PORT OF HOOD RIVER COMMISSION
AGENDA
Tuesday, February 16, 2021
Via Remote Video Conference, Marina Center Boardroom

5:00 P.M.
Regular Session

1. Call to Order
   a. Modifications, Additions to Agenda
   b. Public Comment
      1. Written public comment received *(Genevieve Scholl, Page 3)*

2. Consent Agenda
   a. Approve Amendment No. 3 to Contract with Walker|Macy for Architecture Services Related to the Steve Gates Memorial Project Not to Exceed $4,000 *(Daryl Stafford, Page 5)*
   b. Approve Marina Picnic Shelter Rates & Rules *(Daryl Stafford, Page 9)*
   c. Approve Accounts Payable to Jaques Sharp in the Amount of $7,550 *(Fred Kowell, Page 17)*

3. Informational Reports – *(Provided for information only, unless discussion requested by Commissioner)*
   a. Marina Boat Ramp Repair Project Analysis *(Daryl Stafford, Page 21)*
   b. Bridge Replacement Project Update *(Kevin Greenwood, Page 33)*

4. Presentations & Discussion Items
   a. Bridge Replacement Cost to Complete Report - Chuck Green, OTAK and Angela Findley, WSP *(Kevin Greenwood, Page 51)*
   b. Bridge Replacement A&E Design Scope of Work and RFP Process Review - Chuck Green, OTAK *(Kevin Greenwood, Page 65)*
   c. Bridge Weight Limit Posting Update *(Michael McElwee, Page 79)*
   d. Big Winds Hook Operations & Storage Discussion *(Daryl Stafford, Page 113)*

5. Executive Director Report *(Michael McElwee, Page 117)*

6. Commissioner, Committee Reports
   a. Bridge Replacement Bi-State Working Group – Everitt, Chapman

7. Action Items
   a. Approve Amendment No. 4 to Contract with WSP USA for Environmental Services Related to Bridge Replacement *(Kevin Greenwood, Page 129)*
   b. Approve Task Order No. 11 with HDR Engineering for Engineering Services Related to Weight Limit Posting *(Michael McElwee, Page 133)*

8. Commission Call

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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.*

SDS Lumber Company
P.O. Box 266
Bingen, WA 98605
natep@sdslumber.com
(509) 493-6102 - office
(360) 609-7169 - cell

Nathan Putnam
Chief Forester

February 5, 2021

Michael McElwee
Executive Director
Port of Hood River
1000 E. Port Marina Dr.
Hood River, OR 97031

RE: Impacts of Hood River Bridge Weight Reduction

Dear Michael:

SDS Lumber Company in Bingen, WA, owns timberlands in both Washington and Oregon and is a significant user of the Hood River Bridge. Our annual anticipated harvest of timber from company lands and other purchased timber in Oregon is estimated at 1,000 loads of logs at the current weight limits of 40 tons. At the reduced weight limit of 32 tons we would expect to have to haul an additional 410 loads for a typical 3-hour round trip haul. An additional 410 loads would equate to an increased cost of $117k annually.

In addition, the bridge is used for other commercial traffic including wood chips and sawdust coming into our facility from the Mt. Hood sawmill for reloading and transport to distant locations by barge. Annual trips for these products are estimated at 1,300 truckloads. The reduced weight limits will likely result in elimination of this transport method and instead long-hauling those products to their destination by truck. The net effect for SDS will be a direct impact on our Marine Division revenue stream in excess of $150k annually.

We certainly support your efforts at identifying repair and/or upgrade solutions for the bridge to get the weight limits back up as quickly as possible.

Thank you for considering these comments.

Sincerely,

Nate Putnam

Nathan Putnam
Chief Forester
SDS Lumber Co.

Commission Memo

Prepared by: Daryl Stafford
Date: February 16, 2021
Re: Steve Gate Memorial Project

The Steve Gates Memorial Project at Nichols Basin is slated to start construction late February 2021.

The Commission originally approved a contract with Mike Zilis, Walker|Macy Architects, the firm that provided the Port Waterfront Master Plan, to provide design and concept sketches for the Gates Remembrance Project not to exceed $10,000. Mr. Zilis's scope was to guide the group towards a structure that would fit current and future waterfront plans for the Port while appropriately memorializing Mr. Gates.

In September 2020 the Commission approved an amendment to the contract for $2,000 that further extended Mr. Zilis's retainer for consultation for the project and was funded by the group.

Staff now recommends approval of a further extension, retaining Mr. Zilis's services for several construction phase steps for an amount not to exceed $4,000. The fundraising group will reimburse the Port.

RECOMMENDATION: Approve Amendment No. 3 to contract with Walker|Macy Architects for the Steve Gates Memorial Project not to exceed $4,000.

AMENDMENT NO. 3
TO PERSONAL SERVICES CONTRACT

This Amendment No. 3 to the Personal Services Contract with Walker|Macy ("Contract") is entered into by and between Michael Zilis, Walker Macy ("Contractor") and the Port of Hood River ("Port").

RECITALS:

WHEREAS, Contractor and Port entered into a Personal Services Contract dated December 10, 2019 for conceptual design services for the Steve Gates Remembrance Project at Nichols Basin located on the Waterfront in Hood River, Oregon ("Project") for an amount not to exceed $3,000 ("Original Contract Price"); and

WHEREAS, Contractor and Port entered into an Amendment #1 dated February 18, 2020 for additional design drawings for engineering, conceptual design services for the project for an amount not to exceed $7,000 ("Amended Contract Price"); and

WHEREAS, Port and Contractor entered into an Amendment #2 dated September 30, 2020 that Contractor shall provide additional consultation for an amount not to exceed $2,000.00 and the fundraising group agreed to reimburse the Port and contribute $2,000 for any additional costs.

WHEREAS, Contractor's Scope of Work will increase to include direct consultation with the volunteer group for final boulder selection, placement and project detail finalization and an addition to the Original Contract Price is warranted; now, therefore

Port and Contractor agree that Contractor shall provide additional work for the final phase of this project described in Exhibit "A" in an amount not to exceed $4,000

Except as changed by this Amendment No. 3, all terms of the Contract remain unchanged and in effect.

Walker Macy

_____
Michael Zilis, Principal

Date:_____

111 SW Oak St, Suite 200
97204
(503) 328-2994
mzilis@walkermacy.com
EIN: 93-0733883

PORT OF HOOD RIVER

_____
Michael S. McElwee, Executive Director

Date:_____

1000 E. Port Marina Drive Portland, OR
Hood River OR 97031

(541) 386-1645
porthr@gorge.net

Exhibit "A"

I. SCOPE OF WORK:

1. Finalize boulder selection placement
2. Consult with contractor with any questions that might arise

II. DELIVERABLES AND TIMEFRAME:

The deliverable(s) covered under this Contract shall be: Provide sketches, phone consultation with contractor, and be present for final boulder placement.

The due dates for the deliverable(s) shall be: June 31, 2021

III. CONSIDERATION:

Compensation under this contract not to exceed $4,000.

Reimbursables under this Contract shall include mileage, and printing/copying expenses.

IV. BILLING AND PAYMENT PROCEDURE:

The Contractor shall submit to the Port for payment an itemized invoice in a form and in sufficient detail to determine the work performed for the amount requested. The invoice shall contain at a minimum:

- Invoice date
- Contract project title
- Record of hours worked and a brief description of activities
- Billing rate applied
- Description of reimbursable items

Invoices may be submitted monthly, or at such other interval as is specified below:

The Port shall process payment in its normal course and manner for Accounts Payable, net 30 days.

Prepared by: Daryl Stafford
Date: February 16, 2021
Re: Modifications to Event Rate Schedule
And Picnic Shelter Usage

Due to the popularity of outdoor activities and events along with the general allure of the Hood River Waterfront, the Port Marina Park Picnic Shelter has been in great demand from all user groups and visitors. Event requests and size have increased significantly.

When large groups rent the space for events, it places significant demands on the restrooms, parking, and garbage facilities. The shelter is designed to accommodate 8 tables that fit 6 people each. Reservations are made online. In 2019 the cost was $50 for the day and group size allowed for up to 150 people. The shelter was closed for the 2020 season due to Covid-19.

Staff is recommending limiting group size to 50 people for a typical Picnic Shelter reservation and raising the cost of the rental to $75. Groups of over 50 people would need to apply for a Special Event Permit, just like any other event on Port property. This would help staff with putting in place requirements for event hosts to bring in additional Port-a-Potties and dumpsters and would help with monitoring any tent installations or other activities that might damage the irrigation system.

The attached proposed 2021 Event & Picnic Shelter Rules & Regulations, Fees and Requirements document shows the recommended rate schedule changes highlighted in yellow.

RECOMMENDATION: Approve 2021 Event & Picnic Shelter Rate Schedule.

PORT OF HOOD RIVER
EVENT AND PICNIC SHELTER RULES AND REGULATIONS
FEES AND REQUIREMENTS

The purpose of the Rules and Regulations is to make Port public spaces available for reasonable use, and to provide a process for the reservation of such space. Subject to these Rules and Regulations, the Port will consider public spaces for special events and uses when they do not overly restrict access by the general public or interfere with Port business operations. A User Agreement is required for the use of Port Property for special events or uses. A special event or use is any activity that attracts people to a specific location for commercial or other purposes. The Port retains the right to cancel any scheduled use in the event of an emergency or for other Port requirements, as determined in the sole discretion of the Port's Executive Director. In the event a scheduled use must be canceled, the Port will provide the Permittee with as much notice as possible.

1. **Application Fee and Form:** A completed Event Application and **non-refundable** $25 application fee are due 60 days prior to all waterfront and park events. If the application is approved a Special Event Use Agreement will be provided to the applicant via email and shall serve as confirmation and proof of reservation. If the Port denies the application, notification will be provided by email.

2. Event Contract: An approved Special Event Use Agreement is required to reserve any Port property or facility for any event or gathering that involves more than visiting or routine use by the public at large. User Agreements are issued by the Port in its sole discretion based upon an evaluation of availability of Port properties, as well as the nature and duration of the proposed use. Failure of the applicant to fully disclose intended use may result in immediate cancellation of reservation and denial of subsequent use.

3. Site & Parking Plans: Site & parking plans must be provided to and accepted by the Port for those events using equipment, booths, garbage handling, portable sanitation, staging and/or entertainment using amplified sound systems. Races, walks, bikathons, etc., must provide a route map to the Port. The Renter shall conduct the event in conformance with Port-approved policies and other Port requirements. It is the responsibility of the permittee to provide information regarding parking locations and fees to participants and guests.

4. Parking: Permittee and all event attendees must observe and adhere to the Port's parking regulations as indicated by signage. Overnight parking is prohibited, except by prior written permission the Port. Event organizers are responsible for ensuring event patrons do not park in prohibited areas. No vehicles allowed on the grass.

Special events and uses with high attendance may be required to adhere to and implement a Special Event Parking Management Plan on the day of the event. The plan specifics would be coordinated with the Port. Permittee is required to provide adequate staffing for the parking lot(s) for the duration of the approved use.

5. Permits: At least 10 days prior to event, copies of any required permits from the City of Hood River, Hood River County Health Department, Oregon Department of Transportation, or other regulatory agencies, including the Oregon Liquor Control Commission, Oregon State Marine Board, or the U.S. Coast Guard, etc., must be provided to the Port. The City of Hood River requires a Special Event Permit for all public events, which is reviewed by City fire, police, and sanitarian officials.

Fee Structure: Renter shall pay the following fees. Multiple-day events may be negotiated.

Rates & Fees

MARINA PARK / HOOK / SPIT / NICHOLS BEACH:	
Up to 50 people	$100.00 per day
50 – 100 people	$200.00 per day
Over 100 people	$500 Exclusive Use per day
PICNIC SHELTER: (Fees Apply only to advanced reservation of shelter)	
Up to ~~75~~ 50 people	~~$50.00~~ $75 Exclusive use non-commercial per day ~~$100.00 Exclusive use commercial per day~~
~~75-150 people~~	~~$200.00 Exclusive Use per day~~

MARINA GREEN:	
Up to 50 people	$100.00 per day
50 – 200 people	$200.00 per day
Over 200 people	$900.00 Exclusive Use per day

EVENT SITE	**Months Excluding July & August**	**July & August Only**
Up to 50 people	**$100.00 per day**	**$150.00 per day**
50 – 100 people	**$250.00 per day**	**$325.00 per day**
Over 100 people: Not Including Parking Lot	**$500.00 per day**	**$600.00 per day**
Over 100 people Exclusive Use Including Entire Parking lot	**$1000**	**$1500.00 per day**
NEW: Over 100 people Exclusive Use Including Partial Parking lot	**$700 per day**	**$900.00 per day**
ALL EVENTS/ALL SITES: Move in/Move out days: $200-per day; Move in / Move out does not imply exclusive use and shall not significantly impact normal use of venue. Based on review of Event Proposal, large events may constitute the need for Exclusive Use Move In / Move Out days.		

1. **Payments Due: Fees are due 10 days prior to the event.** Additional charges assessed for restroom cleaning, damages, and Port staff assistance will be due and payable upon receipt of invoice after the event.

2. **Insurance**: An individual Renter shall provide and maintain Comprehensive General Liability Insurance Coverage with a minimum combined single limit of $1,000,000.00 naming the Port of Hood River as an Additional Insured. A commercial Renter shall provide and maintain broad form Comprehensive Commercial General Liability Coverage with a minimum combined single limit of $1,000,000.00 naming the Port of Hood River as an Additional Insured. All Renters serving alcohol (for sale) must include complete Liquor Liability Coverage with a limit not less than $1,000.000.00. If a Renter plans to provide alcohol (not for sale) the policy must include Host Liquor Liability with a minimum limit of $1,000,000.00. All of the required policies shall be written as a Primary Policy, not contributing with or in excess of any coverage which the Port of Hood River may carry. All copies of insurance certificates must be on file in the Port office prior to set-up. There will be no exceptions. These documents may be reviewed for compliance by the Port's Agent of Record. The Port has discretion to waive this requirement for low-attendance non-public events in the Marina Park such as picnics**.**

3. **Alcohol Policy:** If Renter will be selling or serving alcohol at the event, Renter must sign the **Event Alcohol Control Policy** form and follow its requirements and recommendations. **OLCC Permits:** If alcohol is sold or served at public events, an Oregon Liquor Control Commission permit must be obtained and submitted to the City of Hood River Police Department and the Port of Hood River for approval.

4. **Security:** Adequate security for the event is the responsibility of the Renter. Certified security guards will be required for public events serving alcohol. (See City of Hood River's Special Event Application.) It is the sole responsibility of the Renter to control the event, protect the people present, and comply with all applicable laws and regulations. The Port of Hood River has no responsibility for the event. Port staff will not be onsite unless contracted to do so.

5. **Food Service/Sales:** Renter shall ensure that all food and alcohol vendors are in compliance with OLCC and food handler laws and regulations. Food Handler Permits may be obtained from the Hood River County Health Department and a copy submitted to the Port. Renter is responsible for all damages caused by vendors and concessionaires, as well as any violations of Port policies. Damages will be assessed after the event and payable upon receipt of invoice.

6. **Use of Port Name:** The Renter may use the official Port name, logos, or other identification the Port wishes to be identified by in Renter's promotional, advertising and marketing materials.

7. **Fee or Cost Waivers:** The Port will not waive fees for commercial events with concessions or sales of any type. However, the Port may consider waivers or fee reductions for youth sports and activities or events resulting in community-wide benefits, if an event is a not-for-profit activity involving financial or in-kind contributions from or to local agencies, organizations or residents.

8. **Indemnification Agreement:** The Renter agrees to indemnify and save the Port, its Commissioners, officers, employees and agents, harmless from any claims by any persons, firms, or corporations arising from or related to event activities conducted on Port premises or arising from or related to any act of Renter or Renter's agents, contractors, employees, invitees or licensees in or about the Port premises, and from all costs, legal fees, and

liabilities incurred in any action or proceeding brought thereon; and in case any action or proceeding is brought against the Port by reason of any such claim, Renter, upon notice from the Port, covenants to resist and defend such action or proceeding by legal counsel satisfactory to the Port.

9. **Port Right to Cancel:** The Port reserves the right to cancel an event at any time, in the Port's discretion. In case of Port cancellation, neither Renter, nor any third party, shall have the right to claim damages of any kind resulting from the cancellation. The Port may refund rental deposit(s), when appropriate, if an event is canceled.

RENTER COSTS & RESPONSIBILITIES

1. **Restrooms**: Port Public Restrooms open starting late Spring and close early Fall. For events with high attendance, the Port may require Permittee to coordinate and pay for the rental of sani-cans to be available on site during the special event or use at the rate of one toilet per 125 participants. All costs associated with the required rental, delivery, pick up, etc., would be those of the Permittee. Event site bathrooms will be closed during exclusive use events unless prior access arrangements have been made with the Port and professional janitorial services have been hired, at the Renters expense, to maintain the bathrooms throughout the rental period.

2. **Damages**: Renter shall arrange a grounds inspection with Port Facilities staff prior to set up and following exclusive use events at the Event Site and Marina Green. Tent stakes are not allowed in any areas that have irrigation, specifically the Event Site and Marina Green. For all Sites: Renter shall be assessed at the Port's rate for any repair of any event related damage to facilities including irrigation or parking lot damage from vehicles, stakes or posts. Waterfront Manager may require a Damage and Cleaning Deposit for certain events.

3. **Traffic Control**: Renter shall provide traffic and parking control if over 100 cars per day are anticipated.

4. **Water and Electricity**: Renter shall be responsible for any special utility connections at Renter's cost.

5. **Garbage**: Renter shall provide sufficient garbage receptacles and collection to accommodate the needs of the event. Permittee is responsible for the removal and proper disposal of all trash, debris and litter, and if necessary, pay for its removal. For events with high attendance and/or that are anticipated to produce a large amount of trash, the Port may require Permittee to coordinate and pay for a waste management service, including but not limited to the rental, delivery and pick up of trash, and have them available on-site during the special event or use. All costs associated with this requirement would be those of the Permittee Following the last paid Move Out day, any remaining garbage or other materials will be removed by the Port at Renters expense.

6. **Port Services or Equipment**: Use of any Port equipment or services such as picnic tables and garbage cans shall be negotiated prior to event.

PORT COSTS & RESPONSIBILITIES

1. Port will provide basic water and electricity at no additional charge. Water is available starting late spring and is turned off early fall.

2. Port will provide Renter opportunity for a site inspection and walk through with facilities staff prior to and following event.

3. Port will notify tenants and other users of the park or waterfront closure, if necessary, as well as any other negotiated restrictions on access and use.

4. Port staff will be available during normal working hours to provide minor assistance and coordination during set-up and after event during removal and clean-up.

Prepared by: Fred Kowell
Date: February 16, 2021
Re: Accounts Payable Requiring Commission Approval

Jaques Sharp **$7,550.00**

Attorney services per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE **$7,550.00**

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

February 02, 2021
Account No: PORTOHaM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
MISCELLANEOUS MATTERS JJ					
1,100.00	1,275.00	0.00	0.00	-1,100.00	$1,275.00
FBO AIRPORT AGREEMENT (Gifford/Classic Wings)					
185.00	0.00	0.00	0.00	-185.00	$0.00
LEASE (SERVPRO Jenson Building/Joel Olsen)					
0.00	225.00	0.00	0.00	0.00	$225.00
LEASE (Pfriem Brewing)					
14,830.00	3,050.00	0.00	0.00	-14,830.00	$3,050.00
AIRPORT HANGER LEASE (Hood Tech)					
150.00	0.00	0.00	0.00	-150.00	$0.00
LEASE (Real Carbon; Michael Graham)					
0.00	800.00	0.00	0.00	0.00	$800.00
HVAC MAINTENANCE CONTRACT (DIVCO, INC.)					
325.00	0.00	0.00	0.00	-325.00	$0.00
ODOT IGA - I-84 BRIDGE REPLACEMENT					
425.00	125.00	0.00	0.00	-425.00	$125.00
PROPERTY SALE - WEBER BUS. PARK (WYEAST LABS)					
125.00	0.00	0.00	0.00	-125.00	$0.00

	Previous Balance	Fees	Expenses	Advances	Payments	Balance
ODELL WAREHOUSE [redacted]	0.00	25.00	0.00	0.00	0.00	$25.00
HVAC MAINTENANCE CONTRACT (Divco)	550.00	0.00	0.00	0.00	-550.00	$0.00
CHIEF CONSULTING GROUP, LLC (Chief Consutling Grou	1,115.00	0.00	0.00	0.00	-1,115.00	$0.00
LAND LEASE BIOMASS (The Devonshire Groupe, LLC)	25.00	0.00	0.00	0.00	-25.00	$0.00
HANGAR CONSTRUCTION LEASE	0.00	375.00	0.00	0.00	0.00	$375.00
HANGAR DESIGN BUILD	0.00	1,625.00	0.00	0.00	0.00	$1,625.00
PROPERTY PURCHASE [redacted]	0.00	50.00	0.00	0.00	0.00	$50.00
	18,830.00	7,550.00	0.00	0.00	-18,830.00	$7,550.00

THIS STATEMENT REFLECTS SERVICES PROVIDED AND PAYMENTS RECEIVED THROUGH THE 31ST OF JANUARY UNLESS OTHERWISE STATED

Prepared by: Daryl Stafford
Date: February 16, 2021
Re: Marina Boat Ramp Repairs Analysis

The Marina boat ramp and guest dock have experienced damage due to heavy usage and the periodic lowering and raising of the Bonneville Pool. The dock connections are weakened from age and high water causing pinch points beyond what it was designed for.

