leased Premises consistent with this Lease without hindrance or interruption by Lessor or any other persons claiming by, through or under Lessor, subject, however, to the terms and conditions of this Lease. The foregoing notwithstanding, Lessee agrees that Lessor may make improvements to the building and adjacent areas which may cause noise or otherwise temporarily disrupt Lessee's quiet enjoyment of the Leased Premises.

18. Waiver. One or more waivers of any covenants or conditions by either party shall not be construed as a waiver of a subsequent breach of the same covenant or condition, and the consent or approval by Lessor to any act by Lessee requiring Lessor's consent or approval shall not be construed as consent or approval to any subsequent similar act by Lessee.

19. Assignment. Lessee agrees not to assign or in any manner transfer this Lease or any estate or interest therein without the previous written consent of Lessor, and not to sublet the Leased Premises or part or parts thereof without like consent. Lessor will not unreasonably withhold its consent.

20. Default. Time is of the essence of performance of all the requirements of this Lease. If any Rent or other sums payable by Lessee to Lessor shall be and remain unpaid for more than ten (10) calendar days after the same are due and payable, or if Lessee shall fail to comply with any term or condition or fulfill any obligation of the Lease (other than the payment of Rent or other charges) within fourteen (14) calendar days after written notice to Lessee specifying the nature of the default with reasonable particularity, or if Lessee shall declare bankruptcy or be insolvent according to law or if an assignment of Lessee's property shall be made for the benefit of creditors or if Lessee shall abandon the Leased Premises, then in any of said events Lessee shall be deemed in default hereunder. In the event of a default the Lease may be terminated at the option of Lessor. If the Lease is terminated, Lessee's liability to Lessor for Rent and damages shall survive such termination and Lessor may re-enter, take possession of the Leased Premises, and remove any persons or property by legal action or by self-help with the use of reasonable force and without liability for damages. The foregoing remedies shall be in addition to and shall not exclude any other remedy available to Lessor under applicable law.

21. Holdover. If Lessee does not vacate the Leased Premises when the Lease Term expires, Lessor shall have the option to treat Lessee as a month-to-month tenant, subject to all the provisions of this Lease except the provisions for term and renewal, and at a rental rate equal to one hundred and fifty percent (150%) of the daily prorated amount of the Rent for the last period prior to the date of expiration. Lessor may choose to lower the rental rate and will notify Lessee of such choice in writing once Lessee is holding over. Failure by Lessee to remove fixtures, furnishings, trade fixtures, or other personal property which Lessee is required to remove under this Lease shall constitute a failure to vacate to which this paragraph shall apply. If a month-to-month tenancy results from holdover by Lessee under this paragraph, the tenancy shall be terminable at the end of any monthly rental period on written notice from Lessor given to Lessee not less than ten (10) calendar days prior to the termination date specified in Lessor's

notice. Lessee waives any notice which would otherwise be required by this Lease or by law with respect to month-to-month tenancy.

22. Notices. Whenever under this Lease a provision is made for notice of any kind, it shall be deemed sufficient if such notice to Lessee is in writing delivered personally to Lessee's registered agent if any, to the person signing the Lease, or to Lessee's on site manager if any who at the date of this Lease is Andreas Juen, or sent by certified mail with postage prepaid to the address indicated on the signature page of this Lease; and if such notice is to Lessor, delivered personally to the Executive Director of the Port of Hood River, at the Port of Hood River's office located at 1000 E. Port Marina Drive, Hood River, OR 97031 or sent by certified mail with postage prepaid to the address indicated on the signature page of this Lease. Notice shall be deemed given on the date of personal delivery or if mailed, two (2) business days after the date of mailing.

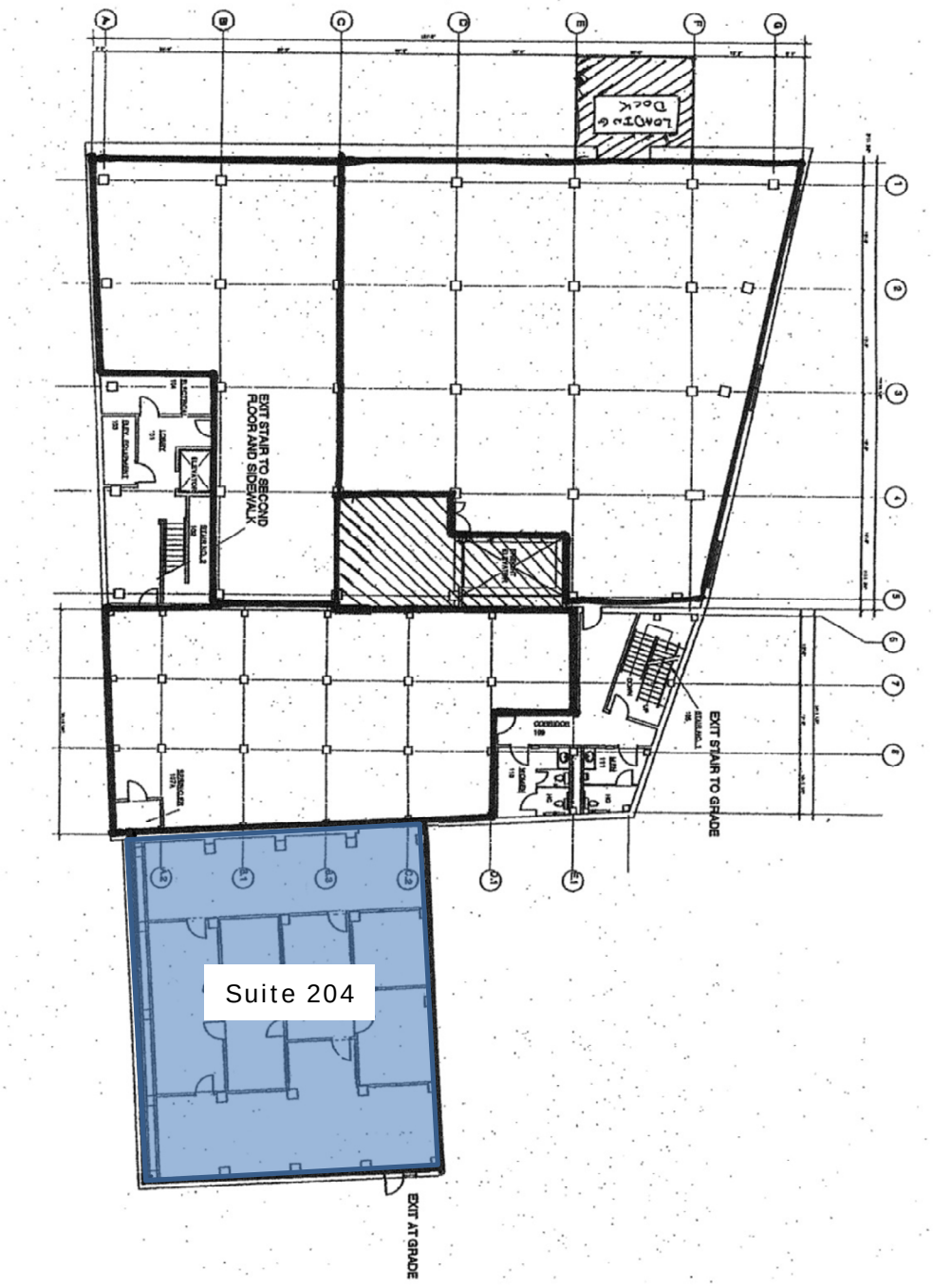
23. Governing Law and Dispute Resolution. This Lease shall be governed by and construed in accordance with the laws of the State of Oregon. Any dispute involving this Lease may be resolved by court action or mediation if both parties agree. If the parties agree to use a mediator, they will each pay one half the costs of mediation. If mediation does not occur or does not result in a solution satisfactory to both parties the dispute shall be resolved by arbitration. Any arbitration shall be in accordance with the rules of the Arbitration Service of Portland then in effect. The parties shall use a single arbitrator mutually agreeable to them. If they are unable to agree on an arbitrator, or a process to select one, either party may apply to the Hood River County Circuit Court to appoint an arbitrator. The award rendered by an arbitrator shall be binding on the parties and may be entered in the Hood River County Circuit Court. The prevailing party in court action, mediation or arbitration proceeding, including any appeal therefrom or enforcement action, shall be entitled to recover their reasonable attorney's fees and costs and disbursements incident thereto.

24. Authority to Execute. The persons executing this Lease on behalf of Lessee and Lessor warrant that they have the authority to do so.

DATED this _____ day of _____, 2021.

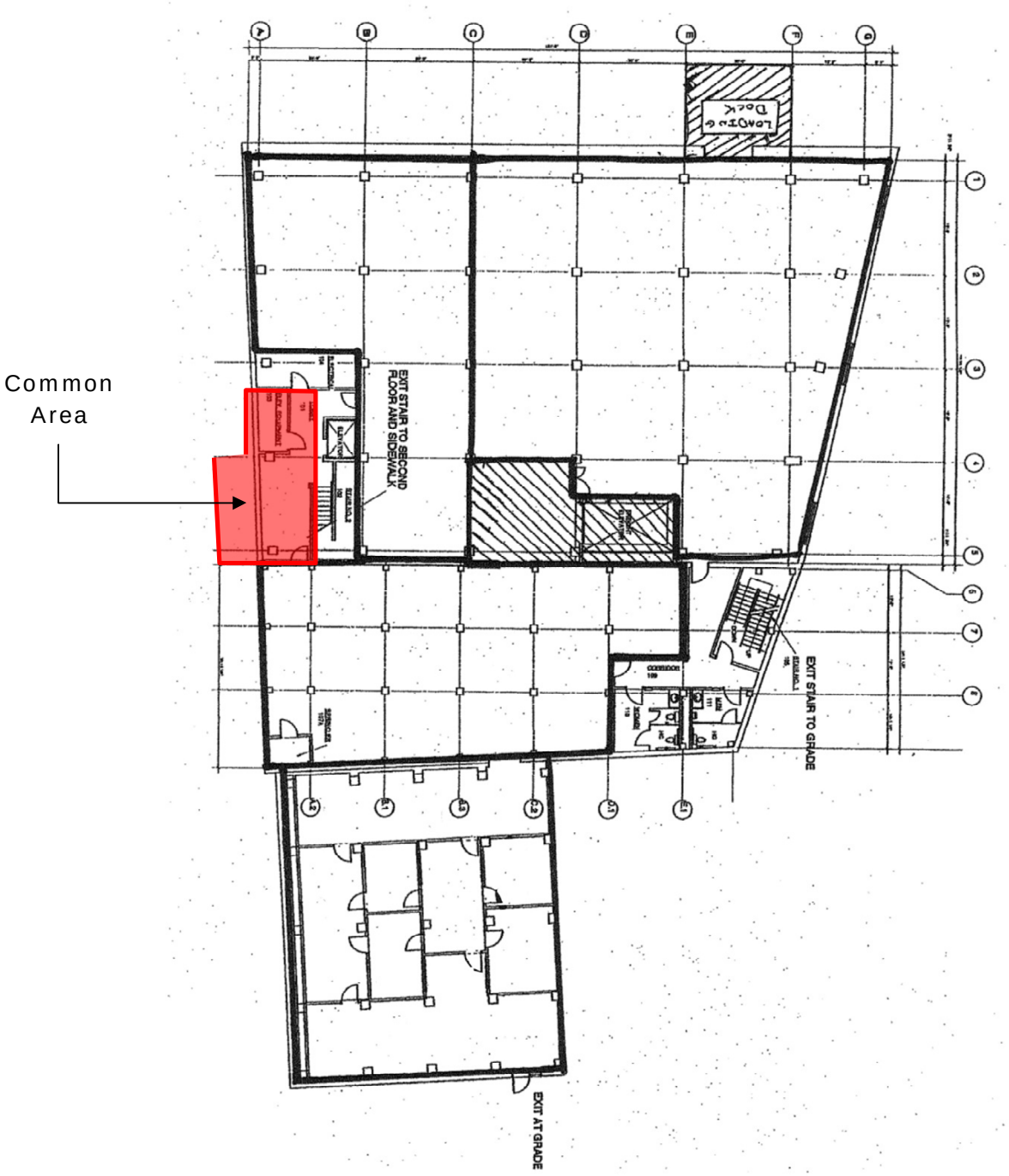
Lessee:	Andreas Juen	Lessor:	Port of Hood River
Signed:	_____	Signed:	_____
	Andreas Juen	By:	Michael McElwee
		Its:	Executive Director
Address:	304 Pine St. Hood River, OR 97031	Address:	1000 E. Port Marina Drive Hood River, OR 97031
Email/phone:	(604) 312-4815 Andrea@gorge.net	Email/phone:	(541) 386-1645 mmcelwee@portofhoodriver.com

Exhibit A
LEASED PREMISES



Big 7 Building – 2nd Floor

Exhibit B
COMMON AREAS AND BUILDING EXTERIOR AREAS



Big 7 Building – 2nd Floor

Commission Memo

Prepared by: Greg Hagbery
Date: July 13, 2021
Re: WyEast Labs, Lease Addendum No. 6

Wy'East Laboratories, Inc. (Wy'East) has been a tenant in the Timber Incubator Building in Odell since 2013. They have been working to relocate into a new building for the past four years and have renewed a yearly extension option accordingly.

Their new facility is near completion and Wy'East has requested a three-month extension to their current lease to give them time to relocate their equipment to the new facility. Due to timing issues, Michael McElwee signed the attached Addendum No. 6 to extend the Wy'East lease through September 30, 2021.

RECOMMENDATION: Ratify Addendum No. 6 to Lease with Wy'East Laboratories, Inc. at the Timber Incubator Building.

This page intentionally left blank.

ADDENDUM NO. 6 TO LEASE

Whereas, the Port of Hood River ("Lessor") and WyEast Laboratories, Inc. ("Lessee") entered a lease of 5,000 square feet at 3875 Heron Drive, Suite 100 and 200, Odell, Oregon, effective July 1, 2013 ("Lease"); and,

Whereas, Lessee Addendum number 2 extended the lease through June 30, 2018; and

Whereas, Lessee Addendum number 3, extended the lease through June 30, 2019, and

Whereas, Lessee Addendum number 4, extended the Lease through June 30, 2020 and

Whereas, Lessee requested a lease extension through June 30, 2021 to accomplish construction of a new building and now requests two additional months to relocate equipment to the new facility; and

Therefore, Lessor and Lessee agree as follows:

1. The Lease term shall be renewed and the Lease shall remain in effect through September 30, 2021.

Except as modified by Addendum No.1, Addendum No. 2, Addendum No. 3, Addendum No. 4, Addendum No. 5, and this Addendum No. 6 to Lease, all terms and conditions of the Lease shall remain in full force and effect.

DATED THIS 29th DAY OF June 2021.

By: _____
Michael S. McElwee, Port of Hood River, Executive Director

By: _____
Jeannette Kreft-Logsdon, President, Wyeast Laboratories, Inc.

This page intentionally left blank.

Commission Memo

Prepared by: Fred Kowell
Date: July 13, 2021
Re: COAR Aviation Grant

The Port received notification that is has been awarded a COAR (Critical Oregon Airport Relief) grant of $150,000 to fund the replacement fuel tank at the Ken Jernstedt Airfield. In the initial round of applications, the Port just missed the cutoff for being awarded the grant. However, due to some of the other awarded applications deferring their awards, the Port is now able to move into the award phase of the COAR grant process.

The cost of the replacement tank will be close to $209,000 when installed and would most likely be installed in late September or early October due to delays in supply chain equipment acquisitions. Due to the deadline to accept the award, staff had to execute the award acceptance before the Commission meeting and did so on July 7.

RECOMMENDATION: Ratify COAR grant agreement with the Oregon Department of Aviation for the replacement of the fuel tank at the Ken Jernstedt Airfield.

This page intentionally left blank.

GRANT AGREEMENT

CRITICAL OREGON AIRPORT RELIEF GRANT PROGRAM AGREEMENT

Ken Jernstedt Airfield

Project Name: Ken Jernstedt Airfield Fuel Tank Replacement

THIS AGREEMENT is made and entered into by and between the **State of Oregon**, acting by and through its Department of Aviation, ("ODA"), and **Port of Hood River**, a public entity acting by and through its elected officials, ("Recipient"), (ODA and Recipient, collectively the "Parties").

BACKGROUND

A. The State of Oregon has established the Aviation System Action Program (the "Program") pursuant to 2015 Ore. Laws Ch. 700 (H.B. 2075).

B. Among the purposes of the Program are:

i. Assisting airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Grants;

ii. Making grants for emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan; and

iii. Making grants for services critical or essential to aviation; aviation-related business development; and airport development for local economic development.

C. Recipient applied for a grant through the Program to undertake the project described in Exhibit A, attached and incorporated by this reference (the "Project"). The Project will benefit the **Port of Hood River** (the "Airport").

D. ODA approved a grant in the maximum amount of **$150,000.00** and is willing to provide the grant to Recipient for the Project on the terms and conditions of this Agreement.

TERMS OF AGREEMENT

1. Effective Date. This Agreement shall become effective on the date that it is fully executed and approved as required by applicable law (the "Effective Date"). Unless otherwise terminated or extended, Grant Funds under this Agreement shall be available for Project Costs incurred on or after **February 4, 2021** (the "Board Approval Date") through the date that is two years after the Effective Date (the "Availability Termination Date"). No Grant Funds are available for any expenditure before the Board Approval Date or after the Availability Termination Date.

2. Agreement Documents. This Agreement consists of this document and the following documents:

a. Exhibit A: **Project Description, Milestones, Schedule and Budget**

b. Exhibit B: **Application and documents provided by Recipient to ODA prior to the execution of this Agreement**

c. Exhibit C: **Subcontractor Insurance Requirements**

Exhibits A, B, and C are incorporated by reference into this Agreement and are attached hereto. In the event of a conflict between two or more of the documents comprising this Agreement, the language in the document with the highest precedence shall control. The precedence of each of the documents comprising this Agreement is as follows, listed from highest precedence to lowest precedence: This Agreement without Exhibits; Exhibit A; Exhibit B; Exhibit C.

3. Project Cost; Grant Funds; Match; Reimbursement Rate.

a. Project Cost: The total Project Cost eligible for COAR funding is estimated at **$179,660.00**. If the Recipient separately receives AIP grant funds for the Project from the FAA, Project Costs shall include only that portion that is eligible for COAR funding.

b. Grant Funds; Match: Match provided through an FAA AIP Grant shall only include the portion of costs that are eligible for COAR funding. The Recipient's eligible AIP Grant for purposes of this project is **$0.00** or **0.00%**. In accordance with the terms and conditions of this Agreement, ODA shall provide grant funds to Recipient in an amount not to exceed **$150,000.00** or **83.49%** of the Remaining Project Cost, whichever is less (the "Grant Funds"). Recipient shall be responsible to provide matching funds, in the amount of **$29,660.00** or **16.51%**, whichever is less ("Match"), for their portion of all other Eligible Costs as calculated in Exhibit A, Table 2 (Funding Breakdown).

c. Reimbursement Rate: ODA shall reimburse Recipient for **83%** of the amount of Eligible Costs, provided that in no event shall the total amount reimbursed exceed the sum of **$150,000.00** ODA will withhold five percent (5%) from each disbursement as Retainage (the "Retainage"), which is payable as provided in Section 9.c.

4. Project Implementation and Completion. Recipient shall implement and complete the project in accordance with the plans and specifications and all documents or plans included in Exhibit A, incorporated herein, as they may be revised or modified with the approval of ODA. In accordance with the provisions of Section 6, Recipient shall notify ODA in writing of all changes in the project activities prior to performing any changes and shall not perform any changes without written prior approval from ODA.

5. Grant Funds.

a. Use of Grant Funds; Grant Award; No Exclusive Right. The Grant Funds shall be used solely for the Project described in Exhibit A and shall not be used for any other purpose. No Grant Funds will be disbursed for any changes to the Project unless ODA approves such changes pursuant to the Project Change Procedures in Section 6 or pursuant to the Amendment provisions of Section 15.d.

i. Recipient agrees to substantially initiate the Project within six (6) months of the Effective Date.

ii. In accepting the Grant Funds, the Recipient, its contractors, lessees, and their successors and assigns covenant not to sell, transfer, or convey any exclusive right to use the Airport, its improvements or its services at any time during the 20 year-period following the Effective Date.

b. Eligible Project Costs. The Grant Funds may only be used for Recipient's actual Project Costs to the extent those costs are (a) reasonable, necessary and directly used for the Project; (b) permitted by generally accepted accounting principles established by the Governmental Accounting Standards Board, as reasonably interpreted by ODA, to be capitalized to an asset that is part of the Project; and (c) eligible or permitted uses of the Grant Funds under State of Oregon law and this Agreement. Any payment of principal due under any interim financing agreement associated with or executed for the Project will be deemed an Eligible Project Cost only if ODA (i) specifically determines the costs are reasonable, necessary and directly used for the Project as provided by this subsection; and (ii) provides the Agency's prior written consent before any claim of reimbursement is submitted.

c. Ineligible Project Costs. The Grant Funds may not be used for any operating or working capital expenditures that Recipient charges to the Project; or for any maintenance costs of the Project; or for any payments made to related parties (as described in Section 13.b. or as prohibited under Section 13.c.) or for any loans or grants to be made to third parties, except as provided in Section 5.b.

d. Request for Reimbursements. ODA will disburse Grant Funds to the Recipient on an expense reimbursement or cost-incurred basis. To obtain reimbursement for Eligible Project Costs, Recipient shall submit to ODA's Program Coordinators no more frequently than monthly a Request for Reimbursement (Form 109-007), the form of which is incorporated by reference, together with (i) the Milestone Progress Report for that month as required by Section 8.a. and (ii) invoices and other supporting documentation that ODA may request in its reasonable discretion. In no case will ODA reimburse a Request for Reimbursement that is not accompanied with the Milestone Progress Report required by Section 8.a.

6. Project Change Procedures. Project change orders are only for changes to the schedule. Recipient shall submit a Request for Change Order (Form 109-009), the form of which is hereby incorporated by reference, to ODA's Program Coordinators:

a. If Recipient anticipates Project milestones will be delayed by more than ninety (90) days from the milestones shown in Exhibit A, Recipient shall submit a Request for Change Order (Form 109-009) to ODA's Project Coordinators as soon as Recipient becomes aware of any possible delay. The Request for Change Order must be submitted prior to the milestone completion date shown in Exhibit A.

b. Recipient shall not proceed with any changes to Project scope or delivery schedule prior to the execution of an amendment to this Agreement executed in response to ODA's approval of a Request for Change. A Request for Change Order may be rejected at the discretion of ODA. ODA may choose to request review by the State Aviation Board. Changes will not include additional costs or reimbursement requests in excess of the maximum grant award stated in Section 3.

7. Inspection. ODA may inspect the Project on a periodic basis and at Project completion. ODA may conduct any or all of its Project inspections by an onsite walkthrough inspection or, in lieu of a walkthrough inspection, by reviewing date-stamped photographs or video or by using other means satisfactory to ODA in its sole discretion.

8. Reporting.

a. Milestone Progress Reports. On or before the 15th of every month until the Project completion date or the Availability Termination Date, whichever is earlier, Recipient shall submit to ODA's Program Coordinators a completed Milestone Progress Report (Form 109-008), the form of which is incorporated by reference, that reports the Project's progress for the preceding month.

b. Final Report. Within ninety (90) days from the Project completion date, Recipient shall submit a written report (the "Final Report") to ODA's Program Coordinators that includes the following information at the minimum:

i. The number of jobs created or retained both during construction and after Project completion as a direct result of the Project;
ii. The number of jobs projected in the Recipient's Project application;
iii. Data on the methodology that measures the Project's success as described in the grant application.

Recipient's obligation to provide this report survives expiration of this Agreement. Recipient shall use Final Report form, which Recipient must also sign.

9. Disbursement and Recovery of Grant.

a. Disbursement Generally. ODA shall reimburse Eligible Project Costs that Recipient incurs, subject to Section 5, up to the maximum amount of Grant Funds provided in Section 3. Reimbursements shall be made by ODA within forty-five (45) days of ODA's approval of a Request for Reimbursement from Recipient.

b. Conditions Precedent to Disbursement. ODA's obligation to disburse Grant Funds to Recipient is subject to satisfaction, with respect to each disbursement, of each of the following conditions precedent:

i. ODA has received funding, appropriations, limitations, allotments, or other expenditure authority sufficient to allow ODA, in the exercise of its reasonable administrative discretion, to make the disbursement.
ii. Recipient is in compliance with the terms of this Agreement, including without limitation completion of all prerequisites for reimbursement.
iii. Recipient has provided to ODA a Request for Reimbursement, together with a Milestone Progress Report, in accordance with Section 5. Recipient must submit its final Request for Reimbursement following completion of the Project and no later than ninety (90) days after the earlier of completion of the Project or the Availability Termination Date. Failure to submit the final Request for Reimbursement within ninety (90) days after the completion of the Project or the Availability Termination Date could result in non-payment.
iv. Recipient agrees to submit an IRS form W-9 form, and any other required documentation requested by ODA in order to input Recipient into ODA's financial system for the disbursement of Grant Funds.

c. Retainage. ODA will withhold five percent (5%) from each disbursement for the duration of the Project schedule (the "Retainage"). ODA will release the cumulative Retainage to Recipient only after ODA certifies the Project as complete.

d. General Right to withhold Payments. ODA reserves the right to withhold payment of funds if there are unresolved audit findings, or inadequate information concerning Recipient's Project activities. ODA reserves the right to reallocate any portion of the Grant Funds that ODA estimates the Recipient will use.

e. Recovery of Grant Funds. Any Grant Funds disbursed to Recipient under this Agreement that are expended in violation of one or more of the provisions of this Agreement ("Misexpended Funds") or that remain unexpended on the earlier of the Availability Termination Date or termination of this Agreement must be returned to ODA. Recipient shall return all Misexpended Funds to ODA promptly after ODA's written demand and no later than fifteen (15) days after ODA's written demand. Recipient shall return all unexpended Grant Funds to ODA within fourteen (14) days after the earlier of the Availability Termination Date or termination of this Agreement.

10. General Representations and Warranties of Recipient. Recipient represents and warrants to ODA as follows:

a. Organization and Authority. Recipient is duly organized and validly existing under the laws of the State of Oregon and is eligible to receive the Grant Funds. Recipient has full power, authority and legal right to make this Agreement and to incur and perform its obligations hereunder, and the making and performance by Recipient of this Agreement (1) have been duly authorized by all necessary action of Recipient and (2) do not and will not violate any provision of any applicable law, rule, regulation, or order of any court, regulatory commission, board, or other administrative agency or any provision of Recipient's Articles of Incorporation or Bylaws, if applicable, (3) do not and will not result in the breach of, or constitute a default or require any consent under any other agreement or instrument to which Recipient is a party or by which Recipient or any of its properties may be bound or affected. No authorization, consent, license, approval of, filing or registration with or notification to any governmental body or regulatory or supervisory authority is required for the execution, delivery or performance by Recipient of this Agreement.

b. Binding Obligation. This Agreement has been duly executed and delivered by Recipient and constitutes a legal, valid and binding obligation of Recipient, enforceable in accordance with its terms subject to the laws of bankruptcy, insolvency, or other similar laws affecting the enforcement of creditors' rights generally.

c. No Solicitation. Recipient's officers, employees, and agents shall neither solicit nor accept gratuities, favors, or anything of monetary value from contractors, potential contractors, or parties to subagreements. No member or delegate to the Congress of the United States or State of Oregon employee shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

d. No Debarment. Neither Recipient nor its principals is presently debarred, suspended, or voluntarily excluded from any federally-assisted transaction, or proposed for debarment, declared ineligible or voluntarily excluded from participating in this Agreement by any state or federal agency. Recipient agrees to notify ODA immediately if it is debarred, suspended or otherwise excluded from any federally assisted transaction for any reason or if circumstances change that may affect this status, including without limitation upon any relevant indictments or convictions of crimes.

e. Compliance with Oregon Taxes, Fees and Assessments. Recipient is, to the best of the undersigned's knowledge, and for the useful life of the Project will remain, current on all applicable state and local taxes, fees and assessments.

11. Special Warranty of Recipient To Maintain and Operate the Airport & Segregate Income.

a. Recipient warrants that it shall maintain and operate the Airport as an airport in a usable, safe, and orderly manner at all times for a period of at least 20 years from the Effective Date. If this condition is not met, Recipient shall immediately reimburse to ODA all Grant Funds in an amount equal to the total amount of Grant Funds provided for the Project, divided by twenty (20), multiplied by the difference between twenty (20) and the number of years that the Airport remained open after the Effective Date. By way of example only, if $100,000 in Grant Funds are distributed and Recipient closes the Airport after only seven years of the required 20-year operating period, then Recipient must reimburse ODA $65,000 of Grant Funds ($100,000/20 years = $5,000; $5,000 x 13 years = $65,000).

b. Recipient also warrants and agrees that all income derived from the Airport shall be deposited into a segregated account for a period of at least 20 years from the Effective Date, and these funds shall be used only for the operation, maintenance or capital improvement of the Airport.

12. Records Maintenance and Access; Audit.

a. Records, Access to Records and Facilities. Recipient shall make and retain proper and complete books of record and account and maintain all fiscal records related to this Agreement and the Project in accordance with all applicable generally accepted accounting principles, generally accepted governmental auditing standards, and state minimum standards for audits of municipal corporations. Recipient shall ensure that each of its subrecipients and subcontractors complies with these requirements. ODA, the Secretary of State of the State of Oregon (the "Secretary") and their duly authorized representatives shall have access to the books, documents, papers and records of Recipient that are directly related to this Agreement, the funds provided hereunder, or the Project for the purpose of making audits and examinations. In addition, ODA, the Secretary and their duly authorized representatives may make and retain excerpts, copies, and transcriptions of the foregoing books, documents, papers, and records. Recipient shall permit authorized representatives of ODA, and the Secretary to perform site reviews of the Project, and to inspect all vehicles, real property, facilities and equipment purchased by Recipient as part of the Project, and any transportation services rendered by Recipient. Nothing herein is meant to be or will be interpreted to be a waiver of any protection against disclosure of records or communication otherwise provided by law, including protection provided by attorney-client privilege or the attorney work product doctrine.

b. Retention of Records. Recipient shall retain and keep accessible all books, documents, papers, and records, that are directly related to this Agreement, the funds or the Project until the date that is six (6) years following the Availability Termination Date.

c. Expenditure Records. Recipient shall document the expenditure of all Grant Funds disbursed by ODA under this Agreement. Recipient shall create and maintain all expenditure records in accordance with generally accepted accounting principles and in sufficient detail to permit ODA to verify how the Grant moneys were expended.

This Section 12 shall survive any expiration or termination of this Agreement.

13. Recipient Subagreements and Procurements.

a. Subagreements generally. Recipient may enter into agreements with sub-recipients, contractors or subcontractors (collectively, "subagreements") for performance of the Project.

i. All subagreements must be in writing, executed by Recipient and must incorporate and pass through all of the applicable requirements of this Agreement to the other party or parties to the subagreement(s). Use of a subagreement does not relieve Recipient of its responsibilities under this Agreement.

ii. Recipient shall require all of its contractors performing work under this Agreement to name ODA as a third party beneficiary of Recipient's subagreement with the Contractor and to name ODA as an additional obligee on contractors' bonds.

iii. Upon ODA's request, Recipient shall provide ODA with a copy of any signed subagreement, as well as identify all owners of the sub-recipient, contractor, or subcontractor with whom Recipient entered into the subagreement. Recipient must report to ODA any substantial breach of a term or condition of a subagreement relating to this Agreement within ten (10) days of Recipient discovering the breach.

b. Conflicts of Interest; Private Recipients. If Recipient is not a public body, as defined in ORS 174.109, Recipient shall not award, enter into, or otherwise participate in any subagreement if a conflict of interest, real or apparent, would arise. Such a conflict arises when any of the following would be a party to the subagreement:

i. An employee, officer, or agent of the Recipient ("Recipient Person");

ii. A Recipient Person's spouse, domestic partner, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law;

iii. The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the spouse or domestic partner of a Recipient Person;

iv. Any individual for whom a Recipient Person has a legal support obligation; or

v. An organization in which any of the individuals identified in (i) through (iv) is a partner, member, or employee or from which the individual otherwise receives a financial benefit.

c. Conflicts of Interest; Public Recipients. If Recipient is a public body, as defined in ORS 174.109, Recipient's public officials shall comply with Oregon's government ethics laws, ORS 244.010 et seq., as those laws may be subsequently amended.

d. Subagreement indemnity; insurance.

i. ***Recipient shall require its contractor(s) and subcontractor(s) that are not units of local government as defined in Oregon Revised Statute (ORS) 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon, the Oregon Aviation Board and it members, the Oregon Department of Aviation and its officers, employees and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260 ("Claims"), to the extent such Claims are caused, or alleged to be caused by the negligent or willful acts or omissions of Recipient's contractor or any of the officers, agents, employees or subcontractors of the contractor. It is the specific intention of the Parties that ODA shall, in all instances, except to the extent Claims arise from the negligent or willful acts or omissions of ODA, be indemnified for all Claims caused or alleged to be caused by the contractor or subcontractor.***

ii. Any such indemnification shall also provide that neither Recipient's contractor or subcontractor, nor any attorney engaged by Recipient's contractor or subcontractor, shall defend any claim in the name the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at any time at its election, assume its own defense and settlement in the event that it determines that Recipient's contractor is prohibited from defending the State of Oregon, or that Recipient's contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Recipient's contractor if the State of Oregon elects to assume its own defense.

iii. Recipient shall require the other party, or parties, to each of its subagreements that are not units of local government as defined in ORS 190.003 to obtain and maintain insurance of the types and in the amounts provided in Exhibit C to this Agreement.

e. Procurements for Public Recipients. If Recipient is a public body, as defined in ORS 174.109, Recipient shall make purchases of any equipment, materials, or services for the Project under procedures that comply with Oregon law, including all applicable provisions of the Oregon Public Contracting Code and rules, ensuring that:

i. all applicable clauses required by federal statute, executive orders and their implementing regulations are included in each competitive procurement;

ii. all procurement transactions are conducted in a manner providing full and open competition; and

iii. procurements exclude the use of statutorily or administratively imposed in-state or geographic preference in the evaluation of bids or proposals (with exception of locally controlled licensing requirements).

f. Procurements for Private Recipients. If Recipient is not a public body, as defined in ORS 174.109:

i. For procurements over $25,000, Recipient must solicit quotes or bids from at least three sources. If three quotes or bids are not reasonably available, fewer will suffice. In either case, Recipient shall retain, and provide upon ODA's request, documentation of the bidding and selection process for all procurements over $25,000, including Recipient's efforts to obtain the quotes or bids.

ii. Recipient may not artificially divide or fragment a procurement so as to reduce the procurement amount below the $25,000 threshold designated by this section.

14. Termination and ODA Rights Upon Termination.

a. Mutual Termination. This Agreement may be terminated by mutual written consent of the Parties.

b. Termination by ODA. ODA may terminate this Agreement effective upon delivery of written notice to Recipient, or at such later date as may be established by ODA, under any of the following circumstances:

i. If Recipient fails to pay its share of the Project costs;

ii. If Recipient fails to provide services or funds called for by this Agreement within the time specified herein;

iii. If Recipient fails to perform any of its other obligations under this Agreement, and that failure continues for a period of 10 calendar days after the date ODA delivers Recipient written notice specifying such failure. The ODA may agree in writing to an extension of time if it determines Recipient instituted and has diligently pursued corrective action;

iv. If any false or misleading representation is made by or on behalf of Recipient in this Agreement or in any document provided by Recipient related to this Agreement or the Project;

v. If ODA fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODA, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement;

vi. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that the Project work under this Agreement is prohibited or if ODA is prohibited from paying for such Project work from the planned funding source; or

vii. If, in the sole opinion of ODA, the Project would not produce results that are commensurate with the further expenditure of funds.

c. ODA's Rights upon Termination. Upon termination under Section 14(a) or Section 14(b) above, ODA may:

i. Terminate ODA's commitment and obligation to make any further disbursements of Grant Funds;

ii. Require Recipient to immediately repay ODA all disbursed Grant Funds; and

iii. For termination on any of the grounds set forth in Section 14(b)(i)-(iv), bar Recipient from applying to ODA for future assistance.

ODA's remedies are cumulative and are in addition to any other rights or remedies available at law or in equity.

15. GENERAL PROVISIONS:

a. Contribution.

i. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against ODA or Recipient with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.

ii. With respect to a Third Party Claim for which ODA is jointly liable with Recipient (or would be if joined in the Third Party Claim), ODA shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Recipient in such proportion as is appropriate to reflect the relative fault of ODA on the one hand and of the Recipient on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of ODA on the one hand and of Recipient on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. ODA's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if ODA had sole liability in the proceeding.

iii. With respect to a Third Party Claim for which Recipient is jointly liable with ODA (or would be if joined in the Third Party Claim), Recipient shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by ODA in such proportion as is appropriate to reflect the relative fault of Recipient on the one hand and of ODA on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Recipient on the one hand and of ODA on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Recipient's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

b. Indemnification and Hold Harmless. Recipient shall, to the full extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, indemnify and hold ODA harmless from all liability of whatsoever nature, and for any costs, fees or expenses that ODA may incur from Recipient's performance of this Agreement.

c. Dispute Resolution. The Parties shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

d. Amendments. This Agreement may be amended or extended only by a written instrument signed by both Parties and approved as required by applicable law.

e. Duplicate Payment. Recipient is not entitled to compensation or any other form of duplicate, overlapping or multiple payments for the same work performed under this Agreement from any agency of the State of Oregon or the United States of America or any other party, organization or individual.

f. No Third Party Beneficiaries. ODA and Recipient are the only Parties to this Agreement and are the only Parties entitled to enforce its terms. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right, whether directly or indirectly, to a third person unless such a third person is individually identified by name herein and expressly described as an intended beneficiary of the terms of this Agreement.

g. Notices. Except as otherwise expressly provided in this Agreement, any communications between the Parties hereto or notices to be given hereunder shall be given in writing by personal delivery, facsimile, email or mailing the same, postage prepaid, to Recipient Contact or ODA Contact at the address or number set forth on the signature page of this Agreement, or to such other addresses or numbers as either party may hereafter indicate pursuant to this section. Any communication or notice personally delivered shall be deemed to be given when actually delivered. Any communication or notice delivered by facsimile shall be deemed to be given when receipt of the transmission is generated by the transmitting machine, and to be effective against ODA, such facsimile transmission must be confirmed by telephone notice to ODA Contact. Any communication by email shall be deemed to be given when the recipient of the email acknowledges receipt of the email. Any communication or notice mailed shall be deemed to be given when received.

h. Governing Law, Consent to Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflicts of law. Any claim, action, suit or proceeding (collectively, "Claim") between ODA (or any other agency or department of the State of Oregon) and Recipient that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Marion County in the State of Oregon. In no event shall this section be construed as a waiver by the State of Oregon of any form of defense or immunity, whether sovereign immunity, governmental immunity, immunity based on the eleventh amendment to the Constitution of the United States or otherwise, from any Claim or from the jurisdiction of any court. Each party hereby consents to the exclusive jurisdiction of Circuit Court of Marion County in the State of Oregon, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

i. Compliance with Law. Recipient shall comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to the Project including, but not limited to, the provisions of ORS 319.020 and OAR 738 Divisions 124 and 125 where applicable by this Agreement, incorporated herein by reference and made a part of this Agreement. In addition, without limiting the generality of the foregoing, Recipient expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

j. Costs and Expenses Related to Employment of Individuals; Insurance; Workers' Compensation. Recipient is responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement, including but not limited to retirement contributions, workers' compensation, unemployment taxes, and state and federal income tax withholding. In addition, Recipient's subcontractors, if any, and all employers working under this Agreement are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017 and shall provide the required Workers' Compensation coverage, unless such employers are exempt under ORS 656.126. Employer's liability insurance with coverage limits of not less than $500,000 must be included. Recipient shall ensure that each of its subrecipient(s), contractor(s), and subcontractor(s) complies with these requirements.

k. Independent Contractor. Recipient shall perform the Project as an independent contractor and not as an agent or employee of ODA. Recipient has no right or authority to incur or create any obligation for or legally bind ODA in any way. ODA cannot and will not control the means or manner by which Recipient performs the Project, except as specifically set forth in this Agreement. Recipient is responsible for determining the appropriate means and manner of performing the Project. Recipient acknowledges and agrees that Recipient is not an "officer", "employee", or "agent" of ODA, as those terms are used in ORS 30.265, and shall not make representations to third parties to the contrary.

l. Severability. If any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if this Agreement did not contain the particular term or provision held to be invalid.

m. Counterparts. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

n. Integration and Waiver. This Agreement, and attached exhibits constitute the entire Agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODA to enforce any provision of this Agreement shall not constitute a waiver by ODA of that or any other provision.

o. Questions; Program Coordinators. Questions regarding this Agreement may be directed to:

Oregon Department of Aviation
Attn: Program Coordinators: Cathy Clark, or Andria Abrahamson, or each of their successors
3040 25th Street SE
Salem, OR 97302

Cathy Clark, Program Coordinator
cathy.rb.clark@aviation.state.or.us
503-378-2894

Andria Abrahamson, Program Coordinator
andria.abrahamson@aviation.state.or.us
503-378-4881

Heather Peck, Program Manager
heather.peck@aviation.state.or.us
503-378-3168

In the absence of any of the above-named individuals during the term of this Agreement, ODA shall notify the Recipient in writing of a substitute contact.

SIGNATURE PAGE TO FOLLOW

THE PARTIES, by execution of this Agreement, hereby acknowledge that its signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

The Director of the Department of Aviation or his designee is authorized to act on behalf of State in approving and executing this Agreement.

The State Aviation Board approved the COAR funding request and delegated authority to the Director of the Oregon Department of Aviation to enter into Agreement.

Port of Hood River by and through its elected officials

By _____
(Legally designated representative)

Name Michael S. McElwee
(printed)

Date 7/7/21

APPROVED AS TO LEGAL SUFFICIENCY
(If required in local process)

By N/A
(Recipient's Legal Counsel)

Date _____

STATE OF OREGON, by and through its Oregon Department of Aviation

By _____
Director

Name _____
(printed)

Date _____

APPROVED AS TO LEGAL SUFFICIENCY
(For funding over $150000)

By _____
Department of Justice

Date _____

Recipient Contact:
Fred Kowell, Chief Financial Officer
1000 E. Port Marine Drive
Hood River, Oregon, 97031
(541) 386-6651
fkowell@portofhoodriver.com

ODA Contacts:
Cathy Clark, Program Coordinator
3040 25th Street SE
Salem, OR 97302
503-378-2894
cathy.rb.clark@aviation.state.or.us

Andria Abrahamson, Program Coordinator
3040 25th Street SE
Salem, OR 97302
503-378-4881
andria.abrahamson@aviation.state.or.us

EXHIBIT A
Project Description, Milestones, Schedule and Budget

Application Number: COAR-2021-4S2-00028
Project Name: Ken Jernstedt Airfield Fuel Tank Replacement

A. PROJECT DESCRIPTION

The current location of the fuel tank at the Ken Jernstedt airfield does not conform to FAA standards and is temporary. The location to which it is being moved to is a permanent location, large enough to hold future tank expansion and has been included in the Master Plan filed with the FAA.

B. PROJECT MILESTONES AND SCHEDULE

Milestones are used for evaluating performance on the Project as described in the Agreement. Milestones cannot be changed without an amendment to the Agreement.

If Recipient anticipates that Project milestones will be delayed by more than ninety (90) days, Recipient shall submit a Request for Change Order, as described in Section 6 of the Agreement, to the ODA Project Coordinators as soon as Recipient becomes aware of any possible delay. The Request for Change order must be submitted before the Milestone completion date shown in Table 1 below.

The anticipated start date of the Project is: **10/30/20**

The anticipated completion date of the Project is: **11/30/20**

Table 1: Milestones

Milestone	Description	Estimated Start Date	Estimated Completion Date
1.	Purchase fuel tank and install on airfield	08/11/21	09/30/21

Table 2: Funding Breakdown

1	**Grant Award Amount**	$150,000.00
2	**Recipient Match (minimum 10% of Total Project Cost and any portion of the Project which is not covered by Grant Funds.)**	$29,660.00
3	**TOTAL PROJECT COST**	**$179,660.00**

EXHIBIT C
Subcontractor Insurance Requirements

GENERAL.

Recipient shall require its first tier contractor(s) that are not units of local government as defined in ORS 190.003, if any, to: i) obtain insurance specified under TYPES AND AMOUNTS and meeting the requirements under ADDITIONAL INSURED, "TAIL" COVERAGE, NOTICE OF CANCELLATION OR CHANGE, and CERTIFICATES OF INSURANCE before the contractors perform under contracts between Recipient and the contractors (the "Subcontracts"), and ii) maintain the insurance in full force throughout the duration of the Subcontracts. The insurance must be provided by insurance companies or entities that are authorized to transact the business of insurance and issue coverage in the State of Oregon and that are acceptable to Recipient. Recipient shall not authorize contractors to begin work under the Subcontracts until the insurance is in full force. Thereafter, Recipient shall monitor continued compliance with the insurance requirements on an annual or more frequent basis. Recipient shall incorporate appropriate provisions in the Subcontracts permitting it to enforce contractor compliance with the insurance requirements and shall take all reasonable steps to enforce such compliance. Examples of "reasonable steps" include issuing stop work orders (or the equivalent) until the insurance is in full force or terminating the Subcontracts as permitted by the Subcontracts, or pursuing legal action to enforce the insurance requirements. In no event shall Recipient permit a contractor to work under a Subcontract when the Recipient is aware that the contractor is not in compliance with the insurance requirements. As used in this section, a "first tier" contractor is a contractor with which the Recipient directly enters into a contract. It does not include a subcontractor with which the contractor enters into a contract.

TYPES AND AMOUNTS.

1. **WORKERS COMPENSATION.** Insurance in compliance with ORS 656.017, which requires all employers that employ subject workers, as defined in ORS 656.027, to provide workers' compensation coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). Employers liability insurance with coverage limits of not less than $500,000 must be included.

2. **COMMERCIAL GENERAL LIABILITY.** Commercial General Liability Insurance covering bodily injury, death, and property damage in a form and with coverages that are satisfactory to ODA. This insurance shall include personal injury liability, products and completed operations. Coverage shall be written on an occurrence form basis, with not less than the following amounts as determined by ODA:

   Bodily Injury, Death and Property Damage:
   Not less than $2,000,000 per occurrence (for all claimants for claims arising out of a single accident or occurrence). Annual aggregate limit shall not be less than $4,000,000.

3. **AUTOMOBILE LIABILITY INSURANCE: AUTOMOBILE LIABILITY.** Automobile Liability Insurance covering all owned, non-owned and hired vehicles. This coverage may be written in combination with the Commercial General Liability Insurance (with separate limits for "Commercial General Liability" and "Automobile Liability"). Automobile Liability Insurance must be in not less than the following amounts as determined by ODA:

Bodily Injury, Death and Property Damage:
Not less than $2,000,000 per occurrence (for all claimants for claims arising out of a single accident or occurrence).

4. **ADDITIONAL INSURED.** The Commercial General Liability Insurance and Automobile Liability insurance must include the State of Oregon, ODA, its officers, employees and agents as Additional Insureds, but only with respect to the contractor's activities to be performed under the Subcontract. Coverage must be primary and non-contributory with any other insurance and self-insurance.

