

PORT OF HOOD RIVER COMMISSION

Tuesday, March 7, 2017

Marina Center Boardroom

4:00 P.M.

Joint Work Session with Port of Cascade Locks Board of Commissioners

Joint public work session with the Board of Commissioners of the Port of Cascade Locks. Invitees include: Jess Groves, President; Brad Lorang, Vice President; Joeinne Caldwell, Secretary/Treasurer; Dean Bump, Commissioner; and John Stipan, Commissioner. Discussion topics will include: Proposed Legislation; Title 23 Briefing; Transportation Projects Funding Requests; Tolling Technology; FASTLANE II update; Region 1 ACT; OneGorge; and City, County, Ports Collaboration.

5:00 P.M. Regular Session Agenda

1. Call to Order
 - a. Modifications, Additions to Agenda
 2. Public Comment (5 minutes per person per subject; 30 minute limit)
 3. Consent Agenda
 - a. Approve Minutes of February 21, 2017 Regular Session ([Page 3](#))
 - b. Approve Accounts Payable to Jaques Sharp for Attorney Services in the Amount of \$7,494 ([Fred Kowell – Page 7](#))
 4. Reports, Presentations and Discussion Items
 - a. Hood River Valley Parks & Recreation District Dog Park Update ([Mark Hickok – Page 11](#))
 - b. Snow Removal, Emergency Response Crew Report ([John Mann – Page 13](#))
 - c. Summer Events on Port Properties ([Stu Watson – Page 15](#))
 5. Director's Report ([Michael McElwee – Page 17](#))
 6. Commissioner, Committee Reports
 7. Action Items
 - a. Convene Local Contract Review Board
 1. Approve Findings of Fact that Kapsch TrafficCom IVHS is a Sole Source Provider for Tolling Equipment for the Port of Hood River ([Fred Kowell – Page 41](#))
 8. Commission Call
-
9. Executive Session under ORS 192.660(2)(e) Real Estate Negotiations
 10. Possible Action
 11. Adjourn

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

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

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**Port of Hood River Commission
 Meeting Minutes of February 21, 2017 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.

Present: Commissioners Jon Davies, Fred Duckwall, Rich McBride (arriving at 5:35 p.m.), and Hoby Streich; Legal Counsel Jerry Jaques; from staff, Michael McElwee, Fred Kowell, Anne Medenbach, Genevieve Scholl, and Laurie Borton

Absent: Commissioner Brian Shortt

Media: None

1. CALL TO ORDER: A joint Work Session with the Port of Cascade Locks was noticed for 4:00 p.m. with Regular Session to begin at 5:30 p.m. The Work Session will be rescheduled when all Port Commissioners are available to attend. Vice President Fred Duckwall called the Regular Session meeting to order at 5:00 p.m.

a. Modifications, Additions to Agenda: Duckwall stated agenda items would be rearranged so that business requiring formal action would be deferred until the Regular Session meeting notice time of 5:30 p.m.

SPECIAL PRESENTATION (not on the agenda): A *Proclamation of Commendation and Appreciation* for Laurie Borton, who is retiring February 28, 2017, was read by Duckwall. Executive Director Michael McElwee stated Borton would be missed wished her the best in retirement. Borton was then presented with departing gifts.

5. DIRECTOR’S REPORT: Staff is in the process of determining the best way to fill the Marina Manager position, which may be combined with the Waterfront Coordinator position and during the interim those responsibilities are being assumed by Janet Lerner and Stu Watson, respectively. March will be a busy month with the PNWA Mission to Washington, D.C., spring planning, the Gorge(ous) Night Out receptions in Salem and Olympia, and Senator Merkley’s Town Hall visit to Hood River. Requests for SDC funds will be submitted to Hood River Valley Parks & Recreation for upgrades to the path under the Bridge and relocation of the dock behind the Maritime Building to Nichols Basin. Staff will provide details at the March 7 meeting regarding two different events being proposed on Port properties this summer—“OutFound,” which is a multi-day/venue event, and a high school water polo competition in the Nichols Basin. The South Taxiway project that is currently in design, which has a 10% local match, has been ranked fifth in the Priority 1 category on the state-wide list through the State Aviation Board’s COAR grant program and the Port’s request for \$103,500 is likely to be approved. Staff is working with a consultant to prepare a draft amendment to the Windmaster Urban Renewal Plan. The Port is seeking a \$200,000 commitment of funds from the URA for the airport’s North Ramp project. HDR Engineers will be onsite Wednesday to survey an overhead truss system that was damaged on or around February 10. The vehicle causing the damage did not contact the Port to report the incident. The Trump administration is expected to either cancel or significantly alter the required project criteria for the current round of consideration for FASTLane II. Should this occur this means the application submitted in late 2016 would need to be revised and resubmitted if or when new program guidelines are issued.

2. PUBLIC COMMENT: None.

3. CONSENT AGENDA:

- a. Approve Minutes of February 7, 2017 Regular Session
- b. Approve Accounts Payable to Jaques Sharp Attorneys at Law in the Amount of \$8,140.00

Motion: Move to approve Consent Agenda.

Move: Streich

Second: Davies, who cited a potential conflict of interest due to a client relationship with Jaques Sharp Attorneys at Law

Vote: **Aye:** Davies, Duckwall, and Streich

Absent: McBride and Shortt

MOTION CARRIED

6. COMMISSIONER, COMMITTEE REPORTS:

a. Marina Committee-- Laurie Borton, Marina Manager, provided a brief report on the February 16 meeting. Mike Petty, captain of the M/Y Pastime attended the meeting. When asked to comment on additional amenities that would benefit the boating community Petty responded that additional mooring buoys might be something to consider in the future. Updates were provided at the February 16 meeting regarding North C Dock electric efforts, Hood River Yacht Club lease renewal for a portion of the South Basin Dock, waterfront metered parking, and setting an agenda for the March 23 committee meeting with Peter Olmstead, US Army Corps of Engineers, for information on the permitting process.

4. REPORTS, PRESENTATIONS AND DISCUSSION ITEMS:

c. Financial Report for the Six Months Ended December 31 2016-- Fred Kowell, Chief Financial Officer, provided comments on FY 2016-17 second quarter financials. The snow and ice storms the past couple of months have affected both revenues and expenses and the impact will be shown in third quarter results, but he believes the financials will still be fine. Staff will need to stay focused on M&S as well as capital moving forward into spring. Kowell reported this will be a tight budget year with regard to capital outlay and any change orders with respect to capital projects that are underway or will be underway before the end of the fiscal year will need to be monitored. With a few exceptions, Kowell noted actuals are tracking to budget and any necessary adjustments can be made by fiscal year end.

b. Bridge Replacement Project Update-- A report on recent and next step efforts related to the bridge replacement project was provided by McElwee. The work of Genevieve Scholl, Communications & Special Projects Manager, consultant Steve Siegel, and state lobbyist firm Thorn Run were acknowledged for efforts supporting legislation (HB 2750 and HB 2749) that will help advance the project to construction phase. Commissioner McBride commented on discussion at a recent ODOT Region 1 ACT meeting stating the agency is now more in tune with the Port's bridge replacement efforts.

a. Bridge 30-Year Model and Near-Term Work Plan Update-- McElwee reviewed the February 17, 2017 draft of projects and cost estimates that provided a snapshot from the last year and a look ahead at the next three years. Information related to the allision had been removed and the payoff of revenue bonds also figures into the Plan. McElwee commented on the Bridge Signage Plan that is underway stating one piece of this plan is to have a dialogue with business regarding heavy truck crossings. McElwee stated the Plan will be finalized for further discussion at the March 21 Spring Planning work session regarding project recommendations that will result in near-term reliability and the justification of raising tolls based on the Plan, and that a decision point on a clear assumption of approaches will need to be made next year.