In September of 2020, staff sought an evaluation by Andrew Jansky of Flowing Solutions, LLC, and recommendations for options to replace the ramps that parallel the launch.

This project would accomplish several goals, including replacement of aging floats that are nearing the end of their service life, increasing user safety, and improving the user experience.

The attached analysis and recommendations from Mr. Jansky narrow all available options down to two feasible alternatives for consideration.

RECOMMENDATION: Informational.

Port of Hood River
Guest Dock Boat Launch Ramp Floats
2-3-2021

Summary

The purpose of this study is to investigate and inform the Port of options to replace the aging Guest Dock launch ramp floats at the marina boat ramp. Work is limited to review of existing information, new OSMB standard dock designs, and identification of several options to replace the ramps with modern docks which will serve the boating public. Criteria considered included design, construction, functionality, grant applicability and cost. Solutions vary in permit complexity, design complexity and cost, but all share the common purpose of providing a floating walking surface and connection to the existing floating transient docks.

Four options are presented in the analysis however Port staff and the engineer narrowed it down to two primary options for the repair:

- Primary Option #1- Replace the boarding floats with a standard OSMB design boarding dock.
- Primary Option #2- Install a custom designed boarding float closely matching the original float dimensions.

The original floats were installed many years ago before modern materials and designs were developed, utilizing concrete encapsulated foam. This particular design works well in marinas but does not work well when grounded on a ramp, and also is very tall due to its weight. The height impacts user access and potential safety.

Modern dock materials include durable polyethylene encapsulated foam modules, galvanized steel frames, aluminum tubing and grate fiberglass deck with antiskid coatings. These lighter materials allow the boarding float to sit on the ground and have a much lower step up height. They also provide some light transmission to reduce fisheries impact. Overall, these docks have a long service life.

The existing site is constrained by a poured concrete ramp with curbs on each side, existing concrete abutments set at the height of the existing dock, existing steel pile and two floating transient docks fixed in their horizontal location. Adding to the complexity of the geometry is the slope of the boat ramp. The distance between the abutment and transient dock effectively increases as the water levels drop. The distance is greatest when the boarding dock is sitting on the ground, and the distance is least when it is floating at high pool. For this reason the boarding dock and existing transient dock cannot be directly connected.

One option that was not investigated, primarily due to very high cost, is full replacement of the boat ramp, new docks, and replacement of the transient boat dock system. This would address all of the minor problems with each area; however, in the end it would not change capacity or significantly increase user experience. Additionally, the Port shared cost would be very high, even with OSMB funding the standard percentage of project cost.

Recommendation

This project would accomplish several goals, including replacing aging floats nearing the end of their service life, increasing user safety and increasing the user experience.

Through this process, four options were reviewed, and advantages and disadvantages were identified. See Boat Ramp Float Analysis Attachment "A". The general differences include use of a standardized OSMB dock and the need to relocate pile with associated expenses. Given the dimensional constraints and existing layout, changing the overall dock size and configuration would trigger additional costs and permit implications.

Balancing all of the factors, we are recommending Option #2, (custom floats) for replacement of the existing floats with a new bidder-designed dock matching the same horizontal dimensions as the original dock. The new dock would have a lower freeboard and connect to the existing docks in a similar manner at the same location. The new dock could easily be designed to include conduit for electrical service to the existing transient dock.

This dock would likely not utilize OSMB funding, nor be required to go through the OSMB grant funding process and reporting requirements.

Overall, when considering potential piling replacement cost, permitting schedule impacts, and additional engineering to customize the design, the Recommended Option #2 is attached, and labeled "Custom Designed Boarding Floats".

The recommended option does not increase dock surface and could be accomplished without other work below OHW (ordinary high water) and would not require pile work. Final design would be limited to replicating the same dimensions in the field to be handled by the supplier through a shop drawing process. The only major site work would include demolition of the existing concrete abutments and re-pouring similar abutments and utility replacement. The new abutments would have a lower top elevation to match the new floats and to provide a pin anchor connection.

For reference, it typically costs $500 to remove a pile, and $15,000 to install a new pile, but costs widely vary depending on total number and mobilization costs and if work is performed by water or land. Permitting for in-water work can exceed 1 year and would include new increased permit fees. If the curbs were demolished and recast to better align with smaller docks, an in-water permit would be triggered to extend and connect to the existing ramp below OHW.

An opinion of <u>probable cost</u> for the recommended option includes:

- Existing dock removal and disposal $5,000
- Gravel grading under dock $5,000
- New aluminum framed dock on poly float tubs $165,000
- New Transition plate span on to existing dock $7,500
- Remove old concrete abutment (2) $4,000
- Pour new concrete abutment (2) $12,500

- Electrical revisions, reconnection $15,000
- **TOTAL PROJECT CONSTRUCTION** **$214,000**

(*note a reasonable contingency should be added)

ATTACHMENT "A"

Port of Hood River – Guest Dock Boat Launch Ramp Floats
Alternative Analysis prepared by Andrew Jansky, Flowing Solutions
2/10/21

Option #1 - OSMB Standard Design (Exhibit "A")

1. **Construction** – this design would use OSMB dock design template but would require moving the piling to fit the standard pocket spacing. This would include a cost to remove old pile, install new pile, and in-water permit work window timing issues.
2. **Advantages** – meets OSMB standard, would be eligible for OSMB grants with appropriate matching funds, but may require other ramp upgrades to have a successful grant application.
3. **Disadvantages** – additional project components to meet OSMB standards could increase the overall Port cost of the dock replacement. The dock width would not match up with the existing docks and would require either ramp width extensions, or modification to existing docks, or more complex transition plate work to adapt to existing dock. Integration of the existing pile may be possible however the new dock would be at minimum 4.5 ft from the ramp surface and not useable as a true launch ramp float due to the existing curb. The most significant issue is lack of capacity for large conduits needed to service the transient dock services.
4. **Permitting** – this design would utilize a standard dock previously approved by permit agencies statewide. It would meet the maximum width requirement per SLOPES (NMFS) and also integrate grating. Removal and installation of piling would require both a COE and DSL permit obtained through the standard joint permit application process (typically 1-year process).
5. **Costs-** the cost for the standard OSMB dock is currently close to a standard commercial boarding float, as the design and manufacturing have been standardized amongst several suppliers. Additional design costs would be incurred to fit the standard sized dock into the existing area, and a special transition plate/adjustment of the existing docks would require a reasonable level of effort.

Option #2 - Custom Designed Boarding Float (Recommended Exhibit "B")

1. **Construction** – would be similar to a typical boarding float, however, width would match the existing dock width, and would be designed to connect to the existing in-water docks to minimize transition plate needs. This design would also allow use of the existing piling. The existing docks would essentially be copied and replaced with new lower freeboard docks. The alignment would generally be the same as existing; however, the abutment height would need to be adjusted, by reconstruction or trimming.
2. **Advantages** - this option would require additional sq. ft. of dock, but would have a significant reduction of cost by utilizing the existing piling. It would also reduce the need to move or change the existing docks. This style dock may be designed to house the conduit for the electric

that is needed to supply power to the guest dock. Much of the remaining engineering would be completed by the dock supplier.

3. **Disadvantage** – may not be eligible for OSMB grant funding.

This option would be highly customized, but would utilize standard materials and float modules. Dock suppliers are accustomed to building special docks to owner dimensional constraints, so this is not an unusually project in complexity. Use of the existing docks as a dimensional template will help, but not eliminate, design effort. This option would not allow revision of the alignment. The edge of dock would remain where they are today.

4. **Permitting** – this project would include removal and replacement of existing docks with new fully grated versions. The new dock would not have pressure treated wood. The new docks would exceed the typical 6ft width guidelines, but would be fully grated. No piling or bank excavation would be required, which is the typical trigger for COE/DSL permits. The abutment work is above OHW. In some cases, the permit agencies can provide a "no further permit required" letter if the design does not include in-water work and meets current guidelines.
5. **Costs** – this option would have a higher dock cost, but would likely have an overall lower cost by not require piling work.

Option #3 - Typical Ramp Boarding Float (Exhibit "C")

1. **Construction** – this design would utilize an aluminum frame mounted over HDPE poly float tubs, and is a very common system used locally. The deck would use a non-skid grated deck covering 100 percent of the walking surface. The basic design would be 6 ft. wide, meeting typical OSMB width to service a typical boat ramp. Depending on alignment, a custom transition plate to the existing docks would be required. Given the spacing on the south dock, the piling may need to be moved.
2. **Advantages** – dock would be bidder design and the Port could specify decking material, aluminum or galvanized steel frame, general location, alignment, length and other parameters. The preferred supplier's standard design would be used for this option.
3. **Disadvantages** – may not be eligible for OSMB grant funding. Would require a transition plate or moving the existing docks to align properly depending on where new docks are positioned. This option would also require moving piling to fit, depending on alignment. There is not sufficient space to put the dock on the north of the pile, and locating dock on the south of the pile would result in the dock being too far from the ramp.
4. **Permitting** – this option would utilize grated decking and keep width within the ODFW/NMFS recommended dock parameters. This would help with permitting; however, permits would be required for pile removal and replacement. It may be possible to design the docks to utilize the existing pile; however, the design would be highly customized and may require some unusual pile hoops to secure the docks to the pile.
5. **Costs** – this would be the lowest cost option, although, there is only a minor benefit on a unit cost basis between the OSMB standard dock and bidder-provided dock. Lower costs docks are available, but they tend to be 'homeowner' quality and do not age as well as a dock designed for

public use. Shopping based on the lowest square foot cost is not the best approach, but a range of $125-$150 sqft should be expected delivered.

Alignment of docks – this issue is common to all options. A curb exists along the edge of the existing ramps. The new docks can either be aligned flush with this curb, or placed in their current location ignoring the curb line. It would be possible to extend the ramp by removing the curb and placing concrete under the new floats, but this would require breaking out the curb, and work becomes difficult below the water to create a uniform sloped concrete ramp.

Concrete Abutments - will need to be demolished and reconstructed to work with the new docks. The original docks were much taller that current docks. It might be possible to saw cut a portion of the abutment, but labor costs to cut and adapt, as well as engineering costs, would quickly exceed removal and replacement costs of a non-reinforced concrete ramp shaped block.

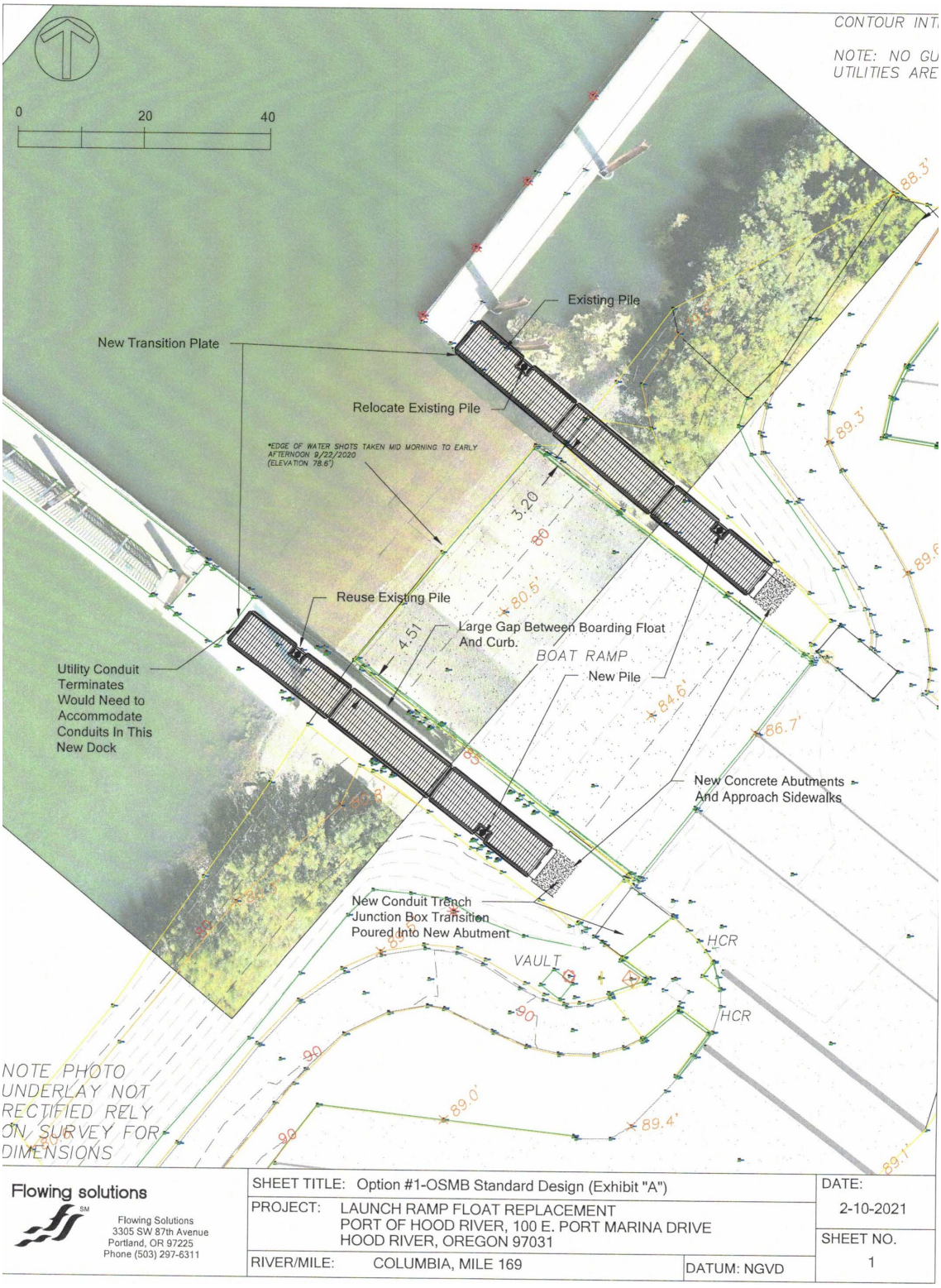
Option #4- OSMB Typical Design, with Additional Width to Match Existing

1. **Construction** – this design would utilize a wider version of the OSMB typical design. Goal would be to construct a dock similar in width and position to the existing docks.

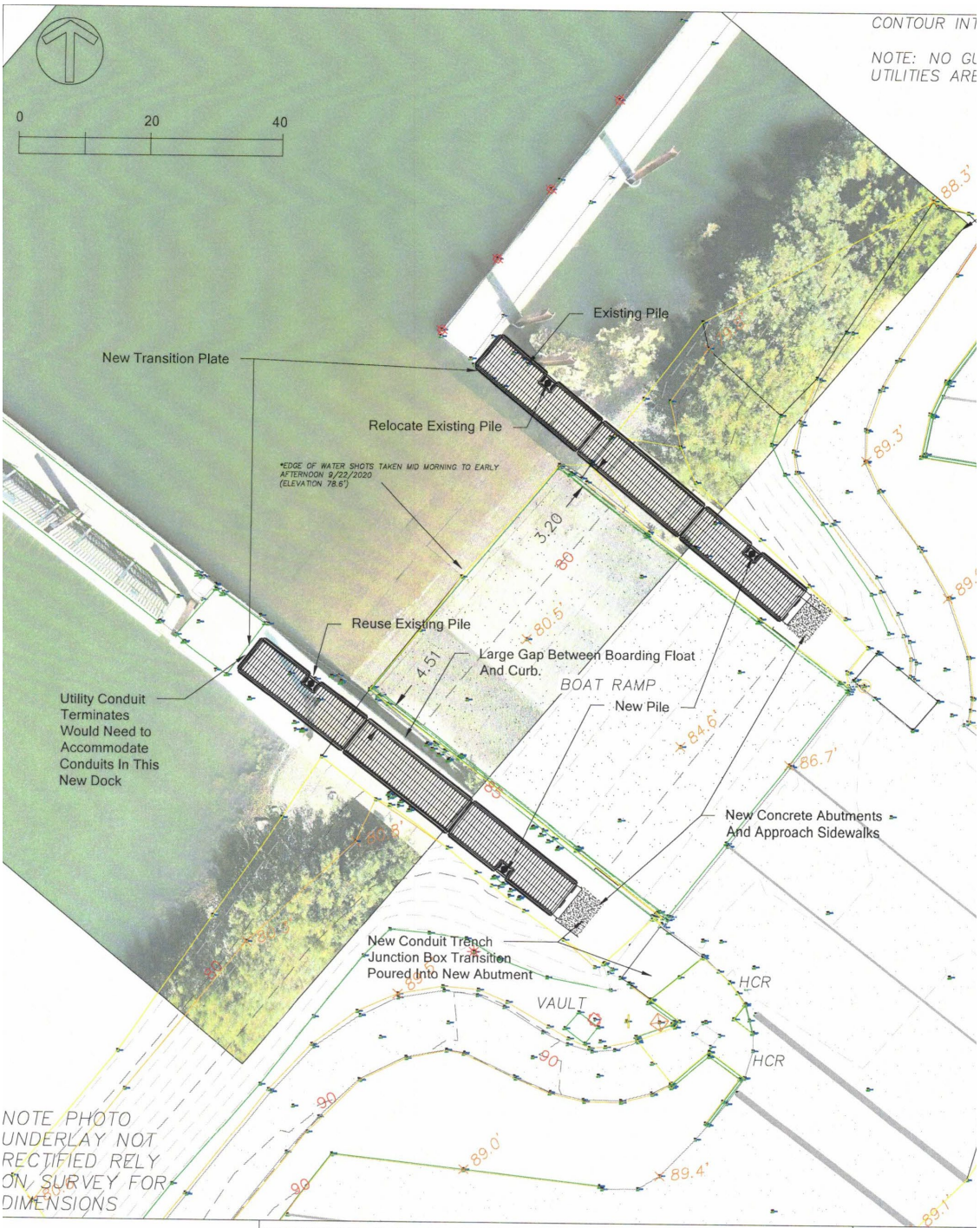
Discussion – this option would not be able to utilize OSMB standard design template and not receive any of the cost benefits of a standard design bid by multiple suppliers. It would require many of the more expensive elements in the standard design and would not likely be eligible for grant coverage. The design would be wider than 6 ft. and have more challenges with permitting. For these reasons, this option is not explored further.

Note: none of the ramp dock replacements will meet ADA; although, they will meet the accessibility provision for boat ramps.