5. **"TAIL" COVERAGE.** If any of the required insurance policies is on a "claims made" basis, such as professional liability insurance, the contractor shall maintain either "tail" coverage or continuous "claims made" liability coverage, provided the effective date of the continuous "claims made" coverage is on or before the effective date of the Subcontract, for a minimum of twenty-four (24) months following the later of : (i) the contractor's completion and Sponsor's acceptance of all Services required under the Subcontract or, (ii) the expiration of all warranty periods provided under the Subcontract. Notwithstanding the foregoing twenty-four (24) month requirement, if the contractor elects to maintain "tail" coverage and if the maximum time period "tail" coverage reasonably available in the marketplace is less than the twenty-four (24) month period described above, then the contractor may request and ODA may grant approval of the maximum "tail " coverage period reasonably available in the marketplace. If ODA approval is granted, the contractor shall maintain "tail" coverage for the maximum time period that "tail" coverage is reasonably available in the marketplace.

6. **NOTICE OF CANCELLATION OR CHANGE.** The contractor or its insurer must provide thirty (30) days' written notice to Recipient before cancellation of, material change to, potential exhaustion of aggregate limits of, or non-renewal of the required insurance coverage(s). Any failure to comply with the reporting provisions of this clause shall constitute a material breach of this Agreement and shall be grounds for immediate termination of this Agreement.

7. **CERTIFICATE(S) OF INSURANCE.** Recipient shall obtain from the contractor a certificate(s) of insurance for all required insurance before the contractor performs under the Subcontract. The certificate(s) or an attached endorsement must specify: i) all entities and individuals who are endorsed on the policy as Additional Insured (or Loss Payees) and ii) for insurance on a "claims made" basis, the extended reporting period applicable to "tail" or continuous "claims made" coverage. Required insurance coverages shall be obtained from insurance companies acceptable to ODA and the contractor shall pay for all deductibles, self-insured retention or self-insurance.

8. **INSURANCE REQUIREMENT REVIEW.** Recipient agrees to periodic review of insurance requirements by ODA under this Agreement and to provide updated requirements as mutually agreed upon by ODA and Recipient.

9. **ODA ACCEPTANCE.** All insurance providers are subject to ODA acceptance. If requested by ODA, Recipient shall provide complete copies of its Contractors' insurance policies, endorsements, self-insurance documents and related insurance documents to ODA's representatives responsible for verification of the insurance coverages required under this Exhibit C.

The Recipient shall immediately notify ODA of any change in insurance coverage.

Commission Memo

Prepared by: Fred Kowell
Date: July 13, 2021
Re: Replacement Copy Machine Purchase

The Port's current copier is a Ricoh 5503 which has reached the end of its useful life. We are experiencing added down times and service calls and it has surpassed the 2 million copy mark which is significantly past its design life. This is an approved budget item. We are able to purchase a new copier with Solutions/Yes at the Oregon state price agreement rates which are significantly lower than other options. The new copier is similar to the current copier. The cost of the new copier is $12,276 with the state pricing per copy at the state rate.

RECOMMENDATION: Approve purchase of a Kyocera TA6053ci in the amount of $12,276 from Solutions/Yes.

This page intentionally left blank.

8300 SW Hunziker st
Portland, OR 97223
(503) 597-0YES
fax: (503) 213-1235

EQUIPMENT ORDER FORM

BILL TO		SHIP TO	
Port of Hood River		Port of Hood River	
Attn: Accounts Payable		Attn: Accounts Payable	
1000 E. Port Marina Dr		1000 E. Port Marina Dr	
Hood River, OR 97031		Hood River, OR 97031	
CONTACT NAME	PHONE NUMBER	LOCATION CONTACT NAME	PHONE NUMBER
Fred Kowell	541-386-1395		

CUSTOMER PO NUMBER	SALES ORDER NUMBER	ORDERED BY	SOLD BY

QUIPMENT & ACCESSORIE	QTY	ITEM #	DESCRIPTION	NET AMOUNT
	1	TA6053ci	Kyocera TA6053ci	$ 12,276.00
			Included delivery, setup, installation, connectivity and training	
			All Parts, Labor and Toner included	

SERVICE AGREEMENT:

BASE CHARGE: $ 0 IMAGE ALLOWANCE - BK: 0

IMAGE ALOWANCE - CL: 0

OVERAGE RATE - CL: $_ BILLING CYCLE:

ACCEPTANCE: This agreement is not valid unless accepted by authorized signor of Solutions YES, LLC. By signing this Contract, "Customer" acknowledges and agrees to the following terms: (1) this Contract is NON-CANCELABLE; (2) this Contract is the entire agreement between Customer and Solutions YES, LLC, as it pertains to the equipment and services described above; (3) to fully understand all terms and conditions as stated herein; (4) can be changed only by written agreement and must be signed by Customer and Solutions YES, LLC.

SUB-TOTAL	
DELIVERY	-
NETWORK INSTALLATION	
TAX	
SUBTOTAL	$ -
LESS DEPOSIT	
TOTAL	$ 12,276.00

CUSTOMER ACCEPTANCE	TITLE	DATE

CUSTOMER - PRINT NAME

SOLUTIONS YES, LLC. ACCEPTANCE	TITLE	DATE

SOLUTIONS YES, LLC.

8300 SW Hunziker s
Portland, OR 9722
(503) 597-0YE
FAX: (503) 213-123

EQUIPMENT SUPPORT AGREEMENT

CONTRACT # _____

CUSTOMER BILL TO:	
Port of Hood River	
Attn: Accounts Payable	
1000 E. Port Marina Dr.	
Hood River, OR 97031	
Contact Name	**Phone Number**
IT Contact	**Phone Number**

CUSTOMER EQUIPMENT LOCATION:
Port of Hood River
1000 E. Port Marina Dr.
Hood River, OR 97031

AGREEMENT START DATE: Upon Install

Your Solutions YES maintenance agreement covers all parts, labor, travel and supplies (except paper and staples) unless specifically stated below

SID #	Equipment	Serial Number	Start Meter	Image Allowance	Base Charge	Overage Chg (per image)
	TA6053ci			0	$ -	0.00700
SID #	**Tiered Color**	**Color Levels**	**Start Meter**	**Color Image Allowance**	**Color Base**	**Overage Chg (per image)**
	Color Level 1	*Spot Color*		*0*	$ -	0.02500
	Color Level 2	*Business Color*		*0*	$ -	0.03500
	Color Level 3	*Graphic Color*		*0*	$ -	0.04500

Additional Equipment on Schedule A ☐

Preferred Method of Meter Collection: **Meter Collection Contact Name:** _____

☑ FM Audit ☐ Phone ☐ Fax ☐ E-Mail

Phone #	Fax #	E-Mail Address

Agreement Term ☐ 36 Months ☑ 60 Months ☐ Other _____

Base Billing Cycle ☑ Monthly ☐ Quarterly ☐ Annually

Overage Billing Cycle ☑ Monthly ☐ Quarterly ☐ Annually

Comments: Service includes all parts, labor, toner and staples. All rates are fixed for 4 years

CUSTOMER ACCEPTANCE:

Signature	Printed Name & Title	Date

SOLUTIONS YES ACCEPTANCE

Signature	Printed Name & Title	Date

CONFIDENTIAL

Terms & Conditions

EQUIPMENT SUPPORT AGREEMENT ("ESA"): Solutions YES, LLC agrees to perform maintenance and make inspections, adjustments and repairs, and replace defective parts without additional charge to Customer, provided such calls are made during normal business hours. Solutions YES, LLC will furnish supplies, to be delivered at acceptable intervals and quantities in accordance with manufacturer's suggested yields. This ESA does not include paper, labels, staples, or transparencies. Solutions YES, LLC agrees to train customer in the use of the equipment at reasonable times. Title to all supplies furnished in connection with the ESA, including consumable parts such as drums, remains in Solutions YES, LLC until said supplies are consumed to the extent that they may not be further utilized in the copy making process. Toner consumption shall be within 10% of the manufacturer's suggested yields. A charge for toner consumption exceeding 10% of manufacturer's suggested yields will be charged at current retail price. In the event of customer default or cancellation, supplies and consumable parts shall be returned to Solutions YES, LLC on demand. Beyond the initial set-up and installation, any network or connectivity related service call, i.e. unable to print/scan or requests for additional desktops set up to print or scan, are considered chargeable calls at the current Solutions YES, LLC networking labor rates, unless it is determined to be a hardware related issue.

EXCESSIVE DAMAGE: Damage to the equipment or its parts arising out of misuse, abuse, negligence or causes beyond the control of Solutions YES, LLC are not covered. Solutions YES, LLC may terminate this agreement in the event the equipment is modified, damaged, altered or serviced by personnel other than those employed by Solutions YES, LLC, or if parts, accessories, components or supplies not authorized by Solutions YES, LLC are fitted to or used in the equipment.

EXCESS COPIES: Under the "ESA", the "Base Charge" is calculated on anticipated customer usage as stated in "Image Allowance" on the face of the Equipment Support Agreement. Image allowance copies are accumulated from the initial meter read. Should the allowance be exceeded prior to the expiration of any applicable billing cycle, customer agrees to pay the current excess copy charge for each copy in excess of the stated allowance. Invoices for excess copies will be tendered according to the "Overage Billing Cycle" and/or at the end of the initial term and shall be due and payable within 15 days. For agreements billed annually, upon exceeding the image allowance, customer may request that a new agreement be executed with the initial date of the term to coincide with the date that original image allowance is exceeded. Customer's option in this regard shall be void if all previously tendered invoices have not been paid.

BUSINESS HOURS FOR SERVICE: Support services shall be provided hereunder only during Solutions YES, LLC's normal business hours, which shall consist of 8:00a.m. to 5:00p.m., Monday through Friday, exclusive of Solutions YES' holidays and are subject to change by Solution YES. At customer's request, Solutions YES, LLC may render support service outside of normal business hours, subject to availability of personnel, at established Solutions YES, LLC rates then in effect.

AVAILABILITY OF SUPPLIES: Customer support engineers do not carry or deliver consumable supplies (toner, etc.). It is customer's responsibility to have the necessary supplies available for customer support engineer's use.

RECONDITIONING: When a shop reconditioning is necessary, or the manufacturer's life expectancy of the equipment has been exceeded, and normal repairs and parts replacement cannot keep a unit in satisfactory operating condition, Solutions YES, LLC may refuse to renew this agreement, and/or refuse to continue providing support under this agreement, furnishing support only on a Per Call basis at Solutions Yes, LLC's current rates.

CANCELLATION OF SERVICE: Cancellation at the conclusion of the initial term or any renewal term may be accomplished by either party by providing written notice of such cancellation no later than thirty (30) days prior to the expiration of the term then in effect. In addition, Solutions YES, LLC may cancel this agreement, in whole or in part, at any time upon seven (7) days written notice, or without notice in the thirty (30) days prior to renewal date. If customer at any time is in breach of any term or condition contained herein, Solutions YES, LLC may apply any refund due to the satisfaction of any past due invoices for any other products or services. Should this agreement be cancelled by customer, Solutions YES, LLC will not issue any refund.

LATE CHARGES; INTEREST; SUSPENSION OF SERVICE: Customer agrees to pay all invoices tendered for services performed and/or parts installed on equipment when services are performed, according to invoice payment terms. If any payment due to Solutions YES, LLC hereunder is more than 10 days past due, customer agrees to pay a late charge equal to ten (10%), to cover Solutions YES, LLC's administrative costs occasioned by said late payment. Customer agrees that amounts not timely paid shall bear interest at the rate of 1.5% monthly (18% per annum) or at the maximum rate allowed by law, whichever is less. Without waiver of any other rights hereunder, Solutions YES, LLC shall have the right to discontinue service in the event customer becomes delinquent in payment.

DAMAGES: In the event Customer is in default of an obligation under this agreement, and remains in default for seven (7) days after notice thereof, Solutions YES, LLC may cancel this agreement and collect damages according to the following formula. In such an event, Customer promises to pay Solutions YES, LLC the following amounts as liquidated damages (and not as a penalty): (a) During the first six months of the initial term, six times the average monthly charge; (b) At any time thereafter, amount owed at three times the monthly charge.

RENEWAL: Unless otherwise terminated as set forth herein, this agreement shall be automatically renewed upon expiration of the initial term for successive renewal terms, at Solutions YES, LLC maintenance rates in effect at the time of application renewal. Annual increases may be incurred during the term of the contract.

INSTALLATION: Certain equipment must be installed according to specific requirements in terms of space, electric, and environmental conditions. Installation requirements are defined in the equipment operator manual. Customer shall ensure that the equipment is placed in an area that conforms to these requirements.

DISCLAIMER: Solutions YES, LLC expressly disclaims any duty as insurer of the equipment and customer shall pay for all costs of repair and parts or replacement of the equipment made necessary by, but not limited to, loss or damage through accident, abuse, misuse, theft, fire, water, casualty, natural forces or any other negligent act of customer or customer's agent and/or service performed by non-Solutions YES, LLC personnel. Solutions YES, LLC will not assume any liability for any conditions arising from electrical circuitry external to the equipment and equipment line cord, nor is any external electrical work covered under this agreement.

CUSTOMER CHANGES: Any Customer changes, alterations, or attachments may require a change in the charges set forth herein. Solutions YES, LLC also reserves the right to terminate this agreement in the event it has been determined such changes, alterations, or attachments make it impractical for Solutions YES, LLC to continue to service the equipment.

ATTORNEY'S FEES; COSTS: In the event customer defaults under this Equipment Support Agreement, or if any other dispute arises hereunder requiring Solutions YES, LLC to refer said matter to an attorney and/or to initiate, or defend, any court action in any way related to this agreement, customer agrees to pay Solutions YES, LLC reasonable attorney's fees and all costs resulting from such actions.

WAIVER OF JURY TRIAL: Customer hereby waives trial by jury as to any and all issues out of, or in any way related to this ESA.

NO WAIVER: Customer acknowledges and agrees that any delay or failure to enforce the rights hereunder by Solutions YES, LLC, does not constitute a waiver of such rights by Solutions YES, LLC or in any way prevent Solutions YES, LLC from enforcing such rights, or any other rights hereunder, at a later time.

ENTIRE AGREEMENT: This ESA constitutes the entire agreement between Customer and Solutions YES, LLC related to the service and maintenance of the equipment, and any and all prior negotiations, agreements (oral or written), or understandings are hereby superseded.

NO MODIFICATIONS OF TERMS: Customer expressly acknowledges and agrees that these terms and conditions may not be varied, modified, or changed except by written agreement executed by a corporate officer of Solutions YES, LLC. No sales or service personnel, including but not limited to managers or supervisors, has any authority to override this provision.

NOTICE: Any notice or other communication given or required in connection with this Equipment Support Agreement, shall be in writing, and shall be given by certified or registered mail, postage prepaid, return receipt requested. If sent to Solutions YES, LLC said notice shall be sent to Solutions YES, LLC, Attn: CFO, 8300 SW Hunziker St., Portland, OR 97223, or such other address Solutions YES, LLC may hereafter designate in writing. If to Customer, the notice shall be sent to Customer at the address specified in the reverse side hereof, or such address which may be specified, by customer, in writing to Solutions YES, LLC.

Customer Initials_____

PROPOSED SOLUTION
FOR
PORT OF HOOD RIVER

CURRENT SITUATION:

- Ricoh MPC5503-Owned Purchase Price $12,620.00
- Service Contract-B&W cpc .0075, Color cpc .0482
- January 1, 2019 Usage Statement: Ricoh MPC5503- B&W 5,600 copies @.0075=$42.00, Color 7,339 copies @.0482=$353.74 **TOTAL for MPC5503 $395.74**
- MPC4504- B&W 1,252 copies @.0075=$9.39, Color 950 copies @.0482=$55.18 **TOTAL FOR MPC4504 $55.18**

Total Monthly Usage Expense $450.92

RECOMMENDED SOLUTION:

New Kyocera TASKalfa 6053ci

- 60 ppm B&W, 55 ppm color
- 100 ppm scan speed-single sided, 180 ppm double sided
- 270 Sheet dual scan single pass document processor
- 2-500 sheet adjustable trays (5.5x8.5-12x18)
- 1-3,000 Sheet Large Capacity Paper Deck
- 150 Sheet bypass tray
- 4,000 Sheet Finisher-for stapling
- Super G3 Fax
- Full network printing and scanning capabilities (scan to email, SMB, FTP, USB)
- Includes Hard Drive Removal from Ricoh copier

TA6053ci (60 ppm B&W and 55 ppm Color) Purchase Price $12,276.00
TA5053ci (50 ppm B&W and 50 ppm Color) Purchase Price $10,595.00
Optional Booklet Maker-additional $795.00 to purchase price
Price includes delivery and installation of print drivers for printing and scanning

Maintenance Agreement-TA6053ci

B/W Service Rate	$ 0.007 (0 copies included)
Color Service Rate	$ Tier 1 (Spot Color) .025, Tier 2 (Business Color) .035, Tier 3 (Full Color) .0045

5,600 B&W images mo @.007=$39.20, 7,339 TOTAL COLOR images mo, Tier 1, 4,403 images (60%)@.025=$110.07, Tier 2, 1,468 images (20%)@.035=$51.38, Tier 3, 1,468 images (20%)@.045=$66.06

TOTAL MONTHLY USAGE $266.71

Maintenance Agreement-Ricoh MPC4504

B/W Service Rate	$ 0.012 (0 copies included)
Color Service Rate	$ 0.059 (0 copies included)

1,252 B&W images mo @.012=$15.02, 950 COLOR images mo @.059=$56.05

TOTAL MONTHLY USAGE $71.07

Total Monthly Usage Expense for TA6053ci & MPC4504=$337.78

- **All usage billed monthly or quarterly "as used", no base and no minimums**
- **Rates are all-inclusive for toner, drums, parts, staples and labor (everything except paper)**

ADDITIONAL INFORMATION

- Equipment set-up, delivery, network installation and ***unlimited training*** are all included.
- Service rates are fixed for 3 years
- Solutions YES to haul away old Ricoh MPC5503 at NO CHARGE
- OETC Contract Pricing: OETC-16R-Copiers

Blair Bell
Cell: 503-330-0528
Direct: 503-718-6127
Blair.bell@solutionsyes.com

Commission Memo

Prepared by: Fred Kowell
Date: July 13, 2021
Re: Accounts Payable Requiring Commission Approval

Jaques Sharp **$9,275.00**

Attorney services per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE **$9,275.00**

This page intentionally left blank.

JAQUES SHARP
ATTORNEYS AT LAW

205 3RD STREET / PO BOX 457
HOOD RIVER, OR 97031
(Phone) 541-386-1311 (Fax) 541-386-8771

CREDIT CARDS ACCEPTED

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

July 07, 2021
Account No: PORTOHaM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
MISCELLANEOUS MATTERS JJ					
1,482.50	3,225.00	0.00	0.00	-1,482.50	$3,225.00
FBO AIRPORT AGREEMENT (Gifford/Classic Wings)					
775.00	325.00	0.00	0.00	-775.00	$325.00
LEASE (Pfriem Brewing)					
775.00	0.00	0.00	0.00	-775.00	$0.00
TOWING AGREEMENT (Guzman Brothers Towing)					
819.00	0.00	0.00	0.00	-819.00	$0.00
EXPO SITE DEVELOPMENT (Key Development;Pickhardt)					
250.00	50.00	0.00	0.00	-250.00	$50.00
BRIDGE SOFTWARE (P Square Solutions)					
0.00	25.00	0.00	0.00	0.00	$25.00
TOLLING SYSTEM UPGRADE (Kapsch Traffic Com Corp)					
0.00	150.00	0.00	0.00	0.00	$150.00
ODOT BRIDGE FUNDS IGA (State of OR; ODOT)					
75.00	50.00	0.00	0.00	-75.00	$50.00
ODOT IGA - I-84 BRIDGE REPLACEMENT					
0.00	125.00	0.00	0.00	0.00	$125.00

Previous Balance	Fees	Expenses	Advances	Payments	Balance
EXECUTIVE DIRECTOR EVALUATION					
0.00	1,875.00	0.00	0.00	0.00	$1,875.00
CONCESSION PERMITS					
950.00	0.00	0.00	0.00	-950.00	$0.00
LEASE (Roam and Shelter, LLC; Larry Wilson)					
0.00	450.00	0.00	0.00	0.00	$450.00
(Airport Fuel Tank Procurement)					
2,975.00	25.00	0.00	0.00	-2,975.00	$25.00
BRIDGE TELECOM EASEMENT					
0.00	475.00	0.00	0.00	0.00	$475.00
BRIDGE CABLE EASEMENT					
0.00	1,125.00	0.00	0.00	0.00	$1,125.00
TIMBER TRESPASS - AIRPORT					
250.00	250.00	0.00	0.00	-250.00	$250.00
LEASE - ANDREAS JUEN					
0.00	425.00	0.00	0.00	0.00	$425.00
RESIDENTIAL PROPERTY					
0.00	575.00	0.00	0.00	0.00	$575.00
ODOT LAND EXCHANGE (BRIDGE AREA)					
0.00	75.00	0.00	0.00	0.00	$75.00
PROPERTY PURCHASE (Phil Jensen/Luhr Jensen)					
100.00	50.00	0.00	0.00	-100.00	$50.00
8,451.50	9,275.00	0.00	0.00	-8,451.50	$9,275.00

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

Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

Project Director Report
July 12, 2021 / Bi State Working Group (BSWG)

The following summarizes Bridge Replacement Project activities from June 16-July 9, 2021:

PROJECT MANAGEMENT UPDATE

- *Senator King and Klickitat County have agreed that the $5-million appropriated through the Washington State legislature will be passed from Washington DOT (WSDOT) to Oregon DOT (ODOT). This will add efficiencies to the project and minimize administrative time at the local level. Procurement for pre-construction services will follow Oregon contracting rules with Federal Highway (FHWA) and BSWG/POHR oversight.*
- *Bridge Replacement Project Director job description was updated and the Port of Hood River Commission approved extension of contract for three years through June 2024.*
- *August Project Update flier suitable for distribution is attached.*
- *Project Director will be developing quantifiable goals and objectives based upon the Strategic Action Plan Principles reviewed by the BSWG.*
- *Project Director be developing a newly-elected officials briefing on the project likely using WSP Oregon Principal, Jason Tell, as a presenter.*

GOVERNMENT AFFAIRS/LOBBYING UPDATE

- *Miles Pengilly, Thorn Run Partners, will give an update on the successful Oregon legislative session. SB 5006-1 was signed into law appropriating $5-million toward the replacement effort. The funds will come to the Port via the federal American Rescue Plan Act (ARPA). The project team had been suggesting that the funding come through state lottery funds. Regardless, the project team has thanked Sen. Thomsen and Rep. Williams for their championing of the project.*
- *Brad Boswell has facilitated a number of meetings between the Washington Joint Transportation Committee staff and Steve Siegel to develop bridge authority legislation.*
- *Letters of advocacy for federal infrastructure funding have been collected and will be sent to the region's federal delegation. Three letters have been crafted from the region's state legislators, the OneGorge advocacy group and the Bi-State Working Group. The BSWG letter is included in the meeting packet. Hal Hiemstra, Summit Strategies, drafted the letter and specifically chose to keep the ask vague as specifics on award sizes have yet to be determined. Pengilly and Boswell have assisted in getting approval and signatures from the state delegation.*

FEIS/ROD CRITICAL PATH UPDATE

- *Critical Path Status report on NEPA is attached.*
- *Third Consulting Parties (CP) meeting scheduled for later this month. These meetings are needed to negotiate agreement on mitigation for impacts to historic, cultural and recreational resources.*
- *Project team presented to the Yakama Nation Tribal Council on July 6th. Presentation focused on impacts to fishing access, fish and to cultural resource sites. Originally scheduled for 30-minutes, the team engaged members for almost 90-minutes. Though there was support for the project, there is an expectation that the temporary loss of the White Salmon Treaty Fishing Access Site (TFAS) will need to be financially mitigated. Tribal consultation will continue through NEPA, permitting, construction and beyond.*
- *Land Use Chapter and Recreational Resource (4f) acknowledgement is complete. Thank you to the Port, City of White Salmon and Klickitat County for the quick turnaround on concurrence letters.*
- *Port will need to commit to a new recreational boundary for the Marina Complex due to 6(f) regulations. The original marina parking lot and marina were built with federal recreational funds and impacts from the new bridge will require a new boundary defining the marina park. This will likely be a mitigation item which will need to be committed to, but is not required before the FEIS/ROD.*

GOVERNANCE/BSWG UPDATE

- *BSWG Meeting scheduled for July 12th*
    - *Oregon Legislative Update ($5M from ARPA) – Miles Pengilly*
    - *Governance Legislation Update – Steve Siegel*
    - *Project Administration Update – Kevin Greenwood*
- *June 14th BSWG Meeting Action Items*
    - *Federal Advocacy Letter in development*
    - *Strategic Principles distributed and posted on webpage*
    - *Summary of House Member earmark requests distributed via Hal Hiemstra*
    - *Director invited by SWRTC Exec. Dir, Matt Ransom, to present to RTC board in October. Klickitat County Commissioner, Dave Sauter, is the new county rep. to the RTC.*
- *Steve Siegel will be presenting an update on the first round of legal comments on the bridge authority legislation. Comments from local government legal counsels were received through July 9th. Siegel will be compiling the comments for presentation over the weekend.*
- *Miles Pengilly will give update on the Oregon legislative approach to the bill language.*

FUNDING & FINANCING UPDATE

- *BUILD coordination continues. Travis Wheeler is the grant coordinator located in Washington, D.C. He will be reviewing the updated documents and has been getting back to the Project Director about every two weeks.*

- *Met with FHWA-Ore. Div., ODOT Region 1 and WSDOT SW Region to discuss contracting and financial implementation. Klickitat County and WSDOT have been working with Sen. King to direct legislative funding directly to ODOT. This would increase efficiencies and allow the Port to maintain contracts following Oregon procurement rules. Project Director was asked to prepare list of assumptions, show a high-level finance plan and what tasks will be completed, list of anticipated questions and offer a plan moving forward for ongoing contracting and financing approach. This analysis is due July 23rd to the agencies.*
- *All three agencies agreed that the state appropriations could be used as the 20% BUILD grant match if certain criteria are met.*
- *1Q ODOT reimbursement received; 2Q request being compiled.*

MEETING SCHEDULE

- Yakama Tribal Council, July 6
- BUILD Coordination, July 8
- WSP Engineering Discussion, July 9
- Authority Legislation Mtg, July 9
- BSWG, July 12
- WSP Weekly Check In, July 19
- Construction Management Assoc. Meeting, July 14
- Consulting Parties Meeting #3, July 14
- OPPA Legislative Comm, July 15
- WSP Weekly Check In, July 19
- OPPA Meeting, July 22
- NEPA Coordination, July 22
- Sec. 106 Cultural Resources, July 23
- WSP Weekly Check In, July 26

This page intentionally left blank.

Hood River – White Salmon

EIS UPDATE
BRIDGE REPLACEMENT PROJECT

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 by Fall 2021.
- Finalization of Section 4(f) property determinations and gaining concurrence from officials with jurisdiction.
- Oregon State Historic Preservation Office (SHPO), Washington State Department of Archaeological and Historic Preservation(DAHP) review of archaeological reports is ongoing.
- Conduct a consulting parties meeting to identify potential mitigation measures for removal of the existing bridge.
- Continue consultation with Native American tribes on cultural resources, access to the Columbia River, fishing activities, treaty rights, and other interests.

Other Activities:

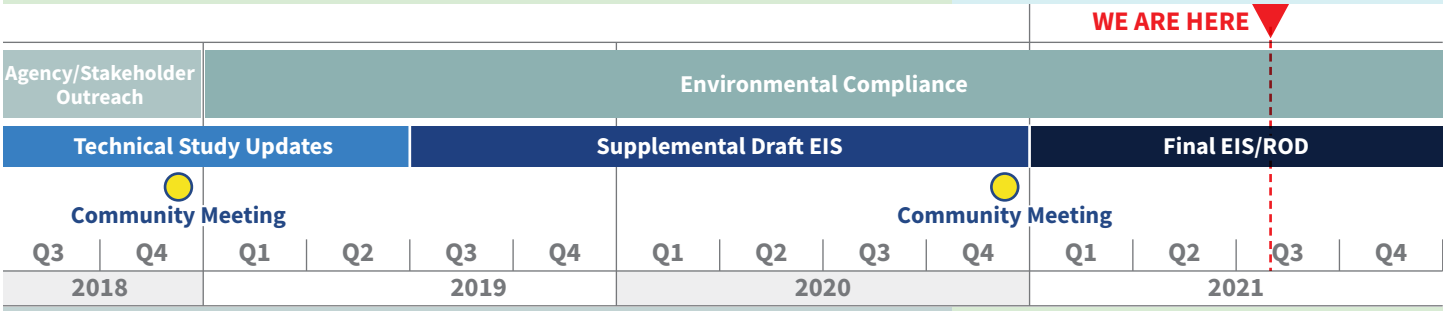
- First draft of Washington governance report for bi-state bridge authority being reviewed by local governments.
- The Project received a boost on June 25th when the Port received $5-million from the Oregon legislature through the American Rescue Plan Act. A total of $15-million has now been appropriated for Post-NEPA engineering and governance work.
- Special thanks to our legislators representing Hood River and Klickitat Counties in advocating for the project.
- Continued advocacy at federal level for infrastructure funding.
- A New webpage has been established at https://portofhoodriver.com/bridge/bridge-replacement-bi-state-working-group-bswg/ for tracking Bi-State Working Group activities.

AUGUST 2021 UPDATE

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.



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

This page intentionally left blank.

Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

July 12, 2021

The Honorable Ron Wyden
United States Senate

The Honorable Patty Murray
United States Senate

The Honorable Jeff Merkley
United States Senate

The Honorable Maria Cantwell
United States Senate

The Honorable Cliff Bentz
U.S. House of Representatives

The Honorable Jaime Herrera Beutler
U.S. House of Representatives

RE: PRIORITIZATION OF THE HOOD RIVER-WHITE SALMON BRIDGE FOR FEDERAL INFRASTRUCTURE FUNDING

Dear Senators Wyden, Merkley, Murray and Cantwell, and Representatives Bentz and Herrera Beutler,

As Congress works to finalize a new surface transportation reauthorization bill and also pass substantial new infrastructure funding, we urge the Oregon and Washington Congressional delegations to prioritize funding for replacement of the nearly 100-year-old Hood River-White Salmon Interstate Bridge.

Significant federal funding would be added to preliminary recent investments made by the Oregon and Washington state legislatures ($10 million and $5 million respectively), as well as a 2020 federal BUILD grant award for $5 million.

Preliminary environmental and engineering studies have been completed through cooperative federal, state, and local partnerships in Oregon and Washington. The Final EIS for this project and a Record of Decision (ROD) is expected before the end of 2021. This project is the #1 priority in the Comprehensive Economic Development Strategy for the Mid Columbia Economic Development District (MCEDD).

The 4,418’ long Hood River-White Salmon Interstate Bridge is the second-oldest Columbia River crossing, originally constructed in 1924. In 1938, the bridge was significantly rebuilt and a movable lift span installed to accommodate rising water levels that resulted from the construction of the Bonneville Dam. The fracture critical steel-truss bridge is functionally obsolete with narrow 9’4” travel lanes, no shoulder, and a sufficiency rating of less than 48. The bridge is weight restricted, does not provide bicycle or pedestrian access, and commercial river pilots consider this bridge to be the most difficult point to navigate within the entire Columbia River system due to narrow widths between in-water bridge supports.

The economy and quality of life for the bi-state community of the mid-Columbia is heavily dependent on this crossing. Serving both Oregon and Washington businesses and residents, this bridge provides acritical route to work and services on both sides of the river. Alternate routes would require an additional 45-60 minutes of drive time, as the nearest alternate bridges are more than 20 miles away in each direction.

Local, state, and federal efforts to replace the bridge have been underway for nearly two decades. It is now time to finally complete this effort. Costs to maintain the existing obsolete

structure are accelerating and time is of the essence. The solution is complete replacement with a new bridge that can safely accommodate the movement of marine and mobile freight and commuters, as well as bicycles and pedestrians in an area that is heavily dependent on tourism and recreational activities.

A significant federal funding investment today can help to advance construction of a project that is estimated to cost between $300 million and $340 million. A final funding package to construct a new bridge is expected to include a variety of federal, state, local and toll revenues.

The undersigned participants of the Bi-State Working Group (BSWG) urge you to name this bridge as a Priority Project within any infrastructure proposal passed by Congress and to specifically direct federal resources to it should Congress include Congressionally Directed Spending within such legislation.

Thank you for your consideration.

Bob Benton, Commissioner
Hood River (Ore.) County

Jake Anderson, Commissioner
Klickitat (Wash.) County

Kate McBride, Mayor
City of Hood River (Ore.)

Marla Keethler, Mayor
City of White Salmon (Wash.)

Kristi Chapman, Commissioner
Port of Hood River (Ore.)

Betty Barnes, Mayor
City of Bingen (Wash.)

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 June 15th

DATE: July 7, 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

PROGRESS:

- No change in status from last update.

CHALLENGES:

- None.

SCHEDULE RISKS:

- **Moderate risk** associated with NOAA Fisheries for completing consultation on schedule. Not expected to impact overall schedule.

SCHEDULED COMPLETION DATE: **7/16/2021 (JUN MEMO)**

- Adjusted schedule for additional time to have NOAA Fisheries issue the biological opinion based on ODOT check-in with NOAA.
- Successor task: Final EIS (final review draft)

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

- Prepared for and attended Umatilla tribe's fish and wildlife committee and cultural resources commission meeting in June. Prepared summary.
- Preparing agenda and coordinating Consulting Parties monthly meeting.
- Finalized and submitted Archaeological Testing Report and Survey Report to Oregon SHPO, Washington State DAHP.

CHALLENGES:

WSP USA
Suite 1600
851 SW 6th Avenue
Portland, OR 97204

Tel.: +1 503 478-2800
wsp.com

- Consultation with tribes has been occurring but reaching resolution on impacts and mitigation remains challenging.
- Continued close coordination with DAHP is necessary to obtain concurrence on archaeological reports and the MOA.

SCHEDULE RISKS:

- **High risk:** Obtaining concurrence by the Oregon SHPO and Washington State DAHP 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: **11/18/2021 (JUN MEMO)**

- Schedule updated based on established Consulting Parties meeting.
- Successor task: Final EIS (final review draft)

4. PUBLISH FINAL EIS/RECORD OF DECISION

PROGRESS:

- Continued work on Final EIS and Record of Decision.
- Finalized impact and mitigation discussion with Port on 4(f) resources and land use impacts including evaluation of National Trails for 4(f);
- Conducted 6(f) discussion with ODOT;
- 4(f) letters distributed to owners with jurisdiction by ODOT.

CHALLENGES:

- None.

SCHEDULE RISKS:

- Section 106 compliance is the critical path for completing the FEIS/ROD.

SCHEDULED COMPLETION DATE: **12/22/2021 (JUN MEMO)**

- Three week delay to account for adjustment associated with the MOA Consulting Parties meeting in July.
- Successor tasks: Close out EIS project.

PROJECTED WORK FOR NEXT 30 DAYS

The following work is projected to occur from June 15 through July 15.

TASK 1. PROJECT MANAGEMENT

- Coordination with Port, Consultant Team and other agencies
- Invoice for July activities
- Update schedule and critical path status
- Contract modification for schedule and geotechnical investigation

TASK 2. PUBLIC INVOLVEMENT

- Prepare monthly update for August issue.

TASK 5. ENVIRONMENTAL

- Continued coordination with FHWA and ODOT to complete FEIS/ROD.
- Coordinate with Port on ongoing outreach to tribal fishers.
- Prepare for and attend Yakama Tribal Council Meeting.
- Continued coordination with ODOT, state historic preservation offices and tribes on review and finalization of archaeology reports.
- Consulting parties meeting(s)

TASK 6. ENGINEERING

- Support the Final EIS production by addressing Requests for Information regarding design..

This page intentionally left blank.

Commission Memo

Prepared by: Fred Kowell
Date: July 13, 2021
Re: Financial Review for the Eleven Months Ended May 31, 2021

The attached four reports for this financial review are as follows:

- Bridge Traffic and Revenue Report
- Schedule of Expenditures by Cost Center by Fund
- Schedule of Revenues by Cost Center by Fund
- Statement of Operating Revenues, Expenditures and Other Sources and Uses

Bridge Traffic and Revenue Report

For this report, staff compared the Bridge Traffic and Revenues against last year as well as the prior year, since the pandemic put an abnormal variance in the results. This year to-date, revenue is only about 1% below as compared to the eleven months ended May 2020 in traffic. However, for FY 2018-19, revenue is about 8% down which is more representative of a normal year of traffic against this Pandemic year. Likewise, our traffic revenues are up over last year by 13% due to waiving tolls for the month of April 2020. As you compare against FY 2018-19 revenues, they are only about 3.5% below a normal year. Comparing traffic month-to-month against FY 2018-19, traffic volumes are getting back to normal and in some months are slightly higher than in FY 2018-19, which bodes well for the remainder of this year and for our next fiscal year.

Schedule of Expenditures by Cost Center by Fund

For this report, staff has added the Budget Transfer adjustments into the Expenditures for the eleven months ended May 31, 2021. Personnel services is lower than budget for 11 months ended May 31, 2021. The variance you see will get closer to budget in June, since we will have three pay periods in June. That said, we will depict a favorable variance in Personnel Services by the end of the year.

Materials & Services is tracking below budget for our entire asset centers with the inclusion of our Budget Transfer. This should hold true through the end of the year as well.

Capital Outlay is tracking well below budget as most of the capital projects were delayed due to acquiring contractors to do the work and the permitting delays that sometimes affect our capital projects. Overall, Capital Outlay will be significantly below budget by year end due to many factors, the largest being the purchase of the Exit 62 property not moving forward.

Schedule of Revenues

Toll revenues are below budget by about 5%, mostly due to the impact the pandemic has had to traffic over the year. That said, there is a high probability the Port will receive $477,000 in loss revenues as a reimbursement from the American Relief Act that was passed by Congress. If this occurs, the Port will have recovered its revenue loss as compared to budget. Other revenues under Bridge operations are well under budget due to the toll collectors coming back in June 2020, and not charging customers the administrative and late fees associated with bridge crossings. Those charges are only being charged to violators at this time.

The Port's leased properties (i.e., industrial and commercial) are below budget due to some leases being deferred and others being waived due to the pandemic. As we look at costs being incurred for maintenance and utilities, we see that the year-end true-up will have a positive impact to our revenues but will still be lower than the budget due to the impact the pandemic has had to Port tenants' operations.

It should be noted that the Port received a grant of $100,000 from Business Oregon for the deferred rent related to the Halyard building. The receipt of this grant occurred in May.

Waterfront parking is outperforming the budget with a strong year thus far. As street parking moves into the summer months, revenues will most likely exceed the budget by 25%.

Waterfront Recreation revenues will exceed the budget due to the demand to get outside and users purchase season passes to recreate. With the exception of events, Port Recreation asset centers will out perform the budget by 29% due to season pass sales.

The Marina and Airport leases were billed in late December for the 2021 calendar year, which is reflected in the year to date numbers. Both asset centers should meet their revenue budgets by year end with respect to their normal lease revenues. With regard to the grants at the Airport, there is a lag in being able to bill for reimbursable costs under the FAA grant(s). Thus, Airport grants will look like they are under performing as compared to the budget but those billings will most likely appear in the subsequent year, when the FAA allows for such billings.

Statement of Operating Revenues, Expenditures and Other Sources and Uses

Overall, the Port will be under budget by year end with regard to its expenditures and revenues with the exceptions noted above.

Lease revenues are improving to some degree as the deferments start to be paid back but will under perform for the year as compared against the budget.

Accounts Receivables Update – With the exceptions of those on a payment plan (i.e., deferments, waivers, Soniq, Chief Consulting) receivables are in line with some tenants paying in advance.

RECOMMENDATION: Discussion.

PORT OF HOOD RIVER
Bridge Traffic and Revenue Report
For the Eleven Months Ended May 31, 2021 and Four Prior Years

	2016-17		2017-18		2018-19		2019-20		2020-21		Change from Prior year	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
JUL	423,744	$ 402,074	442,251	$ 399,618	437,364	$ 608,941	433,624	$ 606,062	382,179	$ 653,208	0.88	1.08
AUG	425,567	$ 407,839	435,364	$ 401,815	428,907	$ 608,085	432,968	$ 616,279	389,379	$ 506,045	0.90	0.82
SEPT	387,860	$ 372,099	412,452	$ 332,996	396,517	$ 558,537	389,473	$ 550,380	341,474	$ 460,173	0.88	0.84
OCT	357,180	$ 337,294	389,210	$ 361,315	390,814	$ 527,573	387,460	$ 525,481	361,145	$ 518,895	0.93	0.99
NOV	330,795	$ 313,529	341,147	$ 312,337	340,044	$ 452,602	334,390	$ 442,364	291,634	$ 390,162	0.87	0.88
DEC	285,209	$ 260,625	324,278	$ 298,530	395,038	$ 408,966	327,627	$ 416,540	291,532	$ 381,574	0.89	0.92
Calendar Year Total	4,280,160	$4,028,417	4,377,500	$ 4,038,137	4,546,163	$ 5,969,681	4,328,694	$ 5,896,268	3,828,639	$ 5,029,250	0.88	0.85
JAN	245,670	$ 238,709	327,522	$ 293,677	323,461	$ 428,669	313,603	$ 360,066	287,781	$ 391,391	0.92	1.09
FEB	266,202	$ 244,472	296,977	$ 387,737	241,313	$ 302,296	325,895	$ 395,221	251,487	$ 331,474	0.77	0.84
MAR	350,470	$ 324,146	357,160	$ 501,543	345,915	$ 437,390	274,160	$ 255,792	343,619	$ 455,396	1.25	1.78
APR	362,559	$ 334,362	362,150	$ 491,217	346,668	$ 459,806	236,700	$ 4,393	363,955	$ 515,277	1.54	117.30
MAY	399,271	$ 368,296	407,141	$ 564,038	370,757	$ 523,822	288,565	$ 353,299	389,522	$ 524,955	1.35	1.49
JUN	408,626	$ 421,541	406,529	$ 566,765	395,038	$ 587,179	332,373	$ 750,423			0.00	0.00
Fiscal Year Total	4,243,153	$4,024,985	4,502,181	$ 4,911,588	4,411,836	$ 5,903,866	4,076,838	$ 5,276,299	3,693,707	$ 5,128,550	0.99	1.13
									Compared to FY 2018-19		-8.0%	-3.5%

This page intentionally left blank.

PORT OF HOOD RIVER
SCHEDULE OF EXPENDITURES BY COST CENTER BY FUND
BUDGET AND ACTUAL - 92% THROUGH THE BUDGET
FOR THE ELEVEN MONTHS ENDED MAY 31, 2021

	Personal Services				Materials & Services				Capital Outlay					Debt Service				Total Appropriation		
EXPENDITURES	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Total**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**
Toll Bridge	1,232,200	1,037,450	194,750	84%	1,662,500	739,422	923,078	44%	306,000	49,000	49,000	257,000	16%	-	-	-		3,200,700	1,825,872	1,374,828
Industrial Facilities																				
Big 7	59,800	46,988	12,812	79%	187,200	149,165	38,035	80%	334,000	240,014	240,014	93,987	72%	-				581,000	436,166	144,834
Jensen Property	68,400	53,459	14,941	78%	214,700	153,845	60,855	72%	193,000	26,374	26,374	166,626	14%	1,988,000	1,986,452	1,548	###	2,464,100	2,220,130	243,970
Maritime Building	43,000	34,287	8,713	80%	82,800	48,600	34,200	59%	20,000		-	20,000	0%	-				145,800	82,887	62,913
Halyard Building	66,300	51,767	14,533	78%	389,500	331,850	57,650	85%	522,000	260,000	260,000	262,000	50%	-				977,800	643,617	334,183
Timber Incubator Building	31,000	24,400	6,600	79%	37,500	24,018	13,482	64%	15,000	9,670	9,670	5,330	64%	-				83,500	58,087	25,413
Wasco Building	54,000	42,992	11,008	80%	97,000	74,321	22,679	77%	50,000		-	50,000	0%	-				201,000	117,314	83,686
Hanel Site	38,200	29,636	8,564	78%	26,900	14,097	12,803	52%	1,176,000	17,087	17,087	1,158,913	1%	153,500	-	153,500	0%	1,394,600	60,820	1,333,780
	360,700	283,530	77,170	79%	1,035,600	795,895	239,705	77%	2,310,000	553,144	553,144	1,756,856	24%	2,141,500	1,986,452	155,048	93%	5,847,800	3,619,021	894,999
Commercial Facilities																				
State Office (DMV) Building	26,200	20,943	5,257	80%	47,700	36,604	11,096	77%	15,000		-	15,000	0%	-				88,900	57,548	31,352
Marina Office Building	41,700	33,781	7,919	81%	61,300	46,768	14,532	76%	18,000		-	18,000	0%	-				121,000	80,548	40,452
Port Office Building	40,300	33,696	6,604	84%	41,700	15,764	25,936	38%	140,000	26,745	26,745	113,255	19%	-				222,000	76,205	145,795
	108,200	88,420	19,780	82%	150,700	99,136	51,564	66%	173,000	26,745	26,745	146,255	15%	-	-	-		431,900	214,301	217,599
Waterfront Industrial Land	89,400	70,042	19,358	78%	215,400	130,933	84,467	61%	4,475,000	-	-	4,475,000	0%	160,100		160,100	0%	4,939,900	200,975	4,738,925
Waterfront Recreation																				
Eventsite	137,900	109,526	28,374	79%	92,200	67,801	24,399	74%	41,000	7,916	7,916	33,084	19%	-				271,100	185,243	85,857
Hook/Spit/Nichols	56,900	47,002	9,898	83%	67,500	50,527	16,973	75%	56,000	48,556	48,556	7,444	87%	-				180,400	146,085	34,315
Marina Park	192,800	153,759	39,041	80%	69,600	56,919	12,681	82%	90,000	9,279	9,279	80,721	10%	-				352,400	219,958	132,442
	387,600	310,287	77,313	80%	229,300	175,247	54,053	76%	187,000	65,752	65,752	121,248	35%	-	-	-		803,900	551,286	252,614
Marina	169,500	140,755	28,745	83%	130,100	83,846	46,254	64%	145,000	15,290	15,290	129,710	11%	92,500	93,428	(928)	###	537,100	333,318	203,782
Airport	163,400	127,680	35,720	78%	168,100	145,760	104,680	87%	4,508,900	3,433,894	3,433,894	1,075,006	76%					4,840,400	3,707,335	1,133,065
Administration	27,500		27,500	0%	270,400	110,292	160,108	41%	304,000	12,253	12,253	291,747	4%					601,900	122,545	479,355
Maintenance			-		151,800	111,463	40,337	73%	95,000	68,431	68,431	26,569	72%	-		-		246,800	179,894	66,906
Total Expenditures	2,538,500	2,058,164	480,336	81%	4,013,900	2,391,993	1,704,247	60%	12,503,900	4,224,509	4,224,509	8,279,391	34%	2,394,100	2,079,880	314,220	87%	21,450,400	10,754,546	9,362,074
Bridge Repair & Replacement Fund	290,100	240,556	49,544	83%	1,475,700	1,162,529	313,171	79%	4,070,000	192,173	192,173	3,877,827	5%	109,100	-	109,100	0%	5,944,900	1,595,258	4,349,642
General Fund	189,600	155,249	34,351	82%	548,150	360,604	187,546	66%										737,750	515,853	221,897

Unfavorable Variance - Expenditures

Personnel Services is tracking closer to budget but might need a very slight budget adjustment when the end of year Budget Transfer is made.

Materials & Services is higher than budget for the Big 7 and Halyard building due to higher than budgeted maintenance and legal costs related to the lease renewal, respectively. In addition, the Eventsite, Hook, Spit, and Nichols are higher than budget due to Porta-potties being used instead of manually cleaning restrooms during this pandemic. The Marina Office building is higher than budget due to HVAC and window repairs.

Capital Outlay is well below budget for most projects due to the delay in contracting and permitting. The Halyard overage is due to the renewal agreement and the TI funding for this building.

Debt Service will have a slight budget adjustment at year end due to the deferral of the balloon payment on the Jensen building being deferred into this year.

