

Other Stories *continued from page 1*

why the FAA has allocated \$3 million for upgrades in the next four years, and the Airport is in a positive position to receive another \$1.3 million from the State.

OneGorge We know that an effective way to advocate for legislation and projects that help the Gorge is to show collaboration and broad local support. And it's most effective if public agencies and private businesses advocate together. OneGorge provides the platform. Thanks to over 100 entities that have signed up and aided this effort.

Elected Officials The contribution by our state and federal elected officials over the past two years has been tremendous. Bottom line: The Nichols Basin path happened quickly because Rep. Walden and Sen. Merkley amended the federal WRRDA bill. Bridge replacement efforts were enhanced because elected officials from both states supported an amendment to the 2015 FAST Act. The bridge is FAST Act-eligible because State Rep. Johnson and Sen. Thomsen supported SB 1510. Well done.

Waterfront Safety River "rescues" occur often in summer. The Hood River Sheriff's Dept. and Marine Deputy Quintin Nelson do a great job with summer patrols of the waterfront. Their visibility increases safe boating behavior and they respond to a number of emergencies. But who most frequently responds when a kiter or windsurfer is in distress? Kiteboard schools, each with a wave runner and rescue protocols; and they are around most days in the summer.

David Meriwether County Administrator Meriwether is retiring in June. I have rarely met a public official with his combination of common sense, smarts and good nature, or who has earned such high respect from his peers. He has done a lot for this community in deed and in tone. I will also miss his Arkansas humor.

Facilities Staff Public works employees everywhere do remarkable work, often unnoticed - until a storm event or emergency occurs. The Port has eight employees who do a myriad of construction, repair and maintenance

projects. The bridge is always a big focus. Painting the centerline at 3:00 a.m.? Climbing the towers to change navigation lights? Overnight traffic control? Check. And many more. People say Port facilities have never looked better. They are the reason why.

There are other stories and many other individuals who have a positive impact on your port and deserve recognition. We hope to share more another day. ●

<p>PORT MEETINGS</p> <p>Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in its Boardroom at Marina Center Building (1000 E. Port Marina Drive). The Port welcomes your questions, comments and suggestions.</p>	<p>PORT DIRECTORY</p> <p>Commissioners Brian Shortt Fred Duckwall Jon Davies Rich McBride Hoby Streich Executive Director - Michael McElwee</p> <p>Contact Telephone..... (541) 386-1645 Fax..... (541) 386-1395 Email..... porthr@gorge.net www.portofhoodriver.com Newsletter Production - Pageworks Design, Inc.</p>
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Progress made toward Bridge Replacement

Although replacement of the Hood River Interstate Bridge is uncertain and in the distant future, important groundwork has been laid to bring the concept of a new bridge in this stretch of the Mid-Columbia a little closer to a reality.

This criterion boosts the Hood River Interstate Bridge's qualifications for funding. However, eligible bridge and highway projects in the program are required to be on the National Highway System (NHS). In 1997, the Washington legislature designated the area between SR-14 and the Oregon State line on the current bridge as part of the Washington State highway system. The portion of the Bridge in Oregon is not designated as part of the State Highway System.

"Whether the Port will apply for grant funds in the first round of funding or in subsequent rounds is unclear until we get more information, and evaluate our potential for success," explained Port Executive Director Michael McElwee. "It's important that the public knows we still have a long way to go, and under the most optimistic scenarios, bridge replacement could still be 10, 15 or more years away."

A major concern is the 40% local match requirement of the NSFHP grant program. To illustrate, a \$275 million project might qualify for a \$165 million grant, requiring a match of \$110 million. For a long time, the assumption has been that significant federal, state, and local financial partners would be needed for bridge replacement.

The Port currently presumes its first application for federal funding will

A significant opportunity opened up when projects in National Scenic Areas (NSA) were stipulated in a major federal transportation funding bill. The FAST Act (Fixing America's Surface Transportation Act) was signed into law last December, authorizing \$305 billion over the next five years. A section of the Act creates a new \$4.5 billion Nationally Significant Freight and Highway Projects (NSFHP) discretionary grant program and specifically states that projects located in NSAs are eligible.