Option #1- OSMB Standard Design Exhibit "A"

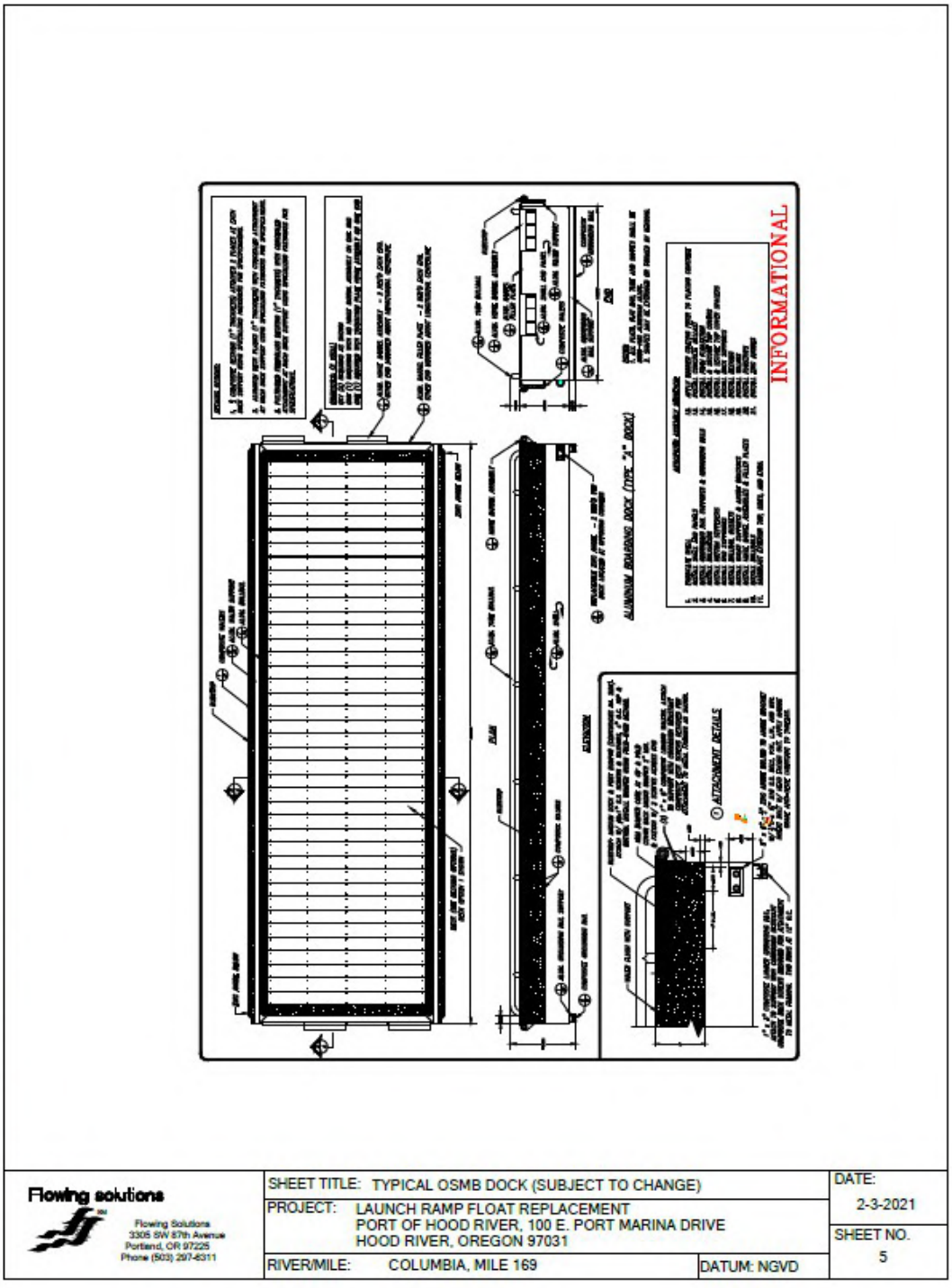


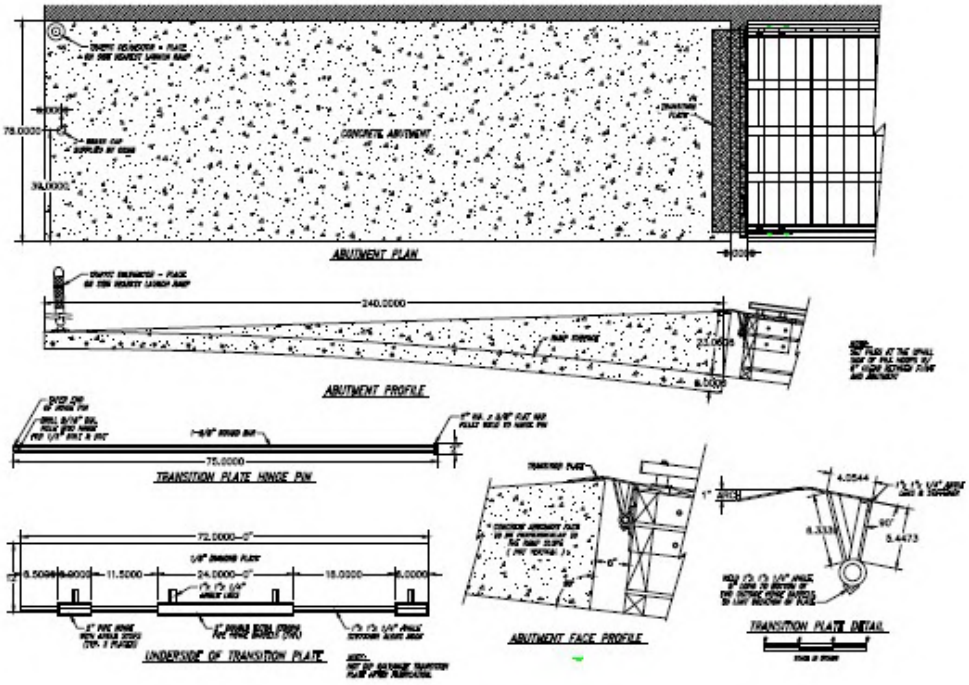
Option #2- Custom Design Ramp Floats Exhibit "B"



Flowing solutions Flowing Solutions 3305 SW 87th Avenue Portland, OR 97225 Phone (503) 297-6311	SHEET TITLE: Option #1-OSMB Standard Design (Exhibit "A") PROJECT: LAUNCH RAMP FLOAT REPLACEMENT PORT OF HOOD RIVER, 100 E. PORT MARINA DRIVE HOOD RIVER, OREGON 97031 RIVER/MILE: COLUMBIA, MILE 169 — DATUM: NGVD	DATE: 2-10-2021 SHEET NO. 1

Typical OSMB Dock & Abutment Exhibit “C”





Flowing solutions Flowing Solutions 3305 SW 87th Avenue Portland, OR 97225 Phone (503) 297-5311	SHEET TITLE: TYPICAL CONCRETE ABUTMENT (OSMB DETAIL)		DATE: 2-3-2021
	PROJECT: LAUNCH RAMP FLOAT REPLACEMENT PORT OF HOOD RIVER, 100 E. PORT MARINA DRIVE HOOD RIVER, OREGON 97031		SHEET NO. 4
	RIVER/MILE: COLUMBIA, MILE 169	DATUM: NGVD	

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Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

Project Director Report
February 16, 2021

The following summarizes Bridge Replacement Project activities from Jan. 22-Feb. 11, 2021:

PROJECT MANAGEMENT UPDATE

KEY TAKEAWAYS:

- *C2C WSP Amendment on Feb. 16*
- *Sec. 106 effort will extend FEIS/ROD into early September*
- *Bridge Replacement Strategy Work Session on Feb. 25th*
- *Public Comment Responses shared with EISWG on Mar. 4th*
- *Monthly Project Update included in packet*

COST TO COMPLETE (C2C)

All WSP contingencies will be used to complete the environmental tasks. Any additional NEPA-related costs will be pulled from the HB2017 contingency which currently sits at about $220,000. The increased level of effort will likely push the FEIS/ROD date into early September.

GOVERNMENT AFFAIRS/LOBBYING UPDATE

KEY TAKEAWAYS:

- *Met with Reps. Williams and McLain Feb. 12*
- *Both states' legal counsels are beginning to develop bridge authority legislation*
- *Advocating for $5M from each state for continued pre-construction activities*

Oregon Representative Susan McLain (D-Hillsboro) serves on both the Joint Transportation Committee and the Joint Ways and Means Committee; both committees are critical for moving the project forward. The project team has met individually with Reps. McLain and Rep. Anna Williams, but McLain requested a joint meeting with the Port and Rep. Williams. This is a positive sign of Rep. Williams interest in the project.

BRIDGE AUTHORITY LEGISLATION

Both states approach bill development differently. In Washington, the Joint Transportation Committee serves as a think tank staffed by legislative aides and attorneys tasked with developing legislation for legislators. In Oregon, legislative legal counsel develops legislation. Steve Siegel will serve as a key advisor in assisting both states develop legislation that will meet the needs of the other for forming the bridge compact. The '21 session will be spent developing the legislation, sharing elements with legislators, incorporating feedback and ensuring compatibility between both states.

FUNDING REQUESTS

The Port is advocating for $5 million from both states to leverage the $5 million BUILD grant from U.S. Dept. of Transportation. This funding will be used to conduct traffic and revenue studies, evaluate project delivery methods (including P3s), establish more detailed finance plans and continue governance development and implementation.

FEIS/ROD CRITICAL PATH UPDATE

KEY TAKEAWAYS:

- *Tribal Fishers Survey notice posted at fishing site.*
- *Additional historic structure photography required by state agencies.*
- *Sub-surface soundings required for north shore of preferred alternative.*
- *Due to increased requests, FEIS/ROD has been pushed to late August. Sub-surface soundings may push publish date out further.*

CRITICAL PATH REPORT

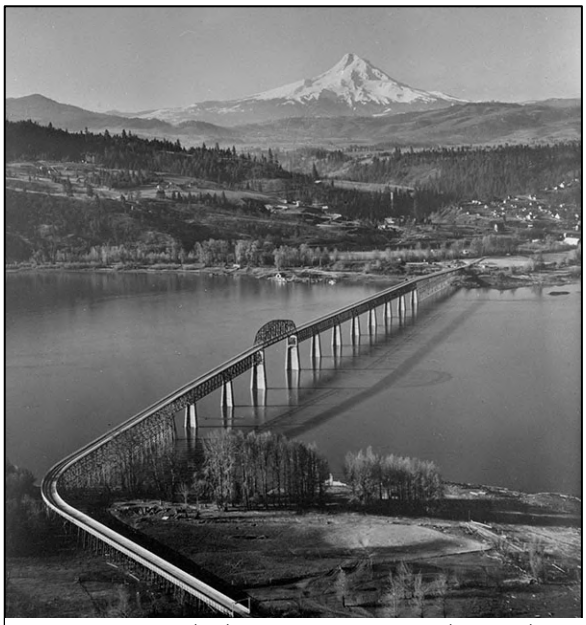
The monthly WSP critical path report is attached. The FEIS/ROD completion date pushed out to end of August due to additional work required on Historic Resources and Archaeological Report. As the project enters the last 15% of the FEIS/ROD schedule, most work is focused on Section 106 tasks.

TREATY FISHERS SURVEY

Staff has placed a notice at the White Salmon Treaty Fishing Access Site (TFAS) to encourage tribal fishers to participate in a survey on how bridge replacement could affect their fishing activities.

HISTORIC RESOURCES PHOTOS

Washington Dept. of Archaeology and Historic Preservation (DAHP) has requested higher quality imagery for the built structure survey for the Historic Resources Report that focuses on about thirty homes on the White Salmon ridge. DAHP is requiring that a more extensive survey be conducted to support the project's claim that the neighborhood is not a historic structure due to extensive remodeling on many of the homes. The Port has hired drone and street-side photographers to capture high resolution images focused on architectural elements of the properties. The photographers met with the technical team members to review



1State agencies and tribes are requiring soundings in the area to the bottom right of the photo. When the Bonneville Dam was built, this area was submerged.

elements to be photographed. The photography is reimbursable by HB2017 and is scheduled to be complete by the end of February.

SUB SURFACE SURVEY WORK

After ongoing consultation with Washington DAHP and the Umatilla Tribe on archaeological resources, ODOT is insisting that a series of soundings be conducted between the original riverside and the current riverside on the northern shore due to it being a "high probability area." They are requesting that sub-surface or "chirp profiling system" be used to assess potential structures or resources below the riverbed and above bedrock. Other tools would include side-scan sonar, multibeam bathymetry and marine magnetometer. A proposal from David Evans & Associates is attached. The cost is nearly $70,000, but staff is obtaining a second proposal from SolmarHydro. A contract will be presented to the Commission in March and will use HB2017 contingency.

CONSTRUCTION PRE-DEVELOPMENT

KEY TAKEAWAYS:
- *Geotechnical work is ready to schedule upon approval from BUILD*
- *Otak to present AE/Design scoping progress on Feb. 16*
- *Staff is developing list of tasks for Owners' Representative scope consideration*

GEOTECHNICAL BORINGS

The cost estimate for geotechnical borings now includes toxic materials testing. The updated cost estimate is $730,000. This task is waiting on BUILD approval.

AE/DESIGN RFP DEVELOPMENT UPDATE

Presentation this evening on the engineering RFP progress.

OWNERS' REPRESENTATION RFP DEVELOPMENT UPDATE

Non-engineering specific tasks necessary for Post-NEPA phase activities are being developed and analyzed as to whether the Owners' Representative, Port Staff or the AE/Design Firm should be the lead.

GOVERNANCE/BSWG UPDATE

KEY TAKEAWAYS:
- *P3 Panel Debrief scheduled for Feb. 17.*
- *New BSWG webpage now live.*

P3 PANEL DISCUSSION/DEBRIEF MEETING

A BSWG P3 Panel Debrief meeting is scheduled for Feb. 17th. Staff will give a project update with most of the time reserved for open discussion among the group members.

NEW WEBPAGE

Staff has added a BSWG webpage to the Port's website. It can be accessed at https://portofhoodriver.com/bridge/bridge-replacement-bi-state-working-group-bswg/. This page will house updated member positions, memo of understanding, minutes and packet materials.

FUNDING & FINANCING UPDATE

KEY TAKEAWAYS:

- *Staff is responding to FHWA request for information support Port's Pre-award request*
- *Draft budget has been developed for BUILD and remaining HB2017 tasks*

BUILD GRANT

Federal Highways has responded to the first round of materials sent for the pre-award consideration. Staff will be responding to those requests this week.

BUDGET

			REMAINING HB2017		BUILD		
			FY 21-22		FY 21-22	FY 22-23	TOTAL
PERSONAL SERVICES			$ 52,000		$ 148,000	$ 210,000	$ 358,000
MATERIALS & SERVICE							
	FEIS/ROD		$ 68,000		$ -	$ -	$ -
	Project Advising		$ 10,500		$ 273,000	$ 425,000	$ 698,000
	Other Prof. Services		$ 20,000		$ 75,000	$ -	$ 75,000
	Legal		$ 7,500		$ 5,500	$ 6,500	$ 12,000
	Ads/Meetings		$ 5,000		$ 2,500	$ 3,500	$ 6,000
	Travel/Reimb/ Office		$ 27,000		$ 21,000	$ 23,000	$ 44,000
CAPITAL OUTLAY							
	AE/Design*		$ 150,000		$ 1,080,000	$ 3,500,000	$ 4,580,000
CONTINGENCY			$ 70,000		$ 257,000	$ -	$ 257,000
TOTAL			**$ 410,000**		**$ 1,862,000**	**$ 4,168,000**	**$ 6,030,000**

** $220,000 HB2017 Design/Contingency allowed as BUILD match*

Above is a budget snapshot of the remaining HB2017 and BUILD funding starting July 1, 2021. Project Advising includes Owners' Representation, Governance and Finance Planning. Other Professional Services includes AE/Design proposal development, Traffic and Revenue Policy

Evaluation. Project Advising and Professional Service tasks are authorized under both HB2017 and BUILD contracts. Geotechnical work is included within the AE/Design line item. ODOT authorized yet-to-be used funds to be allowed as non-federal match. Currently there is approximately $220k remaining from HB2017 ($150k for Geotech, $70k for contingency items). The BUILD Total ($6,030,000) plus HB2017 contingency ($220,000) equals $6,250,000. If additional funds are required to complete NEPA past the $70k remaining in HB2017 contingency, portions of the project advising and professional services tasks can be moved to the BUILD budget. The BUILD budget currently has a contingency of over $250,000.

MEETING SCHEDULE

- Rep. McLain/Williams Leg. Strategy, Feb. 12
- WSP Weekly Check In, Feb. 15
- WSP Owners Rep Discussion, Feb. 15
- BSWG P3 De-brief Meeting, Feb. 17
- Ryan Dolan, UBP, Feb. 18
- WSP Weekly Check In, Feb. 22
- Thorn Run Partners, Feb. 23
- NEPA Coordination Meeting, Feb. 25
- Bridge Replacement Special Session, Feb. 25
- Sec. 106 Cultural Resources Check In, Feb. 26
- WSP Weekly Check In, March 1
- Port Commission Meeting, March 2
- EISWG Meeting, March 4

Hood River – White Salmon

EIS UPDATE
BRIDGE REPLACEMENT PROJECT

MARCH 2021 UPDATE

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

What's new on the project?

- Hold an EIS Working Group meeting on March 4 to discuss remaining steps to complete the NEPA process.
- Continue preparing responses to public comments received on the Supplemental Draft EIS; all responses will be published in the Final EIS.
- Planning for the Final EIS is ongoing.
- Analysis of artifacts found during archaeological field work completed on specific parcels on the Washington side is ongoing and will be documented in a draft report.
- Additional photography of historic properties is underway to document potential impacts from the project.

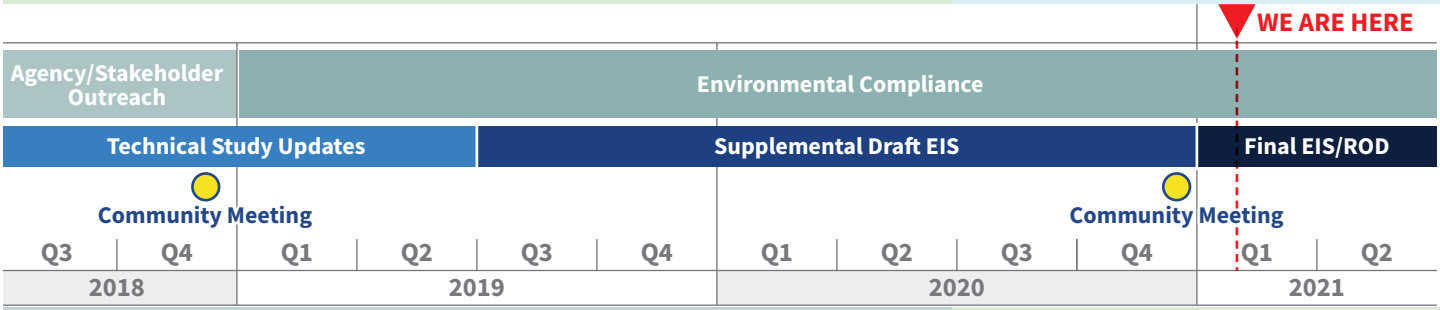
What are the next steps?

- Final EIS/Record of Decision is underway and is anticipated to be completed by Summer 2021.
- Continued coordination with the National Marine Fisheries Service (NMFS) on completion of the Endangered Species Act consultation.
- Continue discussions with the Oregon SHPO, Washington State DAHP, and other parties and tribes to identify potential mitigation measures for removal of the existing bridge.
- Continued consultation with Native American tribes on cultural resources, access to the Columbia River, fishing activities, treaty rights, and other identified interests.
- Prepare to conduct geotechnical investigation in Spring of 2021.

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

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 March 15th

DATE: February 11, 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:

- Letter of Concurrence from USFWS received.
- NMFS assigned to biologist and Biological Opinion is in process. Expected completion this month.

CHALLENGES:

- None.

SCHEDULE RISKS:

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

SCHEDULED COMPLETION DATE: ~~1/5/2021 (APRIL 2020 MEMO);~~ **3/05/2021 (JAN MEMO)**

- Changed to reflect agency progress and expectation.
- Successor task: Final EIS (final review draft)

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

PROGRESS:

- Historic Resources Technical Report is undergoing additional revisions due to a second round of comments from the Washington State DAHP; additional photos of historic properties are being collected in February; report revisions to be completed in March.
- Consulting Parties monthly meetings are on hold as the archaeological testing analysis is advanced.

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

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

- Analysis of archaeological artifacts are underway; preliminary results were shared with the Port and ODOT in early February. Draft report to be submitted to Port and ODOT by end of February; submitted to the Oregon SHPO and Washington State DAHP by mid-March.

CHALLENGES:

- Consulting individually and collectively with four Tribes with treaty fishing rights on the Columbia River to discuss potential impacts to the White Salmon Treaty Access Fishing Site and treaty fishing rights is requiring more time than anticipated. ODOT has contacted all four treaty tribes and has met with (Umatilla) or will schedule (Yakama, Warm Springs and Nez Perce) individual meetings. This effort has slowed down as a result of COVID-19; ODOT is reaching out to tribes to determine if tribes will hold meetings via video-conference (e.g., Zoom). The Port is identifying opportunities to engage tribal fishers via web-meeting.
- The large number of artifacts that were found required additional efforts to catalog and analyze them. This is extending the schedule for completing a draft testing report.
- The Washington State DAHP second review of the Historic Resources Technical Report led to more in-depth comments than previously identified in its first review. Additional data collection is underway to support revisions to the report. Continued close coordination with DAHP is necessary to obtain concurrence on historic, archaeological, and the MOA.

SCHEDULE RISKS:

- **High risk:** The extensive number of artifacts recovered in the last round of fieldwork requires additional time to process, analyze, and document. Restarting the consultation effort on the mitigation plan for the bridge is linked to providing the consulting parties information about the archaeological work. Thus, the timeline for completing the Memorandum of Agreement is at risk.

SCHEDULED COMPLETION DATE: ~~4/16/2021 (APRIL 2020 MEMO); 5/17/2021 (MAY 2020 MEMO); 5/4/2021 (JUNE 2020 MEMO); 3/3/2021 (JULY 2020 MEMO~~); 5/27/2021 (AUGUST MEMO); ~~6/18/21 (SEPT MEMO; 7/6/2021 (JAN MEMO);~~ **8/16/2021 (FEB MEMO)**

- Adjustment made to schedule to capture the analysis and documentation of the archaeological testing. This adjustment pushed the schedule to complete Section 106 activities out to mid-August 2021.
- Successor task: Final EIS (final review draft)

3. FINAL EIS FOOTPRINT SET

PROGRESS:

- Design revisions developed to avoid a significant archaeologic resource which required moving a planned stormwater pond and potentially a slight adjustment to approach on the Washington shore.

CHALLENGES:

- None.

SCHEDULE RISKS:

- None.

.

SCHEDULED COMPLETION DATE: ~~1/28/2021 (APR MEMO); 2/3/2021 (NOV MEMO);~~ **3/2/2021 (FEB MEMO)**

- One month delay cascaded down from the preliminary results from the archaeological testing.
- Successor tasks: Final EIS/Record of Decision

4. PUBLISH FINAL EIS/RECORD OF DECISION

— Draft response to comments finalized and provided to Port and ODOT.

— Beginning to draft Combined FEIS/ROD.

— Preparing for March EIS Working Group meeting.