This page intentionally blank.

PORT OF HOOD RIVER
Schedule of Revenues by Cost Center By Fund
Budget to Actuals - 92% Through Budget
For the Eleven Months Ended May 31, 2021

	REVENUES					
	Budget	Actual	Total	Variance	%	
REVENUE FUND						
Toll Bridge						
Bridge Tolls	5,846,500	5,115,308	5,115,308	(731,192)	87%	Pandemic
Cable Crossing Leases	12,500	12,000	12,000	(500)	96%	
Other	1,030,000	93,647	93,647	(936,353)	9%	
	6,889,000	5,220,955	5,220,955	(1,668,045)	76%	
Industrial Facilities						
Big 7						
Lease Revenues	359,000	256,084	$ 256,084	(102,916)	77%	Sonic Aerospace vacated
Reimbursements/Other	86,800	87,086	$ 87,086	286		
Jensen Property						
Lease Revenues	524,000	451,706	451,706	(72,294)	77%	Note 1
Reimbursements/Other	90,600	20,405	20,405	(70,195)		
Financing Source	50,000	59,574	59,574	9,574		
Maritime Building						
Lease Revenues	473,900	309,347	309,347	(164,553)	65%	Note 1
Reimbursements/Other	-		-	-		
Halyard Building						
Lease Revenues	288,800	195,013	195,013	(93,787)	83%	Deferred lease payments
Reimbursements/Other	275,700	274,274	274,274	(1,426)		
Timberline Incubator Building						
Lease Revenues	94,800	80,651	80,651	(14,149)	83%	Note 1
Reimbursements	16,700	11,690	11,690	(5,010)		
Wasco Building				-		
Lease Revenues	313,500	230,628	230,628	(82,872)	74%	Note 1
Reimbursements	-	1,399	1,399	1,399		
Hanel						
Land Sales	734,400	-	-	(734,400)		
Other Financing Sources	1,730,000	-	-	(1,730,000)	0%	
	5,038,200	1,977,857	1,977,857	(3,060,343)	39%	
Commercial Facilities						
State Office (DMV) Building						
Lease Revenues	36,000	39,009	39,009	3,009	108%	
Reimbursements	-		-	-		
Marina Office Building						
Lease Revenues	96,400	32,411	32,411	(63,989)	33%	Waived/deferred lease payments
Reimbursements	22,300	6,447	6,447	(15,853)		
Port Office Building			-			
Lease Revenues	48,550	44,504	44,504	(4,046)	92%	
Reimbursements	-		-	-		
	203,250	122,370	122,370	(80,880)	60%	
Waterfront Industrial Land						
Lease Revenues	0	0	0	-		
Grants	10,750	-	-	(10,750)		
Parking	98,300	122,490	122,490	24,190	125%	Will be 15% above budget
Other Income	5,000	13,225	13,225	8,225	264%	
Financing Source	4,350,000	-	-	(4,350,000)		
	4,464,050	135,714	135,714	(4,328,336)	3%	
Waterfront Recreation						
Eventsite, Hook and Spit						
Eventsite - Passes/Permits and Concessions	172,500	222,699	222,699	50,199	129%	Will be 15% above budget at year end
Hook/Spit/Nichols	8,300	35,938	35,938	27,638	433%	
Marina Park						
Sailing Schools, Showers and Events	9,500	14,347	14,347	4,847	151%	
Lease Revenues	7,200	6,805	6,805	(395)	95%	
Reimbursements	2,600	10,145	10,145	7,545	390%	
	200,100	289,934	289,934	89,834	145%	
Marina						
Lease Revenues	236,900	241,838	241,838	4,938	102%	Billed at end of December
Moorage Assessment	84,900	80,281	80,281	(4,619)	95%	
Reimbursements/Other	49,300	47,175	47,175	(2,125)	96%	
Grant	27,050	7,000	7,000	(20,050)	26%	
	398,150	376,294	376,294	(21,856)	95%	
Airport						
Lease Revenues	213,800	191,521	191,521	(22,279)	90%	Billed at end of December
Reimbursements	19,700	18,973	18,973	(727)	96%	
Grants	3,769,000	2,441,986	2,441,986	(1,327,014)	65%	Retainage
Other Financing Sources	-					
	4,002,500	2,652,480	2,652,480	(1,350,020)	66%	
Budget to Actual Revenues	21,195,250	10,775,605	10,639,890	(6,091,310)	51%	
Revenues less Other financing sources	11,258,450	8,232,971	8,097,257	2,282,857	73%	
GENERAL FUND						
Property taxes	75,000	85,903	85,903	10,903	115%	
Other Sources	7,000	2,555				
Transfers from other funds	687,750	515,853	515,853	(171,897)	75%	
	$ 769,750	$ 604,311	$ 601,756	$ (160,994)	79%	
BRIDGE REPAIR & REPLACEMENT FUND						
Grants	2,060,800	722,309	722,309	(1,338,491)	35%	
Transfers from other funds	$ 2,069,400	$ 1,695,951	1,695,951	(373,449)	82%	

Note 1: Annually we true-up those tenants on the new lease structure with the costs incurred over the previous 12 months. The budget is completed before these adjustments are made thus causing a difference in what is projected (budget) and what actually is the true-up going forward.

This page intentionally blank.

PORT OF HOOD RIVER

STATEMENT OF OPERATING REVENUES, EXPENDITURES AND OTHER SOURCES AND USES OF FUNDS AND BUDGET VS ACTUAL PERFORMANCE FOR THE ELEVEN MONTHS ENDED MAY 31, 2021

	REVENUE FUND									BRIDGE REPAIR &	
OPERATING REVENUES	Bridge	Industrial Buildings	Commercial Buildings	Waterfront Land	Waterfront Recreation	Marina	Airport	Administration Maintenance	GENERAL FUND	REPLACEMENT FUND	TOTAL
Tolls	$ 5,220,955										$ 5,220,955
Leases		$ 1,523,429	$ 115,924	$ 0	$ 6,805	$ 322,119	$ 191,521				2,159,798
Reimbursements		294,854	6,447		10,145	47,175	18,973				377,593
Fees, Events, Passes and Concessions				122,490	272,984						395,474
Property taxes									85,903		85,903
Total Operating Revenues	5,220,955	1,818,283	122,370	122,490	289,934	369,294	210,493	-	85,903	-	8,239,723
Operating Expenses											
Personnel Services	1,037,450	283,530	88,420	70,042	310,287	140,755	127,680	-	155,249	240,556	2,453,969
Materials & Services	739,422	795,895	99,136	130,933	175,247	83,846	145,760	221,754	360,604	1,162,529	3,915,126
Total Operating Expenses	1,776,872	1,079,425	187,556	200,975	485,534	224,600	273,440	221,754	515,853	1,403,085	6,369,095
Operating income/(Loss)	3,444,083	738,858	(65,185)	(78,486)	(195,600)	144,694	(62,947)	(221,754)	(429,950)	(1,403,085)	1,870,628
Other Resources											
Income from other sources	-	59,574		13,225	-	-	-	84,242	2,555	14,662	174,257
Grants		100,000				7,000	2,441,986	128,436	-	722,309	3,399,731
Sale of land	-			-	-	-	-	-	-	-	-
Note receivables	-			-	-	-	-	-	-	-	-
Total Other Resources	-	159,574	-	13,225	-	7,000	2,441,986	212,678	2,555	736,971	3,573,989
Other (Uses)											
Capital projects	(49,000)	(553,144)	(26,745)	-	(65,752)	(15,290)	(3,433,894)	(80,684)	-	(192,173)	(4,416,682)
Debt service	-	(151,822)	-	-	-	(93,428)	-	-	-	-	(245,250)
Total Other (Uses)	(49,000)	(704,967)	(26,745)	-	(65,752)	(108,717)	(3,433,894)	(80,684)	-	(192,173)	(4,661,932)
Transfers In/(Out)	(1,695,951)							(515,853)	515,853	1,695,951	-
Net Cashflow	$ 1,699,132	$ 193,466	$ (91,930)	$ (65,261)	$ (261,352)	$ 42,976	$ (1,054,855)	$ (605,613)	$ 88,458	$ 837,664	$ 782,684
BUDGET VS ACTUAL PERFORMANCE											
FY 2020-21 Budget											
Operating revenues - Budget	$ 5,859,000	$ 2,523,800	$ 203,250	$ 103,300	$ 200,100	$ 371,100	$ 233,500	$ -	$ 75,000	$ 0	$ 9,569,050
Operating revenues - Actuals	5,127,308	1,818,283	122,370	135,714	289,934	369,294	210,493	-	85,903	0	8,159,301
Actuals greater/(Less) than budget	(731,692)	(705,517)	(80,880)	32,414	89,834	(1,806)	(23,007)	-	10,903	-	(1,409,749)
	88%	72%	60%	131%	145%	100%	90%		115%	100%	85%
Operating expenses - Budget	2,894,700	1,396,300	258,900	304,800	616,900	299,600	331,500	449,700	737,750	1,765,800	9,055,950
Operating expenses - Actuals	1,776,872	1,079,425	187,556	200,975	485,534	224,600	273,440	221,754	515,853	1,403,085	6,369,095
Actuals (greater)/Less than budget	1,117,828	316,875	71,344	103,825	131,366	75,000	58,060	227,946	221,897	362,715	2,686,855
	61%	77%	72%	66%	79%	75%	82%		70%	79%	70%
Other Resources - Budget	1,030,000	$ 2,514,400	-	4,360,750	-	27,050	3,769,000	166,000	7,000	4,889,300	16,763,500
Other Resources - Actuals	93,647	159,574	-	-	-	7,000	2,441,986	212,678	2,555	736,971	3,654,411
Actuals greater/(Less) than budget	(936,353)	(2,354,826)	-	(4,360,750)	-	(20,050)	(1,327,014)	46,678	(4,445)	(4,152,329)	(13,109,089)
Other (Uses) - Budget	306,000	4,451,500	173,000	4,635,100	187,000	237,500	4,508,900	399,000	-	4,179,100	$ 19,077,100
Other (Uses) - Actuals	49,000	704,967	26,745	-	65,752	108,717	3,433,894	80,684	-	192,173	$ 4,661,932
Actuals (greater)/Less than budget	257,000	3,746,533	146,255	4,635,100	121,248	128,783	1,075,006	318,316	-	3,986,927	14,415,168
	16%	16%	15%	0%	35%	46%	76%	20%	#DIV/0!	5%	24%
Net Position - Budget vs Actuals	$ (293,217)	$ 1,003,066	$ 136,720	$ 410,589	$ 342,448	$ 181,926	$ (216,955)	$ 592,940	$ 228,355	$ 197,313	$ 2,583,184

This page intentionally blank.

Commission Memo

Prepared by: Genevieve Scholl
Date: July 13, 2021
Re: Grants Awarded Summary

Port staff and lobbyists have been pursuing multiple state and federal funding opportunities over the past several months, developing and submitted numerous applications to the new COVID-19 relief related funding opportunities as well as those perennial funding programs that have traditionally funded Port projects. These efforts have been largely successful and have resulted in accelerated timelines for a number of Port priorities and long-time projects.

The following is a summary of grants received.

Funding Source	***Project***	***Grant Amount***	***Match Required***
USDOT BUILD Grant Program	Bridge Replacement Project Post-NEPA Phase Two	$5,000,000	$1,250,000
CARES Act	Replaced lost revenue from tolling operations	$477,000	None.
Oregon HB 5006/ARPA Coronavirus State Fiscal Recovery Fund	Bridge Replacement Project Post-NEPA Phase Two	$5,000,000	None.
Washington Legislature Transportation Allocation – Senator Curtis King	Bridge Replacement Project Post-NEPA Phase Two	$5,000,000	None.
Oregon HB 5006/ARPA DAS House & Senate District Projects – Senator Chuck Thomsen	Port of Hood River development projects at Ken Jernstedt Airfield (new light industrial hangar facility) and Lot 1 (E. Anchor Way extension project)	$500,000	None.

Washington Legislature Transportation Allocation – Senator Curtis King	Bridge Replacement Project Bi-State Bridge Authority, Governance Legislation, legal review	$50,000	None.
Oregon State Marine Board	Replace boarding ramps at the Marina Boat Launch guest dock.	$132,300	$161,592
Travel Oregon Competitive Recovery Grant Program	Install 2 new rigging areas at the Hook, new multi-lingual safety and wayfinding signage, and new sanitation equipment and facilities.	$45,000	$5,000
SDAO Internship Grant Program	Two paid summer internships dedicated to digitization of Port archives, Bridge historical archives.	$3,000	$3,000
Federal Aviation Administration Airport Improvement Program (AIP)	North Ramp Project, airport program and noise program implementation	$2,577,028	$257,700
Business Oregon Port Planning & Marketing Fund	2021-2026 Strategic Business Plan Development	$50,000	$65,000
Business Oregon COVID-19 Rent Relief Fund	pFriem Family Brewing rent relief	$100,000	None.
TOTAL		**$18,934,328**	**$1,742,292**

Additional funding requests are pending at the federal level under the new Congressionally Directed Spending program, with bridge replacement, airport development, and Lot 1 project funding requests submitted to Senators Wyden and Merkley. Staff wishes to commend the remarkable efforts made on the Port's behalf by the state and federal

congressional field staff and our legislative representatives to achieve such great results on very short timelines.

RECOMMENDATION: Discussion.

This page intentionally left blank.

Commission Memo

Prepared by: Michael McElwee
Date: July 13, 2021
Re: Lift Span Mechanical & Electrical Evaluation

On September 1, 2020, the Commission authorized a contract with Stafford Bandlow Engineering (now Wiss, Janney, Elstner Associates, Inc.) to carry out an extensive inspection testing regime of the bridge lift span's mechanical and electrical systems.

The scope of work for the inspection contract included the following primary tasks:

- Non-Destructive Testing ("NDT") of Counterweight Trunnions
- Biennial Mechanical and Electrical Inspections
- Counterweight Wire Rope Inspection
- Evaluation of options to avoid operational failure from power loss

The work was intended to be carried out in early fall of 2020, but it was determined that the numerous required bridge lifts could impact the seasonal fruit harvest haul. As a result, the most extensive testing tasks were carried out in May 2021.

It should be noted that lift span evaluation was listed in the FY 20/21 Bridge Capital Maintenance Plan ("CMP"). The Commission approved the work to thoroughly understand the mechanical and electrical systems of the lift span and thereby better estimate the timeframe for replacement or repair of key elements. This evaluation was particularly important because the moveable lift span has the highest failure risk of any bridge element. Understanding the longevity of lift span elements allows the Commission to determine capital spending required in the next five years until there is more certainty on the timing of bridge replacement.

At the time of printing, the final draft testing results and analysis is undergoing final review by WSJ. Staff will transmit their final report to the Commissioners via email on Monday, July 12. Paul Bandlow, P.E will participate in the Commission meeting via Zoom to describe the testing regime, findings, and recommendations.

RECOMMENDATION: Information & Discussion.

This page intentionally left blank.

Commission Memo

Prepared by: Michael McElwee
Date: July 13, 2021
Re: Bridge Approach Ramp Project Update

In October 2021, the Commission approved a contract with Coffman Engineering ("Coffman") to evaluate re-surfacing options for the Bridge approach ramps. Core samples and lab results conducted in 2019 had indicated high levels of sodium chloride in the concrete, a condition which needs to be addressed. On January 26, 2021, Coffman's report and recommendations (attached) were presented to the Commission.

Status Update:

- Inspections of the underside of both approach ramps is complete. Coffman confirms that the deck appears in good condition as indicated by the 2018 and draft 2020 routine report. The deck is in a "fair" condition and confirmed as a good candidate for an overlay.

- A select review of the current Load Rating for the effects of the added weight of the overlay is complete (attached). Coffman confirms that additional overlay weight on the approach ramps is feasible without impacting the current load restriction recommendations made by ODOT memo dated Feb. 3, 2021.

- Survey of the existing deck elevations is complete. This was carried out to provide a baseline control to measure overlay thickness during construction and provide detailed control of the weight added to the bridge.

- Preparation of plans and specifications for the HMA overlay is underway. Coffman is planning for a 90% review submittal to the Port by July 16th.

Resurfacing the approach ramps is a high priority project and should be carried out within the next year. The Port is carrying $450,000 in the FY 21/22 Budget for the work. It is important to note that traffic impacts could be considerable depending on construction windows. Our approach will likely limit the contractor to night work with 6-7 full closures from 10:00 p.m.-6:00 a.m. to allow large equipment to be utilized without traffic interference. In terms of schedule, the work could take place this fall or next spring.

Harvey Coffman, P.E., S.E. will attend the meeting to summarize project background, analytical steps, repair alternatives, current status and next steps, and answer any Commission questions.

RECOMMENDATION: Information and Discussion.

- Page 2

COFFMAN ENGINEERS

Date: January 12, 2020

Project: Port of Hood River, Hood River – White Salmon Bridge, OR & WA Approach Ramps Concrete Deck Rehabilitation, Task 2

To: Michael McElwee
Executive Director
Port of Hood River
1000 E. Port Marina Drive
Hood River, OR 97031

Project No.: 201099

From: Harvey Coffman, PE, SE

Memorandum

Summary:

Coffman Engineer, Inc. (Coffman) conducted a review of the existing concrete bridge deck condition for the Hood River-White Salmon WA and OR Approach Ramps. The documents in the list at the end of this memo were reviewed to assess the priority of repair/rehabilitation and determine the likely best rehabilitation approach to address the on-going deterioration of the concrete bridge deck.

The inspection reports list the concrete deck in fair condition with a condition rating of 5 with delamination and hairline cracking in select locations occurring. As a result of this review Coffman is recommending that a Hot Mix Asphalt (HMA) overlay with waterproof membrane be utilized to slow or reduce the effects of chloride contamination and diminish maintenance repairs, thereby extending the service life of the concrete deck. Prior to the overlay, concrete deck repairs need to be considered for the areas with cracking. There are some further considerations which need to be addressed in the deck rehabilitation design. These will be described in more detail in the body of this memo.

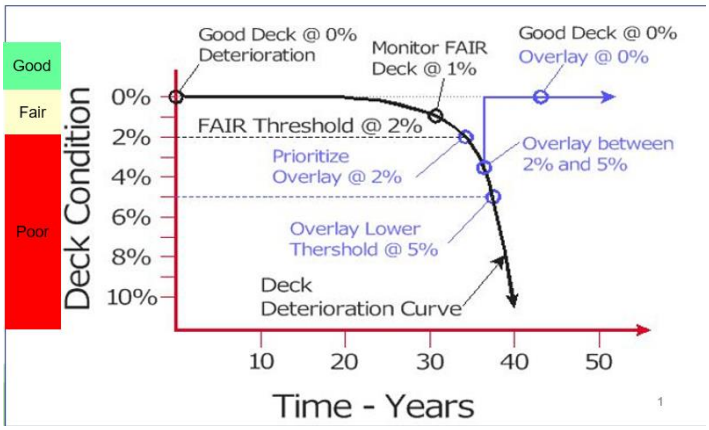
Inspection reports note the concrete deck on both Approach Ramps have existing delamination (potholes) with some patched delamination. The current inspection report identifies 3.1% of the total concrete deck area is patched or spalling. This is well into the range that suggests some work be done to mitigate the condition before the deterioration extends too deeply into the concrete deck and requires a more extensive repair or replacement. Generally, when the area of delamination and patching reaches 5% of the total deck area the deterioration and damage begins to accelerate appreciably. WSDOT practice recommends deck rehabilitations be conducted at this time and have been found to successfully extend the service life of concrete decks with minimal effort and cost.

Background:

The Port of Hood River's top priority will be to continue funding and conducting inspections as prescribed by the NBIS and the Port of Hood River Long Term Preservation Plan. This is the fundamental driver in defining the right time to perform maintenance and repairs to extend the service life until the bridge replacement occurs.

The WSDOT figure below illustrates the general deterioration of concrete decks. It has been observed as the deck delamination approaches 5% of the deck area, the deterioration begins to accelerate. Along with this, the depth of deterioration increases. Eventually the deck takes on enough damage that repairing or rehabilitating it is no longer feasible, and a full depth replacement is required. Generally, the time to program an overlay project is when the delamination reaches a level of 2% of the deck area. Currently, the bridge inspection reports suggest the existing approach spans have total deck delamination at about 3.1% (6.2% on the OR approach span and 2.3% on the WA approach span). It is time for the Port to begin planning a course of action for the concrete deck rehabilitation.

WSDOT Concrete Deck Deterioration Curve



Observations:

The Hood River – White Salmon bridge is a part of the interstate highway system and is open to the public for vehicle use. The bridge is posted to limit legal weight trucks from using the bridge. The Port of Hood River requested Coffman Engineers perform an evaluation and analysis of the concrete approach ramps to provide recommendations for the Long-Term Capital & Maintenance Plan. The task is to provide a second opinion regarding the extent of damage and the need to address this deterioration, with consideration to the planning of repair and rehabilitation alternatives. This task is based on the review of existing bridge inspection reports provide by the Port of Hood River that are listed below in the Reference Documents.
The 2018 and draft 2020 Routine Bridge Inspection Reports list the bridge deck condition rating as 5 (fair). The reports note transverse cracks in Spans D and E of the Oregon approach and spans 20 through 27 of the Washington approach, diagonal hairline cracks in the ends of the deck near the abutments with minor leaching, and some rutting in the wearing surface (polymer overlay) of the Washington approach spans with polished aggregate. The report also identifies the polymer overlay on both approach sections is worn through in much of the wheel paths and no longer providing protection (as a moisture barrier) to the deck.

A chain drag inspection, Reference document #2, was performed on the concrete bridge deck. This inspection identified both approach ramps have areas of delamination and patching of delamination that consist of about 3% of the total deck area (combined area for both OR & WA approach ramps).

As a part of the in-depth deck inspection conducted in May of 2019, concrete cores were taken throughout both approaches to identify the chloride content. The core sampling indicates chloride concentrations above the industry accepted value of 0.04% in all but one core sample. The high chloride concentration was present at depths below the top mat of reinforcing bars.

Significance of Findings:

The bridge deck condition rating of 5 (fair) indicates the concrete deck continues to provide adequate strength to carry vehicles. The cracking noted in the reports would suggest some repairs maybe needed. The presence of chlorides in the concrete deck are a measure of the potential for steel reinforcing bars to corrode. The top mat of steel reinforcement is relatively light between the concrete girders with the longitudinal bars spaced at 24 inches on center and the transverse bars at 18 inches on center. Over top of the bridge girders the transverse bars are spaced at 9 inches on center. However, the presence of high chloride concentration does not necessarily correlate with the presence of active corrosion. The absence of any documented corrosion in the 2018 or draft 2020 bridge inspection reports and the in-depth core inspection suggest the corrosion of the reinforcement is not the principal cause of the deck delamination. In this case, the need to remove the concrete that has high levels of chlorides is reduced. However, it would be a good long-term approach to address future concerns of the chloride contamination.

Corrosion can be thought of as the basic interaction of bare metal, water (which becomes an electrolyte in the presence of chlorides) and oxygen. All three elements are needed for corrosion to occur. Therefore, corrosion can be stopped by removing any one of these three elements. The chlorides by themselves cannot produce corrosion without water and oxygen. To disrupt this process, a moisture barrier can be used to eliminate water intrusion from the roadway surface of the deck so that the corrosion will cease to occur.

One overlay concept that can achieve this is Hot Mix Asphalt (HMA) with a waterproof membrane. An HMA overlay is durable, quick to install, relatively low-cost, and readily available. When combined with a waterproof membrane, it can prevent water from reaching the concrete deck. This is the approach we are recommending to the Port for consideration.

Conceptual Overlay Alternatives:

In the case of the approach ramps, an overlay that provides a moisture barrier and minimizes the additional added weight would be ideal. The time to construct, construction method, cost, and durability/service life are all factors in the consideration of the overlay types. The smoothness of the roadway surface is also a consideration in the overlay as preventing the pounding of tires on the surface of the deck will prolong the life of a bridge deck.

Deciding factors come down to the cost and the affect that additional weight has on the capacity of the bridge to carry traffic. Concrete and polyester overlays require grinding the existing deck to provide a surface profile that allows the overlay to bond to the existing deck.
Table 1 below compares overlay types appropriate for consideration in the rehabilitation of the approach spans.

Table 1. Comparison of Overlay Types

Overlay Type	Surface treatment	Thickness	Construction/ cure time, hrs.	Durability, Years	Weight	Relative Cost/ sf and Total Cost
HMA w/ membrane	N/A*	0.15’	L None	15-20	H	$20/sf $170,000
Latex Modified Concrete (LMC)	Hydromill	1 ½”	M 42 hrs	20-40	M	$80/sf $665,000
Polyester	Diamond Grind	¾”	M 4 hrs	20-40	L	$120/sf $997,000
Deck Replacement	N/A	6”	H	50+	L	$2,999,979**

L-Low, M-Moderate, H-High
*To reduce weight a surface grind can be utilized to remove existing concrete, up to 1” and is only used when the weight of HMA will reduce the load carrying capacity.
**defined in reference document # 2, see list below

Overlay Descriptions:

Below is a summary of the options associated with the different overlays. Note that the bridge deck will likely require some repairs prior to placement of the overlay.

HMA Overlay
HMA overlay’s does not require grinding or removal of the existing concrete surface for application. In some instances, there may be an advantage to some removal to help balance the overall weight added because of the additional HMA thickness. However, with HMA, the repairs need to occur before the waterproof membrane is placed.

For this project Coffman recommends the HMA be added to the existing deck. The additional weight of the HMA will need to be investigated to be certain it does not further restrict the truck weights. With the vintage of the original approach span design, H15-44 truck, and the current load postings it is expected the added HMA weight will not be a factor. However, the load rating of the approach spans will need to be checked to determine the effect.

HMA overlays provide the lowest construction time as it is the easiest and quickest to install. Vehicles can drive on the HMA shortly after the product is installed. Latex Modified Concrete, LMC, and Polyester overlays take longer to cure than HMA. LMC usually needs 42 hours and Polyester takes 4 hours.
HMA has the lowest expected service life of the three overlays. It does have a potential to last for the 20 years of remaining expected life of the existing bridge. Repairs can be made as needed with relative simplicity should the overlay or deck break up. The other overlays having longer service lives may not be worth the additional expense.

LMC Overlay
With an LMC overlay, the repairs can be worked into the placement of the LMC overlay. This is due to the preferred concrete surface preparation by hydromilling the deck. To reduce the overall weight of the 1 ½" overlay thickness, up to an inch of existing deck surface can be removed. Delamination, if not too deep, will be removed by this method. The LMC will then replace the spalled concrete during placement.

LMC overlays work best with a hydromill removal method for the removal of existing concrete. The process will automatically remove the typical delamination. The concrete removed is then replaced by the LMC. This eliminates the need for concrete repairs in advance of the overlay. However, the water used by this machine will need to be controlled and collected. This might be a challenge with the absence for curbs and gutters on the existing bridge deck. Most contractors should be able to manage this as a specification of the contract.

Polyester Overlay
A Polyester overlay requires the deck repairs to be made before the grinding of the deck surface. With this type of overlay the preferred method is diamond grinding of the deck to remove ½" to ¾" of the existing concrete to maintain the overall deck thickness and smooth out the existing concrete surface.
Polyester overlay's work best when a diamond grind is used to prepare the deck surface. This type of overlay is advantageous when the weight is a primary factor for the bridge deck. Diamond grinding will take longer to perform but it gives a well-controlled removal of the existing concrete layer.

Not Recommended
Rotor-milling is not recommended for any removal on a concrete bridge deck. The reason is this equipment hammers the concrete and can cause further cracking or breaking of the concrete beyond the material removed. Additionally, the control of depth is highly variable. Often these machines will catch the reinforcing steel in the deck, tearing it out and breaking it, resulting in additional repair work.

The thicknesses listed in Table 1, above, are the recommended and can be increased for better durability and long-term performance. However, the thickness must be limited so that the added weight does not reduce bridge load capacity.

Bridge Deck Rehabilitation Recommendations:

Our recommendations for the approach spans are summarized below:
1. Conduct an in-depth inspection of the deck surface to identify additional delamination of the deck surface that might have occurred since the last inspection.
2. Conduct a detailed inspection of the soffit to determine the condition and assess the need for the repair of transverse and diagonal cracks noted in the bridge inspection reports.
3. Repair deck as necessary based on the results of the inspections.
4. Modify joints to accommodate the new overlay.
5. Place a waterproof membrane.
6. Install a 0.15' HMA overlay.

See the considerations below that need to be addressed prior to installing the overlay

Considerations to Resolve Prior to Overlay:

- Weight of the overlay may be a factor. A review of the existing load rating will need to be conducted to assess the impact and compare to the planned bridge load postings. Alternatives may be considered as needed to reduce any controlling weight affects such as grinding off some of the existing bridge deck to reduce the overall weight.
- Expansion joints will need to be modified for the HMA in select locations. (the bridge inspection report notes repairs needed for the expansion joints which could be addressed with this work)
- HMA will need to be ramped down to match the steel grid deck elevations on the steel spans.
- As a part of the project specifications, the weight of the paving train of equipment will need to be assessed to maintain the load posting restrictions. Both for the paver, compactors and loaded delivery trucks. Vibratory compactors will not be allowed for HMA compaction. The roller compactors must be selective.
- Traffic control if the overlay is to be completed by lane.
- Review of the guardrail height may need to be addressed to maintain adequate design parameters. Raising the guardrail might be one option for this.

Conceptual Cost Estimate:

See the attached Conceptual Cost Estimate for an order of magnitude of an HMA overlay project cost.

Reference Documents:

1. 2018 Routine, Fracture Critical and Fatigue Prone Inspection of Bridge No. 06645, Port of Hood River Bridge (White Salmon Bridge) Over the Columbia River, July 24, 2018, By DEA for ODOT Bridge Inspection Report
2. Updated WA and OR Approach Spans Bridge Deck Inspection, December 13, 2019, HDR Memo to Michael McElwee, Executive Director Port of Hood River
3. Draft 2020 Routine, Fracture Critical and Fatigue Prone Inspection of Bridge No. 06645, Port of Hood River Bridge (White Salmon Bridge) Over the Columbia River, August 31, 2020, By DEA for ODOT Bridge Inspection Report

HMA OVERLAY EFFECTS ON BRIDGE CAPACITY

HOOD RIVER - WHITE SALMON BRIDGE
over the Columbia River

LOCATION: HOOD RIVER, OR

CLIENT: Port of Hood River

STRUCTURAL CALCULATIONS

Prepared By:

COFFMAN ENGINEERS

329 NE COUCH STREET, SUITE 203
PORTLAND, OREGON 97232
503.552.3800

COFFMAN JOB# 201099

Port of Hood River - Bridge Capacity Review for the Added 0.15-foot HMA Overlay:

This document summaries a review the effects of the proposed 0.15-foot (1.8 inches) HMA overlay on the approach ramps for the White Salmon - Hood River Bridge in comparison to the proposed weight restrictions on the bridge. The objective of this review is to demonstrate the added HMA weight will not affect the current load posting recommendation by ODOT's memo dated Feb. 3, 2021.

The Port of Hood River is reviewing the potential to eliminate the weight restrictions of legal loads by strengthen controlling bridge members in the current load rating. This task is being completed by others. This summary is to provide in-sight of our review to that project.

Coffman has not reviewed or verified the current load rating methods, values or results and are utilizing the values listed in the load rating results, as identified in this summary, to assess the HMA weight effect on the bridge in select controlling members of both the Oregon and Washington approaches (south & north).
Coffman's assessment identified two locations in the approach ramps that were listed in the LRFR Load Rating Summary Report (Page 1) as 1st or 2nd rating control. Or in the "LRFR Load Rating Worksheet (Page 76)" and "LRFR Load Rating Worksheet (Page 79)". Two locations with the most restrictive (lowest Rating Factor, RF) are the interior stringer, "INT STR", in the Oregon Approach and the exterior girder "EXT RCDG" of span 22 in the Washington Approach. See copies of these to sheets in this packet on pages 5 and 16. These elements were identified upon review of the "LRCB06645.pdf" load rating file.
This review is focused only on the legal trucks (excluding the Emergency Vehicles, EV Truck). The review only considers the RF for flexure and shear. Strength Level limit states for Operating Level being the primary limit states for the consideration of load restrictions (Ref. AASHTO MBE Section 6A.1.5.2)

Our assessment does not change any recommendations of the ODOT memo dated Feb. 3, 2021. This letter is attached for reference at the end of the package. However, the additional dead load applied to these elements does reduce the rating factors for two truck load cases. The AASHTO Legal 3 and SU6 calculated slightly lower values than the current weight restriction recommendation. Further consideration needs to be given to these two truckloads.

Two alternatives are offered to address this finding:

1.) First would be to change the posting weight limits as determined for these to load cases.

2.) A second alternative is to consider further reduction in the Dynamic Load Allowance, "IM" for the rating factor, RF. The current load rating has assumed a Dynamic Load Allowance of 20%. AASHTO MBE section 6A.4.43 allows a further reduction of the IM factor for smooth riding surface to a value of IM=10% based on the engineer's judgment of the smoothness of the roadway. On page 25 for the two-load case above the IM= 16% will maintain a RF of the magnitudes listed in the Load Rating. After the new HMA is placed the roadway surface is expected to be a smooth final construction that will minimize the dynamic load impacts.

A summary of the changes is provided in the following tables (See following page).

Member: Oregon Approach 1 of 2 - Interior Girder

Location: 0.4L

Summary/Comparison

	2020 Rating Factor	Truck Weight Restriction (TON)	Rating with HMA Overlay Added	Update Weight Restriction (TON)	Governing Rating Factor for Bridge
Legal 3	1.03	24	0.94	23	0.99
Legal 3S2	1.01	32	0.92	No Change	0.8
Legal 3-3	1.42	32	1.30	No Change	0.81
SU4	0.89	22	0.81	No Change	0.84
SU5	0.83	24	0.76	No Change	0.79
SU6	0.76	25	0.7	No Change	0.72
SU7	0.73	25	0.67	24	0.68

Note - Highlighted rating factors become 1st controlling elements for the bridge, when using a 20% impact factor. However, when using an impact factor of 17% they are all at or above the previous recommendations and they do not change the Truck Limits recommended in the 2019 Letter.

Legal 3 - 25TONS * 0.94 = 23.5 TONS (BELOW PREVIOUS RECOMMENDATION: 24T)

SU4 - 27.00TONS * 0.81 =21.9 TONS (AT PREVIOUS RECOMMENDATION: 22T)
SU5 - 31.00TONS * 0.76 =23.6 TONS (AT PREVIOUS RECOMMENDATION: 24T)
SU6 - 34.75TONS * 0.70 =24.3 TONS (BELOW PREVIOUS RECOMMENDATION: 25T)
SU7 - 38.75TONS * 0.67 =30.0 TONS (ABOVE PREVIOUS RECOMMENDATION: 25T)

Member: Washington Approach Span 22 - Exterior Girder

Location: 0.5L

Summary/Comparison

	2020 Rating Factor	Truck Weight Restriction (TON)	Rating with HMA Overlay Added	Update Weight Restriction (TON)	Governing Rating Factor for Bridge
Legal 3	1.36	24	1.23	No Change	0.99
Legal 3S2	1.28	32	1.16	No Change	0.80
Legal 3-3	1.68	32	1.53	No Change	0.81
SU4	1.15	22	1.04	No Change	0.84
SU5	1.1	24	1.00	No Change	0.79
SU6	0.99	25	0.90	No Change	0.72
SU7	0.93	25	0.85	No Change	0.68

OREGON D.O.T. BRIDGE SECTION

LRFR LOAD RATING SUMMARY REPORT (PAGE 1)

Latest Revision 2/19/2019

QUALITY CONTROL...

FIRM QC REVIEWER(S): Brandon McGinnis, Mackenzie Lostra

ODOT QC CHECK BY:

BRIDGE DATA...

BRIDGE #: 06645 NBI FEATURE: Columbia River

BRIDGE NAME: Columbia River, Hwy 2 Conn (White Salmon)

HIGHWAY NAME: I-84 White Salmon HIGHWAY #: 002DU

REGION: 1 DIST: 2C COUNTY: Hood River MILEPOST: 64.62

YEAR BUILT: 1924 DESIGN LOADING: H15 OWNER: Port of Hood River

SPAN DESCR: 2-40' St Strs, 3-214' St Dk Truss, 7-208' St Dk Truss, 1-262.5' St Lift Spn, 8-208' St Dk Truss, 8-40' RC Gir

OTHER DESCR:

LOAD RATING ENGINEER DATA...

RATING DATE: 9/25/20 FIRM: David Evans and Associates, Inc. LOAD RATER: Jasper Heckman, Annecy Bal CALCULATION BOOK:

LATEST INSPECTION DATA...

INSP. DATE: 7/16/18 ADT: 14,600 ADTT: 3,650 YEAR of ADT (2 digits): 17 A.C. DEPTH, INCHES: 0.0

CONDITION RATINGS ----> DECK: 5 SUPERSTR.: 6 SUBSTR.: 6 ROADWAY IMPACT (Elem. 999): CS2

RATING DATA...

LRFR FACTORS: IMPACT 1+I: 1.33 γ_{DC}: 1.25 γ_{DW}: 1.25

LRFR RATINGS FOR N.B.I. : INVENTORY (Item 66): Tons 11.4 OPERATING (Item 64): Tons 14.8

SECTIONS EVALUATED: 770 COMMENTS:

NBI STATUS ITEMS:

Operational Status (Item 41): A

Bridge Posting Status (Item 70): 1

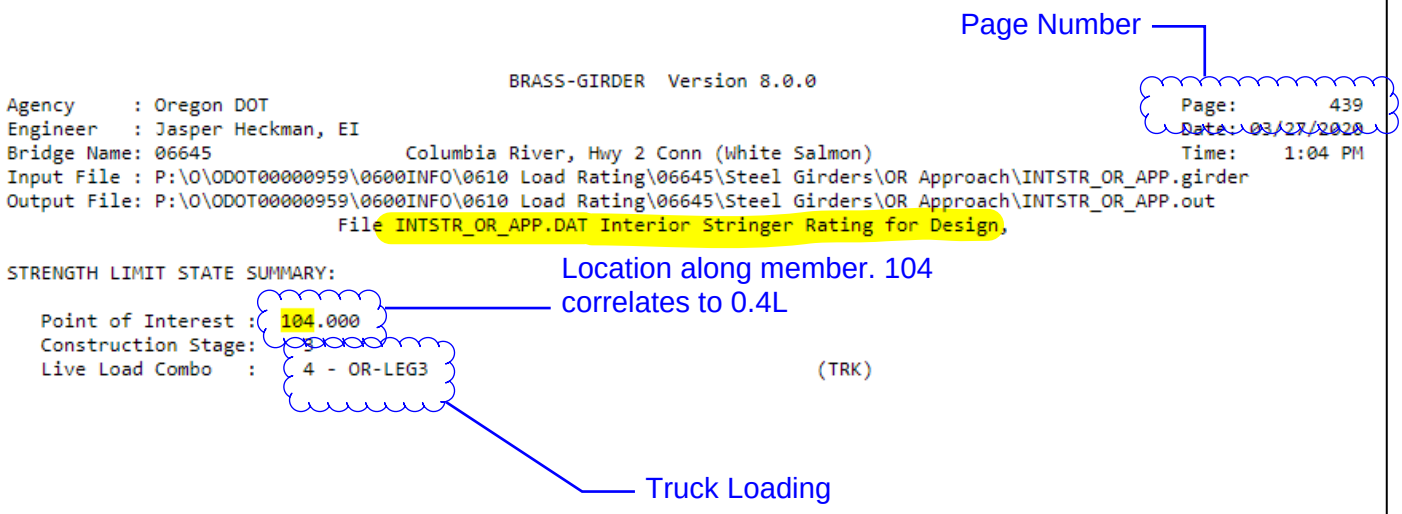
Temporary Status (Item 103):

UPDATED RATING FACTORS

LOAD:	γ_L	<----1st rating control----> R.F.	Limit State	Force Type	Φ	CONTROLLING... MEMBER	SPAN	LOCATION	<----2nd rating control----> R.F.	Limit State	Force Type	Φ	CONTROLLING... MEMBER	SPAN	LOCATION
DESIGN & LEGAL VEHICLES															
HL93 (INVENTORY)	1.750	0.32	St1	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	0.32	St1	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
TYPE 3 (50K)	1.320	**0.99**	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	1.03 0.94	St1	+M	1.000	INT STR	OR App 1 (	0.4L
TYPE 3S2 (80K)	1.320	**0.80**	St1	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.95**	St1	T - Yldng	0.900	Gusset Plate L8	3 of 19	L8L9
TYPE 3-3 (80K)	1.320	**0.81**	St1	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.96**	St1	T - Yldng	0.900	Gusset Plate L8	3 of 19	L8L9
TYPE 3-3 & LEGAL LANE	1.300	**0.89**	St1	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.95**	St1	T - Yldng	0.900	Gusset Plate L8	3 of 19	L8L9
TYPE 3-3 TRAIN & LEGAL LANE	1.300	1.53	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	2.43	St1	+M	0.900	Span 1 FB EXT	1 of 19	0.5L
SU4 TRUCK (54K)	1.320	**0.84**	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	**0.89** 0.81	St1	+M	1.000	INT STR	OR App 1 (	0.4L
SU5 TRUCK (62K)	1.320	**0.79**	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	**0.83** 0.76	St1	+M	1.000	INT STR	OR App 1 (	0.4L
SU6 TRUCK (69.5K)	1.320	**0.72**	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	**0.76** 0.70	St1	+M	1.000	INT STR	OR App 1 (	0.4L
SU7 TRUCK (77.5K)	1.320	**0.68**	St1	+M	0.900	Span 1 FB INT	1 of 19	0.5L	**0.73** 0.67	St1	+M	1.000	INT STR	OR App 1 (	0.4L
EV2 TRUCK (57.5K)	1.300	**0.91**	St1	+M	1.000	INT STR	OR App 1 (	0.4L	**0.94**	St1	+M	1.000	INT STR	OR App 1 (	0.45L
EV3 TRUCK (86K)	1.300	**0.60**	St1	+M	1.000	INT STR	OR App 1 (	0.4L	**0.61**	St1	+M	1.000	INT STR	OR App 1 (	0.45L
CTP VEHICLE, MULTI-LANE															
OR-CTP-2A (105.5K)	1.290	**0.63**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.63**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-CTP-2B (105.5K)	1.290	**0.59**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.65**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-CTP-3 (98K)	1.340	**0.66**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.79**	St2	T - Yldng	0.900	Gusset Plate L8	3 of 19	L8L9
STP VEHICLE, MULTI-LANE															
OR-STP-3(120.5K)	1.140	**0.54**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.54**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-4A (99K)	1.290	**0.65**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.65**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-STP-4B (185K)	1.000	**0.39**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.40**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-4C (150.5K)	1.020	**0.47**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.47**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-4D (162.5K)	1.020	**0.42**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	**0.42**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-STP-4E (258K)	1.000	**0.34**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.34**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-5BW (204K)	1.000	**0.38**	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	**0.38**	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
SPECIAL	1.000														
STP VEHICLE, SINGLE LANE W/ESCORT															
OR-STP-3(120.5K)	1.150	0.65	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	0.65	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-STP-4A (99K)	1.150	0.88	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	0.88	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-STP-4B (185K)	1.150	0.42	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	0.42	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-4C (150.5K)	1.150	0.50	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	0.50	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-4D (162.5K)	1.150	0.45	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6	0.46	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5
OR-STP-4E (258K)	1.150	0.36	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	0.36	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
OR-STP-5BW (204K)	1.150	0.40	St2	Tension	0.850	Gusset Plate L4	3 of 19	L4L5	0.40	St2	Tension	0.850	Gusset Plate L7	19 of 19	L7L6
SPECIAL	1.150														

Oregon Approach Span 1 of 2
Brass Output Name: INTSTR_OR_APP
Locations: 0.4L

The screenshots on the following packages were taken from the BRASS output file "INTSTR_OR_APP" prepared by David Evans and Associates on behalf of ODOT. Note the following information indicating the output page, location of interest and truck loading.