7. ACTION ITEMS:

a. Rescind Personal Services Contract with Kapsch TrafficCom IVHS, Inc. for Replacement of IDRIS and ETC Systems Approved December 13, 2016: Legal counsel advised the contract should be written as a Goods and Services contract rather than a Professional Services contract, and needs to be approved as a sole source contract under findings brought to the Local Contract Review Board that will be brought to the Commission at the March 7 meeting.

Motion: Move to rescind contract with Kapsch TrafficCom IVHS Inc. for the replacement of IDRIS loops and ETC systems for an amount not to exceed \$281,579 that was approved at the December 13, 2016 meeting.

Move: Davies

Second: McBride

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

MOTION CARRIED

b. Approve Contract with Griffin Construction for Installation of Bifold Door on the Maintenance Hangar at the Airport Not to Exceed \$30,130: Anne Medenbach, Development & Property Manager, reported one door had been replaced about five years ago and now the second door is failing. While the door’s support beam has been enhanced and the roller mechanisms have been refurbished the door still does not open correctly. Griffin Construction, who has successfully completed multiple projects in the past for the Port, submitted a proposal for hard costs but is unsure of the timeline. The contract is currently based on 160 hour; if contract hours increase Griffin Construction must receive Port approval through a contract amendment.

Motion: Move to approve contract with Griffin Construction LLC for installation of bi-fold door on the Maintenance Hangar in an amount not to exceed \$30,130.

Move: McBride

Second: Streich

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

MOTION CARRIED

c. Approve Contract with Vista GeoEnvironmental for Engineering Services Related to Wetland Mitigation at the Lower Mill and Airport Not to Exceed \$39,150 : Medenbach reviewed the clarified work scope for civil engineering services to prepare a grading plan for a wetland mitigation at the Lower Mill site and a grading plan soil placement at the Ken Jernstedt Airfield. The proposal from Vista GeoEnvironmental includes engineering, bid specifications permit processes and pre-bid management for both phased projects. On-site project management will be included with a future proposal once construction contracts are in place. Surveys are not included with the current proposal.

Motion: Move to approve contract with Vista GeoEnvironmental Services LLC for civil engineering services (at Lower Mill and the Airport) in an amount not to exceed \$39,150 plus reasonable reimbursable expenses.

Move: McBride

Second: Davies

Discussion: Streich cited a potential conflict as Vista GeoEnvironmental is one of his project engineers.

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

MOTION CARRIED

8. COMMISSION CALL: None.

9. EXECUTIVE SESSION: Regular Session was recessed at 6:30 p.m. and the Commission was called into Executive Session under ORS 192.660(2)(e) Real Property Transactions.

10. POSSIBLE ACTION: The Commission was called back into Regular Session at 6:45 p.m. No action was taken as a result of Executive Session.

11. ADJOURN: The meeting was adjourned at 6:45 p.m.

Respectfully submitted,

Laurie Borton

ATTEST:

Fred Duckwall, Vice President, Port Commission

Jon Davies, Secretary, Port Commission



Prepared by: Fred Kowell
Date: March 7, 2017
Re: Accounts Payable Requiring Commission Approval

Jaques Sharp	\$7,494.00
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Attorney services per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE	\$7,494.00
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RECEIVED
MAR 03 2017
BY: _____

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

Page: 1
March 02, 2017
Account No: PORTOHAM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
MISCELLANEOUS MATTERS JJ					
580.00	300.00	0.00	0.00	-580.00	\$300.00
CONSTRUCTION CONTRACT					
300.00	0.00	0.00	0.00	-300.00	\$0.00
ORS 777 CHANGES					
0.00	40.00	0.00	0.00	0.00	\$40.00
LEASE (Pfriem Brewing)					
20.00	0.00	0.00	0.00	-20.00	\$0.00
ODELL PROPERTY					
380.00	260.00	0.00	0.00	-380.00	\$260.00
AIRPORT HANGER LEASE (Pfriem)					
20.00	0.00	0.00	0.00	-20.00	\$0.00
LEASE (Peterson Construction)					
0.00	114.00	0.00	0.00	0.00	\$114.00
LEASE (Cloud Cap Technology)					
20.00	840.00	0.00	0.00	-20.00	\$840.00

HOOD RIVER, PORT OF

Account No: Marcl
POI

Previous Balance	Fees	Expenses	Advances	Payments	Balance
BRIDGE SPAN GUIDE REPLACEMENT CONTRACT					
20.00	0.00	0.00	0.00	-20.00	\$0.00
WATER ISSUES ODELL (Crystal Springs Water District					
0.00	20.00	0.00	0.00	0.00	\$20.00
BRIDGE REPLACEMENT 2016 (ODOT/WDOT)					
3,460.00	1,220.00	0.00	0.00	-3,460.00	\$1,220.00
AIRPORT DEVELOPMENT (
20.00	620.00	0.00	0.00	-20.00	\$620.00
PROPERTY SALE (
60.00	240.00	0.00	0.00	-60.00	\$240.00
CRUISE SHIP DOCK AGREEMENT					
480.00	0.00	0.00	0.00	-480.00	\$0.00
SOUTH RUNWAY PROJECT					
0.00	80.00	0.00	0.00	0.00	\$80.00
LEASE (Scorpius KTM, LLC & William Sullivan)					
20.00	0.00	0.00	0.00	-20.00	\$0.00
TOLLING SYSTEM UPGRADE (Kapsch Traffic Com Corp)					
2,720.00	3,580.00	0.00	0.00	-2,720.00	\$3,580.00
AIRPORT LIGHTS (Airside Solutions Inc)					
20.00	0.00	0.00	0.00	-20.00	\$0.00
ROOF ENGINEER CONTRACT (Kevin Cooley)					
0.00	40.00	0.00	0.00	0.00	\$40.00
DIRT FILL CONSULTANT (Vista GeoEnvironmental Svcs)					
0.00	40.00	0.00	0.00	0.00	\$40.00
WETLAND CONSULTANT (Schott & Associates, Inc.)					
0.00	60.00	0.00	0.00	0.00	\$60.00
CONTRACT (Airport Hanger Door)					
0.00	40.00	0.00	0.00	0.00	\$40.00
MARINA FUEL CONTRACT (HR Chevron)					
20.00	0.00	0.00	0.00	-20.00	\$0.00
<u>8,140.00</u>	<u>7,494.00</u>	<u>0.00</u>	<u>0.00</u>	<u>-8,140.00</u>	<u>\$7,494.00</u>



Prepared by: Stu Watson
Date: March 7, 2017
Re: HRVPRD Dog Park Update

Hood River Valley Parks & Recreation District (HRVPRD) Director Mark Hickok will attend the meeting to provide and informational update on the proposed development of a Dog Park on Port property near the city sewer treatment plant.