SCHEDULED COMPLETION DATE: ~~7/22/2021 (APR MEMO)~~); 7/28/2021 (NOV MEMO); **8/25/2021 (FEB MEMO)**

- One month delay cascaded down from the additional work on the Historic Resources Technical Report.
- Successor tasks: Close out EIS project.

PROJECTED WORK FOR NEXT 30 DAYS

The following work is projected to occur from February 15 through March 15.

TASK 1. PROJECT MANAGEMENT

- Coordination with Port, Consultant Team and other agencies
- Invoice for February activities
- Update schedule and critical path status
- Present cost to complete to Port
- .

TASK 2. PUBLIC INVOLVEMENT

- Preparation for next EIS working group
- Prepare monthly update for April issue.

TASK 5. ENVIRONMENTAL

- Complete artifact analysis and report.
- Coordinate with ODOT on the review of submittal memo to obtain Section 106 clearance for geotechnical investigation.
- Finalize responses to comments received on the SDEIS after receipt of ODOT comments. Provide to FHWA for review.
- Prepare combined FEIS/ROD (Admin Draft #1).
- Conduct meetings for the Section 106 consulting parties to begin developing mitigation options for removal of the historic Hood River Bridge; monthly meetings planned for April-July 2021.

TASK 6. ENGINEERING

- Support the Final EIS production by addressing Requests for Information regarding design.
- Coordination in preparation for geotechnical investigation work.

TASK 8. PERMIT ASSISTANCE

- Reapply for Oregon DSL permission to conduct geotechnical drilling.

February 5, 2021

Angela J. Findley, PMP
WSP
210 E 13th St., Suite 300
Vancouver, WA 98660

SUBJECT: Hood River Bridge Geophysical Survey Proposal

Dear Ms. Findley:

The Marine Services Division at David Evans and Associates, Inc. (DEA) is pleased to provide this proposal and cost estimate for a comprehensive high-resolution geophysical survey in support of archeological investigations along the Hood River replacement bridge on the Columbia River. The purpose of the survey is to collect detailed information to assess the possible presence of cultural artifacts.

SCOPE OF SERVICES

Field Operations

DEA proposes to conduct a high-resolution geophysical survey along impact areas designated by WSP and shown below in Figure 1. The primary survey tools will include: side-scan sonar, multibeam bathymetry, sub-bottom profiler and marine magnetometer. The shoreward extent of the survey area may be limited to areas safe to navigate as determined by the vessel operator. The plan will be to run transects within the designated area of interest, to the extent possible. The primary survey will offset lines will be laid out at a 20 -foot line spacing. All data will be time tagged and corrected for offset position relative to the vessel's navigation system.

Mapping and Report

Post processing will include:

1. Production of track line maps.
2. Creating georeferenced side-scan mosaics
3. Creating a side-scan target list through detailed playback of individual sonar lines and indicating target locations on track line map
4. Developing a magnetic anomaly target list and mapping target locations.
5. Evaluating the sub-bottom profiler records for subsurface anomalies and designating the locations of each on the track line map
6. Producing a letter report summarizing survey operations and data interpretation

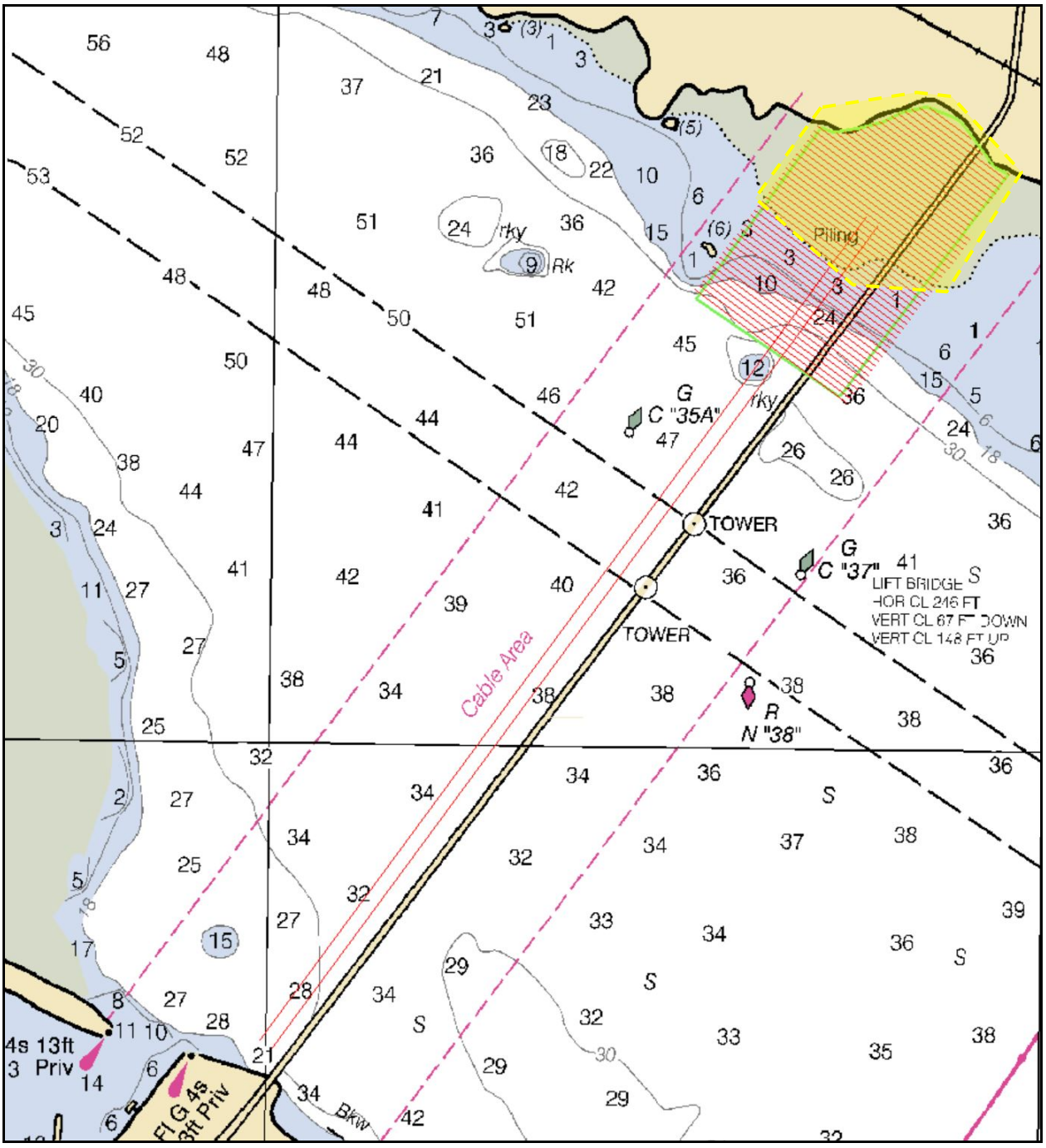


Figure 1: Proposed areas of interest (green) to be covered by 2021 geophysical survey and planned survey lines (red). Area of designated mudflats (yellow dash and highlight) may not be accessible for survey with any or all sensors. Efficacy and safety of operating in this area will be evaluated by the survey crew and relayed to WSP. Two additional survey lines will be acquired along the planned bridge alignment for general information on bottom and surficial conditions which may be of interest to project engineers.

EQUIPMENT

Surface positioning will be determined using RTK GNSS. An Applanix POS/MV GNSS and inertial navigation system will be used to blend the GPS position with its inertial measurements to provide precise vessel motion information and maintain accuracy during short periods of poor satellite visibility which may occur near the bridge. The sub-bottom profiler will be an Edgetech 512i or 216 Chirp profiling system. Both systems are capable of transmitting a variety of pulse bands which have various effects on the depth of acoustic penetration and resolution. The final pulses utilized will be chosen after running several test passes over the site. The sub-bottom system will be set to focus on the upper 15 to 20 feet of material, however, a few lines will be run with deeper settings in order to try to image the pre-impoundment surface which is understood to be an important reference point. Sub-bottom systems can be impacted by a variety of site conditions (i.e., obstructions, shallow gas entrained in sediments, etc.) and exact performance cannot be guaranteed. Figure 2 is a 512i sub-bottom record from a recent DEA project in Puget Sound.

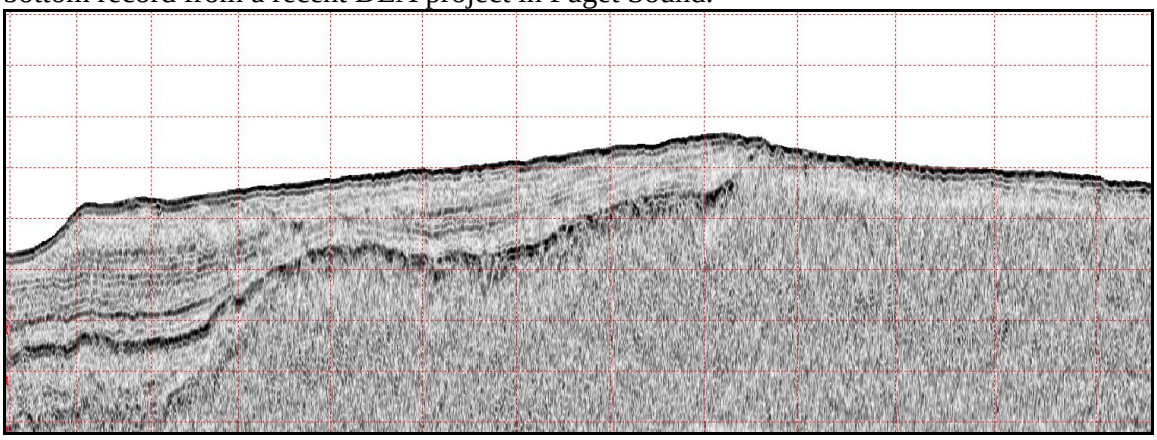


Figure 2: 512i Sub-bottom record from an Edgetch 512i in Puget Sound. Deep glacial till can be seen to rise from the left edge. Horizontal scale bars are 10-foot.

Multibeam bathymetric soundings will be acquired with a RESON T50 sonar. This is a highly advanced system capable of obtaining up to 512 soundings across and 165-degree swath. At ping rates of up to 50 pings per second (pps) this represents potential data collection rates greater than 1.5 million soundings per minute. Very dense data, combined very small beam angles with highly accurate positioning, can produces outstanding 3D point cloud representations of the bottom morphology and structures. Figures 3 is an example of a shipwreck acquired with DEA's T50P.

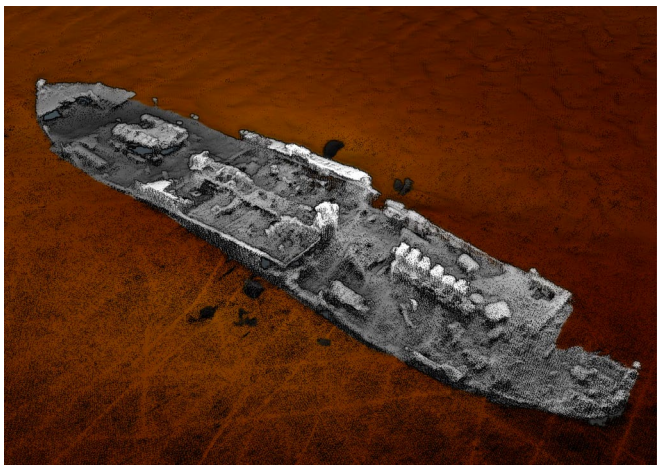


Figure 3: 3D point cloud of multibeam bathymetric soundings. Note row of 6 cylinders from the main engine. Sounding density ~2 - 5 inches.

Side scan data will be collected using an Edgetech dual frequency sonar, either a 4200 or 2000-DSS. These are high definition, dual-frequency sonars that emit a frequency modulated (FM) “chirp” to generate high resolution side scan imagery. The system transmits on two frequencies simultaneously (100/600 kHz, or 300/600 kHz, depending on system utilized). Due to the close confines and shallow water in the area of interest, the systems will most likely be operated on very short ranges for maximum ping rate and resolution. However, a few wider area passes will be collect to give a more general overview, if logistics allow. Figure 4 is an example of a 600 kHz image recently acquired by DEA on a project in Alaska.

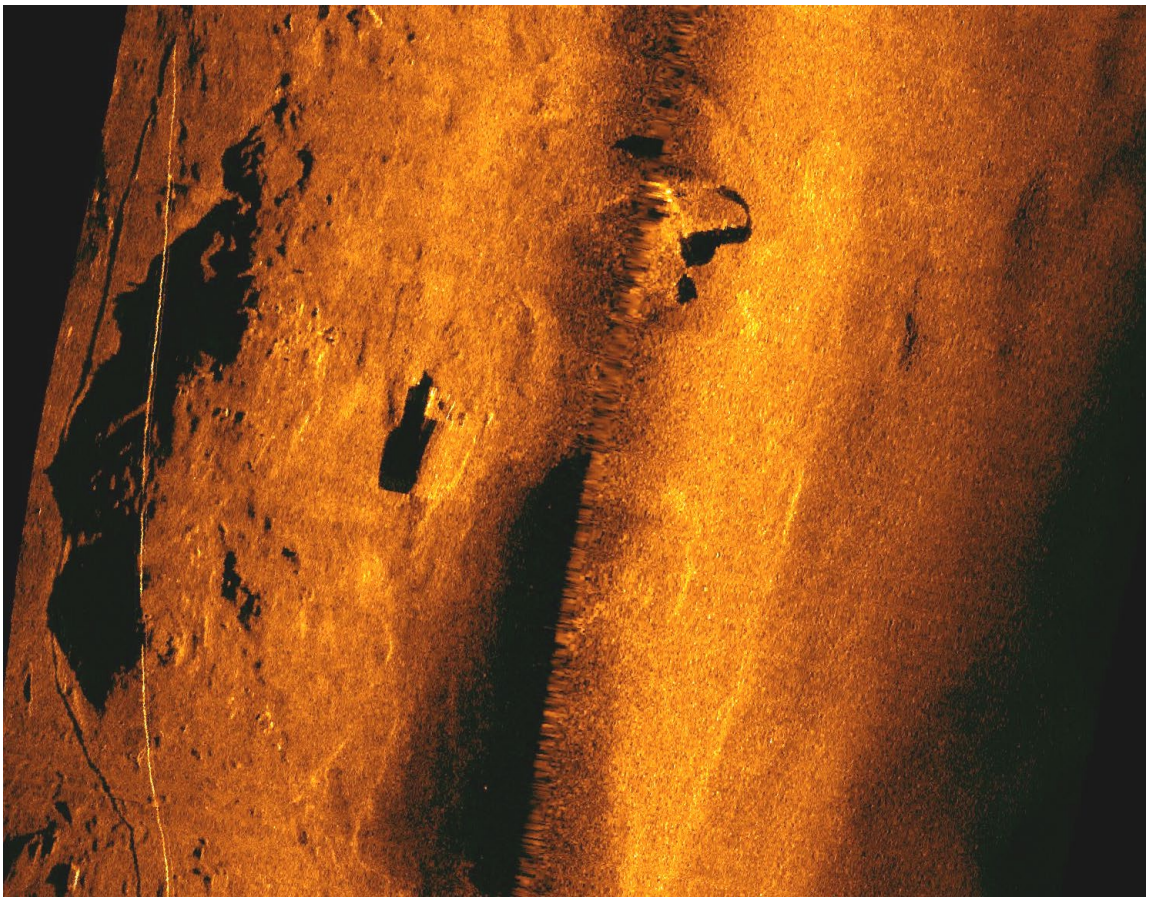


Figure 4: 600 kHz side-scan image on a 25-meter range scale (50-m total swath). Note 8-inch power cable suspended across debris mound. This acoustic shadow from cable is evident to the far left in the record. Significant piece of wreckage and shadow are located near the center of the image.

Magnetometer data will be acquired with a Marine Magnetics SeaSPY Overhauser marine magnetometer. This system can operate with very high sensitivity and at sample rates up to 4 Hz.

Any equipment not available at the time of survey will be replaced with equipment of similar or better specifications.

All work will be supervised, and final deliverables approved by a NSPS certified hydrographer.

The horizontal datum for this survey will be Washington State Plane, South Zone, NAD83/11. The vertical datum will be chart datum. The units will be US Survey Feet.

SCHEDULE

Equipment will be mobilized from DEA Marine's Vancouver, WA office. DEA requests a minimum of three weeks notice prior to any planned survey to avoid any potential conflicts with other projects. All data processing will be completed by DEA in the Vancouver, WA and Seattle, WA locations. Final deliverables will be submitted no later than four weeks after the completion of the field work.

ESTIMATED FEES FOR SERVICES

Costs for conducting the above-mentioned geophysical survey are estimated as follows:

Task	Estimated Cost
Project Management and Administration	$2,150
Planning, Mobilization/Demobilization	$21,700
Data Acquisition (3-day estimate)	$23,000
Data Analysis and Report	$21,250
TOTAL	**$68,100**

DEA welcomes the opportunity of working with WSP. Should you have any questions, or need further information please feel free to call me at (206) 419-4595 or Jon Dasler at (360) 314-3202.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

Nicholas Lesnikowski, LG, CH
Senior Associate

Prepared by: Kevin Greenwood
Date: February 16, 2021
Re: Cost to Complete Presentation

As part of the Port's contract with WSP and Otak, three Cost to Complete (C2C) analyses have been conducted to reassess project tasks and budget. The presentation tonight will be led by Chuck Green, the Port's NEPA advisor from Otak Engineering. Angela Findley, the Project Manager from WSP, will be in attendance to answer questions of the board. This is the last C2C and incorporates adjustments due to the public comment period and Section 106 work. The project is scheduled to finish NEPA by early September 2021.

Due primarily to increased level of effort requested by state agencies, the historic resource (Sec. 106) effort has taken longer and been more expensive than originally evaluated. Budget savings in the public information and engineering tasks have been applied to the environmental work, but the entirety of the WSP contingency will be used to complete NEPA. There continues to be a healthy reserve in the HB2017 budget, however.

This update also includes an unfunded geotechnical task (Task 10). If Federal Highways authorizes a pre-award/reimbursement agreement for that work from the BUILD grant, a subsequent amendment would adjust the WSP contract to fund the geotechnical borings and analysis. The Commission would need to authorize the BUILD pre-award agreement, use of yet-to-be used HB2017 funds as a match, and the WSP geotechnical contract amendment. Staff anticipates this happening in March.

The presentation will close by showing the transition from HB2017 funds to BUILD funds in FY21-22 and evaluating the remaining risks.

Questions for the consultants include:

1. What are some risks to the remaining contingency not included in this analysis?
2. How can Section 106 require extensive review on property not affected by the preferred alternative?

No changes are being requested to the bottom-line contract amount but the WSP contingency has been fully spent. Approximately $220k remains in the HB2017 contingency.

RECOMMENDATION: Information only.

Hood River Bridge Replacement

Environmental Progress Update

Winter 2021 Final Cost-to-Complete Analysis

February 16, 2021 Commission Meeting

Chuck Green, PE

Presentation

- Changes since August 2020 update
- Cost-to-Complete Analysis
- EIS/NEPA Completion Schedule
- Scope and Budget Actions
- What's Next?

Status as of Last Update (August 2020)

INCOME	HB2017	**5,000,000**
EXPENSE	WSP	3,148,000
	Other Contracts	857,000
	Personnel	647,000
	Program Admin	128,000
	Contingency*	220,000
	TOTAL	**5,000,000**
$150,000 of contingency to be used toward Phase 2 Geotech		
Supplemental Draft EIS		Completed Nov. 2020
Final EIS/Record of Decision		August 2021*
BUILD Grant received ($5,000,000 plus match)		Fall 2020*
* change from August 2020		

What is a Cost-to-Complete Analysis?

- Periodic review of scope, schedule and budget
- Adjust closed-out tasks to amount spent
- Identify expected task overruns (and underruns), budget and scope issues
- Incorporate input from ODOT & FHWA, other agencies on work items and schedule
- Flag tasks needing to be closely monitored
- Review “contract contingency” to maintain overall budget

Final Cost-to-Complete: Winter 2021

- Close out tasks and adjust to actuals
- No substantial change to FEIS scope
- Potential impact on FEIS/ROD schedule due to Section 106 items
- Geotechnical borings amendment (pending)
- Budget shifts, Remaining Contract Contingency:
  - *Additional archaeological/ cultural investigations*
  - *Additional work on historic resources report*

WSP Contingency Budget Since 8/2020

Budget Item	Date	Budget Adjustment	Comments
Contract Contingency	August 2020	$31k	Deferred Geotechnical borings, created Contract Contingency (Task 9)
Nov. 2020 Reallocation	Nov. 2020	($20k)	Task 5.6 Additional Tribe/Agency Comments
Task 2 – Public Involvement	February 2021	$10k	Fewer meetings; less travel
Task 5 – Environmental	February 2021	($59k)	Additional Sec. 106 work: testing & surveys, documentation, increased photography.
Task 6 – Engineering	February 2021	$38k	Work came in under budget; planning level cost estimate completed
NEW CONTINGENCY	**Feb. 2021**	**$0**	**After Cost-to-Complete Adjustment**
Tasks not listed either completed or had minimal adjustments			

Geotechnical Borings

- $730K contract amendment
- Independent price analysis required by BUILD grant, found to be reasonable
- Underwater and on-land exploration & testing:
  - *Up to 9 underwater borings*
  - *Up to 2 on-land borings*
  - *Testing including for stability, liquefaction*
- Produces data report and bridge foundation recommendation

Potential Risk Items To Be Addressed

- Underwater archaeological investigations ("Soundings")
- Finding of Adverse Effect on archaeological resources
- Reaching agreement on the Bridge Mitigation Plan to be attached to the Section 106 Memorandum of Agreement

What Happens Next?