"It's important that the public knows we still have a long way to go, and under optimistic scenarios, bridge replacement could still be 10, 15 or more years away."

essential for federal funding eligibility. Applications for the first round of funding are due April 14.

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Michael McElwee

The Port is engaged in a diverse range of projects and activities. Each week, it seems, there are new opportunities, challenges and initiatives to consider. The

annual report provides detail about some efforts, but there are many less visible. Here are a few of those other stories and recognition of some who have provided positive contributions.

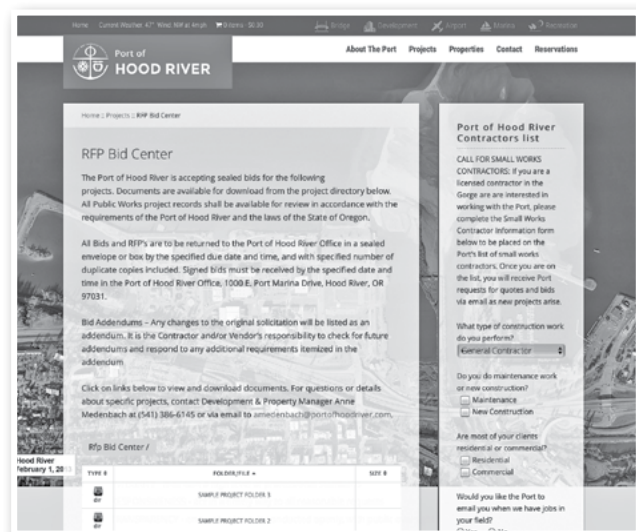
The City The Hook has been closed this winter for construction of a new sewer outfall. The City of Hood River has managed this challenging project well, and the contractor, Emery & Sons, has been stellar. The Port piggy-backed construction of a new path, seat wall and rigging area onto the City's work. Users of the Hook should be pleased by the changes.

Youth Sailing The Marina is increasingly becoming a hot spot for youth sailing. Jamie & Andy Mack (Gorge Junior Sailing), Lars Bergstrom (High School sailing team), and many at the Hood River Yacht Club have been passionate, positive leaders in this effort. Sailing is available to anyone, at little cost, and provides an exciting new focus of activity in the Marina. (Sign up for Gorge Junior Sailing through Community Ed.)

Airport Advisory Committee There is a committee for nearly everything, but the volunteer AAC, chaired by Jeremy Young, is one that provides particular energy, expertise and leadership in enhancing our small aviation jewel, the Ken Jernstedt Airfield. The work of the AAC and the success of WAAAM are reasons

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New Website *continued from page 1*



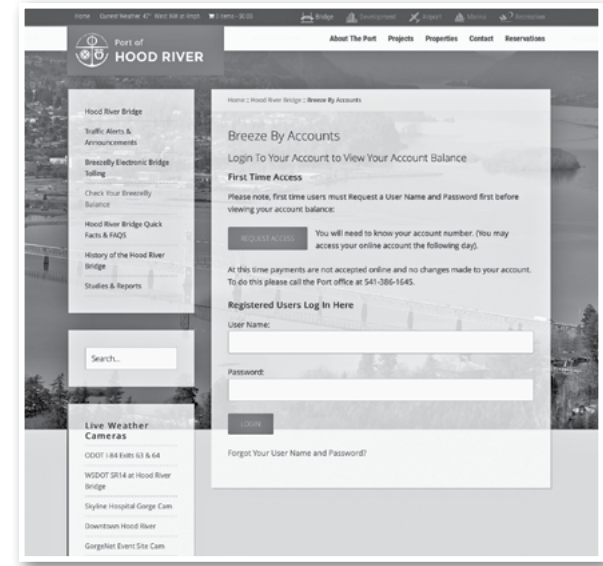
The Port's new website includes an RFP Bid Center with a sign-up form for contractors.