Member: Oregon Approach 1 of 2 - Interior Girder

Location: 0.4L

Summary/Comparison

	2020 Rating Factor	Truck Weight Restriction (TON)	Rating with HMA Overlay Added	Update Weight Restriction (TON)	Governing Rating Factor for Bridge
Legal 3	1.03	24	0.94	23	0.99
Legal 3S2	1.01	32	0.92	No Change	0.8
Legal 3-3	1.42	32	1.30	No Change	0.81
SU4	0.89	22	0.81	No Change	0.84
SU5	0.83	24	0.76	No Change	0.79
SU6	0.76	25	0.7	No Change	0.72
SU7	0.73	25	0.67	24	0.68

Expires 12-31-2020

OREGON D.O.T. BRIDGE SECTION

LRFR LOAD RATING WORKSHEET (PAGE 76)

BRIDGE NO: 06645 RATING DATE: 9/25/2020

BRIDGE NAME: Columbia River, Hwy 2 Conn (White Salmon)

SECTION EVALUATED	593	594	595	596	597	598	599	600
LRFD Brass .OUT File Name:	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU	NTSTR_OR_APP.OU
FORCE TYPE (+/-M, V, T, C or B):	V	+M	Ser2 Flx	Ser2 Web	+M	Ser2 Flx	Ser2 Web	+M
PHI (Resistance Factor):	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
MEMBER (eg. Int. girder):	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR
SPAN (eg. 1 of 4):	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2
LOCATION (eg. 0.1L):	0.0L	0.4L	0.4L	0.4L	0.45L	0.45L	0.45L	0.5L
SINGLE LANE DF	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576
MULTI-LANE DF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DESIGN & LEGAL VEHICLES			UPDATED RATING FACTORS					
HL93 (INVENTORY)	1.50 St1	0.46 St1	0.42 St1	0.55 St1	0.46 St1	0.43 St1	0.55 St1	0.48 St1
TYPE 3 (50K)	3.31 St1	1.03 St1 0.94	**0.73 St1**	**0.94 St1**	1.05 St1	**0.74 St1**	**0.96 St1**	1.09 St1
TYPE 3S2 (80K)	3.41 St1	1.01 St1 0.92	**0.71 St1**	**0.92 St1**	1.01 St1	**0.71 St1**	**0.92 St1**	1.06 St1
TYPE 3-3 (80K)	4.09 St1	1.42 St1 1.30	1.00 St1	1.30 St1	1.36 St1	**0.96 St1**	1.24 St1	1.36 St1
TYPE 3-3 & LEGAL LANE								
TYPE 3-3 TRAIN & LEGAL LANE								
SU4 TRUCK (54K)	2.98 St1	**0.89 St1** 0.81	**0.62 St1**	**0.81 St1**	**0.90 St1**	**0.63 St1**	**0.82 St1**	**0.93 St1**
SU5 TRUCK (62K)	2.76 St1	**0.83 St1** 0.76	**0.59 St1**	**0.76 St1**	**0.85 St1**	**0.60 St1**	**0.77 St1**	**0.89 St1**
SU6 TRUCK (69.5K)	2.74 St1	**0.76 St1** 0.70	**0.54 St1**	**0.70 St1**	**0.77 St1**	**0.54 St1**	**0.70 St1**	**0.81 St1**
SU7 TRUCK (77.5K)	2.74 St1	**0.73 St1** 0.67	**0.52 St1**	**0.67 St1**	**0.73 St1**	**0.52 St1**	**0.67 St1**	**0.76 St1**
EV2 TRUCK (57.5K)	2.89 St1	**0.91 St1**	**0.63 St1**	**0.81 St1**	**0.94 St1**	**0.65 St1**	**0.84 St1**	**0.97 St1**
EV3 TRUCK (86K)	1.96 St1	**0.60 St1**	**0.41 St1**	**0.54 St1**	**0.61 St1**	**0.42 St1**	**0.54 St1**	**0.63 St1**
CTP VEHICLE, MULTI-LANE								
OR-CTP-2A (105.5K)	3.26 St2	1.02 St2	**0.95 St2**	1.23 St2	1.05 St2	**0.98 St2**	1.27 St2	1.13 St2
OR-CTP-2B (105.5K)	3.21 St2	**0.91 St2**	**0.85 St2**	1.10 St2	**0.92 St2**	**0.86 St2**	1.11 St2	**0.95 St2**
OR-CTP-3 (98K)	2.93 St2	**0.87 St2**	**0.76 St2**	**0.99 St2**	**0.88 St2**	**0.77 St2**	**0.99 St2**	**0.91 St2**
STP VEHICLE, MULTI-LANE								
OR-STP-3(120.5K)	2.65 St2	**0.82 St2**	**0.77 St2**	**0.99 St2**	**0.83 St2**	**0.78 St2**	1.00 St2	**0.87 St2**
OR-STP-4A (99K)	2.76 St2	**0.87 St2**	**0.76 St2**	**0.98 St2**	**0.87 St2**	**0.76 St2**	**0.98 St2**	**0.90 St2**
OR-STP-4B (185K)	2.29 St2	**0.74 St2**	**0.70 St2**	**0.90 St2**	**0.77 St2**	**0.72 St2**	**0.94 St2**	**0.82 St2**
OR-STP-4C (150.5K)	2.30 St2	**0.68 St2**	**0.60 St2**	**0.77 St2**	**0.69 St2**	**0.60 St2**	**0.78 St2**	**0.73 St2**
OR-STP-4D (162.5K)	2.16 St2	**0.72 St2**	**0.63 St2**	**0.81 St2**	**0.75 St2**	**0.66 St2**	**0.85 St2**	**0.79 St2**
OR-STP-4E (258K)	2.29 St2	**0.72 St2**	**0.63 St2**	**0.82 St2**	**0.74 St2**	**0.64 St2**	**0.83 St2**	**0.78 St2**
OR-STP-5BW (204K)	2.23 St2	**0.76 St2**	**0.66 St2**	**0.86 St2**	**0.79 St2**	**0.69 St2**	**0.90 St2**	**0.81 St2**
SPECIAL								
STP VEHICLE, SINGLE LANE W/ESCORT								
OR-STP-3(120.5K)	3.15 St2	0.98 St2	0.92 St2	1.18 St2	0.99 St2	0.93 St2	1.19 St2	1.04 St2
OR-STP-4A (99K)	3.72 St2	1.17 St2	1.02 St2	1.32 St2	1.17 St2	1.02 St2	1.32 St2	1.21 St2
OR-STP-4B (185K)	2.39 St2	0.77 St2	0.73 St2	0.94 St2	0.80 St2	0.75 St2	0.98 St2	0.86 St2
OR-STP-4C (150.5K)	2.45 St2	0.72 St2	0.64 St2	0.82 St2	0.73 St2	0.64 St2	0.83 St2	0.78 St2
OR-STP-4D (162.5K)	2.30 St2	0.77 St2	0.67 St2	0.86 St2	0.80 St2	0.70 St2	0.91 St2	0.84 St2
OR-STP-4E (258K)	2.39 St2	0.75 St2	0.66 St2	0.86 St2	0.77 St2	0.67 St2	0.87 St2	0.81 St2
OR-STP-5BW (204K)	2.33 St2	0.79 St2	0.69 St2	0.90 St2	0.82 St2	0.72 St2	0.94 St2	0.85 St2
SPECIAL								

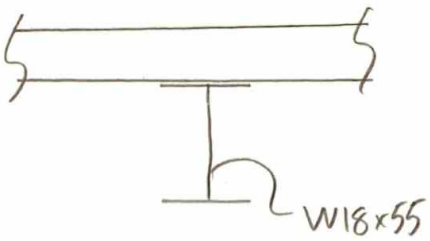
128

OREGON APPROACH

ADDITIONAL OVERLAY

1.8" HMA

$\frac{1.8"}{12"/1'} \times 140\ PCF = 21.0\ psf$



SPAN 1: ~ 40'-0"

SPAN 2: ~ 39'-6"

UNIFORM LOAD:

3'-1½" SPACING x 21 psf = 65.6 PLF

SIMPLE SPAN:

$M_{SPAN\ 1}: \frac{(65.6\ PLF)(40ft)^2}{8} = 13.125^{K\cdot ft} \times 1.5 = 19.7^{K\cdot ft}$ @MID

$V_{SPAN\ 1}: \frac{(65.6\ PLF)(40^{ft})}{2} = 1.31^{K} \times 1.5 = 1.97^{K}$ @ END

ADJUSTED FACTORS $\phi M_n = 304.4^{K\cdot ft}$

SU4: $RF = \frac{304.4 - (41.4 + 19.7)}{302.5} = 0.80$

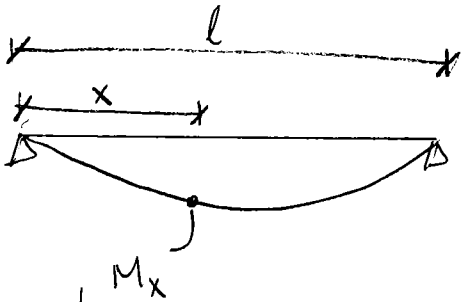
...

SAME CALCULATION FOR SU5, SU6, SU7

COFFMAN ENGINEERS	project LOAD RATING REVIEW	by DMS/BTD	sheet no. 6 of 36
	location HOOD RIVER, OR	date 06/2021	
	client PORT OF HOOD RIVER	checked HLC	job no. 201099
		date 06/2021	

LEGAL 3 TRUCK.

Check Moment @ 0.4L.



$W = 78.125 plf$.

$l = 39.73'$ (actual length).

moment @ 0.4L

$$M_x = \frac{Wx}{2}(l - x)$$

$$X = 0.4 \cdot L = 15.9'$$

$$M_x = \frac{65.6 plf \cdot 15.9 (39.73' - 15.9')}{2}$$

$M_x = 12.43 k\text{-}ft \times 1.5 = 18.6 k\text{-}ft$

NOTE: INITAL ANALYSIS COMBINE MAX MOMENT AT MID-SPAN WITH LIVE LOAD AND DEAD LOAD MOMENTS AT 0.4L.

REFINE ANALYSIS TO CALC ADDITIONAL DEAD LOAD MOMENT @ 0.4L.

```
                                   BRASS-GIRDER  Version 8.0.0
Agency      : Oregon DOT                                                             Page:        439
Engineer    : Jasper Heckman, EI                                                     Date: 03/27/2020
Bridge Name: 06645                Columbia River, Hwy 2 Conn (White Salmon)          Time:     1:04 PM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
                    File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

STRENGTH LIMIT STATE SUMMARY:

   Point of Interest :  104.000
   Construction Stage:    3
   Live Load Combo   :    4 - OR-LEG3                              (TRK)


AASHTO Reference: LRFD 6.10.7, Appendix A  Flexure (ft-k or ksi)
==========================================================================================
Limit State:                  STRENGTH I          STRENGTH I-O        STRENGTH II          STRENGTH IV
Effects    :               (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
Effect Type: *               M         M         M         M         M         M         M         M
------------------------------------------------------------------------------------------
Resistance                 304.4    -304.4     304.4     304.4     304.4    -304.4     304.4     304.4
  6.10. or Appendix A      A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1
Dead Load Effect            41.4      41.4      41.4      41.4      41.4      41.4      49.7      49.7
Live Load Effect           260.1     -59.4       0.0       0.0     195.6     -44.6       0.0       0.0
Total Load Effect          301.6     -17.9      41.4      41.4     237.0      -3.2      49.7      49.7
Resistance - Dead          263.0    -345.9     263.0     263.0     263.0    -345.9     254.7     254.7
------------------------------------------------------------------------------------------
Design Ratio                1.01     16.98      7.35      7.35  (   1.28) (  95.29) (   6.12) (   6.12)
Rating Factor               1.01      5.83       N/A       N/A  (   1.34) (   7.75) (   N/A ) (   N/A )

* Effect Type: M = Moment, f = Stress


AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)
==========================================================================================
Limit State:                  STRENGTH I          STRENGTH I-O        STRENGTH II          STRENGTH IV
Effects    :               (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
------------------------------------------------------------------------------------------
Resistance                 125.9    -125.9    -125.9    -125.9     125.9    -125.9    -125.9    -125.9
Dead Load Effect            -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1
Live Load Effect            15.2     -13.3       0.0       0.0      11.4     -10.0       0.0       0.0
Total Load Effect           15.1     -13.4      -0.1      -0.1      11.3     -10.1      -0.1      -0.1
Resistance - Dead          126.0    -125.7    -125.7    -125.7     126.0    -125.7    -125.7    -125.7
------------------------------------------------------------------------------------------
Design Ratio                8.35      9.41   1061.34   1061.34  (  11.13) (  12.48) ( 884.45) ( 884.45)
Rating Factor               8.29      9.48       N/A       N/A  (  11.02) (  12.61) (   N/A ) (   N/A )
```

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	**0.94**	**0.92**	**1.30**	**0.81**	**0.76**	**0.70**	**0.67**

```
                                    BRASS-GIRDER  Version 8.0.0
Agency     : Oregon DOT                                                                  Page:        441
Engineer   : Jasper Heckman, EI                                                          Date: 03/27/2020
Bridge Name: 06645              Columbia River, Hwy 2 Conn (White Salmon)                Time:    1:04 PM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
                        File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

STRENGTH LIMIT STATE SUMMARY:

   Point of Interest :  104.000
   Construction Stage:    3
   Live Load Combo   :    5 - ORLEG3S2                              (TRK)


AASHTO Reference: LRFD 6.10.7, Appendix A  Flexure (ft-k or ksi)
=============================================================================================================
Limit State:                  STRENGTH I          STRENGTH I-O        STRENGTH II         STRENGTH IV
Effects    :                (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
Effect Type: *                M         M         M         M         M         M         M         M
-------------------------------------------------------------------------------------------------------------
Resistance                  304.4    -304.4     304.4     304.4     304.4    -304.4     304.4     304.4
  6.10. or Appendix A     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1
Dead Load Effect             41.4      41.4      41.4      41.4      41.4      41.4      49.7      49.7
Live Load Effect            266.4     -57.9       0.0       0.0     200.3     -43.5       0.0       0.0
Total Load Effect           307.8     -16.5      41.4      41.4     241.7      -2.1      49.7      49.7
Resistance - Dead           263.0    -345.9     263.0     263.0     263.0    -345.9     254.7     254.7
-------------------------------------------------------------------------------------------------------------
Design Ratio                 0.99     18.49      7.35      7.35  (   1.26) ( 145.16) (   6.12) (   6.12)
Rating Factor                0.99      5.97       N/A       N/A  (   1.31) (   7.94) (   N/A ) (   N/A )

* Effect Type: M = Moment, f = Stress


AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)
=============================================================================================================
Limit State:                  STRENGTH I          STRENGTH I-O        STRENGTH II         STRENGTH IV
Effects    :                (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
-------------------------------------------------------------------------------------------------------------
Resistance                  125.9    -125.9    -125.9    -125.9     125.9    -125.9    -125.9    -125.9
Dead Load Effect             -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1
Live Load Effect             16.0     -16.9       0.0       0.0      12.0     -12.7       0.0       0.0
Total Load Effect            15.8     -17.0      -0.1      -0.1      11.9     -12.8      -0.1      -0.1
Resistance - Dead           126.0    -125.7    -125.7    -125.7     126.0    -125.7    -125.7    -125.7
-------------------------------------------------------------------------------------------------------------
Design Ratio                 7.95      7.40   1061.34   1061.34  (  10.60) (   9.82) ( 884.45) ( 884.45)
Rating Factor                7.90      7.45       N/A       N/A  (  10.50) (   9.90) (   N/A ) (   N/A )
```

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT — Page: 443
Engineer : Jasper Heckman, EI — Date: 03/27/2020
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon) — Time: 1:04 PM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 104.000
Construction Stage: 3
Live Load Combo : 6 - ORLEG3-3 (TRK)

AASHTO Reference: LRFD 6.10.7, Appendix A Flexure (ft-k or ksi)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Effect Type: *	M	M	M	M	M	M	M	M
Resistance	304.4	-304.4	304.4	304.4	304.4	-304.4	304.4	304.4
6.10. or Appendix A	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1
Dead Load Effect	41.4	41.4	41.4	41.4	41.4	41.4	49.7	49.7
Live Load Effect	187.9	-48.7	0.0	0.0	141.3	-36.6	0.0	0.0
Total Load Effect	229.4	-7.3	41.4	41.4	182.7	4.8	49.7	49.7
Resistance - Dead	263.0	-345.9	263.0	263.0	263.0	-345.9	254.7	254.7
Design Ratio	1.33	41.84	7.35	7.35	(1.67)	(N/A)	(6.12)	(6.12)
Rating Factor	1.40	7.10	N/A	N/A	(1.86)	(9.44)	(N/A)	(N/A)

* Effect Type: M = Moment, f = Stress

AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	125.9	-125.9	-125.9	-125.9	125.9	-125.9	-125.9	-125.9
Dead Load Effect	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Live Load Effect	11.4	-11.4	0.0	0.0	8.5	-8.6	0.0	0.0
Total Load Effect	11.2	-11.5	-0.1	-0.1	8.4	-8.7	-0.1	-0.1
Resistance - Dead	126.0	-125.7	-125.7	-125.7	126.0	-125.7	-125.7	-125.7
Design Ratio	11.19	10.92	1061.34	1061.34	(14.93)	(14.48)	(884.45)	(884.45)
Rating Factor	11.08	11.03	N/A	N/A	(14.74)	(14.66)	(N/A)	(N/A)

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman, EI
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

Page: 447
Date: 03/27/2020
Time: 1:04 PM

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 104.000
Construction Stage: 3
Live Load Combo : 8 - OR-SU4 (TRK)

AASHTO Reference: LRFD 6.10.7, Appendix A Flexure (ft-k or ksi)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Effect Type: *	M	M	M	M	M	M	M	M
Resistance	304.4	-304.4	304.4	304.4	304.4	-304.4	304.4	304.4
6.10. or Appendix A	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1
Dead Load Effect	41.4	41.4	41.4	41.4	41.4	41.4	49.7	49.7
Live Load Effect	302.5	-67.9	0.0	0.0	227.5	-51.1	0.0	0.0
Total Load Effect	344.0	-26.5	41.4	41.4	268.9	-9.6	49.7	49.7
Resistance - Dead	263.0	-345.9	263.0	263.0	263.0	-345.9	254.7	254.7
Design Ratio	0.89	11.49	7.35	7.35	(1.13)	(31.57)	(6.12)	(6.12)
Rating Factor	0.87	5.09	N/A	N/A	(1.16)	(6.77)	(N/A)	(N/A)

* Effect Type: M = Moment, f = Stress

AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	125.9	-125.9	-125.9	-125.9	125.9	-125.9	-125.9	-125.9
Dead Load Effect	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Live Load Effect	17.5	-15.2	0.0	0.0	13.2	-11.4	0.0	0.0
Total Load Effect	17.4	-15.3	-0.1	-0.1	13.0	-11.5	-0.1	-0.1
Resistance - Dead	126.0	-125.7	-125.7	-125.7	126.0	-125.7	-125.7	-125.7
Design Ratio	7.24	8.22	1061.34	1061.34	(9.65)	(10.91)	(884.45)	(884.45)
Rating Factor	7.20	8.28	N/A	N/A	(9.58)	(11.01)	(N/A)	(N/A)

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

```
                                BRASS-GIRDER  Version 8.0.0
Agency      : Oregon DOT                                                                   Page:       449
Engineer    : Jasper Heckman, EI                                                           Date: 03/27/2020
Bridge Name: 06645                    Columbia River, Hwy 2 Conn (White Salmon)            Time:    1:04 PM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
                         File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

STRENGTH LIMIT STATE SUMMARY:

   Point of Interest :  104.000
   Construction Stage:    3
   Live Load Combo   :    9 - OR-SU5                              (TRK)


AASHTO Reference: LRFD 6.10.7, Appendix A  Flexure (ft-k or ksi)
=========================================================================================================
Limit State:                   STRENGTH I          STRENGTH I-O        STRENGTH II          STRENGTH IV
Effects     :                 (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
Effect Type: *                  M         M         M         M         M         M         M         M
---------------------------------------------------------------------------------------------------------
Resistance                    304.4    -304.4     304.4     304.4     304.4    -304.4     304.4     304.4
  6.10. or Appendix A        A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1
Dead Load Effect               41.4      41.4      41.4      41.4      41.4      41.4      49.7      49.7
Live Load Effect              321.8     -73.9       0.0       0.0     242.0     -55.5       0.0       0.0
Total Load Effect             363.3     -32.4      41.4      41.4     283.4     -14.1      49.7      49.7
Resistance - Dead             263.0    -345.9     263.0     263.0     263.0    -345.9     254.7     254.7
---------------------------------------------------------------------------------------------------------
Design Ratio                   0.84      9.39      7.35      7.35  (   1.07) (  21.60) (   6.12) (   6.12)
Rating Factor                  0.82      4.68       N/A       N/A  (   1.09) (   6.23) (   N/A ) (   N/A )

* Effect Type: M = Moment, f = Stress


AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)
=========================================================================================================
Limit State:                   STRENGTH I          STRENGTH I-O        STRENGTH II          STRENGTH IV
Effects     :                 (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
---------------------------------------------------------------------------------------------------------
Resistance                    125.9    -125.9    -125.9    -125.9     125.9    -125.9    -125.9    -125.9
Dead Load Effect               -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1
Live Load Effect               17.8     -15.7       0.0       0.0      13.4     -11.8       0.0       0.0
Total Load Effect              17.7     -15.8      -0.1      -0.1      13.3     -11.9      -0.1      -0.1
Resistance - Dead             126.0    -125.7    -125.7    -125.7     126.0    -125.7    -125.7    -125.7
---------------------------------------------------------------------------------------------------------
Design Ratio                   7.12      7.95   1061.34   1061.34  (   9.50) (  10.55) ( 884.45) ( 884.45)
Rating Factor                  7.08      8.00       N/A       N/A  (   9.42) (  10.64) (   N/A ) (   N/A )
```

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman, EI
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

Page: 451
Date: 03/27/2020
Time: 1:04 PM

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 104.000
Construction Stage: 3
Live Load Combo : 10 - OR-SU6 (TRK)

AASHTO Reference: LRFD 6.10.7, Appendix A Flexure (ft-k or ksi)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Effect Type: *	M	M	M	M	M	M	M	M
Resistance	304.4	-304.4	304.4	304.4	304.4	-304.4	304.4	304.4
6.10. or Appendix A	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1	A.4-1
Dead Load Effect	41.4	41.4	41.4	41.4	41.4	41.4	49.7	49.7
Live Load Effect	351.1	-80.9	0.0	0.0	264.0	-60.9	0.0	0.0
Total Load Effect	392.5	-39.5	41.4	41.4	305.4	-19.4	49.7	49.7
Resistance - Dead	263.0	-345.9	263.0	263.0	263.0	-345.9	254.7	254.7
Design Ratio	0.78	7.71	7.35	7.35	(1.00)	(15.68)	(6.12)	(6.12)
Rating Factor	0.75	4.27	N/A	N/A	(1.00)	(5.68)	(N/A)	(N/A)

* Effect Type: M = Moment, f = Stress

AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	125.9	-125.9	-125.9	-125.9	125.9	-125.9	-125.9	-125.9
Dead Load Effect	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Live Load Effect	16.3	-13.8	0.0	0.0	12.3	-10.4	0.0	0.0
Total Load Effect	16.2	-13.9	-0.1	-0.1	12.2	-10.5	-0.1	-0.1
Resistance - Dead	126.0	-125.7	-125.7	-125.7	126.0	-125.7	-125.7	-125.7
Design Ratio	7.75	9.04	1061.34	1061.34	(10.34)	(11.99)	(884.45)	(884.45)
Rating Factor	7.70	9.11	N/A	N/A	(10.25)	(12.12)	(N/A)	(N/A)

By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

```
                                    BRASS-GIRDER  Version 8.0.0
Agency      : Oregon DOT                                                          Page:        453
Engineer    : Jasper Heckman, EI                                                  Date: 03/27/2020
Bridge Name: 06645                Columbia River, Hwy 2 Conn (White Salmon)       Time:    1:04 PM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\Steel Girders\OR Approach\INTSTR_OR_APP.out
                          File INTSTR_OR_APP.DAT Interior Stringer Rating for Design,

STRENGTH LIMIT STATE SUMMARY:

   Point of Interest :  104.000
   Construction Stage:    3
   Live Load Combo   :   11 - OR-SU7                              (TRK)


AASHTO Reference: LRFD 6.10.7, Appendix A  Flexure (ft-k or ksi)
=============================================================================================================
Limit State:                STRENGTH I          STRENGTH I-O        STRENGTH II         STRENGTH IV
Effects     :              (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
Effect Type: *               M         M         M         M         M         M         M         M
-------------------------------------------------------------------------------------------------------------
Resistance                304.4    -304.4     304.4     304.4     304.4    -304.4     304.4     304.4
  6.10. or Appendix A     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1     A.4-1
Dead Load Effect           41.4      41.4      41.4      41.4      41.4      41.4      49.7      49.7
Live Load Effect          366.9     -86.2       0.0       0.0     275.9     -64.8       0.0       0.0
Total Load Effect         408.3     -44.8      41.4      41.4     317.3     -23.4      49.7      49.7
Resistance - Dead         263.0    -345.9     263.0     263.0     263.0    -345.9     254.7     254.7
-------------------------------------------------------------------------------------------------------------
Design Ratio               0.75      6.80      7.35      7.35  (   0.96) (  13.01) (   6.12) (   6.12)
Rating Factor              0.72      4.01       N/A       N/A  (   0.95) (   5.33) (   N/A ) (   N/A )

* Effect Type: M = Moment, f = Stress


AASHTO Reference: LRFD 6.10.9 Shear Resistance (kips)
=============================================================================================================
Limit State:                STRENGTH I          STRENGTH I-O        STRENGTH II         STRENGTH IV
Effects     :              (max)     (min)     (max)     (min)     (max)     (min)     (max)     (min)
-------------------------------------------------------------------------------------------------------------
Resistance                125.9    -125.9    -125.9    -125.9     125.9    -125.9    -125.9    -125.9
Dead Load Effect           -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1      -0.1
Live Load Effect           14.7     -11.8       0.0       0.0      11.1      -8.9       0.0       0.0
Total Load Effect          14.6     -11.9      -0.1      -0.1      11.0      -9.0      -0.1      -0.1
Resistance - Dead         126.0    -125.7    -125.7    -125.7     126.0    -125.7    -125.7    -125.7
-------------------------------------------------------------------------------------------------------------
Design Ratio               8.61      10.54   1061.34   1061.34  (  11.48) (  13.97) ( 884.45) ( 884.45)
Rating Factor              8.55      10.63       N/A       N/A  (  11.37) (  14.14) (   N/A ) (   N/A )
```

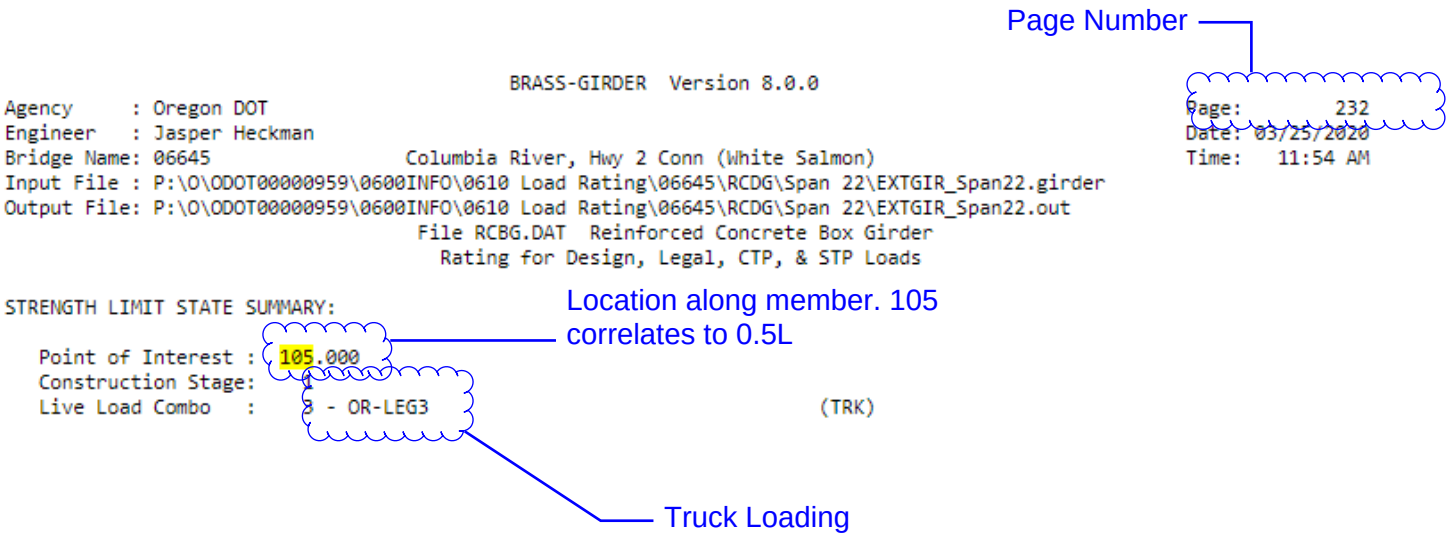
By Inspection the addition of 1.97 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	304.4	304.4	304.4	304.4	304.4	304.4	304.4
DL_add	18.6	18.6	18.6	18.6	18.6	18.6	18.6
DL	41.4	41.4	41.4	41.4	41.4	41.4	41.4
LL	260.1	266.4	187.9	302.500	321.800	351.1	366.9
RF	1.01	0.99	1.40	0.87	0.82	0.75	0.72
Adjusted RF	0.94	0.92	1.30	0.81	0.76	0.70	0.67

Washington Approach Span 22
Brass Output Name: EXTGIR_Span22
Locations: 0.5L

The screenshots on the following packages were taken from the BRASS output file "EXTGIR_Span22" prepared by David Evans and Associates on behalf of ODOT. Note the following information indicating the output page, location of interest and truck loading.



Member: Washington Approach Span 22 - Exterior Girder

Location: 0.5L

Summary/Comparison

	2020 Rating Factor	Truck Weight Restriction	Rating with HMA Overlay Added	Update Weight Restriction	Governing Rating Factor for Bridge
		(TON)		(TON)	
Legal 3	1.36	24	1.23	No Change	0.99
Legal 3S2	1.28	32	1.16	No Change	0.80
Legal 3-3	1.68	32	1.53	No Change	0.81
SU4	1.15	22	1.04	No Change	0.84
SU5	1.1	24	1.00	No Change	0.79
SU6	0.99	25	0.90	No Change	0.72
SU7	0.93	25	0.85	No Change	0.68

Excerpt From Load Rating

OREGON D.O.T. BRIDGE SECTION

LRFR LOAD RATING WORKSHEET (PAGE 79)

BRIDGE NO: 06645 RATING DATE: 9/25/2020
BRIDGE NAME: Columbia River, Hwy 2 Conn (White Salmon)

SECTION EVALUATED	617	618	619	620	621	622	623	624
LRFD Brass .OUT File Name:	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT
FORCE TYPE (+/-M, V, T, C or B):	+M	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V	Long. Reinf. Chk.
PHI (Resistance Factor):	0.900		0.900		0.900		0.900	
MEMBER (eg. Int. girder):	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG
SPAN (eg. 1 of 4):	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22
LOCATION (eg. 0.1L):	0.5L	0.5L	0.75L	0.75L	0.9L	0.9L	0.923L	0.923L
SINGLE LANE DF	0.477	0.477	0.477	0.477	0.477	0.477	0.477	0.477
MULTI-LANE DF	0.416	0.416	0.352	0.416	0.352	0.416	0.352	0.416
DESIGN & LEGAL VEHICLES		Updated Load Rating Factors						
HL93 (INVENTORY)	0.57 St1	0.54 St1	1.07 St1	0.47 St1	0.66 St1	0.41 St1	0.65 St1	0.47 St1
TYPE 3 (50K)	1.36 St1 1.23	1.17 St1	3.02 St1	1.06 St1	2.01 St1	**0.92 St1**	1.95 St1	1.04 St1
TYPE 3S2 (80K)	1.28 St1 1.16	1.12 St1	2.97 St1	1.05 St1	2.05 St1	**0.94 St1**	1.99 St1	1.06 St1
TYPE 3-3 (80K)	1.68 St1 1.53	1.43 St1	3.83 St1	1.25 St1	2.54 St1	1.11 St1	2.46 St1	1.25 St1
TYPE 3-3 & LEGAL LANE								
TYPE 3-3 TRAIN & LEGAL LANE								
SU4 TRUCK (54K)	1.15 St1 1.04	1.02 St1	2.58 St1	**0.94 St1**	1.73 St1	**0.82 St1**	1.69 St1	**0.93 St1**
SU5 TRUCK (62K)	1.10 St1 1.00	**0.98 St1**	2.38 St1	**0.88 St1**	1.57 St1	**0.76 St1**	1.52 St1	**0.86 St1**
SU6 TRUCK (69.5K)	**0.99 St1** 0.90	**0.89 St1**	2.42 St1	**0.83 St1**	1.56 St1	**0.76 St1**	1.51 St1	**0.85 St1**
SU7 TRUCK (77.5K)	**0.93 St1** 0.85	**0.84 St1**	2.44 St1	**0.82 St1**	1.56 St1	**0.76 St1**	1.51 St1	**0.85 St1**
EV2 TRUCK (57.5K)	1.20 St1	1.02 St1	2.41 St1	**0.89 St1**	1.63 St1	**0.78 St1**	1.59 St1	**0.89 St1**
EV3 TRUCK (86K)	**0.77 St1**	**0.69 St1**	1.49 St1	**0.61 St1**	**0.99 St1**	**0.54 St1**	**0.96 St1**	**0.62 St1**
CTP VEHICLE, MULTI-LANE								
OR-CTP-2A (105.5K)	1.36 St2	1.16 St2	3.30 St2	1.13 St2	2.13 St2	**0.97 St2**	2.05 St2	1.08 St2
OR-CTP-2B (105.5K)	1.23 St2	1.10 St2	2.99 St2	1.06 St2	2.03 St2	**0.93 St2**	1.97 St2	1.05 St2
OR-CTP-3 (98K)	1.06 St2	**0.94 St2**	2.35 St2	**0.88 St2**	1.62 St2	**0.78 St2**	1.58 St2	**0.88 St2**
STP VEHICLE, MULTI-LANE								
OR-STP-3(120.5K)	1.29 St2	1.12 St2	2.83 St2	1.02 St2	1.88 St2	**0.88 St2**	1.83 St2	**0.99 St2**
OR-STP-4A (99K)	1.09 St2	**0.96 St2**	2.46 St2	**0.91 St2**	1.60 St2	**0.77 St2**	1.54 St2	**0.87 St2**
OR-STP-4B (185K)	1.36 St2	1.17 St2	2.81 St2	1.01 St2	1.77 St2	**0.84 St2**	1.71 St2	**0.94 St2**
OR-STP-4C (150.5K)	1.10 St2	**0.99 St2**	2.51 St2	**0.92 St2**	1.66 St2	**0.79 St2**	1.61 St2	**0.90 St2**
OR-STP-4D (162.5K)	1.13 St2	**0.98 St2**	2.54 St2	**0.93 St2**	1.56 St2	**0.75 St2**	1.50 St2	**0.85 St2**
OR-STP-4E (258K)	1.18 St2	1.03 St2	2.64 St2	**0.96 St2**	1.68 St2	**0.80 St2**	1.61 St2	**0.90 St2**
OR-STP-5BW (204K)	1.23 St2	1.06 St2	2.48 St2	**0.91 St2**	1.55 St2	**0.75 St2**	1.50 St2	**0.85 St2**
SPECIAL								
STP VEHICLE, SINGLE LANE W/ESCORT								
OR-STP-3(120.5K)	1.54 St2	1.33 St2	3.37 St2	1.21 St2	2.24 St2	1.05 St2	2.18 St2	1.18 St2
OR-STP-4A (99K)	1.47 St2	1.29 St2	3.31 St2	1.23 St2	2.15 St2	1.04 St2	2.07 St2	1.17 St2
OR-STP-4B (185K)	1.42 St2	1.22 St2	2.93 St2	1.05 St2	1.85 St2	0.88 St2	1.78 St2	0.98 St2
OR-STP-4C (150.5K)	1.17 St2	1.05 St2	2.67 St2	0.98 St2	1.77 St2	0.84 St2	1.71 St2	0.96 St2
OR-STP-4D (162.5K)	1.20 St2	1.04 St2	2.70 St2	0.99 St2	1.66 St2	0.80 St2	1.60 St2	0.91 St2
OR-STP-4E (258K)	1.23 St2	1.08 St2	2.76 St2	1.00 St2	1.75 St2	0.84 St2	1.68 St2	0.94 St2
OR-STP-5BW (204K)	1.28 St2	1.11 St2	2.59 St2	0.95 St2	1.62 St2	0.78 St2	1.57 St2	0.89 St2
SPECIAL								

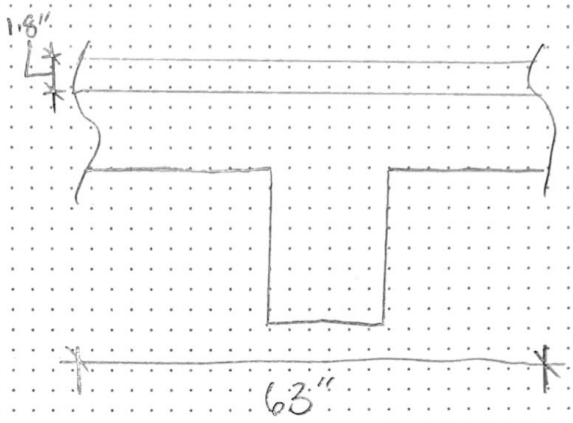
139

16 of 36

ADDITIONAL MOMENT DUE TO OVERLAY

HMA = 140 PCF

$\frac{1.8''}{12''/1'} \times 140\ PCF = 21.0\ psf$



SPAN 22 LENGTH: 38'-0"

SPAN 26 LENGTH: 47'-6"

UNIFORM LOAD:

$\frac{63''}{12''/1'} \times 21\ psf = 110.25\ PLF$

DL_add

SIMPLE SPAN: $wl^2/8$

$M_{22} = \frac{(110.25)(38')^2}{8} = 19.9^{K\cdot ft} \times 1.5 = 29.85^{K\cdot ft}$ (@ MID)

$V_{22} = \frac{(110.25)(38)}{2} = 2.09^{K} \times 1.5 = 3.14^{K}$ (@ END)

$M_{26} = \frac{(110.25)(47.5')^2}{8} = 31.1^{K\cdot ft} \times 1.5 = 46.6^{K\cdot ft}$ (@ MID)

$V_{26} = \frac{(110.25)(47.5)}{2} = 2.62^{K} \times 1.5 = 3.93^{K}$ (@ END)

CONTINUOUS: $wl^2/12$

$M_{22} = \frac{(110.25)(38)^2}{12} = 13.27^{K\cdot ft} \times 1.5 = 19.9^{K\cdot ft}$ (@ END)

$M_{26} = \frac{(110.25)(47.5)^2}{12} = 20.73^{K\cdot ft} \times 1.5 = 31.1^{K\cdot ft}$ (@ END)

COFFMAN ENGINEERS	project: LOAD RATING REVIEW	by: DMS/BTD	sheet no.: 17 of 36
	location: HOOD RIVER, OR	date: 06/2021	
	client: PORT OF HOOD RIVER	checked: HLC	job no.: 201099
		date: 06/2021	

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out

Page: 232
Date: 03/25/2020
Time: 11:54 AM

File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 3 - OR-LEG3 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	240.6	0.0	0.0	0.0	185.0	0.0	0.0	0.0
Total Load Effect	414.2	0.0	173.7	0.0	358.7	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	1.21	N/A	2.88	N/A	(1.39)	(N/A)	(2.40)	(N/A)
Rating Factor	1.36	N/A	N/A	N/A	(1.76)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	78.0	-78.0	94.8	94.8	81.2	-81.2	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	11.3	-11.1	0.0	0.0	8.7	-8.5	0.0	0.0
Total Load Effect	11.3	-11.1	-0.0	-0.0	8.7	-8.5	-0.0	-0.0
Resistance - Dead	78.0	-78.0	94.8	94.8	81.2	-81.2	92.1	92.1
Design Ratio	6.93	7.05	N/A	N/A	(9.38)	(9.54)	(N/A)	(N/A)
Rating Factor	6.93	7.05	N/A	N/A	(9.37)	(9.54)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.6	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out
File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

Page: 234
Date: 03/25/2020
Time: 11:54 AM

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 4 - ORLEG3S2 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	254.4	0.0	0.0	0.0	195.7	0.0	0.0	0.0
Total Load Effect	428.0	0.0	173.7	0.0	369.3	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	1.17	N/A	2.88	N/A	(1.35)	(N/A)	(2.40)	(N/A)
Rating Factor	1.28	N/A	N/A	N/A	(1.67)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	77.2	-77.2	94.8	94.8	80.5	-80.5	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	12.4	-12.4	0.0	0.0	9.6	-9.6	0.0	0.0
Total Load Effect	12.4	-12.4	-0.0	-0.0	9.6	-9.6	-0.0	-0.0
Resistance - Dead	77.2	-77.2	94.8	94.8	80.5	-80.5	92.1	92.1
Design Ratio	6.21	6.21	N/A	N/A	(8.42)	(8.42)	(N/A)	(N/A)
Rating Factor	6.21	6.21	N/A	N/A	(8.42)	(8.42)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.6	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out

Page: 236
Date: 03/25/2020
Time: 11:54 AM

File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 5 - ORLEG3-3 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	193.9	0.0	0.0	0.0	149.2	0.0	0.0	0.0
Total Load Effect	367.6	0.0	173.7	0.0	322.8	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	1.36	N/A	2.88	N/A	(1.55)	(N/A)	(2.40)	(N/A)
Rating Factor	1.68	N/A	N/A	N/A	(2.19)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	80.6	-80.6	94.8	94.8	83.4	-83.4	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	9.2	-9.2	0.0	0.0	7.0	-7.0	0.0	0.0
Total Load Effect	9.2	-9.2	-0.0	-0.0	7.0	-7.0	-0.0	-0.0
Resistance - Dead	80.6	-80.6	94.8	94.8	83.4	-83.4	92.1	92.1
Design Ratio	8.81	8.81	N/A	N/A	(11.85)	(11.85)	(N/A)	(N/A)
Rating Factor	8.81	8.81	N/A	N/A	(11.85)	(11.85)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.6	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out

Page: 238
Date: 03/25/2020
Time: 11:54 AM

File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 6 - OR-SU4 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	284.6	0.0	0.0	0.0	218.9	0.0	0.0	0.0
Total Load Effect	458.2	0.0	173.7	0.0	392.6	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	1.09	N/A	2.88	N/A	(1.27)	(N/A)	(2.40)	(N/A)
Rating Factor	1.15	N/A	N/A	N/A	(1.49)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State:	STRENGTH I		STRENGTH I-O		STRENGTH II		STRENGTH IV	
Effects :	(max)	(min)	(max)	(min)	(max)	(min)	(max)	(min)
Resistance	75.7	-75.7	94.8	94.8	79.2	-79.2	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	13.1	-13.1	0.0	0.0	10.0	-10.0	0.0	0.0
Total Load Effect	13.1	-13.1	-0.0	-0.0	10.0	-10.0	-0.0	-0.0
Resistance - Dead	75.7	-75.7	94.8	94.8	79.2	-79.2	92.1	92.1
Design Ratio	5.80	5.80	N/A	N/A	(7.88)	(7.88)	(N/A)	(N/A)
Rating Factor	5.80	5.80	N/A	N/A	(7.88)	(7.88)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.6	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out

Page: 240
Date: 03/25/2020
Time: 11:54 AM

File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 7 - OR-SU5 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State: Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	297.2	0.0	0.0	0.0	228.6	0.0	0.0	0.0
Total Load Effect	470.9	0.0	173.7	0.0	402.3	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	1.06	N/A	2.88	N/A	(1.24)	(N/A)	(2.40)	(N/A)
Rating Factor	1.10	N/A	N/A	N/A	(1.43)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State: Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	75.0	-75.0	94.8	94.8	78.6	-78.6	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	14.0	-14.0	0.0	0.0	10.8	-10.8	0.0	0.0
Total Load Effect	14.0	-14.0	-0.0	-0.0	10.8	-10.8	-0.0	-0.0
Resistance - Dead	75.0	-75.0	94.8	94.8	78.6	-78.6	92.1	92.1
Design Ratio	5.35	5.35	N/A	N/A	(7.29)	(7.29)	(N/A)	(N/A)
Rating Factor	5.35	5.35	N/A	N/A	(7.29)	(7.29)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.600	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT — Page: 242
Engineer : Jasper Heckman — Date: 03/25/2020
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon) — Time: 11:54 AM
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out
File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 8 - OR-SU6 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	329.3	0.0	0.0	0.0	253.3	0.0	0.0	0.0
Total Load Effect	503.0	0.0	173.7	0.0	427.0	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	0.99	N/A	2.88	N/A	(1.17)	(N/A)	(2.40)	(N/A)
Rating Factor	0.99	N/A	N/A	N/A	(1.29)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	73.8	-73.8	94.8	94.8	77.5	-77.5	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	12.9	-12.9	0.0	0.0	9.9	-9.9	0.0	0.0
Total Load Effect	12.9	-12.9	-0.0	-0.0	9.9	-9.9	-0.0	-0.0
Resistance - Dead	73.8	-73.8	94.8	94.8	77.5	-77.5	92.1	92.1
Design Ratio	5.73	5.73	N/A	N/A	(7.83)	(7.83)	(N/A)	(N/A)
Rating Factor	5.73	5.73	N/A	N/A	(7.83)	(7.83)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.600	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	0.85

BRASS-GIRDER Version 8.0.0

Agency : Oregon DOT
Engineer : Jasper Heckman
Bridge Name: 06645 Columbia River, Hwy 2 Conn (White Salmon)
Input File : P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.girder
Output File: P:\O\ODOT00000959\0600INFO\0610 Load Rating\06645\RCDG\Span 22\EXTGIR_Span22.out

Page: 244
Date: 03/25/2020
Time: 11:54 AM

File RCBG.DAT Reinforced Concrete Box Girder
Rating for Design, Legal, CTP, & STP Loads

STRENGTH LIMIT STATE SUMMARY:

Point of Interest : 105.000
Construction Stage: 1
Live Load Combo : 9 - OR-SU7 (TRK)

AASHTO Reference: LRFD 5.6.3.2 Flexure (ft-k)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	499.8	0.0	499.8	0.0	499.8	0.0	499.8	0.0
Dead Load Effect	173.7	0.0	173.7	0.0	173.7	0.0	208.4	0.0
Live Load Effect	349.7	0.0	0.0	0.0	269.0	0.0	0.0	0.0
Total Load Effect	523.4	0.0	173.7	0.0	442.7	0.0	208.4	0.0
Resistance - Dead	326.2	0.0	326.2	0.0	326.2	0.0	291.4	0.0
Design Ratio	0.96	N/A	2.88	N/A	(1.13)	(N/A)	(2.40)	(N/A)
Rating Factor	0.93	N/A	N/A	N/A	(1.21)	(N/A)	(N/A)	(N/A)

AASHTO Reference: LRFD 5.7.3.3 Shear (kips)

Limit State: / Effects :	STRENGTH I (max)	STRENGTH I (min)	STRENGTH I-O (max)	STRENGTH I-O (min)	STRENGTH II (max)	STRENGTH II (min)	STRENGTH IV (max)	STRENGTH IV (min)
Resistance	73.1	-73.1	94.8	94.8	76.9	-76.9	92.1	92.1
Dead Load Effect	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0	-0.0
Live Load Effect	11.6	-11.6	0.0	0.0	8.9	-8.9	0.0	0.0
Total Load Effect	11.6	-11.6	-0.0	-0.0	8.9	-8.9	-0.0	-0.0
Resistance - Dead	73.1	-73.1	94.8	94.8	76.9	-76.9	92.1	92.1
Design Ratio	6.28	6.28	N/A	N/A	(8.60)	(8.60)	(N/A)	(N/A)
Rating Factor	6.28	6.28	N/A	N/A	(8.60)	(8.60)	(N/A)	(N/A)

By Inspection the addition of 3.14 kips of DL does not drastically effect the shear rating factor.

$$RF = \frac{C - (DL + DL_{add})}{LL}$$

	LEG3	LEG3S2	LEG3-3	SU4	SU5	SU6	SU7
C	499.8	499.8	499.8	499.8	499.8	499.8	499.8
DL_add	29.85	29.85	29.85	29.85	29.85	29.85	29.85
DL	173.7	173.7	173.7	173.7	173.7	173.7	173.7
LL	240.6	254.4	193.9	284.600	297.200	329.3	349.7
RF	1.36	1.28	1.68	1.15	1.10	0.99	0.93
Adjusted RF	1.23	1.16	1.53	1.04	1.00	0.90	**0.85**

RATING FACTOR

$$RF = \frac{C - \gamma_{DC} DC - \gamma_{DW} DW \pm \gamma_P P}{\gamma_{LL} (LL + IM)}$$

SIMPLIFIED CALC

$$RF = \frac{304.4 - 41.4}{260.1} = 1.01$$

IM = 1.2

$260.1 / 1.2 = 216.75$

REVISED ADDITIONAL DEAD LOAD

$1.8'' \times 140\ pcf = 21.0\ psf$

$3'\text{-}1\tfrac{1}{2}'' \times 21\ psf = 65.6\ PLF$

$M_{SPAN1} = \frac{(65.6\ PLF)(40')^2}{8} = 13.125\ K\text{-}ft \times 1.5 = 19.7\ K\text{-}ft$

REVISED RF

$$RF = \frac{304.4 - (41.4 + 19.7)}{260.1} = 0.935$$

$0.935 \times 25\ TONS = 23.375\ TONS \rightarrow 24\ TONS$

DETERMINE IMPACT FACTOR FOR 24 TON RATING

$$0.96 = \frac{304.4 - (41.4 + 19.7)}{216.75\ (IM)}$$

IM = 1.167

16.7% IMPACT FACTOR

Compared to the 20% used in the 2020 load rating.

COFFMAN ENGINEERS	project LOAD RATING REVIEW	by DMS/BTD	sheet no. 25 of 36
	location HOOD RIVER, OR	date 06/2021	
	client PORT OF HOOD RIVER	checked HLC	job no. 201099
		date 06/2021	

For Information Only

Oregon
Kate Brown, Governor

Department of Transportation
Bridge Engineering Section
4040 Fairview Industrial Dr. SE, MS #4
Salem, OR 97302-1142
Phone: (503) 986-4200
Fax: (503) 986-3407

February 3, 2021

Michael McElwee
Executive Director
Port of Hood River
1000 E. Port Marina Drive
Hood River, Oregon 97031

SUBJECT: Load Restriction Recommendation
Columbia River, Hwy 2 Conn (White Salmon)
Bridge Number 06645

Recommendation

An updated load rating was completed to reflect the current condition of the structure and ODOT's current load rating procedures. Based on the results of the updated load rating, we recommend the bridge be posted at 24 tons for the Type 3, 32 tons for the Type 3S2 and Type 3-3, 22 tons for the SU4, 24 tons for the SU5, and 25 tons for the SU6 and SU7 vehicles.

Background

The Columbia River, Hwy 2 Conn (White Salmon) (Br. No. 06645) is a 4,418-foot long, 29-span, steel deck and lift truss bridge built in 1924. The July 2020 bridge inspection report indicates the superstructure and substructure are both in "fair" condition. The bridge is not currently load posted.