- Focus on what is needed for NEPA/FEIS/ROD
- Receive Updated Cost Estimate
- Geotechnical action – expected March 2021
  - *BUILD Pre-Award Conditions*
  - *Use of HB2017 as non-federal match*
  - *Amend. No. 5 to adjust WSP budget for Geo.*
- Ongoing funding requests: OR, WA, Federal
- Close out NEPA phase and continue next steps
  - *BUILD grant match & reimbursement approvals, work plan*
  - *Design/ A&E Consultant RFP*
  - *Project Implementation Plan/Next steps*

HB2017/BUILD Transition

		HB2017	BUILD		
		FY 21-22	FY 21-22	FY 22-23	TOTAL
PERSONAL SERVICES		$ 52,000	$ 148,000	$ 210,000	$ 358,000
MATERIALS & SERVICE					
	FEIS/ROD	$ 67,688	$ -	$ -	$ -
	AE/Design	$ -	$1,230,000	$3,500,000	$4,730,000
	Project Advising	$ 10,500	$ 273,000	$ 425,000	$ 698,000
	Other Prof. Services	$ 20,000	$ 75,000	$ -	$ 75,000
	Legal	$ 7,500	$ 5,500	$ 6,500	$ 12,000
	Ads/Meetings	$ 5,000	$ 2,500	$ 3,500	$ 6,000
	Travel/Reimb/ Office	$ 27,200	$ 21,000	$ 23,000	$ 44,000
CONTINGENCY		$ 219,913	$ 327,000	$ -	$ 327,000
TOTAL		**$ 409,801**	**$2,082,000**	**$4,168,000**	**$6,250,000**

Questions

Commission Memo

Prepared by: Kevin Greenwood
Date: February 16, 2021
Re: Engineering RFP Presentation

Chuck Green of Otak has been advising the Port on environmental and engineering services since 2018. In December, the Port amended Otak's contract to prepare the proposal documents for selecting an engineering firm to begin design and engineering for the new bridge.

Since that time, the Project Team has reviewed other proposal documents including the Rose Quarter RFP produced by ODOT. At this time, Mr. Green recommends the scope include full design with off ramps at key milestones based upon funding and project delivery decision.

Staff also anticipates a similar process for selecting an Owner's Representative. Mr. Green's presentation will touch on project tasks and whether the engineering firm, Owner's Representative, and/or Port staff should take the lead.

The procurement schedule is as follows:

Draft RFP for review ..... Late Spring
Finalize RFP package .....Early Summer
Advertise RFP/Proposals.....July/August
Commission Approval ..... October
Start Contract ..... November
Engineering Complete.....3Q 2022

The geotechnical data report is expected to be included as an exhibit to the RFP.

This Engineering RFP contract is being reimbursed from HB2017.

RECOMMENDATION: Informational.

Hood River Bridge Replacement

Engineering Consultant Procurement Update

February 16, 2021 Commission Meeting

Chuck Green, PE

Presentation

Process & design definitions

Relationship to project delivery and other project tasks

Discussion items for A&E scope

Procurement schedule

What's Next?

Definitions

- ***A&E Consultant***: architecture and engineering design team to be procured in this design stage
- ***Preliminary engineering***: studies, analysis and early design to achieve ~15% design
- ***Design Acceptance Package (DAP)***: "Proof of concept" ~30% design package for approvals
- ***Advanced Design****:* post-DAP design up through final design and construction drawings
- ***Request for Proposals (RFP)***: procurement process for the A&E consultant

Related Definitions

- ***Owner's Representative***: technical advising team working with Port/ Project in major project activities, consultations & program management
- ***Design-Bid-Build (DBB)*****:** traditional process, A&E produces design, bid process, hire contractor
- ***Design/Build (D/B)*****:** Combined design & contractor takes DAP design to implementation
- ***Construction Management/General Contractor (CM/GC):*** contractor hired before design is complete, provides constructability reviews, leads construction management efforts to deliver project
- ***Public-Private Partnership (P3)***: joint venture between public project "Owner" and private entity financier to deliver project with pay-back mechanism.

Recommendations Regarding A&E Consultant Team

- Project manager and key design leads: licensed PEs in both WA and OR
- Procure for full design work, with “exit ramps” at key milestones based on project delivery
- First stage: contract A&E through DAP, with 15% as a checkpoint for design, project cost estimate
- Scope/deliverables assume project delivery decision at DAP
- Cost estimates schedules aligned with funding requests
- NEPA/EIS design, survey, data very useful for A&E consultant
- BUILD grant budget should be sufficient to get to DAP

What is an Owner's Representative?

- Key technical support for Project Director
- Supports/assists Port/Commission with Program management, through end of project
- Develops & coordinates work plan and funding items
- Review A&E designs on behalf of Port
- Assist with strategic public outreach & facilitation: Gorge Commission, Tribes, Bi-State Working Group
- NOT an abdication of Port's/Bridge Authority's control over the project, funding, project delivery

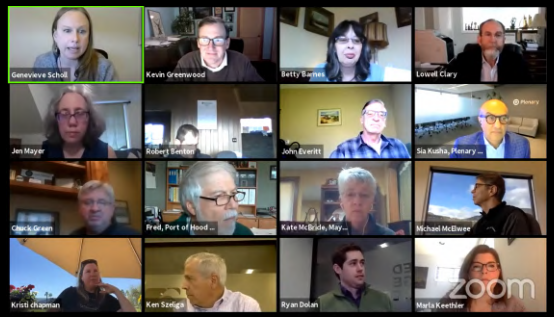
Considerations for Commission Post-NEPA Activities: A&E Consultant

- Design process & milestones recommendations
  - *Procure for full design, contract now only through Design Acceptance Package (DAP)*
  - *Project Delivery Decision at DAP*
  - *A&E provides technical support to special studies: Gorge Commission, Tribal, Sec. 106*
- Geotechnical data report, EIS information made available to A&E proposers
- For Commission discussion:
  - *Level of technical input to related tasks: tolling policy/revenue study, funding strategy, project delivery decision*
  - *Bike/ped next steps: demand, design, cost*
  - *Understanding of "exit ramps" and future work limitations on A&E consultant*

C. Green, Otak, Inc.

For Commission Discussion: Port-led Post-NEPA Activities

- Project/ Program Management Functions
- Recommendations to start soon:
  - *Owner's Representative Procurement*
  - *Work plan and decision-making process for related tasks: tolling policy/ revenue study, funding strategy, project delivery decision, governance/ ownership*
- Public Information & Stakeholder Engagement
  - *Expectations for public, stakeholder engagement during next design stage*
  - *Type and level of citizen or "project champions" sounding board desired*



For Commission Discussion: Owner's Representative Role

- Support/assist Port/Bridge Project Authority, *NOT a replacement of the Owner's management team*
- Can extend "for the life of the project"
- Suggested specific support areas
  - *Program management*
  - *Organize & Facilitate Procurement of professional services, D/B, P3*
  - *Assist with committee structures – type, level of input, process*
  - *Review technical submittals from AE/ Design team*
  - *Facilitate project delivery decision*
  - *Contractor oversight*
- Key assistance to Port/ Project Public information officer

A&E 2021 Procurement Schedule

- Draft RFP for review: Late Spring
- Finalize RFP package: Early Summer
- Advertise RFP/ Proposals July/ August
- Interviews/Selection Aug/Sept.
- Commission approval October
- Start A&E Work: November
- Approximate timeline to DAP: 8-12 months

Questions

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 ODOT retained David Evans & Associates ("DEA") to prepare a new Load Rating Analysis ("LRA") for the 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 represent the fruit, timber, and

sand/gravel sectors. Staff provided a report on these efforts at the April 21, 2020 Commission meeting. On October 4, 2020, after the Port received an email from ODOT 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 has 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 fruit hauling to Bingen. However, the impacts to Mt Adams Fruit Company that transport finished, packaged fruit from cold storage to market across the bridge will be significant.

Logs/Lumber - Log trucks transit the bridge in both directions. Other 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 weight restrictions to SHV classes associated with concrete mixers and large dump trucks will have be significant. Two Washington businesses have contacted the Port requesting 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 bulk email notice to all Breezeby customers with commercial trucks (354 accounts), describing the coming weight limits. These 354 accounts represent the majority of shippers/haulers that use the bridge on a regular basis. 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 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 on this requirement. Signs have been ordered from the ODOT sign shop and both agencies have agreed to install the new signs with posts that will need to be replaced. This work must 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.

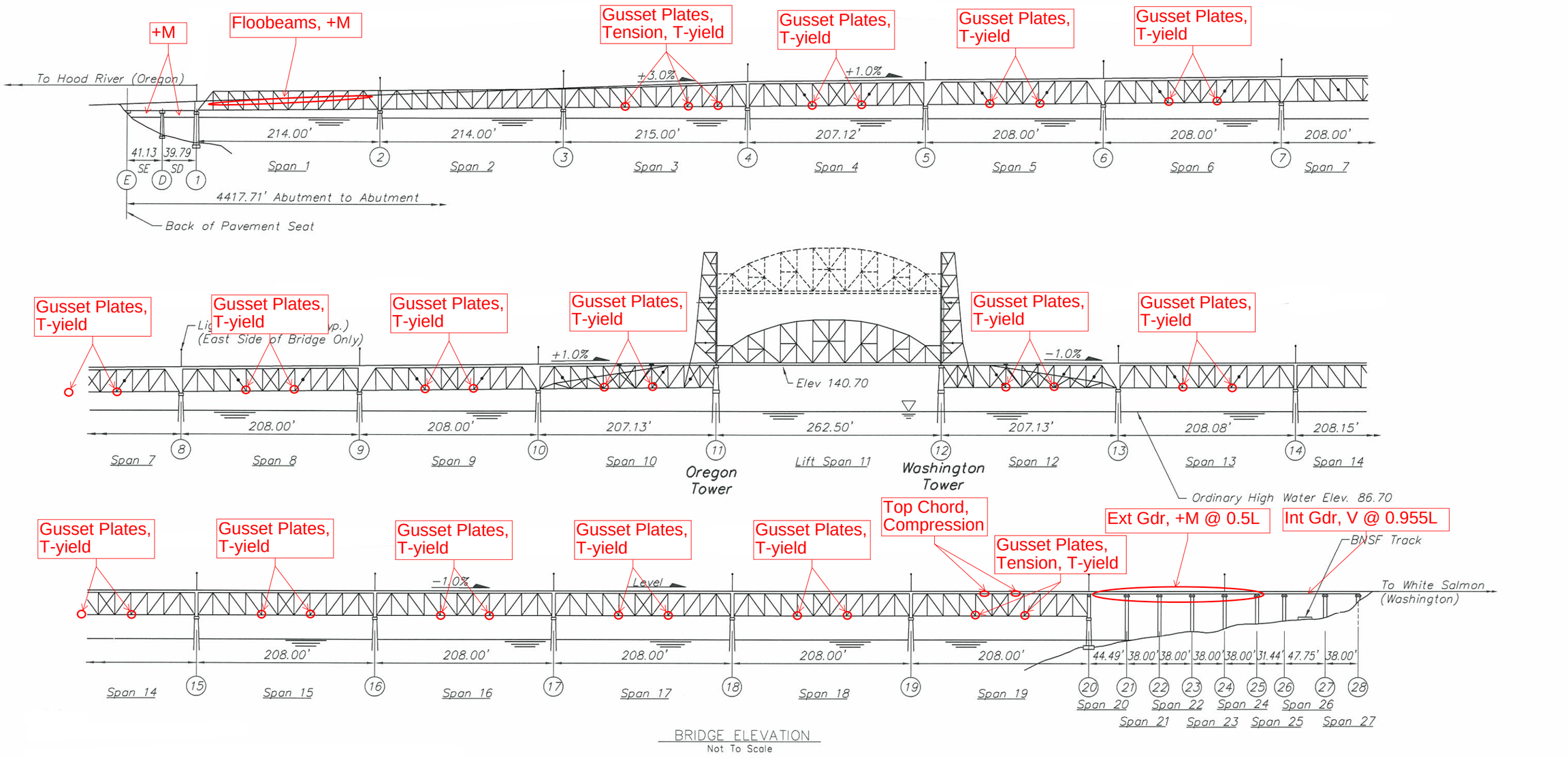
- *Engineering* - A key recommended next step is to determine the feasibility of restoring the load rating to its current standard. It is not clear whether this is possible or affordable without further engineering analysis. ODOT evaluates the load capacity of bridges based on a 'Load and Resistance Factor Rating' manual ("LRFR"). ODOT is required to lower the load rating when specific structural elements or connection points fall 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 reinforcement. Other locations will definitely require specific structural analysis to identify whether reinforcement solutions are possible, 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.



BRIDGE ELEVATION
Not To Scale

Attachment B
2020 Load Rating - Locations with Rating Factors < 0.95

Legend
(1) – Denotes Pier Number

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.

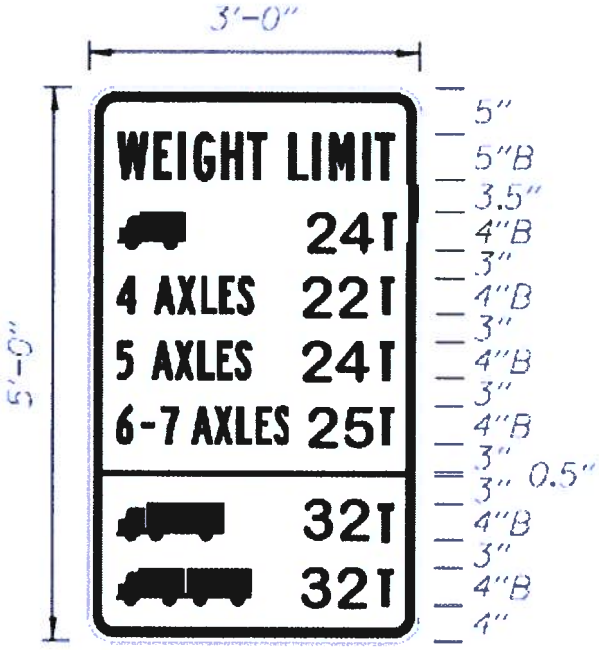
Contact Nam Bui, Local Agency Load Rating Engineer at (503) 986-3382 or e-mail Nam.N.Bui@odot.state.or.us, for any questions on these issues.

Sincerely,

Ray Bottenberg, 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

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.

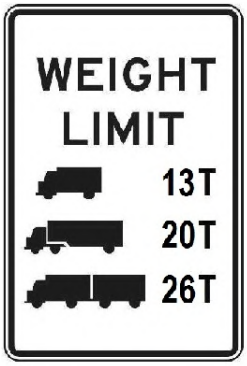
Since the 1975 adoption of the American Association of State Highway and Transportation Officials (AASHTO) family of three legal loads, the trucking industry has introduced specialized single-unit trucks with closely spaced multiple axles that make it possible for these short-wheelbase trucks to carry 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.

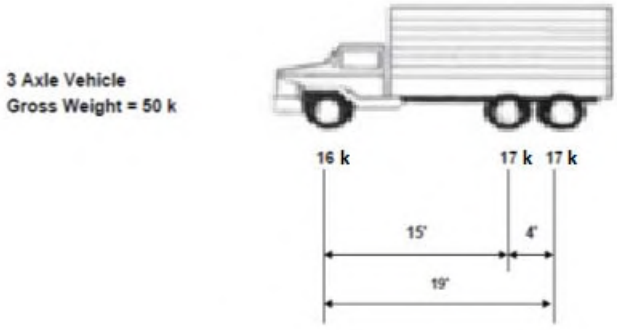
When a bridge needs to be posted for less than legal loads, Oregon uses a single weight-limit sign or a three-vehicle combination sign that conforms to FHWA’s *Manual on Uniform Traffic Control Devices* (MUTCD). Some truck operators make the mistake to try and count the number of axles/wheels shown on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



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.

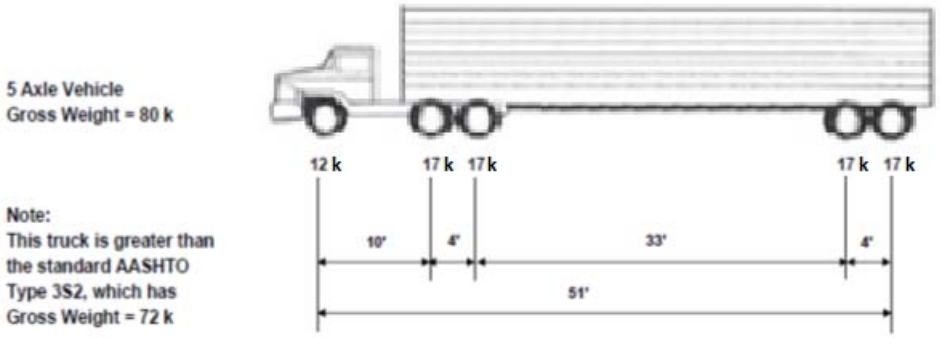
Type 3 Legal Truck

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



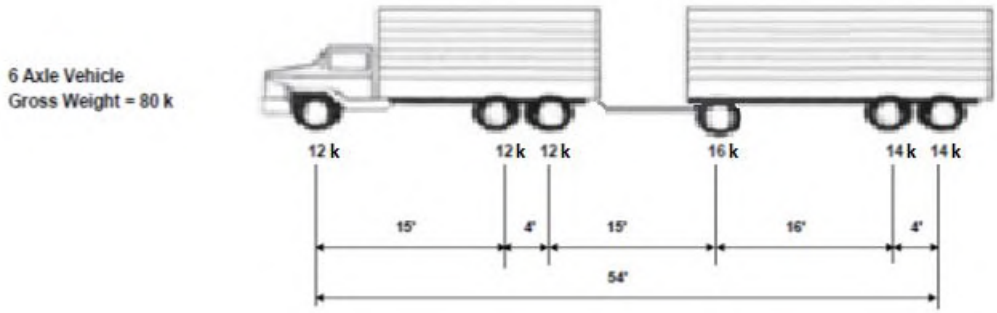
Type 3S2 Legal Truck

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).

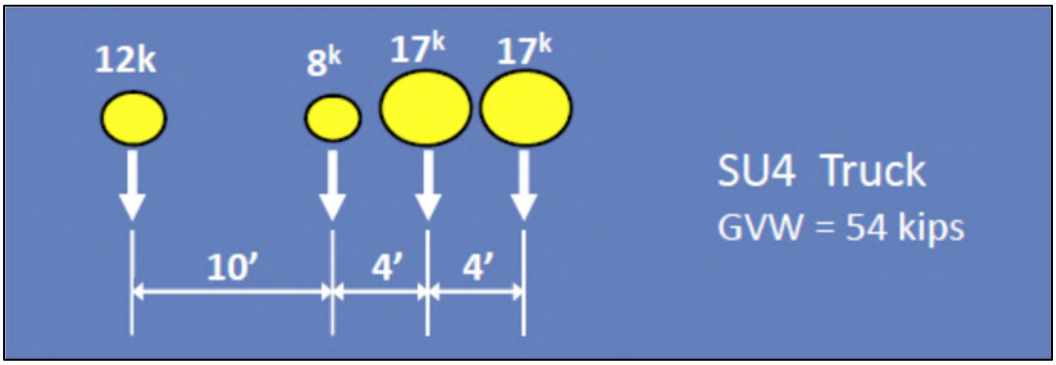


Specialized Hauling Vehicle (SHV) Models

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.