The new site's main navigation menu includes links for the Bridge, Industrial Development, Airport, Marina, and Recreation. The Bridge pages include traffic alerts and announcements, BreezeBy Electronic Tolling and general information. The Waterfront Recreation

section includes visitor information, links to Port-approved watersport schools and concessions, seasonal Event Site parking pass sales, upcoming events, current wind info, a live marine traffic map, and links to live weather cameras. The Airport section offers information on the Airport Master Plan, T-Hangar spaces, pilot information, and events. Marina pages include moorage information, Marina rules and regulations, cruise ship docking, information on the Marina Master Plan, waterfront access zone map, picnic shelter reservations and more. The Industrial Development pages include general information plus specific project data on activities like Lot 1 Development and Lower Mill Site Redevelopment.

Scholl expressed her appreciation to Holzman for completing the project on schedule and under budget, and also thanked Richard Hallman, Blaine Franger, and Judy Newman of WAAAM for their contributions of photography for the website.

Gorge Web Design offers fully customized website solutions that are easy to navigate and responsive to mobile, tablet laptop and desktop devices. ●



Soon, improved account access will be available to BreezeBy customers at portofhoodriver.com

Please visit our website and subscribe to our online Enews
PORT NEWS ONLINE
portofhoodriver.com

New Port Website offers improved function and design

The Port recently launched a redesigned website (portofhoodriver.com) with the help of local web developer Gorge Web Design. The new mobile-friendly site offers enhanced functionality and clean design, with a scalable framework for future expansion or updates.

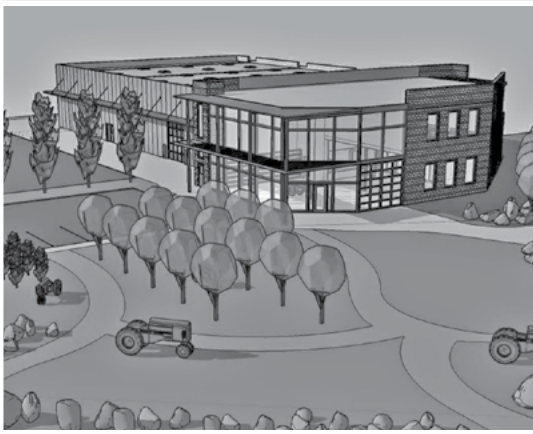
"Our primary objectives were to simplify the organization of the site to help people find information more easily, as well as expand transactional capabilities for our users," explains Genevieve Scholl, the Port's Communications and Special Projects Manager.

The new site has e-commerce features in place, such as online sales of Event Site season parking passes (available in May), and reservations booking of the Marina picnic shelter and Port conference room. Later this year, an interface with the new electronic tolling system software currently under development by P-Square Solutions will allow real-time BreezeBy account management.

Dee Holzman of Gorge Web Design relayed that the new site will also streamline email communications. In addition to BreezeBy customers' traffic alerts for bridge closures, subscribers may join a general interest or Port News list, and contractors can sign up to receive bid notifications in the new RFP Bid Center.