RECOMMENDATION: Informational.

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Prepared by: John Mann
Date: March 7, 2017
Re: Snow Removal, Emergency Response
Crew Report

The 2016-17 winter season has been remarkable in a number of ways and presented unique and robust challenges for the Facilities and Maintenance Department. Facilities Manager John Mann will attend the meeting and provide a report highlighting the significant events.

RECOMMENDATION: Informational.

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Prepared by: Stu Watson
Date: March 7, 2017
Re: Summer 2017 Major Events

Two groups have approached the Port about use of facilities for new events of significant scale. The following is a brief summary of each.

OutFound Series: For this “adventure sports and outdoor innovation festival,” organizer Antonio Aransaenz and co-founder Drew Neumann have reserved Marina Green, Marina Park, Nichols Beach, the Hook, Lot 1 and the Event Site from June 6-12 for a four-day festival to run June 8-11. The planned event is reminiscent of the Gorge Games, except that event activity would be focused entirely on Port facilities (except for camping at the Fairgrounds); the Gorge Games involved activity dispersed to outlying venues. OutFound will involve business presentations, a startup competition with cash prizes and sponsorships to winners, windsurf and kiting competitions, workshops, films and nightly music “by leading indie bands from the USA and beyond.” They have engaged Chad Sperry of Breakaway Promotions as event manager.

They will offer a series of presentations by sport pioneers and outdoor product entrepreneurs, and a trade show venue. Their web site invites participation in the following categories: paddle sports, wind, bike, land, surf, skate, wake, yoga, tech, lifestyle, health, travel, nature, nonprofit. The web site notes that it is an “invite only” event, and tells viewers to check back for updates in February 2017.

Organizers have placed a \$500 deposit and met with Port staff to address questions that would help shape event plans. Staff has requested fully details plans, due by May 1 along with the first payment of \$5,000 toward the total \$14,500 balance due.

Oregon Open Water State Championships (Water polo): Organized by Hood River Valley High School water polo coaches Dave Robinson and Kellie Dunn, this event is modeled on other outdoor water polo tournaments staged, for example, in mountain lakes such as Shaver Lake northeast of Fresno in Calif., and the Willamette Valley TruWest Open Water tournament at Foster Lake near Sweet Home. In preliminary discussions, organizers hope to enlist 16 to 32 teams to compete over three days (Aug. 25-27), on two temporary courts configured along the seawall at the west side of the Nichols Boat Basin.

They hope to set up bleachers on the parking pad, and organize a group camp at the Marina Green. Port staff has been working with them to address dock capacity so they can support referees along one side of each court. We have prepared a request to Hood River Valley Parks & Recreation District for a budget allocation from SDC funds that might offset purchase of floating docks that could help with the tournament, but also expand capacity for paddle sports access to the river at the basin.

OTHER EVENTS:

March 6-April 30 – Hood River Youth Lacrosse practice and Saturday games, Marina Green

March 24-26 -- High school Yacht Club Regatta, Event Site

May 20 – First of Gorge Cup Windsurf Race Series, Event Site

June 2-3 – Hood 2 River Relay, Marina Green

June 6-12 (event June 8-11) – OutFound Series, various sites (per above)

June 23-25 – CGWA Beach Bash, Event Site, Swap Meet at Jensen West Lot.

July 14-16 – KB4C, Event Site

July 17-22 – Paddle Festival, Marina Park

Aug. 25-27 – Oregon Open Water State Championships (water polo), Nichols Basin

Sept. 4 – Cross-Channel Swim, Marina

Sept. 24 – Pints to Pasta, Marina Green

Oct. 9-17 (event Oct. 13-15) – Harvest Festival, Event Site, Lot 1 parking

Oct. 21-22 – Columbia Gorge Marathon

RECOMMENDATION: Informational.

Executive Director's Report

March 7, 2017

Staff & Administrative

- Laurie Borton's last day was February 28. A celebratory staff lunch was held on February 23.
- We are in the process of advertising for a combined Marina Manager/Waterfront Coordinator position. The intent is to fill the position by May 15, 2017. Janet Lerner will fill the role of Interim Marina Manager and Stu Watson will fill the position of Interim Waterfront Coordinator until the combined position is filled.
- A reminder that the Spring Planning Meeting is scheduled for March 21 beginning at 12:00 noon. Attached is a draft agenda for the meeting. Changes or modifications are welcome.
- The March Commission calendar is attached.
- Genevieve and Anne attended the Skamania County Economic Development luncheon in Stevenson on February 22. Representative Jaime Herrera-Beutler was the keynote speaker, and Genevieve was able to thank her for her work on the FAST Act and for her support of our FASTLANE application.
- Genevieve attended the Oregon Public Ports Association quarterly meeting in Salem March 2.
- U.S. Senator Jeff Merkley will hold a town hall in Hood River on Saturday, March 4. At the time of printing, Commissioners Shortt, Davies, McBride, and myself were planning to attend.

Recreation/Marina

- With the better weather, we will resume efforts to identify and address the GFCI breaker problem on C Dock North.
- Interim Waterfront Coordinator Stu Watson has prepared the attached requests to Hood River Valley Parks & Recreation for allocations of SDC fees. Such funding could help with multiple small projects.
- The Hood River County Prevention Department (HRCPD) has again approached the Port about adding language to our Ordinance 24 to prohibit tobacco use on Port properties. In 2015 the Commission approved a policy prohibiting the use of tobacco on Port property but refrained from an outright prohibition on tobacco use in outside spaces, due to the challenge of enforcement. Now, Police Chief Neal Holste has stated that

Police could enforce only if such a ban was stated in Port ordinance. Staff seeks Commission direction on next steps with this matter.

Development/Property

- The Waterfront Parking Committee met on February 24. The group agreed to prepare a Memorandum of Understanding to guide a collaborative effort to address waterfront parking issues. I am working on that MOU with City Manager Steve Wheeler. The next meeting is expected to be held at the end of March. It appears highly unlikely that a comprehensive parking plan will be implemented in 2017. However, I am continuing to work on the possible addition of parking meters on Port property. Enforcement is the primary challenge.
- The next meeting of the Waterfront Recreation Committee is March 8 at 12:00 noon.
- Architect Liz Olberding is preparing alternative diagrams for allocation and potential upgrades of space in the Port Office Building. Options will range from “As Is” to modest expansion into the garage space. This work has raised important questions about the amount of future space that will be necessary for temporary staff, filing, break room, alternative meeting rooms, and other program elements as well as cost. Liz is obtaining input from all staff and this has resulted in a good dialogue about Port operations. The concept plans will be brought to the Commission for discussion, likely in April.
- Bidding season is upon us. Anne will put the spring paving projects, Jensen Building re-roof, and other capital improvements out to bid in March and April.

Airport

- We have not yet received final word on our \$103,500 COAR grant program request.
- The FAA has indicated that the compensatory wetland required as part of the Connect VI project must be constructed at least three miles off Airport property. This is a significant change and will increase the cost of the project, especially if land has to be acquired. Anne is looking at various possible locations on existing Port properties and is seeking a different decision from the FAA.
- Progress is being made on the draft amendment to the Windmaster Urban Renewal Plan seeking \$200,000 for the Connect VI project local match requirement. I have discussed our approach with County Administrator Jeff Hecksel and he is supportive.