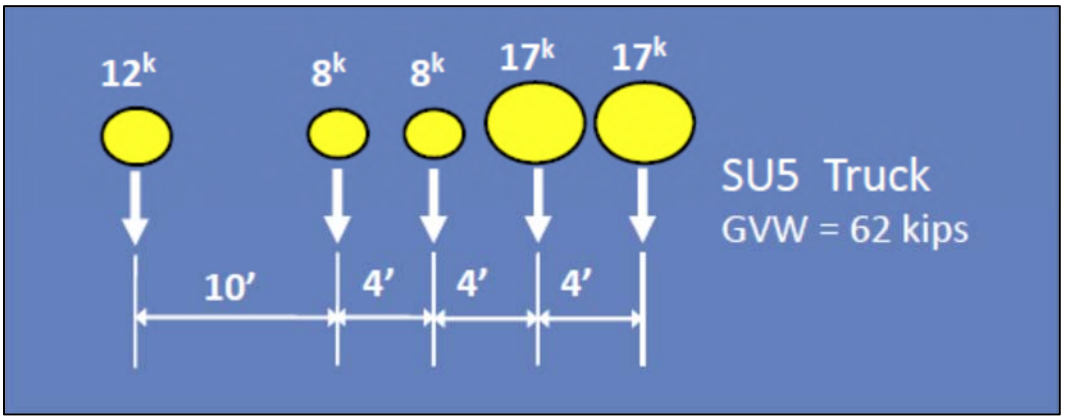
SU4 Legal Truck

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



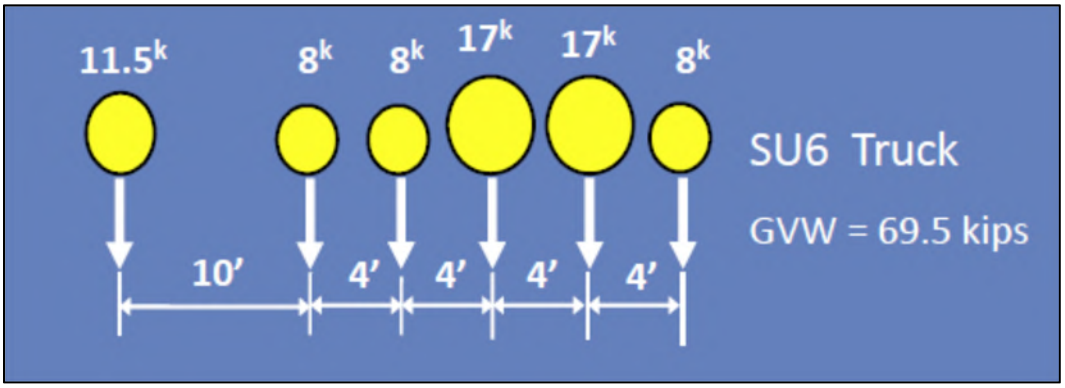
SU5 Legal Truck

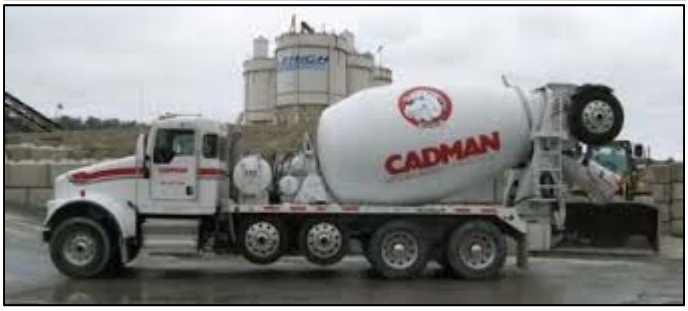
The second SHV model is the SU5, which a five axle vehicle with a gross vehicle weight of 62,000 LBS (31 tons).



SU6 Legal Truck

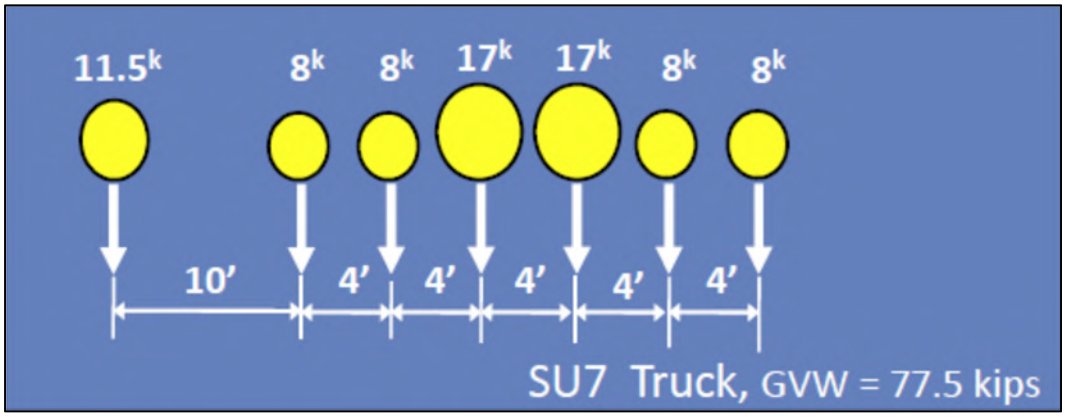
The third SHV model is the SU6, which is a six axle vehicle with a gross vehicle weight of 69,500 LBS (34.75 tons).





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).



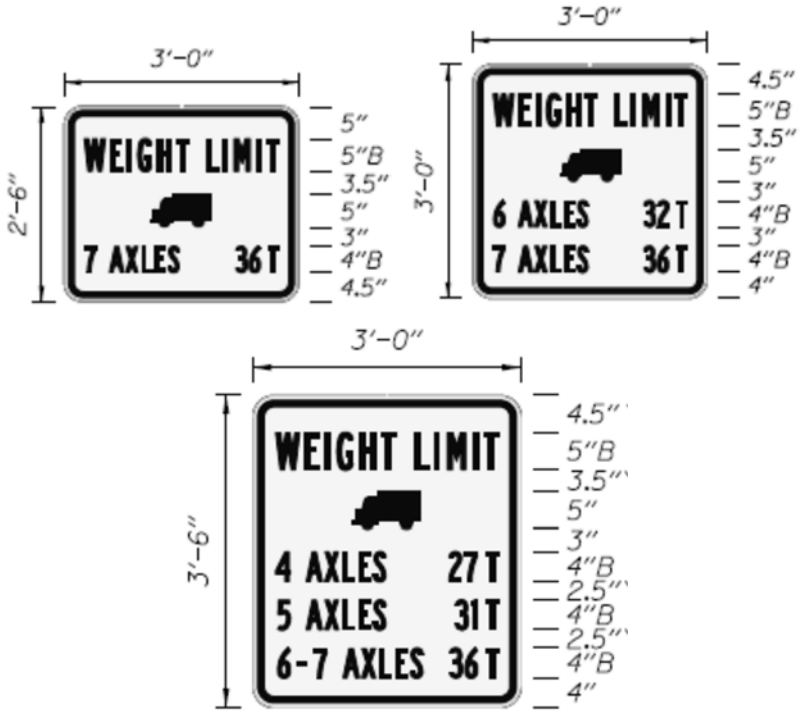
Bridge Load Posting for SHVs

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

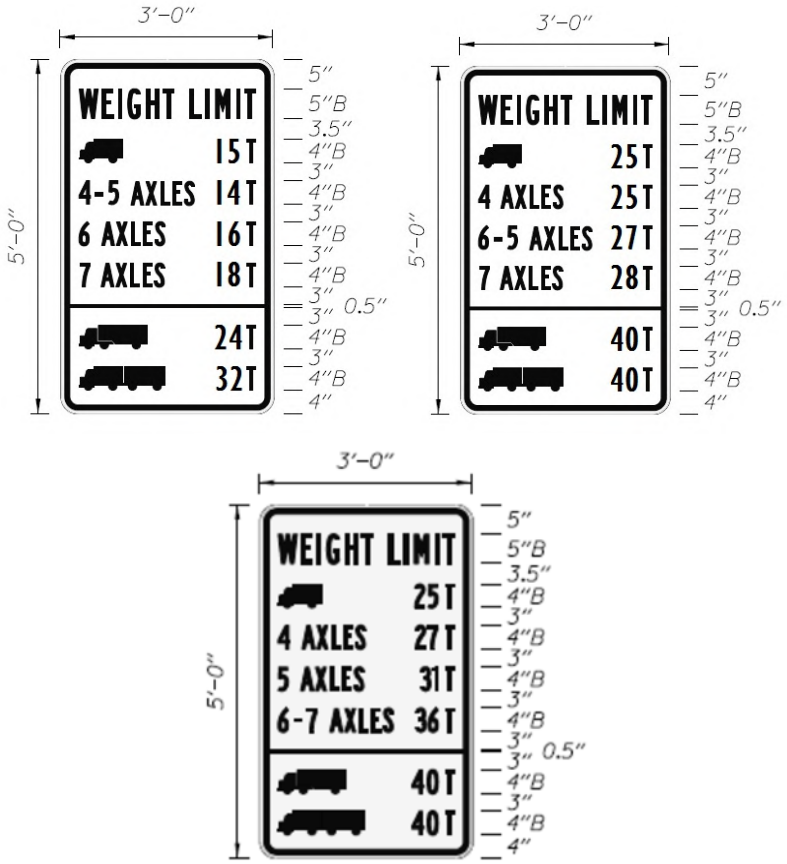
for load. Posting signs must conform to the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD only has one sign (R12-5) that has silhouettes of trucks for load posting; which are for the three standard legal vehicles. The MUTCD does not allow any other silhouettes of trucks to be used on signs, 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.



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.



SDS Lumber Company
P.O. Box 266
Bingen, WA 98605
natep@sdslumber.com
(509) 493-6102 - office
(360) 609-7169 - cell

Nathan Putnam
Chief Forester

February 5, 2021

Michael McElwee
Executive Director
Port of Hood River
1000 E. Port Marina Dr.
Hood River, OR 97031

RE: Impacts of Hood River Bridge Weight Reduction

Dear Michael:

SDS Lumber Company in Bingen, WA, owns timberlands in both Washington and Oregon and is a significant user of the Hood River Bridge. Our annual anticipated harvest of timber from company lands and other purchased timber in Oregon is estimated at 1,000 loads of logs at the current weight limits of 40 tons. At the reduced weight limit of 32 tons we would expect to have to haul an additional 410 loads for a typical 3-hour round trip haul. An additional 410 loads would equate to an increased cost of $117k annually.

In addition, the bridge is used for other commercial traffic including wood chips and sawdust coming into our facility from the Mt. Hood sawmill for reloading and transport to distant locations by barge. Annual trips for these products are estimated at 1,300 truckloads. The reduced weight limits will likely result in elimination of this transport method and instead long-hauling those products to their destination by truck. The net effect for SDS will be a direct impact on our Marine Division revenue stream in excess of $150k annually.

We certainly support your efforts at identifying repair and/or upgrade solutions for the bridge to get the weight limits back up as quickly as possible.

Thank you for considering these comments.

Sincerely,

Nate Putnam

Nathan Putnam
Chief Forester
SDS Lumber Co.

From:	Jeff Dean
To:	Michael McElwee
Cc:	Jon Cole; James Dean
Subject:	Immediate Load Restriction Impacts
Date:	Monday, January 18, 2021 1:25:34 PM

Mr. Michael McElwee,

James Dean Construction is a construction company and aggregate producer in the Mid-Columbia area. We provide approximately 250,000 tons of aggregate each year for projects in the area. We would like to share with you the immediate impacts load restrictions cost to actual public projects.

We recently (January 12th) bid Crystal Springs Water Tank in the Odell area. MEI was the low bidder and we were second. MEI intends to use us for the aggregate supplier.

There is approximately 16,000 ton of aggregate required for the project. Due to the impending load restrictions we are unable to source the rock out of our closer White Salmon Quarry so we have to source it out of our Dallesport Quarry. The cost to the project for the 16,00 tons of aggregate with the impending load restrictions are:

Total cost for with load restrictions on Hood River Bridge
$21.66/ton x 16,000 tons = $346,560

Total cost for 80,000# load limit on Hood River Bridge
$18.80/ton x 16,000 tons = $300,800

Total cost for 105,500# load limit on Hood River Bridge
$17.69/ton x 16,000 tons = $283,040

The cost of having load restrictions on the bridge for this one public works project is $346,560-$283,040 = $63,520. When you consider the cost impacts to 100s of public and private projects per year the cost get huge. This is just one product for one industry. When you (Port of Hood River) consider the potential cost of repair please consider these immediate and real life numbers and impacts.

Jeffrey J. Dean
James Dean Construction, Inc.
Vice-President
(509) 493-8417 OFFICE
(509) 493-8414 FAX
579 Hwy 141
White Salmon, WA 98672

HIGH CASCADE, INC.
PO BOX 415, CARSON, WA 98610
509-427-4223

January 7, 2021

Michael S. McElwee
Port of Hood River
1000 E. Port Marina Way
Hood River, OR 97031

Subject: Hood River Bridge Load Rating Reduction

Mr. McElwee,

WKO, Inc. and Mt Hood Forest Products operate two sawmills in the Columbia River Gorge and use the Hood River Bridge on a daily basis to move logs, chips, sawdust, shavings, bark, and finished lumber.

It is estimated that 10,000 trips a year are made over the Hood River Bridge by our affiliates and contractors. A 16,000 lb. reduction in weight would be a 20% + increase in shipping costs. That cost is significant and will be a difficult cost to bear.

We are aware this decision is passed down by ODOT, but we ask that any bridge repairs be completed as soon as practical to return the bridge to the 80,000 lb. weight capacity.

If you have any concerns or questions please call.

Sincerely,

Garret Stump
President
541-806-2630

NEW WEIGHT LIMIT IMPOSED ON

HOOD RIVER-WHITE SALMON INTERSTATE BRIDGE

Load limit goes into effect March 3, 2021

The Oregon Dept. of Transportation (ODOT) will impose a lower load rating on the Hood River-White Salmon Interstate bridge ("Bridge") effective March 3, 2021. The new load rating is the result of a directive by the Federal Highway Administration (FHWA) requiring all states to evaluate the structural capacity of all bridges to carry Specialized Hauling Vehicles (single-unit trucks with closely spaced, multiple axles) and other load factors. Extensive structural analysis was carried out by ODOT's engineers in 2020 on the Bridge as part of this nationwide effort. The bridge is a steel truss structure that is nearly 100 years old. ODOT's structural evaluation identified deficiencies in some bridge components that required the lower load rating.

The current maximum vehicle weight for the bridge is 80,000 lbs. or 40 tons.

The updated load rating will affect most classes of trucks and will be posted as follows:

- **Type 3 - 24 Tons**
- **Type 4 - 32 Tons**
- **Types 3S2 & 3-3 - 32 Tons**
- **Type SU4 - 22 Tons**
- **Type SU5 - 24 Tons**
- **Type SU6 & SU7 - 25 Tons**

The Port's bridge engineering firm, HDR, will immediately begin a detailed analysis of ODOT's structural evaluation to identify strengthening measures needed to restore the current weight limit, and the potential cost of such measures.

"The engineering effort to determine if repairs are possible will take several months," said Port Director Michael McElwee. "The Port Commission will then determine whether it is financially feasible to carry out those repairs." HDR may also recommend live load testing portions of the bridge which may reduce the extent and cost of structural upgrades.

Port staff have been in contact with local commodity haulers and shippers and will work to ensure that businesses impacted by this new weight limit are kept informed as the Port's response actions are carried out.

If you have any questions related to the new weight limit or would like to submit comment on how the limit will impact your business operations, please write to us at:

Port of Hood River
Attn: Michael McElwee
1000 E. Port Marina Drive
Hood River, OR 97031

or via email to: porthr@gorge.net.

Memo

Date:	Friday, January 22, 2021
Project:	10189696 - On-Call Engineering Services
To:	Michael McElwee, Executive Director Port of Hood River
From:	Mark Libby, PE Carly Clark, PE
Subject:	**Hood River Bridge – 2020 Load Rating Results**

1.0 Introduction

On April 7, 2020, Oregon Department of Transportation (ODOT) provided a preliminary load rating for Bridge 06645 to the Port of Hood River (POHR). As part of their on-call engineering services agreement, HDR Engineering, Inc. (HDR) reviewed the new load rating to provide POHR a summary of its impacts to the bridge's current load posting and recommended revisions to POHR and ODOT. On December 4, 2020, ODOT provided the revised load rating. The following describes the impacts of the latest load rating and recommendations for the proposed load posting.

ODOT rates bridges for Design, Legal, and Permit vehicles and load posts bridges that have rating factors < 1.0 for Legal vehicles. This category includes "ODOT Legal Trucks" as described in Section 1.5.1.2 of the ODOT Load and Resistance Factor Rating (LRFR) Manual. The category also includes "Specialized Hauling Vehicles", which are short wheel base vehicles commonly used in construction, waste management, bulk cargo and commodities hauling industries. Both of these vehicle classes are depicted in the figures in Attachment A.

The bridge currently has signs restricting vehicle loads to 20,000lbs for a single axle, 34,000lbs for a tandem axle, and 80,000lbs for the gross vehicle weight. This restriction currently allows all Legal vehicles as described in the paragraph above to cross the bridge.

2.0 Summary of Low Rating Factors

Section 1.6 of the ODOT LRFR Manual allows rating factors of 0.95 and above to be rounded up to 1.0 given the conservatism inherent in the load rating procedure. This provision must be confirmed with ODOT for trusses and other complex structures, but the following sections assume that it will be used for this bridge.

There are 17 analysis sections (11 physical locations) with rating factors for Legal vehicles below 0.95:

- Span 19 Primary Truss Member U4-U5, compression
- Span 19 Primary Truss Member U6-U7, compression
- Span 3 Gusset Plate L4 (Member L4-L5), tension yielding

- Span 3 Gusset Plate L8 (Members L7-L8, L8-L9), tension yielding
- Span 3 Gusset Plate L10 (Member L9-L10), tension yielding
- Span 19 Gusset Plate L7 (Members L6-L7, L7-L8), tension yielding
- Oregon Approach Span 1 Interior Steel Stringer, positive moment at midspan
- Washington Approach Span 22 Exterior Concrete Girder, positive moment at midspan
- Washington Approach Span 26 Interior Concrete Girder, shear at end of span
- Span 1 Interior Steel Floorbeam, positive moment at midspan
- Span 18 Gusset Plate L7 (Member L7-L8), tension yielding

Originally, Span 19 was rated as a typical truss span, representative of Spans 4-10 and 12-19. HDR suggested that this was an overly conservative approach—because the roadway width increases in Span 19 and not the others. Applying the rating factors from this span to others unnecessarily increases the locations with deficiencies that would require retrofit or analysis to remove load posting. The latest version of the load rating rates Span 18 as the typical span, which better represents Spans 4-10 and 12-18 and resolves our comment on the original rating. Span 19 results are essentially unchanged but the deficiencies in Spans 4-10 and 12-18 are reduced to one analysis point with a rating factor of 0.94.

Each of the potentially deficient sections noted above will be represented by more than one actual location. The analysis utilizes symmetry of members to analyze the least number of critical locations. A gusset plate, for example, may represent 2 or 4 locations depending on the symmetry used (upstream/downstream truss and ahead/back on span). The locations are shown on a bridge elevation view in Attachment B.

3.0 Deficiencies and Proposed Solutions

Generally, we see four types of deficiencies for this bridge. The table below describes these deficiencies and potential repair options.

Table 1: Noted Deficiencies and Associated Repairs

Deficiency	Potential Repair(s)
Compression in Primary Truss Member: Compression capacity of truss members is a function of the cross-sectional area of the member, the yield strength of the material, and the distance between points of bracing along the member.	• Add additional plates to increase member cross-section • Install additional bracing to reduce member's unbraced length • Replace member with higher strength steel or larger cross-section
Tension Yielding of Gusset Plate: Tension capacity of gusset plates is a function of the area of the plate engaged for the specific connection as well as the material strength.	• Add strengthening plate to gusset • Increase connection area • Replace gusset plate with higher strength steel
Positive Bending in Steel Stringer/Floorbeam: Flexural capacity of these members is a function of the area of the section and the strength of the material. It can be reduced if bracing is not provided at required intervals.	• Add a cover plate to the bottom of steel member to increase cross-section and capacity • Install bracing if current layout is insufficient

Positive Bending in Concrete Girder: Flexural capacity of concrete girders is a function of the area of the concrete and reinforcing sections and the strength of the materials.	• Increase cross section of girder and provide additional reinforcement • Install Carbon Fiber Reinforced Polymer (CFRP) strengthening to bottom of member
Shear in Concrete Girder: Shear capacity of concrete girders is a function of the area of the concrete and reinforcing sections and the strength of the materials.	• Increase cross section of girder and provide additional shear reinforcement (stirrups) • Install CFRP strengthening to increase shear capacity

In lieu of the repair options noted in the table above, proof testing the structure could be a potential method of confirming the capacity of the bridge and remove the need for load posting or costly repairs if sufficient operating capacity is found. This process involves slowly increasing the live load placed on the bridge while monitoring the structural response and ending the test when either the target loading is reached or non-linear responses are observed.

Any repair strategy would begin with refined analysis to see if the specific load rating analysis was unnecessarily conservative. The next step would be to evaluate the range of suitable strengthening measures for effectiveness, practicality, and constructability and developing plans and bid documents.