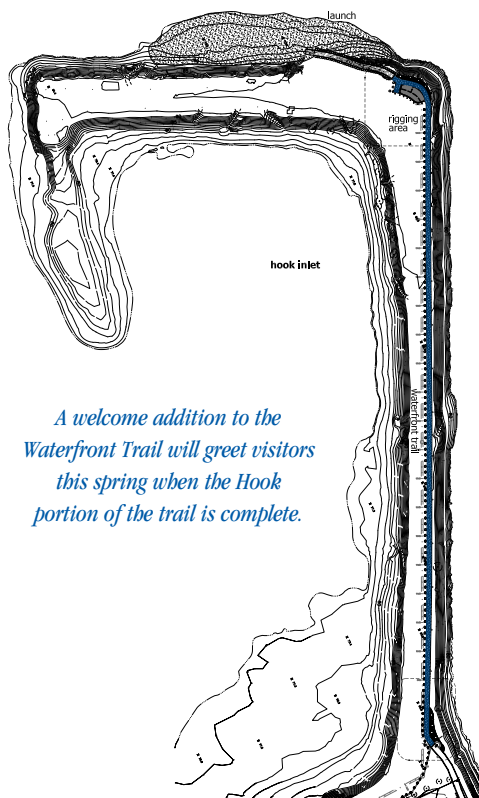
Please see New Website on page 4



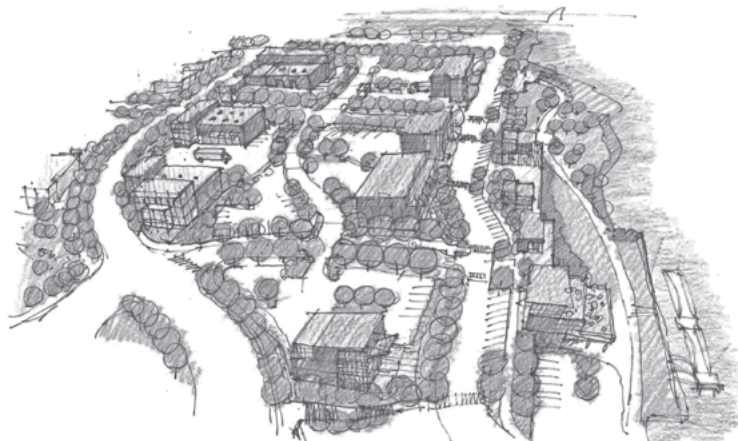
Sheppard's breaks ground

Construction begins this spring on a new waterfront building for Sheppard's, one of the oldest family-owned businesses in the Hood River Valley. C.M and W.O. Sheppard purchased 1.93 acres of land at N. 2nd Ave. and Riverside Drive in January for \$649,374 after fulfilling requirements of its Disposition and Development Agreement (DDA) with the Port.

The company plans to construct a 20,000 square-foot light industrial building for assembly, repair and sales of agriculture machine products. The project is moving along as scheduled, with substantial completion expected in late 2016.



A welcome addition to the Waterfront Trail will greet visitors this spring when the Hook portion of the trail is complete.



A Lot 1 development plan paves the way for a subdivision application to the City of Hood River.

Lot 1 Concept Planning Update

A development plan for Lot 1 is now complete, outlining critical considerations that include development goals and objectives, Lot 1's high visibility, preliminary construction cost estimates, and schedule. Walker|Macy completed the plan after a public process and visioning period balancing cost factors, funding options and community needs.

Design guidelines and job density requirements will be developed reflecting existing covenants. A center swath through Lot 1 is planned to serve as a view corridor from town to the river, with pedestrian access and vegetated storm water runoff treatment. At this time, the Port plans to maintain ownership of rights-of-way and lot leasing is assumed, although the Commission has yet to determine its lease/sell strategy.

This conceptual subdivision and infrastructure plan serves as a basis for the preparation of a subdivision application to the City of Hood River sometime this year. The Port will select a consultant to work on a subdivision application this spring, which will identify legal lots.

Hook Trail Project

Another major trail improvement is underway on Hood River's waterfront as the City and Port work toward the completion of the Hook Trail project. The City's sewer outfall relocation project will soon be complete, laying the groundwork for the City's portion of the Hook Trail project, which includes paving an asphalt extension of the existing trail; from the northwest corner of the Maritime Building to the northwest point of the Hook.