Repair Options

See the load rating summary sheet to identify the deck stringers, truss members, and gusset plates that would need to be strengthened to allow the bridge to be unrestricted.

Posting Responsibility

ODOT recommends this bridge be posted for load. It is ultimately the owner's responsibility to have the structure posted. The correct signs shall be in place no later than February 3, 2021. The posting signs shall be similar to the figure as shown on the last page of this letter, and placed on each side of the bridge. In addition to placing posting signs at the bridge, signs shall be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

To assist us in complying with the National Bridge Inspection Standards, please let us know as soon as the bridge has been posted, or the bridge has been repaired. Please email digital images of the posting signs to Nam Bui to verify the posting complies with ODOT recommendations and FHWA requirements.

A1

Contact Nam Bui, Local Agency Load Rating Engineer at (503) 986-3382 or e-mail Nam.N.Bui@odot.state.or.us, for any questions on these issues.

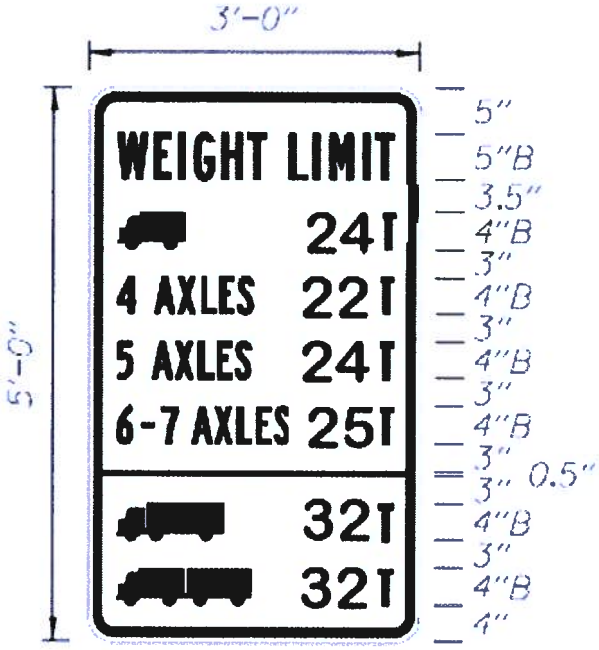
Sincerely,

Ray Bottenberg

Ray Bottenberg, P.E., S.E.
Assistant State Bridge Engineer

Cc: Ray Mabey, State Bridge Engineer
Joel Boothe, State Bridge Operations Engineer
Bert Hartman, State Bridge Program & Standards Engineer
Rich King, Local Agency Coordinator
Tim Rogers, FHWA Oregon Division Bridge Engineer
Holly Winston, Senior Local Bridge Standards Engineer
Pat Cimmiyotti, District 9 Manager
Shane Johnson, Assistant District Manager
Bob Townsend, Area Manager
Scotty Freitas, Bridge Maintenance Supervisor
Tom Fuller, Communications Section Manager
Kathryn Van Hecke, US Forest Service Regional Structures Engineer
Dana Cork, OR/WA BLM Bridge Program Manager
Paul Tichenor, Data Management Specialist
John Milcarek, Load Rating Engineer
Jon Rooper, Senior Load Rating Engineer
Nam Bui, Local Agency Load Rating Engineer
Mark Gaines, Washington DOT, State Bridge and Structures Engineer
Evan Grimm, Washington DOT, Bridge Preservation Engineer

Weight Limit Signs from ODOT Sign Policy and Guidelines, Chapter 3, page 3-111



Sign No. OR12-5f

A3

Oregon Department of Transportation

December 19, 2019

Bridge Posting Requirements for Specialized Hauling Vehicles (SHVs)

Specialized Hauling Vehicles (SHVs) are legal vehicles with legal axle weights that meet the Federal Bridge Formula (Formula B) equation for maximum axle group weight and represent short wheel based vehicles with multiple drop axles (such as modern concrete and dump trucks). These vehicles are commonly used in the construction, waste management, bulk cargo and commodities hauling industries. These vehicles consist of moveable axles that raise or lower as needed for weight, and result in higher loads concentrated over shorter distance.

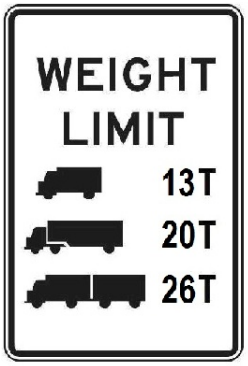
Since the 1975 adoption of the American Association of State Highway and Transportation Officials (AASHTO) family of three legal loads, the trucking industry has introduced specialized single-unit trucks with closely spaced multiple axles that make it possible for these short-wheelbase trucks to carry the maximum load of up to 80,000 lbs and still meet the “Formula B” equation. The AASHTO family of three legal loads selected at the time to closely match the Formula B in the short, medium, and long truck length ranges do not represent these newer axle configurations. These SHV trucks cause force effects in bridges that exceed the stresses induced by the Type 3, Type 3S2, or Type 3-3 legal vehicles by over 50 percent in certain cases. The shorter bridge spans are most sensitive to the newer SHV axle configurations.

The Federal Highway Administration (FHWA) sent a memo to all states on November 15, 2013 requiring every state to post bridges for SHVs that do not pass a load rating analysis for these vehicles, in addition to the current standard legal vehicles.

Routine Commercial Traffic Truck Models

To understand how the SHVs differ from the current standard legal vehicles, it is necessary to know what the standard legal vehicles are. The AASHTO legal vehicles, designated as Type 3, Type 3S2, and Type 3-3 are sufficiently representative of routine average truck configurations in use today, and are used as vehicle models for load rating. When a load rating shows that a bridge does not have sufficient capacity for any one of these standard legal vehicles, the bridge must be posted for load.

When a bridge needs to be posted for less than legal loads, Oregon uses a single weight-limit sign or a three-vehicle combination sign that conforms to FHWA’s *Manual on Uniform Traffic Control Devices* (MUTCD). Some truck operators make the mistake to try and count the number of axles/wheels shown on the silhouettes in the posting sign to determine which one controls for their vehicle. The

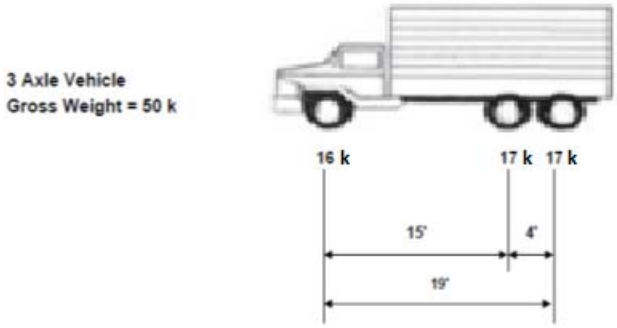


A4

reason that is a mistake is that the top silhouette represents all single-unit legal vehicles; regardless of the number of axles/wheels they may have. Likewise, the middle silhouette represents all semi-tractor and trailer legal vehicles; regardless of the number of axles/wheels they may have. And the bottom silhouette represents double combination vehicles of either a single-unit vehicle or a semi-tractor and trailer towing a loaded trailer. In general, the silhouettes on the three-vehicle combination sign represent the Type 3, Type 3S2, and Type 3-3 Legal Vehicles that are used in bridge load ratings and load postings.

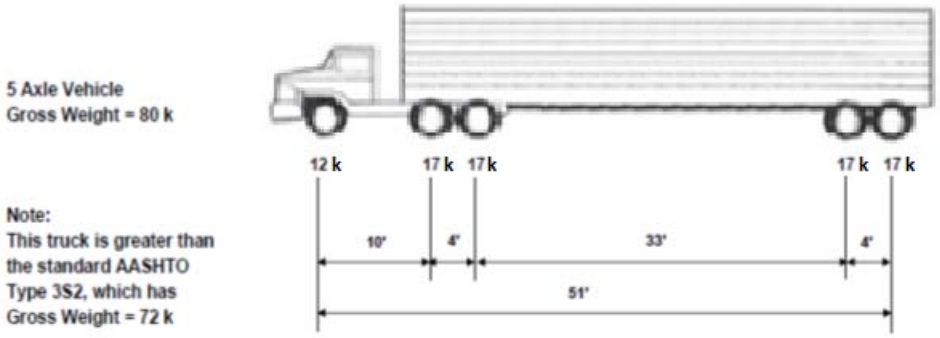
Type 3 Legal Truck

The Type 3 legal vehicle is a three axle single-unit vehicle with a gross vehicle weight of 50,000 LBS (25 tons).



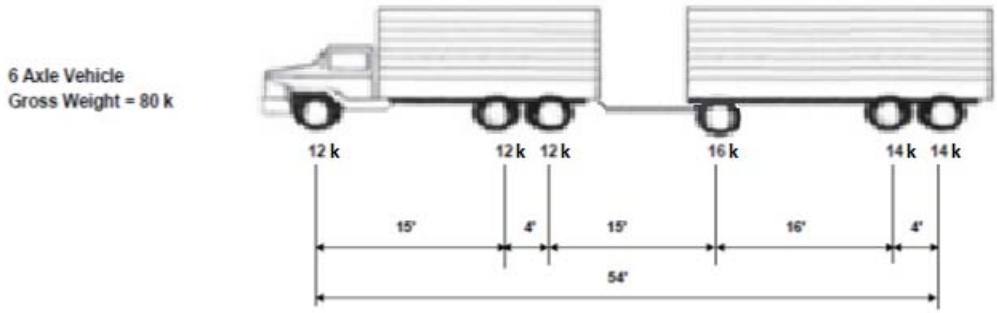
Type 3S2 Legal Truck

The Oregon Type 3S2 legal vehicle is a five axle semi-tractor and trailer combination with a gross vehicle weight of 80,000 LBS (40 tons). This Oregon vehicle model is heavier than the 72,000 LBS (36 tons) national Type 3S2 vehicle model.



Type 3-3 Legal Truck

The Type 3-3 legal vehicle is a six axle combination of a single-unit vehicle pulling a loaded trailer with a gross vehicle weight of 80,000 LBS (40 tons).

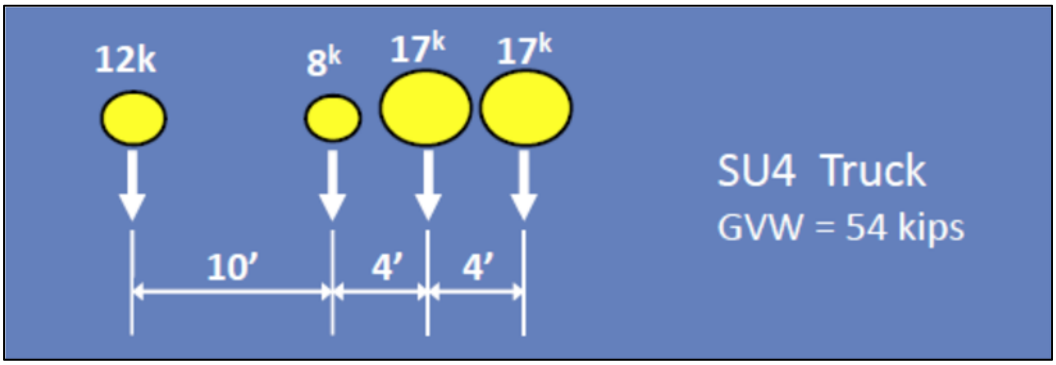


Specialized Hauling Vehicle (SHV) Models

Four Specialized Hauling Vehicle models were adopted by AASHTO in 2005 to represent new trucks that comply with Formula B and meet all Federal weight regulations.

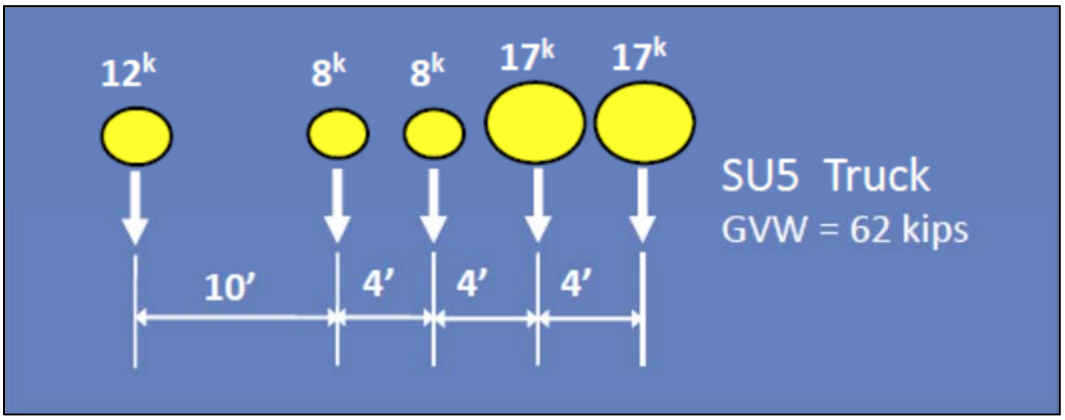
SU4 Legal Truck

The first SHV model is the SU4, which is a four axle vehicle with a gross vehicle weight of 54,000 LBS (27 tons).



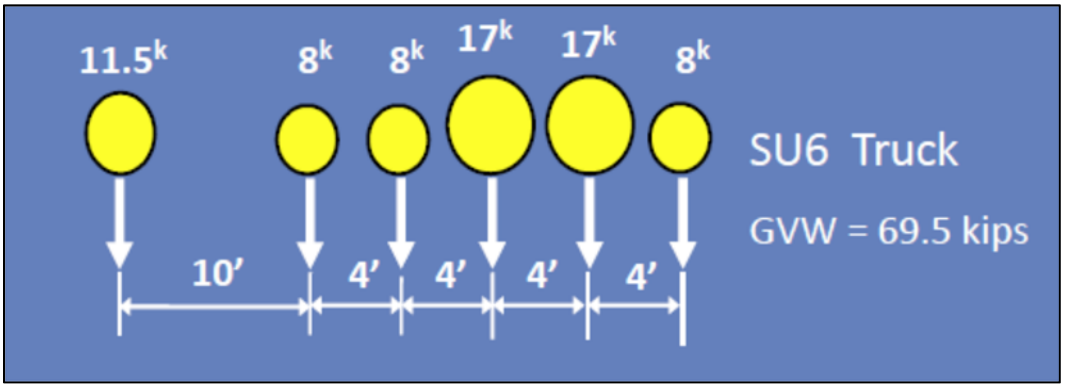
SU5 Legal Truck

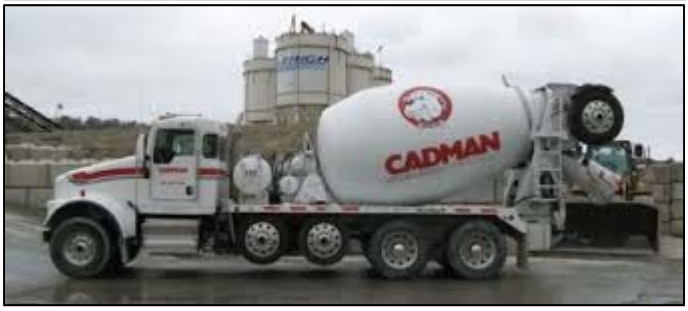
The second SHV model is the SU5, which a five axle vehicle with a gross vehicle weight of 62,000 LBS (31 tons).



SU6 Legal Truck

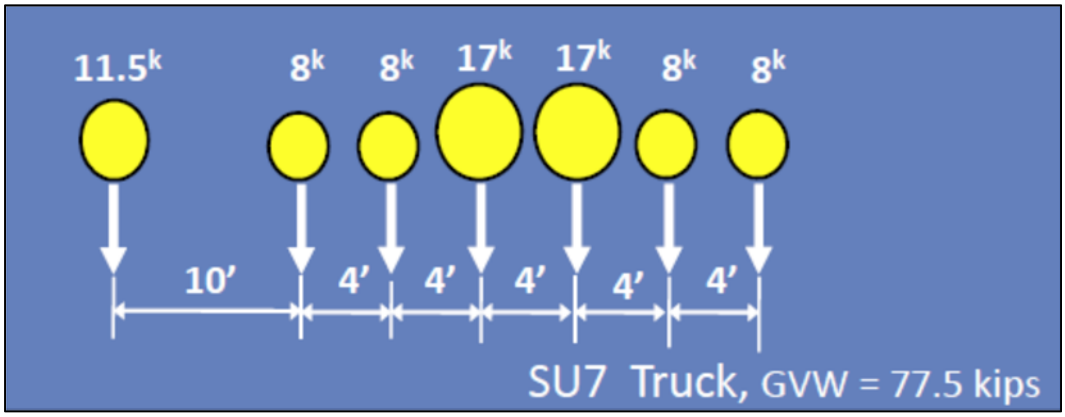
The third SHV model is the SU6, which is a six axle vehicle with a gross vehicle weight of 69,500 LBS (34.75 tons).





SU7 Legal Truck

The fourth SHV model is the SU7, which is a seven axle vehicle with a gross vehicle weight of 77,500 LBS (38.75 tons).



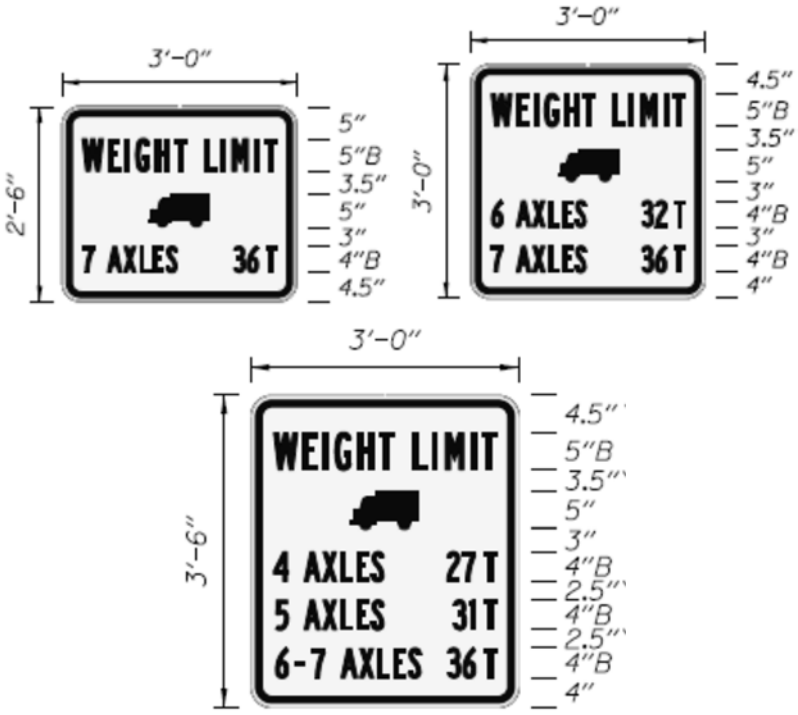
Bridge Load Posting for SHVs

When a load rating shows that a bridge does not have sufficient capacity for any one of the four Specialized Hauling Vehicle models, the bridge must be posted

for load. Posting signs must conform to the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD only has one sign (R12-5) that has silhouettes of trucks for load posting; which are for the three standard legal vehicles. The MUTCD does not allow any other silhouettes of trucks to be used on signs, so there will be no new silhouettes depicting the SHVs on a posting sign. Plus, there is a safety issue of having truck drivers attempting to count the number of axles depicted on a sign while travelling at highway speeds.

The MUTCD does allow the language on posting signs to be modified to account for the posting of Specialized Hauling Vehicles. It is up to each state to determine the language to be used on the posting signs for SHVs. ODOT has designed three new posting signs that will be used under different scenarios when a bridge requires posting for SHVs.

Since SHV trucks can cause force effects in bridges that exceed the stresses induced by the Type 3, Type 3S2, or Type 3-3 legal vehicles by over 50 percent in certain cases, there is a possibility that a bridge has sufficient capacity for legal axle weights and 80,000 LBS GVW for routine commercial traffic, but does not have sufficient capacity for the different SHV configurations. Instead of penalizing all trucks from using the bridge, the following posting sign was developed to restrict only multi-axle single unit vehicles to a lower gross vehicle weight. The posted weight for each single unit vehicle will be determined on a case-by-case basis for the safe load capacity of the bridge. The following weight limit signs are designated as Sign Number OR12-5g from the ODOT Sign Policy and Guidelines, Chapter 3, page 3-112.

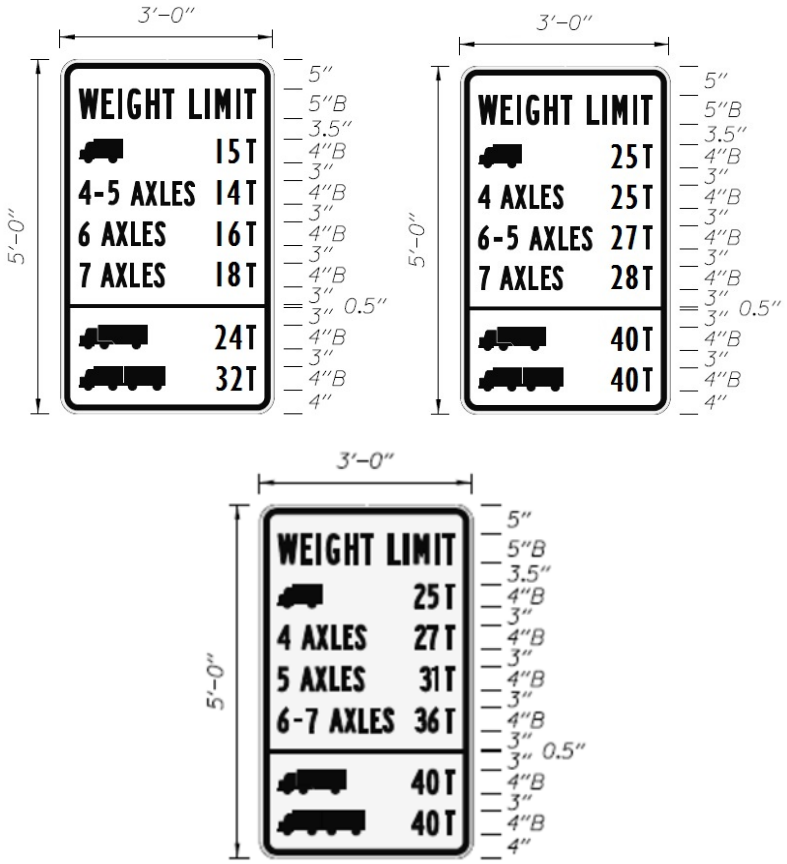


A10

Oregon Department of Transportation

December 19, 2019

The second posting sign is to be used when both routine commercial traffic and SHVs are required to be posted for load. The following variations of the weight limit sign are designated as Sign Number OR12-5f from the ODOT Sign Policy and Guidelines, Chapter 3, page 3-111.



A11

This page intentionally left blank.

Commission Memo

Prepared by: Michael McElwee
Date: July 13, 2021
Re: Bridge Weight Rating Analysis Update

In late 2019, the Oregon Department of Transportation ("ODOT") began preparation of new Load Rating Analysis ("LRA") for the Bridge. On February 3, 2021, ODOT issued a formal letter to the Port stating a lower load rating for various classes of vehicles would go into effect on March 3, 2021. The February 16 staff memo summarizing this issue is **attached** for reference.

On February 16, 2021, the Commission approved a contract with HDR Engineering to determine the feasibility of restoring the prior 80,000 lb. weight limit. HDR has completed their initial analysis work, **attached**. Mark Libby, P.E. prepared the analysis and will participate in the Commission meeting to explain his analysis and recommendations.

The following are the key issues identified in HDR's report that staff believes the Commission will need to consider going forward:

- **Emergency Vehicles ("EV").** It is expected that ODOT will load post for two additional classes of vehicles by year's end. EV trucks would introduce greater load factors and require additional reinforcement steps and greater cost. The question is whether it is feasible to accommodate EV Trucks given the limited number that use the bridge.

- **Testing.** HDR believes that live load testing ("LLT") would resolve most of the bridge deficiencies that drove the lower weight rating. However, LLT is expensive, and the results may not prove adequate to affect a policy change. ODOT would need to accept the results in order to change the weight rating.

- **Cost/Benefit.** Ultimately, the question will be whether the benefits of restoring the 80,000 lb. weight limit are worth the cost, especially given the potential timeframe for a new bridge.

Based on the Commission direction, staff may recommend a draft contract amendment with HDR for consideration at the August 3 regular meeting. The amendment would include:

1. Coordination with ODOT to confirm acceptance of live load testing analysis and revisions to load rating based on 1996 N. Ramp as-builts

2. Live Load testing (through a subcontractor) and analysis

3. Refined analysis of floor beams to see if load testing can be eliminated

Going forward, the following is a conceptual schedule of key milestones, if the work were carried out this fall. It is equally likely the work may need to be done in the spring.

August 3	HDR Contract Amendment
August	HDR coordinates with ODOT on live load testing and weight rating revisions
Sept.-Oct.	Live load testing, analysis, and report
Nov.-Jan.	ODOT evaluation & response to live load testing, updated weight rating
February	Feasibility Report, Cost/Benefit Analysis & Recommendations
March-May	Plans & Specs
June – July	Bid Period
Sept. – Dec.	Construction

RECOMMENDATION: For information and discussion.

Commission Memo

Prepared by: Michael McElwee
Date: February 16, 2021
Re: New Bridge Load Rating

Background

As a result of the 2007 I-35W bridge collapse and concern about the impact of Specialized Hauling Vehicles ("SHV"), the Federal Highway Administration required state Departments of Transportation to review the load rating of all bridges in their respective states. The Hood River – White Salmon Bridge ("Bridge") was last rated by the Oregon Department of Transportation ("ODOT") in 2003 using specific Load Rating Factor Procedures ("LRFP") in place at the time. In 2013 ODOT began a process to load rate all Oregon bridges with first priority for unrated bridges.

In late 2019 retained David Evans & Associates ("DEA") to prepare of new Load Rating Analysis ("LRA") for the Hood River – White Salmon Bridge ("Bridge"). On April 7, 2020, ODOT forwarded DEA's preliminary load rating to the Port. The Port's bridge engineer, HDR Engineering, Inc. ("HDR") reviewed the preliminary load rating and recommended revisions to ODOT. DEA then re-evaluated their analysis and modified their conclusions which effectively reduced the number of locations that were identified as substandard, and in need of a structural upgrade. On February 3, 2021, ODOT issued a formal letter (attached) directing the Port to install new signage within 30-days listing the lower load rating for the bridge. This new rating will go into effect on March 3, 2021.

New Bridge Weight Limits

ODOT applies different weight ratings to different classes of vehicles characterized by size, axle count and axle separation. See attached summary. The current restrictions and the new ones that will apply to the Bridge are listed below.

Classification	*Current Limit*	*New Limit*
Type 3: 3-axle Single-unit truck	25 Tons	24 tons
Type 3S2: 5-axle tractor/trailer	40 Tons	32 tons
Type 3-3: 6-axle combo truck/trailer	40 Tons	32 tons
SU4: 4 axle SHV	27 Tons	22 tons
SU5: 5 axle SHV	31 Tons	24 tons
SU6: 6 axle SHV	34.75 Tons	25 tons
SU7: 7 axle SHV	38.75 Tons	25 tons

Business Impacts

In April 2020 after the preliminary load rating was issued, staff began outreach to several local commodity/shipping firms to better understand the potential impact of a reduced weight rating on their businesses. These businesses represented the fruit, timber, and sand/gravel sectors. The Commission was updated these efforts at the April 21, 2020 Commission meeting. On October 4, 2020, after the Port received an email from stating that DEA's updated weight rating analysis had been completed and the load rating would not change, staff began a more extensive outreach to local

businesses. After a radio interview in December, staff also received several calls from business that expressed concerns. Staff has been in touch with all these businesses and kept them informed as communication with ODOT has been received. Staff has also received emails from several business owners that describe more specifically the impacts of a weight limit reduction on their businesses. Following is a brief summary:

Fruit--- Orchardists, especially in the Lower Valley, haul bins across the bridge to Mt. Adams Fruit. It appears that the reduced weight limit would result in limited impacts to most hauling fruit to Bingen. However, the impacts to Mt Adams Fruit Company that transport finished fruit from cold storage to market across the bridge will be significant.

Logs/Lumber— Log trucks may transit the bridge in both directions. Oher vehicles haul wood chips and sawdust. Drivers typically haul at or just above the current 40-ton limit. It would be inefficient for these trucks to haul at less than full capacity so the new weight limit will have a significant impact. Businesses could use an alternative bridge to cross the river, but this out-of-direction travel will cause severe economic hardship. The weight limit will also cause severe impacts to both timber and marine business lines at SDS Lumber. See attached letters.

Aggregate/Concrete— Concrete mixers and dump trucks use the Bridge to provide building materials to construction sites. The impacts of a weight restrictions to SHV classes associated with concrete mixers and large dump trucks will have a significant impact. Two Washington businesses have contacted the Port for locations to either pre-stage materials or temporarily locate some operations on the Oregon side.

General— Semi-trucks do use the bridge and it is not uncommon for the GVW of these vehicles to exceed 40 tons. Some undoubtedly haul at or near the Oregon legal limit of 52.5 tons. This is a vehicle type where we have very limited hard data on weight and almost no way to obtain it.

Outreach

On February 9, 2021 staff prepared and issued a press release and a Constant Contact notice describing the coming weight limit was issued to approximately 350 post-paid Breeze-By bridge account holders. These represent the vast majority of shippers/haulers that use the bridge. Staff has created an email group contact list of the businesses that have expressed concern directly to staff or the Commission. This group will receive periodic updates about project status as events warrant. Staff will continue to gather business feedback on the likely bridge weight limit reduction as the new weight limit is implemented.

Next Steps

The following are further actions that are required by ODOT or recommended by staff and their status:

- *Signage*-- The Port is responsible for replacing signage reflecting the new weight limit for major vehicle classes on I-84, Sr-14 and the bridge approach ramps. Staff is working closely with ODOT and WSDOT. Signs have been ordered and from the ODOT sign shop and both agencies have agreed to install the new signs with posts will need to be replaced. This work need to be completed by March 3, 2021 and will likely cost between $10,000 -$15,000 as the new signs are larger and will require new posts.

- *Engineering*— A key recommended next step is to determine the feasibility of restoring the load rating to its current standard. It is not clear whether this is possible or affordable without further engineering analysis. ODOT evaluates the load capacity of bridges based on a 'Load and Resistance Factor Rating Manual' ("LRFR"). ODOT is required to lower the load rating when specific structural element or connection point falls below a rating factor of 1.0 for Legal vehicles. HDR's summary of the ODOT structural analysis (attached) indicates over 50 locations where the rating factor falls below 1.0. HDR believes that many of these locations may, in fact, meet the rating factor threshold now and recommends live load testing for confirmation. This could demonstrate that many of these locations would not require reinforcing. The other locations will definitely require-specific structural analysis to identify whether reinforcement solutions and associated costs. Staff has requested a proposal from HDR to carry out these initial structural engineering steps for consideration by the Commission at this meeting.

Schedule

Approximate steps and best-case timeframe for addressing the new weight limit are outlined below:

Engineering contract authorization from Port Commission	Feb. 16
Complete Engineering Phase I:	Sept. 15
ODOT Review/Acceptance of engineering Recommendations	October
Commission Determination of Financial Feasibility	November
Commission Approval of Engineering Phase II (Plans & Specs)	December
Complete Plans/specs	April '22
Bid Process/Contract Negotiations/Approval	July '22
Project Completion	October '22

RECOMMENDATION: Information and Discussion.

This page intentionally left blank.

Memo

Date:	Friday, June 25, 2021
Project:	10291047 – Load Posting Restoration
To:	Michael McElwee, Executive Director Port of Hood River
From:	Mark Libby, PE Carly Clark, PE, Santosh Timilsina, EI
Subject:	**Hood River Bridge – Load Posting Restoration**

1.0 Introduction

On February 3, 2021, the Port of Hood River (Port) received the official load restriction recommendation from the Oregon Department of Transportation (ODOT) based on an updated load rating. The recommendation is for the bridge to be load posted at 24 tons for the Type 3, 32 tons for the Type 3S2 and Type 3-3, 22 tons for the SU4, 24 tons for the SU5, and 25 tons for the SU6 and SU7 vehicles.

Table 1. Load Restriction Recommendations

Legal Vehicles	Unrestricted Weight	New Posted Weight Limit
Type 3	25 tons	24 tons
Type 3S2	40 tons	32 tons
Type 3-3	40 tons	32 tons
SU4	27 tons	22 tons
SU5	31 tons	24 tons
SU6	34.75 tons	25 tons
SU7	38.75 tons	25 tons

HDR has reviewed the load rating analysis to evaluate the extent of retrofit effort needed to meet the load limits for the Legal vehicles, as shown in Table 1. In our January 22, 2021, *2020 Load Rating Results Memo*, we had focused only on the deficient rating factors (< 1.0) for the Legal vehicles, consistent with the notice provided by ODOT.

In November 2016 the Federal Highway Administration (FHWA) issued guidance on implementing the FAST Act's Emergency Vehicles, EV2 and EV3, into bridge load ratings. ODOT is working on their implementation of the EV trucks, with the intent to start load posting bridges for EV trucks by the end of 2021. This means that the Port will likely be receiving another load restriction notice later this year. Based on this information we revised our analysis to include the EV trucks. The EV3 truck adds numerous deficient rating factors and sections to be considered.

2.0 Summary of Low Rating Factors

Due to the inherent conservatism of load rating analysis, ODOT policy allows for rating factors of 0.95 and above to be rounded up to 1.0. Therefore, the focus for load restoration is on rating factors that are less than 0.95. These sections would need either refined analysis or retrofit strengthening to restore load capacities to previous limits. Table 2 lists the summary of sections with low rating factors to be addressed. The force type "+M" represents positive flexural moment, or downward bending in the section, and "V" represents shear.

Table 2. Summary of Low Rating Factors

Section / Span	Member / Location	Force Type	Controlling Rating Factor, Legal Trucks	Controlling Rating Factor, EV Trucks
OR Approach / Spans SE, SD	Interior Stringers, 0.4L – 0.6L	+M	**0.72**	**0.60**
Truss Span 1, 2	Interior Floorbeam, 0.5L	+M	**0.68**	**0.76**
Truss Span 3	Gusset Plate L4, L4-L5 Gusset Plate L4, L4-L3	Tension Tens-yielding	**0.74** 0.99	**0.69** **0.92**
	Gusset Plate L8, L8-L9 Gusset Plate L8, L8-L7	Tens-yielding Tens-yielding	**0.88** **0.89**	**0.82** **0.83**
	Gusset Plate L10, L10-L9	Tens-yielding	**0.92**	**0.85**
	Interior Floorbeam, 0.5L	+M	1.00	**0.87**
Truss Spans 4-10 and 12-18, + Span 19 Floorbeam	Gusset Plate L7, L7-L8 Gusset Plate L7, L7-L6	Tens-yielding Tens-yielding	**0.94** 0.99	**0.88** **0.93**
	Interior Floorbeam, 0.5L	+M	1.00	**0.87**
Lift Truss Span 11	Truss Diagonal L4-M5	Compression	0.95	**0.93**
	Truss Diagonal M9-L10	Compression	0.95	**0.93**
Truss Span 19	Top Chord, U3-U4 U4-U5 U5-U6 U6-U7 U7-U8	Compression	1.01 **0.89** 0.95 **0.89** 1.00	**0.94** **0.83** **0.89** **0.83** **0.93**
	Bottom Chord, L5-L6	Tension	1.01	**0.94**
	Gusset Plate L7, L7-L8 Gusset Plate L7, L7-L6	Tension	**0.89** **0.73**	**0.81** **0.68**
WA Approach, Spans 21, 22, 23, 24, 25, 27	Exterior Girder*, 0.5L	+M	**0.93**	**0.77**
	Exterior Girder*, 0.944L	V	1.43	**0.92**
	Interior Girder, 0.923L 0.944L	V	1.30 1.05	**0.94** **0.73**

Table 2. Summary of Low Rating Factors

Section / Span	Member / Location	Force Type	Controlling Rating Factor, Legal Trucks	Controlling Rating Factor, EV Trucks
WA Approach Spans 20, 26	Exterior Girder*, 0.5L	+M	1.08	**0.92**
	Interior Girder, 0.1L, 0.9L 0.938L 0.955L	V	1.16 1.14 **0.93**	**0.92** **0.89** **0.72**

*Exterior girders rated for the WA approach spans are the original exterior girders before the 1996 widening.

A summary of the load rating sections with rating factors less than 0.95, for Legal and EV trucks, is provided in Attachment 2 – Summary of Deficiencies. A graphic representation of the deficiencies listed in Table 2 is provided in Attachment 3 – Deficiency Exhibit. Attachment 2 includes many sections that are not represented in Table 2 or Attachment 3. These sections represent analysis that may provide important considerations but ODOT does not post restricted loads based on these analysis types.

3.0 Oregon Approach Spans

The Oregon approaches consist of two–span continuous steel stringers with a cast-in-place concrete deck. The spans are 39'-5" and 39'-9" long. The Oregon approaches consist of 7 stringers that are spaced at 3'- 1 ½". According to as-constructed plans, one stringer was moved during construction which increased the maximum spacing between Stringer 3 and Stringer 4 to 3'- 8 ½", and reducing the spacing between Stringers 4 and 5 to 2'-6 ½". The bridge rating was performed for this critical spacing and equivalent tributary width. The steel stringers support a 5¼" thick deck. The steel stringer sections are W18 x 55 rolled wide-flange beams.

The existing load rating of the Oregon approaches demonstrated structural deficiencies for positive flexural moment of the steel stringers. The top flange of the steel stringers is partially embedded into the concrete deck, which provides lateral bracing, but the stringers were assumed to be non-composite due to a lack of steel studs connecting the steel stringers and concrete deck. Composite behavior adds significant positive moment capacity by engaging the concrete deck as the compression flange of the section. The approach to retrofit these stringers is to add a steel cover plate to the bottom flange of the stringers to increase the positive moment capacity. Different widths and thickness of bottom flange cover plates were evaluated to bring the rating factors above 1.0, however, without a composite deck, a feasible retrofit design of the steel stringers is not achievable.

Because the top flange of the stringers are embedded in the deck, there is a fair chance that at least partial composite behavior is being realized. This would need to be verified by load testing to be accepted as part of the load rating. The alternative means would be to install concrete

anchors through the top flange and into the deck or a deck replacement that integrates composite connection.

The load rating analysis was updated assuming composite action between the deck and steel stringers to evaluate the cover plate strengthening. The composite action alone was able to bring the rating factors for all vehicles other than the EV3 truck to above 1.0. The EV3 truck would still require a load restriction.

A 0.5" thick cover plate was assumed on the bottom flange of the stringers over about half of the length of each span. This cover plate retrofit, along with the composite action, was able to bring the load ratings for all vehicles to within allowable limits. This retrofit strategy is also adequate for a 2" thick asphalt overlay on the concrete deck.

A high-level estimate of probable cost was prepared for three retrofit options:

1. Load test only (allow EV3 truck to be restricted);
2. Make deck composite and add bolted cover plates;
3. Replace concrete deck and add bolted cover plates

Option 1 has a reasonable chance of providing an acceptable outcome for the Legal vehicles but is dependent on the results of the load test.

Option 2 is conceptually feasible and involves drilling through the top flange and into the underside of the deck and anchoring threaded rods to create positive engagement between steel stringers and the deck. While we are unaware of widespread use of this retrofit there have been some research projects performed that appear to be effective on in-service bridges. This option assumes that a pair of 7/8” diameter threaded rods at 12-inch centers along the length of the stringers would be required. This option can be designed to accommodate a wearing surface added to the concrete deck.

Option 3 involves removing and replacing the existing concrete deck with precast deck panels made composite with the stringers. Precast deck panels are assumed in order to facilitate rapid replacement and could be accomplished incrementally over multiple nighttime closures or potentially completed in a weekend shutdown. There are a variety of precast deck types and details that could be employed and would need to be evaluated during a design phase project. Matching the thickness of the existing deck would be an important consideration, otherwise the adjacent asphalt approach and steel grid decks would also need to be adjusted to match grades.

Table 3 – OR Approach Retrofit Options

Retrofit Option	Probable Cost
1. Load test only	$30,750
2. Make deck composite + cover plates	$124,000
3. Replace deck + cover plates	$343,000

See Attachment 1 for cost estimate details for these options. The load testing cost is based on the preliminary proposal dated April 9, 2021 from BDI and does not include additional HDR fees for coordinating with ODOT to implement revised outcomes. Options 2 and 3 are based on probable construction costs for major aspects of work and include a 40% contingency due to conceptual level assessments and additional engineering and construction administration costs.

4.0 Washington Approach Spans

The Washington approaches consist of eight simply supported reinforced concrete deck girder (RCDG) spans. The spans are variable in length between 31'-5" to 47'- 9". Given the general similarity in the cross-section and skew of the approach spans, only two critical spans were evaluated in the load rating analysis. Span 22 was representative of the six shorter 38'-0" spans and Span 26 was representative of the two longer spans with critical span length of 47'-9". The bridge cross-section originally consisted of 5 reinforced concrete deck girders (RCDG). However, the bridge was widened in 1996 and a new girder was added on each side of the cross section. The details of the 1996 widening were only recently found by Port staff and the consultant that performed the load rating for ODOT did not have this information.

The initial load rating with 5 girders shows deficiencies for positive flexural moment at the exterior girders and shear deficiencies at all girders. The load rating analysis was evaluated with 7 girders and a widened deck geometry. Based on our re-evaluation of the load rating with this new information, the revised results show positive moment deficiencies in the shorter spans (21-25, and 27) for Girders 2 and 6 (original exterior girders) and shear deficiencies in all interior girders, in all spans, for the EV3 truck only. The original exterior girders, now an interior girder, are smaller in width and with less reinforcement than the original interior girders. The new exterior girders have not been fully incorporated into this evaluation.

The new design information in the 1996 widening plans should be provided to ODOT in order to revise the official load rating results. Based on our evaluation it appears that some of the load rating deficiencies will be eliminated, but not all as described above.

The retrofit strategy for the shear deficiencies at girder ends would be to add internal shear anchors into the girder webs. Internal shear anchors are a resin bonded high strength rod drilled and bonded into the girder at an inclined angle that crosses the potential shear crack planes. This would increase the shear capacity at the ends to address the EV3 truck ratings. Installation from the deck surface simplifies construction access but would likely need to be done at night due to traffic impacts. Installation from below would be considerably more costly due to access needs.

The retrofit strategy for the positive moment deficiencies is to strengthen the concrete girders using externally applied carbon fiber reinforced polymer (CFRP) laminate at the bottom flange. Preliminary analysis indicates that two layers of 10-inch-wide CFRP laminate spanning the middle two thirds of the span would provide adequate positive moment capacity for the girders. The two layers of CFRP would be anchored by U-wraps provided at the ends of the CFRP laminate. The load rating analysis of this repair strategy was evaluated calculating the

equivalent steel reinforcement based on the CFRP laminate flexural capacity and shown to be adequate to raise rating the factors to above 1.0.

A high-level estimate of probable cost was prepared for three retrofit options based on the results of the re-evaluated load rating analysis:

1. Load test only;
2. Retrofit for Legal trucks only;
3. Retrofit for Legal and EV trucks

Option 1 has a reasonable chance of providing an acceptable outcome for the Legal vehicles and a potential for an improved outcome for the EV3 truck. This option may not accommodate a 2-inch asphalt overlay.

Option 2 would strengthen Girders 2 and 6 for positive moment in the six shorter spans and allow the EV3 truck to be restricted based on the updated shear results. This option can be designed to accommodate a 2-inch asphalt overlay.

Option 3 includes the Option 2 work and would add the internal shear anchors to all interior girders in all spans. This option can be designed to accommodate a 2-inch asphalt overlay.

Table 4 – WA Approach Retrofit Options

Retrofit Option	Probable Cost
1. Load test only	$41,570
2. Retrofit for Legal trucks only	$86,000
3. Retrofit for Legal and EV trucks	$384,000

See Attachment 1 for cost estimate details for these options. The load testing cost is based on the preliminary proposal dated April 9, 2021 from BDI and does not include additional HDR fees for coordinating with ODOT to implement revised outcomes. Options 2 and 3 are based on probable construction costs for major aspects of work and include a 40% contingency due to conceptual level assessments and additional engineering and construction administration costs.

5.0 Truss Spans

5.1 Span 1

The interior floorbeams in Truss Span 1 and 2 of the bridge show deficiencies for positive flexural moment per original load rating. The crossbeam load rating tool was used to analyze the floorbeams with an added cover plate to the bottom flange of the steel floorbeams. The load rating was updated with a 0.5" thick cover plate that matches the width of the bottom flange. The 0.5" cover plate was adequate to raise the rating factors to above 1.0.

5.2 Span 3

Span 3 shows deficiencies in gusset plates at joints L4, L8, and L10. These joints are locations of splices in the bottom chord channel members where the splice of the channel is made with the joint gusset plates, which are exceeding the tension capacity. The retrofit strategy for these locations is to add a splice plate to the web of the channels opposite of the gusset plates. This retrofit requires removing the existing rivets in the connection to install the new plates and high-strength bolts to replace the existing rivets. A sequence of partial removals and installations with regard to allowable traffic loads will need to be evaluated or the work be performed during full bridge closures.

The interior floorbeams also show a deficiency for mid-span positive flexural moment under the EV3 truck load. The retrofit strategy for floorbeams, should it be needed, is to add a bolted cover plate to the bottom flange.

5.3 Span 4-10 and 12-18

These are the typical deck-truss spans and show deficiencies in the gusset plates at joints L7 and L4 (by symmetry). Similar to the Span 3 gusset plates, these joints are at locations of bottom chord splices using the gusset plates as part of the splice connection. The same retrofit strategy of adding splice plates to the channel webs, opposite the gusset plates, would also apply here.

The interior floorbeams also show a deficiency for mid-span positive flexural moment under the EV3 truck load. The retrofit strategy for floorbeams, should it be needed, is to add a bolted cover plate to the bottom flange.

5.4 Lift Span 11

Two diagonal members, L4-M5 and M9-L10, are marginally passing with a rating factor of 0.95 for the Legal trucks. Under the EV3 truck these rating factors drop to 0.93.

5.5 Span 19

Span 19 is a deck-truss span similar to the typical deck-truss spans, however the roadway section was widened to match the widening of the Washington approach spans. The roadway width in Span 19 varies from 19’-7 ¼” at Pier 19 to 26’-9” at Pier 20. This span had originally been applied as typical of all deck truss spans. After we pointed out the differences in this span, ODOT agreed and had the load rating revised to add Span 18 as the typical deck truss. The revised load rating had the same deficiencies for Span 19, but the rest of the deck truss spans had a reduction in deficient sections, as discussed for Spans 4-10 and 12-18.

Span 19 has deficiencies in several top chord sections, in compression, one bottom chord section in tension due to the EV3 truck, and gusset plates at joints L7 and L4 (by symmetry). Similar to the other gusset plate locations, these joints are at locations of bottom chord splices using the gusset plates as part of the splice connection. The retrofit strategy for the gusset plates is the same as previously discussed.

The plans that the Port recently found documenting the 1996 widening of the Washington approach spans includes details for work done to Span 19 that were previously unknown. The plans include details of floorbeam and substringer extensions as well as a pair of 1-inch diameter high-strength rods, pretensioned to 50,000 pounds each, to each truss bottom chord from approximately truss joint L3 to joint L8. It appears that the design was intended to accommodate the effects of the widened roadway, however the load rating engineers were not aware of this information. HDR has not reanalyzed any of the truss sections for this new information but expect that most or all of the top and bottom chord section deficiencies will be mitigated by the applied tension force to the bottom chords.