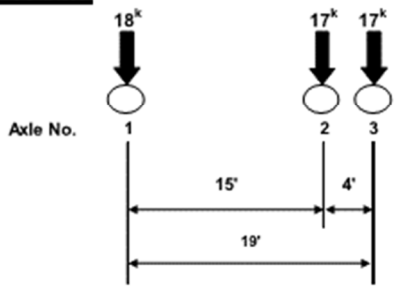
Attachment A. Legal Loads (including Specialized Hauling Vehicles)

OREGON LEGAL LOADS - Load Rating LRFR

Revised April 26, 2018

OR TYPE 3 Legal Truck

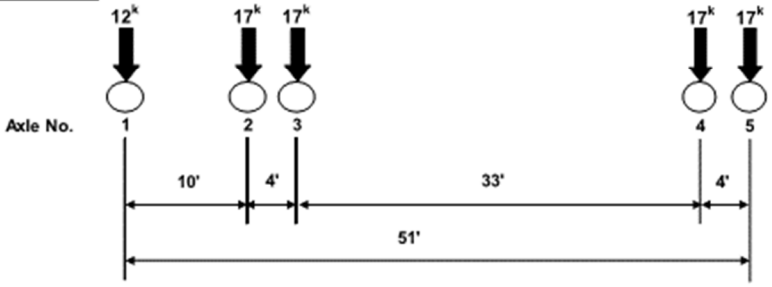
3 Axle Vehicle
Gross Weight = 52 k



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

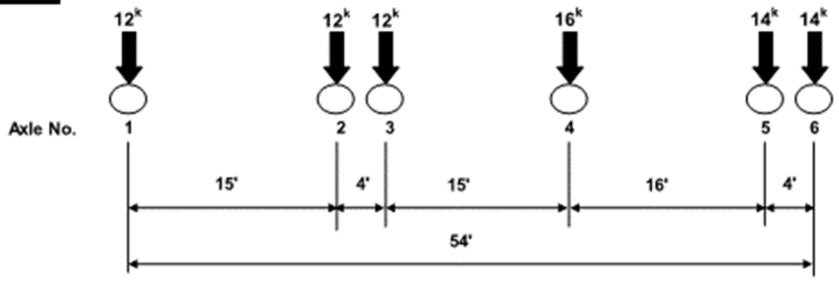
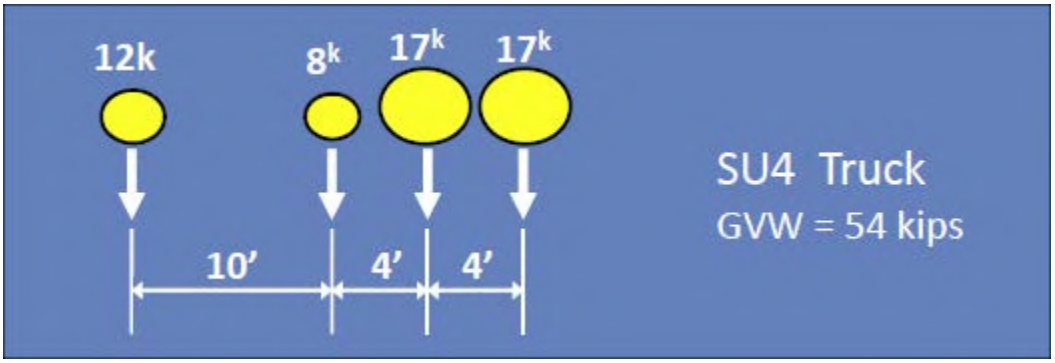
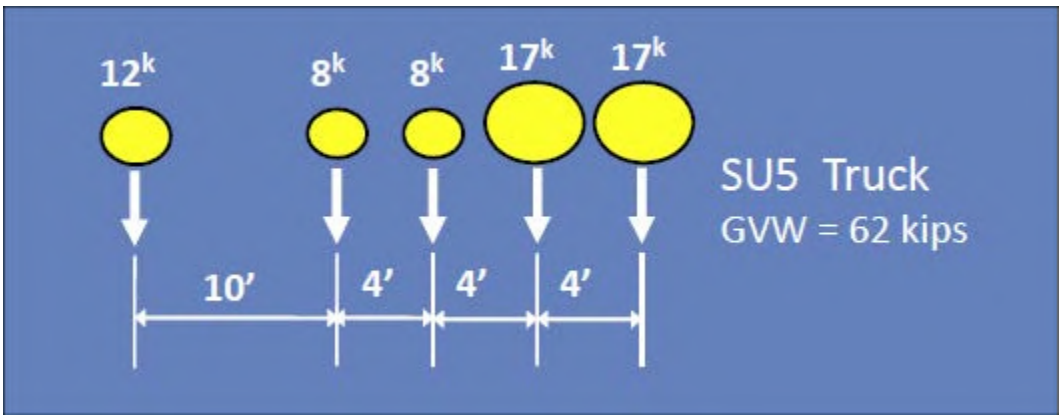
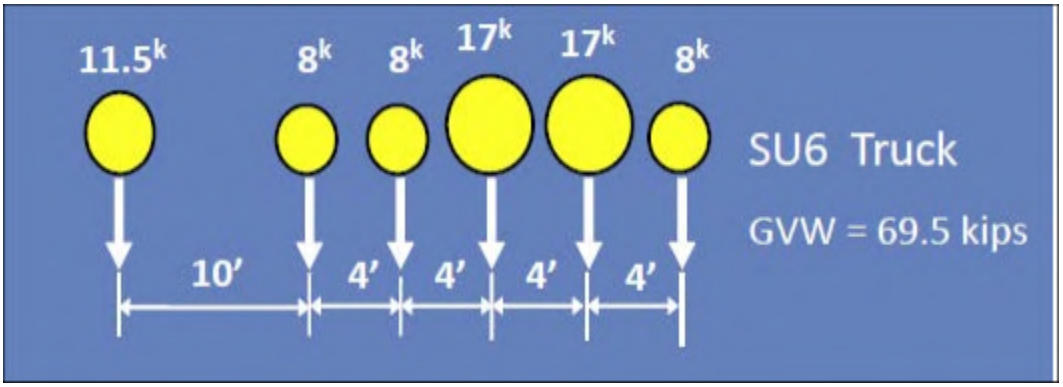
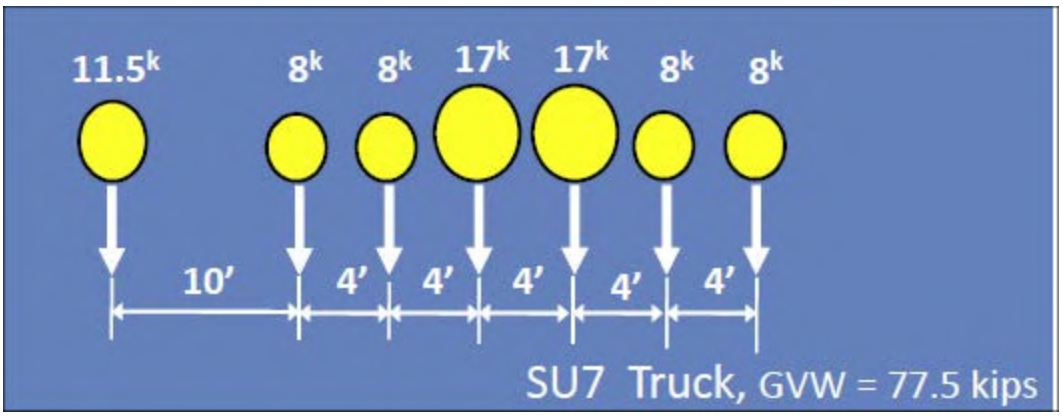


Figure 1.5.1.2A

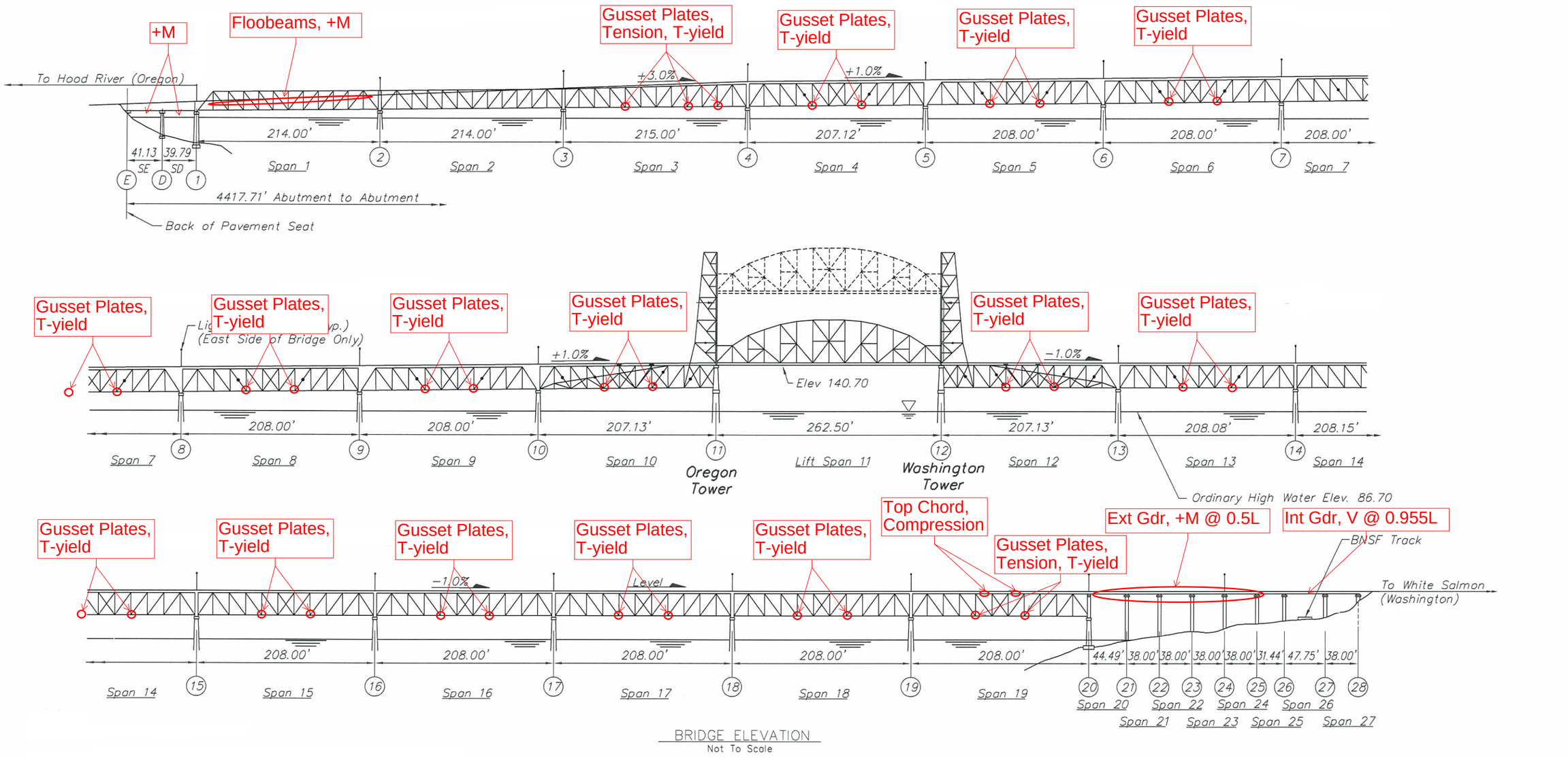

12k
8k
17k
17k
10’
4’
4’
SU4 Truck
GVW = 54 kips


12k
8k
8k
17k
17k
10’
4’
4’
4’
SU5 Truck
GVW = 62 kips


11.5k
8k
8k
17k
17k
8k
10’
4’
4’
4’
4’
SU6 Truck
GVW = 69.5 kips


11.5k
8k
8k
17k
17k
8k
8k
10’
4’
4’
4’
4’
4’
SU7 Truck, GVW = 77.5 kips

Attachment B. Bridge Elevation with Locations of Deficiencies



BRIDGE ELEVATION
Not To Scale

Attachment B
2020 Load Rating - Locations with Rating Factors < 0.95

Legend
(1) – Denotes Pier Number

Commission Memo

Prepared by: Daryl Stafford
Date: February 16, 2021
Re: Big Winds Concession at the Hook

Big Winds is one of the Port's concessionaires that rents windsurfing and SUP gear and provides lessons. They had previously rented spaces at the Event Site and the Hook, however, this year they decided to rent space at the Hook only. In the past they have used the Hook location to teach beginner windsurfing lessons and windsurfing Kids Camps (see Attachment "A"). Big Winds has requested approval to expand their operational storage space at the Hook to accommodate their high-performance rental gear so that they can move it from their downtown shop to this location. To do this, they need a more secure storage option for the Hook location.

Big Winds requests approval for the use of shipping containers instead of the sheds and small pods they have used in the past. They plan to continue use of 1 storage truck and would like to have one 40' container, or two containers -one that is 20'x12' and another that is 25'x12' (see Attachment "B"). These containers are affordable, provide the maximum amount of storage volume for the footprint, and extremely solid. It would be the best all-around option for them. Their lease defines the areas for use and states the Port must approve any structure they would like to bring in.

The Hook experienced a large spike in use last summer due to many features including free parking, the start of the waterfront trail, suitability for learning to wing/foil as well as windsurf and SUP, and proper take-out for downwinding. A representative from Big Winds will attend the meeting to present the details of their proposal and answer questions.

Key questions:

1. Does the Port want to allow the use of shipping containers in highly visible areas on the Waterfront?

2. Will such larger storage units expand commercial activity at the Hook?

3. Should there be a limit to the size of containers and other structures in the compact area?

4. What will be the impact on usage of the launch site, parking, garbage, and restrooms?

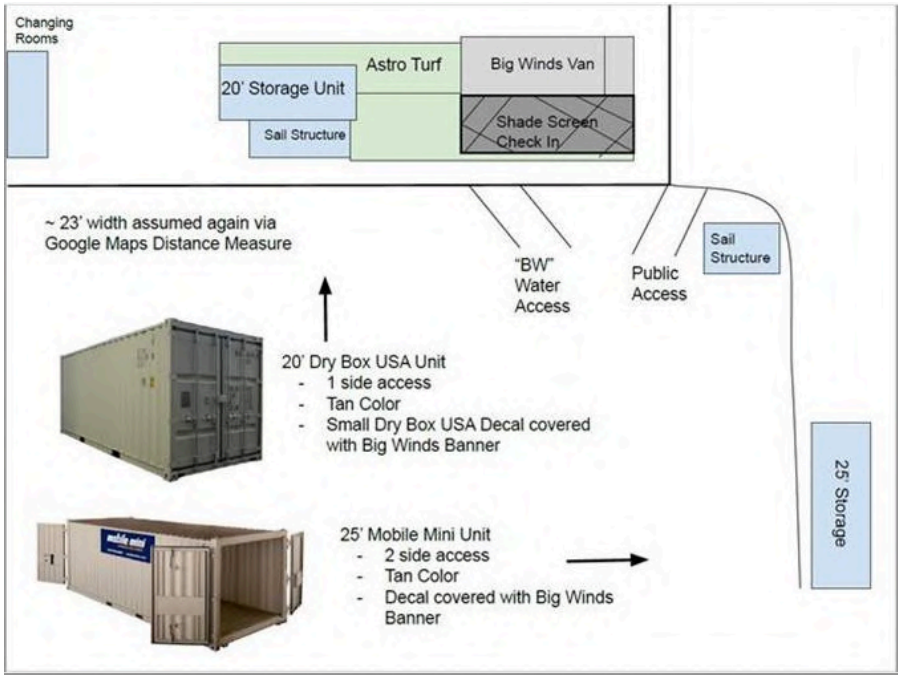
RECOMMENDATION: Discussion

Attachment "A"- Big Winds leased locations at the Hook.

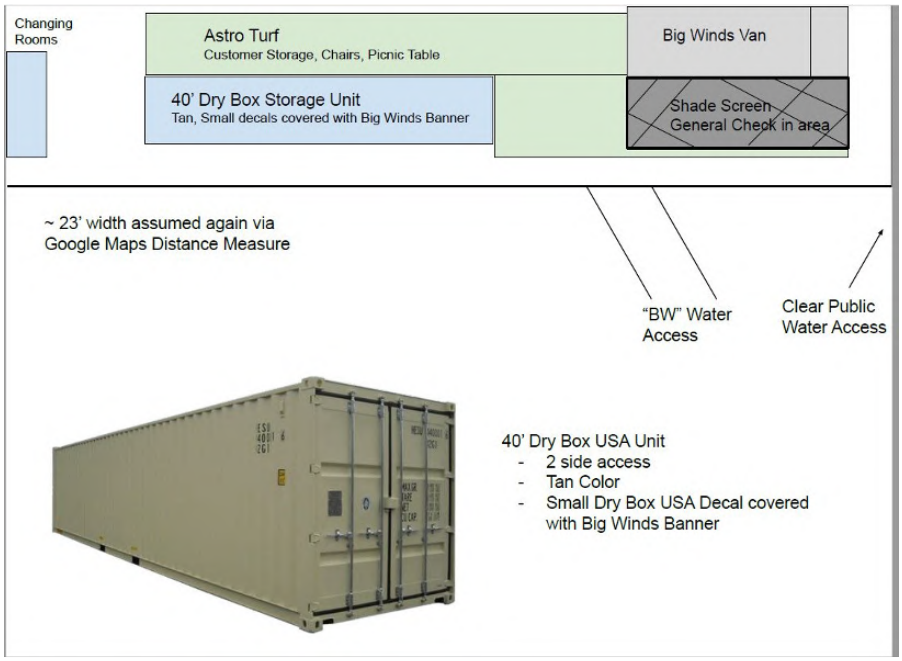
● Page 2

Attachment "B"

Proposal for 2 Containers:



Proposal for 1 40' container:



Executive Director's Report
February 16, 2021

Administration

- The special meeting work session to discuss bridge replacement strategy is scheduled for 1:30-4:00 p.m. on February 25 via Zoom.

- COVID
    - Hood River County has improved its risk level standing from Extreme Risk to High for the first time since November.

    - Staff is beginning to plan for waterfront recreation activities this coming year. Depending on State guidelines and requirements, decisions will need to be made regarding restroom facilities, trash management, signage, and other practices.

    - A meeting of several ports along the Columbia River and state agencies in Oregon and Washington will occur in late February to discuss the coming cruise ship season. Many ports are anxious for the ships to return. American Cruise Lines has tentatively scheduled their first visit to Hood River for April 14 with about 46 total visits anticipated for the year. A pre-meeting of Gorge area local ports and cities has also been scheduled to discuss local issues and coordinate key messages before the state meeting.

- Staff continues to work closely with the Port of Cascade Locks to seek federal COVID relief funding for the loss of toll revenue in 2020. ODOT staff is preparing to present their recommendations to the OTC on March 11. A description of the Port of Hood River's request is attached.

- Genevieve has been asked to participate in an Advisory Committee composed of industry professionals, higher education representatives, and community partners to provide direction and guidance for our CTE programs at the high school. Members will provide input in the areas of curriculum and program development, student workforce preparedness, staff development, and equipment recommendations.

- The Hood River County Economic Development Group met on January 28 to finalize the recommendations for the CEDS Project List. The list will next be presented to the Hood River County Board of Commissioners and then considered by the MCEDD Board along with lists from other counties in the Mid-Columbia Region. Lot #1 Infrastructure is #3 on the HRCO CEDS list and Bridge Replacement is #10.

- Retired Congressman Greg Walden has sent the attached letter in thanks for the Commission's Proclamation of Commendation for his many years of service.

Recreation/Marina

- Construction of the Gates Memorial Project will not begin February 15 as planned, due to weather conditions.

- Faculties personnel has started work on grading and site preparation for a new ADA path connecting the Moorage Parking Lot to the Marina Restrooms. A contractor will be retained to install the asphalt.

- Two contractor quotes were received for the repairs to the Event Site Dock. Both were significantly higher than the budget or cost estimate. Staff will reject the quotes and plan to self-perform key aspects of the work. Primarily this means replacement of the rotted beam at the north end. Work is planned to start in 2 weeks so that the dock will be ready in time for the Concessions to set up for the summer season.

- Replacement of the damaged netting that is part of the N'Chi Wa Na Pum art piece by Foster Kalama at the Nichols Basin Overlook Plaza is complete. Renowned White Salmon fiber artist Kristine Pollard (pictured to right) completed the new net on the art piece. She will also be repairing the other ropes on the sculpture. Port facilities crew helped to install the repairs.

- The Hood River Outrigger Canoe Club received a grant from the Hood River Cultural Trust to create a piece of art for the north side of their chain link fence, facing the Waterfront Trail located at Nichols Basin. They have secured local artist Chloe Height to weave one of her tapestries on to the fence. Ms. Height plans to make this a tribute to the Indigenous Peoples of this area who have protected the waters of the Columbia. She has the resources to ensure that it meets all cultural requirements. It will be a piece made of natural materials.

- Staff has contacted four qualified dock repair businesses to potentially repair the South Basin Dock that is a budget item for FY 2020/2021. Unfortunately, none are available to do the work now or in the near future. The work that needs to be done requires divers, support boats and above surface work. Staff will continue to seek qualified help to perform the repairs however it will need to move forward into the 2021/2022 budget cycle.

- Staff is working on the budgeted Event Site entrance landscaping and has received sketches and a proposal from FLI Landscaping. Staff hopes to have this projected completed in the Fall.

- Coffman Engineering has been working on a load rating for the north section of the Event Site dock so that staff may properly place the food carts and ensure that their weights do not exceed capacity. The review should be completed by early March.

- Staff has been working with Waterfront concessions regarding requests for temporary structures for their businesses. The question of using large shipping containers for storage on the Waterfront has been discussed. This is a discussion item on the agenda.

- Ex-Commissioner Brian Shortt has requested a general letter of support for the current effort being undertaken by Hood River Valley High School and Columbia Gorge Community College, to create local areas of study supporting local industries, specifically, Agriculture and Technology. A brief description is attached. Staff seeks Commission approval for such a letter.