Bridge/Transportation

- HDR has inspected damage to the overhead truss system of the lift span. Damage is more extensive than previously thought. See the attached inspection report from HDR. Engineered repairs will be required, although the total cost is not yet known. We are considering adding this work to the Auxiliary Truss Project which will be advertised for bid in March. On Friday, March 3, the lift span will be raised to ensure there is enough

clearance and to carry out some initial repairs. The Coast Guard has been notified that the lift span is non-operational until clearance is verified.

- Legislative advocacy efforts on the two draft bills related to bridge replacement continue. Our bills have been assigned to the House Transportation Policy Committee and a hearing is expected to be held sometime in March. I have prepared an editorial regarding the need for Bridge Replacement for publication in local newspapers that should run in March.
- Steve Siegel and I met with WSDOT officials on February 27 in Vancouver. They remain supportive of our efforts.
- The Gorgeous Night in Salem reception is coming up Thursday, March 9. Genevieve reports she expects good attendance from legislators and their staff in Salem and Gorge area partners are stepping up enthusiastically to participate and support the event. If you plan to attend, please let her know. Also note that the Gorgeous Night in Olympia was rescheduled to March 23.

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Port of Hood River
FY 17/18 Spring Planning Work Session
 March 21, 2017
 12:00 p.m.

Commission Conference Room
 1000 E. Port Marina Drive

Agenda

- | | | |
|-----------|--|-----------|
| 1) | Welcome & Introductions <i>(Brian Shortt, Commission President)</i> | (5 min.) |
| 2) | Summary Comments <i>(Michael McElwee, Executive Director)</i>
<i>Summary of key financial and project issues for FY 17/18.</i> | (10 min.) |
| 3) | Financial Policies & Assumptions <i>(Fred Kowell, Chief Financial Officer - Insert)</i>
<i>Review Port financial policies, summarize current financial condition and performance measures.</i> | (30 min.) |
| 4) | 10-Yr. Financial Projections
<i>Review key budget assumptions, discuss key project areas, and review draft 10-year financial model, updated with staff's FY 17/18 budget assumptions.</i> | |
| | A. Key Issues | (90 min.) |
| | 1. <i>Near-term Bridge Repair Needs (McElwee)</i> | |
| | 2. <i>Long-term Bridge Replacement (Scholl/McElwee)</i> | |
| | 3. <i>Toll Rate Increases (Kowell)</i> | |
| | 4. <i>Development Priorities (Medenbach)</i> | |
| | 5. <i>Airport Development (Medenbach)</i> | |
| | 6. <i>Waterfront Improvements (Watson/Scholl)</i> | |
| | 7. <i>Federal, State Advocacy & OneGorge (Scholl)</i> | |
| | B. Review 10-Yr. Financial Model <i>(All - Insert)</i> | (90 min.) |
| 5) | Other | |

Adjourn Work Session and Open Regular Session

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Commission Calendar - March 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																											
			1	2	3	4 Merkley Town Hall																																																																																											
5	6	7 Commission Mtg POCL work session 4pm	8 WF Rec Cmte: 12 noon	9 Gorgeous Night in Salem 5pm	10	11																																																																																											
12	13 URA Board Mission to DC McElwee, Shortt	14 Mission to DC McElwee, Shortt	15 Mission to DC McElwee, Shortt	16 Mission to DC McElwee, Shortt	17	18																																																																																											
19	20 KIHR Radio, 8am	21 SPRING PLANNING Noon (w/lunch) and Regular Session to follow	22 OneGorge 3pm Location TBD	23 Gorgeous Night in Olympia Marina Committee 8am Gorge Innoventure w/ Peter Olmstead, USACE Airport Committee 2pm at WAAAM	24	25																																																																																											
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**INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA**

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • portofhoodriver.com • Email: porthr@gorge.net

March 2, 2017

Mark Hickok, District Director
Hood River Valley Parks & Recreation District
Hood River Aquatic Center
1601 May Avenue
Hood River, OR 97031

Dear Mr. Hickok:

The Hood River Valley Parks & Recreation District and the Port of Hood River have a long history of successful collaboration on waterfront recreation facilities development.

Now, the Port of Hood River requests that Parks & Recreation consider an allocation of SDC funds to support one or all three of the attached new waterfront recreation facilities projects located on Port properties. Each is designed to enhance recreation along the waterfront and address opportunities to serve two different user groups – self-propelled water craft users (SUPs, kayaks, etc.), and bicyclists.

Each project would also increase recreational access to the water and enhance bicycle and pedestrian access along the waterfront.

Thanks for your consideration of our request.

Respectfully,

Michael McElwee
Executive Director

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West Nichols Basin Funding Request 1: Dock Expansion



As part of the recent, extensive improvements to the Waterfront Trail, the Port now manages the Nichols Basin West Edge, a grassy park space featuring a small sandy beach at the north end and a parking/concessions area to the south that connects to a small dock serving water users. The concessions are supports two summer season vendors, Columbia Gorge Kayak School and Dhaba Dhaba, a food cart serving Indian food.

The Port seeks HRVPRD funding support to augment the small dock with a concrete dock (shown above) that is owned by the Port but not currently in use; now stored at the Maritime Building, to expand recreational access.

Project: Relocate the 30-foot concrete dock to Nichols Basin and anchor (see location diagram next page).

Benefit: Expanded year-round water access for river users who do not wish or find it difficult to launch into the wind and swell conditions along the Columbia. This group includes kayak, canoe, stand-up paddle craft, scullers, and the like. This 30-foot dock section would expand capacity to support other activities in the Basin, including a proposed summer water polo tournament.

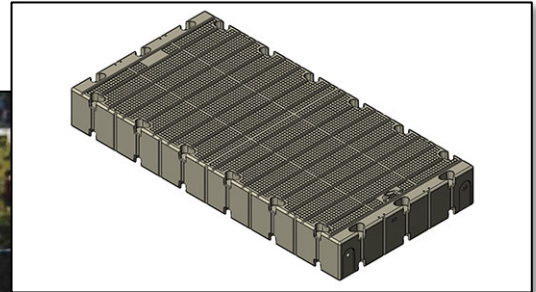
Estimated cost: \$8,000 - 9,000.



Aerial photo of the Nichols Basin, showing the existing dock with the proposed addition of a 30' concrete section.

West Nichols Basin

Funding Request 2: Modular Floats



There is a need for additional, modular floating dock sections at the Nichols Basin to increase the existing dock space. The significant growth of non-wind-related water sports use along the waterfront has created new demand for safe, secure put-in options. Interest has also grown around other in-water activities at the Nichols Basin location, specifically, a summer outdoor water polo tournament.

Project: Install modular floating dock sections to provide additional dock footage and kayak launch ramps.

Benefit: Expanded capacity to serve non-wind sport water users including people using standup paddleboards, kayaks, canoes and inflatables. Extra floating surface would also support occasional use for organized sports, including a planned water polo tournament, and spinoff activities such as canoe polo.