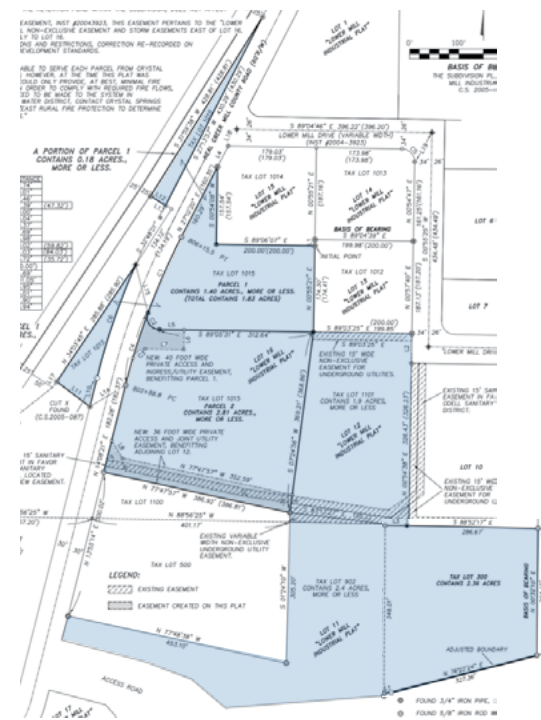
The Port's portion of the project includes construction of a synthetic turf rigging area, stone seat wall, and solar light bollards lining the asphalt path. Emery & Sons Construction Group is carrying out the work. A \$25,895 Oregon Parks and Recreation Department grant and a \$20,000 contribution from Hood River Valley Parks and Recreation District have helped fund the projects. The City's share of the project should be completed in late March, with the Port's portion finished later this spring.

Lower Mill Site redevelopment in progress

Three industrial lots will soon be available at the Port's recently acquired Lower Mill Site as progress continues on redevelopment on this M-1 (Industrial) zoned site.

After the recent purchase of 2.36 acres of neighboring land, the total site acreage is 12.36, sub-divided into lots ranging from 1.9 to 4.76 acres available for sale. Fill and grading work is 75% complete and will resume after two solid weeks of dry weather. The Port is now working on bringing utilities to individual lots, with onsite utilities out for bid this Spring.

For more information about the Lower Mill Site or other Port property available for lease, contact Anne Medenbach, Property & Development Manager for the Port of Hood River, 541-386-5116.



A Partition Plat of the Lower Mill Site identifies tax lots and parcel borders.

pFriem now sole Halyard tenant

pFriem Family Brewing is now the sole tenant at the Port's 20,000 square-foot Halyard Building on the Hood River Waterfront. The craft brewery has experienced rapid growth since opening in 2011 as the first Halyard tenant in one of four units.

Almost immediately, the company expanded into the neighboring suite, and added an outdoor patio. In 2015, the brewery took over Suite 103 when PocketFuel ceased operations, and early this year the company signed a lease for Suite 104 at Halyard when small manufacturing firm Real Carbon moved to the Port's Big 7 Building.

pFriem's expansion aids the brewery in boosting production capacity up to 20,000 barrels of beer annually. They are expecting to produce over 10,000 barrels this year, compared to their initial 1,500 barrel output in 2012. The extra space will help the company significantly expand production of barrel-aged ales. pFriem currently has 60 employees, and was recently named Oregon Brewery of the Year at the Oregon Beer Awards.



pFriem Family Brewing now fills The Halyard Building.

Lift Span repairs scheduled

A lift span inspection carried out on Nov. 20 resulted in damage to the bridge deck and span guides that must be repaired before the lift span can be raised safely. The USCG issued a Notice to Mariners about the lift span closure. Since the bridge crosses a federal waterway, the Port is obligated to take immediate and sustained actions to keep the lift span open.

HDR Engineering developed a plan to replace two damaged deck panels immediately north of the lift span as well as the two span guides, and share in the cost of repairs. The replacement deck panels have been fabricated at a cost of \$13,260 and delivered, with installation to follow the repair of span guides.

Span guides are affixed to the lift span at a total of eight locations, four at each end, providing lateral stability as the span is raised. Two lower span guides on the south end were damaged and must be replaced. HDR recommended the new span guides be fabricated to include rollers to allow for smoother movement as the lift span is raised, which adds about \$13,000 to the cost, but would result in smoother lift operations. Fabrication and installation of the improved span guides are estimated at \$66,000.

The Port has ratified contracts for the repairs, with night work scheduled to meet commitments with the USCG for lift span operability.