5.6 Truss Recommendations

We believe that nearly all of the deficient sections in the truss spans can be eliminated through load testing data and refined analysis. The new design information in Span 19 may be able to eliminate additional strain gages and load test analysis for this span such that one typical deck truss can be analyzed for the gusset plate splice locations. Load testing analysis of a typical interior floorbeam in Span 1 or 2 and an interior floorbeam in a typical deck truss span is expected to resolve the deficiencies in these members as well. Refined analysis of the floorbeams, or acceptance of a restricted EV3 truck, may eliminate this need in the typical deck truss spans and Span 3 as these members have a rating factor of 0.87 for the EV3 truck only.

A high-level estimate of probable cost was prepared for three retrofit options:

1. Load test only;
2. Retrofit for Legal trucks only;
3. Retrofit for Legal and EV trucks

Option 1 has a reasonable chance of providing an acceptable outcome for the Legal vehicles and a potential for an acceptable or improved outcome for the EV3 truck.

Option 2 would strengthen the floorbeams and gusset plates needed to meet Legal truck loading, but would allow the EV3 truck to be restricted.

Option 3 would strengthen floorbeams and gusset plates to meet Legal and EV trucks. The top and bottom chord sections are assumed to be addressed by the added tension rods installed with the 1996 widening.

Table 5 – Truss Span Retrofit Options

Retrofit Option	Probable Cost
1. Load test only	$121,400
2. Retrofit for Legal trucks only	$1,471,000
3. Retrofit for Legal and EV trucks	$2,718,000

See Attachment 1 for cost estimate details for these options. The load testing cost is based on the preliminary proposal dated April 9, 2021 from BDI and does not include additional HDR fees for coordinating with ODOT to implement revised outcomes. Options 2 and 3 are based on probable construction costs for major aspects of work and include a 40% contingency due to conceptual level assessments and additional engineering and construction administration costs.

6.0 Conclusions

The potential cost of retrofits to address the load restrictions imposed by ODOT, and the additional restrictions expected later this year for the EV trucks, are provided as a means to evaluate the potential value of a load testing program. The retrofit costs are estimated based on the deficiencies identified in the ODOT load rating, without consideration of anticipated improvements based on load testing results. While we anticipate a reasonable level of improvement in the bridge capacities based on the results of load testing and refined analysis, there is no guarantee this level of improvement will be realized. Given the high potential cost of retrofit options, the load testing program presents a high value of potential savings. Some level of retrofit may still be warranted, based on the results of the load testing analysis, however this should be substantially diminished.

The effects of the EV trucks, and specifically the EV3 truck, have been separated in the options for two reasons: 1) the additional load restriction based on these trucks has not yet been issued; and 2) these trucks may not represent current commercial traffic using the bridge. Some evaluation of current commercial users of the bridge may be warranted in order to understand if the load restrictions will have a significant impact on the regional commerce. If not, then accepting a load restriction of some amount may be a reasonable and cost-effective outcome. Schematics of the various truck configurations and axle loads are provided in Attachment 4.

Anticipated next steps:

- HDR to discuss details of this evaluation with Port
- Provide information of the 1996 widening to ODOT and request load rating updates based on that information
- Refine load testing proposal based on Port input
- Consider refined analysis of floorbeams to see if load testing can be eliminated for those.
- Coordinate with ODOT regarding acceptance of load testing analysis
- Add load testing program to Task Order and conduct
- Provide updated results based on load testing analysis

Attachments:
Attachment 1 – Cost Estimates

Attachment 2 – Summary of Deficiencies

Attachment 3 – Deficiency Exhibit

Attachment 4 – Load Rating Vehicle Schematics

Attachment 1 – Cost Estimates

Port of Hood River
Hood River - White Salmon Bridge

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Oregon Appoach Spans -
Retrofit Option 2: Make deck composite and add cover plates

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
2	Steel Cover Plates	LB	3000.00	$ 10.00	$ 30,000.00
3	Anchors for Composite Action	EA	896	$ 32.50	$ 29,120.00
4	Mobilization	LS	1	$ 6,400.00	$ 6,400.00

Construction Subtotal		$ 70,520.00
Contingency	40%	$ 28,208.00
Design Engineering	20%	$ 14,104.00
Construction Admin, Engr, & Insp	15%	$ 10,578.00
Project Total		**$ 124,000.00**

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Oregon Appoach Spans -
Retrofit Option 3: Replace deck and add cover plates

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 15,000.00	$ 15,000.00
2	Steel Cover Plates	LB	3000.00	$ 10.00	$ 30,000.00
3	Replace Deck	SF	1,661.00	$ 80.00	$ 132,880.00
4	Mobilization	LS	1	$ 17,800.00	$ 17,800.00

Construction Subtotal		$ 195,680.00
Contingency	40%	$ 78,272.00
Design Engineering	20%	$ 39,136.00
Construction Admin, Engr, & Insp	15%	$ 29,352.00
Project Total		**$ 343,000.00**

Port of Hood River
Hood River - White Salmon Bridge

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Washington Appoach Spans -
Retrofit Option 2: Retrofit for Legal trucks only.

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 10,000.00	$ 10,000.00
2	CFRP Reinforcement	SF	480.00	$ 60.00	$ 28,800.00
3	RR Flagging	Day	5	$ 1,200.00	$ 6,000.00
4	Mobilization	LS	1	$ 3,900.00	$ 3,900.00

Construction Subtotal		$ 48,700.00
Contingency	40%	$ 19,480.00
Design Engineering	20%	$ 9,740.00
Construction Admin, Engr, & Insp	15%	$ 7,305.00
Project Total		**$ 86,000.00**

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Washington Appoach Spans -
Retrofit Option 3: Retrofit for Legal and EV trucks.

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 25,000.00	$ 25,000.00
2	CFRP Reinforcement	SF	680.00	$ 60.00	$ 40,800.00
3	Internal Shear Anchors, Top	EA	224	$ 600.00	$ 134,400.00
4	RR Flagging	Day	8	$ 1,200.00	$ 9,600.00
5	Mobilization	LS	1	$ 20,000.00	$ 20,000.00

Construction Subtotal		$ 229,800.00
Contingency	40%	$ 91,920.00
Design Engineering	12%	$ 27,576.00
Construction Admin, Engr, & Insp	15%	$ 34,470.00
Project Total		**$ 384,000.00**

Port of Hood River
Hood River - White Salmon Bridge

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Truss Spans -
Retrofit Option 2: Retrofit for Legal trucks only.

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 34,560.00	$ 34,560.00
2	Floorbeam Retrofit, Span 1, 2	EA	22	$ 5,400.00	$ 118,800.00
3	Gusset Plate Retrofit	EA	66	$ 10,500.00	$ 693,000.00
4	Mobilization	LS	1	$ 84,600.00	$ 84,600.00

Construction Subtotal		$ 930,960.00
Contingency	40%	$ 372,384.00
Design Engineering	8%	$ 74,476.80
Construction Admin, Engr, & Insp	10%	$ 93,096.00
Project Total		**$ 1,471,000.00**

PROJECT:	BY:	ST	6/20/2021
Load Posting Restoration	CHKD:	MAL	6/24/2021

DESCRIPTION:

Truss Spans -
Retrofit Option 3: Retrofit for Legal and EV trucks.

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
1	Traffic Control	LS	1	$ 47,520.00	$ 47,520.00
2	Floorbeam Retrofit, Span 1, 2	EA	22	$ 5,400.00	$ 118,800.00
3	Floorbeam Retrofit, Span 3-19	EA	161	$ 4,500.00	$ 724,500.00
4	Gusset Plate Retrofit	EA	66	$ 10,500.00	$ 693,000.00
5	Mobilization	LS	1	$ 158,400.00	$ 158,400.00

Construction Subtotal		$ 1,742,220.00
Contingency	40%	$ 696,888.00
Design Engineering	6%	$ 104,533.20
Construction Admin, Engr, & Insp	10%	$ 174,222.00
Project Total		**$ 2,718,000.00**

Estimated Breakout of Load Testing Costs by Sections

Description of Task	Fee	
Project Prep, Management, and Admin Fee	$9,180	
Pre-Field and Preparation Work	$7,260	$16,440
Truss Span 1 & 19 LLT Mobilization Fee	$11,060	
Truss Span 1 & 19 LLT Equipment & Usage Fees	$14,970	
Truss Span 1 & 19 LLT Field Work Fee	$44,180	
Truss Span 1 & 19 Analysis & Reporting Fee	$32,840	
Safety boat and operator - 8 days Truss Spans (estimate only)	$8,000	$111,050
OR Approach Equipment & Usage Fees	$4,040	
OR Approach Field Work Fee	$11,950	
OR Approach Analysis & Reporting Fee	$10,140	
Aerial lift 2 days at OR Approach (estimate only)	$2,000	$28,130
WA Approach Equipment & Usage Fees	$7,440	
WA Approach Field Work Fee	$19,470	
WA Approach Analysis & Reporting Fee	$10,140	
Scaffolding planks including delivery/pickup 2 days WA Approach (estimate only)	$1,000	$38,050
Total Project Fee =		**$193,670**

Estimate is based on BDI load testing proposal dated April 9, 2021, with one additional day assumed for Washington approach spans due to access difficulties. Project management and prep work prorated by section totals for an estimated total cost per section (below). Proposal to be revised based on decisions on what to include.

Section Totals w/ Mgmt and Prep	
Truss spans	$121,358
OR Approach	$30,744
Washington Approach	$41,568

Attachment 2 – Summary of Deficiencies

This page intentionally left blank.

	Oregon Approach Spans											
SECTION EVALUATED	**578**	**581**	**584**	**587**	**590**	**594**	**595**	**596**	**597**	**598**	**599**	**600**
LRFD Brass .OUT File Name:	EXTSTR_OR_APP.OUT	EXTSTR_OR_APP.OUT	EXTSTR_OR_APP.OUT	EXTSTR_OR_APP.OUT	EXTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT
FORCE TYPE (+/-M, V, T, C or B):	Ser2 Flx	Ser2 Flx	Ser2 Flx	Ser2 Flx	Ser2 Flx	+M	Ser2 Flx	Ser2 Web	+M	Ser2 Flx	Ser2 Web	+M
PHI (Resistance Factor):	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
MEMBER (eg. Int. girder):	EXT STR	EXT STR	EXT STR	EXT STR	EXT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR
SPAN (eg. 1 of 4):	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2
LOCATION (eg. 0.1L):	0.4L	0.45L	0.5L	0.55L	0.6L	0.4L	0.4L	0.4L	0.45L	0.45L	0.45L	0.5L
SINGLE LANE DF	0.351	0.351	0.351	0.351	0.351	0.576	0.576	0.576	0.576	0.576	0.576	0.576
MULTI-LANE DF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DESIGN & LEGAL VEHICLES												
HL93 (INVENTORY)	0.79 St1	0.80 St1	0.82 St1	0.87 St1	0.95 St1	0.46 St1	0.42 St1	0.55 St1	0.46 St1	0.43 St1	0.55 St1	0.48 St1
TYPE 3 (50K)	1.36 St1	1.38 St1	1.44 St1	1.50 St1	1.63 St1	1.03 St1	**0.73 St1**	**0.94 St1**	1.05 St1	**0.74 St1**	**0.96 St1**	1.09 St1
TYPE 3S2 (80K)	1.32 St1	1.33 St1	1.39 St1	1.49 St1	1.67 St1	1.01 St1	**0.71 St1**	**0.92 St1**	1.01 St1	**0.71 St1**	**0.92 St1**	1.06 St1
TYPE 3-3 (80K)	1.87 St1	1.79 St1	1.78 St1	1.85 St1	2.01 St1	1.42 St1	1.00 St1	1.30 St1	1.36 St1	**0.96 St1**	1.24 St1	1.36 St1
TYPE 3-3 & LEGAL LANE												
TYPE 3-3 TRAIN & LEGAL LANE												
SU4 TRUCK (54K)	1.17 St1	1.18 St1	1.22 St1	1.29 St1	1.41 St1	**0.89 St1**	**0.62 St1**	**0.81 St1**	**0.90 St1**	**0.63 St1**	**0.82 St1**	**0.93 St1**
SU5 TRUCK (62K)	1.10 St1	1.12 St1	1.17 St1	1.22 St1	1.32 St1	**0.83 St1**	**0.59 St1**	**0.76 St1**	**0.85 St1**	**0.60 St1**	**0.77 St1**	**0.89 St1**
SU6 TRUCK (69.5K)	1.00 St1	1.01 St1	1.06 St1	1.12 St1	1.23 St1	**0.76 St1**	**0.54 St1**	**0.70 St1**	**0.77 St1**	**0.54 St1**	**0.70 St1**	**0.81 St1**
SU7 TRUCK (77.5K)	**0.96 St1**	**0.96 St1**	1.00 St1	1.07 St1	1.17 St1	**0.73 St1**	**0.52 St1**	**0.67 St1**	**0.73 St1**	**0.52 St1**	**0.67 St1**	**0.76 St1**
EV2 TRUCK (57.5K)	1.17 St1	1.21 St1	1.25 St1	1.29 St1	1.38 St1	**0.91 St1**	**0.63 St1**	**0.81 St1**	**0.94 St1**	**0.65 St1**	**0.84 St1**	**0.97 St1**
EV3 TRUCK (86K)	**0.77 St1**	**0.78 St1**	**0.81 St1**	**0.86 St1**	**0.94 St1**	**0.60 St1**	**0.41 St1**	**0.54 St1**	**0.61 St1**	**0.42 St1**	**0.54 St1**	**0.63 St1**
CTP VEHICLE, MULTI-LANE												
OR-CTP-2A (105.5K)	1.78 St2	1.84 St2	1.97 St2	2.18 St2	2.50 St2	1.02 St2	**0.95 St2**	1.23 St2	1.05 St2	**0.98 St2**	1.27 St2	1.13 St2
OR-CTP-2B (105.5K)	1.59 St2	1.61 St2	1.66 St2	1.76 St2	1.93 St2	**0.91 St2**	**0.85 St2**	1.10 St2	**0.92 St2**	**0.86 St2**	1.11 St2	**0.95 St2**
OR-CTP-3 (98K)	1.43 St2	1.43 St2	1.49 St2	1.60 St2	1.78 St2	**0.87 St2**	**0.76 St2**	**0.99 St2**	**0.88 St2**	**0.77 St2**	**0.99 St2**	**0.91 St2**
STP VEHICLE, MULTI-LANE												
OR-STP-3(120.5K)	1.43 St2	1.45 St2	1.52 St2	1.66 St2	1.89 St2	**0.82 St2**	**0.77 St2**	**0.99 St2**	**0.83 St2**	**0.78 St2**	1.00 St2	**0.87 St2**
OR-STP-4A (99K)	1.41 St2	1.42 St2	1.47 St2	1.58 St2	1.76 St2	**0.87 St2**	**0.76 St2**	**0.98 St2**	**0.87 St2**	**0.76 St2**	**0.98 St2**	**0.90 St2**
OR-STP-4B (185K)	1.30 St2	1.35 St2	1.43 St2	1.45 St2	1.56 St2	**0.74 St2**	**0.70 St2**	**0.90 St2**	**0.77 St2**	**0.72 St2**	**0.94 St2**	**0.82 St2**
OR-STP-4C (150.5K)	1.11 St2	1.13 St2	1.18 St2	1.29 St2	1.43 St2	**0.68 St2**	**0.60 St2**	**0.77 St2**	**0.69 St2**	**0.60 St2**	**0.78 St2**	**0.73 St2**
OR-STP-4D (162.5K)	1.17 St2	1.23 St2	1.29 St2	1.43 St2	1.68 St2	**0.72 St2**	**0.63 St2**	**0.81 St2**	**0.75 St2**	**0.66 St2**	**0.85 St2**	**0.79 St2**
OR-STP-4E (258K)	1.18 St2	1.20 St2	1.27 St2	1.35 St2	1.50 St2	**0.72 St2**	**0.63 St2**	**0.82 St2**	**0.74 St2**	**0.64 St2**	**0.83 St2**	**0.78 St2**
OR-STP-5BW (204K)	1.24 St2	1.30 St2	1.32 St2	1.36 St2	1.48 St2	**0.76 St2**	**0.66 St2**	**0.86 St2**	**0.79 St2**	**0.69 St2**	**0.90 St2**	**0.81 St2**
SPECIAL												
STP VEHICLE, SINGLE LANE W/ESCORT												
OR-STP-3(120.5K)	1.70 St2	1.73 St2	1.81 St2	1.98 St2	2.25 St2	0.98 St2	0.92 St2	1.18 St2	0.99 St2	0.93 St2	1.19 St2	1.04 St2
OR-STP-4A (99K)	1.90 St2	1.91 St2	1.98 St2	2.13 St2	2.37 St2	1.17 St2	1.02 St2	1.32 St2	1.17 St2	1.02 St2	1.32 St2	1.21 St2
OR-STP-4B (185K)	1.36 St2	1.41 St2	1.49 St2	1.51 St2	1.63 St2	0.77 St2	0.73 St2	0.94 St2	0.80 St2	0.75 St2	0.98 St2	0.86 St2
OR-STP-4C (150.5K)	1.18 St2	1.20 St2	1.26 St2	1.37 St2	1.52 St2	0.72 St2	0.64 St2	0.82 St2	0.73 St2	0.64 St2	0.83 St2	0.78 St2
OR-STP-4D (162.5K)	1.25 St2	1.31 St2	1.37 St2	1.52 St2	1.79 St2	0.77 St2	0.67 St2	0.86 St2	0.80 St2	0.70 St2	0.91 St2	0.84 St2
OR-STP-4E (258K)	1.23 St2	1.25 St2	1.33 St2	1.41 St2	1.57 St2	0.75 St2	0.66 St2	0.86 St2	0.77 St2	0.67 St2	0.87 St2	0.81 St2
OR-STP-5BW (204K)	1.29 St2	1.36 St2	1.38 St2	1.42 St2	1.54 St2	0.79 St2	0.69 St2	0.90 St2	0.82 St2	0.72 St2	0.94 St2	0.85 St2
SPECIAL												

	Oregon Approach Spans								Truss Span 1	
SECTION EVALUATED	**601**	**602**	**603**	**604**	**605**	**606**	**607**	**608**	**667**	**669**
LRFD Brass .OUT File Name:	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	INTSTR_OR_APP.OUT	XB_Span1_INT.xlsm	XB_Span1_INT.xlsm
FORCE TYPE (+/-M, V, T, C or B):	Ser2 Flx	Ser2 Web	+M	Ser2 Flx	Ser2 Web	+M	Ser2 Flx	Ser2 Web	+M	Service II
PHI (Resistance Factor):	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.900	1.000
MEMBER (eg. Int. girder):	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	INT STR	Span 1 FB INT	Span 1 FB INT
SPAN (eg. 1 of 4):	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	OR App 1 of 2	1 of 19	1 of 19
LOCATION (eg. 0.1L):	0.5L	0.5L	0.55L	0.55L	0.55L	0.6L	0.6L	0.6L	0.5L	0.5L
SINGLE LANE DF	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	1.000	1.000
MULTI-LANE DF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
DESIGN & LEGAL VEHICLES										
HL93 (INVENTORY)	0.44 St1	0.57 St1	0.51 St1	0.47 St1	0.60 St1	0.56 St1	0.52 St1	0.66 St1	0.40 St1	-0.01 St1
TYPE 3 (50K)	**0.77 St1**	1.00 St1	1.15 St1	**0.81 St1**	1.04 St1	1.25 St1	**0.89 St1**	1.14 St1	**0.99 St1**	**0.83 St1**
TYPE 3S2 (80K)	**0.75 St1**	**0.96 St1**	1.14 St1	**0.81 St1**	1.04 St1	1.28 St1	**0.91 St1**	1.16 St1	**0.96 St1**	**0.78 St1**
TYPE 3-3 (80K)	**0.96 St1**	1.23 St1	1.42 St1	1.00 St1	1.29 St1	1.54 St1	1.10 St1	1.40 St1	1.22 St1	1.25 St1
TYPE 3-3 & LEGAL LANE									1.36 St1	1.51 St1
TYPE 3-3 TRAIN & LEGAL LANE									1.53 St1	1.81 St1
SU4 TRUCK (54K)	**0.66 St1**	**0.85 St1**	**0.99 St1**	**0.70 St1**	**0.90 St1**	1.08 St1	**0.77 St1**	**0.98 St1**	**0.84 St1**	**0.56 St1**
SU5 TRUCK (62K)	**0.63 St1**	**0.81 St1**	**0.93 St1**	**0.66 St1**	**0.85 St1**	1.02 St1	**0.72 St1**	**0.92 St1**	**0.79 St1**	**0.47 St1**
SU6 TRUCK (69.5K)	**0.57 St1**	**0.74 St1**	**0.86 St1**	**0.61 St1**	**0.78 St1**	**0.94 St1**	**0.67 St1**	**0.85 St1**	**0.72 St1**	**0.34 St1**
SU7 TRUCK (77.5K)	**0.54 St1**	**0.69 St1**	**0.82 St1**	**0.58 St1**	**0.74 St1**	**0.90 St1**	**0.64 St1**	**0.81 St1**	**0.68 St1**	**0.27 St1**
EV2 TRUCK (57.5K)	**0.67 St1**	**0.87 St1**	1.01 St1	**0.70 St1**	**0.89 St1**	1.08 St1	**0.75 St1**	**0.96 St1**	1.13 St1	1.33 St1
EV3 TRUCK (86K)	**0.44 St1**	**0.56 St1**	**0.67 St1**	**0.46 St1**	**0.59 St1**	**0.74 St1**	**0.51 St1**	**0.65 St1**	**0.76 St1**	**0.90 St1**
CTP VEHICLE, MULTI-LANE										
OR-CTP-2A (105.5K)	1.06 St2	1.36 St2	1.25 St2	1.18 St2	1.51 St2	1.44 St2	1.36 St2	1.74 St2	**0.92 St2**	1.04 St2
OR-CTP-2B (105.5K)	**0.89 St2**	1.15 St2	1.01 St2	**0.95 St2**	1.22 St2	1.12 St2	1.06 St2	1.35 St2	**0.79 St2**	**0.89 St2**
OR-CTP-3 (98K)	**0.80 St2**	1.03 St2	**0.98 St2**	**0.86 St2**	1.11 St2	1.10 St2	**0.97 St2**	1.24 St2	**0.81 St2**	**0.85 St2**
STP VEHICLE, MULTI-LANE										
OR-STP-3(120.5K)	**0.82 St2**	1.06 St2	**0.96 St2**	**0.90 St2**	1.16 St2	1.09 St2	1.03 St2	1.31 St2	**0.75 St2**	**0.84 St2**
OR-STP-4A (99K)	**0.79 St2**	1.02 St2	**0.98 St2**	**0.86 St2**	1.10 St2	1.09 St2	**0.96 St2**	1.23 St2	**0.79 St2**	**0.83 St2**
OR-STP-4B (185K)	**0.77 St2**	**0.99 St2**	**0.84 St2**	**0.79 St2**	1.01 St2	**0.90 St2**	**0.85 St2**	1.08 St2	**0.62 St2**	**0.70 St2**
OR-STP-4C (150.5K)	**0.64 St2**	**0.82 St2**	**0.79 St2**	**0.70 St2**	**0.90 St2**	**0.89 St2**	**0.78 St2**	1.00 St2	**0.61 St2**	**0.64 St2**
OR-STP-4D (162.5K)	**0.70 St2**	**0.90 St2**	**0.88 St2**	**0.78 St2**	1.00 St2	1.04 St2	**0.91 St2**	1.17 St2	**0.65 St2**	**0.68 St2**
OR-STP-4E (258K)	**0.68 St2**	**0.88 St2**	**0.83 St2**	**0.73 St2**	**0.93 St2**	**0.93 St2**	**0.82 St2**	1.04 St2	**0.65 St2**	**0.62 St2**
OR-STP-5BW (204K)	**0.71 St2**	**0.92 St2**	**0.84 St2**	**0.74 St2**	**0.95 St2**	**0.92 St2**	**0.81 St2**	1.03 St2	**0.60 St2**	**0.63 St2**
SPECIAL										
STP VEHICLE, SINGLE LANE W/ESCORT										
OR-STP-3(120.5K)	0.98 St2	1.26 St2	1.14 St2	1.07 St2	1.38 St2	1.30 St2	1.23 St2	1.56 St2	0.89 St2	1.00 St2
OR-STP-4A (99K)	1.06 St2	1.37 St2	1.32 St2	1.16 St2	1.48 St2	1.47 St2	1.29 St2	1.66 St2	1.06 St2	1.11 St2
OR-STP-4B (185K)	0.80 St2	1.03 St2	0.88 St2	0.82 St2	1.05 St2	0.94 St2	0.89 St2	1.13 St2	0.65 St2	0.73 St2
OR-STP-4C (150.5K)	0.68 St2	0.87 St2	0.84 St2	0.75 St2	0.96 St2	0.95 St2	0.83 St2	1.06 St2	0.65 St2	0.69 St2
OR-STP-4D (162.5K)	0.75 St2	0.96 St2	0.94 St2	0.83 St2	1.06 St2	1.11 St2	0.97 St2	1.25 St2	0.69 St2	0.73 St2
OR-STP-4E (258K)	0.71 St2	0.92 St2	0.87 St2	0.76 St2	0.97 St2	0.97 St2	0.86 St2	1.09 St2	0.67 St2	0.65 St2
OR-STP-5BW (204K)	0.74 St2	0.96 St2	0.88 St2	0.77 St2	0.99 St2	0.96 St2	0.85 St2	1.08 St2	0.63 St2	0.66 St2
SPECIAL										

	Truss Span 3						
SECTION EVALUATED	**437**	**438**	**451**	**452**	**457**	**670**	**673**
LRFD Brass .OUT File Name:	645_Span 3_GussetPla	06645_MBE_Gusset	645_Span 3_GussetPla	645_Span 3_GussetPla	645_Span 3_GussetPla	XB_Span3.xlsm	XB_Span3.xlsm
FORCE TYPE (+/-M, V, T, C or B):	T - Ylding	Tension	T - Ylding	T - Ylding	T - Ylding	+M	Service II
PHI (Resistance Factor):	0.900	0.850	0.900	0.900	0.900	0.900	1.000
MEMBER (eg. Int. girder):	Gusset Plate L4	Gusset Plate L4	Gusset Plate L8	Gusset Plate L8	Gusset Plate L10	Span 3 FB	Span 3 FB
SPAN (eg. 1 of 4):	3 of 19	3 of 19	3 of 19	3 of 19	3 of 19	3 of 19	3 of 19
LOCATION (eg. 0.1L):	L4L3	L4L5	L8L9	L8L7	L10L9	0.5L	0.5L
SINGLE LANE DF	0.992	0.992	0.992	0.992	0.992	1.000	1.000
MULTI-LANE DF	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DESIGN & LEGAL VEHICLES							
HL93 (INVENTORY)	0.42 St1	0.32 St1	0.38 St1	0.38 St1	0.39 St1	0.59 St1	0.55 St1
TYPE 3 (50K)	1.47 St1	2.84 St1	1.31 St1	1.33 St1	1.35 St1	1.45 St1	1.34 St1
TYPE 3S2 (80K)	1.06 St1	2.04 St1	**0.95 St1**	**0.97 St1**	**0.99 St1**	1.41 St1	1.30 St1
TYPE 3-3 (80K)	1.07 St1	2.06 St1	**0.96 St1**	**0.98 St1**	**0.98 St1**	1.79 St1	1.65 St1
TYPE 3-3 & LEGAL LANE	1.06 St1	1.93 St1	**0.95 St1**	**0.96 St1**	**0.98 St1**	2.00 St1	1.84 St1
TYPE 3-3 TRAIN & LEGAL LANE							
SU4 TRUCK (54K)	1.36 St1	1.03 St1	1.21 St1	1.23 St1	1.25 St1	1.24 St1	1.14 St1
SU5 TRUCK (62K)	1.21 St1	**0.91 St1**	1.08 St1	1.09 St1	1.11 St1	1.16 St1	1.07 St1
SU6 TRUCK (69.5K)	1.08 St1	**0.81 St1**	**0.97 St1**	**0.98 St1**	1.01 St1	1.06 St1	**0.97 St1**
SU7 TRUCK (77.5K)	**0.99 St1**	**0.74 St1**	**0.88 St1**	**0.89 St1**	**0.92 St1**	**1.00 St1**	**0.92 St1**
EV2 TRUCK (57.5K)	1.36 St1	1.02 St1	1.21 St1	1.23 St1	1.25 St1	1.28 St1	1.50 St1
EV3 TRUCK (86K)	**0.92 St1**	**0.69 St1**	**0.82 St1**	**0.83 St1**	**0.85 St1**	**0.87 St1**	1.01 St1
CTP VEHICLE, MULTI-LANE							
OR-CTP-2A (105.5K)	**0.85 St2**	**0.63 St2**	**0.76 St2**	**0.76 St2**	**0.79 St2**	1.42 St2	1.73 St2
OR-CTP-2B (105.5K)	**0.85 St2**	**0.59 St2**	**0.76 St2**	**0.78 St2**	**0.77 St2**	1.22 St2	1.49 St2
OR-CTP-3 (98K)	**0.88 St2**	1.54 St2	**0.79 St2**	**0.80 St2**	**0.82 St2**	1.24 St2	1.42 St2
STP VEHICLE, MULTI-LANE							
OR-STP-3(120.5K)	**0.72 St2**	**0.54 St2**	**0.64 St2**	**0.65 St2**	**0.67 St2**	1.15 St2	1.41 St2
OR-STP-4A (99K)	**0.87 St2**	**0.65 St2**	**0.77 St2**	**0.78 St2**	**0.80 St2**	1.21 St2	1.38 St2
OR-STP-4B (185K)	**0.52 St2**	**0.39 St2**	**0.47 St2**	**0.48 St2**	**0.48 St2**	**0.96 St2**	1.17 St2
OR-STP-4C (150.5K)	**0.62 St2**	**0.47 St2**	**0.55 St2**	**0.56 St2**	**0.57 St2**	**0.94 St2**	1.08 St2
OR-STP-4D (162.5K)	**0.57 St2**	**0.42 St2**	**0.51 St2**	**0.51 St2**	**0.52 St2**	**1.00 St2**	1.14 St2
OR-STP-4E (258K)	**0.44 St2**	**0.34 St2**	**0.40 St2**	**0.41 St2**	**0.40 St2**	**0.99 St2**	1.04 St2
OR-STP-5BW (204K)	**0.50 St2**	**0.38 St2**	**0.45 St2**	**0.46 St2**	**0.46 St2**	**0.93 St2**	1.06 St2
SPECIAL							
STP VEHICLE, SINGLE LANE W/ESCORT							
OR-STP-3(120.5K)	0.86 St2	0.65 St2	0.77 St2	0.78 St2	0.81 St2	1.37 St2	1.67 St2
OR-STP-4A (99K)	1.18 St2	0.88 St2	1.05 St2	1.07 St2	1.08 St2	1.63 St2	1.86 St2
OR-STP-4B (185K)	0.55 St2	0.42 St2	0.49 St2	0.50 St2	0.50 St2	1.00 St2	1.22 St2
OR-STP-4C (150.5K)	0.66 St2	0.50 St2	0.59 St2	0.60 St2	0.61 St2	1.00 St2	1.15 St2
OR-STP-4D (162.5K)	0.61 St2	0.46 St2	0.55 St2	0.55 St2	0.56 St2	1.06 St2	1.22 St2
OR-STP-4E (258K)	0.47 St2	0.36 St2	0.42 St2	0.43 St2	0.43 St2	1.04 St2	1.09 St2
OR-STP-5BW (204K)	0.53 St2	0.40 St2	0.47 St2	0.48 St2	0.48 St2	0.97 St2	1.11 St2
SPECIAL							

	Truss Span 4-10 and 12-18				Lift Truss Span 11						
SECTION EVALUATED	**677**	**680**	**748**	**749**	**292**	**307**	**569**	**570**	**573**	**674**	**676**
LRFD Brass .OUT File Name:	XB_Span4.xlsm	XB_Span4.xlsm	45_Span 18_GussetPl	45_Span 18_GussetPl	45_Span 11_Truss_LR	45_Span 11_Truss_LR	EXTSTR_SPAN11.OUT	EXTSTR_SPAN11.OUT	INTSTR_SPAN11.OUT	XB_Span11.xlsm	XB_Span11.xlsm
FORCE TYPE (+/-M, V, T, C or B):	+M	Service II	T - Yldng	T - Yldng	C	C	Ser2 Flx	Ser2 Web	Ser2 Flx	+M	Service II
PHI (Resistance Factor):	0.900	1.000	0.900	0.900	0.855	0.855	1.000	1.000	1.000	0.900	1.000
MEMBER (eg. Int. girder):	Span 4 FB	Span 4 FB	Gusset Plate L7	Gusset Plate L7	Builtup Box Section	Builtup Box Section	INT STR	INT STR	EXT STR	Span 11 FB INT	Span 11 FB INT
SPAN (eg. 1 of 4):	11 of 19	4 of 19	18 of 19	18 of 19	11 of 19	11 of 19	11 of 19	11 of 19	11 of 19	11 of 19	11 of 19
LOCATION (eg. 0.1L):	0.5L	0.5L	L7L8	L7L6	L4-M5	M9-L10	0.5L	0.5L	0.5L	0.5L	0.5L
SINGLE LANE DF	1.000	1.000	0.992	0.992	0.858	0.858	0.415	0.415	0.400	1.000	1.000
MULTI-LANE DF	1.000	1.000	1.000	1.000	1.000	1.000	0.333	0.333	0.400	1.000	1.000
DESIGN & LEGAL VEHICLES											
HL93 (INVENTORY)	0.59 St1	0.55 St1	0.41 St1	0.43 St1	0.60 St1	0.60 St1	0.64 St1	0.81 St1	0.90 St1	0.58 St1	0.40 St1
TYPE 3 (50K)	1.45 St1	1.34 St1	1.40 St1	1.47 St1	1.38 St1	1.38 St1	1.17 St1	1.48 St1	1.63 St1	1.41 St1	1.57 St1
TYPE 3S2 (80K)	1.41 St1	1.30 St1	1.02 St1	1.08 St1	1.31 St1	1.31 St1	1.17 St1	1.48 St1	1.63 St1	1.33 St1	1.44 St1
TYPE 3-3 (80K)	1.79 St1	1.65 St1	1.02 St1	1.08 St1	1.72 St1	1.72 St1	1.42 St1	1.79 St1	1.98 St1	1.75 St1	1.95 St1
TYPE 3-3 & LEGAL LANE	2.00 St1	1.84 St1	1.02 St1	1.08 St1	1.99 St1	1.99 St1				2.21 St1	2.48 St1
TYPE 3-3 TRAIN & LEGAL LANE											
SU4 TRUCK (54K)	1.24 St1	1.14 St1	1.29 St1	1.36 St1	1.17 St1	1.17 St1	1.00 St1	1.26 St1	1.40 St1	1.19 St1	1.18 St1
SU5 TRUCK (62K)	1.16 St1	1.07 St1	1.15 St1	1.21 St1	1.12 St1	1.12 St1	**0.97 St1**	1.22 St1	1.35 St1	1.14 St1	1.10 St1
SU6 TRUCK (69.5K)	1.06 St1	**0.98 St1**	1.03 St1	1.09 St1	1.01 St1	1.01 St1	**0.93 St1**	1.18 St1	1.30 St1	1.03 St1	**0.89 St1**
SU7 TRUCK (77.5K)	**1.00 St1**	**0.92 St1**	**0.94 St1**	**0.99 St1**	**0.95 St1**	**0.95 St1**	**0.93 St1**	1.18 St1	1.30 St1	**0.97 St1**	**0.79 St1**
EV2 TRUCK (57.5K)	1.28 St1	1.50 St1	1.30 St1	1.37 St1	1.46 St1	1.46 St1	**0.94 St1**	1.19 St1	1.32 St1	1.55 St1	1.81 St1
EV3 TRUCK (86K)	**0.87 St1**	1.01 St1	**0.88 St1**	**0.93 St1**	**0.93 St1**	**0.93 St1**	**0.64 St1**	**0.81 St1**	**0.90 St1**	**0.99 St1**	1.16 St1
CTP VEHICLE, MULTI-LANE											
OR-CTP-2A (105.5K)	1.42 St2	1.73 St2	**0.81 St2**	**0.85 St2**	1.30 St2	1.30 St2	1.43 St2	1.81 St2	2.00 St2	1.61 St2	1.91 St2
OR-CTP-2B (105.5K)	1.22 St2	1.49 St2	**0.81 St2**	**0.87 St2**	1.18 St2	1.18 St2	1.46 St2	1.84 St2	2.04 St2	1.46 St2	1.74 St2
OR-CTP-3 (98K)	1.24 St2	1.42 St2	**0.84 St2**	**0.89 St2**	1.13 St2	1.13 St2	1.20 St2	1.52 St2	1.68 St2	1.41 St2	1.56 St2
STP VEHICLE, MULTI-LANE											
OR-STP-3(120.5K)	1.15 St2	1.41 St2	**0.69 St2**	**0.73 St2**	1.09 St2	1.09 St2	1.24 St2	1.57 St2	1.74 St2	1.35 St2	1.60 St2
OR-STP-4A (99K)	1.21 St2	1.38 St2	**0.83 St2**	**0.87 St2**	1.12 St2	1.12 St2	1.24 St2	1.57 St2	1.74 St2	1.39 St2	1.53 St2
OR-STP-4B (185K)	**0.96 St2**	1.17 St2	**0.50 St2**	**0.53 St2**	1.05 St2	1.05 St2	1.24 St2	1.57 St2	1.74 St2	1.30 St2	1.54 St2
OR-STP-4C (150.5K)	**0.94 St2**	1.08 St2	**0.59 St2**	**0.63 St2**	**0.90 St2**	**0.90 St2**	**0.98 St2**	1.24 St2	1.37 St2	1.12 St2	1.24 St2
OR-STP-4D (162.5K)	**1.00 St2**	1.14 St2	**0.55 St2**	**0.57 St2**	**0.93 St2**	**0.93 St2**	**0.98 St2**	1.24 St2	1.37 St2	1.15 St2	1.27 St2
OR-STP-4E (258K)	**0.99 St2**	1.04 St2	**0.43 St2**	**0.46 St2**	**0.97 St2**	**0.97 St2**	1.06 St2	1.33 St2	1.48 St2	1.20 St2	1.22 St2
OR-STP-5BW (204K)	**0.93 St2**	1.06 St2	**0.48 St2**	**0.51 St2**	1.02 St2	1.02 St2	1.11 St2	1.41 St2	1.56 St2	1.26 St2	1.40 St2
SPECIAL											
STP VEHICLE, SINGLE LANE W/ESCORT											
OR-STP-3(120.5K)	1.37 St2	1.68 St2	0.83 St2	0.87 St2	1.51 St2	1.51 St2	1.48 St2	1.87 St2	2.07 St2	1.61 St2	1.60 St2
OR-STP-4A (99K)	1.63 St2	1.86 St2	1.12 St2	1.18 St2	1.76 St2	1.76 St2	1.67 St2	2.11 St2	2.34 St2	1.87 St2	1.53 St2
OR-STP-4B (185K)	1.00 St2	1.22 St2	0.53 St2	0.56 St2	1.28 St2	1.28 St2	1.29 St2	1.64 St2	1.82 St2	1.35 St2	1.54 St2
OR-STP-4C (150.5K)	1.00 St2	1.15 St2	0.64 St2	0.68 St2	1.12 St2	1.12 St2	1.04 St2	1.32 St2	1.46 St2	1.19 St2	1.24 St2
OR-STP-4D (162.5K)	1.06 St2	1.22 St2	0.59 St2	0.61 St2	1.15 St2	1.15 St2	1.04 St2	1.32 St2	1.46 St2	1.22 St2	1.27 St2
OR-STP-4E (258K)	1.04 St2	1.09 St2	0.46 St2	0.49 St2	1.18 St2	1.18 St2	1.11 St2	1.39 St2	1.54 St2	1.26 St2	1.22 St2
OR-STP-5BW (204K)	0.97 St2	1.11 St2	0.51 St2	0.54 St2	1.24 St2	1.24 St2	1.16 St2	1.47 St2	1.63 St2	1.32 St2	1.40 St2
SPECIAL											

	Truss Span 19											
SECTION EVALUATED	**320**	**328**	**329**	**330**	**331**	**332**	524	526	**613**	**614**	**616**	617
LRFD Brass .OUT File Name:	645_Span 19_Truss_LR	645_Span 19_Truss_LR	645_Span 19_Truss_LR	645_Span 19_Truss_LR	645_Span 19_Truss_LR	645_Span 19_Truss_LR	06645_MBE_Gusset	06645_MBE_Gusset	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT
FORCE TYPE (+/-M, V, T, C or B):	T	C	C	C	C	C	Tension	Tension	V	Long. Reinf. Chk.	Long. Reinf. Chk.	+M
PHI (Resistance Factor):	0.855	0.855	0.855	0.855	0.855	0.855	0.850	0.850	0.900			0.900
MEMBER (eg. Int. girder):	Builtup Box Section	Builtup Box Section	Builtup Box Section	Builtup Box Section	Builtup Box Section	Builtup Box Section	Gusset Plate L7	Gusset Plate L7	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG
SPAN (eg. 1 of 4):	19 of 19	19 of 19	19 of 19	19 of 19	19 of 19	19 of 19	19 of 19	19 of 19	WA Span 22	WA Span 22	WA Span 22	WA Span 22
LOCATION (eg. 0.1L):	L5-L6	U3-U4	U4-U5	U5-U6	U6-U7	U7-U8	L7L8	L7L6	0.1L	0.1L	0.25L	0.5L
SINGLE LANE DF	1.206	1.206	1.206	1.206	1.206	1.206	1.206	1.206	0.477	0.477	0.477	0.477
MULTI-LANE DF	1.210	1.210	1.210	1.210	1.210	1.210	1.210	1.210	0.352	0.416	0.416	0.416
DESIGN & LEGAL VEHICLES												
HL93 (INVENTORY)	0.43 St1	0.44 St1	0.39 St1	0.40 St1	0.39 St1	0.44 St1	0.39 St1	0.32 St1	0.66 St1	0.41 St1	0.47 St1	0.57 St1
TYPE 3 (50K)	1.51 St1	1.52 St1	1.35 St1	1.44 St1	1.34 St1	1.51 St1	1.32 St1	1.11 St1	1.99 St1	**0.91 St1**	1.06 St1	1.36 St1
TYPE 3S2 (80K)	1.12 St1	1.10 St1	**0.98 St1**	1.02 St1	**0.98 St1**	1.09 St1	**0.98 St1**	**0.80 St1**	2.05 St1	**0.94 St1**	1.05 St1	1.28 St1
TYPE 3-3 (80K)	1.09 St1	1.11 St1	**0.98 St1**	1.01 St1	**0.97 St1**	1.10 St1	**0.98 St1**	**0.81 St1**	2.54 St1	1.11 St1	1.25 St1	1.68 St1
TYPE 3-3 & LEGAL LANE	1.09 St1	1.10 St1	**0.97 St1**	**1.00 St1**	**0.97 St1**	1.09 St1	**0.96 St1**	**0.89 St1**				
TYPE 3-3 TRAIN & LEGAL LANE												
SU4 TRUCK (54K)	1.40 St1	1.40 St1	1.24 St1	1.33 St1	1.23 St1	1.39 St1	1.22 St1	1.02 St1	1.73 St1	**0.82 St1**	**0.94 St1**	1.15 St1
SU5 TRUCK (62K)	1.24 St1	1.24 St1	1.09 St1	1.17 St1	1.09 St1	1.23 St1	1.08 St1	**0.90 St1**	1.57 St1	**0.76 St1**	**0.88 St1**	1.10 St1
SU6 TRUCK (69.5K)	1.11 St1	1.11 St1	**0.98 St1**	1.05 St1	**0.98 St1**	1.10 St1	**0.97 St1**	**0.81 St1**	1.56 St1	**0.76 St1**	**0.83 St1**	**0.99 St1**
SU7 TRUCK (77.5K)	1.01 St1	1.01 St1	**0.89 St1**	**0.95 St1**	**0.89 St1**	**1.00 St1**	**0.89 St1**	**0.73 St1**	1.56 St1	**0.76 St1**	**0.82 St1**	**0.93 St1**
EV2 TRUCK (57.5K)	1.40 St1	1.40 St1	1.24 St1	1.33 St1	1.24 St1	1.39 St1	1.21 St1	1.02 St1	1.63 St1	**0.78 St1**	**0.89 St1**	1.20 St1
EV3 TRUCK (86K)	**0.94 St1**	**0.94 St1**	**0.83 St1**	**0.89 St1**	**0.83 St1**	**0.93 St1**	**0.81 St1**	**0.68 St1**	**0.97 St1**	**0.54 St1**	**0.61 St1**	**0.77 St1**
CTP VEHICLE, MULTI-LANE												
OR-CTP-2A (105.5K)	**0.88 St2**	**0.87 St2**	**0.77 St2**	**0.80 St2**	**0.77 St2**	**0.86 St2**	**0.79 St2**	**0.63 St2**	2.13 St2	**0.97 St2**	1.13 St2	1.36 St2
OR-CTP-2B (105.5K)	**0.91 St2**	**0.89 St2**	**0.80 St2**	**0.82 St2**	**0.80 St2**	**0.88 St2**	**0.79 St2**	**0.65 St2**	2.03 St2	**0.93 St2**	1.06 St2	1.23 St2
OR-CTP-3 (98K)	**0.90 St2**	**0.91 St2**	**0.81 St2**	**0.84 St2**	**0.81 St2**	**0.90 St2**	**0.80 St2**	**0.66 St2**	1.62 St2	**0.78 St2**	**0.88 St2**	1.06 St2
STP VEHICLE, MULTI-LANE												
OR-STP-3(120.5K)	**0.75 St2**	**0.74 St2**	**0.66 St2**	**0.68 St2**	**0.66 St2**	**0.74 St2**	**0.67 St2**	**0.54 St2**	1.88 St2	**0.88 St2**	1.02 St2	1.29 St2
OR-STP-4A (99K)	**0.88 St2**	**0.89 St2**	**0.79 St2**	**0.82 St2**	**0.79 St2**	**0.88 St2**	**0.79 St2**	**0.65 St2**	1.60 St2	**0.77 St2**	**0.91 St2**	1.09 St2
OR-STP-4B (185K)	**0.56 St2**	**0.55 St2**	**0.49 St2**	**0.50 St2**	**0.49 St2**	**0.54 St2**	**0.49 St2**	**0.40 St2**	1.77 St2	**0.83 St2**	1.01 St2	1.36 St2
OR-STP-4C (150.5K)	**0.65 St2**	**0.64 St2**	**0.57 St2**	**0.59 St2**	**0.57 St2**	**0.64 St2**	**0.58 St2**	**0.47 St2**	1.66 St2	**0.79 St2**	**0.92 St2**	1.10 St2
OR-STP-4D (162.5K)	**0.58 St2**	**0.58 St2**	**0.51 St2**	**0.53 St2**	**0.51 St2**	**0.58 St2**	**0.53 St2**	**0.42 St2**	1.56 St2	**0.75 St2**	**0.93 St2**	1.13 St2
OR-STP-4E (258K)	**0.49 St2**	**0.47 St2**	**0.43 St2**	**0.44 St2**	**0.42 St2**	**0.47 St2**	**0.42 St2**	**0.34 St2**	1.68 St2	**0.80 St2**	**0.96 St2**	1.18 St2
OR-STP-5BW (204K)	**0.53 St2**	**0.52 St2**	**0.46 St2**	**0.48 St2**	**0.46 St2**	**0.52 St2**	**0.47 St2**	**0.38 St2**	1.55 St2	**0.75 St2**	**0.91 St2**	1.23 St2
SPECIAL												
STP VEHICLE, SINGLE LANE W/ESCORT												
OR-STP-3(120.5K)	0.89 St2	0.89 St2	0.79 St2	0.82 St2	0.79 St2	0.88 St2	0.80 St2	0.65 St2	2.24 St2	1.05 St2	1.21 St2	1.54 St2
OR-STP-4A (99K)	1.19 St2	1.20 St2	1.06 St2	1.11 St2	1.06 St2	1.19 St2	1.06 St2	0.88 St2	2.15 St2	1.04 St2	1.23 St2	1.47 St2
OR-STP-4B (185K)	0.58 St2	0.57 St2	0.51 St2	0.53 St2	0.51 St2	0.57 St2	0.52 St2	0.42 St2	1.85 St2	0.87 St2	1.05 St2	1.42 St2
OR-STP-4C (150.5K)	0.69 St2	0.69 St2	0.61 St2	0.63 St2	0.61 St2	0.68 St2	0.62 St2	0.50 St2	1.77 St2	0.84 St2	0.98 St2	1.17 St2
OR-STP-4D (162.5K)	0.62 St2	0.62 St2	0.55 St2	0.57 St2	0.54 St2	0.62 St2	0.57 St2	0.45 St2	1.66 St2	0.80 St2	0.99 St2	1.20 St2
OR-STP-4E (258K)	0.51 St2	0.49 St2	0.45 St2	0.46 St2	0.45 St2	0.49 St2	0.44 St2	0.36 St2	1.75 St2	0.84 St2	1.00 St2	1.23 St2
OR-STP-5BW (204K)	0.55 St2	0.55 St2	0.49 St2	0.50 St2	0.49 St2	0.54 St2	0.50 St2	0.40 St2	1.62 St2	0.78 St2	0.95 St2	1.28 St2
SPECIAL												