Estimated Cost: \$10,500

- EZ Dock (Spokane, WA; Woodburn dealer; see above):
 - Section shown dimensions are 10'Lx5'Wx15"H
 - Nine sections = 90' (25m = 82'), sufficient to provide sideline referee support for one water polo court.



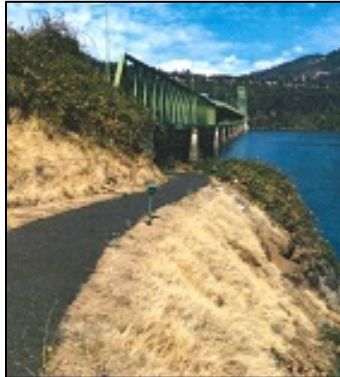
Linear configuration would support polo courts.



Flexible configuration would distribute launch activity.

Waterfront Trail, Eastern Section

Funding Option 3: Bike Trail Safety Upgrades



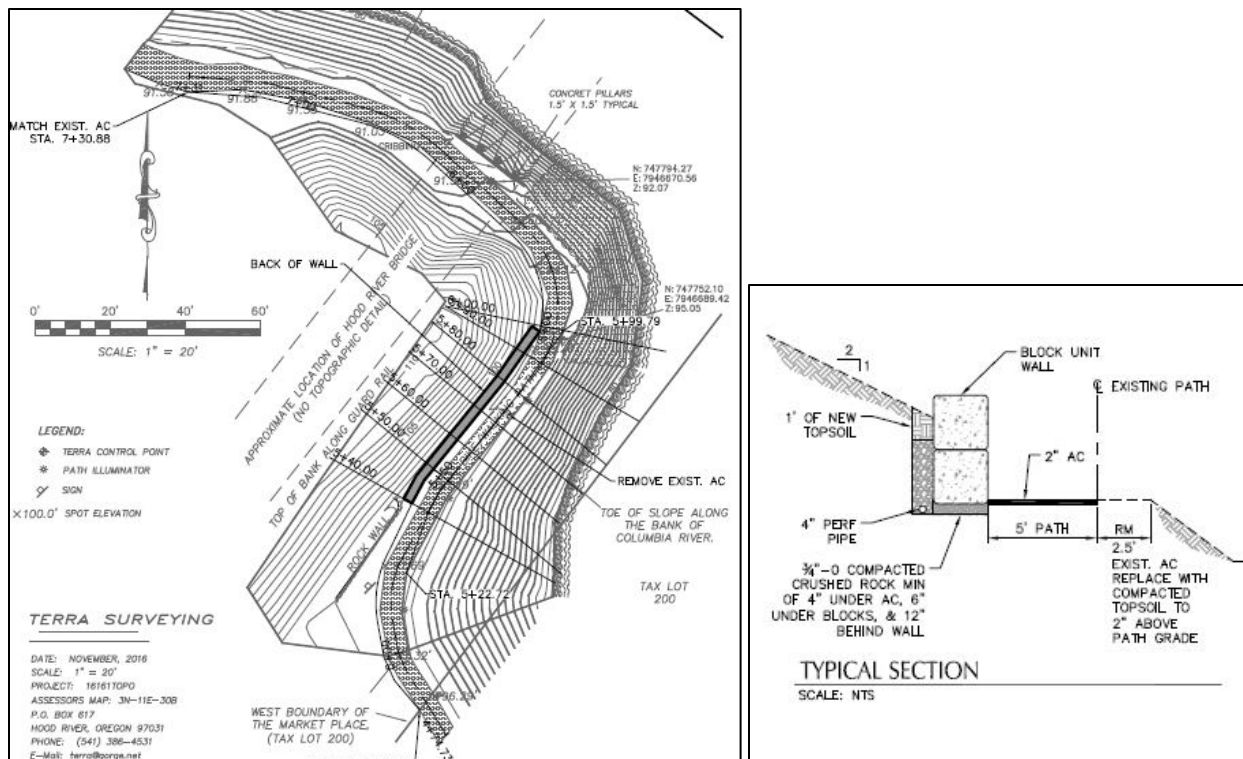
The Port is completing design, cost estimates, and contractor selection for upgrades to a stretch of the Waterfront Trail that extends from just north of the Port office building, beneath the Hood River Interstate Bridge, and east to its connection with the segment of trail that is on Best Western Hood River Inn property.

The project involves widening the trail beneath the bridge and resurfacing that section to enhance safety for users.

Project: Safety upgrade and improvements to a unique community asset serving bicyclists.

Benefit: Greater trail width will increased capacity and enhanced safety for cyclists.

Estimated Cost: Total project cost is \$15,240. SDC share request: \$7,500.



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Memo

Date: February 23, 2017

Project: POHR Bridge

To: Michael McElwee, Fred Kowell, John Mann

From: Mark Libby

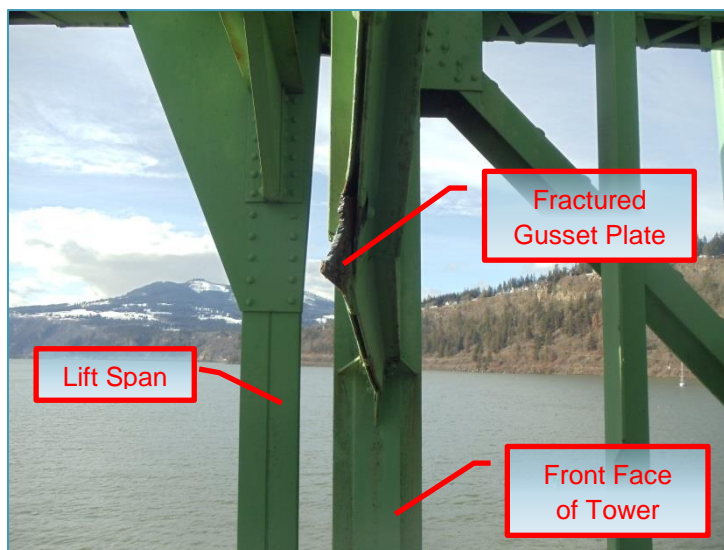
Subject: **Bridge Impact Assessment**

Background:

HDR was notified on Friday, February 17th, 2017 about a recent impact to portal bracing on the north tower. The situation was deemed non-critical and Port crews removed the loose cross-brace member.

Field Notes:

On Wednesday, February 22, 2017, I visited the damaged areas with Port staff (Louie) via a manlift. The front face (vertical leg) of the north tower had been impacted in the southbound direction at the joint of intersecting members. The gusset plate connecting the bottom horizontal strut had been fractured through. The other end of the connection (above the northbound lane) had been cut off with a torch to remove the dangling member (dbl 4x3x5/16 angles) by Port staff. The northbound side of the portal frame looks to be only slightly deflected whereas the southbound side appears to be deflected toward the lift span approximately 3" to 3 1/2". The bent portion of the remaining gusset plate sticks out an additional 1/2" to 1". Clearance for lift span operation could not be confirmed but the deflected member is potentially in conflict with the lift span.