Bridge Replacement continued from page 1

address the need for an update to the Draft Environmental Impact Study (EIS), a final EIS, and preliminary engineering of a new bridge. If successful, a subsequent application would seek federal funds for construction, assuming future transportation legislation and monetary backing occurs. Staff is also preparing financing model assumptions for funding, and exploring options for revenue bonds for the next series of necessary projects. However, it is unlikely that the Port would own and/or manage a new bridge if one is constructed in the future.

The FAST Act provides at least six years of long-term funding certainty for surface transportation. Many state and local governments are eager to move forward with major transportation projects and competition will be intense. Despite great pressure to fund projects in large metropolitan areas, this new program recognizes federal involvement may be needed for infrastructure projects in NSA designated areas where strict use and development restrictions and increased visitation may impact communities. In fact, the FAST Act requires that 25% of the authorized \$305 billion be spent in rural areas.



Investigation continues into bridge allision

An insurance claim and supporting investigations continue for the Hood River Interstate Bridge allision, with the Port of Hood River devoting a significant amount of staff time and resources to assist in identifying the responsible party.

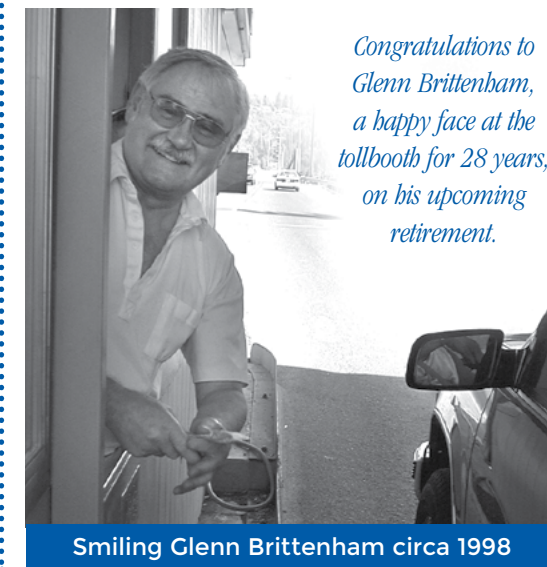
Port representatives believe the north lift span support of the Bridge was struck by a barge tow last September, resulting in damage to the concrete pier and cable connection points of the lift span. To date, engineering evaluations, a U.S. Coast Guard (USCG) investigation, and coordination with ACE, which provides insurance for the Bridge, are either complete or underway.

HDR Engineering has evaluated apparent damage to the lift span and pier concrete, including a tower survey, evaluation of the lift span structural, mechanical, and electrical systems, and preparation of a Lift Span Assessment Report. Past inspections provide baseline comparisons of the Bridge condition before and after the incident.

Key findings indicate there is concrete pier and lift span damage, the north tower is out of plumb, span guides are rubbing on guide rails, and there is socket slippage. Vibrations are severe at a full lift height.

David McCurry of HDR Engineering emphasized there is no danger for vehicular traffic on the Bridge. Short-term actions include repair of skew controls, deck seating, expansion joint gap, span guide systems and monitoring tower alignment. Cost for these short-term actions range from \$5,000-\$80,000. McCurry also recommended replacement or rehabilitation of the wire ropes in the next two to five years, with an estimated cost in the \$800,000 to \$1 million range.

ACE has assigned a subrogation team that includes a Portland adjustor and Seattle law and engineering firms to identify a party responsible for the damage. After contacting the USCG, the Port also took steps to aggressively pursue an investigation, retaining a law firm that hired a marine surveyor, accessed lock records, communicated with major Columbia River tow boat operators, and inspected some barges. Maritime traffic records have been obtained and closer scrutiny is underway in an attempt to identify the specific tow that may have impacted the Bridge.



Congratulations to Glenn Brittenham, a happy face at the tollbooth for 28 years, on his upcoming retirement.

Smiling Glenn Brittenham circa 1998

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