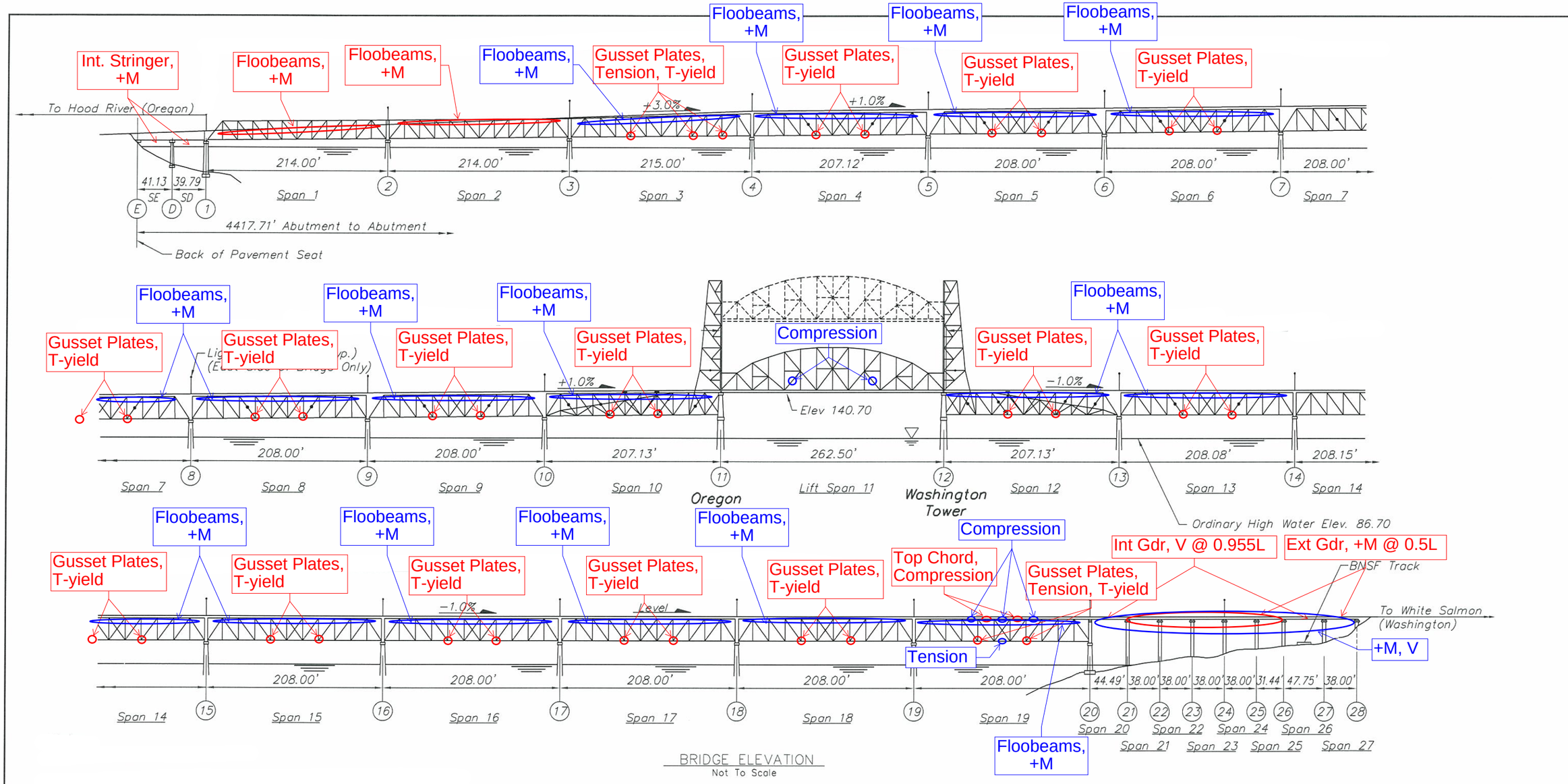
	WA Span 22										
SECTION EVALUATED	**618**	**620**	**622**	**623**	**624**	**625**	**628**	**636**	**637**	**638**	**639**
LRFD Brass .OUT File Name:	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	EXTGIR_SPAN22.OUT	INTGIR_SPAN22.OUT	INTGIR_SPAN22.OUT	INTGIR_SPAN22.OUT	INTGIR_SPAN22.OUT	INTGIR_SPAN22.OUT
FORCE TYPE (+/-M, V, T, C or B):	Long. Reinf. Chk.	Long. Reinf. Chk.	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V	Long. Reinf. Chk.	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V
PHI (Resistance Factor):				0.900		0.900			0.900		0.900
MEMBER (eg. Int. girder):	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	EXT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG
SPAN (eg. 1 of 4):	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22	WA Span 22
LOCATION (eg. 0.1L):	0.5L	0.75L	0.9L	0.923L	0.923L	0.944L	0.1L	0.9L	0.923L	0.923L	0.944L
SINGLE LANE DF	0.477	0.477	0.477	0.477	0.477	0.477	0.447	0.447	0.566	0.447	0.566
MULTI-LANE DF	0.416	0.416	0.416	0.352	0.416	0.352	0.563	0.563	0.607	0.563	0.607
DESIGN & LEGAL VEHICLES											
HL93 (INVENTORY)	0.54 St1	0.47 St1	0.41 St1	0.65 St1	0.47 St1	0.62 St1	0.56 St1	0.56 St1	0.55 St1	0.46 St1	0.42 St1
TYPE 3 (50K)	1.17 St1	1.06 St1	**0.92 St1**	1.95 St1	1.04 St1	1.87 St1	1.23 St1	1.24 St1	1.69 St1	1.01 St1	1.40 St1
TYPE 3S2 (80K)	1.12 St1	1.05 St1	**0.94 St1**	1.99 St1	1.06 St1	1.91 St1	1.26 St1	1.26 St1	1.73 St1	1.03 St1	1.43 St1
TYPE 3-3 (80K)	1.43 St1	1.25 St1	1.11 St1	2.46 St1	1.25 St1	2.34 St1	1.49 St1	1.49 St1	2.14 St1	1.22 St1	1.77 St1
TYPE 3-3 & LEGAL LANE											
TYPE 3-3 TRAIN & LEGAL LANE											
SU4 TRUCK (54K)	1.02 St1	**0.94 St1**	**0.82 St1**	1.69 St1	**0.93 St1**	1.62 St1	1.11 St1	1.11 St1	1.46 St1	**0.90 St1**	1.20 St1
SU5 TRUCK (62K)	**0.98 St1**	**0.88 St1**	**0.76 St1**	1.52 St1	**0.86 St1**	1.46 St1	1.03 St1	1.03 St1	1.31 St1	**0.84 St1**	1.07 St1
SU6 TRUCK (69.5K)	**0.89 St1**	**0.83 St1**	**0.76 St1**	1.51 St1	**0.85 St1**	1.44 St1	1.02 St1	1.02 St1	1.30 St1	**0.83 St1**	1.06 St1
SU7 TRUCK (77.5K)	**0.84 St1**	**0.82 St1**	**0.76 St1**	1.51 St1	**0.85 St1**	1.43 St1	1.02 St1	1.02 St1	1.30 St1	**0.83 St1**	1.05 St1
EV2 TRUCK (57.5K)	1.02 St1	**0.89 St1**	**0.78 St1**	1.59 St1	**0.89 St1**	1.52 St1	1.21 St1	1.21 St1	1.53 St1	**0.98 St1**	1.23 St1
EV3 TRUCK (86K)	**0.69 St1**	**0.61 St1**	**0.54 St1**	**0.96 St1**	**0.62 St1**	**0.92 St1**	**0.83 St1**	**0.84 St1**	**0.94 St1**	**0.68 St1**	**0.73 St1**
CTP VEHICLE, MULTI-LANE											
OR-CTP-2A (105.5K)	1.16 St2	1.13 St2	**0.97 St2**	2.05 St2	1.08 St2	1.95 St2	1.30 St2	1.30 St2	1.77 St2	1.05 St2	1.46 St2
OR-CTP-2B (105.5K)	1.10 St2	1.06 St2	**0.93 St2**	1.97 St2	1.05 St2	1.89 St2	1.25 St2	1.25 St2	1.71 St2	1.02 St2	1.41 St2
OR-CTP-3 (98K)	**0.94 St2**	**0.88 St2**	**0.78 St2**	1.58 St2	**0.88 St2**	1.51 St2	1.05 St2	1.05 St2	1.36 St2	**0.86 St2**	1.11 St2
STP VEHICLE, MULTI-LANE											
OR-STP-3(120.5K)	1.12 St2	1.02 St2	**0.88 St2**	1.83 St2	**0.99 St2**	1.75 St2	1.18 St2	1.18 St2	1.58 St2	**0.96 St2**	1.30 St2
OR-STP-4A (99K)	**0.96 St2**	**0.91 St2**	**0.77 St2**	1.54 St2	**0.87 St2**	1.46 St2	1.04 St2	1.04 St2	1.33 St2	**0.84 St2**	1.07 St2
OR-STP-4B (185K)	1.17 St2	1.01 St2	**0.84 St2**	1.71 St2	**0.94 St2**	1.63 St2	1.13 St2	1.13 St2	1.47 St2	**0.92 St2**	1.20 St2
OR-STP-4C (150.5K)	**0.99 St2**	**0.92 St2**	**0.79 St2**	1.61 St2	**0.90 St2**	1.54 St2	1.07 St2	1.07 St2	1.39 St2	**0.87 St2**	1.13 St2
OR-STP-4D (162.5K)	**0.98 St2**	**0.93 St2**	**0.75 St2**	1.50 St2	**0.85 St2**	1.42 St2	1.02 St2	1.02 St2	1.29 St2	**0.83 St2**	1.04 St2
OR-STP-4E (258K)	1.03 St2	**0.96 St2**	**0.80 St2**	1.61 St2	**0.90 St2**	1.51 St2	1.08 St2	1.08 St2	1.39 St2	**0.88 St2**	1.11 St2
OR-STP-5BW (204K)	1.06 St2	**0.91 St2**	**0.75 St2**	1.50 St2	**0.85 St2**	1.43 St2	1.02 St2	1.02 St2	1.29 St2	**0.83 St2**	1.05 St2
SPECIAL											
STP VEHICLE, SINGLE LANE W/ESCORT											
OR-STP-3(120.5K)	1.33 St2	1.21 St2	1.05 St2	2.18 St2	1.18 St2	2.08 St2	1.77 St2	1.77 St2	2.02 St2	1.44 St2	1.66 St2
OR-STP-4A (99K)	1.29 St2	1.23 St2	1.04 St2	2.07 St2	1.17 St2	1.97 St2	1.76 St2	1.76 St2	1.92 St2	1.42 St2	1.55 St2
OR-STP-4B (185K)	1.22 St2	1.05 St2	0.88 St2	1.78 St2	0.98 St2	1.70 St2	1.49 St2	1.49 St2	1.65 St2	1.21 St2	1.34 St2
OR-STP-4C (150.5K)	1.05 St2	0.98 St2	0.84 St2	1.71 St2	0.96 St2	1.64 St2	1.43 St2	1.43 St2	1.59 St2	1.17 St2	1.29 St2
OR-STP-4D (162.5K)	1.04 St2	0.99 St2	0.80 St2	1.60 St2	0.91 St2	1.51 St2	1.37 St2	1.37 St2	1.47 St2	1.11 St2	1.19 St2
OR-STP-4E (258K)	1.08 St2	1.00 St2	0.84 St2	1.68 St2	0.94 St2	1.58 St2	1.42 St2	1.42 St2	1.56 St2	1.16 St2	1.24 St2
OR-STP-5BW (204K)	1.11 St2	0.95 St2	0.78 St2	1.57 St2	0.89 St2	1.49 St2	1.34 St2	1.34 St2	1.44 St2	1.09 St2	1.18 St2
SPECIAL											

	WA Span 26										
SECTION EVALUATED	**643**	**644**	**650**	**651**	**653**	**657**	**658**	**659**	**660**	**661**	662
LRFD Brass .OUT File Name:	EXTGIR_SPAN26.OUT	EXTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT	INTGIR_SPAN26.OUT
FORCE TYPE (+/-M, V, T, C or B):	+M	Long. Reinf. Chk.	V	Long. Reinf. Chk.	Long. Reinf. Chk.	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V	Long. Reinf. Chk.	V
PHI (Resistance Factor):	0.900		0.900				0.900		0.900		0.900
MEMBER (eg. Int. girder):	EXT RCDG	EXT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG	INT RCDG
SPAN (eg. 1 of 4):	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26	WA Span 26
LOCATION (eg. 0.1L):	0.5L	0.5L	0.1L	0.1L	0.233L	0.757L	0.9L	0.9L	0.938L	0.938L	0.955L
SINGLE LANE DF	0.474	0.474	0.596	0.433	0.433	0.433	0.596	0.433	0.596	0.433	0.596
MULTI-LANE DF	0.400	0.400	0.644	0.557	0.557	0.557	0.644	0.557	0.644	0.557	0.644
DESIGN & LEGAL VEHICLES											
HL93 (INVENTORY)	0.67 St1	0.65 St1	0.51 St1	0.49 St1	0.45 St1	0.43 St1	0.51 St1	0.49 St1	0.51 St1	0.63 St1	0.40 St1
TYPE 3 (50K)	1.60 St1	1.47 St1	1.60 St1	1.11 St1	1.03 St1	1.00 St1	1.61 St1	1.11 St1	1.57 St1	1.42 St1	1.32 St1
TYPE 3S2 (80K)	1.58 St1	1.45 St1	1.70 St1	1.16 St1	1.06 St1	1.03 St1	1.71 St1	1.16 St1	1.67 St1	1.49 St1	1.41 St1
TYPE 3-3 (80K)	1.95 St1	1.80 St1	1.81 St1	1.22 St1	1.23 St1	1.20 St1	1.81 St1	1.22 St1	1.73 St1	1.53 St1	1.44 St1
TYPE 3-3 & LEGAL LANE											
TYPE 3-3 TRAIN & LEGAL LANE											
SU4 TRUCK (54K)	1.38 St1	1.29 St1	1.41 St1	1.01 St1	**0.92 St1**	**0.90 St1**	1.41 St1	1.01 St1	1.39 St1	1.28 St1	1.16 St1
SU5 TRUCK (62K)	1.29 St1	1.22 St1	1.27 St1	**0.93 St1**	**0.86 St1**	**0.83 St1**	1.27 St1	**0.93 St1**	1.25 St1	1.18 St1	1.04 St1
SU6 TRUCK (69.5K)	1.16 St1	1.11 St1	1.21 St1	**0.89 St1**	**0.81 St1**	**0.77 St1**	1.21 St1	**0.89 St1**	1.18 St1	1.13 St1	**0.98 St1**
SU7 TRUCK (77.5K)	1.08 St1	1.03 St1	1.16 St1	**0.87 St1**	**0.79 St1**	**0.76 St1**	1.16 St1	**0.87 St1**	1.14 St1	1.10 St1	**0.93 St1**
EV2 TRUCK (57.5K)	1.42 St1	1.28 St1	1.51 St1	1.13 St1	1.08 St1	1.05 St1	1.51 St1	1.13 St1	1.47 St1	1.41 St1	1.21 St1
EV3 TRUCK (86K)	**0.92 St1**	**0.87 St1**	**0.92 St1**	**0.78 St1**	**0.73 St1**	**0.72 St1**	**0.92 St1**	**0.78 St1**	**0.89 St1**	**0.97 St1**	**0.72 St1**
CTP VEHICLE, MULTI-LANE											
OR-CTP-2A (105.5K)	1.68 St2	1.51 St2	1.61 St2	1.12 St2	1.07 St2	1.04 St2	1.61 St2	1.12 St2	1.56 St2	1.41 St2	1.31 St2
OR-CTP-2B (105.5K)	1.51 St2	1.43 St2	1.66 St2	1.14 St2	1.05 St2	1.02 St2	1.66 St2	1.14 St2	1.62 St2	1.45 St2	1.37 St2
OR-CTP-3 (98K)	1.31 St2	1.22 St2	1.19 St2	**0.88 St2**	**0.87 St2**	**0.85 St2**	1.19 St2	**0.88 St2**	1.14 St2	1.11 St2	**0.93 St2**
STP VEHICLE, MULTI-LANE											
OR-STP-3(120.5K)	1.52 St2	1.41 St2	1.52 St2	1.07 St2	**0.99 St2**	**0.96 St2**	1.52 St2	1.07 St2	1.49 St2	1.36 St2	1.24 St2
OR-STP-4A (99K)	1.32 St2	1.21 St2	1.14 St2	**0.85 St2**	**0.83 St2**	**0.81 St2**	1.14 St2	**0.85 St2**	1.10 St2	1.07 St2	**0.90 St2**
OR-STP-4B (185K)	1.45 St2	1.34 St2	1.34 St2	**0.97 St2**	**0.93 St2**	**0.90 St2**	1.34 St2	**0.97 St2**	1.30 St2	1.22 St2	1.07 St2
OR-STP-4C (150.5K)	1.31 St2	1.25 St2	1.33 St2	**0.96 St2**	**0.89 St2**	**0.86 St2**	1.33 St2	**0.96 St2**	1.30 St2	1.22 St2	1.08 St2
OR-STP-4D (162.5K)	1.29 St2	1.21 St2	1.13 St2	**0.85 St2**	**0.82 St2**	**0.79 St2**	1.13 St2	**0.85 St2**	1.11 St2	1.08 St2	**0.90 St2**
OR-STP-4E (258K)	1.30 St2	1.22 St2	1.16 St2	**0.87 St2**	**0.86 St2**	**0.84 St2**	1.16 St2	**0.87 St2**	1.12 St2	1.09 St2	**0.91 St2**
OR-STP-5BW (204K)	1.33 St2	1.23 St2	1.20 St2	**0.88 St2**	**0.84 St2**	**0.82 St2**	1.20 St2	**0.88 St2**	1.16 St2	1.12 St2	**0.95 St2**
SPECIAL											
STP VEHICLE, SINGLE LANE W/ESCORT											
OR-STP-3(120.5K)	1.81 St2	1.68 St2	1.95 St2	1.64 St2	1.52 St2	1.47 St2	1.95 St2	1.64 St2	1.92 St2	2.08 St2	1.59 St2
OR-STP-4A (99K)	1.78 St2	1.63 St2	1.66 St2	1.47 St2	1.44 St2	1.40 St2	1.66 St2	1.47 St2	1.60 St2	1.85 St2	1.31 St2
OR-STP-4B (185K)	1.51 St2	1.40 St2	1.51 St2	1.30 St2	1.25 St2	1.21 St2	1.51 St2	1.30 St2	1.47 St2	1.64 St2	1.21 St2
OR-STP-4C (150.5K)	1.39 St2	1.33 St2	1.53 St2	1.31 St2	1.22 St2	1.18 St2	1.53 St2	1.31 St2	1.50 St2	1.67 St2	1.24 St2
OR-STP-4D (162.5K)	1.37 St2	1.29 St2	1.30 St2	1.16 St2	1.12 St2	1.08 St2	1.30 St2	1.16 St2	1.28 St2	1.48 St2	1.04 St2
OR-STP-4E (258K)	1.36 St2	1.27 St2	1.31 St2	1.17 St2	1.15 St2	1.13 St2	1.31 St2	1.17 St2	1.26 St2	1.46 St2	1.03 St2
OR-STP-5BW (204K)	1.39 St2	1.28 St2	1.35 St2	1.18 St2	1.13 St2	1.10 St2	1.35 St2	1.18 St2	1.31 St2	1.50 St2	1.07 St2
SPECIAL											

This page intentionally left blank.

Attachment 3 – Deficiency Exhibit

This page intentionally left blank.



BRIDGE ELEVATION
Not To Scale

2020 Load Rating - Locations with Rating Factors < 0.95

Additional Sections for EV Trucks with Rating Factors < 0.95

Legend
(1) – Denotes Pier Number

This page intentionally blank.

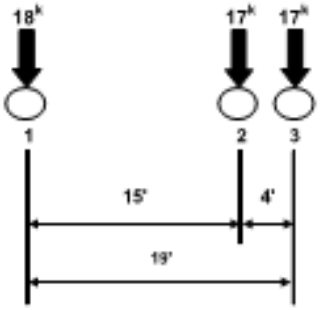
Attachment 4 – Load Rating Vehicle Schematics

OREGON LEGAL LOADS - Load Rating LRFR

Revised April 26, 2018

OR TYPE 3 Legal Truck

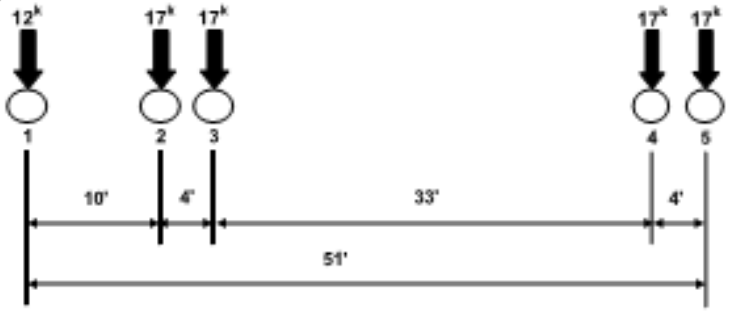
3 Axle Vehicle
Gross Weight = 52 k



Note:
This truck is greater than the standard AASHTO Type 3, which has Gross Weight = 50 k

OR TYPE 3S2 Legal truck

5 Axle Vehicle
Gross Weight = 80 k



Note:
This truck is greater than the standard AASHTO Type 3S2, which has Gross Weight = 72 k

TYPE 3-3 Legal Truck

6 Axle Vehicle
Gross Weight = 80 k

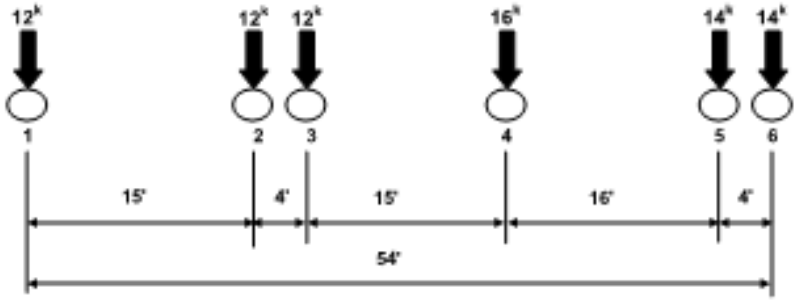
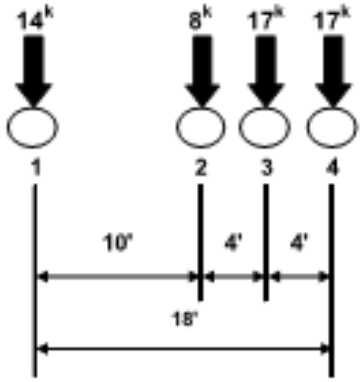


Figure 1.5.1.2A

OR-SU4 Legal Truck

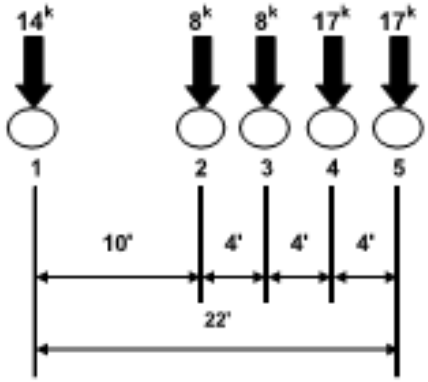
4 Axle Specialized Hauling Vehicle
Gross Weight = 56 k



Note:
This truck is greater than the standard AASHTO SU4, which has Gross Weight = 54 k

OR-SU5 Legal Truck

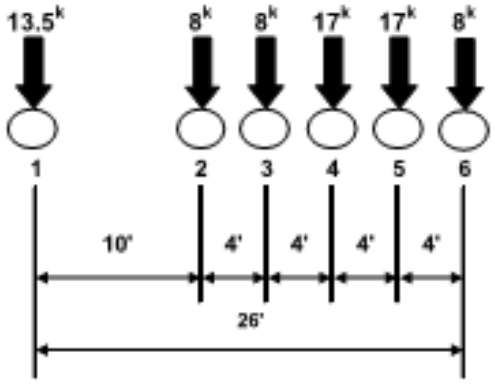
5 Axle Specialized Hauling Vehicle
Gross Weight = 64 k



Note:
This truck is greater than the standard AASHTO SU5, which has Gross Weight = 62 k

OR-SU6 Legal Truck

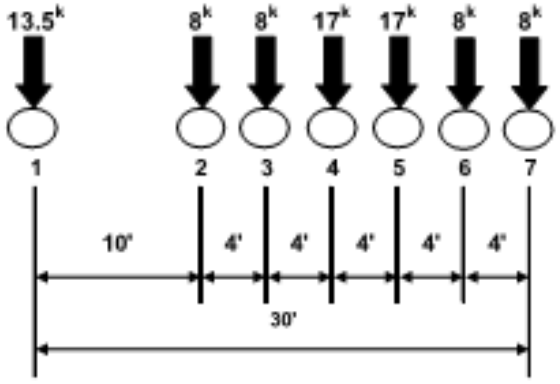
6 Axle Specialized Hauling Vehicle
Gross Weight = 71.5 k



Note:
This truck is greater than the standard AASHTO SU6, which has Gross Weight = 69.5 k

OR-SU7 Legal Truck

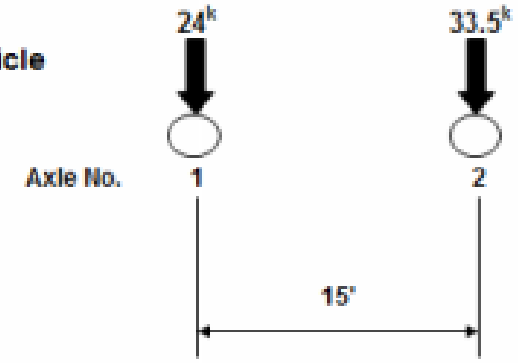
7 Axle Specialized Hauling Vehicle
Gross Weight = 79.5 k



Note:
This truck is greater than the standard AASHTO SU7, which has Gross Weight = 77.5 k

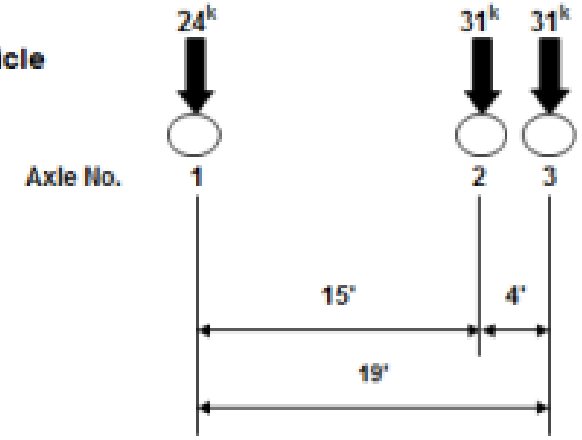
EV2 Truck

2 Axle Emergency Vehicle
Gross Weight = 57.5 k



EV3 Truck

3 Axle Emergency Vehicle
Gross Weight = 86 k



Commission Memo

Prepared by: Genevieve Scholl
Date: July 13, 2021
Re: Waterfront Recreation Safety Discussion

Following the tragic drowning death of a 10-year old girl in the waters of Nichols Basin on June 30, the Port has received numerous calls to increase safety controls and emergency response capabilities at the Port's recreational beaches along the Hood River waterfront. A Change.org petition calls on the Port to install lifeguard towers and employ Red Cross Lifeguards with First Aid/CPR/AED qualifications at all swimming locations where children are present (at the time of printing, the petition had 461 signatures). Multiple local residents and businesses have contacted the Port offering assistance in providing loaner life jackets at Frog Beach and other popular swim areas, and CGW2 delivered a donation of 24 life jackets to Waterfront Manager Daryl Stafford on Friday.

This is the second drowning death of a young child at the Hood River waterfront area in two years. On August 5th last year, an 11-year old boy and a 44-year old youth pastor drowned in the Columbia River off the northern end of the Sandbar. None of the victims were wearing life jackets.

CURRENT CONDITIONS

The Port of Hood River owns and maintains diverse recreational spaces and water access locations along the approximately 5,400 meter long shoreline of the Columbia River in the City of Hood River. These include the Hook, the Event Site, Frog Beach, Nichols Boat Basin, the Spit, and the Marina Beach. The City of Hood River owns and operates the Waterfront Park and its swim beach. Nichols Basin, home to Frog Beach and the Nichols Boat Dock, is a body of water approximately 58,300 square meters in area, with a 1,100 meter perimeter. The 'Sandbar' is a large, dynamic area of glacial sediment carried to the Columbia by the Hood River. The Sandbar is Oregon Department of State Lands (DSL) property and at its current state is approximately 311,000 square meters in area. Frequent fluctuations in the water level of the Columbia River means that the exposed area of the Sandbar is constantly changing.

Along with the significant sediment deposits that eventually form beaches and the Sandbar, the confluence of the Hood River with the Columbia also brings cold glacial water to mix with the relatively warmer waters of the section of the Columbia known as the Bonneville Pool, a combination that creates strong underwater currents at multiple, changing locations near the shore. Strong west winds in the summer months can create powerful waves and reduce visibility. Staff believes these underwater currents were a factor in the August 5, 2020 drownings.

The Hood River waterfront has exploded in popularity among diverse user groups in recent years and, despite COVID-19 travel restrictions, the area has had its busiest summer seasons ever in the past two years. A long-time global destination for expert windsurfers and kiteboarders, the area is increasingly used for kayaking, SUP paddle boarding, and swimming. The beaches have become crowded, sometimes chaotic spaces as conflicting user groups seek access to the water. Beyond the significant natural hazards presented by the river system, new hazards creating by crowding, pedestrian and vehicle traffic conflicts, kite lines, dogs off leash, elevated bacteria levels and water quality issues, and the marine traffic of large cruise ships and shipping barges navigating the same channel as windsurfers and kiteboarders combine to create a mix of significant safety concerns affecting all user groups at all waterfront locations. The Commission has received multiple public comments on the crowding and use conflicts at the Nichols Dock and the Event Site in recent months.

Port waterfront recreational site maintenance, upgrades, and operations are funded by a combination of grants, paid parking revenue, and Port general operating funds. This spring, the Port received a $40,000 Competitive Recovery grant from Travel Oregon to fund increased multi-lingual safety signage on the waterfront, along with two new rigging areas at the Hook and other sanitation equipment. That work is currently underway, with a project completion deadline of November 2021. Grants do not fund ongoing park maintenance and operations. Those costs are covered by the Port general operating funds, which provide a subsidy of approximately $200,000 every year. As the Port continues to plan for the significant revenue decreases anticipated by the future replacement of the Hood River-White Salmon Interstate Bridge, establishing self-sufficiency in all areas of Port operations is a central concern and is addressed in the 2021-2026 Strategic Business Plan.

IMMEDIATE NEXT STEPS

Staff recommends the following immediate steps to address these significant issues of concern:

- Perform a comprehensive evaluation of waterfront recreation safety and feasibility study of various proposed new safety initiatives. Staff has had initial discussions or reached out to several local/state agencies and recreation organizations including HRC Sheriff Dept., HR Parks & Recreation, State Division of State Lands (DSL), SDAO and CGW2. Staff hopes to assemble various stakeholders in waterfront recreation and incident response and evaluate all aspects of waterfront safety—signage, public information, designated swim areas, emergency access points, lifeguard stations, and so on. Staff also recommends engaging an outside expert with experience in recreation & swimming safety. This person could help facilitate the discussion with local stakeholders.

- Install two new life jacket loaner stations at Frog Beach and the Event Site. Replace the damaged sign at the Marina Swim beach. (This work has already begun).

- Reconvene the Port Waterfront Recreation Advisory Committee and recruit new membership to provide diverse user/stakeholder input and local knowledge of the area's changeable, seasonal conditions year-round.

- Increase safety/drowning danger warning signage in multiple languages at busiest swimming locations.

- Evaluate public information delivery methods to ensure safety alerts, seasonal conditions warnings, water quality testing results, and use restrictions for various waterfront areas are effectively delivered to the end user.

Commission discussion and direction is sought on these steps and any other recommended actions.

RECOMMENDATION: Discussion.

This page intentionally left blank.

Commission Memo

Prepared by: Genevieve Scholl
Date: July 13, 2021
Re: Commissioner Committee Assignments

Each Port Commissioner has the opportunity to serve as the Commission's representative on various internal and external committees and organizations. The attached chart reflects the Commissioner assignments for all committees in FY 20-21, for information. Positions highlighted in yellow are those that are currently vacant due to Commissioner retirements and/or staff changes.

Following the election of officers, each Commissioner should discuss committee assignments with the President-elect who will then confirm appointments with staff for action at the next Commission meeting.

RECOMMENDATION: Discussion.

This page intentionally left blank.

Committee Membership and Term

DRAFT 2021-2022

As indicated in Governance Policy

Committee	Staff	Commissioners	Public	Appointed Term
Airport Advisory Committee	McElwee, Kowell	Streich Everitt	Ken Newman, Dave Koebel, John Benton, Tor Bieker, Brook Bielen, Bud Musser, James Stuart, one representative from WAAAM and one from the FBO.	3 years
Budget Committee	McElwee, Kowell	ALL	Laurie Borton, Judy Newman, John Benton, Larry Brown, Svea Truax	3 years staggered
Waterfront Recreation Advisory	Stafford	Sheppard	TJ Gulizia, Laird Davis, Sam Bauer, Mark Hickock, Mike Stroud (CGWWA)	3 years
Marina Committee	Stafford	Sheppard	Josh Sceva, Steve Carlson, Steve Tessmer, Ted Lohr, Shawn Summersett, Lisa Bloomster	3 years
Finance* (Internal)	Kowell, McElwee	Everitt (President), Chapman (Treasurer)	N/A	1 year
Personnel* (Internal)	McElwee	Everitt (President), Sheppard (Vice President)	N/A	1 year

** Commission members determined by Governance Policy according to officer elections held annually at the first meeting in July.*

Organizational Appointments

Organization	Staff	Commissioners	Other Members	Term
Bridge Tolling Committee (Internal)	Kowell	Everitt Chapman		2 years
Bi-State Bridge Replacement Working Group	Greenwood McElwee	Everitt (Alternate: Chapman)	Betty Barnes, Marla Keethler, David Sauter, Rich McBride, Kate McBride	TBD
Hood River Urban Renewal Agency	McElwee	Streich Meriwether	Kate McBride, Paul Blackburn, Tim Counihan, Erick Haynie, Jessica Metta, Megan Saunders, Mark Zanmiller	4 years, staggered
Hood River County Energy Council	McElwee	Meriwether (Alternate: Chapman)	Butch Miller, Kate McBride, Les Perkins, Alexia Kelly, Annick Chalier, Cathy Higgins, Eric Strid, Julia Garcia-Ramirez	2 years
Hood River County Economic Development Group	McElwee, Scholl		Gordon Zimmerman, Olga Kaganova, Rachel Fuller, Jeff Hecksel, MCEDD staff	
OneGorge Advocacy Group	Scholl	All	Informally organized group	N/A
Hood River County Chamber of Commerce and Visit Hood River	Scholl (Ex-officio Port representative)		Grant Polson, Corina Farrar, Steve Seymour, Katie Kadlub Riss, David Murrell, Jeremy Duncan, Dillon	N/A

			Borton, Michael Barthmus, Craig Bowder, Sean Cruger, Don Loop, Chuck Hinman, Francisco Ojeda, Ali McLoughlin, Jan Meyer, Christine Barthmus	
Pacific Northwest Waterways Assn. (PNWA)	McElwee (Executive Committee), Greenwood	All	Large roster of members from throughout the PNW.	N/A
Oregon Economic Development Association (OEDA)	Hagbery		Large roster of EcDev agencies throughout the state	N/A
Oregon Public Ports Association (OPPA)	Greenwood, McElwee		Large roster of Ports throughout Oregon	N/A
Oregon Airport Managers Association	McElwee		Large roster of GA airports throughout Oregon	N/A
Columbia Gorge Technology Alliance	McElwee, Scholl		Large roster of technology companies, service providers, and community partners	N/A
Hood River Rotary Club International	McElwee	Meriwether, Sheppard	Large roster of community business leaders	N/A

This page intentionally left blank.

Executive Director's Report
July 13, 2021

Administration

- All of us on staff are pleased to welcome new Commissioners Heather Gehring and Mike Fox to the Port Commission. We have had the opportunity for at least one initial meeting with each and we very much look forward to providing further briefings, orientation materials or tours to support their new role as an elected official.

- A reminder that a board training session will occur at 3:00 p.m. on July 13th facilitated by George Dunkel of Special Districts Association of Oregon (SDAO). This is a valuable educational opportunity for both newly elected and long-time Commissioners, as well as staff.

- The Port front office was opened to the public on July 6. This ends about 15 months of closure and Zoom meetings.

- The attached press release was issued in response to the significant news that $5 million was received from the State or Oregon for the next phase of bridge replacement efforts. Both Senator Thomsen and Representative Williams played key roles in securing this important funding. Also attached is a second release thanking Senator Thomsen for his work directing funding to Port development projects at the Airport and Lot 1.

Recreation/Marina

- The tragic drowning of a young girl in the Nichols Basin on June 30 requires us to reconsider all aspects of waterfront safety and preparedness. This is a discussion item for the meeting.

- The CGW2 donated 2 dozen life jackets for the loaner kiosks that are being built by Port staff for Frog Beach and the Event Site.

- The 4th of July Weekend went very well. Compared to prior years, this year's operation had less personnel on duty, but significant messaging, multiple dumpsters, and traffic control set up on Friday helped facilitate a very well managed event. Overnight camping was slight, trash pick-up was minimal and there were no known instances of fireworks on Port property. Several people did complain about fireworks debris in the vicinity of the Swim Beach and staff is following up with the Lions Club to address the issue.

- Elevated E. coli levels at Frog Beach have continued to be reported by Columbia Riverkeeper. Staff continues to install signage when this occurs and have worked to promote usage of Riverkeepers "Swim Guide" mobile app and website, which provides the most up-to-date test results for many swim beaches in the Gorge.

- The Marina Green irrigation pump unexpectedly malfunctioned just before the 4th of July weekend. Staff can run it manually now and should have this fixed very soon. The Marina Green will green it up quickly once it is working correctly again**.**

- All are likely aware of the significant fire in The Dalles Marina on July 3. The cause is unknown at this time, but it does highlight the heightened risk associated with closely spaced boathouses, a condition we share in the Hood River Marina. I am glad for the significant electrical upgrade the Commission carried out several years ago with vastly improved electrical safety. Still, we will plan to carry out interior inspections this fall to confirm interior uses are lease compliant, including appliances.

- A Waterfront Event Calendar for July & August is attached for Commission reference. Staff is working to develop a shared master calendar that would include these events and all other public meetings and important events, at the request of Commissioner Gehring.

- The Marina Park Picnic Shelter remains closed for exclusive use reservations and events due to the Facilities temporary seasonal staff shortage. Staff evaluates the situation monthly on the 1st and will open reservations up again once capacity is sufficient.

Development/Property

- I have contacted each of the respondents to the Lot #900 Request for Developer Interest (RFDI) to report the Commission decision to continue discussions with Bhakta Capital and Project^.

- Staff has met to review and update the capital projects plan for FY 21-22. There are many projects to be carried out, both small and large, consistent with the Adopted Budget. Project management capacity will be a challenge with our existing staff resources.

- The upgrades to the front desk area at the Port office is scheduled to begin July 3. Completion is expected about August 15 except for several long lead time items. Several staff will be re-located to the east wing during the construction.

- Representatives of the City of Hood River have requested a meeting to discuss Phase IV of the waterfront storm line replacement plan. This phase is expected to be constructed in 2022 and install a new outfall in the Columbia River just west of the Maritime Building on Port property. Staff will report back to the Commission after the initial meeting.

- A significant issue is emerging with the Halyard Building. In sum, some portion of the grease from the restaurant collects on the roof and is then carried to the scuppers at each end of the building. At the west end, roof runoff is funneled to the large cistern used for irrigation. A deep layer of grease has collected at the bottom of the cistern and clogged the pump and piping. Cleaning of the tank will be performed by the tenant with a final inspection by Port staff to determine whether a specialized firm is needed to address the

problem. Staff is working closely with Pfriem as the tenant will likely need to pay for said contract should the tenant work be deemed insufficient.

Airport

- The Evaluation Committee reviewing the two submittals in response to the Airport Engineering RFQ has completed their evaluations and scoring. One committee member requested a face-to-face meeting of the full committee and that is being scheduled. I have informed both firms that the final decision will be delayed. The Committee's recommendation and a proposed contract will likely be brought to the Commission at the August 3rd meeting.

- The 50% deposit for the new AV Gas Tank was placed on June 17th. A delivery date is still not certain due to backups in the manufacturing process but may now be in the October timeframe. One piece of very good news was the unexpected award of $150,000 from the Oregon Department of Aviation for this project. Our original grant application was denied, but several other grants could not demonstrate readiness and ours made the cut.

Bridge/Transportation

- This meeting will provide an opportunity to brief the Commission on three important projects related to the existing bridge. The Commission will hear directly from Harvey Coffman, P.E on the N. Approach Ramp Paving Project and Mark Libby, P.E. on the Weight Rating Analysis. I also expect to hear from Paul Bandlow, P.E. on the inspection results of the Lift Span mechanical and electrical systems. These reports are in the Commission packet.

This page intentionally left blank.

Port of
Hood River

Providing for the region's economic future.

INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • www.portofhoodriver.com • Email: porthr@gorge.net

For Immediate Release **Date: July 7, 2021**

Contact: **Genevieve Scholl, Special Projects Manager**
Port of Hood River
(541) 386-6145

Bridge Replacement Effort Receives $5M in ARPA Funding

Oregon Senator Chuck Thomsen and Representative Anna Williams Key to Securing Funding

HOOD RIVER, OR – The Port of Hood River has received notice that the ongoing effort to replace the nearly 100-year-old Hood River-White Salmon Interstate Bridge will receive $5 million via ODOT, from the American Rescue Plan Act Coronavirus State Fiscal Recovery Fund, authorized by Oregon HB5006.

"This generous funding from the Oregon Legislature will leverage federal and Washington State contributions for project management, financial planning, establishment of the bi-state bridge authority, acquiring needed right of way, beginning permitting, and completing traffic surveys," said Bridge Replacement Project Director Kevin Greenwood. "Both Senator Thomsen and Representative Williams have been dedicated advocates for the bridge replacement project. If not for their strong leadership and commitment to the project, our prospects would look less promising than they do today. We are very thankful for their hard work on behalf of this effort."

This is Oregon's second State investment of $5 million for the project. The first $5 million contribution was included in HB2017, the comprehensive state transportation package passed in 2017, and was used to fund the work required to complete the NEPA review process and secure a Record of Decision. That effort is expected to be completed later this year.

Replacement of the aging steel bridge structure has been the top priority on the Mid-Columbia Economic Development District's Comprehensive Economic Development Strategy for years. Originally constructed in 1924, the bridge is the only crossing of the Columbia River along a 40-mile stretch and is a critical link in the region's transportation system. "In addition to being crucial for our regional economy, this new bridge will improve mobility for cyclists and pedestrians, it will improve the social connections between Gorge communities on both sides of the state line, and it will improve access to services and care that are only available on one side of the river or another," said Representative Williams.

For more information about the project, please visit https://portofhoodriver.com/bridge/bridge-replacement-project/.

###

This page intentionally left blank.

Port of
Hood River

Providing for the region's economic future.

INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • www.portofhoodriver.com • Email: porthr@gorge.net

For Immediate Release **Date: July 7, 2021**

Contact: **Genevieve Scholl, Special Projects Manager**
Port of Hood River
(541) 386-6145

Oregon Senator Chuck Thomsen directs ARPA funding to Airport, Waterfront Development Projects

Ken Jernstedt Airfield and Lot 1 projects to receive funding

HOOD RIVER, OR – As part of Oregon House Bill 5006, $240 million in federal American Rescue Plan Act funds were approved for the Department of Administrative Services (DAS) to distribute to each Senate and House district in the amounts of $4 million per Senate district and $2 million per House district. The Port of Hood River has received notice that Senator Chuck Thomsen has dedicated a total of $500,000 to Port development projects at the Ken Jernstedt Airfield and Lot 1 on the Hood River Waterfront.

"Senator Thomsen has been a long-time advocate for the Ken Jernstedt Airfield, and we are grateful for this funding support that will help create a new light industrial hangar facility," said Port Director Michael McElwee. Senator Thomsen served as an intern for then Senator Jernstedt in 1979. "I'm proud to contribute to his legacy," said Thomsen.

The Senator's support will also help to fund key utility and road infrastructure needed to finally begin the development of Lot 1, with the construction of the E. Anchor Way extension project, that will provide a new public transit hub facility located centrally on the lot, with the road dissecting the lot running east/west. The road provides the ODOT-required ingress and egress capacity for any future development of the lot. The project will also relocate existing and construct new electrical, water, sewer, communications, and stormwater treatment facilities for the anticipated future build out.

"The planning and pre-development process for Lot 1 has been extensive and has involved significant public input and analysis," said McElwee. "This funding, along with other potential federal, state, and Port investments, will be key to finally realizing the community vision for the property while putting the best improvement first – multi-modal public transit facilities that can serve as a hub for the entire regional transit system."

###

This page intentionally left blank.