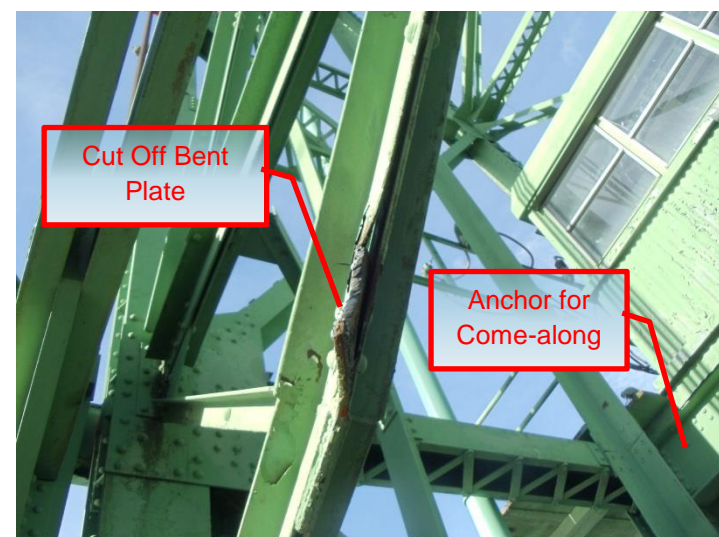
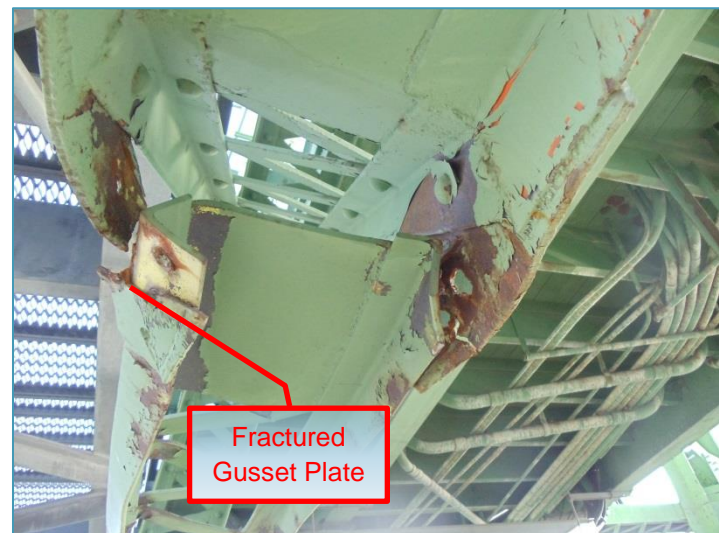


The portal bracing of the back face (sloped leg) of the tower also appeared to have recent impact damage so we looked a little closer at it. While there appear to be numerous previous impacts to these members, the joint over the southbound lane has fractured gusset plate and severe distortion to the back 2 ½ x 3 ½ angle and gusset plates. The bottom horizontal strut appears to have been impacted numerous times and many of the lacing bars are buckled. The fractured gusset plate does appear to have some corrosion on it so some, or all, of this fracture may be from a previous incident. It appears that only the weld at the end of the south gusset plate is holding up the horizontal strut at the west end.

Recommendations:

The best way to determine if an operational conflict with the lift span actually exists is to do a test lift, up to close proximity of the deflected portal bracing. Alternative method would be to hang a plumb bob from the deflected member, however wind conditions could complicate this method. The short term remedy to restore the clearance is to cut off the bent portion of the remaining gusset plate with a cutting torch and to pull the bent member back using a chain come-along anchored to the beam under the edge of the operator's house. These actions should be able to be completed by Port staff under temporary traffic control conditions.

Additional evaluation of the truss portal bracing and a longer term repair should be undertaken. Installation of an early warning detector for over-height vehicles should be considered to help prevent future incidents of impact damage to the bridge.



Additional Photos:



Field weld of fractured gusset plate.



Buckled angles at vertical gusset plate at tower leg.



Bent/fractured gusset plate and buckled angles.



Alignment of eastern half (NB lane) of portal bracing.



Deflected members from above.



Portal damage at back face of tower.



North face of fractured gusset at northernmost portal.



South face of fractured gusset at northernmost portal.



Horizontal strut at northernmost portal (back face of tower).

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Prepared by: Fred Kowell
Date: March 7, 2017
Re: Local Contract Review Board

During the December 13, 2016 meeting, the Commission approved a Professional Services Contract (“PSC”) with Kapsch TraffiCom IVHS Inc. for the replacement of the IDRIS loops and transponder readers. After legal review, and considering the new contract rules and regulations, Port legal counsel advises that the Kapsch contract should be in the form of a Good & Services Contract. The original PSC was therefore rescinded during the February 21, 2017 board meeting.

In addition, the Kapsch contract may be considered a sole source contract if the “Findings of Fact” support the contract being such. Since the attached Findings of Fact support such a requirement, the Local Contract Review Board must be convened for discussion and approval of such Findings of Fact before the publication of such a sole source contract can take place.

If the Local Contract Review Board accepts and approves the attached Findings of Fact, Port staff will publish in the local newspaper the proposed contract with Kapsch with a waiting period of seven business days for comment or response. If there are no responses to the publication within seven business days, the contract draft will be finalized between Kapsch and the Port and then brought back to the Board for approval.

RECOMMENDATION: Approve the Findings of Fact that Kapsch TraffiCom IVHS is a sole source provider for tolling equipment for the Port of Hood River.

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**PORT OF HOOD RIVER
LOCAL CONTRACT REVIEW BOARD**

Findings of Fact required under ORS 279B.075 for sole-source procurement:

(a) Compatibility. The efficient utilization of existing Supplies and Services requires the acquisition of compatible Supplies and Services from only one source. For example, compatibility may be implicated when: Supplies are required to directly interface with or attach to equipment of the same manufacturer and no other manufacturer's Suppliers will correctly interface with existing equipment; or when Services such as maintenance, warranty, project management, or systems integration are required to interface or integrate with existing Supplies and Services.

(b) Exchange of Software or Data. Specific Supplies and Services, which are available from only one source, may be required for the exchange of software or data with other public or private agencies. This finding may be particularly applicable when the Supplies and Services involve assets such as copyrights, patents, trademarks, and trade secrets.

(c) Pilot or Experimental Project. This section does not apply to us.

(d) Other Findings that support the conclusion that Supplies and Services are available from only one source. These may include but are not limited to considerations of: unique design, availability, geographic location, exclusive authorized representative, cost of conversion, and warranty services.

Overview

The Port of Hood River (POHR) collects tolls on the Oregon side of the Columbia River through a four lane toll plaza. Tolls are based on the number of axles on the vehicle. Two lanes are electronic tolling control (ETC) dedicated while the two inner lanes are mixed mode lanes. The ETC system is comprised of TransCore 2110 Series Readers, TransCore antennas and transponders (non-transferable), IDRIS loops, lane controllers, gates, a diesel operator generator, and a fiber connection from the toll plaza to the server located in the office building. Vehicle classification is performed as the vehicle exits the toll area.

The mixed mode lanes collect tolls electronically, in cash or through a paper system by which tickets are sold by the agency. Vehicle classification for non-electronic patrons is performed by the toll collector as the vehicle enters the toll zone to make payment.

ETC equipment is approximately 10 years old and is several generations behind what is available today. Transponders are costly (currently \$15 for non-transferable transponders with transferable transponders costing \$30).