Development/Property

- KPFF Engineers continues their work on a preliminary roadway, utility layout and cost estimation related to the E. Anchor Way (Lot #1) Project. Significant discussion is underway now with Columbia Area Transit on details of a transit stop layout.

- I have executed a Use Agreement with James Dean Construction ("JDC") for temporary use of the south end of Lot #1 for gravel stockpiling. JDC has a large project in the Upper Valley and is the gravel supplier. Their will use Lot #1 to pre-position gravel before the bridge's load rating is reduced.

- The Big 7 re-roof project is complete with the final walk pads installed last week.

Airport

- The Airport Noise Workgroup met with airport operators on January 28th. The group had a productive discussion and came up with some shared solutions. Staff will be presenting those to the Board in March after finalization with the Group and AAC in February.

- The deadline for responses to the FBO Request for Qualifications (RFQ) is February 19.

- FAA has authorized an additional $82,701 in funding for the N. Apron Project. The grant will reimburse the Port for additional expenses and change orders.

- The FAA has approved the Port's Part 26/Disadvantaged Business Enterprise Policy. Anne prepared the policy for Commission approval and submitted it to the FAA about a month ago.

- The Request for Qualifications for an engineer of record for the Airport will be advertised on February 16th. This is for a five-year contract for all engineering at the airport, including planning and FAA grant support.

Bridge/Transportation

- Due to other work demands the toll plaza column replacement project will be rescheduled. The column was damaged by a truck this past summer. The Port successfully submitted an insurance claim.

- Facilities staff took advantage of good weather conditions to fill the remaining small potholes on the north approach ramp on Feb 3.

- ODOT has submitted draft legislation (HB 3055) that relates to future tolling in the I-5 Corridor. Staff is working with Thorn Run Partners to add a short section that will clarify the separate tolling authority, including toll rate setting authorities of the Port of Hood River. Initial feedback from ODOT has been positive.

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2020 Consolidated Appropriations Act Funding Request

Port of Hood River

Draft 2/11/2021

Summary

The Port of Hood River owns and manages the Hood River–White Salmon Interstate Bridge. The bridge is an important regional transportation link connecting Oregon and Washington and a toll facility. Toll revenues are utilized to fund bridge operations and maintenance. The Port seeks relief to compensate for significant reductions in revenue in 2020 as authorized by Section 1897, Federal HighwayAdministration, Highway Infrastructure Programs, of the Consolidated Appropriations Act ("Act"), 2021 directly related to the COVID-19 pandemic.

This request is based on provisions in the Act that:

> *"A State […] may transfer funds made available under this heading to […]* ***local public tolling agencies*** *that own or operate a tolled facility that is a public […] bridge, […] that provides a public transportation benefit, and that was in operation within their State in fiscal year 2020: Provided further, that funds transferred […] may be used forcosts related to operations, personnel, including salaries of employees […] or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility…."*

The Port completely closed its toll booth operations from March 18-June 1, 2020 to mitigate risk of COVID-19 spread, ensure worker safety, and comply with both Governor Kate Brown's Executive Order 20-10 and federal guidelines related to physical distancing for toll staff. This suspension resulted in a total direct revenue loss of $637,000. For 2020 overall, the Port recorded a 12% decrease in vehicle traffic compared to 2019 resulting in a total loss in toll revenue of $934,547, including the uncollected tolls above. In 2020, the Port budgeted approximately 17.7% of toll revenues to non-transportation, economic development activities, while 82.25% of each toll dollar was allocated directly for maintenance and operation of the existing bridge or to the Bridge Repair & Replacement Fund.

Port of Hood River Total Lost Revenue: $934,547

Summary of Revenue Loss

Two key data points illustrate the Port's relief request for 2020 revenue losses caused by the pandemic. Figure 1 compares monthly toll revenue in calendar 2019, a normal operating year, with 2020, the pandemic year. Monthly variance amounts show the precipitous revenue drop in March and April of 2020 when the toll facility was closed, then a slow rebound as all-electronic tolling was implemented in May and the toll facility was re-opened in June.

Figure 1 – Toll Revenues: Year-to-Year Comparison

	Revenues			Variance	%
	2019	2020	2021		
March	$ 437,390	$ 255,792		$ (181,598)	-42%
April	$ 459,806	$ 4,393		$ (455,413)	-99%
May	$ 523,822	$ 353,299		$ (170,523)	-33%
June	$ 587,179	$ 750,423		$ 163,244	28%
July	$ 606,062	$ 653,208		$ 47,146	8%
August	$ 616,279	$ 506,045		$ (110,234)	-18%
September	$ 550,380	$ 460,173		$ (90,207)	-16%
October	$ 525,481	$ 518,895		$ (6,586)	-1%
November	$ 442,364	$ 390,162		$ (52,202)	-12%
December	$ 416,540	$ 381,574		$ (34,966)	-8%
January **		$ 360,066	$ 316,858	$ (43,208)	-12%
				$ (934,547)	
** Revenues estimated for January 2021					

Figure 2, attached, describes the typical subsidy that toll revenues provide to non-transportation, economic development functions of the Port. While the Port has other revenue sources not associated with the Bridge, the percentage of toll revenues dedicated to non-transportation related expenditures in 2020 was 17.7%. Although the subsidy will fluctuate to some degree year to year, this snapshot shows the 2020 budget allocation.

This significant revenue loss was the direct result of required operational changes and other measures in response to the COVID-19 pandemic. These losses mean that planned maintenance, repair, and capital upgrades may be deferred for the bridge and that other economic development functions will be curtailed as well. In addition to the bridge being a vital component of the regional transportation network, the port is a key driver of the local economy in north central Oregon through its economic development initiatives. As the Mid-Columbia region attempts to emerge from the COVID economic downturn, the fiscal health of the port will be critical in that process.

For more information about this request for inclusion in the OTC/ODOT administered relief fund, please contact:

Michael McElwee, Executive Director, (541)386-1138, mmcelwee@portofhoodriver.com,
Fred Kowell, Chief Financial Officer, (541) 386-6651, fkowell@portofhoodriver.com.

Figure 2: Schedule of Revenues and Expenses for the Fiscal Year Ended June 30, 2020

	Bridge	Industrial Commercial Properties	Land and Waterfront Recreation	Marina	Airport	Admin/Maint.	General Fund	TOTAL
Operating Revenues	$5,337,530	$2,230,924	$316,272	$360,444	$219,323		$83,726	$ 8,548,219
Personnel Expenses	1,137,072	415,937	359,877	142,594	143,549	320,532	145,793	2,665,353
Materials & Services	949,815	948,549	406,112	85,542	135,958	80,416	376,366	2,982,759
Capital Outlay	351,183	413,949	2,578		1,266,901			2,034,611
Debt Service		128,429		90,876				219,305
Net Operating Expenditures	$2,899,460	$324,060	$(452,295)	$ 41,433	$(1,327,085)	$(400,948)	$(438,433)	$ 646,191
Non-operating income used for Port operations **	-	926	17,955	7,000	1,389,444	325,668		1,740,993
Net Cashflow from Asset Centers	$2,899,460	$324,986	$(434,340)	$48,433	$62,359	$(75,280)	$(438,433)	$ 2,387,184
Subsidy by the Bridge								**17.7%**

** *Notes: Non-operating income includes both operating and capital grants as well as Port generating cashflow activities not associatedspecifically to above asset centers.*

The above data was taken from the audited Financial Report for the year ended June 30, 2020. Instead of using the full accrual numbers, the report uses the cash flow numbers which included debt service and capital outlay and excluded depreciation, amortization and pension and OPEBaccruals. The revenue subsidy percentage to other asset centers within the Port should be similar to the period under consideration for revenue loss due to the Covid pandemic.

GREG WALDEN
U.S. REPRESENTATIVE
SECOND DISTRICT, OREGON

Michael S. McElwee
Executive Director
Port of Hood River
1000 East Port Marina Drive
Hood River, OR 97031

Dear Michael and Port Commissioners,

I am so very honored to receive your Proclamation of Commendation and Appreciation. What a pleasant surprise.

I've always enjoyed working with you and your legislative team over the years to help further the goals of the Port and improve the quality of life for our friends and neighbors here in Hood River. Our team effort did produce some worthy results, as your noted.

And thanks for sending along the photo of me and Commissioner Shortt. Indeed, we were engaged in deep discussion of a vital local issue, the likes of which I cannot remember, but I know he shared his heartfelt thoughts with his usual flare.

We're fortunate as a community to have all of you working for the betterment of our very special part of the world. Thank you for your service.

Best personal regards,

Greg Walden

Greg Walden
"the former..."

WWW.GREGWALDEN.COM
NOT PRINTED AT GOVERNMENT EXPENSE

Education, agricultural and technology partners in Hood River County, and in the Mid-Columbia region of the Columbia River Gorge, recognize the need for an educational program of study. The program will provide the requisite training and education to students within the region who are interested in careers in the agriculture and technology workforce sectors.

Toward this goal, Hood River County School District and Columbia Gorge Community College are exploring an articulated Agriculture Program of Study, offering high school students an opportunity to earn early college credit. Potential topics identified thus far include UAV/UAS and robotics, sustainable practices, farm management, succession planning, forestry, earth sciences, environmental studies and other skills pertinent to orchards, viticulture, specialty crops and the “farm to table” supply chain.

An outdoor learning lab would be integral to this concept. Suitable property for the learning lab is under public ownership near the campus of Hood River Valley High School; no additional land acquisition is proposed. Supporting the education partners in this are representatives from the regional Agriculture and Technology sectors, including Hood River Valley growers, Oregon State University, Hood River Valley Parks & Recreation District, Gorge Technology Alliance, Port of Hood River and others.

Feasibility funding will be invited from local, state and federal sources. The school district and college propose a technical grant of $60,000 to be used for workforce needs assessment, curriculum development, outdoor learning lab design and soils analysis of the proposed learning lab site. Separate funding of $20,000 will be requested to develop a business model for program sustainability; this will explore the feasibility of agricultural sales from the learning lab to offset continuing costs of the training program.

Draft of support letter:

The Port of Hood River would like to voice its support for the current effort being undertaken by Hood River Valley High School and Columbia Gorge Community College, to create local areas of study supporting local industries, specifically, Agriculture and Technology. As an economic development entity, the Port of Hood River sees the need for such educational opportunities.

The Hood River County School District and Columbia Gorge Community College are exploring an articulated Agriculture Program of Study, offering high school students an opportunity to earn early college credit. The Port would like to join the educational, public and private partners in supporting the advancement of this project through its next steps.

Commission Memo

Prepared by: Kevin Greenwood
Date: February 16, 2021
Re: WSP Cost to Complete Amendment

The attached Amendment No. 4 to the original July 16, 2018 contract between the Port of Hood River and WSP USA addresses four items:

1. Changes to the Scope of Work due to the Cost to Complete analysis.
2. Changes to Consultant Compensation based upon adjustments to task costs.

Otak and WSP presented the findings from the analysis in the Presentations portion of tonight's meeting.

No changes are being requested to the bottom-line contract amount. Though the contract contingency has been used in full, there is still an estimated $220,000 contingency in the HB2017 budget.

This contract has been and will continue to be reimbursed from the $5 million grant from the State of Oregon identified in the 2017 Transportation Bill.

The Exhibit A referenced in the Amendment is 82 pages long, as therefore not included in the packet but available for download from the Port website as the following link:

https://portofhoodriver.com/wp-content/uploads/2021/02/WSP-Contract-Amendment-Exhibit-A.pdf

RECOMMENDATION: Authorize Amendment No. 4 between the Port of Hood River and WSP USA for environmental services related to the bridge replacement project.

PORT OF HOOD RIVER
PROFESSIONAL SERVICES CONTRACT
AMENDMENT No. 4

This Amendment No. 04 (the "**Amendment**") to the Port of Hood River Professional Services Contract, No. 2018-01, dated July 16, 2018, (the "**Agreement**") is entered into between the Port of Hood River and WSP USA, Inc. (collectively, the "**Parties**").

RECITALS

WHEREAS, Sec. 1.4 of the July 16, 2018 Professional Services Contract, and amended in Amendment 3, states that three cost-to-complete ("C2C") analyses will be conducted; and,

WHEREAS, said C2C analysis was completed with review by the Port's Project Team and the findings shared with the Port of Hood River Commission on February 16, 2021; and,

WHEREAS, based upon the analysis, this amendment allows for changes to the Scope of Work (Exhibit A) and Consultant Compensation (Exhibit B), while staying on budget and schedule; and,

WHEREAS, Amendment No. 01 was approved by the Commission on August 6, 2019 to accommodate job description and rate changes resulting from a merger between WSP USA, Inc. and BergerAbam; and

WHEREAS, Amendment No. 02 was approved by the Commission on October 22, 2019 to allow changes to the Scope of Work (Exhibit A), Consultant Compensation (Exhibit B), and Rate Schedule (Exhibit F) as documented in the 2019 C2C;

WHEREAS, Amendment No. 03 was approved by the Commission on August 11, 2020 to allow changes to the Scope of Work (Exhibit A), Consultant Compensation (Exhibit B), Key Persons (Exhibit D), and Rate Schedule (Exhibit F) as documented in the 2019 C2C;

NOW, in consideration of the mutual promises contained herein, and for good and valuable consideration, the Parties agree as follows:

AGREEMENT:

1. Exhibit A: The Parties hereby replace the amended attached Exhibit A to the Agreement with the "Hood River Bridge Replacement Project, Final Statement of Work Updated February 5, 2021" Exhibit A attached hereto.

2. Exhibit B: The Parties hereby replace the amended attached Exhibit B to the Agreement with the "Hood River Bridge Replacement Project, Consultant Compensation" Exhibit B attached hereto.

5. REMAINING CONTRACT PROVISIONS. Except as specifically modified by this Amendment, the Parties understand and agree that all provisions of the Agreement remain in full force and effect.

WSP USA Inc.
851 SW Sixth Ave., Ste. 1600
Portland, OR 97204
(503) 417-9355

Jason Tell, Area Manager — Date: 02/05/2021

Port of Hood River
1000 E. Port Marina Drive
Hood River, OR 97031
(541) 386-1645

Michael McElwee, Executive Director — Date

Approved for Legal Sufficiency

William J. Ohle, Port Counsel — Date

Commission Memo

Prepared by: Michael McElwee
Date: February 16, 2021
Re: HDR Bridge Contract- Task Order No. 11

On June 16, 2015, the Commission approved a master contract ("Contract") with HDR Engineering (HDR) for a variety of bridge engineering tasks. On June 18, 2019, the Commission approved Amendment No. 1 to the Contract extending it through June 30, 2021. Under the Contract, engineering tasks are identified with a specific task order.

On February 3, 2021 the Port received a letter from the Oregon Department of Transportation lowering the weight limit on the Bridge for several classes of heavy vehicles. This will likely cause a negative impact to local businesses that use the bridge to transport fruit, logs, and other commodities.

The attached Task Order No. 11 would authorize HDR to carry out several initial engineering tasks to determine whether it is feasible to reinforce the Bridge to restore the 80,000 lb. weight limit.

If approved, HDR's work will take place over the next several months and amendments will be required, if and when specific live-load testing protocols are identified. Further amendments will be again be required if upgrades are determined to be feasible and engineering plans and specifications are needed.

RECOMMENDATION: Approve Task Order No. 11 to the Master Services Agreement with HDR Engineering, Inc. for engineering services associated with the weight rating reduction of the Bridge not to exceed **$58,000** plus reasonable reimbursable expenses.

TASK ORDER 11

SCOPE OF SERVICES
for
ON-CALL ENGINEERING

February 11, 2021

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

PART 1.0 PROJECT DESCRIPTION & PURPOSE

The Port of Hood River has received notice of new load restrictions from the Oregon Department of Transportation due to a new load rating analysis of the bridge. The reduced loads have significant potential effects to freight users of the bridge and the Port desires to understand the range of options and cost implications to restore the bridge to the current load carrying capacity.

Consultant has prepared an initial summary review of the load rating analysis. This task order will serve to analyze the specific locations affecting the load posting. These locations will be analyzed to determine if the load rating factor can be raised to above 1.0 through refined analysis, rehabilitation, or site-specific load testing analysis.

PART 2.0 SCOPE OF SERVICES

Task 1: Project Management & Administration

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

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

Deliverables:
The following items will be delivered to the Port:

- Invoices and progress reports

Task 2: Structural Analysis of Deficient Sections

Consultant shall:

- Review the specific structural analysis of the sections identified with load rating factors below 1.0 for legal trucks (Type 3 and specialized haul vehicles) to identify if overly conservative assumptions were utilized.
- Identify sections that have a reasonable chance of improving the rating factor to above 1.0 from a site-specific load testing program.
- Develop specific scope of services and fee for a proposed load testing program to be added as Task 3 by amendment.
- Develop rehabilitation alternatives and approximate planning-level construction costs for restoring capacity to sections that are not likely to be resolved by refined analysis or load testing.
- Provide a Technical Memorandum describing the results of the above investigations.
- Present findings to Port Commission upon request.

Assumptions

The following assumptions are made:

- All deliverables shall be electronic in MS Word, MS Excel, and/or PDF format.
- Expenses for printing, shipping, and travel mileage for this Task Order are reimbursable at cost. Any specific expenses over $100 require prior approval.
- Sections with load rating factors below 0.85 have a low probability of being resolved by analytical means.
- For rehabilitation alternatives in concrete deck sections, consider the effect of potential protective overlays.
- Contract bid documents for approved rehabilitations to be developed as an amendment or separate task order.

Deliverables

The following items will be delivered to the Port:

- Scope and fee for proposed load testing program.
- Technical Memorandum describing results of the analysis and proposed rehabilitation alternatives.

Task 3: Load Testing Program (RESERVED)

PART 3.0 PORT'S RESPONSIBILITIES:

Port shall provide access to Port properties as needed, and be available for mutually agreed upon times for site visits.

PART 4.0 PERIODS OF SERVICE:

All work shall be completed by June 30, 2021.

PART 5.0 PAYMENTS TO CONSULTANT:

The total fees for labor and expenses for this Task Order shall be a not-to-exceed amount of $58,000 billed monthly based on actual staff hours expended, actual staff hourly rates times a multiplier of 2.95. Expenses

billable to the project and in conformance with the Agreement will be reimbursed at cost and are included in the total not-to-exceed amount.

PART 6.0 OTHER:

None

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

PORT OF HOOD RIVER		HDR ENGINEERING, INC.	
"Port"		"Consultant"	
BY:		BY:	
NAME:	Michael S. McElwee	NAME:	Tracy Ellwein
TITLE:	Executive Director	TITLE:	Vice President
ADDRESS:	1000 E. Port Marina Drive Hood River, Oregon 97031	ADDRESS:	1050 SW 6th Ave Suite 1800 Portland, OR 97204

EXHIBIT 'B'
Port of Hood River - TO11 Load Posting Restoration
HDR Engineering, Inc. - Fee Estimate

Tasks	Project Resource / Staff / Bill Rate	Principal-in-Charge April Siebenaler $273.94	Project Manager Mark Libby $249.51	Sr. Bridge Engineer Barney Frankl $171.66	Bridge Engineer Carly Clark $143.64	Bridge EIT Santosh Timilsina $115.96	Cad Technician Heather Gonsior $131.10	Project Admin. Asst Rebecca Craven $79.65	Project Accountant Kristine Bakley $92.98	Labor Hours	Labor Dollars	Telephone/ Printing/ Shipping	Travel/ Mileage/ Equipment Rental	Total Labor & Expenses
1.0	**Project Management & Administration**													
	Project coordination		12					8		**20**	$3,631			$3,631
	Project invoicing and reporting		8					2	12	**22**	$3,271	$ 11		$3,282
	Quality reviews and management	2	4	20				4	4	**34**	$5,670	$ 10		$5,680
										0	$0	$ -	$ -	$0
	Subtotal	**2**	**24**	**20**	**0**	**0**	**0**	**14**	**16**	**76**	**$12,572**	**$ 21**	**$ -**	**$12,593**
2.0	**Structural Analysis of Deficient Sections**													
	Review specific structural analysis for RF's < 0.95		8		32	24	4			**68**	$9,900	$ 10		$9,910
	Identify sections for site-specific load testing		4		8	8	4			**24**	$3,599			$3,599
	Develop scope and fee for load testing program		8		8	8				**24**	$4,073			$4,073
	Develop rehabilitation alternatives and cost estimates		16		40	80	4			**140**	$19,539	$ 10	$ 55	$19,604
	Technical Memorandum		12		12	8	4			**36**	$6,170			$6,170
	Present to Commission		8							**8**	$1,996		$ 55	$2,051
	Subtotal	**0**	**56**	**0**	**100**	**128**	**16**	**0**	**0**	**300**	**$45,277**	**$ 20**	**$ 110**	**$45,407**
	Total Hours	**2**	**80**	**20**	**100**	**128**	**16**	**14**	**16**	**376**				
	Total Dollars	**$548**	**$19,961**	**$3,433**	**$14,364**	**$14,843**	**$2,098**	**$1,115**	**$1,488**		**$57,849**	**$ 41**	**$ 110**	**$58,000**