July 2021

July 2021

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

August 2021

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

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Jun 28	29	30	Jul 1 Marc Onneto 65' Vessel- Re REMIND MARINA TENANTS ABOUT JULY 4 Marina Park congestion	2	3 7/3/2021 7/3/2021 CGWA Swaps Gear Swap 300 Lot #1 American Pride Friday, July 02, 2021 7:00PM	4 7/4/2021 7/4/2021 Lions Club Eyeopener Fireworks 10,0000 ACL American Pride Sun. Jul. 04, 2021 8:30AM
5 Queen of the West Mon. Jul. 05, 2021 12:00PM Mon. Jul. 05, 2021 8:00PM Outside N. Jetty 7/5/2021 7/5/2021 RiveRun Race Series- 9:00am Jr. Sailing- Marina Basin	6 7/6/2021 7/6/2021 Wet Planet Kayak School 9:00am Jr. Sailing- Marina Basin	7 9:00am Jr. Sailing- Marina Basin	8 9:00am Jr. Sailing- Marina Basin	9 ACL American Harmony Fri. Jul. 09, 2021 12:00PM Sat. Jul. 10, 9:00am Jr. Sailing- Marina Basin	10	11
12 Downwind Paddle Champs (Stevenson with Races to HR) ACL American Pride Mon Jul 12 2021 8am 8:00am 7/12/2021 9:00am Jr. Sailing-	13 7/13/2021 7/13/2021 Wet Planet Kayak ACL Queen of the West 9:00am Jr. Sailing-	14 ACL American Song Wed. Jul 14, 2021 9:00am Jr. Sailing- 9:00am T-Hangar	15 9:00am Jr. Sailing- Marina Basin	16 9:00am Jr. Sailing- Marina Basin	17 ACL American Harmony Sat. Jul 17, 2021 8am Sun. July 18, 2021 5am Outside N. Jetty	18
19 7/19/2021 7/19/2021 RiveRun Race Series- SUP/run fun race for 9:00am Jr. Sailing- Marina Basin	20 7/20/2021 7/20/2021 Wet Planet Kayak School 21 Nichols 9:00am Jr. Sailing- Marina Basin	21 USCG WAHOO vessel at Commercial Dock (Marina) 9:00am Jr. Sailing- Marina Basin	22 9:00am Jr. Sailing- Marina Basin	23 ACL American Harmony Fri. Jul. 09, 2021 Windy River Relay Set Up at Marina Green 9:00am Jr. Sailing-	24 7/24/2021 7/24/2021 Windy River Relay Hood to Coast 8:00am Windy Relay South Lot #1 Parking	25 8:00am Windy River Relay- Event clean up at Marina Green
26 7/26/2021 7/26/2021 RiveRun Race Series- SUP/run fun race for 9:00am Jr. Sailing- Marina Basin	27 7/27/2021 7/27/2021 Wet Planet Kayak School 21 Nichols 9:00am Jr. Sailing- Marina Basin	28 9:00am Jr. Sailing- Marina Basin	29 9:00am Jr. Sailing- Marina Basin	30 9:00am Jr. Sailing- Marina Basin	31	Aug 1

This page intentionally left blank.

August 2021

August 2021

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

September 2021

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

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Jul 26	27	28	29	30	31	Aug 1
2 8/2/2021 8/2/2021 RiveRun Race Series- 8/2/2021 8/2/2021 Wet 9:00am Jr. Sailing-	3 9:00am Jr. Sailing- Marina Basin	4 9:00am Jr. Sailing- Marina Basin	5 9:00am Jr. Sailing- Marina Basin	6 ACL American Harmony Fri. Aug. 06, 2021 9:00am Jr. Sailing- Marina Basin	7 8/7/2021 8/8/2021 Sensi Kite Camp All womens 10 Event S	8
9 8/9/2021 8/9/2021 RiveRun Race Series- 9:00am Jr. Sailing-	10 8/9/2021 8/13/2021 ABK Windsurfing Clinics 15 Marina Beach Andy Brandt 8/10/2021 8/10/2021 Wet Planet Kayak 9:00am Jr. Sailing-	11 9:00am Jr. Sailing- Marina Basin	12 9:00am Jr. Sailing- Marina Basin	13 8/13/2021 8/15/2021 Gorge Paddle Challenge 3 days 400 Waterfront Park/Jensen West Pa 9:00am Jr. Sailing- Marina Basin	14	15
16 9:00am Jr. Sailing- Marina Basin	17 8/16/2021 8/20/2021 ABK Windsurfing Clinics 15 Marina Beach Andy Brandt 8/17/2021 8/17/2021 Wet Planet Kayak 9:00am Jr. Sailing-	18 9:00am Jr. Sailing- Marina Basin	19 9:00am Jr. Sailing- Marina Basin	20 ACL American Harmony Fri. Aug. 20, 2021 9:00am Jr. Sailing- Marina Basin	21	22
23	24	25	26 Private Vessel Solstice- Eric Sanford Thurs. Aug. 26, 2021 Cruise Dock (North Jetty Dock)	27	28 8/28/2021 8/29/2021 KB4C 2 days 500 Event Site Beth Perk	29
30 Private Vessel Solstice- Eric Sanford Thurs. Aug. 26, 2021 Sur	31	Sep 1	2	3	4	5

This page intentionally left blank.

Commission Memo

Prepared by: Daryl Stafford
Date: July 13, 2021
Re: OSMB Grant for Boat Ramp Launch Float Replacement

At the March 2, 2021 Commission meeting the Commission heard an informational report from engineer Andrew Jansky of Flowing Solutions with his assessment, solutions and estimates to replace the Marina Guest Dock ramps. The current ramp and floats are over 50 years old and severely deteriorated. They are made of encapsulated foam that is an outdated design, so replacement is preferred over repair. This project would fully replace the access ramps. This would provide increased user safety and usability, especially during low water conditions.

On March 8, 2021 Port staff submitted an application to the Oregon State Marine Board (OSMB) Waterways Access and Boating Facilities Grant Program for the Guest Dock boat ramp repairs. The estimated cost of the project at that time was $293,982 total.

Port-Administrative match	*$24,696.00*	*8.4%*
Port-Force account match	*$9,250.00*	*3.1%*
Port-Cash match	*$161,592.00*	*54.9%*
OSMB Boating Facility Grant Funds - State	*$132,300.00*	*45.1%*

On June 23, 2021 the OSMB approved the $132,300 grant request. Port legal counsel has reviewed the grant agreement and found the terms to be standard.

RECOMMENDATION: Approve grant agreement with the Oregon State Marine Board for the Boat Launch Float Replacement project.

This page intentionally left blank.

BOATING FACILITY GRANT
INTERGOVERNMENTAL AGREEMENT
Agreement No. 1691

This Agreement is between the State of Oregon acting by and through its State Marine Board ("OSMB") and Port of Hood River ("Recipient"), each a "Party" and, together, the "Parties".

SECTION 1: AUTHORITY

This Agreement is authorized by ORS 190.110. OSMB is authorized to provide grants for boating facility projects under ORS 830.150 and OSMB has sufficient facility grant funds available within its current biennial budget and has authorized expenditure on the Recipient's Project as defined below, and the Recipient agrees to comply with Boating Facility Grant Program rules in OAR 250-014 and other OSMB adopted policies and procedures.

SECTION 2: PURPOSE

The purpose of this Agreement is to set forth the obligations of both Parties in the development of recreational boating facilities at *Port of Hood River Marina, for replacement of boarding docks and abutments* hereinafter called the "Project," as described in the Recipient's Facility Grant Application *FG#1691* and Staff Report to OSMB. With this reference, the Facility Grant Application and Staff Report are made part of this Agreement. If a conflict exists between the Facility Grant Application, Staff Report and this Agreement, the Agreement will govern.

SECTION 3: EFFECTIVE DATE AND DURATION

3.1 Term. This Agreement is effective on the date of the last signature and terminates on the date 20 years after the date of Project completion or the date of final payment issuance, whichever is later, unless terminated earlier in accordance with Section 16.

3.2 Project Completion. The Project shall be completed, and final billing for the Project shall be submitted to OSMB, on or before June 30, 2022. Unless approved in writing, OSMB shall not be obligated to disburse any payments after this date.

SECTION 4: AUTHORIZED REPRESENTATIVES

4.1 OSMB's Authorized Representative is:

Janine Belleque, Boating Facilities Program Manager
PO Box 14145, Salem OR 97309 435 Commercial Street NE Suite #400, Salem Oregon
(503) 378-2628 Office, Janine.Belleque@oregon.gov

4.2 Recipient's Authorized Representative is:

Michael McElwee, Executive Director
1000 E. Port Marina Dr., Hood River, OR 97031
541-386-1138 Office, mmcelwee@portofhoodriver.com

4.3 A Party may designate a new Authorized Representative by written notice to the other Party.

SECTION 5: RESPONSIBILITIES OF EACH PARTY

5.1 Responsibilities of Recipient:

5.1.1 Project Timeline. The Recipient is responsible for maintaining the project timeline for

all dates and activities outlined as the Recipient's responsibility as identified in Attachment "A".

5.1.2 Matching Cash Funds. The Recipient shall contribute the total sum of *$127,646.00* in cash as described in the Staff Report.

5.1.3 Matching Non-cash Resources. The Recipient shall contribute the total sum of *$24,696.00* administrative match and $*9,250.00* force account labor, materials and/or equipment. These are non-reimbursable items.

5.1.4 Construction. The Recipient shall award and monitor the contractor's performance under the construction contract or construction consultant contract in such a manner as to insure compliance with Project plans and specifications. The Recipient must notify OSMB immediately of any proposed change in Project design, cost modifications, proposed change orders or modification of scope. The Recipient shall be responsible for all costs associated with unauthorized changes or modifications unless otherwise specifically agreed to in writing by OSMB.

5.1.5 Commercial and Other Uses.

a. For purposes of this Section 5, Commercial Use means any activity on or affecting the Project that was not described in the Facility Grant Application or Staff Report, or not approved pursuant to OSMB Policy 93-06 or 93-02, where the Recipient:

    1. has financial profit as a goal,
    2. charges any fees or receives any benefit to provide services, supplies or goods, or
    3. allows third parties to charge any fees or receive any benefit to provide services, supplies or goods.

b. Commercial Use is prohibited.

c. Recipient must have the capability to make an ordinance, rule, or other regulation to the effect that the Projects are for the benefit of recreational boaters, including, but not limited to prohibiting single cars from parking in boat trailer parking spots. If, in the sole discretion of OSMB, the use by non-recreational boaters such as swimmers, fishermen, divers, crabbers impact recreational boating uses or diminishes the useful life of the Project, then the Recipient must establish and enforce its ordinance, rule, or other regulation.

d. If Project funded a pumpout or dump station in a marina or short-term tie-up dock, the Recipient must include language in its moorage agreement requiring use of the pumpout and/or dump station if a boat has a holding tank or marine toilet.

e. Recipient must restrict use of the Project to only boats that comply with ORS 830.770 and 830.775.

5.1.6 Project Sign. The Recipient shall post in a conspicuous location at the site a sign identifying OSMB's different grant program participation in the Project. The sign will be maintained during the term of the Agreement.

5.1.7 Publications and Advertising. The Recipient shall include the following statement if publishing any report, news release or publication regarding the project: *"Partial funding was provided by the Oregon State Marine Board Boating Facility Grant Program, investing fees and taxes paid by motorized boaters for boating facility improvements."*

5.1.8 Publications and Advertising. The Recipient shall include the following statement if publishing any report, news release or publication regarding the project: *"Partial funding was provided by the Oregon State Marine Board Boating Facility Grant Program, investing fees and taxes paid by motorized boaters for boating facility improvements".*

5.1.9 Public Access to Project. During the term of this Agreement the Recipient shall allow open and unencumbered public access to the Project to all persons without regard to race, color, religious or political beliefs, sex, national origin, or place of primary residence.

5.1.10 User Fees. Recipient shall notify and request written approval from OSMB of any user fees charged to recreational boaters for the use of the improvements described herein throughout the term of this Agreement. Fees charged shall be reasonable and are subject to review and approval by OSMB. If user fees are charged for the use of the completed Project, the Recipient shall maintain sufficient records and accounting procedures that demonstrate all of the gross income from the fees is used to defray direct operational costs (for example, maintenance and repair costs) for the Project. User fees may affect Maintenance Assistance Program, as described in OAR 250-014-0040 eligibility on publicly owned and operated Projects.

5.1.11 Maintenance. The Recipient shall at all times be responsible for the maintenance and operation of the Project and related facilities during the term of the Agreement. This does not restrict the Recipient's ability to subcontract for the performance of maintenance and operation services. Such subcontractors would be subject to Section 5.1.13, Indemnification by Subcontractors.

5.1.12 Payments. Recipient agrees to:

a. Make payment promptly as due to all contractors, subcontractors, vendors or any other persons supplying labor or materials for the Project;

b. All employers, including Recipient that employ subject workers as defined in ORS 656.027, shall comply with ORS 656.017 and shall provide workers' compensation insurance coverage for those workers, unless they meet the requirement for exemption under ORS 656.126(2). Recipient shall require and ensure that each of its subcontractors complies with these requirements (unless inapplicable as a matter of federal law); and

c. Not permit any lien or claim to be filed or prosecuted against OSMB, due to any construction or maintenance activities at the Project.

5.1.13 Alternative Dispute Resolution. The Parties should attempt in good faith to resolve any dispute arising out of this agreement. This may be done at any management level, including at a level higher than persons directly responsible for administration of the agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

5.1.14 Indemnification by Subcontractors. The Recipient shall take all reasonable steps to cause its contractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon and its officers, employees and agents ("Indemnitee") from and against any and all claims, actions, liabilities, damages, losses, or expenses (including attorneys' fees) arising from a tort (as now or hereafter defined in ORS 30.260) caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of Recipient's contractor or any of the officers, agents, employees or subcontractors of the contractor("Claims"). It is the specific intention of the Parties that the Indemnitee shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the Indemnitee, be indemnified by the contractor from and against any and all Claims.

5.1.15 Boating Facility Operation. The Parties have entered into other grant agreement(s) *1505 and 1819-04* which provide for the Recipient to operate boating facilities, including but not limited to, [restrooms, boat trailer parking, docks, boat ramps]. The Recipient shall continue to operate those boating facilities for the duration of this Agreement, even if the terms of the other grant agreement(s) have expired.

5.2 Responsibility of OSMB:

5.2.1 OSMB shall pay Recipient as described in Sections 6 and 7.

SECTION 6: CONDITIONS TO DISBURSEMENT

6.1 Conditions Precedent to Any Reimbursement. OSMB shall not be obligated to disburse any of the grant funds to reimburse the Recipient for Project costs hereunder unless OSMB has received from the Recipient:

a. Prior to Project solicitation or construction, the final architectural and engineering plans, specifications, and cost estimate(s), statement of work, request for proposals or other documentation for the Project, documents must be in form and substance satisfactory to OSMB;

b. Prior to Project construction a copy of all required, federal, state and local permits or approvals for the Project; and

c. A copy of the contractor's, vendor's, supplier's bid pricing, unless the Recipient is completing the Project; and

d. Reimbursement Requests must be submitted on the approved OSMB Boating Facility Grant Reimbursement form along with all supporting documentation. Reimbursements shall be prorated between the Parties based on the percentage of their respective cash contributions as set forth in Section 5 and Section 7.

6.2 Conditions Precedent to Partial Progress Payment(s). OSMB shall not be obligated to make partial progress reimbursement payment(s) hereunder until supporting documentation of the percentage of Project completion has been received, reviewed and approved by OSMB. In no event shall OSMB disburse more than ninety percent (90%) of the amount indicated in Section 7.1. as progress payments.

6.3 Conditions Precedent to Final Payment. OSMB shall not be obligated to make final

payment hereunder until the following have been completed or supplied:

a. Supporting documentation in form and content determined by OSMB, has been received reviewed and approved by OSMB; and

b. Recipient provides a minimum of three photographs detailing the completed work. One photo must be of the installed sign crediting OSMB with funding the Project; and

c. Inspection and approval of the Project by OSMB.

SECTION 7: COMPENSATION AND PAYMENT TERMS

7.1 Grant Funds. Upon approval by its governing body, OSMB shall provide grant funds in the amount of *$132,300.00 Boating Facility Grant* funds to the Recipient to fund the Project. OSMB shall not provide to the Recipient, and the Recipient shall not use any funds described in this section for administrative or for accounting costs whether or not related to this Agreement.

7.2 Payments. After the Recipient awards the contract for the Project, and activities commence, OSMB shall, upon receipt of the Recipient's request for reimbursement and appropriate documentation all in form and substance satisfactory to OSMB, disburse funds to the Recipient in accordance with Section 6 "CONDITIONS TO DISBURSEMENT".

7.3 Overpayment. In the event that the aggregate amount of OSMB's interim progress payments to the Recipient exceeds the allowable reimbursable costs of the Recipient for the Project, the Recipient agrees to refund to OSMB the amount paid in excess of such allowable expenses within thirty (30) days of final billing by the Recipient or the Project Completion Date, whichever is earlier.

7.4 Disallowed Costs. The Recipient agrees that payment(s) made by OSMB under this Agreement shall be subject to offset or reduction for any amounts previously paid hereunder that are found by OSMB not to constitute allowable costs under this Agreement based on the results of an audit examination. If such disallowed amount exceeds the payment(s), the Recipient shall pay OSMB the amount of such excess within 30 days after written notice of disallowed costs is provided by OSMB.

7.5 Cost Savings. Any cost savings realized on the Project shall be prorated between the Parties based on the percentage of their respective cash contributions as set forth in Section 7.1." GRANT FUNDS" and Section 5.1 "RESPONSIBILITIES OF RECIPIENT."

SECTION 8: REPRESENTATIONS AND WARRANTIES

Recipient represents and warrants to OSMB that:

8.1 Recipient is a port, duly organized and validly existing. Recipient has the power and authority to enter into and perform this Agreement;

8.2 The making and performance by Recipient of this Agreement (a) have been duly authorized by Recipient, (b) do not and will not violate any provision of any applicable law, rule, regulation, or order of any court, regulatory commission, board, or other administrative agency or any provision of Recipient's charter or other organizational document and (c) do not and will not result in the breach of, or constitute a default or require any consent under

any other agreement or instrument to which Recipient is party or by which Recipient may be bound or affected. No authorization, consent, license, approval of, or filing or registration with or notification to any governmental body or regulatory or supervisory authority is required for the execution, delivery or performance by Recipient of this Agreement, other than those that have already been obtained;

8.3 This Agreement has been duly executed and delivered by Recipient and constitutes a legal, valid and binding obligation of Recipient enforceable in accordance with its terms;

8.4 Recipient has the skill and knowledge possessed by well-informed members of the industry, trade or profession most closely involved in providing the services under this Agreement, and Recipient will apply that skill and knowledge with care and diligence to perform its obligations under this Agreement in a professional manner and in accordance with the highest standards prevalent in the related industry, trade or profession; and

8.5 Recipient shall, at all times during the term of this Agreement, be qualified, professionally competent, and duly licensed to perform its obligations under this Agreement.

The representations and warranties set forth in this section are in addition to, and not in lieu of, any other representations or warranties provided by Recipient.

SECTION 9: GOVERNING LAW, CONSENT TO JURISDICTION

This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflicts of law. Any claim, action, suit or proceeding (collectively "Claim") between OSMB or any other agency or department of the State of Oregon, or both, and Recipient that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Marion County for the State of Oregon; provided, however, if a Claim must be brought in a federal forum, then it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. In no event shall this Section be construed as a waiver by the State of Oregon of any form of defense or immunity, whether sovereign immunity, governmental immunity, immunity based on the eleventh amendment to the Constitution of the United States or otherwise, to or from any Claim or from the jurisdiction of any court. RECIPIENT, BY EXECUTION OF THIS AGREEMENT, HEREBY CONSENTS TO THE IN PERSONAM JURISDICTION OF SAID COURTS.

SECTION 10: OWNERSHIP OF WORK PRODUCT

10.1 As used in this Section 10 and elsewhere in this Agreement, the following terms have the meanings set forth below:

10.1.1 Project Ownership. OSMB acknowledges and agrees that the Project is the exclusive property of the Recipient. OSMB is neither responsible nor liable in any manner for the construction, operation or maintenance of the Project.

SECTION 11: NO DUPLICATE PAYMENT

The Recipient shall not be compensated for, or receive any other form of duplicate, overlapping or multiple payments for the same work performed under this Agreement from any agency of the State of Oregon, including, but not limited to, the Oregon Department of Fish and Wildlife, or the United States of America or any other party.

SECTION 12: CONTRIBUTION

12.1 If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 (a "Third Party Claim") against a Party (the "Notified Party") with respect to which the other Party (the "Other Party") may have liability, the Notified Party shall promptly notify the Other Party in writing of the Third Party Claim and deliver to the Other Party, along with the written notice, a copy of the claim, process and all legal pleadings with respect to the Third Party Claim that have been received by the Notified Party. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by the Other Party of the notice and copies required in this Section and a meaningful opportunity for the Other Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to the Other Party's contribution obligation under this Section 12 with respect to the Third Party Claim.

12.2 With respect to a Third Party Claim for which OSMB is jointly liable with Recipient (or would be if joined in the Third Party Claim), OSMB shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Recipient in such proportion as is appropriate to reflect the relative fault of OSMB on the one hand and of Recipient on the other hand in connection with the events that resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of OSMB on the one hand and of Recipient on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. OSMB's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law if the State had sole liability in the proceeding.

12.3 With respect to a Third Party Claim for which Recipient is jointly liable with OSMB (or would be if joined in the Third Party Claim), Recipient shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by OSMB in such proportion as is appropriate to reflect the relative fault of Recipient on the one hand and of OSMB on the other hand in connection with the events that resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Recipient on the one hand and of OSMB on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Recipient's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law if it had sole liability in the proceeding.

SECTION 13: REMEDIES

13.1 In the event Recipient is in default under Section 16.3, OSMB may, at its option, pursue any or all of the remedies available to it under this Agreement and at law or in equity, including, but not limited to: (a) termination of this Agreement under Section 16, (b) reducing or withholding payment for work or Work Product that Recipient has failed to deliver within

any scheduled completion dates or has performed inadequately or defectively, (c) requiring Recipient to perform, at Recipient's expense, additional work necessary to satisfy its performance obligations or meet performance standards under this Agreement, (d) initiation of an action or proceeding for damages, specific performance, or declaratory or injunctive relief, or (e) exercise of its right of recovery of overpayments under Section 14 (in addition to the remedies provided in Section 7.3) of this Agreement or setoff, or both. These remedies are cumulative to the extent the remedies are not inconsistent, and OSMB may pursue any remedy or remedies singly, collectively, successively or in any order whatsoever.

13.2 In the event OSMB is in default under Section 16.3 and whether or not Recipient elects to exercise its right to terminate this Agreement under Section 16, or in the event OSMB terminates this Agreement under Sections 16.1, 16.2, or 16.3, Recipient's sole monetary remedy will be (a) for work compensable at a stated rate, a claim for unpaid invoices for work completed and accepted by OSMB, for work completed and accepted by OSMB within any limits set forth in this Agreement but not yet invoiced, for authorized expenses incurred, and for interest within the limits of ORS 293.462, less any claims OSMB has against Recipient, and (b) for deliverable-based work, a claim for the sum designated for completing the deliverable multiplied by the percentage of work completed on the deliverable and accepted by OSMB, for authorized expenses incurred, and for interest within the limits of ORS 293.462, less previous amounts paid for the deliverable and any claims that OSMB has against Recipient. In no event will OSMB be liable to Recipient for any expenses related to termination of this Agreement or for anticipated profits. If previous amounts paid to Recipient exceed the amount due to Recipient under this Section 13.2, Recipient shall promptly pay any excess to OSMB.

SECTION 14: RECOVERY OF OVERPAYMENTS

In addition to the remedies provided in Section 7.4, if payments to Recipient under this Agreement, or any other agreement between OSMB and Recipient, exceed the amount to which Recipient is entitled, OSMB may, after notifying Recipient in writing, withhold from payments due Recipient under this Agreement, such amounts, over such periods of times, as are necessary to recover the amount of the overpayment.

SECTION 15: LIMITATION OF LIABILITY

EXCEPT FOR LIABILITY ARISING UNDER OR RELATED TO SECTION 12, NEITHER PARTY WILL BE LIABLE FOR INCIDENTAL, CONSEQUENTIAL, OR OTHER INDIRECT DAMAGES ARISING OUT OF OR RELATED TO THIS AGREEMENT, REGARDLESS OF WHETHER THE LIABILITY CLAIM IS BASED IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, PRODUCT LIABILITY OR OTHERWISE. NEITHER PARTY WILL BE LIABLE FOR ANY DAMAGES OF ANY SORT ARISING SOLELY FROM THE TERMINATION OF THIS AGREEMENT IN ACCORDANCE WITH ITS TERMS.

SECTION 16: TERMINATION

16.1 **Termination for Convenience**. The Recipient may terminate this Agreement at any time upon thirty (30) days prior written notice to OSMB; provided, however, that the Recipient shall, within thirty (30) days of such termination, reimburse OSMB for all funds contributed by OSMB to the Project; provided further that until the Recipient has fully reimbursed OSMB for such funds, the Recipient shall comply with the terms hereof. Delinquent payments shall

bear interest at the rate of nine percent (0.9%) per annum, as authorized by ORS82.010 or, if such rate shall exceed the maximum rate allowed by law, then as such maximum rate, and shall be payable on demand. After ninety (90) days OSMB will turn any delinquent debt over to the Department of Revenue for collection per ORS293.231.

16.2 Termination Because of Non-Appropriation or Project Ineligibility. OSMB, as provided in Section 27 "FORCE MAJEURE," may modify or terminate this Agreement and at any time upon 30 days prior written notice to the Recipient, may modify or terminate this Agreement if:

a. OSMB fails to receive funding or allotments, appropriations, limitations, or other expenditure authority at levels sufficient to pay for the allowable costs of the Project to be funded hereunder or should any state law, regulation or guideline be modified, changed or interpreted in such a way that the Project, or any portion of the Project, is no longer eligible for facility grant funds as described in ORS 830.150.

b. In the event insufficient funds are appropriated for the payments under this Agreement and the Recipient has no other lawfully available funds, then the Recipient may terminate this Agreement at the end of its current fiscal year, with no further liability to OSMB. The Recipient shall deliver written notice to OSMB of such termination no later than 30 days from the determination by the Recipient of the event of non-appropriation. OSMB shall pay for all authorized Project costs expended up to the date of written notice of termination.

16.3 Termination for Default. OSMB, at any time upon 30 days prior written notice of default to the Recipient, may modify or terminate this Agreement if:

a. The design, permitting, or construction of the Project is not pursued with due diligence; or

b. The Recipient's fee simple title to or other interest in the construction sites or Project is not sufficient, legal, and valid; or

c. The construction of the Project is not permissible under federal, state, or local law; or

d. The Recipient, does not abide by the nondiscrimination and affirmative action provisions of this Agreement; or

e. The Recipient, without the prior written approval of OSMB, uses the funds provided by OSMB hereunder to build any project other than the Project described in the final architectural and engineering drawings approved by OSMB; or

f. The construction is not completed in a good and workmanlike manner or fails to comply with any required permits; or

g. During the term of this Agreement, the Recipient fails to perform any obligation or requirement of this Agreement, including, but not limited to, exceeding the length of stay at a short term tie-up dock, allowing non-recreational boating use such as crabbing, fishing, swimming, diving or

other activities to impact a recreational boaters ability to use the Project or coveys the Project or the Project property or any part thereof or converts the use of the Project or the Project property to a use that precludes free and unencumbered recreational public boating access.

h. The Recipient defaults under any other agreement between the Parties.

16.4 Rights and Remedies. The Recipient shall, within 30 days of its receipt of a notice of default, cure the default or, if the default cannot be cured within 30 days reimburse OSMB for all funds contributed by OSMB to the Project. Further, OSMB shall have any and all rights and remedies available at law or in equity.

SECTION 17: NONAPPROPRIATION

OSMB's obligation to pay any amounts and otherwise perform its duties under this Agreement is conditioned upon OSMB receiving funding, appropriations, limitations, allotments, or other expenditure authority sufficient to allow OSMB, in the exercise of its reasonable administrative discretion, to meet its obligations under this Agreement. Nothing in this Agreement may be construed as permitting any violation of Article XI, section 7 of the Oregon Constitution or any other law limiting the activities, liabilities or monetary obligations of OSMB.

SECTION 18: AMENDMENTS

The terms of this Agreement may not be altered, modified, supplemented or otherwise amended, except by written agreement of the Parties.

SECTION 19: NOTICE

Except as otherwise expressly provided in this Agreement, any notices to be given relating to this Agreement must be given in writing by facsimile, email, personal delivery, or postage prepaid mail, to a Party's Authorized Representative at the physical address, fax number or email address set forth in this Agreement, or to such other addresses as either Party may indicate pursuant to this Section 19. Any notice so addressed and mailed becomes effective five (5) days after mailing. Any notice given by personal delivery becomes effective when actually delivered. Any notice given by email becomes effective upon the sender's receipt of confirmation generated by the recipient's email system that the notice has been received by the recipient's email system. Any notice given by facsimile becomes effective upon electronic confirmation of successful transmission to the designated fax number.

SECTION 20: SURVIVAL

All rights and obligations of the Parties under this Agreement will cease upon termination of this Agreement, other than the rights and obligations arising under Sections 9, 10, 12, 14, 15 and 20 hereof and those rights and obligations that by their express terms survive termination of this Agreement; provided, however, that termination of this Agreement will not prejudice any rights or obligations accrued to the Parties under this Agreement prior to termination.

SECTION 21: SEVERABILITY

The Parties agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected, and the rights and obligations of the Parties will be

construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.

SECTION 22: COUNTERPARTS

This Agreement may be executed in several counterparts, all of which when taken together shall constitute one agreement, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of the Agreement so executed constitutes an original.

SECTION 23: COMPLIANCE WITH LAW

23.1 Compliance with Law Generally. Recipient shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to Recipient and the Agreement. **Oregon False Claims Act.** Recipient acknowledges the Oregon False Claims Act, ORS 180.750 to 180.785, applies to any action by Recipient pertaining to this Agreement, including the procurement process relating to this Agreement that constitutes a "claim" (as defined by ORS 180.750(1)). By its execution of this Agreement, Recipient certifies the truthfulness, completeness, and accuracy of any statement or claim it has made, it makes, it may make, or causes to be made that pertains to this Agreement. In addition to other penalties that may be applicable, Recipient further acknowledges that if it makes, or causes to be made, a false claim or performs a prohibited act under the Oregon False Claims Act, the Oregon Attorney General may enforce the liabilities and penalties provided by the Oregon False Claims Act against Recipient. Recipient understands and agrees that any remedy that may be available under the Oregon False Claims Act is in addition to any other remedy available to the State or OSMB under this Contract or any other provision of law.

23.2 Tax Compliance. As set forth on Exhibit B, Recipient has complied with the tax laws of this state and the applicable tax laws of any political subdivision of this state. Recipient shall, throughout the duration of this Agreement and any extensions, comply with all tax laws of this state and all applicable tax laws of any political subdivision of this state. For the purposes of this Section, "tax laws" includes: (i) All tax laws of this state, including but not limited to ORS 305.620 and ORS chapters 316, 317, and 318; (ii) Any tax provisions imposed by a political subdivision of this state that applied to Recipient, to Recipient's property, operations, receipts, or income, or to Recipient's performance of or compensation for any work performed by Recipient; (iii) Any tax provisions imposed by a political subdivision of this state that applied to Recipient, or to goods, services, or property, whether tangible or intangible, provided by Recipient; and (iv) Any rules, regulations, charter provisions, or ordinances that implemented or enforced any of the foregoing tax laws or provisions.

Any failure to comply with the provisions of this subsection 23.2 constitutes a material breach of this Agreement. Further, any failure to comply with Recipient's certifications set forth in Exhibit B also shall constitute a material breach of this Agreement. Any failure to comply shall entitle OSMB to terminate this Agreement, to pursue and recover any and all damages that arise from the breach and the termination of this Agreement, and to pursue any or all of the remedies available under this Agreement, at law, or in equity, including but not limited to:

23.2.1 Termination of this Agreement, in whole or in part;

23.2.2 Offsetting against any amount owed to Recipient, and withholding of amounts otherwise due and owing to Recipient, in an amount equal to State's setoff right,

without penalty; and

23.2.3 Initiation of an action or proceeding for damages, specific performance, declaratory or injunctive relief. OSMB may recover any and all damages suffered as the result of Recipient's breach of this Agreement, including but not limited to direct, indirect, incidental and consequential damages, costs of cure, and costs incurred in securing replacement Services and applications.

In addition, this Agreement will be reported to the Oregon Department of Revenue. The Department of Revenue may take any and all actions permitted by law relative to the collection of taxes due to the State of Oregon or a political subdivision, including (i) garnishing the Recipient's compensation under this Agreement or (ii) exercising a right of setoff against Recipient's compensation under this Agreement for any amounts that may be due and unpaid to the State of Oregon or its political subdivisions for which the Department of Revenue collects debts.

These remedies are cumulative to the extent the remedies are not inconsistent, and OSMB may pursue any remedy or remedies singly, collectively, successively, or in any order whatsoever.

SECTION 24: INDEPENDENT CONTRACTORS

The Parties agree and acknowledge that their relationship is that of independent contracting parties and that Recipient is not an officer, employee, or agent of the State of Oregon as those terms are used in ORS 30.265 or otherwise.

SECTION 25: PERSONS NOT TO BENEFIT

No member of or delegate to Congress, resident commissioner, officer, agent or employee of the United States of America, member of the Oregon Legislative Assembly, elected official of the State of Oregon, or official, agent, or employee of the State of Oregon, or elected member, officer, agent, or employee of any political subdivision, municipality or municipal corporation of the State of Oregon shall be admitted to any share or part of this Agreement or derive any financial benefit that may arise therefrom.

SECTION 26: INTENDED BENEFICIARIES

OSMB and Recipient are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement provides, is intended to provide, or may be construed to provide any direct or indirect benefit or right to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of this Agreement.

SECTION 27: FORCE MAJEURE

Neither Party is responsible for any failure to perform or any delay in performance of any obligations under this Agreement caused by fire, civil unrest, labor unrest, natural causes, or war, which is beyond that Party's reasonable control. Each Party shall, however, make all reasonable efforts to remove or eliminate such cause of failure to perform or delay in performance and shall, upon the cessation of the cause, diligently pursue performance of its obligations under this Agreement. OSMB may terminate this Agreement upon written notice to Recipient after reasonably determining that the failure or delay will likely prevent successful

performance of this Agreement.

SECTION 28: ASSIGNMENT AND SUCESSORS IN INTEREST

Recipient may not assign or transfer its interest in this Agreement without the prior written consent of OSMB and any attempt by Recipient to assign or transfer its interest in this Agreement without such consent will be void and of no force or effect. OSMB's consent to Recipient's assignment or transfer of its interest in this Agreement will not relieve Recipient of any of its duties or obligations under this Agreement. The provisions of this Agreement will be binding upon and inure to the benefit of the Parties hereto, and their respective successors and permitted assigns.

SECTION 29: SUBCONTRACTS

Recipient shall not, without OSMB's prior written consent, enter into any subcontracts for any of the work required of Recipient under this Agreement. OSMB's consent to any subcontract will not relieve Recipient of any of its duties or obligations under this Agreement.

SECTION 30: TIME IS OF THE ESSENCE

Time is of the essence in Recipient's performance of its obligations under this Agreement.

SECTION 31: MERGER, WAIVER

This Agreement and all exhibits and attachments, if any, constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver or consent under this Agreement binds either Party unless in writing and signed by both Parties. Such waiver or consent, if made, is effective only in the specific instance and for the specific purpose given. EACH PARTY, BY SIGNATURE OF ITS AUTHORIZED REPRESENTATIVE, HEREBY ACKNOWLEDGES THAT IT HAS READ THIS AGREEMENT, UNDERSTANDS IT, AND AGREES TO BE BOUND BY ITS TERMS AND CONDITIONS.

SECTION 32: RECORDS MAINTENANCE AND ACCESS

Recipient shall maintain all financial records relating to this Agreement in accordance with generally accepted accounting principles. In addition, Recipient shall maintain any other records, books, documents, papers, plans, records of shipments and payments and writings of Recipient, whether in paper, electronic or other form, that are pertinent to this Agreement in such a manner as to clearly document Recipient's performance. All financial records, other records, books, documents, papers, plans, records of shipments and payments and writings of Recipient, whether in paper, electronic or other form, that are pertinent to this Agreement, are collectively referred to as "Records." Recipient acknowledges and agrees that OSMB and the Oregon Secretary of State's Office and the federal government and their duly authorized representatives will have access to all Records to perform examinations and audits and make excerpts and transcripts. Recipient shall retain and keep accessible all Records for a minimum of six (6) years, or such longer period as may be required by applicable law, following termination of this Agreement, or until the conclusion of any audit, controversy or litigation arising out of or related to this Agreement, whichever date is later. Subject to foregoing minimum records retention requirement, Recipient shall maintain Records in accordance with the records retention schedules set forth in OAR Chapter 166.

SECTION 33: HEADINGS

The headings and captions to sections of this Agreement have been inserted for identification and reference purposes only and may not be used to construe the meaning or to interpret this Agreement.

SECTION 34: ADDITIONAL REQUIREMENTS

Recipient shall comply with the additional requirements set forth in Exhibit C, attached hereto and incorporated herein by this reference.

SECTION 35: AGREEMENT DOCUMENTS

This Agreement consists of the following documents, which are listed in descending order of precedence: this Agreement less all exhibits, the Facility Grant Application, Recipient Staff Report, attached Exhibit A (the Project Timeline), Exhibit B (Certificate of Tax Compliance), and Exhibit C (Additional Requirements).

SECTION 36: ATTORNEY FEES

In the event that either party to this Agreement shall take any action, judicial or otherwise, to enforce or interpret any of the terms of this Agreement each party shall be wholly responsible for its own expenses which it may incur in taking such action, including costs and attorney fees, whether incurred in a suit or action or appeal from a judgment or decree therein or in connection with any nonjudicial action.

SECTION 37: SIGNATURES

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the dates set forth below.

STATE OF OREGON acting by and through its State Marine Board.

_____ _____

Larry Warren, Director Date

Port of Hood River

_____ _____

Signature Date

_____ _____

Name: Title:

Approved for Legal Sufficiency in accordance with ORS 291.047

Approval Authorized by Letter August 2, 2017

Steven Marlowe, Assistant Attorney General Date

EXHIBIT A

PROJECT TIMELINE

Responsibility	Date	Description
Recipient	September-October 2021	Solicit for dock fabricator-prepare documents, bid opening, evaluate responses, award contract and manage the process.
Recipient	October 2021	Provide OSMB with a copy of bid document, bid results and awarded contract
OSMB	Ongoing	Provide assistance to Recipient throughout process
Recipient	November 2021-March 2022	Boarding docks fabricated and delivered
Recipient	March 2022	Solicit for contractor-prepare documents, bid opening
Recipient	May 2022	Receive contractor invoices, issue payment and request final reimbursement from OSMB.
OSMB	June 2022	Issue final reimbursement, close the grant and term of the grant begins.

EXHIBIT B

CERTIFICATION OF TAX COMPLIANCE

The individual signing on behalf of Recipient hereby certifies and swears under penalty of perjury to the best of the individual's knowledge that:

1. The number shown on this form is Recipient's correct taxpayer identification;

Federal Tax Number _____

Oregon Tax Number _____

Organizational DUNS_____

2. Recipient is not subject to backup withholding because:

(i) Recipient is exempt from backup withholding,

(ii) Recipient has not been notified by the IRS that Recipient is subject to backup withholding as a result of a failure to report all interest or dividends, or

(iii) the IRS has notified Recipient that Recipient is no longer subject to backup withholding.

3. S/he is authorized to act on behalf of Recipient; s/he has authority and knowledge regarding Recipient's payment of taxes,

4. For a period of no fewer than six calendar years preceding the Effective Date of this Contract, Recipient faithfully has complied with:

(i) All tax laws of this state, including but not limited to ORS 305.620 and ORS chapters 316, 317, and 318;

(ii) Any tax provisions imposed by a political subdivision of this state that applied to Recipient, to Recipient's property, operations, receipts, or income, or to Recipient's performance of or compensation for any work performed by Recipient;

(iii) Any tax provisions imposed by a political subdivision of this state that applied to Recipient, or to goods, services, or property, whether tangible or intangible, provided by Recipient; and

(iv) Any rules, regulations, charter provisions, or ordinances that implemented or enforced any of the foregoing tax laws or provisions.

Recipient Signature_____ Date_____

EXHIBIT C

ADDITIONAL REQUIREMENTS

1. The Recipient will post advanced notice a minimum of two weeks prior to facility closure or partial closure for onsite construction. Additionally, the Recipient will complete outreach to users through resources such as local media, social media, websites, ODFW District, and angling and boating organizations,

2. OSMB will post notice of facility closure on website, online boating map and through social media.

3. Recipient will provide a copy of the Inadvertent Discovery Plan (IDP) to OSMB before construction begins.

4. Dock disposal does not allow for the sale, donation or reuse of the docks to another party. As part of OSMB stewardship efforts, we do not want the material reentering the waterway associated with any OSMB projects or the inadvertent transport or waterway contamination of aquatic invasive species. Docks must be disposed of in an approved upland facility.

This page intentionally left blank.

Oregon
Kate Brown, Governor

State Marine Board
435 Commercial St NE, Suite 400
PO Box 14145
Salem, OR 97309-5065
Main (503) 378-8587
Fax (503) 378-4597
www.BoatOregon.com

June 23, 2021

Michael McElwee, Executive Director
Port of Hood River
1000 E Port Marina Dr
Hood River, OR 97031

RE: Facility Grant 1691, Port of Hood River Marina
Replace boarding docks and abutments

Dear Mr. McElwee,

I am pleased to inform you that the State Marine Board approved $132,300.00 in dedicated Boating Facility Grant funds for the above referenced grant at is June 14, 2021, virtual meeting in Salem, Oregon.

Altogether, the Board awarded 16 grants obligating improvements worth over 1.6 million in dedicated state and federal recreational boater funds for boating improvements worth over $4.7 million. Your project, along with the other approved grants will help serve Oregon's boaters, encourage local tourism, and contribute to local economies.

A grant agreement is attached for your signature. Please sign, scan and email to this office for execution. An executed copy will be returned to you for your files. We are pleased to be able to enter into this partnership with you and look forward to the successful completion of this project. If you have any questions about this grant project contact Janine Belleque, Boating Facilities Manager at 503-378-2628 or email janine.belleque@oregon.gov.

Sincerely,

Larry Warren
Director

CC: Senator Chuck Thomsen
Representative Anna Williams
Daryl Stafford, Waterfront Manager
Boating Facilities
Business Services

Enclosures

This page intentionally left blank.

June 14, 2021

Item No. and Grant No. 1691

PROJECT IDENTIFICATION

Applicant Name: Port of Hood River
Applicant Contact: Michael McElwee, Executive Director
Project Name: Port of Hood River Marina
Boarding Dock and Abutment Replacement Project
Evaluation Score: 289

GEOGRAPHIC LOCATION

GPS Location: Latitude:45.712N; Longitude: - 121.502W
Waterbody and mile: Columbia River, river mile 169
Location: From I-84 take Exit 64. Turn north on Butler Bridge Rd. Turn left on E. Port Marina Dr.

NEED

The Hood River Marina has a variety of amenities that includes a two-lane boat ramp, boarding docks, short term tie-up dock, on water marine fuel station, pumpout and dump station, flush restroom, asphalt parking, marina, windsurfing/kiteboarding beach, picnic areas and trails. The location is a popular destination for cruising, sailing, windsurfing, kiteboarding, kayaking, stand up paddle boarding, and angling. The diversity of boating activities and site amenities attracts boaters to area.

This is the last of the 1970s era boating facility on the Columbia River Gorge to have concrete boarding docks. The concrete docks are in poor condition. The docks are tall and unless you have a very long inseam you cannot step onto them from the boat ramp. Instead, you must walk up the boat ramp to get onto the docks. This takes more time when loading, unloading launching and retrieving your boat. The abutments are severely cracked, joints and hinge connections are damaged and significant gaps and lips are barriers for accessibility.

The Port hired a consultant to design the left side of the docks to allow utility connections and smooth transition to the short-term tie-up docks. These docks will be wider than the standard six-feet boarding docks. The Port will use OSMB's standard design for the right side of the boarding docks.

Nearby Facility	*River mile-Location*	*Site Attributes*
Mayer State Park	River mile 181 East	2-lane boat ramp, boarding docks, vault toilet, 26 boat trailer parking stalls, overflow parking
Bingen Boat Ramp	4 miles Northeast	Washington facility

SUPPORT AND USE

Port of Hood River estimates 2,950 boaters use the Hood River Marina ramp and 500 moors overnight per year currently.

2017 Triennial Survey Data	232,787 total use days from I-5 Bridge to Bonneville 45,745 total use days from Bonneville to The Dalles

Port of Hood River identified boating activities taking place at Hood River Marina. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January							
February							
March							
April							
May							
June							
July							
August							
September							
October							
November							
December							

Other:

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	83		10		5			1		1		
Feb	83		10		5			1		1		
March	52	5	20	1	15	5		1		1		
April	47	5	20	1	20	5		1		1		
May	47	5	20	1	20	5		1		1		
June	47	5	20	1	20	5		1		1		
July	47	5	20	1	20	5		1		1		
Aug	47	5	20	1	20	5		1		1		
Sept	47	5	20	1	20	5		1		1		
Oct	80	1	10	1	5	1		1		1		
Nov	83		10		5			1		1		
Dec	83		10		5			1		1		

Public comment: A total of three (3) comments were received from the public for this project. All were supportive and expressed a desire to see safer boarding docks installed.

Type of Support	Source of Support
Marine Patrol	Email
Hood River Yacht Club	Email
Washington Department of Fish and Wildlife	Letter

APPROACH

The Port will follow their procurement practices to have the docks fabricated and delivered. Port staff will remove and dispose of existing boarding docks and abutments. A contractor will be hired

to install the abutments and boarding docks. Port staff will provide administrative oversight and consult with OSMB staff during the process.

EXPECTED RESULTS

Improved accessibility with the new boarding docks and improved efficiency when launching and retrieving a boat.

OBJECTIVES

Replace boarding docks and concrete abutments with ADA compliant docks.

USEFUL LIFE

The boarding docks have an anticipated useful life of 20-30 years based on documented useful life of similar construction in Oregon.

20-YEAR GRANT HISTORY

Biennium	*Scope*	*OSMB State & Federal Funds*	*All Match*	*Total Project Cost*
09-11	Replace pumpout and dump station	$10,022.50-BFG $30,067.50-CVA	$1,724.00-Port	$41,814.00
15-17	Replace fuel dispenser at fuel dock	$6,961.00-BFG	$6,961.05-Port	$13,922.05
17-19	Repair short term tie-up dock electrical boxes, reduce island sizes in parking area	$8,425.20-BFG	$7,635.77-Port	$16,060.97

BUDGET NARRATIVE

The budget is developed utilizing statewide and regional unit pricing that OSMB staff have collected and maintained for dock fabrication. The Port has hired a consultant to customize the boarding dock design for the left side of the docks for utilities and smooth transition to the short-term tie-up dock. In addition, the Port is providing labor and equipment to remove and dispose of the existing docks and administrative oversight. The Port will consult with OSMB staff during the process.

MATCH AND PARTNERS

Source	Amount	Percentage
Port-Administrative match	$24,696.00	8.4%
Port-Force account match	$9,250.00	3.1%
Port-Cash match	$127,646.00	43.4%
OSMB Boating Facility Grant Funds - State	$132,300.00	45.1%
Match Total	*$161,592.00*	*54.9%*
OSMB Total	*$132,300.00*	*45.1%*
Grand Total	*$293,892.00*	*100%*

FEES

Port of Hood River currently does not charge a fee at the Hood River Marina Ramp. The owner does not anticipate modifications to the user fees. Port of Hood River currently receives $6,100.00 in Maintenance Assistance Grant (MAG) and $900 federal Clean Vessel Act (CVA) funding which they match with a minimum of $4,066.67 in state and $300 in federal resources.

TIMELINE

Bid opening and contract awarded	October 2021
Fabrication and delivery of boarding docks	November 2021-March 2022
Site preparation by Port staff	March 2022
Contractor to install abutments and docks	April 2022
Project completed	May 2022
Final reimbursement submitted	June 2022

STAFF RECOMMENDATION

The boarding docks are approximately 50 years old. The docks are in poor condition, with lips, gaps and uneven surface that are barriers to accessibility. The Port will utilize standard boarding dock design for the right side of docks and customize the left for utilities and transition to the short-term tie-up docks.

Staff recommends the Board authorize Facility Grant 1691 in the amount of $132,300.00 Boating Facility Grant funds to match $161,592.00 of applicant match as identified in the budget. The total project cost is $293,892.00.

This page intentionally left blank.