While the ETC equipment has reached its useful life, it is still functioning adequately but shows signs of deterioration in capturing the relevant data in order to process tolls. However, updated lane hardware will improve performance and mitigate the ultimate failure of the current system. Vehicle identification and classification, if used, will enhance and integrate with the multi-protocol readers that now function

with less expensive transponders which can be issued to customers without the need for a transponder swap. In addition, with the multi-protocol readers, the customer base can be expanded to include customers from other agencies who hold different protocol transponders.

Goals and Objectives

POHR is currently in the process of migrating our existing tolling software to a stable environment. We have contracted with a software developer firm to provide a new back office system and new in-lane software. In concert with this effort, POHR will replace our aging and deteriorating in-lane equipment. The goals and objectives for the replacement are:

- Modernize the in-lane equipment and provide the most current equipment
- Provide for interoperability with other toll agencies whether on a national or regional basis
- Lower operational costs, specifically transponder costs
- Improve the capture rate in the lanes

The equipment to be replaced consists primarily of the Automatic Vehicle Identification (AVI) equipment. This would include the readers, antennas and transponders. Other in-lane equipment such as connectors, and cabling, to name a few, will be considered for replacement. Weigh in motion loops, cameras, and automatic license plate recognition system will be considered for future deployment and therefore interfaces will be put in place currently.

Findings :

The three primary in-lane equipment vendors in the United States are Kapsch, TransCore and 3M (Sirit). Detailed information on each vendor is included below.

Kapsch

Kapsch is an international firm with headquarters in Austria. Their main location in the United States is in Virginia. Most of Kapsch's installations are in Europe, though they do have locations in Africa, Asia and Mexico. With their acquisition of Mark IV Industries Kapsch became the exclusive provider of all AVI equipment for the E-ZPass Group in the Northeast.

Kapsch can provide an ETC system that covers all four POHR toll lanes and is compatible with WSDOT's ETC tag technology, as well as with the existing tags in circulation nationally and regionally. At the POHR's option it could also supply optional front and rear Automatic License Plate Reader (ALPR) cameras with built-in Optical Character Recognition (OCR) capability and illuminators for night operations, triggered by an optional LASER mounted overhead. The multi-protocol reader is capable of reading the eGo/SeGO 6B and the 6C protocols. This would provide the POHR the capability of reading the existing transponders, switching to a less expensive transponder and considering interoperability with Washington State and the state of California.

3M (Sirit)

In 2012 3M purchased FSTech from Federal Signal. This acquisition provided 3M with the ability to offer tolling solutions and products to the tolling community. These tolling solutions include toll systems integration services, ETC lane systems, back office operations and automatic license plate recognition technology. Equipment offerings, bearing the Sirit name, include multi-protocol readers, antennas, and transponders. 3M products are used in Washington State, Idaho, Texas and California as well as other locations throughout the United States.

3M can provide a multi-protocol reader capable of reading the existing transponders in circulation as well as the 6C protocol. This will enable POHR to be able to read transponders issued by Washington State. 3M's multi-protocol reader will provide the POHR the ability to switch to a less expensive transponder. On the hardware side, antennas and cabling are both available. Available services include training sessions for installation and programming as well as on-site or remote support.

3M has stated that they cannot provide installation or the ability to do project management of their equipment on installation. 3M therefore cannot provide a warranty upon successful installation. However, they do provide a warranty of their equipment. They are a vendor but not an integrator.

TransCore

The equipment currently in use at the POHR toll lanes is from TransCore. The reader utilizes the SeGo 6B protocol. POHR is looking forward to interoperability either on a national level (protocol has not yet been selected) or locally with Washington State Department of Transportation (WSDOT), at a minimum the reader must be a multi-protocol reader capable of handling multiple protocols including the current SeGo 6B and 6C as is currently in operation in Washington State. On a national corporate level TransCore has made a decision not to support the 6C protocol. While they can provide their multi-protocol readers they would not be able to provide one with a SeGo 6B/6C protocol. TransCore can provide hardware such as manual toll devices, lane controllers, readers, and adapters. TransCore can also include software development to move the current system to a new platform.

Findings of Fact:

POHR's tolling system should have the capability of reading the existing transponder protocol (SeGo) in order not to require a transponder swap for all of its existing customers and the new 6C protocol utilized in other regional states, specifically Washington and California. TransCore has made a company wide decision not to support the 6C protocol. Therefore, POHR will not be able to meet its multi-protocol needs using TransCore equipment. This is an unacceptable solution. It would involve multiple pieces of equipment to meet existing and future needs for POHR, but could not provide the necessary 6C protocol support.

3M has equipment that can read several protocols (including SeGo and 6C) and has demonstrated this in a working environment. The issue with 3M is that 3M only wants to be the equipment provider. 3M does not want to install the equipment nor be part of the integration. POHR would need to engage a system integrator in order to accomplish the installation of 3M equipment. In addition, 3M will only warranty their equipment and not the installation of their equipment. This solution is unacceptable as the Port will have limited recourse if a problem arises. Inevitably the Port will confront the issue of

whether the installer or equipment manufacturer is responsible for any problems. This may cause delays in repairs and increased expense in determining culpability.

Kapsch's equipment would provide the POHR with the required protocols. Their equipment has been proven over the past 20+ years as they are the equipment provider for the E-ZPass Group primarily operating in the Northeast. The E-ZPass group is comprised of 37 toll agencies in 16 states. Kapsch will not only provide the equipment but will install it and perform all the required calibrations and attenuations. Kapsch will warranty their equipment and their installation. Kapsch is also the manufacturer of weigh-in-motion (WIM) systems and license plate recognitions systems that can interface with the existing upgrade to our tolling system. This is important if POHR upgrades to a fully electronic tolling facility at some later date. Kapsch is the only source that can meet all of the Port's requirements, including multiprotocol support, a full warranty, and system integration.

Market Research. ORS 279B.075 requires that the Authorized Agency (POHR) "determines in writing" that the goods or services are "available from only one source." This means that the Authorized Agency must conduct and document its market research before public notice may be issued.

POHR has completed its market research under ORS 279B.075 and recommends a sole source contract with Kapsch. The Port must give public notice of any Local Contract Review Board's determination that these Goods and Services are available from only one source. The notice must be published in a manner similar to competitive sealed bids. It must describe the Goods and Services to be acquired by a sole-source Procurement, identify the prospective Contractor and include the date, time and place that protests are due. The Contracting Agency shall give Affected Persons at least seven (7) days from the date of the notice of the determination that the Goods or Services are available from only one source to protest the sole source determination. OAR 137-047-0275.

Commission Memo



Prepared by: Michael McElwee
Date: March 7, 2017
Re: WSDOT Signage Agreement

DKS Engineers was retained by the Port to prepare a signage plan for the Hood River Bridge and assist with its implementation. New signage for the Bridge itself has been fabricated and delivered, and will be installed by Port staff in the coming weeks. For signage planned for installation off of Port property on State highways, DKS has coordinated their efforts with both ODOT and WSDOT. Work related to signage on I-84 is still underway with ODOT.

Work related to signage on SR-14 is complete and WSDOT has prepared the attached Project Review Reimbursable Agreement to initiate the installation of new signage in accordance with the area signage plan, also attached. The agreement would commit the Port to pay approximately \$18,000, with the further commitment of up to a 25% increase or \$22,500 if actual costs are greater than estimated. Signs would be installed by WSDOT crews in the next several months.

RECOMMENDATION: Authorize Project Review Reimbursable Agreement with Washington Department of Transportation not to exceed \$22,500.



Project Review Reimbursable Agreement		Applicant or Local Agency Port of Hood River	
		Billing Address 1000 E. Port Marina Drive Hood River, OR 97031	
Region Southwest	Contact Email mmcelwee@portofhoodriver.com		
Agreement Number J D1599	Contact Name Michael McElwee, Executive Director		Contact Phone 541-386-1138
Estimated Costs This estimate is based on the best available information to date and includes WSDOT's Indirect Cost Rate			Surety Amount \$ <input checked="" type="checkbox"/> Not Applicable
\$18,000.00*			
SR 14	MP 64.72-65.63	Project Name Port of Hood River Bridge Signing Plan	
Detailed Description of Work by WSDOT			
Project Review <input type="checkbox"/>		Update existing Hood River Bridge signs on State Route 14 from milepost 64.72 to 65.63. All signs to be installed are shown on Attachment A. Upon installation, WSDOT will maintain the signs. *Current Indirect Cost Rate is 10.52% and is valid through June 30, 2017.	
Inspection <input type="checkbox"/>			
Other (see description of work) <input checked="" type="checkbox"/>			

This AGREEMENT is made and entered into by and between the Washington State Department of Transportation, hereinafter "WSDOT," and the above named "APPLICANT OR LOCAL AGENCY", hereinafter the "ENTITY,"

WHEREAS, the ENTITY has requested WSDOT to perform the above described work, and WSDOT is authorized and willing to perform the work, and

WHEREAS, the ENTITY is responsible for the costs associated with the work,

NOW THEREFORE, pursuant to the terms, conditions and performances contained herein and/or attached hereto, and by this reference made a part of this Agreement, it is mutually agreed between the Parties hereto as follows:

1. GENERAL

1.1 The WSDOT agrees to perform the above described work requested by the ENTITY, using state labor, equipment and materials.

1.2 To secure payment of the potential costs incurred in the review process, WSDOT requests that a Surety Amount in the form of Bond, Assignment of Escrow, Certificate of Deposit, Irrevocable Letter of Credit, Check or Money Order in the amount listed above accompany the endorsed original copy of this Agreement.

1.3 All WSDOT reviews, and/or inspections provided by WSDOT are solely for the benefit of WSDOT and not for the ENTITY or any other third party.

2. PAYMENT

2.1 The ENTITY, in consideration of the faithful performance of the work by WSDOT, agrees to reimburse WSDOT for the actual direct and related indirect costs associated with the work, including WSDOT's current administrative indirect cost rate.

2.2 The ENTITY agrees to make payment for the work by WSDOT within thirty (30) calendar days from the date of a state invoice.

2.3 The ENTITY agrees that if it fails to make payment within thirty (30) calendar days of the invoice, the WSDOT may charge interest in accordance with RCW 43.17.240 and may elect to send the outstanding invoice(s) to a WSDOT contracted collection agency resulting in the assessment of additional fees and/or penalties.

2.4 Upon payment of all WSDOT invoices by ENTITY, WSDOT will release rights of remaining Surety Amount.

3. INCREASE IN COST

3.1 The Parties agree that the estimated cost of the work may be exceeded by up to twenty-five (25) percent. In the event costs exceed the estimated costs by more than twenty-five (25) percent the Parties agree to modify the estimated cost of work by written amendment, signed by both Parties.

4. ASSIGNMENT

4.1 This Agreement, and any claim arising under this Agreement, shall not be assignable or delegable by either Party, either in whole or in part.

5. INDEMNIFICATION

5.1 The ENTITY shall defend, protect and hold harmless WSDOT, its officers, officials, employees, and/or agents from and against all claims, suits or actions arising from the negligent acts or omissions of ENTITY, its officers, officials, employees, assigns, contractors, sub-contractors, tenants, sub-tenants, licensees, invitees and/or agents while performing under the terms of this Agreement. This defense and indemnity obligation shall not include such claims, actions, costs, damages, or expenses which may be caused by the sole negligence of WSDOT, its officers, officials, employees, contractors, sub-contractors and/or agents; provided, however, that if the claims, suits or actions are caused by or result from the concurrent negligence of (a) WSDOT, its officers, officials, agents, contractors, sub-contractors or employees and (b) the ENTITY, its officers, officials, employees, assigns, contractors, sub-contractors, tenants, sub-tenants, licensees, invitees and/or agents, or involves those actions covered by RCW 4.24.115, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the ENTITY or its officers, officials, employees, assigns, contractors, sub-contractors, tenants, sub-tenants, licensees, invitees and/or agents. ENTITY specifically assumes potential liability for the actions brought by ENTITY'S employees and solely for the purposes of this indemnification and defense, ENTITY specifically waives any immunity it may be afforded in connection with such claims under the State industrial insurance law, Title 51 RCW. ENTITY recognizes that this waiver was the subject of mutual negotiations.

This indemnification and waiver shall survive the termination of this Agreement.

6. AMENDMENT

6.1 This Agreement may be amended by the mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7. TERMINATION

7.1 Either Party may terminate this Agreement, with or without cause, by providing written notice to the other of such termination and specifying the effective date thereof at least thirty (30) calendar days before the effective date of such termination. The ENTITY will reimburse WSDOT for all charges up to the date of termination.

8. DISPUTES

8.1 The Parties shall work collaboratively to resolve disputes and issues arising out of, or related to this Agreement. Disagreements shall be resolved promptly and at the lowest level of hierarchy.

8.2 In the event that a dispute arises under this Agreement which cannot be resolved by the parties as outlined in Section 8.1, the dispute will be settled in the following manner: Each Party will appoint a member to a dispute board. The members so appointed will jointly appoint a third member to the dispute board who is not employed by or affiliated in any way with either Party. The dispute board will evaluate the facts, contract terms, and applicable statutes and rules and make a determination of the dispute. The determination of the dispute board will be final and binding on the Parties. Any costs associated with appointing the third member will be equally shared between the Parties. Each Party shall be responsible for its own costs, including attorneys fees.

8.3 The Parties agree that any legal action to enforce any right or obligation under this Agreement may only be brought in Thurston County Superior Court.

9. TERM OF AGREEMENT

9.1 The term of the Agreement shall begin upon the date of execution and shall remain in effect until WSDOT has completed the above described work and the ENTITY has made full payment, whichever comes last, unless modified according to Section 6, "AMENDMENT," above.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date last signed by the PARTIES below.

ENTITY

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION**

Signature: _____

Signature: _____

Printed: _____

Printed: _____

Title: _____

Title: _____

Date: _____

Date: _____

TIN: 93-6002559

OR

Social Security Number:

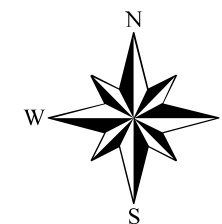
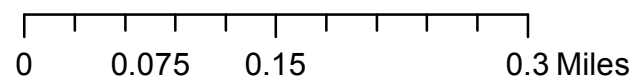


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Hood River Bridge Signing

JD 1599
Attachment A
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Hood River Bridge Signing

